AGENDA
HAYDEN PLANNING COMMISSION
THURSDAY, NOVEMBER 30, 2023
6:00 P.M.
Join Zoom Meeting
https://us02web.zoom.us/j/89548614591
Meeting ID: 895 4861 4591
HAYDEN TOWN HALL – 178 WEST JEFFERSON AVENUE, HAYDEN

REGULAR MEETING

1. CALL TO ORDER, MOMENT OF SILENCE & PLEDGE OF ALLEGIANCE

2. ROLL CALL

3. CONSIDERATION OF MINUTES
Review and Consider Approval of October 26, 2023 Planning Commission Minutes.

5. PRAIRIE RUN SUBDIVISION PRELIMINARY PLAN - 1300 W JEFFERSON AVENUE
   a) Public Hearing: Prairie Run Subdivision Preliminary Plan, a 135 residential unit subdivision development of 23.2 acres in the Commercial (C) Zone District spread across a mixture of two-story multifamily and townhome buildings and 8.2 acres of area dedicated to future commercial and mixed-use development.
   b) Review and Consideration for recommendation of approval of Prairie Run Subdivision Preliminary Plan

6. CODE TEXT AMENDMENT
   a) Public Hearing: Code text amendment specific to public notice requirements, site plan process, and community meeting requirement.
   b) Review and Consideration for recommended approval of code text amendments specific to public notice requirements, site plan process, and community meeting requirement.

7. STAFF REPORT

8. ADJOURNMENT

NOTICE: Agenda is subject to change up to 24 hours before scheduled meeting. If you require special assistance in order to attend any of the Town's public meetings or events, please notify the Town of Hayden at (970) 276-3741 at least 48 hours in advance of the scheduled event so the necessary arrangements can be made.

Regular Meeting Hayden Planning Commission October 26, 2023

The regular meeting of the Hayden Planning Commission was called to order by Chair Amy Williams at 6:04 p.m. Other members present were Commissioner Michele Lewis and Commissioner Carly Kelly. Community Development Director Tegan Ebbert and Project Management Specialist Kevin Corona were also present.

Pledge of Allegiance	Chair Williams led the Pledge of Allegiance.
Approval of the Minutes	Vice Chair Lewis moved to approve the April 13, 2023 and October 12, 2023 meeting minutes, Commissioner Kelly seconded; the motion was approved unanimously.
Three Mile Plan Amendment	Elena Scott, Norris Design, presented the proposed Three Mile Plan Amendment explaining that the application is to incorporate two airport area properties into the Three Mile Plan. The incorporation does not give these properties any imminent or entitled ability to develop however, due to their proximity to the Town Boundary and the new Northwest Colorado Business Park the Town would like them included in the plan. One of the properties is located where a desired future roadway is slated, the other property is surrounded on all sides by other lands considered in the Three Mile Plan. The function of the Three Mile Plan is to anticipate the types of uses to be located on certain lands if they every are eligible for and/or choose to annex into the Town.
Public Comment	No members of the public made comments.
Roundtable	Chair Williams noted that the NWCO Business Park parcel (parcel 22 on the Three Mile Map) was erroneously shown as outside of the Town Boundary and recommended that it be included as a condition of approval.
Motion to approve	Commissioner Kelly moved to approve the Three Mile Plan Amendment with one (1) condition, based upon the following finding of fact: Findings of Fact: 1. The proposal meets the standards of the Town of Hayden's Development Code, is in general conformance with the intent and purpose of the Hayden Forward Master Plan and preserves the health, safety, and welfare of the citizens of the Town of Hayden. Conditions of approval: 1. Parcel 22 be corrected to reflect its incorporation into the Town boundary on the Three Mile Plan Map. Commissioner Lewis seconded; the motion was approved unanimously.

Work Session	Ms. Ebbert discussed proposed code amendments that staff will bring forward at a future meeting specific to public notice requirements, the site plan process, and the requirement for a community meeting prior to a formal application being submitted to give members of the public the chance to ask questions of an applicant outside of a formal public hearing.
Staff Updates	Ms. Ebbert noted that Planning Commission is scheduled to meet on Thanksgiving and requested to move that meeting date to November 30th instead. There are some vacant Planning Commission positions being advertised on the Town website and social media and encouraged everyone to spread the word.
Adjournment	The meeting was adjourned at 6:54 p.m.

Recorded by:

_____
Tegan Ebbert

APPROVED THIS _____ DAY OF _____, 2023

_____
Amy J. Williams, Chair

Town of Hayden
Planning Commission Agenda Item

MEETING DATE: November 30, 2023

AGENDA ITEM TITLE: Preliminary Plan – Prairie Run Subdivision
PRESENTED BY: Andrew Bowen, AICP CPS, Contracted Town Planner
CAN THIS ITEM BE RESCHEDULED: Yes, but this meeting has been noticed. Rescheduling is not recommended.

BACKGROUND REVIEW:

Project Location and Site Information

Site Address: 1300 W JEFFERSON AVE
Parcel Number: 940092001
Legal Description: PT OF S2SW4NW4 & PT OF N2NW4SW4 SEC 9-6-88
General Location: The site is generally located south of HWY 40 and west of the existing Wagner Equipment Company building.
Zoning Designation: Commercial
Property Owner: PRAIRIE RUN WORKFORCE, LLC

Site Vicinity Map

Ongoing conversations with Town Staff about this Proposal

As this proposal is only a Preliminary Plan (the Applicant is still in ongoing discussions with Town staff about a few details of this project. Most notably are a request for Alternative Design and the details of when the large park on Lot 7 (lot on the northeast corner) will be developed. These details will be made clear prior to Final Plat submittal.

Grants Associated with this Request

As was noted at Sketch Plan, this project has been awarded a Transformational Grant for $8.6M from the State of Colorado's Department of Local Affairs because the developer is proposing to provide 129 of the 135 total units that will be perpetually deed-restricted and offer rental housing between 80% and 160% AMI, with underwritten rents to correlate to the local housing market.

Town and County Support

The Town is a partner in the grant mentioned above and also received 200K from Routt County in financial support of this subdivision.

Prior Approvals

Rezoning (Approved, December 2022)

The subject site was annexed and zoned to the Commercial District in December 2022 to prepare an entitlement path for the development of the Prairie Run Subdivision. In establishing zoning for the lot, the Commercial District was determined to be most consistent with the surrounding area as there is commercial zoning to the west of the site and Industrial zoning to the east (Wagner Equipment Company).

The property to the south of the subject property is not currently within the Town limits but is identified in the Master Plan as a Medium and Low Density – Residential Future Land Use Classification.

Sketch Plan (Approved with Conditions, October 2023)

The Sketch Plan (provided on page 3) for Prairie Run was granted unanimous approval from the Planning Commission on October 12th, 2023. This approval was granted with the following two conditions:

1. Referral agency comments shall be addressed prior to the submittal of a Preliminary Plan.
2. Further evaluation needs to occur and be specified for secondary access to the east or south within the Preliminary Plan submittal.

Approved Sketch Plan

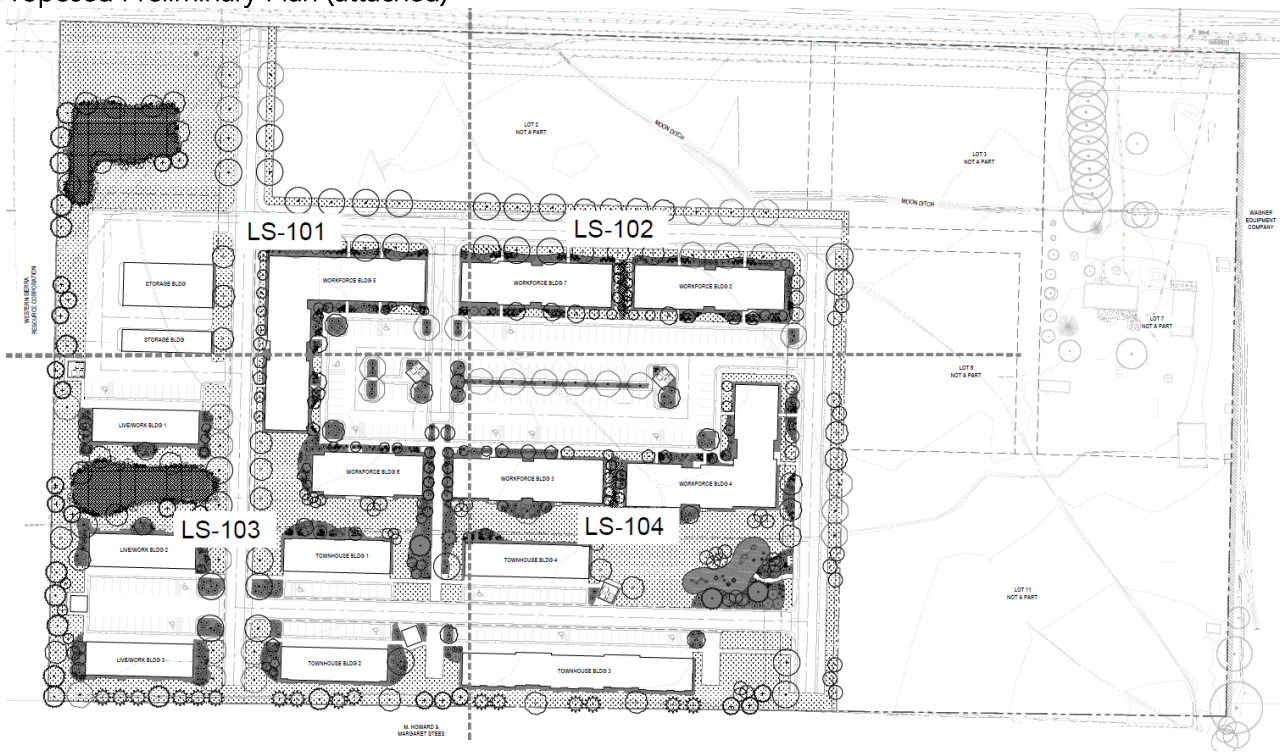
Subdivision and Future Phasing Summary

The Preliminary Plan proposes the immediate development of a portion of this property with 135 dwelling units (spread across Live-work Units, Town Homes, and Multifamily Housing), two storage buildings, 18,000 square feet of office space within the live-work units, and a playground.

Future phases, which have an undefined buildout date, propose an additional 50 multi-family housing units, a larger community park, and 35,000 square feet of shopping center space. As noted during the Sketch Plan process, the uses stated above are assumptions made for traffic generation calculations and do not necessarily reflect future development. As mentioned, there are no immediate plans for additional development at this time.

All future development will be required to go through the Town's Site Plan Review Process. At that time, they will be evaluated against assumptions made during the Sketch and Preliminary Plan approvals.

Proposed Preliminary Plan (attached)



Analysis of Subdivision and Development Criteria

Proposed Land Use

The following table provides a breakdown of the proposed land uses of the Prairie Run Subdivision

Land Use	Acres	Percentage of Subdivision
Open Space	6.4	28%
Residential	3.7	16%
Commercial/Storage	.2	1%
Infrastructure	3.5	15%
Future Development	9.4	41%
TOTAL	23.2	100%

Dwellings

The Preliminary Plan calls for a mixture of two-story multifamily buildings, live-work units, and townhomes. The development will offer 129 units of rental housing and 6 for-sale units. All proposed rental units will be managed by Gorman Property Management.

Dimensional Standards and Alternative Design

The current site layout for the subdivision does not fully comply with Sec. 7.24.20 *Dimensional and Setback Standards*. The required standards of this section are dependent on the size of the parcel. Per Sec. 7.24.20 *Dimensional and Setback Standards* all structures within the commercial district have a maximum height requirement of 3 ½ stories or 35'. No building to be developed will be over 2 stories per the application narrative. For lots under 1.5 acres (Lots 1,3, 6, 8, 9, and 10) there are no setback requirements. However, lots 2, 4, 5, 7, and 11 must all be designed with a 25' setback on all sides as the code requires this standard for properties zoned Commercial (C) that are 1.5 acres or larger.

In order to pull all development south, which allows the Moon Ditch to remain unaffected by this phase, the applicant is requesting to utilize Sec. 7.16.130. *Alternative Design* to propose structures with a 20' setback**.** This process allows "*development to meet the intent of the design-related provisions of this Chapter through an alternative design. It is not a general waiver or weakening of regulations; rather, this application procedure permits a site-specific plan that is equal to or better than the strict application of a design standard in Chapter 7.24 of this Development Code. This procedure is not intended as a substitute for a variance or administrative modification or a vehicle for relief from standards in this Development Code. Alternative Design shall apply only to the specific site for which it is requested and does not establish a precedent for assured approval of other requests.*"

Note: The review criteria for Alternative Design, the Applicant's responses, and Staff analyses are provided later in this staff report.

The complete unit breakdown may be found below:

Unit Type	Unit Count
Live Work (Total 18)	
2 Bed	12
3 Bed	6
Town Homes (Total 32)	
2 Bed	10
3 Bed	22
Workforce (Multi-family) (Total 85)	
1 Bed	33
2 Bed	28
3 Bed	20
4 Bed	4
TOTAL UNITS (135)	

Note: 8 Live Work Units will be for sale units.

Dwelling Affordability and Inclusionary Zoning

As a result of grant funding, 129 units will be perpetually deed-restricted and offer rental housing between 80% and 160% AMI, with underwritten rents to correlate to the local housing market. In securing these deed restrictions, no inclusionary zoning standards will be required as the neighborhood provides deed-restricted affordable units.

Mixed-Use/Commercial Uses

Phase 1 has no proposed Mixed/Commercial Use. However, However, as outlined within the Traffic Impact Analysis (TIA) 50 additional multi-family housing units and 35,000 square feet of shopping center space could be developed in the future. As mentioned by the Applicant, firm plans for future development have not been explored. Once uses are vetted, each proposed use will be required to go through the Town's Site Plan Review process.

Vehicular Parking

Per the narrative and site plan, parking will be provided at a ratio of 1 space per bedroom with a maximum of 2 spaces per unit for the townhomes and multi-family buildings. Parking areas will be provided adjacent to all buildings. No on-street parking is proposed. This proposal meets all requirements of Sec. 7.24.100 *Parking.*

ADA parking spaces are provided in compliance with Sec. 7.24.100.(e).(4), however, there is no convenient accessible space provided for Workforce Building 3.

Parking Schedule

TYPE	Type	QUANTITY
LIVE/WORK PARKING		
ADA PARKING SPACE	9' x 19' (5' Aisle)	1
PARKING SPACE	9' x 19' - 90 deg	36
VAN PARKING SPACE	11' x 19' (5' Aisle) VAN SPACE	2
		39
TOWN HOUSE PARKING		
PARKING SPACE	9' x 19' - 90 deg	64
VAN PARKING SPACE	11' x 19' (5' Aisle) VAN SPACE	5
		69
WORKFORCE PARKING		
ADA PARKING SPACE	9' x 19' (5' Aisle)	4
PARKING SPACE	9' x 19' - 90 deg	154
VAN PARKING SPACE	11' x 19' (5' Aisle) VAN SPACE	1
		159
TOTAL SITE PARKING		**267**

Note: Parking for all future commercial uses will be evaluated at the time of Site Plan submittal and review.

Bicycle Parking

Bike parking will be provided by the entrances to all buildings and in the parks and open spaces

at a minimum of 2% of the total parking spaces. This parking allocation meets Sec. 7.24.100. (h). However, this only provides 6 (267*.02) bike parking spaces for the entire subdivision.

Access

The primary access will be taken from HWY 40. This access is designed to be a collector street and is proposed to align with West Jefferson Avenue to the north of HWY 40, which provides access to Pinyon Pine Estates and the Town's water treatment plant. As was discussed during the Sketch Plan review process, the Applicant has been in discussions with CDOT about this access point. An Access Permit will be required, but the exact improvements will not be known until CDOT formally receives and reviews the access permit application.

At this time, CDOT has generally accepted the Developer's Traffic Engineer's assumptions (italicized below) and project summary related to access as shown below:

1. *"The Applicant is proposing to have their main site access align (across US 40) with the existing West Jefferson Avenue. The US 40 and West Jefferson Avenue access will be full movement. The TIS includes a signal warrant analysis at this intersection. A signal is not warranted at this time. In the future, the site access roadway network may extend south through the neighboring property to Breeze Basin Blvd.*
2. *Due to the US 40 roadway classification and posted speed, CDOT will require that the next full movement access to US 40 would need to be a shared access with the Wagner property. The Applicant does not have plans to construct this access connection at this time. This is a possible future access connection that would require an easement from Wagner.*
3. *Per the Applicant, the existing single family home on the northeast corner of the site will either remain or be demolished. Per our conversations, CDOT will not allow a right-in, right-out only access at this location due to US 40's roadway classification, posted speed, and existing access spacing.*
4. *It is possible that an emergency access could be allowed from the site to US 40 if required by emergency response.*
5. *The Applicant is proposing to construct 135 residential dwelling units, 18,000sf of office space, and 10,000sf of storage at this time. This is referred to as Phase 1 in the TIS. A future Phase 2 analyzes potential future land uses for the remaining portion of the site. There are no plans to develop this portion of the site at this time. The analysis was included as a best approximation of potential future land uses to identify possible infrastructure requirements, with the intent of constructing +US 40 improvements once. Future analysis would be required for any future development."*

Note: These assumptions were the same assumptions provided by the Applicant's Traffic Engineer for Sketch Plan approval.

CDOT Comments

The proposal was referred to CDOT earlier this month and Brian Killian, *Region 3 Access Program Manager* stated the following:

- *The developer will need to submit a traffic study and an access permit application to CDOT for this development.*

- *Since our region works with 16 Counties and 35+ Cities/Towns, CDOT doesn't have the time to do a thorough review of the TIS's. CDOT will only review those when they are directly submitted to CDOT, FYI. It appears this development may be required to construct a left turn deceleration lane, but that will be determined upon a formal submittal to CDOT.*

Internal Circulation (Vehicular and Pedestrian)

Vehicular internal circulation is proposed to be achieved through a grid of collector streets (to be dedicated to the Town) and private drives (to remain private). The Applicant also proposes to provide a street stub out to the south, with the intent of eventually connecting to Breeze Basin Boulevard.

Sidewalk facilities are provided throughout the proposed development and will potentially provide future connections to the south and toward Hayden Valley Schools. This future connection is contingent upon future development outside of the Applicant's control.

Utilities

The subdivision's water and sewer services will be accessed from existing public mains which run parallel to HWY 40. Both services will be provided throughout the subdivision via 8" looped systems. The Applicant also notes that they will provide water and sewer stubs to the south to aid future development. The Yampa Valley Electric Association will provide electricity to the subdivision, while Luminate Broadband will provide broadband. No connection to natural gas is proposed for this site.

Lighting

A photometric plan was provided with the plan set. All streetlighting will be dark-sky compliant

Fire Hydrants

In compliance with Sec. 7.24.270 *Fire Hydrants*, four hydrants are planned within the subdivision. These hydrants are placed at strategic locations or at intersections.

Stormwater and Drainage

Per the Stormwater and Drainage Plan, all drainage will be routed to on-site facilities. A mixture of vegetated swales using low-impact development guidelines and on-site retention will be utilized. The applicant notes that *"by distributing the detention through the open space on site, the design for the neighborhood will be better integrated and will have more useable open space."*

Open Space

The plans for open space provision have changed since Sketch Plan approval and are detailed below. Even with these changes though, the submitted plan meets all applicable requirements of Sec. 7.24.130 *Parks and Open Space*. The Applicant is also in discussions with Town staff about the future of the large park to be located on Lot 7.

Existing Ditch Alignment (To not be disturbed)

The existing Moon Ditch is shown in its existing location with no modifications. The applicant was seeking permission to place the ditch within a culvert, but no agreement has been achieved.

STAFF ANALYSIS:

Review Criteria

Preliminary Plan Review Criteria. The criteria the Applicant's responses, and Staff's Analyses are provided below: (Criterion in Green) (Applicant Response to Criteria in Italics) with Staff Analyses following:

1. The preliminary plan is consistent with the approved sketch plan and incorporates the planning commission recommendations and conditions of approval.

Applicant Response

The preliminary plan is consistent in uses and layout with the approved sketch plan. The preliminary landscape plan shows how the snow storage will be accomplished and how there are areas designated for pushing and storing snow.

Staff Analysis

The Preliminary Plan is generally consistent with the approved Sketch Plan. However, the applicant needs to provide a better explanation of how and when the park will be developed. This could be specified through a Subdivision Improvement Agreement. The trail system that was outlined within the Sketch Plan has also been removed. The applicant needs to justify this change in the site plan. Lastly, the Planning Commission established a condition during Sketch Plan that stated the following: *Further evaluation needs to occur and be specified for secondary access to the east or south within the Preliminary Plan submittal.* The applicant and Town staff have received confirmation from West Routt Fire Protection District that the singular access point proposed meets that standards of the International Fire Code and access to the south is dependent on future development that remains outside of the applicant's control. Access will be reassessed during subsequent phases of development within the proposed subdivision or on adjacent parcels where shared access is plausible.

2. The proposed subdivision shall comply with all applicable use, density, development and design standards set forth in this title that have not otherwise been modified or waived pursuant to this chapter and that would affect or influence the layout of lots, blocks and streets and the proposed subdivision does not create lots or patterns of lots that will render compliance with such development and design standards difficult or infeasible.

Applicant Response

The proposed development complies with the permitted uses outlined for the commercial zone district, which allows for residential development up to 3.5 stories or 35' in height as well as commercial uses. As previously noted, all buildings are proposed to be a maximum of 2 stories, complies with minimum parking requirements and meets the requirements set by emergency services. The preliminary plan complies with all additional applicable development standards.

Staff Analysis
Please see a full review of all applicable development standards at the beginning of this form. There are some standards that need to be addressed to ensure compliance.

3. The subdivision application shall comply with the purposes of this title.

Applicant Response
The proposed development advances the Town's goals of creating quality development and is consistent with the development code and the Master Plan (see compliance analysis below).

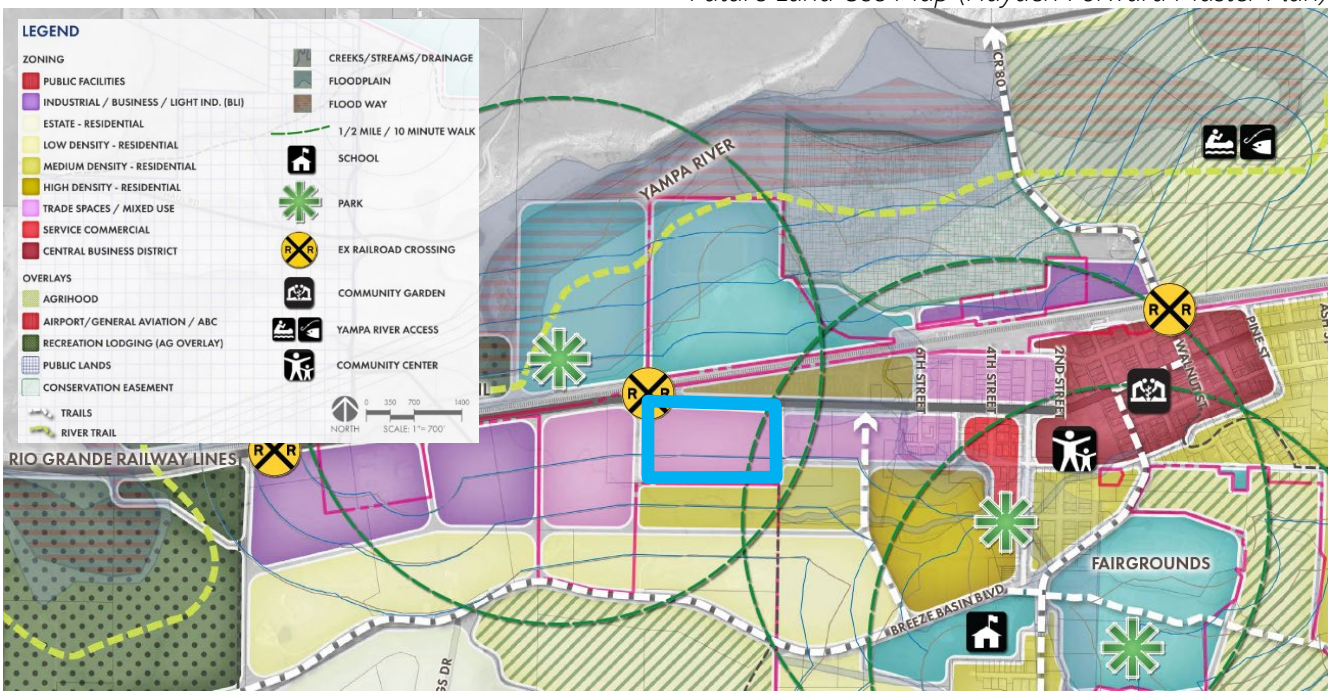
Staff Analysis
The 135-unit neighborhood will be a source of affordable housing with a range of options close to the town's core, where transportation, commerce, and utility services are available. By locating this development in its proposed location several goals of the Hayden Forward Master Plan and the Town's Development Code are achieved.

4. The subdivision application and proposed land use mix shall be consistent with the official zoning map, the comprehensive plan and other community planning documents.

Applicant Response
The Future Land Use Map within the Hayden Forward Master Plan, adopted in December of 2020, identifies this property as Trade Spaces / Mixed-Use. This use category is intended to provide a mixed-use live-work opportunity within the Town. The proposed Prairie Run community features phased residential, live-work, and commercial uses.

Staff Analysis
The subject property was designated to be within the Commercial District in December 2022. The proposed uses of the Preliminary Plan align with the permitted uses for the Commercial District. Further code compliance will need to be vetted during Site Plan reviews for all lots.

Future Land Use Map (Hayden Forward Master Plan)



5. The land shall be physically suitable for the proposed development or subdivision.

Applicant Response

The site is well-suited for workforce residential housing and live-work commercial due to its adjacency to existing transportation networks, availability of infrastructure, and proximity to the school and town park, enabling future sidewalk and road access.

Staff Analysis

The land to be subdivided and subsequently developed is relatively flat and does not have any significant natural features. Currently, the majority of the site is used for cattle grazing. Physical development on the site is limited to a small homestead and a lateral of the Moon Ditch. These features will be unaffected by this phase. As mentioned prior, the site is close to the town's core, where transportation, commerce, and utility services are available.

6. The proposed subdivision shall be compatible with surrounding land uses.

Applicant Response

The adjacent land uses are compatible with the proposed housing and subdivision of the Prairie Run Neighborhood. Surrounding land uses include the following:

- *North: Mobile homes, zoned MHR (Mobile Home Residential)*
- *East: a construction equipment supplier currently zoned I-1 (Light Industrial)*
- *West: Undeveloped property zoned both I-1 (Light Industrial) and C (Commercial) which previously had a structure on it, which is undetermined.*
- *South: Undeveloped land outside of the Town Limits. Shelton Ditch also crosses this property. The three-mile plan (Appendix F within the Hayden Forward Master Plan) identifies this property's future land use as medium and low density residential.*

Staff Analysis

As noted before, the proposed subdivision lies within the Commercial District and will provide a neighborhood that is primarily residential with reserved space for commercial opportunities that will front HWY 40. These uses are generally consistent with the current and future land uses proposed for this area.

7. There are adequate public facilities for potable water supply, sewage disposal, solid waste disposal, electrical supply, fire protection and roads and will be conveniently located in relation to schools, police, fire protection and emergency medical services.

Applicant Response

The Town of Hayden is planning to provide water and sewer to the project. For transportation, U.S. Highway 40, the Town's main thoroughfare, will be used for primary access to the future neighborhood. The traffic impact analysis has studied the impacts to the town's road network and has determined minimal improvements will be required for Highway 40. Please refer to the Traffic Impact Analysis.

Staff Analysis

The subdivision's water and sewer services will be accessed from existing public mains which run parallel to HWY 40. Both services will be provided throughout the subdivision via 8" looped systems. Utility designs have been provided within the application packet. The Applicant also notes that they will provide water and sewer stubs to the south to aid future development. The Yampa Valley Electric Association will provide electricity to the subdivision, while Luminate Broadband will provide broadband. No connection to natural gas is proposed for this site.

This Preliminary Plan was referred to emergency services and all comments received are provided with the Planning Commission packet.

The applicant has also submitted a Traffic Impact Analysis (TIA) which outlines the proposed access and limitations to the site. CDOT will not provide final comments back until the Final Plat process (Formal TIA Review) but has generally agreed with the assumptions made within the Applicant's analysis.

8. The proposed utility and road extensions are consistent with the utility's service plan and are consistent with the comprehensive plan.

Applicant Response

The project places new development along Hwy 40 where the principal road network exists. Water rights will be dedicated to the Town with recordation of the Prairie Run plat, aligning with the Hayden Master Plan's recommendation that the Town seek water rights acquisition. The project also is designed to connect to a broader regional pedestrian network reaching to Hayden Valley Schools to the southeast with future development by others.

