

Development Review Application Form

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

Property Information

Common Address(es): _____

Legal Description: _____

Lot _____ Block _____ Subdivision _____

Lot Area: _____ Sq. Ft. or _____ Acres

LAND USE PROCESS (check all that apply)

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

PROJECT DESCRIPTION:

Property Owner Information

Name: _____ Entity (if applicable) _____

Address: _____

Phone: _____ Email: _____

Application Representative Information

Name: _____ Entity (if applicable) _____

Address: _____

Phone: _____ Email: _____

Certification/Signature

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

Signature* _____ Print Name _____ Date _____

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

Date: August 17, 2026

To: Louisville Planning Commission and City Council

From: Community Development Department

Re: General Development Plan Amendment – Centennial Valley Housing
(Case No. ZON-0003-2026)

Purpose of the Request

The City of Louisville, in partnership with the property owner, is the applicant for a City-initiated amendment to the Centennial Valley General Development Plan (GDP) affecting approximately 73 acres across multiple properties within the Centennial Valley GDP area. The subject properties are under common ownership and are currently limited to commercial uses. The requested amendment would allow residential uses and establish the maximum residential densities and building heights shown in the proposed GDP amendment.

The request is intended to address zoning only - specifically, the allowed land uses and scale of potential future development - and does not approve a specific site plan or development proposal.

Background and Policy Context

The amendment is intended to align these properties with the recently adopted Comprehensive Plan and Housing Plan, which support expanding opportunities for residential development, increasing the diversity of housing choices, and advancing the City's affordable housing goals. Consistent with City Council's 2026 Work Plan direction, the City is acting as applicant for this land use action to help remove zoning barriers and support appropriate residential development opportunities.

Scope of Approval and Future Review

Approval of the GDP amendment would establish the land use and development framework for the subject areas but would not authorize construction or approve a particular project. Individual development proposals would require subsequent applications, which may include PUD, subdivision, and other applicable reviews.

Those future reviews will provide the opportunity to evaluate site-specific matters such as infrastructure and utility capacity, access and circulation, building and site design, neighborhood compatibility, environmental conditions, and other applicable development standards. Conceptual residential development scenarios included with the application are provided for informational purposes only.

Conclusion

The proposed GDP amendment is a policy-driven zoning action intended to implement adopted City housing and land use goals by allowing residential development where only commercial uses are currently permitted. Any future development within the amendment area will remain subject to separate, site-specific review and approval.

Respectfully submitted,

Community Development Department

City of Louisville

Rob Zuccaro

Community Development Director



May 21, 2026

Dear Sirs:

Koelbel and Company, the Manager for all vacant properties located in Centennial Valley, Louisville, CO, hereby consents to allow the City and its Planning Staff represent it. The City will be initiating an amendment to the existing GDP, adding residential uses to the properties. We look forward to working hand in hand with the City to carry out the vision Louisville has laid out in its Comprehensive Plan.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeffrey G. Sheets", is written over a faint, circular blue stamp.

Jeffrey G. Sheets
Vice President
Koelbel and Company



720.283.6783 Office
1500 West Canal Court
Littleton, Colorado 80120
REDLAND.COM

August 18, 2026

Rob Zuccaro
Community Development
City of Louisville
749 Main Street
Louisville, Colorado 80027

Re: Centennial Valley – GDP Amendment Cover Letter

Dear Rob Zuccaro,

We are pleased to submit this letter in conjunction with the associated documents requesting an amendment to the existing Centennial Valley General Development Plan (GDP). This cover letter will provide information for use by the City on the project application, proposed uses, and conformance with the City's Comprehensive Plan.

Overview:

The purpose of this General Development Plan (GDP) Amendment is to permit residential uses within select parcels of the Centennial Valley Development. As previously discussed with City Staff, residential uses align with the City's vision for this development as well as the Comprehensive Plan. The City's Comprehensive Plan's Future Land Use Framework designates a mixture of Residential Mixed (R-MX), Neighborhood Center (NC) and Integrated Development (FLEX) place types.

Although R-MX designates a density range of 8-18 dwelling units per acre, conceptual yield studies were prepared and presented to City Staff to help discuss the challenges of meeting that density range on Parcels B1, F1, and C due to topographic limitations.

Parcel B1 is designated Residential Mixed (R-MX) in the Comprehensive Plan Future Land Use Framework. The proposed GDP Amendment allows Single-Family Detached and Single-Family Attached residential development at a maximum density of 6 dwelling units per acre. Buildings may be up to 35 feet in height and two stories as measured in accordance with the approved GDP standards.

Parcel C is located within both the Residential Mixed (R-MX) and Neighborhood Center (NC) future land use designations. The proposed development allows a maximum density of 6 dwelling units per acre and permits both Single-Family Detached and Single-Family Attached residential products. Buildings are limited to 35 feet in height and two stories.

Parcel F1 is also designated Residential Mixed (R-MX) and Neighborhood Center (NC). This parcel permits Single-Family Detached, Single-Family Attached, and Multi-Family residential uses at a maximum density of 10 dwelling units per acre. Buildings may be up to 40 feet in height and three stories.

Single-Family Attached and Multi-Family uses are proposed for Parcels G3, L2B, and O2 with maximum densities of 30 dwelling units per acre. These parcels are within the FLEX land use place type and align closely with the 18-30 dwelling unit range designated in the Comprehensive Plan. Additionally, these parcels have a building height limit of 45 feet with 3 stories maximum.

Park Commitments:

This GDP amendment proposes two additional pocket parks. If developed for residential use, Parcel F1 shall include a pocket park with a minimum size of one-fourth (0.25) acre and Parcel G3 shall include a pocket park with a minimum size of one-half (0.5) acre. Each pocket park is required to provide a multi-purpose play lawn or play hill, a shade structure, and a playground. The final size, configuration, location, and design of the park and its amenities are to be determined during Final Development Plan and/or Subdivision Review.

Davidson Mesa Trail Connections:

The inclusion of a trail connection from Centennial Parkway to the Davidson Mesa open space is proposed when parcels F1 and C are developed with residential uses. The final trail alignment is to be determined during Final Development Plan and/or Subdivision Review.

Conclusion:

Thank you for your consideration and review of the attached General Development Plan Amendment for the Centennial Valley Development. Please direct all future correspondence to the applicant, Jeff Sheets (jsheets@koelbelco.com), Scott Chomiak (schomiak@koelbelco.com), or Jordan Fraser (jfraser@redland.com) at Redland. We look forward to collaborating with the City of Louisville.

Sincerely,



Jordan Fraser, PLA
Senior Planner
Redland Consulting Group

PLANNING COMMISSION CERTIFICATE

RECOMMENDED APPROVAL THIS ____ DAY OF _____, 20____ BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO.

RESOLUTION NO. _____ SERIES _____

CITY COUNCIL CERTIFICATE

APPROVED THIS ____ DAY OF _____, 20____ BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO.

ORDINANCE NO. _____ SERIES _____

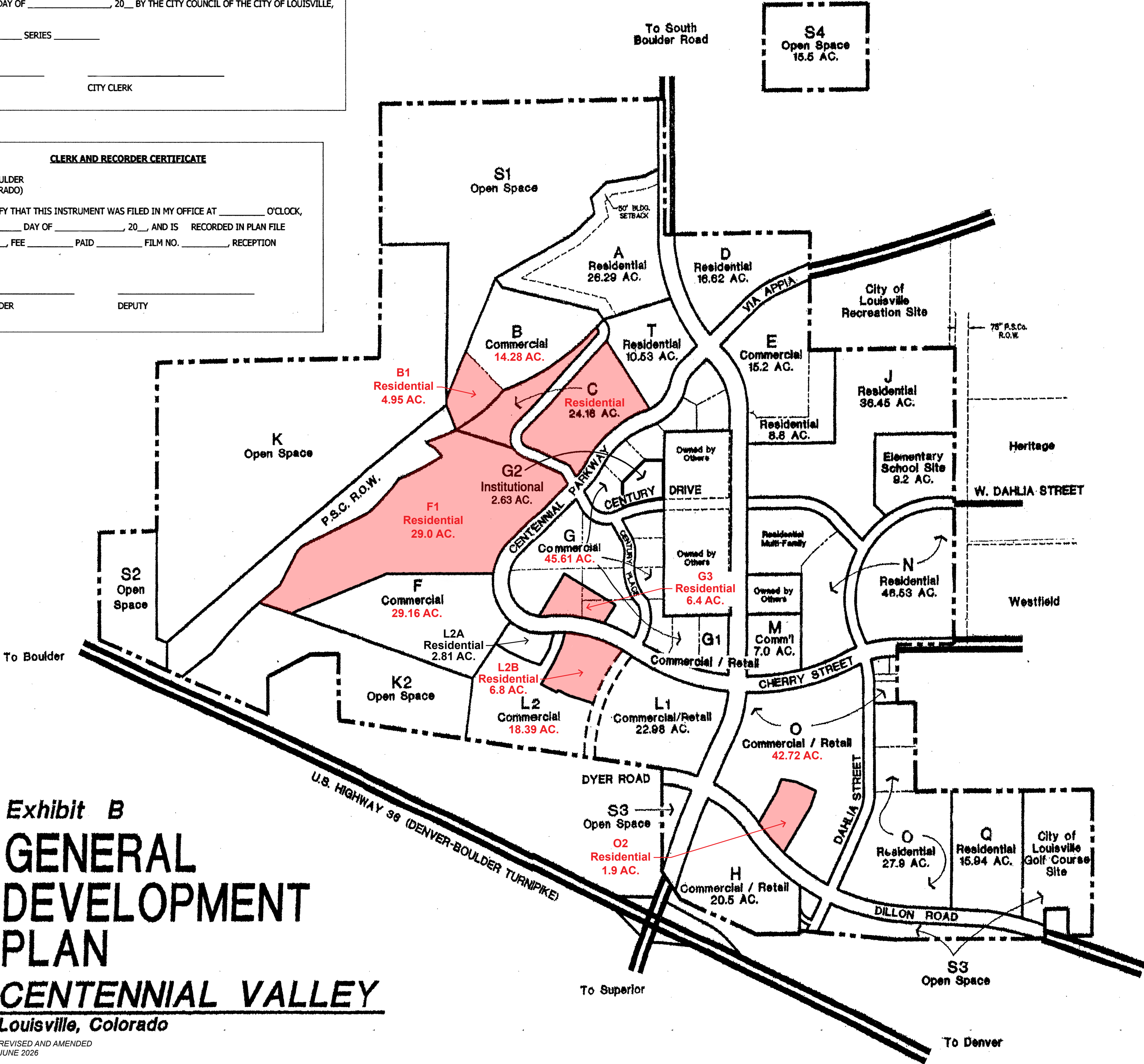
MAYOR _____ CITY CLERK _____

CLERK AND RECORDER CERTIFICATE

(COUNTY OF BOULDER
STATE OF COLORADO)

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT ____ O'CLOCK, ____ M., THIS ____ DAY OF _____, 20____, AND IS RECORDED IN PLAN FILE _____, FEE _____ PAID _____ FILM NO. _____, RECEPTION _____

CLERK & RECORDER _____ DEPUTY _____



DESIGNATED USES	PLANNING AREAS	ACREAGE	AVERAGE DENSITY	DWELLING UNITS	GROSS BUILDING AREA
RESIDENTIAL					
SINGLE FAMILY (ATTACHED & DETACHED)	A B1 C D E F1 J N Q R T	213.57	4.35	929	-
MULTI-FAMILY	F1 G3 L2B N O O2	52.39	23.13	1212	-
MULTI-FAMILY (AFFORDABLE)	L2A	2.81	37.00	104	-
TOTAL RESIDENTIAL		268.77	8.35	2245	N/A
NON-RESIDENTIAL					
RETAIL	H L M O G1	61.08	0.20	-	515,000 SF
RESEARCH / OFFICE	B C F G L	107.44	0.36	-	2,841,400 SF
INSTITUTIONAL	G2	2.63	0.41	-	47,000 SF
MIXED USE (EXCLUDING RESIDENTIAL)	O E H M	47.39	0.36	-	477,500 SF
TOTAL NON-RESIDENTIAL		218.54	0.31	N/A	3,880,900 SF
TOTAL DEVELOPMENT		487.31	N/A	2245	3,880,900 SF

OPEN SPACE	
OPEN SPACE PARCELS K, K2, S1-S5	295.01
ARTERIAL ROADS	90.46
TOTAL OPEN SPACE	385.47

SCHOOL SITE	9.22
TOTAL LAND	882.00 AC.

USE FOR EACH PARCEL ALLOWABLE UNDER DESIGNATED USES:

PARCEL L	CORPORATE USER / RETAIL / MIXED USE
PARCEL B C F G	RESEARCH / OFFICE / RETAIL
PARCEL G2	INSTITUTIONAL
PARCEL E	MIXED USE / COMMERCIAL
PARCEL M	RETAIL / OFFICE
PARCEL O	MIXED USE / RETAIL
PARCEL H	HOTEL / MIXED USE / RETAIL
PARCEL N O	TOWNHOUSE AND MULTI-FAMILY
PARCEL A D E J N Q R T	SINGLE FAMILY DETACHED
PARCEL K - K2	OPEN SPACE
PARCEL S1 - S5	OPEN SPACE
PARCEL L2A	AFFORDABLE MULTI-FAMILY (2) / CORPORATE USER / RETAIL / MIXED USE

USE FOR EACH AMENDED PARCEL ALLOWABLE UNDER DESIGNATED USES (1):

PARCEL B1	SINGLE-FAMILY DETACHED / SINGLE-FAMILY ATTACHED / RESEARCH / OFFICE / RETAIL
PARCEL C	SINGLE-FAMILY DETACHED / SINGLE-FAMILY ATTACHED / RESEARCH / OFFICE / RETAIL
PARCEL F1	SINGLE-FAMILY DETACHED / SINGLE-FAMILY ATTACHED, AND MULTI-FAMILY / RESEARCH / OFFICE / RETAIL
PARCEL G3	SINGLE-FAMILY DETACHED / MULTI-FAMILY / RESEARCH / OFFICE / RETAIL
PARCEL L2B	SINGLE-FAMILY ATTACHED / MULTI-FAMILY / CORPORATE USER / RETAIL / MIXED USE
PARCEL O2	SINGLE-FAMILY ATTACHED / MULTI-FAMILY / MIXED USE / RETAIL

- (1) COMMERCIAL AND OFFICE USES SHALL REMAIN PERMITTED AS STATED WITHIN SEC. 17.72.090 - COMMERCIAL AND OFFICE OF THE CITY OF LOUISVILLE'S MUNICIPAL CODE.
- (2) SPECIFIC DESCRIPTIONS OF PERMITTED LAND USES AND DENSITIES FOR EACH PARCEL IDENTIFIED ON THE GDP MAY BE FOUND IN THE CENTENNIAL VALLEY AMENDED AND RESTATED DEVELOPMENT AGREEMENT AS AMENDED.
- (3) SINGLE-FAMILY ATTACHED IS DEFINED AS TOWNHOMES AND PAIRED HOMES/DUPLEX.

NEW RESIDENTIAL PARCEL USE STANDARDS						
RESIDENTIAL PARCEL	USE TYPE	ACREAGE	MAX. DENSITY	MAX. UNITS	MAX. BUILDING HEIGHT/LEVELS	POCKET PARK PROPOSED
B1	SFD, SFA	5.00	6 DU/AC	30	35 FT / 2 STORIES	NO
C	SFD, SFA	24.18	6 DU/AC	145	35 FT / 2 STORIES	NO
F1	SFD, SFA, MF	29.00	10 DU/AC	290	40 FT / 3 STORIES	YES
G3	SFA, MF	6.38	30 DU/AC	191	45 FT / 3 STORIES	YES
L2A*	MF	2.81	37 DU/AC	104	45 FT / 4 STORIES	NO
L2B	SFA, MF	6.80	30 DU/AC	204	45 FT / 3 STORIES	NO
O2	SFA, MF	1.90	30 DU/AC	57	45 FT / 3 STORIES	NO

* NOTE: PARCEL L2A IS CURRENTLY UNDER REVIEW BY THE CITY OF LOUISVILLE. THE USE STANDARDS PROVIDED FOR PARCEL L2A ARE INCLUDED IN THIS GDP AMENDMENT FOR REFERENCE PURPOSES ONLY.

PARK STANDARDS

IF DEVELOPED FOR RESIDENTIAL USE, PARCEL F1 SHALL INCLUDE A POCKET PARK OF NOT LESS THAN ONE-FOURTH (0.25) ACRE. IF DEVELOPED FOR RESIDENTIAL USE, PARCEL G3 SHALL INCLUDE A POCKET PARK OF NOT LESS THAN ONE-HALF (0.5) ACRE. EACH REQUIRED PARK SHALL INCLUDE, AT A MINIMUM, THE FOLLOWING AMENITIES:

- MULTI-PURPOSE PLAY LAWN AND/OR PLAY HILL
- SHADE STRUCTURE
- PLAYGROUND FEATURING A VARIETY OF ACTIVE PLAY ELEMENTS DESIGNED TO ACCOMMODATE CHILDREN OF MULTIPLE AGE GROUPS

THE INCLUSION OF A POCKET PARK IS ONLY REQUIRED FOR RESIDENTIAL USES WITHIN THE PARCELS REQUIRED IN THE TABLE ABOVE. THE FINAL SIZE, CONFIGURATION, LOCATION, AND DESIGN OF THE PARK AND ITS AMENITIES SHALL BE DETERMINED DURING FINAL DEVELOPMENT PLAN AND/OR SUBDIVISION REVIEW, PROVIDED THE MINIMUM AMENITIES IDENTIFIED HEREIN ARE INCORPORATED.

TRAIL NOTES

THE INCLUSION OF A TRAIL CONNECTION FROM CENTENNIAL PARKWAY TO THE DAVIDSON MESA OPEN SPACE SHALL BE REQUIRED WHEN PARCELS F1 AND C ARE DEVELOPED WITH RESIDENTIAL USES. TRAIL ALIGNMENT IS TO BE DETERMINED DURING FINAL DEVELOPMENT PLAN AND/OR SUBDIVISION REVIEW.

GENERAL DEVELOPMENT PLAN - AMENDMENT

CENTENNIAL VALLEY

CITY OF LOUISVILLE, COLORADO



DATE: AUGUST 18, 2026
CLIENT: KOELBEL
PROJECT NO: 260026
AUTHOR: JF, SW

NOT TO SCALE.





PARCEL B1

ACREAGE: +/- 5.0 ACRES
DENSITY: 5.2 DU/AC

SITE TABULATION:

● (26) SFD (PATIO HOMES) - 35' W X 100' D

PARCEL C1

ACREAGE: +/- 14.3 ACRES
DENSITY: 5.0 DU/AC

SITE TABULATION:

● (32) PAIRED HOMES (WALKOUT) - 86' W X 96' D
● (40) PAIRED HOMES (TUCK UNDER GARAGE) - 80' W X 80' D
(72) TOTAL UNITS

PARCEL F1

ACREAGE: +/- 29.0 ACRES
DENSITY: 3.4 DU/AC

SITE TABULATION:

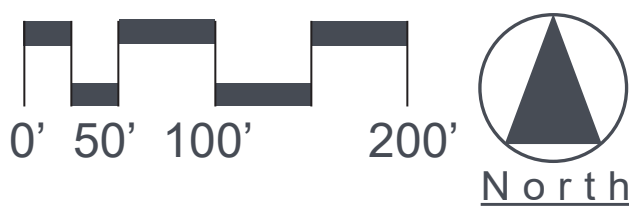
● (46) SFD (PATIO HOMES) - 35' W X 100' D
● (24) PAIRED HOMES (WALKOUT) - 86' W X 96' D
● (30) PAIRED HOMES (TUCK UNDER GARAGE) - 80' W X 80' D
(100) TOTAL UNITS

THE CONCEPTS PROVIDED ARE CONCEPTUAL IN NATURE
AND ARE INTENDED FOR SUPPLEMENTAL USE ONLY, TO
ESTABLISH THE ANTICIPATED DENSITY RANGE FOR THE
GENERAL DEVELOPMENT PLAN.

CONCEPTUAL YIELD STUDIES - PARCELS B1, C1, F1

CENTENNIAL VALLEY
LOUISVILLE, COLORADO

DATE: AUGUST 18, 2026
CLIENT: KOELBEL
PROJECT NO: 260026
AUTHOR: JF, MM



KOELBEL

Redland
WHERE GREAT PLACES BEGIN
720.283.6783 Office
1500 West Canal Court
Littleton, Colorado 80120
REDLAND.COM



PARCEL G3

ACREAGE: +/- 6.4 ACRES
DENSITY: 15 DU/AC

SITE TABULATION:
(96) MULTI-FAMILY UNITS
3 STORY WALKUP

THE CONCEPTS PROVIDED ARE CONCEPTUAL IN NATURE AND ARE INTENDED FOR SUPPLEMENTAL USE ONLY,
TO ESTABLISH THE ANTICIPATED DENSITY RANGE FOR THE GENERAL DEVELOPMENT PLAN.



PARCEL O2

OPTION 1
ACREAGE: +/- 1.9 ACRES
DENSITY: 25 DU/AC

SITE TABULATION:
(48) MULTI-FAMILY UNITS
3 STORY WALKUP



OPTION 2
ACREAGE: +/- 1.9 ACRES
DENSITY: 22.1 DU/AC
SITE TABULATION:
(42) MULTI-FAMILY UNITS
3 STORY CUSTOM BLDG



PARCEL L2B

ACREAGE: +/- 6.8 ACRES
DENSITY: 21.1 DU/AC

SITE TABULATION:
(144) MULTI-FAMILY UNITS
3 STORY WALKUP

THE CONCEPTS PROVIDED ARE CONCEPTUAL IN NATURE AND ARE INTENDED FOR SUPPLEMENTAL USE ONLY,
TO ESTABLISH THE ANTICIPATED DENSITY RANGE FOR THE GENERAL DEVELOPMENT PLAN.

TRAFFIC IMPACT STUDY

Centennial Valley Residential Louisville, Colorado

Prepared for:

**Centennial Valley Properties VII, LLC by Koelbel and Company
Manager**

Kimley»Horn

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

Centennial Valley Residential

Louisville, Colorado

Prepared for
Centennial Valley Properties VII, LLC by Koelbel and Company Manager
5291 E. Yale Avenue
Denver, Colorado 80222

Prepared by
Jeffrey R. Planck, P.E.
Kimley-Horn and Associates, Inc.
6200 South Syracuse Way
Suite 300
Greenwood Village, Colorado 80111
(303) 228-2300



May 2026

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

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1.0 EXECUTIVE SUMMARY

Centennial Valley Residential is proposed to be located on the northwest and southwest corners of the Century Drive & Centennial Parkway intersection, the southwest and northwest corners of the Centennial Parkway Access approximately 550 feet west of the Century Place & Centennial Parkway intersection, and the northeast corner of the Dillon Road Access approximately 600 feet east of the Dillon Road and McCaslin Boulevard intersection in Louisville, Colorado. For the purposes of this analysis, the project is anticipated to include approximately 925 multifamily housing units, 121 single-family attached units, and 102 multifamily affordable housing units. It is expected that the project will be completed in the next several years. Therefore, analysis was conducted for the 2030 short-term buildout horizon as well as the 2050 long-term twenty-year planning horizon.

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

1. Centennial Parkway/Via Appia & McCaslin Boulevard
2. Century Drive & McCaslin Boulevard
3. Centennial Parkway/Cherry Street & McCaslin Boulevard
4. Dillon Road & McCaslin Boulevard
5. Centennial Parkway & Century Drive
6. Infinite Drive and Centennial Parkway
7. Centennial Parkway & Century Place

In addition, three existing accesses along Centennial Parkway, one existing access along McCaslin Boulevard, and one existing access along Dillon Road were evaluated.

Regional access to the site will be provided by the Denver Boulder Turnpike (US-36) and Northwest Parkway. Primary access will be provided by McCaslin Boulevard, Centennial Parkway, and Dillon Road. Direct access will be provided by the three existing accesses along Centennial Parkway, an existing three-quarter access along McCaslin Boulevard, and one existing access along Dillon Road.



Centennial Parkway, with multimodal reduction, is expected to generate approximately 6,398 weekday daily trips, with 420 of these trips occurring during the morning peak hour and 542 of these trips occurring during the afternoon peak hour.

Based on the analysis presented in this report, Kimley-Horn believes the Centennial Valley Residential project will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following recommendations:

- With the completion of the project, a north leg is proposed at the North Centennial Parkway Access (#8) to serve the residential development. It is recommended that an R1-1 “STOP” sign is installed on the southbound approach, exiting the development.
- The eastbound left-turn lane at Centennial Parkway/Cherry Street and McCaslin Boulevard (#3) experiences queueing that exceeds available storage and is influenced by existing geometric constraints and wide median widths rather than project-generated traffic. It is recommended that the eastbound left turn lane be extended to the maximum feasible length of approximately 325 feet to better accommodate anticipated queues. Alternatively, the intersection could be further analyzed by modifying the median geometry to align opposing left-turn lanes. The realignment would allow for protected–permissive signal phasing and eliminate overlapping vehicle paths. Under protected–permissive phasing, eastbound left-turn queues are reduced during the afternoon peak hour, with corresponding improvements in overall intersection delay. This finding is consistent with other development traffic studies in the area and should be noted that project-generated traffic contributes negligible impacts to the need for this extension.
- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the City of Louisville and the Manual on Uniform Traffic Control Devices (MUTCD) – 11th Edition, 2023.

2.0 INTRODUCTION

Kimley-Horn has prepared this report to document the results of a Traffic Impact Study for the Centennial Valley Residential project proposed to be located on the northwest and southwest corners of the Century Drive & Centennial Parkway intersection, the southwest and northwest corners of the Centennial Parkway Access approximately 550 feet west of the Century Place & Centennial Parkway intersection, and the northeast corner of the Dillon Road Access approximately 600 feet east of the Dillon Road and McCaslin Boulevard intersection in Louisville, Colorado. There are seven total distinct plots of land in this development. B1, C1, F1, and F2 are located on the northwest corner of the Infinite Drive & Centennial Parkway intersection. G3 is proposed on the north side of Centennial Parkway approximately 550 feet east of Century Place. L7 is proposed on the south side of Centennial Parkway approximately 550 feet east of Century Place. O2 is proposed on the west side of an existing parking lot located on the north side of Dillon Road approximately 600 feet east of McCaslin Boulevard. A vicinity map illustrating the project development location is shown in **Figure 1**. The project is proposed to include multifamily housing, single-family attached housing, and affordable multifamily housing. A conceptual site plan is attached in **Appendix A**. It is expected that the project will be completed in the next several years; therefore, analysis was conducted for the 2030 short-term buildout horizon as well as the 2050 long-term twenty-year planning horizon.

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

1. Centennial Parkway/Via Appia & McCaslin Boulevard
2. Century Drive & McCaslin Boulevard
3. Centennial Parkway/Cherry Street & McCaslin Boulevard
4. Dillon Road & McCaslin Boulevard
5. Centennial Parkway & Century Drive
6. Infinite Drive and Centennial Parkway
7. Centennial Parkway & Century Place



In addition, three existing accesses along Centennial Parkway, one existing access along McCaslin Boulevard, and one existing access along Dillon Road were evaluated.

Regional access to the site will be provided by the Denver Boulder Turnpike (US-36) and Northwest Parkway. Primary access will be provided by McCaslin Boulevard, Centennial Parkway, and Dillon Road. Direct access will be provided by the three existing accesses along Centennial Parkway, an existing three-quarter access along McCaslin Boulevard, and one existing access along Dillon Road.

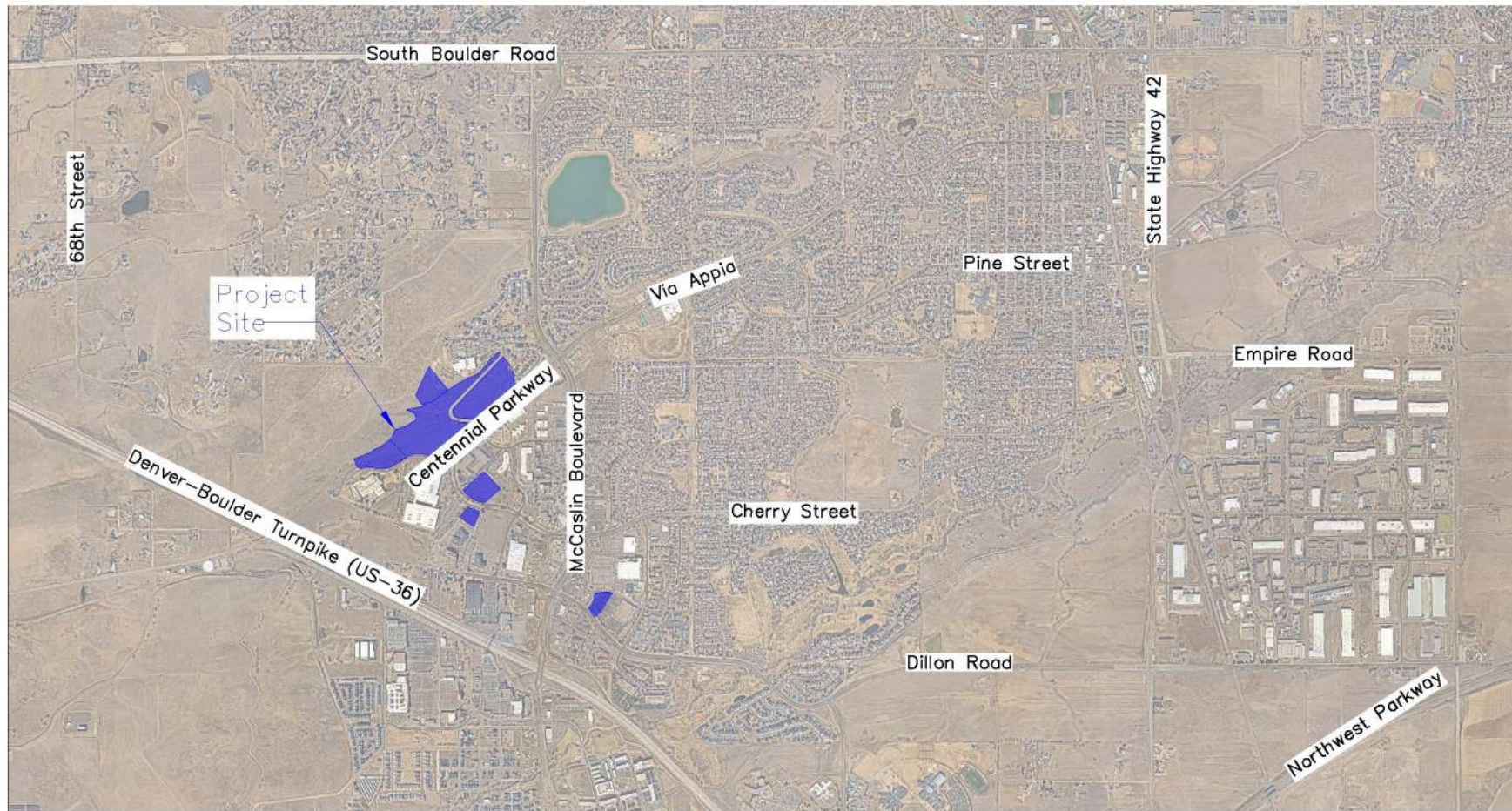


FIGURE 1
Centennial Valley Residential
Louisville, Colorado
Vicinity Map

3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing Study Area

The existing site is comprised of vacant land except the O2 Site where there is currently a parking lot for an office building. The surrounding area has mixed uses including housing, office buildings, and multifamily and single-family residential housing. Commercial uses are located south of Dillon Road while retail centers are located south of US-36. To the north of the B1, C1, F1 and F2 plots there is additional vacant land. The Centennial Parkway loop has restaurants and office buildings while east of McCaslin Boulevard there is both multifamily and single-family housing.

3.2 Existing Roadway Network

McCaslin Boulevard extends north/south with three through lanes in each direction with a raised median south of its intersection with Centennial Parkway/Via Appia and two through lanes in each direction with a raised median north of its intersection with Centennial Parkway/Via Appia. The posted speed limit near the site is 35 miles per hour south of its intersection with Centennial Parkway/Cherry Street and 40 miles per hour north of that intersection. The City of Louisville Transportation Master Plan (TMP) from 2019 identifies McCaslin Boulevard as a “Key Corridor” with an existing level of service (LOS) D.

Centennial Parkway extends west of McCaslin Boulevard in a loop connection to Via Appia (north) and Cherry Street (south) east of McCaslin Boulevard. Centennial Parkway provides one through lane in each direction with an approximate 50-foot wide raised center median. The posted speed limit in the study area is 30 miles per hour. The City of Louisville TMP identifies Centennial Parkway as a “Key Corridor” with an existing LOS C.

Via Appia extends primarily in the northeast/southwest direction with one through lane in each direction and a raised center median but for the purposes of this analysis was evaluated as an east/west roadway. Via Appia extends east from McCaslin Boulevard to its intersection with Lafayette Street where it bends and becomes north/south until its terminus at South Boulder Road. The speed limit near the site is 35 miles per hour. The City of Louisville TMP identifies Via Appia as a “Key Corridor” with an existing LOS D.



Century Drive is a two-lane local roadway with one through lane in each direction. The roadway primarily extends east–west, terminating at a T-intersection with Dahlia Street on the east end. On the west end, Century Drive curves terminated to a cul-de-sac serving the Global Healthcare Exchange (GHX) office building. Century Drive extends primarily east/west to its terminus with Dahlia Street. The City of Louisville TMP documents an existing LOS C.

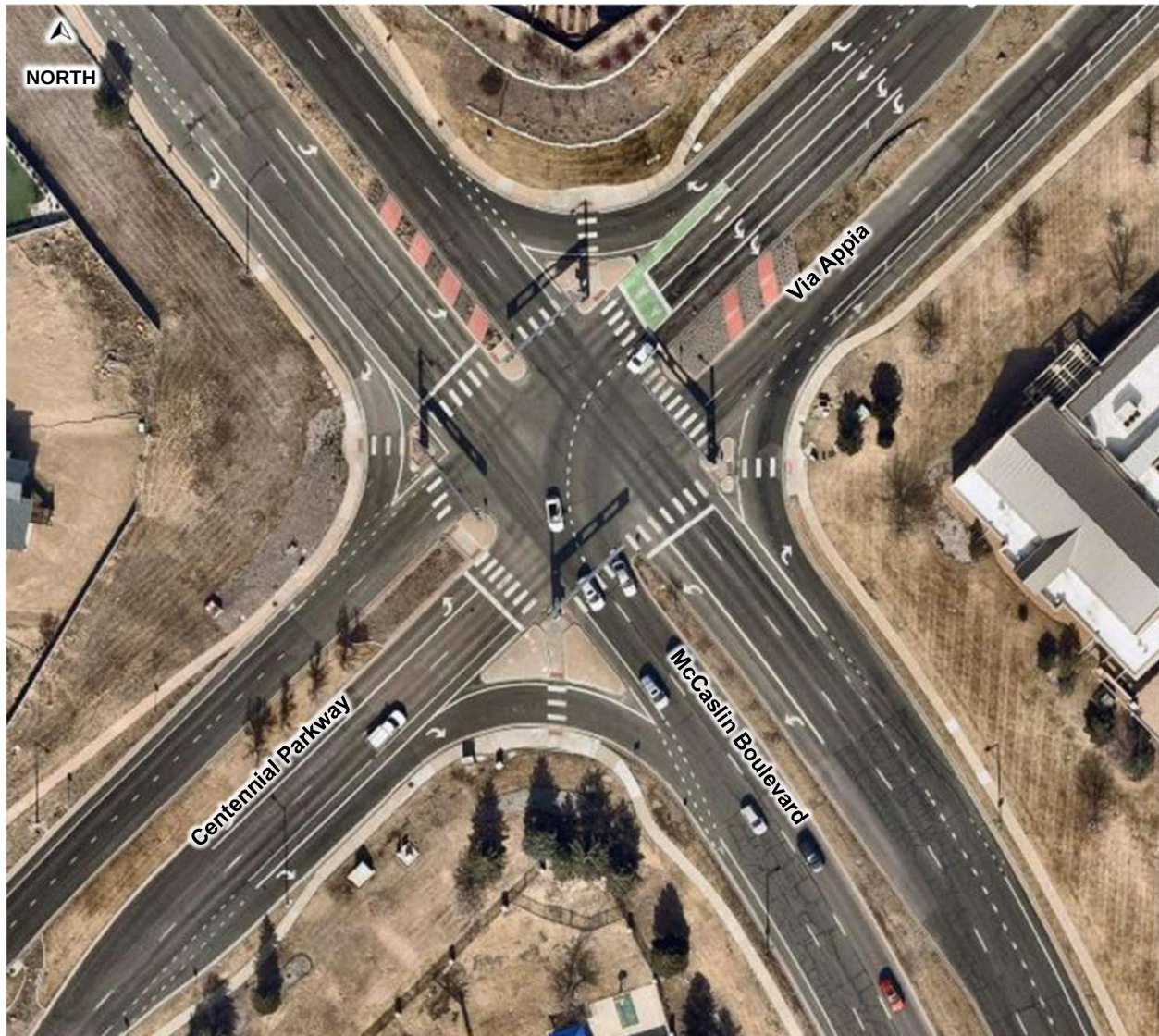
Cherry Street extends in the east/west direction east from its intersection with McCaslin Boulevard to its eastern terminus where it becomes Bella Vista Drive at its intersection with Adams Drive. Cherry Street provides two through lanes in each direction with a raised center median within the study limits while transitioning to one through lane in each direction east of Dahlia Street. The speed limit near the site is 35 miles per hour. The City of Louisville TMP identifies Cherry Street as a “Key Corridor” with an existing LOS C.

Dillon Road extends in the east/west direction providing two through lanes in each direction with a raised center median from its start at Dyer Road to its intersection with 88th Street. East of its intersection with 88th Street, Dillon Road provides one through lane in each direction. The speed limit near the site is 30 miles per hour. The City of Louisville TMP identifies Cherry Street as a “Key Corridor” with an existing LOS D west of McCaslin Boulevard and east of Dahlia Street with an LOS C between McCaslin Boulevard and Dahlia Street.

Century Place extends north/south from Century Drive to Dillon Road with one through lane in each direction. The City of Louisville TMP documents an existing LOS C along Century Place.

Infinite Drive extends west from Centennial Parkway for less than half a mile before terminating at an office building.

The signalized intersection of Centennial Parkway/Via Appia and McCaslin Boulevard (#1) operates with protected-permissive left turn phasing on the north-south McCaslin Boulevard legs while the eastbound and westbound along Centennial Parkway/Via Appia operate with split phasing. The northbound, southbound, and eastbound approaches provide a left turn lane, two through lanes, and a channelized right turn lane. The westbound approach along Via Appia provides dual left turn lanes, one through lane, and a channelized right turn lane. An aerial photo of the existing configuration is below.



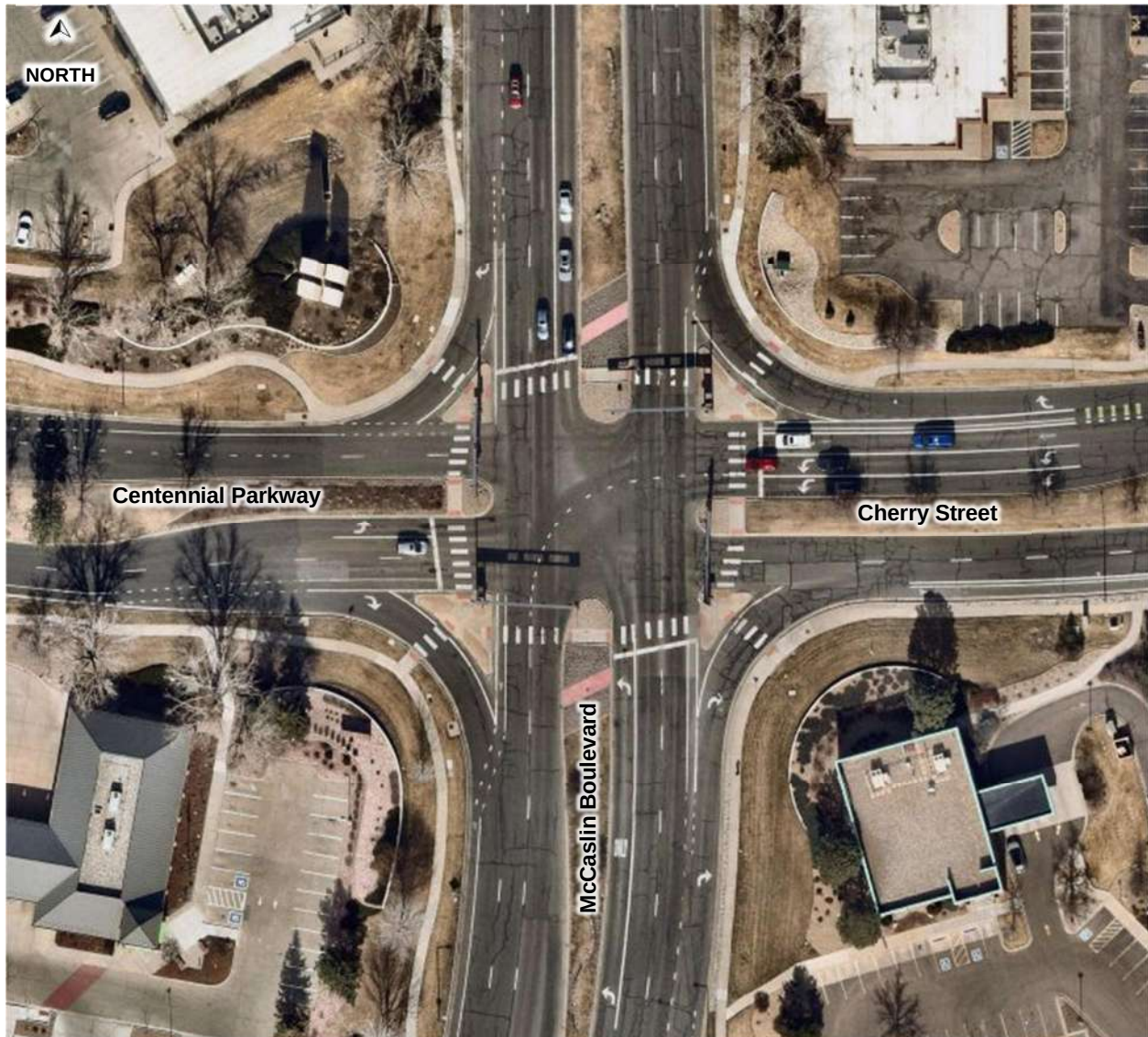
Centennial Parkway/Via Appia & McCaslin Boulevard (#1)

The signalized intersection of Century Drive and McCaslin Boulevard (#2) operates with protected-permissive left turn phasing on all approaches. The northbound approach provides a left turn lane, three through lanes, and a right turn lane while the southbound approach provides a left turn lane and three through lanes with the outside lane being a shared through/right turn lane. The eastbound and westbound approaches provide a left turn lane and a shared through/right turn lane. An aerial photo of the existing configuration is below.



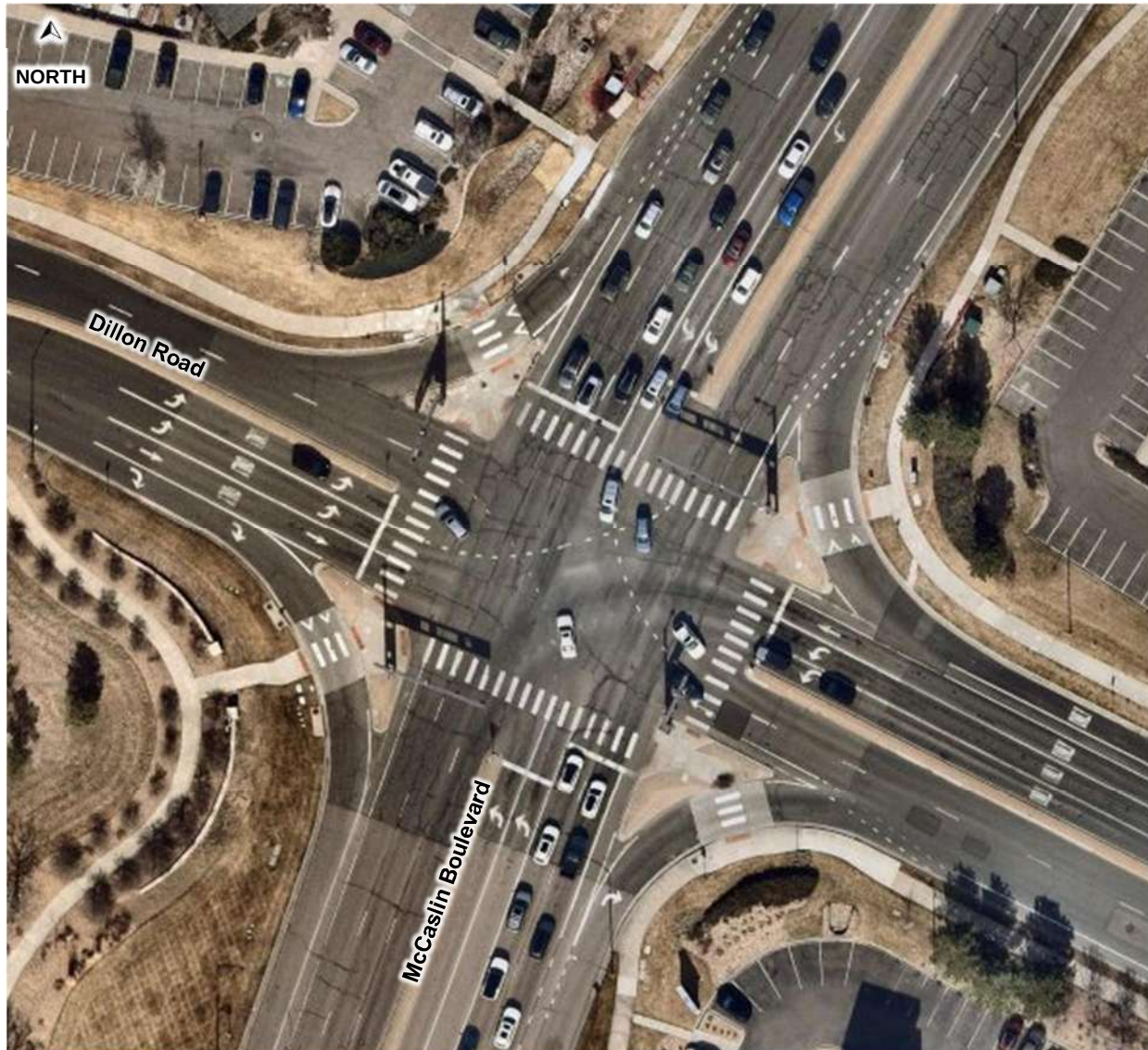
Century Drive & McCaslin Boulevard (#2)

The signalized intersection of Centennial Parkway/Cherry Street and McCaslin Boulevard (#3) operates with protected-permissive left turn phasing on the north-south McCaslin Boulevard legs while the eastbound and westbound along Centennial Parkway/Cherry Street operate with split phasing. The northbound, southbound, and eastbound approaches provide a left turn lane, two through lanes, and a channelized right turn lane. The westbound approach along Cherry Street provides dual left turn lanes, a through lane, and a channelized right turn lane. An aerial photo of the existing configuration is below.



Centennial Parkway/Cherry Street & McCaslin Boulevard (#3)

The signalized intersection of Dillon Road and McCaslin Boulevard (#4) operates with protected-only left turn phasing on all approaches. The northbound approach provides dual left turn lanes, two through lanes, and a channelized right turn lane while the southbound approach provides dual left turn lanes, three through lanes, and a channelized right turn. The eastbound and westbound approaches provide dual left turn lanes, one through lane, and a channelized right turn lane. An aerial photo of the existing configuration is below.



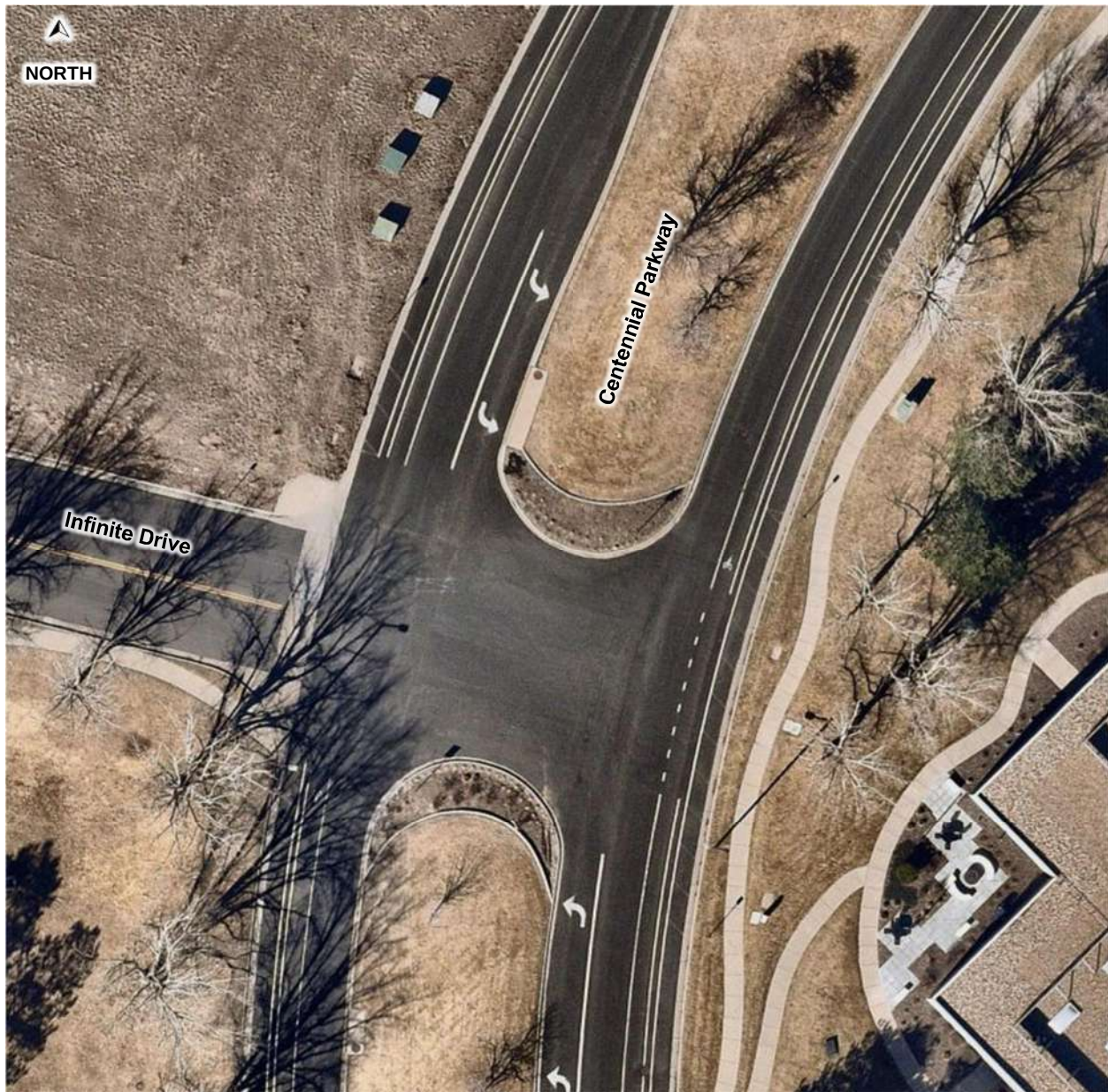
Dillon Road & McCaslin Boulevard (#4)

The unsignalized intersection of Centennial Parkway and Century Drive (#5) operates with stop control on the northbound and southbound Century Drive approaches. All approaches provide a left turn lane and a shared through/right turn lane. Of note, the center median is 50 feet wide. An aerial photo of the existing intersection configuration is below.



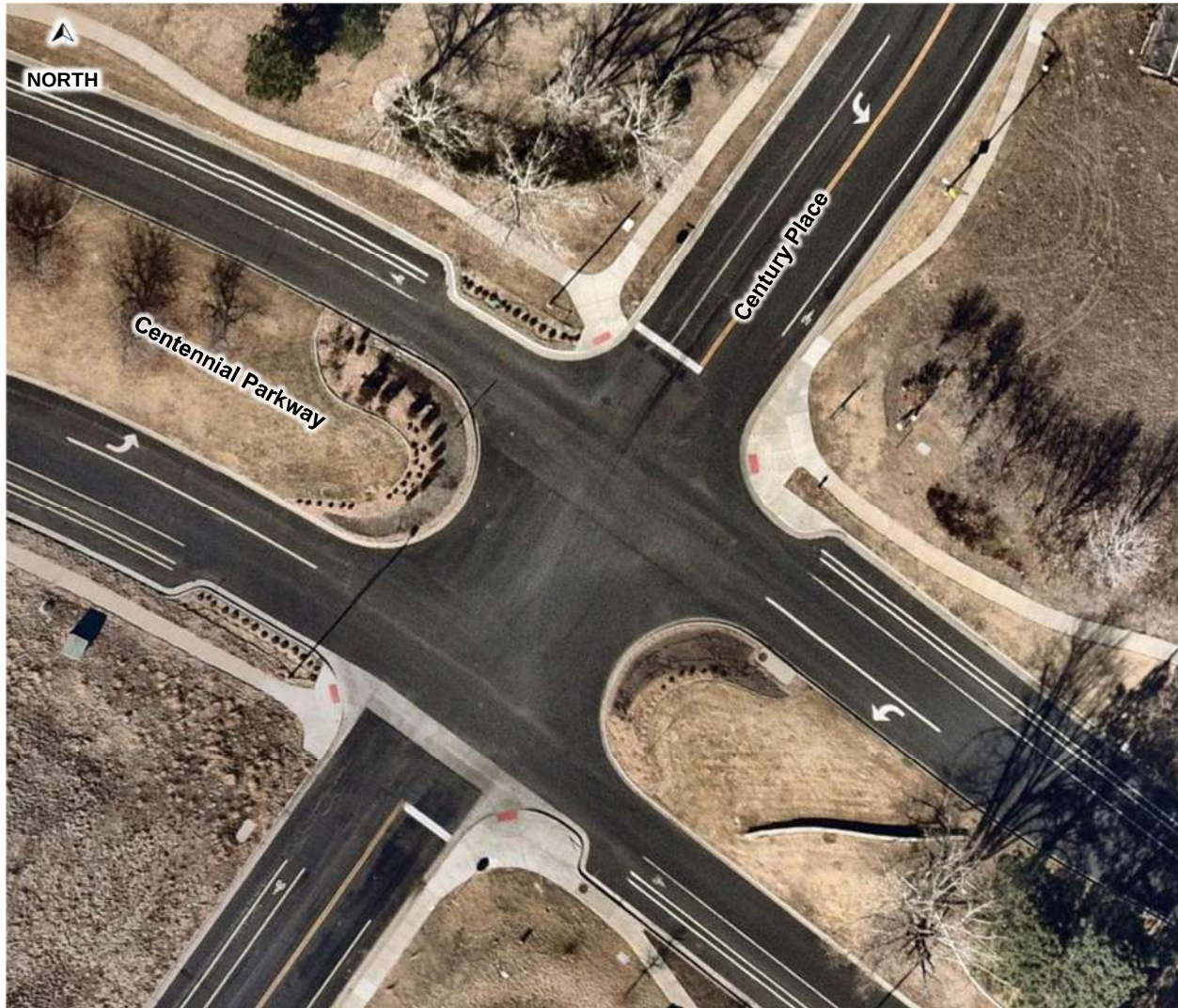
Centennial Parkway & Century Drive (#5)

The unsignalized 'T'-intersection of Infinite Drive and Centennial Parkway (#6) operates with stop control on the eastbound Infinite Drive approach. The northbound and southbound approaches provide a left turn lane, and a shared through/right turn lane. The eastbound approach provides one lane shared for left and right turning movements. Of note, the center median is 50 feet wide and the southbound left turn lane is designated for U-turns due to not having an east leg at this intersection. An aerial photo of the existing intersection configuration is below.



Infinite Drive & Centennial Parkway (#6)

The unsignalized intersection of Centennial Parkway and Century Place (#7) operates with stop control on the northbound and southbound approaches along Century Place. The northbound approach of Century Place provides a single lane shared for all movements. The southbound, eastbound, and westbound approaches provide a left turn lane and a shared through/right turn lane. Of note, the center median is 50 feet wide. An aerial photo of the existing intersection configuration is below.



Centennial Parkway & Century Place (#7)

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

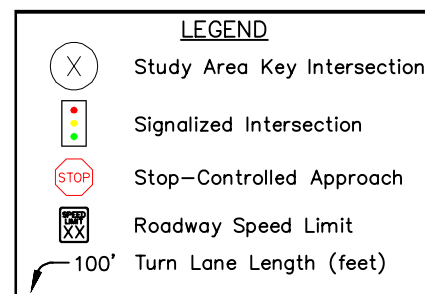
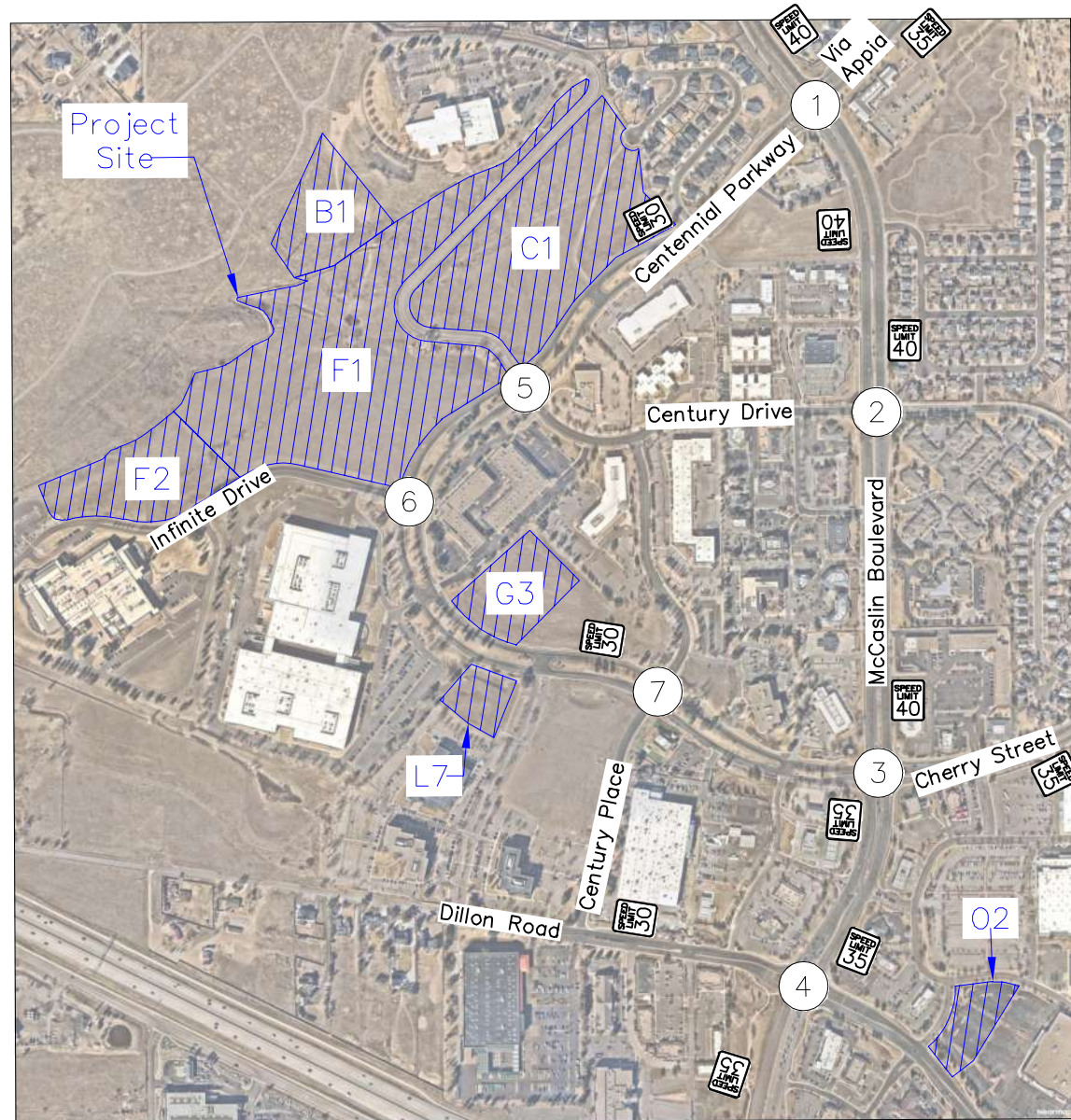
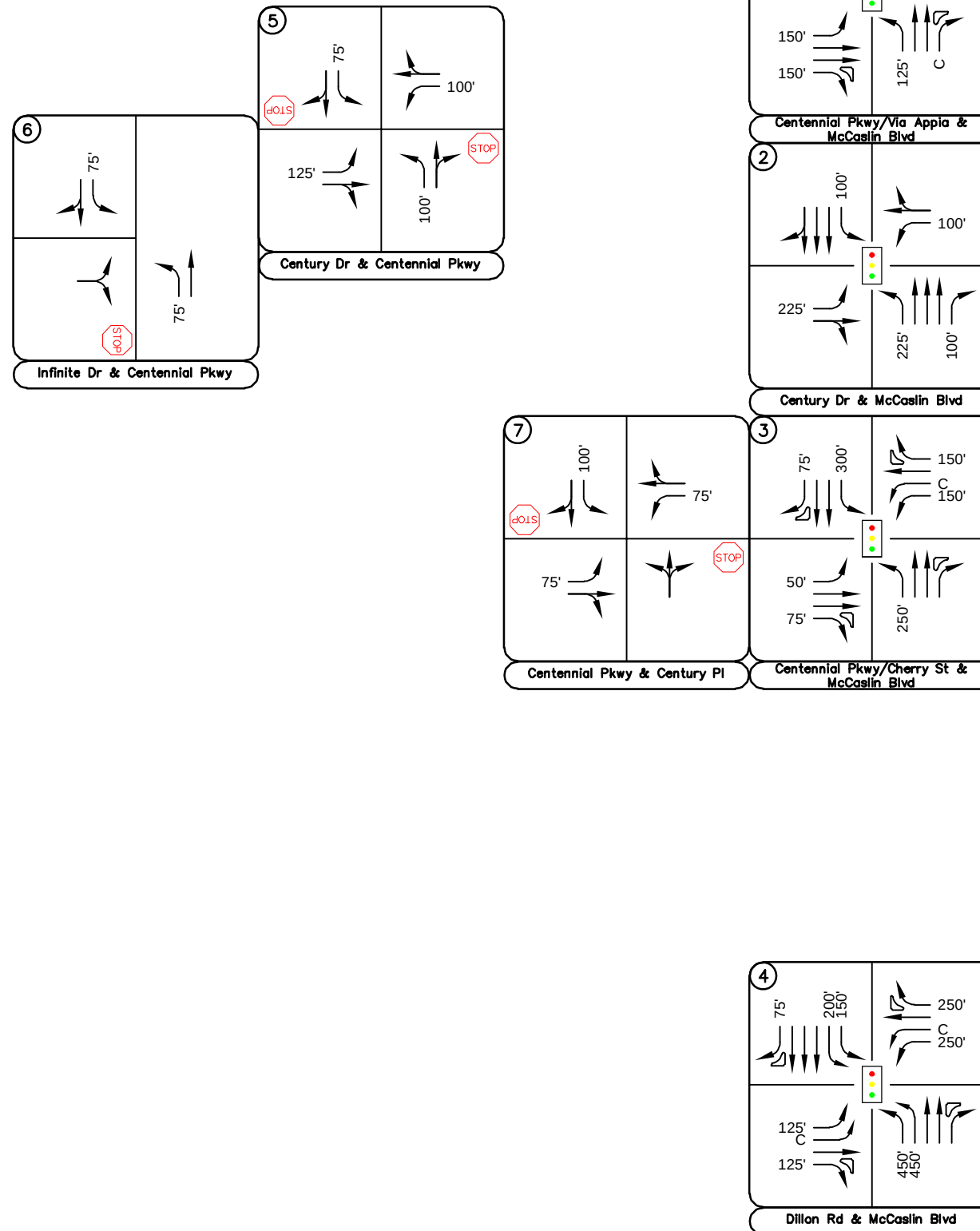


FIGURE 2
Centennial Valley Residential
Louisville, Colorado
Existing Geometry and Control



3.3 Existing Traffic Volumes

Existing turning movement counts were conducted at the study intersections on Wednesday, March 11, 2026 during the weekday morning and afternoon peak hours. The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on this count date. The existing intersection traffic volumes are shown in **Figure 3** with count sheets provided in **Appendix B**.

3.4 Unspecified Development Traffic Growth

According to traffic projections from the Denver Regional Council of Governments (DRCOG) traffic model, the area surrounding the site is expected to have an average 30-year growth factor of 1.33. This growth factor equates to an annual growth rate of 0.96 percent. Future traffic volume projections and growth rate calculations are provided in **Appendix C**. As such, a one (1) percent annual traffic growth rate was used to estimate short-term 2030 and long-term 2050 traffic volume projections at the key intersections. In addition, project traffic volumes from the King Soopers 142 Traffic Impact Study completed in February 2025 were included as background traffic in 2030 and 2050. Further, CU Boulder Faculty Housing is proposed at 1164 W Dillon Road on the site of the vacant Cinebarre. As no development plans have been submitted to the City, the site was assumed to be Multi-Family Housing (Low-Rise) consistent with the King Soopers Traffic Impact Study, with 50 dwelling units based on the existing building footprint. This development was included in the background analysis for 2050 conditions only, using the same trip generation, distribution, and assignment methodology applied in the King Soopers Traffic Impact Study. Background study information is included in **Appendix C**. The calculated background traffic volumes for 2030 and 2050 are shown in **Figure 4** and **Figure 5**, respectively.

