
DUPONT INDUSTRIAL

DuPont, WA

TRAFFIC IMPACT ANALYSIS (TIA)

October 9, 2023



HEATH&ASSOCIATES

Transportation Planning & Engineering

DUPONT INDUSTRIAL TRAFFIC IMPACT ANALYSIS

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CONTENTS

1. Introduction.....	4
2. Project Description.....	4
3. Existing Conditions	6
4. Forecast Traffic Demand and Analysis	12
5. Conclusions & Mitigation	23

TABLES

1. Transportation Improvement Projects.....	6
2. Baseline Weekday Peak Hour Level of Service.....	11
3. Project Trip Generation	12
4. Forecast 2025 Weekday peak Hour Level of Service	22

FIGURES

1. Vicinity Map & Roadway System.....	4
2. Site Plan	5
3. Baseline AM Peak Hour Volumes	9
4. Baseline PM Peak Hour Volumes.....	10
5. AM Peak Hour Trip Distribution & Assignment	14
6. PM Peak Hour Trip Distribution & Assignment.....	15
7. AM Peak Hour Pipeline Volumes.....	16
8. PM Peak Hour Pipeline Volumes	17
9. Forecast 2025 AM Peak Hour Volumes without Project.....	18
10. Forecast 2025 PM Peak Hour Volumes without Project	19
11. Forecast 2025 AM Peak Hour Volumes with Project	20
12. Forecast 2025 PM Peak Hour Volumes with Project.....	21



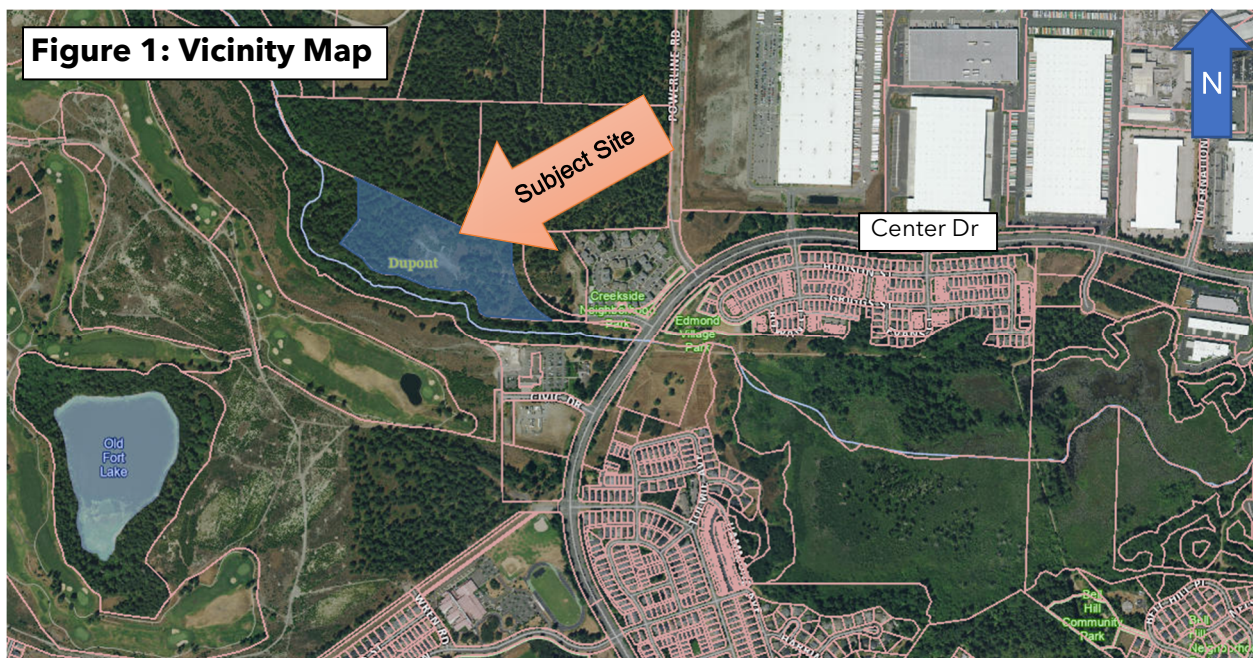
DUPONT INDUSTRIAL TRAFFIC IMPACT ANALYSIS

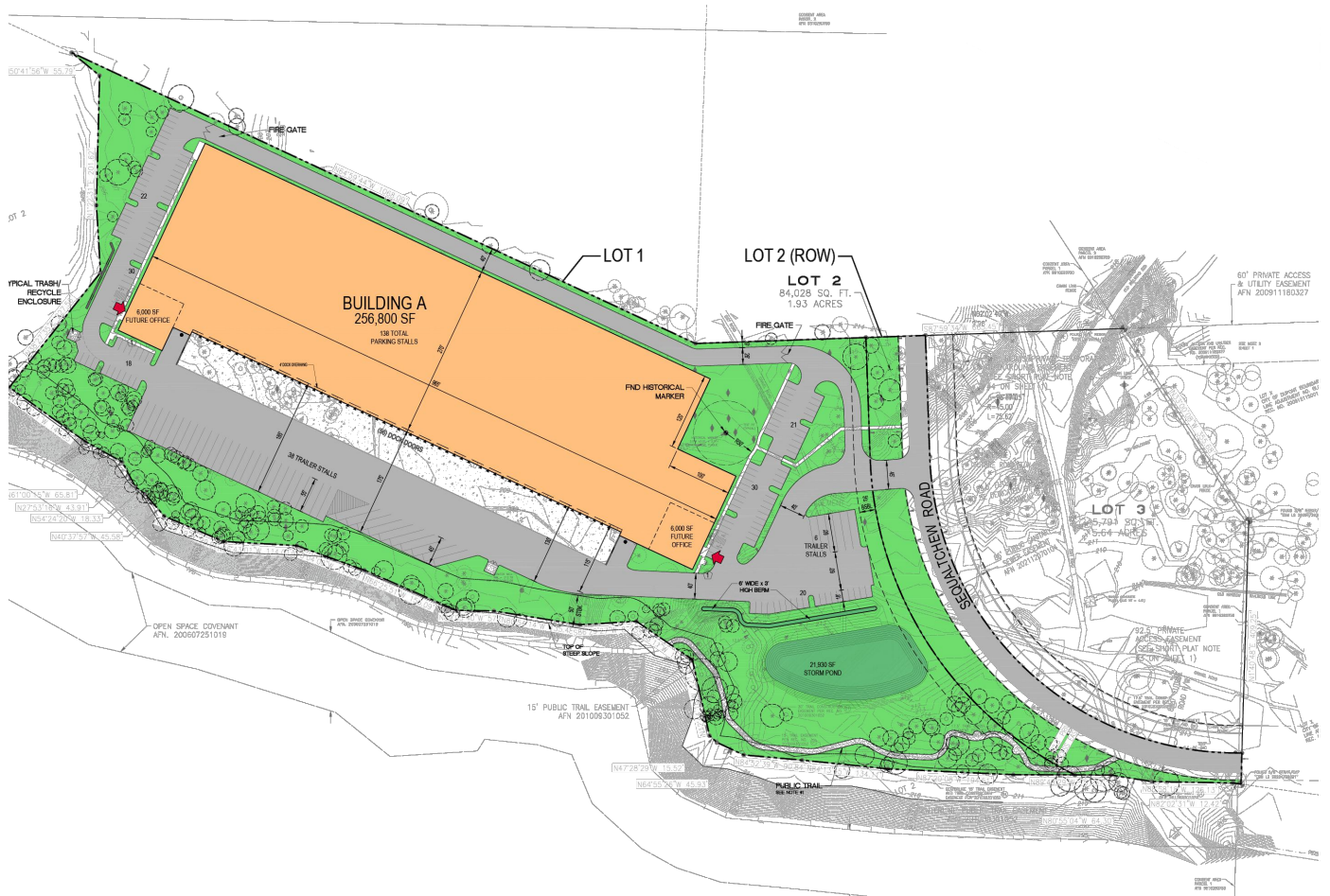
1. INTRODUCTION

The main goals of this study focus on the analysis of existing roadway conditions and forecasts of newly generated project traffic. The first task includes the review of general roadway information on the adjacent street system, baseline vehicular volumes, and entering sight distance data. Forecasts of future traffic and dispersion patterns on the street system are then determined using established trip generation and distribution techniques. As a final step, appropriate conclusions and mitigation measures are defined.

2. PROJECT DESCRIPTION

The Dupont Industrial project proposes for the construction of approximately 256,800 square feet of warehousing located in the city of Dupont. The subject site, with an address of 1700 Center Drive, comprises undeveloped, 19.65-acres within tax parcel #'s: 0119266005 & 0119266006. Access is to occur via a northwesterly extension of Sequalitchew Drive. One new driveway is proposed to extend westerly from the Sequalitchew Drive extension into the subject site. Figure 1 below shows the aerial vicinity of the project. A conceptual site plan illustrating the proposed building layout and access location is presented in Figure 2.





3. EXISTING CONDITIONS

3.1 Existing Street System

The primary roadways serving the subject site are listed and described below.

Center Drive is a north-south, multilane major arterial that is situated east of the subject site. Travel lanes are approximately 12-feet in width with turn lanes typically available at major intersections. The typical cross section of the roadway is two lanes of travel in either direction with a center raised median or two-way left turn lane. Shoulders are paved with the available width, allowing bike travel. Detached sidewalks are also provided in most areas. The posted speed limit is 35 mph.

Sequalitchew Drive is a three lane, east-west local roadway, which currently terminates at approximately the southeastern corner of the subject property. The roadway is proposed to be extended northwesterly, providing future access to the site. Travel lanes are approximately 11-feet wide, and 4.5-foot-wide bike lanes are provided along either side of the roadway. Shoulders are comprised of curb and gutter, with sidewalk additionally provided along the north side of the road.

3.2 Roadway Improvements

A review of the City of Dupont's Six Year Transportation Improvement Program (2024-2029) indicates that improvement projects are planned in the vicinity. Descriptions and summaries of each project are provided in Table 1 below.

Table 1: Transportation Improvement Projects

Name	Location	Improvement	Cost
Center Dr Overlay Phases 4A, 4B, & 5 (Map ID#'s 1, 2, 5)	Powerline Rd to McNeil St	Design and construct asphalt overlay for pavement preservation.	\$2,066,880
Systemic Pedestrian Safety Improvements (Map ID# 3)	Bob Hollow Ln/Wren Rd & Hoffman Hill /Trail of Packwood Avenue	Install RRFB, street lighting, signing, pavement markings, and curb ramps as needed.	\$229,000
Sequalitchew Creek Pedestrian Crossing onto Center Drive (Map ID# 8)	Center Dr: culvert to City Hall	Conduct a study for the Sequalitchew Creek Pedestrian Crossing.	\$10,000



3.3 Public Transit

A review of the Pierce Transit and Sound Transit regional bus schedules indicates that the nearest transit service provided in the vicinity of the subject site is located at Dupont Station, approximately 1.5-miles south of the development. Routes 592 (Dupont to Seattle) and 590/594 (Lakewood/Tacoma to Seattle) provide service at the Dupont Station. Refer to Pierce Transit and Sound Transit schedules and maps for further information.

3.4 Existing Peak Hour Volumes and Travel Patterns

Field data for this study was collected in October of 2022. Traffic counts were taken at the intersections outlined below, which are anticipated to receive the bulk of the anticipated vehicular demands. As traffic counts are less than one-year old, the volumes at the five outlying study intersections are considered baseline conditions.

1. Center Dr & Sequalitchew Dr
2. Center Dr & Palisade Blvd
3. Center Dr & Bob's Hollow Ln
4. Center Dr & McNeil St
5. Center Dr & Wilmington Dr

Study intersections herein are consistent with those analyzed within the original *Dupont Industrial TIA (3/6/2018)*. Data was obtained during the morning and evening peak periods between the hours of 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM, which generally translates to highest overall roadway volumes in a given 24-hour period. The peak hour of each timeframe was then derived from each field count and used for analysis. Intersection volumes for the AM and PM peak hours are presented in Figures 3 and 4. The full two-hour counts have been attached to the appendix for reference.

3.5 Non-Motorist Activity & Infrastructure

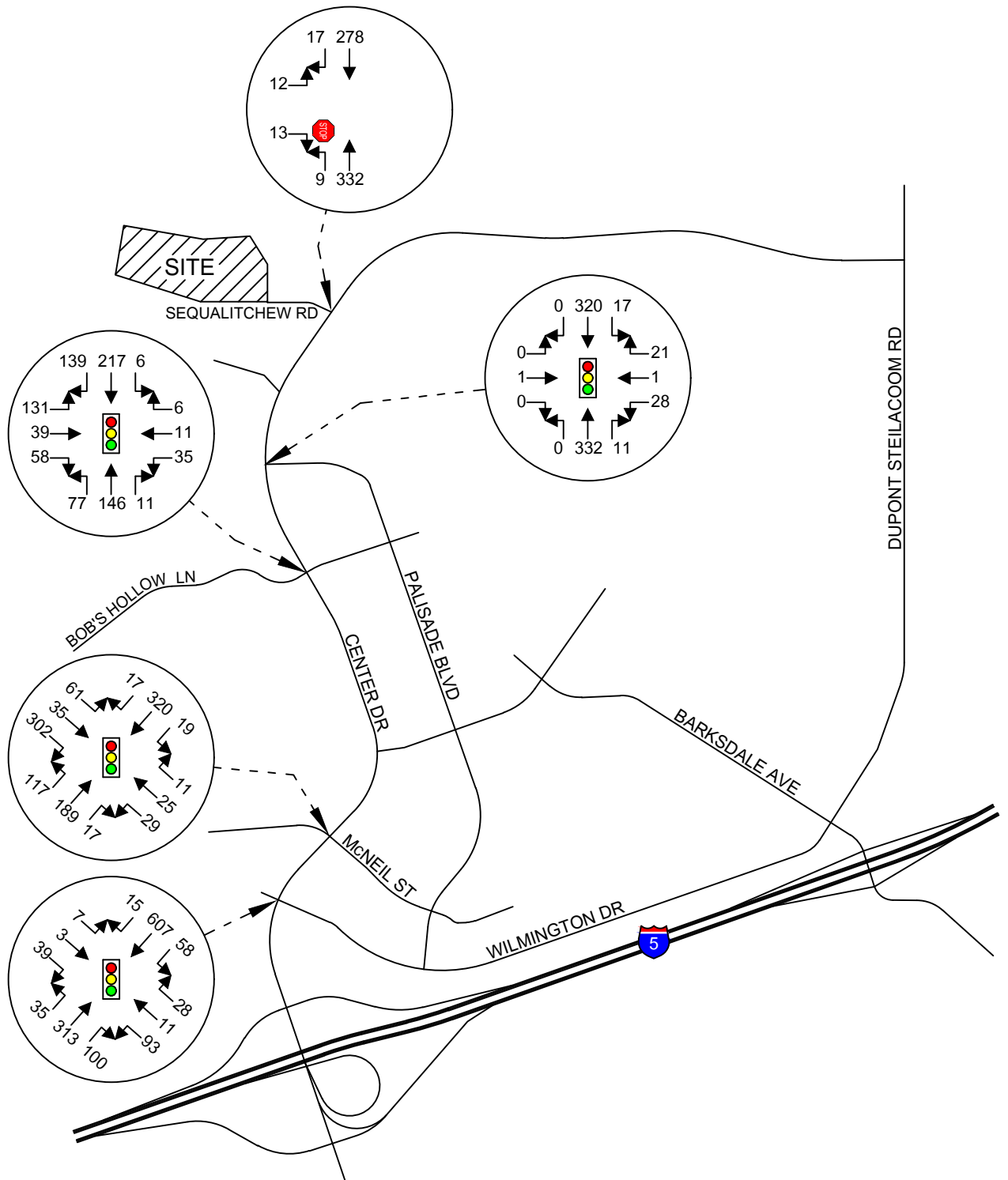
Pedestrian and bicycle activity were observed at the intersections of study during the respective peak hours of analysis. Pedestrian and bicyclist volumes noted during the AM peak hour are illustrated in Figures A and B in the appendix, respectively. PM peak hour non-motorist volumes are illustrated in Figures C and D. The heaviest pedestrian volumes were observed at the Center Drive & Bob's Hollow Lane intersection given the close proximity to Pioneer Middle School. Extensive non-motorist infrastructure at and in the vicinity of said intersection is provided in the form

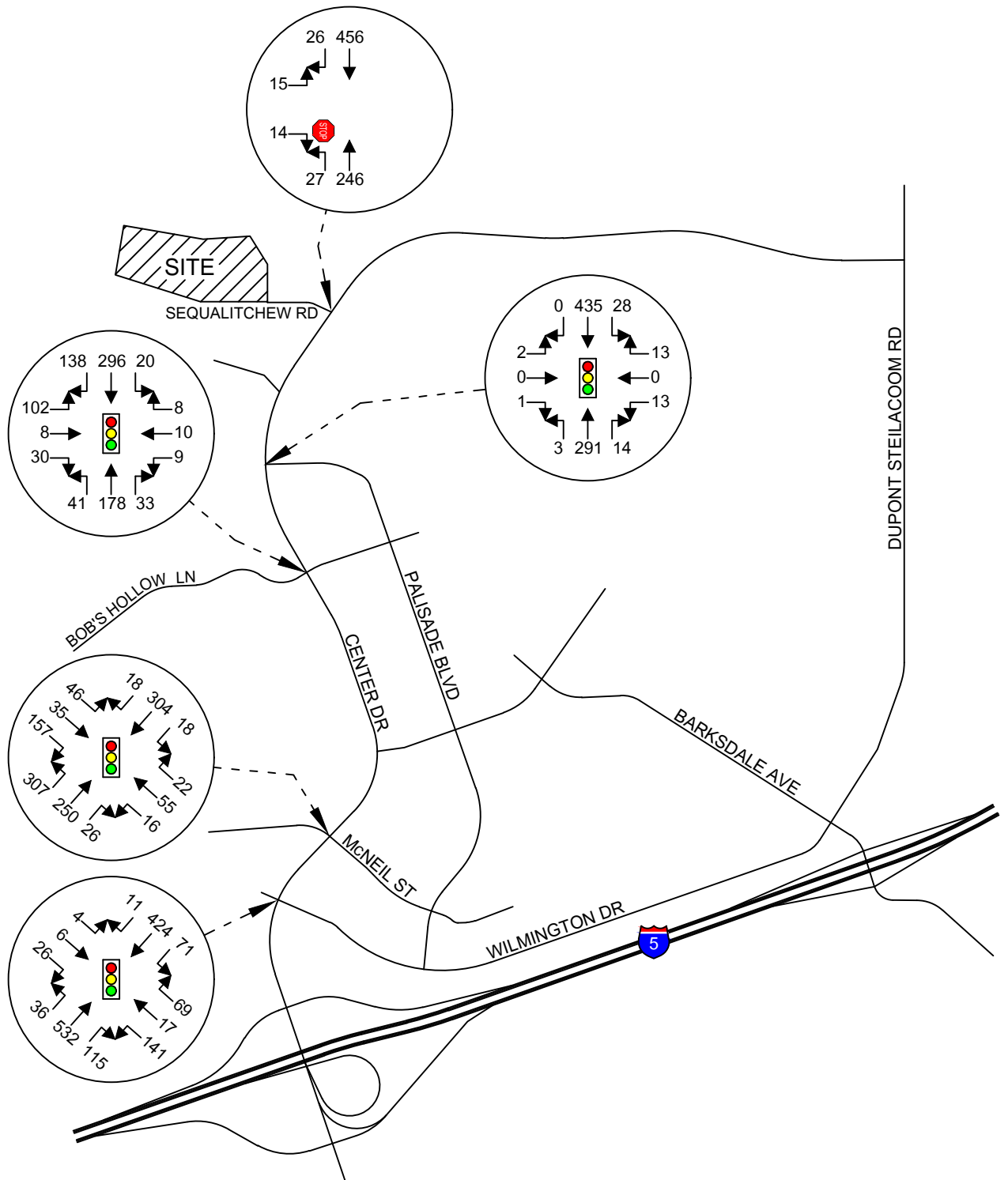


of bike lanes, sidewalk and pedestrian actuated crossings. No significant increase with respect to non-motorist transport would be expected from the development given the industrial nature of the proposed project.

Moreover, detached sidewalk and wide paved shoulders/dedicated bike lanes are provided along either side of Center Drive. These paths provide connectivity to the Sequelitchew Creek Trail, the trailhead of which is located just south of the subject site within the Dupont City Police Department parking lot. The recreational trail jogs approximately 1.5-miles westerly to the Puget Sound beach front.







3.6 Baseline Level of Service

Baseline intersection delays were determined through the use of the *Highway Capacity Manual* 7th Edition. Capacity analysis is used to determine level of service (LOS) which is an established measure of congestion for transportation facilities. The range¹ for intersection level of service is LOS A to LOS F with the former indicating the best operating conditions with low control delays and the latter indicating the worst conditions with heavy control delays. Detailed descriptions of intersection LOS are given in the Highway Capacity Manual. Level of service calculations were made through the use of the *Synchro 12* analysis program. Delays presented represent overall weighted average delays for signalized controlled intersections. For side-street, stop-controlled intersections, LOS is determined by the approach with the highest delay. Table 2 below portrays baseline LOS delays for the key intersections of study.

Table 2: Baseline Weekday Peak Hour Level of Service

Delays given in seconds per vehicle

Intersection	Control	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
		LOS	Delay	LOS	Delay
Center Dr & Sequalitchew Dr	Stop	B	10.4	B	12.4
Center Dr & Palisade Blvd	Signal	A	5.9	A	5.6
Center Dr & Bob's Hollow Ln	Signal	B	12.0	A	9.7
Center Dr & McNeil St	Signal	B	12.8	B	16.4
Center Dr & Wilmington Dr	Signal	B	10.5	B	12.1

The City of Dupont² has adopted a concurrency standard of LOS D. All study intersections are shown to operate satisfactorily with LOS B or better conditions during the critical AM and PM peak hours of study, meeting City LOS Standards.

¹ *Signalized Intersections - Level of Service*

<u>Level of Service</u>	<u>Control Delay per Vehicle (sec)</u>
A	≤10
B	> 10 and ≤20
C	> 20 and ≤35
D	> 35 and ≤55
E	> 55 and ≤80
F	> 80

Highway Capacity Manual, 7th Edition

Stop Controlled Intersections - Level of Service

<u>Level of Service</u>	<u>Control Delay per Vehicle (sec)</u>
A	≤10
B	> 10 and ≤15
C	> 15 and ≤25
D	> 25 and ≤35
E	> 35 and ≤50
F	> 50

² City of DuPont 2015 Comprehensive Plan, Chapter 9 - Transportation



4. FORECAST TRAFFIC DEMAND & ANALYSIS

4.1 Project Trip Generation

Trip generation is used to determine the magnitude of project impacts on the surrounding street system. This is usually denoted by the quantity or specific number of new trips that enter and exit a project during a designated time period, such as a specific peak hour (AM or PM) or an entire day. Data presented in this report was taken from the Institute of Transportation Engineer's publication *Trip Generation*, 11th Edition. The designated land use for this project is defined as Warehousing (LUC 150). Table 3 below summarizes the estimated project trip generation using ITE equations. Included are the average weekday daily traffic (AWDT) and the AM and PM peak hours. Refer to the appendix for trip generation output.

Table 3: Project Trip Generation

Land Use	Sq. Ft.	Trip Type	AWDT	AM Peak-Hour			PM Peak-Hour		
				In	Out	Total	In	Out	Total
LUC 150- Warehousing	256,800	Pass. Vehicle	298	39	10	49	12	37	49
		Truck	146	3	2	5	4	4	8
		Total	444	42	12	54	16	41	57

Project trips associated with the proposed development are estimated to total 444 average weekday daily trips with 54 trips (42 inbound / 12 outbound) occurring in the AM peak hour and 57 trips (16 inbound / 41 outbound) in the PM peak hour. Moreover, ITE data indicates that approximately 5 AM peak hour trips (3 inbound / 2 outbound) and 8 PM peak hour trips (4 inbound / 4 outbound) are to be in the form of heavy vehicles.

4.2 Distribution & Assignment

Trip distribution describes the process by which project generated trips are dispersed on the street network surrounding the site. The trips generated by the project are expected to follow the general trip pattern as shown in Figure 5 (AM peak hour) and Figure 6 (PM peak hour). Distribution percentages are based primarily on existing travel patterns and the location of the Interstate 5 interchange on Center Drive. Heavy trucks are restricted on Center Drive between Palisade Boulevard and



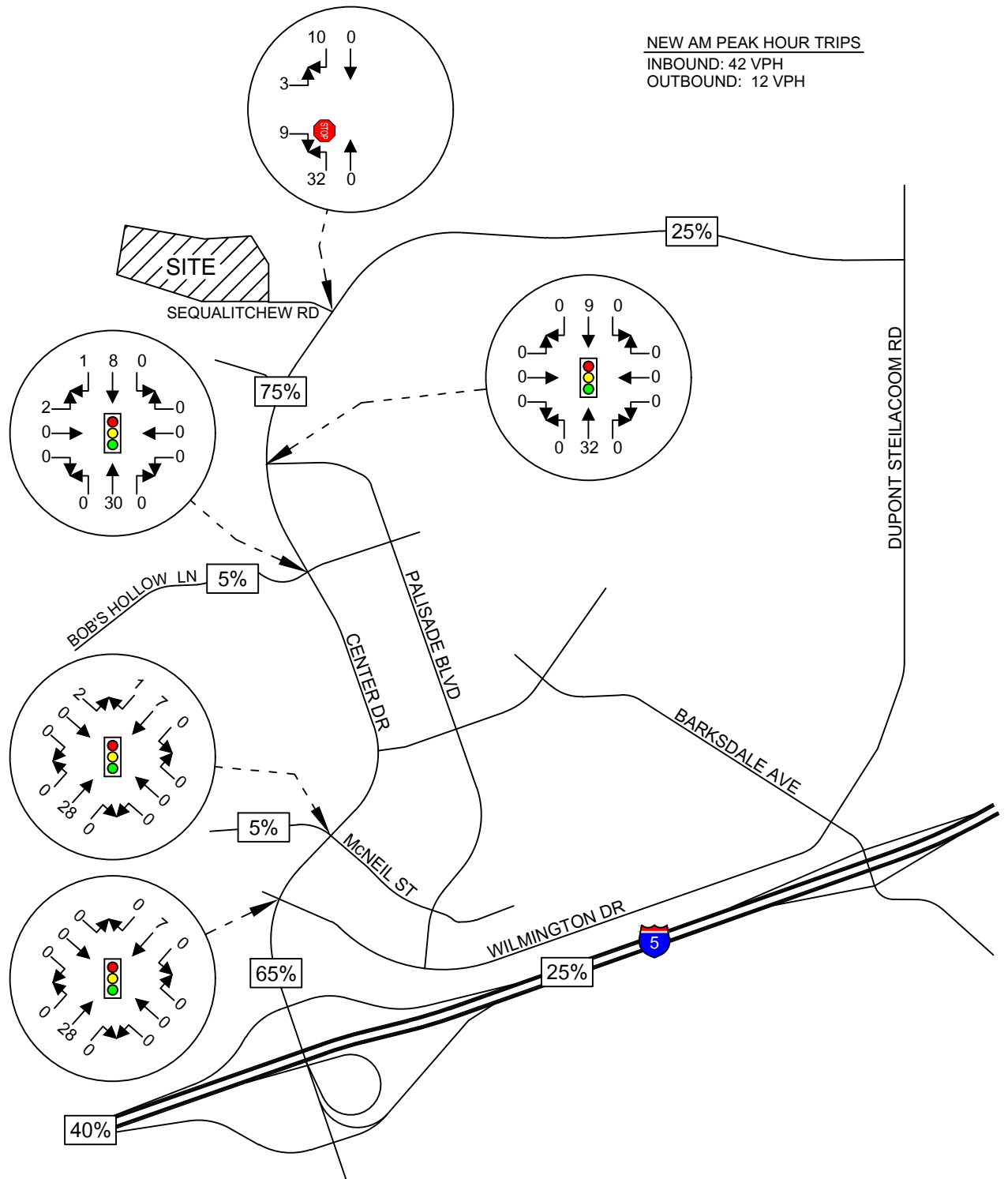
McNeil Street and were therefore modeled traveling east to use DuPont-Steilacoom Road to access I-5. Overall, trip distribution and assignment assumptions emulate those utilized within the original *Dupont Industrial TIA* (3/6/2018).