Staff Analysis

This project is supported by the Town and grant money will be used to provide services to the site. The following comments were provided by Bryan Richards, *Public Works Director*.

- *"Please size entry road from US highway 40 to accommodate future use once connected to Breeze Basin (CR 65)*
- *Temporary turn arounds at dead-end roads*
- *The sidewalk leaving the development needs improved connectivity to other sidewalks. We don't want folks walking down the highway shoulder to get to town.*
- *Phase 2 should be considered for access design on highway 40.*
- *Should there be a speed limit reduction along Highway 40?*
- *See Hayden Water and Wastewater Specs for materials*
    - *Recommend all PVC – no ductile iron due to ground water.*
    - *No copper water services due to ground water.*
- *Highly prefer the detention pond not need to be pumped if the intentions is for it to be town owned.*
- *What is the intended ownership plan for the park - HOA or Town?*
- *What is the intended ownership plan for any street lights - HOA or Town?*
- *How will the increase traffic flow at the intersection of Highway 40 effect the north side access to the Trailer Park and Town Shop?"*

Note: The applicant provided responses to these comments after this staff report was drafted, please see attached applicant responses following applicant narrative.

9. The utility lines are sized to serve the ultimate population of the service area to avoid future land disruption to upgrade under-sized lines.

Applicant Response

Utilities are adequately sized to service the proposed development and adjacent property to the south. The project is constructing an 8" looped public water main and multiple 8" sewer mains. Stubs for water and sanitary sewer service are provided to the southern property line for future adjacent development to tie into.

Staff Analysis

This application has been forwarded to the Town's Contracted Engineer. At this time, no comments have been provided.

10. The subdivision is compatible with the character of existing land uses in the area and shall not adversely affect the future development of the surrounding area.

Applicant Response

The proposed development is compatible with surrounding land uses, which include residential, commercial, and vacant land. The project will advance the creation of quality development at the west end of town.

Staff Analysis

As noted before, the subject property was designated to be within the Commercial District in December 2022. The proposed uses of the Preliminary Plan align with the permitted uses for the Commercial District.

11. A proposed subdivision for an existing PUD shall be consistent with the relevant PUD master plan as reflected in the approval of that PUD.

Applicant Response
No existing PUD applies to this site.

Staff Analysis
This criterion is not applicable, as no PUD is in existence.

12. Appropriate utilities, including water, sewer, electric, gas and telephone utilities, shall provide a conditional capacity to serve letter for the proposed subdivision.

Applicant Response
The Town of Hayden will provide water and sewer service the site, and Yampa Valley Electric Association will provide power. Will serve letters are included.

Staff Analysis
As noted above, the subdivision's water and sewer services will be accessed from existing public mains which run parallel to HWY 40. The Yampa Valley Electric Association will provide electricity to the subdivision, while Luminate Broadband will provide broadband. No connection to natural gas is proposed for this site. All utility providers have provided Letters to Serve.

13. That the general layout of lots, roads, driveways, utilities, drainage facilities and other services within the proposed subdivision shall be designed in a way that minimizes the amount of land disturbance, minimize inefficiencies in the development of services, maximizes the amount of open space in the development, preserves existing trees/vegetation and riparian areas, protects critical wildlife habitat and otherwise accomplishes the purposes of this title.

Applicant Response
The preliminary plan establishes a well-organized development pattern that provides for efficient circulation, high-quality internal sidewalk connections, and convenient open and park space. Existing trees on the homestead site will remain.

Staff Analysis
The Preliminary Plan is designed to provide density while providing a looped street and sidewalk network. Open space is provided throughout the development as well. As stated before, there are no natural features on the lot to be preserved (except for existing trees near the residence, which will be preserved). All design and site planning for future phases will be required to go through the Town's Site Planning process.

14. Evidence that all areas of the proposed subdivision that may involve soil or topographical conditions presenting hazards or requiring special precautions have been identified by the applicant and that the proposed use of these areas are compatible with such conditions or that adequate mitigation is proposed.

Applicant Response
There are no geologic or topographic hazards on the site.

Staff Analysis
Staff agrees that there are no geologic nor topographic hazards on the site.

15. The subdivision application addresses the responsibility for maintaining all roads, open spaces and other public and common facilities in the subdivision and that the town can afford any proposed responsibilities to be assumed by the town.

Applicant Response
The maintenance for the proposed private drives, parking and open space will be by the developer. The responsibility to maintain the collector road will go to the Town of Hayden upon Certificate of Occupancy of the road.

Staff Analysis
A draft Subdivision Improvement Agreement needs to be submitted to further clarify how the developer will provide and maintain all private facilities proposed. All collector streets are proposed to be dedicated to the Town.

16. Adverse impacts on adjacent or nearby land uses have been identified and appropriate and effective mitigation is proposed.

Applicant Response
The proposed development of this property will not likely result in significant adverse impacts to adjacent properties as the main point of access for the property is from a major US Highway. Connections to other properties do not exist, so traffic would utilize an existing major existing roadway. Additionally, buffering, screening, and open space will be provided within the neighborhood and will provide aesthetic enhancements, which will benefit nearby properties. In addition, expanded commercial opportunities will provide destinations and enjoyment for nearby residents. The adjacent land uses are compatible with the proposed housing and subdivision of the Prairie Run Neighborhood. Surrounding land uses include the following:

- *North: Mobile homes, zoned MHR (Mobile Home Residential)*
- *East: a construction equipment supplier currently zoned I-1 (Light Industrial)*
- *West: Undeveloped property zoned both I-1 (Light Industrial) and C (Commercial) which previously had a structure on it, which is undetermined.*
- *South: Undeveloped land outside of the Town Limits. Shelton Ditch also crosses this property. The three-mile plan (Appendix F within the Hayden Forward Master Plan) identifies this property's future land use as medium and low density residential.*

Staff Analysis
Staff generally agrees with the Applicant that this development will not likely result in any adverse effect on neighboring property owners and or land uses. While area traffic will inevitably grow due to this proposal, the Applicant will be required to go through CDOT's Access Permit approval process and all future connections to HWY 40 will be required to be consistent with CDOT's

standards and approvals.

17. If applicable, the declarations and owners' association are established in accordance with the law and are structured to provide adequate assurance that any site design standards required by this title or conditions of approval for the proposed subdivision will be maintained or performed in a manner which is enforceable by the town.

Applicant Response

No homeowner's association will exist for the Prairie Run community. The community will consist of professionally managed rental units.

Staff Analysis

The Applicant states that no HOA will be required as Gorman and Associates will manage the property.

18. As applicable, the proposed phasing for development of the subdivision is rational in terms of available infrastructure capacity and financing.

Applicant Response

The project is phased to build out the main road network and utility systems while allowing residential to precede commercial development. Additional homes financed with LIHTC or other funding is dependent on funding awards and other financing availability, and commercial will proceed in line with market conditions. Local streets and utility infrastructure connections for the additional homes and commercial will be built out at time of development.

Staff Analysis

Staff generally agrees with the overall phasing of the project. However, more explanation of project timing needs to be provided for the large park to be developed on Lot 7.

Alternative Design

1. The proposed alternative achieves the intent of the subject design or development standard to the same or better degree than the subject standard;
2. The proposed alternative achieves the goals and policies of the Master Plan to the same or better degree than the subject standard;
3. The proposed alternative results in benefits to the community that are equivalent to or better than compliance with the subject standard; and
4. The proposed alternative imposes no greater impacts on adjacent properties than would occur through compliance with the specific requirements of this Title.

Applicant Response

To avoid any encroachment on the existing Moon Ditch the site plan has been shifted south which creates a modified setback on the rear property line. Per Section 10.16.150. of the Town Code, Prairie Run requests to use alternative design for the proposed setback from the southern / rear property line. The requirement for the rear setback is 25', and with the

proposed plan, Townhouse Building 3 encroaches into this setback approximately 5' at the worst-case scenario on the east end for a proposed setback of 20'. On Townhouse Building 2 and Live/Work Building 3, at grade patios encroach in the 25' setback but the buildings do not.

Shifting the site plan to the south also creates a larger buffer to Highway 40 for the residential uses which will increase overall neighborhood safety and have been noise buffering. The adjacent land uses to the south are more complementary to residential than the highway at the north. The proposed use along the rear of the property is residential and live/work which will be consistent to the potential future land use to the south, per the Hayden Forward Master Plan Future Land Use Map, which is Medium Density Residential. This site plan will provide adequate separation for like land uses considering the required rear setbacks for High Density Residential and Low Density Residential are 10' and 20' respectively.

The Prairie Run site plan design complies with the Code review criteria as specified below:

A. The proposed alternative achieves the intent of the subject design or development standard to the same degree as the standard by providing a tree buffer along the entire property boundary for separation to the southern property. Also, maintaining a 20' setback is in alignment with the requirements for residential zone districts.

B. This alternative achieves the goals and policies of the comprehensive plan because it allows for a buffer to the Moon Ditch which crosses through the site. Per Policy I.ED.1, protection of water rights and resources will be achieved by shifting the buildings further south to avoid rerouting or disturbance to the existing ditch. Also, Action HE.HL2.4 highlights the importance of integration of housing and neighborhoods with agricultural resources. The maintenance of the Moon Ditch in its current condition and location will provide the integration of historic land use with the development of much needed affordable housing.

C. The proposed alternative results in benefits to the community because the entire Phase 1 development will be providing deed restricted, workforce housing. The site is not limited to the provision of workforce housing per the Master Plan or Code. By shifting the site 5' closer to the southern property line, a significant amount of housing will be provided that limits height and provides open space corridors from the east to west of the neighborhood.

D. The proposed alternative does not propose greater impacts to adjacent properties than compliance with the Code. As mentioned above, the use along the property line is residential, and residential uses in the Code have a setback of 10-20'. Also the future land use to the south is medium density residential which is in compliance with the proposed residential along the southern property line of Prairie Run.

Staff Analysis

Staff support the proposed 5' reduction for Townhouse Building 3. On grade patios are exempt from setbacks. This is being done in an effort to protect the irrigation ditch, not to force a higher density of dwelling units.

RECOMMENDATION:

Move to approve the Prairie Run Preliminary Plan with six (6) conditions, based upon the following finding of fact:

Findings of Fact:

The proposal meets the standards of the Town of Hayden's Development Code, is in general conformance with the intent and purpose of the Hayden Forward Master Plan and preserves the health, safety, and welfare of the citizens of the Town of Hayden.

Conditions of approval:

1. Referral agency comments shall be addressed prior to the submittal of a Final Plat.
2. Proof of formal submission of the Transportation Impact Study shall be required at the time of Final Plat submittal.
3. Proof of compliance with Sections 7.24.140 *Contribution for Public School Site*, 7.24.150 *Public Sites and Dedication Requirements*, and 7.24.290 *Conveyance of Water Rights as Part of Subdivision and/or Annexation* shall be required at the time of Final Plat submittal.
4. A Subdivision Improvement Plan shall be submitted at the time of Final Plat submittal.
5. A timeline for the development of the main park on Lot 7 shall be required at the time of Final Plat submittal.

MANAGER RECOMMENDATION/COMMENTS: I concur with the recommendation.

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Frisco, Colorado 80443
970.368.7068

Tegan Ebbert
Community Development Director
Town of Hayden
178 W. Jefferson Avenue
Hayden, CO 81639
970.276.3741

October 30, 2023
Revised: 11/28/23

Re: **Prairie Run Preliminary Plan**

Dear Tegan,

On behalf of Gorman & Company, LLC, Norris Design is pleased to submit a Preliminary Plan application for the Prairie Run project located south of Hwy 40 and west of the existing Wagner Equipment Company building. This application has been prepared by and for the following parties to the benefit of the residents of the Town of Hayden:

Applicant/Land Owner/Architect
Gorman &Company
1060 Bannock Street
Suite 305
Denver, CO 80204
303.887.2707

Planner / Landscape Architect
Norris Design
PO Box 2320
409 East Main Street Suite 207
Frisco, CO 80443
970.368.7068

Civil Engineer/Surveyor
Landmark Consultants
PO Box 774943
141 9th Street
Steamboat Springs, CO 80477
970.871.9494

Architect
JV DeSousa
720.301.0500

Alice Owen
7202723531

Background

The subject property for this application is located at 1300 W. Jefferson Avenue in Hayden, Colorado, and is referred to as Prairie Run. The proposed neighborhood was rezoned from Open Zone District to Commercial Zone District in December 2022 to facilitate the development of a mixed income housing community within the Town and future potential residential, commercial and mixed-uses. This zoning was determined to be consistent with the surrounding zoning which is I-1, Light Industrial and C, Commercial to the west of the site, I-1 to the east and is currently the site of Wagner Equipment Company, and future medium and low density residential to the south. The southern property is not currently within the Town Limits but is identified by the Three Mile Plan for this future use. To the north is Jefferson Avenue and property zoned MHR, Mobile Home Residential District. A Sketch Plan application was approved by Planning Commission on October 12, 2023.

Affordability

The development will offer 129 units of rental housing between 80% and 160% AMI along with 6 for-sale units. The subject of this sketch plan application is for 135 housing units, in apartments, townhomes and Live Work unit configurations. The project has been awarded a Transformational Grant in the amount of $8.6MM from the State of Colorado's Department of Local Affairs and must be under construction in Spring 2024 in order to meet commitments associated with this award.

In order to encourage equitable, diverse, and inclusionary housing options at the Prairie Run site, Gorman is also working on a separate effort to secure funding for 50 units serving renters between 30% and 60% AMI. Funding awards have not been announced at this time.

Site Context

The site is approximately 23.2 acres in size and is located south of Hwy 40 and west of the existing Wagner Equipment Company building. The property is situated across Hwy 40 from the Pinyon Pine Estates community. Shelton Ditch runs to the south of the property.

The site is a relatively flat, existing meadow used for grazing livestock. The eastern portion of the site contains an existing single-family detached residence with large existing trees, the only significant vegetation on the property. There is a lateral of the Shelton Ditch, known as the Moon Ditch, that runs west to east in the northern third of the property and used for irrigation of property north of Highway 40.

Community Engagement

A Community Open House was held in May 2023 and September 2023 to discuss the proposed project with residents. Approximately ten (10) members of the community were in attendance. Topics discussed included existing traffic speeds of the highway, concerns over pet conflicts with nearby livestock, and a location for bus pickup interior to the site. Positive feedback was received around the two-story design of buildings, adequate proposed parking and the need for workforce housing. In response to comments received, the team is providing a location for a bus loop and is exploring traffic speeds with CDOT and a fenced dog area.

Preliminary Plan

The Prairie Run neighborhood is designed to fit the unique context of Hayden. All proposed buildings will be a maximum of two-stories in height, and the community will feature ample open space and landscape to separate buildings from parking, open space corridors and sidewalks to promote multi-modal connectivity.

The proposed Preliminary Plan is for a residential community consisting of 135 units spread across a mixture of two-story multifamily buildings and townhome buildings, see unit matrix below. Parking is generally located centrally to the multifamily buildings as well as along private drives that provide access to the townhomes. The primary access is taken from Hwy 40 via a proposed collector street that is envisioned to eventually connect through to Breeze Basin Blvd with future development by others. This access will align with Jefferson Avenue to the north, which provides access to the mobile home park and the water treatment plant. An additional access easement is proposed for a future potential right in / right out to the east if determined necessary by emergency services.

Internal circulation is achieved through a grid of private roads and access drives. Storage space for residents is proposed at the west end of the property in a freestanding building. The site features a sidewalk network that offers connection within the site. Additionally, the sidewalk is envisioned to connect to Hayden Valley Schools to the southeast with future development by others, providing a safe route to school for students who will live in the Prairie Run community.

The sidewalks that are located adjacent to future construction will not be constructed with Phase 1 with the exception of the sidewalk on the west side of Sandhill Crance Street. Access easements have been included on the plat to ensure sidewalks can be accommodated with the future development of two areas (1) north of Sunrise Avenue and (2) east of Prairie Street.

Prairie Run will keep the existing homestead as a natural open space, featuring seating areas, open space and natural play spaces. In the event the Town wishes to create a public park at this site, Prairie Run will enter into an agreement for that development.

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The existing Moon Ditch is shown in its existing location with no modifications.

UNIT MATRIX

UNIT TYPE	COUNT
LIVE/WORK*	
LW 2 BED	12
LW 3 BED	6
	18
TOWN HOMES	
TH 2 BED	10
TH 3 BED	22
	32
WORKFORCE	
WF 1 BED	33
WF 2 BED	28
WF 3 BED	20
WF 4 BED	4
	85
TOTAL UNIT COUNT	**135**

*(6) LW 2 BED AND (2) LW 3 BED TO BE FOR SALE UNITS

Phasing

The project is anticipated to be built in two phases. The first phase will comprise 135 multifamily and townhomes units, a storage building, and live-work units. A second phase consisting of approximately 50 apartment homes to the south and east as well as commercial space to the north of Phase 1 and south of Hwy 40 is contingent upon future funding and market conditions.

Preliminary Plan Review Criteria

1. **The preliminary plan is consistent with the approved sketch plan and incorporates the planning commission recommendations and conditions of approval.**
   The preliminary plan is consistent in uses and layout with the approved sketch plan. The preliminary landscape plan shows how the snow storage will be accomplished and how there are areas designated for pushing and storing snow.

2. **The proposed subdivision shall comply with all applicable use, density, development and design standards set forth in this title that have not otherwise been modified or waived pursuant to this chapter and that would affect or influence the layout of lots, blocks and streets and the proposed subdivision does not create lots or patterns of lots that will render compliance with such development and design standards difficult or infeasible.**
   The proposed development complies with the permitted uses outlined for the commercial zone district, which allows for residential development up to 3.5 stories or 35' in height as well as

commercial uses. As previously noted, all buildings are proposed to be a maximum of 2 stories, complies with minimum parking requirements and meets the requirements set by emergency services. The preliminary plan complies with all additional applicable development standards.

3. **The subdivision application shall comply with the purposes of this title.**
   The proposed development advances the Town's goals of creating quality development and is consistent with the development code and the Master Plan (see compliance analysis below).

4. **The subdivision application and proposed land use mix shall be consistent with official zoning map, the comprehensive plan and other community planning documents.**
   The Future Land Use Map within the Hayden Forward Master Plan, adopted in December of 2020, identifies this property as Trade Spaces / Mixed-Use. This use category is intended to provide a mixed-use live-work opportunity within the Town. The proposed Prairie Run community features phased residential, live-work, and commercial uses.

5. **The land shall be physically suitable for the proposed development or subdivision.**
   The site is well-suited for workforce residential housing and live-work commercial due to its adjacency to existing transportation networks, availability of infrastructure, and proximity to the school and town park, enabling future sidewalk and road access.

6. **The proposed subdivision shall be compatible with surrounding land uses.**
   The adjacent land uses are compatible with the proposed housing and subdivision of the Prairie Run Neighborhood. Surrounding land uses include the following:
   - North: Mobile homes, zoned MHR (Mobile Home Residential)
   - East: a construction equipment supplier currently zoned I-1 (Light Industrial)
   - West: Undeveloped property zoned both I-1 (Light Industrial) and C (Commercial) which previously had a structure on it, which is undetermined.
   - South: Undeveloped land outside of the Town Limits. Shelton Ditch also crosses this property. The three-mile plan (Appendix F within the Hayden Forward Master Plan) identifies this property's future land use as medium and low density residential.

7. **There are adequate public facilities for potable water supply, sewage disposal, solid waste disposal, electrical supply, fire protection and roads and will be conveniently located in relation to schools, police, fire protection and emergency medical services.**
   The Town of Hayden is planning to provide water and sewer to the project. For transportation, U.S. Highway 40, the Town's main thoroughfare, will be used for primary access to the future neighborhood. The traffic impact analysis has studied the impacts to the town's road network and has determined minimal improvements will be required for Highway 40. Please refer to the Traffic Impact Analysis.

8. **The proposed utility and road extensions are consistent with the utility's service plan and are consistent with the comprehensive plan.**
   The project places new development along Hwy 40 where the principal road network exists. Water rights will be dedicated to the Town with recordation of the Prairie Run plat, aligning with the Hayden Master Plan's recommendation that the Town seek water rights acquisition. The project also is designed to connect to a broader regional pedestrian network reaching to Hayden Valley Schools to the southeast with future development by others.

9. **The utility lines are sized to serve the ultimate population of the service area to avoid future land disruption to upgrade under-sized lines.**
   Utilities are adequately sized to service the proposed development and adjacent property to the south. The project is constructing an 8" looped public water main and multiple 8" sewer mains. Stubs

for water and sanitary sewer service are provided to the southern property line for future adjacent development to tie into.

10. **The subdivision is compatible with the character of existing land uses in the area and shall not adversely affect the future development of the surrounding area.**
The proposed development is compatible with surrounding land uses, which include residential, commercial, and vacant land. The project will advance the creation of quality development at the west end of town.

11. **A proposed subdivision for an existing PUD shall be consistent with the relevant PUD master plan as reflected in the approval of that PUD.**
No existing PUD applies to this site.

12. **Appropriate utilities, including water, sewer, electric, gas and telephone utilities, shall provide a conditional capacity to serve letter for the proposed subdivision.**
The Town of Hayden will provide water and sewer service the site, and Yampa Valley Electric Association will provide power. Will serve letters are included.

13. **That the general layout of lots, roads, driveways, utilities, drainage facilities and other services within the proposed subdivision shall be designed in a way that minimizes the amount of land disturbance, minimize inefficiencies in the development of services, maximizes the amount of open space in the development, preserves existing trees/vegetation and riparian areas, protects critical wildlife habitat and otherwise accomplishes the purposes of this title.**
The preliminary plan establishes a well-organized development pattern that provides for efficient circulation, high-quality internal sidewalk connections, and convenient open and park space. Existing trees on the homestead site will remain.

14. **Evidence that all areas of the proposed subdivision that may involve soil or topographical conditions presenting hazards or requiring special precautions have been identified by the applicant and that the proposed use of these areas are compatible with such conditions or that adequate mitigation is proposed.**
There are no geologic or topographic hazards on the site.

15. **The subdivision application addresses the responsibility for maintaining all roads, open spaces and other public and common facilities in the subdivision and that the town can afford any proposed responsibilities to be assumed by the town.**
The maintenance for the proposed private drives, parking and open space will be by the developer. The responsibility to maintain the collector road will go to the Town of Hayden upon Certificate of Occupancy of the road.

16. **Adverse impacts on adjacent or nearby land uses have been identified and appropriate and effective mitigation is proposed.**
The proposed development of this property will not likely result in significant adverse impacts to adjacent properties as the main point of access for the property is from a major US Highway. Connections to other properties do not exist, so traffic would utilize an existing major existing roadway. Additionally, buffering, screening, and open space will be provided within the neighborhood and will provide aesthetic enhancements, which will benefit nearby properties. In addition, expanded commercial opportunities will provide destinations and enjoyment for nearby residents. The adjacent land uses are compatible with the proposed housing and subdivision of the Prairie Run Neighborhood. Surrounding land uses include the following:
    - North: Mobile homes, zoned MHR (Mobile Home Residential)

- East: a construction equipment supplier currently zoned I-1 (Light Industrial)
- West: Undeveloped property zoned both I-1 (Light Industrial) and C (Commercial) which previously had a structure on it, which is undetermined.
- South: Undeveloped land outside of the Town Limits. Shelton Ditch also crosses this property. The three-mile plan (Appendix F within the Hayden Forward Master Plan) identifies this property's future land use as medium and low density residential.

17. **If applicable, the declarations and owners' association are established in accordance with the law and are structured to provide adequate assurance that any site design standards required by this title or conditions of approval for the proposed subdivision will be maintained or performed in a manner which is enforceable by the town.**
No homeowner's association will exist for the Prairie Run community. The community will consist of professionally managed rental units.

18. **As applicable, the proposed phasing for development of the subdivision is rational in terms of available infrastructure capacity and financing.**
The project is phased to build out the main road network and utility systems while allowing residential to precede commercial development. Additional homes financed with LIHTC or other funding is dependent on funding awards and other financing availability, and commercial will proceed in line with market conditions. Local streets and utility infrastructure connections for the additional homes and commercial will be built out at time of development.

Master Plan Compliance

The site is designated as Mixed Use / Trade Spaces on the Town's Future Land Use Map, which is envisioned to provide live-work opportunities and buildings that are 1-2 stories in height. A portion of the site is left as a buffer to the north (between residences and Hwy 40) to enable the future development of commercial as market conditions warrant. The two-story multifamily and townhome building layout supports a mixed-use community with residences that are connected to trails, parks, and potential future, nearby commercial.

Workforce housing is a supported goal of the Hayden Forward Master Plan. Policy HE.ED3 encourages a "housing stock that is affordable to the community's workforce," and related actions throughout the plan prescribe a "diverse mix of housing produce at a range of price points to support workforce attraction" (RE.HL1.3) and encourage "development of housing for the local workforce, including multi-family, duplex, single-family and alternative housing types" (HE.HL1.2). The proposed community features workforce housing in multifamily and townhome units, filling a need both in price point and unit type.

Beyond the provision of workforce housing, the Prairie Run neighborhood is meeting other policies listed in the Master Plan as identified below.

Transportation

T.ED2: Vehicular Circulation: Require future transportation networks to contribute to an efficient, well-connected circulation system that provides a logical continuation of the existing street and pathway system. The design of the road network is aligned to provide future potential connection to the south and Breeze Basin Blvd to provide neighborhood to neighborhood connectivity. This potential connection would provide a direct route to the school and Dry Creek Park which is a goal of the master plan to create.

Infrastructure

I.HL2: Stormwater: Maintain quality stormwater runoff with continued population growth.
The stormwater and drainage plan will be designed to maintain all detention on site, through vegetated swales using low impact development guidelines as possible. By distributing the detention through the open space on site, the design for the neighborhood will be better integrated and will have more useable open space.

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I.HL3: Preserve a dark sky environment.
Minimal exterior lighting will be proposed on the building facades for safety. All proposed lighting will be dark sky compliant and use full cut off fixtures.

I.FE.1: Internet Access: Provide fiber / broadband to the community for reliable connectivity.
Prairie Run intends to provide broadband service to the neighborhood to promote the ability for a live / work environment. See attached will serve letter from Luminate Broadband.

Parks and Recreation

PRO.HL2: Parks: Provide for park access within a 10-minute walk of all residential units.
Prairie Run will have open space adjacent to all proposed development with a larger community park at the northeastern corner of the neighborhood. This park is within a 5-minute walk to all homes in the neighborhood.

PRO.FE1: Safe Routes to School: Identify primary routes to existing and future school sites to develop safe paths and crossings.
The proposed road network is designed to align with a future connection to Breeze Basin Blvd. This connection would happen at the southeastern corner of the site, and the road connection has been designed to connect to this corner. This will allow future connection to the school, and a safe route to school for the future families living at Prairie Run.

Land Use Code Compliance

The site was rezoned to Commercial Zone District to provide a neighborhood that is primarily residential with space for commercial and live-work opportunities. This neighborhood is designed with elements for live-work opportunities will be designed specifically to offer space for office or workspace. This commercial planned along Highway 40 is intended to create a transition from residential uses moving east towards the town center as noted in the zone district regulations in the Code.

Parking will be provided at a ratio of 1 space per bedroom with a maximum of 2 spaces per unit for the townhomes and multi-family buildings. All parking will be provided adjacent to the building it is serving. Bike parking will be provided by the entrances to the buildings and in the parks and open spaces at a minimum of 2% of the total parking spaces. See parking matrix below:

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Parking Schedule

TYPE	Type	QUANTITY
LIVE/WORK PARKING		
ADA PARKING SPACE	9' x 19' (5' Aisle)	1
PARKING SPACE	9' x 19' - 90 deg	36
VAN PARKING SPACE	11' x 19' (5' Aisle) VAN SPACE	2
		39
TOWN HOUSE PARKING		
PARKING SPACE	9' x 19' - 90 deg	64
VAN PARKING SPACE	11' x 19' (5' Aisle) VAN SPACE	5
		69
WORKFORCE PARKING		
ADA PARKING SPACE	9' x 19' (5' Aisle)	4
PARKING SPACE	9' x 19' - 90 deg	154
VAN PARKING SPACE	11' x 19' (5' Aisle) VAN SPACE	1
		159
TOTAL SITE PARKING		**267**

Open Space is provided throughout the neighborhood and adjacent to all homes and will be used to create neighborhood park space, landscaped buffer areas and other useable outdoor spaces. The open space area is proposed to be a minimum of 20% of the Prairie Run Neighborhood.

Landscape Concept

The landscape design for Prairie Run will articulate the design of the neighborhood to feel like an extension of the town's downtown core while transitioning to the surrounding agricultural and industrial uses in the vicinity. The primary entrance to the neighborhood will be highlighted with tree rows flanking either side, creating a gateway into the new community. The streetscape will be designed to consistently define the proposed collector street from north to south. The private drives will have a consistent pedestrian scale that lends itself to walkability. Shrubs, perennials, and grasses will create a pedestrian scale buffer between parking lots and front doors.