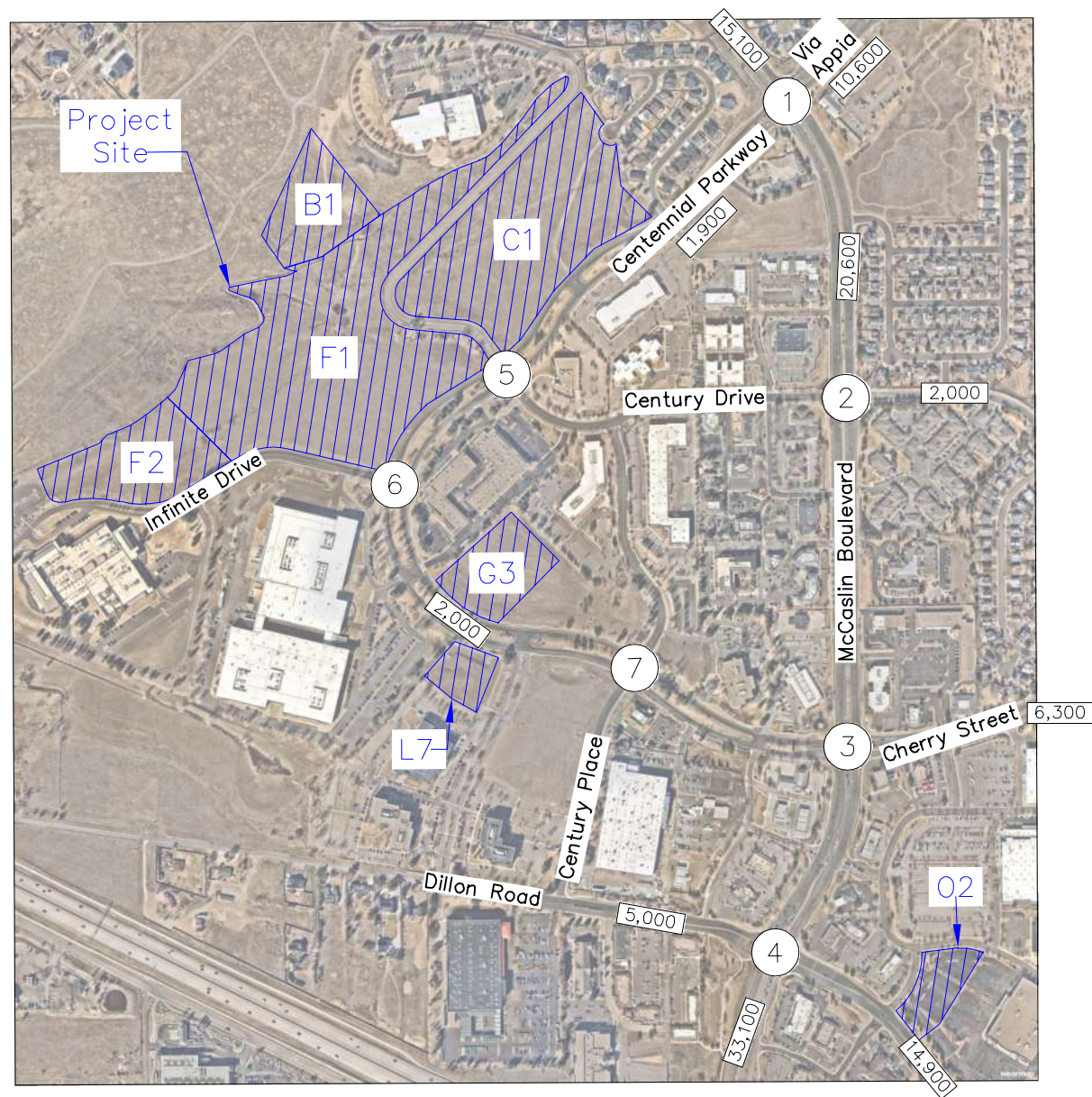


FIGURE 3
Centennial Valley Residential
Louisville, Colorado
2026 Existing Traffic Volumes

LEGEND	
(X)	Study Area Key Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

6 18(1) 70(88) 2(13) 6(33) 21(2) 51(69) Infinite Dr & Centennial Pkwy	
5 6(30) 1(10) 0(18) 24(3) 79(59) 19(3) 19(1) 31(84) 1(2) 4(0) 43(3) 5(13) Century Dr & Centennial Pkwy	

Wed, Mar 11, 2026
7:45 to 8:45AM
(4:15 to 5:15PM)

Wed, Mar 11, 2026
8:00 to 9:00AM
(4:15 to 5:15PM)

1 48(21) 417(823) 45(122) 115(58) 79(22) 300(305) 18(26) 16(102) 8(12) 11(6) 475(456) 269(455) Centennial Pkwy/Via Appia & McCaslin Blvd	
2 30(19) 644(1053) 30(56) 73(27) 9(11) 40(28) 29(89) 5(20) 20(68) 136(89) 680(807) 20(53) Century Dr & McCaslin Blvd	
7 0(4) 3(15) 5(58) 53(6) 103(19) 37(26) 1(2) 49(166) 3(5) 7(3) 30(3) 37(29) Centennial Pkwy & Century Pl	
3 30(29) 557(1083) 39(87) 81(87) 42(20) 179(207) 40(45) 28(44) 74(207) 108(34) 772(846) 110(187) Centennial Pkwy/Cherry St & McCaslin Blvd	

Wed, Mar 11, 2026
8:00 to 9:00AM
(4:30 to 5:30PM)

Wed, Mar 11, 2026
8:00 to 9:00AM
(4:45 to 5:45PM)

Wed, Mar 11, 2026
8:00 to 9:00AM
(4:30 to 5:30PM)

4 38(59) 631(1145) 101(212) 178(141) 73(71) 386(519) 23(62) 16(63) 51(140) 141(106) 858(916) 355(479) Dillon Rd & McCaslin Blvd	
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Wed, Mar 11, 2026
8:00 to 9:00AM
(4:15 to 5:15PM)

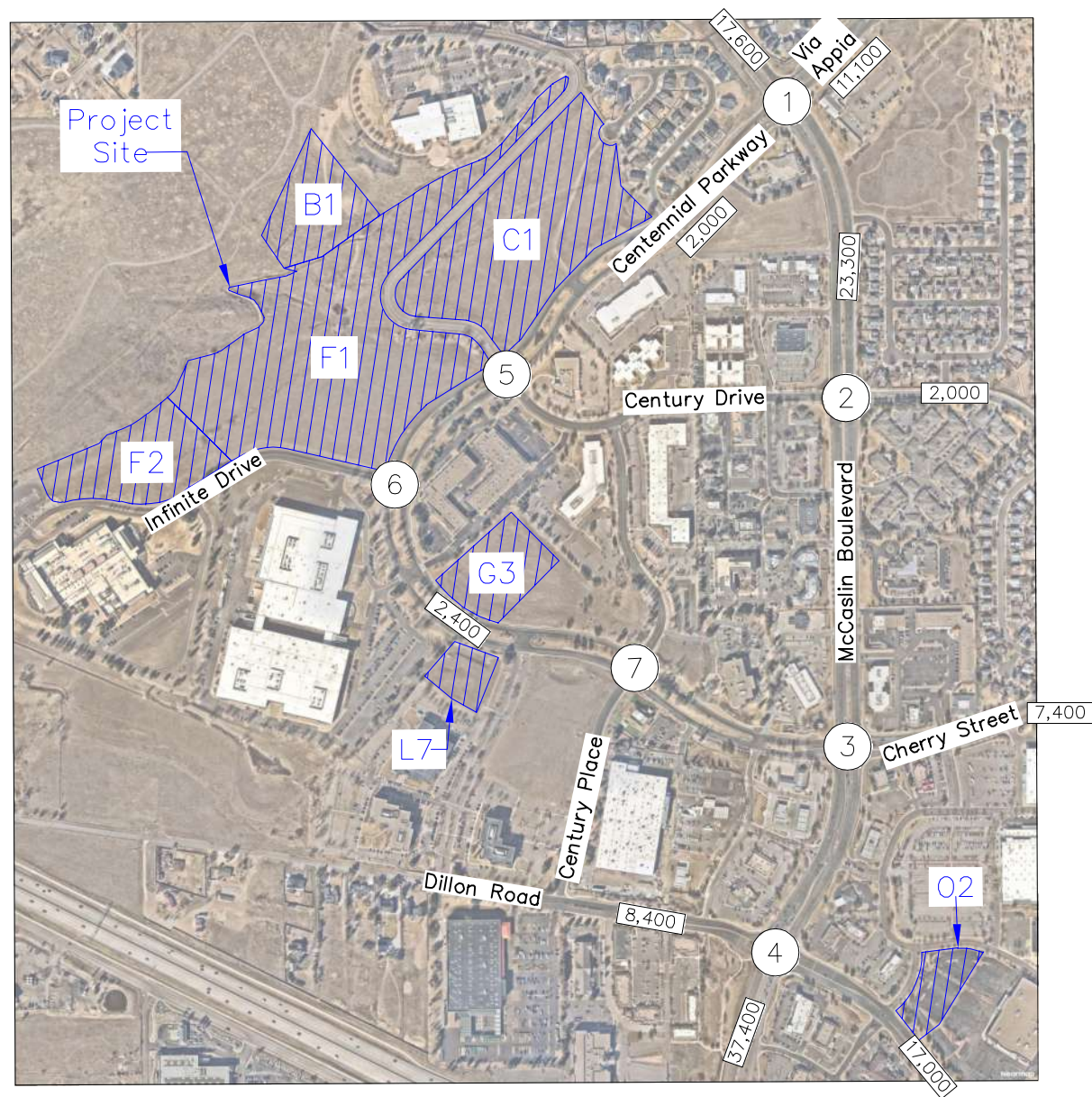


FIGURE 4
Centennial Valley Residential
Louisville, Colorado
2030 Background Traffic Volumes

LEGEND	
(X)	Study Area Key Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

6 19(1) → 73(92) → 2(14) → 6(34) → 22(2) → 53(72) → Infinite Dr & Centennial Pkwy	
5 6(31) → 1(10) → 0(19) → 20(1) → 32(87) → 1(2) → 25(3) → 82(61) → 20(3) → 4(0) → 45(3) → 5(14) → Century Dr & Centennial Pkwy	

7 0(4) → 3(16) → 5(60) → 1(2) → 57(182) → 9(14) → 55(6) → 111(29) → 51(46) → 11(12) → 31(3) → 48(49) → Centennial Pkwy & Century Pl	
3 74(119) → 595(1133) → 41(91) → 105(220) → 46(84) → 77(215) → 84(91) → 56(40) → 198(234) → 112(35) → 783(802) → 114(195) → Centennial Pkwy/Cherry St & McCaslin Blvd	

4 40(61) → 691(1254) → 122(259) → 28(81) → 34(104) → 86(235) → 208(185) → 99(112) → 402(540) → 209(249) → 923(966) → 369(498) → Dillon Rd & McCaslin Blvd	
---	--

1 50(22) → 492(951) → 47(127) → 19(27) → 17(106) → 8(12) → 120(60) → 82(23) → 312(317) → 11(6) → 537(570) → 280(473) → Centennial Pkwy/Via Appia & McCaslin Blvd	
--	--

2 31(20) → 728(1191) → 31(58) → 30(93) → 5(21) → 21(71) → 76(28) → 9(11) → 42(29) → 142(93) → 751(935) → 21(55) → Century Dr & McCaslin Blvd	
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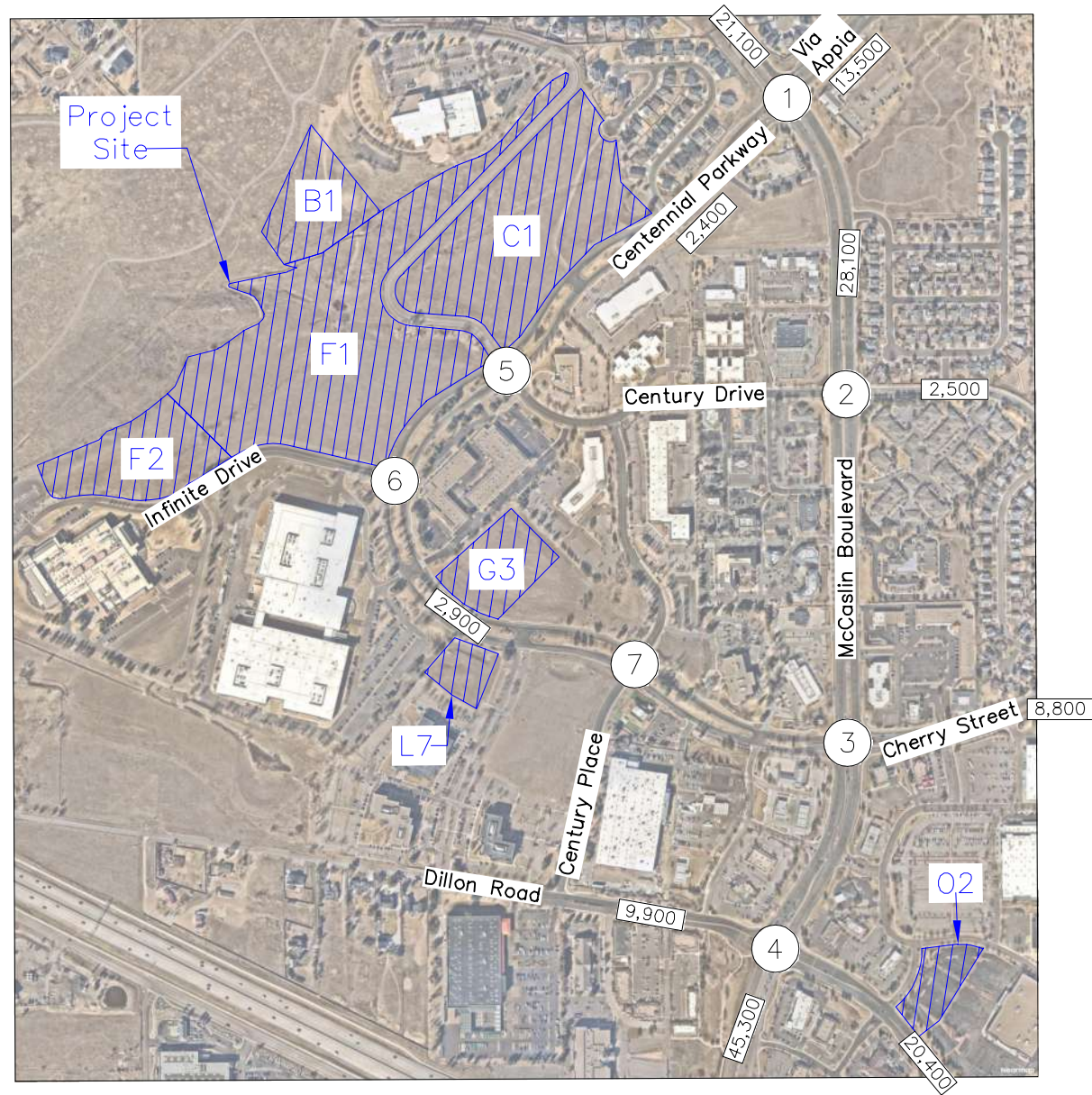
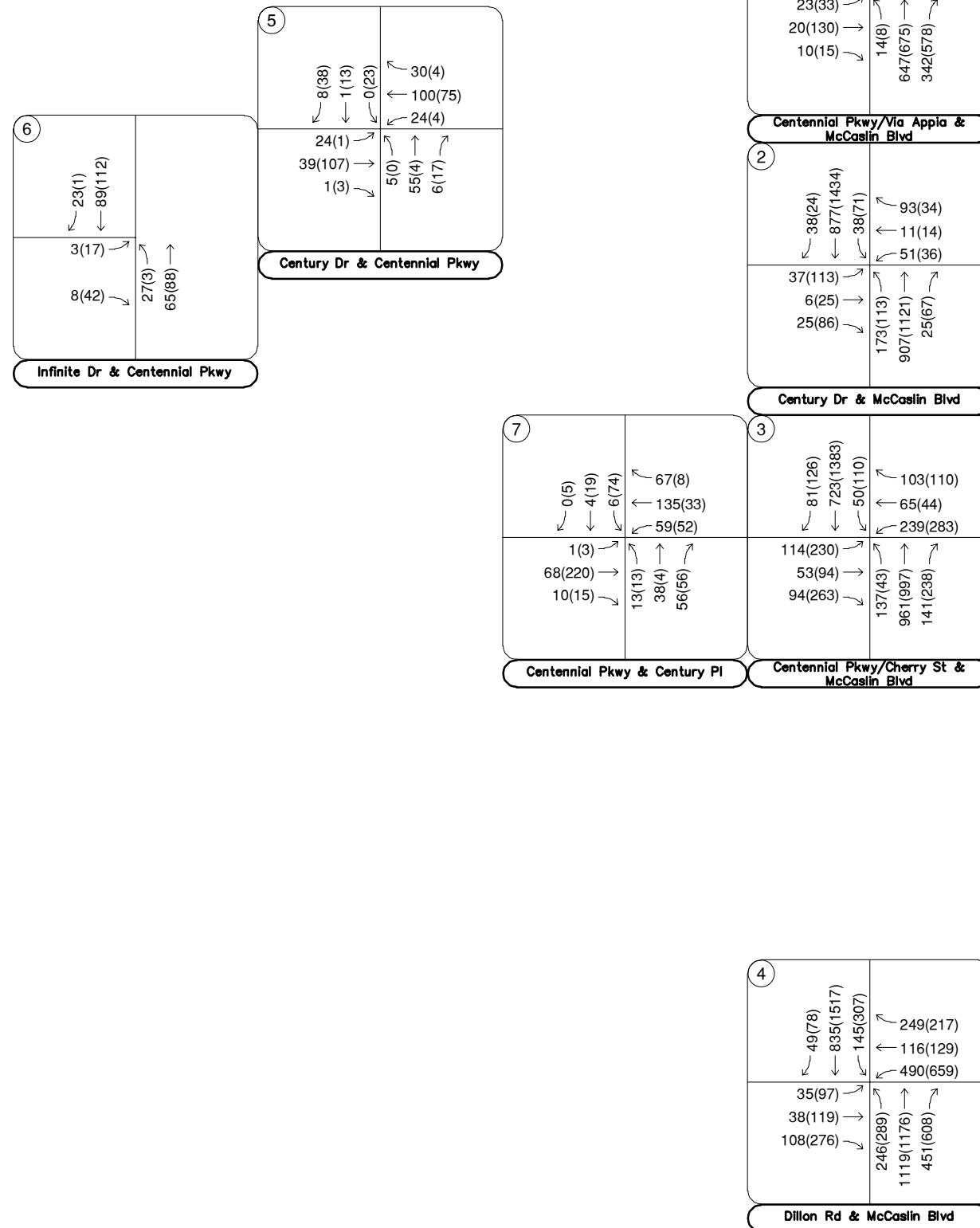


FIGURE 4
Centennial Valley Residential
Louisville, Colorado
2050 Background Traffic Volumes

LEGEND	
(X)	Study Area Key Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume



4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*¹ published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report average rates/fitted curve equations that apply to Single-Family Attached Housing (ITE Land Use Code 215), Multifamily Low-Rise Housing (ITE Land Use Code 220), and Affordable Housing (ITE Land Use Code 223). for traffic associated with the development.

With the Centennial Parkway project being constructed near McCaslin Boulevard and the Denver-Boulder Turnpike (US-36), a five (5) percent reduction of trips has been applied to the residential uses. The proposed five (5) percent multimodal reduction is supported by the project's proximity to established transit services, bicycle facilities, and pedestrian infrastructure, as well as planned connections that enhance accessibility. The site is located near McCaslin Station, which serves the Flatiron Flyer BRT and multiple RTD routes, providing regional transit access. McCaslin Boulevard and Centennial Parkway provide existing on-street bicycle facilities and connections to a broader network identified in the City of Louisville Transportation Master Plan, including planned multi-use paths and regional trail connections. Pedestrian facilities are also well established, with detached sidewalks along key corridors and signalized crossings on McCaslin Boulevard supporting safe access to nearby destinations and transit stops. **Figure 6** displays the existing pedestrian, bicycle, and transit infrastructure in the nearby area. The project will integrate with these multimodal facilities through internal sidewalks and direct connections to adjacent corridors, bike lanes, and transit stops. The surrounding area also includes a mix of residential, office, and retail uses which supports capture among the uses and multimodal usage. These characteristics support multimodal travel opportunities; therefore, it is anticipated that the development will utilize alternative modes of transportation.

¹ Institute of Transportation Engineers, *Trip Generation Manual*, Twelfth Edition, Washington DC, 2025.

Centennial Parkway, with multimodal reduction, is expected to generate approximately 6,398 weekday daily trips, with 420 of these trips occurring during the morning peak hour and 542 of these trips occurring during the afternoon peak hour. Calculations were based on the procedure and information provided in the *ITE Trip Generation Manual, 12th Edition – Volume 1: User's Guide and Handbook*, 2025. **Table 1** summarizes the estimated trip generation for the site. The trip generation worksheets are included in **Appendix D**.

Table 1 – Centennial Valley Residential Traffic Generation

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Single-Family Attached Housing (ITE 215) – B1, F2: 96 Dwelling Units	632	11	34	45	27	20	47
Multifamily Low-Rise Housing (ITE 220) – C1, F1: 850 Dwelling Units	4,906	74	236	310	257	158	415
Single-Family Attached Housing (ITE 215) – G3: 25 Dwelling Units	164	3	9	12	7	6	13
Affordable Housing (ITE 223) – L7: 102 Dwelling Units	492	11	26	37	31	22	53
Multifamily Low-Rise Housing (ITE 220) – O2: 75 Dwelling Units	544	9	30	39	27	16	43
Total Project Trips	6,738	108	335	443	349	222	571
Total Project Trips with TOD Reduction	6,398	103	317	420	331	211	542

With development of this project, the parcels will be rezoned from P-C: Planning Community Commercial to residential land use. Further, it should be noted that the McCaslin Boulevard Small Area Plan identified all the project parcels to be developed as office use while parcel O2 was planned as retail/office. As such, a trip generation comparison of a potential uses from the McCaslin Boulevard Small Area Plan evaluated as office use (calculated using the 12th Edition fitted curve equations for General Office Building - ITE Land Use Code 710) was compared to the current proposal evaluated specifically above which is a mix of residential uses (ITE Land Use Code 215/220/223). It should be noted that general retail generates more trips than general office; therefore, to provide a conservative trip generation comparison, general office was utilized for the O2 area that could develop as either office or retail. The following **Table 2** compares the trip generation of the McCaslin Boulevard Small Area Plan office use to the proposed residential land uses. The trip generation worksheets are included in **Appendix D**.

Table 2 – Trip Generation Comparison: Existing Zoning vs Proposed Land Uses

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing Zoning / McCaslin Small Area Plan							
Office (ITE 710 – 0.4 FAR) – 1,050,000 Square Feet	6,698	1,052	144	1,196	171	900	1,071
Proposed Land Uses							
Residential (Mix of ITE 215/220/223) – 1,148 Dwelling Units	6,738	108	335	443	349	222	571
Net Difference in Trips	+40	-944	+191	-753	+178	-678	-500

As summarized in **Table 2**, the McCaslin Boulevard Small Area Plan office use is anticipated to generate approximately 6,698 weekday daily trips with 1,196 of these trips occurring during the morning peak hour and 1,071 of these trips occurring during the afternoon peak hour. Therefore, the proposed mix of residential development is calculated to generate approximately 40 more daily trips, 753 fewer trips in the morning peak hour, and 500 fewer trips in the afternoon peak hour compared to a use that could be developed in the existing zoning.

4.2 Trip Distribution

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The distribution was divided into four zones, including the B1, C1, F1, F2 sites, the G3 site, the L7 site, and the O2 site. The overall project trip distribution for the proposed development is illustrated in **Figure 7** while the trip distribution for each zone can be found in **Appendix E**.

4.3 Traffic Assignment

The project's traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Total traffic assignment is shown in **Figure 8** while zone traffic assignments are in **Appendix E**.

4.4 Total (Background Plus Project) Traffic

Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short-term 2030 buildout horizon and long-term 2050 twenty-year planning horizon. These total traffic volumes for the study area are illustrated for the 2030 and 2050 horizon years in **Figure 9** and **Figure 10**, respectively.

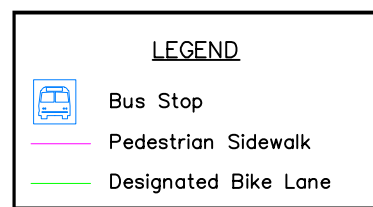


FIGURE 6
Centennial Valley Residential
Louisville, Colorado
Multimodal Facilities



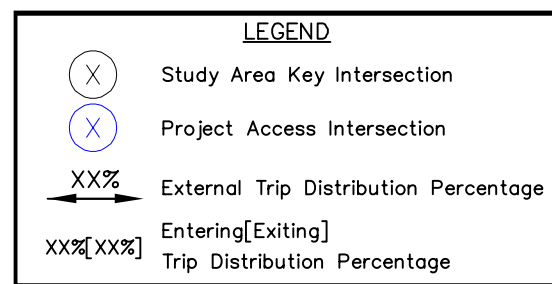
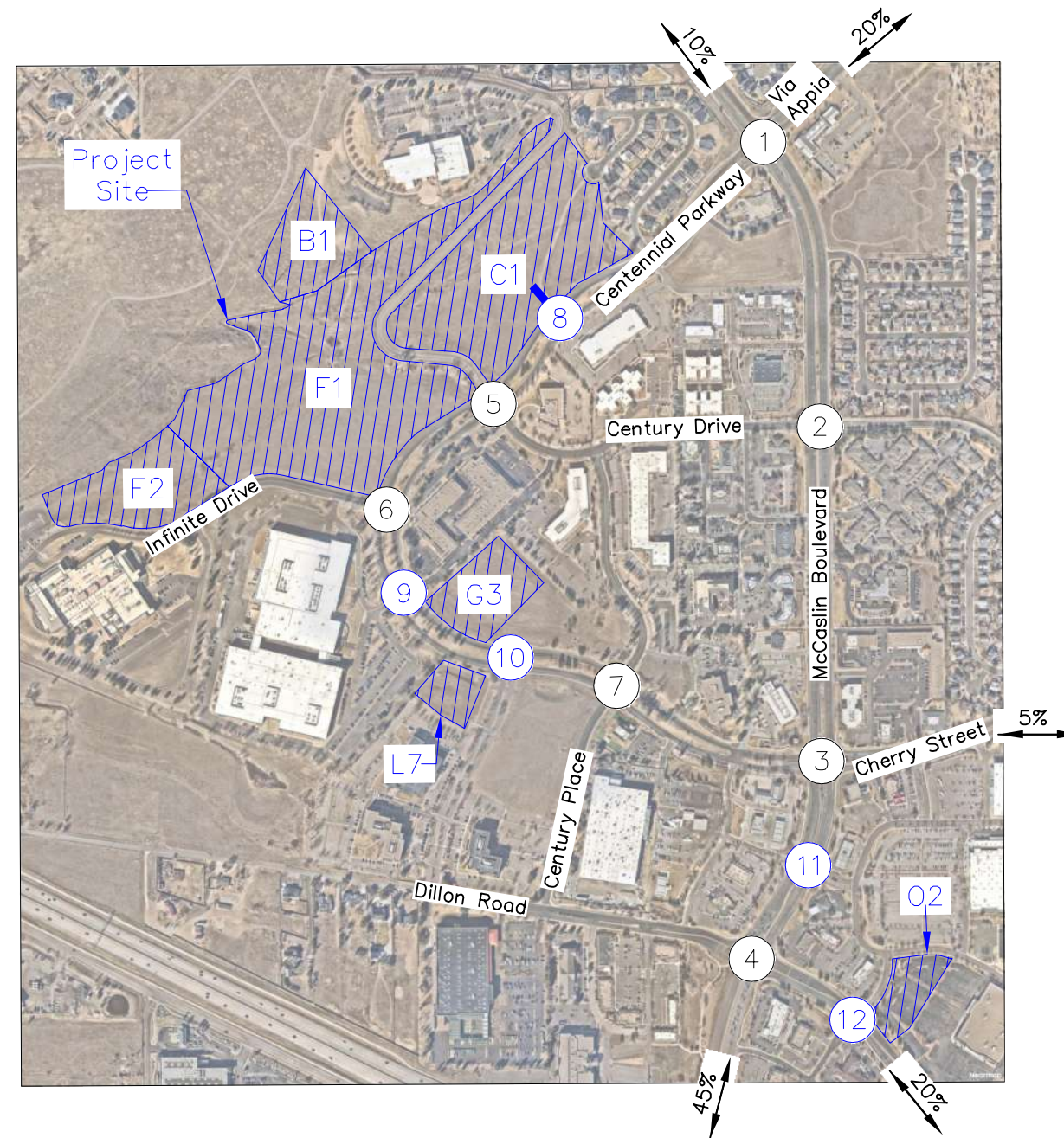


FIGURE 7
Centennial Valley Residential
Louisville, Colorado
Project Trip Distribution

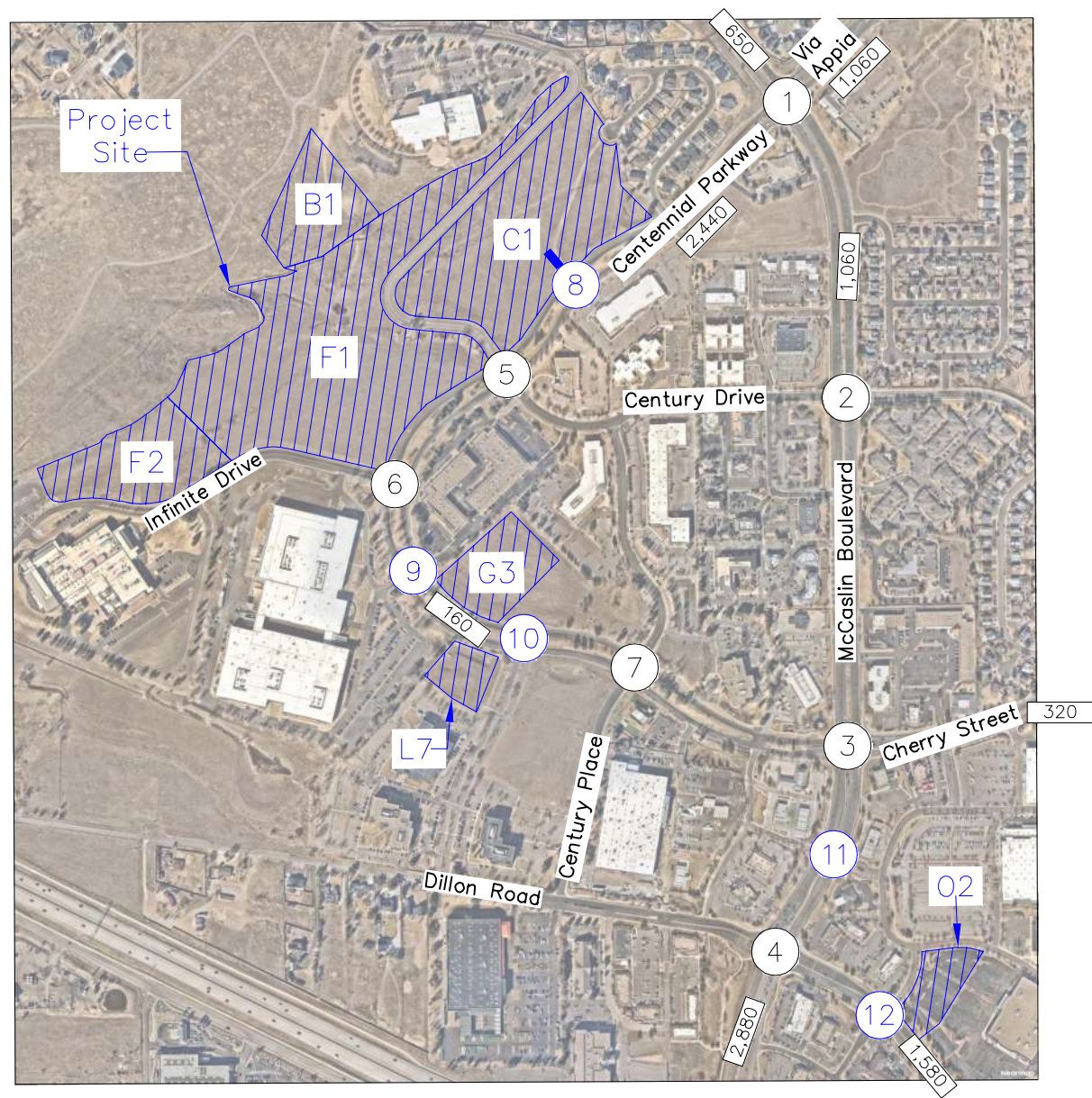
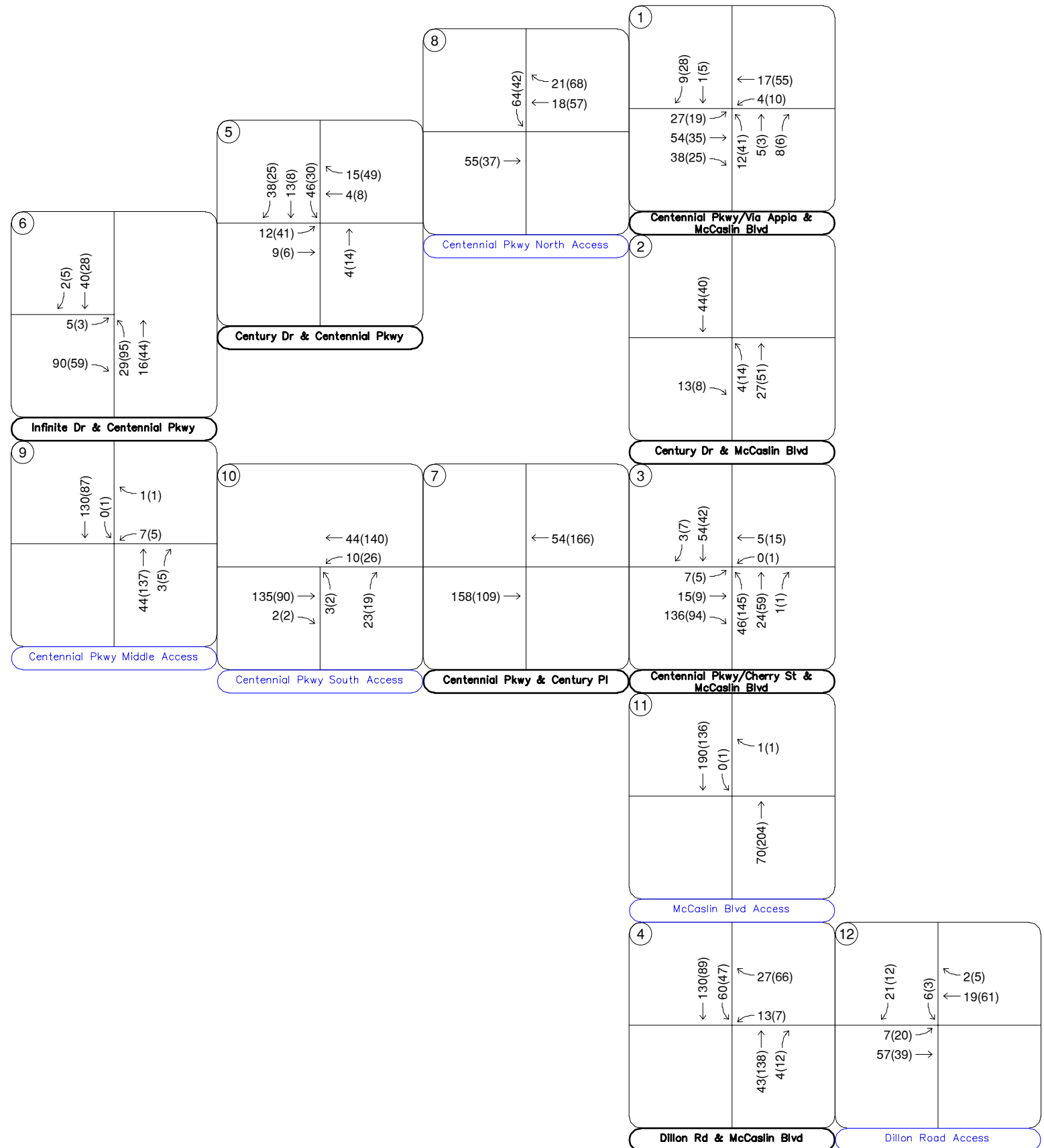
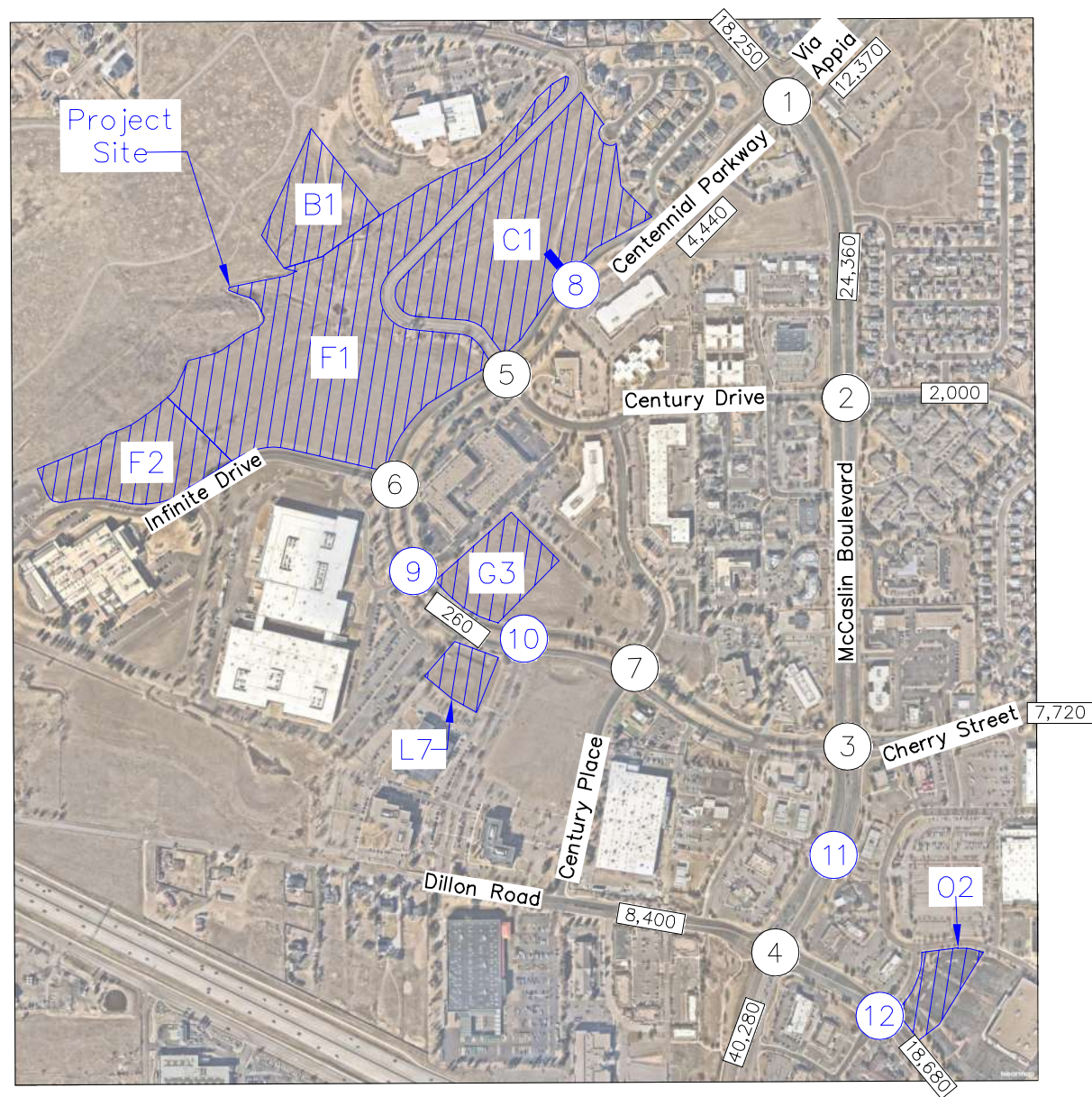


FIGURE 8
Centennial Valley Residential
Louisville, Colorado
Project Traffic Assignment

LEGEND	
(X)	Study Area Key Intersection
(X)	Project Access Intersection
xxx(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

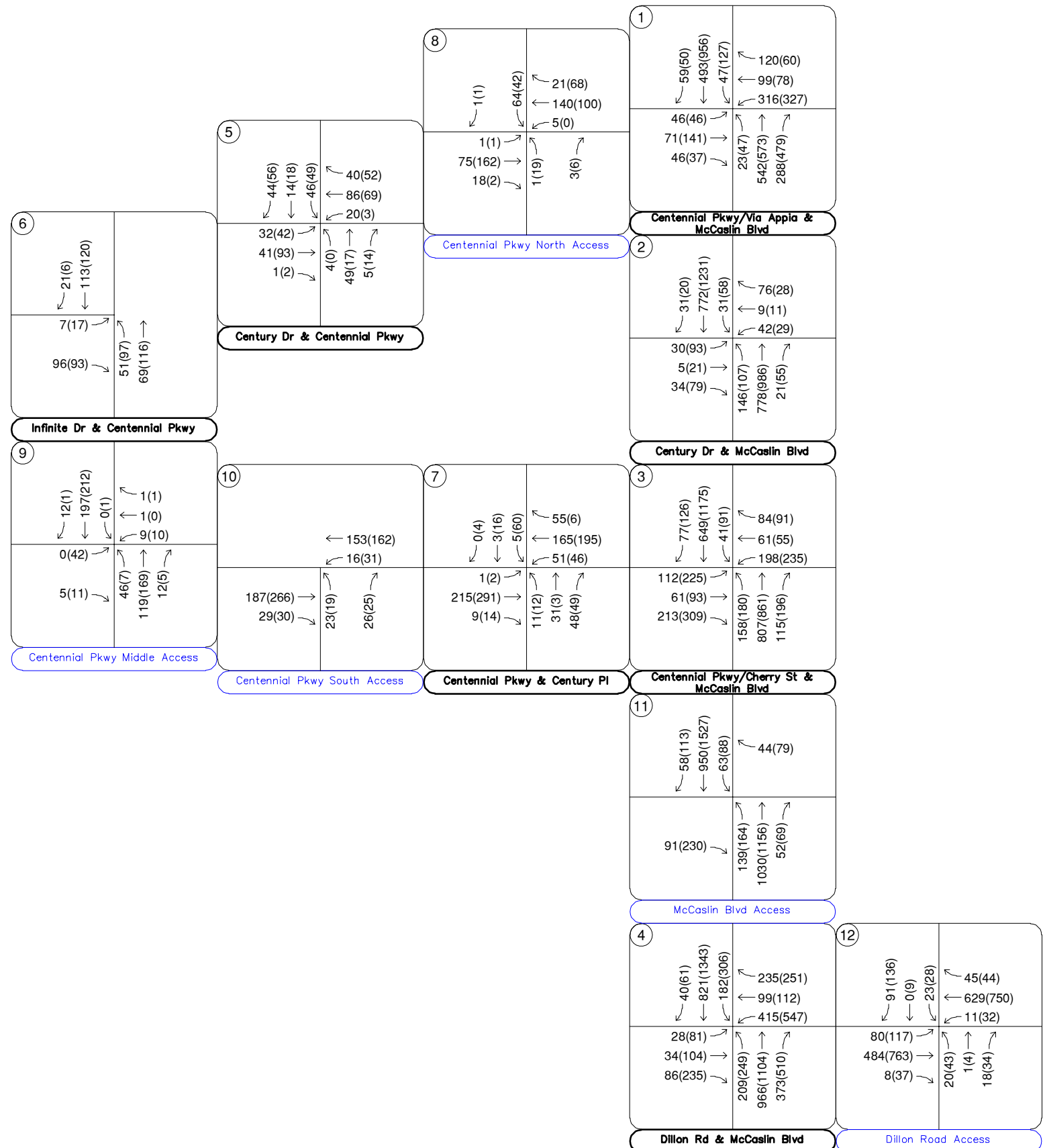




LEGEND

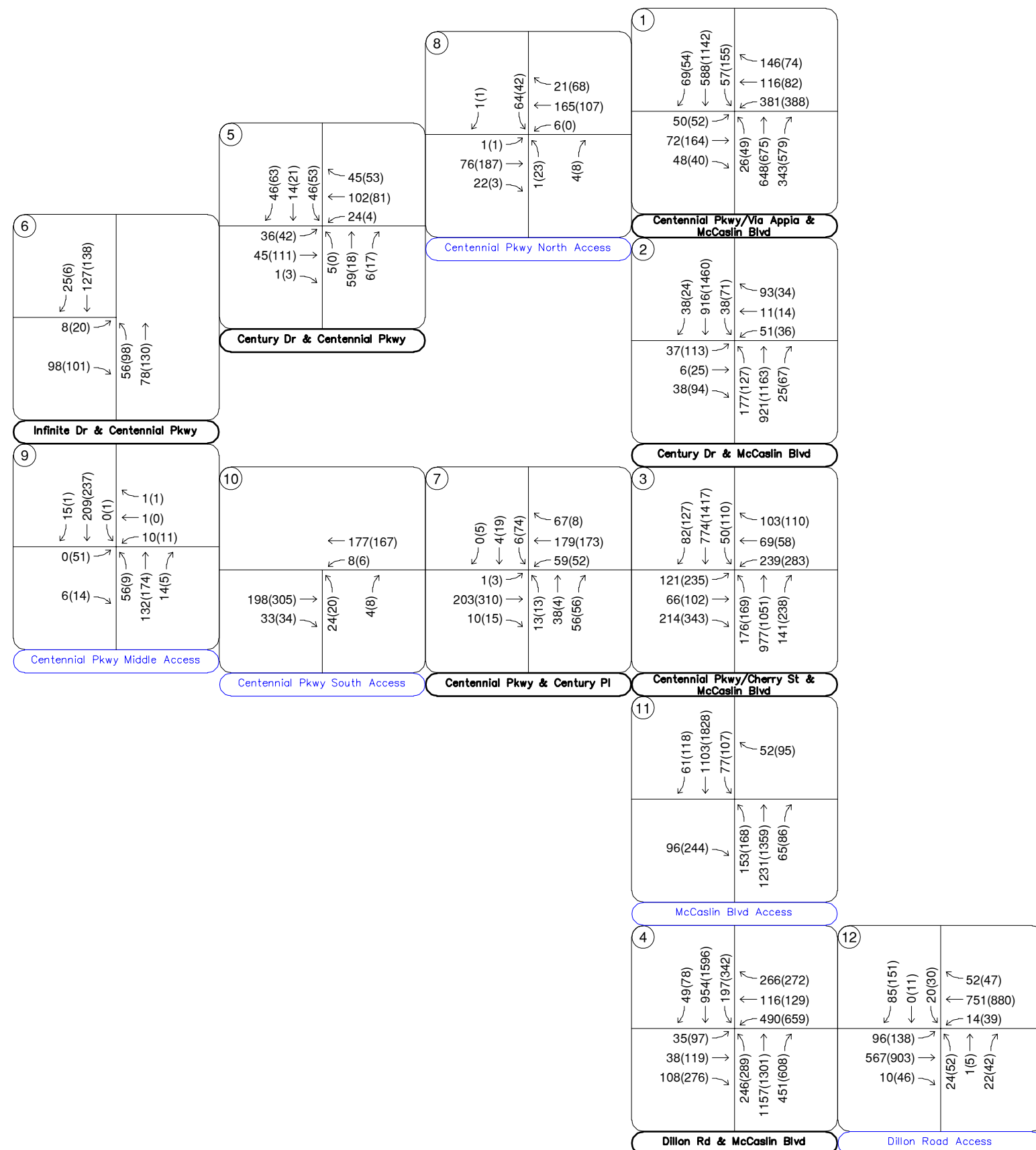
- (X) Study Area Key Intersection
- (X) Project Access Intersection
- xxx(xxx) Weekday AM(PM)
Peak Hour Traffic Volumes
- xx,x00 Estimated Daily Traffic Volume

FIGURE 9
Centennial Valley Residential
Louisville, Colorado
2030 Total Traffic Volumes



LEGEND

	Study Area Key Intersection
	Project Access Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
	Estimated Daily Traffic Volume



5.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2030 and 2050 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the *Highway Capacity Manual (HCM)*².

5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). For intersections and roadways in this study area, standard traffic engineering practice recommends overall intersection LOS D and movement/approach LOS E as the minimum desirable thresholds for acceptable operations. **Table 3** shows the definition of level of service for signalized and unsignalized intersections.

Table 3 – Level of Service Definitions

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

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

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

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

5.2 Key Intersection Operational Analysis

Calculations for the operational level of service at the key intersections for the study area are provided in **Appendix F**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 2**. Existing peak hour factors were utilized in the existing and 2030 horizon analysis years while the HCM urban standard of 0.92 was used for the long-term 2050 horizon analysis at intersections where this peak hour was not yet achieved in existing conditions. The existing heavy vehicle percentages obtained from the turning movement counts were also used in each horizon year. The signalized intersection analysis utilizes the observed cycle lengths and timing with optimized phasing. Synchro traffic analysis software was used to analyze the signalized and unsignalized key intersections for HCM level of service.

Centennial Parkway/Via Appia and McCaslin Boulevard (#1)

The signalized intersection of Centennial Parkway/Via Appia and McCaslin Boulevard (#1) operates with protected-permissive left turn phasing on the north-south McCaslin Boulevard legs while the eastbound and westbound along Centennial Parkway/Via Appia operate with split phasing. The intersection operates acceptably at LOS C or better during both peak hours under existing conditions. With project traffic, the intersection is anticipated to continue operating at an acceptable level of service throughout the 2050 horizon. Notably, the overall intersection delay decreases from the 2026 existing conditions to the 2030 background conditions. The decrease in delays is a result of additional north/south through traffic that better utilizes the signal splits and traffic being added to movements that have less delay than the average intersection delay, therefore decreasing the north/south through delays and thus the overall intersection delay. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 4** provides the results of the LOS analysis conducted at this intersection.

Table 4 – Centennial Parkway/Via Appia and McCaslin Boulevard LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing	22.1	C	20.3	C
2030 Background	21.4	C	19.5	B
2030 Background Plus Project	24.2	C	22.4	C
2050 Background	28.3	C	22.2	C
2050 Background Plus Project	30.2	C	24.6	C

Century Drive and McCaslin Boulevard (#2)

The signalized intersection of Century Drive and McCaslin Boulevard (#2) operates with protected-permissive left turn phasing on all approaches. Of note, the observed timings operated with permissive-only left turn phasing on the east-west Century Drive legs during the morning peak hour. During the afternoon peak hour, all four approaches operated with protected-permissive phasing. The intersection operates acceptably at LOS A or better during both peak hours under existing conditions. With project traffic, the intersection is anticipated to continue operating at an acceptable level of service throughout the 2050 horizon. Notably, the overall intersection delay decreases from the 2026 existing conditions to the 2030 background conditions. The decrease in delays is a result of additional north/south through traffic that better utilizes the signal splits and traffic being added to movements that have less delay than the average intersection delay, therefore decreasing the north/south through delays and thus the overall intersection delay. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 5** provides the results of the LOS analysis conducted at this intersection.

Table 5 – Century Drive and McCaslin Boulevard LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing	6.8	A	8.7	A
2030 Background	6.6	A	8.6	A
2030 Background Plus Project	6.7	A	9.4	A
2050 Background	8.3	A	12.7	B
2050 Background Plus Project	8.4	A	14.0	B

Centennial Parkway/Cherry Street and McCaslin Boulevard (#3)

The signalized intersection of Centennial Parkway/Cherry Street and McCaslin Boulevard (#3) operates with protected-permissive left turn phasing on the north-south McCaslin Boulevard legs while the eastbound and westbound along Centennial Parkway/Cherry Street operate with split phasing. The intersection operates acceptably at LOS C or better during both peak hours under existing conditions. With project traffic and optimized signal splits, the intersection is anticipated to continue operating at an acceptable level of service throughout the 2050 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 6** provides the results of the LOS analysis conducted at this intersection.

Table 6 – Centennial Parkway/Cherry Street and McCaslin Boulevard LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing	32.3	C	11.1	B
2030 Background	38.0	D	32.8	C
2030 Background Plus Project	59.2	E	51.1	D
2030 Background Plus Project ¹	18.2	B	35.4	D
2050 Background	43.5	D	37.7	D
2050 Background Plus Project ¹	21.6	C	40.2	D

1 = Optimized timings

Dillon Road and McCaslin Boulevard (#4)

The signalized intersection of Dillon Road and McCaslin Boulevard (#4) operates with protected-only left turn phasing on all approaches. The intersection operates acceptably at LOS D or better during both peak hours under existing conditions. With project traffic and optimized signal splits, the intersection is anticipated to continue operating at an acceptable level of service throughout the 2050 horizon. Therefore, no lane improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 7** provides the results of the LOS analysis conducted at this intersection.

Table 7 – Dillon Road and McCaslin Boulevard LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing	46.8	D	26.8	C
2030 Background	49.9	D	39.8	D
2030 Background Plus Project	51.1	D	41.3	D
2050 Background	71.0	E	55.9	E
2050 Background Plus Project	67.9	E	58.0	E
2050 Background Plus Project ¹	27.4	C	46.0	D

1 = Optimized Timings

Centennial Parkway and Century Drive (#5)

The unsignalized intersection of Centennial Parkway and Century Drive (#5) operates with stop control on the northbound and southbound Century Drive approaches. The intersection movements operate acceptably at LOS B or better during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2050 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 8** provides the results of the LOS.

Table 8 – Centennial Parkway and Century Drive LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing				
Northbound Left	9.8	A	-	A
Northbound Through/Right	10.6	B	9.4	A
Eastbound Left	7.5	A	7.4	A
Westbound Left	7.3	A	7.5	A
Southbound Left	-	A	9.9	A
Southbound Through/Right	9.1	A	9.4	A
2030 Background				
Northbound Left	9.8	A	-	A
Northbound Through/Right	10.7	B	9.4	A
Eastbound Left	7.5	A	7.4	A
Westbound Left	7.3	A	7.5	A
Southbound Left	-	A	10.0	A
Southbound Through/Right	9.1	A	9.4	A
2030 Background Plus Project				
Northbound Left	10.5	B	-	A
Northbound Through/Right	11.1	B	11.0	B
Eastbound Left	7.6	A	7.7	A
Westbound Left	7.4	A	7.5	A
Southbound Left	11.1	B	12.2	B
Southbound Through/Right	9.7	A	10.3	B
2050 Background				
Northbound Left	10.0	A	-	A
Northbound Through/Right	10.9	B	9.3	B
Eastbound Left	7.6	A	7.4	A
Westbound Left	7.3	A	7.5	A
Southbound Left	-	A	9.7	B
Southbound Through/Right	9.1	A	9.3	B
2050 Background Plus Project				
Northbound Left	10.5	B	-	A
Northbound Through/Right	11.3	B	10.3	A
Eastbound Left	7.6	A	7.6	A
Westbound Left	7.4	A	7.5	A
Southbound Left	11.1	B	11.0	A
Southbound Through/Right	9.7	A	9.8	A

Infinite Drive and Centennial Parkway (#6)

The unsignalized 'T'-intersection of Infinite Drive and Centennial Parkway (#6) operates with stop control on the eastbound Infinite Drive approach. The intersection movements operate acceptably at LOS A during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2050 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 9** provides the results of the LOS analysis conducted at this intersection.

Table 9 – Infinite Drive and Centennial Parkway LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing				
Northbound Left	7.5	A	7.5	A
Eastbound Approach	9.0	A	9.6	A
2030 Background				
Northbound Left	7.5	A	7.5	A
Eastbound Approach	9.0	A	9.7	A
2030 Background Plus Project				
Northbound Left	7.7	A	8.0	A
Eastbound Approach	9.9	A	11.3	B
2050 Background				
Northbound Left	7.5	A	7.5	A
Eastbound Approach	9.1	A	9.3	A
2050 Background Plus Project				
Northbound Left	7.7	A	7.7	A
Eastbound Approach	9.7	A	10.1	B

Centennial Parkway and Century Place (#7)

The unsignalized intersection of Centennial Parkway and Century Place (#7) operates with stop control on the northbound approach along Century Place provides one lane for all movements. The intersection movements operate acceptably at LOS B or better during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2050 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 10** provides the results of the LOS analysis conducted at this intersection.

Table 10 – Centennial Parkway and Century Place LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing				
Northbound Approach	10.5	B	10.0	B
Eastbound Left	7.6	A	7.3	A
Westbound Left	7.4	A	7.8	A
Southbound Left	11.7	B	12.3	B
Southbound Through/Right	11.3	B	11.0	B
2030 Background				
Northbound Approach	10.9	B	11.0	B
Eastbound Left	7.6	A	7.3	A
Westbound Left	7.5	A	7.9	A
Southbound Left	12.6	B	14.2	B
Southbound Through/Right	11.9	B	11.9	B
2030 Background Plus Project				
Northbound Approach	13.6	B	13.8	B
Eastbound Left	7.8	A	7.8	A
Westbound Left	7.9	A	8.3	A
Southbound Left	16.7	C	24.9	C
Southbound Through/Right	14.6	B	16.5	C
2050 Background				
Northbound Approach	11.4	B	10.8	B
Eastbound Left	7.7	A	7.3	A
Westbound Left	7.5	A	7.9	A
Southbound Left	13.3	B	13.9	B
Southbound Through/Right	12.3	B	11.7	B
2050 Background Plus Project				
Northbound Approach	13.7	B	12.5	B
Eastbound Left	7.8	A	7.6	A
Westbound Left	7.8	A	8.1	A
Southbound Left	16.8	C	19.7	C
Southbound Through/Right	14.5	B	14.4	B

Project Accesses

Five existing accesses were analyzed that will serve the residential developments. Of the five accesses, three accesses are located along Centennial Parkway, a three-quarter access is located along McCaslin Boulevard, and one access is located along Dillon Road. With completion of the project, a north leg is proposed at the North Access along Centennial Parkway, located approximately a quarter of a mile southwest of the intersection of Centennial Parkway/ Via Appia and McCaslin Boulevard. It is recommended that a R1-1 “STOP” sign be installed on the southbound approach for vehicles exiting the development. **Table 11** provides the results of the level of service for these project accesses. As shown in the table, the project access intersections are anticipated to have all movements operating acceptably during the peak hours in the buildout year 2030 horizon. Similarly, the access movements are anticipated to operate acceptably in the 2050 long-term horizon except for Dillon Road Access (#12). If 2050 traffic volumes are realized, it is expected that the northbound left turning movement at the Dillon Road Access will operate with a failing level of service. However, project traffic does not contribute to the failing movement, and the long delay only occurs during the afternoon peak hour of the long-term twenty-year planning level horizon. Further, it is common for minor movements to have failing levels of service during peak hours along major roadways. Additionally, there is sufficient connection within the area to the south that vehicles can reroute and utilize other routes, including the intersection of Dillon Road and Dahlia Street. If the anticipated volumes are reached, the City of Louisville could consider restricting this access to operate with three-quarters movements either full-time or during the peak hours with posted signage or otherwise realize the vehicle delays would only be for limited period of time in the afternoon peak hour.

Table 11 – Project Access Level of Service Results

Intersection	2030 Total				2050 Total			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS
Centennial Parkway North Access (#8)								
Northbound Approach	9.0	A	10.7	B	9.0	A	10.0	B
Eastbound Left	7.6	A	7.8	A	7.6	A	7.6	A
Westbound Left	7.4	A	-	A	7.4	A	-	A
Southbound Approach	10.2	B	11.5	B	10.4	B	10.5	B
Centennial Parkway Middle Access (#9)								
Northbound Left	7.8	A	8.0	A	7.9	A	7.8	A
Eastbound Approach	9.8	A	12.2	B	9.8	A	11.1	B
Westbound Approach	10.9	B	11.6	B	11.1	B	10.7	B
Southbound Left	-	A	7.8	A	-	A	7.6	A
Centennial Parkway South Access (#10)								
Northbound Left	10.5	B	12.1	B	10.4	B	10.9	B
Northbound Right	9.7	A	11.2	B	9.5	A	10.3	B
Westbound Left	7.8	A	8.5	A	7.8	A	8.1	A
McCaslin Boulevard Access (#11)								
Northbound Left	12.8	B	24.3	C	14.8	B	44.4	E
Eastbound Right	10.6	B	13.5	B	10.8	B	14.9	B
Westbound Right	10.0	B	10.6	B	10.4	B	11.0	B
Southbound Left	12.4	B	13.4	B	13.6	B	16.5	C
Dillon Road Access (#12)								
Northbound Left	18.5	C	34.4	D	22.9	C	69.6	F
Northbound Thru/Right	9.5	A	11.7	B	9.7	A	13.7	B
Eastbound Left	9.6	A	10.3	B	10.4	B	11.4	B
Westbound Left	8.0	A	8.7	A	8.2	A	9.2	A
Southbound Approach	14.3	B	19.8	C	15.9	C	28.4	D

5.3 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths. Results are shown in the following **Table 12** with calculations provided within the level of service operational sheets of **Appendix F** for unsignalized intersections and **Appendix G** for signalized intersections.

Table 12 – Turn Lane Queuing Analysis Results

Intersection Turn Lane	Existing Turn Lane Length	2030 Calculated Queue (AM/PM)	2030 Recommended Length	2050 Calculated Queue (AM/PM)	2050 Recommended Length
Centennial Pkwy/Via Appia & McCaslin (#1)					
Eastbound Left	150'	77'/76'	150'	82'/83'	150'
Eastbound Right	150'	25'/25'	150'	25'/25'	150'
Westbound Left	C/150'	210'/186'	C/150'	275'/227'	C/150'
Westbound Right	250'	59'/25'	250'	63'/25'	250'
Northbound Left	125'	25'/32'	125'	25'/33'	125'
Northbound Right	350'	135'/83'	350'	128'/102'	350'
Southbound Left	125'	29'/77'	125'	33'/93'	125'
Southbound Right	150'	25'/25'	150'	25'/25'	150'
Century Dr & McCaslin (#2)					
Eastbound Left	225'	58'/155'	225'	69'/172'	225'
Westbound Left	100'	73'/54'	100'	92'/62'	100'
Northbound Left	225'	25'/46'	225'	35'/76'	225'
Northbound Right	100'	25'/25'	100'	25'/25'	100'
Southbound Left	100'	25'/25'	100'	25'/25'	100'
Centennial Pkwy/Cherry St & McCaslin (#3)					
Eastbound Left	50'	156'/ 339'	325'	166'/ 346'	325'
Eastbound Right	75'	25'/25'	75'	25'/25'	75'
Westbound Left	C/150'	125'/144'	C/150'	146'/184'	C/150'
Westbound Right	150'	25'/25'	150'	25'/25'	150'
Northbound Left	250'	209'/206'	250'	217'/169'	250'
Northbound Right	C	38'/61'	C	51'/35'	C
Southbound Left	300'	78'/131'	300'	87'/181'	300'
Southbound Right	75'	25'/56'	75'	25'/64'	75'
Dillon Rd & McCaslin (#4)					
Eastbound Left	125'/C	27'/34'	125'/C	32'/71'	125'/C
Eastbound Right	150'	25'/25'	150'	25'/25'	150'
Westbound Left	C/250'	334'/341'	C/250'	179'/446'	C/250'
Westbound Right	250'	25'/25'	250'	25'/25'	250'
Northbound Left	450' DL	124'/154'	450' DL	143'/291'	450' DL
Northbound Right	C	48'/165'	C	84'/293'	C
Southbound Left	200'/150'	115'/175'	200'/150'	124'/157'	200'/150'
Southbound Right	75'	25'/25'	75'	25'/25'	75'
Centennial Pkwy & Century Dr (#5)					
Eastbound Left	125'	25'/25'	125'	25'/25'	125'
Westbound Left	100'	25'/25'	100'	25'/25'	100'
Eastbound Right	100'	25'/25'	100'	25'/25'	100'
Westbound Right	75'	25'/25'	75'	25'/25'	75'

Intersection Turn Lane	Existing Turn Lane Length	2030 Calculated Queue (AM/PM)	2030 Recommended Length	2050 Calculated Queue (AM/PM)	2050 Recommended Length
Northbound Left Southbound Left					
Infinite Dr & Centennial Pkwy (#6) Northbound Left	75'	25'/25'	75'	25'/25'	75'
Centennial Pkwy & Century Pl (#7) Eastbound Left Westbound Left Southbound Left	75' 75' 100'	25'/25' 25'/25' 25'/25'	75' 75' 100'	25'/25' 25'/25' 25'/25'	75' 75' 100'
Centennial Pkwy North Access (#8) Eastbound Left Westbound Left	100' 50'	25'/25' 25'/25'	100' 50'	25'/25' 25'/25'	100' 50'
Centennial Pkwy Middle Access (#9) Northbound Left Southbound Left	75' 75'	25'/25' 25'/25'	75' 75'	25'/25' 25'/25'	75' 75'
Centennial Pkwy South Access (#10) Northbound Left Northbound Right Westbound Left	C C 75'	25'/25' 25'/25' 25'/25'	C C 75'	25'/25' 25'/25' 25'/25'	C C 75'
McCaslin Blvd Access (#11) Northbound Left Southbound Left	125' 200'	50'/75' 25'/25'	125' 200'	50'/125' 25'/50'	125' 200'
Dillon Rd Access (#12) Eastbound Left Westbound Left	75' 75'	25'/25' 25'/25'	75' 75'	25'/25' 25'/25'	75' 75'

DL = Dual Left; C = Continuous Lane; **Blue Text** = Recommendation; **Red Text** = Turn Lane constraint

All queues are anticipated to remain within the existing or recommended turn lane lengths through 2050 except for the eastbound left turn lane at the intersection of Centennial Parkway/Cherry Street and McCaslin Boulevard.

It is recommended that the eastbound left at the intersection of Centennial Parkway/Cherry Street and McCaslin Boulevard be extended to the maximum length of 325 feet to approximately accommodate anticipated vehicle queues. It is important to note that project-generated traffic does not contribute to the need for this extension. Further, evaluation of this intersection may be appropriate, as existing operational challenges are primarily related to geometric constraints and wide median widths. Adjustments to the median geometry to better align the opposing eastbound and westbound left-turn lanes could be considered and would allow for protected-permissive

signal phasing by eliminating overlapping vehicle paths. When evaluated with protected-permissive phasing, eastbound left-turn queues decrease from approximately 350 feet to approximately 250 feet during the afternoon peak hour. Overall intersection operations also improve under this phasing strategy, with reduced delay observed for the minor street approaches along Centennial Parkway and Cherry Street. Given the complexity of the intersection geometry and the influence of wide medians on operations, this location may warrant further operational evaluation to improve efficiency. Although the intersection of Centennial Parkway/Via Appia and McCaslin Boulevard operates accepting and vehicle queues are contained in existing turn lanes (westbound continuous left turn lane has a long vehicle queue), the same wide median modifications could be explored at this intersection to align left turn lanes and potentially remove the inefficient split phasing signal timings on the minor approaches.

5.4 Crash Analysis

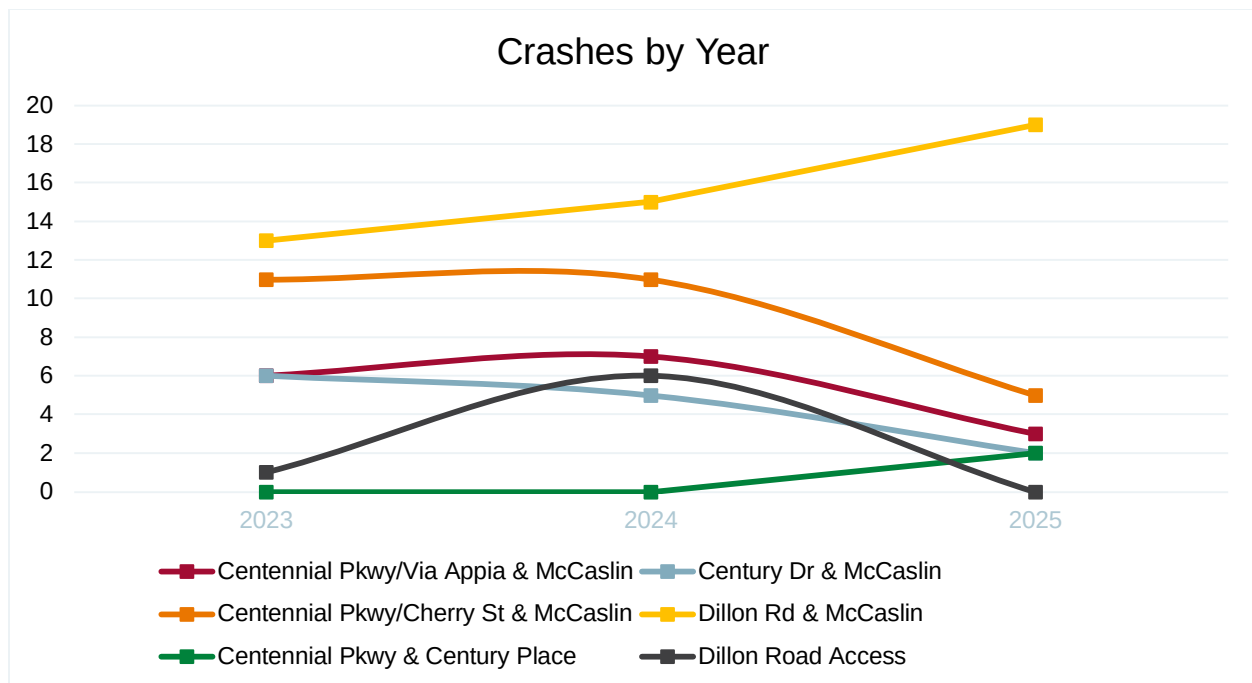
Existing crash data reported between 2023 and 2025 adjacent to the project site were evaluated as part of this study. Data was obtained from the Colorado Department of Transportation (CDOT) Crash Data Consortium. The data includes the crash time and date, crash type, crash severity, weather, roadway, lighting conditions, and crash location, among other relevant crash information. The crash data was reported by the City of Louisville Police Department. The raw crash data used in this analysis are included in **Appendix H**. A map of the crash data can be seen below.



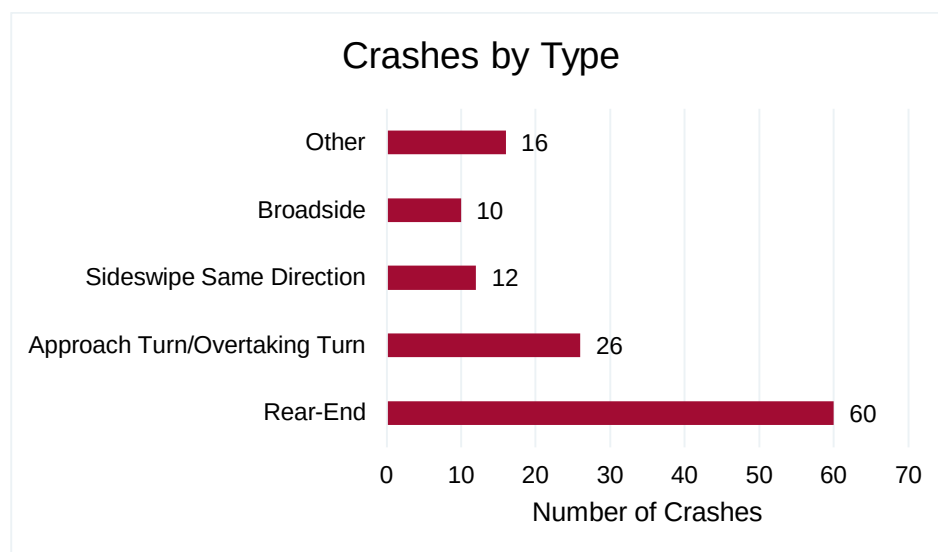
CDOT Crash Data (2023-2025)

There was a total of 124 crashes within the study area in the studied roadways between 2023 and 2025. Of these 124 crashes, 16 crashes occurred at the Centennial Parkway/Via Appia & McCaslin Boulevard intersection, 13 occurred at the Century Drive & McCaslin Boulevard intersection, 27 occurred at the Centennial Parkway/Cherry Street & McCaslin Boulevard intersection, and 47 occurred at the Dillon Road & McCaslin Boulevard intersection. Further, of the 124 crashes, 7 crashes occurred at the Dillon Road Access and two (2) crashes occurred at the Centennial Parkway and Century Place intersection. The remaining 12 crashes occurred elsewhere within the area, not at an intersection.

The number of crashes reported by intersection each year is illustrated by below. As shown in the chart, crashes have varied year to year at each intersection. However, there were a total of 44 crashes reported in 2024 compared to 37 in 2023 and 31 in 2025.



The number of crashes by the most common crash type at each intersection is included in the chart below. As shown in the chart, rear-end collisions comprise the majority of crashes within the study area. Rear-end collisions are typically caused by distracted driving, following too closely, speeding, weather conditions, and can also be caused by excessive and unexpected vehicle queues or stoppages.



The crashes by severity are shown in **Table 13** below. As shown in the table, approximately 80 percent of crashes experienced no reported injury, while roughly 10 percent of crashes were a possible suspected injury, and eight percent of crashes reported a minor injury. Between 2023 and 2025, there were two reported crashes with major injuries. One major injury was in 2023 at the intersection of Century Drive and McCaslin Boulevard and occurred due to an approach turn collision, the front of one car into the side of the other. The other serious injury was in 2024 at the intersection of Dillon Road and McCaslin Boulevard and occurred due to a broadside collision where one vehicle rolled over. There were no fatalities in the area within the studied time period.

Table 13 – Crashes by Severity Summary

Severity	Year			# of Crashes	%
	2023	2024	2025		
Fatality	0	0	0	0	0%
Serious Injury	1	1	0	2	2%
Minor Injury	6	2	2	10	8%
Possible Injury	4	4	4	12	10%
Property Damage Only/No Injury	33	38	29	100	80%
Total	44	45	35	124	100%

5.5 Transit, Bicycle, and Pedestrian Evaluation

Transit, bicycle, and pedestrian evaluations were conducted to ensure all aspects of transportation are addressed within the study area. Existing conditions and planned improvements were reviewed based on the City of Louisville’s 2019 Transportation Master Plan (TMP) and existing infrastructure along the key corridors of McCaslin Boulevard, Centennial Parkway, and Dillon Road.

Along McCaslin Boulevard south of Centennial Parkway/Via Appia, the Transportation Master Plan (TMP) identifies this segment as a critical transit corridor due to its proximity to McCaslin Station, a major regional hub serving the Flatiron Flyer Bus Rapid Transit (BRT) on US-36 and local Regional Transportation District (RTD) routes including the 228A and 228F. The TMP notes that improving internal circulation and connectivity is a priority to further access to the transit stations. Along Dillon Road west of Dahlia Street, there is no existing transit infrastructure. It is

anticipated that the proposed Centennial Valley Residential development will utilize nearby bus facilities, including McCaslin Station, to support transit access.