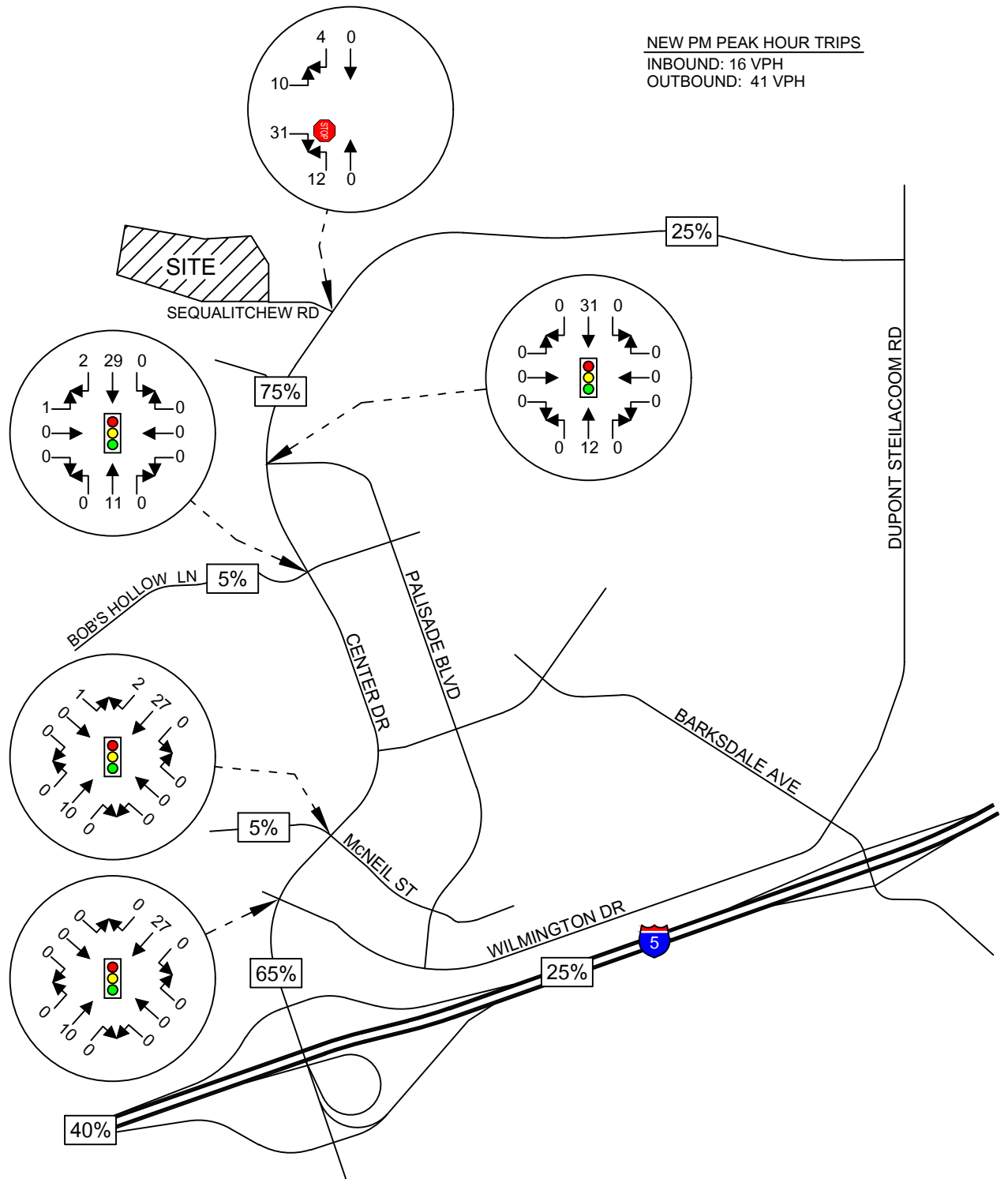
4.3 Future Peak Hour Volumes

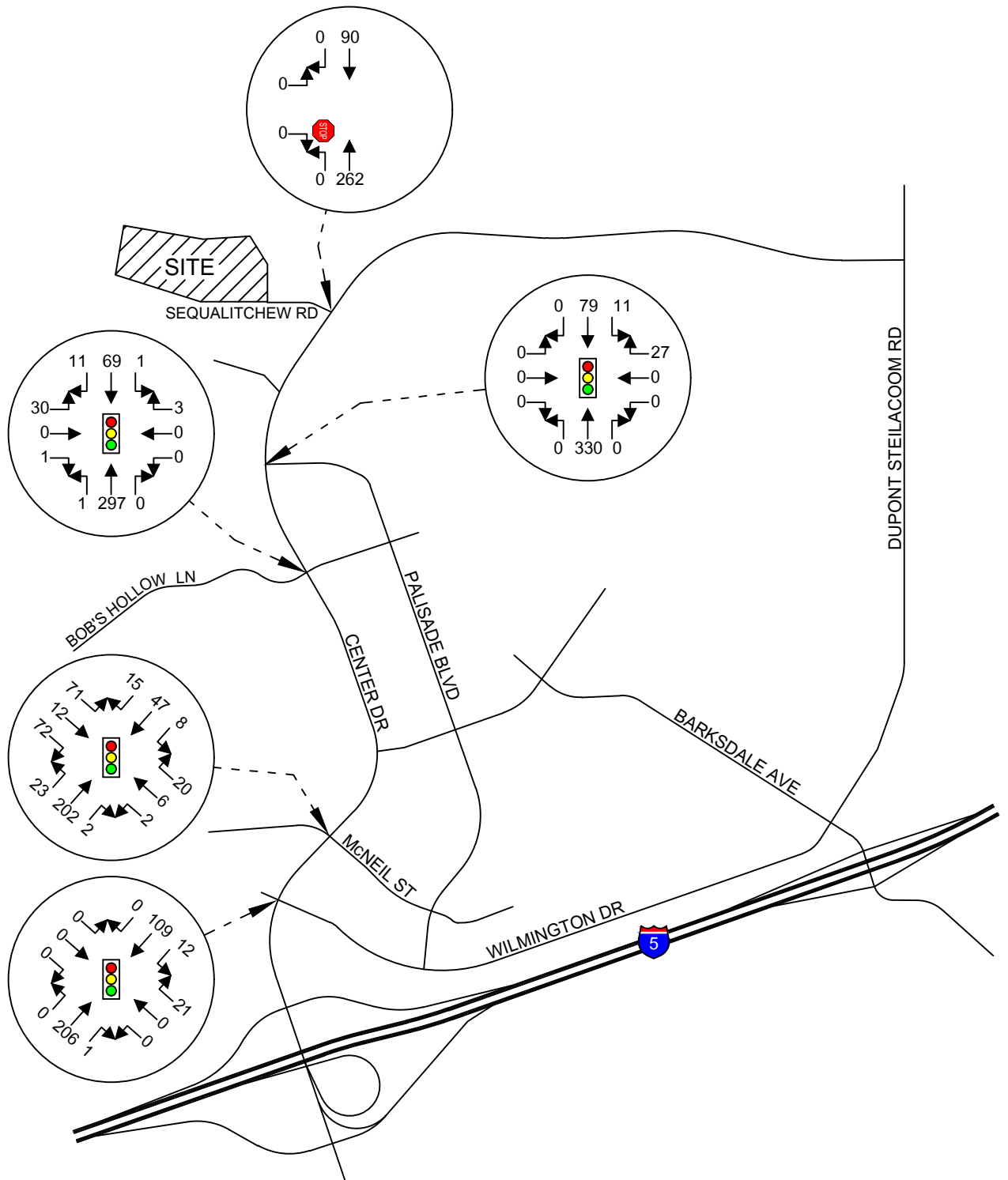
The estimated build-out year of 2025 was used as the horizon study year in order to assess future impacts. To derive forecast 2025 peak hour volumes, a 2.0 percent compound annual background growth rate was applied to the baseline volumes. It should be noted that existing counts conducted at the study intersections were compared with historic 2018 peak hour volumes gathered for the previous iteration of this report. The counts conducted in October of 2022 were shown to be comparable with historic volumes, indicating little to no growth at the study intersections (see appendix for percent differential spreadsheet). As such, pipeline volumes provided by the City of DuPont in 2018 were included in future estimations. A list of pipeline volumes can also be found in the appendix.

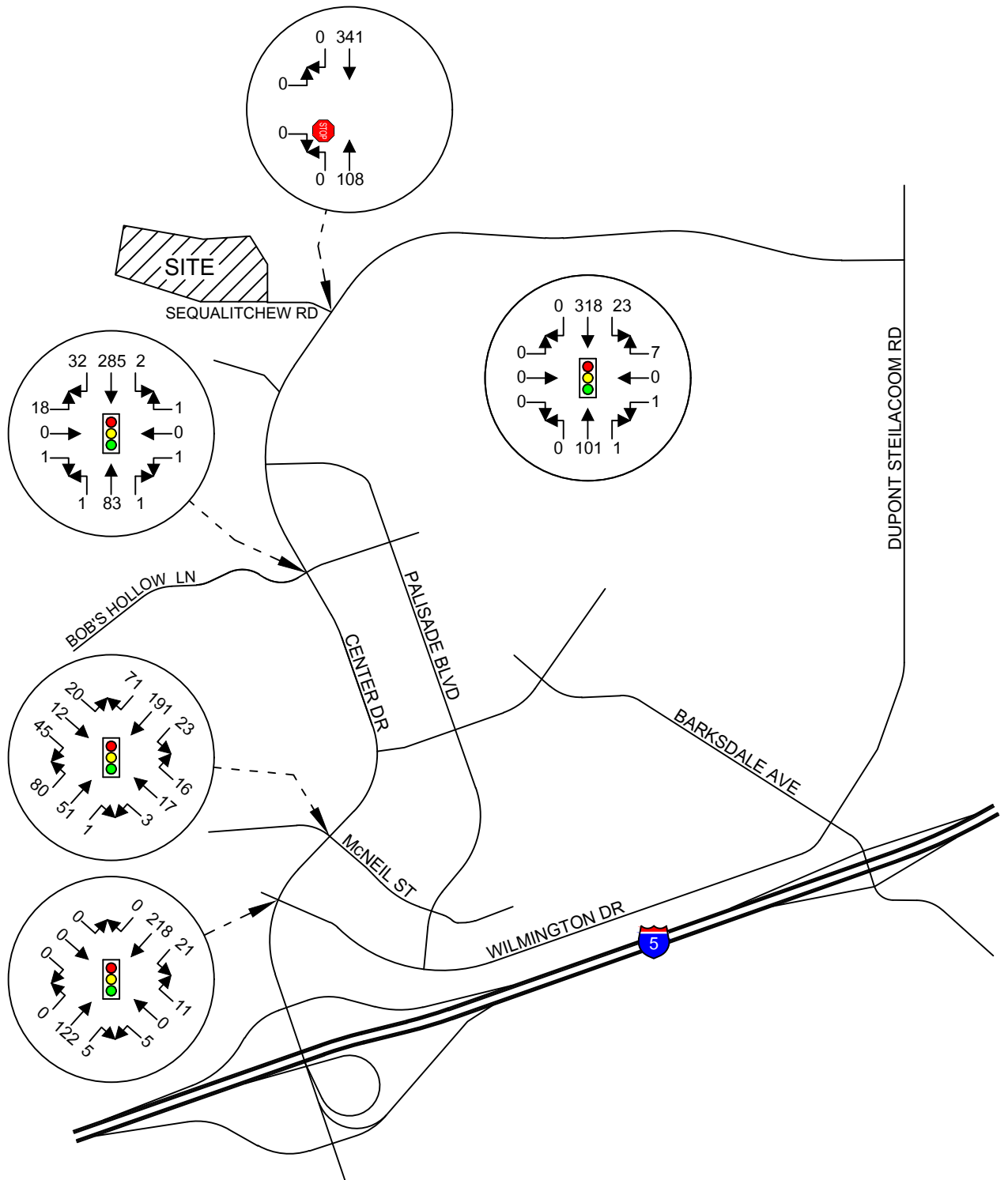
AM and PM peak hour pipeline volumes are provided in Figures 7 and 8. Figures 9 and 10 show forecast 2025 AM and PM peak hour background volumes, which include a growth rate and pipeline volumes. Figures 11 and 12 illustrate forecast 2025 AM and PM peak hour volumes with project-generated traffic included.

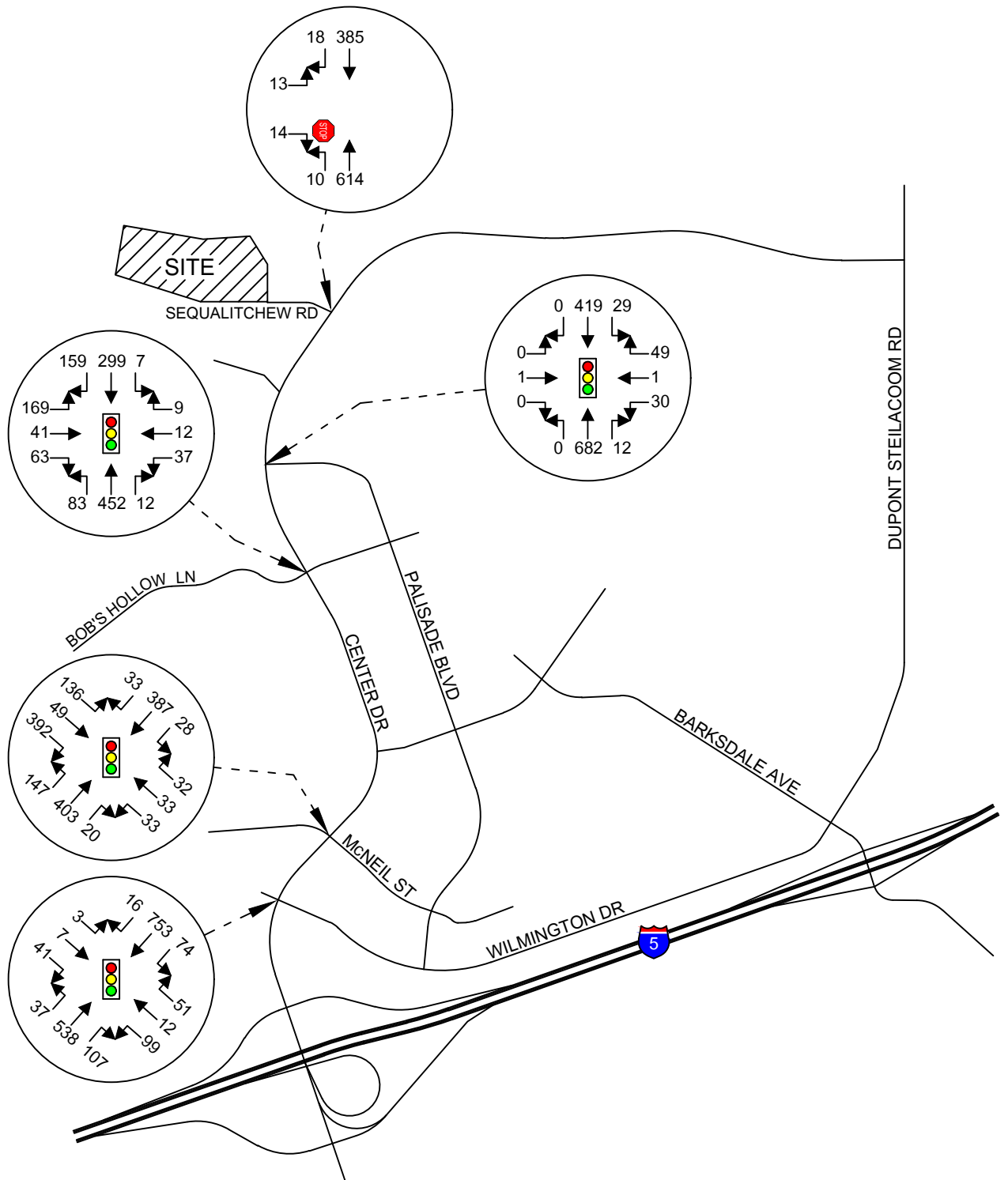


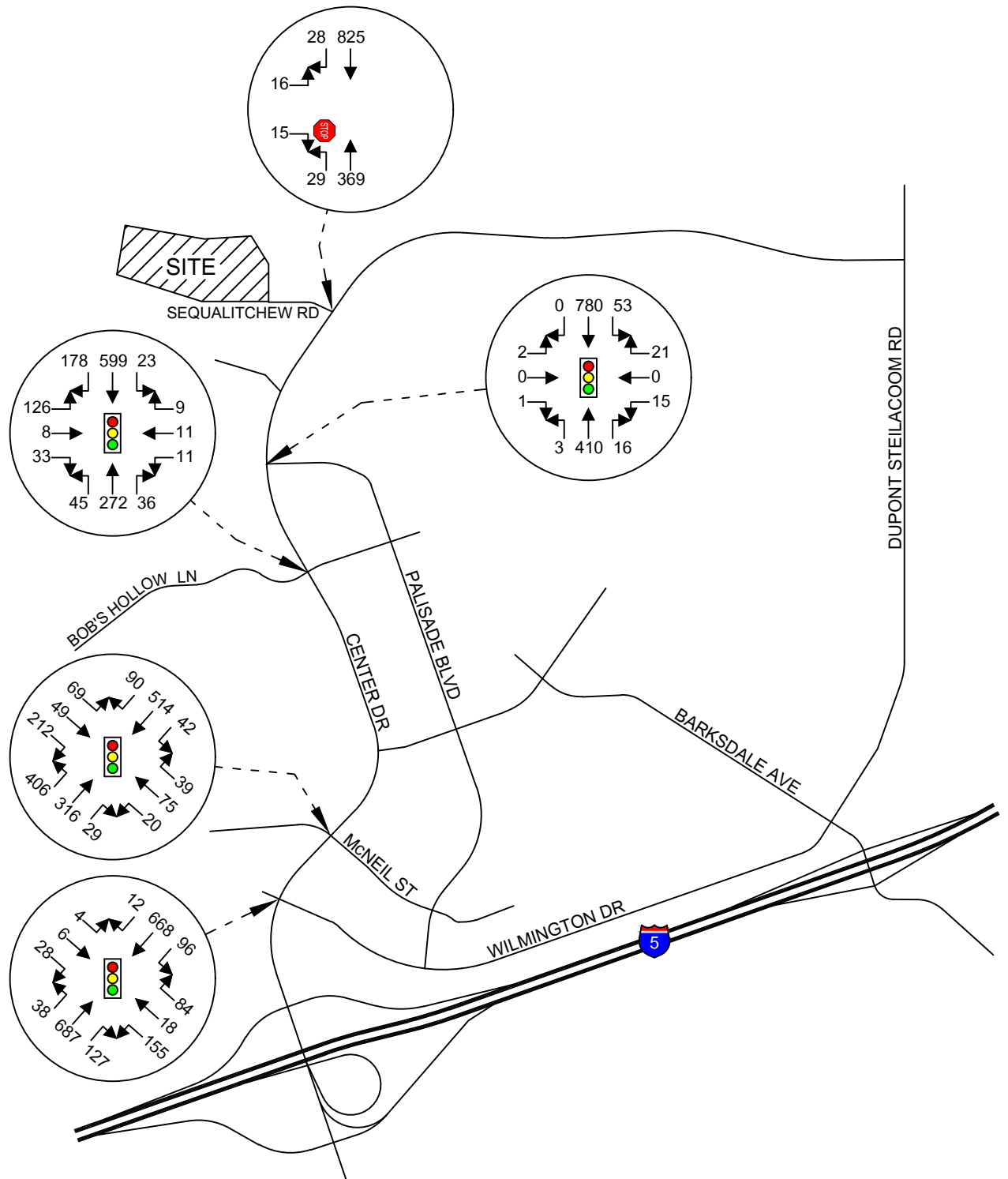


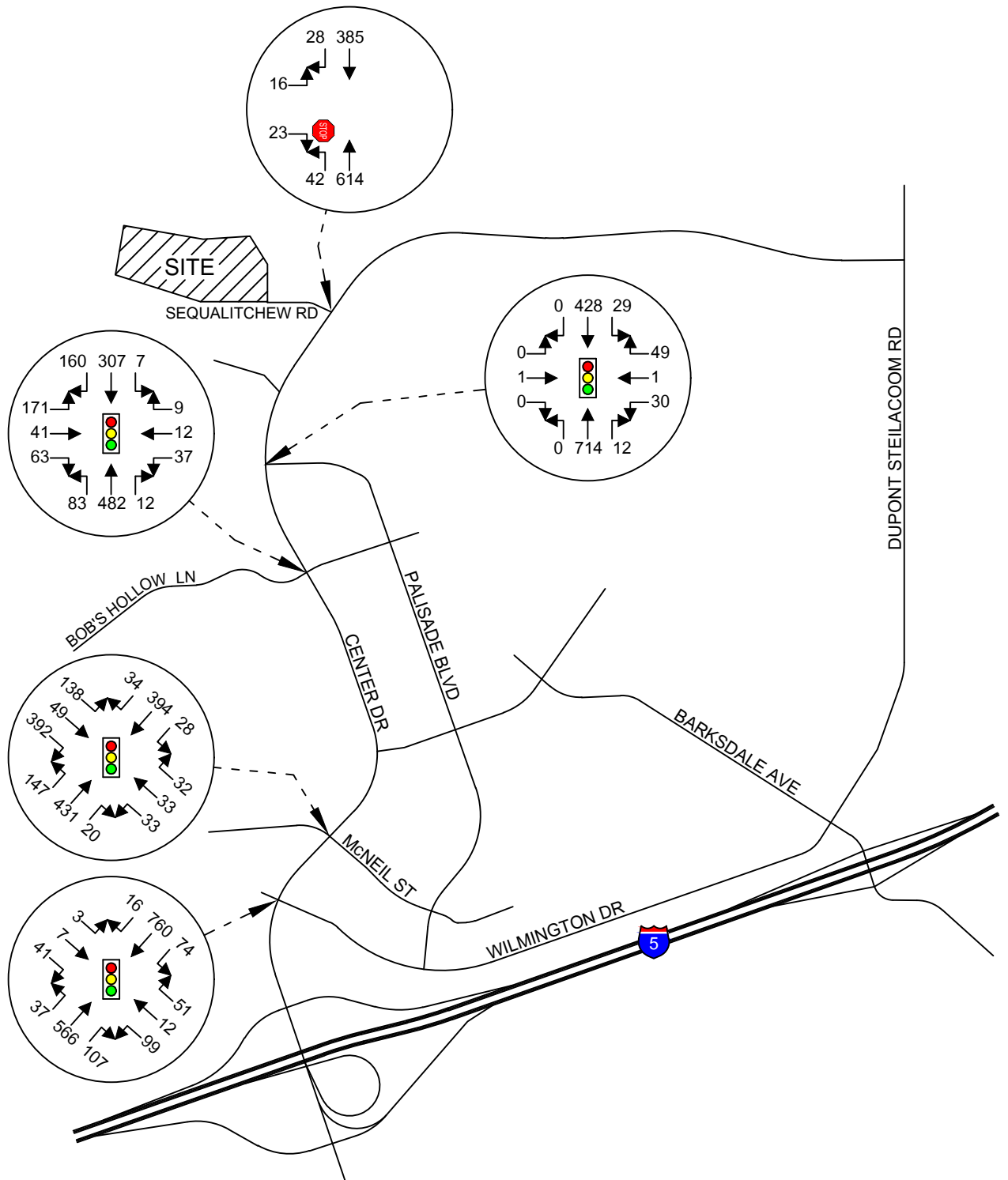


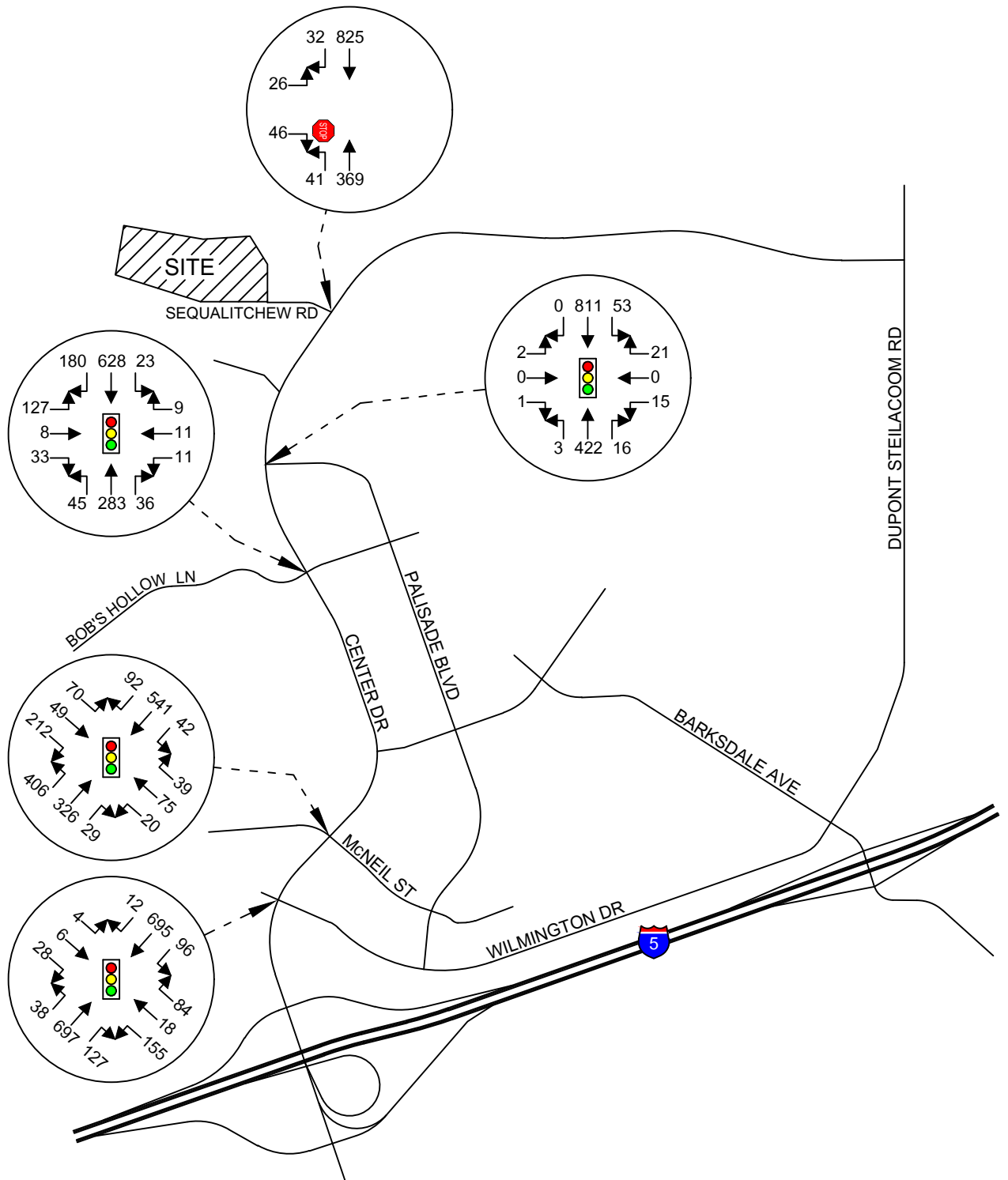












4.4 Future Level of Service

Level of service analyses were made of the future 2025 AM and PM peak hour volumes without and with project related trips added to the key roadways and intersections. This analysis once again involved the use the *Synchro* 12 analysis program. Delays for the key intersection movements under future conditions are shown in Table 4 below.

Table 4: Forecast 2025 Weekday Peak Hour Level of Service

Delays given in seconds per vehicle

Intersection	Control	Peak Hour	<u>Background</u>		<u>With Project</u>	
			LOS	Delay	LOS	Delay
Center Dr & Sequalitchew Dr	Stop	AM	B	11.6	B	12.1
		PM	C	17.7	C	18.3
Center Dr & Palisade Blvd	Signal	AM	A	7.2	A	7.3
		PM	A	8.2	A	8.2
Center Dr & Bob's Hollow Ln	Signal	AM	B	14.3	B	14.5
		PM	B	13.8	B	13.9
Center Dr & McNeil St	Signal	AM	B	16.5	B	16.6
		PM	C	22.8	C	23.2
Center Dr & Wilmington Dr	Signal	AM	B	11.0	B	11.1
		PM	B	13.2	B	13.3

Forecast 2025 AM and PM peak hour delays are shown to operate with up to LOS C conditions both with or without the Dupont Industrial project. As such, no operational deficiencies are identified as a result of the development proposal.

4.5 Site Access & Driveway Design

As shown in the conceptual site plan (see Figure 2), access to/from the subject site is proposed via a northwesterly extension of Sequalitchew Drive. One driveway extending west from this roadway extension is proposed to serve the development. Any new access and/or roadway shall be designed in accordance with city standards, providing sufficient sight lines in accordance with *American Association of State Highway and Transportation Officials* (AASHTO) specifications.



5. CONCLUSIONS & MITIGATION

Dupont Industrial is a proposed warehousing development comprising approximately 256,800 square feet in the city of Dupont. The subject site is located on undeveloped 19.65-acres within tax parcel #'s: 0119266005 & 0119266006. Dupont Industrial comprises a site address of 17000 Center Street and is located west of Center Drive. A northwesterly extension of Sequalitchew Drive is proposed to serve the site, with a new driveway extending west into the development from said extension. Refer to the site plan on Figure 2 for the proposed building and access layout.

Existing level of service (LOS) is summarized in Table 2 and indicates that the study intersections operate with acceptable LOS B or better delays during the AM and PM peak hours. Based on ITE data the project would be anticipated to generate 54 new AM peak hour trips (42 in / 12 out) and 57 new PM peak hour trips (16 in / 41 out). Approximately 5 AM peak hour and 8 PM peak hour trips are anticipated to be in the form of heavy vehicle. For forecast analyses, a horizon year of 2025 was examined to assess impacts under future conditions. Table 4 summarizes forecast 2025 weekday peak hour LOS delays without and with the project. Forecast 2025 AM and PM peak hour conditions are shown to continue to meet city of Dupont standards with up to LOS C delays. Overall, no operational deficiencies are identified as a result of the development proposal.

No mitigation is identified at this time.



DUPONT INDUSTRIAL TRAFFIC IMPACT ANALYSIS

APPENDIX



Heath & Associates

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File Name : 5017a
 Site Code : 00005017
 Start Date : 10/13/2022
 Page No : 1

Groups Printed- Passenger + - Heavy

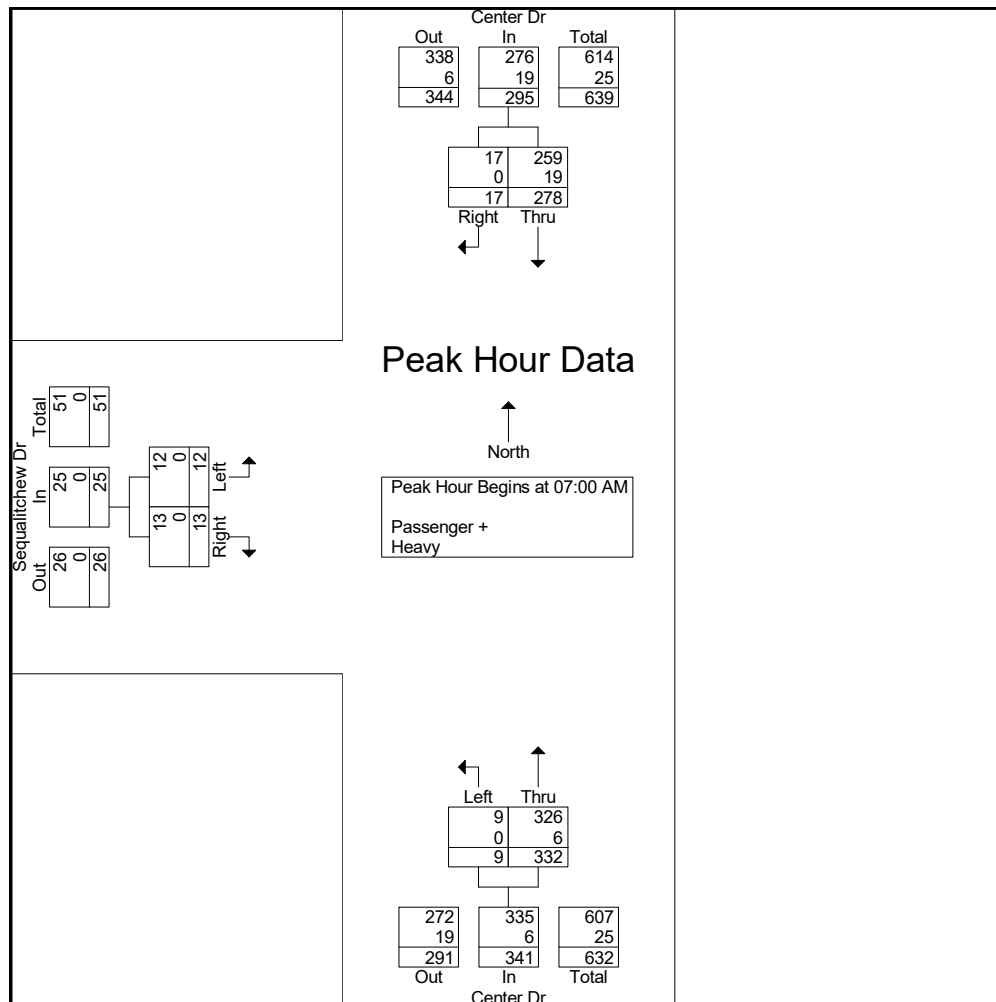
Start Time	Center Dr Southbound			Center Dr Northbound			Sequalitchew Dr Eastbound			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
07:00 AM	1	37	38	114	0	114	3	6	9	161
07:15 AM	6	70	76	83	2	85	2	3	5	166
07:30 AM	3	73	76	66	2	68	4	1	5	149
07:45 AM	7	98	105	69	5	74	4	2	6	185
Total	17	278	295	332	9	341	13	12	25	661
08:00 AM	10	67	77	71	0	71	5	3	8	156
08:15 AM	4	31	35	57	1	58	9	5	14	107
08:30 AM	3	44	47	53	6	59	5	7	12	118
08:45 AM	2	32	34	70	2	72	12	5	17	123
Total	19	174	193	251	9	260	31	20	51	504
Grand Total	36	452	488	583	18	601	44	32	76	1165
Apprch %	7.4	92.6		97	3		57.9	42.1		
Total %	3.1	38.8	41.9	50	1.5	51.6	3.8	2.7	6.5	
Passenger +	35	412	447	566	17	583	43	31	74	1104
% Passenger +	97.2	91.2	91.6	97.1	94.4	97	97.7	96.9	97.4	94.8
Heavy	1	40	41	17	1	18	1	1	2	61
% Heavy	2.8	8.8	8.4	2.9	5.6	3	2.3	3.1	2.6	5.2

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File Name : 5017a
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 Page No : 2

	Center Dr Southbound			Center Dr Northbound			Sequalitchew Dr Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	1	37	38	114	0	114	3	6	9	161
07:15 AM	6	70	76	83	2	85	2	3	5	166
07:30 AM	3	73	76	66	2	68	4	1	5	149
07:45 AM	7	98	105	69	5	74	4	2	6	185
Total Volume	17	278	295	332	9	341	13	12	25	661
% App. Total	5.8	94.2		97.4	2.6		52	48		
PHF	.607	.709	.702	.728	.450	.748	.813	.500	.694	.893
Passenger +	17	259	276	326	9	335	13	12	25	636
% Passenger +	100	93.2	93.6	98.2	100	98.2	100	100	100	96.2
Heavy	0	19	19	6	0	6	0	0	0	25
% Heavy	0	6.8	6.4	1.8	0	1.8	0	0	0	3.8