Buffers from the proposed development to park areas will be used to shape the spaces and provide an attachment to the local environment. Each townhome will have private garden space at the rear of the home which will be situated adjacent to the neighborhood open space network.

Landscape quantities are included with the Preliminary Plan submittal.

Utility Concept

The Town of Hayden will provide water and sewer service to the project.

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The project anticipates constructing an 8" looped public water main through the site. This water main will connect to the existing public 12" water main that runs parallel to US 40 along the project site. Additionally, the project will provide 8" water main stubs to the south property line for connection by development on the adjacent property in the future.

The project anticipates constructing multiple 8" public sewer mains that will connect to the existing sewer main that runs parallel to US 40 along the project site. The project will connect to the existing main upstream where it crosses under US 40 so that gravity service may be provided to all future buildings.

Yampa Valley Electric Association will provide power to the project. The project will be fully electrified and will not use natural gas.

Stormwater Concept

The project will maintain existing drainage patterns and discharge points. Stormwater detention will be provided onsite as required. Runoff from the project's building's rooftops, roads and parking areas will be routed to a storm sewer system via area drains, curb and gutter, and swales installed throughout the project. Runoff will then be conveyed to various stormwater detention and water quality facilities before being released at a historic rate. Depending on the Project's final grading, the stormwater detention facilities may require mechanical pumping.

Mineral Rights

Attached are the recorded mineral rights on site for #55 and #56 which align with the Prairie Run site area.

Water Rights Dedication

The property has water rights to 0.98 cfs from the Shelton Ditch as outlined in the attached decree. These will be dedicated to the Town upon recording of the Final Plat. This water right dedication will include all future development at Prairie Run, including the 'future development' parcels noted on the sketch plan.

Traffic

The Traffic Impact Analysis (TIA) is based on the full buildout of the property occurring in two phases. The first phase is 135 multi-family and townhomes, a storage building and live-work office space. The second phase is to be determined but based on future funding and market needs; however, a base assumption was used to create the TIA. This assumption includes a future multi-family neighborhood with approximately 50 homes and approximately 35,000 sf of commercial. Based on conversations with CDOT, they will not permit a second access to the east of the property – either full movement or right-in-right-out. A second access may be permitted if it is required by emergency services.

Public Land Dedication

The Prairie Run development team is currently in discussions with the Town to address how this dedication will be accomplished.

Alternative Design

To avoid any encroachment on the existing Moon Ditch the site plan has been shifted south which creates a modified setback on the rear property line. Per Section 10.16.150. of the Town Code, Prairie Run requests to use alternative design for the proposed setback from the southern / rear property line. The requirement for the rear setback is 25', and with the proposed plan, Townhouse Building 3 encroaches into this setback approximately 5' at the worst-case scenario on the east end for a proposed setback of 20'. On Townhouse Building 2 and Live/Work Building 3, at grade patios encroach in the 25' setback but the buildings do not.

Shifting the site plan to the south also creates a larger buffer to Highway 40 for the residential uses which will increase overall neighborhood safety and have been noise buffering. The adjacent land uses to the south are

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more complementary to residential than the highway at the north. The proposed use along the rear of the property is residential and live/work which will be consistent to the potential future land use to the south, per the Hayden Forward Master Plan Future Land Use Map, which is Medium Density Residential. This site plan will provide adequate separation for like land uses considering the required rear setbacks for High Density Residential and Low Density Residential are 10' and 20' respectively. Currently, there is not a Medium Density Residential standard in the Code.

The Prairie Run site plan design complies with the Code review criteria as specified below:

A. The proposed alternative achieves the intent of the subject design or development standard to the same degree as the standard by providing a tree buffer along the entire property boundary for separation to the southern property. Also, maintaining a 20' setback is in alignment with the requirements for residential zone districts.
B. This alternative achieves the goals and policies of the comprehensive plan because it allows for a buffer to the Moon Ditch which crosses through the site. Per Policy I.ED.1, protection of water rights and resources will be achieved by shifting the buildings further south to avoid rerouting or disturbance to the existing ditch. Also, Action HE.HL2.4 highlights the importance of integration of housing and neighborhoods with agricultural resources. The maintenance of the Moon Ditch in its current condition and location will provide the integration of historic land use with the development of much needed affordable housing.
C. The proposed alternative results in benefits to the community because the entire Phase 1 development will be providing deed restricted, workforce housing. The site is not limited to the provision of workforce housing per the Master Plan or Code. By shifting the site 5' closer to the southern property line, a significant amount of housing will be provided that limits height and provides open space corridors from the east to west of the neighborhood.
D. The proposed alternative does not proposed greater impacts to adjacent properties than compliance with the Code. As mentioned above, the use along the property line is residential, and residential uses in the Code have a setback of 10-20'. Also the future land use to the south is medium density residential which is in compliance with the proposed residential along the southern property line of Prairie Run.

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November 27, 2023

Town of Hayden
178 W Jefferson Ave
Hayden, CO 81639
970.276.3741

Re: Prairie Run Preliminary Plan Submittal – Response to Comments

PLANNING

No comments received.

PUBLIC WORKS

- Please size entry road from US highway 40 to accommodate future use once connected to Breeze Basin (CR 65)
  Response: The Traffic Impact Study indicates that future improvements may require a traffic signal and/or additional improvements to US 40. It does not indicate any additional lanes on "Sandhill Crane Ct." will be required. ROW is 60' width and can accommodate future improvements.

- Temporary turn arounds at dead-end roads
  Response: The project plans to provide semi-permanent "Road Closed" signage to prevent traffic from using the dead ends. Temporary turnarounds will be provided as needed for emergency services.

- The sidewalk leaving the development needs improved connectivity to other sidewalks. We don't want folks walking down the highway shoulder to get to town.
  Response: The town is currently seeking funding for this portion of sidewalk to connect Prairie Run to 6th street. Internal sidewalks will connect to this future sidewalk.

- Phase 2 should be considered for access design on highway 40.
  Response: If future development on the site requires a second access it will need to be permitted via CDOT. An easement has been included in the Plat for a future secondary access off Prairie Street.

- Should there be a speed limit reduction along Highway 40?
  Response: The speed limit on US 40 is the purview of CDOT not the project. To lower the speed limit, CDOT will need to conduct a speed study.

- See Hayden Water and Wastewater Specs for materials
  - Recommend all PVC – no ductile iron due to ground water.
    Response: Noted, the project will use C900.

  - No copper water services due to ground water.
    Response: Noted, the project will use poly pipe.

- Highly prefer the detention pond not need to be pumped if the intentions is for it to be town owned.
  Response: The town will not own the pond.

- What is the intended ownership plan for the park - HOA or Town?

  Response: The ownership is of the park is still undecided pending the outcome of the skate park discussion of the Town. If the Town does not pursue the skate park in that location, the Workforce Housing project will own and operate the park.

- What is the intended ownership plan for any street lights
  Response: The Town will own and maintain street lights.

- How will the increase traffic flow at the intersection of Highway 40 effect the north side access to the Trailer Park and Town Shop?
  Response: Refer to the Traffic Impact Study for an analysis.

CDOT

The developer will need to submit a traffic study and an access permit application to CDOT for this development.

Since our region works with 16 Counties and 35+ Cities/Towns, CDOT doesn't have the time to do a thorough review of the TIS's. CDOT will only review those when they are directly submitted to CDOT, FYI. It appears this development may be required to construct a left turn deceleration lane, but that will be determined upon a formal submittal to CDOT.

Please let me know if you have any questions.
Response: Access permit will be submitted prior to Final Plat submittal.

ROUTT COUNTY BUILDING DEPARTMENT

I downloaded all the files, at this point it is mostly site plans and civil plans, no real construction plans to be reviewed so I have no comments at this time. Gorman has been great to work in the past so I'm not too concerned either, as there team has solid architects and designers.
Response: Thank you. Our team will schedule a presubmittal meeting prior to the building permit submittal.

US POSTAL SERVICE

After looking at some of the Prairie Run plans, I would like to weigh in on addressing. I know there are other factors at play when it comes to the final decision, but I would like to thank you for including the Hayden Postal Service in this process. The attached document is a rough sketch on what would work best for the Postal Service. The actual building numbers and streets names in the sketch are merely examples. What is desired of the addressing outcome is that each live-in or work unit possess its own building number. Secondary address numbers should not be used unless absolutely necessary. Secondary addresses have a tendency to make addressing more complicated. The simpler the address, the better.

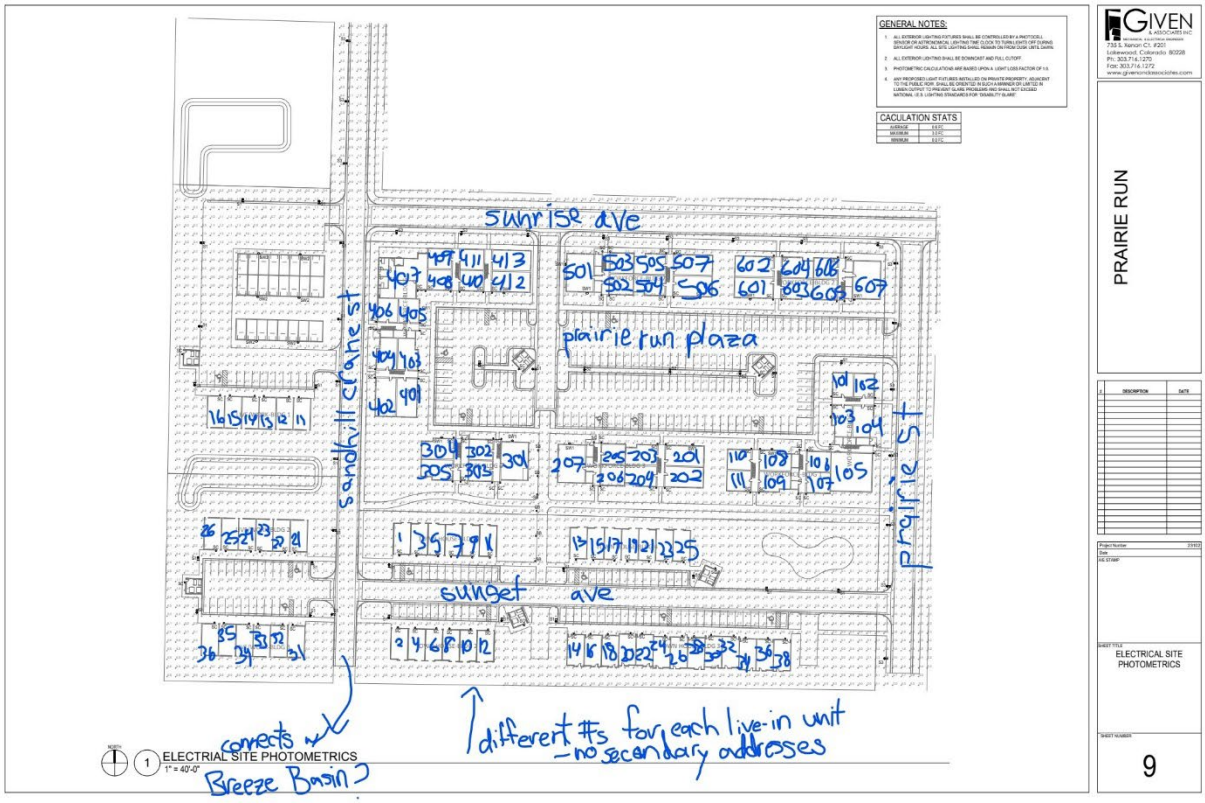
By eliminating secondary address numbers, addressing becomes less complicated for residents/tenants, thus making it simpler for the Postal Service to deliver to PO Boxes when residents fail to use their box numbers or their secondary address numbers.

Additionally, if a connecting road were to be installed to Breeze Basin, there is the opportunity for the Prairie Run neighborhood to install cluster boxes at the end of that road next to the Breeze Basin entrance as that

NORRIS DESIGN
PEOPLE + PLACEMAKING
P.O. Box 2320 | 409 East Main Street, Suite 207
Frisco, Colorado 80443
970.368.7068

would be along the carrier's line of travel. As of now, delivery to the Prairie Run neighborhood is not possible. Perhaps five to ten years down the road, we can revisit cluster box installation and possible delivery. We are currently making changes within the Post Office to accommodate growth for the Main Street Apartments and the Prairie Run Neighborhood. In five to ten years, I estimate the Hayden Post Office to be at PO Box capacity.

Please let me know if you have any questions or need any clarification on my email or the attachment.

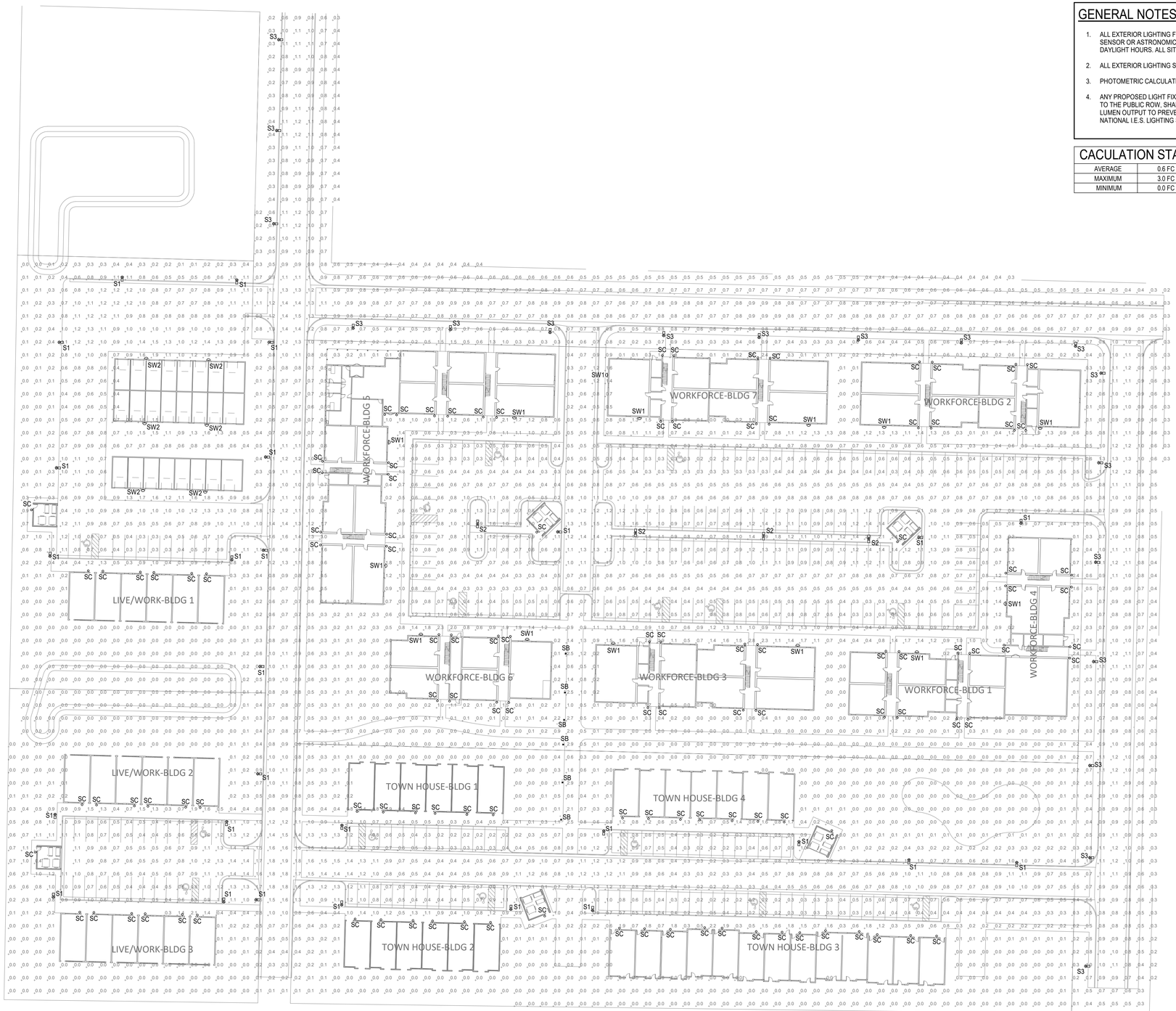


Response: The design team will plan for a future cluster mailbox on the Breeze Basin connection which will be Prairie Street. Our design team will follow up on addressing comments.

Fire Department

At this time it appears that the access for this project is in accordance with Section 503 of the IFC.
Response: Comment noted.

Chief spoke with me about the lack of snow storage on the site. I saw the DRAFT streets layout and swept path analysis from Gorman and would agree with Chief Guire. There is not a lot of snow storage on the property. They would have to haul off almost all of the snow, and if they didn't haul off the snow I would be concerned about our ability to access the buildings
Response: The Town will require Prairie Run to enter into a snow removal agreement in addition to the provision of onsite snow storage. On excess snow years, the snow will be removed from the site.



GENERAL NOTES:

1. ALL EXTERIOR LIGHTING FIXTURES SHALL BE CONTROLLED BY A PHOTOCELL SENSOR OR ASTRONOMICAL LIGHTING TIME CLOCK TO TURN LIGHTS OFF DURING DAYLIGHT HOURS. ALL SITE LIGHTING SHALL REMAIN ON FROM DUSK UNTIL DAWN.
2. ALL EXTERIOR LIGHTING SHALL BE DOWNCAST AND FULL CUTOFF.
3. PHOTOMETRIC CALCULATIONS ARE BASED UPON A LIGHT LOSS FACTOR OF 1.0.
4. ANY PROPOSED LIGHT FIXTURES INSTALLED ON PRIVATE PROPERTY, ADJACENT TO THE PUBLIC ROW, SHALL BE ORIENTED IN SUCH A MANNER OR LIMITED IN LUMEN OUTPUT TO PREVENT GLARE PROBLEMS AND SHALL NOT EXCEED NATIONAL I.E.S. LIGHTING STANDARDS FOR "DISABILITY GLARE".

CACULATION STATS

AVERAGE	0.6 FC
MAXIMUM	3.0 FC
MINIMUM	0.0 FC

NORTH

1 ELECTRIAL SITE PHOTOMETRICS

1" = 40'-0"

GIVEN & ASSOCIATES INC
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Lakewood, Colorado 80228
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PRAIRIE RUN

#	DESCRIPTION	DATE

Project Number 23102

Date

A/E STAMP

SHEET TITLE

ELECTRICAL SITE PHOTOMETRICS

SHEET NUMBER

9

LUMINAIRE SCHEDULE

REMARKS:

1.

TAG	MOUNTING	DESCRIPTION	MANUFACTURER	MODEL	VOLT	LAMP QTY	LAMP WATTS	LAMP SOURCE	LAMP TEMP	LAMP LUMENS	DIMMING	REMARKS
S1	20' POLE	POLE AREA LIGHT SINGLE HEAD	ACUITY	DSX0 LED P1 30K 80CRI T3M HS	120 V	--	33	LED	3000K	3617	--	
S2	20' POLE TWO HEAD	POLE AREA LIGHT DOUBLE HEAD	ACUITY	DSX0 LED P1 30K 80CRI T3M HS	120 V	--	66	LED	3000K	7234	--	
S3	25' POLE	POLE AREA LIGHT SINGLE HEAD	ACUITY	DSX0 LED P1 30K 80CRI T3M HS	120 V	--	33	LED	3000K	3617	--	
SB	GROUND 3'	SITE BOLLARD	LITHONIA	RADB LED P3 30K ASY DDBXD	120 V	--	13.5	LED	3000K	858	--	
SC	WALL 8'	EXTERIOR WALL SCONCE	WAC LIGHTING	WS-W15708	120 V	--	9	LED	3000K	330	--	
SW1	WALL 15'	WALL MOUNT AREA LIGHT	ACUITY	DSXW1 LED 10C 700 30K T3M MVOLT HS	120 V	--	26	LED	3000K	2057	--	
SW2	WALL 12'	WALL MOUNT AREA LIGHT	ACUITY	DSXW1 LED 10C 530 30K T3M MVOLT HS	120 V	--	19	LED	3000K	1600	--	

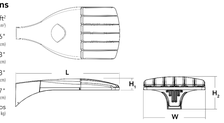
D-Series Size 0
LED Area Luminaire

Catalog Number
Notes
Type S1/S2

Hit tab key or mouse over the page to see all interactive elements

Specifications

EPA: 0.95 ft² (.09 m²)
Length: 26" (66.0 cm)
Width: 13" (33.0 cm)
Height$_1$: 3" (7.62 cm)
Height$_2$: 7" (17.8 cm)
Weight (max): 16 lbs (7.2 kg)



Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment. The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 400W metal halide with typical energy savings of 70% and expected service life of over 100,000 hours.

A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSX0 LED P6 40K T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX0 LED													
Series	**LEDs**			**Color temperature**		**Distribution**			**Voltage**	**Mounting**			
DSX0 LED	**Forward optics**			30K 3000 K		T1S Type I short (Automotive)		T5S Type V short [1]	MVOLT [4,5]	**Shipped included**			
	P1	P4	P7	**40K** 4000 K		T2S Type II short		T5M Type V medium [1]	120 [1]	SPA Square pole mounting			
	P2	P5		**50K** 5000 K		T2M Type II medium (AS)		T5W Type V wide [1]	208 [1]	RPA Round pole mounting			
	P3	P6				T3S Type III short		BLC Backlight control [2]	240 [1]	WBA Wall bracket			
	Rotated optics					T3M Type III medium (AS)		LCCO Left corner cutoff [2]	277 [1]	SPUMBA Square pole universal mounting adaptor			
	P5T	P7T				T4M Type IV medium (AM)		RCCO Right corner cutoff [2]	347 [1,6]	RPUMBA Round pole universal mounting adaptor			
	P5TT	P12T				TFTM Forward throw medium			480 [1,6]	**Shipped separately**			
						T5VS Type V very short [1]				KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) [7]			

Control options		Other options		Finish (required)	
Shipped installed		**Shipped installed**		DDBXD Dark bronze	
NLTAIR2 nLight AIR generation 2 enabled [8,9]		HS House-side shield [1]		DBLXD Black	
PIRHN Network, high/low motion/ambient sensor [7]		SF Single fuse (120, 277 or 347V) [1,10]		DNAXD Natural aluminum	
PER NEMA twist-lock receptacle only (control ordered separate) [11]		DF Double fuse (208, 240 or 480V) [1,10]		DWHXD White	
PERS Five-pin receptacle only (control ordered separate) [11,12]		DDL Diffused drop lens [10]		DBTXD Textured dark bronze	
PERT Seven-pin receptacle only (leads exit fixture) (control ordered separate) [11,12]		**Shipped separately**		DBLBXD Textured black	
DMG 0-10V dimming extend out back of housing for external control (control ordered separate) [13]		BS Bird spikes [9]		DNATXD Textured natural aluminum	
		EGS External glare shield		DWHGXD Textured white	
PIR High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 7fc [7,9]					
PIRH High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 7fc [7,9]					
PIR1FC3V High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc [7,9]					
FAO Field adjustable output [7]					

D-Series Size 1
LED Wall Luminaire

Catalog Number
Notes
Type SW1 / SW2

Hit tab key or mouse over the page to see all interactive elements

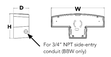
Specifications

Luminaire

Width: 13-3/4" (34.9 cm)
Weight: 12 lbs (5.4 kg)
Depth: 10" (25.4 cm)
Height: 6-3/8" (16.2 cm)

Back Box (BBW, E20WC)

Width: 13-3/4" (34.9 cm)
BBW Weight: 5 lbs (2.3 kg)
Depth: 4" (10.2 cm)
E20WC Weight: 10 lbs (4.5 kg)
Height: 6-3/8" (16.2 cm)



Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 74% in energy savings over comparable 250W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

DSXW1 LED													
Series	**LEDs**		**Drive Current**		**Color temperature**		**Distribution**		**Voltage**	**Mounting**		**Control Options**	
DSXW1 LED	10C	10 LEDs (one engine)	350	350 mA	30K	3000 K	T2S	Type II Short	MVOLT [1]	**Shipped included**		**Shipped included**	
	20C	20 LEDs (two engines)	530	530 mA	40K	4000 K	T2M	Type II Medium	120 [1]	(blank)	Surface mounting bracket	PE Photoelectric cell, button type [4]	
			700	700 mA	50K	5000 K	T3S	Type III Short	208 [1]	BBW	Surface-mounted back box (for conduit entry) [1]	DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)	
			1000	1000 mA (1 A) [2]	AMBPC	Amber phosphor converted	T3M	Type III Medium	240 [1]			PIR 180° motion/ambient light sensor, <15' mtg ht [5,7]	
							T4M	Type IV Medium	277 [1]			PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc [5,7]	
							TFTM	Forward Throw Medium	347 [1,3]			PIRH1FC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc [5,7]	
									480 [1,3]			E20WC Emergency battery backup (includes external component enclosure), CA Title 20 compliant [6]	

Other Options		Finish (required)			
Shipped installed		DDBXD Dark bronze		DSXD Sandstone	
SF Single fuse (120, 277 or 347V) [1,8]	**Shipped separately** [7]	DBLXD Black		DDBTXD Textured dark bronze	
DF Double fuse (208, 240 or 480V) [1,8]	BSW Bird-deterrent spikes	DNAXD Natural aluminum		DBLBXD Textured black	
HS House-side shield [1]	VG Vandal guard	DWHXD White		DNATXD Textured natural aluminum	
SPD Separate surge protection [9]	DDL Diffused drop lens			DWHGXD Textured white	
				DSSTXD Textured sandstone	

Accessories

Ordered and shipped separately.

DSXWH1 U House-side shield (one per light engine)
DSXWBW U Bird-deterrent spikes
DSXW1HS U Vandal guard accessory

NOTES
1 20C 1000 is not available with PIR, PIRH, PIR1FC3V or PIRH1FC3V.
2 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
3 Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
4 Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
5 Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
6 Not available with 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
7 Reference Motion Sensor table on page 3.
8 Same as old ELCW. Cold weather (-20C) rated. Not compatible with conduit entry applications. Not available with BBW mounting option. Not available with fusing. Not available with 347 or 480 voltage options.
9 Requires (2) accessories located in back box housing. Emergency mode IES files located on product page at www.lithonia.com
9 Not available with SPD.
10 Not available with E20WC.
11 Also available as a separate accessory; see Accessories information.
12 Not available with E20WC.

dweLED
Sodor
Outdoor Wall Sconce 3000K

Fixture Type: SC
Catalog Number:
Project:
Location:

Model & Size	Color Temp & CRI		Finish		Watt	LED Lumens	Delivered Lumens	Title 24
❍ WS-W15708 8"	3000K	90	❍ BK	Black	12W	1000	314	Yes
	3000K	90	❍ BZ	Bronze	9W	750	315	No
	3000K	90	❍ GH	Graphite	9W	750	315	No

Example: **WS-W15708-BK**

DESCRIPTION

A Steam work inspired approach to a traditional lantern design. Sodor is constructed with a solid die-cast aluminum shade that provides fantastic glare cutoff and a weather resistant powder coated finish. The light engine is factory sealed for maximum protection against the harshest elements.

FEATURES

- Weather resistant powder coated finishes
- Light engine is factory sealed for maximum protection from the elements
- Heavy aluminum shade provides great glare cutoff
- Title 24 may not be available for all finishes, check for availability
- ACLED driverless technology
- 5 year warranty

SPECIFICATIONS

Color Temp: 3000K
Input: 120 VAC, 50/60Hz
CRI: 90
Dimming: ELV: 100 - 10%
Rated Life: 54000 Hours
Standards: ETL, cETL, IP65, Title 24 JA8-2016 Compliant, Dark Sky Friendly
Wet Location Listed
Construction: Aluminum hardware with glass diffuser

FINISHES

LINE DRAWING

WS-W15708

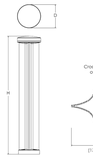
RADEAN Bollard
LED Site Luminaire

Catalog Number
Notes
Type SB

Hit tab key or mouse over the page to see all interactive elements

Specifications

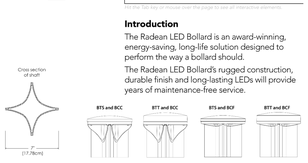
Diameter: D – 8.25" (20.96cm)
Height: H – 41.5" Standard (105.41cm)
Weight (max): 20lbs (9.07Kg)



Introduction

The Radean LED Bollard is an award-winning, energy-saving, long-life solution designed to perform the way a bollard should.

The Radean LED Bollard's rugged construction, durable finish and long-lasting LEDs will provide years of maintenance-free service.