McCaslin Boulevard and Centennial Parkway both currently have dedicated bicycle lanes in both directions. Cherry Street, Via Appia, Century Drive, and Century Place also provide designated bike lanes while Dillon Road only provides bicycle lanes to the east of its intersection with McCaslin Boulevard. Infinite Drive does not provide designated bicycle lanes. The TMP identifies McCaslin Boulevard south of Centennial Parkway/Via Appia as a challenging bicycling environment due to traffic volumes and speeds and looks to prioritize greater separation between bicyclists and vehicles through parallel multi-use paths and secondary network connections. Along Centennial Parkway, the TMP documents that the existing on-street bicycle facilities a key east–west connection. For Dillon Road east of McCaslin Boulevard, the TMP emphasizes regional trail connectivity and bicycle access to medical facilities and McCaslin Station. The proposed Centennial Valley Residential development is anticipated to maintain bicycle connectivity, with Centennial Parkway serving as the primary access route.

From a pedestrian perspective, there are existing detached sidewalks along McCaslin Boulevard, Centennial Parkway, Century Drive, Century Place, and Dillon Road while Cherry Street and Via Appia provide attached sidewalks for pedestrian use. Additionally, the four signalized intersections along McCaslin Boulevard provide designated crosswalks. Notably, the TMP highlights McCaslin Boulevard south of Centennial Parkway/Via Appia as an area where wide crossings, large parcels, and auto-oriented site design reduce comfort and direct access to destinations and transit. Along Centennial Parkway, the plan notes opportunities to strengthen pedestrian connections between commercial uses and the broader sidewalk and trail system with targeted improvements rather than corridor-wide capacity changes. The Centennial Valley Residential development is anticipated to connect to existing pedestrian infrastructure with sidewalks within the development areas.

5.6 Improvement Summary

Based on the results of the intersection operational and vehicle queuing analysis, the key intersection recommended improvements and control are shown in **Figure 11**.

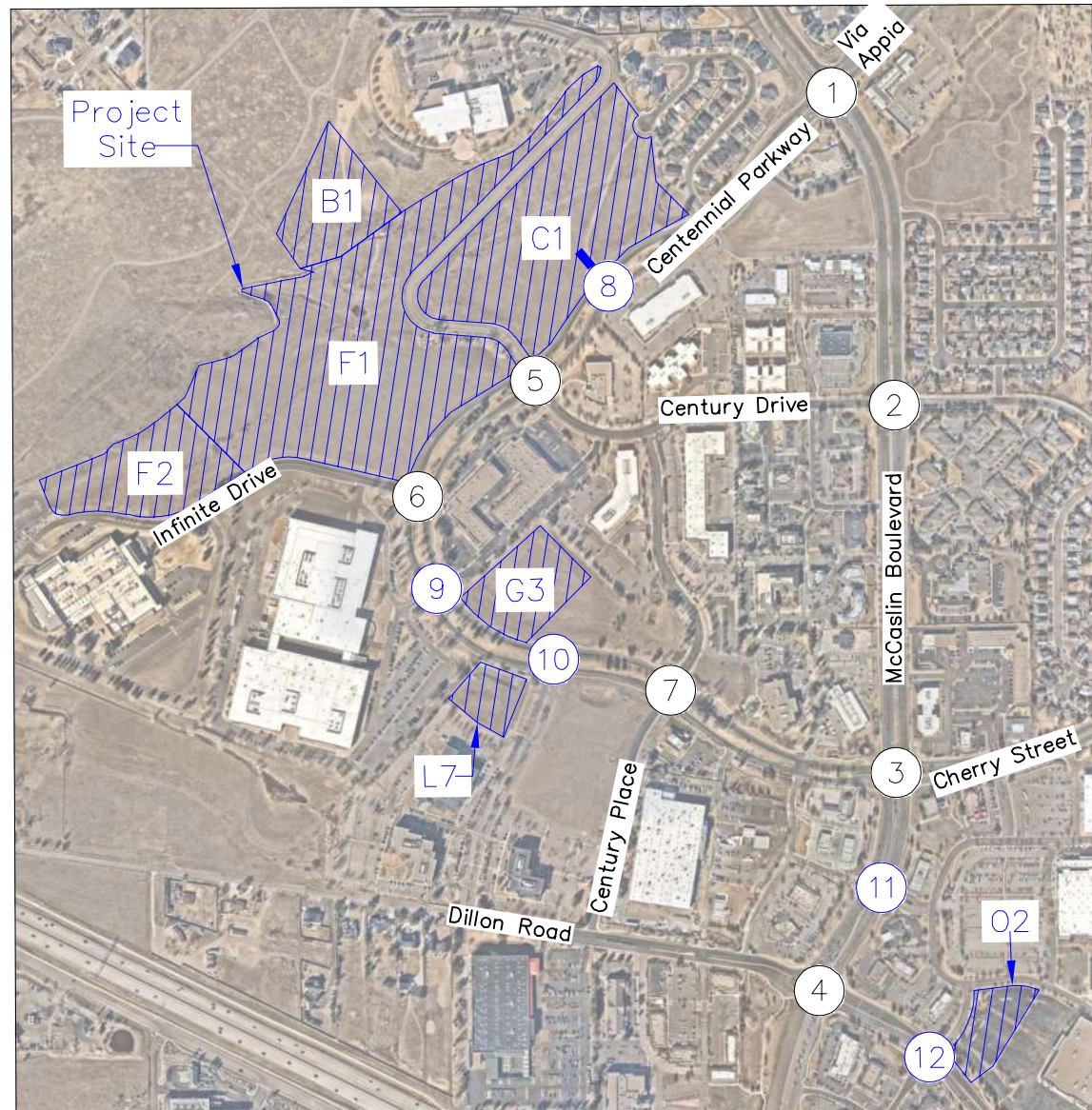
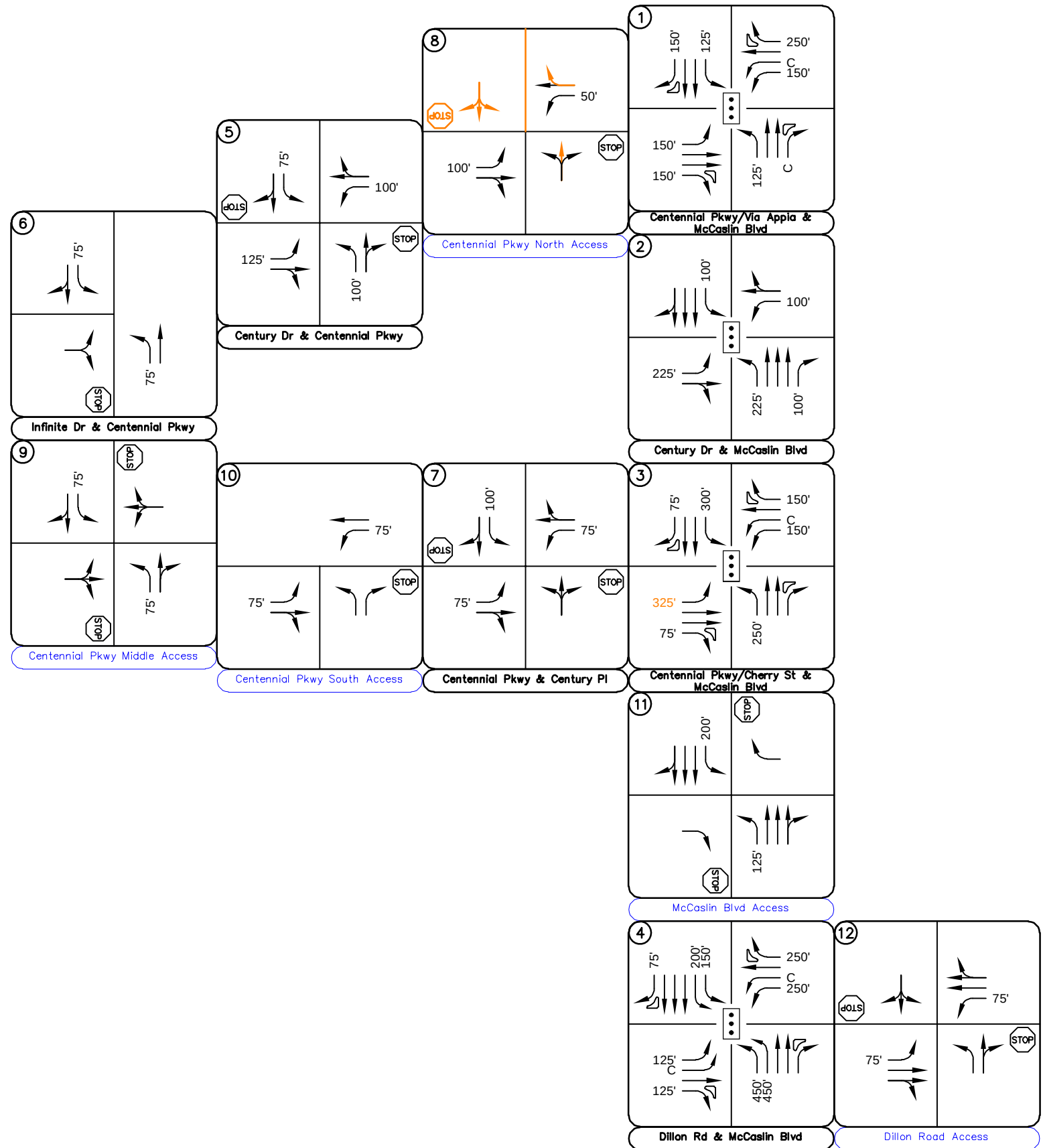
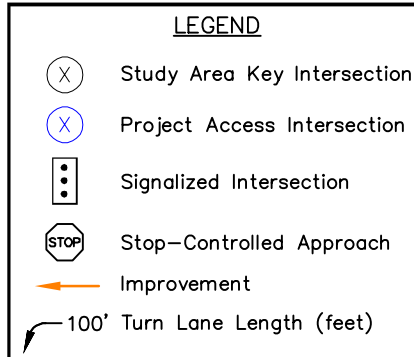


FIGURE 11
Centennial Valley Residential
Louisville, Colorado
Recommended Geometry & Control

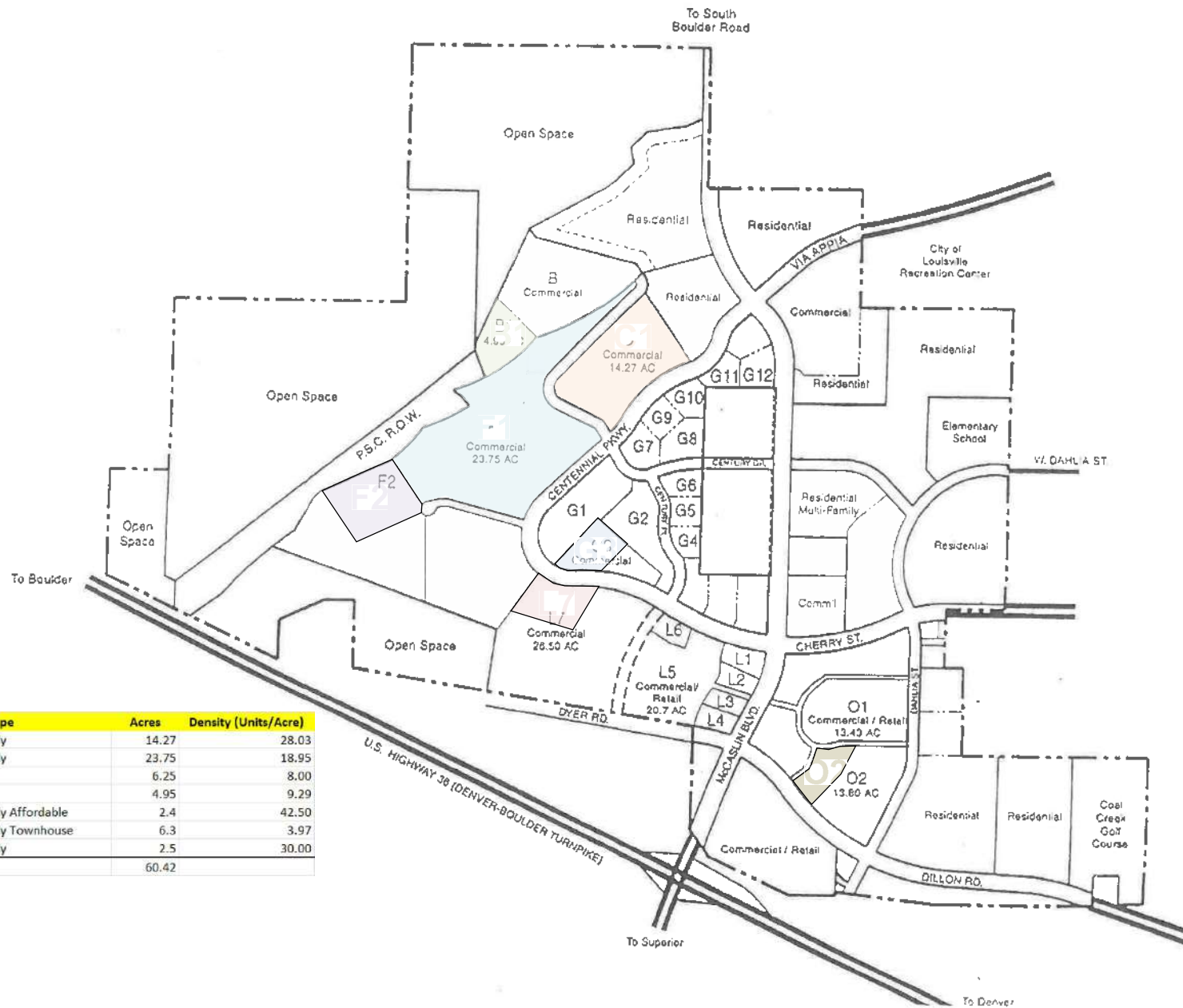


6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes the Centennial Valley Residential project will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following recommendations:

- With the completion of the project, a north leg is proposed at the North Centennial Parkway Access (#8) to serve the residential development. It is recommended that an R1-1 “STOP” sign is installed on the southbound approach, exiting the development.
- The eastbound left-turn lane at Centennial Parkway/Cherry Street and McCaslin Boulevard experiences queueing that exceeds available storage and is influenced by existing geometric constraints and wide median widths rather than project-generated traffic. It is recommended that the eastbound left turn lane be extended to the maximum feasible length of approximately 325 feet to better accommodate anticipated queues. Alternatively, the intersection could be further analyzed by modifying the median geometry to align opposing left-turn lanes. The realignment would allow for protected–permissive signal phasing and eliminate overlapping vehicle paths. Under protected–permissive phasing, eastbound left-turn queues are reduced during the afternoon peak hour, with corresponding improvements in overall intersection delay. This finding is consistent with other development traffic studies in the area and should be noted that project-generated traffic contributes negligible impacts to the need for this extension.
- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the City of Louisville and the Manual on Uniform Traffic Control Devices (MUTCD) – 11th Edition, 2023.

Appendix A: Conceptual Site Plan



Area	Units	Product Type	Acres	Density (Units/Acre)
C-1	400	Multi-Family	14.27	28.03
F-1	450	Multi-Family	23.75	18.95
F-2	50	Paired	6.25	8.00
B-1	46	Paired	4.95	9.29
L-7	102	Multi-Family Affordable	2.4	42.50
G-3	25	Multi-Family Townhouse	6.3	3.97
O-2	75	Multi-Family	2.5	30.00
Totals	1148		60.42	



Appendix B: Intersection Count Sheets

Count Summaries - All Vehicles

Interval Start		McCaslin Boulevard				McCaslin Boulevard				Centennial Parkway				Via Appia Wa				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	2	45	1	0	1	82	27	0	1	1	0	0	41	6	13	220	0
7:15 AM		0	6	66	4	0	1	81	32	0	0	1	0	0	38	7	17	253	0
7:30 AM		0	8	71	7	0	2	96	32	0	1	1	0	0	63	13	22	316	0
7:45 AM		0	10	77	10	0	2	106	49	0	1	2	0	0	56	24	25	362	1,151
8:00 AM		0	6	106	8	0	2	116	57	0	5	4	1	0	81	28	22	436	1,367
8:15 AM		0	10	104	9	0	2	114	52	0	3	3	4	0	78	19	30	428	1,542
8:30 AM		0	15	107	17	0	3	119	77	0	6	5	2	0	76	18	31	476	1,702
8:45 AM		0	14	100	14	0	4	126	83	0	4	4	1	0	65	14	32	461	1,801
Count Total		0	71	676	70	0	17	840	409	0	21	21	8	0	498	129	192	2,952	
Pk Hr	All	0	45	417	48	0	11	475	269	0	18	16	8	0	300	79	115	1,801	
	HV	0	2	9	1	0	0	5	6	0	1	1	0	0	5	1	0	31	
	HV%	-	4%	2%	2%	-	0%	1%	2%	-	6%	6%	0%	-	2%	1%	0%	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	2	0	3	6	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	6	0	2	10	0	0	0	0	0	0	0	0	0	0
7:45 AM	3	5	0	1	9	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	4	1	2	9	0	0	0	0	0	0	0	0	0	0
8:30 AM	7	5	0	3	15	0	0	0	0	0	0	0	0	1	1
8:45 AM	2	1	1	0	4	0	0	0	0	0	0	1	0	0	1
Count Total	18	26	2	13	59	0	0	0	0	0	0	1	0	1	2
Peak Hour	12	11	2	6	31	0	0	0	0	0	0	1	0	1	2

Count Summaries - Heavy Vehicles

Interval Start	McCaslin Boulevard				McCaslin Boulevard				Centennial Parkway				Via Appia Wa				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	3	0
7:15 AM	0	0	1	0	0	0	1	1	0	0	0	0	0	3	0	0	6	0
7:30 AM	0	0	2	0	0	1	2	3	0	0	0	0	0	1	0	1	10	0
7:45 AM	0	0	3	0	0	0	4	1	0	0	0	0	0	1	0	0	9	28
8:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	3	28
8:15 AM	0	0	2	0	0	0	2	2	0	0	1	0	0	1	1	0	9	31
8:30 AM	0	2	5	0	0	0	2	3	0	0	0	0	0	3	0	0	15	36
8:45 AM	0	0	1	1	0	0	1	0	0	1	0	0	0	0	0	0	4	31
Count Total	0	2	15	1	0	1	13	12	0	1	1	0	0	11	1	1	59	
Pk Hr Heavy	0	2	9	1	0	0	5	6	0	1	1	0	0	5	1	0	31	

Count Summaries - Bikes

Interval Start	McCaslin Boulevard				McCaslin Boulevard				Centennial Parkway				Via Appia Wa				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

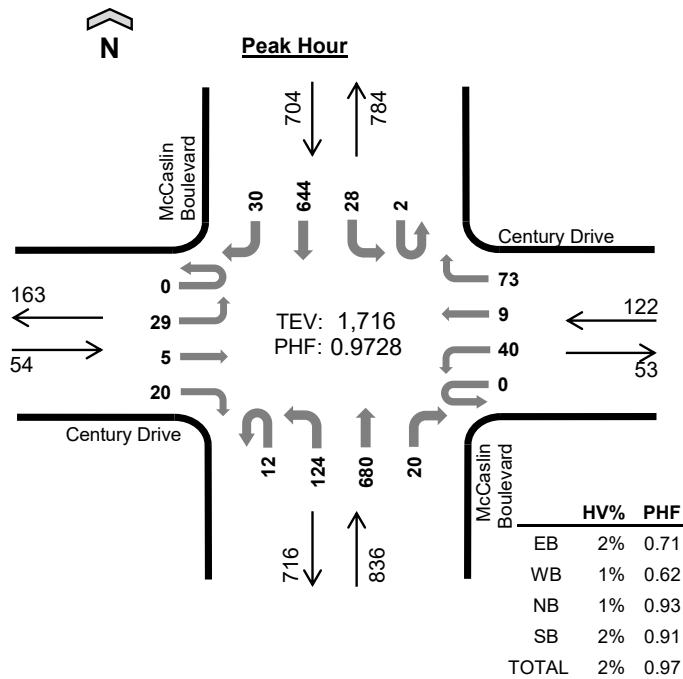
Count Summaries - All Vehicles

Interval Start		McCaslin Boulevard				McCaslin Boulevard				Centennial Parkway				Via Appia Wa				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	21	161	5	0	1	104	100	0	10	4	4	0	70	4	17	501	0
4:15 PM		0	23	156	7	0	2	117	133	0	5	17	3	0	61	5	10	539	0
4:30 PM		0	26	159	3	0	0	104	96	0	8	23	6	0	86	6	16	533	0
4:45 PM		0	31	236	9	0	2	122	124	0	3	44	0	0	56	8	10	645	2,218
5:00 PM		0	35	208	5	0	1	120	137	0	6	22	5	0	80	4	14	637	2,354
5:15 PM		0	30	220	4	1	2	110	98	0	9	13	1	0	83	4	18	593	2,408
5:30 PM		0	28	156	3	0	2	96	101	0	4	7	1	0	82	4	14	498	2,373
5:45 PM		0	32	144	1	0	1	123	119	0	5	13	1	0	52	4	16	511	2,239
Count Total		0	226	1,440	37	1	11	896	908	0	50	143	21	0	570	39	115	4,457	
Pk Hr	All	0	122	823	21	1	5	456	455	0	26	102	12	0	305	22	58	2,408	
	HV	0	0	10	0	0	1	3	4	0	0	1	0	0	3	0	0	22	
	HV%	-	0%	1%	0%	0%	20%	1%	1%	-	0%	1%	0%	-	1%	0%	0%	1%	

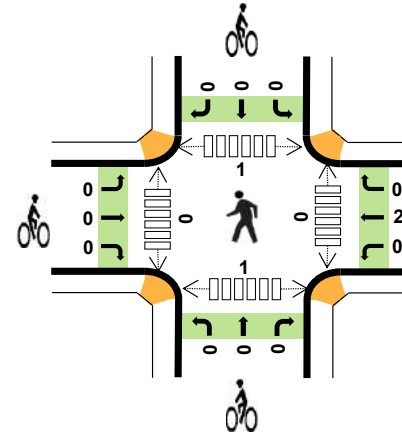
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	3	3	0	1	7	0	0	0	2	2	0	2	0	0	2
4:15 PM	2	3	0	5	10	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	2	0	2	5	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	4	1	0	7	0	0	0	0	0	0	0	0	0	0
5:00 PM	3	2	0	1	6	0	0	0	0	0	0	0	0	0	0
5:15 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	3	0	2	5	0	0	0	0	0	0	0	0	22	22
5:45 PM	2	0	0	0	2	1	0	0	0	1	1	0	0	1	2
Count Total	17	17	1	11	46	1	0	0	2	3	1	2	0	23	26
Peak Hour	10	8	1	3	22	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles																		
Interval Start	McCaslin Boulevard				McCaslin Boulevard				Centennial Parkway				Via Appia Wa				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	3	0	0	0	2	1	0	0	0	0	0	1	0	0	7	0
4:15 PM	0	0	2	0	0	0	2	1	0	0	0	0	0	3	1	1	10	0
4:30 PM	0	0	1	0	0	0	1	1	0	0	0	0	0	2	0	0	5	0
4:45 PM	0	0	2	0	0	1	1	2	0	0	1	0	0	0	0	0	7	29
5:00 PM	0	0	3	0	0	0	1	1	0	0	0	0	0	1	0	0	6	28
5:15 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	22
5:30 PM	0	0	0	0	0	0	1	2	0	0	0	0	0	2	0	0	5	22
5:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17
Count Total	0	0	17	0	0	1	8	8	0	0	1	0	0	9	1	1	46	
Pk Hr Heavy	0	0	10	0	0	1	3	4	0	0	1	0	0	3	0	0	22	
Count Summaries - Bikes																		
Interval Start	McCaslin Boulevard				McCaslin Boulevard				Centennial Parkway				Via Appia Wa				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

McCaslin Boulevard Century Drive



Date: 3/11/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



Peak Hour Count Summaries

Peak Hour Interval Start		Century Drive				Century Drive				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	2	1	5	0	7	2	13	2	24	163	5	0	5	160	5	394	0
8:15 AM		0	5	1	6	0	12	3	7	1	44	166	2	1	5	180	8	441	0
8:30 AM		0	9	3	3	0	6	3	20	4	29	188	3	0	10	155	7	440	0
8:45 AM		0	13	0	6	0	15	1	33	5	27	163	10	1	8	149	10	441	1,716
Pk Hr	All	0	29	5	20	0	40	9	73	12	124	680	20	2	28	644	30	1,716	
	HV	0	0	1	0	0	0	0	1	0	2	10	0	0	2	13	0	29	
	HV%	-	0%	20%	0%	-	0%	0%	1%	0%	2%	1%	0%	0%	7%	2%	0%	2%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
8:00 AM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	6	8	15	0	1	0	0	1	0	0	0	0	0
8:45 AM	0	1	1	2	4	0	1	0	0	1	0	0	1	1	2
Peak Hour	1	1	12	15	29	0	2	0	0	2	0	0	1	1	2

Count Summaries - All Vehicles

Interval Start		Century Drive				Century Drive				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	4	1	2	0	1	0	4	0	8	101	0	0	3	72	4	200	0
7:15 AM		0	4	2	1	0	3	0	7	3	12	108	1	1	3	101	5	251	0
7:30 AM		0	4	0	6	0	4	0	10	6	18	114	2	0	5	118	4	291	0
7:45 AM		0	4	2	1	0	5	1	9	1	21	152	1	0	7	126	5	335	1,077
8:00 AM		0	2	1	5	0	7	2	13	2	24	163	5	0	5	160	5	394	1,271
8:15 AM		0	5	1	6	0	12	3	7	1	44	166	2	1	5	180	8	441	1,461
8:30 AM		0	9	3	3	0	6	3	20	4	29	188	3	0	10	155	7	440	1,610
8:45 AM		0	13	0	6	0	15	1	33	5	27	163	10	1	8	149	10	441	1,716
Count Total		0	45	10	30	0	53	10	103	22	183	1,155	24	3	46	1,061	48	2,793	
Pk Hr	All	0	29	5	20	0	40	9	73	12	124	680	20	2	28	644	30	1,716	
	HV	0	0	1	0	0	0	0	1	0	2	10	0	0	2	13	0	29	
	HV%	-	0%	20%	0%	-	0%	0%	1%	0%	2%	1%	0%	0%	7%	2%	0%	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	2	2	4	0	0	0	0	0	1	0	0	0	1
7:30 AM	0	1	7	3	11	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	6	5	11	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	6	8	15	0	1	0	0	1	0	0	0	0	0
8:45 AM	0	1	1	2	4	0	1	0	0	1	0	0	1	1	2
Count Total	1	2	30	26	59	0	2	0	0	2	1	0	1	1	3
Peak Hour	1	1	12	15	29	0	2	0	0	2	0	0	1	1	2

Count Summaries - Heavy Vehicles

Interval Start	Century Drive				Century Drive				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
7:30 AM	0	0	0	0	0	1	0	0	1	0	6	0	0	0	3	0	11	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	5	0	0	0	5	0	11	30
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	30
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	32
8:30 AM	0	0	1	0	0	0	0	0	0	1	5	0	0	2	6	0	15	36
8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	4	29
Count Total	0	0	1	0	0	1	0	1	1	4	25	0	0	3	23	0	59	
Pk Hr Heavy	0	0	1	0	0	0	0	1	0	2	10	0	0	2	13	0	29	

Count Summaries - Bikes

Interval Start	Century Drive				Century Drive				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	

Count Summaries - All Vehicles

Interval Start		Century Drive				Century Drive				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	13	4	19	0	5	3	5	2	17	194	7	2	10	210	6	497	0
4:15 PM		0	23	4	21	0	6	2	6	2	10	224	8	0	6	214	7	533	0
4:30 PM		0	19	1	10	0	9	1	6	2	16	183	7	1	7	226	8	496	0
4:45 PM		0	21	3	15	0	6	2	8	1	17	199	7	0	11	271	6	567	2,093
5:00 PM		0	29	6	22	0	8	2	7	5	19	237	16	1	12	269	2	635	2,231
5:15 PM		0	24	5	17	0	8	5	10	1	19	168	17	3	11	279	6	573	2,271
5:30 PM		0	15	6	14	0	6	2	2	5	22	203	13	0	18	234	5	545	2,320
5:45 PM		0	19	5	10	0	11	5	4	0	17	205	10	1	12	178	3	480	2,233
Count Total		0	163	34	128	0	59	22	48	18	137	1,613	85	8	87	1,881	43	4,326	
Pk Hr	All	0	89	20	68	0	28	11	27	12	77	807	53	4	52	1,053	19	2,320	
	HV	0	0	0	1	0	1	0	0	0	0	7	0	0	0	11	1	21	
	HV%	-	0%	0%	1%	-	4%	0%	0%	0%	0%	1%	0%	0%	0%	1%	5%	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	3	5	9	0	0	0	1	1	0	0	0	1	1
4:30 PM	0	1	1	2	4	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	3	2	6	1	0	0	0	1	0	0	1	0	1
5:00 PM	0	0	2	4	6	0	0	0	0	0	1	0	1	1	3
5:15 PM	0	0	0	4	4	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	1	2	2	5	0	0	0	0	0	0	26	1	0	27
5:45 PM	0	1	1	3	5	0	0	0	0	0	0	0	0	1	1
Count Total	2	3	15	26	46	1	0	0	1	2	1	26	4	3	34
Peak Hour	1	1	7	12	21	1	0	0	0	1	1	26	4	1	32

Count Summaries - Heavy Vehicles

Interval Start	Century Drive				Century Drive				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	7	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	3	0	0	1	4	0	9	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	4	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	3	0	0	0	2	0	6	26
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	1	6	25
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	20
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	2	5	21
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	3	5	20
Count Total	0	0	0	2	0	2	0	1	0	0	15	0	0	1	23	2	46	
Pk Hr Heavy	0	0	0	1	0	1	0	0	0	0	7	0	0	0	11	1	21	

Count Summaries - Bikes

Interval Start	Century Drive				Century Drive				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	
Pk Hr Bike	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	

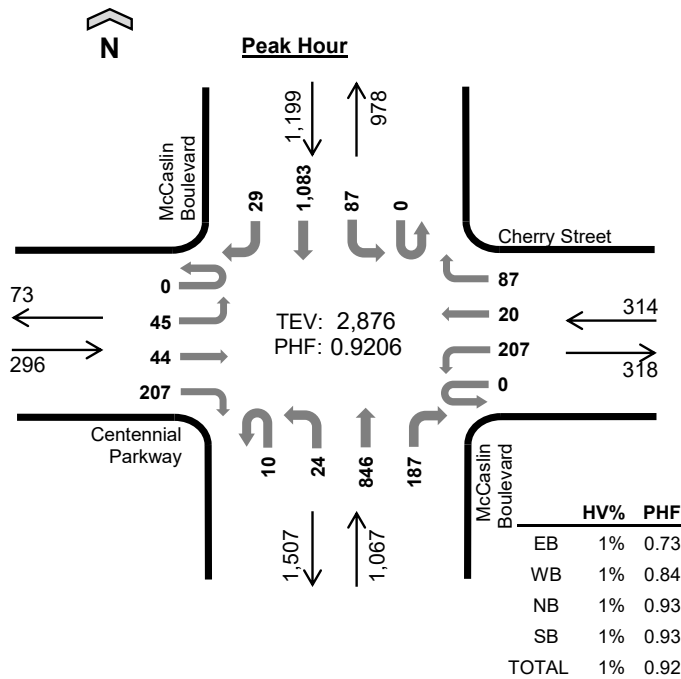
Count Summaries - All Vehicles

Interval Start	Centennial Parkway				Cherry Street				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	5	1	6	0	23	4	13	0	7	103	10	0	2	67	1	242	0	
7:15 AM	0	3	3	8	0	34	5	11	1	21	126	19	0	7	94	2	334	0	
7:30 AM	0	7	3	18	0	46	11	19	1	20	117	21	0	2	106	3	374	0	
7:45 AM	0	7	4	17	0	50	8	17	0	31	177	20	0	4	110	4	449	1,399	
8:00 AM	0	8	3	19	0	38	9	13	0	22	175	18	1	9	128	8	451	1,608	
8:15 AM	0	5	5	14	0	41	15	22	1	26	213	26	0	6	154	9	537	1,811	
8:30 AM	0	16	13	18	0	53	7	24	1	27	170	30	0	13	131	6	509	1,946	
8:45 AM	0	11	7	23	0	47	11	22	1	30	214	36	0	10	144	7	563	2,060	
Count Total	0	62	39	123	0	332	70	141	5	184	1,295	180	1	53	934	40	3,459		
Pk Hr	All	0	40	28	74	0	179	42	81	3	105	772	110	1	38	557	30	2,060	
	HV	0	2	2	1	0	1	0	0	0	2	13	1	0	1	10	1	34	
	HV%	-	5%	7%	1%	-	1%	0%	0%	0%	2%	2%	1%	0%	3%	2%	3%	2%	

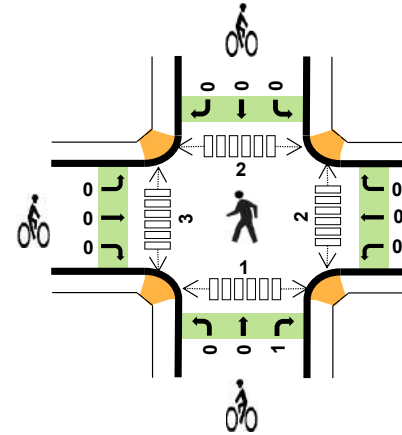
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	2	0	4	1	7	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	2	3	5	0	0	0	0	0	1	1	0	0	2
7:30 AM	1	3	7	4	15	0	1	0	0	1	0	0	1	0	1
7:45 AM	1	4	6	3	14	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	0	3	2	7	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	1	6	2	10	0	0	0	0	0	0	0	0	0	0
8:45 AM	2	0	6	4	12	0	1	0	0	1	0	1	0	0	1
Count Total	9	8	35	23	75	0	2	0	0	2	1	2	1	1	5
Peak Hour	5	1	16	12	34	0	1	0	0	1	0	1	0	0	1

Count Summaries - Heavy Vehicles																		
Interval Start	Centennial Parkway				Cherry Street				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	1	0	0	0	0	0	0	2	2	0	0	1	0	7	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0	5	0
7:30 AM	0	0	0	1	0	2	0	1	0	0	6	1	0	0	4	0	15	0
7:45 AM	0	0	0	1	0	3	1	0	0	1	5	0	0	1	2	0	14	41
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	39
8:15 AM	0	1	0	1	0	0	0	0	0	0	3	0	0	0	2	0	7	41
8:30 AM	0	0	1	0	0	1	0	0	0	1	5	0	0	1	1	0	10	36
8:45 AM	0	1	1	0	0	0	0	0	0	1	4	1	0	0	3	1	12	34
Count Total	0	3	2	4	0	6	1	1	0	3	28	4	0	3	19	1	75	
Pk Hr Heavy	0	2	2	1	0	1	0	0	0	2	13	1	0	1	10	1	34	
Count Summaries - Bikes																		
Interval Start	Centennial Parkway				Cherry Street				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	

McCaslin Boulevard Centennial Parkway



Date: 3/11/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



Peak Hour Count Summaries

Peak Hour Interval Start		Centennial Parkway				Cherry Street				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	13	8	40	0	58	10	15	1	5	197	44	0	18	230	5	644	0
4:45 PM		0	13	16	73	0	35	3	27	2	3	209	56	0	24	268	7	736	0
5:00 PM		0	9	10	58	0	65	2	26	3	9	236	40	0	22	293	8	781	0
5:15 PM		0	10	10	36	0	49	5	19	4	7	204	47	0	23	292	9	715	2,876
Pk Hr	All	0	45	44	207	0	207	20	87	10	24	846	187	0	87	1,083	29	2,876	
	HV	0	0	1	2	0	1	0	1	0	0	7	0	0	0	10	0	22	
	HV%	-	0%	2%	1%	-	0%	0%	1%	0%	0%	1%	0%	-	0%	1%	0%	1%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

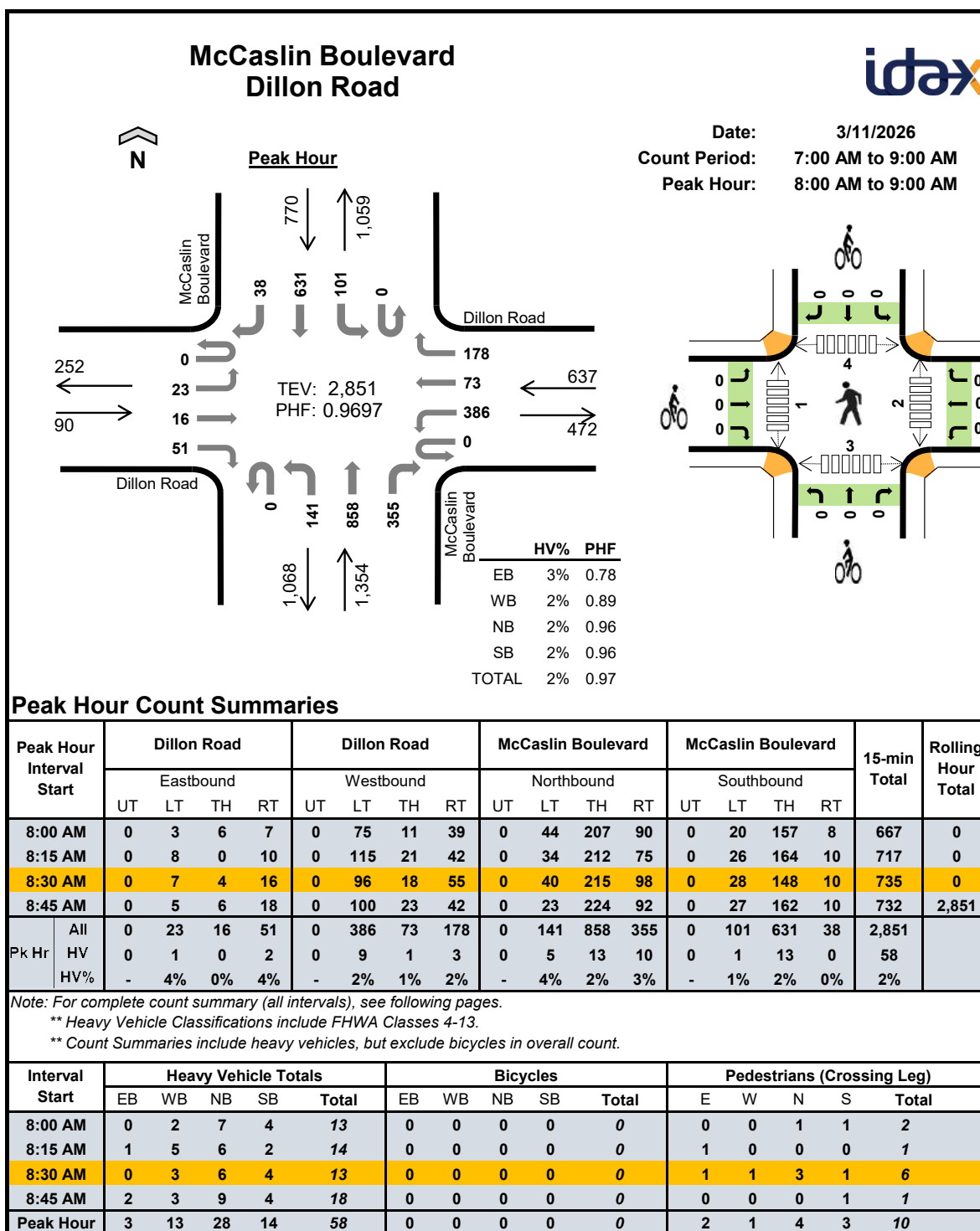
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	1	0	2	2	5	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	2	4	2	8	0	0	0	0	0	0	3	0	1	4
5:00 PM	2	0	1	3	6	0	0	1	0	1	1	0	0	0	1
5:15 PM	0	0	0	3	3	0	0	0	0	0	0	0	2	0	2
Peak Hour	3	2	7	10	22	0	0	1	0	1	2	3	2	1	8

Count Summaries - All Vehicles

Interval Start		Centennial Parkway				Cherry Street				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	7	5	27	0	63	2	21	2	4	212	47	0	16	209	3	618	0
4:15 PM		0	5	12	33	0	42	5	25	4	6	232	50	0	28	221	7	670	0
4:30 PM		0	13	8	40	0	58	10	15	1	5	197	44	0	18	230	5	644	0
4:45 PM		0	13	16	73	0	35	3	27	2	3	209	56	0	24	268	7	736	2,668
5:00 PM		0	9	10	58	0	65	2	26	3	9	236	40	0	22	293	8	781	2,831
5:15 PM		0	10	10	36	0	49	5	19	4	7	204	47	0	23	292	9	715	2,876
5:30 PM		0	15	6	27	0	48	3	19	0	2	218	51	1	21	226	4	641	2,873
5:45 PM		0	7	5	28	0	45	1	24	1	2	223	49	0	16	212	7	620	2,757
Count Total		0	79	72	322	0	405	31	176	17	38	1,731	384	1	168	1,951	50	5,425	
Pk Hr	All	0	45	44	207	0	207	20	87	10	24	846	187	0	87	1,083	29	2,876	
	HV	0	0	1	2	0	1	0	1	0	0	7	0	0	0	10	0	22	
	HV%	-	0%	2%	1%	-	0%	0%	1%	0%	0%	1%	0%	-	0%	1%	0%	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	4	5	9	0	0	1	0	1	1	0	0	0	1
4:15 PM	0	0	3	5	8	0	0	1	0	1	1	0	0	1	2
4:30 PM	1	0	2	2	5	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	2	4	2	8	0	0	0	0	0	0	3	0	1	4
5:00 PM	2	0	1	3	6	0	0	1	0	1	1	0	0	0	1
5:15 PM	0	0	0	3	3	0	0	0	0	0	0	0	2	0	2
5:30 PM	1	0	1	4	6	0	0	0	0	0	0	1	2	0	3
5:45 PM	0	0	1	3	4	0	0	0	0	0	0	0	2	0	2
Count Total	4	2	16	27	49	0	0	3	0	3	4	4	6	2	16
Peak Hour	3	2	7	10	22	0	0	1	0	1	2	3	2	1	8

Count Summaries - Heavy Vehicles																		
Interval Start	Centennial Parkway				Cherry Street				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	5	0	9	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	2	0	5	0
4:45 PM	0	0	0	0	0	1	0	1	0	0	4	0	0	0	2	0	8	30
5:00 PM	0	0	1	1	0	0	0	0	0	0	1	0	0	0	3	0	6	27
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	22
5:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	4	0	6	23
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	19
Count Total	0	1	1	2	0	1	0	1	0	1	15	0	0	0	27	0	49	
Pk Hr Heavy	0	0	1	2	0	1	0	1	0	0	7	0	0	0	10	0	22	
Count Summaries - Bikes																		
Interval Start	Centennial Parkway				Cherry Street				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	



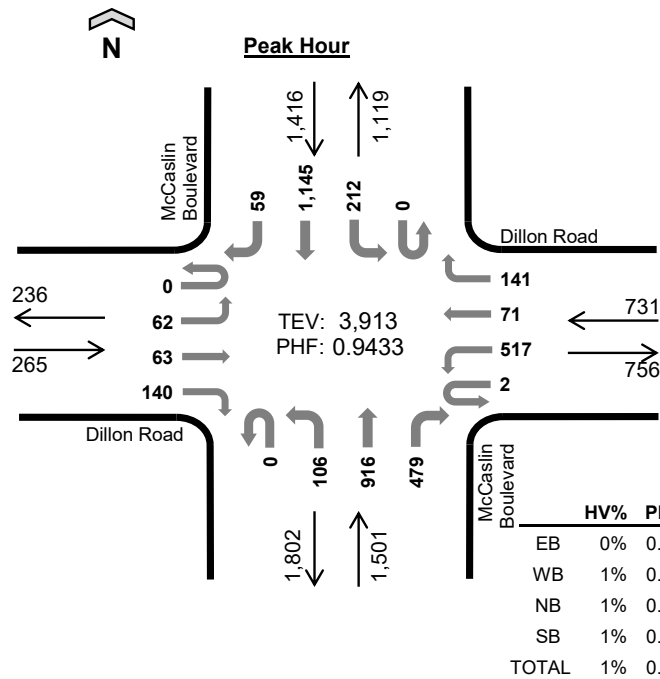
Count Summaries - All Vehicles

Interval Start		Dillon Road				Dillon Road				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	4	3	9	0	38	8	25	0	18	134	51	0	9	82	5	386	0
7:15 AM		0	8	3	8	0	53	6	21	0	19	143	61	0	16	104	11	453	0
7:30 AM		0	4	2	6	0	88	7	36	0	27	159	81	0	20	134	9	573	0
7:45 AM		0	3	3	7	0	80	13	40	0	24	179	102	0	23	137	11	622	2,034
8:00 AM		0	3	6	7	0	75	11	39	0	44	207	90	0	20	157	8	667	2,315
8:15 AM		0	8	0	10	0	115	21	42	0	34	212	75	0	26	164	10	717	2,579
8:30 AM		0	7	4	16	0	96	18	55	0	40	215	98	0	28	148	10	735	2,741
8:45 AM		0	5	6	18	0	100	23	42	0	23	224	92	0	27	162	10	732	2,851
Count Total		0	42	27	81	0	645	107	300	0	229	1,473	650	0	169	1,088	74	4,885	
Pk Hr	All	0	23	16	51	0	386	73	178	0	141	858	355	0	101	631	38	2,851	
	HV	0	1	0	2	0	9	1	3	0	5	13	10	0	1	13	0	58	
	HV%	-	4%	0%	4%	-	2%	1%	2%	-	4%	2%	3%	-	1%	2%	0%	2%	

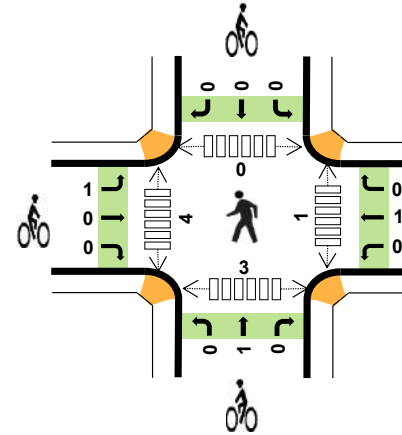
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	4	4	2	10	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	3	3	2	9	0	0	0	0	0	0	1	0	1	2
7:30 AM	2	3	9	7	21	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	5	7	6	19	0	0	0	0	0	1	0	0	1	2
8:00 AM	0	2	7	4	13	0	0	0	0	0	0	0	1	1	2
8:15 AM	1	5	6	2	14	0	0	0	0	0	1	0	0	0	1
8:30 AM	0	3	6	4	13	0	0	0	0	0	1	1	3	1	6
8:45 AM	2	3	9	4	18	0	0	0	0	0	0	0	0	1	1
Count Total	7	28	51	31	117	0	0	0	0	0	3	2	4	5	14
Peak Hour	3	13	28	14	58	0	0	0	0	0	2	1	4	3	10

Count Summaries - Heavy Vehicles																		
Interval Start	Dillon Road				Dillon Road				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	3	1	0	0	0	4	0	0	1	1	0	10	0
7:15 AM	0	0	1	0	0	2	1	0	0	1	2	0	0	1	1	0	9	0
7:30 AM	0	1	1	0	0	0	0	3	0	2	5	2	0	1	5	1	21	0
7:45 AM	0	1	0	0	0	3	0	2	0	1	3	3	0	1	4	1	19	59
8:00 AM	0	0	0	0	0	2	0	0	0	2	2	3	0	0	4	0	13	62
8:15 AM	0	0	0	1	0	4	1	0	0	1	3	2	0	0	2	0	14	67
8:30 AM	0	0	0	0	0	1	0	2	0	2	3	1	0	0	4	0	13	59
8:45 AM	0	1	0	1	0	2	0	1	0	0	5	4	0	1	3	0	18	58
Count Total	0	3	2	2	0	17	3	8	0	9	27	15	0	5	24	2	117	
Pk Hr Heavy	0	1	0	2	0	9	1	3	0	5	13	10	0	1	13	0	58	
Count Summaries - Bikes																		
Interval Start	Dillon Road				Dillon Road				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

McCaslin Boulevard Dillon Road



Date: 3/11/2026
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:15 PM to 5:15 PM



Peak Hour Count Summaries

Peak Hour Interval Start		Dillon Road				Dillon Road				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	11	19	37	1	129	22	50	0	19	245	123	0	33	260	11	960	0
4:30 PM		0	15	21	38	0	142	19	26	0	24	203	107	0	61	252	17	925	0
4:45 PM		0	18	8	31	1	125	13	30	0	34	251	119	0	58	286	17	991	0
5:00 PM		0	18	15	34	0	121	17	35	0	29	217	130	0	60	347	14	1,037	3,913
Pk Hr	All	0	62	63	140	2	517	71	141	0	106	916	479	0	212	1,145	59	3,913	
	HV	0	1	0	0	0	4	0	3	0	0	6	7	0	3	11	1	36	
	HV%	-	2%	0%	0%	0%	1%	0%	2%	-	0%	1%	1%	-	1%	1%	2%	1%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:15 PM	0	1	5	6	12	1	0	0	0	1	1	1	0	1	3
4:30 PM	0	2	3	3	8	0	0	0	0	0	0	1	0	0	1
4:45 PM	1	2	2	3	8	0	0	1	0	1	0	1	0	1	2
5:00 PM	0	2	3	3	8	0	1	0	0	1	0	1	0	1	2
Peak Hour	1	7	13	15	36	1	1	1	0	3	1	4	0	3	8

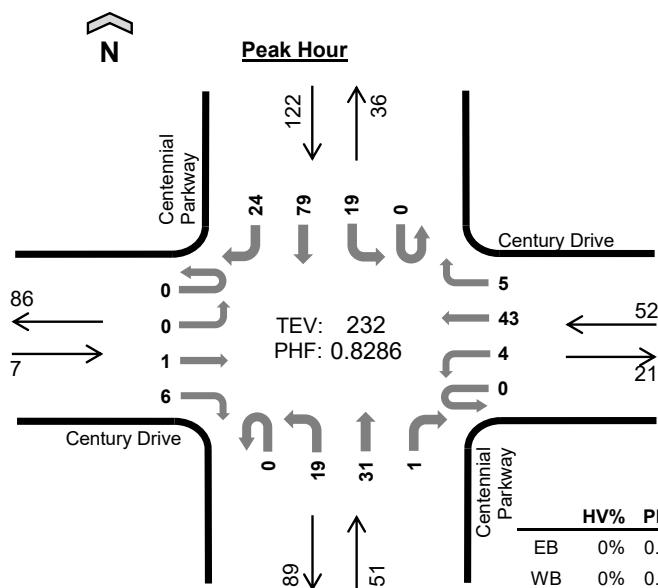
Count Summaries - All Vehicles

Interval Start		Dillon Road				Dillon Road				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	11	22	57	0	131	17	50	0	22	219	155	0	41	253	14	992	0
4:15 PM		0	11	19	37	1	129	22	50	0	19	245	123	0	33	260	11	960	0
4:30 PM		0	15	21	38	0	142	19	26	0	24	203	107	0	61	252	17	925	0
4:45 PM		0	18	8	31	1	125	13	30	0	34	251	119	0	58	286	17	991	3,868
5:00 PM		0	18	15	34	0	121	17	35	0	29	217	130	0	60	347	14	1,037	3,913
5:15 PM		0	18	13	28	0	118	6	31	2	24	209	127	0	57	278	20	931	3,884
5:30 PM		0	10	6	24	0	110	21	33	1	26	225	136	0	57	218	16	883	3,842
5:45 PM		0	24	13	23	0	114	14	30	0	21	217	133	0	46	188	13	836	3,687
Count Total		0	125	117	272	2	990	129	285	3	199	1,786	1,030	0	413	2,082	122	7,555	
Pk Hr	All	0	62	63	140	2	517	71	141	0	106	916	479	0	212	1,145	59	3,913	
	HV	0	1	0	0	0	4	0	3	0	0	6	7	0	3	11	1	36	
	HV%	-	2%	0%	0%	0%	1%	0%	2%	-	0%	1%	1%	-	1%	1%	2%	1%	

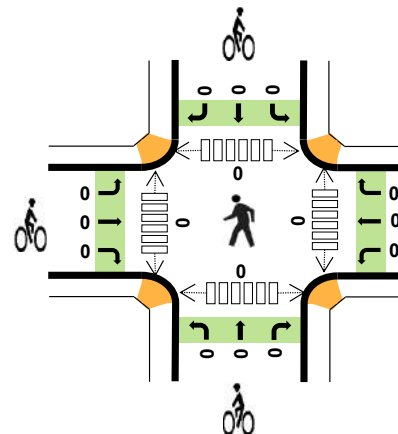
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	1	2	3	4	10	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	1	5	6	12	1	0	0	0	1	1	1	0	1	3
4:30 PM	0	2	3	3	8	0	0	0	0	0	0	1	0	0	1
4:45 PM	1	2	2	3	8	0	0	1	0	1	0	1	0	1	2
5:00 PM	0	2	3	3	8	0	1	0	0	1	0	1	0	1	2
5:15 PM	0	3	2	3	8	0	0	0	0	0	0	2	2	1	5
5:30 PM	0	1	1	4	6	0	1	0	0	1	0	2	0	2	4
5:45 PM	1	0	1	3	5	0	0	0	0	0	0	3	1	0	4
Count Total	3	13	20	29	65	1	2	1	0	4	1	12	3	6	22
Peak Hour	1	7	13	15	36	1	1	1	0	3	1	4	0	3	8

Count Summaries - Heavy Vehicles																		
Interval Start	Dillon Road				Dillon Road				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	0	2	0	0	3	0	0	0	3	1	10	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	2	3	0	0	6	0	12	0
4:30 PM	0	0	0	0	0	1	0	1	0	0	1	2	0	2	1	0	8	0
4:45 PM	0	1	0	0	0	1	0	1	0	0	2	0	0	1	1	1	8	38
5:00 PM	0	0	0	0	0	1	0	1	0	0	1	2	0	0	3	0	8	36
5:15 PM	0	0	0	0	0	3	0	0	0	0	0	1	1	0	0	3	8	32
5:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	3	6	30
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	1	5	27
Count Total	0	1	1	1	0	8	0	5	0	1	11	8	0	6	21	2	65	
Pk Hr Heavy	0	1	0	0	0	4	0	3	0	0	6	7	0	3	11	1	36	
Count Summaries - Bikes																		
Interval Start	Dillon Road				Dillon Road				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	1	0	0	0	0	2	0	0	0	1	0	0	0	0	0	4	
Pk Hr Bike	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	

Centennial Parkway Century Drive



Date: 3/11/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV%	PHF
EB	0%	0.44
WB	0%	0.54
NB	4%	0.71
SB	1%	0.80
TOTAL	1%	0.83

Peak Hour Count Summaries

Peak Hour Interval Start		Century Drive				Century Drive				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	0	1	3	0	1	8	1	0	11	6	1	0	4	25	9	70	0
8:00 AM		0	0	0	2	0	1	7	1	0	3	7	0	0	3	17	3	44	0
8:15 AM		0	0	0	0	0	0	23	1	0	0	10	0	0	7	14	6	61	0
8:30 AM		0	0	0	1	0	2	5	2	0	5	8	0	0	5	23	6	57	232
Pk Hr	All	0	0	1	6	0	4	43	5	0	19	31	1	0	19	79	24	232	
	HV	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3	
	HV%	-	-	0%	0%	-	0%	0%	0%	-	0%	6%	0%	-	5%	0%	0%	1%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

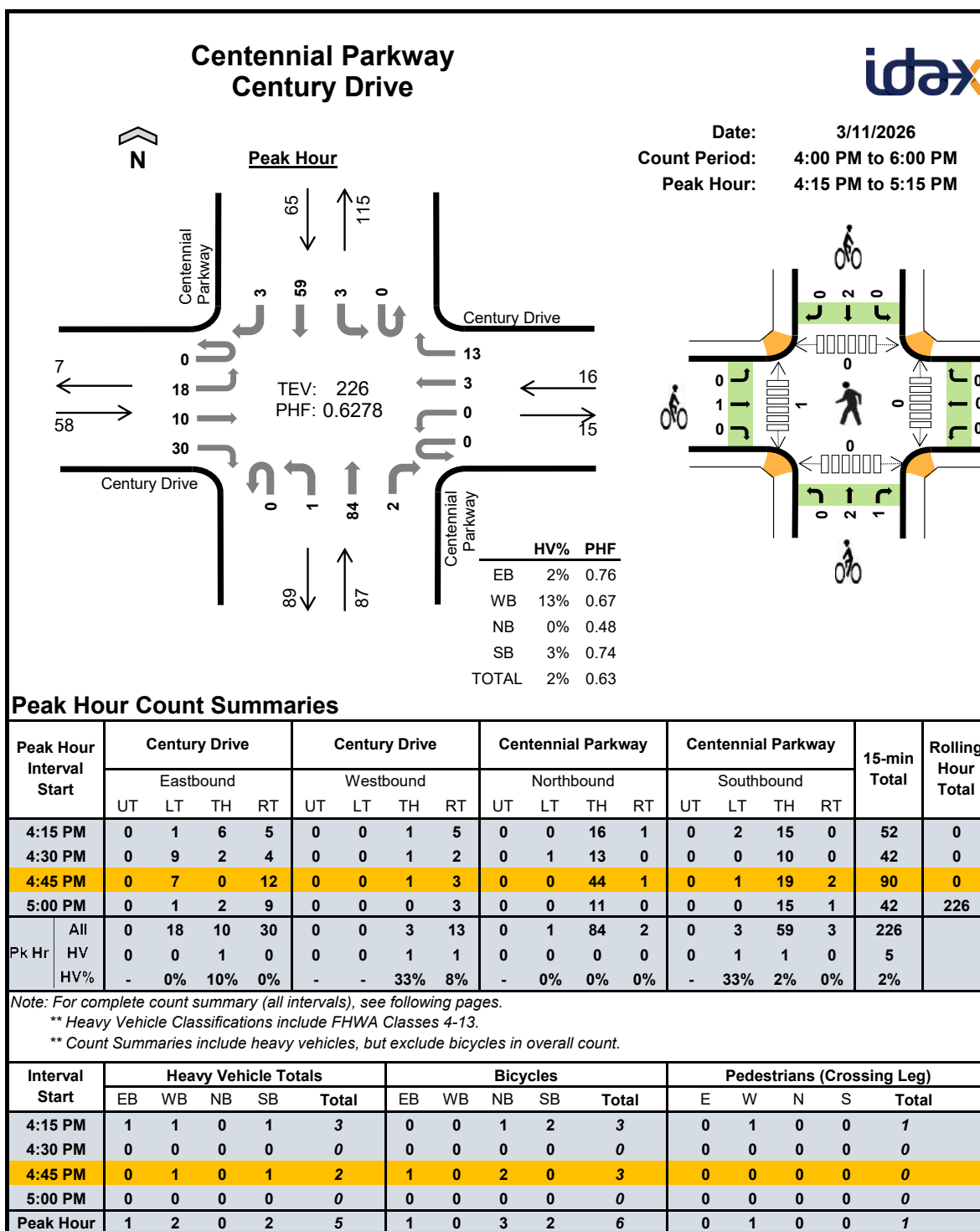
** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

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

Count Summaries - All Vehicles																			
Interval Start		Century Drive				Century Drive				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	1	3	0	0	1	1	1	0	3	4	0	14	0
7:15 AM		0	0	0	1	0	0	1	1	0	3	7	2	0	3	5	2	25	0
7:30 AM		0	0	0	0	0	0	2	1	0	4	1	1	0	4	12	1	26	0
7:45 AM		0	0	1	3	0	1	8	1	0	11	6	1	0	4	25	9	70	135
8:00 AM		0	0	0	2	0	1	7	1	0	3	7	0	0	3	17	3	44	165
8:15 AM		0	0	0	0	0	0	23	1	0	0	10	0	0	7	14	6	61	201
8:30 AM		0	0	0	1	0	2	5	2	0	5	8	0	0	5	23	6	57	232
8:45 AM		0	1	0	1	0	1	6	3	0	5	8	0	0	6	9	5	45	207
Count Total		0	1	1	8	0	6	55	10	0	32	48	5	0	35	109	32	342	
P k H r	All	0	0	1	6	0	4	43	5	0	19	31	1	0	19	79	24	232	
	HV	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3	
	HV%	-	-	0%	0%	-	0%	0%	0%	-	0%	6%	0%	-	5%	0%	0%	1%	

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

Count Summaries - Heavy Vehicles																		
Interval Start	Century Drive				Century Drive				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	
Count Total	0	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0		
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0		
Count Summaries - Bikes																		
Interval Start	Century Drive				Century Drive				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
Count Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		



Count Summaries - All Vehicles

Interval Start		Century Drive				Century Drive				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	5	1	3	0	2	1	2	2	0	15	0	0	0	10	0	41	0
4:15 PM		0	1	6	5	0	0	1	5	0	0	16	1	0	2	15	0	52	0
4:30 PM		0	9	2	4	0	0	1	2	0	1	13	0	0	0	10	0	42	0
4:45 PM		0	7	0	12	0	0	1	3	0	0	44	1	0	1	19	2	90	225
5:00 PM		0	1	2	9	0	0	0	3	0	0	11	0	0	0	15	1	42	226
5:15 PM		0	4	2	9	0	2	0	3	0	1	10	1	0	2	7	0	41	215
5:30 PM		0	1	1	10	0	0	1	5	0	2	3	1	0	0	6	0	30	203
5:45 PM		0	4	1	3	0	0	1	1	0	1	7	0	0	1	5	0	24	137
Count Total		0	32	15	55	0	4	6	24	2	5	119	4	0	6	87	3	362	
Pk Hr	All	0	18	10	30	0	0	3	13	0	1	84	2	0	3	59	3	226	
	HV	0	0	1	0	0	0	1	1	0	0	0	0	0	1	1	0	5	
	HV%	-	0%	10%	0%	-	-	33%	8%	-	0%	0%	0%	-	33%	2%	0%	2%	

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

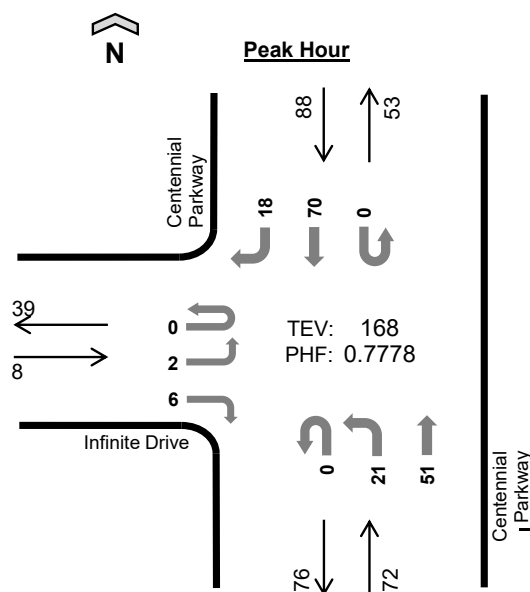
Count Summaries - Heavy Vehicles

Interval Start	Century Drive				Century Drive				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	1	1	0	0	0	0	0	1	1	0	5	
Pk Hr Heavy	0	0	1	0	0	0	1	1	0	0	0	0	0	1	1	0	5	

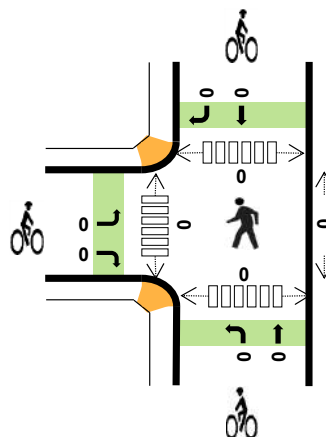
Count Summaries - Bikes

Interval Start	Century Drive				Century Drive				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
Count Total	0	0	1	0	0	0	0	0	0	0	0	4	1	0	0	4	0	10	
Pk Hr Bike	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	2	0	6	

Centennial Parkway Infinite Drive



Date: 3/11/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV%	PHF
EB	0%	0.50
WB	--	--
NB	3%	0.75
SB	0%	0.76
TOTAL	1%	0.78

Peak Hour Count Summaries

Peak Hour Interval Start		Infinite Drive				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	0	0	1	0	0	0	0	0	5	19	0	0	0	24	5	54	0
8:00 AM		0	0	0	2	0	0	0	0	0	5	10	0	0	0	16	3	36	0
8:15 AM		0	1	0	0	0	0	0	0	0	5	11	0	0	0	12	3	32	0
8:30 AM		0	1	0	3	0	0	0	0	0	6	11	0	0	0	18	7	46	168
Pk Hr	All	0	2	0	6	0	0	0	0	0	21	51	0	0	0	70	18	168	
	HV	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
	HV%	-	0%	-	0%	-	-	-	-	-	-	0%	4%	-	-	-	0%	0%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

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

Count Summaries - All Vehicles

Interval Start		Infinite Drive				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	0	0	0	0	0	0	0	3	2	0	1	0	3	1	11	0
7:15 AM		0	0	0	0	0	0	0	0	0	2	12	0	0	0	7	0	21	0
7:30 AM		0	0	0	1	0	0	0	0	0	3	5	0	0	0	11	1	21	0
7:45 AM		0	0	0	1	0	0	0	0	0	5	19	0	0	0	24	5	54	107
8:00 AM		0	0	0	2	0	0	0	0	0	5	10	0	0	0	16	3	36	132
8:15 AM		0	1	0	0	0	0	0	0	0	5	11	0	0	0	12	3	32	143
8:30 AM		0	1	0	3	0	0	0	0	0	6	11	0	0	0	18	7	46	168
8:45 AM		0	1	0	1	0	0	0	0	0	8	16	0	0	0	9	2	37	151
Count Total		0	4	0	8	0	0	0	0	0	37	86	0	1	0	100	22	258	
Pk Hr	All	0	2	0	6	0	0	0	0	0	21	51	0	0	0	70	18	168	
	HV	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
	HV%	-	0%	-	0%	-	-	-	-	-	0%	4%	-	-	-	0%	0%	1%	

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

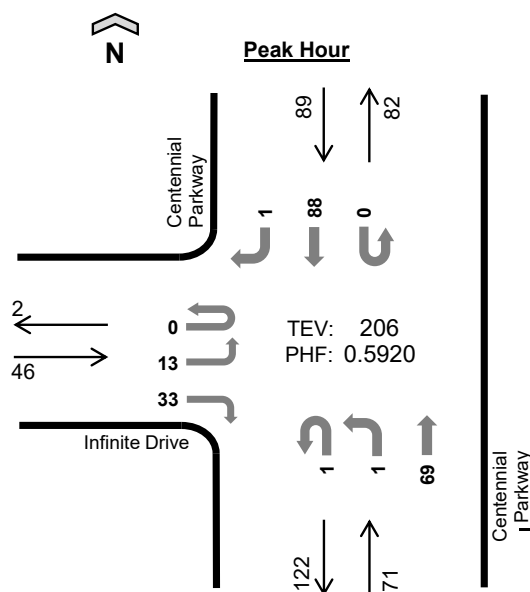
Count Summaries - Heavy Vehicles

Interval Start	Infinite Drive				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	4
Count Total	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	

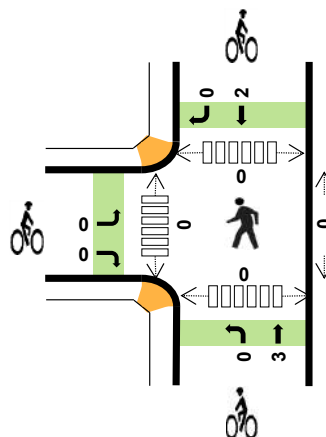
Count Summaries - Bikes

Interval Start	Infinite Drive				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Centennial Parkway Infinite Drive



Date: 3/11/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV%	PHF
EB	0%	0.82
WB	--	--
NB	0%	0.42
SB	1%	0.72
TOTAL	0%	0.59

Peak Hour Count Summaries

Peak Hour Interval Start		Infinite Drive				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	3	0	7	0	0	0	0	1	1	11	0	0	0	20	0	43	0
4:30 PM		0	1	0	10	0	0	0	0	0	0	11	0	0	0	13	0	35	0
4:45 PM		0	5	0	9	0	0	0	0	0	0	42	0	0	0	30	1	87	0
5:00 PM		0	4	0	7	0	0	0	0	0	0	5	0	0	0	25	0	41	206
Pk Hr	All	0	13	0	33	0	0	0	0	1	1	69	0	0	0	88	1	206	
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
	HV%	-	0%	-	0%	-	-	-	-	0%	0%	0%	-	-	-	1%	0%	0%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

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

Count Summaries - All Vehicles

Interval Start		Infinite Drive				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	8	0	3	0	0	0	0	0	0	9	0	0	0	17	0	37	0
4:15 PM		0	3	0	7	0	0	0	0	1	1	11	0	0	0	20	0	43	0
4:30 PM		0	1	0	10	0	0	0	0	0	0	11	0	0	0	13	0	35	0
4:45 PM		0	5	0	9	0	0	0	0	0	0	42	0	0	0	30	1	87	202
5:00 PM		0	4	0	7	0	0	0	0	0	0	5	0	0	0	25	0	41	206
5:15 PM		0	1	0	1	0	0	0	0	0	0	12	0	0	0	18	0	32	195
5:30 PM		0	3	0	1	0	0	0	0	0	0	2	0	0	0	16	0	22	182
5:45 PM		0	3	0	2	0	0	0	0	0	0	5	0	0	0	7	1	18	113
Count Total		0	28	0	40	0	0	0	0	1	1	97	0	0	0	146	2	315	
Pk Hr	All	0	13	0	33	0	0	0	0	1	1	69	0	0	0	88	1	206	
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
	HV%	-	0%	-	0%	-	-	-	-	0%	0%	0%	-	-	-	1%	0%	0%	