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File Name : 5017b
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 Page No : 1

Groups Printed- Passenger + - Heavy

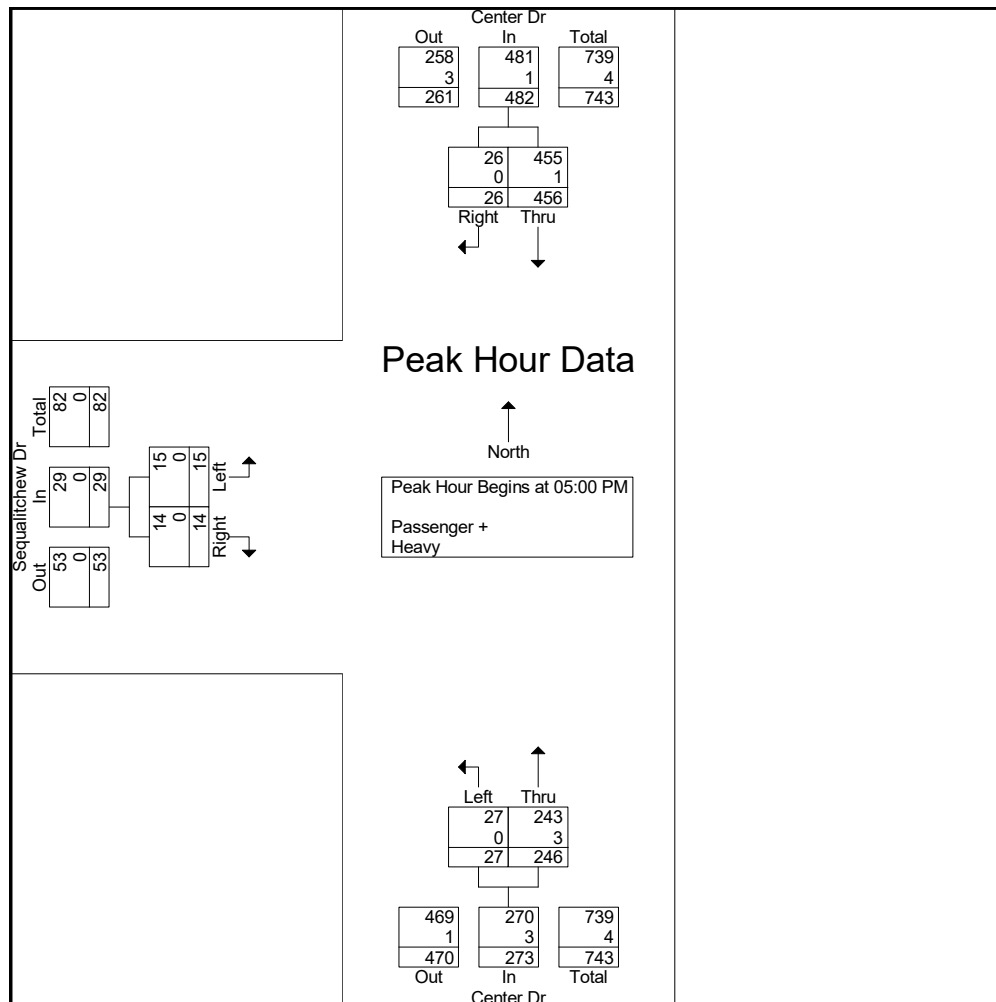
	Center Dr Southbound			Center Dr Northbound			Sequalitchew Dr Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
04:00 PM	6	91	97	35	6	41	3	2	5	143
04:15 PM	8	80	88	50	8	58	3	3	6	152
04:30 PM	7	99	106	46	2	48	1	2	3	157
04:45 PM	11	96	107	49	2	51	4	3	7	165
Total	32	366	398	180	18	198	11	10	21	617
05:00 PM	10	92	102	64	7	71	3	3	6	179
05:15 PM	7	109	116	46	10	56	5	6	11	183
05:30 PM	4	159	163	76	4	80	3	2	5	248
05:45 PM	5	96	101	60	6	66	3	4	7	174
Total	26	456	482	246	27	273	14	15	29	784
Grand Total	58	822	880	426	45	471	25	25	50	1401
Apprch %	6.6	93.4		90.4	9.6		50	50		
Total %	4.1	58.7	62.8	30.4	3.2	33.6	1.8	1.8	3.6	
Passenger +	58	818	876	418	45	463	25	25	50	1389
% Passenger +	100	99.5	99.5	98.1	100	98.3	100	100	100	99.1
Heavy	0	4	4	8	0	8	0	0	0	12
% Heavy	0	0.5	0.5	1.9	0	1.7	0	0	0	0.9

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File Name : 5017b
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 Start Date : 10/12/2022
 Page No : 2

	Center Dr Southbound			Center Dr Northbound			Sequalitchew Dr Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	10	92	102	64	7	71	3	3	6	179
05:15 PM	7	109	116	46	10	56	5	6	11	183
05:30 PM	4	159	163	76	4	80	3	2	5	248
05:45 PM	5	96	101	60	6	66	3	4	7	174
Total Volume	26	456	482	246	27	273	14	15	29	784
% App. Total	5.4	94.6		90.1	9.9		48.3	51.7		
PHF	.650	.717	.739	.809	.675	.853	.700	.625	.659	.790
Passenger +	26	455	481	243	27	270	14	15	29	780
% Passenger +	100	99.8	99.8	98.8	100	98.9	100	100	100	99.5
Heavy	0	1	1	3	0	3	0	0	0	4
% Heavy	0	0.2	0.2	1.2	0	1.1	0	0	0	0.5



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File Name : 5017c
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 Start Date : 10/13/2022
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Groups Printed- Passenger + - Heavy

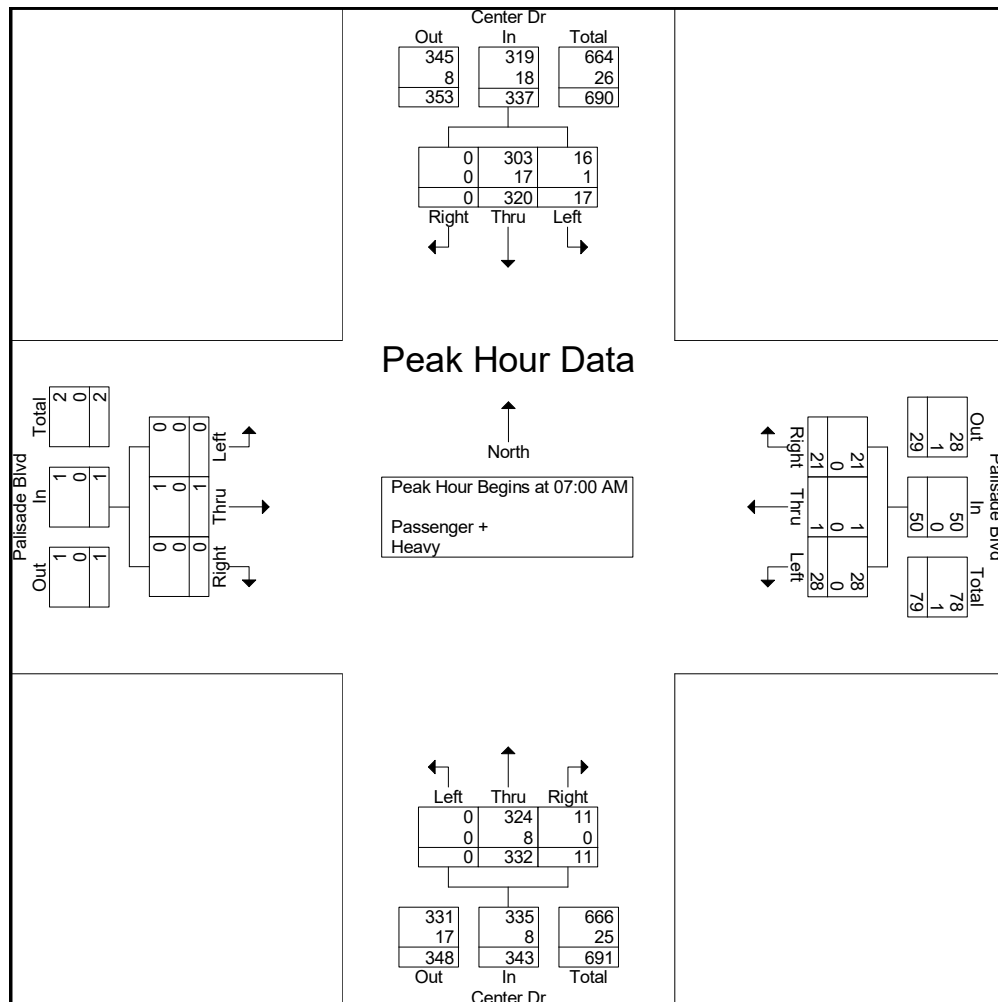
	Center Dr Southbound				Palisade Blvd Westbound				Center Dr Northbound				Palisade Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	44	2	46	4	0	8	12	4	114	0	118	0	0	0	0	176
07:15 AM	0	71	3	74	4	0	7	11	3	77	0	80	0	0	0	0	165
07:30 AM	0	116	5	121	9	0	6	15	1	67	0	68	0	0	0	0	204
07:45 AM	0	89	7	96	4	1	7	12	3	74	0	77	0	1	0	1	186
Total	0	320	17	337	21	1	28	50	11	332	0	343	0	1	0	1	731
08:00 AM	0	76	4	80	7	0	6	13	4	68	0	72	0	0	0	0	165
08:15 AM	0	36	6	42	5	0	7	12	3	63	0	66	0	0	0	0	120
08:30 AM	0	51	4	55	3	0	7	10	2	55	0	57	0	0	0	0	122
08:45 AM	0	41	5	46	6	0	4	10	1	62	0	63	0	0	0	0	119
Total	0	204	19	223	21	0	24	45	10	248	0	258	0	0	0	0	526
Grand Total	0	524	36	560	42	1	52	95	21	580	0	601	0	1	0	1	1257
Apprch %	0	93.6	6.4		44.2	1.1	54.7		3.5	96.5	0		0	100	0		
Total %	0	41.7	2.9	44.6	3.3	0.1	4.1	7.6	1.7	46.1	0	47.8	0	0.1	0	0.1	
Passenger +	0	485	34	519	42	1	52	95	20	558	0	578	0	1	0	1	1193
% Passenger +	0	92.6	94.4	92.7	100	100	100	100	95.2	96.2	0	96.2	0	100	0	100	94.9
Heavy	0	39	2	41	0	0	0	0	1	22	0	23	0	0	0	0	64
% Heavy	0	7.4	5.6	7.3	0	0	0	0	4.8	3.8	0	3.8	0	0	0	0	5.1

Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5017c
 Site Code : 00005017
 Start Date : 10/13/2022
 Page No : 2

	Center Dr Southbound				Palisade Blvd Westbound				Center Dr Northbound				Palisade Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	44	2	46	4	0	8	12	4	114	0	118	0	0	0	0	176
07:15 AM	0	71	3	74	4	0	7	11	3	77	0	80	0	0	0	0	165
07:30 AM	0	116	5	121	9	0	6	15	1	67	0	68	0	0	0	0	204
07:45 AM	0	89	7	96	4	1	7	12	3	74	0	77	0	1	0	1	186
Total Volume	0	320	17	337	21	1	28	50	11	332	0	343	0	1	0	1	731
% App. Total	0	95	5		42	2	56		3.2	96.8	0		0	100	0		
PHF	.000	.690	.607	.696	.583	.250	.875	.833	.688	.728	.000	.727	.000	.250	.000	.250	.896
Passenger +	0	303	16	319	21	1	28	50	11	324	0	335	0	1	0	1	705
% Passenger +	0	94.7	94.1	94.7	100	100	100	100	100	97.6	0	97.7	0	100	0	100	96.4
Heavy	0	17	1	18	0	0	0	0	0	8	0	8	0	0	0	0	26
% Heavy	0	5.3	5.9	5.3	0	0	0	0	0	2.4	0	2.3	0	0	0	0	3.6



Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5017d
 Site Code : 00005017
 Start Date : 10/12/2022
 Page No : 1

Groups Printed- Passenger + - Heavy

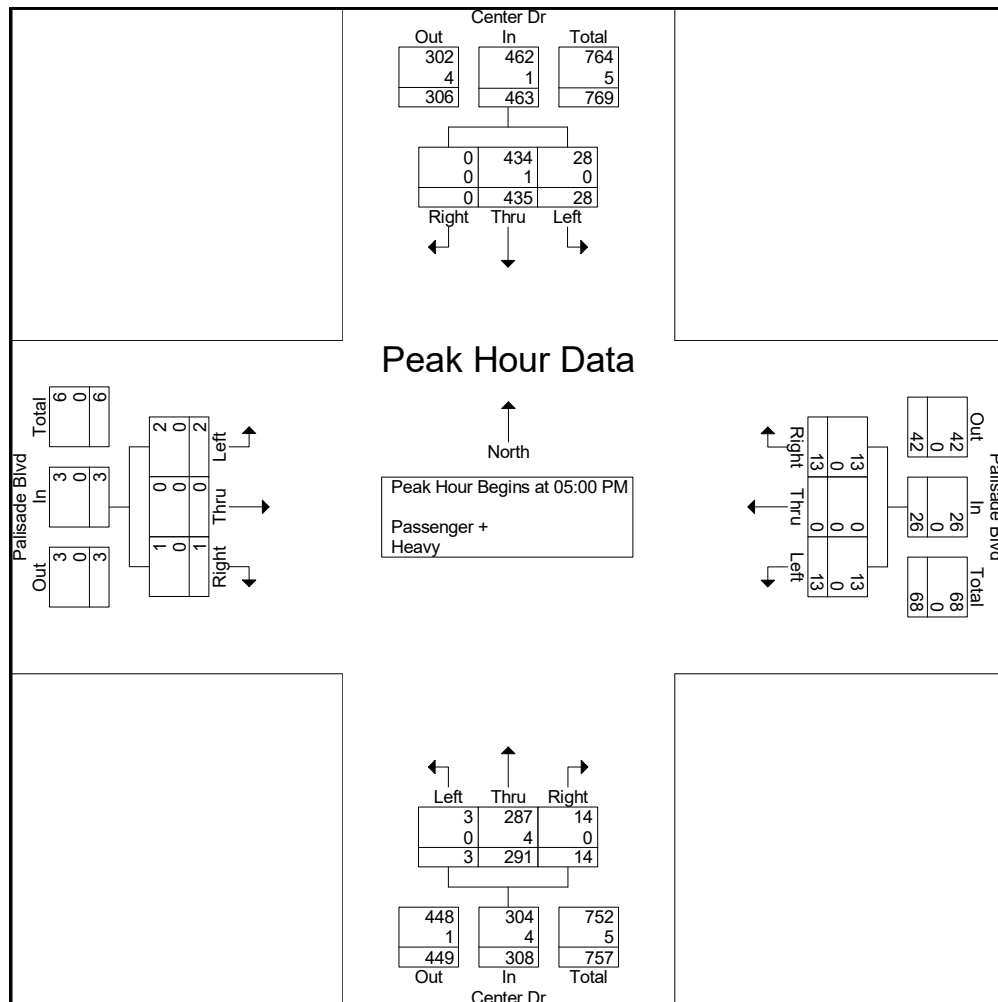
	Center Dr Southbound				Palisade Blvd Westbound				Center Dr Northbound				Palisade Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	0	77	13	90	1	0	1	2	4	39	0	43	0	0	0	0	135
04:15 PM	0	73	12	85	3	0	6	9	2	54	0	56	0	0	0	0	150
04:30 PM	0	103	7	110	4	0	9	13	3	48	0	51	0	0	0	0	174
04:45 PM	0	96	8	104	5	0	5	10	4	48	1	53	1	0	0	1	168
Total	0	349	40	389	13	0	21	34	13	189	1	203	1	0	0	1	627
05:00 PM	0	92	9	101	5	0	5	10	0	70	0	70	0	0	1	1	182
05:15 PM	0	102	6	108	2	0	3	5	7	74	0	81	0	0	0	0	194
05:30 PM	0	145	8	153	5	0	3	8	5	72	1	78	0	0	0	0	239
05:45 PM	0	96	5	101	1	0	2	3	2	75	2	79	1	0	1	2	185
Total	0	435	28	463	13	0	13	26	14	291	3	308	1	0	2	3	800
Grand Total	0	784	68	852	26	0	34	60	27	480	4	511	2	0	2	4	1427
Apprch %	0	92	8		43.3	0	56.7		5.3	93.9	0.8		50	0	50		
Total %	0	54.9	4.8	59.7	1.8	0	2.4	4.2	1.9	33.6	0.3	35.8	0.1	0	0.1	0.3	
Passenger +	0	779	68	847	26	0	34	60	27	472	4	503	2	0	2	4	1414
% Passenger +	0	99.4	100	99.4	100	0	100	100	100	98.3	100	98.4	100	0	100	100	99.1
Heavy	0	5	0	5	0	0	0	0	0	8	0	8	0	0	0	0	13
% Heavy	0	0.6	0	0.6	0	0	0	0	0	1.7	0	1.6	0	0	0	0	0.9

Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5017d
 Site Code : 00005017
 Start Date : 10/12/2022
 Page No : 2

	Center Dr Southbound				Palisade Blvd Westbound				Center Dr Northbound				Palisade Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	92	9	101	5	0	5	10	0	70	0	70	0	0	1	1	182
05:15 PM	0	102	6	108	2	0	3	5	7	74	0	81	0	0	0	0	194
05:30 PM	0	145	8	153	5	0	3	8	5	72	1	78	0	0	0	0	239
05:45 PM	0	96	5	101	1	0	2	3	2	75	2	79	1	0	1	2	185
Total Volume	0	435	28	463	13	0	13	26	14	291	3	308	1	0	2	3	800
% App. Total	0	94	6		50	0	50		4.5	94.5	1		33.3	0	66.7		
PHF	.000	.750	.778	.757	.650	.000	.650	.650	.500	.970	.375	.951	.250	.000	.500	.375	.837
Passenger +	0	434	28	462	13	0	13	26	14	287	3	304	1	0	2	3	795
% Passenger +	0	99.8	100	99.8	100	0	100	100	100	98.6	100	98.7	100	0	100	100	99.4
Heavy	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
% Heavy	0	0.2	0	0.2	0	0	0	0	0	1.4	0	1.3	0	0	0	0	0.6



Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5017e
 Site Code : 00005017
 Start Date : 10/13/2022
 Page No : 1

Groups Printed- Passenger + - Heavy

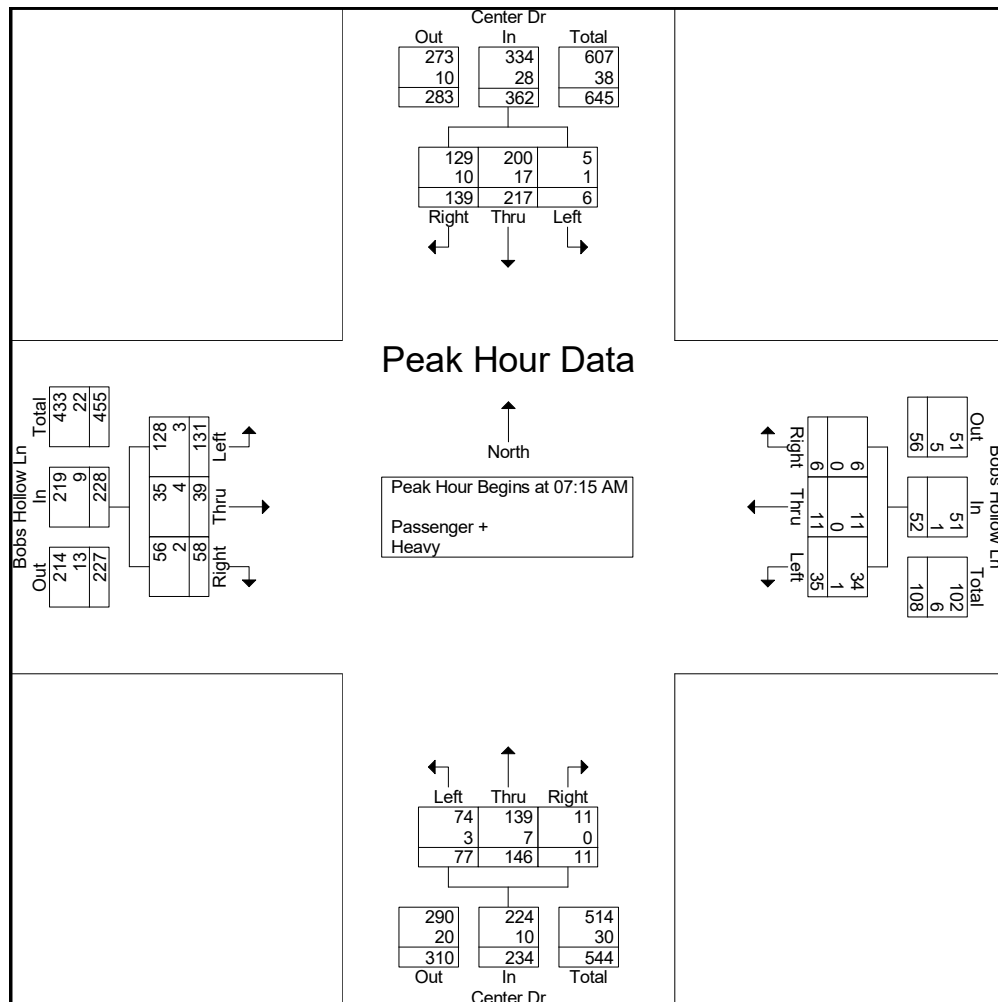
	Center Dr Southbound				Bobs Hollow Ln Westbound				Center Dr Northbound				Bobs Hollow Ln Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	10	38	2	50	2	0	6	8	4	61	4	69	12	4	53	69	196
07:15 AM	19	49	1	69	1	0	8	9	2	55	8	65	4	1	28	33	176
07:30 AM	47	74	0	121	1	0	9	10	2	34	26	62	10	4	31	45	238
07:45 AM	49	42	2	93	1	6	11	18	3	34	27	64	15	10	39	64	239
Total	125	203	5	333	5	6	34	45	11	184	65	260	41	19	151	211	849
08:00 AM	24	52	3	79	3	5	7	15	4	23	16	43	29	24	33	86	223
08:15 AM	5	32	1	38	1	2	4	7	1	35	11	47	14	3	28	45	137
08:30 AM	14	40	5	59	6	0	7	13	3	28	3	34	9	4	25	38	144
08:45 AM	8	35	0	43	0	6	3	9	2	37	2	41	10	20	30	60	153
Total	51	159	9	219	10	13	21	44	10	123	32	165	62	51	116	229	657
Grand Total	176	362	14	552	15	19	55	89	21	307	97	425	103	70	267	440	1506
Apprch %	31.9	65.6	2.5		16.9	21.3	61.8		4.9	72.2	22.8		23.4	15.9	60.7		
Total %	11.7	24	0.9	36.7	1	1.3	3.7	5.9	1.4	20.4	6.4	28.2	6.8	4.6	17.7	29.2	
Passenger +	164	336	13	513	14	19	54	87	21	296	94	411	100	65	260	425	1436
% Passenger +	93.2	92.8	92.9	92.9	93.3	100	98.2	97.8	100	96.4	96.9	96.7	97.1	92.9	97.4	96.6	95.4
Heavy	12	26	1	39	1	0	1	2	0	11	3	14	3	5	7	15	70
% Heavy	6.8	7.2	7.1	7.1	6.7	0	1.8	2.2	0	3.6	3.1	3.3	2.9	7.1	2.6	3.4	4.6

Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5017e
 Site Code : 00005017
 Start Date : 10/13/2022
 Page No : 2

	Center Dr Southbound				Bobs Hollow Ln Westbound				Center Dr Northbound				Bobs Hollow Ln Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	19	49	1	69	1	0	8	9	2	55	8	65	4	1	28	33	176
07:30 AM	47	74	0	121	1	0	9	10	2	34	26	62	10	4	31	45	238
07:45 AM	49	42	2	93	1	6	11	18	3	34	27	64	15	10	39	64	239
08:00 AM	24	52	3	79	3	5	7	15	4	23	16	43	29	24	33	86	223
Total Volume	139	217	6	362	6	11	35	52	11	146	77	234	58	39	131	228	876
% App. Total	38.4	59.9	1.7		11.5	21.2	67.3		4.7	62.4	32.9		25.4	17.1	57.5		
PHF	.709	.733	.500	.748	.500	.458	.795	.722	.688	.664	.713	.900	.500	.406	.840	.663	.916
Passenger +	129	200	5	334	6	11	34	51	11	139	74	224	56	35	128	219	828
% Passenger +	92.8	92.2	83.3	92.3	100	100	97.1	98.1	100	95.2	96.1	95.7	96.6	89.7	97.7	96.1	94.5
Heavy	10	17	1	28	0	0	1	1	0	7	3	10	2	4	3	9	48
% Heavy	7.2	7.8	16.7	7.7	0	0	2.9	1.9	0	4.8	3.9	4.3	3.4	10.3	2.3	3.9	5.5



Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5017f
 Site Code : 00005017
 Start Date : 10/12/2022
 Page No : 1

Groups Printed- Passenger + - Heavy

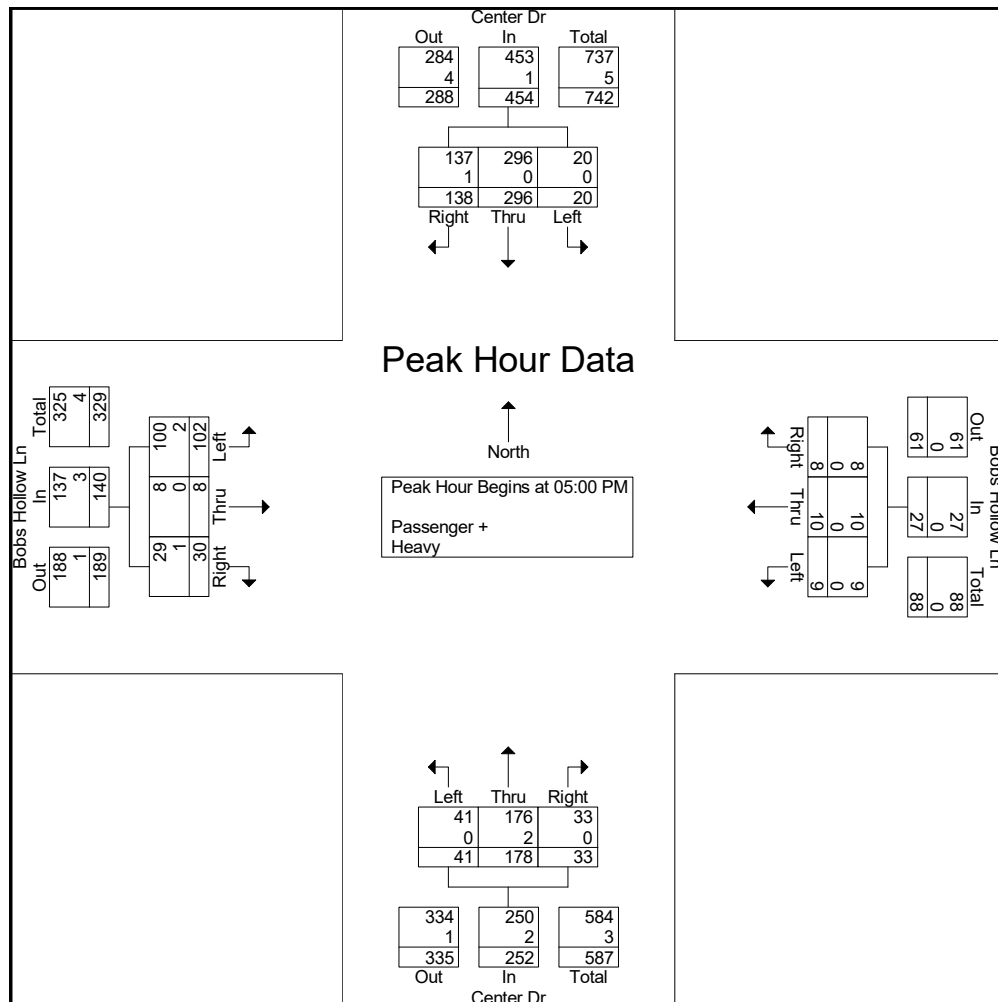
	Center Dr Southbound				Bobs Hollow Ln Westbound				Center Dr Northbound				Bobs Hollow Ln Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	33	50	1	84	2	4	4	10	6	31	9	46	6	3	8	17	157
04:15 PM	38	44	3	85	4	2	9	15	10	36	8	54	4	4	13	21	175
04:30 PM	45	56	2	103	2	2	3	7	8	34	9	51	12	1	14	27	188
04:45 PM	38	60	2	100	0	7	4	11	5	40	10	55	13	5	13	31	197
Total	154	210	8	372	8	15	20	43	29	141	36	206	35	13	48	96	717
05:00 PM	26	60	8	94	4	4	1	9	7	32	13	52	10	1	28	39	194
05:15 PM	32	66	6	104	3	3	4	10	6	45	8	59	8	5	26	39	212
05:30 PM	46	111	3	160	0	3	3	6	12	49	9	70	3	1	28	32	268
05:45 PM	34	59	3	96	1	0	1	2	8	52	11	71	9	1	20	30	199
Total	138	296	20	454	8	10	9	27	33	178	41	252	30	8	102	140	873
Grand Total	292	506	28	826	16	25	29	70	62	319	77	458	65	21	150	236	1590
Apprch %	35.4	61.3	3.4		22.9	35.7	41.4		13.5	69.7	16.8		27.5	8.9	63.6		
Total %	18.4	31.8	1.8	51.9	1	1.6	1.8	4.4	3.9	20.1	4.8	28.8	4.1	1.3	9.4	14.8	
Passenger +	289	504	28	821	16	25	29	70	62	315	77	454	63	21	146	230	1575
% Passenger +	99	99.6	100	99.4	100	100	100	100	100	98.7	100	99.1	96.9	100	97.3	97.5	99.1
Heavy	3	2	0	5	0	0	0	0	0	4	0	4	2	0	4	6	15
% Heavy	1	0.4	0	0.6	0	0	0	0	0	1.3	0	0.9	3.1	0	2.7	2.5	0.9

Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5017f
 Site Code : 00005017
 Start Date : 10/12/2022
 Page No : 2

	Center Dr Southbound				Bobs Hollow Ln Westbound				Center Dr Northbound				Bobs Hollow Ln Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	26	60	8	94	4	4	1	9	7	32	13	52	10	1	28	39	194
05:15 PM	32	66	6	104	3	3	4	10	6	45	8	59	8	5	26	39	212
05:30 PM	46	111	3	160	0	3	3	6	12	49	9	70	3	1	28	32	268
05:45 PM	34	59	3	96	1	0	1	2	8	52	11	71	9	1	20	30	199
Total Volume	138	296	20	454	8	10	9	27	33	178	41	252	30	8	102	140	873
% App. Total	30.4	65.2	4.4		29.6	37	33.3		13.1	70.6	16.3		21.4	5.7	72.9		
PHF	.750	.667	.625	.709	.500	.625	.563	.675	.688	.856	.788	.887	.750	.400	.911	.897	.814
Passenger +	137	296	20	453	8	10	9	27	33	176	41	250	29	8	100	137	867
% Passenger +	99.3	100	100	99.8	100	100	100	100	100	98.9	100	99.2	96.7	100	98.0	97.9	99.3
Heavy	1	0	0	1	0	0	0	0	0	2	0	2	1	0	2	3	6
% Heavy	0.7	0	0	0.2	0	0	0	0	0	1.1	0	0.8	3.3	0	2.0	2.1	0.7



Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5017g
 Site Code : 00005017
 Start Date : 10/13/2022
 Page No : 1

Groups Printed- Passenger + - Heavy

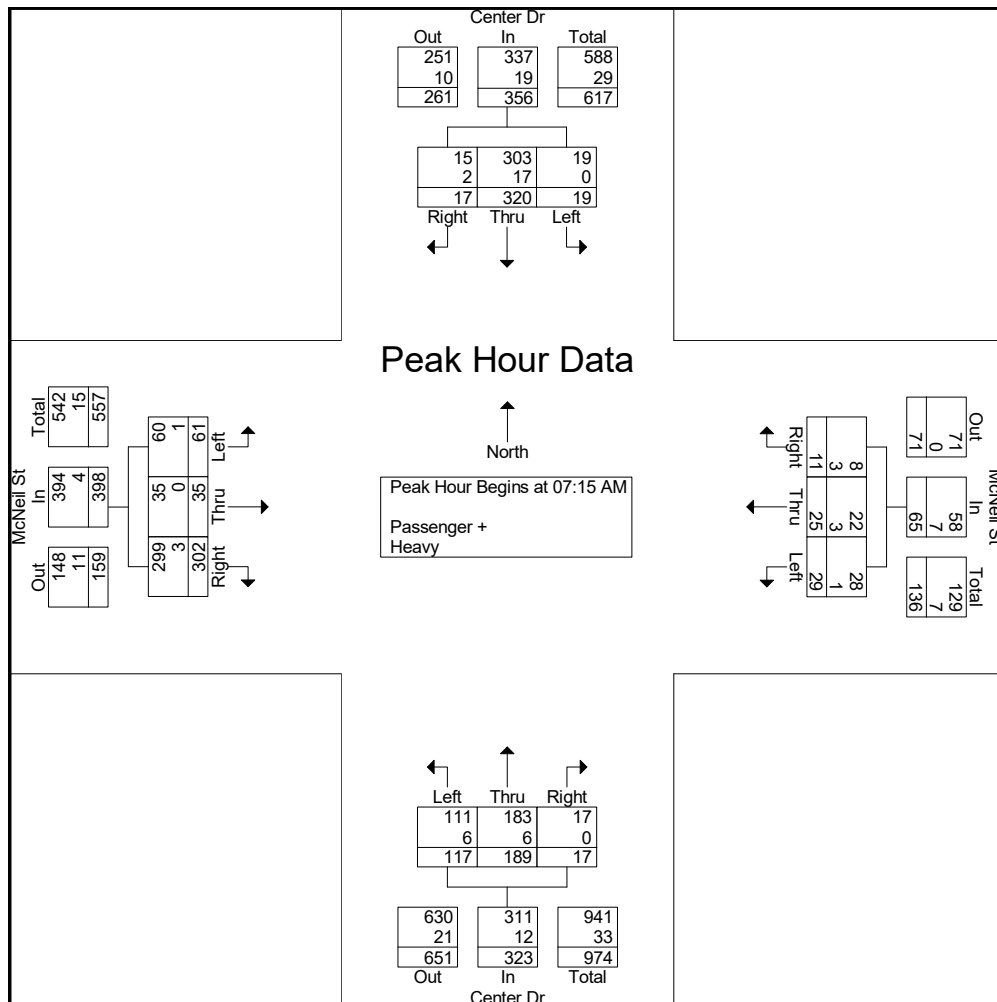
	Center Dr Southbound				McNeil St Westbound				Center Dr Northbound				McNeil St Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	4	63	1	68	1	3	7	11	3	53	18	74	65	8	10	83	236
07:15 AM	5	72	5	82	0	3	7	10	3	48	26	77	77	8	18	103	272
07:30 AM	1	92	4	97	3	9	8	20	4	50	33	87	96	9	15	120	324
07:45 AM	8	64	3	75	5	8	6	19	3	51	36	90	60	9	14	83	267
Total	18	291	13	322	9	23	28	60	13	202	113	328	298	34	57	389	1099
08:00 AM	3	92	7	102	3	5	8	16	7	40	22	69	69	9	14	92	279
08:15 AM	9	55	1	65	3	9	6	18	1	37	29	67	60	6	11	77	227
08:30 AM	3	54	3	60	3	4	9	16	0	30	32	62	67	10	13	90	228
08:45 AM	5	45	4	54	3	7	8	18	7	22	29	58	68	19	33	120	250
Total	20	246	15	281	12	25	31	68	15	129	112	256	264	44	71	379	984
Grand Total	38	537	28	603	21	48	59	128	28	331	225	584	562	78	128	768	2083
Apprch %	6.3	89.1	4.6		16.4	37.5	46.1		4.8	56.7	38.5		73.2	10.2	16.7		
Total %	1.8	25.8	1.3	28.9	1	2.3	2.8	6.1	1.3	15.9	10.8	28	27	3.7	6.1	36.9	
Passenger +	36	511	28	575	18	43	58	119	27	320	216	563	556	78	125	759	2016
% Passenger +	94.7	95.2	100	95.4	85.7	89.6	98.3	93	96.4	96.7	96	96.4	98.9	100	97.7	98.8	96.8
Heavy	2	26	0	28	3	5	1	9	1	11	9	21	6	0	3	9	67
% Heavy	5.3	4.8	0	4.6	14.3	10.4	1.7	7	3.6	3.3	4	3.6	1.1	0	2.3	1.2	3.2

Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5017g
 Site Code : 00005017
 Start Date : 10/13/2022
 Page No : 2

	Center Dr Southbound				McNeil St Westbound				Center Dr Northbound				McNeil St Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	72	5	82	0	3	7	10	3	48	26	77	77	8	18	103	272
07:30 AM	1	92	4	97	3	9	8	20	4	50	33	87	96	9	15	120	324
07:45 AM	8	64	3	75	5	8	6	19	3	51	36	90	60	9	14	83	267
08:00 AM	3	92	7	102	3	5	8	16	7	40	22	69	69	9	14	92	279
Total Volume	17	320	19	356	11	25	29	65	17	189	117	323	302	35	61	398	1142
% App. Total	4.8	89.9	5.3		16.9	38.5	44.6		5.3	58.5	36.2		75.9	8.8	15.3		
PHF	.531	.870	.679	.873	.550	.694	.906	.813	.607	.926	.813	.897	.786	.972	.847	.829	.881
Passenger +	15	303	19	337	8	22	28	58	17	183	111	311	299	35	60	394	1100
% Passenger +	88.2	94.7	100	94.7	72.7	88.0	96.6	89.2	100	96.8	94.9	96.3	99.0	100	98.4	99.0	96.3
Heavy	2	17	0	19	3	3	1	7	0	6	6	12	3	0	1	4	42
% Heavy	11.8	5.3	0	5.3	27.3	12.0	3.4	10.8	0	3.2	5.1	3.7	1.0	0	1.6	1.0	3.7



Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5017h
 Site Code : 00005017
 Start Date : 10/12/2022
 Page No : 1

Groups Printed- Passenger + - Heavy

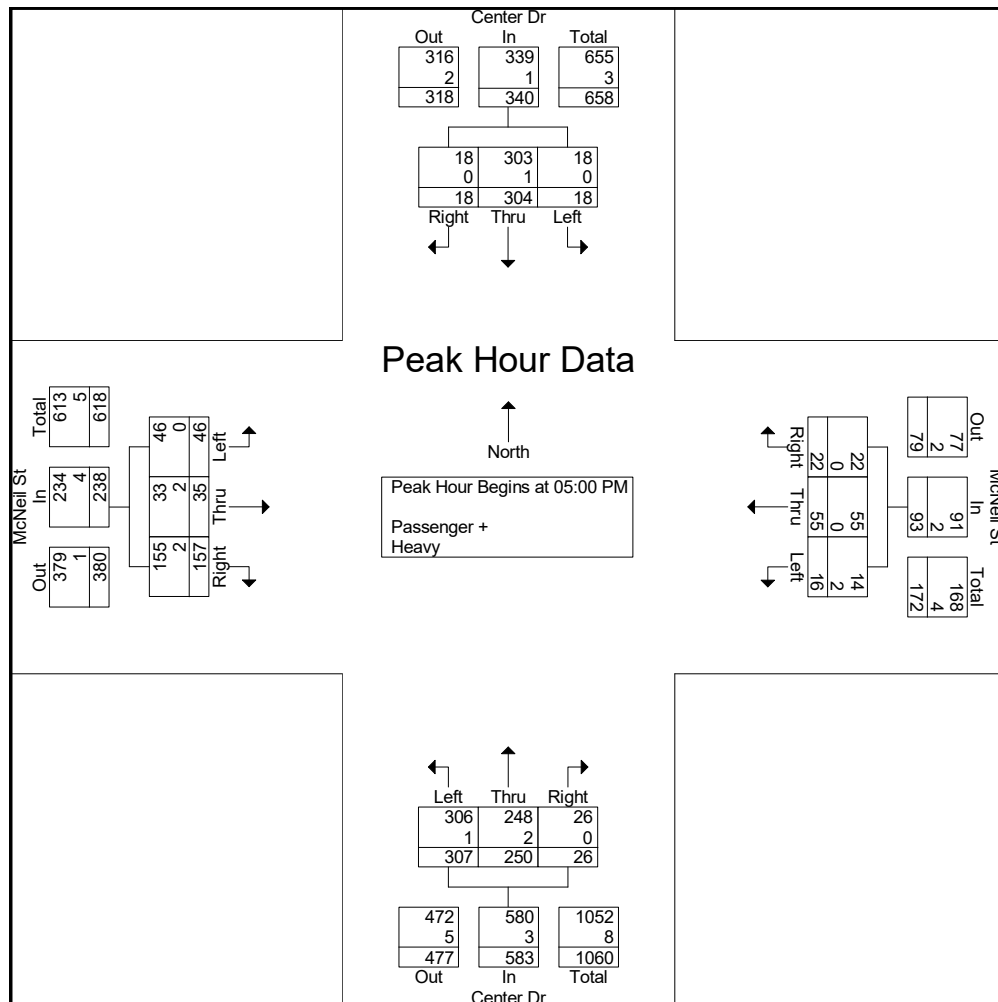
	Center Dr Southbound				McNeil St Westbound				Center Dr Northbound				McNeil St Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	6	59	3	68	4	16	5	25	8	41	78	127	40	5	7	52	272
04:15 PM	5	63	8	76	9	21	5	35	9	48	66	123	37	7	10	54	288
04:30 PM	4	72	8	84	3	15	15	33	9	53	65	127	46	10	5	61	305
04:45 PM	10	63	4	77	5	9	10	24	5	60	61	126	36	12	8	56	283
Total	25	257	23	305	21	61	35	117	31	202	270	503	159	34	30	223	1148
05:00 PM	6	74	2	82	7	13	7	27	6	44	77	127	51	7	9	67	303
05:15 PM	3	72	8	83	4	11	1	16	5	63	78	146	29	9	11	49	294
05:30 PM	5	85	7	97	8	23	5	36	8	73	80	161	43	13	12	68	362
05:45 PM	4	73	1	78	3	8	3	14	7	70	72	149	34	6	14	54	295
Total	18	304	18	340	22	55	16	93	26	250	307	583	157	35	46	238	1254
Grand Total	43	561	41	645	43	116	51	210	57	452	577	1086	316	69	76	461	2402
Apprch %	6.7	87	6.4		20.5	55.2	24.3		5.2	41.6	53.1		68.5	15	16.5		
Total %	1.8	23.4	1.7	26.9	1.8	4.8	2.1	8.7	2.4	18.8	24	45.2	13.2	2.9	3.2	19.2	
Passenger +	43	557	40	640	43	115	44	202	56	448	574	1078	311	67	76	454	2374
% Passenger +	100	99.3	97.6	99.2	100	99.1	86.3	96.2	98.2	99.1	99.5	99.3	98.4	97.1	100	98.5	98.8
Heavy	0	4	1	5	0	1	7	8	1	4	3	8	5	2	0	7	28
% Heavy	0	0.7	2.4	0.8	0	0.9	13.7	3.8	1.8	0.9	0.5	0.7	1.6	2.9	0	1.5	1.2

Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5017h
 Site Code : 00005017
 Start Date : 10/12/2022
 Page No : 2

	Center Dr Southbound				McNeil St Westbound				Center Dr Northbound				McNeil St Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	74	2	82	7	13	7	27	6	44	77	127	51	7	9	67	303
05:15 PM	3	72	8	83	4	11	1	16	5	63	78	146	29	9	11	49	294
05:30 PM	5	85	7	97	8	23	5	36	8	73	80	161	43	13	12	68	362
05:45 PM	4	73	1	78	3	8	3	14	7	70	72	149	34	6	14	54	295
Total Volume	18	304	18	340	22	55	16	93	26	250	307	583	157	35	46	238	1254
% App. Total	5.3	89.4	5.3		23.7	59.1	17.2		4.5	42.9	52.7		66	14.7	19.3		
PHF	.750	.894	.563	.876	.688	.598	.571	.646	.813	.856	.959	.905	.770	.673	.821	.875	.866
Passenger +	18	303	18	339	22	55	14	91	26	248	306	580	155	33	46	234	1244
% Passenger +	100	99.7	100	99.7	100	100	87.5	97.8	100	99.2	99.7	99.5	98.7	94.3	100	98.3	99.2
Heavy	0	1	0	1	0	0	2	2	0	2	1	3	2	2	0	4	10
% Heavy	0	0.3	0	0.3	0	0	12.5	2.2	0	0.8	0.3	0.5	1.3	5.7	0	1.7	0.8



Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5017i
 Site Code : 00005017
 Start Date : 10/13/2022
 Page No : 1

Groups Printed- Passenger + - Heavy

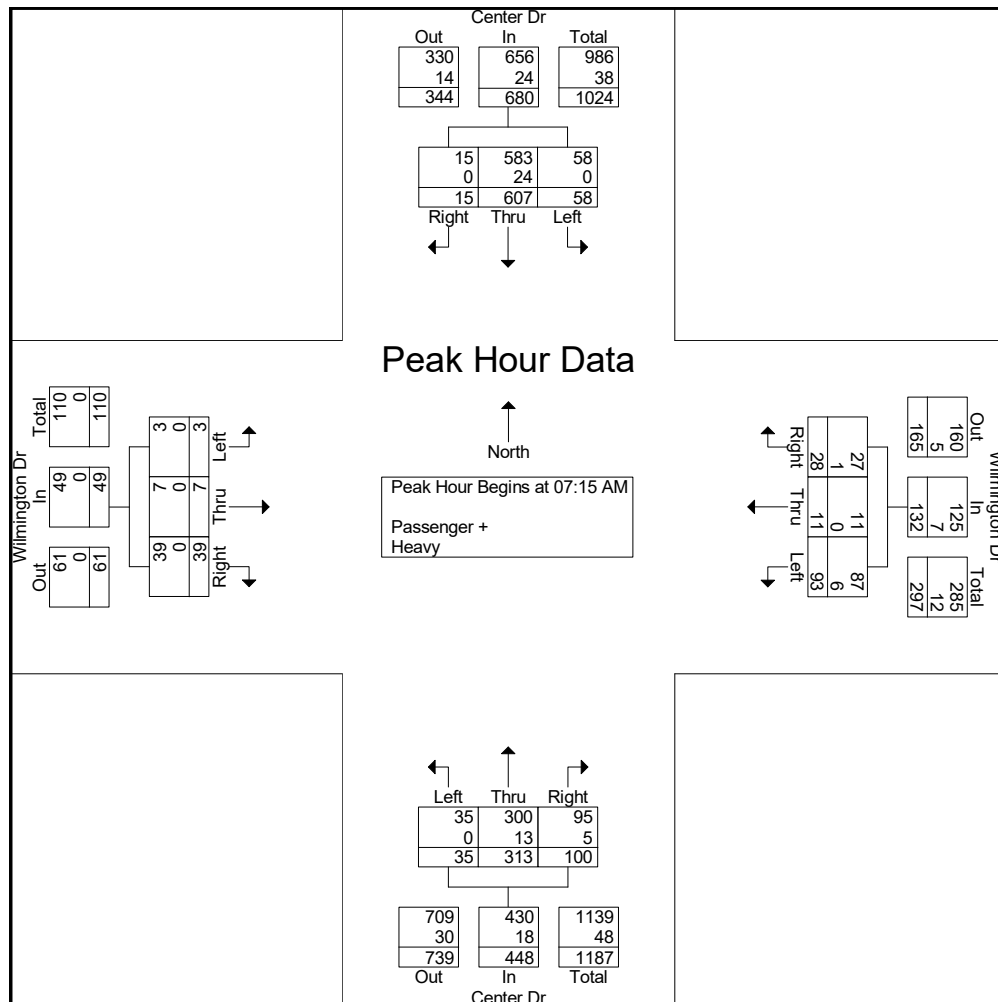
	Center Dr Southbound				Wilmington Dr Westbound				Center Dr Northbound				Wilmington Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	5	121	17	143	5	0	19	24	15	72	12	99	8	1	1	10	276
07:15 AM	3	146	8	157	6	5	26	37	27	89	8	124	8	1	3	12	330
07:30 AM	1	178	22	201	6	3	21	30	29	83	8	120	10	2	0	12	363
07:45 AM	7	128	13	148	9	1	15	25	17	77	12	106	14	2	0	16	295
Total	16	573	60	649	26	9	81	116	88	321	40	449	40	6	4	50	1264
08:00 AM	4	155	15	174	7	2	31	40	27	64	7	98	7	2	0	9	321
08:15 AM	1	118	12	131	6	2	19	27	23	63	13	99	5	4	2	11	268
08:30 AM	2	115	17	134	6	2	20	28	27	54	6	87	10	1	2	13	262
08:45 AM	2	118	8	128	6	8	14	28	32	53	14	99	11	3	0	14	269
Total	9	506	52	567	25	14	84	123	109	234	40	383	33	10	4	47	1120
Grand Total	25	1079	112	1216	51	23	165	239	197	555	80	832	73	16	8	97	2384
Apprch %	2.1	88.7	9.2		21.3	9.6	69		23.7	66.7	9.6		75.3	16.5	8.2		
Total %	1	45.3	4.7	51	2.1	1	6.9	10	8.3	23.3	3.4	34.9	3.1	0.7	0.3	4.1	
Passenger +	25	1042	111	1178	50	22	157	229	188	534	79	801	73	16	8	97	2305
% Passenger +	100	96.6	99.1	96.9	98	95.7	95.2	95.8	95.4	96.2	98.8	96.3	100	100	100	100	96.7
Heavy	0	37	1	38	1	1	8	10	9	21	1	31	0	0	0	0	79
% Heavy	0	3.4	0.9	3.1	2	4.3	4.8	4.2	4.6	3.8	1.2	3.7	0	0	0	0	3.3

Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5017i
 Site Code : 00005017
 Start Date : 10/13/2022
 Page No : 2

	Center Dr Southbound				Wilmington Dr Westbound				Center Dr Northbound				Wilmington Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	146	8	157	6	5	26	37	27	89	8	124	8	1	3	12	330
07:30 AM	1	178	22	201	6	3	21	30	29	83	8	120	10	2	0	12	363
07:45 AM	7	128	13	148	9	1	15	25	17	77	12	106	14	2	0	16	295
08:00 AM	4	155	15	174	7	2	31	40	27	64	7	98	7	2	0	9	321
Total Volume	15	607	58	680	28	11	93	132	100	313	35	448	39	7	3	49	1309
% App. Total	2.2	89.3	8.5		21.2	8.3	70.5		22.3	69.9	7.8		79.6	14.3	6.1		
PHF	.536	.853	.659	.846	.778	.550	.750	.825	.862	.879	.729	.903	.696	.875	.250	.766	.902
Passenger +	15	583	58	656	27	11	87	125	95	300	35	430	39	7	3	49	1260
% Passenger +	100	96.0	100	96.5	96.4	100	93.5	94.7	95.0	95.8	100	96.0	100	100	100	100	96.3
Heavy	0	24	0	24	1	0	6	7	5	13	0	18	0	0	0	0	49
% Heavy	0	4.0	0	3.5	3.6	0	6.5	5.3	5.0	4.2	0	4.0	0	0	0	0	3.7



Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5017j
 Site Code : 00005017
 Start Date : 10/12/2022
 Page No : 1

Groups Printed- Passenger + - Heavy

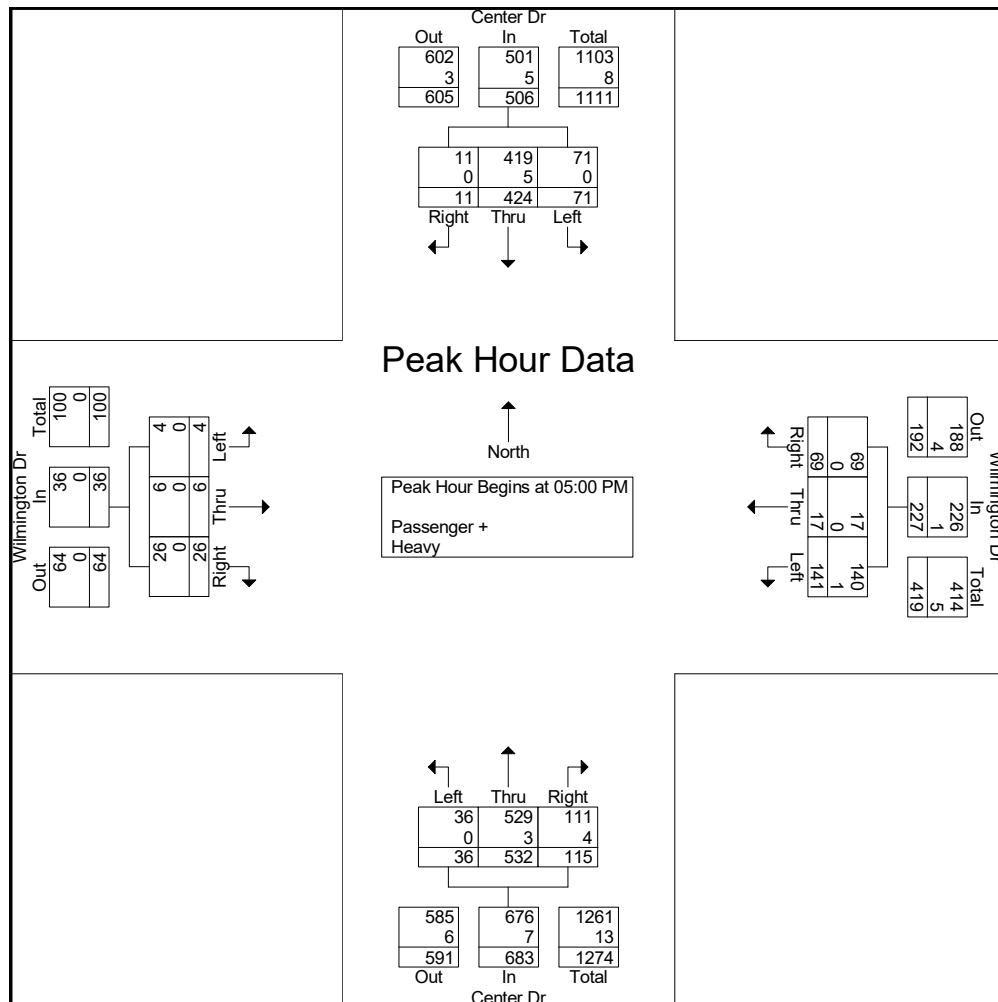
	Center Dr Southbound				Wilmington Dr Westbound				Center Dr Northbound				Wilmington Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	1	97	10	108	16	1	30	47	32	126	9	167	6	2	0	8	330
04:15 PM	0	102	14	116	17	7	38	62	29	110	12	151	16	3	0	19	348
04:30 PM	1	113	23	137	17	11	34	62	25	110	7	142	10	1	0	11	352
04:45 PM	2	100	22	124	18	5	24	47	32	114	12	158	9	0	2	11	340
Total	4	412	69	485	68	24	126	218	118	460	40	618	41	6	2	49	1370
05:00 PM	2	112	18	132	14	3	39	56	29	117	9	155	5	0	1	6	349
05:15 PM	0	101	16	117	18	6	31	55	30	135	10	175	5	3	0	8	355
05:30 PM	2	122	19	143	20	5	42	67	22	149	6	177	7	2	0	9	396
05:45 PM	7	89	18	114	17	3	29	49	34	131	11	176	9	1	3	13	352
Total	11	424	71	506	69	17	141	227	115	532	36	683	26	6	4	36	1452
Grand Total	15	836	140	991	137	41	267	445	233	992	76	1301	67	12	6	85	2822
Apprch %	1.5	84.4	14.1		30.8	9.2	60		17.9	76.2	5.8		78.8	14.1	7.1		
Total %	0.5	29.6	5	35.1	4.9	1.5	9.5	15.8	8.3	35.2	2.7	46.1	2.4	0.4	0.2	3	
Passenger +	15	821	138	974	136	41	261	438	223	985	75	1283	67	12	6	85	2780
% Passenger +	100	98.2	98.6	98.3	99.3	100	97.8	98.4	95.7	99.3	98.7	98.6	100	100	100	100	98.5
Heavy	0	15	2	17	1	0	6	7	10	7	1	18	0	0	0	0	42
% Heavy	0	1.8	1.4	1.7	0.7	0	2.2	1.6	4.3	0.7	1.3	1.4	0	0	0	0	1.5

Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5017j
 Site Code : 00005017
 Start Date : 10/12/2022
 Page No : 2

	Center Dr Southbound				Wilmington Dr Westbound				Center Dr Northbound				Wilmington Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	112	18	132	14	3	39	56	29	117	9	155	5	0	1	6	349
05:15 PM	0	101	16	117	18	6	31	55	30	135	10	175	5	3	0	8	355
05:30 PM	2	122	19	143	20	5	42	67	22	149	6	177	7	2	0	9	396
05:45 PM	7	89	18	114	17	3	29	49	34	131	11	176	9	1	3	13	352
Total Volume	11	424	71	506	69	17	141	227	115	532	36	683	26	6	4	36	1452
% App. Total	2.2	83.8	14		30.4	7.5	62.1		16.8	77.9	5.3		72.2	16.7	11.1		
PHF	.393	.869	.934	.885	.863	.708	.839	.847	.846	.893	.818	.965	.722	.500	.333	.692	.917
Passenger +	11	419	71	501	69	17	140	226	111	529	36	676	26	6	4	36	1439
% Passenger +	100	98.8	100	99.0	100	100	99.3	99.6	96.5	99.4	100	99.0	100	100	100	100	99.1
Heavy	0	5	0	5	0	0	1	1	4	3	0	7	0	0	0	0	13
% Heavy	0	1.2	0	1.0	0	0	0.7	0.4	3.5	0.6	0	1.0	0	0	0	0	0.9



AM Peak Hour Forecast Intersection Volumes

1. Sequalitchew Rd & Center Dr

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL	
2018 Count	22	287	0	0	0	0	0	334	10	21	0	8	682	
Baseline 2022	17	278	0	0	0	0	0	332	9	13	0	12	661	
% Volume Difference													3.13	%

2. Palisade Blvd & Center Dr

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL	
2018 Count	1	301	23	26	0	23	11	330	2	1	0	2	720	
Baseline 2022	0	320	17	21	1	28	11	332	0	0	1	0	731	
% Volume Difference													1.52	%

3. Bob's Hollow Ln & Center Dr

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL	
2018 Count	179	159	5	8	15	29	13	148	60	117	17	168	918	
Baseline 2022	139	217	6	6	11	35	11	146	77	58	39	131	876	
% Volume Difference													4.68	%

4. McNeil St & Center Dr

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL	
2018 Count	14	317	16	9	21	34	85	203	107	359	47	45	1257	
Baseline 2022	17	320	19	11	25	29	17	189	117	302	35	61	1142	
% Volume Difference													9.59	%

5. Wilmington Dr & Center Dr

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL	
2018 Count	19	636	49	27	16	98	156	359	68	46	18	3	1495	
Baseline 2022	15	607	58	28	11	93	100	313	35	39	3	7	1309	
% Volume Difference													13.27	%

PM Peak Hour Forecast Intersection Volumes

1. Sequalitchew Rd & Center Dr

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL	
2018 Count	38	418	0	0	0	0	0	259	23	7	0	15	760	
Baseline 2022	26	456	0	0	0	0	0	246	27	14	0	15	784	
% Volume Difference													3.11	%

2. Palisade Blvd & Center Dr

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL	
2018 Count	7	434	28	23	0	29	29	244	1	17	0	7	819	
Baseline 2022	0	435	28	13	0	13	14	291	3	1	0	2	800	
% Volume Difference													2.35	%

3. Bob's Hollow Ln & Center Dr

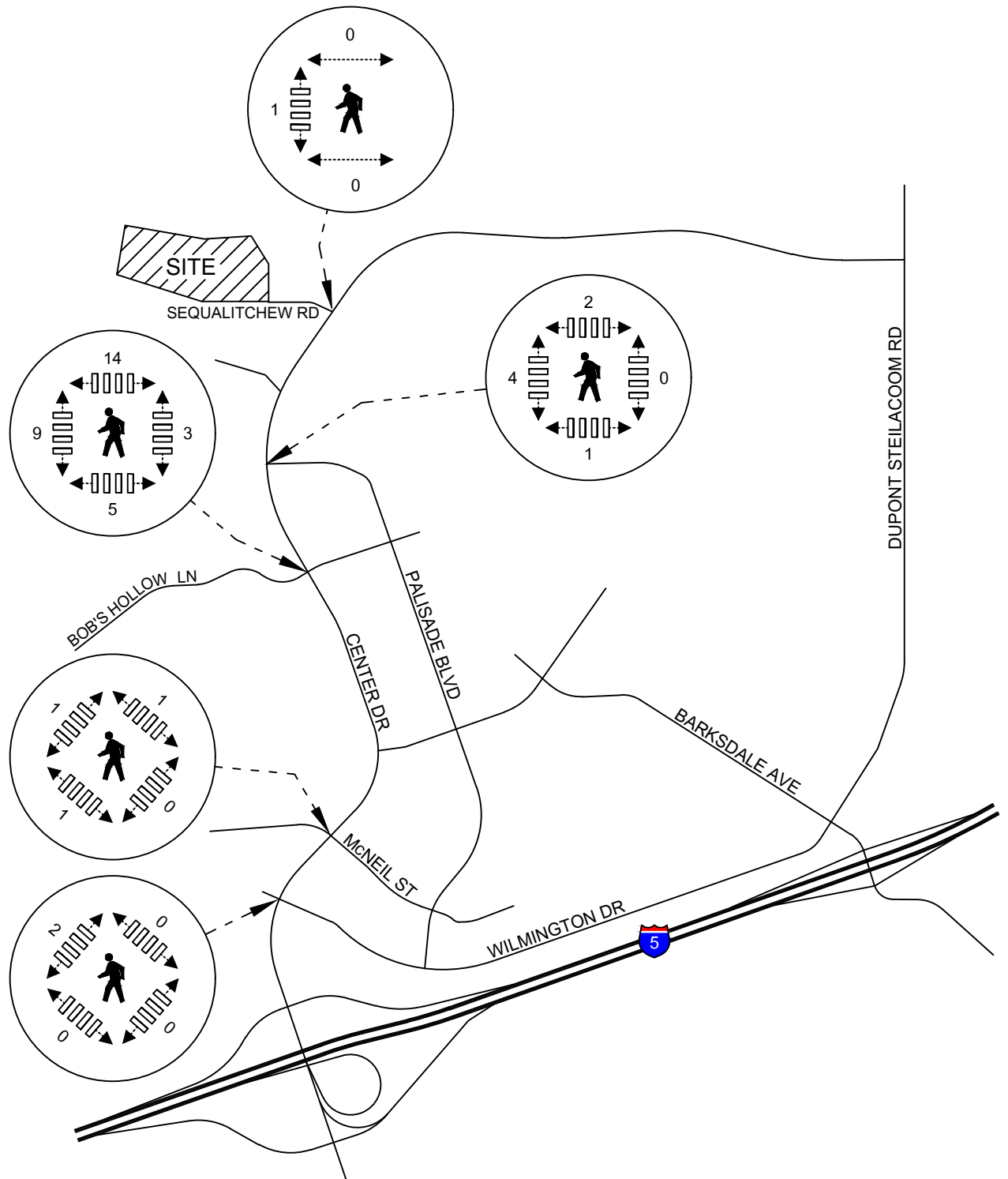
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL	
2018 Count	149	294	12	7	20	14	42	192	43	24	13	80	890	
Baseline 2022	138	296	20	8	10	9	33	178	41	30	8	102	873	
% Volume Difference													1.93	%