Ordering Information

EXAMPLE: RADB LED P4 30K SYM MVOLT BTS BCCDNATXD DBLXD

RADB LED							
Series	**Performance Package**	**Color temperature**	**Distribution**	**Voltage**	**Control options**	**Bollard top** (required)	
RADB LED	P1	27K 2700 K	ASY Asymmetric [2]	MVOLT [1]	**Shipped installed**	**Slim Top**	**Tall Top**
	P2	30K 3000 K	SYM Symmetric [1]	120 [1]	PE Photoelectric cell, button type [3]	BTS Slim top, painted to match shaft [1]	BTT Tall top painted to match shaft [1]
	P3	35K 3500 K		208 [1]	DMG 0-10V dimming driver (no controls)	BTSDNHXD Slim top, white [2]	BTTDRLBXD Tall top, black textured [1]
	P4	40K 4000 K		240 [1]	ETWH Emergency battery backup (certified in CA Title 20 MAEDBS) [3,4]	BTSDBLBXD Slim top, black texture [2]	BTTDRLXD Tall top, black [1]
	P5	50K 5000 K		277		BTSDBLXD Slim top, black [2]	BTTDDBTXD Tall top, dark bronze textured [1]
				347		BTSDDBTXD Slim top, dark bronze textured [2]	BTTDDBXD Tall top, dark bronze [1]
				480	FAO Field adjustable output [3]	BTSDDBXD Slim top, dark bronze [2]	BTTDNATXD Tall top, natural aluminum textured [1]
					PIR Motion sensor (8-feet) [3,5]	BTSDNATXD Slim top, natural aluminum textured [2]	BTTDNAXD Tall top, natural aluminum [1]
						BTSDNAXD Slim top, natural aluminum [2]	BTTDWHGXD Tall top, white textured [1]
						BTSDWHGXD Slim top, white textured [2]	BTTDWHXD Tall top, white [1]

Bollard cover (required)		Finish (required)	
Deep Cover	**Flat Cover**	DDBXD Dark bronze	
BCC Deep cover, painted to match shaft [1]	BCF Flat cover, painted to match shaft [1]	DBLXD Black	
BCCDNHXD Deep cover, white [2]	BCFDBLBXD Flat cover, black textured [2]	DNAXD Natural aluminum	
BCCDBLXD Deep cover, black [2]	BCFDBLXD Flat cover, black [2]	DWHXD White	
BCCDBLBXD Deep cover, black textured [2]	BCFDDBTXD Flat cover, dark bronze textured [2]	DDBTXD Textured dark bronze	
BCCDDBTXD Deep cover, dark bronze textured [2]	BCFDDBXD Flat cover, dark bronze [2]	DBLBXD Textured black	
BCCDDBXD Deep cover, dark bronze [2]	BCFDNATXD Flat cover, natural aluminum textured [2]	DNATXD Textured natural aluminum	
BCCDNATXD Deep cover, natural aluminum textured [2]	BCFDNAXD Flat cover, natural aluminum [2]	DWHGXD Textured white	
BCCDNAXD Deep cover, natural aluminum [2]	BCFDWHGXD Flat cover, white textured [2]		
BCCDWHGXD Deep cover, white textured [2]	BCFDWHXD Flat cover, white [2]		

Other options	
H24 [4,6] 24" overall height	
H30 [4,6] 30" overall height	
H36 [4,6] 36" overall height	
LIAB Without anchor bolts	

Accessories

Ordered and shipped separately.

RADBAB U Anchor bolts (4)
RADBABC DDBXD U Replacement anchor bolt covers (specify finish) (4)
RKTAIDB BOLT ID WRENCH U
RKTAIDB EMITSTRAG U Base cover with bolt caps
Emergency test stylus

NOTES
1 PS only available in SYM distribution.
2 ASY has only two illuminated quadrants driven at higher drive currents to generate similar output as the SYM 4-quadrant product.
3 PIR not available with 208V or 240V.
4 PE only available with ASY.
5 PE, PIR and FAO not available with BTS.
6 ETWH and PIR only available in full height. Not available with H24, H30 or H36.
7 PIR not available with ETWH.
8 ETWH is not available with 347V or 480V.
9 Architectural and custom colors available (additional leadtimes and cost may apply).
10 62" Height is standard. H24, H30 and H36 have longer leadtimes.

GIVEN & ASSOCIATES INC
MECHANICAL & ELECTRICAL ENGINEERS
735 S. Xenon Ct. #201
Lakewood, Colorado 80228
Ph: 303.716.1270
Fax: 303.716.1272
www.givenandassociates.com

PRAIRIE RUN

#	DESCRIPTION	DATE

Project Number 23102
Date
A/E STAMP

SHEET TITLE
SITE LIGHTING DETAILS

SHEET NUMBER
10

PREMININARY SITE PLAN

PRAIRIE RUN

1300 W. Jefferson Ave
Hayden, CO 81639

PROJECT DIRECTORY

GORMAN & COMPANY, INC. - OWNER
KIMBALL CRANGLE
1060 BANNOCK STREET, STE 305
DENVER, CO 80204
VOICE (720) 272-3531

GORMAN ARCHITECTURAL, LLC - ARCHITECT OF RECORD
ALICE OWEN
1060 BANNOCK STREET, STE 305
DENVER, CO 80204
VOICE (720) 272-3531

DENEUVE CONSTRUCTION - CONTRACTOR
DAVID GARABED
2344 SPRUCE STREET, STE B
BOULDER, CO 80302
VOICE (303) 444-6633

LANDMARK - CIVIL/SURVEYOR
RYAN SPAUTAT
141 9TH STREET
STEAMBOAT SPRINGS, CO 80477
VOICE (970) 871-9494

NORRIS DESIGN - LANDSCAPE
LINDSAY NEWMAN
409 EAST MAIN STREET, STE 207
FRISCO, CO 80443
VOICE (970) 368-7068

PORTIS STRUCTURAL DESIGN - STRUCTURAL
JON ELDRIDGE
1001 BANNOCK STREET, STE 441
DENVER, CO 80204
VOICE (720) 501-4900

GIVEN & ASSOCIATES, INC. - MEP
JEFF GIVEN
735 SOUTH XENON COURT #201
LAKEWOOD, CO 80228
VOICE (303) 716-1270

PLAN INDEX

VICINITY MAP

LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN THE NW1/4 AND THE NW1/4SW1/4 SECTION 9, TOWNSHIP 6 NORTH, RANGE 88 WEST OF THE 6TH PRINCIPAL MERIDIAN; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PART OF THE SW1/4NW1/4 LYING SOUTH OF US HIGHWAY #40 AND THE NORTH 240 FEET OF THE NW1/4SW1/4 OF SECTION 9, TOWNSHIP 6 NORTH, RANGE 88 WEST OF THE 6TH P.M., COUNTY OF ROUTT, STATE OF COLORADO, EXCEPT A TRACT OF LAND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 9 WHENCE THE SOUTHWEST CORNER OF SAID SECTION 9 BEARS S 01°02’11” W, A DISTANCE OF 2589.97 FEET; THENCE N 01°02’11” E ALONG THE WESTERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION 9, A DISTANCE OF 526.71 FEET TO THE POINT OF BEGINNING;

1) THENCE N 01°02’11” E ALONG SAID WESTERLY LINE, A DISTANCE OF 20.01 FEET;
2) THENCE S 88°26’18” E ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE HIGHWAY NO. 40 (JULY 1990), A DISTANCE OF 1329.23 FEET;
3) THENCE S 01°10’24” W ALONG THE WESTERLY LINE OF A PARCEL OF LAND DESCRIBED IN BOOK 522 PAGE 350 RECORDED IN THE ROUTT COUNTY CLERK AND RECORDER’S OFFICE, A DISTANCE OF 19.60 FEET;
4) THENCE N 88°27’20” W, A DISTANCE OF 1329.18 FEET, MORE OR LESS, TO THE WESTERLY LINE OF SAID SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 9, BEING THE POINT OF BEGINNING.

BASIS OF BEARINGS: S 01°02’11” W ALONG THE LINE FROM THE WEST QUARTER CORNER OF SAID SECTION 9, TOWNSHIP 6 NORTH, RANGE 88 WEST, 6TH P.M. (A SET 2 3/8” X 30” ALUMI. PIPE WITH MAG. ALUMIN. CAP LS 13155) TO THE SOUTHWEST CORNER OF SAID SECTION 9 (A GLO CAP).

CONTAINING A CALCULATED AREA OF 23.09 ACRES, IN THE TOWN OF HAYDEN, COUNTY OF ROUTT, STATE OF COLORADO

GORMAN ARCHITECTURAL
GORMAN ARCHITECTURAL, LLC.

COLORADO OFFICE
1060 BANNOCK ST. STE. 305
DENVER, CO 80204

PRAIRIE RUN
1300 WEST JEFFERSON AVE.
HAYDEN, CO 81639

Issue Dates:

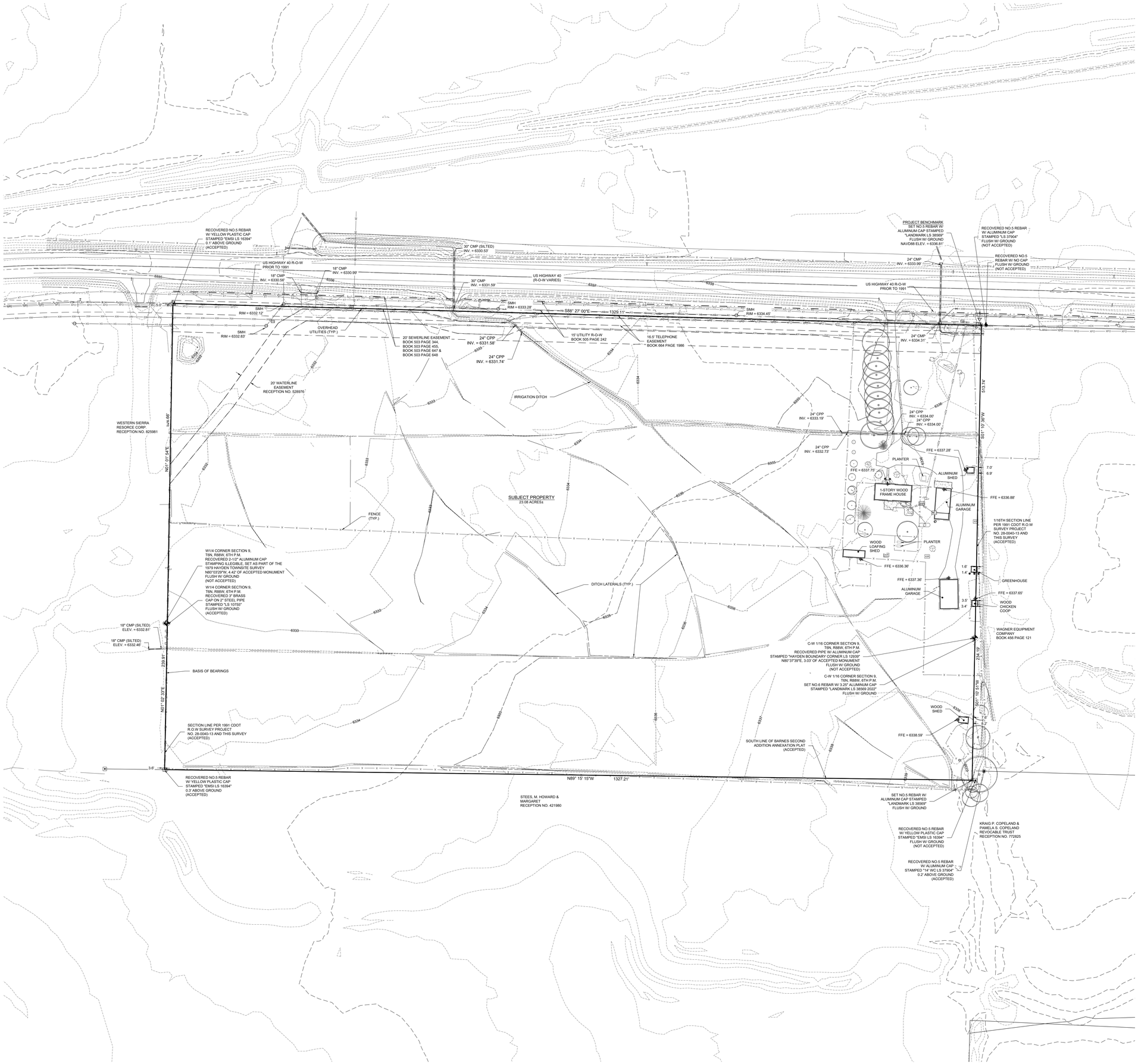
DATE	DESCRIPTION
10/30/2023	PRELIMINARY PLAN

Project No.	Project Number
Plot Date:	10/30/2023 3:29:16 PM
Drawn by:	SC
Checked by:	AO
Approved by:	AO

PRELIMINARY PLAN

Sheet Title
COVER SHEET

Sheet No.
G000



NORTH

60 0 60 120 180 Feet

(IN FEET)
1 inch = 60 ft.

EXISTING CONDITIONS LEGEND:

- PROPERTY BOUNDARY
- ADJACENT PROPERTY BOUNDARY
- EASEMENT
- SECTION LINE
- CENTERLINE
- PROPERTY MONUMENT
- SECTION CORNER
- BUILDING
- ROOF LINE/OVERHANG
- DECK
- WALL
- FENCE
- MAJOR CONTOUR
- MINOR CONTOUR
- ASPHALT
- CONCRETE
- GRAVEL
- SIGN
- SANITARY SEWER LINE MARKER MANHOLE AND CLEANOUT
- SEPTIC TANK LID AND VENT PIPE
- WATER LINE MAKER, FIRE HYDRANT GATE VALVE, CURB STOP & METER
- FIRE DEPT. CONNECTION, YARD HYDRANT, VENT PIPE, WATER MANHOLE AND WELL
- GAS LINE MARKER, VALVE, MANHOLE/VAULT, METER AND SHUTOFF
- PROPANE TANK (BURIED)
- CABLE LINE MARKER, VAULT AND PEDESTAL
- DUCT BANK
- SATELLITE DISH
- FIBER OPTIC LINE MARKER, VAULT & PEDESTAL
- TELEPHONE LINE MARKER, VAULT, PEDESTAL AND MANHOLE
- ELECTRIC LINE MARKER, TRANSFORMER, METER AND SECONDARY PEDESTAL
- ELECTRIC MANHOLE, OUTLET, GENERATOR AND JUNCTION BOX
- LIGHT POLE, STREET LIGHT, TRAFFIC SIGNAL TRAFFIC CONTROL VAULT AND CABINET
- OVERHEAD UTILITY LINE GUY POLE, UTILITY POLE & GUY WIRE
- EDGE OF WATER
- DITCH/SWALE
- CULVERT W/ END SECTIONS
- STORM MANHOLE, MANHOLE INLET, GRATE INLET AND CURB INLET
- AIR CONDITIONER, MAILBOX, NEWSTAND, TRASH CAN, MISC. MANHOLE
- BOLLARD, BOLLARD W/LIGHT FLAG POLE AND DELINEATOR
- STUMP, BOULDER AND IRRIGATION VALVE BOX
- CONIFEROUS AND DECIDUOUS TREE (SCALED TO APPROXIMATE DRIPLINE)
- CONIFEROUS AND DECIDUOUS SHRUB (SCALED TO APPROXIMATE DRIPLINE)

NOTES:

1. FIELD SURVEYING COMPLETED APRIL 8, 2022.
2. BASIS OF BEARINGS: THE WEST LINE OF THE SW1/4 OF SECTION 9, TOWNSHIP 6 NORTH, RANGE 88 WEST OF THE 6TH P.M. BEING MONUMENTED AS SHOWN HEREON AND BEARING N 1°02'33"E BASED ON THE COLORADO COORDINATE SYSTEM, NORTH ZONE, GRID NORTH, NAD83(2011).
3. THIS LAND SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY LANDMARK CONSULTANTS, INC. TO DETERMINE OWNERSHIP OF THIS TRACT, VERIFY THE DESCRIPTIONS SHOWN, VERIFY THE COMPATIBILITY OF THIS DESCRIPTION WITH THAT OF ADJACENT TRACTS, OR VERIFY EASEMENTS OF RECORD. FIDELITY NATIONAL TITLE INSURANCE COMPANY ISSUING OFFICE FILE NO. 100-N0037397-020-JY DATED MARCH 10, 2022 WAS RELIED UPON TO DETERMINE OWNERSHIP AND EASEMENTS OF RECORD SHOWN ON THIS IMPROVEMENT SURVEY PLAT.
4. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR LAND MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, C.R.S.
5. THE MEASURED DISTANCES SHOWN HEREON ARE IN U.S. SURVEY FEET.
6. THE SUBJECT PROPERTY IS LOCATED WITHIN ZONE X, "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN" AS DETERMINED BY THE F.E.MA. FLOOD INSURANCE RATE MAP NUMBER 08107C0780D, WITH AN EFFECTIVE DATE OF FEBRUARY 4, 2005.
7. BURIED UTILITIES AND/OR PIPE LINES ARE SHOWN PER VISIBLE AND APPARENT SURFACE EVIDENCE. IF MORE ACCURATE LOCATIONS OF UNDERGROUND UTILITIES ARE REQUIRED, THE UTILITY WILL HAVE TO BE VERIFIED BY FIELD POTHOLING. LANDMARK CONSULTANTS, INC. AND THE SURVEYOR OF RECORD SHALL NOT BE LIABLE FOR THE LOCATION OF OR THE FAILURE TO NOTE THE LOCATION OF NON-VISIBLE UTILITIES.
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10. PER THE REFERENCED TITLE COMMITMENT RECEPTION NO. 678247 APPEARS TO AFFECT THE SUBJECT PROPERTY. SAID DOCUMENT DOES NOT HAVE EXHIBIT A ATTACHED AND THE EASEMENT CANNOT BE SHOWN HEREON.
11. POSTED ADDRESS: 1300 W. JEFFERSON AVENUE.
12. PROJECT BENCHMARK: A SET NO.5 REBAR WITH ALUMINUM CAP STAMPED "LANDMARK LS 38569", HAVING AN ELEVATION OF 6336.81' BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AS SHOWN HEREON.
13. CONTOUR INTERVAL = 1 FOOT

PROPERTY DESCRIPTION:

THAT PART OF THE SW ¼ NW ¼ LYING SOUTH OF US HIGHWAY #40 AND THE NORTH 240 FEET OF THE NW ¼ SW ¼ OF SECTION 9, TOWNSHIP 6 NORTH, RANGE 88 WEST OF THE 6TH P.M., COUNTY OF ROUTT, STATE OF COLORADO, EXCEPT A TRACT OF LAND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 9 WHENCE THE SOUTHWEST CORNER OF SAID SECTION 9 BEARS S 01°02'11" W, A DISTANCE OF 2589.97 FEET;
THENCE N 01°02'11" E ALONG THE WESTERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION 9, A DISTANCE OF 526.71 FEET TO THE POINT OF BEGINNING;
THENCE N 01°02'11" E ALONG SAID WESTERLY LINE, A DISTANCE OF 20.01 FEET;
THENCE S 88°26'18" E ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE HIGHWAY NO. 40 (JULY 1990), A DISTANCE OF 1329.23 FEET;
THENCE S 01°10'24" W ALONG THE WESTERLY LINE OF A PARCEL OF LAND DESCRIBED IN BOOK 522 PAGE 300 RECORDED IN THE ROUTT COUNTY CLERK AND RECORDER'S OFFICE, A DISTANCE OF 19.60 FEET;
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COUNTY OF ROUTT, STATE OF COLORADO.

GORMAN ARCHITECTURAL

GORMAN ARCHITECTURAL, LLC.

COLORADO OFFICE
1060 BANNOCK ST. STE. 305
DENVER, CO 80204

LANDMARK CONSULTANTS, INC.
CIVIL ENGINEERS | SURVEYORS

NOT FOR CONSTRUCTION

PRAIRIE RUN

HAYDEN, COLORADO 81639

Issue Dates:

DATE	DESCRIPTION
12/22/2022	WORKFORCE HOUSING PACKAGE
09/15/2023	SCHEMATIC DESIGN
10/30/2023	PRELIMINARY PLAN

Project No.	2487-004
Plot Date:	9/14/2023 10:44:32 AM
Drawn by:	LCI
Checked by:	LCI
Approved by:	LCI

PRELIMINARY PLAN

Sheet Title

EXISITING CONDITIONS PLAN

Sheet No.

C.003

NORTH

60 0 60 120 180 Feet

(IN FEET)
1 inch = 60 ft.

EXISTING CONDITIONS LEGEND:

PROPERTY BOUNDARY
ADJACENT PROPERTY BOUNDARY
EASEMENT
SECTION LINE
CENTERLINE
PROPERTY MONUMENT
SECTION CORNER
BUILDING
ROOF LINE/OVERHANG
DECK
WALL
FENCE
MAJOR CONTOUR
MINOR CONTOUR
ASPHALT
CONCRETE
GRAVEL
SIGN
SANITARY SEWER LINE MARKER MANHOLE AND CLEANOUT
SEPTIC TANK LID AND VENT PIPE
WATER LINE MAKER, FIRE HYDRANT GATE VALVE, CURB STOP & METER
FIRE DEPT. CONNECTION, YARD HYDRANT, VENT PIPE, WATER MANHOLE AND WELL
GAS LINE MARKER, VALVE, MANHOLE/VAULT, METER AND SHUTOFF
PROPANE TANK (BURIED)
CABLE LINE MARKER, VAULT AND PEDESTAL
DUCT BANK
SATELLITE DISH
FIBER OPTIC LINE MARKER, VAULT & PEDESTAL
TELEPHONE LINE MARKER, VAULT, PEDESTAL AND MANHOLE
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ELECTRIC MANHOLE, OUTLET, GENERATOR AND JUNCTION BOX
LIGHT POLE, STREET LIGHT, TRAFFIC SIGNAL, TRAFFIC CONTROL VAULT AND CABINET
OVERHEAD UTILITY LINE GUY POLE, UTILITY POLE & GUY WIRE
EDGE OF WATER
DITCH/SWALE
CULVERT W/ END SECTIONS
STORM MANHOLE, MANHOLE INLET, GRATE INLET AND CURB INLET
AIR CONDITIONER, MAILBOX, NEWSTAND, TRASH CAN, MISC. MANHOLE
BOLLARD, BOLLARD W/LIGHT FLAG POLE AND DELINEATOR
STUMP, BOULDER AND IRRIGATION VALVE BOX
CONIFEROUS AND DECIDUOUS TREE (SCALED TO APPROXIMATE DRIPLINE)
CONIFEROUS AND DECIDUOUS SHRUB (SCALED TO APPROXIMATE DRIPLINE)

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COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 9 WHENCE THE SOUTHWEST CORNER OF SAID SECTION 9 BEARS S 01°02'11" W, A DISTANCE OF 2589.97 FEET;
THENCE N 01°02'11" E ALONG THE WESTERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION 9, A DISTANCE OF 526.71 FEET TO THE POINT OF BEGINNING;
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COUNTY OF ROUTT, STATE OF COLORADO.

GORMAN ARCHITECTURAL

GORMAN ARCHITECTURAL, LLC.

COLORADO OFFICE
1060 BANNOCK ST. STE. 305
DENVER, CO 80204

LANDMARK CONSULTANTS, INC.
CIVIL ENGINEERS | SURVEYORS

NOT FOR CONSTRUCTION

PRAIRIE RUN

HAYDEN, COLORADO 81639

Issue Dates:

DATE	DESCRIPTION
12/22/2022	WORKFORCE HOUSING PACKAGE
09/15/2023	SCHEMATIC DESIGN
10/30/2023	PRELIMINARY PLAN

Project No.	2487-004
Plot Date:	9/14/2023 10:44:32 AM
Drawn by:	LCI
Checked by:	LCI
Approved by:	LCI

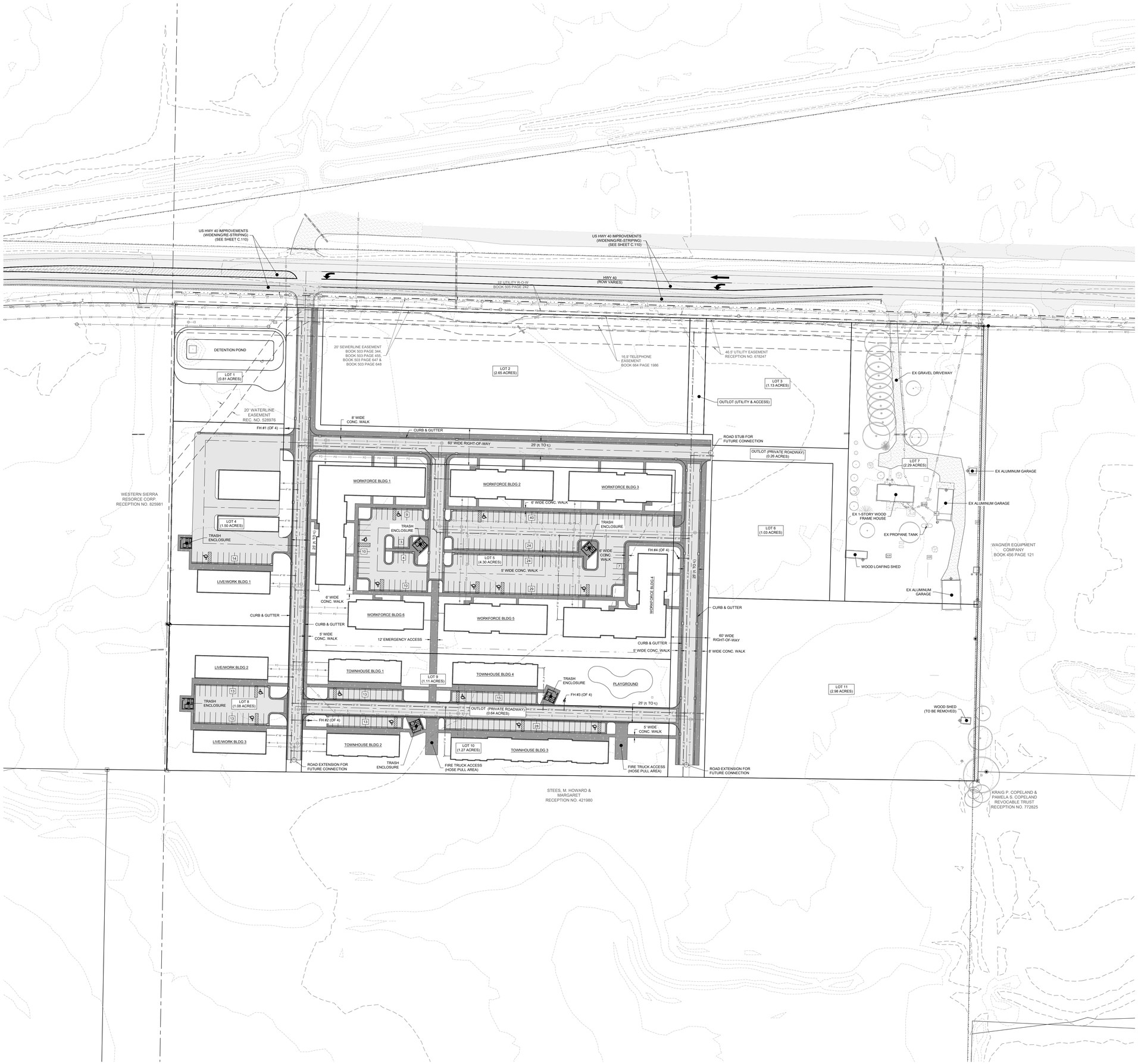
PRELIMINARY PLAN

Sheet Title

EXISTING CONDITIONS PLAN WITH AERIAL IMAGE

Sheet No.

C.004



NORTH

60 0 60 120 180 Feet

(IN FEET)
1 inch = 60 ft.

LEGEND:

- PROPERTY BOUNDARY
- ADJACENT PROPERTY BOUNDARY
- EASEMENT
- SECTION LINE
- CENTERLINE
- FOUND MONUMENT
- FOUND SECTION CORNER
- BUILDING
- ROOF LINE/OVERHANG
- DECK
- WALL
- FENCE
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- ASPHALT
- CONCRETE
- GRAVEL
- SIGN
- PROPOSED SANITARY SEWER W/ MH
- EXISTING SANITARY SEWER W/ MH
- PROPOSED WATER
- PROPOSED GV, FH & CS
- EXISTING WATER
- GAS
- GAS METER AND MANHOLE/VAULT
- CABLE
- CABLE PEDESTAL
- FIBER OPTIC
- TELEPHONE
- TELEPHONE PEDESTAL AND MANHOLE/VAULT
- ELECTRIC
- ELECTRIC PED, JUNCTION BOX AND METER
- LIGHT POLE AND LIGHT POLE W/ MAST
- OVERHEAD ELECTRIC
- UTILITY POLE AND GUY WIRE
- DITCH/SWALE
- EXISTING STORM SEWER W/ FES
- PROPOSED STORM SEWER W/ FES
- INLET AND STORM MANHOLE
- OVERLAND AND CHANNEL FLOW ARROWS
- CONIFEROUS AND DECIDUOUS TREE

NOTES:

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3. UTILITIES ARE SHOWN PER APPARENT SURFACE EVIDENCE TOGETHER WITH RECORD INFORMATION. IF MORE ACCURATE LOCATIONS OF UNDERGROUND UTILITIES ARE REQUIRED, THE UTILITY WILL HAVE TO BE VERIFIED BY FIELD POTHOLING. LANDMARK CONSULTANTS, INC. AND THE SURVEYOR OF RECORD SHALL NOT BE LIABLE FOR THE LOCATION OF OR THE FAILURE TO NOTE THE LOCATION OF NON-VISIBLE UTILITIES.
4. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR LAND MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, C.R.S..
5. THIS SITE CONTAINS A CALCULATED AREA OF 23.09 ACRES.
5. THE SUBJECT PROPERTY IS LOCATED WITHIN ZONE X, "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN" AS DETERMINED BY THE F.E.MA. FLOOD INSURANCE RATE MAP NUMBER 08107C0785D, WITH AN EFFECTIVE DATE OF FEBRUARY 4, 2005.
6. THE MEASURED DISTANCES SHOWN HEREON ARE IN U.S. SURVEY FEET.