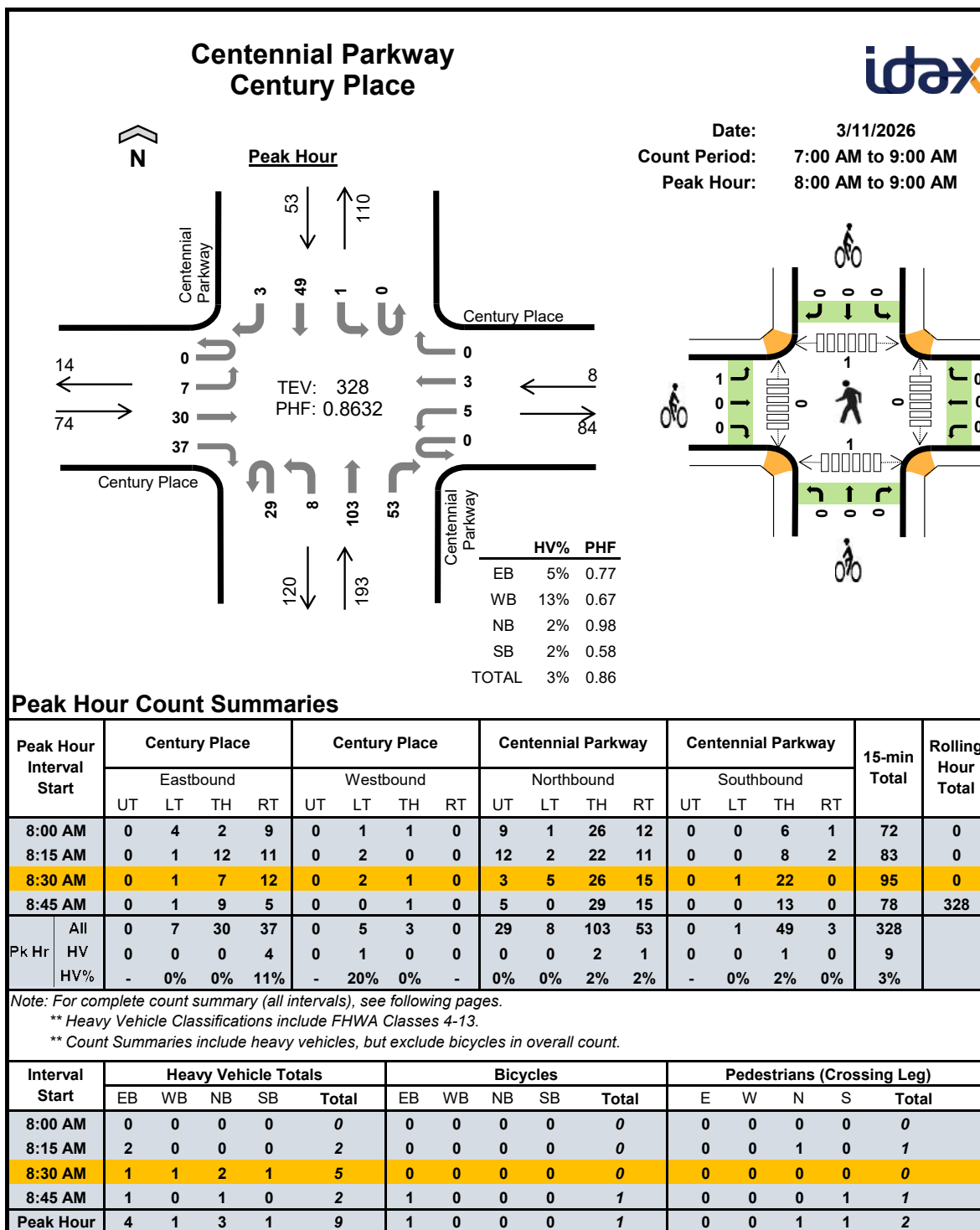
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	1	0	0	2	0	2	0	0	0	0	0
5:00 PM	0	0	0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

Count Summaries - Heavy Vehicles

Interval Start	Infinite Drive				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	

Count Summaries - Bikes

Interval Start	Infinite Drive				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
Count Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	9	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	



Count Summaries - All Vehicles

Interval Start		Century Place				Century Place				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	0	1	0	1	1	0	2	3	11	5	0	0	6	0	31	0
7:15 AM		0	1	1	2	0	0	2	0	3	0	22	3	0	1	3	0	38	0
7:30 AM		0	1	4	6	0	0	0	0	5	2	15	5	0	0	4	0	42	0
7:45 AM		0	2	4	5	0	2	2	0	6	2	29	11	0	0	12	1	76	187
8:00 AM		0	4	2	9	0	1	1	0	9	1	26	12	0	0	6	1	72	228
8:15 AM		0	1	12	11	0	2	0	0	12	2	22	11	0	0	8	2	83	273
8:30 AM		0	1	7	12	0	2	1	0	3	5	26	15	0	1	22	0	95	326
8:45 AM		0	1	9	5	0	0	1	0	5	0	29	15	0	0	13	0	78	328
Count Total		0	12	39	51	0	8	8	0	45	15	180	77	0	2	74	4	515	
Pk Hr	All	0	7	30	37	0	5	3	0	29	8	103	53	0	1	49	3	328	
	HV	0	0	0	4	0	1	0	0	0	0	2	1	0	0	1	0	9	
	HV%	-	0%	0%	11%	-	20%	0%	-	0%	0%	2%	2%	-	0%	2%	0%	3%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	2	0	1	3	0	0	0	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:30 AM	4	0	0	0	4	0	0	1	0	1	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1
8:30 AM	1	1	2	1	5	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	1	0	2	1	0	0	0	1	0	0	0	1	1
Count Total	9	3	3	2	17	1	0	1	0	2	2	0	1	1	4
Peak Hour	4	1	3	1	9	1	0	0	0	1	0	0	1	1	2

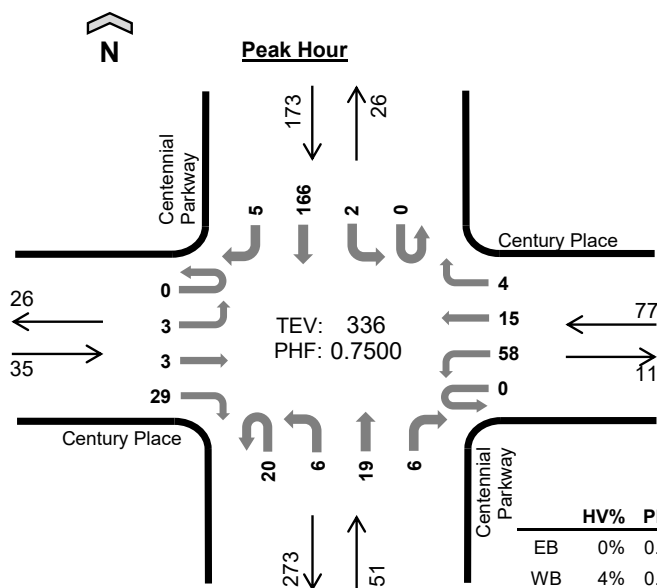
Count Summaries - Heavy Vehicles

Interval Start	Century Place				Century Place				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
8:30 AM	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	1	0	5	8
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	9
Count Total	0	0	0	9	0	2	1	0	0	0	2	1	0	0	0	2	0	17	
Pk Hr Heavy	0	0	0	4	0	1	0	0	0	0	0	2	1	0	0	1	0	9	

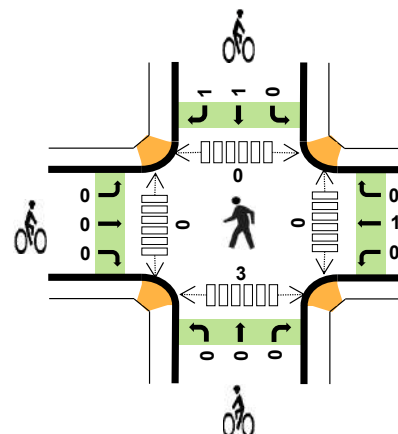
Count Summaries - Bikes

Interval Start	Century Place				Century Place				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
Pk Hr Bike	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	

Centennial Parkway Century Place



Date: 3/11/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV%	PHF
EB	0%	0.67
WB	4%	0.84
NB	0%	0.85
SB	1%	0.59
TOTAL	1%	0.75

Peak Hour Count Summaries

Peak Hour Interval Start		Century Place				Century Place				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	0	1	4	0	13	3	1	6	2	6	1	0	0	26	3	66	0
4:30 PM		0	2	1	6	0	11	8	1	4	2	5	2	0	0	29	2	73	0
4:45 PM		0	0	0	8	0	15	1	1	6	2	5	1	0	1	72	0	112	0
5:00 PM		0	1	1	11	0	19	3	1	4	0	3	2	0	1	39	0	85	336
Pk Hr	All	0	3	3	29	0	58	15	4	20	6	19	6	0	2	166	5	336	
	HV	0	0	0	0	0	1	0	2	0	0	0	0	0	0	2	0	5	
	HV%	-	0%	0%	0%	-	2%	0%	50%	0%	0%	0%	0%	-	0%	1%	0%	1%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

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

Count Summaries - All Vehicles

Interval Start		Century Place				Century Place				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	3	6	0	10	4	0	1	2	3	2	0	0	34	1	66	0
4:15 PM		0	0	1	4	0	13	3	1	6	2	6	1	0	0	26	3	66	0
4:30 PM		0	2	1	6	0	11	8	1	4	2	5	2	0	0	29	2	73	0
4:45 PM		0	0	0	8	0	15	1	1	6	2	5	1	0	1	72	0	112	317
5:00 PM		0	1	1	11	0	19	3	1	4	0	3	2	0	1	39	0	85	336
5:15 PM		0	0	0	10	0	14	3	0	5	0	5	1	0	0	20	3	61	331
5:30 PM		0	0	1	3	0	5	0	0	1	0	1	1	0	0	22	0	34	292
5:45 PM		0	1	0	1	0	10	1	0	1	2	1	1	0	1	10	0	29	209
Count Total		0	4	7	49	0	97	23	4	28	10	29	11	0	3	252	9	526	
Pk Hr	All	0	3	3	29	0	58	15	4	20	6	19	6	0	2	166	5	336	
	HV	0	0	0	0	0	1	0	2	0	0	0	0	0	0	2	0	5	
	HV%	-	0%	0%	0%	-	2%	0%	50%	0%	0%	0%	0%	-	0%	1%	0%	1%	

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

Count Summaries - Heavy Vehicles

Interval Start	Century Place				Century Place				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	0	0	0	0	1	0	2	0	0	0	1	0	0	3	0	0	7	
Pk Hr Heavy	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	2	0	5	

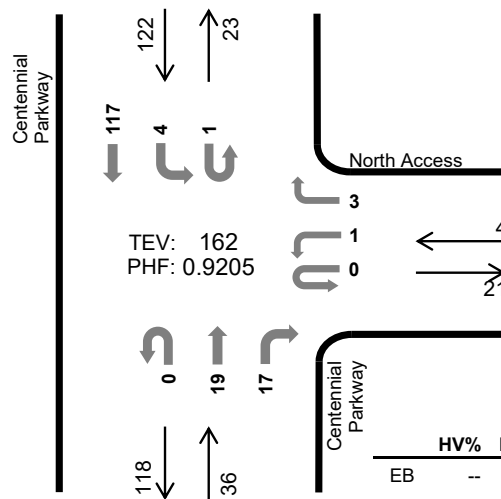
Count Summaries - Bikes

Interval Start	Century Place				Century Place				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3	1	7	
Pk Hr Bike	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	3	

Centennial Parkway North Access

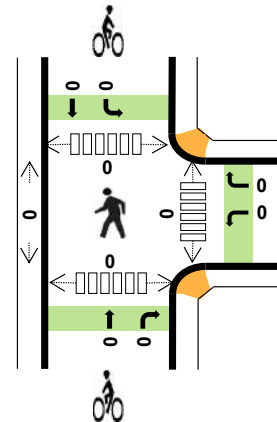


Peak Hour



	HV%	PHF
EB	--	--
WB	0%	0.50
NB	6%	0.82
SB	1%	0.87
TOTAL	2%	0.92

Date: 3/11/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



Peak Hour Count Summaries

Peak Hour Interval Start		n/a				North Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	0	0	0	0	0	0	0	0	0	4	3	0	0	35	0	42	0
8:00 AM		0	0	0	0	0	0	0	1	0	0	6	2	0	3	27	0	39	0
8:15 AM		0	0	0	0	0	0	0	1	0	0	6	5	0	0	25	0	37	0
8:30 AM		0	0	0	0	0	1	0	1	0	0	3	7	1	1	30	0	44	162
Pk Hr	All	0	0	0	0	0	1	0	3	0	0	19	17	1	4	117	0	162	
	HV	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	
	HV%	-	-	-	-	-	0%	-	0%	-	-	11%	0%	0%	0%	1%	-	2%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

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

Count Summaries - All Vehicles

Interval Start		n/a				North Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	0	0	0	0	0	1	0	0	1	7	0	9	0
7:15 AM		0	0	0	0	0	0	0	0	0	0	3	4	0	0	10	0	17	0
7:30 AM		0	0	0	0	0	0	0	0	0	0	1	1	0	0	20	0	22	0
7:45 AM		0	0	0	0	0	0	0	0	0	0	4	3	0	0	35	0	42	90
8:00 AM		0	0	0	0	0	0	0	1	0	0	6	2	0	3	27	0	39	120
8:15 AM		0	0	0	0	0	0	0	1	0	0	6	5	0	0	25	0	37	140
8:30 AM		0	0	0	0	0	1	0	1	0	0	3	7	1	1	30	0	44	162
8:45 AM		0	0	0	0	0	0	0	1	0	0	4	9	0	0	21	0	35	155
Count Total		0	0	0	0	0	1	0	4	0	0	28	31	1	5	175	0	245	
Pk Hr	All	0	0	0	0	0	1	0	3	0	0	19	17	1	4	117	0	162	
	HV	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	
	HV%	-	-	-	-	-	0%	-	0%	-	-	11%	0%	0%	0%	1%	-	2%	

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

Count Summaries - Heavy Vehicles

Interval Start	n/a				North Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4
Count Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3

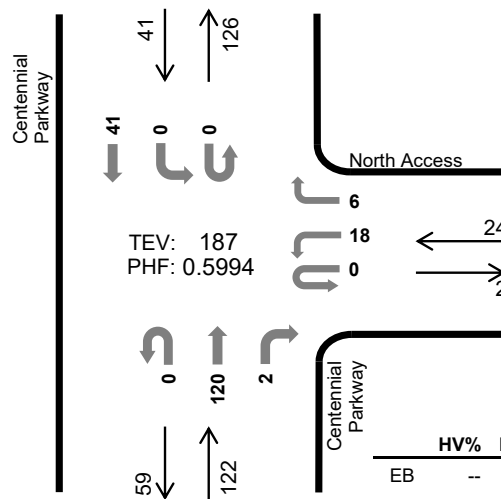
Count Summaries - Bikes

Interval Start	n/a				North Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Centennial Parkway North Access

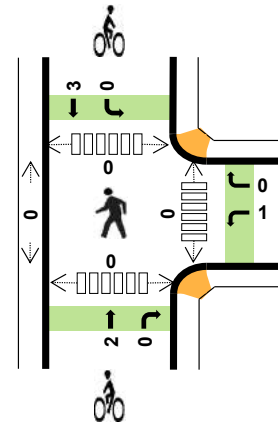


Peak Hour



	HV%	PHF
EB	--	--
WB	0%	0.60
NB	1%	0.55
SB	5%	0.57
TOTAL	2%	0.60

Date: 3/11/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



Peak Hour Count Summaries

Peak Hour Interval Start	n/a				North Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	2	0	3	0	0	22	1	0	0	8	0	36	0	
4:15 PM	0	0	0	0	0	9	0	1	0	0	20	1	0	0	8	0	39	0	
4:30 PM	0	0	0	0	0	3	0	1	0	0	23	0	0	0	7	0	34	0	
4:45 PM	0	0	0	0	0	4	0	1	0	0	55	0	0	0	18	0	78	187	
Pk Hr	All	0	0	0	0	0	18	0	6	0	0	120	2	0	0	41	0	187	
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	
	HV%	-	-	-	-	-	0%	-	0%	-	-	1%	0%	-	-	5%	-	2%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

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

Count Summaries - All Vehicles

Interval Start		n/a				North Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	2	0	3	0	0	22	1	0	0	8	0	36	0
4:15 PM		0	0	0	0	0	9	0	1	0	0	20	1	0	0	8	0	39	0
4:30 PM		0	0	0	0	0	3	0	1	0	0	23	0	0	0	7	0	34	0
4:45 PM		0	0	0	0	0	4	0	1	0	0	55	0	0	0	18	0	78	187
5:00 PM		0	0	0	0	0	6	0	1	0	0	14	1	0	0	10	0	32	183
5:15 PM		0	0	0	0	0	2	0	1	0	0	16	1	0	0	7	0	27	171
5:30 PM		0	0	0	0	0	1	0	1	0	0	8	0	0	0	5	0	15	152
5:45 PM		0	0	0	0	0	1	0	0	0	0	13	0	0	0	5	0	19	93
Count Total		0	0	0	0	0	28	0	9	0	0	171	4	0	0	68	0	280	
P k Hr	All	0	0	0	0	0	18	0	6	0	0	120	2	0	0	41	0	187	
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	
	HV%	-	-	-	-	-	0%	-	0%	-	-	1%	0%	-	-	5%	-	2%	

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

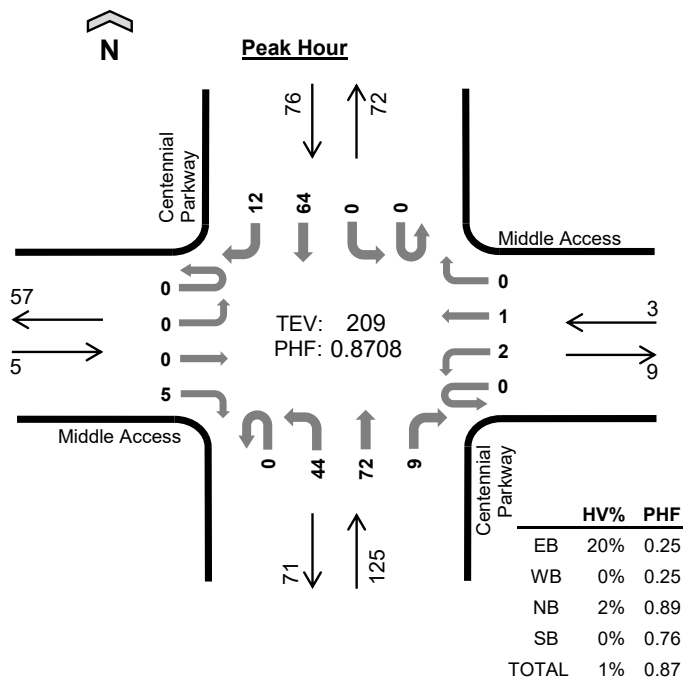
Count Summaries - Heavy Vehicles

Interval Start	n/a				North Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	

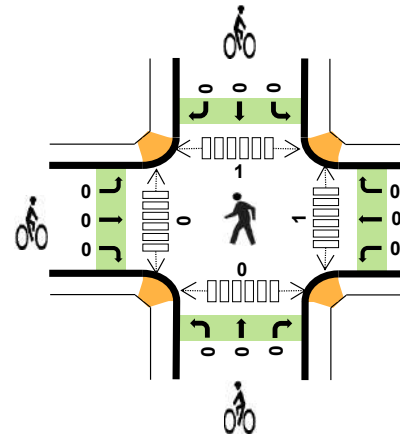
Count Summaries - Bikes

Interval Start	n/a				North Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
Count Total	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	3	0	8	
Pk Hr Bike	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	3	0	6	

Centennial Parkway Middle Access



Date: 3/11/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



Peak Hour Count Summaries

Peak Hour Interval Start		Middle Access				Middle Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	0	0	0	0	0	0	0	0	10	24	1	0	0	22	3	60	0
8:00 AM		0	0	0	0	0	0	0	0	0	14	15	5	0	0	13	5	52	0
8:15 AM		0	0	0	0	0	0	0	0	0	7	16	3	0	0	10	2	38	0
8:30 AM		0	0	0	5	0	2	1	0	0	13	17	0	0	0	19	2	59	209
Pk Hr	All	0	0	0	5	0	2	1	0	0	44	72	9	0	0	64	12	209	
	HV	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3	
	HV%	-	-	-	20%	-	0%	0%	-	-	0%	3%	0%	-	-	0%	0%	1%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

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

Count Summaries - All Vehicles																			
Interval Start		Middle Access				Middle Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	2	0	1	0	0	0	4	5	2	0	0	2	1	17	0
7:15 AM		0	0	0	0	0	0	0	0	1	8	14	1	0	0	6	1	31	0
7:30 AM		0	0	0	0	0	0	0	0	0	7	8	1	0	0	6	6	28	0
7:45 AM		0	0	0	0	0	0	0	0	0	10	24	1	0	0	22	3	60	136
8:00 AM		0	0	0	0	0	0	0	0	0	14	15	5	0	0	13	5	52	171
8:15 AM		0	0	0	0	0	0	0	0	0	7	16	3	0	0	10	2	38	178
8:30 AM		0	0	0	5	0	2	1	0	0	13	17	0	0	0	19	2	59	209
8:45 AM		0	0	0	0	0	1	0	0	2	5	24	3	0	0	9	1	45	194
Count Total		0	0	0	7	0	4	1	0	3	68	123	16	0	0	87	21	330	
Pk Hr	All	0	0	0	5	0	2	1	0	0	44	72	9	0	0	64	12	209	
	HV	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3	
	HV%	-	-	-	20%	-	0%	0%	-	-	0%	3%	0%	-	-	0%	0%	1%	

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

Count Summaries - Heavy Vehicles

Interval Start	Middle Access				Middle Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	5
Count Total	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	1	6	
Pk Hr Heavy	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3	

Count Summaries - Bikes

Interval Start	Middle Access				Middle Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles

Interval Start		Middle Access				Middle Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	3	0	4	0	5	0	1	0	1	5	0	0	0	22	0	41	0
4:15 PM		0	4	0	3	0	1	0	0	0	1	9	0	0	0	26	0	44	0
4:30 PM		0	3	0	3	0	1	0	0	1	1	8	0	0	0	23	1	41	0
4:45 PM		0	32	0	3	0	1	0	0	0	0	10	0	0	0	39	0	85	211
5:00 PM		0	1	0	2	0	2	0	0	0	4	4	0	0	0	32	0	45	215
5:15 PM		0	3	0	1	0	2	0	0	0	1	9	0	0	0	17	0	33	204
5:30 PM		0	0	0	0	0	2	0	0	0	1	2	0	0	0	18	0	23	186
5:45 PM		0	0	0	0	0	1	0	0	0	0	5	0	0	0	9	0	15	116
Count Total		0	46	0	16	0	15	0	1	1	9	52	0	0	0	186	1	327	
Pk Hr	All	0	40	0	11	0	5	0	0	1	6	31	0	0	0	120	1	215	
	HV	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	
	HV%	-	0%	-	0%	-	0%	-	-	0%	17%	0%	-	-	-	1%	0%	1%	

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

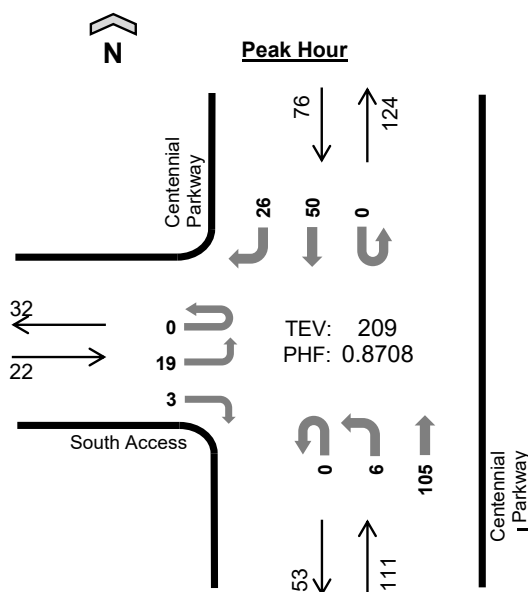
Count Summaries - Heavy Vehicles

Interval Start	Middle Access				Middle Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2

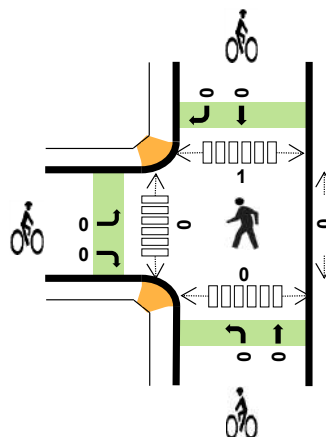
Count Summaries - Bikes

Interval Start	Middle Access				Middle Access				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	4	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
Count Total	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	11	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	

Centennial Parkway South Access



Date: 3/11/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV%	PHF
EB	5%	0.79
WB	--	--
NB	1%	0.90
SB	1%	0.70
TOTAL	1%	0.87

Peak Hour Count Summaries

Peak Hour Interval Start		South Access				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	5	0	2	0	0	0	0	0	2	29	0	0	0	11	11	60	0
8:00 AM		0	7	0	0	0	0	0	0	0	3	27	0	0	0	7	7	51	0
8:15 AM		0	5	0	0	0	0	0	0	0	1	21	0	0	0	10	3	40	0
8:30 AM		0	2	0	1	0	0	0	0	0	0	28	0	0	0	22	5	58	209
Pk Hr	All	0	19	0	3	0	0	0	0	0	6	105	0	0	0	50	26	209	
	HV	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	
	HV%	-	5%	-	0%	-	-	-	-	-	0%	1%	-	-	-	2%	0%	1%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

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

Count Summaries - All Vehicles

Interval Start		South Access				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	2	0	0	0	0	0	1	11	0	0	0	4	1	19	0
7:15 AM		0	1	0	0	0	0	0	0	0	0	23	0	0	0	4	1	29	0
7:30 AM		0	1	0	0	0	0	0	0	0	0	16	0	0	0	4	3	24	0
7:45 AM		0	5	0	2	0	0	0	0	0	2	29	0	0	0	11	11	60	132
8:00 AM		0	7	0	0	0	0	0	0	0	3	27	0	0	0	7	7	51	164
8:15 AM		0	5	0	0	0	0	0	0	0	1	21	0	0	0	10	3	40	175
8:30 AM		0	2	0	1	0	0	0	0	0	0	28	0	0	0	22	5	58	209
8:45 AM		0	4	0	1	0	0	0	0	0	0	30	0	0	0	12	3	50	199
Count Total		0	25	0	6	0	0	0	0	0	7	185	0	0	0	74	34	331	
Pk Hr	All	0	19	0	3	0	0	0	0	0	6	105	0	0	0	50	26	209	
	HV	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	
	HV%	-	5%	-	0%	-	-	-	-	-	-	0%	1%	-	-	-	2%	0%	

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

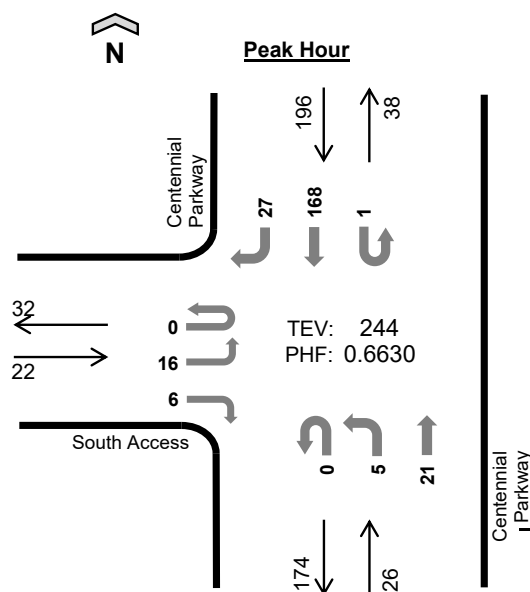
Count Summaries - Heavy Vehicles

Interval Start	South Access				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
Count Total	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	5	
Pk Hr Heavy	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	

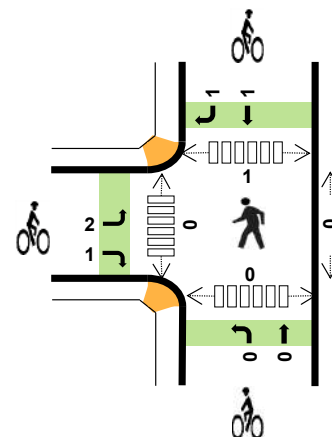
Count Summaries - Bikes

Interval Start	South Access				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Count Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Centennial Parkway South Access



Date: 3/11/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV%	PHF
EB	5%	0.69
WB	--	--
NB	8%	0.81
SB	1%	0.63
TOTAL	2%	0.66

Peak Hour Count Summaries

Peak Hour Interval Start		South Access				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	2	0	0	0	0	0	0	0	0	7	0	1	0	31	3	44	0
4:30 PM		0	6	0	1	0	0	0	0	0	3	5	0	0	0	29	8	52	0
4:45 PM		0	4	0	4	0	0	0	0	0	1	5	0	0	0	73	5	92	0
5:00 PM		0	4	0	1	0	0	0	0	0	1	4	0	0	0	35	11	56	244
Pk Hr	All	0	16	0	6	0	0	0	0	0	5	21	0	1	0	168	27	244	
	HV	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	0	5	
	HV%	-	6%	-	0%	-	-	-	-	-	40%	0%	-	0%	-	1%	0%	2%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

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

Count Summaries - All Vehicles

Interval Start		South Access				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	3	0	3	0	0	0	0	0	0	3	0	0	0	32	12	53	0
4:15 PM		0	2	0	0	0	0	0	0	0	0	7	0	1	0	31	3	44	0
4:30 PM		0	6	0	1	0	0	0	0	0	3	5	0	0	0	29	8	52	0
4:45 PM		0	4	0	4	0	0	0	0	0	1	5	0	0	0	73	5	92	241
5:00 PM		0	4	0	1	0	0	0	0	0	1	4	0	0	0	35	11	56	244
5:15 PM		0	6	0	1	0	0	0	0	0	0	5	0	0	0	21	6	39	239
5:30 PM		0	1	0	1	0	0	0	0	0	0	1	0	0	0	21	3	27	214
5:45 PM		0	3	0	1	0	0	0	0	0	0	2	0	0	0	10	2	18	140
Count Total		0	29	0	12	0	0	0	0	0	5	32	0	1	0	252	50	381	
Pk Hr	All	0	16	0	6	0	0	0	0	0	5	21	0	1	0	168	27	244	
	HV	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	0	5	
	HV%	-	6%	-	0%	-	-	-	-	-	40%	0%	-	0%	-	1%	0%	2%	

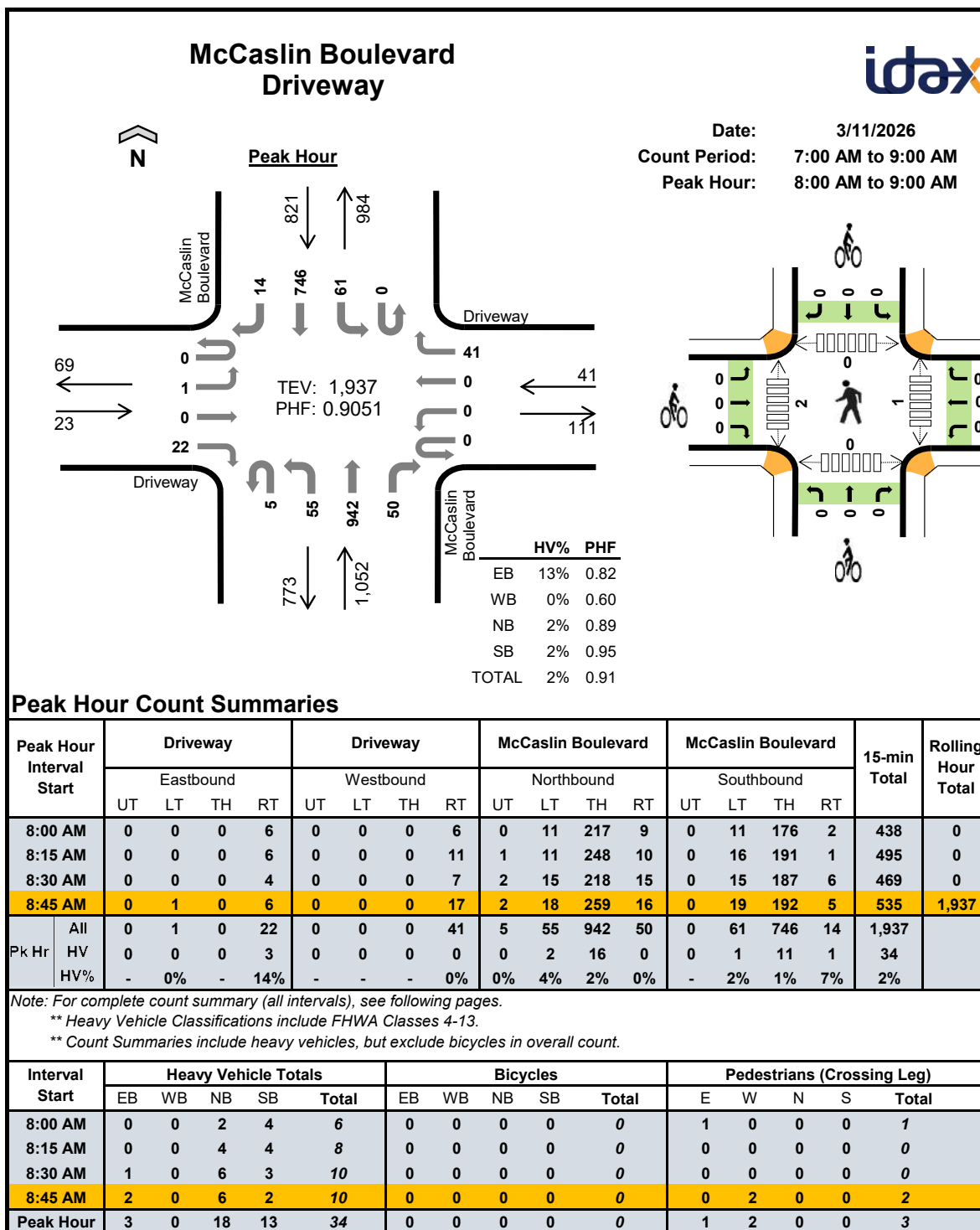
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	0	0	0	2	0	0	3	5	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	1	2	2	0	0	0	2	0	0	0	0	0
5:00 PM	1	0	1	1	3	1	0	0	0	1	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	1	0	1	0	2	1	0	0	0	1
Count Total	2	0	2	2	6	6	0	1	5	12	3	0	2	0	5
Peak Hour	1	0	2	2	5	3	0	0	2	5	0	0	1	0	1

Count Summaries - Heavy Vehicles

Interval Start	South Access				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	2
5:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	3	5
5:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	2	0	6	
Pk Hr Heavy	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	5	

Count Summaries - Bikes

Interval Start	South Access				n/a				Centennial Parkway				Centennial Parkway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	2	5	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	3
Count Total	0	4	0	2	0	0	0	0	0	0	0	1	0	0	0	2	3	12
Pk Hr Bike	0	2	0	1	0	0	0	0	0	0	0	0	0	0	1	1	5	

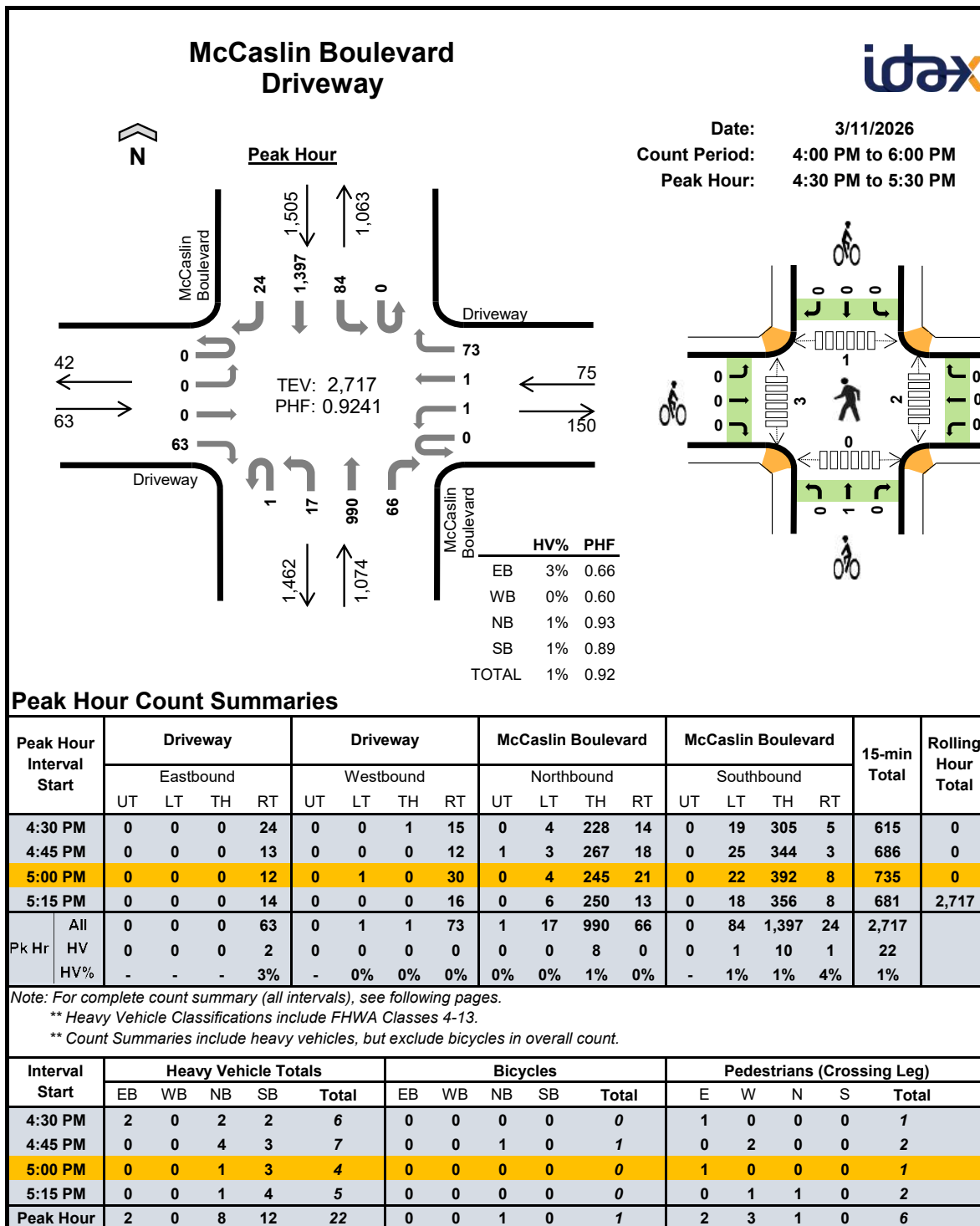


Count Summaries - All Vehicles

Interval Start	Driveway				Driveway				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	4	0	0	0	5	1	23	120	13	0	6	88	0	260	0	
7:15 AM	0	0	0	6	0	0	0	8	0	16	151	8	1	4	121	4	319	0	
7:30 AM	0	0	0	5	0	0	0	10	0	11	168	12	0	8	161	4	379	0	
7:45 AM	0	0	0	3	0	0	0	9	1	16	208	15	0	6	168	2	428	1,386	
8:00 AM	0	0	0	6	0	0	0	6	0	11	217	9	0	11	176	2	438	1,564	
8:15 AM	0	0	0	6	0	0	0	11	1	11	248	10	0	16	191	1	495	1,740	
8:30 AM	0	0	0	4	0	0	0	7	2	15	218	15	0	15	187	6	469	1,830	
8:45 AM	0	1	0	6	0	0	0	17	2	18	259	16	0	19	192	5	535	1,937	
Count Total		0	1	0	40	0	0	0	73	7	121	1,589	98	1	85	1,284	24	3,323	
Pk Hr	All	0	1	0	22	0	0	0	41	5	55	942	50	0	61	746	14	1,937	
	HV	0	0	0	3	0	0	0	0	0	2	16	0	0	1	11	1	34	
	HV%	-	0%	-	14%	-	-	-	0%	0%	4%	2%	0%	-	2%	1%	7%	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	1	0	4	1	6	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	2	2	4	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	1	8	6	15	0	0	0	0	0	1	0	0	0	1
7:45 AM	0	0	6	7	13	0	0	0	0	0	1	0	0	0	1
8:00 AM	0	0	2	4	6	0	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	6	3	10	0	0	0	0	0	0	0	0	0	0
8:45 AM	2	0	6	2	10	0	0	0	0	0	0	2	0	0	2
Count Total	4	1	38	29	72	0	0	0	0	0	3	3	0	0	6
Peak Hour	3	0	18	13	34	0	0	0	0	0	1	2	0	0	3

Count Summaries - Heavy Vehicles																		
Interval Start	Driveway				Driveway				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	0	0	0	3	1	0	0	1	0	6	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	7	1	0	0	6	0	15	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	13	38
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	38
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	1	3	0	8	42
8:30 AM	0	0	0	1	0	0	0	0	0	1	5	0	0	0	2	1	10	37
8:45 AM	0	0	0	2	0	0	0	0	0	1	5	0	0	0	2	0	10	34
Count Total	0	0	0	4	0	0	0	1	0	2	34	2	0	1	27	1	72	
Pk Hr Heavy	0	0	0	3	0	0	0	0	0	2	16	0	0	1	11	1	34	
Count Summaries - Bikes																		
Interval Start	Driveway				Driveway				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

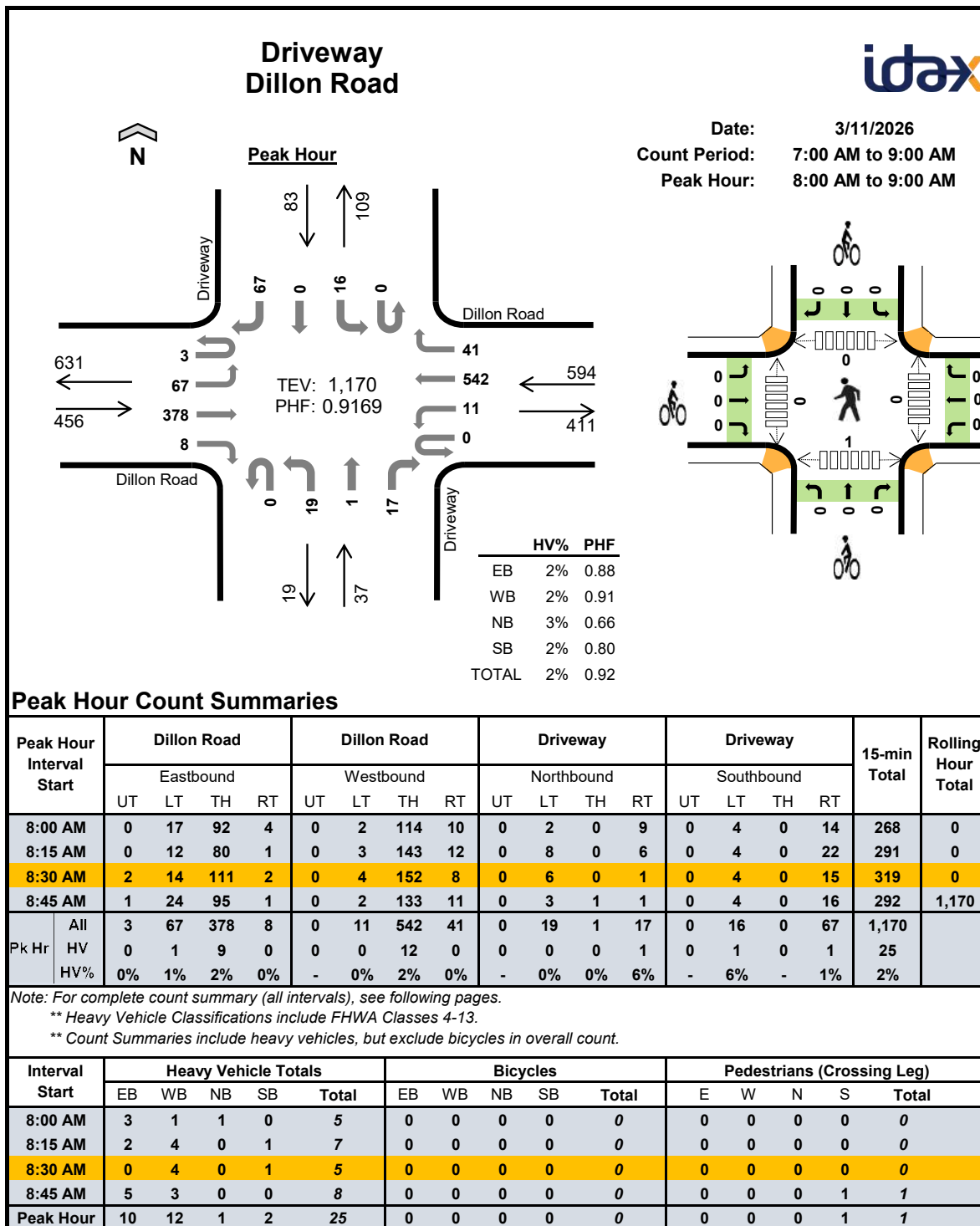


Count Summaries - All Vehicles

Interval Start		Driveway				Driveway				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	12	0	0	0	15	0	4	242	19	1	14	285	3	595	0
4:15 PM		0	0	0	10	0	0	0	22	1	4	281	17	0	11	283	10	639	0
4:30 PM		0	0	0	24	0	0	1	15	0	4	228	14	0	19	305	5	615	0
4:45 PM		0	0	0	13	0	0	0	12	1	3	267	18	0	25	344	3	686	2,535
5:00 PM		0	0	0	12	0	1	0	30	0	4	245	21	0	22	392	8	735	2,675
5:15 PM		0	0	0	14	0	0	0	16	0	6	250	13	0	18	356	8	681	2,717
5:30 PM		0	0	0	12	0	0	0	16	2	4	247	17	0	24	276	4	602	2,704
5:45 PM		0	0	0	9	0	0	0	16	1	4	265	14	2	11	264	2	588	2,606
Count Total		0	0	0	106	0	1	1	142	5	33	2,025	133	3	144	2,505	43	5,141	
P k Hr	All	0	0	0	63	0	1	1	73	1	17	990	66	0	84	1,397	24	2,717	
	HV	0	0	0	2	0	0	0	0	0	0	8	0	0	1	10	1	22	
	HV%	-	-	-	3%	-	0%	0%	0%	0%	0%	1%	0%	-	1%	1%	4%	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	5	5	10	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	2	5	8	0	0	1	1	2	2	0	0	0	2
4:30 PM	2	0	2	2	6	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	4	3	7	0	0	1	0	1	0	2	0	0	2
5:00 PM	0	0	1	3	4	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	1	4	5	0	0	0	0	0	0	1	1	0	2
5:30 PM	0	0	1	5	6	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	1	3	4	0	0	0	0	0	0	2	0	0	2
Count Total	2	1	17	30	50	0	0	2	1	3	4	6	1	0	11
Peak Hour	2	0	8	12	22	0	0	1	0	1	2	3	1	0	6

Count Summaries - Heavy Vehicles																		
Interval Start	Driveway				Driveway				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	4	1	0	1	4	0	10	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	5	0	8	0
4:30 PM	0	0	0	2	0	0	0	0	0	0	2	0	0	1	1	0	6	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	1	7	31
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	25
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	22
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	0	6	22
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	19
Count Total	0	0	0	2	0	0	0	1	0	1	15	1	0	2	27	1	50	
Pk Hr Heavy	0	0	0	2	0	0	0	0	0	0	8	0	0	1	10	1	22	
Count Summaries - Bikes																		
Interval Start	Driveway				Driveway				McCaslin Boulevard				McCaslin Boulevard				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	

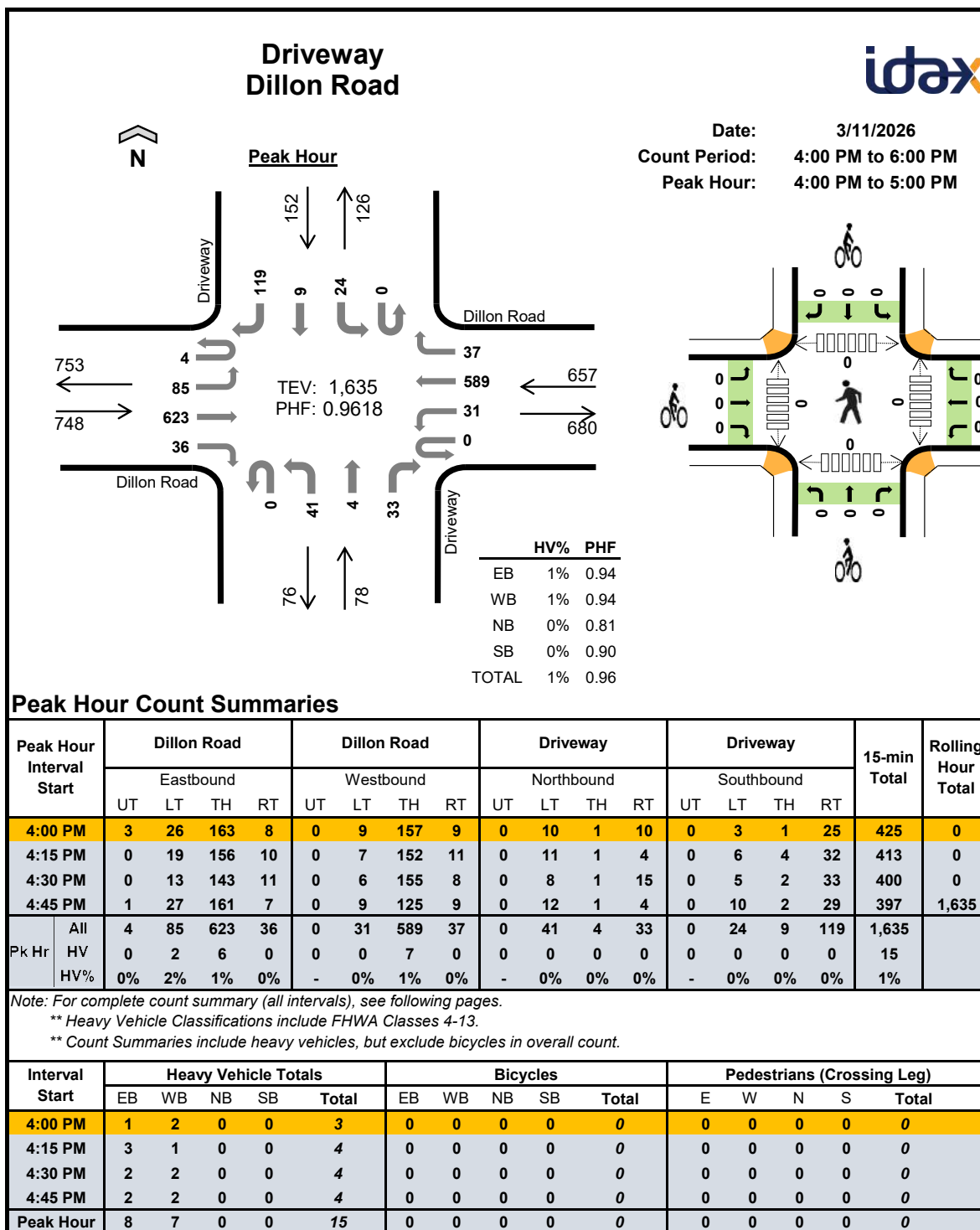


Count Summaries - All Vehicles

Interval Start	Dillon Road				Dillon Road				Driveway				Driveway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	7	57	2	0	2	64	4	0	0	0	1	0	4	0	8	149	0	
7:15 AM	0	3	70	3	1	2	69	10	0	2	1	2	0	3	1	10	177	0	
7:30 AM	0	4	99	1	0	0	112	7	0	1	1	3	0	5	0	18	251	0	
7:45 AM	0	17	111	6	0	2	123	6	0	6	0	7	0	4	0	8	290	867	
8:00 AM	0	17	92	4	0	2	114	10	0	2	0	9	0	4	0	14	268	986	
8:15 AM	0	12	80	1	0	3	143	12	0	8	0	6	0	4	0	22	291	1,100	
8:30 AM	2	14	111	2	0	4	152	8	0	6	0	1	0	4	0	15	319	1,168	
8:45 AM	1	24	95	1	0	2	133	11	0	3	1	1	0	4	0	16	292	1,170	
Count Total	3	98	715	20	1	17	910	68	0	28	3	30	0	32	1	111	2,037		
Pk Hr	All	3	67	378	8	0	11	542	41	0	19	1	17	0	16	0	67	1,170	
	HV	0	1	9	0	0	0	12	0	0	0	1	0	1	0	1	25		
	HV%	0%	1%	2%	0%	-	0%	2%	0%	-	0%	0%	6%	-	6%	-	1%	2%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	2	3	0	1	6	0	0	0	0	0	0	0	0	0	0
7:15 AM	3	2	1	0	6	0	0	0	0	0	0	0	0	0	0
7:30 AM	4	3	0	0	7	0	0	0	0	0	0	0	0	0	0
7:45 AM	3	4	0	1	8	0	0	0	0	0	0	0	0	0	0
8:00 AM	3	1	1	0	5	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	4	0	1	7	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0
8:45 AM	5	3	0	0	8	0	0	0	0	0	0	0	0	1	1
Count Total	22	24	2	4	52	0	0	0	0	0	0	0	0	1	1
Peak Hour	10	12	1	2	25	0	0	0	0	0	0	0	0	1	1

Count Summaries - Heavy Vehicles																			
Interval Start	Dillon Road				Dillon Road				Driveway				Driveway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	1	6	0
7:15 AM	0	0	2	1	0	0	2	0	0	1	0	0	0	0	0	0	0	6	0
7:30 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7	0
7:45 AM	0	0	2	1	0	0	4	0	0	0	0	0	0	0	0	0	1	8	27
8:00 AM	0	1	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	5	26
8:15 AM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	1	7	27
8:30 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	5	25
8:45 AM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8	25
Count Total	0	1	18	3	0	0	24	0	0	1	0	1	0	1	0	3	0	52	
Pk Hr Heavy	0	1	9	0	0	0	12	0	0	0	0	1	0	1	0	1	0	25	
Count Summaries - Bikes																			
Interval Start	Dillon Road				Dillon Road				Driveway				Driveway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



Count Summaries - All Vehicles

Interval Start	Dillon Road				Dillon Road				Driveway				Driveway				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	3	26	163	8	0	9	157	9	0	10	1	10	0	3	1	25	425	0	
4:15 PM	0	19	156	10	0	7	152	11	0	11	1	4	0	6	4	32	413	0	
4:30 PM	0	13	143	11	0	6	155	8	0	8	1	15	0	5	2	33	400	0	
4:45 PM	1	27	161	7	0	9	125	9	0	12	1	4	0	10	2	29	397	1,635	
5:00 PM	0	19	161	11	0	2	152	11	0	9	1	13	0	9	3	30	421	1,631	
5:15 PM	0	23	181	9	0	6	126	8	0	10	1	15	0	6	1	23	409	1,627	
5:30 PM	0	20	164	8	0	9	123	10	0	15	2	10	0	6	2	18	387	1,614	
5:45 PM	2	23	154	9	0	5	109	11	0	9	0	13	0	5	0	27	367	1,584	
Count Total		6	170	1,283	73	0	53	1,099	77	0	84	8	84	0	50	15	217	3,219	
Pk Hr	All	4	85	623	36	0	31	589	37	0	41	4	33	0	24	9	119	1,635	
	HV	0	2	6	0	0	0	7	0	0	0	0	0	0	0	0	15		
	HV%	0%	2%	1%	0%	-	0%	1%	0%	-	0%	0%	0%	-	0%	0%	1%		

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
4:15 PM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	2	1	0	5	0	1	0	0	1	0	0	0	0	0
5:15 PM	2	2	0	1	5	0	0	0	0	0	2	0	0	1	3
5:30 PM	1	1	0	0	2	0	1	0	0	1	0	1	1	1	3
5:45 PM	2	0	0	0	2	0	0	0	0	0	1	1	0	0	2
Count Total	15	12	1	1	29	0	2	0	0	2	3	2	1	2	8
Peak Hour	8	7	0	0	15	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles

Interval Start	Dillon Road				Dillon Road				Driveway				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
4:15 PM	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
4:30 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
4:45 PM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	4	15
5:00 PM	0	1	1	0	0	0	2	0	0	0	0	1	0	0	0	0	5	17
5:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	5	18
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	16
5:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
Count Total	0	3	12	0	0	0	12	0	0	0	0	1	0	0	0	1	29	
Pk Hr Heavy	0	2	6	0	0	0	7	0	0	0	0	0	0	0	0	0	15	

Count Summaries - Bikes

Interval Start	Dillon Road				Dillon Road				Driveway				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



Appendix C: Future Traffic Projections and Background Traffic Study Excerpts

DRCOG Traffic Projections:

Centennial Valley

Location	2020	2050	Growth Factor	Annual Growth
McCaslin N of Centennial Pkwy	25,000	33,000	1.32	0.93%
McCaslin S of Centennial Pkwy	29,000	40,000	1.38	1.08%
McCaslin N of Centennial Pkwy/Cherry St	34,000	44,000	1.29	0.86%
McCaslin S of Centennial Pkwy/Cherry St	38,000	49,000	1.29	0.85%
McCaslin N of Dillon Rd	41,000	55,000	1.34	0.98%
Centennial Pkwy E of McCaslin	6,000	10,000	1.67	1.72%
Cherry St E of McCaslin	5,000	6,000	1.20	0.61%
Dillon Rd E of McCaslin	22,000	29,000	1.32	0.93%
Total	200,000	266,000	1.33	0.96%



TRAFFIC IMPACT STUDY

KING SOOPERS 142

Louisville, CO

PREPARED FOR:
King Soopers

PREPARED BY:
Brian Horan, PE, PTOE
Daniela Gonzalez
Cooper Riddell-Brosig

Galloway & Company, Inc.
5500 Greenwood Plaza Blvd, Suite 200
Greenwood Village, CO 80111

DATE:
February 7, 2025
REVISED: April 14, 2025





FIGURE 1-1
SITE LOCATION



IV. Analysis of Future Conditions without Site Development

Methodology

The future traffic forecasts, without the proposed new use, were developed for 2026 and 2045 conditions based on a composite of existing baseline traffic volumes, regional traffic growth, and pipeline developments. A 1.0% growth factor per year was applied to all movements of existing traffic on the study intersections.

Regional Growth

Increases in traffic associated with regional growth were estimated at 1.0 percent per year compounded for all movements on study intersections up to 2026 as well as to 2045. This growth was determined using CDOT'S Online Transportation Information System's (OTIS) count station #104952 on McCaslin Blvd south of Dillon Rd, and accounts for increases in traffic resulting from influences outside of the immediate study area. The resulting increases in volumes within the study area are reflected in Figure 4-1 for 2026 conditions and Figure 4-2 for 2045 conditions.

Pipeline Developments

One unbuilt/unoccupied (i.e., "pipeline") development was identified for consideration within the study. CU Boulder Faculty Housing is planned to be built at 1164 W Dillon Rd at the site of the vacant Cinebarre. No plans have been submitted to the City for this development, therefore the use for this site was assumed to be Multi-Family Housing (Low-Rise). The existing Cinebarre building is 45,000 square feet (SF), therefore it was assumed that the development could provide 50 dwelling units (DU). With this information, and the proximity to the park and ride, the following development program was included in the background and total future analysis for 2045 conditions:

CU Boulder Faculty Housing

50	DU	Multi-Family Housing (Low-Rise) - Close to Rail Transit
----	----	---

The location of the pipeline developments in relation to the Applicant's property is shown in Figure 4-3. The pipeline development site was assumed to have 80% of its trips going to and from the south on McCaslin Blvd, 10% going to and from the north on McCaslin Blvd, 5% going to and from the east on Centennial Pkwy/Cherry St, and 5% going to and from the east on Dillon Rd. The pipeline site trips are shown in Figure 4-4 for 2045 conditions.

Background Traffic Forecasts

The existing traffic forecasts depicted in Figure 3-1, the regional growth shown in Figure 4-1 (2026) and Figure 4-2 (2045), and the pipeline development site trips shown in Figure 4-4 (2045) were added together to yield the background future traffic forecasts shown in Figure 4-5 for 2026 conditions and Figure 4-6 for 2045 conditions.

Background Future Levels of Service

Capacity analyses of 2026 and 2045 future traffic conditions without the proposed development are provided in Appendix E and summarized in Table 4-1. The forecasted levels of service are also depicted graphically in Figure 4-7 for 2026 conditions and Figure 4-8 for 2045 conditions.

As shown on Table 4-1, under background future 2026 conditions the intersections in the study area are forecasted to operate consistent with existing conditions.

Under background future 2045 conditions the signalized intersections in the study area are forecasted to operate at acceptable overall LOS "D" or better during the weekday peak hours with the exception of the Dillon Rd & McCaslin Blvd intersection which is expected to operate at LOS "E" in the 2045 weekday PM peak hour. The unsignalized intersection movements in the study area are expected to operate at acceptable LOS "C" or better during the weekday peak hours.

Background Future Queueing

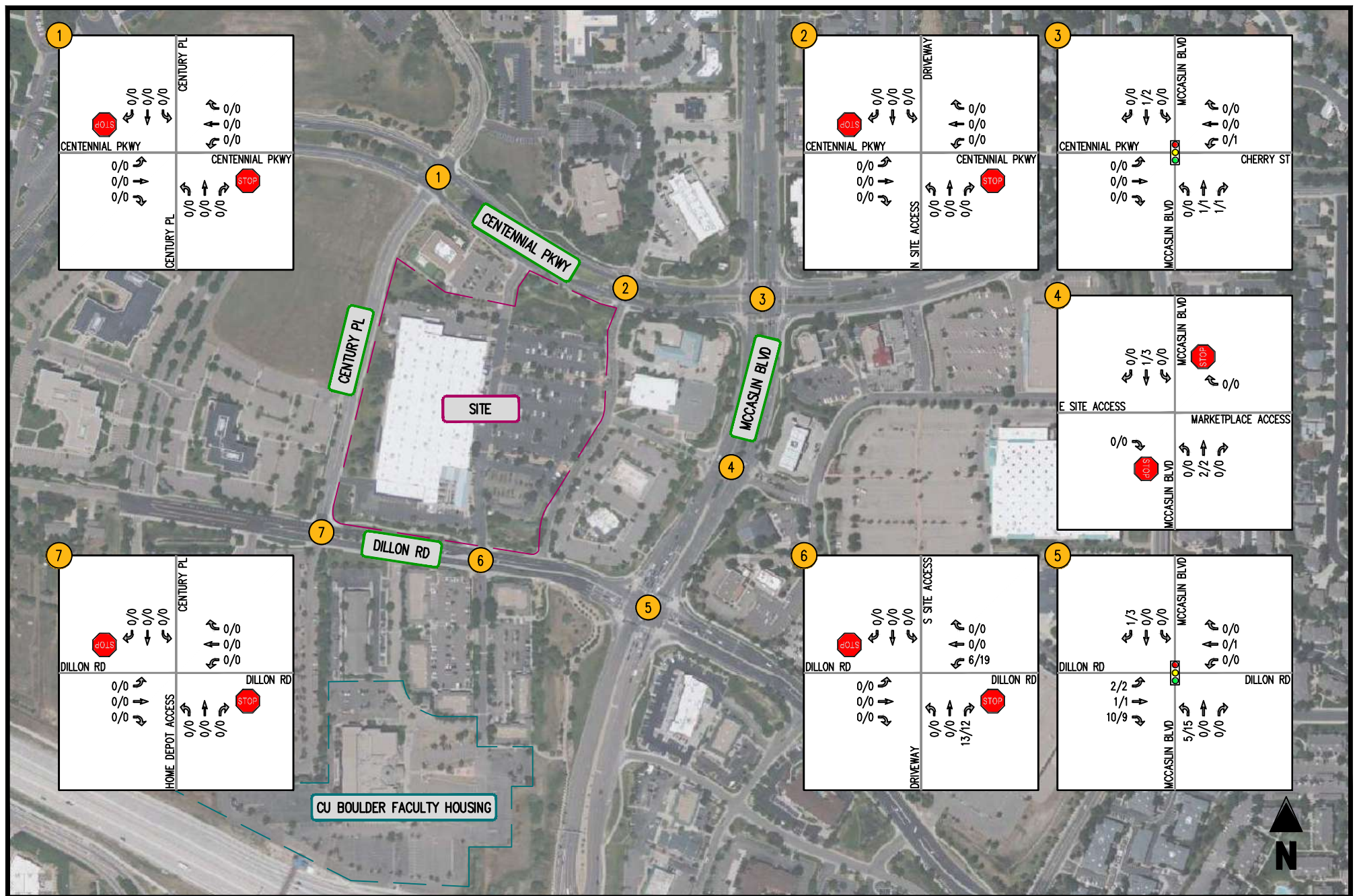
An analysis of intersection queues was performed at key locations under background future traffic conditions. The results of the queueing analysis are summarized in Table 4-2.

As shown in the table, queues within the study network will increase due to assumed regional traffic growth. All queues are expected to be contained in their effective storage during background conditions with the exception of the eastbound left movement at the Centennial Pkwy & McCaslin Blvd intersection during the background future long range (2045) weekday AM peak hour.



FIGURE 4-3
PIPELINE LOCATION





**FIGURE 4-4
PIPELINE SITE TRIPS**

KING SOOPERS
LOUISVILLE, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



V. Site Analysis

Overview

The Applicant is proposing to redevelop the approximately 13.5-acre site with commercial uses consisting of a supermarket and gas station use. For purposes of this study, the site is assumed complete and occupied in 2026. The following use and development programs were analyzed:

Build-Out 2026:

136,380	SF	Supermarket
14	FP	Gas Station

Proposed Site Access

As shown on the Applicant's conceptual plan (Figure 1-2), access to the development is being proposed via the existing right-in/right-out (RIRO) access on Centennial Pkwy, full movement access on Centennial Pkwy, $\frac{3}{4}$ movement access on McCaslin Blvd, RIRO access on Dillon Rd, two full movement accesses on Dillon Rd, and two full movement accesses on Century Pl. No change to the lane use and traffic control is being proposed.

Trip Generation

Overview

Trip generation estimates for the weekday AM and PM peak hours, as well as the weekday average daily traffic (ADT), were derived from the standard Institute of Transportation Engineers (ITE) Trip Generation Manual rates/equations, as published in the 11th edition. The trip generation analysis is presented in Table 5-1.

Internal Capture

Due to the mixed-use nature of the proposed development, it is assumed that a number of trips would be shared between the uses. These are trips that are going from one use on site to another use on site and should not be counted as separate trips for each use. An internal capture reduction of 10% was applied to the trip generation analysis consistent with ITE methodologies:

- Internal Capture: 10%

Pass-by Trips

According to ITE, in some cases the driveway volumes at a particular land use are different from the amount of traffic added to the adjacent street system. Uses such as commercial establishments attract a portion of their trips from traffic that is already present on the road network. Pass-by trips are those trips which are made as intermediate stops on the way to a primary destination. An example of a pass-by trip would be one in which a driver stops at a grocery store or a gas station on his/her way from work.

The proposed use would experience pass-by trips consistent with the primary uses located on site. In recognition of this phenomenon and consistent with ITE published data, the following pass-by reductions were applied to the trip generation analysis:

- Supermarket: 0% AM / 24% PM
- Gas Station: 63% AM / 57% PM

As shown in Table 5-1, the site in total is anticipated to generate 82 weekday AM and 315 weekday PM peak hour pass-by trips. Therefore, these trips would be drawn from the existing road network and assigned to the future site entrances accordingly. Trip distributions for pass-by trips were considered only along northbound and southbound McCaslin Blvd. It was assumed that 40% of pass-by trips would come from the north and 60% would come from the south. Pass-by trip assignments at key study intersections are shown in Figure 5-1.

Net Site Trips

The vehicle trips that would be generated by the proposed development plan are summarized in Table 5-1. As shown in Table 5-1, the site would generate upon completion and full occupancy 399 net new weekday AM and 755 net new weekday PM peak hour vehicle trips, as well as 10,301 net new weekday daily trips.

Site Trip Distributions

The distribution of the anticipated trips generated by the completion of the proposed development was based on an examination of existing traffic counts and local knowledge. Existing travel patterns indicate the following distribution is appropriate in the forecasting of net new future site traffic:

- To/from the north on McCaslin Blvd: 25%
- To/from the south on McCaslin Blvd: 40%
- To/from the east on Centennial Pkwy/Cherry St: 10%
- To/from the west on Centennial Pkwy/Cherry St: 5%
- To/from the east on Dillon Rd: 20%

Site Trip Assignments

The assignment of the new vehicle trips generated upon the future build-out of the development project was based on the above distribution. The net new trips assignments are depicted in Figure 5-2.