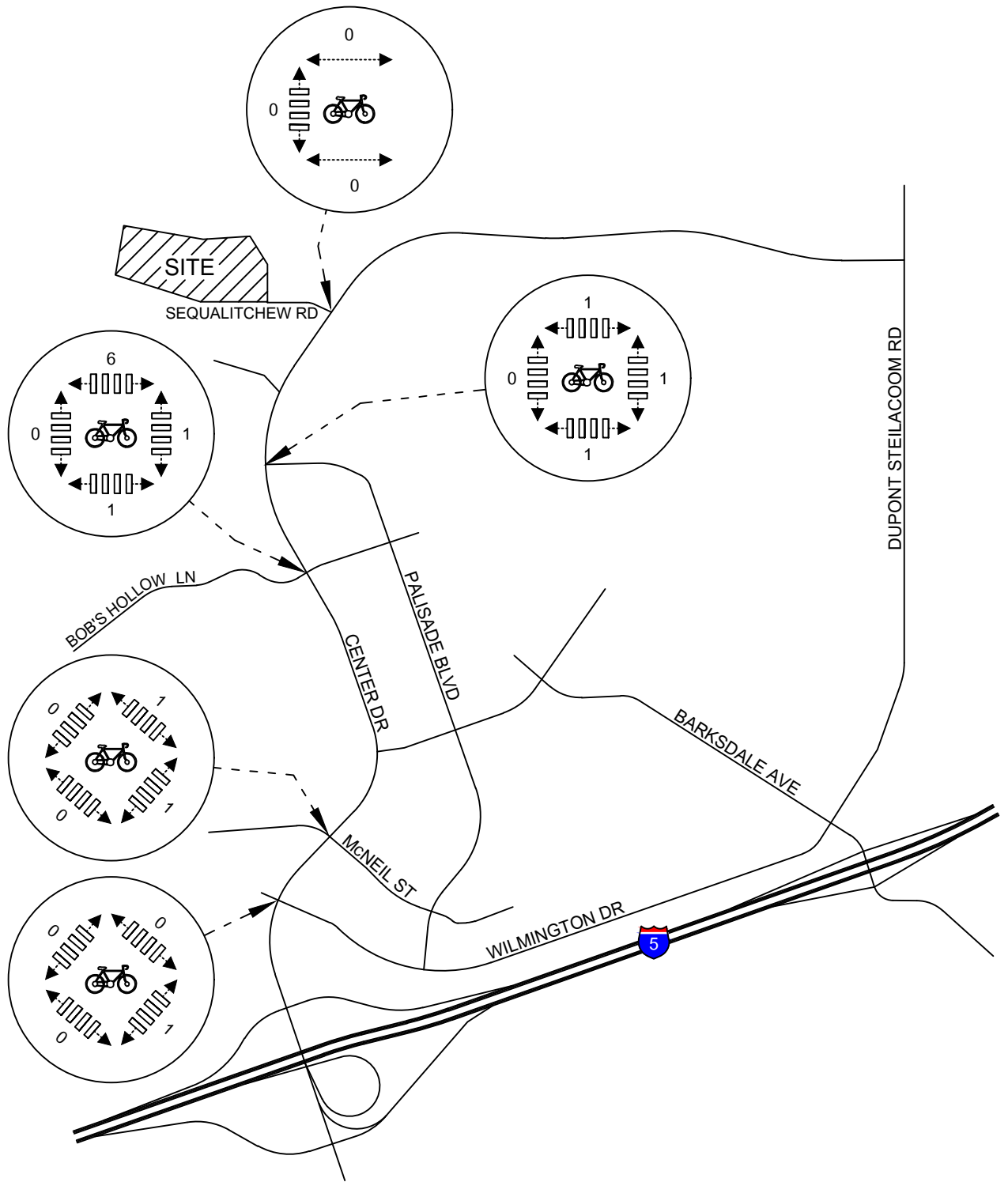
4. McNeil St & Center Dr

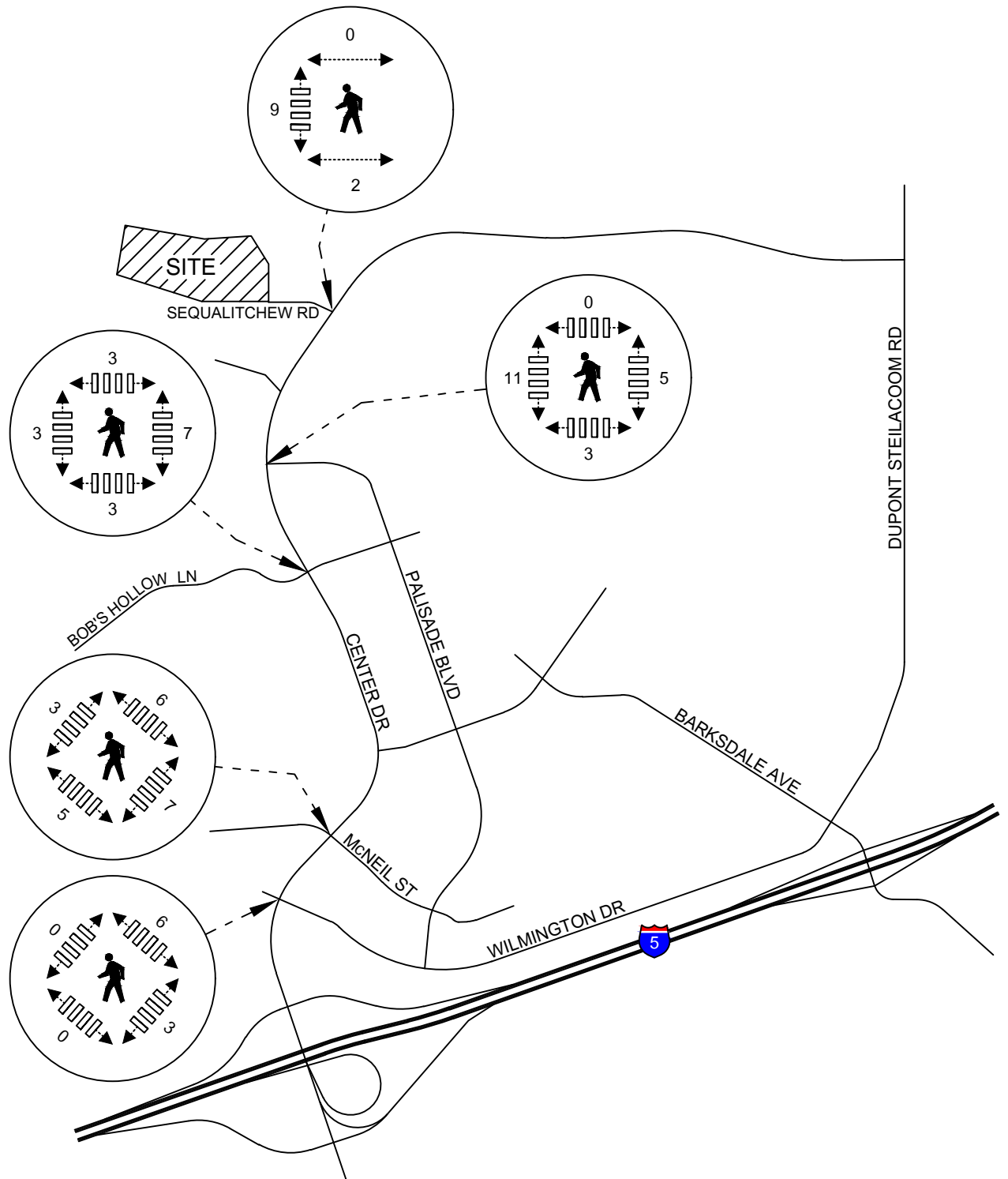
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL	
2018 Count	30	299	25	26	63	69	26	256	382	141	33	40	1390	
Baseline 2022	18	304	18	22	55	16	26	250	307	157	35	46	1254	
% Volume Difference													10.29	%

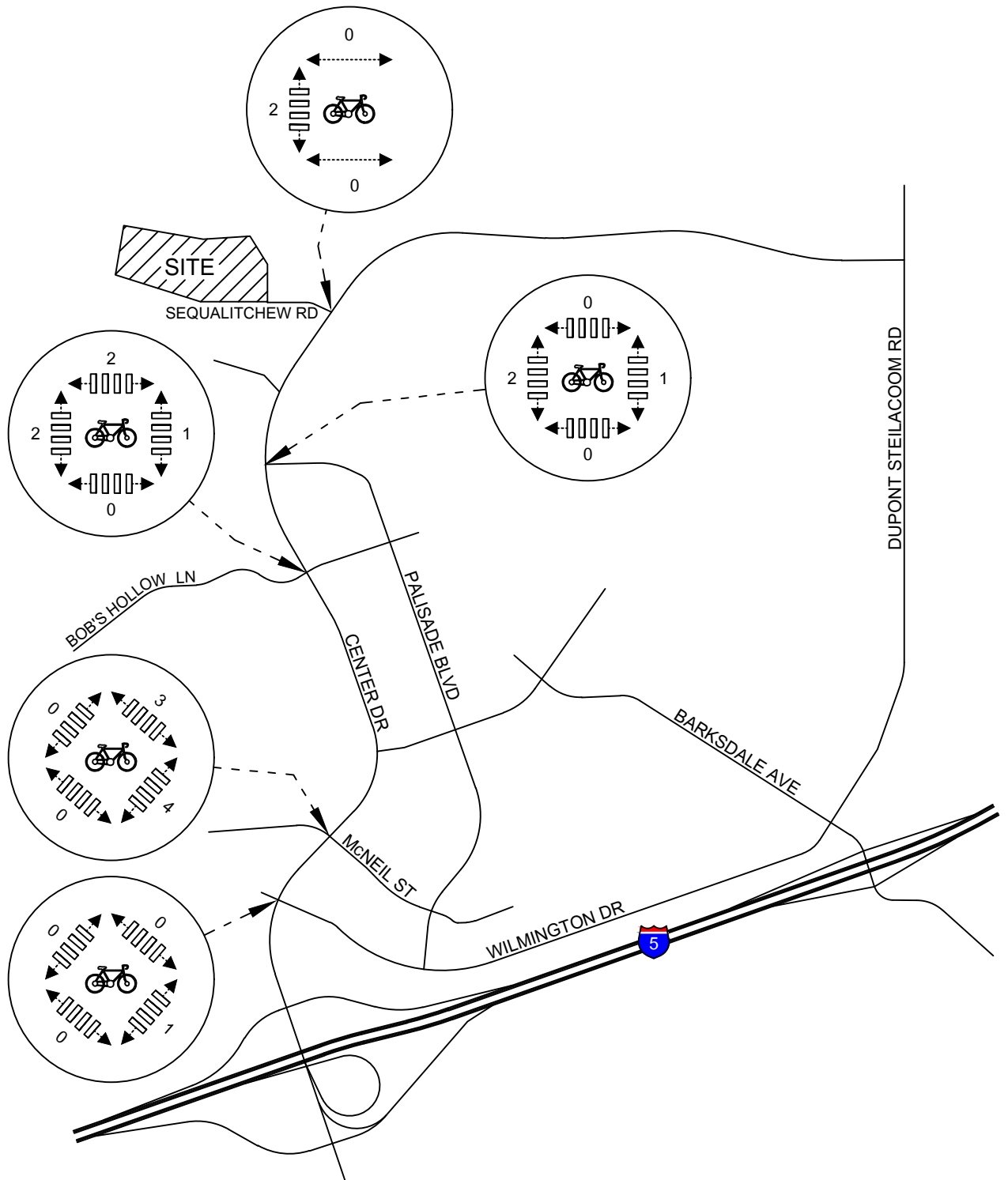
5. Wilmington Dr & Center Dr

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	TOTAL	
2018 Count	9	443	61	85	18	245	141	579	44	30	14	3	1672	
Baseline 2022	11	424	71	69	17	141	115	532	36	26	6	4	1452	
% Volume Difference													14.08	%









HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

DUPONT INDUSTRIAL
EXISTING PM PEAK HOUR BICYCLIST VOLUMES
FIGURE D

Warehousing

(150)

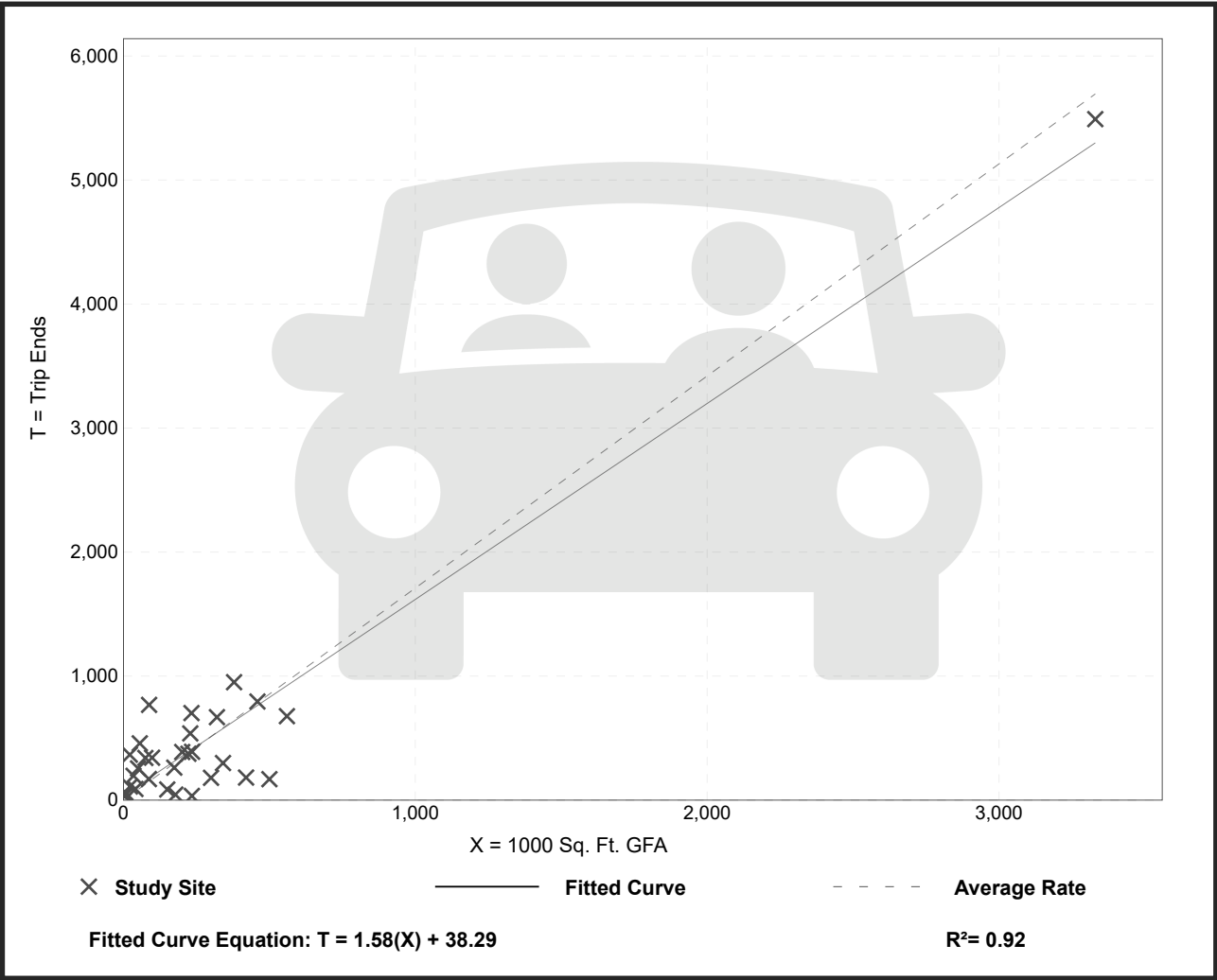
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. 1000 Sq. Ft. GFA: 292
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



Warehousing

(150)

Vehicle Trip Ends vs:

1000 Sq. Ft. GFA

On a:

Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location:

General Urban/Suburban

Number of Studies:

36

Avg. 1000 Sq. Ft. GFA:

448

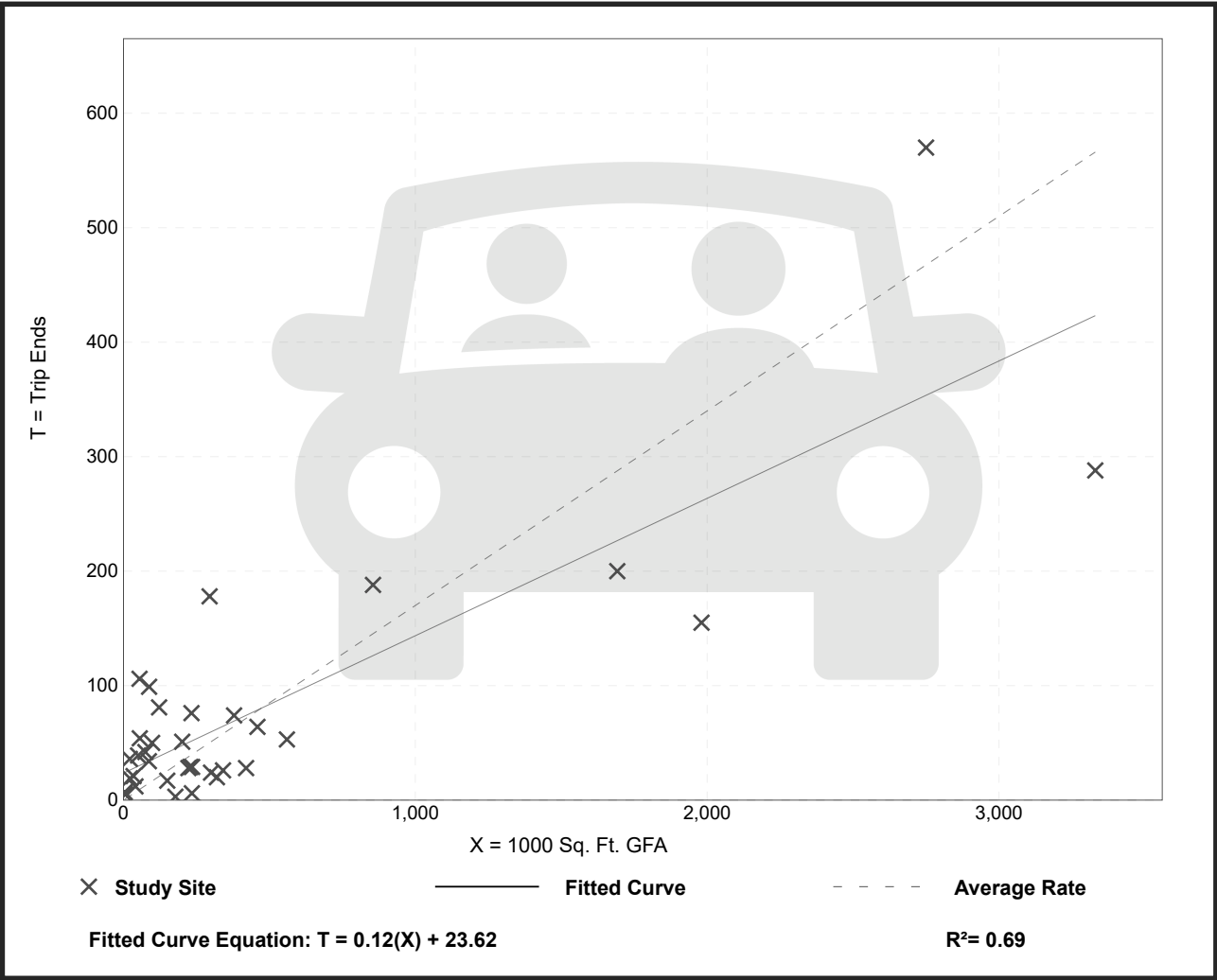
Directional Distribution:

77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



Warehousing

(150)

Vehicle Trip Ends vs:

1000 Sq. Ft. GFA

On a:

Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location:

General Urban/Suburban

Number of Studies:

49

Avg. 1000 Sq. Ft. GFA:

400

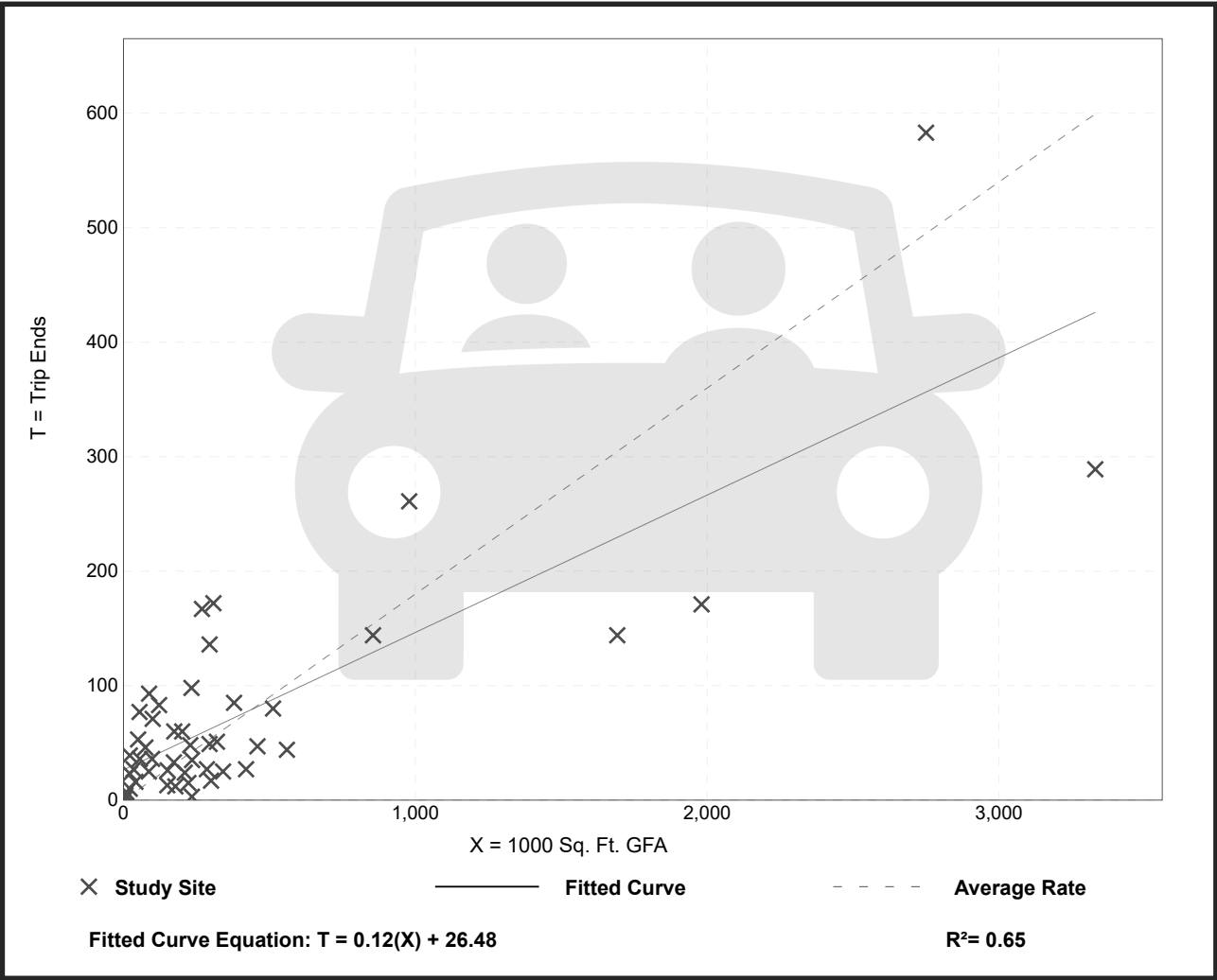
Directional Distribution:

28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



Warehousing

(150)

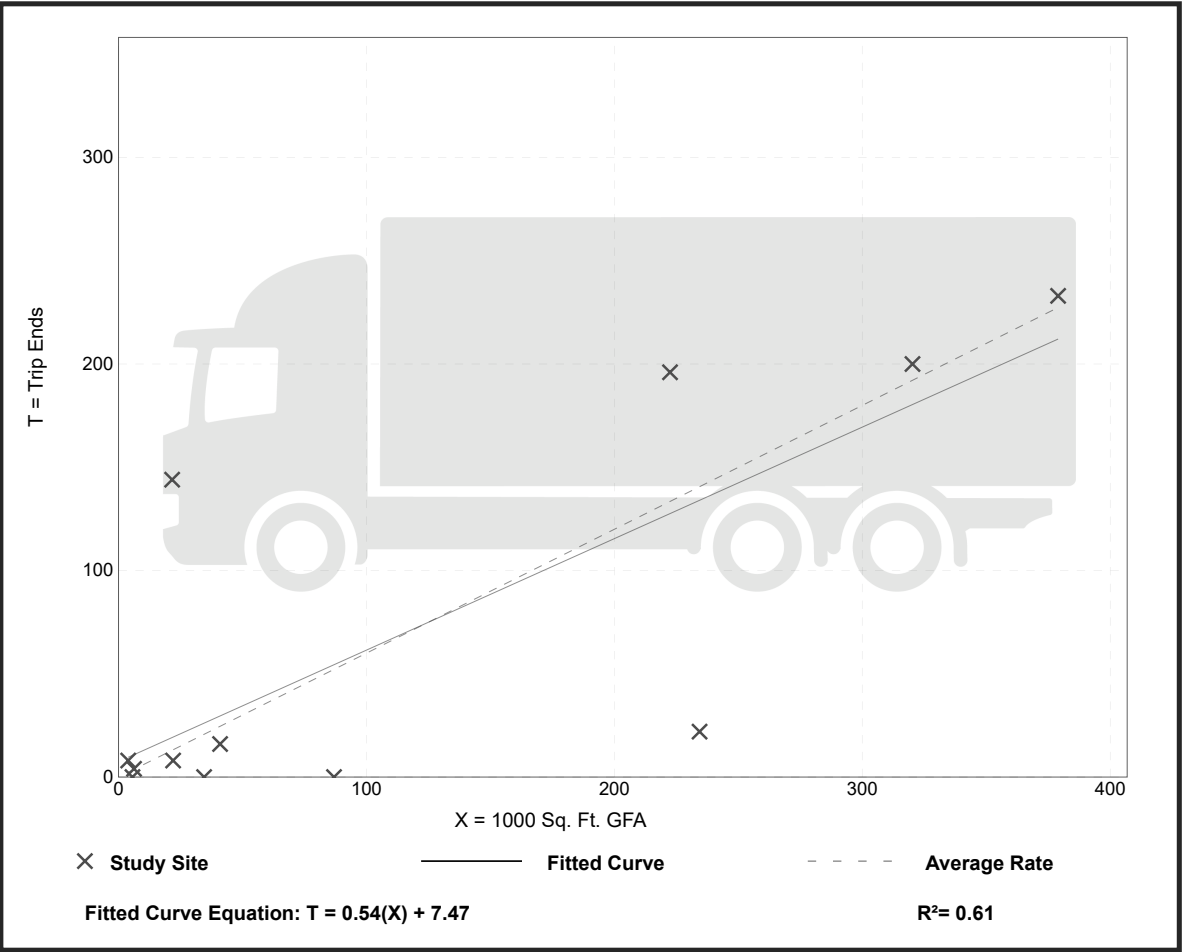
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 115
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.60	0.00 - 6.66	0.86

Data Plot and Equation



Warehousing (150)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 21

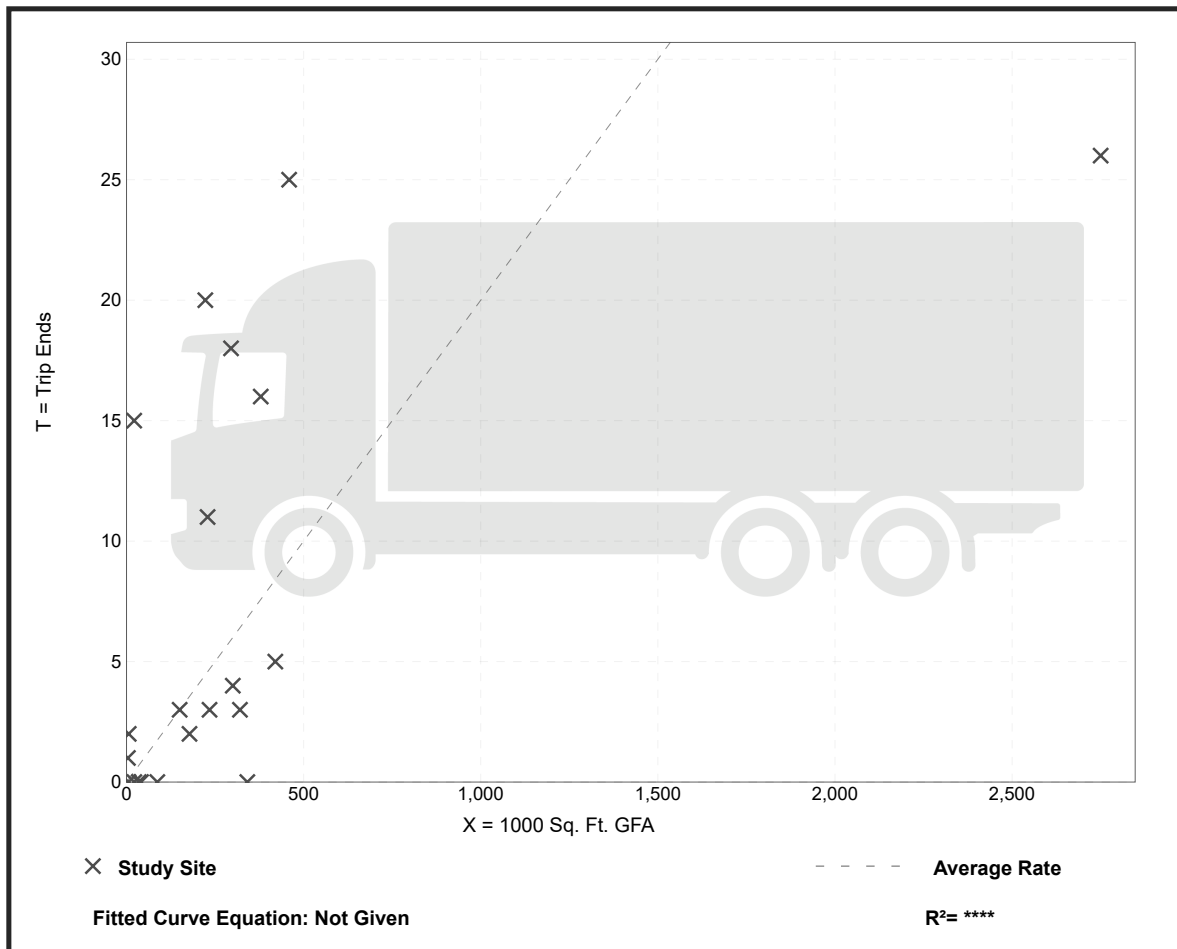
Avg. 1000 Sq. Ft. GFA: 309

Directional Distribution: 52% entering, 48% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.69	0.05