PROPERTY DESCRIPTION:

THAT PART OF THE SW ¼ NW ¼ LYING SOUTH OF US HIGHWAY #40 AND THE NORTH 240 FEET OF THE NW ¼ SW ¼ OF
SECTION 9, TOWNSHIP 6 NORTH, RANGE 88 WEST OF THE 6TH P.M., COUNTY OF ROUTT, STATE OF COLORADO, EXCEPT A TRACT
OF LAND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 9 WHENCE THE SOUTHWEST CORNER OF SAID SECTION 9 BEARS S 01°02'11" W, A DISTANCE OF 2589.97 FEET;
THENCE N 01°02'11" E ALONG THE WESTERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION 9, A DISTANCE OF 526.71
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Project No.	2487-004
Plot Date:	9/14/2023 10:44:32 AM
Drawn by:	LCI
Checked by:	LCI
Approved by:	LCI

PRELIMINARY PLAN

Sheet Title

CIVIL SITE PLAN

Sheet No.

C.100

NORTH

60 0 60 120 180 Feet

(IN FEET)
1 inch = 60 ft.

LEGEND:

- PROPERTY BOUNDARY
- ADJACENT PROPERTY BOUNDARY
- EASEMENT
- SECTION LINE
- CENTERLINE
- FOUND MONUMENT
- FOUND SECTION CORNER
- BUILDING
- ROOF LINE/OVERHANG
- DECK
- WALL
- FENCE
- PROPOSED MAJOR CONTOUR
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- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- ASPHALT
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- PROPOSED SANITARY SEWER W/ MH
- EXISTING SANITARY SEWER W/ MH
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- EXISTING STORM SEWER W/ FES
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OF LAND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 9 WHENCE THE SOUTHWEST CORNER OF SAID SECTION 9 BEARS S 01°02'11" W, A DISTANCE OF 2589.97 FEET;
THENCE N 01°02'11" E ALONG THE WESTERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION 9, A DISTANCE OF 526.71
FEET TO THE POINT OF BEGINNING;
1) THENCE N 01°02'11" E ALONG SAID WESTERLY LINE, A DISTANCE OF 20.01 FEET;
2) THENCE S 88°26'18" E ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE HIGHWAY NO. 40 (JULY 1990), A DISTANCE OF 1329.23 FEET;
3) THENCE S 01°10'24" W ALONG THE WESTERLY LINE OF A PARCEL OF LAND DESCRIBED IN BOOK 622 PAGE 350 RECORDED IN THE ROUTT COUNTY CLERK AND RECORDER'S OFFICE, A DISTANCE OF 19.60 FEET;
4) THENCE N 88°27'20" W, A DISTANCE OF 1329.18 FEET, MORE OR LESS, TO THE WESTERLY LINE OF SAID SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 9, BEING THE POINT OF BEGINNING.

BASIS OF BEARINGS: S 01°02'11" W ALONG THE LINE FROM THE WEST QUARTER CORNER OF SAID SECTION 9, TOWNSHIP 6
NORTH, RANGE 88 WEST, 6TH P.M. (A SET 2 3/8" X 30" ALUMI. PIPE WITH MAG. ALUMIN. CAP LS 13155) TO THE SOUTHWEST
CORNER OF SAID SECTION 9 (A GLO CAP).

GORMAN ARCHITECTURAL
GORMAN ARCHITECTURAL, LLC.

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CIVIL ENGINEERS | SURVEYORS

NOT FOR CONSTRUCTION

PRAIRIE RUN
HAYDEN, COLORADO 81639

Issue Dates:

DATE	DESCRIPTION
12/22/2022	WORKFORCE HOUSING PACKAGE
09/15/2023	SCHEMATIC DESIGN
10/30/2023	PRELIMINARY PLAN

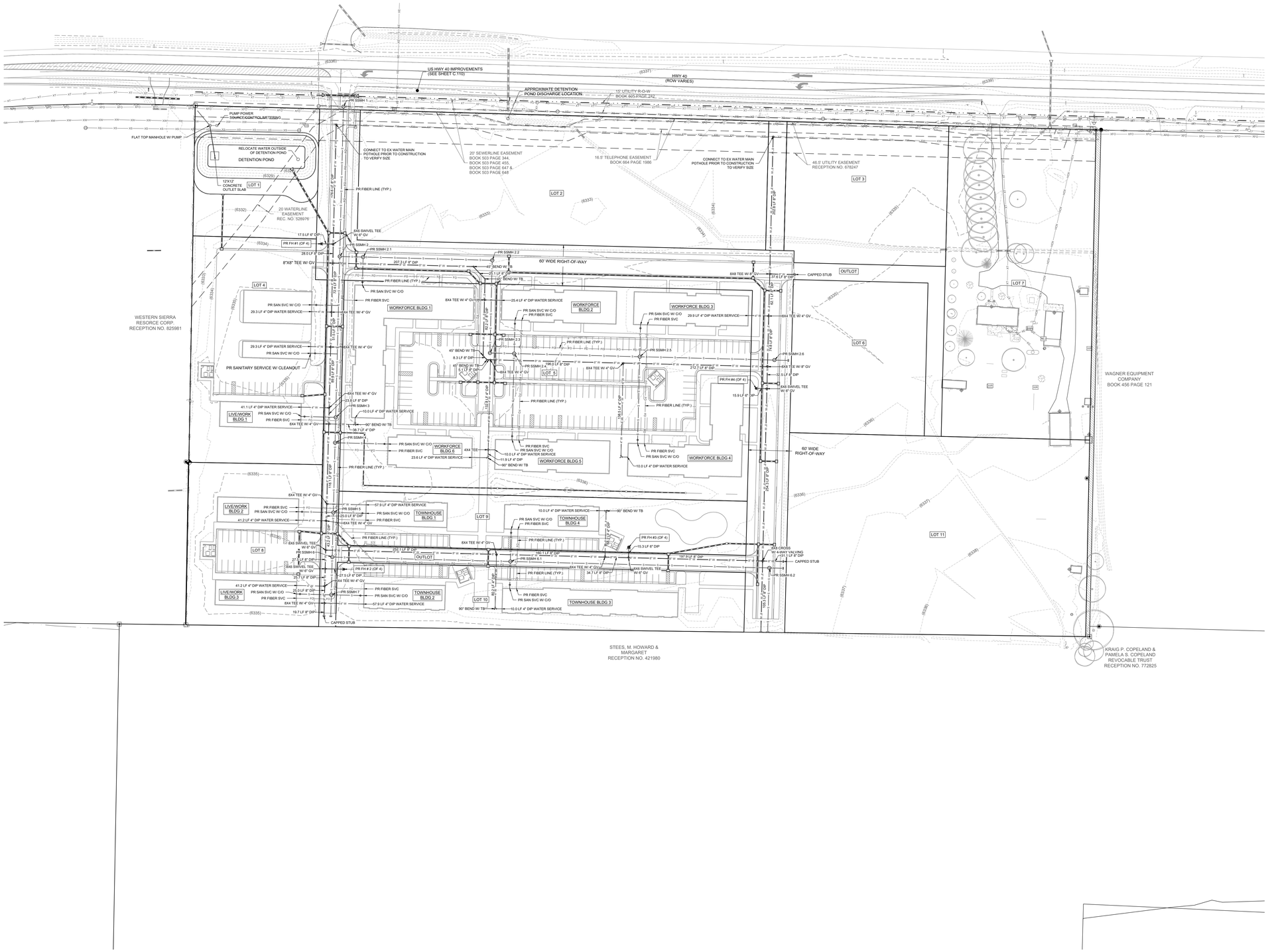
Project No.	2487-004
Plot Date:	9/14/2023 10:44:32 AM
Drawn by:	LCI
Checked by:	LCI
Approved by:	LCI

PRELIMINARY PLAN

Sheet Title

CIVIL SITE PLAN
WITH AERIAL IMAGE

Sheet No.
C.101



NORTH

60 0 60 120 180 Feet

(IN FEET)
1 inch = 60 ft.

UTILITY PLAN LEGEND:

- PROPOSED SANITARY SEWER W/ MH & C.O.
- PROPOSED WATER
- PROPOSED GV, FH & CS
- EXISTING WATER
- PROPOSED FIBER OPTIC

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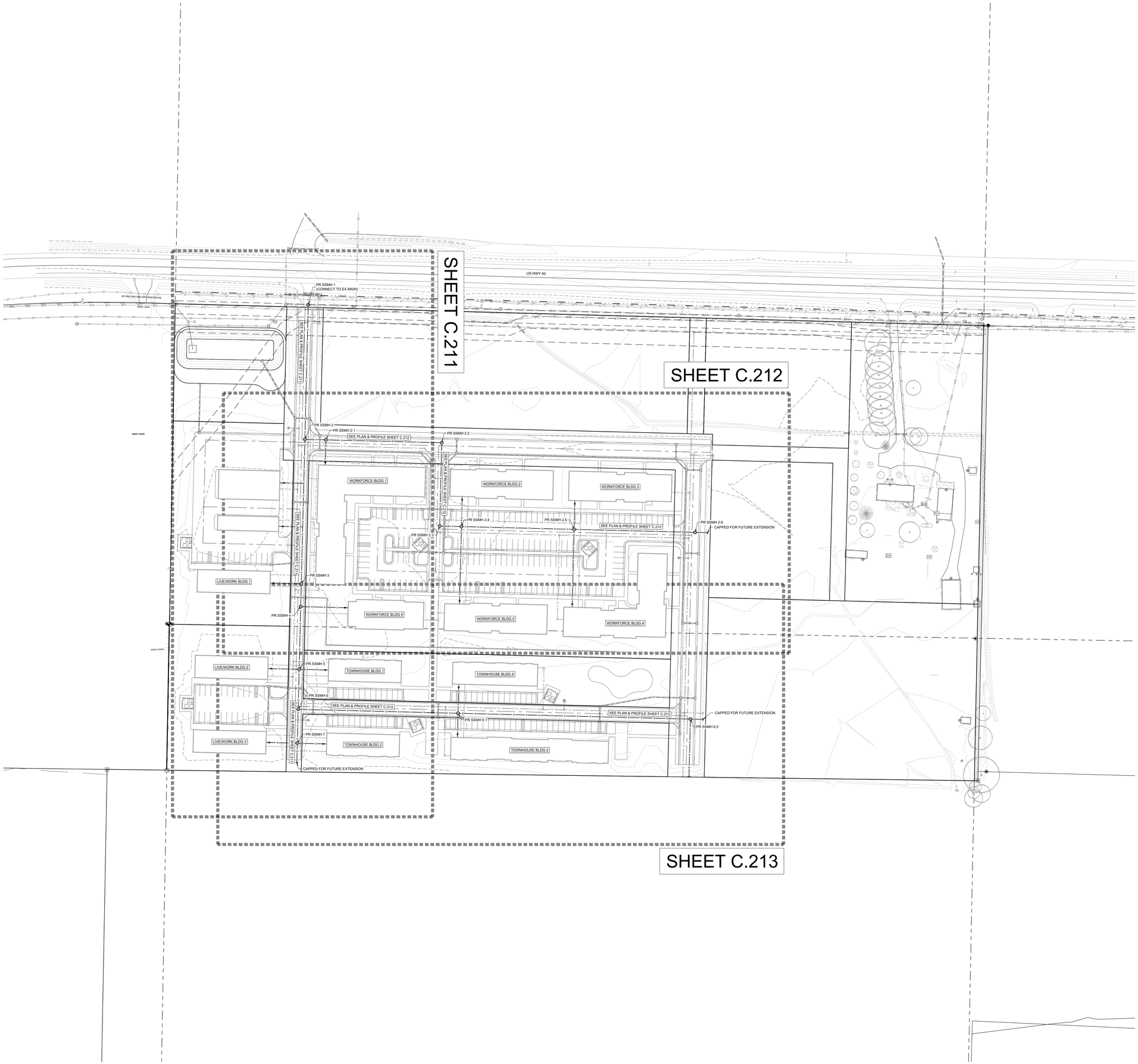
PRELIMINARY PLAN

Sheet Title
UTILITY PLAN

Sheet No.
C.200



NORTH

60 0 60 120 180 Feet

(IN FEET)
1 inch = 60 ft.

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PROPOSED WATER
PROPOSED GV, FH & CS
EXISTING WATER
PROPOSED FIBER OPTIC

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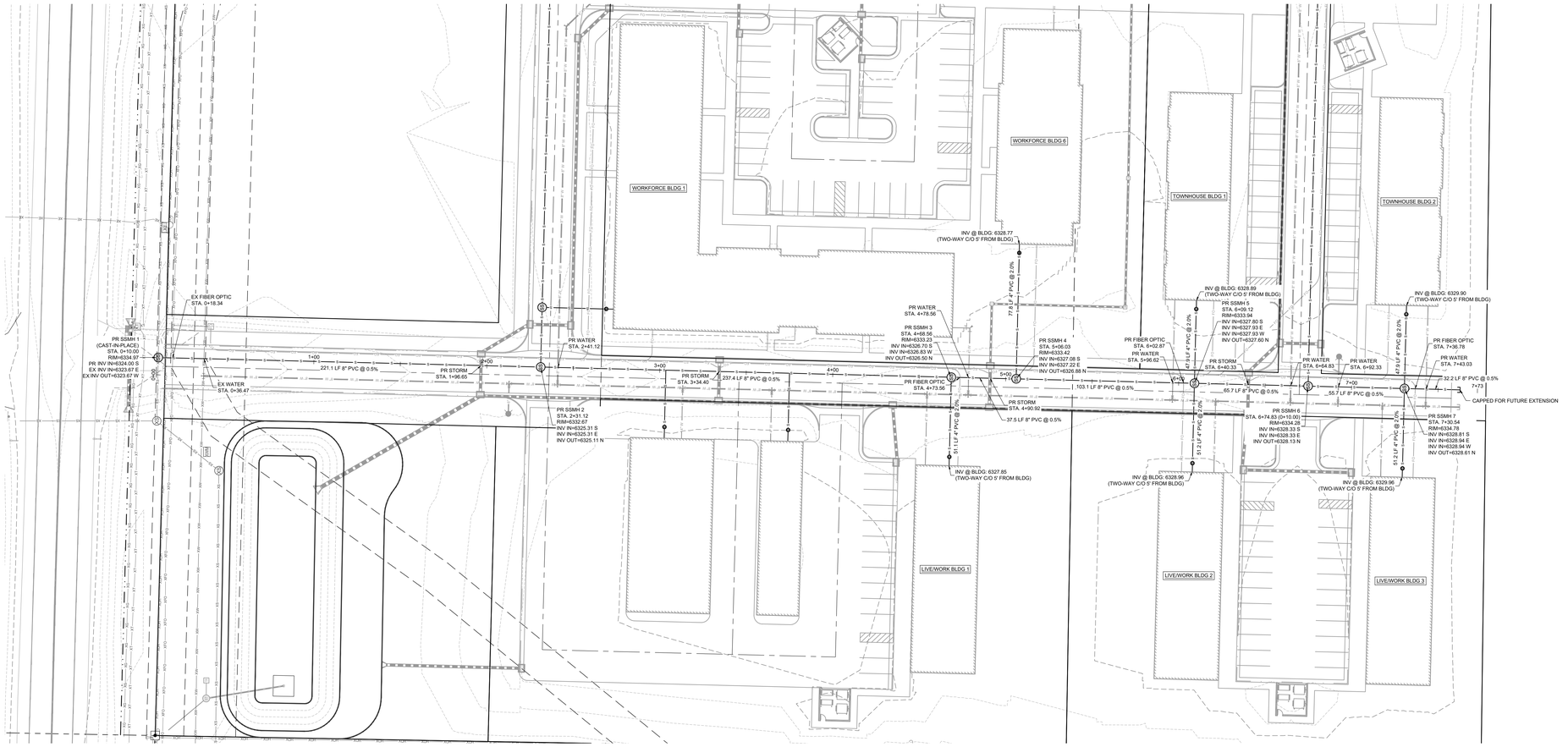
PRELIMINARY PLAN

Sheet Title

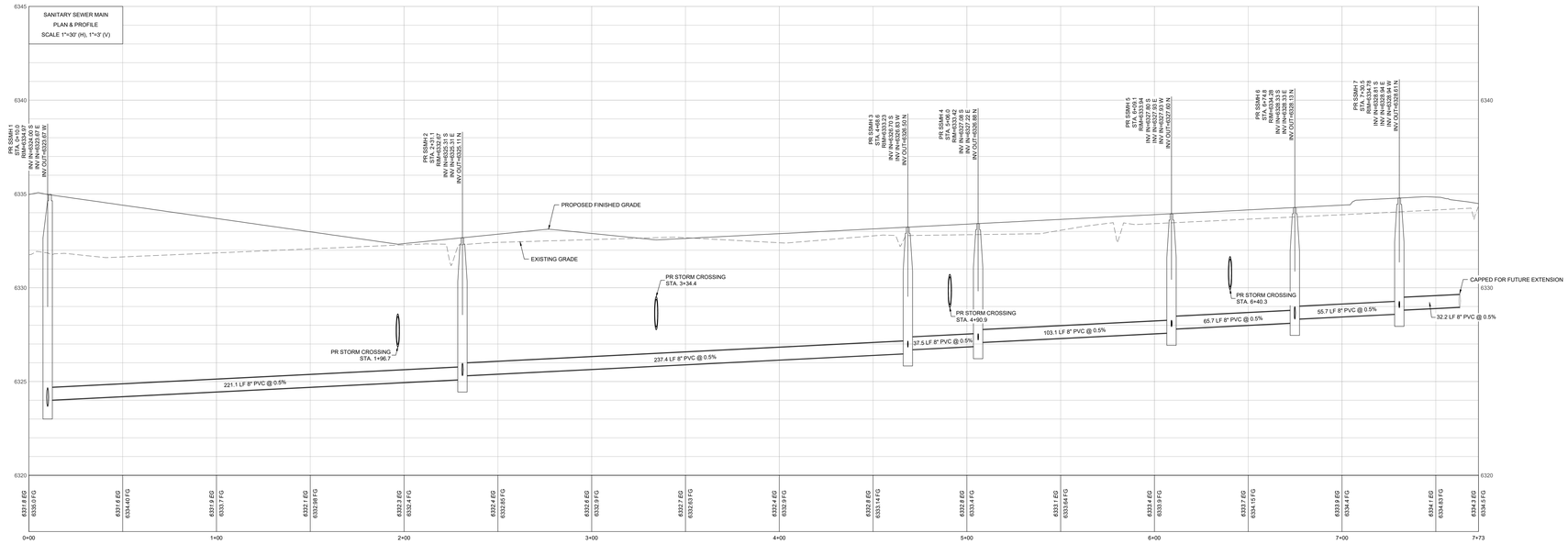
SANITARY SEWER PLAN

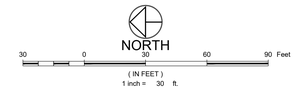
Sheet No.

C.210



SANITARY SEWER MAIN PLAN & PROFILE (STA 0+00 - 7+63)





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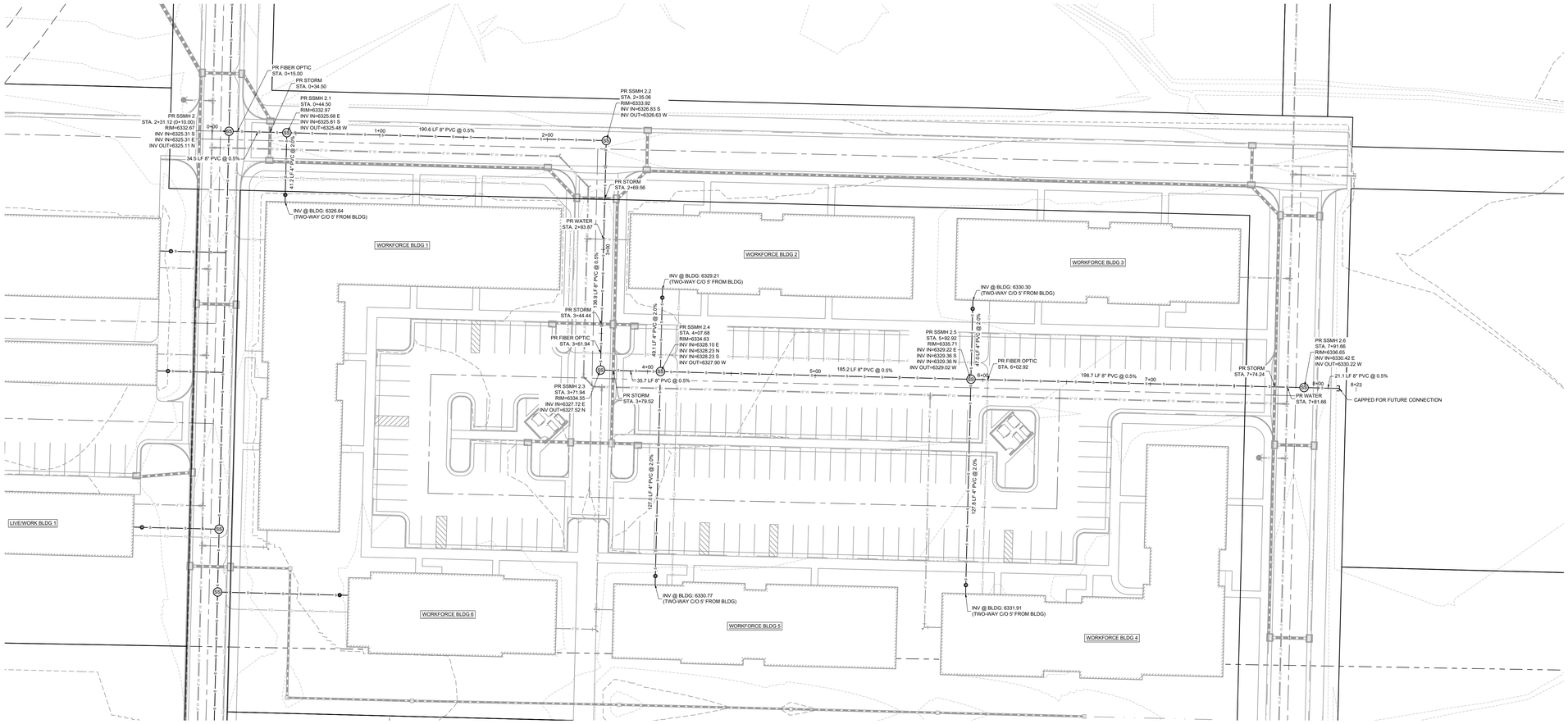
PRELIMINARY PLAN

Sheet Title

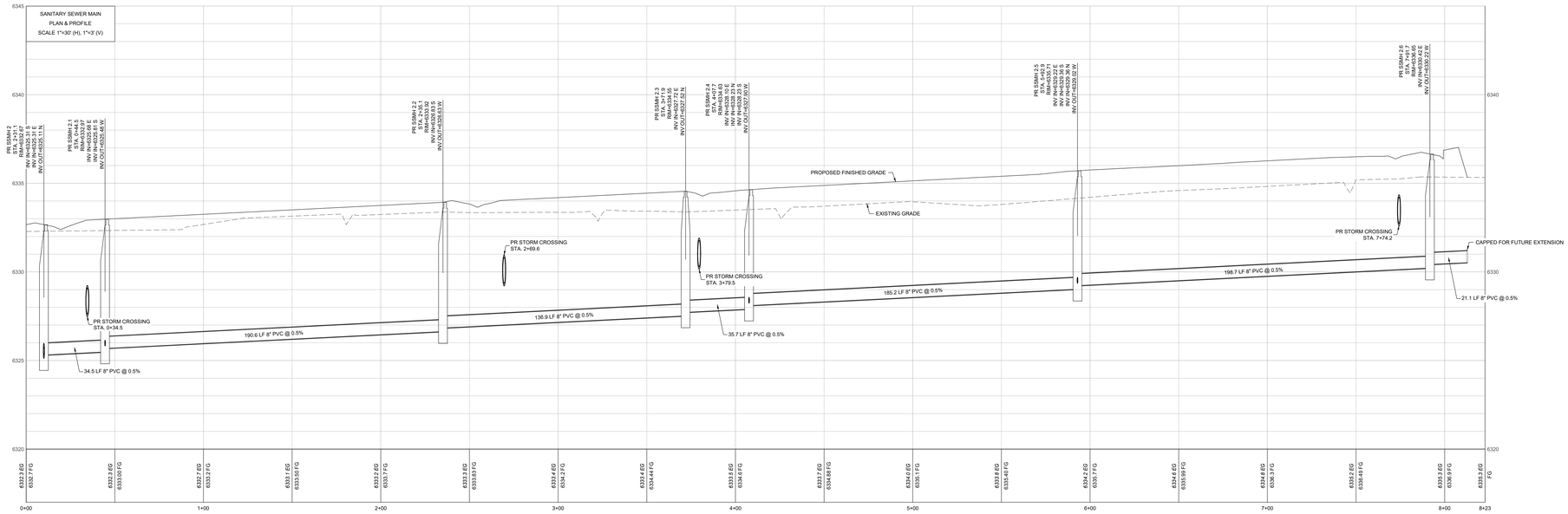
SANITARY SEWER PLAN & PROFILE

Sheet No.

C.211



SANITARY SEWER MAIN PLAN & PROFILE (STA 0+00 - 8+23)



NORTH

30 0 30 60 90 Feet

(IN FEET)
1 inch = 30 ft.

UTILITY PLAN LEGEND:

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- PROPOSED WATER
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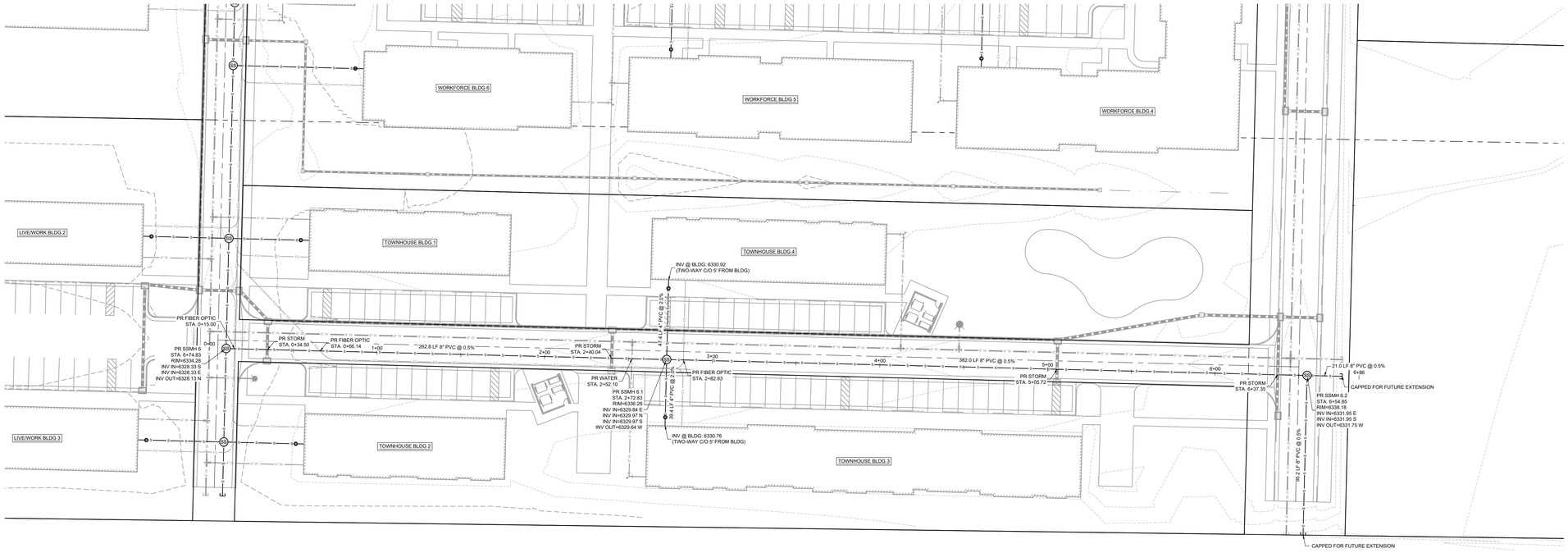
PRELIMINARY PLAN

Sheet Title

SANITARY SEWER
PLAN & PROFILE

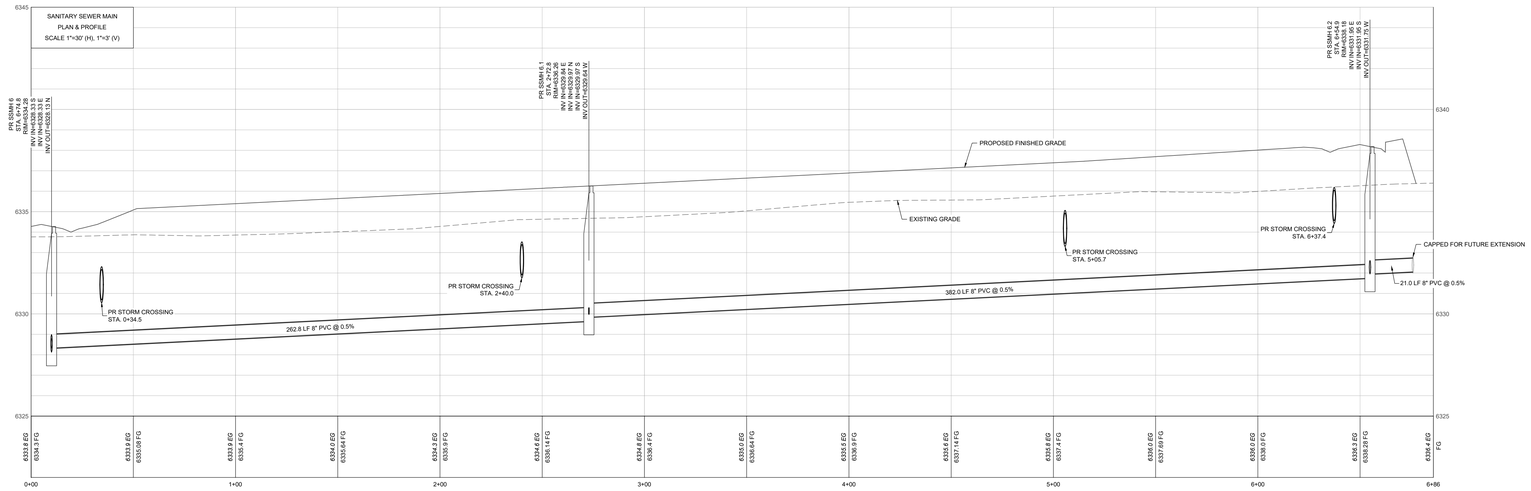
Sheet No.