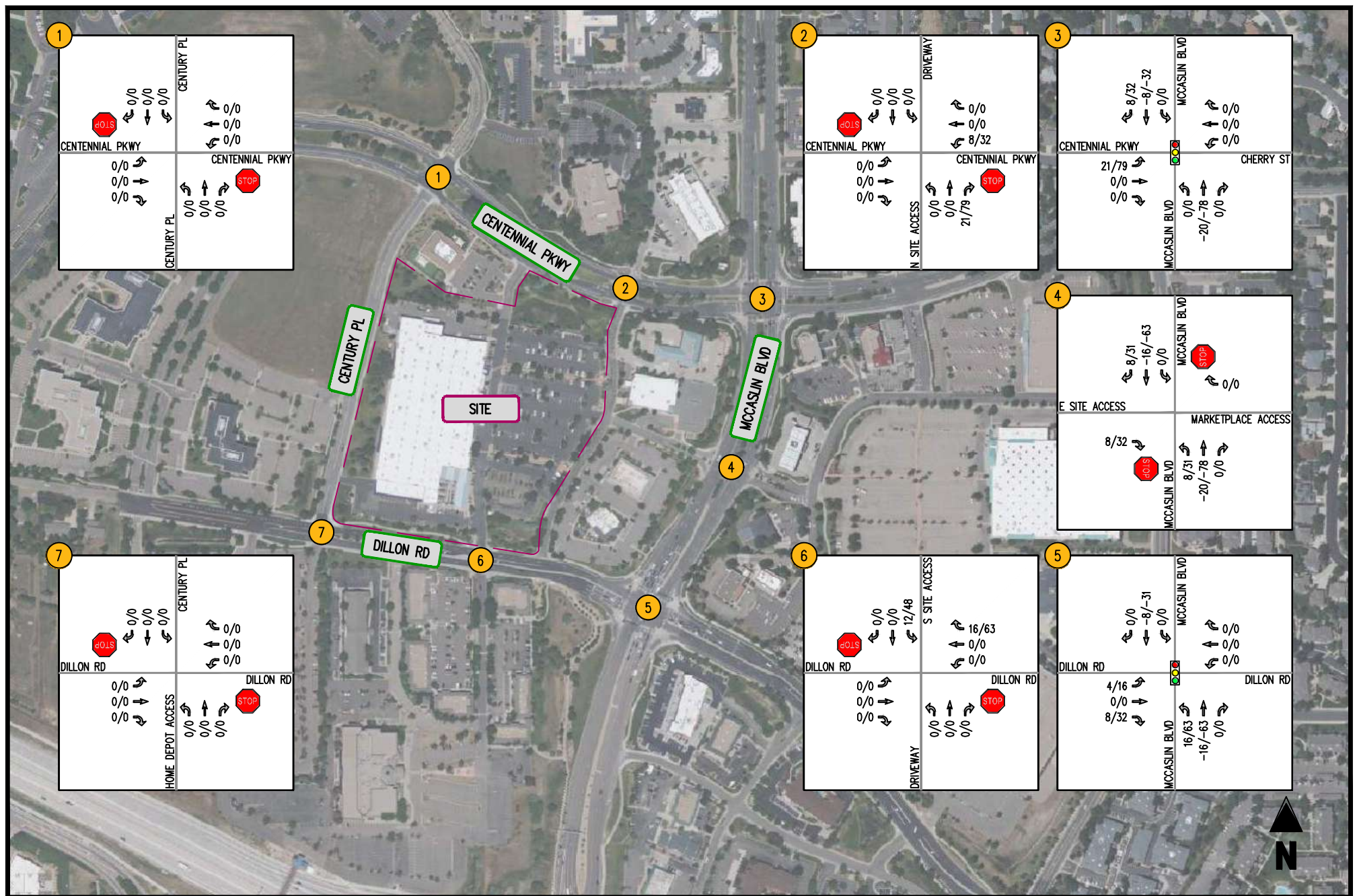


FIGURE 5-1
PASS-BY TRIPS

KING SOOPERS
 LOUISVILLE, CO

(A/A) INTERSECTION LOS
 0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



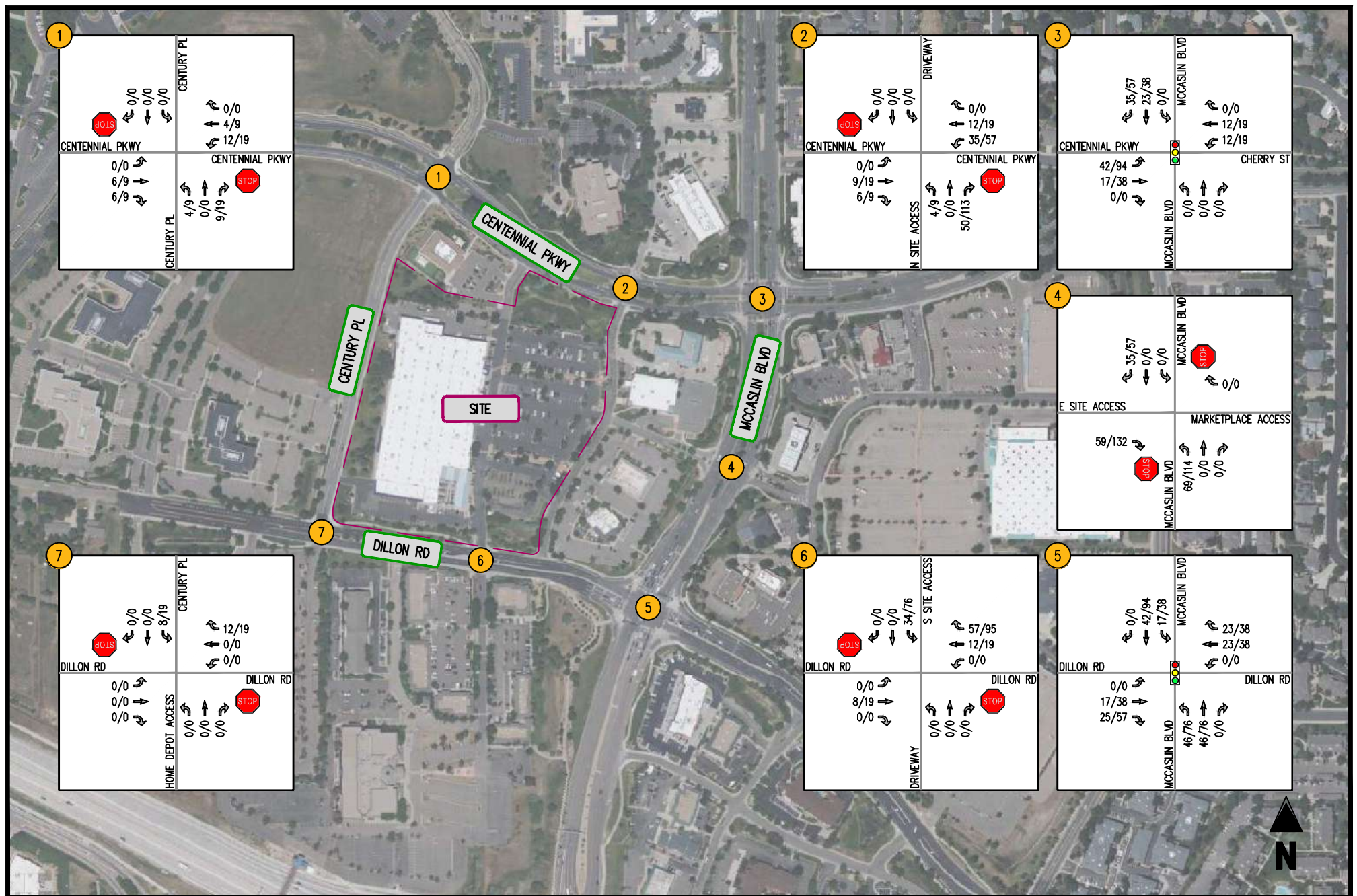


FIGURE 5-2
SITE TRIPS

KING SOOPERS
LOUISVILLE, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN





Appendix D: Trip Generation Worksheets

Output Summary

ITE LUC	Land Use	Size	Unit	Daily			AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
B1,C1,F2,F1												
220	Multifamily Housing (Low-Rise)	850	DU	2,453	2,453	4,906	74	236	310	257	158	415
215	Single-Family Attached Housing	96	DU	316	316	632	11	34	45	27	20	47
B1,C1,F2,F1 Baseline Trips				2,769	2,769	5,538	85	270	355	284	178	462
Multimodal Trips				138	140	278	4	14	18	14	9	23
B1,C1,F2,F1 New External Vehicular Trips				2,631	2,629	5,260	81	256	337	270	169	439
G3												
215	Single-Family Attached Housing	25	DU	82	82	164	3	9	12	7	6	13
G3 Baseline Trips				82	82	164	3	9	12	7	6	13
Multimodal Trips				4	4	8	0	1	1	1	0	0
G3 New External Vehicular Trips				78	78	156	3	8	11	6	6	12
L7												
223	Affordable Housing	102	DU	246	245	491	11	26	37	31	22	53
L7 Baseline Trips				246	245	491	11	26	37	31	22	53
Multimodal Trips				12	13	25	1	1	2	2	1	3
L7 New External Vehicular Trips				234	232	466	10	25	35	29	21	50
O2												
220	Multifamily Housing (Low-Rise)	75	DU	272	272	544	9	30	39	27	16	43
O2 Baseline Trips				272	272	544	9	30	39	27	16	43
Multimodal Trips				13	15	28	0	2	2	1	1	2
O2 New External Vehicular Trips				259	257	516	9	28	37	26	15	41
B1,C1,F2,F1,G3,L7,O2												
Total Baseline Trips				3,369	3,368	6,737	108	335	443	349	222	571
Total Multimodal Trips				167	172	339	5	18	23	18	11	28
Total New External Vehicular Trips				3,202	3,196	6,398	103	317	420	331	211	542

B1,C1,F2,F1 Daily Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(220) Multifamily Housing (Low-Rise)	ITE 12th Ed	850	DU	$T = 5.63(X) + 120.45$	50%	50%	2,453	2,453	4,906	5.0%	245	2,331	2,330	4,661
2	(215) Single-Family Attached Housing	ITE 12th Ed	96	DU	$T = 6.57(X)$	50%	50%	316	315	631	5.0%	32	300	299	599
Total:								2,769	2,768	5,537	5.0%	277	2,631	2,629	5,260

B1,C1,F2,F1 AM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(220) Multifamily Housing (Low-Rise)	ITE 12th Ed	850	DU	$T = 0.35(X) + 12.93$	24%	76%	74	236	310	5.0%	16	70	224	294
2	(215) Single-Family Attached Housing	ITE 12th Ed	96	DU	$T = 0.47(X)$	25%	75%	11	34	45	5.0%	2	11	32	43
Total:								85	270	355	5.0%	18	81	256	337

B1,C1,F2,F1 PM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(220) Multifamily Housing (Low-Rise)	ITE 12th Ed	850	DU	$T = 0.48(X) + 7.35$	62%	38%	257	158	415	5.0%	21	244	150	394
2	(215) Single-Family Attached Housing	ITE 12th Ed	96	DU	$T = 0.57(X) - 7.84$	57%	43%	27	20	47	5.0%	2	26	19	45
Total:								284	178	462	5.0%	23	270	169	439

G3 Daily Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
Land Use + Code		Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(215) Single-Family Attached Housing	ITE 12th Ed	25	DU	T = 6.57(X)	50%	50%	82	82	164	5.0%	8	78	78	156
Total:								82	82	164	5.0%	8	78	78	156

G3 AM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
Land Use + Code		Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(215) Single-Family Attached Housing	ITE 12th Ed	25	DU	T = 0.47(X)	25%	75%	3	9	12	5.0%	1	3	8	11
Total:								3	9	12	5.0%	1	3	8	11

G3 PM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
Land Use + Code		Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(215) Single-Family Attached Housing	ITE 12th Ed	25	DU	T = 0.51(X)	57%	43%	7	6	13	5.0%	1	6	6	12
Total:								7	6	13	5.0%	1	6	6	12

L7 Daily Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(223) Affordable Housing	ITE 12th Ed	102	DU	$T = 4.81(X)$	50%	50%	246	245	491	5.0%	25	234	232	466
Total:								246	245	491	5.0%	25	234	232	466

L7 AM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(223) Affordable Housing	ITE 12th Ed	102	DU	$T = 0.36(X)$	29%	71%	11	26	37	5.0%	2	10	25	35
Total:								11	26	37	5.0%	2	10	25	35

L7 PM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(223) Affordable Housing	ITE 12th Ed	102	DU	$\ln(T) = 0.72 \ln(X) + 0.64$	59%	41%	31	22	53	5.0%	3	29	21	50
Total:								31	22	53	5.0%	3	29	21	50

O2 Daily Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
Land Use + Code		Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(220) Multifamily Housing (Low-Rise)	ITE 12th Ed	75	DU	$T = 5.63(X) + 120.45$	50%	50%	272	271	543	5.0%	27	259	257	516
Total:								272	271	543	5.0%	27	259	257	516

O2 AM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
Land Use + Code		Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(220) Multifamily Housing (Low-Rise)	ITE 12th Ed	75	DU	$T = 0.35(X) + 12.93$	24%	76%	9	30	39	5.0%	2	9	28	37
Total:								9	30	39	5.0%	2	9	28	37

O2 PM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS		
Land Use + Code		Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total
1	(220) Multifamily Housing (Low-Rise)	ITE 12th Ed	75	DU	$T = 0.48(X) + 7.35$	62%	38%	27	16	43	5.0%	2	26	15	41
Total:								27	16	43	5.0%	2	26	15	41

Centennial Valley McCaslin Small Area Plan Uses Daily Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(710) General Office Building	ITE 12th Ed	1050	KSF	$T = 6.18(X) + 207.96$	50%	50%	3,349	3,349	6,698
2	(710) General Office Building	ITE 12th Ed	43.6	KSF	$T = 6.18(X) + 207.96$	50%	50%	239	239	478
3	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	27.2	LKSF	$T = 54.45(X)$	50%	50%	741	741	1,482
Total:								4,329	4,329	8,658

Centennial Valley McCaslin Small Area Plan Uses AM Peak Hour Trip Generation Calculations

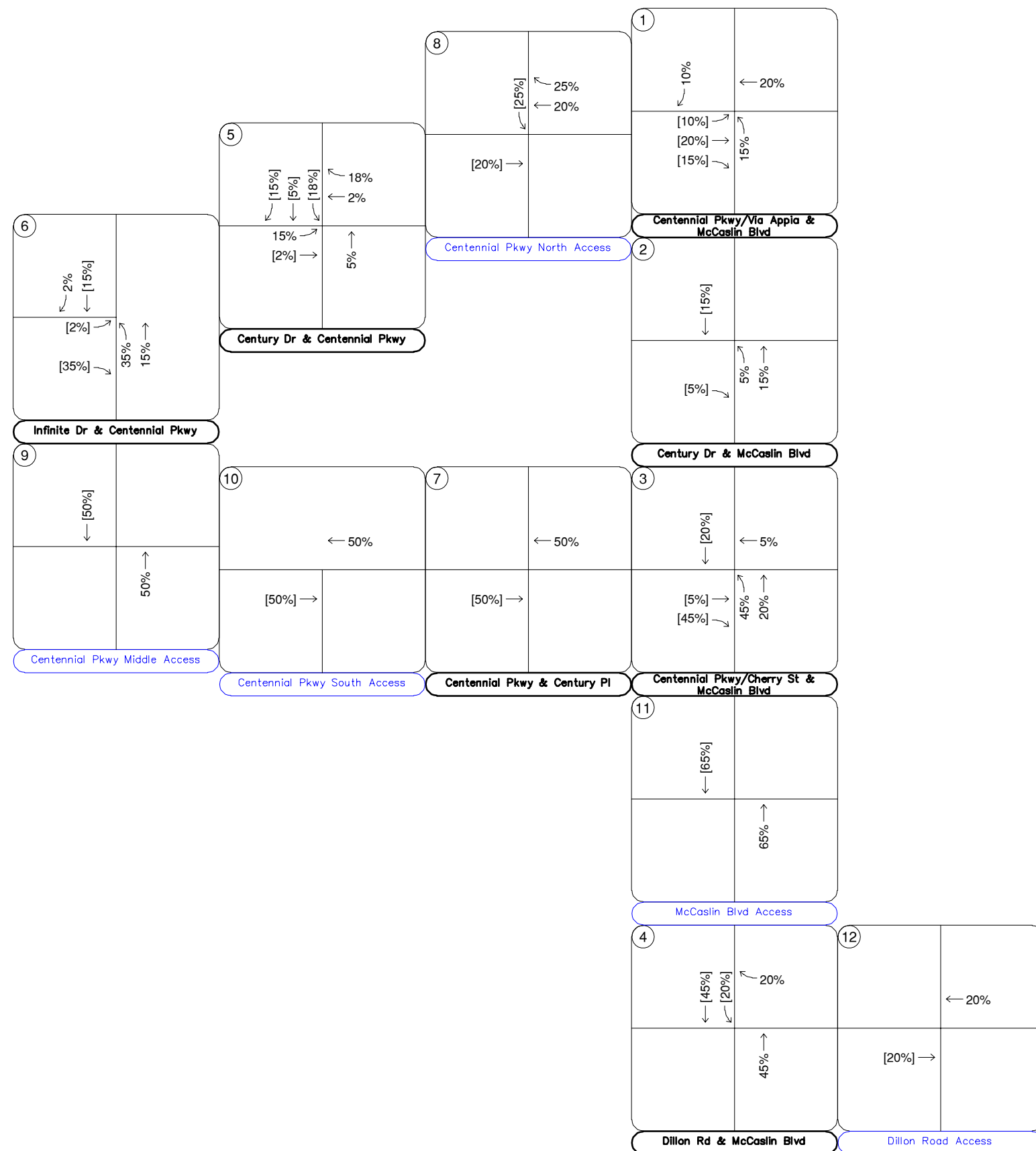
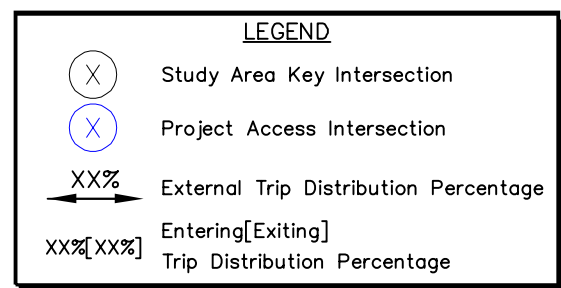
TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(710) General Office Building	ITE 12th Ed	1050	KSF	$T = 1.12(X) + 19.95$	88%	12%	1,052	144	1,196
2	(710) General Office Building	ITE 12th Ed	43.6	KSF	$T = 1.12(X) + 19.95$	88%	12%	61	8	69
3	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	27.2	LKSF	$T = 3.93(X)$	55%	45%	59	48	107
Total:								1,172	200	1,372

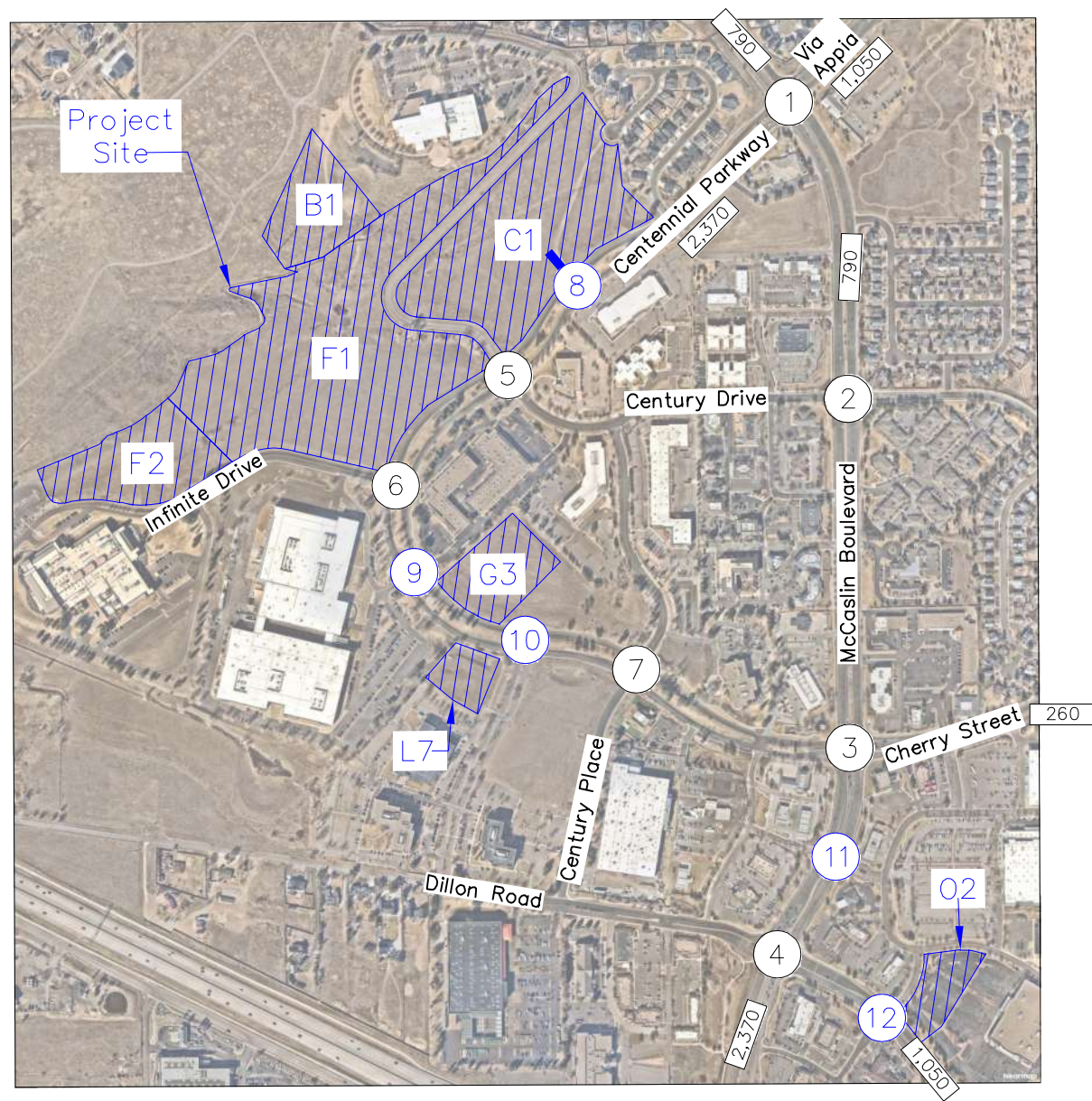
Centennial Valley McCaslin Small Area Plan Uses PM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(710) General Office Building	ITE 12th Ed	1050	KSF	$T = 0.99(X) + 31.14$	16%	84%	171	900	1,071
2	(710) General Office Building	ITE 12th Ed	43.6	KSF	$T = 0.99(X) + 31.14$	16%	84%	12	62	74
3	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	27.2	LKSF	$\ln(T) = 0.68 \ln(X) + 2.77$	50%	50%	76	75	151
Total:								259	1,037	1,296



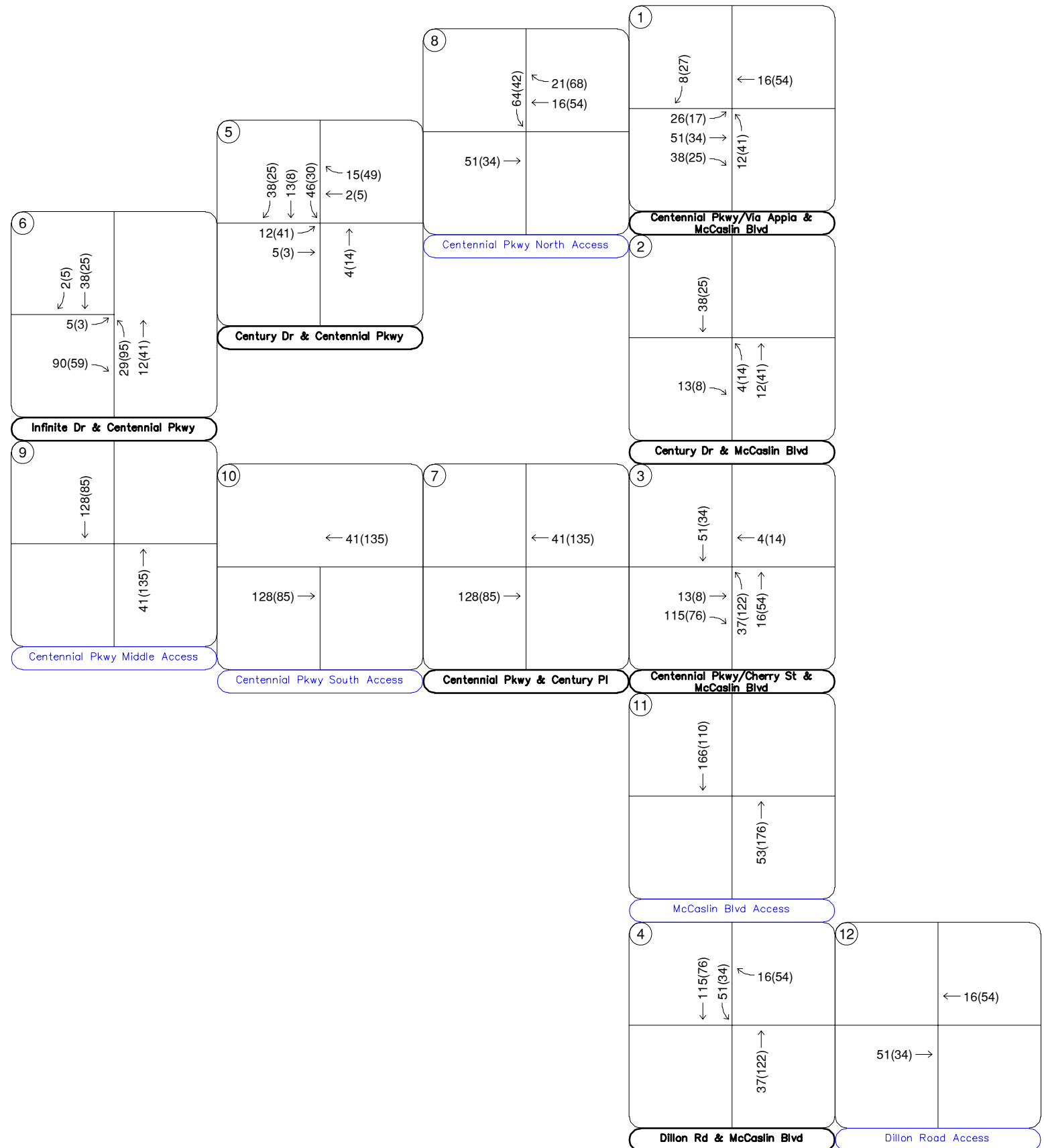
Appendix E: Zone Distribution and Assignment

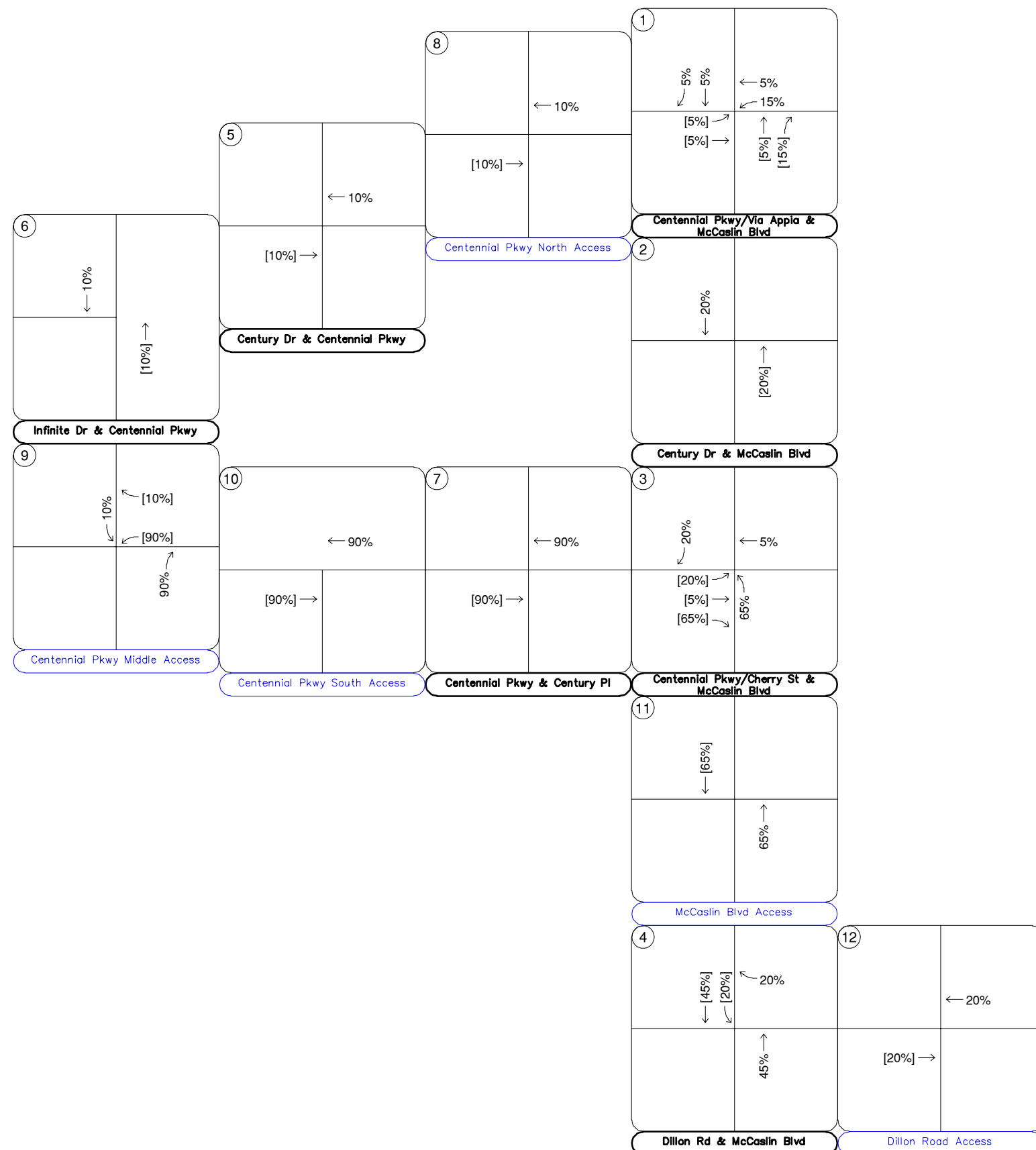
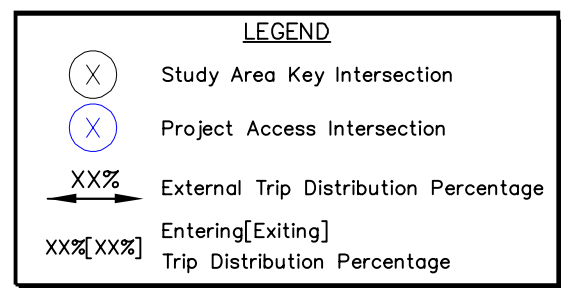


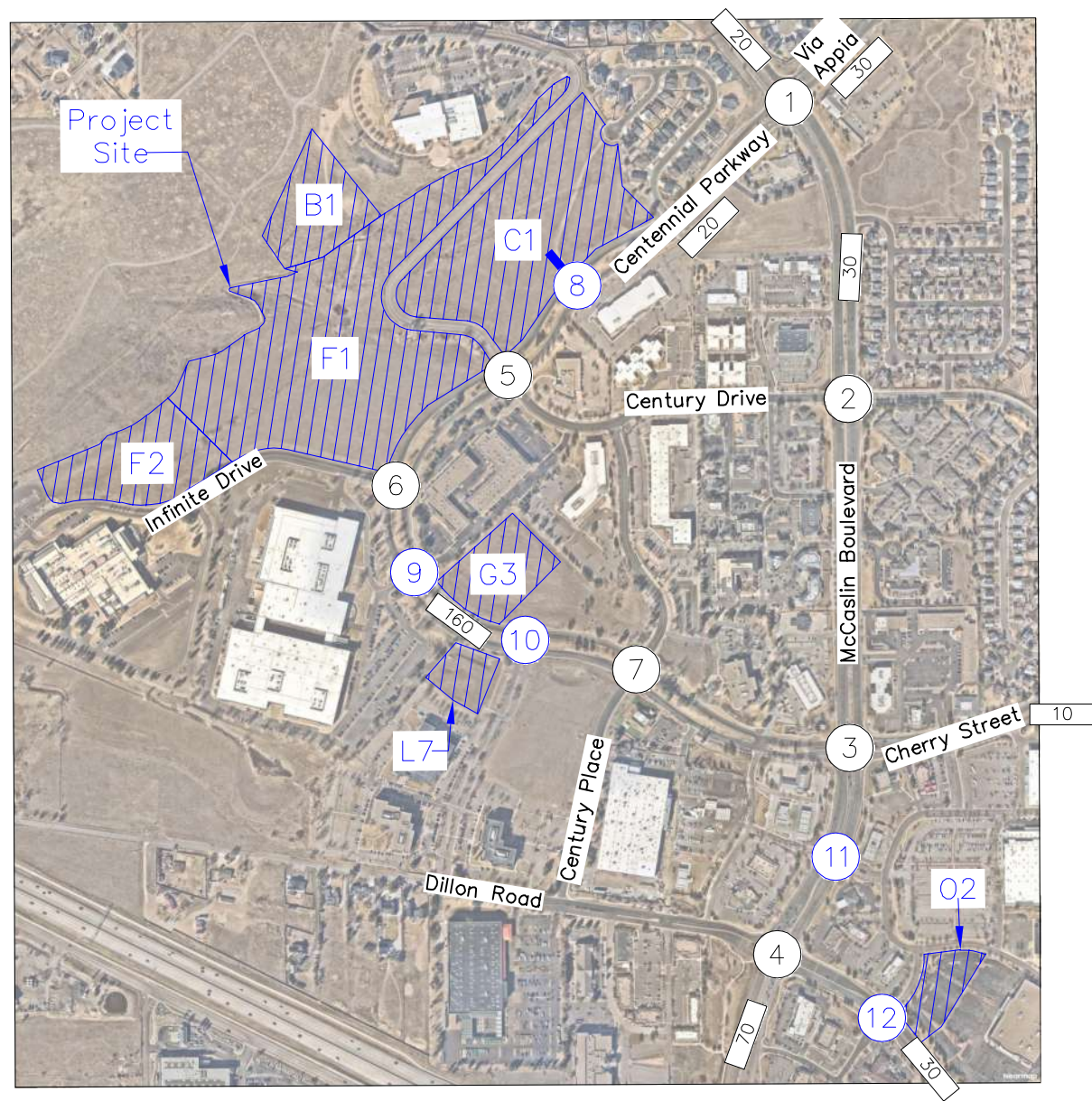


LEGEND	
(X)	Study Area Key Intersection
(X)	Project Access Intersection
xxx(xxx)	Weekday AM(PM) Peak Hour Traffic Volumes
xx,x00	Estimated Daily Traffic Volume

FIGURE B
Centennial Valley Residential
Louisville, Colorado
B1, C1, F1, F2 Traffic Assignment

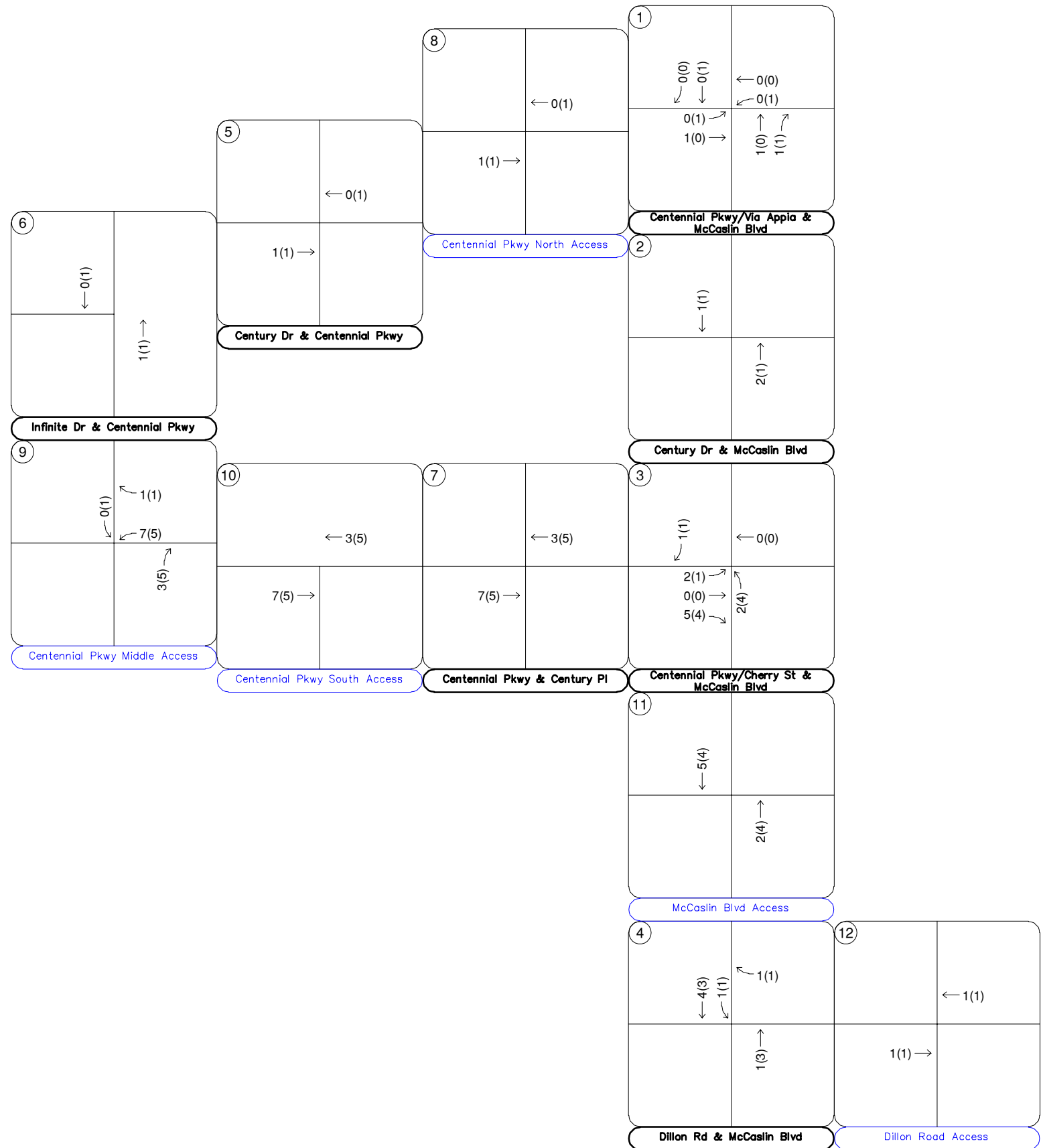






LEGEND	
(X)	Study Area Key Intersection
(X)	Project Access Intersection
xxx(xxx)	Weekday AM(PM) Peak Hour Traffic Volumes
xx,x00	Estimated Daily Traffic Volume

FIGURE D
Centennial Valley Residential
Louisville, Colorado
G3 Project Traffic Assignment



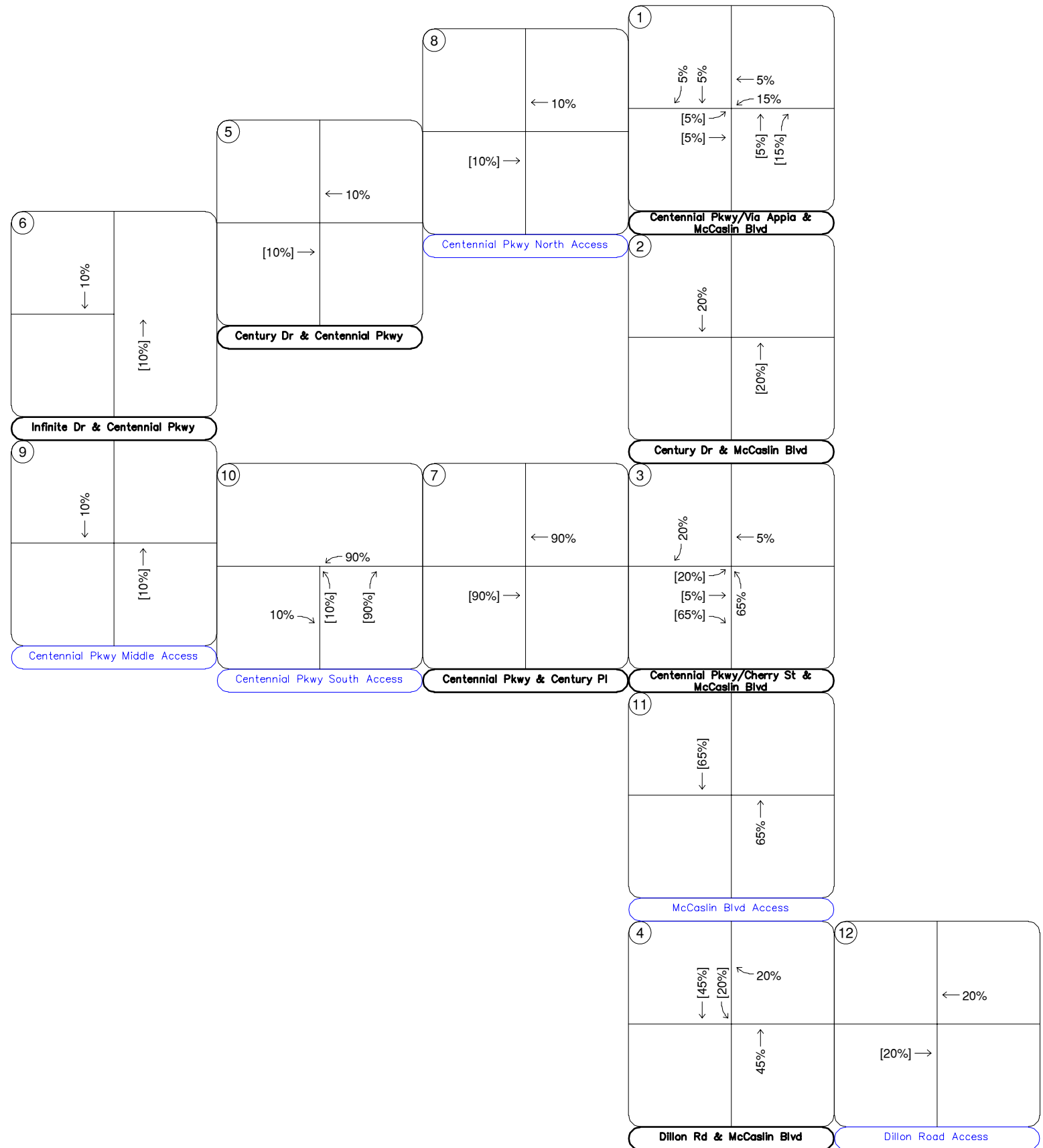
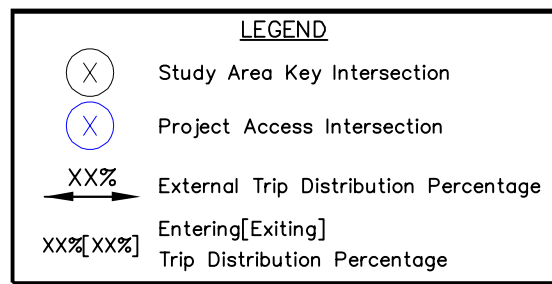
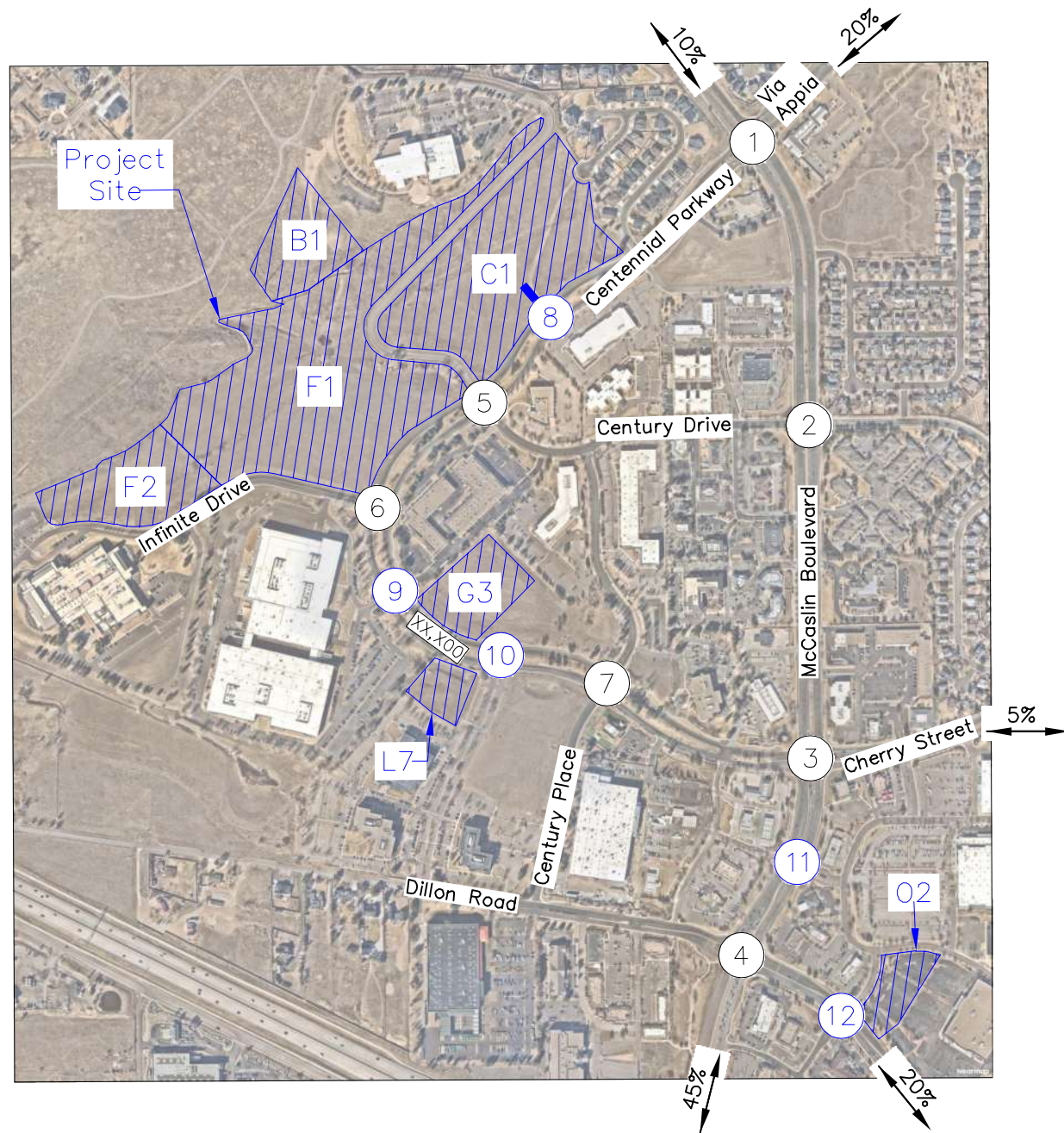
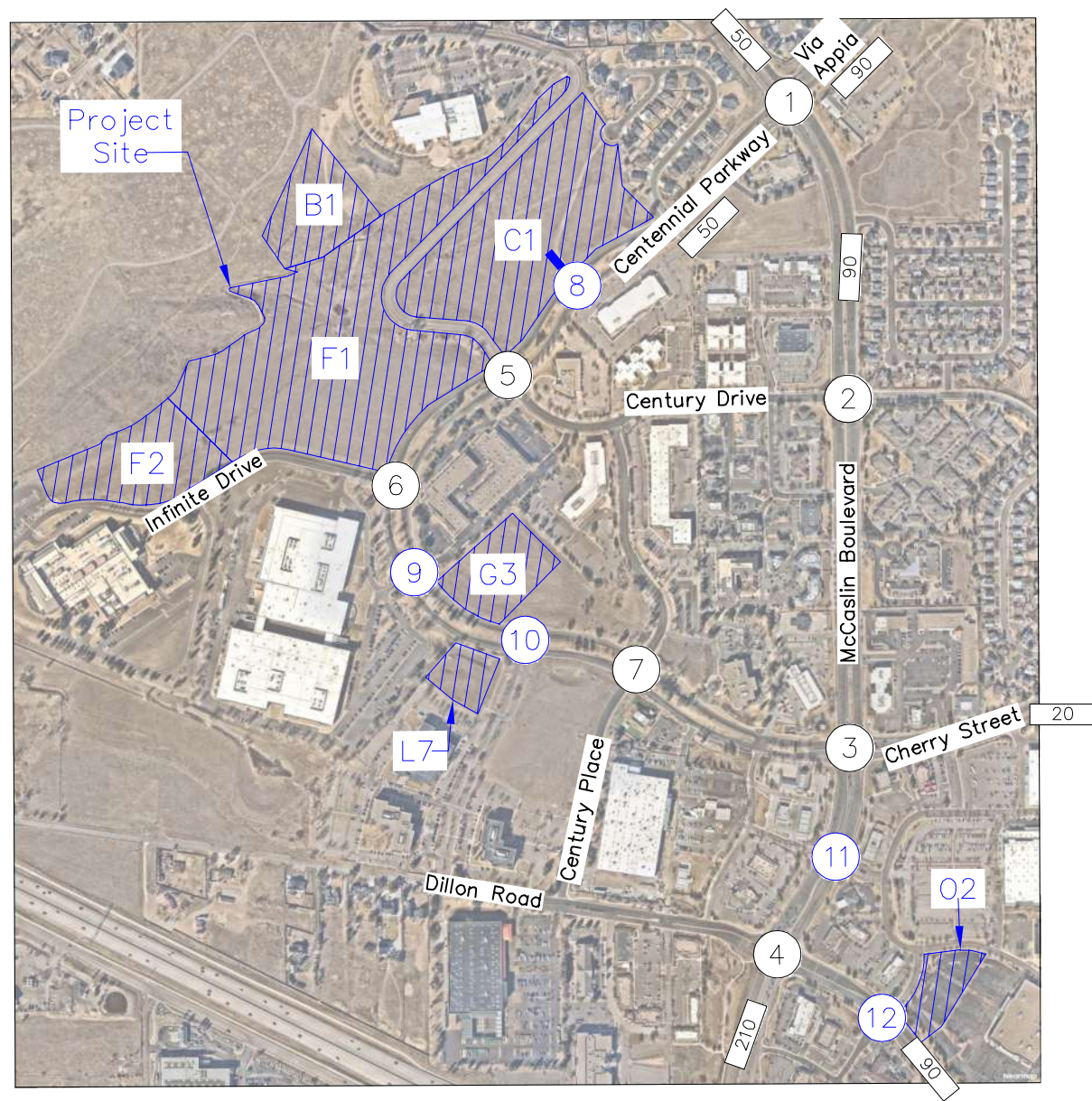


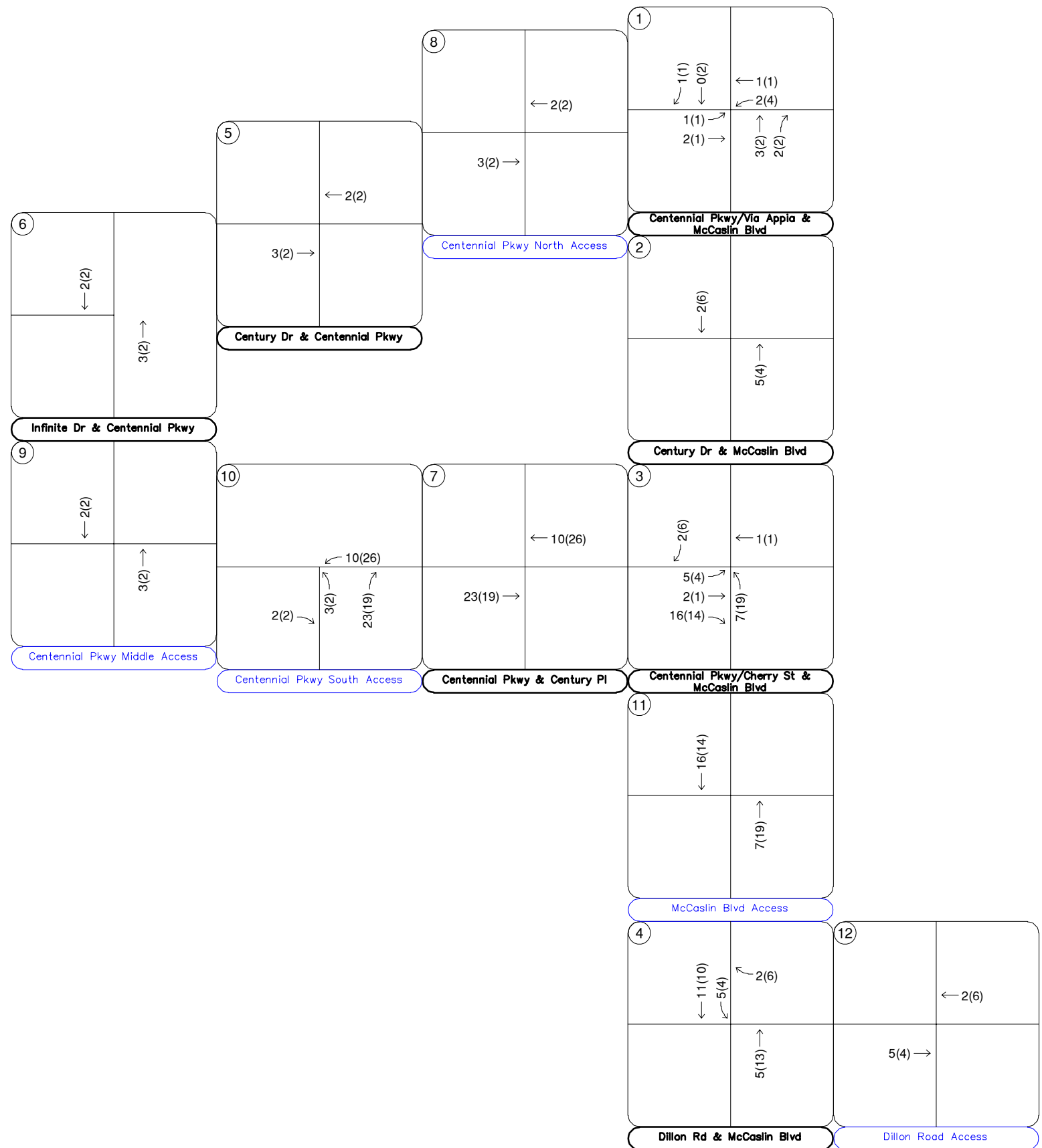
FIGURE E
Centennial Valley Residential
Louisville, Colorado
L7 Project Trip Distribution



LEGEND

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

FIGURE F
Centennial Valley Residential
Louisville, Colorado
L7 Project Traffic Assignment



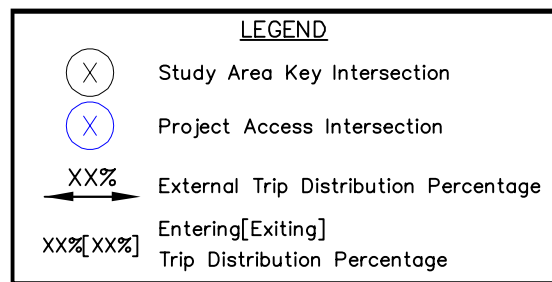
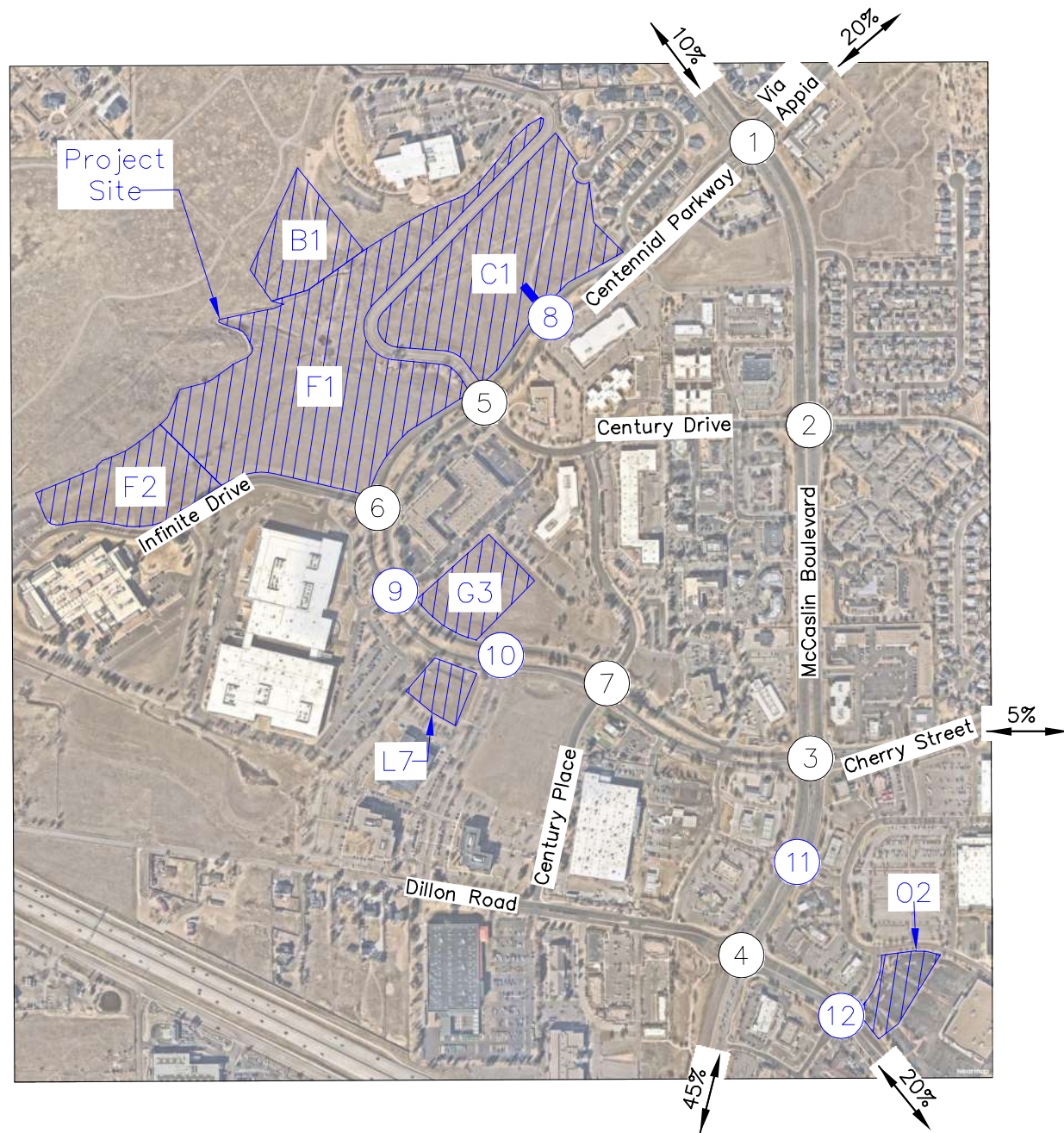
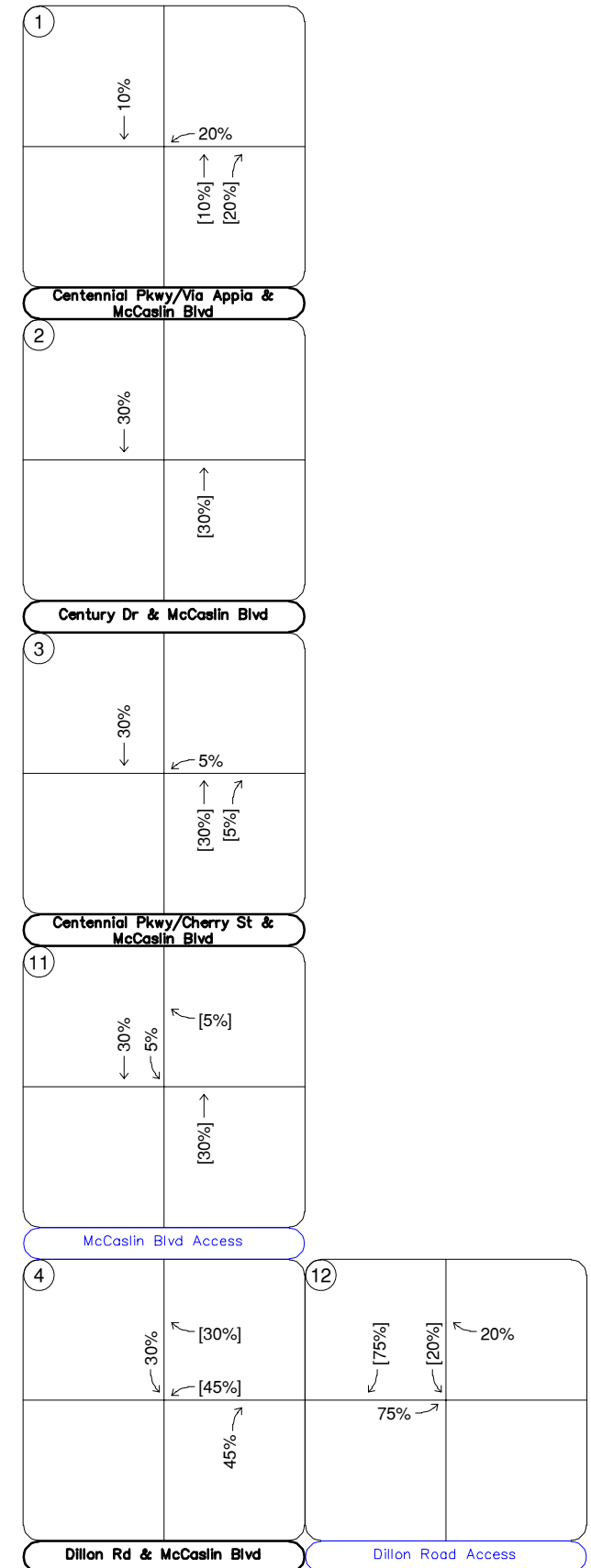


FIGURE G
Centennial Valley Residential
Louisville, Colorado
O2 Project Trip Distribution



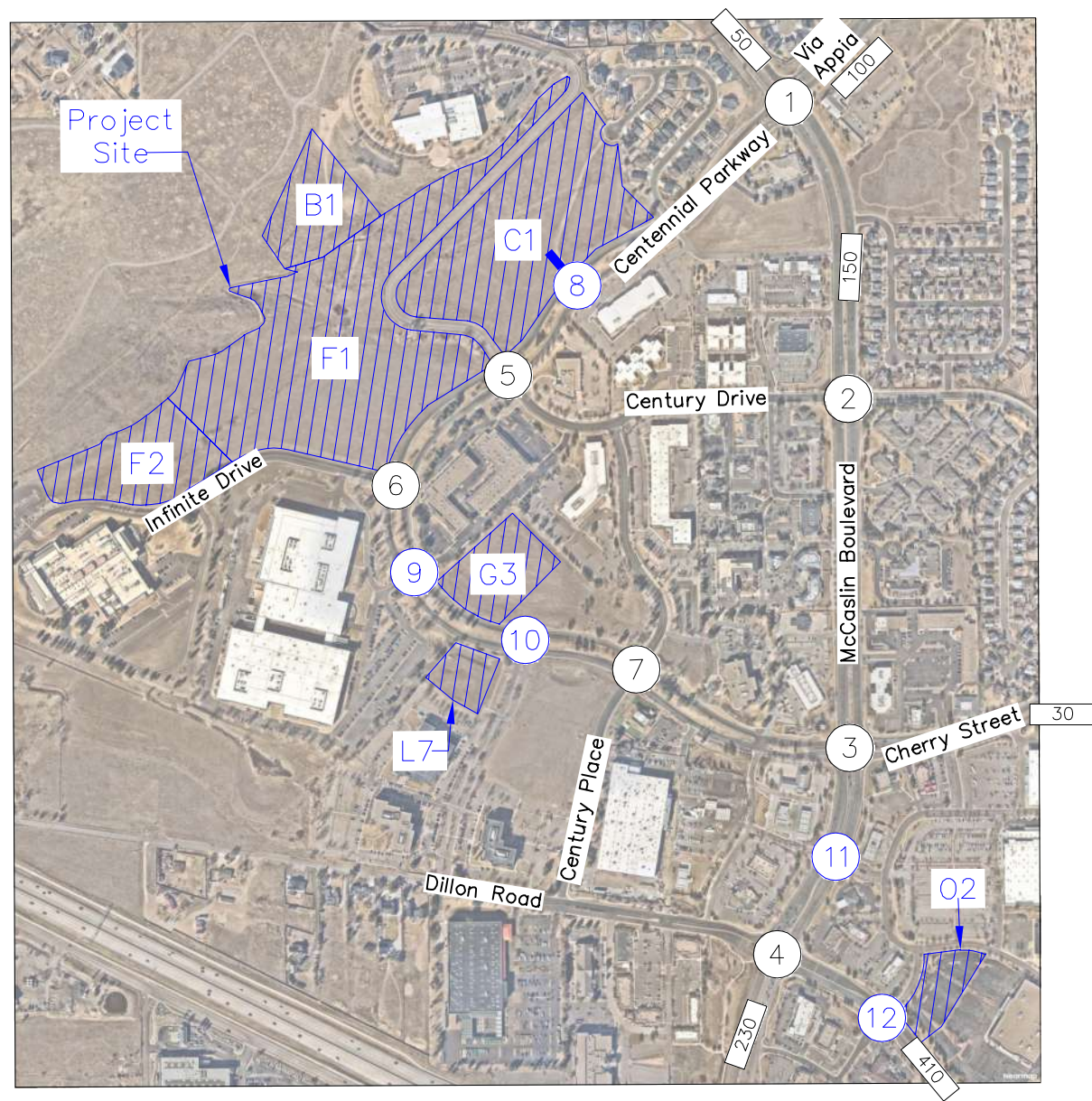


FIGURE H
Centennial Valley Residential
Louisville, Colorado
O2 Project Traffic Assignment

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

1	← 1(3)	← 2(5)	3(2) ↑ 5(3) →
Centennial Pkwy/Via Appia & McCaslin Blvd			
2	← 3(8)		8(5) →
Century Dr & McCaslin Blvd			
3	← 3(8)	← 0(1)	8(5) → 1(1) →
Centennial Pkwy/Cherry St & McCaslin Blvd			
11	← 3(8) ← 0(1)	1(1) →	8(5) →
McCaslin Blvd Access			
4	3(8) → 8(5) →	13(7) → 4(12) →	
Dillon Rd & McCaslin Blvd			
12	21(12) → 7(20) →	2(5) → 6(3) →	
Dillon Road Access			



Appendix F: Intersection Analysis Worksheets

Timings

1: McCaslin Boulevard & Centennial Parkway/Via Appia

2026 Ex AM

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	16	8	300	79	115	11	475	269	45	417	48
Future Volume (vph)	18	16	8	300	79	115	11	475	269	45	417	48
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	72.0	72.0	10.0	72.0	72.0
Total Split (%)	15.0%	15.0%	15.0%	16.7%	16.7%	16.7%	8.3%	60.0%	60.0%	8.3%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

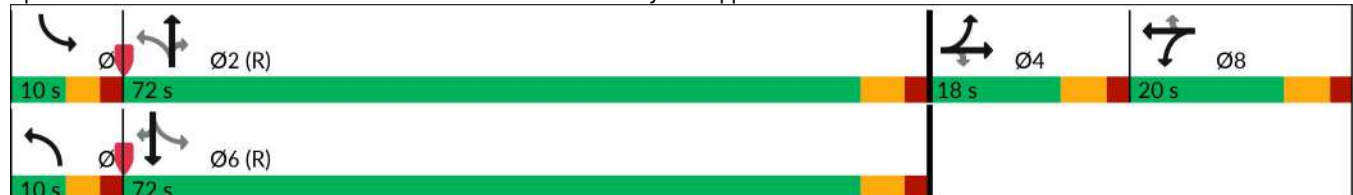
Actuated Cycle Length: 120

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

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia



HCM 7th Signalized Intersection Summary

1: McCaslin Boulevard & Centennial Parkway/Via Appia

2026 Ex AM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	16	8	300	79	115	11	475	269	45	417	48
Future Volume (veh/h)	18	16	8	300	79	115	11	475	269	45	417	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	19	17	0	319	84	0	12	505	0	48	444	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	2	2	2
Cap, veh/h	52	103		377	204		645	2210		689	2333	
Arrive On Green	0.03	0.03	0.00	0.11	0.11	0.00	0.03	1.00	0.00	0.03	0.66	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1739	3469	1547	1781	3554	1585
Grp Volume(v), veh/h	19	17	0	319	84	0	12	505	0	48	444	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1739	1735	1547	1781	1777	1585
Q Serve(g_s), s	1.3	0.6	0.0	10.9	5.0	0.0	0.3	0.0	0.0	1.1	5.9	0.0
Cycle Q Clear(g_c), s	1.3	0.6	0.0	10.9	5.0	0.0	0.3	0.0	0.0	1.1	5.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	103		377	204		645	2210		689	2333	
V/C Ratio(X)	0.37	0.16		0.85	0.41		0.02	0.23		0.07	0.19	
Avail Cap(c_a), veh/h	178	355		403	218		693	2210		704	2333	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.99	0.99	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.2	56.8	0.0	52.5	49.9	0.0	7.3	0.0	0.0	6.7	8.1	0.0
Incr Delay (d2), s/veh	4.3	0.7	0.0	14.6	1.3	0.0	0.0	0.2	0.0	0.0	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.3	0.0	5.5	2.4	0.0	0.1	0.1	0.0	0.4	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.4	57.6	0.0	67.1	51.2	0.0	7.3	0.2	0.0	6.7	8.3	0.0
LnGrp LOS	E	E		E	D		A	A		A	A	
Approach Vol, veh/h	36			403			517			492		
Approach Delay, s/veh	59.6			63.8			0.4			8.1		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	82.4		9.5	6.6	84.8		19.1				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	66.0		12.0	5.0	66.0		14.0				
Max Q Clear Time (g_c+I1), s	3.1	2.0		3.3	2.3	7.9		12.9				
Green Ext Time (p_c), s	0.0	3.9		0.0	0.0	3.4		0.2				

Intersection Summary

HCM 7th Control Delay, s/veh 22.1
HCM 7th LOS C

Notes

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

Timings

1: McCaslin Boulevard & Centennial Parkway/Via Appia

2026 Ex PM

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	102	12	305	22	58	6	456	455	122	823	21
Future Volume (vph)	26	102	12	305	22	58	6	456	455	122	823	21
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	22.0	22.0	22.0	23.0	23.0	23.0	10.0	65.0	65.0	10.0	65.0	65.0
Total Split (%)	18.3%	18.3%	18.3%	19.2%	19.2%	19.2%	8.3%	54.2%	54.2%	8.3%	54.2%	54.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