Data Plot and Equation



Trip Gen Manual, 11th Edition

● Institute of Transportation Engineers

Warehousing (150)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 23

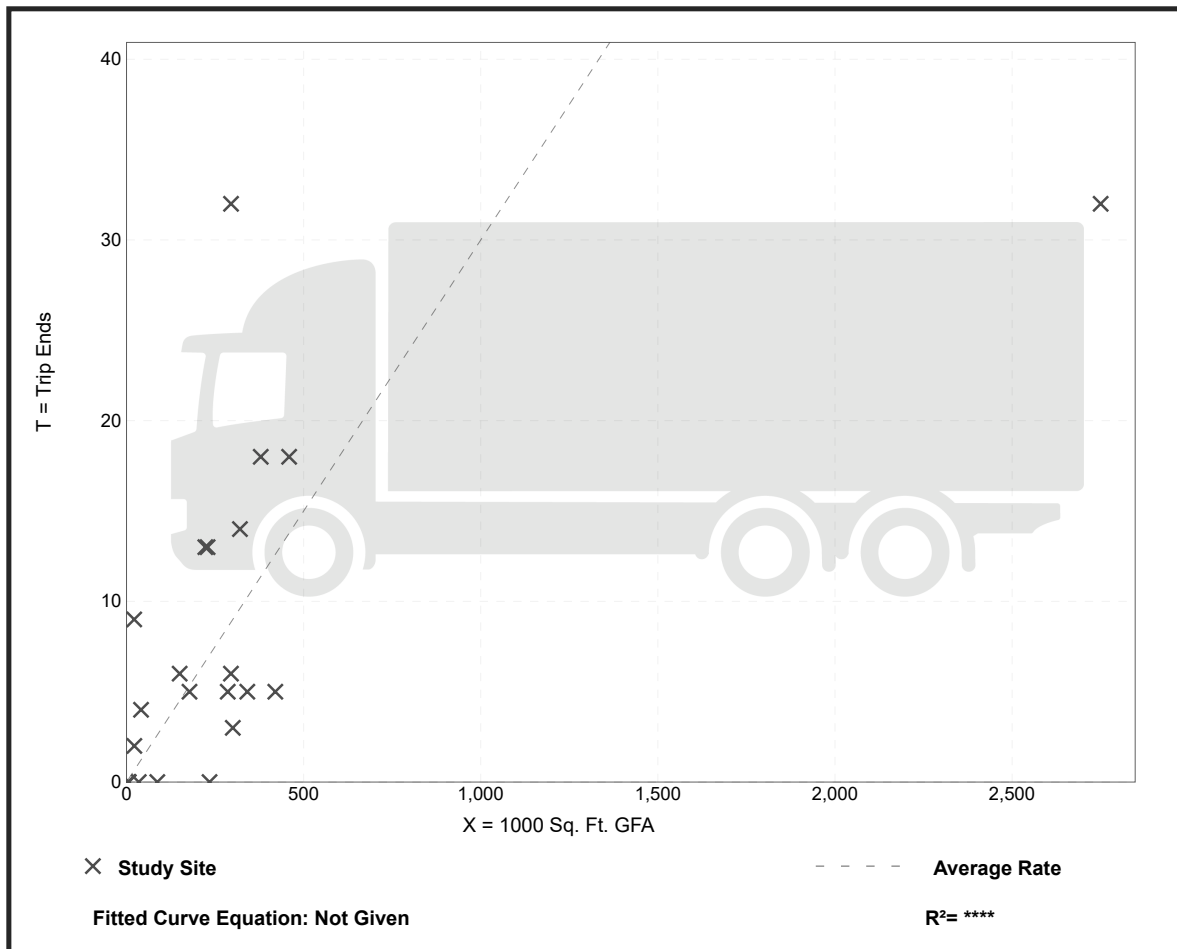
Avg. 1000 Sq. Ft. GFA: 308

Directional Distribution: 52% entering, 48% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.42	0.03

Data Plot and Equation



Trip Gen Manual, 11th Edition

● Institute of Transportation Engineers

PIPELINE TRIPS AT CRITICAL INTERSECTIONS – DUPONT INDUSTRIAL (AM PEAK HOUR)

1. Center Drive/Wilmington Drive

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	0	0	0	0	0	1	0	4	0	2	16	0
Williamson Pl. (3)	0	0	0	0	0	0	0	12	0	0	3	0
International Place	0	0	0	0	0	0	0	5	0	0	1	0
Patriot's Lndng. (1)	0	0	0	0	0	1	0	17	0	4	50	0
Civic Ctr. Phase 2	0	0	0	0	0	5	0	28	0	3	4	0
Civic Ctr. Phase 3	0	0	0	0	0	1	0	27	0	0	4	0
NW Logistics (1)	0	0	0	0	0	0	0	10	0	0	5	0
DuPont Corp. Ctr.	0	0	0	0	0	13	0	101	0	3	24	0
DuPont Storage (1)	0	0	0	0	0	0	0	2	1	0	2	0
Total	0	0	0	0	0	21	0	206	1	12	109	0

(1) – estimated trips; assignment not available or not provided in TIA

(2) – assignment revised to reflect modified trip generation for partial build-out

(3) – modified from original TIA to reflect scaled-back SEPA proposal

2. Center Drive/McNeil Street

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	0	2	18	0	1	0	5	0	0	0	0	0
Williamson Pl. (3)	17	0	0	0	0	3	0	12	0	0	3	2
International Place	8	0	0	0	0	1	0	5	0	0	1	3
Patriot's Lndng. (1)	2	8	54	0	3	0	18	0	0	0	0	1
Civic Ctr. Phase 2	3	0	0	0	0	4	0	33	0	3	7	0
Civic Ctr. Phase 3	3	0	0	0	0	2	0	28	0	0	4	0
NW Logistics (1)	0	0	0	0	0	0	0	10	0	0	5	0
DuPont Corp. Ctr.	38	0	0	0	0	8	0	114	0	2	27	9
DuPont Storage (1)	0	2	0	2	2	2	0	0	2	3	0	0
Total	71	12	72	2	6	20	23	202	2	8	47	15

(1) – estimated trips; assignment not available or not provided in TIA

(2) – assignment revised to reflect modified trip generation for partial build-out

(3) – modified from original TIA to reflect scaled-back SEPA proposal

3. Center Drive/Bob's Hollow Lane

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	7	0	0	0	0	0	0	0	0	0	0	2
Williamson Pl. (3)	0	0	0	0	0	0	0	35	0	0	5	0
International Place	0	0	0	0	0	0	0	15	0	0	4	0
Patriot's Lndng. (1)	5	0	0	0	0	0	0	2	0	0	1	2
Civic Ctr. Phase 2	12	0	0	0	0	0	0	40	0	0	10	6
Civic Ctr. Phase 3	6	0	0	0	0	0	0	33	0	0	4	1
NW Logistics (1)	0	0	0	0	0	0	0	10	0	0	5	0
DuPont Corp. Ctr.	0	0	0	0	0	3	0	161	0	1	38	0
DuPont Storage (1)	0	0	1	0	0	0	1	1	0	0	2	0
Total	30	0	1	0	0	3	1	297	0	1	69	11

(1) – estimated trips; assignment not available or not provided in TIA

(2) – assignment revised to reflect modified trip generation for partial build-out

(3) – modified from original TIA to reflect scaled-back SEPA proposal

4. Center Drive/Palisade Blvd.

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	0	0	0	0	0	0	0	7	0	0	2	0
Williamson Pl. (3)	0	0	0	0	0	3	0	35	0	0	5	0
International Place	0	0	0	0	0	2	0	15	0	0	4	0
Patriot's Lndng. (1)	0	0	0	0	0	0	0	7	0	0	3	0
Civic Ctr. Phase 2	0	0	0	0	0	10	0	52	0	7	16	0
Civic Ctr. Phase 3	0	0	0	0	0	4	0	39	0	1	5	0
NW Logistics (1)	0	0	0	0	0	0	0	10	0	0	5	0
DuPont Corp. Ctr.	0	0	0	0	0	8	0	164	0	2	39	0
DuPont Storage (1)	0	0	0	0	0	0	0	1	0	1	0	0
Total	0	0	0	0	0	27	0	330	0	11	79	0

(1) – estimated trips; assignment not available or not provided in TIA

(2) – assignment revised to reflect modified trip generation for partial build-out

(3) – modified from original TIA to reflect scaled-back SEPA proposal

5. Center Drive/Sequalitchew

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	0	0	0	0	0	0	0	7	0	0	2	0
Williamson Pl. (3)	0	0	0	0	0	0	0	38	0	0	5	0
International Place	0	0	0	0	0	0	0	17	0	0	4	0
Patriot's Lndng. (1)	0	0	0	0	0	0	0	7	0	0	3	0
Civic Ctr. Phase 2	0	0	0	0	0	0	0	8	0	0	18	0
Civic Ctr. Phase 3	0	0	0	0	0	0	0	2	0	0	11	0
NW Logistics (1)	0	0	0	0	0	0	0	10	0	0	5	0
DuPont Corp. Ctr.	0	0	0	0	0	0	0	172	0	0	41	0
DuPont Storage (1)	0	0	0	0	0	0	0	1	0	0	1	0
Total	0	0	0	0	0	0	0	262	0	0	90	0

(1) – estimated trips; assignment not available or not provided in TIA

(2) – assignment revised to reflect modified trip generation for partial build-out

(3) – modified from original TIA to reflect scaled-back SEPA proposal

PIPELINE TRIPS AT CRITICAL INTERSECTIONS – DUPONT INDUSTRIAL (PM PEAK HOUR)

1. Center Drive/Wilmington Drive

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	0	0	0	0	0	1	0	18	0	1	8	0
Williamson Pl. (3)	0	0	0	0	0	0	0	3	0	0	12	0
International Place	0	0	0	0	0	0	0	2	0	0	6	0
Patriot's Lndng. (1)	0	0	0	0	0	4	0	57	0	3	33	0
Civic Ctr. Phase 2	0	0	0	0	0	1	0	5	0	2	25	0
Civic Ctr. Phase 3	0	0	0	0	0	0	0	4	0	1	25	0
NW Logistics (1)	0	0	0	0	0	0	0	5	0	0	12	0
DuPont Corp. Ctr.	0	0	0	0	0	3	0	27	0	12	96	0
DuPont Storage	0	0	0	5	0	2	0	1	5	2	1	0
Total	0	0	0	5	0	11	0	122	5	21	218	0

(1) – estimated trips; assignment not available or not provided in TIA

(2) – assignment revised to reflect modified trip generation for partial build-out

(3) – modified from original TIA to reflect scaled-back SEPA proposal

2. Center Drive/McNeil Street

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	0	1	9	0	1	0	19	0	0	0	0	0
Williamson Pl. (3)	3	0	0	0	0	3	0	3	0	3	12	17
International Place	3	0	0	0	0	1	0	2	0	2	6	9
Patriot's Lndng. (1)	2	5	36	0	9	0	61	0	0	0	0	3
Civic Ctr. Phase 2	1	0	0	0	0	2	0	6	0	3	27	3
Civic Ctr. Phase 3	1	0	0	0	0	1	0	4	0	2	26	3
NW Logistics (1)	0	0	0	0	0	0	0	5	0	0	12	0
DuPont Corp. Ctr.	10	0	0	0	0	2	0	30	0	7	108	36
DuPont Storage	0	6	0	3	7	7	0	1	1	6	0	0
Total	20	12	45	3	17	16	80	51	1	23	191	71

(1) – estimated trips; assignment not available or not provided in TIA

(2) – assignment revised to reflect modified trip generation for partial build-out

(3) – modified from original TIA to reflect scaled-back SEPA proposal

3. Center Drive/Bob's Hollow Lane

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	8	0	0	0	0	0	0	0	0	0	0	10
Williamson Pl. (3)	0	0	0	0	0	0	0	9	0	0	32	0
International Place	0	0	0	0	0	0	0	6	0	0	18	0
Patriot's Lndng. (1)	6	0	0	0	0	0	0	2	0	0	3	10
Civic Ctr. Phase 2	3	0	0	0	0	0	0	9	0	0	33	7
Civic Ctr. Phase 3	1	0	0	0	0	0	0	6	0	0	31	5
NW Logistics (1)	0	0	0	0	0	0	0	5	0	0	12	0
DuPont Corp. Ctr.	0	0	0	0	0	1	0	43	0	2	154	0
DuPont Storage (1)	0	0	1	1	0	0	1	3	1	0	2	0
Total	18	0	1	1	0	1	1	83	1	2	285	32

(1) – estimated trips; assignment not available or not provided in TIA

(2) – assignment revised to reflect modified trip generation for partial build-out

(3) – modified from original TIA to reflect scaled-back SEPA proposal

4. Center Drive/Palisade Blvd.

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	0	0	0	0	0	0	0	8	0	0	10	0
Williamson Pl. (3)	0	0	0	0	0	0	0	9	0	3	32	0
International Place	0	0	0	0	0	0	0	6	0	2	18	0
Patriot's Lndng. (1)	0	0	0	0	0	0	0	8	0	0	13	0
Civic Ctr. Phase 2	0	0	0	0	0	4	0	12	0	7	40	0
Civic Ctr. Phase 3	0	0	0	0	0	1	0	7	0	4	36	0
NW Logistics (1)	0	0	0	0	0	0	0	5	0	0	12	0
DuPont Corp. Ctr.	0	0	0	0	0	2	0	44	0	7	156	0
DuPont Storage (1)	0	0	0	1	0	0	0	2	1	0	1	0
Total	0	0	0	1	0	7	0	101	1	23	318	0

(1) – estimated trips; assignment not available or not provided in TIA

(2) – assignment revised to reflect modified trip generation for partial build-out

(3) – modified from original TIA to reflect scaled-back SEPA proposal

5. Center Drive/Sequalitchew

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	0	0	0	0	0	0	0	8	0	0	10	0
Williamson Pl. (3)	0	0	0	0	0	0	0	9	0	0	35	0
International Place	0	0	0	0	0	0	0	6	0	0	20	0
Patriot's Lndng. (1)	0	0	0	0	0	0	0	8	0	0	13	0
Civic Ctr. Phase 2	0	0	0	0	0	0	0	16	0	0	47	0
Civic Ctr. Phase 3	0	0	0	0	0	0	0	8	0	0	40	0
NW Logistics (1)	0	0	0	0	0	0	0	5	0	0	12	0
DuPont Corp. Ctr.	0	0	0	0	0	0	0	46	0	0	163	0
DuPont Storage (1)	0	0	0	0	0	0	0	2	0	0	1	0
Total	0	0	0	0	0	0	0	108	0	0	341	0

(1) – estimated trips; assignment not available or not provided in TIA

(2) – assignment revised to reflect modified trip generation for partial build-out

(3) – modified from original TIA to reflect scaled-back SEPA proposal

AM Peak Hour Forecast Intersection Volumes

Annual Growth Rate: 2 %
of Years to Horizon: 3
2025

1. Sequalitchew Rd & Center Dr

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Baseline	17	278	0	0	0	0	0	332	9	13	0	12
Project Trips	10	0	0	0	0	0	0	32	9	0	3	
Pipeline	0	90	0	0	0	0	0	262	0	0	0	0
Without	18	385	0	0	0	0	0	614	10	14	0	13
With Project	28	385	0	0	0	0	0	614	42	23	0	16

2. Palisade Blvd & Center Dr

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Baseline	0	320	17	21	1	28	11	332	0	0	1	0
Project Trips	0	9	0	0	0	0	0	32	0	0	0	0
Pipeline	0	79	11	27	0	0	0	330	0	0	0	0
Without	0	419	29	49	1	30	12	682	0	0	1	0
With Project	0	428	29	49	1	30	12	714	0	0	1	0

3. Bob's Hollow Ln & Center Dr

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Baseline	139	217	6	6	11	35	11	146	77	58	39	131
Project Trips	1	8	0	0	0	0	0	30	0	0	0	2
Pipeline	11	69	1	3	0	0	0	297	1	1	0	30
Without	159	299	7	9	12	37	12	452	83	63	41	169
With Project	160	307	7	9	12	37	12	482	83	63	41	171

4. McNeil St & Center Dr

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Baseline	17	320	19	11	25	29	17	189	117	302	35	61
Project Trips	1	7	0	0	0	0	0	28	0	0	0	2
Pipeline	15	47	8	20	6	2	2	202	23	72	12	71
Without	33	387	28	32	33	33	20	403	147	392	49	136
With Project	34	394	28	32	33	33	20	431	147	392	49	138

5. Wilmington Dr & Center Dr

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Baseline	15	607	58	28	11	93	100	313	35	39	7	3
Project Trips	0	7	0	0	0	0	0	28	0	0	0	0
Pipeline	0	109	12	21	0	0	1	206	0	0	0	0
Without	16	753	74	51	12	99	107	538	37	41	7	3
With Project	16	760	74	51	12	99	107	566	37	41	7	3

PM Peak Hour Forecast Intersection Volumes

Annual Growth Rate: 2 %
of Years to Horizon: 3
2025

1. Sequalitchew Rd & Center Dr

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Baseline	26	456	0	0	0	0	0	246	27	14	0	15
Project Trips	4	0	0	0	0	0	0	12	31	0	10	
Pipeline	0	341	0	0	0	0	0	108	0	0	0	0
Without	28	825	0	0	0	0	0	369	29	15	0	16
With Project	32	825	0	0	0	0	0	369	41	46	0	26

2. Palisade Blvd & Center Dr

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Baseline	0	435	28	13	0	13	14	291	3	1	0	2
Project Trips	0	31	0	0	0	0	0	12	0	0	0	0
Pipeline	0	318	23	7	0	1	1	101	0	0	0	0
Without	0	780	53	21	0	15	16	410	3	1	0	2
With Project	0	811	53	21	0	15	16	422	3	1	0	2

3. Bob's Hollow Ln & Center Dr

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Baseline	138	296	20	8	10	9	33	178	41	30	8	102
Project Trips	2	29	0	0	0	0	0	11	0	0	0	1
Pipeline	32	285	2	1	0	1	1	83	1	1	0	18
Without	178	599	23	9	11	11	36	272	45	33	8	126
With Project	180	628	23	9	11	11	36	283	45	33	8	127

4. McNeil St & Center Dr

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Baseline	18	304	18	22	55	16	26	250	307	157	35	46
Project Trips	2	27	0	0	0	0	0	10	0	0	0	1
Pipeline	71	191	23	16	17	3	1	51	80	45	12	20
Without	90	514	42	39	75	20	29	316	406	212	49	69
With Project	92	541	42	39	75	20	29	326	406	212	49	70

5. Wilmington Dr & Center Dr

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Baseline	11	424	71	69	17	141	115	532	36	26	6	4
Project Trips	0	27	0	0	0	0	0	10	0	0	0	0
Pipeline	0	218	21	11	0	5	5	122	0	0	0	0
Without	12	668	96	84	18	155	127	687	38	28	6	4
With Project	12	695	96	84	18	155	127	697	38	28	6	4

HCM 7th TWSC
1: Center Dr & Sequalitchew Dr

Baseline AM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	9	332	278	17	12	13
Future Vol, veh/h	9	332	278	17	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	2	7	1	1	1
Mvmt Flow	10	373	312	19	13	15
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	331	0	-	0	529	166
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	207	-
Critical Hdwy	4.12	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.21	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	1232	-	-	-	482	853
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	811	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1232	-	-	-	478	853
Mov Cap-2 Maneuver	-	-	-	-	559	-
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	811	-
Approach	NB	SB	SE			
HCM Control Delay, s/v	0.21	0	10.4			
HCM LOS			B			
Minor Lane/Major Mvmt	NBL	NBT	SELn1	SELn2	SBT	SBR
Capacity (veh/h)	1232	-	559	853	-	-
HCM Lane V/C Ratio	0.008	-	0.024	0.017	-	-
HCM Control Delay (s/veh)	7.9	-	11.6	9.3	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

Lanes, Volumes, Timings
2: Center Dr & Palisade Blvd

Baseline AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	0	28	1	21	0	332	11	17	320	0
Future Volume (vph)	0	1	0	28	1	21	0	332	11	17	320	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00	0.98		1.00		1.00		
Frt						0.850		0.995				
Flt Protected					0.954					0.950		
Satd. Flow (prot)	0	1881	0	0	1795	1599	1881	3519	0	1703	3438	0
Flt Permitted					0.916					0.950		
Satd. Flow (perm)	0	1881	0	0	1716	1566	1881	3519	0	1697	3438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						73		5				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		299			493			577			506	
Travel Time (s)		8.2			13.4			11.2			9.9	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	2%	1%	6%	5%	1%
Adj. Flow (vph)	0	1	0	31	1	23	0	369	12	19	356	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	32	23	0	381	0	19	356	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	

Lanes, Volumes, Timings
2: Center Dr & Palisade Blvd

Baseline AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8						
Detector Phase	4	4		8	8	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	5.0	
Minimum Split (s)	34.5	34.5		28.5	28.5	28.5	9.5	40.5		9.5	44.5	
Total Split (s)	34.5	34.5		34.5	34.5	34.5	9.5	45.5		10.0	46.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%	38.3%	10.6%	50.6%		11.1%	51.1%	
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0	5.0	41.0		5.5	41.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	23.0	23.0		17.0	17.0	17.0		29.0			33.0	
Pedestrian Calls (#/hr)	5	5		0	0	0		5			5	
Act Effect Green (s)		9.3			9.6	9.6		31.6		6.8	32.5	
Actuated g/C Ratio		0.23			0.24	0.24		0.80		0.17	0.82	
v/c Ratio		0.00			0.08	0.05		0.14		0.07	0.13	
Control Delay (s/veh)		15.0			14.5	0.2		6.1		24.8	4.3	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay (s/veh)		15.0			14.5	0.2		6.1		24.8	4.3	
LOS		B			B	A		A		C	A	
Approach Delay (s/veh)		15.0			8.5			6.1			5.3	
Approach LOS		B			A			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 39.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.14

Intersection Signal Delay (s/veh): 5.9

Intersection LOS: A

Intersection Capacity Utilization 37.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Center Dr & Palisade Blvd

	Ø1		Ø2		Ø4
10 s		45.5 s		34.5 s	
	Ø5		Ø6		Ø8
9.5 s		46 s		34.5 s	

Lanes, Volumes, Timings
3: Center Dr & Bob's Hollow Ln

Baseline AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	39	58	35	11	6	77	146	11	6	217	139
Future Volume (vph)	131	39	58	35	11	6	77	146	11	6	217	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	140		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			115			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			0.99		1.00	1.00		0.99	0.99	
Frt		0.966			0.983			0.989			0.941	
Flt Protected		0.972			0.968		0.950			0.950		
Satd. Flow (prot)	0	1712	0	0	1762	0	1736	3402	0	1543	3117	0
Flt Permitted		0.790			0.783		0.426			0.644		
Satd. Flow (perm)	0	1386	0	0	1421	0	775	3402	0	1039	3117	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			7			10			151	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		344			542			617			532	
Travel Time (s)		9.4			14.8			12.0			10.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	10%	3%	3%	1%	1%	4%	5%	1%	17%	8%	7%
Adj. Flow (vph)	142	42	63	38	12	7	84	159	12	7	236	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	247	0	0	57	0	84	171	0	7	387	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
3: Center Dr & Bob's Hollow Ln

Baseline AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	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)	22.5	22.5		23.5	23.5		9.5	31.5		9.5	32.5	
Total Split (s)	38.0	38.0		38.0	38.0		13.0	41.0		11.0	39.0	
Total Split (%)	42.2%	42.2%		42.2%	42.2%		14.4%	45.6%		12.2%	43.3%	
Maximum Green (s)	33.5	33.5		33.5	33.5		8.5	36.5		6.5	34.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	9.0	9.0		12.0	12.0			20.0			21.0	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effct Green (s)		13.6			13.6		19.9	18.9		16.6	13.6	
Actuated g/C Ratio		0.31			0.31		0.45	0.43		0.38	0.31	
v/c Ratio		0.56			0.13		0.16	0.12		0.02	0.36	
Control Delay (s/veh)		19.2			13.6		7.6	8.6		7.2	9.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		19.2			13.6		7.6	8.6		7.2	9.7	
LOS		B			B		A	A		A	A	
Approach Delay (s/veh)		19.2			13.6			8.3			9.6	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 43.9

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay (s/veh): 12.0

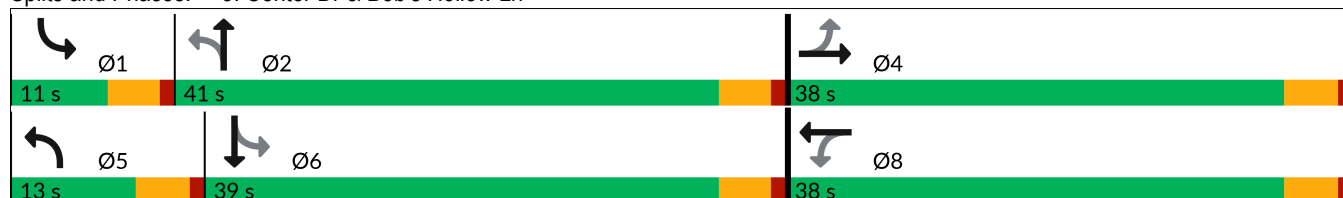
Intersection LOS: B

Intersection Capacity Utilization 42.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Center Dr & Bob's Hollow Ln



Lanes, Volumes, Timings
4: Center Dr & McNeil St

Baseline AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	61	35	302	29	25	11	117	189	17	19	320	17
Future Volume (vph)	61	35	302	29	25	11	117	189	17	19	320	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		325	200		200	250		0	150		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			95			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00	0.98		1.00	0.98	0.99	1.00		0.99	1.00	
Frt			0.850			0.850		0.988			0.993	
Flt Protected		0.969			0.974		0.950			0.950		
Satd. Flow (prot)	0	1812	1599	0	1727	1272	1719	3459	0	1787	3397	0
Flt Permitted		0.771			0.792		0.950			0.950		
Satd. Flow (perm)	0	1436	1569	0	1401	1245	1709	3459	0	1776	3397	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			238			73		13			6	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		502			454			455			433	
Travel Time (s)		13.7			12.4			8.9			8.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	1%	1%	3%	12%	27%	5%	3%	1%	1%	5%	12%
Adj. Flow (vph)	69	40	343	33	28	13	133	215	19	22	364	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	109	343	0	61	13	133	234	0	22	383	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
4: Center Dr & McNeil St

Baseline AM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		6	7		2	3	7	4		3	8	
Permitted Phases	6		6	2		2						
Detector Phase	6	6	7	2	2	3	7	4		3	8	
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)	31.5	31.5	9.5	25.5	25.5	9.5	9.5	42.5		9.5	26.5	
Total Split (s)	36.6	36.6	20.0	36.6	36.6	10.4	20.0	43.0		10.4	33.4	
Total Split (%)	40.7%	40.7%	22.2%	40.7%	40.7%	11.6%	22.2%	47.8%		11.6%	37.1%	
Maximum Green (s)	32.1	32.1	15.5	32.1	32.1	5.9	15.5	38.5		5.9	28.9	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	20.0	20.0		14.0	14.0			19.0			15.0	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effect Green (s)		11.2	18.7		11.0	15.5	10.0	25.9		6.7	12.0	
Actuated g/C Ratio		0.25	0.42		0.25	0.35	0.22	0.58		0.15	0.27	
v/c Ratio		0.30	0.43		0.18	0.03	0.35	0.12		0.08	0.42	
Control Delay (s/veh)		18.5	4.0		16.9	0.1	22.2	9.1		26.1	17.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		18.5	4.0		16.9	0.1	22.2	9.1		26.1	17.1	
LOS		B	A		B	A	C	A		C	B	
Approach Delay (s/veh)		7.5			14.0			13.8			17.6	
Approach LOS		A			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 44.8

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay (s/veh): 12.8

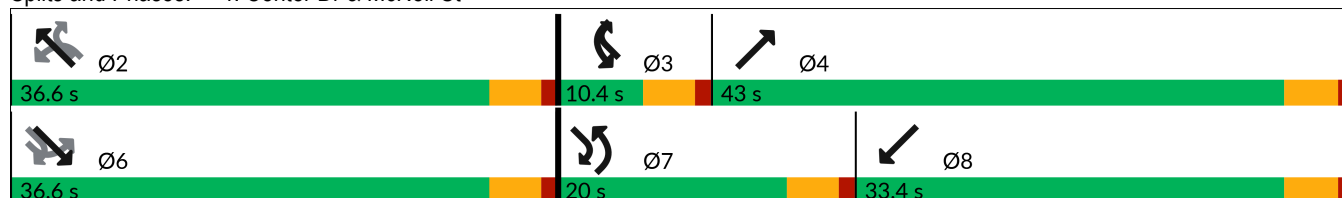
Intersection LOS: B

Intersection Capacity Utilization 47.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: Center Dr & McNeil St



Lanes, Volumes, Timings
5: Center Dr & Wilmington Dr

Baseline AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	7	39	93	11	28	35	313	100	58	607	15
Future Volume (vph)	3	7	39	93	11	28	35	313	100	58	607	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	100		0	105		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			100			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	0.98		0.99	0.98		1.00	0.99		1.00	1.00	
Frt		0.874			0.892			0.964			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1613	0	1687	1617	0	1787	3314	0	1787	3457	0
Flt Permitted	0.729			0.724			0.385			0.457		
Satd. Flow (perm)	1363	1613	0	1277	1617	0	722	3314	0	856	3457	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43			31			58			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		190			493			682			320	
Travel Time (s)		5.2			13.4			13.3			6.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	7%	1%	4%	1%	4%	5%	1%	4%	1%
Adj. Flow (vph)	3	8	43	103	12	31	39	348	111	64	674	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	51	0	103	43	0	39	459	0	64	691	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
5: Center Dr & Wilmington Dr

Baseline AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	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)	26.5	26.5		25.5	25.5		9.5	22.5		9.5	31.5	
Total Split (s)	33.0	33.0		33.0	33.0		13.0	42.0		15.0	44.0	
Total Split (%)	36.7%	36.7%		36.7%	36.7%		14.4%	46.7%		16.7%	48.9%	
Maximum Green (s)	28.5	28.5		28.5	28.5		8.5	37.5		10.5	39.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0						7.0	
Flash Dont Walk (s)	11.0	11.0		14.0	14.0						20.0	
Pedestrian Calls (#/hr)	5	5		5	5						5	
Act Effect Green (s)	10.4	10.4		10.5	10.5		23.6	21.6		24.7	24.0	
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.55	0.50		0.57	0.56	
v/c Ratio	0.01	0.12		0.33	0.10		0.07	0.27		0.10	0.36	
Control Delay (s/veh)	15.7	8.1		19.2	9.4		5.9	10.1		5.9	10.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	15.7	8.1		19.2	9.4		5.9	10.1		5.9	10.3	
LOS	B	A		B	A		A	B		A	B	
Approach Delay (s/veh)		8.5			16.3			9.7			10.0	
Approach LOS		A			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 43.1

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.36

Intersection Signal Delay (s/veh): 10.5

Intersection LOS: B

Intersection Capacity Utilization 46.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 5: Center Dr & Wilmington Dr



Intersection						
Int Delay, s/veh	0.8					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	27	246	456	26	15	14
Future Vol, veh/h	27	246	456	26	15	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	34	311	577	33	19	18
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	610	0	-	0	818	305
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	224	-
Critical Hdwy	4.12	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.21	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	972	-	-	-	316	694
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	972	-	-	-	305	694
Mov Cap-2 Maneuver	-	-	-	-	405	-
Stage 1	-	-	-	-	499	-
Stage 2	-	-	-	-	795	-
Approach	NB	SB	SE			
HCM Control Delay, s/v	0.87	0	12.39			
HCM LOS			B			
Minor Lane/Major Mvmt	NBL	NBT	SELn1	SELn2	SBT	SBR
Capacity (veh/h)	972	-	405	694	-	-
HCM Lane V/C Ratio	0.035	-	0.047	0.026	-	-
HCM Control Delay (s/veh)	8.8	-	14.3	10.3	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-