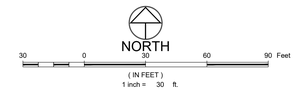
C.212



SANITARY SEWER MAIN PLAN & PROFILE (STA 0+00 - 8+23)

SANITARY SEWER MAIN PLAN & PROFILE (STA 0+00 - 8+23)





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PRELIMINARY PLAN

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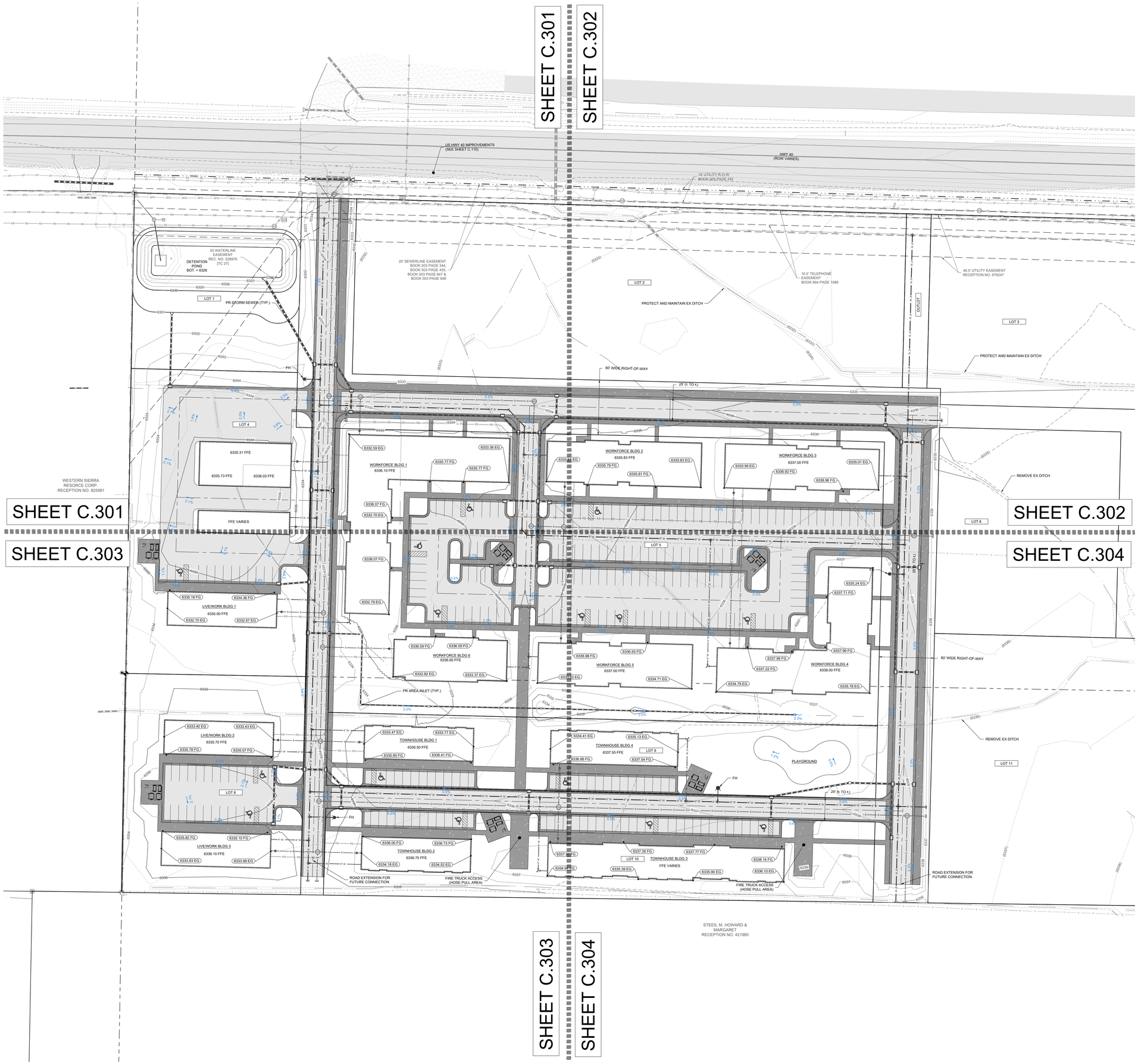
SANITARY SEWER
PLAN & PROFILE

Sheet No.

C.213



NORTH

60 0 60 80 120 Feet

(IN FEET)
1 inch = 40 ft.

GRADING PLAN LEGEND:

- PROPOSED STORM SEWER W/ FLARED END SECTION
- PROPOSED STORM INLET (CURB & AREA)
- PROPOSED STORM MANHOLE & CLEANOUT
- EXISTING MAJOR CONTOUR (6805)
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR 6805
- PROPOSED MINOR CONTOUR
- PROPOSED SWALE
- PROPOSED CURB & GUTTER
- PROPERTY BOUNDARY
- PROPOSED LOT LINE
- FLOOD HAZARD LIMITS
- SPOT ELEVATION 6790.50
- PROPOSED OVERLAND FLOW DIRECTION W/ SLOPE 2.0%
- STORM SEWER FLOW DIRECTION

NOTES:

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2. PROJECT BENCHMARK: A SET NO. 5 REBAR WITH ALUMINUM CAP STAMPED "LANDMARK LS 38569", HAVING AN ELEVATION OF 6336.81' BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AS SHOWN HEREON.
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4. SEE SOILS REPORT FOR PAVEMENT, SUBGRADE AND MATERIAL PREPARATION, DESIGN AND RECOMMENDATIONS.
5. ALL CURB SPOTS SHOWN ARE FLOWLINE ELEVATIONS, UNLESS NOTED OTHERWISE. ALL OTHER SPOTS ARE FINISHED GRADE ELEVATIONS.

GORMAN ARCHITECTURAL
GORMAN ARCHITECTURAL, LLC.

COLORADO OFFICE
1060 BANNOCK ST. STE. 305
DENVER, CO 80204

LANDMARK CONSULTANTS, INC.
CIVIL ENGINEERS | SURVEYORS

NOT FOR CONSTRUCTION

PRAIRIE RUN

HAYDEN, COLORADO 81639

Issue Dates:

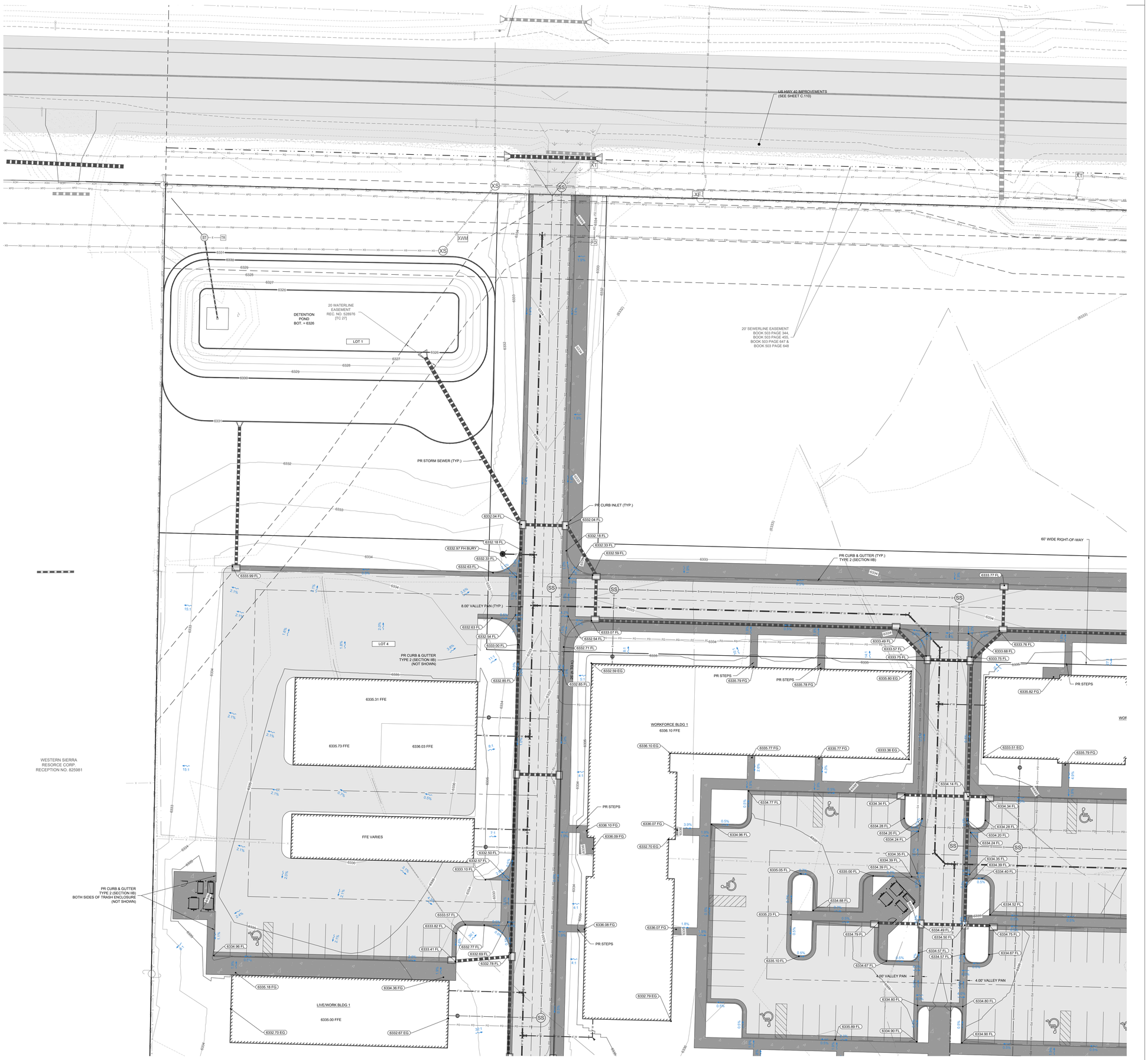
DATE	DESCRIPTION
12/22/2022	WORKFORCE HOUSING PACKAGE
09/15/2023	SCHEMATIC DESIGN
10/30/2023	PRELIMINARY PLAN

Project No.	2487-004
Plot Date:	9/14/2023 10:44:32 AM
Drawn by:	LCI
Checked by:	LCI
Approved by:	LCI

PRELIMINARY PLAN

Sheet Title
GRADING PLAN

Sheet No.
C.300



NORTH

20 0 20 40 60 Feet

(IN FEET)
1 inch = 20 ft.

GRADING PLAN LEGEND:

PROPOSED STORM SEWER W/ FLARED END SECTION	
PROPOSED STORM INLET (CURB & AREA)	
PROPOSED STORM MANHOLE & CLEANOUT	
EXISTING MAJOR CONTOUR	6805
EXISTING MINOR CONTOUR	
PROPOSED MAJOR CONTOUR	6805
PROPOSED MINOR CONTOUR	
PROPOSED SWALE	
PROPOSED CURB & GUTTER	
PROPERTY BOUNDARY	
PROPOSED LOT LINE	
FLOOD HAZARD LIMITS	
SPOT ELEVATION	6790.50
PROPOSED OVERLAND FLOW DIRECTION W/ SLOPE	2.0%
STORM SEWER FLOW DIRECTION	

NOTES:

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HAYDEN, COLORADO 81639

Issue Dates:

DATE	DESCRIPTION
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09/15/2023	SCHEMATIC DESIGN
10/30/2023	PRELIMINARY PLAN

Project No.	2487-004
Plot Date:	9/14/2023 10:44:32 AM
Drawn by:	LCI
Checked by:	LCI
Approved by:	LCI

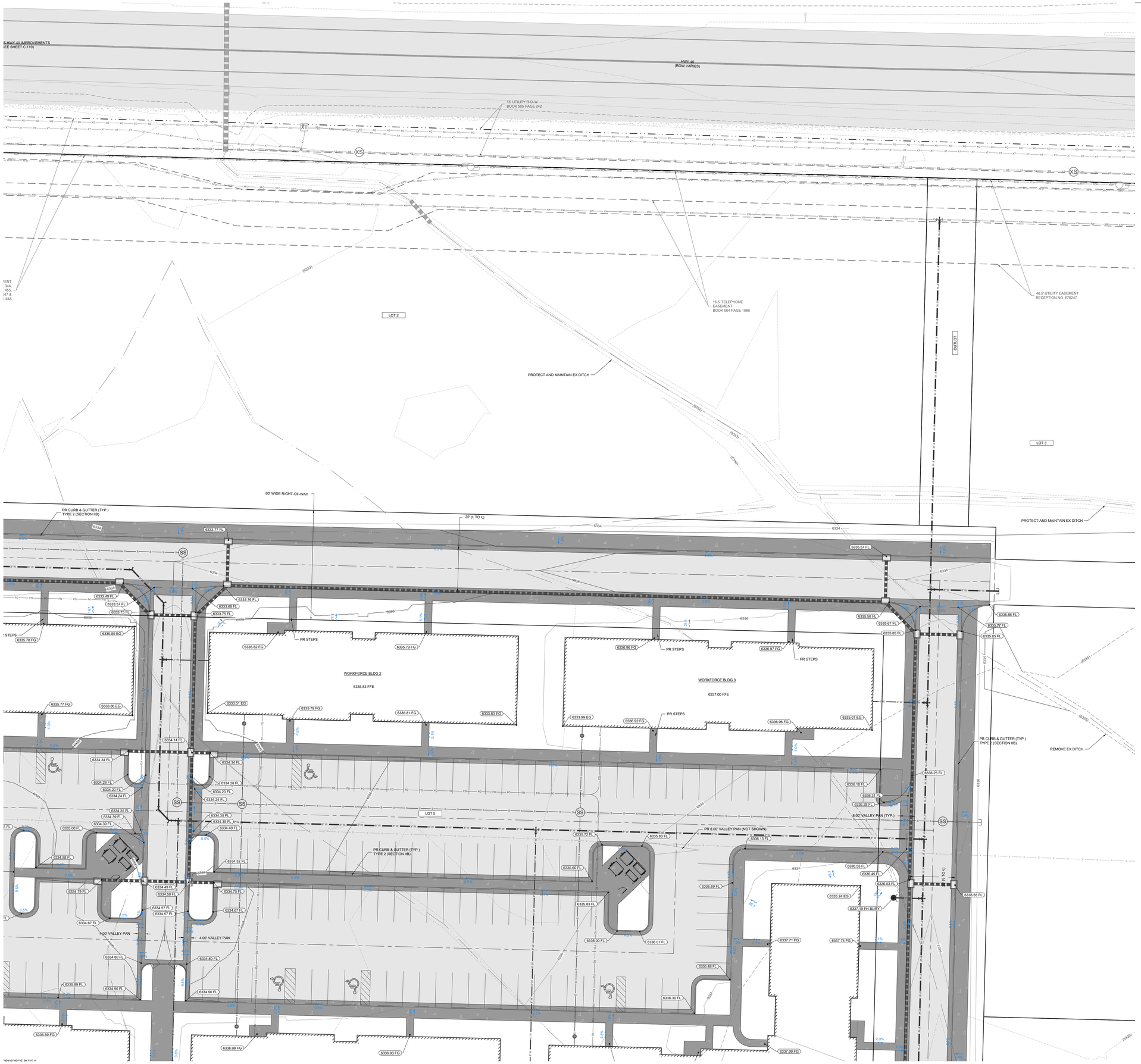
PRELIMINARY PLAN

Sheet Title

DETAILED GRADING - NW

Sheet No.

C.301



NORTH

20 0 20 40 60 Feet

(IN FEET)
1 inch = 20 ft.

GRADING PLAN LEGEND:

- PROPOSED STORM SEWER W/ FLARED END SECTION
- PROPOSED STORM INLET (CURB & AREA)
- PROPOSED STORM MANHOLE & CLEANOUT
- EXISTING MAJOR CONTOUR (6805)
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR 6805
- PROPOSED MINOR CONTOUR
- PROPOSED SWALE
- PROPOSED CURB & GUTTER
- PROPERTY BOUNDARY
- PROPOSED LOT LINE
- FLOOD HAZARD LIMITS
- SPOT ELEVATION 6790.50
- PROPOSED OVERLAND FLOW DIRECTION W/ SLOPE 2.0%
- STORM SEWER FLOW DIRECTION

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HAYDEN, COLORADO 81639

Issue Dates:

DATE	DESCRIPTION
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09/15/2023	SCHEMATIC DESIGN
10/30/2023	PRELIMINARY PLAN

Project No.	2487-004
Plot Date:	9/14/2023 10:44:32 AM
Drawn by:	LCI
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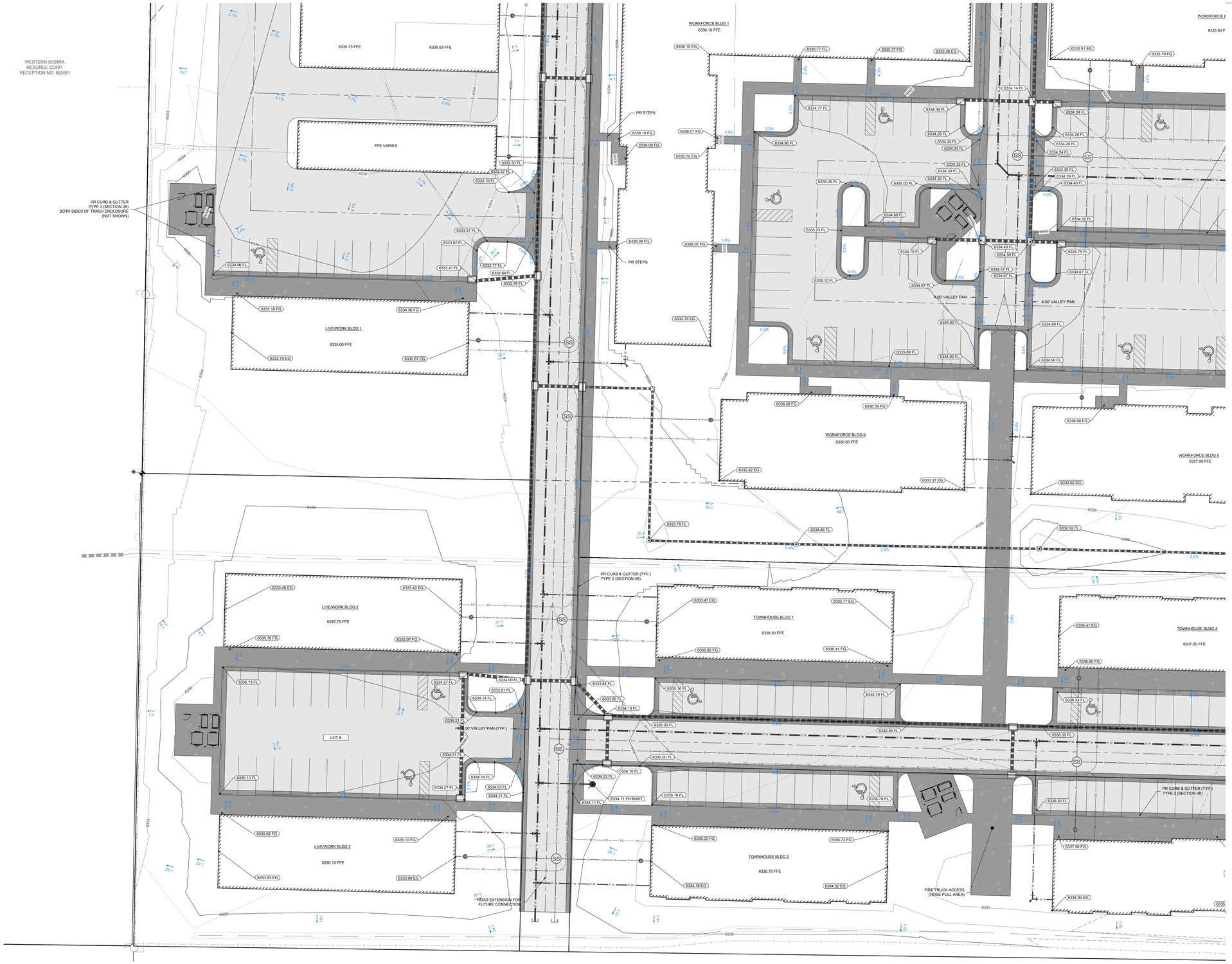
Approved by:	LCI

PRELIMINARY PLAN

Sheet Title
DETAILED GRADING - NE

Sheet No.
C.302



NORTH

20 0 20 40 60 Feet

(IN FEET)
1 inch = 20 ft.

GRADING PLAN LEGEND:

- PROPOSED STORM SEWER W/ FLARED END SECTION
- PROPOSED STORM INLET (CURB & AREA)
- PROPOSED STORM MANHOLE & CLEANOUT
- EXISTING MAJOR CONTOUR (6805)
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR 6805
- PROPOSED MINOR CONTOUR
- PROPOSED SWALE
- PROPOSED CURB & GUTTER
- PROPERTY BOUNDARY
- PROPOSED LOT LINE
- FLOOD HAZARD LIMITS
- SPOT ELEVATION (6790.50)
- PROPOSED OVERLAND FLOW DIRECTION W/ SLOPE 2.0%
- STORM SEWER FLOW DIRECTION

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PRAIRIE RUN

HAYDEN, COLORADO 81639

Issue Dates:

DATE	DESCRIPTION
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09/15/2023	SCHEMATIC DESIGN
10/30/2023	PRELIMINARY PLAN

Project No.	2487-004
Plot Date:	9/14/2023 10:44:32 AM
Drawn by:	LCI
Checked by:	LCI
Approved by:	LCI

PRELIMINARY PLAN

Sheet Title

DETAILED GRADING - SW

Sheet No.

C.303

GRADING PLAN LEGEND:

- PROPOSED STORM SEWER W/ FLARED END SECTION
- PROPOSED STORM INLET (CURB & AREA)
- PROPOSED STORM MANHOLE & CLEANOUT
- EXISTING MAJOR CONTOUR (6805)
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR 6805
- PROPOSED MINOR CONTOUR
- PROPOSED SWALE
- PROPOSED CURB & GUTTER
- PROPERTY BOUNDARY
- PROPOSED LOT LINE
- FLOOD HAZARD LIMITS
- SPOT ELEVATION (6790.50)
- PROPOSED OVERLAND FLOW DIRECTION W/ SLOPE 2.0%
- STORM SEWER FLOW DIRECTION

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Approved by:	LCI

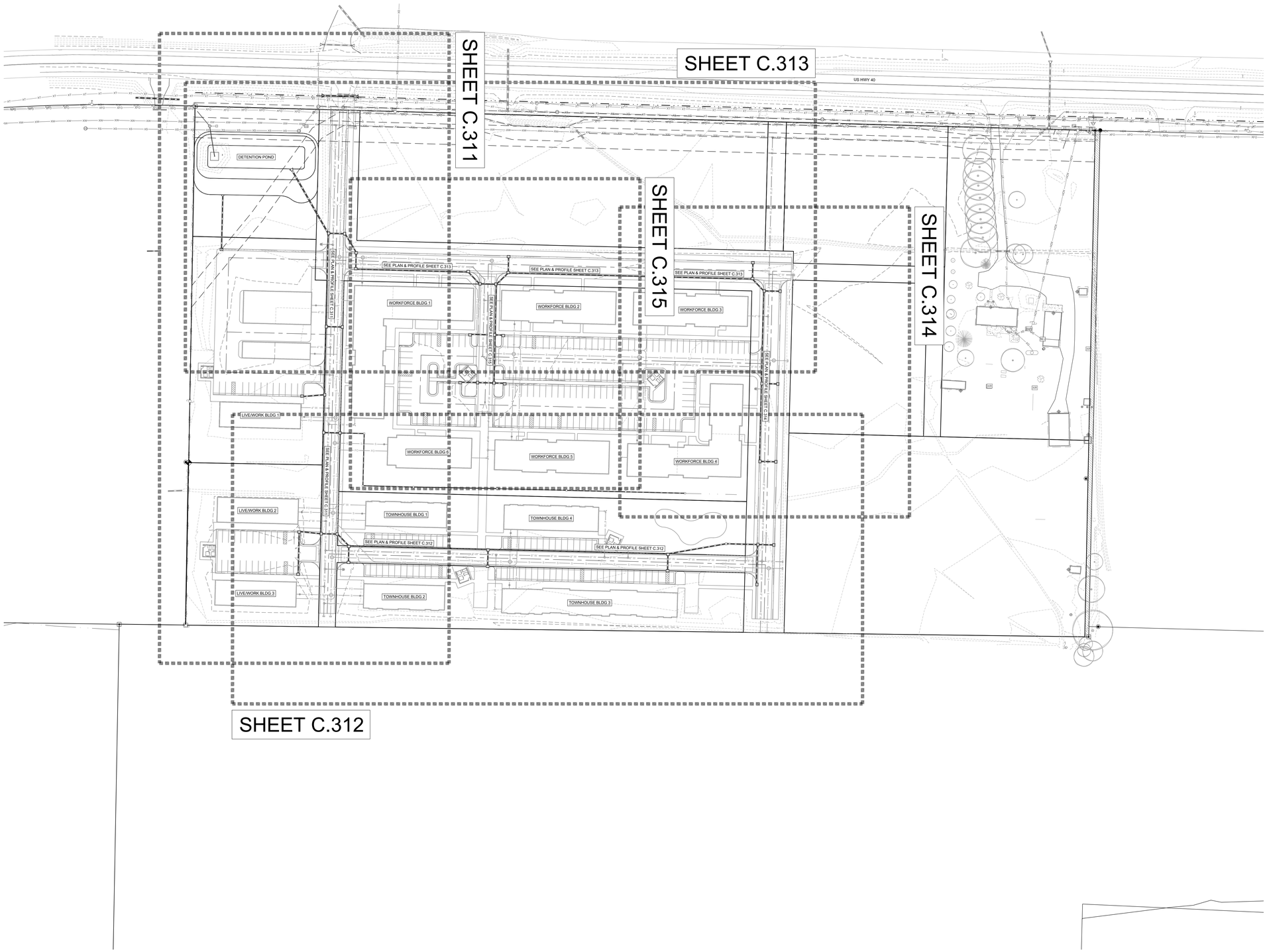
PRELIMINARY PLAN

Sheet Title

DETAILED GRADING - SE

Sheet No.

C.304



NORTH

60 0 60 120 180 Feet

(IN FEET)

1 inch = 60 ft.