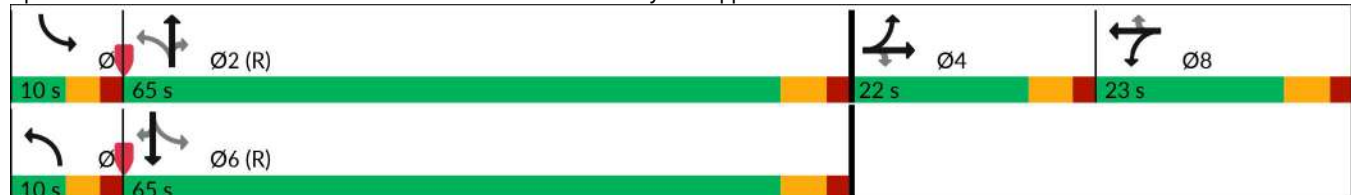
Actuated Cycle Length: 120

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

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia



HCM 7th Signalized Intersection Summary

1: McCaslin Boulevard & Centennial Parkway/Via Appia

2026 Ex PM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	102	12	305	22	58	6	456	455	122	823	21
Future Volume (veh/h)	26	102	12	305	22	58	6	456	455	122	823	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	110	0	328	24	0	6	490	0	131	885	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	178		393	213		398	2143		681	2264	
Arrive On Green	0.05	0.05	0.00	0.11	0.11	0.00	0.01	1.00	0.00	0.04	0.64	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	28	110	0	328	24	0	6	490	0	131	885	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.8	3.6	0.0	11.2	1.4	0.0	0.2	0.0	0.0	3.3	14.4	0.0
Cycle Q Clear(g_c), s	1.8	3.6	0.0	11.2	1.4	0.0	0.2	0.0	0.0	3.3	14.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	178		393	213		398	2143		681	2264	
V/C Ratio(X)	0.31	0.62		0.83	0.11		0.02	0.23		0.19	0.39	
Avail Cap(c_a), veh/h	238	474		490	265		459	2143		681	2264	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.97	0.97	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.0	55.9	0.0	52.1	47.7	0.0	9.5	0.0	0.0	7.8	10.5	0.0
Incr Delay (d2), s/veh	2.0	3.5	0.0	9.9	0.2	0.0	0.0	0.2	0.0	0.1	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.7	0.0	5.4	0.7	0.0	0.1	0.1	0.0	1.2	5.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.0	59.3	0.0	61.9	48.0	0.0	9.6	0.2	0.0	7.9	11.0	0.0
LnGrp LOS	E	E		E	D		A	A		A	B	
Approach Vol, veh/h	138				352		496				1016	
Approach Delay, s/veh	58.9				61.0		0.4				10.6	
Approach LOS	E				E		A				B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	78.3		12.0	5.9	82.4		19.6				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	59.0		16.0	5.0	59.0		17.0				
Max Q Clear Time (g_c+I1), s	5.3	2.0		5.6	2.2	16.4		13.2				
Green Ext Time (p_c), s	0.0	3.8		0.4	0.0	7.7		0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	20.3											
HCM 7th LOS	C											
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings

1: McCaslin Boulevard & Centennial Parkway/Via Appia

2030 BG AM

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	17	8	312	82	120	11	537	280	47	492	50
Future Volume (vph)	19	17	8	312	82	120	11	537	280	47	492	50
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	72.0	72.0	10.0	72.0	72.0
Total Split (%)	15.0%	15.0%	15.0%	16.7%	16.7%	16.7%	8.3%	60.0%	60.0%	8.3%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia



HCM 7th Signalized Intersection Summary
1: McCaslin Boulevard & Centennial Parkway/Via Appia

2030 BG AM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	17	8	312	82	120	11	537	280	47	492	50
Future Volume (veh/h)	19	17	8	312	82	120	11	537	280	47	492	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	20	18	0	332	87	0	12	571	0	50	523	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	2	2	2
Cap, veh/h	53	106		388	210		592	2194		652	2319	
Arrive On Green	0.03	0.03	0.00	0.11	0.11	0.00	0.03	1.00	0.00	0.03	0.65	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1739	3469	1547	1781	3554	1585
Grp Volume(v), veh/h	20	18	0	332	87	0	12	571	0	50	523	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1739	1735	1547	1781	1777	1585
Q Serve(g_s), s	1.3	0.6	0.0	11.3	5.2	0.0	0.3	0.0	0.0	1.2	7.2	0.0
Cycle Q Clear(g_c), s	1.3	0.6	0.0	11.3	5.2	0.0	0.3	0.0	0.0	1.2	7.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	53	106		388	210		592	2194		652	2319	
V/C Ratio(X)	0.38	0.17		0.86	0.41		0.02	0.26		0.08	0.23	
Avail Cap(c_a), veh/h	178	355		403	218		641	2194		666	2319	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.99	0.99	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.1	56.8	0.0	52.3	49.6	0.0	7.6	0.0	0.0	6.9	8.5	0.0
Incr Delay (d2), s/veh	4.3	0.7	0.0	16.1	1.3	0.0	0.0	0.3	0.0	0.0	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.3	0.0	5.8	2.5	0.0	0.1	0.1	0.0	0.4	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.4	57.5	0.0	68.4	50.9	0.0	7.6	0.3	0.0	6.9	8.7	0.0
LnGrp LOS	E	E		E	D		A	A		A	A	
Approach Vol, veh/h	38			419			583			573		
Approach Delay, s/veh	59.6			64.8			0.4			8.6		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	81.9		9.6	6.6	84.3		19.5				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	66.0		12.0	5.0	66.0		14.0				
Max Q Clear Time (g_c+I1), s	3.2	2.0		3.3	2.3	9.2		13.3				
Green Ext Time (p_c), s	0.0	4.5		0.0	0.0	4.1		0.1				

Intersection Summary

HCM 7th Control Delay, s/veh	21.4
HCM 7th LOS	C

Notes

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

Timings

1: McCaslin Boulevard & Centennial Parkway/Via Appia

2030 BG PM

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	106	12	317	23	60	6	570	473	127	951	22
Future Volume (vph)	27	106	12	317	23	60	6	570	473	127	951	22
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	22.0	22.0	22.0	23.0	23.0	23.0	10.0	65.0	65.0	10.0	65.0	65.0
Total Split (%)	18.3%	18.3%	18.3%	19.2%	19.2%	19.2%	8.3%	54.2%	54.2%	8.3%	54.2%	54.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

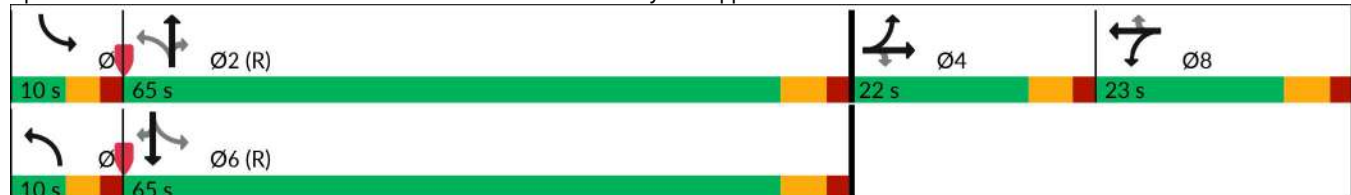
Actuated Cycle Length: 120

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

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia



HCM 7th Signalized Intersection Summary
1: McCaslin Boulevard & Centennial Parkway/Via Appia

2030 BG PM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	106	12	317	23	60	6	570	473	127	951	22
Future Volume (veh/h)	27	106	12	317	23	60	6	570	473	127	951	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	114	0	341	25	0	6	613	0	137	1023	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	183		405	219		340	2125		618	2247	
Arrive On Green	0.05	0.05	0.00	0.12	0.12	0.00	0.02	1.00	0.00	0.04	0.63	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	29	114	0	341	25	0	6	613	0	137	1023	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.9	3.8	0.0	11.6	1.4	0.0	0.2	0.0	0.0	3.5	17.8	0.0
Cycle Q Clear(g_c), s	1.9	3.8	0.0	11.6	1.4	0.0	0.2	0.0	0.0	3.5	17.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	183		405	219		340	2125		618	2247	
V/C Ratio(X)	0.32	0.62		0.84	0.11		0.02	0.29		0.22	0.46	
Avail Cap(c_a), veh/h	238	474		490	265		401	2125		618	2247	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.96	0.96	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.9	55.8	0.0	51.9	47.4	0.0	10.1	0.0	0.0	8.0	11.4	0.0
Incr Delay (d2), s/veh	2.0	3.5	0.0	10.8	0.2	0.0	0.0	0.3	0.0	0.2	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.8	0.0	5.6	0.7	0.0	0.1	0.1	0.0	1.3	6.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.8	59.3	0.0	62.7	47.6	0.0	10.1	0.3	0.0	8.2	12.1	0.0
LnGrp LOS	E	E		E	D		B	A		A	B	
Approach Vol, veh/h	143			366			619			1160		
Approach Delay, s/veh	58.8			61.6			0.4			11.6		
Approach LOS	E			E			A			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	77.8		12.2	5.9	81.9		20.1				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	59.0		16.0	5.0	59.0		17.0				
Max Q Clear Time (g_c+I1), s	5.5	2.0		5.8	2.2	19.8		13.6				
Green Ext Time (p_c), s	0.0	4.9		0.4	0.0	9.4		0.5				

Intersection Summary

HCM 7th Control Delay, s/veh 19.5
HCM 7th LOS B

Notes

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

Timings

1: McCaslin Boulevard & Centennial Parkway/Via Appia

2030 Total AM

05/28/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	71	46	316	99	120	23	542	288	47	493	59
Future Volume (vph)	46	71	46	316	99	120	23	542	288	47	493	59
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	72.0	72.0	10.0	72.0	72.0
Total Split (%)	15.0%	15.0%	15.0%	16.7%	16.7%	16.7%	8.3%	60.0%	60.0%	8.3%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia



HCM 7th Signalized Intersection Summary
1: McCaslin Boulevard & Centennial Parkway/Via Appia

2030 Total AM
05/28/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	71	46	316	99	120	23	542	288	47	493	59
Future Volume (veh/h)	46	71	46	316	99	120	23	542	288	47	493	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	49	76	0	336	105	0	24	577	0	50	524	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	2	2	2
Cap, veh/h	80	160		391	212		583	2138		636	2229	
Arrive On Green	0.04	0.04	0.00	0.11	0.11	0.00	0.05	1.00	0.00	0.03	0.63	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1739	3469	1547	1781	3554	1585
Grp Volume(v), veh/h	49	76	0	336	105	0	24	577	0	50	524	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1739	1735	1547	1781	1777	1585
Q Serve(g_s), s	3.2	2.5	0.0	11.5	6.3	0.0	0.6	0.0	0.0	1.2	7.7	0.0
Cycle Q Clear(g_c), s	3.2	2.5	0.0	11.5	6.3	0.0	0.6	0.0	0.0	1.2	7.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	160		391	212		583	2138		636	2229	
V/C Ratio(X)	0.61	0.48		0.86	0.50		0.04	0.27		0.08	0.24	
Avail Cap(c_a), veh/h	178	355		403	218		615	2138		650	2229	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.99	0.99	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.3	55.9	0.0	52.3	50.0	0.0	7.9	0.0	0.0	7.6	9.8	0.0
Incr Delay (d2), s/veh	7.3	2.2	0.0	16.5	1.8	0.0	0.0	0.3	0.0	0.1	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.2	0.0	5.9	3.1	0.0	0.2	0.1	0.0	0.5	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.6	58.1	0.0	68.7	51.8	0.0	7.9	0.3	0.0	7.6	10.0	0.0
LnGrp LOS	E	E		E	D		A	A		A	B	
Approach Vol, veh/h	125				441		601				574	
Approach Delay, s/veh	60.3				64.7		0.6				9.8	
Approach LOS	E				E		A				A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	80.0		11.4	7.8	81.3		19.6				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	66.0		12.0	5.0	66.0		14.0				
Max Q Clear Time (g_c+I1), s	3.2	2.0		5.2	2.6	9.7		13.5				
Green Ext Time (p_c), s	0.0	4.6		0.2	0.0	4.1		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	24.2											
HCM 7th LOS	C											
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings

1: McCaslin Boulevard & Centennial Parkway/Via Appia

2030 Total PM

05/28/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	141	37	327	78	60	47	573	479	127	956	50
Future Volume (vph)	46	141	37	327	78	60	47	573	479	127	956	50
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	22.0	22.0	22.0	23.0	23.0	23.0	10.0	65.0	65.0	10.0	65.0	65.0
Total Split (%)	18.3%	18.3%	18.3%	19.2%	19.2%	19.2%	8.3%	54.2%	54.2%	8.3%	54.2%	54.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

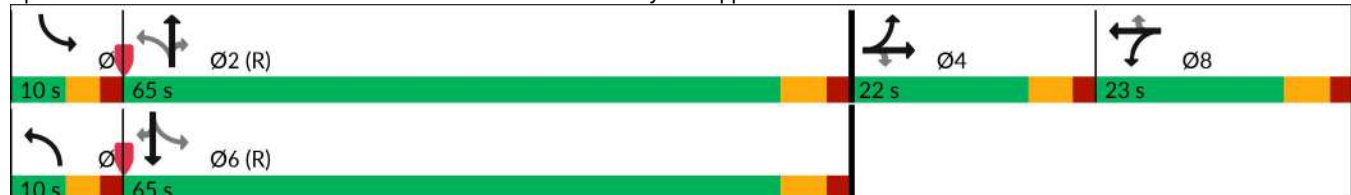
Actuated Cycle Length: 120

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

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia



HCM 7th Signalized Intersection Summary
1: McCaslin Boulevard & Centennial Parkway/Via Appia

2030 Total PM
05/28/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	141	37	327	78	60	47	573	479	127	956	50
Future Volume (veh/h)	46	141	37	327	78	60	47	573	479	127	956	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	152	0	352	84	0	51	616	0	137	1028	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	226		418	226		353	2068		604	2095	
Arrive On Green	0.06	0.06	0.00	0.12	0.12	0.00	0.07	1.00	0.00	0.04	0.59	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	49	152	0	352	84	0	51	616	0	137	1028	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.2	5.0	0.0	12.0	5.0	0.0	1.3	0.0	0.0	3.8	20.0	0.0
Cycle Q Clear(g_c), s	3.2	5.0	0.0	12.0	5.0	0.0	1.3	0.0	0.0	3.8	20.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	226		418	226		353	2068		604	2095	
V/C Ratio(X)	0.43	0.67		0.84	0.37		0.14	0.30		0.23	0.49	
Avail Cap(c_a), veh/h	238	474		490	265		366	2068		604	2095	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.95	0.95	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.1	55.0	0.0	51.6	48.5	0.0	10.4	0.0	0.0	9.2	14.2	0.0
Incr Delay (d2), s/veh	2.6	3.4	0.0	11.1	1.0	0.0	0.2	0.4	0.0	0.2	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.4	0.0	5.8	2.4	0.0	0.5	0.1	0.0	1.5	8.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.7	58.4	0.0	62.7	49.6	0.0	10.6	0.4	0.0	9.4	15.0	0.0
LnGrp LOS	E	E		E	D		B	A		A	B	
Approach Vol, veh/h	201				436		667				1165	
Approach Delay, s/veh	58.0				60.2		1.1				14.4	
Approach LOS	E				E		A				B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	75.8		13.6	9.1	76.8		20.5				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	59.0		16.0	5.0	59.0		17.0				
Max Q Clear Time (g_c+I1), s	5.8	2.0		7.0	3.3	22.0		14.0				
Green Ext Time (p_c), s	0.0	4.9		0.6	0.0	9.3		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh	22.4											
HCM 7th LOS	C											
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings

1: McCaslin Boulevard & Centennial Parkway/Via Appia

2050 BG AM

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	20	10	381	100	146	14	647	342	57	588	61
Future Volume (vph)	23	20	10	381	100	146	14	647	342	57	588	61
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	72.0	72.0	10.0	72.0	72.0
Total Split (%)	15.0%	15.0%	15.0%	16.7%	16.7%	16.7%	8.3%	60.0%	60.0%	8.3%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

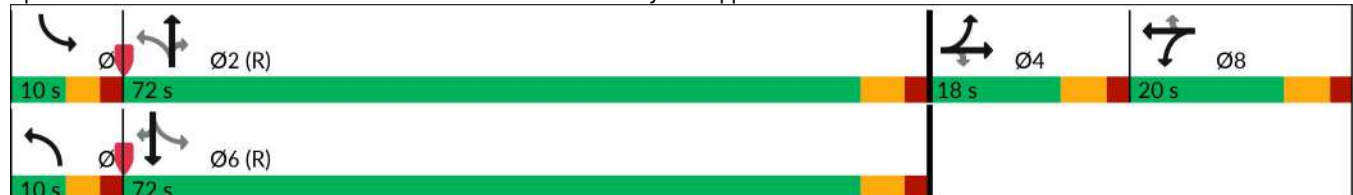
Actuated Cycle Length: 120

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

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia



HCM 7th Signalized Intersection Summary

1: McCaslin Boulevard & Centennial Parkway/Via Appia

2050 BG AM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	20	10	381	100	146	14	647	342	57	588	61
Future Volume (veh/h)	23	20	10	381	100	146	14	647	342	57	588	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	24	21	0	405	106	0	15	688	0	61	626	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	2	2	2
Cap, veh/h	58	115		403	218		531	2162		595	2285	
Arrive On Green	0.03	0.03	0.00	0.12	0.12	0.00	0.03	1.00	0.00	0.04	0.64	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1739	3469	1547	1781	3554	1585
Grp Volume(v), veh/h	24	21	0	405	106	0	15	688	0	61	626	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1739	1735	1547	1781	1777	1585
Q Serve(g_s), s	1.6	0.7	0.0	14.0	6.4	0.0	0.4	0.0	0.0	1.4	9.2	0.0
Cycle Q Clear(g_c), s	1.6	0.7	0.0	14.0	6.4	0.0	0.4	0.0	0.0	1.4	9.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	58	115		403	218		531	2162		595	2285	
V/C Ratio(X)	0.42	0.18		1.00	0.49		0.03	0.32		0.10	0.27	
Avail Cap(c_a), veh/h	178	355		403	218		575	2162		604	2285	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.98	0.98	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.9	56.5	0.0	53.0	49.6	0.0	7.9	0.0	0.0	7.2	9.3	0.0
Incr Delay (d2), s/veh	4.7	0.8	0.0	46.0	1.7	0.0	0.0	0.4	0.0	0.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.3	0.0	8.6	3.1	0.0	0.1	0.1	0.0	0.5	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.7	57.3	0.0	99.0	51.3	0.0	7.9	0.4	0.0	7.3	9.6	0.0
LnGrp LOS	E	E		F	D		A	A		A	A	
Approach Vol, veh/h	45			511			703			687		
Approach Delay, s/veh	59.6			89.1			0.5			9.4		
Approach LOS	E			F			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	80.8		9.9	7.0	83.1		20.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	66.0		12.0	5.0	66.0		14.0				
Max Q Clear Time (g_c+I1), s	3.4	2.0		3.6	2.4	11.2		16.0				
Green Ext Time (p_c), s	0.0	5.7		0.1	0.0	5.0		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh 28.3
HCM 7th LOS C

Notes

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

Timings

2050 BG PM

1: McCaslin Boulevard & Centennial Parkway/Via Appia

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	130	15	387	28	74	8	675	578	155	1142	27
Future Volume (vph)	33	130	15	387	28	74	8	675	578	155	1142	27
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	22.0	22.0	22.0	23.0	23.0	23.0	10.0	65.0	65.0	10.0	65.0	65.0
Total Split (%)	18.3%	18.3%	18.3%	19.2%	19.2%	19.2%	8.3%	54.2%	54.2%	8.3%	54.2%	54.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

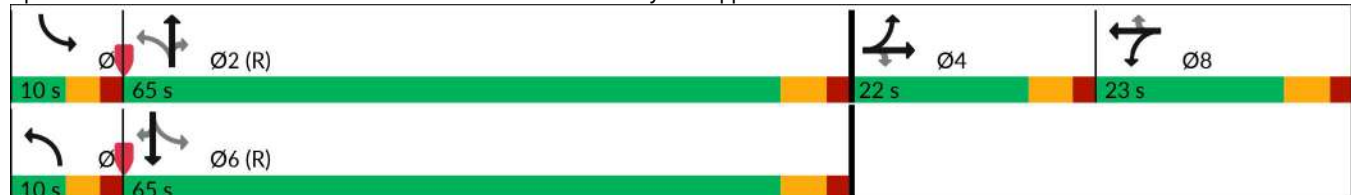
Actuated Cycle Length: 120

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

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia



HCM 7th Signalized Intersection Summary

1: McCaslin Boulevard & Centennial Parkway/Via Appia

2050 BG PM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	130	15	387	28	74	8	675	578	155	1142	27
Future Volume (veh/h)	33	130	15	387	28	74	8	675	578	155	1142	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	140	0	416	30	0	9	726	0	167	1228	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	212		471	255		257	2028		550	2138	
Arrive On Green	0.06	0.06	0.00	0.14	0.14	0.00	0.02	1.00	0.00	0.04	0.60	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	35	140	0	416	30	0	9	726	0	167	1228	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.3	4.6	0.0	14.2	1.7	0.0	0.3	0.0	0.0	4.7	25.2	0.0
Cycle Q Clear(g_c), s	2.3	4.6	0.0	14.2	1.7	0.0	0.3	0.0	0.0	4.7	25.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	212		471	255		257	2028		550	2138	
V/C Ratio(X)	0.33	0.66		0.88	0.12		0.04	0.36		0.30	0.57	
Avail Cap(c_a), veh/h	238	474		490	265		312	2028		550	2138	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.93	0.93	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.1	55.2	0.0	50.9	45.5	0.0	12.4	0.0	0.0	9.6	14.6	0.0
Incr Delay (d2), s/veh	1.8	3.5	0.0	16.8	0.2	0.0	0.1	0.5	0.0	0.3	1.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.2	0.0	7.2	0.8	0.0	0.1	0.1	0.0	1.9	10.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.9	58.7	0.0	67.7	45.7	0.0	12.4	0.5	0.0	10.0	15.7	0.0
LnGrp LOS	E	E		E	D		B	A		A	B	
Approach Vol, veh/h	175			446			735			1395		
Approach Delay, s/veh	58.2			66.2			0.6			15.0		
Approach LOS	E			E			A			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	74.5		13.2	6.3	78.2		22.4				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	59.0		16.0	5.0	59.0		17.0				
Max Q Clear Time (g_c+I1), s	6.7	2.0		6.6	2.3	27.2		16.2				
Green Ext Time (p_c), s	0.0	6.1		0.6	0.0	11.4		0.2				

Intersection Summary

HCM 7th Control Delay, s/veh 22.2
HCM 7th LOS C

Notes

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

Timings

1: McCaslin Boulevard & Centennial Parkway/Via Appia

2050 Total AM

05/28/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	72	48	381	116	146	26	648	343	57	588	69
Future Volume (vph)	50	72	48	381	116	146	26	648	343	57	588	69
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	72.0	72.0	10.0	72.0	72.0
Total Split (%)	15.0%	15.0%	15.0%	16.7%	16.7%	16.7%	8.3%	60.0%	60.0%	8.3%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia



HCM 7th Signalized Intersection Summary
1: McCaslin Boulevard & Centennial Parkway/Via Appia

2050 Total AM
05/28/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	72	48	381	116	146	26	648	343	57	588	69
Future Volume (veh/h)	50	72	48	381	116	146	26	648	343	57	588	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	53	77	0	405	123	0	28	689	0	61	626	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	2	2	2
Cap, veh/h	84	168		403	218		523	2110		583	2200	
Arrive On Green	0.05	0.05	0.00	0.12	0.12	0.00	0.05	1.00	0.00	0.04	0.62	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1739	3469	1547	1781	3554	1585
Grp Volume(v), veh/h	53	77	0	405	123	0	28	689	0	61	626	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1739	1735	1547	1781	1777	1585
Q Serve(g_s), s	3.5	2.5	0.0	14.0	7.5	0.0	0.7	0.0	0.0	1.5	9.8	0.0
Cycle Q Clear(g_c), s	3.5	2.5	0.0	14.0	7.5	0.0	0.7	0.0	0.0	1.5	9.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	84	168		403	218		523	2110		583	2200	
V/C Ratio(X)	0.63	0.46		1.00	0.56		0.05	0.33		0.10	0.28	
Avail Cap(c_a), veh/h	178	355		403	218		552	2110		593	2200	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.98	0.98	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.1	55.7	0.0	53.0	50.1	0.0	8.3	0.0	0.0	7.9	10.6	0.0
Incr Delay (d2), s/veh	7.5	1.9	0.0	46.0	3.3	0.0	0.0	0.4	0.0	0.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.2	0.0	8.6	3.7	0.0	0.3	0.1	0.0	0.6	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.6	57.6	0.0	99.0	53.4	0.0	8.3	0.4	0.0	7.9	10.9	0.0
LnGrp LOS	E	E		F	D		A	A		A	B	
Approach Vol, veh/h	130			528			717			687		
Approach Delay, s/veh	60.1			88.4			0.7			10.6		
Approach LOS	E			F			A			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	79.0		11.7	8.0	80.3		20.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	66.0		12.0	5.0	66.0		14.0				
Max Q Clear Time (g_c+I1), s	3.5	2.0		5.5	2.7	11.8		16.0				
Green Ext Time (p_c), s	0.0	5.7		0.2	0.0	5.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	30.2											
HCM 7th LOS	C											
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings

2050 Total PM

1: McCaslin Boulevard & Centennial Parkway/Via Appia

05/28/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	164	40	388	82	74	49	675	579	155	1142	54
Future Volume (vph)	52	164	40	388	82	74	49	675	579	155	1142	54
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	22.0	22.0	22.0	23.0	23.0	23.0	10.0	65.0	65.0	10.0	65.0	65.0
Total Split (%)	18.3%	18.3%	18.3%	19.2%	19.2%	19.2%	8.3%	54.2%	54.2%	8.3%	54.2%	54.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

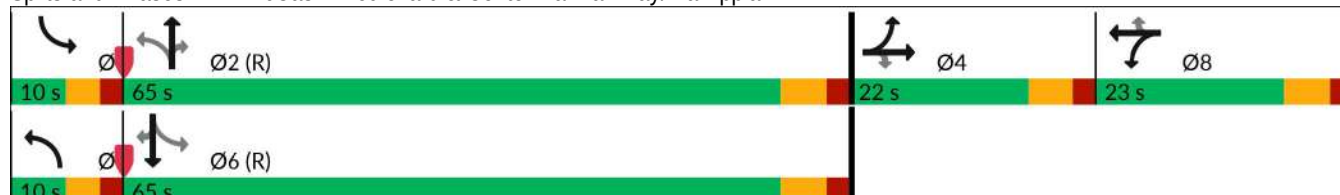
Actuated Cycle Length: 120

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

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 1: McCaslin Boulevard & Centennial Parkway/Via Appia



HCM 7th Signalized Intersection Summary

1: McCaslin Boulevard & Centennial Parkway/Via Appia

2050 Total PM
05/28/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	164	40	388	82	74	49	675	579	155	1142	54
Future Volume (veh/h)	52	164	40	388	82	74	49	675	579	155	1142	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	176	0	417	88	0	53	726	0	167	1228	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	252		473	256		275	1986		541	2012	
Arrive On Green	0.07	0.07	0.00	0.14	0.14	0.00	0.07	1.00	0.00	0.04	0.57	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	56	176	0	417	88	0	53	726	0	167	1228	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.6	5.8	0.0	14.2	5.1	0.0	1.5	0.0	0.0	5.0	27.5	0.0
Cycle Q Clear(g_c), s	3.6	5.8	0.0	14.2	5.1	0.0	1.5	0.0	0.0	5.0	27.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	252		473	256		275	1986		541	2012	
V/C Ratio(X)	0.44	0.70		0.88	0.34		0.19	0.37		0.31	0.61	
Avail Cap(c_a), veh/h	238	474		490	265		287	1986		541	2012	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.92	0.92	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.5	54.5	0.0	50.8	46.9	0.0	13.1	0.0	0.0	10.6	17.3	0.0
Incr Delay (d2), s/veh	2.4	3.5	0.0	16.7	0.8	0.0	0.3	0.5	0.0	0.3	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.7	0.0	7.2	2.4	0.0	0.6	0.1	0.0	2.0	11.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.9	58.0	0.0	67.5	47.7	0.0	13.4	0.5	0.0	10.9	18.7	0.0
LnGrp LOS	E	E		E	D		B	A		B	B	
Approach Vol, veh/h	232				505		779				1395	
Approach Delay, s/veh	57.5				64.1		1.4				17.7	
Approach LOS	E				E		A				B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	73.1		14.5	9.1	73.9		22.4				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	59.0		16.0	5.0	59.0		17.0				
Max Q Clear Time (g_c+I1), s	7.0	2.0		7.8	3.5	29.5		16.2				
Green Ext Time (p_c), s	0.0	6.1		0.7	0.0	11.1		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	24.6											
HCM 7th LOS	C											
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
2: McCaslin Boulevard & Century Drive

2026 Ex AM
04/08/2026

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	5	40	9	136	680	20	30	644
Future Volume (vph)	29	5	40	9	136	680	20	30	644
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	5	2	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)	15.0	15.0	15.0	15.0	10.0	24.0	24.0	10.0	24.0
Total Split (s)	15.0	15.0	15.0	15.0	10.0	95.0	95.0	10.0	95.0
Total Split (%)	12.5%	12.5%	12.5%	12.5%	8.3%	79.2%	79.2%	8.3%	79.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 50

Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive



HCM 7th Signalized Intersection Summary

2: McCaslin Boulevard & Century Drive

2026 Ex AM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			 	
Traffic Volume (veh/h)	29	5	20	40	9	73	136	680	20	30	644	30
Future Volume (veh/h)	29	5	20	40	9	73	136	680	20	30	644	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	5	21	41	9	75	140	701	21	31	664	31
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	24	99	143	13	108	690	3863	1199	650	3710	173
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	1314	314	1319	1385	173	1439	1781	5106	1585	1781	5000	232
Grp Volume(v), veh/h	30	0	26	41	0	84	140	701	21	31	451	244
Grp Sat Flow(s),veh/h/ln	1314	0	1633	1385	0	1611	1781	1702	1585	1781	1702	1829
Q Serve(g_s), s	2.7	0.0	1.8	3.4	0.0	6.1	2.3	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	8.8	0.0	1.8	5.2	0.0	6.1	2.3	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		0.81	1.00		0.89	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	92	0	122	143	0	121	690	3863	1199	650	2526	1357
V/C Ratio(X)	0.33	0.00	0.21	0.29	0.00	0.70	0.20	0.18	0.02	0.05	0.18	0.18
Avail Cap(c_a), veh/h	92	0	122	143	0	121	690	3863	1199	677	2526	1357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.93	0.93	0.93	0.92	0.92	0.92
Uniform Delay (d), s/veh	58.5	0.0	52.2	54.6	0.0	54.2	2.9	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.9	1.1	0.0	15.9	0.1	0.1	0.0	0.0	0.1	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.8	1.2	0.0	3.0	0.6	0.0	0.0	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.5	0.0	53.0	55.7	0.0	70.0	3.1	0.1	0.0	3.2	0.1	0.3
LnGrp LOS	E		D	E		E	A	A	A	A	A	A
Approach Vol, veh/h	56			125			862			726		
Approach Delay, s/veh	57.0			65.3			0.6			0.3		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	96.8		15.0	10.0	95.0		15.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	89.0		9.0	5.0	89.0		9.0				
Max Q Clear Time (g_c+I1), s	2.5	2.0		10.8	4.3	2.0		8.1				
Green Ext Time (p_c), s	0.0	5.9		0.0	0.0	5.3		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	6.8											
HCM 7th LOS	A											
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
2: McCaslin Boulevard & Century Drive

2026 Ex PM
04/08/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	89	20	28	11	89	807	53	56	1053
Future Volume (vph)	89	20	28	11	89	807	53	56	1053
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	2.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.0	10.0	10.0	10.5	24.0	24.0	10.5	24.0
Total Split (s)	12.0	10.0	12.0	10.0	20.0	78.0	78.0	20.0	78.0
Total Split (%)	10.0%	8.3%	10.0%	8.3%	16.7%	65.0%	65.0%	16.7%	65.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive



HCM 7th Signalized Intersection Summary 2: McCaslin Boulevard & Century Drive

2026 Ex PM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	20	68	28	11	27	89	807	53	56	1053	19
Future Volume (veh/h)	89	20	68	28	11	27	89	807	53	56	1053	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	22	75	31	12	30	98	887	58	62	1157	21
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	26	89	114	16	39	457	3516	1091	531	3537	64
Arrive On Green	0.06	0.07	0.07	0.02	0.03	0.03	0.08	1.00	1.00	0.07	1.00	1.00
Sat Flow, veh/h	1781	372	1269	1781	474	1184	1781	5106	1585	1781	5164	94
Grp Volume(v), veh/h	98	0	97	31	0	42	98	887	58	62	763	415
Grp Sat Flow(s),veh/h/ln	1781	0	1642	1781	0	1657	1781	1702	1585	1781	1702	1853
Q Serve(g_s), s	6.3	0.0	7.0	2.0	0.0	3.0	2.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	6.3	0.0	7.0	2.0	0.0	3.0	2.0	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.77	1.00		0.71	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	175	0	115	114	0	55	457	3516	1091	531	2332	1269
V/C Ratio(X)	0.56	0.00	0.84	0.27	0.00	0.76	0.21	0.25	0.05	0.12	0.33	0.33
Avail Cap(c_a), veh/h	175	0	115	179	0	55	609	3516	1091	689	2332	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	0.88	0.88	0.88
Uniform Delay (d), s/veh	51.1	0.0	55.1	54.6	0.0	57.5	4.6	0.0	0.0	4.6	0.0	0.0
Incr Delay (d2), s/veh	4.0	0.0	40.2	1.3	0.0	45.4	0.2	0.2	0.1	0.1	0.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	4.2	0.9	0.0	2.0	0.6	0.0	0.0	0.4	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.1	0.0	95.4	55.9	0.0	102.9	4.8	0.2	0.1	4.7	0.3	0.6
LnGrp LOS	E		F	E		F	A	A	A	A	A	A
Approach Vol, veh/h	195				73		1043				1240	
Approach Delay, s/veh	75.1				82.9		0.6				0.6	
Approach LOS	E				F		A				A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	88.6	7.6	14.4	9.8	88.2	12.0	10.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	15.0	72.0	7.0	4.0	15.0	72.0	7.0	4.0				
Max Q Clear Time (g_c+l1), s	3.2	2.0	4.0	9.0	4.0	2.0	8.3	5.0				
Green Ext Time (p_c), s	0.1	8.2	0.0	0.0	0.2	11.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			8.7									
HCM 7th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
2: McCaslin Boulevard & Century Drive

2030 BG AM
04/08/2026

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	30	5	42	9	142	751	21	31	728
Future Volume (vph)	30	5	42	9	142	751	21	31	728
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	5	2	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)	15.0	15.0	15.0	15.0	10.0	24.0	24.0	10.0	24.0
Total Split (s)	15.0	15.0	15.0	15.0	10.0	95.0	95.0	10.0	95.0
Total Split (%)	12.5%	12.5%	12.5%	12.5%	8.3%	79.2%	79.2%	8.3%	79.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 50

Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive



HCM 7th Signalized Intersection Summary 2: McCaslin Boulevard & Century Drive

2030 BG AM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			 	
Traffic Volume (veh/h)	30	5	21	42	9	76	142	751	21	31	728	31
Future Volume (veh/h)	30	5	21	42	9	76	142	751	21	31	728	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	5	22	43	9	78	146	774	22	32	751	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	23	100	142	12	108	646	3860	1198	615	3727	158
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	1310	302	1329	1383	167	1444	1781	5106	1585	1781	5023	213
Grp Volume(v), veh/h	31	0	27	43	0	87	146	774	22	32	508	275
Grp Sat Flow(s),veh/h/ln	1310	0	1631	1383	0	1610	1781	1702	1585	1781	1702	1832
Q Serve(g_s), s	2.7	0.0	1.9	3.6	0.0	6.3	2.4	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	1.9	5.5	0.0	6.3	2.4	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		0.81	1.00		0.90	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	89	0	122	142	0	121	646	3860	1198	615	2526	1359
V/C Ratio(X)	0.35	0.00	0.22	0.30	0.00	0.72	0.23	0.20	0.02	0.05	0.20	0.20
Avail Cap(c_a), veh/h	89	0	122	142	0	121	647	3860	1198	640	2526	1359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.90	0.90	0.90	0.92	0.92	0.92
Uniform Delay (d), s/veh	58.8	0.0	52.2	54.8	0.0	54.3	2.9	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.9	1.2	0.0	18.8	0.2	0.1	0.0	0.0	0.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.8	1.3	0.0	3.2	0.7	0.0	0.0	0.2	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.1	0.0	53.1	56.0	0.0	73.0	3.1	0.1	0.0	3.2	0.2	0.3
LnGrp LOS	E		D	E		E	A	A	A	A	A	A
Approach Vol, veh/h	58			130			942			815		
Approach Delay, s/veh	57.4			67.4			0.6			0.3		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	96.7		15.0	10.0	95.0		15.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	89.0		9.0	5.0	89.0		9.0				
Max Q Clear Time (g_c+I1), s	2.5	2.0		11.0	4.4	2.0		8.3				
Green Ext Time (p_c), s	0.0	6.7		0.0	0.0	6.2		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				6.6								
HCM 7th LOS				A								
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
2: McCaslin Boulevard & Century Drive

2030 BG PM
04/08/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	93	21	29	11	93	935	55	58	1191
Future Volume (vph)	93	21	29	11	93	935	55	58	1191
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	2.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.0	10.0	10.0	10.5	24.0	24.0	10.5	24.0
Total Split (s)	12.0	10.0	12.0	10.0	20.0	78.0	78.0	20.0	78.0
Total Split (%)	10.0%	8.3%	10.0%	8.3%	16.7%	65.0%	65.0%	16.7%	65.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive



HCM 7th Signalized Intersection Summary 2: McCaslin Boulevard & Century Drive

2030 BG PM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	93	21	71	29	11	28	93	935	55	58	1191	20
Future Volume (veh/h)	93	21	71	29	11	28	93	935	55	58	1191	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	23	78	32	12	31	102	1027	60	64	1309	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	26	88	111	15	40	413	3514	1091	481	3541	60
Arrive On Green	0.06	0.07	0.07	0.02	0.03	0.03	0.08	1.00	1.00	0.07	1.00	1.00
Sat Flow, veh/h	1781	374	1268	1781	462	1194	1781	5106	1585	1781	5172	87
Grp Volume(v), veh/h	102	0	101	32	0	43	102	1027	60	64	862	469
Grp Sat Flow(s),veh/h/ln	1781	0	1642	1781	0	1656	1781	1702	1585	1781	1702	1855
Q Serve(g_s), s	6.5	0.0	7.3	2.1	0.0	3.1	2.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	6.5	0.0	7.3	2.1	0.0	3.1	2.0	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.77	1.00		0.72	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	174	0	114	111	0	55	413	3514	1091	481	2331	1270
V/C Ratio(X)	0.59	0.00	0.89	0.29	0.00	0.78	0.25	0.29	0.05	0.13	0.37	0.37
Avail Cap(c_a), veh/h	174	0	114	175	0	55	564	3514	1091	638	2331	1270
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.70	0.70	0.70	0.84	0.84	0.84
Uniform Delay (d), s/veh	51.3	0.0	55.4	54.5	0.0	57.6	4.6	0.0	0.0	4.6	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	50.9	1.4	0.0	50.1	0.2	0.1	0.1	0.1	0.4	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	4.6	1.0	0.0	2.1	0.7	0.0	0.0	0.4	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.3	0.0	106.3	56.0	0.0	107.6	4.8	0.1	0.1	4.7	0.4	0.7
LnGrp LOS	E		F	E		F	A	A	A	A	A	A
Approach Vol, veh/h	203			75			1189			1395		
Approach Delay, s/veh	81.2			85.6			0.5			0.7		
Approach LOS	F			F			A			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	88.6	7.7	14.3	9.8	88.2	12.0	10.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	15.0	72.0	7.0	4.0	15.0	72.0	7.0	4.0				
Max Q Clear Time (g_c+l1), s	3.2	2.0	4.1	9.3	4.0	2.0	8.5	5.1				
Green Ext Time (p_c), s	0.1	10.0	0.0	0.0	0.2	13.4	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			8.6									
HCM 7th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
2: McCaslin Boulevard & Century Drive

2030 Total AM
04/08/2026

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	30	5	42	9	146	778	21	31	772
Future Volume (vph)	30	5	42	9	146	778	21	31	772
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	5	2	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)	15.0	15.0	15.0	15.0	10.0	24.0	24.0	10.0	24.0
Total Split (s)	15.0	15.0	15.0	15.0	10.0	95.0	95.0	10.0	95.0
Total Split (%)	12.5%	12.5%	12.5%	12.5%	8.3%	79.2%	79.2%	8.3%	79.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 50

Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive



HCM 7th Signalized Intersection Summary 2: McCaslin Boulevard & Century Drive

2030 Total AM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			 	
Traffic Volume (veh/h)	30	5	34	42	9	76	146	778	21	31	772	31
Future Volume (veh/h)	30	5	34	42	9	76	146	778	21	31	772	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	5	35	43	9	78	151	802	22	32	796	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	15	106	130	12	108	625	3860	1198	602	3736	150
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	0.05	1.00	1.00
Sat Flow, veh/h	1310	202	1414	1367	167	1444	1781	5106	1585	1781	5036	202
Grp Volume(v), veh/h	31	0	40	43	0	87	151	802	22	32	537	291
Grp Sat Flow(s),veh/h/ln	1310	0	1616	1367	0	1610	1781	1702	1585	1781	1702	1834
Q Serve(g_s), s	2.7	0.0	2.8	3.7	0.0	6.3	2.5	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	2.8	6.5	0.0	6.3	2.5	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		0.88	1.00		0.90	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	89	0	121	130	0	121	625	3860	1198	602	2526	1361
V/C Ratio(X)	0.35	0.00	0.33	0.33	0.00	0.72	0.24	0.21	0.02	0.05	0.21	0.21
Avail Cap(c_a), veh/h	89	0	121	130	0	121	625	3860	1198	627	2526	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	0.90	0.90	0.90
Uniform Delay (d), s/veh	58.8	0.0	52.6	55.7	0.0	54.3	3.0	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	1.6	1.5	0.0	18.8	0.2	0.1	0.0	0.0	0.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.2	1.3	0.0	3.2	0.7	0.0	0.0	0.2	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.1	0.0	54.2	57.2	0.0	73.0	3.1	0.1	0.0	3.2	0.2	0.3
LnGrp LOS	E		D	E		E	A	A	A	A	A	A
Approach Vol, veh/h	71			130			975			860		
Approach Delay, s/veh	57.2			67.8			0.6			0.3		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	96.7		15.0	10.0	95.0		15.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	89.0		9.0	5.0	89.0		9.0				
Max Q Clear Time (g_c+I1), s	2.5	2.0		11.0	4.5	2.0		8.5				
Green Ext Time (p_c), s	0.0	7.0		0.0	0.0	6.6		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	6.7											
HCM 7th LOS	A											
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
2: McCaslin Boulevard & Century Drive

2030 Total PM
04/08/2026

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	93	21	29	11	107	985	55	58	1231
Future Volume (vph)	93	21	29	11	107	985	55	58	1231
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	2.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.0	10.0	10.0	10.5	24.0	24.0	10.5	24.0
Total Split (s)	12.0	10.0	12.0	10.0	20.0	78.0	78.0	20.0	78.0
Total Split (%)	10.0%	8.3%	10.0%	8.3%	16.7%	65.0%	65.0%	16.7%	65.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive



HCM 7th Signalized Intersection Summary 2: McCaslin Boulevard & Century Drive

2030 Total PM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	93	21	79	29	11	28	107	985	55	58	1231	20
Future Volume (veh/h)	93	21	79	29	11	28	107	985	55	58	1231	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	23	87	32	12	31	118	1082	60	64	1353	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	24	90	103	15	40	403	3514	1091	462	3541	58
Arrive On Green	0.06	0.07	0.07	0.02	0.03	0.03	0.08	1.00	1.00	0.07	1.00	1.00
Sat Flow, veh/h	1781	342	1295	1781	462	1194	1781	5106	1585	1781	5175	84
Grp Volume(v), veh/h	102	0	110	32	0	43	118	1082	60	64	890	485
Grp Sat Flow(s),veh/h/ln	1781	0	1637	1781	0	1656	1781	1702	1585	1781	1702	1855
Q Serve(g_s), s	6.5	0.0	8.0	2.1	0.0	3.1	2.4	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	6.5	0.0	8.0	2.1	0.0	3.1	2.4	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.79	1.00		0.72	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	174	0	114	103	0	55	403	3514	1091	462	2329	1269
V/C Ratio(X)	0.59	0.00	0.97	0.31	0.00	0.78	0.29	0.31	0.05	0.14	0.38	0.38
Avail Cap(c_a), veh/h	174	0	114	167	0	55	553	3514	1091	620	2329	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.66	0.66	0.66	0.80	0.80	0.80
Uniform Delay (d), s/veh	51.3	0.0	55.7	54.5	0.0	57.6	4.7	0.0	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	74.3	1.7	0.0	50.1	0.3	0.2	0.1	0.1	0.4	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	5.7	1.0	0.0	2.1	0.8	0.0	0.0	0.4	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.3	0.0	130.0	56.3	0.0	107.6	4.9	0.2	0.1	4.8	0.4	0.7
LnGrp LOS	E		F	E		F	A	A	A	A	A	A
Approach Vol, veh/h	212				75		1260				1439	
Approach Delay, s/veh	94.5				85.7		0.6				0.7	
Approach LOS	F				F		A				A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	88.6	7.7	14.3	9.9	88.1	12.0	10.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	15.0	72.0	7.0	4.0	15.0	72.0	7.0	4.0				
Max Q Clear Time (g_c+l1), s	3.2	2.0	4.1	10.0	4.4	2.0	8.5	5.1				
Green Ext Time (p_c), s	0.1	10.9	0.0	0.0	0.2	14.2	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	9.4											
HCM 7th LOS	A											
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
2: McCaslin Boulevard & Century Drive

2050 BG AM
04/08/2026

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	37	6	51	11	173	907	25	38	877
Future Volume (vph)	37	6	51	11	173	907	25	38	877
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	5	2	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)	15.0	15.0	15.0	15.0	10.0	24.0	24.0	10.0	24.0
Total Split (s)	15.0	15.0	15.0	15.0	10.0	95.0	95.0	10.0	95.0
Total Split (%)	12.5%	12.5%	12.5%	12.5%	8.3%	79.2%	79.2%	8.3%	79.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 50

Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive



HCM 7th Signalized Intersection Summary 2: McCaslin Boulevard & Century Drive

2050 BG AM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	37	6	25	51	11	93	173	907	25	38	877	38
Future Volume (veh/h)	37	6	25	51	11	93	173	907	25	38	877	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	6	26	53	11	96	178	935	26	39	904	39
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	23	99	138	12	108	575	3845	1194	547	3723	160
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	1287	306	1326	1377	166	1445	1781	5106	1585	1781	5019	216
Grp Volume(v), veh/h	38	0	32	53	0	107	178	935	26	39	613	330
Grp Sat Flow(s),veh/h/ln	1287	0	1632	1377	0	1610	1781	1702	1585	1781	1702	1831
Q Serve(g_s), s	1.1	0.0	2.2	4.5	0.0	7.9	3.1	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	2.2	6.8	0.0	7.9	3.1	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		0.81	1.00		0.90	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	72	0	122	138	0	121	575	3845	1194	547	2525	1358
V/C Ratio(X)	0.53	0.00	0.26	0.38	0.00	0.89	0.31	0.24	0.02	0.07	0.24	0.24
Avail Cap(c_a), veh/h	72	0	122	138	0	121	575	3845	1194	568	2525	1358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.84	0.84	0.84	0.89	0.89	0.89
Uniform Delay (d), s/veh	59.8	0.0	52.4	55.5	0.0	55.0	3.0	0.0	0.0	3.1	0.0	0.0
Incr Delay (d2), s/veh	7.1	0.0	1.1	1.8	0.0	48.8	0.3	0.1	0.0	0.0	0.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.0	1.6	0.0	4.8	0.8	0.0	0.0	0.2	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.0	0.0	53.5	57.3	0.0	103.7	3.3	0.1	0.0	3.1	0.2	0.4
LnGrp LOS	E		D	E		F	A	A	A	A	A	A
Approach Vol, veh/h	70			160			1139			982		
Approach Delay, s/veh	60.8			88.4			0.6			0.4		
Approach LOS	E			F			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	96.4		15.0	10.0	95.0		15.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	89.0		9.0	5.0	89.0		9.0				
Max Q Clear Time (g_c+I1), s	2.6	2.0		11.0	5.1	2.0		9.9				
Green Ext Time (p_c), s	0.0	8.7		0.0	0.0	7.9		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	8.3											
HCM 7th LOS	A											
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
2: McCaslin Boulevard & Century Drive

2050 BG PM
04/08/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	113	25	36	14	113	1121	67	71	1434
Future Volume (vph)	113	25	36	14	113	1121	67	71	1434
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	2.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.0	10.0	10.0	10.5	24.0	24.0	10.5	24.0
Total Split (s)	12.0	10.0	12.0	10.0	20.0	78.0	78.0	20.0	78.0
Total Split (%)	10.0%	8.3%	10.0%	8.3%	16.7%	65.0%	65.0%	16.7%	65.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive



HCM 7th Signalized Intersection Summary 2: McCaslin Boulevard & Century Drive

2050 BG PM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	113	25	86	36	14	34	113	1121	67	71	1434	24
Future Volume (veh/h)	113	25	86	36	14	34	113	1121	67	71	1434	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	27	93	39	15	37	123	1218	73	77	1559	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	24	82	109	16	39	354	3505	1088	421	3538	59
Arrive On Green	0.06	0.06	0.06	0.03	0.03	0.03	0.08	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	1781	369	1272	1781	478	1180	1781	5106	1585	1781	5173	86
Grp Volume(v), veh/h	123	0	120	39	0	52	123	1218	73	77	1026	559
Grp Sat Flow(s),veh/h/ln	1781	0	1641	1781	0	1658	1781	1702	1585	1781	1702	1855
Q Serve(g_s), s	7.0	0.0	7.7	2.5	0.0	3.8	2.5	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	7.7	2.5	0.0	3.8	2.5	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		0.77	1.00		0.71	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	167	0	105	109	0	55	354	3505	1088	421	2328	1269
V/C Ratio(X)	0.74	0.00	1.14	0.36	0.00	0.94	0.35	0.35	0.07	0.18	0.44	0.44
Avail Cap(c_a), veh/h	167	0	105	164	0	55	503	3505	1088	575	2328	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.57	0.57	0.57	0.74	0.74	0.74
Uniform Delay (d), s/veh	53.1	0.0	56.1	54.2	0.0	57.9	4.7	0.0	0.0	4.6	0.0	0.0
Incr Delay (d2), s/veh	15.8	0.0	129.9	2.0	0.0	99.3	0.3	0.2	0.1	0.2	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	7.0	1.2	0.0	3.1	0.8	0.1	0.0	0.5	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.9	0.0	186.1	56.2	0.0	157.2	5.0	0.2	0.1	4.8	0.4	0.8
LnGrp LOS	E		F	E		F	A	A	A	A	A	A
Approach Vol, veh/h	243			91			1414			1662		
Approach Delay, s/veh	126.8			113.9			0.6			0.8		
Approach LOS	F			F			A			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	88.4	8.3	13.7	9.9	88.1	12.0	10.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	15.0	72.0	7.0	4.0	15.0	72.0	7.0	4.0				
Max Q Clear Time (g_c+I1), s	3.5	2.0	4.5	9.7	4.5	2.0	9.0	5.8				
Green Ext Time (p_c), s	0.1	13.1	0.0	0.0	0.2	18.4	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	12.7											
HCM 7th LOS	B											
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
2: McCaslin Boulevard & Century Drive

2050 Total AM
04/08/2026

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	37	6	51	11	177	921	25	38	916
Future Volume (vph)	37	6	51	11	177	921	25	38	916
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4		8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	5	2	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)	15.0	15.0	15.0	15.0	10.0	24.0	24.0	10.0	24.0
Total Split (s)	15.0	15.0	15.0	15.0	10.0	95.0	95.0	10.0	95.0
Total Split (%)	12.5%	12.5%	12.5%	12.5%	8.3%	79.2%	79.2%	8.3%	79.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 50

Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive



HCM 7th Signalized Intersection Summary 2: McCaslin Boulevard & Century Drive

2050 Total AM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			 	
Traffic Volume (veh/h)	37	6	38	51	11	93	177	921	25	38	916	38
Future Volume (veh/h)	37	6	38	51	11	93	177	921	25	38	916	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	6	39	53	11	96	182	949	26	39	944	39
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	16	105	126	12	108	559	3845	1194	542	3730	154
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	1287	216	1402	1361	166	1445	1781	5106	1585	1781	5030	207
Grp Volume(v), veh/h	38	0	45	53	0	107	182	949	26	39	638	345
Grp Sat Flow(s),veh/h/ln	1287	0	1618	1361	0	1610	1781	1702	1585	1781	1702	1833
Q Serve(g_s), s	1.1	0.0	3.2	4.6	0.0	7.9	3.2	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	3.2	7.8	0.0	7.9	3.2	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		0.87	1.00		0.90	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	72	0	121	126	0	121	559	3845	1194	542	2525	1359
V/C Ratio(X)	0.53	0.00	0.37	0.42	0.00	0.89	0.33	0.25	0.02	0.07	0.25	0.25
Avail Cap(c_a), veh/h	72	0	121	126	0	121	559	3845	1194	562	2525	1359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.83	0.83	0.83	0.86	0.86	0.86
Uniform Delay (d), s/veh	59.8	0.0	52.8	56.5	0.0	55.0	3.0	0.0	0.0	3.1	0.0	0.0
Incr Delay (d2), s/veh	7.1	0.0	1.9	2.2	0.0	48.8	0.3	0.1	0.0	0.0	0.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.4	1.7	0.0	4.8	0.9	0.0	0.0	0.2	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.0	0.0	54.7	58.7	0.0	103.7	3.3	0.1	0.0	3.1	0.2	0.4
LnGrp LOS	E		D	E		F	A	A	A	A	A	A
Approach Vol, veh/h	83			160			1157			1022		
Approach Delay, s/veh	60.3			88.8			0.6			0.4		
Approach LOS	E			F			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	96.4		15.0	10.0	95.0		15.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	89.0		9.0	5.0	89.0		9.0				
Max Q Clear Time (g_c+I1), s	2.6	2.0		11.0	5.2	2.0		9.9				
Green Ext Time (p_c), s	0.0	8.9		0.0	0.0	8.4		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	8.4											
HCM 7th LOS	A											
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
2: McCaslin Boulevard & Century Drive

2050 Total PM
04/08/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	113	25	36	14	127	1163	67	71	1460
Future Volume (vph)	113	25	36	14	127	1163	67	71	1460
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	2.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.0	10.0	10.0	10.5	24.0	24.0	10.5	24.0
Total Split (s)	12.0	10.0	12.0	10.0	20.0	78.0	78.0	20.0	78.0
Total Split (%)	10.0%	8.3%	10.0%	8.3%	16.7%	65.0%	65.0%	16.7%	65.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 2: McCaslin Boulevard & Century Drive



HCM 7th Signalized Intersection Summary

2: McCaslin Boulevard & Century Drive

2050 Total PM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			 	
Traffic Volume (veh/h)	113	25	94	36	14	34	127	1163	67	71	1460	24
Future Volume (veh/h)	113	25	94	36	14	34	127	1163	67	71	1460	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	27	102	39	15	37	138	1264	73	77	1587	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	22	83	109	16	39	350	3505	1088	408	3533	58
Arrive On Green	0.06	0.06	0.06	0.03	0.03	0.03	0.08	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	1781	343	1295	1781	478	1180	1781	5106	1585	1781	5174	85
Grp Volume(v), veh/h	123	0	129	39	0	52	138	1264	73	77	1044	569
Grp Sat Flow(s),veh/h/ln	1781	0	1637	1781	0	1658	1781	1702	1585	1781	1702	1855
Q Serve(g_s), s	7.0	0.0	7.7	2.5	0.0	3.8	2.9	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	7.7	2.5	0.0	3.8	2.9	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		0.79	1.00		0.71	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	167	0	105	109	0	55	350	3505	1088	408	2324	1267
V/C Ratio(X)	0.74	0.00	1.23	0.36	0.00	0.94	0.39	0.36	0.07	0.19	0.45	0.45
Avail Cap(c_a), veh/h	167	0	105	164	0	55	497	3505	1088	562	2324	1267
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.58	0.58	0.58	0.69	0.69	0.69
Uniform Delay (d), s/veh	53.1	0.0	56.1	54.2	0.0	57.9	4.7	0.0	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	15.8	0.0	161.1	2.0	0.0	99.3	0.4	0.2	0.1	0.2	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	7.9	1.2	0.0	3.1	0.9	0.1	0.0	0.5	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.9	0.0	217.2	56.2	0.0	157.2	5.1	0.2	0.1	4.8	0.4	0.8
LnGrp LOS	E		F	E		F	A	A	A	A	A	A
Approach Vol, veh/h	252			91			1475			1690		
Approach Delay, s/veh	144.8			113.9			0.6			0.8		
Approach LOS	F			F			A			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	88.4	8.3	13.7	10.1	87.9	12.0	10.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	15.0	72.0	7.0	4.0	15.0	72.0	7.0	4.0				
Max Q Clear Time (g_c+I1), s	3.5	2.0	4.5	9.7	4.9	2.0	9.0	5.8				
Green Ext Time (p_c), s	0.1	13.9	0.0	0.0	0.2	19.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	14.0											
HCM 7th LOS	B											
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2026 Ex AM

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	28	74	179	42	81	108	772	110	39	557	30
Future Volume (vph)	40	28	74	179	42	81	108	772	110	39	557	30
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0		20.0	20.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	20.0	20.0		20.0	20.0		10.0	70.0	70.0	10.0	70.0	70.0
Total Split (%)	16.7%	16.7%		16.7%	16.7%		8.3%	58.3%	58.3%	8.3%	58.3%	58.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

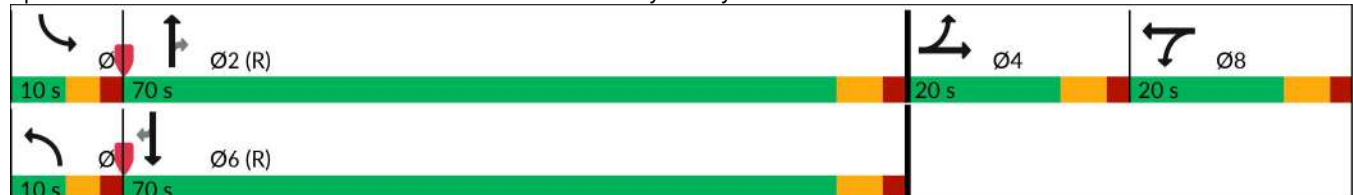
Actuated Cycle Length: 120

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

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street



HCM 7th Signalized Intersection Summary

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2026 Ex AM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	28	74	179	42	81	108	772	110	39	557	30
Future Volume (veh/h)	40	28	74	179	42	81	108	772	110	39	557	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	31	0	197	46	0	119	848	0	43	612	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	136		262	142		74	2352		57	2316	
Arrive On Green	0.04	0.04	0.00	0.08	0.08	0.00	0.08	1.00	0.00	0.06	1.00	0.00
Sat Flow, veh/h	1753	3497	1560	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	44	31	0	197	46	0	119	848	0	43	612	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.0	1.0	0.0	6.7	2.8	0.0	5.0	0.0	0.0	2.9	0.0	0.0
Cycle Q Clear(g_c), s	3.0	1.0	0.0	6.7	2.8	0.0	5.0	0.0	0.0	2.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	68	136		262	142		74	2352		57	2316	
V/C Ratio(X)	0.64	0.23		0.75	0.32		1.60	0.36		0.76	0.26	
Avail Cap(c_a), veh/h	205	408		403	218		74	2352		74	2316	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.99	0.99	0.00
Uniform Delay (d), s/veh	56.8	55.9	0.0	54.3	52.5	0.0	55.0	0.0	0.0	55.7	0.0	0.0
Incr Delay (d2), s/veh	9.7	0.8	0.0	4.3	1.3	0.0	325.3	0.4	0.0	27.2	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.5	0.0	3.1	1.4	0.0	8.9	0.1	0.0	1.7	0.1	0.0
Unsig. Movement Delay, s/veh	0.00			0.00								
LnGrp Delay(d), s/veh	66.6	56.7	0.0	58.6	53.8	0.0	380.3	0.4	0.0	83.0	0.3	0.0
LnGrp LOS	E	E	A	E	D	A	F	A		F	A	
Approach Vol, veh/h	156			332			967			655		
Approach Delay, s/veh	30.1			42.3			47.2			5.7		
Approach LOS	C			D			D			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	85.4		10.7	10.0	84.2		15.1				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	64.0		14.0	5.0	64.0		14.0				
Max Q Clear Time (g_c+I1), s	4.9	2.0		5.0	7.0	2.0		8.7				
Green Ext Time (p_c), s	0.0	7.5		0.1	0.0	4.9		0.4				

Intersection Summary

HCM 7th Control Delay, s/veh	32.3
HCM 7th LOS	C

Notes

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

Timings

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2026 Ex PM

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	44	207	207	20	87	34	846	187	87	1083	29
Future Volume (vph)	45	44	207	207	20	87	34	846	187	87	1083	29
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		24.0	24.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	17.0	17.0		24.0	24.0		13.0	66.0	66.0	13.0	66.0	66.0
Total Split (%)	14.2%	14.2%		20.0%	20.0%		10.8%	55.0%	55.0%	10.8%	55.0%	55.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

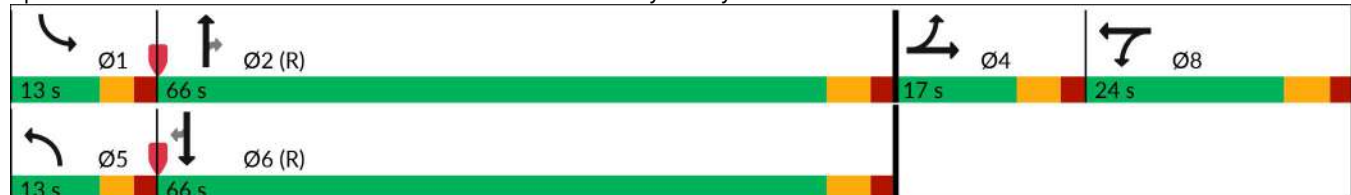
Actuated Cycle Length: 120

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street



HCM 7th Signalized Intersection Summary

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2026 Ex PM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	44	207	207	20	87	34	846	187	87	1083	29
Future Volume (veh/h)	45	44	207	207	20	87	34	846	187	87	1083	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	48	0	225	22	0	37	920	0	95	1177	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	153		293	159		53	2184		117	2313	
Arrive On Green	0.04	0.04	0.00	0.08	0.08	0.00	0.06	1.00	0.00	0.13	1.00	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	49	48	0	225	22	0	37	920	0	95	1177	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.2	1.6	0.0	7.6	1.3	0.0	2.4	0.0	0.0	6.2	0.0	0.0
Cycle Q Clear(g_c), s	3.2	1.6	0.0	7.6	1.3	0.0	2.4	0.0	0.0	6.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	77	153		293	159		53	2184		117	2313	
V/C Ratio(X)	0.64	0.31		0.77	0.14		0.70	0.42		0.81	0.51	
Avail Cap(c_a), veh/h	163	326		518	281		119	2184		119	2313	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.95	0.95	0.00
Uniform Delay (d), s/veh	56.5	55.7	0.0	53.7	50.8	0.0	55.9	0.0	0.0	51.4	0.0	0.0
Incr Delay (d2), s/veh	8.5	1.2	0.0	4.2	0.4	0.0	15.7	0.6	0.0	31.6	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.7	0.0	3.5	0.6	0.0	1.3	0.2	0.0	3.7	0.2	0.0
Unsig. Movement Delay, s/veh	0.00			0.00								
LnGrp Delay(d), s/veh	65.0	56.8	0.0	57.9	51.2	0.0	71.6	0.6	0.0	83.0	0.8	0.0
LnGrp LOS	E	E	A	E	D	A	E	A		F	A	
Approach Vol, veh/h	322			342			957			1272		
Approach Delay, s/veh	18.4			41.4			3.3			6.9		
Approach LOS	B			D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	79.8		11.2	8.5	84.1		16.2				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	60.0		11.0	8.0	60.0		18.0				
Max Q Clear Time (g_c+I1), s	8.2	2.0		5.2	4.4	2.0		9.6				
Green Ext Time (p_c), s	0.0	8.4		0.1	0.0	12.3		0.5				

Intersection Summary

HCM 7th Control Delay, s/veh	11.1
HCM 7th LOS	B

Notes

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

Timings

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2030 BG AM

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	46	77	198	56	84	112	783	114	41	595	74
Future Volume (vph)	105	46	77	198	56	84	112	783	114	41	595	74
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	10.0	70.0	70.0	10.0	70.0	70.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	8.3%	58.3%	58.3%	8.3%	58.3%	58.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

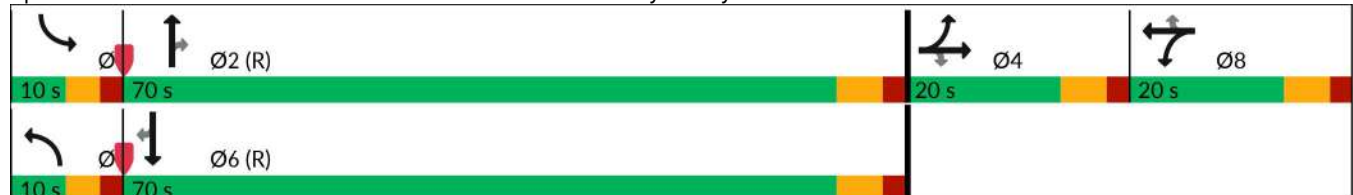
Actuated Cycle Length: 120

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

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street



HCM 7th Signalized Intersection Summary 3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2030 BG AM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	46	77	198	56	84	112	783	114	41	595	74
Future Volume (veh/h)	105	46	77	198	56	84	112	783	114	41	595	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	51	0	218	62	0	123	860	0	45	654	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	288		284	154		74	2173		58	2140	
Arrive On Green	0.08	0.08	0.00	0.08	0.08	0.00	0.08	1.00	0.00	0.06	1.00	0.00
Sat Flow, veh/h	1753	3497	1560	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	115	51	0	218	62	0	123	860	0	45	654	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.7	1.6	0.0	7.4	3.8	0.0	5.0	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear(g_c), s	7.7	1.6	0.0	7.4	3.8	0.0	5.0	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	145	288		284	154		74	2173		58	2140	
V/C Ratio(X)	0.80	0.18		0.77	0.40		1.66	0.40		0.78	0.31	
Avail Cap(c_a), veh/h	205	408		403	218		74	2173		74	2140	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	54.1	51.3	0.0	53.9	52.3	0.0	55.0	0.0	0.0	55.7	0.0	0.0
Incr Delay (d2), s/veh	13.3	0.3	0.0	5.6	1.7	0.0	347.8	0.5	0.0	31.5	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.7	0.0	3.4	1.8	0.0	9.3	0.2	0.0	1.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.4	51.6	0.0	59.5	54.0	0.0	402.8	0.5	0.0	87.2	0.4	0.0
LnGrp LOS	E	D		E	D		F	A		F	A	
Approach Vol, veh/h	166			280			983			699		
Approach Delay, s/veh	62.5			58.3			50.9			6.0		
Approach LOS	E			E			D			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	79.4		15.9	10.0	78.2		15.9				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	64.0		14.0	5.0	64.0		14.0				
Max Q Clear Time (g_c+I1), s	5.0	2.0		9.7	7.0	2.0		9.4				
Green Ext Time (p_c), s	0.0	7.7		0.2	0.0	5.3		0.4				

Intersection Summary

HCM 7th Control Delay, s/veh 38.0
HCM 7th LOS D

Notes

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

Timings

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2030 BG PM

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	84	215	234	40	91	35	802	195	91	1133	119
Future Volume (vph)	220	84	215	234	40	91	35	802	195	91	1133	119
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		24.0	24.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	17.0	17.0		24.0	24.0		13.0	66.0	66.0	13.0	66.0	66.0
Total Split (%)	14.2%	14.2%		20.0%	20.0%		10.8%	55.0%	55.0%	10.8%	55.0%	55.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

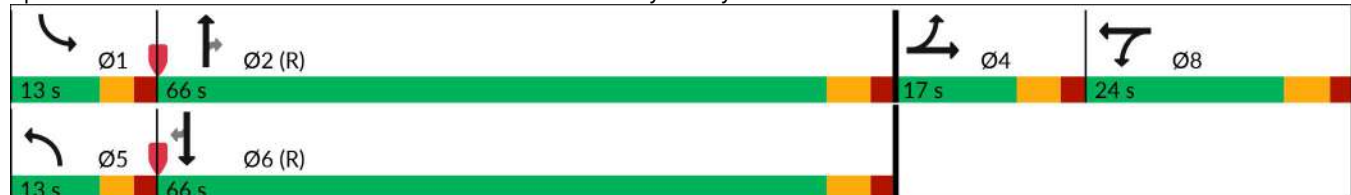
Actuated Cycle Length: 120

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street



HCM 7th Signalized Intersection Summary

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2030 BG PM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	84	215	234	40	91	35	802	195	91	1133	119
Future Volume (veh/h)	220	84	215	234	40	91	35	802	195	91	1133	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	239	91	0	254	43	0	38	872	0	99	1232	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	326		325	176		53	1976		119	2106	
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.00	0.06	1.00	0.00	0.13	1.00	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	239	91	0	254	43	0	38	872	0	99	1232	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.0	2.9	0.0	8.6	2.6	0.0	2.5	0.0	0.0	6.5	0.0	0.0
Cycle Q Clear(g_c), s	11.0	2.9	0.0	8.6	2.6	0.0	2.5	0.0	0.0	6.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	326		325	176		53	1976		119	2106	
V/C Ratio(X)	1.46	0.28		0.78	0.24		0.71	0.44		0.83	0.58	
Avail Cap(c_a), veh/h	163	326		518	281		119	1976		119	2106	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.93	0.93	0.00
Uniform Delay (d), s/veh	54.5	50.8	0.0	53.2	50.4	0.0	55.9	0.0	0.0	51.4	0.0	0.0
Incr Delay (d2), s/veh	239.0	0.5	0.0	4.1	0.7	0.0	16.1	0.7	0.0	35.4	1.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.8	1.3	0.0	3.9	1.2	0.0	1.3	0.2	0.0	3.9	0.3	0.0
Unsig. Movement Delay, s/veh	0.00			0.00								
LnGrp Delay(d), s/veh	293.5	51.3	0.0	57.3	51.1	0.0	72.0	0.7	0.0	86.8	1.1	0.0
LnGrp LOS	F	D	A	E	D	A	E	A		F	A	
Approach Vol, veh/h	564			396			910			1331		
Approach Delay, s/veh	132.7			42.3			3.7			7.5		
Approach LOS	F			D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	72.7		17.0	8.6	77.1		17.3				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	60.0		11.0	8.0	60.0		18.0				
Max Q Clear Time (g_c+I1), s	8.5	2.0		13.0	4.5	2.0		10.6				
Green Ext Time (p_c), s	0.0	7.8		0.0	0.0	13.3		0.7				