Lanes, Volumes, Timings
2: Center Dr & Palisade Blvd

Baseline PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	1	13	0	13	3	291	14	28	435	0
Future Volume (vph)	2	0	1	13	0	13	3	291	14	28	435	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00	0.98	1.00	1.00		1.00		
Frt		0.955				0.850		0.993				
Flt Protected		0.968			0.950		0.950			0.950		
Satd. Flow (prot)	0	1728	0	0	1787	1599	1787	3544	0	1787	3574	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	1778	0	0	1873	1566	1782	3544	0	1780	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		73				73		7				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		299			493			577			506	
Travel Time (s)		8.2			13.4			11.2			9.9	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	2	0	1	15	0	15	4	346	17	33	518	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	15	15	4	363	0	33	518	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	

Lanes, Volumes, Timings
2: Center Dr & Palisade Blvd

Baseline PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8						
Detector Phase	4	4		8	8	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	5.0	
Minimum Split (s)	34.5	34.5		28.5	28.5	28.5	9.5	40.5		9.5	44.5	
Total Split (s)	34.5	34.5		34.5	34.5	34.5	9.5	44.5		11.0	46.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%	38.3%	10.6%	49.4%		12.2%	51.1%	
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0	5.0	40.0		6.5	41.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	23.0	23.0		17.0	17.0	17.0		29.0			33.0	
Pedestrian Calls (#/hr)	5	5		0	0	0		5			5	
Act Effect Green (s)		9.1			9.4	9.4	6.3	34.7		7.5	34.8	
Actuated g/C Ratio		0.23			0.24	0.24	0.16	0.89		0.19	0.89	
v/c Ratio		0.01			0.03	0.03	0.01	0.12		0.10	0.16	
Control Delay (s/veh)		0.0			14.2	0.2	25.3	4.9		23.0	4.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		0.0			14.2	0.2	25.3	4.9		23.0	4.8	
LOS		A			B	A	C	A		C	A	
Approach Delay (s/veh)					7.2			5.2			5.9	
Approach LOS					A			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 39.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.16

Intersection Signal Delay (s/veh): 5.6

Intersection LOS: A

Intersection Capacity Utilization 38.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Center Dr & Palisade Blvd



Lanes, Volumes, Timings
3: Center Dr & Bob's Hollow Ln

Baseline PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	8	30	9	10	8	41	178	33	20	296	138
Future Volume (vph)	102	8	30	9	10	8	41	178	33	20	296	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	140		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			115			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			0.99		1.00	0.99		0.99	0.99	
Frt		0.971			0.959			0.976			0.952	
Flt Protected		0.965			0.984		0.950			0.950		
Satd. Flow (prot)	0	1734	0	0	1763	0	1787	3471	0	1787	3368	0
Flt Permitted		0.764			0.874		0.420			0.591		
Satd. Flow (perm)	0	1366	0	0	1563	0	787	3471	0	1105	3368	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			10			30			108	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		344			542			617			532	
Travel Time (s)		9.4			14.8			12.0			10.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	1%	3%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	126	10	37	11	12	10	51	220	41	25	365	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	33	0	51	261	0	25	535	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
3: Center Dr & Bob's Hollow Ln

Baseline PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	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)	22.5	22.5		23.5	23.5		9.5	31.5		9.5	32.5	
Total Split (s)	34.0	34.0		34.0	34.0		12.0	44.0		12.0	44.0	
Total Split (%)	37.8%	37.8%		37.8%	37.8%		13.3%	48.9%		13.3%	48.9%	
Maximum Green (s)	29.5	29.5		29.5	29.5		7.5	39.5		7.5	39.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	9.0	9.0		12.0	12.0			20.0			21.0	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effect Green (s)		11.3			10.9		21.6	22.1		20.4	19.9	
Actuated g/C Ratio		0.28			0.27		0.54	0.55		0.51	0.50	
v/c Ratio		0.44			0.08		0.08	0.14		0.04	0.31	
Control Delay (s/veh)		17.5			12.6		6.1	7.1		6.0	8.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		17.5			12.6		6.1	7.1		6.0	8.8	
LOS		B			B		A	A		A	A	
Approach Delay (s/veh)		17.5			12.6			6.9			8.6	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 40.1

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.44

Intersection Signal Delay (s/veh): 9.7

Intersection LOS: A

Intersection Capacity Utilization 44.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Center Dr & Bob's Hollow Ln



Lanes, Volumes, Timings
4: Center Dr & McNeil St

Baseline PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	46	35	157	16	55	22	307	250	26	18	304	18
Future Volume (vph)	46	35	157	16	55	22	307	250	26	18	304	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		325	200		200	250		0	150		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			95			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00	0.98		1.00	0.98	0.99	1.00		0.99	1.00	
Frt			0.850			0.850		0.986			0.991	
Flt Protected		0.972			0.989		0.950			0.950		
Satd. Flow (prot)	0	1790	1599	0	1813	1599	1787	3513	0	1787	3535	0
Flt Permitted		0.778			0.914		0.950			0.950		
Satd. Flow (perm)	0	1428	1569	0	1674	1565	1776	3513	0	1777	3535	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158			73		17			6	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		502			454			455			433	
Travel Time (s)		13.7			12.4			8.9			8.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	6%	1%	13%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	53	40	180	18	63	25	353	287	30	21	349	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	93	180	0	81	25	353	317	0	21	370	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
4: Center Dr & McNeil St

Baseline PM Peak Hour

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		6	7		2	3	7	4		3	8	
Permitted Phases	6		6	2		2						
Detector Phase	6	6	7	2	2	3	7	4		3	8	
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)	31.5	31.5	9.5	25.5	25.5	9.5	9.5	42.5		9.5	26.5	
Total Split (s)	31.5	31.5	32.0	31.5	31.5	9.8	32.0	48.7		9.8	26.5	
Total Split (%)	35.0%	35.0%	35.6%	35.0%	35.0%	10.9%	35.6%	54.1%		10.9%	29.4%	
Maximum Green (s)	27.0	27.0	27.5	27.0	27.0	5.3	27.5	44.2		5.3	22.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	20.0	20.0		14.0	14.0			19.0			15.0	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effect Green (s)		11.3	25.3		11.2	15.1	16.5	33.4		6.3	12.6	
Actuated g/C Ratio		0.22	0.49		0.21	0.29	0.32	0.64		0.12	0.24	
v/c Ratio		0.30	0.21		0.23	0.05	0.62	0.14		0.10	0.43	
Control Delay (s/veh)		23.3	2.1		21.8	0.2	23.8	7.4		32.1	21.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		23.3	2.1		21.8	0.2	23.8	7.4		32.1	21.1	
LOS		C	A		C	A	C	A		C	C	
Approach Delay (s/veh)		9.3			16.7			16.1			21.7	
Approach LOS		A			B			B			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 52.1

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay (s/veh): 16.4

Intersection LOS: B

Intersection Capacity Utilization 51.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: Center Dr & McNeil St

 Ø2	 Ø3	 Ø4
31.5 s	9.8 s	48.7 s
 Ø6	 Ø7	 Ø8
31.5 s	32 s	26.5 s

Lanes, Volumes, Timings
5: Center Dr & Wilmington Dr

Baseline PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	6	26	141	17	69	36	532	115	71	424	11
Future Volume (vph)	4	6	26	141	17	69	36	532	115	71	424	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	100		0	105		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			100			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	0.98		0.99	0.98		1.00	0.99		1.00	1.00	
Frt		0.880			0.879			0.973			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1625	0	1787	1625	0	1787	3441	0	1787	3557	0
Flt Permitted	0.697			0.734			0.481			0.307		
Satd. Flow (perm)	1304	1625	0	1371	1625	0	901	3441	0	576	3557	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			75			36			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		190			493			682			320	
Travel Time (s)		5.2			13.4			13.3			6.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	4%	1%	1%	1%
Adj. Flow (vph)	4	7	28	153	18	75	39	578	125	77	461	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	35	0	153	93	0	39	703	0	77	473	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
5: Center Dr & Wilmington Dr

Baseline PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	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)	26.5	26.5		25.5	25.5		9.5	22.5		9.5	31.5	
Total Split (s)	33.0	33.0		33.0	33.0		12.0	43.0		14.0	45.0	
Total Split (%)	36.7%	36.7%		36.7%	36.7%		13.3%	47.8%		15.6%	50.0%	
Maximum Green (s)	28.5	28.5		28.5	28.5		7.5	38.5		9.5	40.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0						7.0	
Flash Dont Walk (s)	11.0	11.0		14.0	14.0						20.0	
Pedestrian Calls (#/hr)	5	5		5	5						5	
Act Effect Green (s)	12.0	12.0		12.0	12.0		23.6	20.2		25.1	22.6	
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.49	0.42		0.52	0.47	
v/c Ratio	0.01	0.08		0.45	0.20		0.07	0.48		0.16	0.28	
Control Delay (s/veh)	16.0	9.0		21.3	7.7		6.2	12.9		6.6	10.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	16.0	9.0		21.3	7.7		6.2	12.9		6.6	10.2	
LOS	B	A		C	A		A	B		A	B	
Approach Delay (s/veh)		9.7			16.1			12.6			9.7	
Approach LOS		A			B			B			A	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 47.9

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay (s/veh): 12.1

Intersection LOS: B

Intersection Capacity Utilization 48.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 5: Center Dr & Wilmington Dr



Intersection						
Int Delay, s/veh	0.4					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	10	614	385	18	13	14
Future Vol, veh/h	10	614	385	18	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	2	7	1	1	1
Mvmt Flow	11	690	433	20	15	16
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	453	0	-	0	810	226
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	367	-
Critical Hdwy	4.12	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.21	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	1111	-	-	-	320	780
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	674	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1111	-	-	-	316	780
Mov Cap-2 Maneuver	-	-	-	-	436	-
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	674	-
Approach	NB	SB	SE			
HCM Control Delay, s/v	0.13	0	11.55			
HCM LOS			B			
Minor Lane/Major Mvmt	NBL	NBT	SELn1	SELn2	SBT	SBR
Capacity (veh/h)	1111	-	436	780	-	-
HCM Lane V/C Ratio	0.01	-	0.033	0.02	-	-
HCM Control Delay (s/veh)	8.3	-	13.5	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

Lanes, Volumes, Timings
2: Center Dr & Palisade Blvd

Forecast 2025 AM Peak Hour
Without Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	0	30	1	49	0	682	12	29	419	0
Future Volume (vph)	0	1	0	30	1	49	0	682	12	29	419	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00	0.98		1.00		1.00		
Frt						0.850		0.997				
Flt Protected					0.954					0.950		
Satd. Flow (prot)	0	1881	0	0	1795	1599	1881	3527	0	1703	3438	0
Flt Permitted					0.732					0.950		
Satd. Flow (perm)	0	1881	0	0	1371	1566	1881	3527	0	1699	3438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						73		2				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		299			493			577			506	
Travel Time (s)		8.2			13.4			11.2			9.9	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	2%	1%	6%	5%	1%
Adj. Flow (vph)	0	1	0	33	1	54	0	758	13	32	466	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	34	54	0	771	0	32	466	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	

Lanes, Volumes, Timings
2: Center Dr & Palisade Blvd

Forecast 2025 AM Peak Hour
Without Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8						
Detector Phase	4	4		8	8	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	5.0	
Minimum Split (s)	34.5	34.5		28.5	28.5	28.5	9.5	40.5		9.5	44.5	
Total Split (s)	34.5	34.5		34.5	34.5	34.5	9.5	44.9		10.6	46.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%	38.3%	10.6%	49.9%		11.8%	51.1%	
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0	5.0	40.4		6.1	41.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	23.0	23.0		17.0	17.0	17.0		29.0			33.0	
Pedestrian Calls (#/hr)	5	5		0	0	0		5			5	
Act Effect Green (s)		9.6			9.7	9.7		32.4		6.9	33.5	
Actuated g/C Ratio		0.21			0.22	0.22		0.72		0.15	0.75	
v/c Ratio		0.00			0.11	0.14		0.30		0.12	0.18	
Control Delay (s/veh)		16.0			16.9	4.3		7.5		26.3	5.0	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay (s/veh)		16.0			16.9	4.3		7.5		26.3	5.0	
LOS		B			B	A		A		C	A	
Approach Delay (s/veh)		16.0			9.2			7.5			6.4	
Approach LOS		B			A			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 44.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.30

Intersection Signal Delay (s/veh): 7.2

Intersection LOS: A

Intersection Capacity Utilization 46.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Center Dr & Palisade Blvd



Lanes, Volumes, Timings
3: Center Dr & Bob's Hollow Ln

Forecast 2025 AM Peak Hour
Without Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	41	63	37	12	9	83	452	12	7	299	159
Future Volume (vph)	169	41	63	37	12	9	83	452	12	7	299	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	140		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			115			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			0.99		1.00	1.00		1.00	0.99	
Frt		0.969			0.979			0.996			0.948	
Flt Protected		0.970			0.969		0.950			0.950		
Satd. Flow (prot)	0	1717	0	0	1756	0	1736	3425	0	1543	3143	0
Flt Permitted		0.774			0.781		0.343			0.467		
Satd. Flow (perm)	0	1365	0	0	1412	0	624	3425	0	755	3143	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			10			3			124	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		344			542			617			532	
Travel Time (s)		9.4			14.8			12.0			10.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	10%	3%	3%	1%	1%	4%	5%	1%	17%	8%	7%
Adj. Flow (vph)	184	45	68	40	13	10	90	491	13	8	325	173
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	297	0	0	63	0	90	504	0	8	498	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
3: Center Dr & Bob's Hollow Ln

Forecast 2025 AM Peak Hour
Without Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	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)	22.5	22.5		23.5	23.5		9.5	31.5		9.5	32.5	
Total Split (s)	40.0	40.0		40.0	40.0		12.0	40.0		10.0	38.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		13.3%	44.4%		11.1%	42.2%	
Maximum Green (s)	35.5	35.5		35.5	35.5		7.5	35.5		5.5	33.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	9.0	9.0		12.0	12.0			20.0			21.0	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effct Green (s)		16.3			16.3		23.6	22.6		19.1	14.9	
Actuated g/C Ratio		0.32			0.32		0.47	0.45		0.38	0.30	
v/c Ratio		0.65			0.14		0.20	0.33		0.02	0.49	
Control Delay (s/veh)		22.5			12.9		9.3	11.0		8.9	14.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		22.5			12.9		9.3	11.0		8.9	14.0	
LOS		C			B		A	B		A	B	
Approach Delay (s/veh)		22.5			12.9			10.8			13.9	
Approach LOS		C			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 50.3

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay (s/veh): 14.3

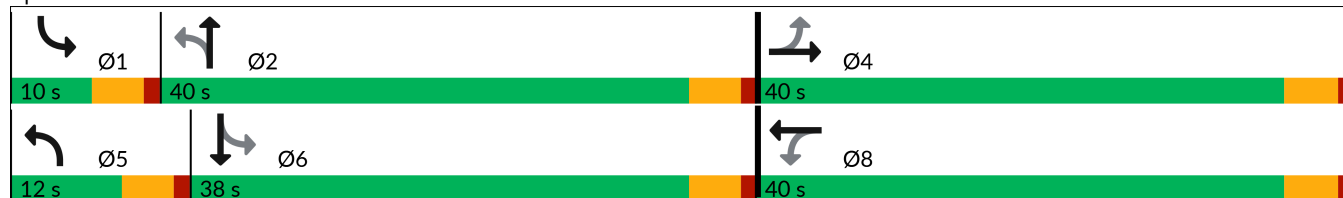
Intersection LOS: B

Intersection Capacity Utilization 49.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Center Dr & Bob's Hollow Ln



Lanes, Volumes, Timings
4: Center Dr & McNeil St

Forecast 2025 AM Peak Hour
Without Project

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	136	49	392	33	33	32	147	403	20	28	387	33
Future Volume (vph)	136	49	392	33	33	32	147	403	20	28	387	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		325	200		200	250		0	150		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			95			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00	0.98		1.00	0.98	0.99	1.00		1.00	1.00	
Frt			0.850			0.850		0.993			0.988	
Flt Protected		0.965			0.976		0.950			0.950		
Satd. Flow (prot)	0	1802	1599	0	1725	1272	1719	3478	0	1787	3369	0
Flt Permitted		0.735			0.798		0.950			0.950		
Satd. Flow (perm)	0	1367	1569	0	1408	1245	1710	3478	0	1779	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146			73		7			10	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		502			454			455			433	
Travel Time (s)		13.7			12.4			8.9			8.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	1%	1%	3%	12%	27%	5%	3%	1%	1%	5%	12%
Adj. Flow (vph)	155	56	445	38	38	36	167	458	23	32	440	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	211	445	0	76	36	167	481	0	32	478	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
4: Center Dr & McNeil St

Forecast 2025 AM Peak Hour
Without Project

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		6	7		2	3	7	4		3	8	
Permitted Phases	6		6	2		2						
Detector Phase	6	6	7	2	2	3	7	4		3	8	
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)	31.5	31.5	9.5	25.5	25.5	9.5	9.5	42.5		9.5	26.5	
Total Split (s)	36.0	36.0	23.0	36.0	36.0	11.0	23.0	43.0		11.0	31.0	
Total Split (%)	40.0%	40.0%	25.6%	40.0%	40.0%	12.2%	25.6%	47.8%		12.2%	34.4%	
Maximum Green (s)	31.5	31.5	18.5	31.5	31.5	6.5	18.5	38.5		6.5	26.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	20.0	20.0		14.0	14.0			19.0			15.0	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effect Green (s)		14.9	26.5		14.9	21.4	11.6	24.6		6.5	14.0	
Actuated g/C Ratio		0.27	0.48		0.27	0.39	0.21	0.45		0.12	0.25	
v/c Ratio		0.57	0.53		0.20	0.07	0.46	0.31		0.15	0.55	
Control Delay (s/veh)		25.4	7.3		18.5	1.1	26.3	12.5		30.5	21.6	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		25.4	7.3		18.5	1.1	26.3	12.5		30.5	21.6	
LOS		C	A		B	A	C	B		C	C	
Approach Delay (s/veh)		13.1			12.9			16.1			22.1	
Approach LOS		B			B			B			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 55

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay (s/veh): 16.5

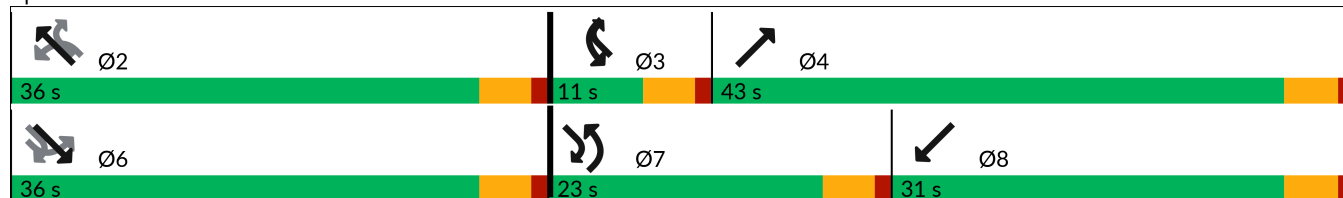
Intersection LOS: B

Intersection Capacity Utilization 55.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: Center Dr & McNeil St



Synchro 12 Light Report
Page 2

Lanes, Volumes, Timings
5: Center Dr & Wilmington Dr

Forecast 2025 AM Peak Hour
Without Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	7	41	99	12	51	37	538	107	74	753	16
Future Volume (vph)	3	7	41	99	12	51	37	538	107	74	753	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	100		0	105		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			100			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	0.98		0.99	0.98		1.00	1.00		1.00	1.00	
Frt		0.872			0.878			0.975			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1608	0	1687	1584	0	1787	3363	0	1787	3461	0
Flt Permitted	0.711			0.722			0.302			0.319		
Satd. Flow (perm)	1330	1608	0	1273	1584	0	567	3363	0	599	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			57			34			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		190			493			682			320	
Travel Time (s)		5.2			13.4			13.3			6.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	7%	1%	4%	1%	4%	5%	1%	4%	1%
Adj. Flow (vph)	3	8	46	110	13	57	41	598	119	82	837	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	54	0	110	70	0	41	717	0	82	855	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
5: Center Dr & Wilmington Dr

Forecast 2025 AM Peak Hour
Without Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	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)	26.5	26.5		25.5	25.5		9.5	22.5		9.5	31.5	
Total Split (s)	31.0	31.0		31.0	31.0		11.0	46.0		13.0	48.0	
Total Split (%)	34.4%	34.4%		34.4%	34.4%		12.2%	51.1%		14.4%	53.3%	
Maximum Green (s)	26.5	26.5		26.5	26.5		6.5	41.5		8.5	43.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0						7.0	
Flash Dont Walk (s)	11.0	11.0		14.0	14.0						20.0	
Pedestrian Calls (#/hr)	5	5		5	5						5	
Act Effect Green (s)	10.9	10.9		11.1	11.1		26.1	24.5		27.7	27.0	
Actuated g/C Ratio	0.23	0.23		0.24	0.24		0.56	0.53		0.60	0.58	
v/c Ratio	0.01	0.13		0.36	0.17		0.08	0.40		0.15	0.42	
Control Delay (s/veh)	17.3	8.5		21.4	8.6		5.9	11.5		6.0	10.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	17.3	8.5		21.4	8.6		5.9	11.5		6.0	10.4	
LOS	B	A		C	A		A	B		A	B	
Approach Delay (s/veh)		9.0			16.4			11.2			10.0	
Approach LOS		A			B			B			A	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 46.4

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay (s/veh): 11.0

Intersection LOS: B

Intersection Capacity Utilization 49.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 5: Center Dr & Wilmington Dr



Intersection						
Int Delay, s/veh	0.7					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	29	369	825	28	16	15
Future Vol, veh/h	29	369	825	28	16	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	37	467	1044	35	20	19

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1080	0	-	0	1369 540
Stage 1	-	-	-	-	1062 -
Stage 2	-	-	-	-	307 -
Critical Hdwy	4.12	-	-	-	6.82 6.92
Critical Hdwy Stg 1	-	-	-	-	5.82 -
Critical Hdwy Stg 2	-	-	-	-	5.82 -
Follow-up Hdwy	2.21	-	-	-	3.51 3.31
Pot Cap-1 Maneuver	648	-	-	-	139 489
Stage 1	-	-	-	-	296 -
Stage 2	-	-	-	-	723 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	648	-	-	-	131 489
Mov Cap-2 Maneuver	-	-	-	-	228 -
Stage 1	-	-	-	-	279 -
Stage 2	-	-	-	-	723 -

Approach	NB	SB	SE
HCM Control Delay, s/v	0.79	0	17.66
HCM LOS			C

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SELn2	SBT	SBR
Capacity (veh/h)	648	-	228	489	-	-
HCM Lane V/C Ratio	0.057	-	0.089	0.039	-	-
HCM Control Delay (s/veh)	10.9	-	22.4	12.7	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	0.1	-	-

Lanes, Volumes, Timings
2: Center Dr & Palisade Blvd

Forecast 2025 PM Peak Hour
Without Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	1	15	0	21	3	410	16	53	780	0
Future Volume (vph)	2	0	1	15	0	21	3	410	16	53	780	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00	0.98	1.00	1.00		1.00		
Frt		0.955				0.850		0.994				
Flt Protected		0.968			0.950		0.950			0.950		
Satd. Flow (prot)	0	1728	0	0	1787	1599	1787	3549	0	1787	3574	0
Flt Permitted		0.789			0.909		0.950			0.950		
Satd. Flow (perm)	0	1403	0	0	1702	1566	1784	3549	0	1782	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		73				73		5				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		299			493			577			506	
Travel Time (s)		8.2			13.4			11.2			9.9	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	2	0	1	18	0	25	4	488	19	63	929	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	18	25	4	507	0	63	929	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	

Lanes, Volumes, Timings
2: Center Dr & Palisade Blvd

Forecast 2025 PM Peak Hour
Without Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8						
Detector Phase	4	4		8	8	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	5.0	
Minimum Split (s)	34.5	34.5		28.5	28.5	28.5	9.5	40.5		9.5	44.5	
Total Split (s)	34.5	34.5		34.5	34.5	34.5	9.5	42.3		13.2	46.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%	38.3%	10.6%	47.0%		14.7%	51.1%	
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0	5.0	37.8		8.7	41.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	23.0	23.0		17.0	17.0	17.0		29.0			33.0	
Pedestrian Calls (#/hr)	5	5		0	0	0		5			5	
Act Effect Green (s)		9.2			9.3	9.3	5.9	29.0		7.9	36.0	
Actuated g/C Ratio		0.21			0.21	0.21	0.13	0.65		0.18	0.81	
v/c Ratio		0.01			0.05	0.06	0.02	0.22		0.20	0.32	
Control Delay (s/veh)		0.0			17.1	0.3	28.0	9.3		24.6	6.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		0.0			17.1	0.3	28.0	9.3		24.6	6.5	
LOS		A			B	A	C	A		C	A	
Approach Delay (s/veh)					7.3			9.4			7.6	
Approach LOS					A			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 44.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.32

Intersection Signal Delay (s/veh): 8.2

Intersection LOS: A

Intersection Capacity Utilization 46.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Center Dr & Palisade Blvd

	Ø1		Ø2		Ø4
13.2 s		42.3 s		34.5 s	
	Ø5		Ø6		Ø8
9.5 s		46 s		34.5 s	

Lanes, Volumes, Timings
3: Center Dr & Bob's Hollow Ln

Forecast 2025 PM Peak Hour
Without Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (vph)	126	8	33	11	11	9	45	272	36	23	599	178
Future Volume (vph)	126	8	33	11	11	9	45	272	36	23	599	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	140		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			115			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			0.99		1.00	1.00		1.00	0.99	
Frt		0.973			0.962			0.983			0.966	
Flt Protected		0.964			0.982		0.950			0.950		
Satd. Flow (prot)	0	1736	0	0	1766	0	1787	3500	0	1787	3428	0
Flt Permitted		0.754			0.878		0.205			0.526		
Satd. Flow (perm)	0	1351	0	0	1576	0	385	3500	0	985	3428	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			11			22			59	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		344			542			617			532	
Travel Time (s)		9.4			14.8			12.0			10.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	1%	3%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	156	10	41	14	14	11	56	336	44	28	740	220
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	207	0	0	39	0	56	380	0	28	960	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
3: Center Dr & Bob's Hollow Ln

Forecast 2025 PM Peak Hour
Without Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	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)	22.5	22.5		23.5	23.5		9.5	31.5		9.5	32.5	
Total Split (s)	32.0	32.0		32.0	32.0		11.0	48.0		10.0	47.0	
Total Split (%)	35.6%	35.6%		35.6%	35.6%		12.2%	53.3%		11.1%	52.2%	
Maximum Green (s)	27.5	27.5		27.5	27.5		6.5	43.5		5.5	42.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	9.0	9.0		12.0	12.0			20.0			21.0	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effct Green (s)		14.5			14.5		31.9	29.9		30.2	27.3	
Actuated g/C Ratio		0.25			0.25		0.56	0.52		0.53	0.48	
v/c Ratio		0.59			0.10		0.15	0.21		0.05	0.57	
Control Delay (s/veh)		26.5			15.8		6.9	8.9		6.4	13.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		26.5			15.8		6.9	8.9		6.4	13.5	
LOS		C			B		A	A		A	B	
Approach Delay (s/veh)		26.5			15.8			8.6			13.3	
Approach LOS		C			B			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 57.1

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 13.8

Intersection LOS: B

Intersection Capacity Utilization 54.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Center Dr & Bob's Hollow Ln



Synchro 12 Light Report
Page 2

Lanes, Volumes, Timings
4: Center Dr & McNeil St

Forecast 2025 PM Peak Hour
Without Project

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	69	49	212	20	75	39	406	316	29	42	514	90
Future Volume (vph)	69	49	212	20	75	39	406	316	29	42	514	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		325	200		200	250		0	150		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			95			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00	0.98		1.00	0.98	1.00	1.00		1.00	0.99	
Frt			0.850			0.850		0.987			0.978	
Flt Protected		0.972			0.990		0.950			0.950		
Satd. Flow (prot)	0	1792	1599	0	1817	1599	1787	3518	0	1787	3476	0
Flt Permitted		0.758			0.911		0.950			0.950		
Satd. Flow (perm)	0	1393	1569	0	1670	1565	1780	3518	0	1778	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			40			73		14			21	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		502			454			455			433	
Travel Time (s)		13.7			12.4			8.9			8.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	6%	1%	13%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	79	56	244	23	86	45	467	363	33	48	591	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	135	244	0	109	45	467	396	0	48	694	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
4: Center Dr & McNeil St

Forecast 2025 PM Peak Hour
Without Project

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		6	7		2	3	7	4		3	8	
Permitted Phases	6		6	2		2						
Detector Phase	6	6	7	2	2	3	7	4		3	8	
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)	31.5	31.5	9.5	25.5	25.5	9.5	9.5	42.5		9.5	26.5	
Total Split (s)	31.5	31.5	32.0	31.5	31.5	11.1	32.0	47.4		11.1	26.5	
Total Split (%)	35.0%	35.0%	35.6%	35.0%	35.0%	12.3%	35.6%	52.7%		12.3%	29.4%	
Maximum Green (s)	27.0	27.0	27.5	27.0	27.0	6.6	27.5	42.9		6.6	22.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	20.0	20.0		14.0	14.0			19.0			15.0	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effect Green (s)		13.7	35.0		13.4	17.9	24.0	42.1		6.8	19.6	
Actuated g/C Ratio		0.20	0.52		0.20	0.26	0.35	0.62		0.10	0.29	
v/c Ratio		0.48	0.29		0.33	0.10	0.74	0.18		0.27	0.68	
Control Delay (s/veh)		32.9	6.8		28.7	2.1	31.3	9.4		39.2	27.6	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		32.9	6.8		28.7	2.1	31.3	9.4		39.2	27.6	
LOS		C	A		C	A	C	A		D	C	
Approach Delay (s/veh)		16.1			20.9			21.2			28.3	
Approach LOS		B			C			C			C	

Intersection Summary

Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 67.8	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 22.8	Intersection LOS: C
Intersection Capacity Utilization 65.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Center Dr & McNeil St

 Ø2	 Ø3	 Ø4
31.5 s	11.1 s	47.4 s
 Ø6	 Ø7	 Ø8
31.5 s	32 s	26.5 s

4. 2025 PM Without 4:22 pm 10/25/2022

Synchro 12 Light Report
Page 2

Lanes, Volumes, Timings
5: Center Dr & Wilmington Dr

Forecast 2025 PM Peak Hour
Without Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	6	28	155	18	84	38	687	127	96	668	12
Future Volume (vph)	4	6	28	155	18	84	38	687	127	96	668	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	100		0	105		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			100			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	0.98		0.99	0.98		1.00	1.00		1.00	1.00	
Frt		0.878			0.877			0.977			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1621	0	1787	1620	0	1787	3460	0	1787	3562	0
Flt Permitted	0.685			0.733			0.371			0.212		
Satd. Flow (perm)	1282	1621	0	1369	1620	0	696	3460	0	398	3562	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			91			31			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		190			493			682			320	
Travel Time (s)		5.2			13.4			13.3			6.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	4%	1%	1%	1%
Adj. Flow (vph)	4	7	30	168	20	91	41	747	138	104	726	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	37	0	168	111	0	41	885	0	104	739	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
5: Center Dr & Wilmington Dr

Forecast 2025 PM Peak Hour
Without Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	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)	26.5	26.5		25.5	25.5		9.5	22.5		9.5	31.5	
Total Split (s)	30.0	30.0		30.0	30.0		11.0	46.0		14.0	49.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		12.2%	51.1%		15.6%	54.4%	
Maximum Green (s)	25.5	25.5		25.5	25.5		6.5	41.5		9.5	44.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0						7.0	
Flash Dont Walk (s)	11.0	11.0		14.0	14.0						20.0	
Pedestrian Calls (#/hr)	5	5		5	5						5	
Act Effect Green (s)	12.9	12.9		12.9	12.9		29.4	24.6		32.9	30.2	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.52	0.44		0.59	0.54	
v/c Ratio	0.01	0.09		0.54	0.25		0.08	0.58		0.25	0.39	
Control Delay (s/veh)	19.3	10.3		27.7	8.7		6.0	14.8		7.0	10.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	19.3	10.3		27.7	8.7		6.0	14.8		7.0	10.1	
LOS	B	B		C	A		A	B		A	B	
Approach Delay (s/veh)		11.1			20.1			14.4			9.7	
Approach LOS		B			C			B			A	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 56.1