UTILITY PLAN LEGEND:

PROPOSED SANITARY SEWER W/ MH & C.O.

PROPOSED WATER

PROPOSED GV, FH & CS

EXISTING WATER

PROPOSED FIBER OPTIC

NOTES:

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4. MANHOLES LOCATED OUTSIDE OF THE ROADWAY SHALL PROTRUDE 1' ABOVE EXISTING GRADE TO REDUCE INFILTRATION. GRADE SURFACE TO DRAIN AROUND/AWAY FROM MANHOLE RIMS.
5. ALL MANHOLES LOCATED IN THE ROADWAY SHALL HAVE RIM ELEVATIONS ADJUSTED TO ½" BELOW FINISHED GRADE. IF NECESSARY, CONE SECTIONS SHALL BE ROTATED TO PREVENT LIDS BEING LOCATED WITHIN VEHICLE OR BICYCLE WHEEL PATHS.
6. SEWER SERVICE SHALL HAVE A MINIMUM OF 4-FT OF COVER.
7. WATER SERVICE SHALL HAVE A MINIMUM OF 7-FT OF COVER.
8. ALL WATER PIPE SHALL BE INSTALLED WITH A #10 SOLID COPPER WIRE COATED WITH 45 MIL POLYETHYLENE FOR LOCATING PURPOSES. "GLENN TEST STATIONS" BY VALVCO, INC TRACER WIRE TEST STATIONS SHALL BE INSTALLED ADJACENT TO ALL FIRE HYDRANTS. ADDITIONAL LOCATIONS MAY BE REQUIRED.
9. ALL MATERIALS USED FOR BACKFILL SHALL BE FREE FROM REFUSE ORGANIC MATERIAL, COBBLES, BOULDERS, LARGE ROCKS OR STONES OR FROZEN SOILS GREATER THAN 6-INCHES IN DIAMETER.
10. ALL TRENCHES SHALL BE COMPACTED TO 95% AS DETERMINED BY ASTM D698 (STANDARD PROCTOR) OR AS SPECIFIED BY GEOTECHNICAL ENGINEER.
11. BEDDING AND SHADING MATERIALS SHALL ONLY BE 3/4-INCH WASHED OR SCREENED ROCK. 3/4-INCH MINUS, SQUEEGEE OR REJECT SAND, OR CLASS 6 AGGREGATE BASE COURSE IS NOT ALLOWED.

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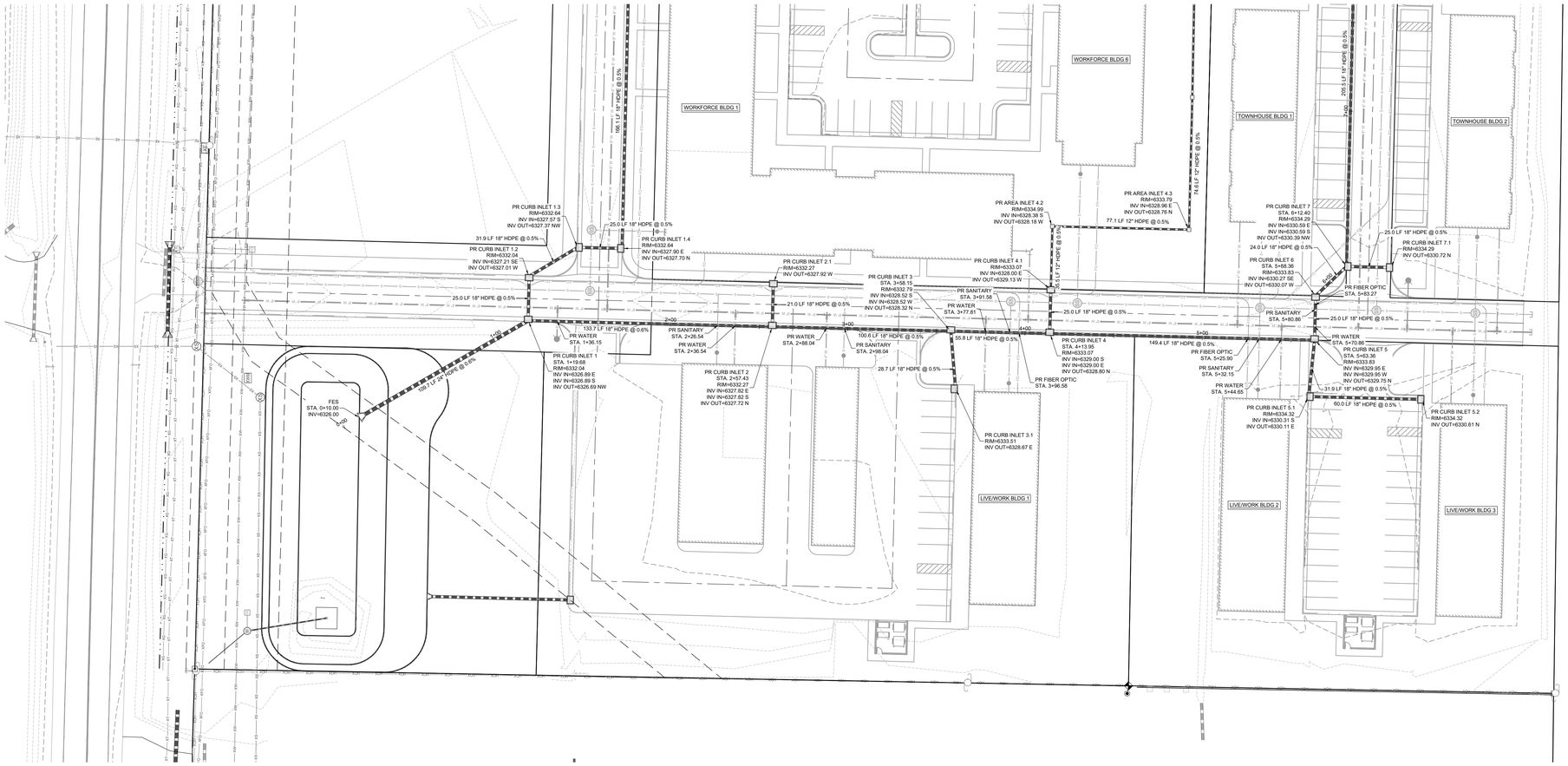
PRELIMINARY PLAN

Sheet Title

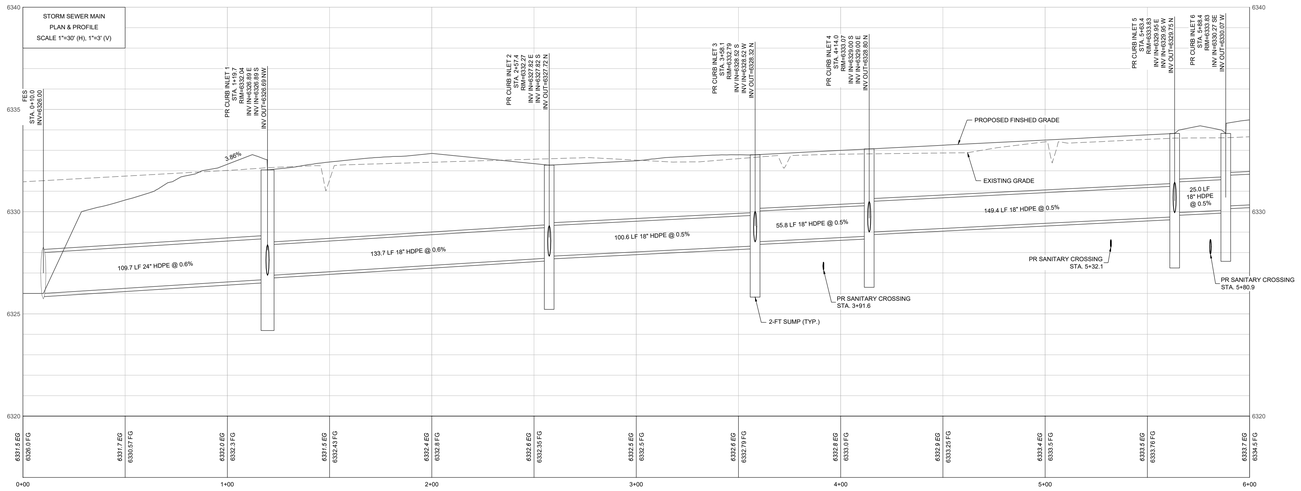
STORM SEWER PLAN

Sheet No.

C.310



STORM SEWER MAIN PLAN & PROFILE (STA 0+00 - 6+00)



UTILITY PLAN LEGEND:

- PROPOSED SANITARY SEWER W/ MH & C.O.
- PROPOSED WATER
- PROPOSED GV, FH & CS
- EXISTING WATER
- PROPOSED FIBER OPTIC

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Checked by:	LCI
Approved by:	LCI

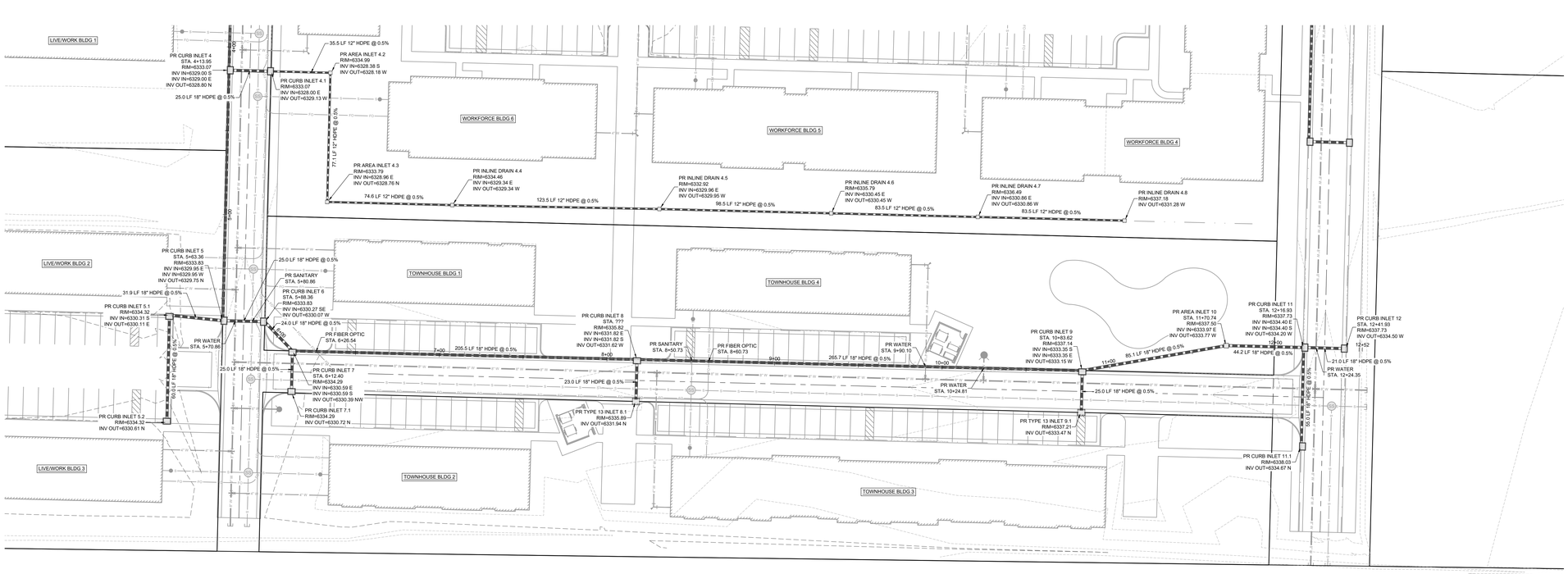
PRELIMINARY PLAN

Sheet Title

STORM SEWER
PLAN & PROFILE

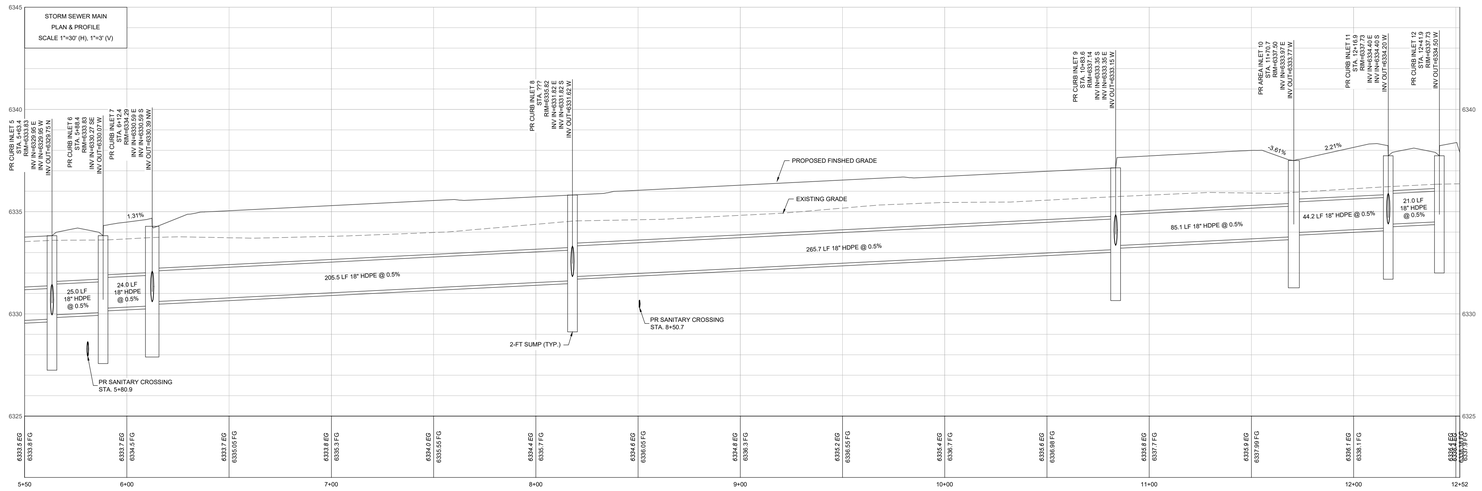
Sheet No.

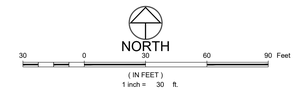
C.311



STORM SEWER MAIN PLAN & PROFILE (STA 5+50 - 12+52)

STORM SEWER MAIN PLAN & PROFILE (STA 5+50 - 12+52)





UTILITY PLAN LEGEND:

- PROPOSED SANITARY SEWER W/ MH & C.O.
- PROPOSED WATER
- PROPOSED GV, FH & CS
- EXISTING WATER
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9. ALL MATERIALS USED FOR BACKFILL SHALL BE FREE FROM REFUSE ORGANIC MATERIAL, COBBLES, BOULDERS, LARGE ROCKS OR STONES OR FROZEN SOILS GREATER THAN 6-INCHES IN DIAMETER.
10. ALL TRENCHES SHALL BE COMPACTED TO 95% AS DETERMINED BY ASTM D698 (STANDARD PROCTOR) OR AS SPECIFIED BY GEOTECHNICAL ENGINEER.
11. BEDDING AND SHADING MATERIALS SHALL ONLY BE 3/4-INCH WASHED OR SCREENED ROCK. 3/4-INCH MINUS, SQUEEGEE OR REJECT SAND, OR CLASS 6 AGGREGATE BASE COURSE IS NOT ALLOWED.

GORMAN ARCHITECTURAL
GORMAN ARCHITECTURAL, LLC.

COLORADO OFFICE
1060 BANNOCK ST. STE. 305
DENVER, CO 80204

LANDMARK CONSULTANTS, INC.
CIVIL ENGINEERS | SURVEYORS

NOT FOR CONSTRUCTION

PRAIRIE RUN

HAYDEN, COLORADO 81639

Issue Dates:

DATE	DESCRIPTION
12/22/2022	WORKFORCE HOUSING PACKAGE
09/15/2023	SCHEMATIC DESIGN
10/30/2023	PRELIMINARY PLAN

Project No.	2487-004
Plot Date:	9/14/2023 10:44:32 AM
Drawn by:	LCI
Checked by:	LCI
Approved by:	LCI

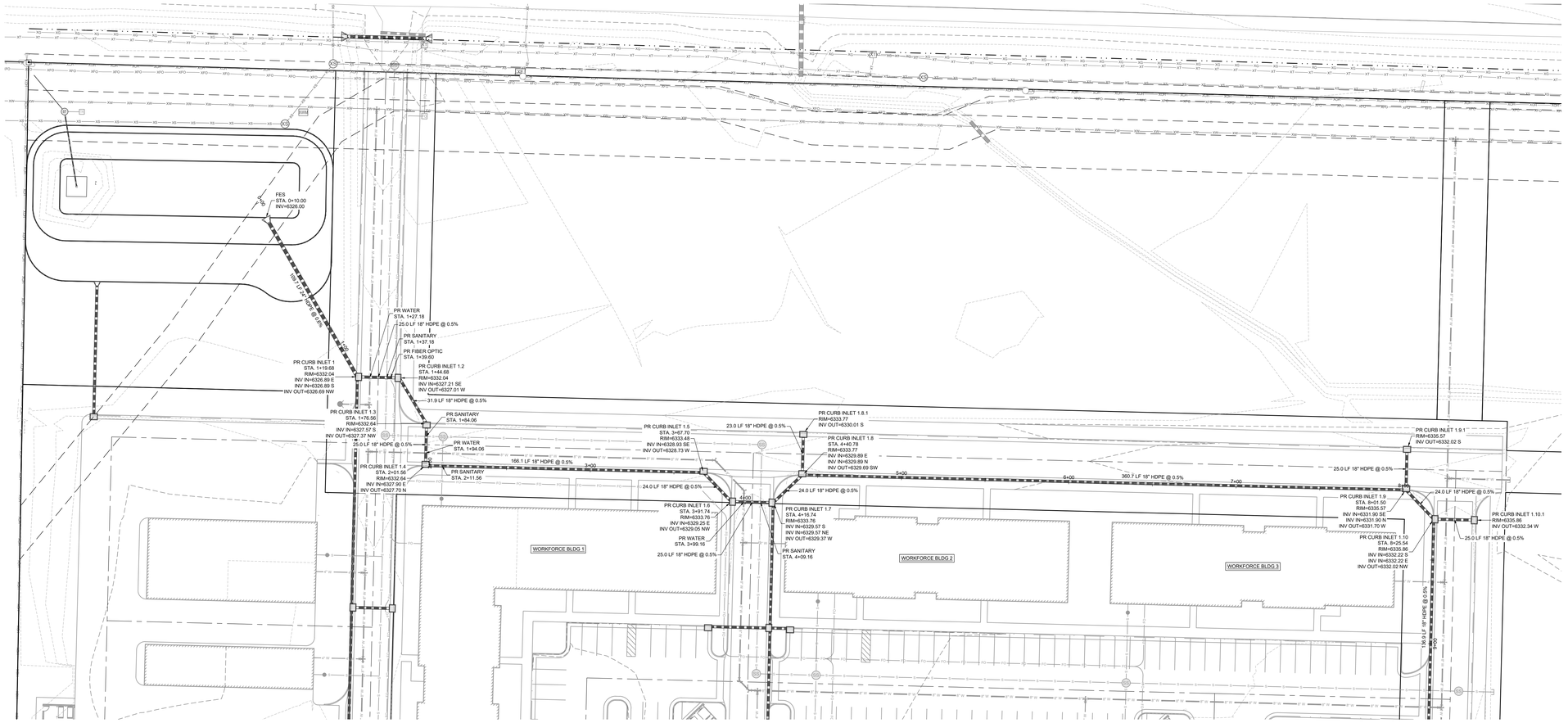
PRELIMINARY PLAN

Sheet Title

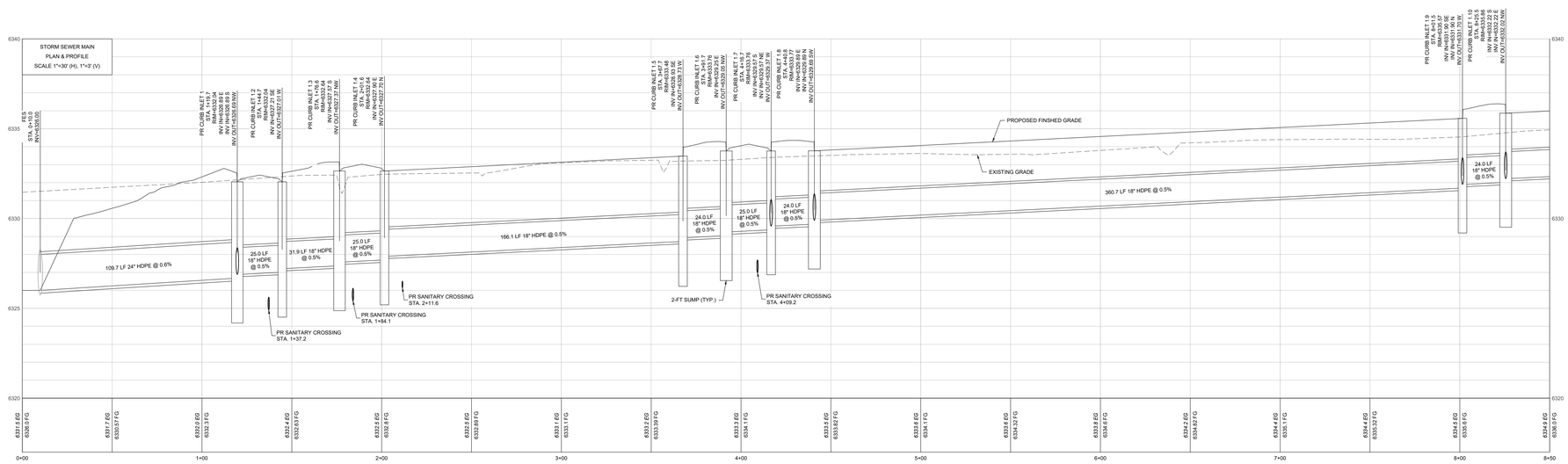
STORM SEWER
PLAN & PROFILE

Sheet No.

C.312



STORM SEWER MAIN PLAN & PROFILE (STA 0+00 - 8+50)



NORTH

30 0 30 60 90 Feet

(IN FEET)
1 inch = 30 ft.

UTILITY PLAN LEGEND:

- PROPOSED SANITARY SEWER W/ MH & C.O.
- PROPOSED WATER
- PROPOSED GV, FH & CS
- EXISTING WATER
- PROPOSED FIBER OPTIC

NOTES:

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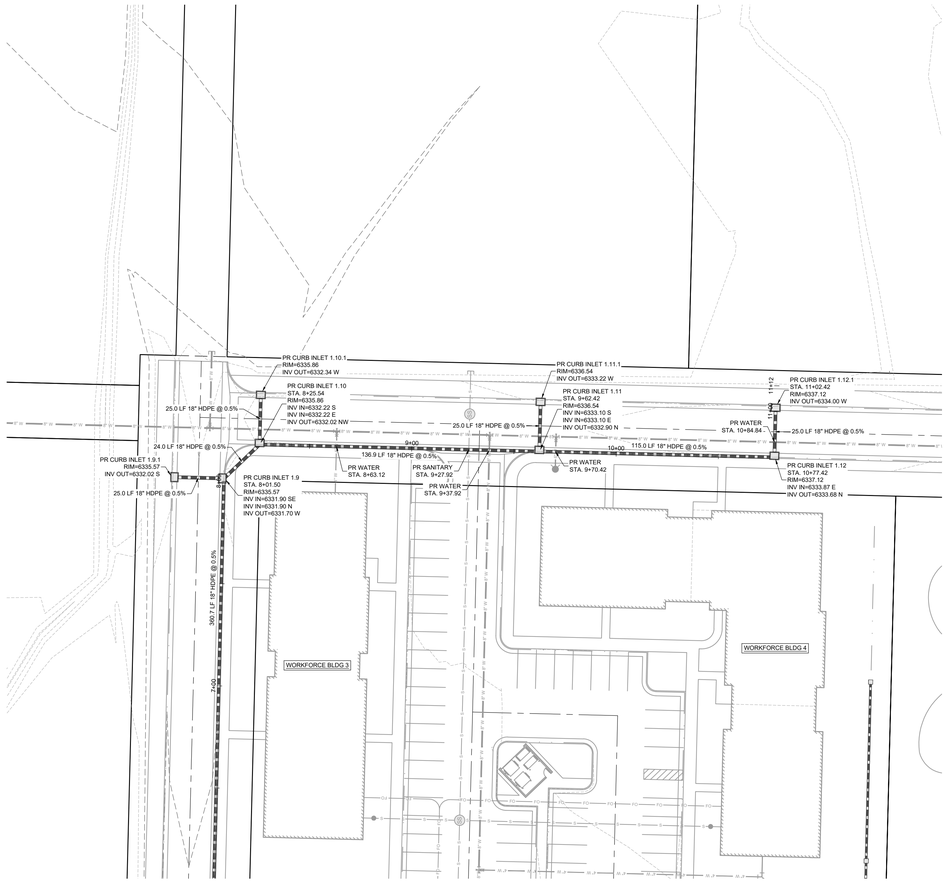
PRELIMINARY PLAN

Sheet Title

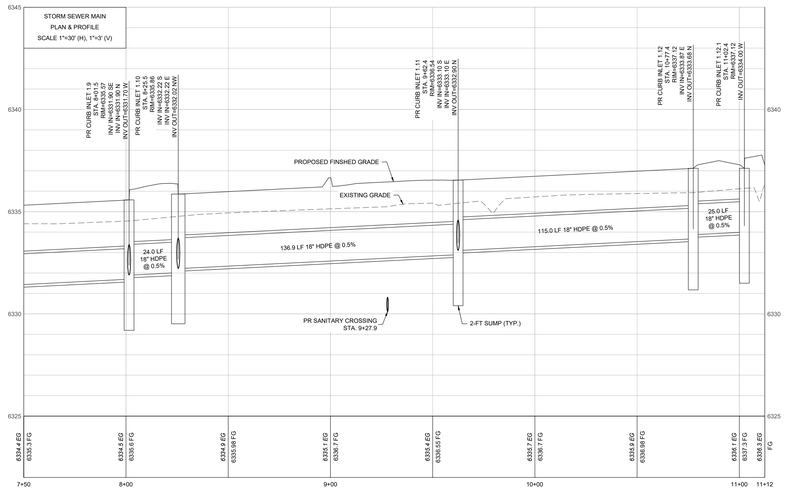
STORM SEWER
PLAN & PROFILE

Sheet No.

C.313



STORM SEWER MAIN PLAN & PROFILE (STA 7+50 - 11+12)



UTILITY PLAN LEGEND:

PROPOSED SANITARY SEWER W/ MH & C.O.	S S S
PROPOSED WATER	W W W W
PROPOSED GV, FH & CS	
EXISTING WATER	XW XW XW XW
PROPOSED FIBER OPTIC	FO FO FO FO

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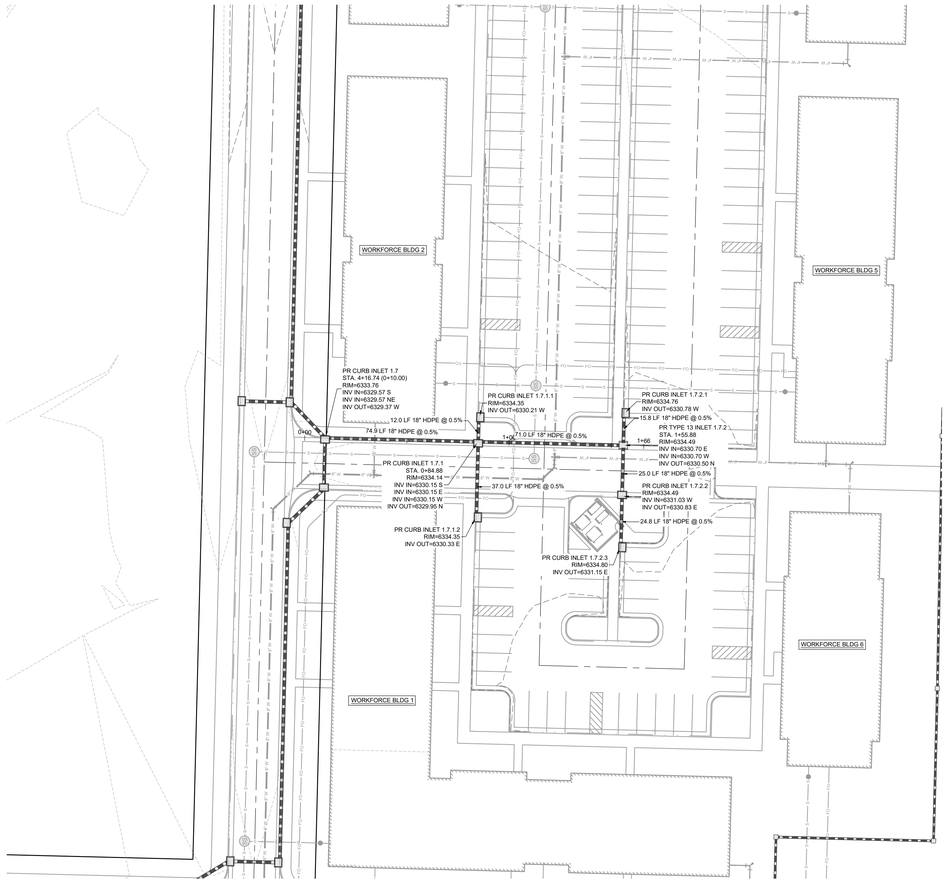
PRELIMINARY PLAN

Sheet Title

STORM SEWER
PLAN & PROFILE

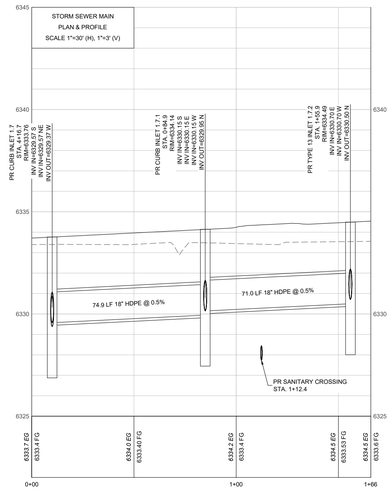
Sheet No.