Intersection Summary

HCM 7th Control Delay, s/veh 32.8
HCM 7th LOS C

Notes

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

Timings

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2030 Total AM

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	61	213	198	61	84	158	807	116	41	649	77
Future Volume (vph)	112	61	213	198	61	84	158	807	116	41	649	77
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0		20.0	20.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	20.0	20.0		20.0	20.0		10.0	70.0	70.0	10.0	70.0	70.0
Total Split (%)	16.7%	16.7%		16.7%	16.7%		8.3%	58.3%	58.3%	8.3%	58.3%	58.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

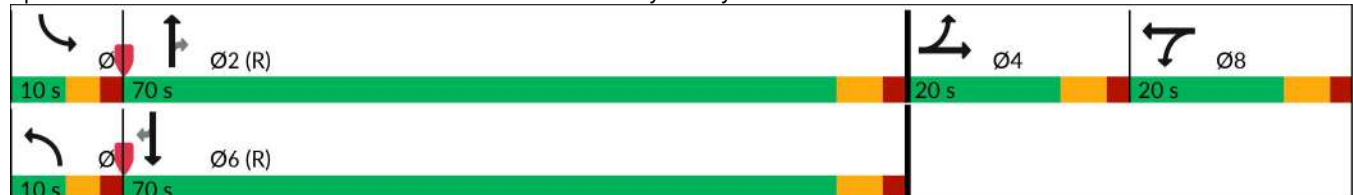
Actuated Cycle Length: 120

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

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street



HCM 7th Signalized Intersection Summary

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2030 Total AM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	61	213	198	61	84	158	807	116	41	649	77
Future Volume (veh/h)	112	61	213	198	61	84	158	807	116	41	649	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	67	0	218	67	0	174	887	0	45	713	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	305		284	154		74	2155		58	2122	
Arrive On Green	0.09	0.09	0.00	0.08	0.08	0.00	0.08	1.00	0.00	0.06	1.00	0.00
Sat Flow, veh/h	1753	3497	1560	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	123	67	0	218	67	0	174	887	0	45	713	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	8.3	2.1	0.0	7.4	4.1	0.0	5.0	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear(g_c), s	8.3	2.1	0.0	7.4	4.1	0.0	5.0	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	305		284	154		74	2155		58	2122	
V/C Ratio(X)	0.80	0.22		0.77	0.44		2.34	0.41		0.78	0.34	
Avail Cap(c_a), veh/h	205	408		403	218		74	2155		74	2122	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	53.8	51.0	0.0	53.9	52.4	0.0	55.0	0.0	0.0	55.7	0.0	0.0
Incr Delay (d2), s/veh	15.4	0.4	0.0	5.5	1.9	0.0	644.6	0.6	0.0	31.5	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	1.0	0.0	3.4	2.0	0.0	15.4	0.2	0.0	1.8	0.1	0.0
Unsig. Movement Delay, s/veh	0.00			0.00								
LnGrp Delay(d), s/veh	69.2	51.3	0.0	59.5	54.3	0.0	699.6	0.6	0.0	87.2	0.4	0.0
LnGrp LOS	E	D	A	E	D	A	F	A		F	A	
Approach Vol, veh/h	424			377			1061			758		
Approach Delay, s/veh	28.2			44.1			115.2			5.6		
Approach LOS	C			D			F			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	78.8		16.5	10.0	77.7		15.9				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	64.0		14.0	5.0	64.0		14.0				
Max Q Clear Time (g_c+I1), s	5.0	2.0		10.3	7.0	2.0		9.4				
Green Ext Time (p_c), s	0.0	8.0		0.2	0.0	6.0		0.5				

Intersection Summary

HCM 7th Control Delay, s/veh	59.2
HCM 7th LOS	E

Notes

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

Timings

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2030 Total PM

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	93	309	235	55	91	180	860	196	91	1175	126
Future Volume (vph)	225	93	309	235	55	91	180	860	196	91	1175	126
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		24.0	24.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	17.0	17.0		24.0	24.0		13.0	66.0	66.0	13.0	66.0	66.0
Total Split (%)	14.2%	14.2%		20.0%	20.0%		10.8%	55.0%	55.0%	10.8%	55.0%	55.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

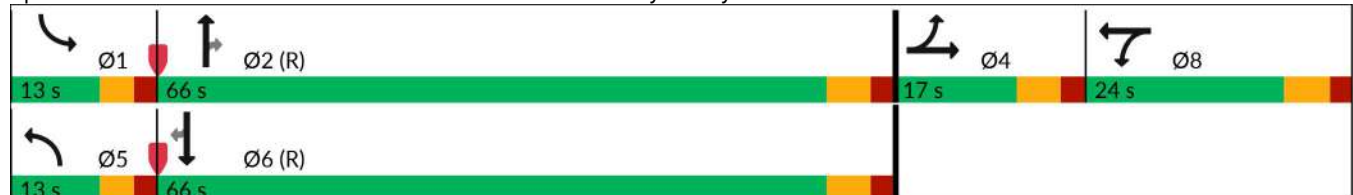
Actuated Cycle Length: 120

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street



HCM 7th Signalized Intersection Summary

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2030 Total PM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	93	309	235	55	91	180	860	196	91	1175	126
Future Volume (veh/h)	225	93	309	235	55	91	180	860	196	91	1175	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	245	101	0	255	60	0	196	935	0	99	1277	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	326		327	177		119	1973		119	1973	
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.00	0.13	1.00	0.00	0.13	1.00	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	245	101	0	255	60	0	196	935	0	99	1277	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.0	3.2	0.0	8.7	3.6	0.0	8.0	0.0	0.0	6.5	0.0	0.0
Cycle Q Clear(g_c), s	11.0	3.2	0.0	8.7	3.6	0.0	8.0	0.0	0.0	6.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	326		327	177		119	1973		119	1973	
V/C Ratio(X)	1.50	0.31		0.78	0.34		1.65	0.47		0.83	0.65	
Avail Cap(c_a), veh/h	163	326		518	281		119	1973		119	1973	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	54.5	51.0	0.0	53.1	50.8	0.0	52.0	0.0	0.0	51.4	0.0	0.0
Incr Delay (d2), s/veh	254.4	0.5	0.0	4.0	1.1	0.0	327.1	0.8	0.0	35.2	1.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.5	1.4	0.0	3.9	1.7	0.0	14.1	0.2	0.0	3.9	0.4	0.0
Unsig. Movement Delay, s/veh	0.00			0.00								
LnGrp Delay(d), s/veh	308.9	51.5	0.0	57.1	51.9	0.0	379.1	0.8	0.0	86.5	1.5	0.0
LnGrp LOS	F	D	A	E	D	A	F	A		F	A	
Approach Vol, veh/h	682			414			1131			1376		
Approach Delay, s/veh	118.6			42.7			66.4			7.6		
Approach LOS	F			D			E			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	72.6		17.0	13.0	72.6		17.4				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	60.0		11.0	8.0	60.0		18.0				
Max Q Clear Time (g_c+I1), s	8.5	2.0		13.0	10.0	2.0		10.7				
Green Ext Time (p_c), s	0.0	8.6		0.0	0.0	14.1		0.7				

Intersection Summary

HCM 7th Control Delay, s/veh	51.1
HCM 7th LOS	D

Notes

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

Timings

2030 Total AM _ Improved

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	61	213	198	61	84	158	807	116	41	649	77
Future Volume (vph)	112	61	213	198	61	84	158	807	116	41	649	77
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0		20.0	20.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	24.0	24.0		21.0	21.0		26.0	61.0	61.0	14.0	49.0	49.0
Total Split (%)	20.0%	20.0%		17.5%	17.5%		21.7%	50.8%	50.8%	11.7%	40.8%	40.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

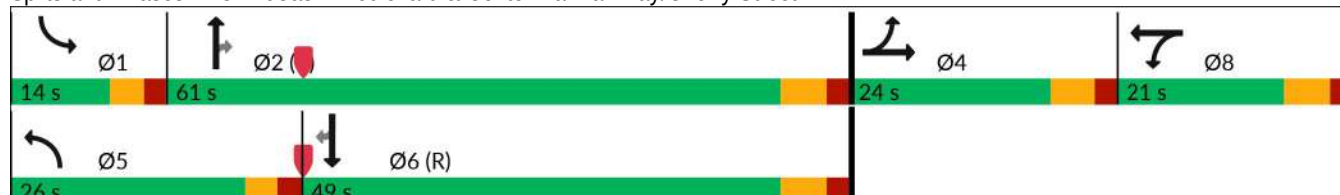
Actuated Cycle Length: 120

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

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street



HCM 7th Signalized Intersection Summary

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2030 Total AM _ Improved
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	61	213	198	61	84	158	807	116	41	649	77
Future Volume (veh/h)	112	61	213	198	61	84	158	807	116	41	649	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	67	0	218	67	0	174	887	0	45	713	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	310		286	155		203	2148		58	1859	
Arrive On Green	0.09	0.09	0.00	0.08	0.08	0.00	0.15	0.80	0.00	0.06	1.00	0.00
Sat Flow, veh/h	1753	3497	1560	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	123	67	0	218	67	0	174	887	0	45	713	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	8.3	2.1	0.0	7.4	4.1	0.0	11.4	8.8	0.0	3.0	0.0	0.0
Cycle Q Clear(g_c), s	8.3	2.1	0.0	7.4	4.1	0.0	11.4	8.8	0.0	3.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	310		286	155		203	2148		58	1859	
V/C Ratio(X)	0.79	0.22		0.76	0.43		0.86	0.41		0.78	0.38	
Avail Cap(c_a), veh/h	263	525		432	234		312	2148		134	1859	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	53.6	50.8	0.0	53.9	52.3	0.0	50.0	5.5	0.0	55.7	0.0	0.0
Incr Delay (d2), s/veh	8.7	0.3	0.0	4.3	1.9	0.0	13.6	0.6	0.0	19.5	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	1.0	0.0	3.4	2.0	0.0	5.7	2.8	0.0	1.6	0.2	0.0
Unsig. Movement Delay, s/veh	0.00			0.00								
LnGrp Delay(d), s/veh	62.3	51.2	0.0	58.2	54.2	0.0	63.6	6.1	0.0	75.2	0.6	0.0
LnGrp LOS	E	D	A	E	D	A	E	A		E	A	
Approach Vol, veh/h	424			377			1061			758		
Approach Delay, s/veh	26.2			43.3			15.5			5.0		
Approach LOS	C			D			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	78.5		16.6	18.7	68.8		15.9				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	55.0		18.0	21.0	43.0		15.0				
Max Q Clear Time (g_c+I1), s	5.0	10.8		10.3	13.4	2.0		9.4				
Green Ext Time (p_c), s	0.0	7.8		0.4	0.3	5.8		0.5				

Intersection Summary

HCM 7th Control Delay, s/veh	18.2
HCM 7th LOS	B

Notes

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

Timings

2030 Total PM _ Improved

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	93	309	235	55	91	180	860	196	91	1175	126
Future Volume (vph)	225	93	309	235	55	91	180	860	196	91	1175	126
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		24.0	24.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	25.0	25.0		21.0	21.0		25.0	57.0	57.0	17.0	49.0	49.0
Total Split (%)	20.8%	20.8%		17.5%	17.5%		20.8%	47.5%	47.5%	14.2%	40.8%	40.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street



HCM 7th Signalized Intersection Summary 3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2030 Total PM _ Improved
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	93	309	235	55	91	180	860	196	91	1175	126
Future Volume (veh/h)	225	93	309	235	55	91	180	860	196	91	1175	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	245	101	0	255	60	0	196	935	0	99	1277	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	543		321	174		225	1753		123	1550	
Arrive On Green	0.15	0.15	0.00	0.09	0.09	0.00	0.13	0.49	0.00	0.07	0.44	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	245	101	0	255	60	0	196	935	0	99	1277	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	16.2	3.0	0.0	8.7	3.6	0.0	13.0	21.7	0.0	6.6	38.0	0.0
Cycle Q Clear(g_c), s	16.2	3.0	0.0	8.7	3.6	0.0	13.0	21.7	0.0	6.6	38.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	272	543		321	174		225	1753		123	1550	
V/C Ratio(X)	0.90	0.19		0.79	0.34		0.87	0.53		0.80	0.82	
Avail Cap(c_a), veh/h	282	563		432	234		297	1753		178	1550	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	49.9	44.3	0.0	53.3	51.0	0.0	51.4	20.9	0.0	55.0	29.8	0.0
Incr Delay (d2), s/veh	28.9	0.2	0.0	7.1	1.2	0.0	18.9	1.2	0.0	14.2	4.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	1.3	0.0	4.1	1.8	0.0	7.0	9.2	0.0	3.4	16.9	0.0
Unsig. Movement Delay, s/veh	0.00			0.00								
LnGrp Delay(d), s/veh	78.8	44.5	0.0	60.4	52.2	0.0	70.4	22.1	0.0	69.3	34.5	0.0
LnGrp LOS	E	D	A	E	D	A	E	C		E	C	
Approach Vol, veh/h	682			414			1131			1376		
Approach Delay, s/veh	34.9			44.8			30.4			37.0		
Approach LOS	C			D			C			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	65.2		24.3	20.2	58.3		17.2				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	51.0		19.0	20.0	43.0		15.0				
Max Q Clear Time (g_c+I1), s	8.6	23.7		18.2	15.0	40.0		10.7				
Green Ext Time (p_c), s	0.1	7.6		0.1	0.2	2.2		0.5				

Intersection Summary

HCM 7th Control Delay, s/veh 35.4
HCM 7th LOS D

Notes

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

Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.

Timings

2050 Total PM _ Improved 2

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

04/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	102	343	283	58	110	169	1051	238	110	1417	127
Future Volume (vph)	235	102	343	283	58	110	169	1051	238	110	1417	127
Turn Type	pm+pt	NA	Free	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		Free	8		Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		24.0	24.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	26.0	26.0		20.0	20.0		19.0	57.0	57.0	17.0	55.0	55.0
Total Split (%)	21.7%	21.7%		16.7%	16.7%		15.8%	47.5%	47.5%	14.2%	45.8%	45.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 110

Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street

	Ø1		Ø2 (R)		Ø3		Ø4
17 s		57 s		20 s		26 s	
	Ø5		Ø6 (R)		Ø7		Ø8
19 s		55 s		26 s		20 s	

HCM 7th Signalized Intersection Summary 3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2050 Total PM _ Improved 2
04/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	102	343	283	58	110	169	1051	238	110	1417	127
Future Volume (veh/h)	235	102	343	283	58	110	169	1051	238	110	1417	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	255	111	0	308	63	0	184	1142	0	120	1540	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	350	350		597	95		207	1871		146	1748	
Arrive On Green	0.15	0.10	0.00	0.10	0.05	0.00	0.23	1.00	0.00	0.08	0.49	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	255	111	0	308	63	0	184	1142	0	120	1540	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	15.7	3.5	0.0	10.0	4.0	0.0	12.0	0.0	0.0	8.0	46.6	0.0
Cycle Q Clear(g_c), s	15.7	3.5	0.0	10.0	4.0	0.0	12.0	0.0	0.0	8.0	46.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	350	350		597	95		207	1871		146	1748	
V/C Ratio(X)	0.73	0.32		0.52	0.66		0.89	0.61		0.82	0.88	
Avail Cap(c_a), veh/h	380	592		649	218		208	1871		178	1748	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	43.4	50.3	0.0	47.3	56.0	0.0	45.3	0.0	0.0	54.2	27.3	0.0
Incr Delay (d2), s/veh	6.4	0.5	0.0	0.7	7.7	0.0	33.8	1.5	0.0	19.7	6.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	1.6	0.0	4.3	2.1	0.0	6.6	0.4	0.0	4.4	20.5	0.0
Unsig. Movement Delay, s/veh			0.00			0.00						
LnGrp Delay(d), s/veh	49.7	50.9	0.0	48.0	63.7	0.0	79.1	1.5	0.0	74.0	33.4	0.0
LnGrp LOS	D	D	A	D	E	A	E	A		E	C	
Approach Vol, veh/h	739				491		1326				1660	
Approach Delay, s/veh	24.8				38.3		12.3				36.3	
Approach LOS	C				D		B				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	69.2	18.2	17.8	19.0	65.0	23.9	12.1				
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0	5.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	12.0	51.0	14.0	20.0	14.0	49.0	20.0	14.0				
Max Q Clear Time (g_c+I1), s	10.0	2.0	12.0	5.5	14.0	48.6	17.7	6.0				
Green Ext Time (p_c), s	0.1	11.5	0.2	0.5	0.0	0.3	0.2	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			27.0									
HCM 7th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.												

Timings

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2050 BG AM

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	53	94	239	65	103	137	961	141	50	723	81
Future Volume (vph)	114	53	94	239	65	103	137	961	141	50	723	81
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0		20.0	20.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	20.0	20.0		20.0	20.0		10.0	70.0	70.0	10.0	70.0	70.0
Total Split (%)	16.7%	16.7%		16.7%	16.7%		8.3%	58.3%	58.3%	8.3%	58.3%	58.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

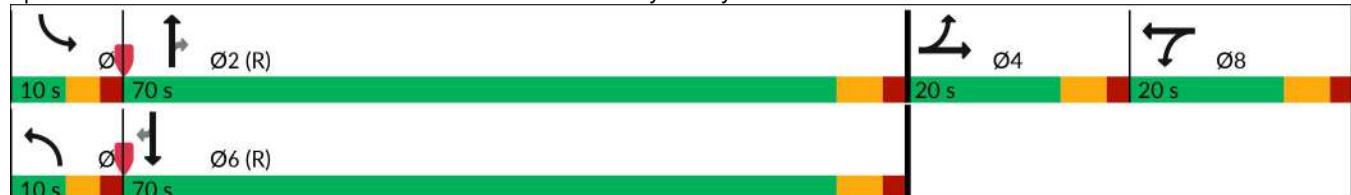
Actuated Cycle Length: 120

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

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street



HCM 7th Signalized Intersection Summary 3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2050 BG AM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	53	94	239	65	103	137	961	141	50	723	81
Future Volume (veh/h)	114	53	94	239	65	103	137	961	141	50	723	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	58	0	260	71	0	149	1045	0	54	786	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	306		324	175		74	2090		69	2080	
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.00	0.08	1.00	0.00	0.08	1.00	0.00
Sat Flow, veh/h	1753	3497	1560	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	124	58	0	260	71	0	149	1045	0	54	786	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	8.3	1.8	0.0	8.8	4.3	0.0	5.0	0.0	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	8.3	1.8	0.0	8.8	4.3	0.0	5.0	0.0	0.0	3.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	154	306		324	175		74	2090		69	2080	
V/C Ratio(X)	0.81	0.19		0.80	0.40		2.01	0.50		0.78	0.38	
Avail Cap(c_a), veh/h	205	408		403	218		74	2090		74	2080	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	53.7	50.8	0.0	53.3	51.2	0.0	55.0	0.0	0.0	54.9	0.0	0.0
Incr Delay (d2), s/veh	15.9	0.3	0.0	9.1	1.5	0.0	497.4	0.9	0.0	37.6	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.8	0.0	4.3	2.1	0.0	12.4	0.2	0.0	2.3	0.1	0.0
Unsig. Movement Delay, s/veh	0.00			0.00								
LnGrp Delay(d), s/veh	69.6	51.1	0.0	62.3	52.7	0.0	552.4	0.9	0.0	92.4	0.5	0.0
LnGrp LOS	E	D	A	E	D	A	F	A		F	A	
Approach Vol, veh/h	284			443			1194			840		
Approach Delay, s/veh	40.8			45.0			69.7			6.4		
Approach LOS	D			D			E			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	76.6		16.5	10.0	76.2		17.3				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	64.0		14.0	5.0	64.0		14.0				
Max Q Clear Time (g_c+I1), s	5.6	2.0		10.3	7.0	2.0		10.8				
Green Ext Time (p_c), s	0.0	10.2		0.2	0.0	6.8		0.4				

Intersection Summary

HCM 7th Control Delay, s/veh	43.5
HCM 7th LOS	D

Notes

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

Timings

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2050 BG PM

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	94	263	283	44	110	43	997	238	110	1383	126
Future Volume (vph)	230	94	263	283	44	110	43	997	238	110	1383	126
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0	17.0	24.0	24.0	24.0	10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	17.0	17.0	17.0	24.0	24.0	24.0	13.0	66.0	66.0	13.0	66.0	66.0
Total Split (%)	14.2%	14.2%	14.2%	20.0%	20.0%	20.0%	10.8%	55.0%	55.0%	10.8%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

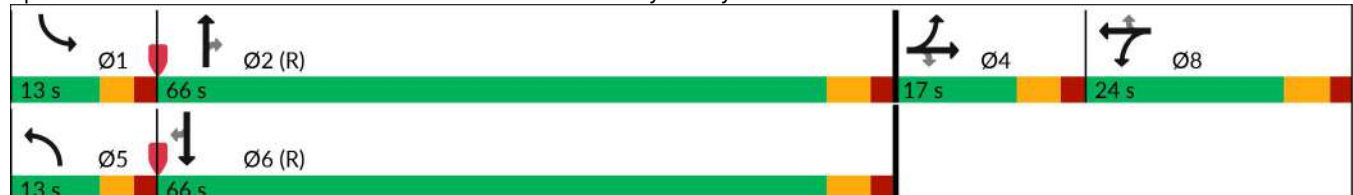
Actuated Cycle Length: 120

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street



HCM 7th Signalized Intersection Summary
3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2050 BG PM
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	94	263	283	44	110	43	997	238	110	1383	126
Future Volume (veh/h)	230	94	263	283	44	110	43	997	238	110	1383	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	250	102	0	308	48	0	47	1084	0	120	1503	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	326		378	205		60	1921		119	2038	
Arrive On Green	0.09	0.09	0.00	0.11	0.11	0.00	0.07	1.00	0.00	0.13	1.00	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	250	102	0	308	48	0	47	1084	0	120	1503	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.0	3.2	0.0	10.5	2.8	0.0	3.1	0.0	0.0	8.0	0.0	0.0
Cycle Q Clear(g_c), s	11.0	3.2	0.0	10.5	2.8	0.0	3.1	0.0	0.0	8.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	326		378	205		60	1921		119	2038	
V/C Ratio(X)	1.53	0.31		0.81	0.23		0.78	0.56		1.01	0.74	
Avail Cap(c_a), veh/h	163	326		518	281		119	1921		119	2038	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.89	0.89	0.00
Uniform Delay (d), s/veh	54.5	51.0	0.0	52.2	48.8	0.0	55.5	0.0	0.0	52.0	0.0	0.0
Incr Delay (d2), s/veh	267.4	0.5	0.0	7.0	0.6	0.0	19.1	1.2	0.0	80.7	2.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.0	1.5	0.0	4.9	1.4	0.0	1.7	0.3	0.0	6.0	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	321.9	51.5	0.0	59.3	49.4	0.0	74.6	1.2	0.0	132.7	2.2	0.0
LnGrp LOS	F	D		E	D		E	A		F	A	
Approach Vol, veh/h	352			356			1131			1623		
Approach Delay, s/veh	243.5			57.9			4.3			11.8		
Approach LOS	F			E			A			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	70.9		17.0	9.1	74.8		19.1				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	60.0		11.0	8.0	60.0		18.0				
Max Q Clear Time (g_c+I1), s	10.0	2.0		13.0	5.1	2.0		12.5				
Green Ext Time (p_c), s	0.0	10.8		0.0	0.0	18.9		0.7				

Intersection Summary

HCM 7th Control Delay, s/veh 37.7
HCM 7th LOS D

Notes

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

Timings

2050 Total AM _ Improved

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	66	214	239	69	103	176	977	141	50	774	82
Future Volume (vph)	121	66	214	239	69	103	176	977	141	50	774	82
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	20.0		20.0	20.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	24.0	24.0		21.0	21.0		29.0	61.0	61.0	14.0	46.0	46.0
Total Split (%)	20.0%	20.0%		17.5%	17.5%		24.2%	50.8%	50.8%	11.7%	38.3%	38.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

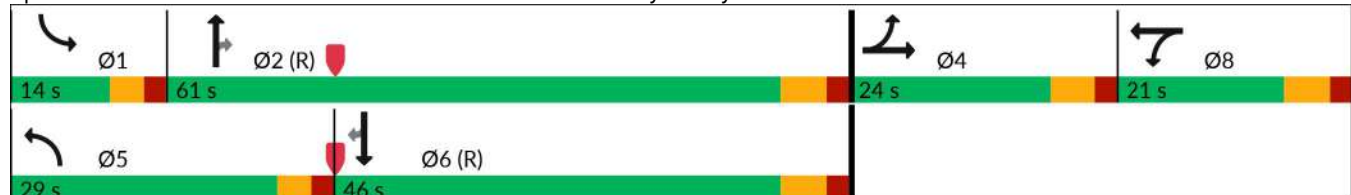
Actuated Cycle Length: 120

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

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street



HCM 7th Signalized Intersection Summary

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2050 Total AM _ Improved
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	66	214	239	69	103	176	977	141	50	774	82
Future Volume (veh/h)	121	66	214	239	69	103	176	977	141	50	774	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	72	0	260	75	0	191	1062	0	54	841	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	328		327	177		222	2065		69	1760	
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.00	0.12	0.58	0.00	0.08	0.99	0.00
Sat Flow, veh/h	1753	3497	1560	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	132	72	0	260	75	0	191	1062	0	54	841	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	8.9	2.3	0.0	8.8	4.5	0.0	12.6	21.4	0.0	3.6	0.5	0.0
Cycle Q Clear(g_c), s	8.9	2.3	0.0	8.8	4.5	0.0	12.6	21.4	0.0	3.6	0.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	328		327	177		222	2065		69	1760	
V/C Ratio(X)	0.80	0.22		0.79	0.42		0.86	0.51		0.78	0.48	
Avail Cap(c_a), veh/h	263	525		432	234		356	2065		134	1760	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	53.3	50.3	0.0	53.2	51.2	0.0	51.5	15.0	0.0	54.8	0.3	0.0
Incr Delay (d2), s/veh	8.9	0.3	0.0	7.4	1.6	0.0	11.6	0.9	0.0	16.5	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	1.0	0.0	4.2	2.2	0.0	6.3	8.7	0.0	1.9	0.3	0.0
Unsig. Movement Delay, s/veh	0.00			0.00								
LnGrp Delay(d), s/veh	62.2	50.6	0.0	60.6	52.8	0.0	63.1	15.9	0.0	71.3	1.2	0.0
LnGrp LOS	E	D	A	E	D	A	E	B		E	A	
Approach Vol, veh/h	437			447			1253			895		
Approach Delay, s/veh	27.1			44.1			23.1			5.4		
Approach LOS	C			D			C			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	75.7		17.3	19.9	65.4		17.4				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	55.0		18.0	24.0	40.0		15.0				
Max Q Clear Time (g_c+I1), s	5.6	23.4		10.9	14.6	2.5		10.8				
Green Ext Time (p_c), s	0.0	9.4		0.4	0.3	7.1		0.5				

Intersection Summary

HCM 7th Control Delay, s/veh	21.6
HCM 7th LOS	C

Notes

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

Timings

2050 Total PM _ Improved

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	102	343	283	58	110	169	1051	238	110	1417	127
Future Volume (vph)	235	102	343	283	58	110	169	1051	238	110	1417	127
Turn Type	Split	NA	Free	Split	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		24.0	24.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	26.0	26.0		20.0	20.0		19.0	57.0	57.0	17.0	55.0	55.0
Total Split (%)	21.7%	21.7%		16.7%	16.7%		15.8%	47.5%	47.5%	14.2%	45.8%	45.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

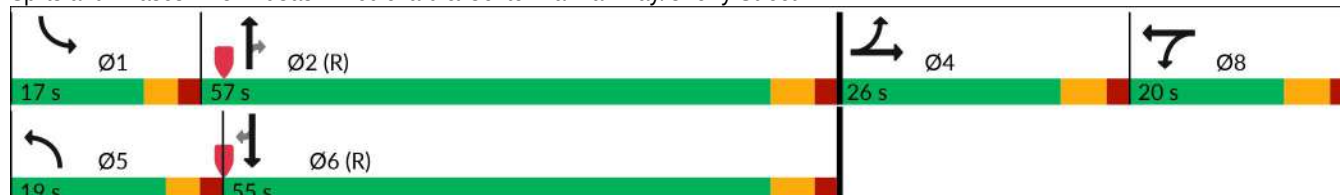
Actuated Cycle Length: 120

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

Natural Cycle: 130

Control Type: Actuated-Coordinated

Splits and Phases: 3: McCaslin Boulevard & Centennial Parkway/Cherry Street



HCM 7th Signalized Intersection Summary 3: McCaslin Boulevard & Centennial Parkway/Cherry Street

2050 Total PM _ Improved
04/08/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	102	343	283	58	110	169	1051	238	110	1417	127
Future Volume (veh/h)	235	102	343	283	58	110	169	1051	238	110	1417	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	255	111	0	308	63	0	184	1142	0	120	1540	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	564		367	199		207	1640		146	1518	
Arrive On Green	0.16	0.16	0.00	0.11	0.11	0.00	0.23	0.92	0.00	0.08	0.43	0.00
Sat Flow, veh/h	1781	3554	1585	3456	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	255	111	0	308	63	0	184	1142	0	120	1540	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	16.9	3.3	0.0	10.5	3.7	0.0	12.0	8.3	0.0	8.0	51.3	0.0
Cycle Q Clear(g_c), s	16.9	3.3	0.0	10.5	3.7	0.0	12.0	8.3	0.0	8.0	51.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	564		367	199		207	1640		146	1518	
V/C Ratio(X)	0.90	0.20		0.84	0.32		0.89	0.70		0.82	1.01	
Avail Cap(c_a), veh/h	297	592		403	218		208	1640		178	1518	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	49.6	43.8	0.0	52.6	49.6	0.0	45.3	2.8	0.0	54.2	34.4	0.0
Incr Delay (d2), s/veh	27.9	0.2	0.0	13.6	0.9	0.0	33.8	2.5	0.0	19.7	25.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	1.5	0.0	5.2	1.8	0.0	6.6	1.9	0.0	4.4	26.8	0.0
Unsig. Movement Delay, s/veh	0.00			0.00								
LnGrp Delay(d), s/veh	77.4	44.0	0.0	66.2	50.5	0.0	79.1	5.3	0.0	74.0	59.7	0.0
LnGrp LOS	E	D	A	E	D	A	E	A		E	F	
Approach Vol, veh/h	739			491			1326			1660		
Approach Delay, s/veh	33.3			48.0			15.5			60.8		
Approach LOS	C			D			B			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	61.4		25.1	19.0	57.3		18.7				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	51.0		20.0	14.0	49.0		14.0				
Max Q Clear Time (g_c+I1), s	10.0	10.3		18.9	14.0	53.3		12.5				
Green Ext Time (p_c), s	0.1	11.1		0.2	0.0	0.0		0.2				

Intersection Summary

HCM 7th Control Delay, s/veh 40.2
HCM 7th LOS D

Notes

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

Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.

Timings

4: McCaslin Boulevard & Dillon Road

2026 Ex AM

04/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	16	51	386	73	178	141	858	355	101	631	38
Future Volume (vph)	23	16	51	386	73	178	141	858	355	101	631	38
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	17.0		10.0	17.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	16.0	17.0		16.0	17.0		19.0	68.0	68.0	19.0	68.0	68.0
Total Split (%)	13.3%	14.2%		13.3%	14.2%		15.8%	56.7%	56.7%	15.8%	56.7%	56.7%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road



HCM 7th Signalized Intersection Summary

4: McCaslin Boulevard & Dillon Road

2026 Ex AM
04/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	16	51	386	73	178	141	858	355	101	631	38
Future Volume (veh/h)	23	16	51	386	73	178	141	858	355	101	631	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	16	0	398	75	0	145	885	0	104	651	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	76		317	205		205	2269		158	3191	
Arrive On Green	0.02	0.04	0.00	0.09	0.11	0.00	0.06	0.64	0.00	0.09	1.00	0.00
Sat Flow, veh/h	3428	1856	1572	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	24	16	0	398	75	0	145	885	0	104	651	0
Grp Sat Flow(s),veh/h/ln	1714	1856	1572	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	0.8	1.0	0.0	11.0	4.5	0.0	4.9	14.4	0.0	3.5	0.0	0.0
Cycle Q Clear(g_c), s	0.8	1.0	0.0	11.0	4.5	0.0	4.9	14.4	0.0	3.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	76		317	205		205	2269		158	3191	
V/C Ratio(X)	0.31	0.21		1.26	0.37		0.71	0.39		0.66	0.20	
Avail Cap(c_a), veh/h	314	170		317	205		403	2269		403	3191	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.7	55.7	0.0	54.5	49.6	0.0	55.4	10.4	0.0	53.6	0.0	0.0
Incr Delay (d2), s/veh	2.2	1.4	0.0	138.6	1.1	0.0	4.4	0.5	0.0	4.6	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.5	0.0	10.9	2.2	0.0	2.3	5.6	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.8	57.1	0.0	193.1	50.7	0.0	59.9	10.9	0.0	58.3	0.1	0.0
LnGrp LOS	E	E		F	D		E	B		E	A	
Approach Vol, veh/h	40			473			1030			755		
Approach Delay, s/veh	58.7			170.5			17.8			8.1		
Approach LOS	E			F			B			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	82.6	16.0	10.9	12.1	81.0	7.8	19.1				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	14.0	62.0	11.0	11.0	14.0	62.0	11.0	11.0				
Max Q Clear Time (g_c+l1), s	5.5	16.4	13.0	3.0	6.9	2.0	2.8	6.5				
Green Ext Time (p_c), s	0.2	7.8	0.0	0.0	0.2	5.3	0.0	0.1				

Intersection Summary

HCM 7th Control Delay, s/veh 46.8
HCM 7th LOS D

Notes

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

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

Timings

4: McCaslin Boulevard & Dillon Road

2026 Ex PM

04/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	63	140	519	71	141	106	916	479	212	1145	59
Future Volume (vph)	62	63	140	519	71	141	106	916	479	212	1145	59
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	24.0		10.5	24.0		10.5	24.0	24.0	10.5	30.0	30.0
Total Split (s)	27.0	25.0		27.0	25.0		16.0	49.0	49.0	19.0	52.0	52.0
Total Split (%)	22.5%	20.8%		22.5%	20.8%		13.3%	40.8%	40.8%	15.8%	43.3%	43.3%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road

	Ø1		Ø2 (R)		Ø3		Ø4
19 s		49 s		27 s		25 s	
	Ø5		Ø6 (R)		Ø7		Ø8
16 s		52 s		27 s		25 s	

HCM 7th Signalized Intersection Summary

4: McCaslin Boulevard & Dillon Road

2026 Ex PM
04/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	63	140	519	71	141	106	916	479	212	1145	59
Future Volume (veh/h)	62	63	140	519	71	141	106	916	479	212	1145	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	67	0	552	76	0	113	974	0	226	1218	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	100		608	359		168	1796		283	2751	
Arrive On Green	0.04	0.05	0.00	0.18	0.19	0.00	0.05	0.51	0.00	0.16	1.00	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	66	67	0	552	76	0	113	974	0	226	1218	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	2.2	4.2	0.0	18.8	4.1	0.0	3.9	22.4	0.0	7.5	0.0	0.0
Cycle Q Clear(g_c), s	2.2	4.2	0.0	18.8	4.1	0.0	3.9	22.4	0.0	7.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	100		608	359		168	1796		283	2751	
V/C Ratio(X)	0.52	0.67		0.91	0.21		0.67	0.54		0.80	0.44	
Avail Cap(c_a), veh/h	634	296		634	359		317	1796		403	2751	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.7	55.8	0.0	48.5	40.8	0.0	56.1	20.2	0.0	49.2	0.0	0.0
Incr Delay (d2), s/veh	3.2	7.6	0.0	16.7	0.3	0.0	4.6	1.2	0.0	7.2	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.2	0.0	9.5	1.9	0.0	1.8	9.4	0.0	3.3	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.9	63.4	0.0	65.2	41.1	0.0	60.7	21.4	0.0	56.4	0.5	0.0
LnGrp LOS	E	E		E	D		E	C		E	A	
Approach Vol, veh/h	133			628			1087			1444		
Approach Delay, s/veh	61.7			62.2			25.5			9.3		
Approach LOS	E			E			C			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	66.7	26.1	12.4	10.8	70.7	9.4	29.1				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	14.0	43.0	22.0	19.0	11.0	46.0	22.0	19.0				
Max Q Clear Time (g_c+I1), s	9.5	24.4	20.8	6.2	5.9	2.0	4.2	6.1				
Green Ext Time (p_c), s	0.3	6.9	0.3	0.2	0.1	11.9	0.1	0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	26.8											
HCM 7th LOS	C											
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings

4: McCaslin Boulevard & Dillon Road

2030 BG AM

04/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	34	86	402	99	208	209	923	369	122	691	40
Future Volume (vph)	28	34	86	402	99	208	209	923	369	122	691	40
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	17.0		10.0	17.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	16.0	17.0		16.0	17.0		19.0	68.0	68.0	19.0	68.0	68.0
Total Split (%)	13.3%	14.2%		13.3%	14.2%		15.8%	56.7%	56.7%	15.8%	56.7%	56.7%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road



HCM 7th Signalized Intersection Summary

4: McCaslin Boulevard & Dillon Road

2030 BG AM
04/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	34	86	402	99	208	209	923	369	122	691	40
Future Volume (veh/h)	28	34	86	402	99	208	209	923	369	122	691	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	35	0	414	102	0	215	952	0	126	712	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	77		317	201		277	2242		182	3081	
Arrive On Green	0.03	0.04	0.00	0.09	0.11	0.00	0.08	0.63	0.00	0.11	1.00	0.00
Sat Flow, veh/h	3428	1856	1572	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	29	35	0	414	102	0	215	952	0	126	712	0
Grp Sat Flow(s),veh/h/ln	1714	1856	1572	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	1.0	2.2	0.0	11.0	6.2	0.0	7.3	16.2	0.0	4.2	0.0	0.0
Cycle Q Clear(g_c), s	1.0	2.2	0.0	11.0	6.2	0.0	7.3	16.2	0.0	4.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	77		317	201		277	2242		182	3081	
V/C Ratio(X)	0.33	0.45		1.31	0.51		0.78	0.42		0.69	0.23	
Avail Cap(c_a), veh/h	314	170		317	201		403	2242		403	3081	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.4	56.2	0.0	54.5	50.6	0.0	54.1	11.2	0.0	52.7	0.0	0.0
Incr Delay (d2), s/veh	2.1	4.1	0.0	159.1	2.1	0.0	5.8	0.6	0.0	4.6	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.1	0.0	11.8	3.0	0.0	3.4	6.3	0.0	1.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.6	60.3	0.0	213.6	52.7	0.0	59.9	11.8	0.0	57.4	0.2	0.0
LnGrp LOS	E	E		F	D		E	B		E	A	
Approach Vol, veh/h	64			516			1167			838		
Approach Delay, s/veh	60.0			181.8			20.6			8.8		
Approach LOS	E			F			C			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	81.7	16.0	11.0	14.6	78.4	8.1	18.9				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	14.0	62.0	11.0	11.0	14.0	62.0	11.0	11.0				
Max Q Clear Time (g_c+I1), s	6.2	18.2	13.0	4.2	9.3	2.0	3.0	8.2				
Green Ext Time (p_c), s	0.2	8.6	0.0	0.0	0.3	6.0	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	49.9											
HCM 7th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings

4: McCaslin Boulevard & Dillon Road

2030 BG PM

04/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	104	235	540	112	185	249	966	498	259	1254	61
Future Volume (vph)	81	104	235	540	112	185	249	966	498	259	1254	61
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	24.0		10.5	24.0		10.5	24.0	24.0	10.5	30.0	30.0
Total Split (s)	27.0	25.0		27.0	25.0		16.0	49.0	49.0	19.0	52.0	52.0
Total Split (%)	22.5%	20.8%		22.5%	20.8%		13.3%	40.8%	40.8%	15.8%	43.3%	43.3%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road

	Ø1		Ø2 (R)		Ø3		Ø4
19 s		49 s		27 s		25 s	
	Ø5		Ø6 (R)		Ø7		Ø8
16 s		52 s		27 s		25 s	

HCM 7th Signalized Intersection Summary

4: McCaslin Boulevard & Dillon Road

2030 BG PM
04/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	104	235	540	112	185	249	966	498	259	1254	61
Future Volume (veh/h)	81	104	235	540	112	185	249	966	498	259	1254	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	111	0	574	119	0	265	1028	0	276	1334	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	145		625	408		317	1639		336	2383	
Arrive On Green	0.04	0.08	0.00	0.18	0.22	0.00	0.09	0.46	0.00	0.10	0.47	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	86	111	0	574	119	0	265	1028	0	276	1334	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	2.9	7.0	0.0	19.6	6.4	0.0	9.1	26.3	0.0	9.4	22.6	0.0
Cycle Q Clear(g_c), s	2.9	7.0	0.0	19.6	6.4	0.0	9.1	26.3	0.0	9.4	22.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	145		625	408		317	1639		336	2383	
V/C Ratio(X)	0.62	0.77		0.92	0.29		0.84	0.63		0.82	0.56	
Avail Cap(c_a), veh/h	634	296		634	408		317	1639		403	2383	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.7	54.3	0.0	48.3	39.2	0.0	53.6	24.5	0.0	53.2	23.1	0.0
Incr Delay (d2), s/veh	4.4	8.1	0.0	18.4	0.4	0.0	17.5	1.8	0.0	11.0	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.6	0.0	10.0	3.0	0.0	4.7	11.3	0.0	4.6	9.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.0	62.4	0.0	66.7	39.6	0.0	71.1	26.3	0.0	64.2	24.1	0.0
LnGrp LOS	E	E		E	D		E	C		E	C	
Approach Vol, veh/h	197			693			1293			1610		
Approach Delay, s/veh	61.8			62.1			35.5			30.9		
Approach LOS	E			E			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	61.3	26.7	15.3	16.0	62.0	9.8	32.2				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	14.0	43.0	22.0	19.0	11.0	46.0	22.0	19.0				
Max Q Clear Time (g_c+I1), s	11.4	28.3	21.6	9.0	11.1	24.6	4.9	8.4				
Green Ext Time (p_c), s	0.2	6.4	0.1	0.3	0.0	10.2	0.2	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	39.8											
HCM 7th LOS	D											
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings

4: McCaslin Boulevard & Dillon Road

2030 Total AM

04/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	34	86	415	99	237	209	966	373	182	821	40
Future Volume (vph)	28	34	86	415	99	237	209	966	373	182	821	40
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	17.0		10.0	17.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	16.0	17.0		16.0	17.0		19.0	68.0	68.0	19.0	68.0	68.0
Total Split (%)	13.3%	14.2%		13.3%	14.2%		15.8%	56.7%	56.7%	15.8%	56.7%	56.7%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road



HCM 7th Signalized Intersection Summary 4: McCaslin Boulevard & Dillon Road

2030 Total AM
04/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	34	86	415	99	237	209	966	373	182	821	40
Future Volume (veh/h)	28	34	86	415	99	237	209	966	373	182	821	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	35	0	428	102	0	215	996	0	188	846	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	77		317	201		277	2176		246	3081	
Arrive On Green	0.03	0.04	0.00	0.09	0.11	0.00	0.08	0.61	0.00	0.14	1.00	0.00
Sat Flow, veh/h	3428	1856	1572	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	29	35	0	428	102	0	215	996	0	188	846	0
Grp Sat Flow(s),veh/h/ln	1714	1856	1572	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	1.0	2.2	0.0	11.0	6.2	0.0	7.3	18.1	0.0	6.3	0.0	0.0
Cycle Q Clear(g_c), s	1.0	2.2	0.0	11.0	6.2	0.0	7.3	18.1	0.0	6.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	77		317	201		277	2176		246	3081	
V/C Ratio(X)	0.33	0.45		1.35	0.51		0.78	0.46		0.76	0.27	
Avail Cap(c_a), veh/h	314	170		317	201		403	2176		403	3081	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.4	56.2	0.0	54.5	50.6	0.0	54.1	12.5	0.0	50.5	0.0	0.0
Incr Delay (d2), s/veh	2.1	4.1	0.0	177.5	2.1	0.0	5.8	0.7	0.0	4.9	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.1	0.0	12.6	3.0	0.0	3.4	7.2	0.0	2.7	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.6	60.3	0.0	232.0	52.7	0.0	59.9	13.2	0.0	55.4	0.2	0.0
LnGrp LOS	E	E		F	D		E	B		E	A	
Approach Vol, veh/h	64			530			1211			1034		
Approach Delay, s/veh	60.0			197.5			21.5			10.2		
Approach LOS	E			F			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	79.5	16.0	11.0	14.6	78.4	8.1	18.9				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	14.0	62.0	11.0	11.0	14.0	62.0	11.0	11.0				
Max Q Clear Time (g_c+I1), s	8.3	20.1	13.0	4.2	9.3	2.0	3.0	8.2				
Green Ext Time (p_c), s	0.3	9.1	0.0	0.0	0.3	7.4	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	51.1											
HCM 7th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings

4: McCaslin Boulevard & Dillon Road

2030 Total PM

04/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	104	235	547	112	251	249	1104	510	307	1343	61
Future Volume (vph)	81	104	235	547	112	251	249	1104	510	307	1343	61
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	24.0		10.5	24.0		10.5	24.0	24.0	10.5	30.0	30.0
Total Split (s)	27.0	25.0		27.0	25.0		16.0	49.0	49.0	19.0	52.0	52.0
Total Split (%)	22.5%	20.8%		22.5%	20.8%		13.3%	40.8%	40.8%	15.8%	43.3%	43.3%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road

	Ø1		Ø2 (R)		Ø3		Ø4
19 s		49 s		27 s		25 s	
	Ø5		Ø6 (R)		Ø7		Ø8
16 s		52 s		27 s		25 s	

HCM 7th Signalized Intersection Summary

4: McCaslin Boulevard & Dillon Road

2030 Total PM
04/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	104	235	547	112	251	249	1104	510	307	1343	61
Future Volume (veh/h)	81	104	235	547	112	251	249	1104	510	307	1343	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	111	0	582	119	0	265	1174	0	327	1429	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	145		631	411		317	1585		382	2374	
Arrive On Green	0.04	0.08	0.00	0.18	0.22	0.00	0.09	0.45	0.00	0.11	0.46	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	86	111	0	582	119	0	265	1174	0	327	1429	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	2.9	7.0	0.0	19.9	6.4	0.0	9.1	32.8	0.0	11.2	25.0	0.0
Cycle Q Clear(g_c), s	2.9	7.0	0.0	19.9	6.4	0.0	9.1	32.8	0.0	11.2	25.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	145		631	411		317	1585		382	2374	
V/C Ratio(X)	0.62	0.77		0.92	0.29		0.84	0.74		0.86	0.60	
Avail Cap(c_a), veh/h	634	296		634	411		317	1585		403	2374	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.7	54.3	0.0	48.2	39.0	0.0	53.6	27.5	0.0	52.4	23.9	0.0
Incr Delay (d2), s/veh	4.4	8.1	0.0	19.1	0.4	0.0	17.5	3.2	0.0	15.8	1.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.6	0.0	10.2	3.0	0.0	4.7	14.3	0.0	5.7	10.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.0	62.4	0.0	67.4	39.4	0.0	71.1	30.7	0.0	68.3	25.0	0.0
LnGrp LOS	E	E		E	D		E	C		E	C	
Approach Vol, veh/h	197			701			1439			1756		
Approach Delay, s/veh	61.8			62.6			38.1			33.0		
Approach LOS	E			E			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.3	59.5	26.9	15.3	16.0	61.8	9.8	32.4				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	14.0	43.0	22.0	19.0	11.0	46.0	22.0	19.0				
Max Q Clear Time (g_c+I1), s	13.2	34.8	21.9	9.0	11.1	27.0	4.9	8.4				
Green Ext Time (p_c), s	0.1	4.9	0.0	0.3	0.0	10.3	0.2	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	41.3											
HCM 7th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings

4: McCaslin Boulevard & Dillon Road

2050 BG AM

04/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	38	108	490	116	249	246	1119	451	145	835	49
Future Volume (vph)	35	38	108	490	116	249	246	1119	451	145	835	49
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	17.0		10.0	17.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	16.0	17.0		16.0	17.0		19.0	68.0	68.0	19.0	68.0	68.0
Total Split (%)	13.3%	14.2%		13.3%	14.2%		15.8%	56.7%	56.7%	15.8%	56.7%	56.7%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road



HCM 7th Signalized Intersection Summary

4: McCaslin Boulevard & Dillon Road

2050 BG AM
04/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	38	108	490	116	249	246	1119	451	145	835	49
Future Volume (veh/h)	35	38	108	490	116	249	246	1119	451	145	835	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	39	0	505	120	0	254	1154	0	149	861	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	77		317	195		315	2216		206	3025	
Arrive On Green	0.03	0.04	0.00	0.09	0.10	0.00	0.09	0.62	0.00	0.12	1.00	0.00
Sat Flow, veh/h	3428	1856	1572	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	36	39	0	505	120	0	254	1154	0	149	861	0
Grp Sat Flow(s),veh/h/ln	1714	1856	1572	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	1.2	2.5	0.0	11.0	7.4	0.0	8.7	21.7	0.0	5.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	2.5	0.0	11.0	7.4	0.0	8.7	21.7	0.0	5.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	77		317	195		315	2216		206	3025	
V/C Ratio(X)	0.36	0.51		1.59	0.62		0.81	0.52		0.72	0.28	
Avail Cap(c_a), veh/h	314	170		317	195		403	2216		403	3025	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.2	56.3	0.0	54.5	51.5	0.0	53.5	12.6	0.0	51.9	0.0	0.0
Incr Delay (d2), s/veh	2.2	5.0	0.0	281.9	5.7	0.0	9.1	0.9	0.0	4.7	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.3	0.0	17.2	3.8	0.0	4.2	8.5	0.0	2.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.3	61.3	0.0	336.4	57.2	0.0	62.6	13.5	0.0	56.6	0.2	0.0
LnGrp LOS	E	E		F	E		E	B		E	A	
Approach Vol, veh/h	75			625			1408			1010		
Approach Delay, s/veh	60.4			282.7			22.3			8.5		
Approach LOS	E			F			C			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	80.8	16.0	11.0	15.9	77.1	8.5	18.5				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	14.0	62.0	11.0	11.0	14.0	62.0	11.0	11.0				
Max Q Clear Time (g_c+I1), s	7.0	23.7	13.0	4.5	10.7	2.0	3.2	9.4				
Green Ext Time (p_c), s	0.2	11.1	0.0	0.0	0.3	7.6	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	71.0											
HCM 7th LOS	E											
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings

4: McCaslin Boulevard & Dillon Road

2050 BG PM

04/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	119	276	659	129	217	289	1176	608	307	1517	78
Future Volume (vph)	97	119	276	659	129	217	289	1176	608	307	1517	78
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	24.0		10.5	24.0		10.5	24.0	24.0	10.5	30.0	30.0
Total Split (s)	27.0	25.0		27.0	25.0		16.0	49.0	49.0	19.0	52.0	52.0
Total Split (%)	22.5%	20.8%		22.5%	20.8%		13.3%	40.8%	40.8%	15.8%	43.3%	43.3%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 120

Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road

	Ø1		Ø2 (R)		Ø3		Ø4
19 s		49 s		27 s		25 s	
	Ø5		Ø6 (R)		Ø7		Ø8
16 s		52 s		27 s		25 s	

HCM 7th Signalized Intersection Summary
4: McCaslin Boulevard & Dillon Road

2050 BG PM
04/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	119	276	659	129	217	289	1176	608	307	1517	78
Future Volume (veh/h)	97	119	276	659	129	217	289	1176	608	307	1517	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	127	0	701	137	0	307	1251	0	327	1614	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	161		634	417		317	1550		384	2326	
Arrive On Green	0.05	0.09	0.00	0.18	0.22	0.00	0.09	0.44	0.00	0.07	0.31	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	103	127	0	701	137	0	307	1251	0	327	1614	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	3.5	8.0	0.0	22.0	7.4	0.0	10.6	36.8	0.0	11.2	33.4	0.0
Cycle Q Clear(g_c), s	3.5	8.0	0.0	22.0	7.4	0.0	10.6	36.8	0.0	11.2	33.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	161		634	417		317	1550		384	2326	
V/C Ratio(X)	0.64	0.79		1.11	0.33		0.97	0.81		0.85	0.69	
Avail Cap(c_a), veh/h	634	296		634	417		317	1550		403	2326	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.2	53.8	0.0	49.0	39.1	0.0	54.3	29.4	0.0	54.6	34.3	0.0
Incr Delay (d2), s/veh	4.2	8.2	0.0	68.5	0.5	0.0	42.1	4.6	0.0	15.4	1.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.1	0.0	15.5	3.5	0.0	6.5	16.4	0.0	5.9	14.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.5	62.0	0.0	117.5	39.5	0.0	96.4	34.1	0.0	70.0	36.1	0.0
LnGrp LOS	E	E		F	D		F	C		E	D	
Approach Vol, veh/h	230			838			1558			1941		
Approach Delay, s/veh	61.3			104.8			46.4			41.8		
Approach LOS	E			F			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.3	58.3	27.0	16.3	16.0	60.7	10.6	32.8				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	14.0	43.0	22.0	19.0	11.0	46.0	22.0	19.0				
Max Q Clear Time (g_c+I1), s	13.2	38.8	24.0	10.0	12.6	35.4	5.5	9.4				
Green Ext Time (p_c), s	0.1	3.0	0.0	0.4	0.0	7.6	0.2	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	55.9											
HCM 7th LOS	E											
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings

4: McCaslin Boulevard & Dillon Road

2050 Total AM

04/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	38	108	490	116	266	246	1157	451	197	954	49
Future Volume (vph)	35	38	108	490	116	266	246	1157	451	197	954	49
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	17.0		10.0	17.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	16.0	17.0		16.0	17.0		19.0	68.0	68.0	19.0	68.0	68.0
Total Split (%)	13.3%	14.2%		13.3%	14.2%		15.8%	56.7%	56.7%	15.8%	56.7%	56.7%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road



HCM 7th Signalized Intersection Summary 4: McCaslin Boulevard & Dillon Road

2050 Total AM
04/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	38	108	490	116	266	246	1157	451	197	954	49
Future Volume (veh/h)	35	38	108	490	116	266	246	1157	451	197	954	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	39	0	505	120	0	254	1193	0	203	984	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	77		317	195		315	2160		261	3025	
Arrive On Green	0.03	0.04	0.00	0.09	0.10	0.00	0.09	0.61	0.00	0.15	1.00	0.00
Sat Flow, veh/h	3428	1856	1572	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	36	39	0	505	120	0	254	1193	0	203	984	0
Grp Sat Flow(s),veh/h/ln	1714	1856	1572	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	1.2	2.5	0.0	11.0	7.4	0.0	8.7	23.8	0.0	6.8	0.0	0.0
Cycle Q Clear(g_c), s	1.2	2.5	0.0	11.0	7.4	0.0	8.7	23.8	0.0	6.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	77		317	195		315	2160		261	3025	
V/C Ratio(X)	0.36	0.51		1.59	0.62		0.81	0.55		0.78	0.33	
Avail Cap(c_a), veh/h	314	170		317	195		403	2160		403	3025	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.2	56.3	0.0	54.5	51.5	0.0	53.5	13.9	0.0	50.0	0.0	0.0
Incr Delay (d2), s/veh	2.2	5.0	0.0	281.9	5.7	0.0	9.1	1.0	0.0	5.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.3	0.0	17.2	3.8	0.0	4.2	9.5	0.0	2.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.3	61.3	0.0	336.4	57.2	0.0	62.6	14.9	0.0	55.1	0.3	0.0
LnGrp LOS	E	E		F	E		E	B		E	A	
Approach Vol, veh/h	75			625			1447			1187		
Approach Delay, s/veh	60.4			282.7			23.3			9.7		
Approach LOS	E			F			C			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	78.9	16.0	11.0	15.9	77.1	8.5	18.5				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	14.0	62.0	11.0	11.0	14.0	62.0	11.0	11.0				
Max Q Clear Time (g_c+I1), s	8.8	25.8	13.0	4.5	10.7	2.0	3.2	9.4				
Green Ext Time (p_c), s	0.3	11.5	0.0	0.0	0.3	9.1	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	67.9											
HCM 7th LOS	E											
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings

4: McCaslin Boulevard & Dillon Road

2050 Total PM

04/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	119	276	659	129	272	289	1301	608	342	1596	78
Future Volume (vph)	97	119	276	659	129	272	289	1301	608	342	1596	78
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	24.0		10.5	24.0		10.5	24.0	24.0	10.5	30.0	30.0
Total Split (s)	27.0	25.0		27.0	25.0		16.0	49.0	49.0	19.0	52.0	52.0
Total Split (%)	22.5%	20.8%		22.5%	20.8%		13.3%	40.8%	40.8%	15.8%	43.3%	43.3%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 130

Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road

	Ø1		Ø2 (R)		Ø3		Ø4
19 s		49 s		27 s		25 s	
	Ø5		Ø6 (R)		Ø7		Ø8
16 s		52 s		27 s		25 s	

HCM 7th Signalized Intersection Summary

4: McCaslin Boulevard & Dillon Road

2050 Total PM
04/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	119	276	659	129	272	289	1301	608	342	1596	78
Future Volume (veh/h)	97	119	276	659	129	272	289	1301	608	342	1596	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	127	0	701	137	0	307	1384	0	364	1698	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	161		634	417		317	1530		403	2326	
Arrive On Green	0.05	0.09	0.00	0.18	0.22	0.00	0.09	0.43	0.00	0.08	0.31	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	103	127	0	701	137	0	307	1384	0	364	1698	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	3.5	8.0	0.0	22.0	7.4	0.0	10.6	43.6	0.0	12.5	35.7	0.0
Cycle Q Clear(g_c), s	3.5	8.0	0.0	22.0	7.4	0.0	10.6	43.6	0.0	12.5	35.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	161		634	417		317	1530		403	2326	
V/C Ratio(X)	0.64	0.79		1.11	0.33		0.97	0.90		0.90	0.73	
Avail Cap(c_a), veh/h	634	296		634	417		317	1530		403	2326	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.2	53.8	0.0	49.0	39.1	0.0	54.3	31.9	0.0	54.6	35.1	0.0
Incr Delay (d2), s/veh	4.2	8.2	0.0	68.5	0.5	0.0	42.1	9.2	0.0	23.0	2.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.1	0.0	15.5	3.5	0.0	6.5	20.2	0.0	6.9	15.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.5	62.0	0.0	117.5	39.5	0.0	96.4	41.1	0.0	77.7	37.2	0.0
LnGrp LOS	E	E		F	D		F	D		E	D	
Approach Vol, veh/h	230			838			1691			2062		
Approach Delay, s/veh	61.3			104.8			51.1			44.3		
Approach LOS	E			F			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	57.7	27.0	16.3	16.0	60.7	10.6	32.8				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	14.0	43.0	22.0	19.0	11.0	46.0	22.0	19.0				
Max Q Clear Time (g_c+I1), s	14.5	45.6	24.0	10.0	12.6	37.7	5.5	9.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	6.4	0.2	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	58.0											
HCM 7th LOS	E											
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings

2050 Total AM _ Improved

4: McCaslin Boulevard & Dillon Road

04/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	38	108	490	116	266	246	1157	451	197	954	49
Future Volume (vph)	35	38	108	490	116	266	246	1157	451	197	954	49
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	17.0		10.0	17.0		10.5	24.0	24.0	10.5	24.0	24.0
Total Split (s)	10.0	17.0		28.0	35.0		19.6	58.0	58.0	17.0	55.4	55.4
Total Split (%)	8.3%	14.2%		23.3%	29.2%		16.3%	48.3%	48.3%	14.2%	46.2%	46.2%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road



HCM 7th Signalized Intersection Summary 4: McCaslin Boulevard & Dillon Road

2050 Total AM _ Improved
04/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	38	108	490	116	266	246	1157	451	197	954	49
Future Volume (veh/h)	35	38	108	490	116	266	246	1157	451	197	954	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	39	0	505	120	0	254	1193	0	203	984	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	77		573	333		316	1899		258	2645	
Arrive On Green	0.03	0.04	0.00	0.17	0.18	0.00	0.09	0.53	0.00	0.15	1.00	0.00
Sat Flow, veh/h	3428	1856	1572	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	36	39	0	505	120	0	254	1193	0	203	984	0
Grp Sat Flow(s),veh/h/ln	1714	1856	1572	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	1.2	2.5	0.0	17.1	6.8	0.0	8.7	28.2	0.0	6.8	0.0	0.0
Cycle Q Clear(g_c), s	1.2	2.5	0.0	17.1	6.8	0.0	8.7	28.2	0.0	6.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	77		573	333		316	1899		258	2645	
V/C Ratio(X)	0.36	0.51		0.88	0.36		0.80	0.63		0.79	0.37	
Avail Cap(c_a), veh/h	143	170		662	452		420	1899		346	2645	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	0.57	0.57	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.2	56.3	0.0	48.9	43.3	0.0	53.5	19.6	0.0	50.1	0.0	0.0
Incr Delay (d2), s/veh	2.2	5.0	0.0	7.4	0.4	0.0	8.1	1.6	0.0	8.3	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.3	0.0	8.0	3.2	0.0	4.1	11.8	0.0	3.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.3	61.3	0.0	56.3	43.7	0.0	61.6	21.2	0.0	58.4	0.4	0.0
LnGrp LOS	E	E		E	D		E	C		E	A	
Approach Vol, veh/h	75			625			1447			1187		
Approach Delay, s/veh	60.4			53.8			28.3			10.3		
Approach LOS	E			D			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	70.1	24.9	11.0	16.0	68.2	8.5	27.4				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	12.0	52.0	23.0	11.0	14.6	49.4	5.0	29.0				
Max Q Clear Time (g_c+I1), s	8.8	30.2	19.1	4.5	10.7	2.0	3.2	8.8				
Green Ext Time (p_c), s	0.2	9.4	0.8	0.0	0.3	8.9	0.0	0.5				

Intersection Summary

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

Notes

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

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

Timings

4: McCaslin Boulevard & Dillon Road

2050 Total PM _ Improved

04/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	119	276	659	129	272	289	1301	608	342	1596	78
Future Volume (vph)	97	119	276	659	129	272	289	1301	608	342	1596	78
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	24.0		10.5	24.0		10.5	24.0	24.0	10.5	30.0	30.0
Total Split (s)	13.0	26.1		26.0	39.1		16.7	48.9	48.9	19.0	51.2	51.2
Total Split (%)	10.8%	21.8%		21.7%	32.6%		13.9%	40.8%	40.8%	15.8%	42.7%	42.7%
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 130

Control Type: Actuated-Coordinated

Splits and Phases: 4: McCaslin Boulevard & Dillon Road



HCM 7th Signalized Intersection Summary 4: McCaslin Boulevard & Dillon Road

2050 Total PM _ Improved
04/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	119	276	659	129	272	289	1301	608	342	1596	78
Future Volume (veh/h)	97	119	276	659	129	272	289	1301	608	342	1596	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	127	0	701	137	0	307	1384	0	364	1698	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	162		605	405		337	1559		403	2337	
Arrive On Green	0.04	0.09	0.00	0.23	0.29	0.00	0.10	0.44	0.00	0.23	0.92	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	3554	1585	3456	5106	1585
Grp Volume(v), veh/h	103	127	0	701	137	0	307	1384	0	364	1698	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1777	1585	1728	1702	1585
Q Serve(g_s), s	3.5	8.0	0.0	21.0	6.9	0.0	10.6	43.0	0.0	12.3	10.1	0.0
Cycle Q Clear(g_c), s	3.5	8.0	0.0	21.0	6.9	0.0	10.6	43.0	0.0	12.3	10.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	162		605	405		337	1559		403	2337	
V/C Ratio(X)	0.66	0.79		1.16	0.34		0.91	0.89		0.90	0.73	
Avail Cap(c_a), veh/h	230	313		605	516		337	1559		403	2337	
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	0.57	0.57	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.4	53.7	0.0	46.0	35.9	0.0	53.6	31.0	0.0	45.3	3.2	0.0
Incr Delay (d2), s/veh	4.8	8.1	0.0	82.4	0.3	0.0	27.8	7.9	0.0	23.0	2.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.1	0.0	15.5	3.1	0.0	5.9	19.6	0.0	5.9	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.2	61.9	0.0	128.4	36.2	0.0	81.4	38.9	0.0	68.4	5.2	0.0
LnGrp LOS	E	E		F	D		F	D		E	A	
Approach Vol, veh/h	230			838			1691			2062		
Approach Delay, s/veh	61.6			113.3			46.6			16.3		
Approach LOS	E			F			D			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	58.6	26.0	16.4	16.7	60.9	10.4	32.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	14.0	42.9	21.0	20.1	11.7	45.2	8.0	33.1				
Max Q Clear Time (g_c+I1), s	14.3	45.0	23.0	10.0	12.6	12.1	5.5	8.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	17.3	0.1	0.7				

Intersection Summary

HCM 7th Control Delay, s/veh 46.0
HCM 7th LOS D

Notes

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

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

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	31	1	19	79	24	4	43	5	0	1	6
Future Vol, veh/h	19	31	1	19	79	24	4	43	5	0	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	38	1	23	96	29	5	52	6	0	1	7
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	126	0	0	39	0	0	228	257	38	268	243	111
Stage 1	-	-	-	-	-	-	85	85	-	157	157	-
Stage 2	-	-	-	-	-	-	143	172	-	110	85	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1449	-	-	1571	-	-	727	647	1033	685	659	942
Stage 1	-	-	-	-	-	-	923	825	-	845	768	-
Stage 2	-	-	-	-	-	-	860	756	-	895	824	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1449	-	-	1571	-	-	698	628	1033	610	639	942
Mov Cap-2 Maneuver	-	-	-	-	-	-	756	672	-	707	689	-
Stage 1	-	-	-	-	-	-	908	811	-	832	756	-
Stage 2	-	-	-	-	-	-	839	745	-	819	811	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.8			1.14			10.57			9.06		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	756 697		1449	-	-	1571	-	-	-	-	895	
HCM Lane V/C Ratio	0.006 0.084		0.016	-	-	0.015	-	-	-	-	0.01	
HCM Ctrl Dly (s/v)	9.8 10.6		7.5	-	-	7.3	-	-	0	9.1		
HCM Lane LOS	A B		A	-	-	A	-	-	A	A		
HCM 95th %tile Q(veh)	0 0.3		0	-	-	0	-	-	-	0		

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	84	2	3	59	3	0	3	13	18	10	30
Future Vol, veh/h	1	84	2	3	59	3	0	3	13	18	10	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	3	3	3	13	13	13	2	2	2
Mvmt Flow	2	133	3	5	94	5	0	5	21	29	16	48
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	98	0	0	137	0	0	249	246	135	244	245	96
Stage 1	-	-	-	-	-	-	138	138	-	106	106	-
Stage 2	-	-	-	-	-	-	111	108	-	139	140	-
Critical Hdwy	4.12	-	-	4.13	-	-	7.23	6.63	6.33	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.227	-	-	3.617	4.117	3.417	3.518	4.018	3.318
Pot Cap-1 Maneuver	1495	-	-	1441	-	-	682	638	885	709	657	960
Stage 1	-	-	-	-	-	-	839	762	-	900	808	-
Stage 2	-	-	-	-	-	-	868	785	-	864	781	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1495	-	-	1441	-	-	631	635	885	685	654	960
Mov Cap-2 Maneuver	-	-	-	-	-	-	718	688	-	759	706	-
Stage 1	-	-	-	-	-	-	838	761	-	897	805	-
Stage 2	-	-	-	-	-	-	806	783	-	838	780	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.09			0.35			9.42			9.57		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1SBLn2			
Capacity (veh/h)	- 840 1495		-	-	-	1441	-	-	759 881			
HCM Lane V/C Ratio	- 0.03 0.001		-	-	-	0.003	-	-	0.038 0.072			
HCM Ctrl Dly (s/v)	0 9.4 7.4		-	-	-	7.5	-	-	9.9 9.4			
HCM Lane LOS	A A A		-	-	-	A	-	-	A A			
HCM 95th %tile Q(veh)	- 0.1 0		-	-	-	0	-	-	0.1 0.2			

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	32	1	20	82	25	4	45	5	0	1	6
Future Vol, veh/h	20	32	1	20	82	25	4	45	5	0	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	39	1	24	100	30	5	55	6	0	1	7
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	130	0	0	40	0	0	238	268	40	279	253	115
Stage 1	-	-	-	-	-	-	88	88	-	164	164	-
Stage 2	-	-	-	-	-	-	149	179	-	115	89	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1443	-	-	1569	-	-	717	638	1032	673	650	937
Stage 1	-	-	-	-	-	-	919	822	-	838	762	-
Stage 2	-	-	-	-	-	-	853	751	-	890	821	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1443	-	-	1569	-	-	687	618	1032	596	629	937
Mov Cap-2 Maneuver	-	-	-	-	-	-	747	665	-	697	683	-
Stage 1	-	-	-	-	-	-	904	808	-	825	751	-
Stage 2	-	-	-	-	-	-	832	739	-	810	807	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.84			1.15			10.66			9.09		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1SBLn2			
Capacity (veh/h)	747 689		1443	-	-	1569	-	-	-	890		
HCM Lane V/C Ratio	0.007 0.088		0.017	-	-	0.016	-	-	-	0.01		
HCM Ctrl Dly (s/v)	9.8 10.7		7.5	-	-	7.3	-	-	0	9.1		
HCM Lane LOS	A B		A	-	-	A	-	-	A	A		
HCM 95th %tile Q(veh)	0 0.3		0.1	-	-	0	-	-	-	0		