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay (s/veh): 13.2

Intersection LOS: B

Intersection Capacity Utilization 55.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: Center Dr & Wilmington Dr



Intersection						
Int Delay, s/veh	0.7					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	42	614	385	28	16	23
Future Vol, veh/h	42	614	385	28	16	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	2	7	7	20	1
Mvmt Flow	47	690	433	31	18	26

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	464	0	-	0	888
Stage 1	-	-	-	-	448
Stage 2	-	-	-	-	439
Critical Hdwy	4.12	-	-	-	7.2
Critical Hdwy Stg 1	-	-	-	-	6.2
Critical Hdwy Stg 2	-	-	-	-	6.2
Follow-up Hdwy	2.21	-	-	-	3.7
Pot Cap-1 Maneuver	1101	-	-	-	251
Stage 1	-	-	-	-	561
Stage 2	-	-	-	-	567
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1101	-	-	-	241
Mov Cap-2 Maneuver	-	-	-	-	361
Stage 1	-	-	-	-	537
Stage 2	-	-	-	-	567

Approach	NB	SB	SE
HCM Control Delay, s/v	0.54	0	12.14
HCM LOS			B

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SELn2	SBT	SBR
Capacity (veh/h)	1101	-	361	773	-	-
HCM Lane V/C Ratio	0.043	-	0.05	0.033	-	-
HCM Control Delay (s/veh)	8.4	-	15.5	9.8	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.1	-	-

Lanes, Volumes, Timings
2: Center Dr & Palisade Blvd

Forecast 2025 AM Peak Hour
With Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	0	30	1	49	0	714	12	29	428	0
Future Volume (vph)	0	1	0	30	1	49	0	714	12	29	428	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00	0.98		1.00		1.00		
Frt						0.850		0.998				
Flt Protected					0.954					0.950		
Satd. Flow (prot)	0	1881	0	0	1795	1599	1881	3531	0	1703	3438	0
Flt Permitted					0.732					0.950		
Satd. Flow (perm)	0	1881	0	0	1371	1566	1881	3531	0	1699	3438	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						73		2				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		299			493			577			506	
Travel Time (s)		8.2			13.4			11.2			9.9	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	2%	1%	6%	5%	1%
Adj. Flow (vph)	0	1	0	33	1	54	0	793	13	32	476	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	34	54	0	806	0	32	476	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	

Lanes, Volumes, Timings
2: Center Dr & Palisade Blvd

Forecast 2025 AM Peak Hour
With Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8						
Detector Phase	4	4		8	8	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	5.0	
Minimum Split (s)	34.5	34.5		28.5	28.5	28.5	9.5	40.5		9.5	44.5	
Total Split (s)	34.5	34.5		34.5	34.5	34.5	9.5	44.9		10.6	46.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%	38.3%	10.6%	49.9%		11.8%	51.1%	
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0	5.0	40.4		6.1	41.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	23.0	23.0		17.0	17.0	17.0		29.0			33.0	
Pedestrian Calls (#/hr)	5	5		0	0	0		5			5	
Act Effect Green (s)		9.6			9.7	9.7		32.9		6.8	34.0	
Actuated g/C Ratio		0.21			0.21	0.21		0.73		0.15	0.75	
v/c Ratio		0.00			0.12	0.14		0.31		0.12	0.18	
Control Delay (s/veh)		16.0			17.1	4.4		7.6		26.5	5.0	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay (s/veh)		16.0			17.1	4.4		7.6		26.5	5.0	
LOS		B			B	A		A		C	A	
Approach Delay (s/veh)		16.0			9.3			7.6			6.4	
Approach LOS		B			A			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 45.2

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.31

Intersection Signal Delay (s/veh): 7.3

Intersection LOS: A

Intersection Capacity Utilization 46.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Center Dr & Palisade Blvd

	ø1		ø2		ø4
10.6 s		44.9 s		34.5 s	
	ø5		ø6		ø8
9.5 s		46 s		34.5 s	

Lanes, Volumes, Timings
3: Center Dr & Bob's Hollow Ln

Forecast 2025 AM Peak Hour
With Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	41	63	37	12	9	83	482	12	7	307	160
Future Volume (vph)	171	41	63	37	12	9	83	482	12	7	307	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	140		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			115			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			0.99		1.00	1.00		1.00	0.99	
Frt		0.969			0.979			0.996			0.949	
Flt Protected		0.970			0.969		0.950			0.950		
Satd. Flow (prot)	0	1718	0	0	1756	0	1736	3425	0	1543	3146	0
Flt Permitted		0.773			0.780		0.338			0.452		
Satd. Flow (perm)	0	1363	0	0	1410	0	615	3425	0	731	3146	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			10			3			119	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		344			542			617			532	
Travel Time (s)		9.4			14.8			12.0			10.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	10%	3%	3%	1%	1%	4%	5%	1%	17%	8%	7%
Adj. Flow (vph)	186	45	68	40	13	10	90	524	13	8	334	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	299	0	0	63	0	90	537	0	8	508	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
3: Center Dr & Bob's Hollow Ln

Forecast 2025 AM Peak Hour
With Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	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)	22.5	22.5		23.5	23.5		9.5	31.5		9.5	32.5	
Total Split (s)	40.0	40.0		40.0	40.0		12.0	40.0		10.0	38.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		13.3%	44.4%		11.1%	42.2%	
Maximum Green (s)	35.5	35.5		35.5	35.5		7.5	35.5		5.5	33.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	9.0	9.0		12.0	12.0			20.0			21.0	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effct Green (s)		16.6			16.6		24.0	23.0		19.5	15.4	
Actuated g/C Ratio		0.33			0.33		0.47	0.45		0.38	0.30	
v/c Ratio		0.65			0.14		0.20	0.35		0.02	0.49	
Control Delay (s/veh)		22.9			13.0		9.3	11.3		8.9	14.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		22.9			13.0		9.3	11.3		8.9	14.3	
LOS		C			B		A	B		A	B	
Approach Delay (s/veh)		22.9			13.0			11.0			14.2	
Approach LOS		C			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 51

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay (s/veh): 14.5

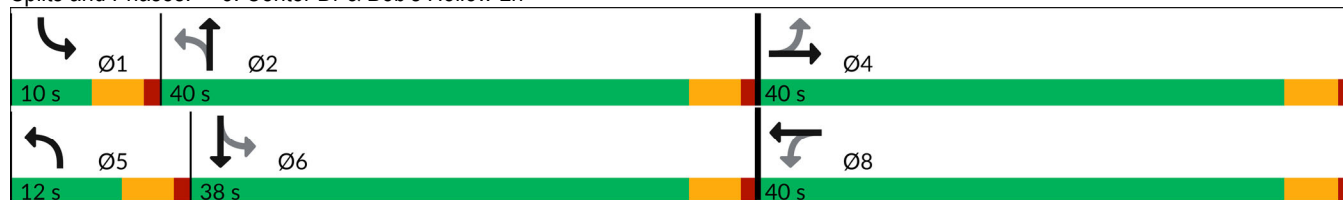
Intersection LOS: B

Intersection Capacity Utilization 49.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Center Dr & Bob's Hollow Ln



Lanes, Volumes, Timings
4: Center Dr & McNeil St

Forecast 2025 AM Peak Hour

With Project

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	138	49	392	33	33	32	147	431	20	28	394	34
Future Volume (vph)	138	49	392	33	33	32	147	431	20	28	394	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		325	200		200	250		0	150		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			95			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00	0.98		1.00	0.98	0.99	1.00		1.00	1.00	
Frt			0.850			0.850		0.993			0.988	
Flt Protected		0.964			0.976		0.950			0.950		
Satd. Flow (prot)	0	1800	1599	0	1725	1272	1719	3478	0	1787	3369	0
Flt Permitted		0.734			0.798		0.950			0.950		
Satd. Flow (perm)	0	1365	1569	0	1408	1245	1710	3478	0	1780	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			140			73		7			10	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		502			454			455			433	
Travel Time (s)		13.7			12.4			8.9			8.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	1%	1%	3%	12%	27%	5%	3%	1%	1%	5%	12%
Adj. Flow (vph)	157	56	445	38	38	36	167	490	23	32	448	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	445	0	76	36	167	513	0	32	487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
4: Center Dr & McNeil St

Forecast 2025 AM Peak Hour
With Project

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		6	7		2	3	7	4		3	8	
Permitted Phases	6		6	2		2						
Detector Phase	6	6	7	2	2	3	7	4		3	8	
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)	31.5	31.5	9.5	25.5	25.5	9.5	9.5	42.5		9.5	26.5	
Total Split (s)	36.0	36.0	23.0	36.0	36.0	11.0	23.0	43.0		11.0	31.0	
Total Split (%)	40.0%	40.0%	25.6%	40.0%	40.0%	12.2%	25.6%	47.8%		12.2%	34.4%	
Maximum Green (s)	31.5	31.5	18.5	31.5	31.5	6.5	18.5	38.5		6.5	26.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	20.0	20.0		14.0	14.0			19.0			15.0	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effct Green (s)		15.1	26.6		15.1	21.6	11.6	24.7		6.5	14.2	
Actuated g/C Ratio		0.27	0.48		0.27	0.39	0.21	0.45		0.12	0.26	
v/c Ratio		0.57	0.53		0.20	0.07	0.46	0.33		0.15	0.56	
Control Delay (s/veh)		25.6	7.4		18.5	1.1	26.5	12.7		30.6	21.7	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		25.6	7.4		18.5	1.1	26.5	12.7		30.6	21.7	
LOS		C	A		B	A	C	B		C	C	
Approach Delay (s/veh)		13.3			12.9			16.1			22.2	
Approach LOS		B			B			B			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 55.3

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay (s/veh): 16.6

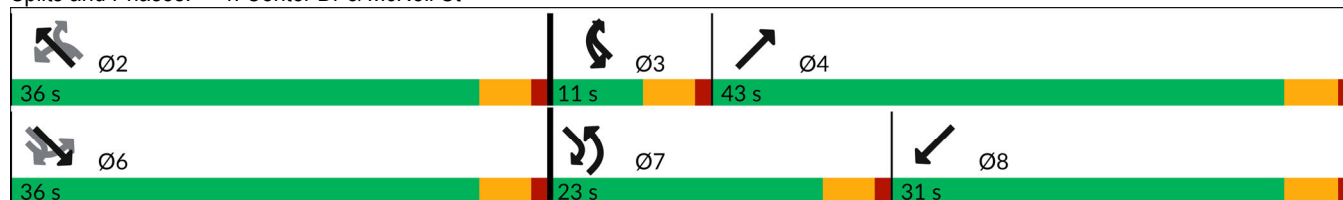
Intersection LOS: B

Intersection Capacity Utilization 55.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: Center Dr & McNeil St



Lanes, Volumes, Timings
5: Center Dr & Wilmington Dr

Forecast 2025 AM Peak Hour

With Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	7	41	99	12	51	37	566	107	74	760	16
Future Volume (vph)	3	7	41	99	12	51	37	566	107	74	760	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	100		0	105		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			100			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	0.98		0.99	0.98		1.00	1.00		1.00	1.00	
Frt		0.872			0.878			0.976			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1608	0	1687	1584	0	1787	3367	0	1787	3461	0
Flt Permitted	0.711			0.722			0.299			0.305		
Satd. Flow (perm)	1330	1608	0	1273	1584	0	561	3367	0	572	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			57			32			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		190			493			682			320	
Travel Time (s)		5.2			13.4			13.3			6.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	7%	1%	4%	1%	4%	5%	1%	4%	1%
Adj. Flow (vph)	3	8	46	110	13	57	41	629	119	82	844	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	54	0	110	70	0	41	748	0	82	862	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
5: Center Dr & Wilmington Dr

Forecast 2025 AM Peak Hour
With Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	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)	26.5	26.5		25.5	25.5		9.5	22.5		9.5	31.5	
Total Split (s)	31.0	31.0		31.0	31.0		11.0	46.0		13.0	48.0	
Total Split (%)	34.4%	34.4%		34.4%	34.4%		12.2%	51.1%		14.4%	53.3%	
Maximum Green (s)	26.5	26.5		26.5	26.5		6.5	41.5		8.5	43.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0						7.0	
Flash Dont Walk (s)	11.0	11.0		14.0	14.0						20.0	
Pedestrian Calls (#/hr)	5	5		5	5						5	
Act Effct Green (s)	10.9	10.9		11.1	11.1		26.5	24.8		28.1	27.3	
Actuated g/C Ratio	0.23	0.23		0.24	0.24		0.57	0.53		0.60	0.58	
v/c Ratio	0.01	0.13		0.37	0.17		0.08	0.41		0.16	0.43	
Control Delay (s/veh)	17.3	8.6		21.6	8.6		5.9	11.6		6.0	10.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	17.3	8.6		21.6	8.6		5.9	11.6		6.0	10.3	
LOS	B	A		C	A		A	B		A	B	
Approach Delay (s/veh)		9.0			16.6			11.3			10.0	
Approach LOS		A			B			B			A	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 46.7

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay (s/veh): 11.1

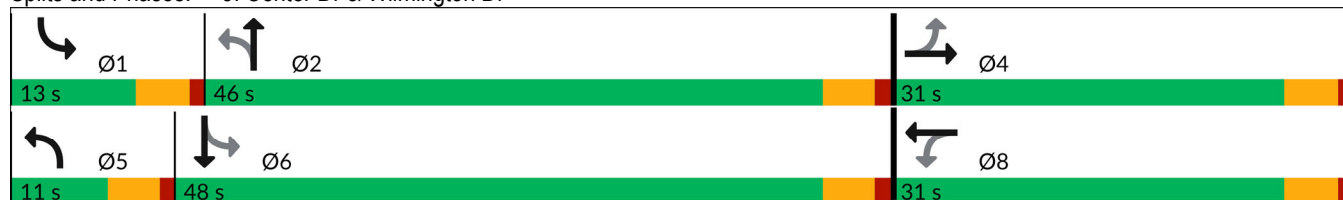
Intersection LOS: B

Intersection Capacity Utilization 50.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 5: Center Dr & Wilmington Dr



Intersection						
Int Delay, s/veh	1.3					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	41	369	825	32	26	46
Future Vol, veh/h	41	369	825	32	26	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	1	13	15	2
Mvmt Flow	52	467	1044	41	33	58
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1085	0	-	0	1402	542
Stage 1	-	-	-	-	1065	-
Stage 2	-	-	-	-	337	-
Critical Hdwy	4.12	-	-	-	7.1	6.94
Critical Hdwy Stg 1	-	-	-	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	6.1	-
Follow-up Hdwy	2.21	-	-	-	3.65	3.32
Pot Cap-1 Maneuver	645	-	-	-	116	484
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	658	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	645	-	-	-	107	484
Mov Cap-2 Maneuver	-	-	-	-	198	-
Stage 1	-	-	-	-	244	-
Stage 2	-	-	-	-	658	-
Approach	NB		SB		SE	
HCM Control Delay, s/v	1.11		0		18.26	
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	SELn1	SELn2	SBT	SBR
Capacity (veh/h)	645	-	198	484	-	-
HCM Lane V/C Ratio	0.081	-	0.166	0.12	-	-
HCM Control Delay (s/veh)	11.1	-	26.8	13.4	-	-
HCM Lane LOS	B	-	D	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	0.4	-	-

Lanes, Volumes, Timings
2: Center Dr & Palisade Blvd

Forecast 2025 PM Peak Hour
With Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	1	15	0	21	3	422	16	53	811	0
Future Volume (vph)	2	0	1	15	0	21	3	422	16	53	811	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00	0.98	1.00	1.00		1.00		
Frt		0.955				0.850		0.995				
Flt Protected		0.968			0.950		0.950			0.950		
Satd. Flow (prot)	0	1728	0	0	1787	1599	1787	3552	0	1787	3574	0
Flt Permitted		0.789			0.889		0.950			0.950		
Satd. Flow (perm)	0	1403	0	0	1665	1566	1784	3552	0	1782	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		73				73		5				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		299			493			577			506	
Travel Time (s)		8.2			13.4			11.2			9.9	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	2	0	1	18	0	25	4	502	19	63	965	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	18	25	4	521	0	63	965	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	

Lanes, Volumes, Timings
2: Center Dr & Palisade Blvd

Forecast 2025 PM Peak Hour
With Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8						
Detector Phase	4	4		8	8	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	5.0	
Minimum Split (s)	34.5	34.5		28.5	28.5	28.5	9.5	40.5		9.5	44.5	
Total Split (s)	34.5	34.5		34.5	34.5	34.5	9.5	42.3		13.2	46.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%	38.3%	10.6%	47.0%		14.7%	51.1%	
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0	5.0	37.8		8.7	41.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	23.0	23.0		17.0	17.0	17.0		29.0			33.0	
Pedestrian Calls (#/hr)	5	5		0	0	0		5			5	
Act Effect Green (s)		9.2			9.3	9.3	5.9	29.5		7.9	36.5	
Actuated g/C Ratio		0.20			0.21	0.21	0.13	0.66		0.18	0.81	
v/c Ratio		0.01			0.05	0.07	0.02	0.22		0.20	0.33	
Control Delay (s/veh)		0.0			17.1	0.3	28.3	9.3		24.8	6.6	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		0.0			17.1	0.3	28.3	9.3		24.8	6.6	
LOS		A			B	A	C	A		C	A	
Approach Delay (s/veh)					7.4			9.4			7.7	
Approach LOS					A			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 44.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.33

Intersection Signal Delay (s/veh): 8.2

Intersection LOS: A

Intersection Capacity Utilization 46.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Center Dr & Palisade Blvd



Lanes, Volumes, Timings
3: Center Dr & Bob's Hollow Ln

Forecast 2025 PM Peak Hour
With Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	8	33	11	11	9	45	283	36	23	628	180
Future Volume (vph)	127	8	33	11	11	9	45	283	36	23	628	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	140		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			115			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			0.99		1.00	1.00		1.00	0.99	
Frt		0.973			0.962			0.983			0.967	
Flt Protected		0.964			0.982		0.950			0.950		
Satd. Flow (prot)	0	1736	0	0	1766	0	1787	3501	0	1787	3432	0
Flt Permitted		0.753			0.878		0.194			0.520		
Satd. Flow (perm)	0	1349	0	0	1576	0	364	3501	0	974	3432	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			11			21			57	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		344			542			617			532	
Travel Time (s)		9.4			14.8			12.0			10.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	1%	3%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	157	10	41	14	14	11	56	349	44	28	775	222
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	208	0	0	39	0	56	393	0	28	997	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
3: Center Dr & Bob's Hollow Ln

Forecast 2025 PM Peak Hour
With Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	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)	22.5	22.5		23.5	23.5		9.5	31.5		9.5	32.5	
Total Split (s)	31.0	31.0		31.0	31.0		11.0	49.0		10.0	48.0	
Total Split (%)	34.4%	34.4%		34.4%	34.4%		12.2%	54.4%		11.1%	53.3%	
Maximum Green (s)	26.5	26.5		26.5	26.5		6.5	44.5		5.5	43.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	9.0	9.0		12.0	12.0			20.0			21.0	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effct Green (s)		14.7			14.7		33.3	31.2		31.5	28.7	
Actuated g/C Ratio		0.25			0.25		0.57	0.53		0.54	0.49	
v/c Ratio		0.60			0.10		0.15	0.21		0.05	0.58	
Control Delay (s/veh)		27.6			16.4		7.0	8.8		6.3	13.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		27.6			16.4		7.0	8.8		6.3	13.6	
LOS		C			B		A	A		A	B	
Approach Delay (s/veh)		27.6			16.4			8.6			13.4	
Approach LOS		C			B			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 58.7

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 13.9

Intersection LOS: B

Intersection Capacity Utilization 54.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Center Dr & Bob's Hollow Ln

	Ø1		Ø2		Ø4
10 s		49 s		31 s	
	Ø5		Ø6		Ø8
11 s		48 s		31 s	

Lanes, Volumes, Timings
4: Center Dr & McNeil St

Forecast 2025 PM Peak Hour
With Project

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	70	49	212	20	75	39	406	326	29	42	541	92
Future Volume (vph)	70	49	212	20	75	39	406	326	29	42	541	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		325	200		200	250		0	150		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			95			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00	0.98		1.00	0.98	1.00	1.00		1.00	0.99	
Frt			0.850			0.850		0.988			0.978	
Flt Protected		0.971			0.990		0.950			0.950		
Satd. Flow (prot)	0	1790	1599	0	1817	1599	1787	3522	0	1787	3477	0
Flt Permitted		0.757			0.911		0.950			0.950		
Satd. Flow (perm)	0	1391	1569	0	1670	1565	1780	3522	0	1778	3477	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			33			73		14			20	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		502			454			455			433	
Travel Time (s)		13.7			12.4			8.9			8.4	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	6%	1%	13%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	80	56	244	23	86	45	467	375	33	48	622	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	136	244	0	109	45	467	408	0	48	728	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
4: Center Dr & McNeil St

Forecast 2025 PM Peak Hour
With Project

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		6	7		2	3	7	4		3	8	
Permitted Phases	6		6	2		2						
Detector Phase	6	6	7	2	2	3	7	4		3	8	
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)	31.5	31.5	9.5	25.5	25.5	9.5	9.5	42.5		9.5	26.5	
Total Split (s)	31.5	31.5	32.0	31.5	31.5	11.1	32.0	47.4		11.1	26.5	
Total Split (%)	35.0%	35.0%	35.6%	35.0%	35.0%	12.3%	35.6%	52.7%		12.3%	29.4%	
Maximum Green (s)	27.0	27.0	27.5	27.0	27.0	6.6	27.5	42.9		6.6	22.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	20.0	20.0		14.0	14.0			19.0			15.0	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effct Green (s)		13.7	35.2		13.4	17.9	24.0	42.8		6.8	20.4	
Actuated g/C Ratio		0.20	0.51		0.20	0.26	0.35	0.62		0.10	0.30	
v/c Ratio		0.49	0.29		0.34	0.10	0.75	0.19		0.27	0.70	
Control Delay (s/veh)		33.4	7.1		28.9	2.2	31.9	9.4		39.5	28.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		33.4	7.1		28.9	2.2	31.9	9.4		39.5	28.1	
LOS		C	A		C	A	C	A		D	C	
Approach Delay (s/veh)		16.5			21.1			21.4			28.8	
Approach LOS		B			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 68.7

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 23.2

Intersection LOS: C

Intersection Capacity Utilization 66.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Center Dr & McNeil St

 Ø2	 Ø3	 Ø4
31.5 s	11.1 s	47.4 s
 Ø6	 Ø7	 Ø8
31.5 s	32 s	26.5 s

Lanes, Volumes, Timings
5: Center Dr & Wilmington Dr

Forecast 2025 PM Peak Hour
With Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	6	28	155	18	84	38	697	127	96	695	12
Future Volume (vph)	4	6	28	155	18	84	38	697	127	96	695	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	100		0	105		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			100			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	0.98		0.99	0.98		1.00	1.00		1.00	1.00	
Frt		0.878			0.877			0.977			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1621	0	1787	1620	0	1787	3460	0	1787	3562	0
Flt Permitted	0.685			0.733			0.358			0.208		
Satd. Flow (perm)	1282	1621	0	1369	1620	0	672	3460	0	391	3562	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			91			31			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		190			493			682			320	
Travel Time (s)		5.2			13.4			13.3			6.2	
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	4%	1%	1%	1%
Adj. Flow (vph)	4	7	30	168	20	91	41	758	138	104	755	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	37	0	168	111	0	41	896	0	104	768	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
5: Center Dr & Wilmington Dr

Forecast 2025 PM Peak Hour
With Project

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	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)	26.5	26.5		25.5	25.5		9.5	22.5		9.5	31.5	
Total Split (s)	30.0	30.0		30.0	30.0		11.0	46.0		14.0	49.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		12.2%	51.1%		15.6%	54.4%	
Maximum Green (s)	25.5	25.5		25.5	25.5		6.5	41.5		9.5	44.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0						7.0	
Flash Dont Walk (s)	11.0	11.0		14.0	14.0						20.0	
Pedestrian Calls (#/hr)	5	5		5	5						5	
Act Effct Green (s)	12.9	12.9		12.9	12.9		29.6	24.9		33.2	30.4	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.52	0.44		0.59	0.54	
v/c Ratio	0.01	0.09		0.54	0.25		0.09	0.58		0.25	0.40	
Control Delay (s/veh)	19.5	10.4		27.8	8.8		6.0	14.9		7.0	10.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	19.5	10.4		27.8	8.8		6.0	14.9		7.0	10.2	
LOS	B	B		C	A		A	B		A	B	
Approach Delay (s/veh)		11.2			20.3			14.5			9.8	
Approach LOS		B			C			B			A	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 56.4

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay (s/veh): 13.3

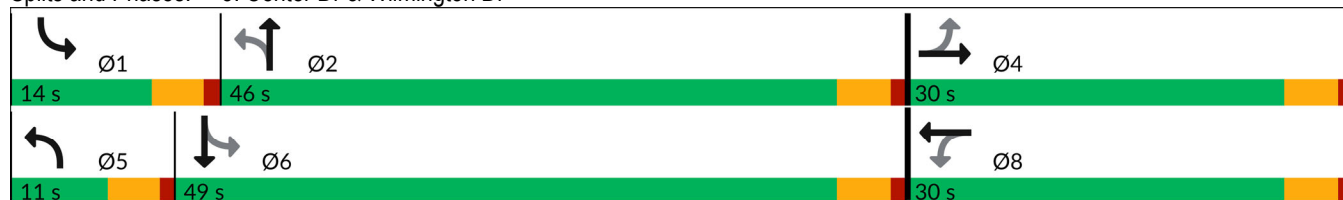
Intersection LOS: B

Intersection Capacity Utilization 55.6%

ICU Level of Service B

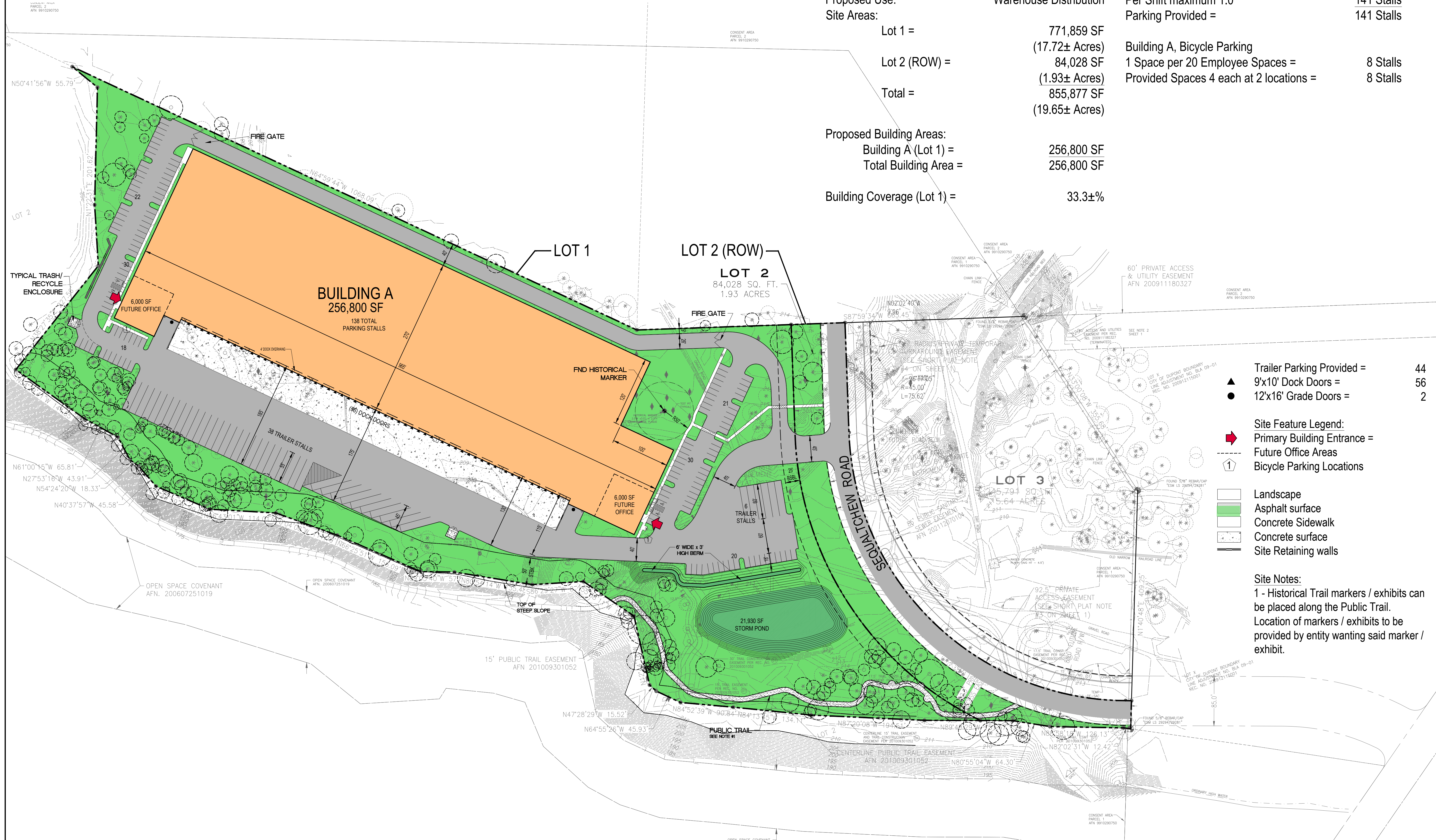
Analysis Period (min) 15

Splits and Phases: 5: Center Dr & Wilmington Dr



Synchro 12 Light Report
Page 2

Site Address:	1700 Center Drive	Parking Analysis	
	Dupont, WA	Building A, Assumes 12,000 SF Future Office	
Parcels:	011926-2019	Total 256,800 SF	
Zoning:	Manufacturing and Research (MRP)	Per Shift minimum 0.3	43 Stalls
Proposed Use:	Warehouse Distribution	Per Shift maximum 1.0	141 Stalls
Site Areas:		Parking Provided =	141 Stalls
Lot 1 =	771,859 SF		
	(17.72± Acres)	Building A, Bicycle Parking	
Lot 2 (ROW) =	84,028 SF	1 Space per 20 Employee Spaces =	8 Stalls
	(1.93± Acres)	Provided Spaces 4 each at 2 locations =	8 Stalls
Total =	855,877 SF		
	(19.65± Acres)		
Proposed Building Areas:			
Building A (Lot 1) =	256,800 SF		
Total Building Area =	256,800 SF		
Building Coverage (Lot 1) =	33.3±%		



Scale: 1" = 80'

NOTE:
SITE BOUNDARY AND SURVEY PROVIDED BY
BARGHAUSEN CONSULTING ENGINEERS, INC.
DATED 06/05/2018. RECEIVED 01/22/2022.

Project Title:

DuPont 243

1700 Center Drive

DuPont, WA

Client:

The logo for Avenue 55 features a stylized graphic above the text. The graphic consists of a series of vertical bars of increasing height from left to right, followed by a solid dark blue triangle pointing downwards. Below this graphic, the words "AVENUE 55" are written in a bold, blue, sans-serif font. The "55" is significantly larger than "AVENUE".

AVENUE 55

600 University Street, Suite 2305
Seattle, WA 98101
206-707-9696

Job Number: 22-012

Issue Set and Date:
SEPA Permit
July 11, 2023

NOT FOR CONSTRUCTION



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 City Comments - Letter Dated, February 17, 2023

Revisions:

Sheet Title:

SEPA
Site Plan

Designed by: B. Ludwig, J. Eaves

Drawn by: B. Ludwig, J. Eaves

Checked by: P. McCormick

Sheet Number:

A0.1

of Sheets