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	87	2	3	61	3	0	3	14	19	10	31
Future Vol, veh/h	1	87	2	3	61	3	0	3	14	19	10	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	3	3	3	13	13	13	2	2	2
Mvmt Flow	2	138	3	5	97	5	0	5	22	30	16	49
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	102	0	0	141	0	0	257	254	140	252	253	99
Stage 1	-	-	-	-	-	-	143	143	-	109	109	-
Stage 2	-	-	-	-	-	-	114	111	-	144	144	-
Critical Hdwy	4.12	-	-	4.13	-	-	7.23	6.63	6.33	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.227	-	-	3.617	4.117	3.417	3.518	4.018	3.318
Pot Cap-1 Maneuver	1491	-	-	1436	-	-	674	631	880	701	650	957
Stage 1	-	-	-	-	-	-	834	758	-	897	805	-
Stage 2	-	-	-	-	-	-	864	783	-	859	777	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1491	-	-	1436	-	-	622	628	880	676	647	957
Mov Cap-2 Maneuver	-	-	-	-	-	-	712	684	-	753	701	-
Stage 1	-	-	-	-	-	-	834	757	-	894	803	-
Stage 2	-	-	-	-	-	-	801	780	-	831	777	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.08			0.34			9.44			9.6		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1SBLn2			
Capacity (veh/h)	- 838 1491		-	-	-	1436	-	-	753 879			
HCM Lane V/C Ratio	- 0.032 0.001		-	-	-	0.003	-	-	0.04 0.074			
HCM Ctrl Dly (s/v)	0 9.4 7.4		-	-	-	7.5	-	-	10 9.4			
HCM Lane LOS	A A A		-	-	-	A	-	-	A A			
HCM 95th %tile Q(veh)	- 0.1 0		-	-	-	0	-	-	0.1 0.2			

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	41	1	20	86	40	4	49	5	46	14	44
Future Vol, veh/h	32	41	1	20	86	40	4	49	5	46	14	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	50	1	24	105	49	5	60	6	56	17	54
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	154	0	0	51	0	0	291	331	51	336	307	129
Stage 1	-	-	-	-	-	-	129	129	-	178	178	-
Stage 2	-	-	-	-	-	-	162	202	-	158	129	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1415	-	-	1555	-	-	661	588	1018	618	607	921
Stage 1	-	-	-	-	-	-	875	790	-	824	752	-
Stage 2	-	-	-	-	-	-	840	734	-	844	789	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1415	-	-	1555	-	-	581	563	1018	534	581	921
Mov Cap-2 Maneuver	-	-	-	-	-	-	665	628	-	650	653	-
Stage 1	-	-	-	-	-	-	851	768	-	811	740	-
Stage 2	-	-	-	-	-	-	761	722	-	753	767	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	3.29			1.01			11.1			10.3		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1SBLn2			
Capacity (veh/h)	665	651	1415	-	-	1555	-	-	650	838		
HCM Lane V/C Ratio	0.007	0.101	0.028	-	-	0.016	-	-	0.086	0.084		
HCM Ctrl Dly (s/v)	10.5	11.1	7.6	-	-	7.4	-	-	11.1	9.7		
HCM Lane LOS	B	B	A	-	-	A	-	-	B	A		
HCM 95th %tile Q(veh)	0	0.3	0.1	-	-	0	-	-	0.3	0.3		

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	93	2	3	69	52	0	17	14	49	18	56
Future Vol, veh/h	42	93	2	3	69	52	0	17	14	49	18	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	3	3	3	13	13	13	2	2	2
Mvmt Flow	67	148	3	5	110	83	0	27	22	78	29	89
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	192	0	0	151	0	0	416	484	149	455	444	151
Stage 1	-	-	-	-	-	-	283	283	-	160	160	-
Stage 2	-	-	-	-	-	-	133	202	-	294	284	-
Critical Hdwy	4.12	-	-	4.13	-	-	7.23	6.63	6.33	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.227	-	-	3.617	4.117	3.417	3.518	4.018	3.318
Pot Cap-1 Maneuver	1381	-	-	1424	-	-	528	467	869	516	508	896
Stage 1	-	-	-	-	-	-	701	658	-	842	765	-
Stage 2	-	-	-	-	-	-	844	714	-	714	676	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1381	-	-	1424	-	-	430	443	869	454	482	896
Mov Cap-2 Maneuver	-	-	-	-	-	-	557	542	-	576	582	-
Stage 1	-	-	-	-	-	-	667	626	-	839	763	-
Stage 2	-	-	-	-	-	-	730	712	-	633	644	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.37			0.18			10.96			11.09		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	- 653 1381		-	-	-	1424	-	-	576	792		
HCM Lane V/C Ratio	- 0.075 0.048		-	-	-	0.003	-	-	0.135	0.148		
HCM Ctrl Dly (s/v)	0 11 7.7		-	-	-	7.5	-	-	12.2	10.3		
HCM Lane LOS	A B A		-	-	-	A	-	-	B B			
HCM 95th %tile Q(veh)	- 0.2 0.2		-	-	-	0	-	-	0.5	0.5		

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	39	1	24	100	30	5	55	6	0	1	8
Future Vol, veh/h	24	39	1	24	100	30	5	55	6	0	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	42	1	26	109	33	5	60	7	0	1	9
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	141	0	0	43	0	0	257	289	43	302	273	125
Stage 1	-	-	-	-	-	-	95	95	-	177	177	-
Stage 2	-	-	-	-	-	-	161	193	-	124	96	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1429	-	-	1565	-	-	697	621	1027	651	634	926
Stage 1	-	-	-	-	-	-	912	816	-	825	753	-
Stage 2	-	-	-	-	-	-	841	740	-	880	816	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1429	-	-	1565	-	-	665	600	1027	569	612	926
Mov Cap-2 Maneuver	-	-	-	-	-	-	732	652	-	678	671	-
Stage 1	-	-	-	-	-	-	895	801	-	811	740	-
Stage 2	-	-	-	-	-	-	818	728	-	794	801	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.84			1.14			10.83			9.1		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	732		676	1429	-	-	1565	-	-	-	-	888
HCM Lane V/C Ratio	0.007		0.098	0.018	-	-	0.017	-	-	-	-	0.011
HCM Ctrl Dly (s/v)	10		10.9	7.6	-	-	7.3	-	-	0	-	9.1
HCM Lane LOS	A		B	A	-	-	A	-	-	A	-	A
HCM 95th %tile Q(veh)	0		0.3	0.1	-	-	0.1	-	-	-	-	0

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	107	3	4	75	4	0	4	17	23	13	38
Future Vol, veh/h	1	107	3	4	75	4	0	4	17	23	13	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	3	3	13	13	13	2	2	2
Mvmt Flow	1	116	3	4	82	4	0	4	18	25	14	41
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	86	0	0	120	0	0	217	215	118	213	214	84
Stage 1	-	-	-	-	-	-	120	120	-	92	92	-
Stage 2	-	-	-	-	-	-	97	95	-	121	122	-
Critical Hdwy	4.12	-	-	4.13	-	-	7.23	6.63	6.33	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.227	-	-	3.617	4.117	3.417	3.518	4.018	3.318
Pot Cap-1 Maneuver	1510	-	-	1462	-	-	716	664	905	744	683	976
Stage 1	-	-	-	-	-	-	858	776	-	915	818	-
Stage 2	-	-	-	-	-	-	883	796	-	884	795	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1510	-	-	1462	-	-	670	662	905	721	681	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	744	705	-	783	722	-
Stage 1	-	-	-	-	-	-	858	775	-	912	816	-
Stage 2	-	-	-	-	-	-	828	793	-	860	794	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.07			0.36			9.31			9.43		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1SBLn2	SBLn2		
Capacity (veh/h)	- 859 1510		-	-	-	1462	-	-	- 783 896			
HCM Lane V/C Ratio	- 0.027 0.001		-	-	-	0.003	-	-	- 0.032 0.062			
HCM Ctrl Dly (s/v)	0 9.3 7.4		-	-	-	7.5	-	-	- 9.7 9.3			
HCM Lane LOS	A A A		-	-	-	A	-	-	- A A			
HCM 95th %tile Q(veh)	- 0.1 0		-	-	-	0	-	-	- 0.1 0.2			

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	45	1	24	102	45	5	59	6	46	14	46
Future Vol, veh/h	36	45	1	24	102	45	5	59	6	46	14	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	49	1	26	111	49	5	64	7	50	15	50
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	50	0	0	298	340	49	347	316	135
Stage 1	-	-	-	-	-	-	128	128	-	188	188	-
Stage 2	-	-	-	-	-	-	171	212	-	159	128	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1407	-	-	1557	-	-	654	582	1019	608	600	913
Stage 1	-	-	-	-	-	-	876	790	-	814	745	-
Stage 2	-	-	-	-	-	-	831	727	-	843	790	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1407	-	-	1557	-	-	578	556	1019	520	574	913
Mov Cap-2 Maneuver	-	-	-	-	-	-	661	622	-	640	648	-
Stage 1	-	-	-	-	-	-	852	768	-	801	732	-
Stage 2	-	-	-	-	-	-	757	715	-	746	768	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	3.35			1.03			11.21			10.3		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1SBLn2			
Capacity (veh/h)	661	645	1407	-	-	1557	-	-	640	834		
HCM Lane V/C Ratio	0.008	0.109	0.028	-	-	0.017	-	-	0.078	0.078		
HCM Ctrl Dly (s/v)	10.5	11.3	7.6	-	-	7.4	-	-	11.1	9.7		
HCM Lane LOS	B	B	A	-	-	A	-	-	B	A		
HCM 95th %tile Q(veh)	0	0.4	0.1	-	-	0.1	-	-	0.3	0.3		

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	111	3	4	81	53	0	18	17	53	21	63
Future Vol, veh/h	42	111	3	4	81	53	0	18	17	53	21	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	3	3	13	13	13	2	2	2
Mvmt Flow	46	121	3	4	88	58	0	20	18	58	23	68
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	146	0	0	124	0	0	322	368	122	347	341	117
Stage 1	-	-	-	-	-	-	214	214	-	126	126	-
Stage 2	-	-	-	-	-	-	108	154	-	222	215	-
Critical Hdwy	4.12	-	-	4.13	-	-	7.23	6.63	6.33	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.63	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.227	-	-	3.617	4.117	3.417	3.518	4.018	3.318
Pot Cap-1 Maneuver	1436	-	-	1457	-	-	610	544	900	607	581	935
Stage 1	-	-	-	-	-	-	764	706	-	878	792	-
Stage 2	-	-	-	-	-	-	871	749	-	781	725	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1436	-	-	1457	-	-	527	525	900	556	561	935
Mov Cap-2 Maneuver	-	-	-	-	-	-	634	604	-	657	638	-
Stage 1	-	-	-	-	-	-	740	683	-	876	790	-
Stage 2	-	-	-	-	-	-	782	747	-	719	702	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.04			0.22			10.29			10.28		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1SBLn2			
Capacity (veh/h)	- 719 1436		-	-	-	1457	-	-	657 838			
HCM Lane V/C Ratio	- 0.053 0.032		-	-	-	0.003	-	-	0.088 0.109			
HCM Ctrl Dly (s/v)	0 10.3 7.6		-	-	-	7.5	-	-	11 9.8			
HCM Lane LOS	A B A		-	-	-	A	-	-	B A			
HCM 95th %tile Q(veh)	- 0.2 0.1		-	-	-	0	-	-	0.3 0.4			

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	6	21	51	70	18
Future Vol, veh/h	2	6	21	51	70	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	3	8	27	65	90	23
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	221	101	113	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	119	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	768	954	1470	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	754	954	1470	-	-	-
Mov Cap-2 Maneuver	812	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.98	2.19		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1470	-	914	-	-	
HCM Lane V/C Ratio	0.018	-	0.011	-	-	
HCM Ctrl Dly (s/v)	7.5	-	9	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0	-	-	

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	33	2	69	88	1
Future Vol, veh/h	13	33	2	69	88	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	56	3	117	149	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	274	150	151	0	-	0
Stage 1	150	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	716	896	1430	-	-	-
Stage 1	878	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	714	896	1430	-	-	-
Mov Cap-2 Maneuver	787	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.59	0.21		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1430	-	863	-	-	
HCM Lane V/C Ratio	0.002	-	0.09	-	-	
HCM Ctrl Dly (s/v)	7.5	-	9.6	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	6	22	53	73	19
Future Vol, veh/h	2	6	22	53	73	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	3	8	28	68	94	24
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	230	106	118	0	-	0
Stage 1	106	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	758	949	1464	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	743	949	1464	-	-	-
Mov Cap-2 Maneuver	805	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.01	2.2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1464	-	908	-	-	
HCM Lane V/C Ratio	0.019	-	0.011	-	-	
HCM Ctrl Dly (s/v)	7.5	-	9	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0	-	-	

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	34	2	72	92	1
Future Vol, veh/h	14	34	2	72	92	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	58	3	122	156	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	286	157	158	0	-	0
Stage 1	157	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	705	889	1422	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	703	889	1422	-	-	-
Mov Cap-2 Maneuver	780	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.66	0.2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1422	-	854	-	-	
HCM Lane V/C Ratio	0.002	-	0.095	-	-	
HCM Ctrl Dly (s/v)	7.5	-	9.7	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	96	51	69	113	21
Future Vol, veh/h	7	96	51	69	113	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	9	123	65	88	145	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	378	158	172	0	-	0
Stage 1	158	-	-	-	-	-
Stage 2	219	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	624	887	1399	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	595	887	1399	-	-	-
Mov Cap-2 Maneuver	709	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.86	3.27		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1399	-	872	-	-	
HCM Lane V/C Ratio	0.047	-	0.151	-	-	
HCM Ctrl Dly (s/v)	7.7	-	9.9	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-	

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	93	97	116	120	6
Future Vol, veh/h	17	93	97	116	120	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	158	164	197	203	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	734	208	214	0	-	0
Stage 1	208	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	387	832	1357	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	340	832	1357	-	-	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	11.28	3.65		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1357	-	759	-	-	
HCM Lane V/C Ratio	0.121	-	0.246	-	-	
HCM Ctrl Dly (s/v)	8	-	11.3	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.4	-	1	-	-	

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	8	27	65	89	23
Future Vol, veh/h	3	8	27	65	89	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	3	9	29	71	97	25
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	239	109	122	0	-	0
Stage 1	109	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	750	944	1459	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	735	944	1459	-	-	-
Mov Cap-2 Maneuver	800	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.05	2.21		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1459	-	900	-	-	
HCM Lane V/C Ratio	0.02	-	0.013	-	-	
HCM Ctrl Dly (s/v)	7.5	-	9.1	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0	-	-	

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	42	3	88	112	1
Future Vol, veh/h	17	42	3	88	112	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	46	3	96	122	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	224	122	123	0	-	0
Stage 1	122	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	764	929	1464	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	762	929	1464	-	-	-
Mov Cap-2 Maneuver	817	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.34	0.25		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1464	-	894	-	-	
HCM Lane V/C Ratio	0.002	-	0.072	-	-	
HCM Ctrl Dly (s/v)	7.5	-	9.3	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 7th TWSC
6: Centennial Parkway & Infinite Drive

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Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	98	56	78	127	25
Future Vol, veh/h	8	98	56	78	127	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	9	107	61	85	138	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	358	152	165	0	-	0
Stage 1	152	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	640	895	1407	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	613	895	1407	-	-	-
Mov Cap-2 Maneuver	721	-	-	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.71	3.21		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1407	-	879	-	-	
HCM Lane V/C Ratio	0.043	-	0.131	-	-	
HCM Ctrl Dly (s/v)	7.7	-	9.7	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-	

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	101	98	130	138	6
Future Vol, veh/h	20	101	98	130	138	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	110	107	141	150	7
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	508	153	157	0	-	0
Stage 1	153	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	525	893	1423	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	486	893	1423	-	-	-
Mov Cap-2 Maneuver	627	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.12	3.32		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1423	-	834	-	-	
HCM Lane V/C Ratio	0.075	-	0.158	-	-	
HCM Ctrl Dly (s/v)	7.7	-	10.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-	

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	49	3	37	103	53	7	30	37	5	3	0
Future Vol, veh/h	1	49	3	37	103	53	7	30	37	5	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	2	2	2	5	5	5	13	13	13
Mvmt Flow	1	57	3	43	120	62	8	35	43	6	3	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	181	0	0	60	0	0	269	328	59	313	299	151
Stage 1	-	-	-	-	-	-	61	61	-	237	237	-
Stage 2	-	-	-	-	-	-	208	267	-	77	63	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.15	6.55	6.25	7.23	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.545	4.045	3.345	3.617	4.117	3.417
Pot Cap-1 Maneuver	1376	-	-	1543	-	-	678	585	999	618	595	868
Stage 1	-	-	-	-	-	-	943	838	-	743	689	-
Stage 2	-	-	-	-	-	-	788	682	-	906	821	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1376	-	-	1543	-	-	655	569	999	540	578	868
Mov Cap-2 Maneuver	-	-	-	-	-	-	655	569	-	540	578	-
Stage 1	-	-	-	-	-	-	942	837	-	722	670	-
Stage 2	-	-	-	-	-	-	762	663	-	830	821	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.14			1.42			10.53			11.56		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	736	1376	-	-	1543	-	-	540	578			
HCM Lane V/C Ratio	0.117	0.001	-	-	0.028	-	-	0.011	0.006			
HCM Ctrl Dly (s/v)	10.5	7.6	-	-	7.4	-	-	11.7	11.3			
HCM Lane LOS	B	A	-	-	A	-	-	B	B			
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0	0			

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	166	5	26	19	6	3	3	29	58	15	4
Future Vol, veh/h	2	166	5	26	19	6	3	3	29	58	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	3	221	7	35	25	8	4	4	39	77	20	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	33	0	0	228	0	0	335	333	225	327	332	29
Stage 1	-	-	-	-	-	-	230	230	-	99	99	-
Stage 2	-	-	-	-	-	-	105	103	-	229	233	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.536	4.036	3.336
Pot Cap-1 Maneuver	1578	-	-	1340	-	-	619	587	815	622	584	1040
Stage 1	-	-	-	-	-	-	773	714	-	903	809	-
Stage 2	-	-	-	-	-	-	901	810	-	770	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1578	-	-	1340	-	-	578	571	815	572	568	1040
Mov Cap-2 Maneuver	-	-	-	-	-	-	578	571	-	572	568	-
Stage 1	-	-	-	-	-	-	772	713	-	879	789	-
Stage 2	-	-	-	-	-	-	851	789	-	728	707	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.08			3.95			10.04			11.95		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	760	1578	-	-	1340	-	-	572	628			
HCM Lane V/C Ratio	0.061	0.002	-	-	0.026	-	-	0.135	0.04			
HCM Ctrl Dly (s/v)	10	7.3	-	-	7.8	-	-	12.3	11			
HCM Lane LOS	B	A	-	-	A	-	-	B	B			
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.5	0.1			

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	57	9	51	111	55	11	31	48	5	3	0
Future Vol, veh/h	1	57	9	51	111	55	11	31	48	5	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	2	2	2	5	5	5	13	13	13
Mvmt Flow	1	66	10	59	129	64	13	36	56	6	3	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	77	0	0	323	385	72	366	359	161
Stage 1	-	-	-	-	-	-	74	74	-	280	280	-
Stage 2	-	-	-	-	-	-	249	312	-	87	79	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.15	6.55	6.25	7.23	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.545	4.045	3.345	3.617	4.117	3.417
Pot Cap-1 Maneuver	1362	-	-	1522	-	-	624	544	983	570	551	856
Stage 1	-	-	-	-	-	-	928	828	-	704	660	-
Stage 2	-	-	-	-	-	-	748	652	-	895	808	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1362	-	-	1522	-	-	595	522	983	482	529	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	595	522	-	482	529	-
Stage 1	-	-	-	-	-	-	927	827	-	676	634	-
Stage 2	-	-	-	-	-	-	715	627	-	806	807	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.11	1.75	10.94	12.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	710	1362	-	-	1522	-	-	482	529
HCM Lane V/C Ratio	0.147	0.001	-	-	0.039	-	-	0.012	0.007
HCM Ctrl Dly (s/v)	10.9	7.6	-	-	7.5	-	-	12.6	11.9
HCM Lane LOS	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0	0

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	182	14	46	29	6	12	3	49	60	16	4
Future Vol, veh/h	2	182	14	46	29	6	12	3	49	60	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	3	243	19	61	39	8	16	4	65	80	21	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	47	0	0	261	0	0	429	427	252	415	432	43
Stage 1	-	-	-	-	-	-	257	257	-	165	165	-
Stage 2	-	-	-	-	-	-	172	169	-	250	267	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.536	4.036	3.336
Pot Cap-1 Maneuver	1561	-	-	1303	-	-	536	520	787	544	513	1022
Stage 1	-	-	-	-	-	-	747	695	-	832	758	-
Stage 2	-	-	-	-	-	-	830	758	-	750	685	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1561	-	-	1303	-	-	486	495	787	471	488	1022
Mov Cap-2 Maneuver	-	-	-	-	-	-	486	495	-	471	488	-
Stage 1	-	-	-	-	-	-	746	694	-	793	722	-
Stage 2	-	-	-	-	-	-	763	723	-	682	683	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.07			4.49			10.97			13.64		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	688	1561	-	-	1303	-	-	471	545			
HCM Lane V/C Ratio	0.124	0.002	-	-	0.047	-	-	0.17	0.049			
HCM Ctrl Dly (s/v)	11	7.3	-	-	7.9	-	-	14.2	11.9			
HCM Lane LOS	B	A	-	-	A	-	-	B	B			
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.6	0.2			

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	215	9	51	165	55	11	31	48	5	3	0
Future Vol, veh/h	1	215	9	51	165	55	11	31	48	5	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	2	2	2	5	5	5	13	13	13
Mvmt Flow	1	250	10	59	192	64	13	36	56	6	3	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	256	0	0	260	0	0	570	632	255	613	605	224
Stage 1	-	-	-	-	-	-	258	258	-	342	342	-
Stage 2	-	-	-	-	-	-	312	374	-	270	263	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.15	6.55	6.25	7.23	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.545	4.045	3.345	3.617	4.117	3.417
Pot Cap-1 Maneuver	1292	-	-	1304	-	-	428	394	776	389	397	789
Stage 1	-	-	-	-	-	-	740	689	-	650	619	-
Stage 2	-	-	-	-	-	-	692	612	-	712	671	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1292	-	-	1304	-	-	405	375	776	313	379	789
Mov Cap-2 Maneuver	-	-	-	-	-	-	405	375	-	313	379	-
Stage 1	-	-	-	-	-	-	740	688	-	621	590	-
Stage 2	-	-	-	-	-	-	657	584	-	626	671	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.03			1.49			13.57			15.92		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	524	1292	-	-	1304	-	-	313	379			
HCM Lane V/C Ratio	0.2	0.001	-	-	0.045	-	-	0.019	0.009			
HCM Ctrl Dly (s/v)	13.6	7.8	-	-	7.9	-	-	16.7	14.6			
HCM Lane LOS	B	A	-	-	A	-	-	C	B			
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.1	0			

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	291	14	46	195	6	12	3	49	60	16	4
Future Vol, veh/h	2	291	14	46	195	6	12	3	49	60	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	3	388	19	61	260	8	16	4	65	80	21	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	268	0	0	407	0	0	796	793	397	782	799	264
Stage 1	-	-	-	-	-	-	403	403	-	387	387	-
Stage 2	-	-	-	-	-	-	393	391	-	395	412	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.536	4.036	3.336
Pot Cap-1 Maneuver	1296	-	-	1152	-	-	305	321	652	309	316	770
Stage 1	-	-	-	-	-	-	624	600	-	633	606	-
Stage 2	-	-	-	-	-	-	632	607	-	626	591	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1296	-	-	1152	-	-	267	303	652	260	299	770
Mov Cap-2 Maneuver	-	-	-	-	-	-	267	303	-	260	299	-
Stage 1	-	-	-	-	-	-	623	599	-	599	574	-
Stage 2	-	-	-	-	-	-	572	575	-	558	590	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.05			1.55			13.84			22.8		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	492	1296	-	-	1152	-	-	260	341			
HCM Lane V/C Ratio	0.173	0.002	-	-	0.053	-	-	0.308	0.078			
HCM Ctrl Dly (s/v)	13.8	7.8	-	-	8.3	-	-	24.9	16.5			
HCM Lane LOS	B	A	-	-	A	-	-	C	C			
HCM 95th %tile Q(veh)	0.6	0	-	-	0.2	-	-	1.3	0.3			

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	68	10	59	135	67	13	38	56	6	4	0
Future Vol, veh/h	1	68	10	59	135	67	13	38	56	6	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	2	2	2	5	5	5	13	13	13
Mvmt Flow	1	74	11	64	147	73	14	41	61	7	4	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	85	0	0	359	429	79	408	398	183
Stage 1	-	-	-	-	-	-	82	82	-	311	311	-
Stage 2	-	-	-	-	-	-	277	348	-	97	87	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.15	6.55	6.25	7.23	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.545	4.045	3.345	3.617	4.117	3.417
Pot Cap-1 Maneuver	1332	-	-	1512	-	-	591	514	973	535	523	832
Stage 1	-	-	-	-	-	-	919	821	-	676	639	-
Stage 2	-	-	-	-	-	-	723	629	-	883	802	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1332	-	-	1512	-	-	561	491	973	441	500	832
Mov Cap-2 Maneuver	-	-	-	-	-	-	561	491	-	441	500	-
Stage 1	-	-	-	-	-	-	919	821	-	648	612	-
Stage 2	-	-	-	-	-	-	687	602	-	786	801	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.1			1.69			11.42			12.88		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	677	1332	-	-	1512	-	-	441	500			
HCM Lane V/C Ratio	0.172	0.001	-	-	0.042	-	-	0.015	0.009			
HCM Ctrl Dly (s/v)	11.4	7.7	-	-	7.5	-	-	13.3	12.3			
HCM Lane LOS	B	A	-	-	A	-	-	B	B			
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0	0			

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	220	15	52	33	8	13	4	56	74	19	5
Future Vol, veh/h	3	220	15	52	33	8	13	4	56	74	19	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	3	239	16	57	36	9	14	4	61	80	21	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	45	0	0	255	0	0	413	411	247	401	415	40
Stage 1	-	-	-	-	-	-	254	254	-	153	153	-
Stage 2	-	-	-	-	-	-	159	158	-	248	262	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.536	4.036	3.336
Pot Cap-1 Maneuver	1564	-	-	1310	-	-	549	530	791	556	525	1025
Stage 1	-	-	-	-	-	-	751	697	-	844	767	-
Stage 2	-	-	-	-	-	-	843	767	-	752	688	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1564	-	-	1310	-	-	501	506	791	486	501	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	501	506	-	486	501	-
Stage 1	-	-	-	-	-	-	749	696	-	808	734	-
Stage 2	-	-	-	-	-	-	780	734	-	688	686	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.09			4.4			10.82			13.35		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	698	1564	-	-	1310	-	-	486	561
HCM Lane V/C Ratio	0.114	0.002	-	-	0.043	-	-	0.165	0.047
HCM Ctrl Dly (s/v)	10.8	7.3	-	-	7.9	-	-	13.9	11.7
HCM Lane LOS	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.6	0.1

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	203	10	59	179	67	13	38	56	6	4	0
Future Vol, veh/h	1	203	10	59	179	67	13	38	56	6	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	2	2	2	5	5	5	13	13	13
Mvmt Flow	1	221	11	64	195	73	14	41	61	7	4	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	267	0	0	232	0	0	553	624	226	603	593	231
Stage 1	-	-	-	-	-	-	228	228	-	359	359	-
Stage 2	-	-	-	-	-	-	325	396	-	243	234	-
Critical Hdwy	4.15	-	-	4.12	-	-	7.15	6.55	6.25	7.23	6.63	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.23	5.63	-
Follow-up Hdwy	2.245	-	-	2.218	-	-	3.545	4.045	3.345	3.617	4.117	3.417
Pot Cap-1 Maneuver	1279	-	-	1336	-	-	439	398	806	395	404	782
Stage 1	-	-	-	-	-	-	768	710	-	637	608	-
Stage 2	-	-	-	-	-	-	681	599	-	736	691	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1279	-	-	1336	-	-	413	378	806	311	384	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	413	378	-	311	384	-
Stage 1	-	-	-	-	-	-	767	709	-	606	579	-
Stage 2	-	-	-	-	-	-	644	570	-	640	691	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.04			1.51			13.66			15.87		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	531	1279	-	-	1336	-	-	311	384
HCM Lane V/C Ratio	0.219	0.001	-	-	0.048	-	-	0.021	0.011
HCM Ctrl Dly (s/v)	13.7	7.8	-	-	7.8	-	-	16.8	14.5
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0.2	-	-	0.1	0

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	310	15	52	173	8	13	4	56	74	19	5
Future Vol, veh/h	3	310	15	52	173	8	13	4	56	74	19	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	3	337	16	57	188	9	14	4	61	80	21	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	197	0	0	353	0	0	663	661	345	651	665	192
Stage 1	-	-	-	-	-	-	352	352	-	305	305	-
Stage 2	-	-	-	-	-	-	311	310	-	346	360	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.14	5.54	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.536	4.036	3.336
Pot Cap-1 Maneuver	1376	-	-	1205	-	-	375	382	698	379	378	844
Stage 1	-	-	-	-	-	-	665	632	-	700	658	-
Stage 2	-	-	-	-	-	-	699	659	-	666	623	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1376	-	-	1205	-	-	335	364	698	325	359	844
Mov Cap-2 Maneuver	-	-	-	-	-	-	335	364	-	325	359	-
Stage 1	-	-	-	-	-	-	664	630	-	667	627	-
Stage 2	-	-	-	-	-	-	640	628	-	602	622	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.07			1.82			12.47			18.39		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	561	1376	-	-	1205	-	-	325	408			
HCM Lane V/C Ratio	0.141	0.002	-	-	0.047	-	-	0.247	0.064			
HCM Ctrl Dly (s/v)	12.5	7.6	-	-	8.1	-	-	19.7	14.4			
HCM Lane LOS	B	A	-	-	A	-	-	C	B			
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	1	0.2			

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	75	18	5	140	21	1	0	3	64	0	1
Future Vol, veh/h	1	75	18	5	140	21	1	0	3	64	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	82	20	5	152	23	1	0	3	70	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	175	0	0	101	0	0	257	279	91	258	278	164
Stage 1	-	-	-	-	-	-	93	93	-	174	174	-
Stage 2	-	-	-	-	-	-	163	186	-	84	103	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1401	-	-	1491	-	-	697	629	966	695	630	881
Stage 1	-	-	-	-	-	-	913	818	-	827	755	-
Stage 2	-	-	-	-	-	-	839	746	-	924	810	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1401	-	-	1491	-	-	693	626	966	689	627	881
Mov Cap-2 Maneuver	-	-	-	-	-	-	765	684	-	759	687	-
Stage 1	-	-	-	-	-	-	913	817	-	824	752	-
Stage 2	-	-	-	-	-	-	835	743	-	921	809	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.08			0.22			8.99			10.22		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	906	1401	-	-	1491	-	-	761				
HCM Lane V/C Ratio	0.005	0.001	-	-	0.004	-	-	0.093				
HCM Ctrl Dly (s/v)	9	7.6	-	-	7.4	-	-	10.2				
HCM Lane LOS	A	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3				

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	162	2	0	100	68	19	0	6	42	0	1
Future Vol, veh/h	1	162	2	0	100	68	19	0	6	42	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	2	2	2	5	5	5	2	2	2	2	2	2
Mvmt Flow	2	270	3	0	167	113	32	0	10	70	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	273	0	0	442	555	272	497	500	223
Stage 1	-	-	-	-	-	-	275	275	-	223	223	-
Stage 2	-	-	-	-	-	-	167	280	-	273	277	-
Critical Hdwy	4.12	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1283	-	-	1273	-	-	526	440	767	484	473	816
Stage 1	-	-	-	-	-	-	731	683	-	779	719	-
Stage 2	-	-	-	-	-	-	835	679	-	733	681	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1283	-	-	1273	-	-	524	439	767	477	472	816
Mov Cap-2 Maneuver	-	-	-	-	-	-	652	569	-	623	591	-
Stage 1	-	-	-	-	-	-	730	682	-	779	719	-
Stage 2	-	-	-	-	-	-	834	679	-	722	680	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.05			0			10.67			11.48		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	676	1283	-	-	1273	-	-	627				
HCM Lane V/C Ratio	0.062	0.001	-	-	-	-	-	0.114				
HCM Ctrl Dly (s/v)	10.7	7.8	-	-	0	-	-	11.5				
HCM Lane LOS	B	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.4				

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	76	22	6	165	21	1	0	4	64	0	1
Future Vol, veh/h	1	76	22	6	165	21	1	0	4	64	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	83	24	7	179	23	1	0	4	70	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	202	0	0	107	0	0	289	312	95	289	313	191
Stage 1	-	-	-	-	-	-	97	97	-	204	204	-
Stage 2	-	-	-	-	-	-	192	215	-	85	109	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1370	-	-	1484	-	-	663	603	962	664	603	851
Stage 1	-	-	-	-	-	-	910	815	-	798	733	-
Stage 2	-	-	-	-	-	-	809	725	-	923	805	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1370	-	-	1484	-	-	659	600	962	657	599	851
Mov Cap-2 Maneuver	-	-	-	-	-	-	739	664	-	733	667	-
Stage 1	-	-	-	-	-	-	909	814	-	795	730	-
Stage 2	-	-	-	-	-	-	805	721	-	918	805	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.08			0.23			8.99			10.42		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	907	1370	-	-	1484	-	-	735				
HCM Lane V/C Ratio	0.006	0.001	-	-	0.004	-	-	0.096				
HCM Ctrl Dly (s/v)	9	7.6	-	-	7.4	-	-	10.4				
HCM Lane LOS	A	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3				

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	187	3	0	107	68	23	0	8	42	0	1
Future Vol, veh/h	1	187	3	0	107	68	23	0	8	42	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	5	5	2	2	2	2	2	2
Mvmt Flow	1	203	3	0	116	74	25	0	9	46	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	190	0	0	207	0	0	323	397	205	359	362	153
Stage 1	-	-	-	-	-	-	207	207	-	153	153	-
Stage 2	-	-	-	-	-	-	116	190	-	205	209	-
Critical Hdwy	4.12	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1384	-	-	1347	-	-	630	540	836	597	565	893
Stage 1	-	-	-	-	-	-	795	731	-	849	771	-
Stage 2	-	-	-	-	-	-	888	743	-	797	729	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1384	-	-	1347	-	-	628	540	836	590	565	893
Mov Cap-2 Maneuver	-	-	-	-	-	-	722	636	-	701	651	-
Stage 1	-	-	-	-	-	-	794	730	-	849	771	-
Stage 2	-	-	-	-	-	-	887	743	-	788	729	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.04			0			10.04			10.47		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	748	1384	-	-	1347	-	-	705				
HCM Lane V/C Ratio	0.045	0.001	-	-	-	-	-	0.066				
HCM Ctrl Dly (s/v)	10	7.6	-	-	0	-	-	10.5				
HCM Lane LOS	B	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

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Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	
Traffic Vol, veh/h	0	0	5	9	1	1	46	119	12	0	197	12
Future Vol, veh/h	0	0	5	9	1	1	46	119	12	0	197	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	20	20	20	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	10	1	1	53	137	14	0	226	14
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	476	490	233	476	490	144	240	0	0	151	0	0
Stage 1	233	233	-	249	249	-	-	-	-	-	-	-
Stage 2	243	256	-	226	240	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.4	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.3	5.7	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4.18	3.48	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	470	454	763	499	479	904	1326	-	-	1431	-	-
Stage 1	731	679	-	755	700	-	-	-	-	-	-	-
Stage 2	722	664	-	776	707	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	450	436	763	476	460	904	1326	-	-	1431	-	-
Mov Cap-2 Maneuver	591	553	-	607	565	-	-	-	-	-	-	-
Stage 1	731	679	-	725	672	-	-	-	-	-	-	-
Stage 2	691	637	-	770	707	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.75		10.92		2.03		0					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1326	-	-	763	621	1431	-	-				
HCM Lane V/C Ratio	0.04	-	-	0.008	0.02	-	-	-				
HCM Ctrl Dly (s/v)	7.8	-	-	9.8	10.9	0	-	-				
HCM Lane LOS	A	-	-	A	B	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	0	-	-				

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Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	0	11	10	0	1	7	169	5	1	212	1
Future Vol, veh/h	42	0	11	10	0	1	7	169	5	1	212	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	67	0	17	16	0	2	11	268	8	2	337	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	631	639	337	634	636	272	338	0	0	276	0	0
Stage 1	340	340	-	294	294	-	-	-	-	-	-	-
Stage 2	290	298	-	340	341	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	394	394	705	392	396	766	1216	-	-	1287	-	-
Stage 1	674	639	-	714	669	-	-	-	-	-	-	-
Stage 2	717	667	-	675	638	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	389	390	705	378	392	766	1216	-	-	1287	-	-
Mov Cap-2 Maneuver	559	533	-	545	531	-	-	-	-	-	-	-
Stage 1	674	638	-	707	663	-	-	-	-	-	-	-
Stage 2	709	661	-	657	638	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	12.2		11.64		0.31		0.04					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1216	-	-	584	560	1287	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.144	0.031	0.001	-	-				
HCM Ctrl Dly (s/v)	8	-	-	12.2	11.6	7.8	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0	-	-				

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Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	6	10	1	1	56	132	14	0	209	15
Future Vol, veh/h	0	0	6	10	1	1	56	132	14	0	209	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	20	20	20	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	7	11	1	1	61	143	15	0	227	16
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	501	516	235	500	516	151	243	0	0	159	0	0
Stage 1	235	235	-	273	273	-	-	-	-	-	-	-
Stage 2	266	280	-	227	243	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.4	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.3	5.7	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4.18	3.48	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	453	438	761	481	463	895	1323	-	-	1421	-	-
Stage 1	729	678	-	733	684	-	-	-	-	-	-	-
Stage 2	702	647	-	776	704	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	430	418	761	455	441	895	1323	-	-	1421	-	-
Mov Cap-2 Maneuver	575	539	-	589	550	-	-	-	-	-	-	-
Stage 1	729	678	-	699	653	-	-	-	-	-	-	-
Stage 2	667	617	-	769	704	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Ctrl Dly, s/v	9.77		11.1		2.18			0				
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1323	-	-	761	603	1421	-	-				
HCM Lane V/C Ratio	0.046	-	-	0.009	0.022	-	-	-				
HCM Ctrl Dly (s/v)	7.9	-	-	9.8	11.1	0	-	-				
HCM Lane LOS	A	-	-	A	B	A	-	-				
HCM 95th %tile O(veh)	0.1	-	-	0	0.1	0	-	-				

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Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	0	14	11	0	1	9	174	5	1	237	1
Future Vol, veh/h	51	0	14	11	0	1	9	174	5	1	237	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	55	0	15	12	0	1	10	189	5	1	258	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	469	474	258	471	472	192	259	0	0	195	0	0
Stage 1	260	260	-	211	211	-	-	-	-	-	-	-
Stage 2	209	214	-	260	261	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	505	489	780	503	490	850	1300	-	-	1379	-	-
Stage 1	745	693	-	791	727	-	-	-	-	-	-	-
Stage 2	793	725	-	745	692	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	500	485	780	489	486	850	1300	-	-	1379	-	-
Mov Cap-2 Maneuver	641	599	-	627	596	-	-	-	-	-	-	-
Stage 1	744	692	-	785	722	-	-	-	-	-	-	-
Stage 2	786	720	-	730	692	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	11.04		10.73		0.37		0.03					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1300	-	-	666	641	1379	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.106	0.02	0.001	-	-				
HCM Ctrl Dly (s/v)	7.8	-	-	11	10.7	7.6	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-				

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	187	29	16	153	23	26
Future Vol, veh/h	187	29	16	153	23	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	75	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	215	33	18	176	26	30
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	248	0	444	232
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	-	-	4.12	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.218	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1317	-	566	800
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1317	-	558	800
Mov Cap-2 Maneuver	-	-	-	-	684	-
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	804	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.74		10.05	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	684	800	-	-	1317	-
HCM Lane V/C Ratio	0.039	0.037	-	-	0.014	-
HCM Ctrl Dly (s/v)	10.5	9.7	-	-	7.8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-

Intersection							
Int Delay, s/veh	1.4						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations							
Traffic Vol, veh/h	266	30	31	162	19	25	
Future Vol, veh/h	266	30	31	162	19	25	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	75	-	0	0	
Veh in Median Storage, #	0	-	-	0	2	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	66	66	66	66	66	66	
Heavy Vehicles, %	2	2	8	8	5	5	
Mvmt Flow	403	45	47	245	29	38	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	448	0	765	426	
Stage 1	-	-	-	-	426	-	
Stage 2	-	-	-	-	339	-	
Critical Hdwy	-	-	4.18	-	6.45	6.25	
Critical Hdwy Stg 1	-	-	-	-	5.45	-	
Critical Hdwy Stg 2	-	-	-	-	5.45	-	
Follow-up Hdwy	-	-	2.272	-	3.545	3.345	
Pot Cap-1 Maneuver	-	-	1081	-	367	622	
Stage 1	-	-	-	-	653	-	
Stage 2	-	-	-	-	715	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1081	-	351	622	
Mov Cap-2 Maneuver	-	-	-	-	533	-	
Stage 1	-	-	-	-	653	-	
Stage 2	-	-	-	-	684	-	
Approach	EB		WB		NB		
HCM Ctrl Dly, s/v	0		1.36		11.58		
HCM LOS	B						
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	533		622	-	-	1081	-
HCM Lane V/C Ratio	0.054		0.061	-	-	0.043	-
HCM Ctrl Dly (s/v)	12.1		11.2	-	-	8.5	-
HCM Lane LOS	B		B	-	-	A	-
HCM 95th %tile Q(veh)	0.2		0.2	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	198	33	8	177	24	4
Future Vol, veh/h	198	33	8	177	24	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	75	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	215	36	9	192	26	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	251	0	443	233
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	-	-	4.12	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.218	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1314	-	567	799
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	818	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1314	-	563	799
Mov Cap-2 Maneuver	-	-	-	-	688	-
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	813	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.34		10.31	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	688	799	-	-	1314	-
HCM Lane V/C Ratio	0.038	0.005	-	-	0.007	-
HCM Ctrl Dly (s/v)	10.4	9.5	-	-	7.8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	305	34	6	167	20	8
Future Vol, veh/h	305	34	6	167	20	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	75	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	5	5
Mvmt Flow	332	37	7	182	22	9
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	368	0	545	350
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	195	-
Critical Hdwy	-	-	4.18	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.272	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1158	-	495	687
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1158	-	492	687
Mov Cap-2 Maneuver	-	-	-	-	630	-
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	827	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.28		10.75	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	630	687	-	-	1158	-
HCM Lane V/C Ratio	0.035	0.013	-	-	0.006	-
HCM Ctrl Dly (s/v)	10.9	10.3	-	-	8.1	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↱			↱	↱ ↑↑↑			↱ ↑↑↑		
Traffic Vol, veh/h	0	0	91	0	0	44	139	1030	52	63	950	58
Future Vol, veh/h	0	0	91	0	0	44	139	1030	52	63	950	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	100	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	13	13	13	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	100	0	0	48	153	1132	57	69	1044	64

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	554	-	-	595	1108	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.36	-	-	7.14	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	4.03	-	-	3.92	3.12	-
Pot Cap-1 Maneuver	0	0	*743	0	0	*763	614	-
Stage 1	0	0	-	0	0	-	-	-
Stage 2	0	0	-	0	0	-	-	-
Platoon blocked, %			0			0	0	-
Mov Cap-1 Maneuver	-	-	*743	-	-	*763	614	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.6	10.03	1.46	0.73
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	614	-	-	743	763	553	-
HCM Lane V/C Ratio	0.249	-	-	0.135	0.063	0.125	-
HCM Ctrl Dly (s/v)	12.8	-	-	10.6	10	12.4	-
HCM Lane LOS	B	-	-	B	B	B	-
HCM 95th %tile Q(veh)	1	-	-	0.5	0.2	0.4	-

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

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗ ↑↑↑			↗ ↑↑↑		
Traffic Vol, veh/h	0	0	230	0	0	79	164	1156	69	88	1527	113
Future Vol, veh/h	0	0	230	0	0	79	164	1156	69	88	1527	113
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	100	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	250	0	0	86	178	1257	75	96	1660	123

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	891	-	-	666	1783	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.16	-	-	7.14	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.93	-	-	3.92	3.12	-
Pot Cap-1 Maneuver	0	0	*671	0	0	*733	361	-
Stage 1	0	0	-	0	0	-	-	-
Stage 2	0	0	-	0	0	-	-	-
Platoon blocked, %			0			0	0	-
Mov Cap-1 Maneuver	-	-	*671	-	-	*733	361	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.51	10.56	2.87	0.68
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	361	-	-	671	733	523	-
HCM Lane V/C Ratio	0.494	-	-	0.372	0.117	0.183	-
HCM Ctrl Dly (s/v)	24.3	-	-	13.5	10.6	13.4	-
HCM Lane LOS	C	-	-	B	B	B	-
HCM 95th %tile Q(veh)	2.6	-	-	1.7	0.4	0.7	-

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

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗ ↑↑↑			↗ ↑↑↑		
Traffic Vol, veh/h	0	0	96	0	0	52	153	1231	65	77	1103	61
Future Vol, veh/h	0	0	96	0	0	52	153	1231	65	77	1103	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	100	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	13	13	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	104	0	0	57	166	1338	71	84	1199	66

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	633	-	-	704	1265	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.36	-	-	7.14	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	4.03	-	-	3.92	3.12	-
Pot Cap-1 Maneuver	0	0	*728	0	0	*718	534	-
Stage 1	0	0	-	0	0	-	-	-
Stage 2	0	0	-	0	0	-	-	-
Platoon blocked, %			0			0	0	-
Mov Cap-1 Maneuver	-	-	*728	-	-	*718	534	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.77	10.44	1.56	0.84
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	534	-	-	728	718	503	-
HCM Lane V/C Ratio	0.311	-	-	0.143	0.079	0.166	-
HCM Ctrl Dly (s/v)	14.8	-	-	10.8	10.4	13.6	-
HCM Lane LOS	B	-	-	B	B	B	-
HCM 95th %tile Q(veh)	1.3	-	-	0.5	0.3	0.6	-

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

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗ ↑↑↑			↗ ↑↑↑		
Traffic Vol, veh/h	0	0	244	0	0	95	168	1359	86	107	1828	118
Future Vol, veh/h	0	0	244	0	0	95	168	1359	86	107	1828	118
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	100	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	265	0	0	103	183	1477	93	116	1987	128

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	1058	-	-	785	2115	0	0	1571	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.16	-	-	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.93	-	-	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	*626	0	0	*703	264	-	-	429	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	-	-	0	-	-
Mov Cap-1 Maneuver	-	-	*626	-	-	*703	264	-	-	429	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	14.91		11		4.62		0.86	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	264	-	-	626	703	429	-
HCM Lane V/C Ratio	0.691	-	-	0.424	0.147	0.271	-
HCM Ctrl Dly (s/v)	44.4	-	-	14.9	11	16.5	-
HCM Lane LOS	E	-	-	B	B	C	-
HCM 95th %tile Q(veh)	4.6	-	-	2.1	0.5	1.1	-

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

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱		↰	↰↱		↰	↱			↱	
Traffic Vol, veh/h	80	484	8	11	629	45	20	1	18	23	0	93
Future Vol, veh/h	80	484	8	11	629	45	20	1	18	23	0	93
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	87	526	9	12	684	49	22	1	20	25	0	101

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	733	0	0	535	0	0	1070	1461	267	1170	1441	366
Stage 1	-	-	-	-	-	-	704	704	-	732	732	-
Stage 2	-	-	-	-	-	-	366	757	-	438	709	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.56	6.56	6.96	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.56	5.56	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.56	5.56	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.53	4.03	3.33	3.52	4.02	3.32
Pot Cap-1 Maneuver	868	-	-	1206	-	-	238	149	*952	198	155	631
Stage 1	-	-	-	-	-	-	529	530	-	379	425	-
Stage 2	-	-	-	-	-	-	623	412	-	799	530	-
Platoon blocked, %		-	-	0	-	-	0	0	0	0	0	
Mov Cap-1 Maneuver	868	-	-	1206	-	-	178	133	*952	172	138	631
Mov Cap-2 Maneuver	-	-	-	-	-	-	288	232	-	290	264	-
Stage 1	-	-	-	-	-	-	476	477	-	375	421	-
Stage 2	-	-	-	-	-	-	518	408	-	703	476	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.34	0.13	14.14	14.32
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	288	818	868	-	-	1206	-	-	512
HCM Lane V/C Ratio	0.076	0.025	0.1	-	-	0.01	-	-	0.246
HCM Ctrl Dly (s/v)	18.5	9.5	9.6	-	-	8	-	-	14.3
HCM Lane LOS	C	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	0.3	-	-	0	-	-	1

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

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↱	↱↲		↱	↱↲		↱	↲			↲↱	
Traffic Vol, veh/h	118	763	37	32	750	44	43	4	34	28	9	136
Future Vol, veh/h	118	763	37	32	750	44	43	4	34	28	9	136
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	123	795	39	33	781	46	45	4	35	29	9	142

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	827	0	0	833	0	0	1522	1954	417	1516	1950	414
Stage 1	-	-	-	-	-	-	1060	1060	-	871	871	-
Stage 2	-	-	-	-	-	-	462	894	-	645	1079	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	800	-	-	1016	-	-	123	74	*866	124	74	588
Stage 1	-	-	-	-	-	-	378	402	-	312	367	-
Stage 2	-	-	-	-	-	-	549	358	-	763	392	-
Platoon blocked, %		-	-	0	-	-	0	0	0	0	0	
Mov Cap-1 Maneuver	800	-	-	1016	-	-	73	60	*866	95	61	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	166	149	-	219	175	-
Stage 1	-	-	-	-	-	-	320	340	-	302	355	-
Stage 2	-	-	-	-	-	-	392	346	-	612	332	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.33			0.34			23.77			19.77		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	166	575	800	-	-	1016	-	-	421
HCM Lane V/C Ratio	0.269	0.069	0.154	-	-	0.033	-	-	0.428
HCM Ctrl Dly (s/v)	34.4	11.7	10.3	-	-	8.7	-	-	19.8
HCM Lane LOS	D	B	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1	0.2	0.5	-	-	0.1	-	-	2.1

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

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↰		↰	↑↰		↰	↑			↰	
Traffic Vol, veh/h	96	567	10	14	751	52	24	1	22	20	0	85
Future Vol, veh/h	96	567	10	14	751	52	24	1	22	20	0	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	104	616	11	15	816	57	26	1	24	22	0	92

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	873	0	0	627	0	0	1269	1734	314	1392	1711	436
Stage 1	-	-	-	-	-	-	830	830	-	875	875	-
Stage 2	-	-	-	-	-	-	439	903	-	517	836	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.56	6.56	6.96	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.56	5.56	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.56	5.56	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.53	4.03	3.33	3.52	4.02	3.32
Pot Cap-1 Maneuver	769	-	-	1130	-	-	170	99	*934	135	103	568
Stage 1	-	-	-	-	-	-	455	471	-	310	365	-
Stage 2	-	-	-	-	-	-	564	352	-	746	470	-
Platoon blocked, %		-	-	0	-	-	0	0	0	0	0	
Mov Cap-1 Maneuver	769	-	-	1130	-	-	122	84	*934	111	88	568
Mov Cap-2 Maneuver	-	-	-	-	-	-	227	174	-	230	211	-
Stage 1	-	-	-	-	-	-	393	407	-	306	360	-
Stage 2	-	-	-	-	-	-	466	347	-	627	406	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.49	0.14	16.45	15.91
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	227	785	769	-	-	1130	-	-	443
HCM Lane V/C Ratio	0.115	0.032	0.136	-	-	0.013	-	-	0.257
HCM Ctrl Dly (s/v)	22.9	9.7	10.4	-	-	8.2	-	-	15.9
HCM Lane LOS	C	A	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0.1	0.5	-	-	0	-	-	1

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

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱			↱	
Traffic Vol, veh/h	139	903	46	39	880	47	52	5	42	30	11	151
Future Vol, veh/h	139	903	46	39	880	47	52	5	42	30	11	151
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	145	941	48	41	917	49	54	5	44	31	11	157

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	966	0	0	989	0	0	1799	2301	494	1785	2301	483
Stage 1	-	-	-	-	-	-	1254	1254	-	1022	1022	-
Stage 2	-	-	-	-	-	-	545	1047	-	763	1278	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	709	-	-	905	-	-	73	40	*830	75	40	530
Stage 1	-	-	-	-	-	-	295	330	-	253	311	-
Stage 2	-	-	-	-	-	-	490	303	-	706	319	-
Platoon blocked, %		-	-	0	-	-	0	0	0	0	0	
Mov Cap-1 Maneuver	709	-	-	905	-	-	~ 36	30	*830	52	30	530
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	98	-	167	127	-
Stage 1	-	-	-	-	-	-	235	262	-	241	297	-
Stage 2	-	-	-	-	-	-	316	290	-	522	254	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.45	0.37	43.07	28.39
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	106	462	709	-	-	905	-	-	348
HCM Lane V/C Ratio	0.509	0.106	0.204	-	-	0.045	-	-	0.574
HCM Ctrl Dly (s/v)	69.6	13.7	11.4	-	-	9.2	-	-	28.4
HCM Lane LOS	F	B	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	2.3	0.4	0.8	-	-	0.1	-	-	3.4

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



Appendix G: Queue Analysis Worksheets

Queues

2030 Total AM

1: McCaslin Boulevard & Centennial Parkway/Via Appia

05/28/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	49	76	49	336	105	128	24	577	306	50	524	63
v/c Ratio	0.38	0.29	0.21	0.77	0.44	0.41	0.04	0.28	0.29	0.09	0.24	0.06
Control Delay (s/veh)	60.6	54.8	2.0	63.4	55.0	12.4	12.4	22.0	10.2	8.4	12.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.6	54.8	2.0	63.4	55.0	12.4	12.4	22.0	10.2	8.4	12.1	0.1
Queue Length 50th (ft)	37	30	0	130	76	0	11	191	79	13	109	0
Queue Length 95th (ft)	77	55	0	#210	138	59	m23	240	135	29	143	0
Internal Link Dist (ft)		381			388			1371			1724	
Turn Bay Length (ft)	150		150	175		250	125		350	125		150
Base Capacity (vph)	177	353	272	441	239	314	560	2066	1046	534	2192	1029
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.22	0.18	0.76	0.44	0.41	0.04	0.28	0.29	0.09	0.24	0.06

Intersection Summary

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

Queue shown is maximum after two cycles.

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

Queues

2030 Total PM

1: McCaslin Boulevard & Centennial Parkway/Via Appia

05/28/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	49	152	40	352	84	65	51	616	515	137	1028	54
v/c Ratio	0.32	0.49	0.16	0.71	0.31	0.19	0.18	0.34	0.48	0.29	0.53	0.06
Control Delay (s/veh)	56.1	57.3	1.3	57.1	48.4	1.3	10.1	16.3	6.4	12.1	20.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.1	57.3	1.3	57.1	48.4	1.3	10.1	16.3	6.4	12.1	20.2	0.1
Queue Length 50th (ft)	37	61	0	136	59	0	14	131	54	42	283	0
Queue Length 95th (ft)	76	94	0	186	109	0	m32	154	83	77	364	0
Internal Link Dist (ft)		381			388			1371			1724	
Turn Bay Length (ft)	150		150	175		250	125		350	125		150
Base Capacity (vph)	236	471	321	526	285	350	291	1833	1068	467	1927	919
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.32	0.12	0.67	0.29	0.19	0.18	0.34	0.48	0.29	0.53	0.06

Intersection Summary

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

Queues

2050 Total AM

1: McCaslin Boulevard & Centennial Parkway/Via Appia

05/28/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	53	77	51	405	123	155	28	689	365	61	626	73
v/c Ratio	0.40	0.29	0.22	0.83	0.47	0.43	0.06	0.34	0.35	0.13	0.29	0.07
Control Delay (s/veh)	61.2	54.5	2.1	66.1	54.7	11.6	11.8	22.0	9.3	8.7	13.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.2	54.5	2.1	66.1	54.7	11.6	11.8	22.0	9.3	8.7	13.1	0.3
Queue Length 50th (ft)	41	30	0	161	90	0	12	240	96	17	135	0
Queue Length 95th (ft)	82	55	0	#275	159	63	m24	260	128	33	174	3
Internal Link Dist (ft)		381			388			1371			1724	
Turn Bay Length (ft)	150		150	175		250	125		350	125		150
Base Capacity (vph)	177	353	272	487	264	357	484	2016	1053	456	2135	1005
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.22	0.19	0.83	0.47	0.43	0.06	0.34	0.35	0.13	0.29	0.07

Intersection Summary

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

Queue shown is maximum after two cycles.

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

Queues

2050 Total PM

1: McCaslin Boulevard & Centennial Parkway/Via Appia

05/28/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	56	176	43	417	88	80	53	726	623	167	1228	58
v/c Ratio	0.34	0.53	0.16	0.77	0.30	0.22	0.25	0.41	0.56	0.43	0.66	0.06
Control Delay (s/veh)	55.7	57.4	1.3	58.5	47.3	3.2	12.6	16.9	7.1	15.7	23.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.7	57.4	1.3	58.5	47.3	3.2	12.6	16.9	7.1	15.7	23.8	0.1
Queue Length 50th (ft)	42	70	0	160	61	0	17	156	78	57	384	0
Queue Length 95th (ft)	83	106	0	#227	115	12	m33	188	102	93	467	0
Internal Link Dist (ft)		381			388			1371			1724	
Turn Bay Length (ft)	150		150	175		250	125		350	125		150
Base Capacity (vph)	236	471	321	552	299	361	210	1781	1103	389	1868	895
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.37	0.13	0.76	0.29	0.22	0.25	0.41	0.56	0.43	0.66	0.06

Intersection Summary

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

Queue shown is maximum after two cycles.

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

Queues
2: McCaslin Boulevard & Century Drive

2030 Total AM
04/08/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	31	40	43	87	151	802	22	32	828
v/c Ratio	0.36	0.29	0.47	0.48	0.28	0.20	0.02	0.06	0.22
Control Delay (s/veh)	61.3	21.7	70.8	23.6	2.6	3.0	0.0	1.0	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.3	21.7	70.8	23.6	2.6	3.0	0.0	1.0	2.3
Queue Length 50th (ft)	24	5	33	7	11	52	0	1	14
Queue Length 95th (ft)	m58	42	73	59	17	58	m0	m3	17
Internal Link Dist (ft)		689		812		1567			1371
Turn Bay Length (ft)	225		100		225		100	100	
Base Capacity (vph)	97	153	102	193	537	3983	1255	550	3772
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.26	0.42	0.45	0.28	0.20	0.02	0.06	0.22

Intersection Summary

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

Queues
2: McCaslin Boulevard & Century Drive

2030 Total PM
04/08/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	102	110	32	43	118	1082	60	64	1375
v/c Ratio	0.68	0.63	0.20	0.51	0.37	0.30	0.05	0.16	0.40
Control Delay (s/veh)	71.3	34.0	48.5	46.6	8.9	13.0	1.5	2.8	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.3	34.0	48.5	46.6	8.9	13.0	1.5	2.8	4.4
Queue Length 50th (ft)	74	18	22	9	36	198	1	7	56
Queue Length 95th (ft)	#155	#118	54	#56	m46	m190	m6	m12	63
Internal Link Dist (ft)		689		812		1567			1371
Turn Bay Length (ft)	225		100		225		100	100	
Base Capacity (vph)	150	176	165	85	417	3581	1149	522	3448
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.63	0.19	0.51	0.28	0.30	0.05	0.12	0.40

Intersection Summary

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

Queue shown is maximum after two cycles.

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

Queues
2: McCaslin Boulevard & Century Drive

2050 Total AM
04/08/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	38	45	53	107	182	949	26	39	983
v/c Ratio	0.50	0.31	0.58	0.54	0.39	0.24	0.02	0.08	0.26
Control Delay (s/veh)	71.9	21.5	78.2	23.7	4.3	3.8	0.2	1.1	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.9	21.5	78.2	23.7	4.3	3.8	0.2	1.1	2.3
Queue Length 50th (ft)	29	6	41	8	13	59	0	2	16
Queue Length 95th (ft)	m#69	44	#92	66	35	93	m1	m3	19
Internal Link Dist (ft)		689		812		1567			1371
Turn Bay Length (ft)	225		100		225		100	100	
Base Capacity (vph)	83	157	101	209	462	3974	1253	482	3769
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.29	0.52	0.51	0.39	0.24	0.02	0.08	0.26

Intersection Summary

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

Queue shown is maximum after two cycles.

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

Queues
2: McCaslin Boulevard & Century Drive

2050 Total PM
04/08/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	123	129	39	52	138	1264	73	77	1613
v/c Ratio	0.82	0.67	0.25	0.57	0.52	0.35	0.06	0.22	0.47
Control Delay (s/veh)	87.5	34.9	49.5	49.5	18.5	10.5	1.3	3.5	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.5	34.9	49.5	49.5	18.5	10.5	1.3	3.5	5.1
Queue Length 50th (ft)	90	21	27	12	43	157	0	8	64
Queue Length 95th (ft)	#172	#133	62	#67	m76	m176	m3	m15	93
Internal Link Dist (ft)		689		812		1567			1371
Turn Bay Length (ft)	225		100		225		100	100	
Base Capacity (vph)	150	192	165	91	362	3567	1145	462	3417
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.67	0.24	0.57	0.38	0.35	0.06	0.17	0.47

Intersection Summary

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

Queue shown is maximum after two cycles.

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

Queues

2030 Total AM _ Improved

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	123	67	234	218	67	92	174	887	127	45	713	85
v/c Ratio	0.63	0.17	0.15	0.61	0.34	0.06	0.71	0.46	0.14	0.38	0.45	0.10
Control Delay (s/veh)	64.5	47.7	0.2	58.4	54.1	0.1	65.1	18.8	5.0	54.0	34.3	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.5	47.7	0.2	58.4	54.1	0.1	65.1	18.8	5.0	54.0	34.3	4.6
Queue Length 50th (ft)	95	25	0	85	50	0	143	164	0	36	224	4
Queue Length 95th (ft)	156	47	0	125	95	0	209	270	38	78	334	17
Internal Link Dist (ft)		773			630			442			1567	
Turn Bay Length (ft)	50		75	300		150	175			300		
Base Capacity (vph)	260	520	1553	429	232	1583	309	1916	915	134	1600	810
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.13	0.15	0.51	0.29	0.06	0.56	0.46	0.14	0.34	0.45	0.10
Intersection Summary												

Queues

2030 Total PM _ Improved

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	245	101	336	255	60	99	196	935	213	99	1277	137
v/c Ratio	0.90	0.19	0.21	0.67	0.29	0.06	0.77	0.58	0.26	0.63	0.90	0.19
Control Delay (s/veh)	84.3	44.9	0.3	59.9	52.1	0.1	68.4	30.7	10.1	55.0	44.4	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	84.3	44.9	0.3	59.9	52.1	0.1	68.4	30.7	10.1	55.0	44.4	7.9
Queue Length 50th (ft)	191	36	0	100	44	0	163	233	27	78	393	20
Queue Length 95th (ft)	#339	64	0	144	87	0	m206	309	m61	m131	#684	56
Internal Link Dist (ft)		773			630			442			1567	
Turn Bay Length (ft)	50		75	300		150	175			300		
Base Capacity (vph)	280	560	1583	429	232	1583	295	1605	834	177	1412	735
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.18	0.21	0.59	0.26	0.06	0.66	0.58	0.26	0.56	0.90	0.19

Intersection Summary

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

Queue shown is maximum after two cycles.

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

Queues

2050 Total PM _ Improved 2

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

04/09/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	255	111	373	308	63	120	184	1142	259	120	1540	138
v/c Ratio	0.66	0.26	0.24	0.56	0.43	0.08	0.76	0.68	0.29	0.66	0.98	0.18
Control Delay (s/veh)	44.5	48.3	0.3	39.5	61.1	0.1	66.9	24.6	5.9	54.0	51.0	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.5	48.3	0.3	39.5	61.1	0.1	66.9	24.6	5.9	54.0	51.0	9.6
Queue Length 50th (ft)	165	42	0	96	48	0	148	259	27	88	~713	29
Queue Length 95th (ft)	239	68	0	130	93	0	m171	m268	m36	m#167	#820	m64
Internal Link Dist (ft)		773			630			442			1567	
Turn Bay Length (ft)	50		75	300		150	175			300		
Base Capacity (vph)	389	589	1583	569	217	1583	242	1681	881	194	1566	771
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.19	0.24	0.54	0.29	0.08	0.76	0.68	0.29	0.62	0.98	0.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Queues

2050 Total AM _ Improved

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

04/08/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	132	72	233	260	75	112	191	1062	153	54	841	89
v/c Ratio	0.65	0.18	0.15	0.66	0.35	0.07	0.72	0.57	0.17	0.45	0.56	0.11
Control Delay (s/veh)	65.3	47.5	0.2	59.4	53.4	0.1	62.0	23.9	7.8	55.4	45.5	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.3	47.5	0.2	59.4	53.4	0.1	62.0	23.9	7.8	55.4	45.5	6.4
Queue Length 50th (ft)	102	27	0	102	55	0	149	255	7	44	315	4
Queue Length 95th (ft)	166	50	0	146	104	0	m217	358	m51	m87	418	26
Internal Link Dist (ft)		773			630			442			1567	
Turn Bay Length (ft)	50		75	300		150	175			300		
Base Capacity (vph)	260	520	1553	434	235	1583	354	1866	907	134	1511	775
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.14	0.15	0.60	0.32	0.07	0.54	0.57	0.17	0.40	0.56	0.11

Intersection Summary

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

Queues

2050 Total PM _ Improved

3: McCaslin Boulevard & Centennial Parkway/Cherry Street

04/08/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	255	111	373	308	63	120	184	1142	259	120	1540	138
v/c Ratio	0.89	0.19	0.24	0.79	0.30	0.08	0.90	0.73	0.31	0.72	1.04	0.19
Control Delay (s/veh)	81.6	44.2	0.3	67.3	52.7	0.1	81.5	27.1	6.4	63.5	67.3	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.6	44.2	0.3	67.3	52.7	0.1	81.5	27.1	6.4	63.5	67.3	9.7
Queue Length 50th (ft)	198	40	0	123	46	0	151	265	29	97	~713	29
Queue Length 95th (ft)	#346	68	0	#184	92	0	m169	m263	m36	m#181	#820	m64
Internal Link Dist (ft)		773			630			442			1567	
Turn Bay Length (ft)	50		75	300		150	175			300		
Base Capacity (vph)	295	589	1583	400	217	1583	206	1557	834	177	1479	735
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.19	0.24	0.77	0.29	0.08	0.89	0.73	0.31	0.68	1.04	0.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Queues

4: McCaslin Boulevard & Dillon Road

2030 Total AM

04/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	29	35	89	428	102	244	215	996	385	188	846	41
v/c Ratio	0.16	0.28	0.06	1.36	0.55	0.15	0.61	0.47	0.35	0.56	0.28	0.04
Control Delay (s/veh)	55.6	58.0	0.1	222.6	62.3	0.2	59.0	15.8	2.4	65.7	14.3	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.6	58.0	0.1	222.6	62.3	0.2	59.0	15.8	2.4	65.7	14.3	0.5
Queue Length 50th (ft)	11	27	0	~228	78	0	84	240	0	79	117	0
Queue Length 95th (ft)	27	60	0	#334	135	0	124	330	48	115	157	m3
Internal Link Dist (ft)		533			489			905			404	
Turn Bay Length (ft)	300		125	350		250	450			175		75
Base Capacity (vph)	311	169	1568	315	192	1583	401	2125	1104	400	3023	988
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.21	0.06	1.36	0.53	0.15	0.54	0.47	0.35	0.47	0.28	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Queues

4: McCaslin Boulevard & Dillon Road

2030 Total PM

04/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	86	111	250	582	119	267	265	1174	543	327	1429	65
v/c Ratio	0.36	0.58	0.16	0.93	0.27	0.17	0.67	0.83	0.60	0.72	0.68	0.09
Control Delay (s/veh)	57.0	62.4	0.2	71.3	40.2	0.2	60.1	39.8	8.6	59.9	33.8	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.0	62.4	0.2	71.3	40.2	0.2	60.1	39.8	8.6	59.9	33.8	3.1
Queue Length 50th (ft)	34	85	0	234	79	0	103	440	46	127	286	1
Queue Length 95th (ft)	60	140	0	#341	131	0	#154	#604	165	175	350	m10
Internal Link Dist (ft)		533			489			905			404	
Turn Bay Length (ft)	300		125	350		250	450			175		75
Base Capacity (vph)	629	294	1583	629	436	1583	393	1409	902	462	2117	727
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.38	0.16	0.93	0.27	0.17	0.67	0.83	0.60	0.71	0.68	0.09

Intersection Summary

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

Queue shown is maximum after two cycles.

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

Queues

2050 Total AM _ Improved

4: McCaslin Boulevard & Dillon Road

04/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	36	39	111	505	120	274	254	1193	465	203	984	51
v/c Ratio	0.26	0.32	0.07	0.83	0.33	0.17	0.66	0.65	0.45	0.61	0.39	0.06
Control Delay (s/veh)	60.3	59.5	0.1	52.2	21.0	0.2	59.3	25.6	4.4	60.5	13.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.3	59.5	0.1	52.2	21.0	0.2	59.3	25.6	4.4	60.5	13.8	0.3
Queue Length 50th (ft)	14	30	0	99	19	0	99	394	14	85	115	0
Queue Length 95th (ft)	32	66	0	179	38	0	143	505	84	124	171	m1
Internal Link Dist (ft)		533			489			905			404	
Turn Bay Length (ft)	300		125	350		250	450			175		75
Base Capacity (vph)	141	169	1568	657	450	1583	425	1823	1024	357	2542	873
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.23	0.07	0.77	0.27	0.17	0.60	0.65	0.45	0.57	0.39	0.06

Intersection Summary

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

Queues

2050 Total PM _ Improved

4: McCaslin Boulevard & Dillon Road

04/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	103	127	294	701	137	289	307	1384	647	364	1698	83
v/c Ratio	0.47	0.61	0.19	1.17	0.33	0.18	0.71	1.01	0.73	0.74	0.83	0.11
Control Delay (s/veh)	61.4	62.6	0.3	145.8	26.2	0.2	59.9	64.4	14.6	56.1	38.4	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.4	62.6	0.3	145.8	26.2	0.2	59.9	64.4	14.6	56.1	38.4	2.0
Queue Length 50th (ft)	40	97	0	~319	38	0	118	~630	126	136	367	0
Queue Length 95th (ft)	71	156	0	#446	m75	0	#191	#787	293	m157	m374	m2
Internal Link Dist (ft)		533			489			905			404	
Turn Bay Length (ft)	300		125	350		250	450			175		75
Base Capacity (vph)	228	312	1583	600	513	1583	435	1369	891	489	2048	735
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.41	0.19	1.17	0.27	0.18	0.71	1.01	0.73	0.74	0.83	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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



Appendix H: Crash Data