C.314



STORM SEWER MAIN PLAN & PROFILE (STA 0+00 - 1+66)

STORM SEWER MAIN PLAN & PROFILE (STA 0+00 - 1+66)



UTILITY PLAN LEGEND:

PROPOSED SANITARY SEWER W/ MH & C.O.	
PROPOSED WATER	
PROPOSED GV, FH & CS	
EXISTING WATER	
PROPOSED FIBER OPTIC	

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Approved by:	LCI

PRELIMINARY PLAN

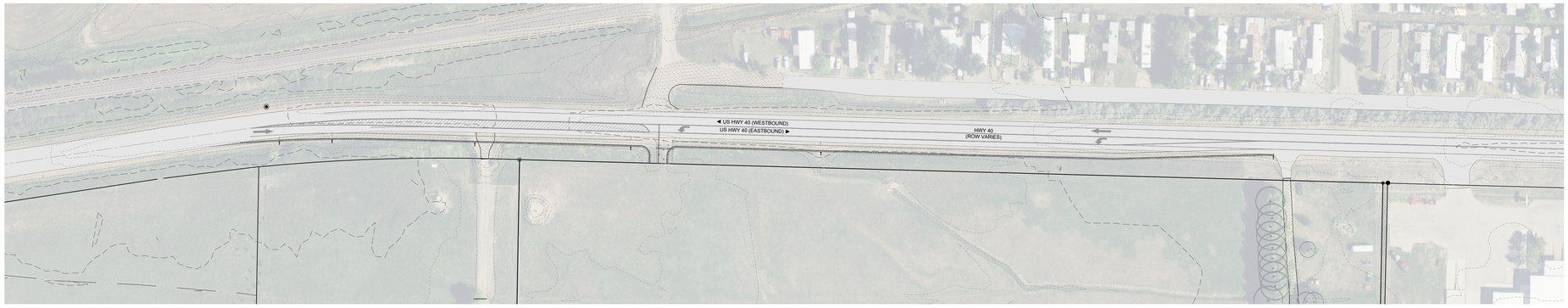
Sheet Title

STORM SEWER
PLAN & PROFILE

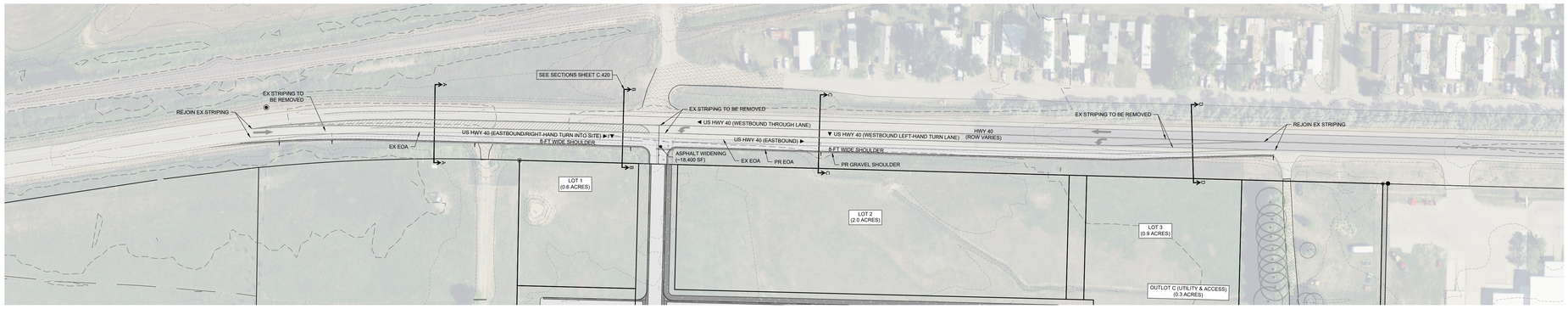
Sheet No.

C.315

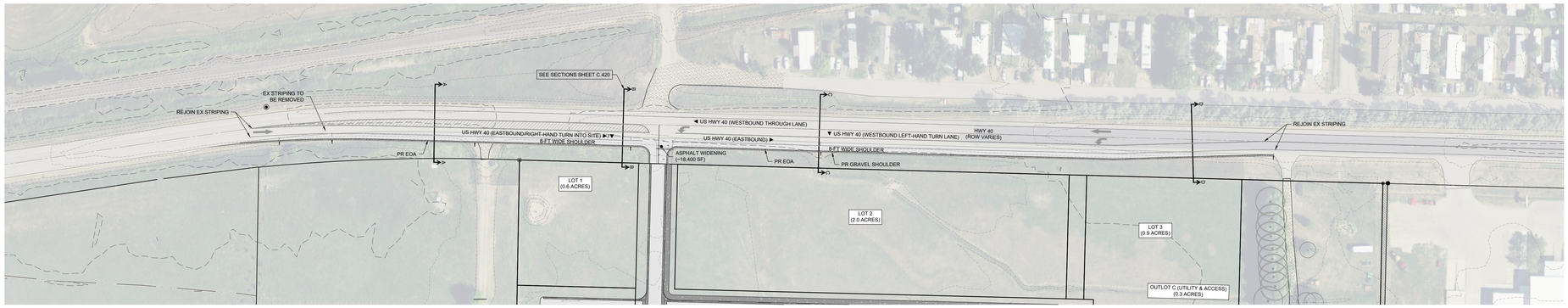
EXISTING



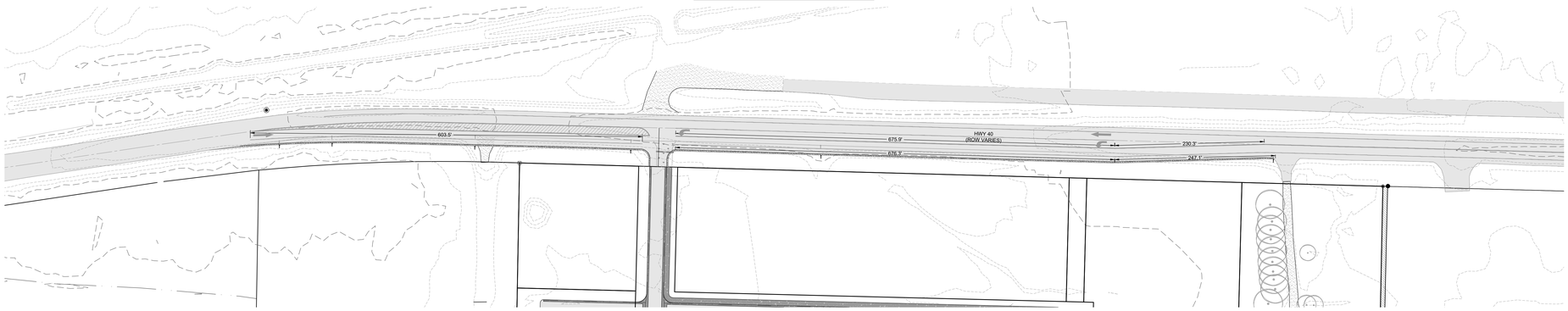
EXISTING/PROPOSED



PROPOSED



PROPOSED RE-STRIPING EXHIBIT



NORTH

80 0 80 160 240 Feet

(IN FEET)
1 inch = 80 ft.

GORMAN ARCHITECTURAL

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LANDMARK CONSULTANTS, INC.
CIVIL ENGINEERS | SURVEYORS

LEGEND:

- PROPERTY BOUNDARY
- ADJACENT PROPERTY BOUNDARY
- EASEMENT
- SECTION LINE
- CENTERLINE
- FOUND MONUMENT
- FOUND SECTION CORNER
- BUILDING
- ROOF LINE/OVERHANG
- DECK
- WALL
- FENCE
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- ASPHALT
- CONCRETE
- GRAVEL
- SIGN
- PROPOSED SANITARY SEWER W/ MH
- EXISTING SANITARY SEWER W/ MH
- PROPOSED WATER
- PROPOSED GV, FH & CS
- EXISTING WATER
- GAS
- GAS METER AND MANHOLE/VAULT
- CABLE
- CABLE PEDESTAL
- FIBER OPTIC
- TELEPHONE
- TELEPHONE PEDESTAL AND MANHOLE/VAULT
- ELECTRIC
- ELECTRIC PED, JUNCTION BOX AND METER
- LIGHT POLE AND LIGHT POLE W/ MAST
- OVERHEAD ELECTRIC
- UTILITY POLE AND GUY WIRE
- DITCH/SWALE
- EXISTING STORM SEWER W/ FES
- PROPOSED STORM SEWER W/ FES
- INLET AND STORM MANHOLE
- OVERLAND AND CHANNEL FLOW ARROWS
- CONIFEROUS AND DECIDUOUS TREE

NOTES:

1. ALL REFERENCES HEREON TO BOOKS, PAGES, FILES, RECEPTION NUMBERS AND FILE NUMBERS ARE TO PUBLIC DOCUMENTS FILED IN THE RECORDS OF ROUTT COUNTY, COLORADO.
2. EASEMENTS AND PUBLIC DOCUMENTS SHOWN OR NOTED HEREON WERE EXAMINED AS TO LOCATION AND PURPOSE AND WERE NOT EXAMINED AS TO RESERVATIONS, RESTRICTIONS, CONDITIONS, OBLIGATIONS, TERMS, OR AS TO THE RIGHT TO GRANT THE SAME.
3. UTILITIES ARE SHOWN PER APPARENT SURFACE EVIDENCE TOGETHER WITH RECORD INFORMATION. IF MORE ACCURATE LOCATIONS OF UNDERGROUND UTILITIES ARE REQUIRED, THE UTILITY WILL HAVE TO BE VERIFIED BY FIELD POTHOLING. LANDMARK CONSULTANTS, INC. AND THE SURVEYOR OF RECORD SHALL NOT BE LIABLE FOR THE LOCATION OF OR THE FAILURE TO NOTE THE LOCATION OF NON-VISIBLE UTILITIES.
4. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR LAND MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, C.R.S.
5. THIS SITE CONTAINS A CALCULATED AREA OF 23.09 ACRES.
5. THE SUBJECT PROPERTY IS LOCATED WITHIN ZONE X, "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN" AS DETERMINED BY THE F.E.MA. FLOOD INSURANCE RATE MAP NUMBER 08107C0785D, WITH AN EFFECTIVE DATE OF FEBRUARY 4, 2005.
6. THE MEASURED DISTANCES SHOWN HEREON ARE IN U.S. SURVEY FEET.

PROPERTY DESCRIPTION:

THAT PART OF THE SW ¼ NW ¼ LYING SOUTH OF US HIGHWAY #40 AND THE NORTH 240 FEET OF THE NW ¼ SW ¼ OF
SECTION 9, TOWNSHIP 6 NORTH, RANGE 88 WEST OF THE 6TH P.M., COUNTY OF ROUTT, STATE OF COLORADO, EXCEPT A TRACT
OF LAND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 9 WHENCE THE SOUTHWEST CORNER OF SAID SECTION 9 BEARS S 01°02'11" W, A DISTANCE OF 2589.97 FEET;
THENCE N 01°02'11" E ALONG THE WESTERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION 9, A DISTANCE OF 526.71
FEET TO THE POINT OF BEGINNING;

1) THENCE N 01°02'11" E ALONG SAID WESTERLY LINE, A DISTANCE OF 20.01 FEET;
2) THENCE S 88°26'18" E ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE HIGHWAY NO. 40 (JULY 1990), A
DISTANCE OF 1329.23 FEET;
3) THENCE S 01°10'24" W ALONG THE WESTERLY LINE OF A PARCEL OF LAND DESCRIBED IN BOOK 522 PAGE 350
RECORDED IN THE ROUTT COUNTY CLERK AND RECORDER'S OFFICE, A DISTANCE OF 19.60 FEET;
4) THENCE N 88°27'20" W, A DISTANCE OF 1329.18 FEET, MORE OR LESS, TO THE WESTERLY LINE OF SAID SOUTHWEST
QUARTER OF THE NORTHWEST QUARTER OF SECTION 9, BEING THE POINT OF BEGINNING.

BASIS OF BEARINGS: S 01°02'11" W ALONG THE LINE FROM THE WEST QUARTER CORNER OF SAID SECTION 9, TOWNSHIP 6
NORTH, RANGE 88 WEST, 6TH P.M. (A SET 2 3/8" X 30" ALUMI. PIPE WITH MAG. ALUMIN. CAP LS 13155) TO THE SOUTHWEST
CORNER OF SAID SECTION 9 (A GLO CAP).

NOT FOR CONSTRUCTION

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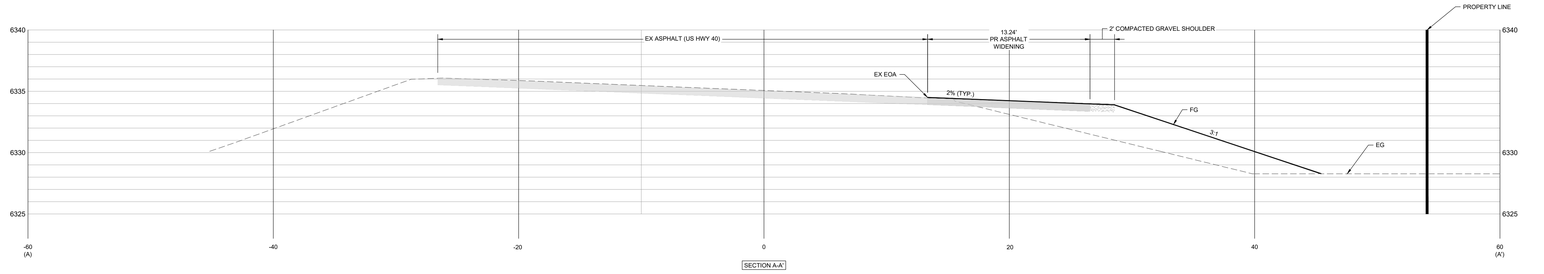
PRELIMINARY PLAN

Sheet Title

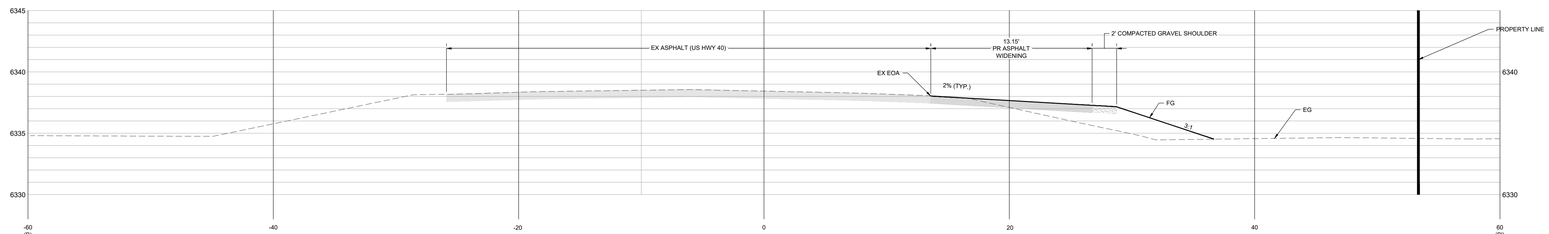
US HWY 40
IMPROVEMENTS

Sheet No.

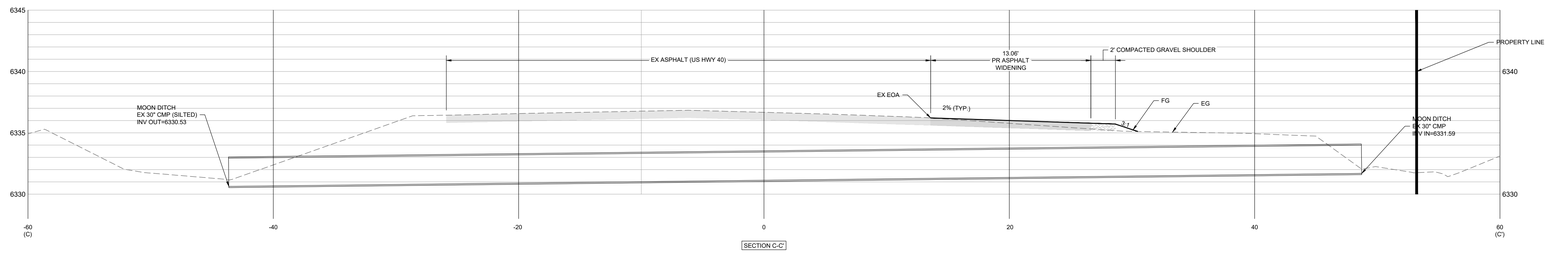
C.410



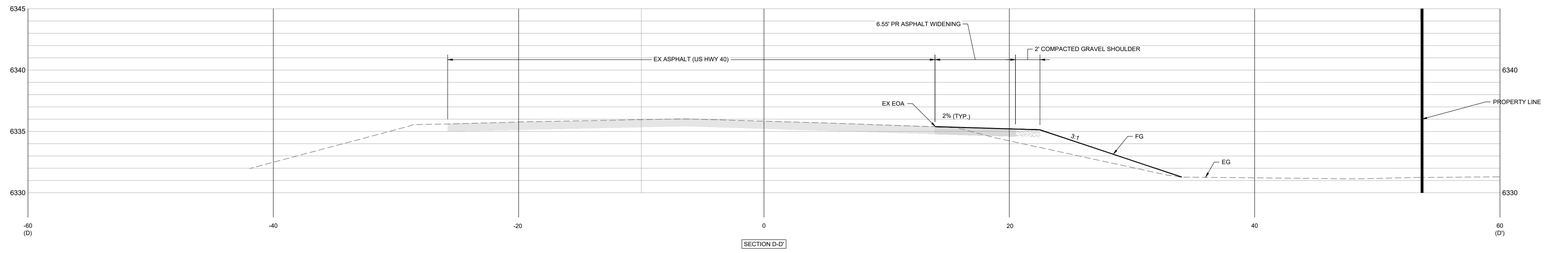
SECTION A-A'



SECTION B-B'



SECTION C-C'



SECTION D-D'

5 0 5 10 15 Feet

(IN FEET)

HORIZONTAL & VERTICAL: 1 inch = 5 ft.

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PRELIMINARY PLAN

Sheet Title

US HWY 40 CROSS SECTIONS

Sheet No.

C.420

GENERAL NOTES

1. THESE PLANS SHALL NOT BE UTILIZED FOR CONSTRUCTION OR PERMITTING UNLESS STATED FOR SUCH USE IN THE TITLE BLOCK.
2. DRAWINGS ARE INTENDED TO BE PRINTED ON 32" X 40" PAPER. PRINTING THESE DRAWINGS AT A DIFFERENT SIZE WILL IMPACT THE SCALE. VERIFY THE GRAPHIC SCALE BEFORE REFERENCING ANY MEASUREMENTS ON THESE SHEETS. THE RECIPIENT OF THESE DRAWINGS SHALL BE RESPONSIBLE FOR ANY ERRORS RESULTING FROM INCORRECT PRINTING, COPYING, OR ANY OTHER CHANGES THAT ALTER THE SCALE OF THE DRAWINGS.
3. VERIFY ALL PLAN DIMENSIONS PRIOR TO START OF CONSTRUCTION. NOTIFY THE OWNER'S REPRESENTATIVE TO ADDRESS ANY QUESTIONS OR CLARIFY ANY DISCREPANCIES.
4. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS.
5. SUBMIT A CHANGE ORDER FOR APPROVAL FOR ANY CHANGES TO WORK SCOPE RESULTING FROM FIELD CONDITIONS OR DIRECTION BY OWNER'S REPRESENTATIVE WHICH REQUIRE ADDITIONAL COST TO THE OWNER PRIOR TO PERFORMANCE OF WORK.
6. THE CONTRACTOR SHALL PROVIDE A STAKED LAYOUT OF ALL SITE IMPROVEMENTS FOR INSPECTION BY THE OWNER'S REPRESENTATIVE AND MAKE MODIFICATIONS AS REQUIRED. ALL LAYOUT INFORMATION IS AVAILABLE IN DIGITAL FORMAT FOR USE BY THE CONTRACTOR.
7. IF A GEOTECHNICAL SOILS REPORT IS NOT AVAILABLE AT THE TIME OF CONSTRUCTION, NORRIS DESIGN RECOMMENDS A REPORT BE AUTHORIZED BY THE OWNER AND THAT ALL RECOMMENDATIONS OF THE REPORT ARE FOLLOWED DURING CONSTRUCTION. THE CONTRACTOR SHALL USE THESE CONTRACT DOCUMENTS AS A BASIS FOR THE BID. IF THE OWNER ELECTS TO PROVIDE A GEOTECHNICAL REPORT, THE CONTRACTOR SHALL REVIEW THE REPORT AND SUBMIT AN APPROPRIATE CHANGE ORDER TO THE OWNER'S REPRESENTATIVE IF ADDITIONAL COSTS ARE REQUESTED.
8. CONTRACTOR SHALL CONFIRM THAT SITE CONDITIONS ARE SIMILAR TO THE PLANS, WITHIN TOLERANCES STATED IN THE CONTRACT DOCUMENTS, AND SATISFACTORY TO THE CONTRACTOR PRIOR TO START OF WORK. SHOULD SITE CONDITIONS BE DIFFERENT THAN REPRESENTED ON THE PLANS OR UNSATISFACTORY TO THE CONTRACTOR, THE CONTRACTOR SHALL CONTACT THE OWNER'S REPRESENTATIVE FOR CLARIFICATION AND FURTHER DIRECTION.
9. CONTRACTOR IS RESPONSIBLE TO PAY FOR, AND OBTAIN, ANY REQUIRED APPLICATIONS, PERMITTING, LICENSES, INSPECTIONS AND METERS ASSOCIATED WITH WORK.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO ANY VIOLATIONS OR NON-CONFORMANCE WITH THE PLANS, SPECIFICATIONS, CONTRACT DOCUMENTS, JURISDICTIONAL CODES, AND REGULATORY AGENCIES.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF ALL UTILITY LOCATES PRIOR TO ANY EXCAVATION. REFER TO ENGINEERING UTILITY PLANS FOR ALL PROPOSED UTILITY LOCATIONS AND DETAILS. NOTIFY OWNER'S REPRESENTATIVE IF EXISTING OR PROPOSED UTILITIES INTERFERE WITH THE ABILITY TO PERFORM WORK.
12. UNLESS IDENTIFIED ON THE PLANS FOR DEMOLITION OR REMOVAL, THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT OR EXISTING LANDSCAPE, ADJACENT OR EXISTING PAVING, OR ANY PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION, ESTABLISHMENT OR DURING THE SPECIFIED MAINTENANCE PERIOD. ALL DAMAGES SHALL BE REPAIRED TO PRE-CONSTRUCTION CONDITIONS AS DETERMINED BY THE OWNER'S REPRESENTATIVE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOGGING ANY DAMAGES PRIOR TO START OF CONSTRUCTION AND DURING THE CONTRACT PERIOD.
13. ALL WORK SHALL BE CONFINED TO THE AREA WITHIN THE CONSTRUCTION LIMITS AS SHOWN ON THE PLANS. ANY AREAS OR IMPROVEMENTS DISTURBED OUTSIDE THESE LIMITS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE. IN THE EVENT THE CONTRACTOR REQUIRES A MODIFICATION TO THE CONSTRUCTION LIMITS, WRITTEN PERMISSION MUST BE OBTAINED FROM THE OWNER'S REPRESENTATIVE PRIOR TO ANY DISTURBANCE OUTSIDE OF THE LIMITS OF WORK.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
15. THE CONTRACTOR SHALL BE RESPONSIBLE TO PREPARE AND SUBMIT A TRAFFIC CONTROL PLAN TO THE APPROPRIATE JURISDICTIONAL AGENCIES AND THE OWNER'S REPRESENTATIVE IF THEIR WORK AND OPERATIONS AFFECT OR IMPACT THE PUBLIC RIGHTS-OF-WAY. OBTAIN APPROVAL PRIOR TO ANY WORK WHICH AFFECTS OR IMPACTS THE PUBLIC RIGHTS-OF-WAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO THIS REQUIREMENT DURING THE CONTRACT PERIOD.
16. SIGHT TRIANGLES AND SIGHT LINES SHALL REMAIN UNOBSTRUCTED BY EQUIPMENT, CONSTRUCTION MATERIALS, PLANT MATERIAL OR ANY OTHER VISUAL OBSTACLE DURING THE CONTRACT PERIOD AND AT MATURITY OF PLANTS PER LOCAL JURISDICTIONAL REQUIREMENTS. NO PLANT MATERIAL OTHER THAN GROUND COVER IS ALLOWED TO BE PLANTED ADJACENT TO FIRE HYDRANTS AS STIPULATED BY JURISDICTIONAL REQUIREMENTS.
17. COORDINATE SITE ACCESS, STAGING, STORAGE AND CLEANOUT AREAS WITH OWNER'S REPRESENTATIVE.
18. CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY SAFETY FENCING AND BARRIERS AROUND ALL IMPROVEMENTS SUCH AS WALLS, PLAY STRUCTURES, EXCAVATIONS, ETC. ASSOCIATED WITH THEIR WORK UNTIL SUCH FACILITIES ARE COMPLETELY INSTALLED PER THE PLANS, SPECIFICATIONS AND MANUFACTURER'S RECOMMENDATIONS.
19. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF THEIR MATERIAL STOCK PILES AND WORK FROM VANDALISM, EROSION OR UNINTENDED DISTURBANCE DURING THE CONSTRUCTION PERIOD AND UNTIL FINAL ACCEPTANCE IS ISSUED.
20. THE CONTRACTOR SHALL KNOW, UNDERSTAND AND ABIDE BY ANY STORM WATER POLLUTION PREVENTION PLAN (SWPPP) ASSOCIATED WITH THE SITE. IF A STORM WATER POLLUTION PREVENTION PLAN IS NOT PROVIDED BY THE OWNER'S REPRESENTATIVE, REQUEST A COPY BEFORE PERFORMANCE OF ANY SITE WORK.
21. MAINTAIN ANY STORM WATER MANAGEMENT FACILITIES THAT EXIST ON SITE FOR FULL FUNCTIONALITY. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ANY NEW STORM WATER MANAGEMENT FACILITIES THAT ARE IDENTIFIED IN THE SCOPE OF WORK TO FULL FUNCTIONALITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER FOR FAILURE TO MAINTAIN STORM WATER MANAGEMENT FACILITIES DURING THE CONTRACT PERIOD.
22. THE CONTRACTOR SHALL PREVENT SEDIMENT, DEBRIS AND ALL OTHER POLLUTANTS FROM EXITING THE SITE OR ENTERING THE STORM SEWER SYSTEM DURING ALL DEMOLITION OR CONSTRUCTION OPERATIONS THAT ARE PART OF THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO THESE REQUIREMENTS DURING THEIR CONTRACTED COURSE OF WORK.
23. THE CONTRACTOR SHALL BE RESPONSIBLE TO PREVENT ANY IMPACTS TO ADJACENT WATERWAYS, WETLANDS, OR OTHER ENVIRONMENTALLY SENSITIVE AREAS RESULTING FROM WORK DONE AS PART OF THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO THESE STANDARDS DURING THEIR CONTRACTED COURSE OF WORK.
24. THE CONTRACTOR AND/OR THEIR AUTHORIZED AGENTS SHALL INSURE THAT ALL LOADS OF CONSTRUCTION MATERIAL IMPORTED TO OR EXPORTED FROM THE PROJECT SITE SHALL BE PROPERLY COVERED TO PREVENT LOSS OF MATERIAL DURING TRANSPORT. TRANSPORTATION METHODS ON PUBLIC RIGHT-OF WAYS SHALL CONFORM TO JURISDICTIONAL REQUIREMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO THESE REQUIREMENTS.
25. THE CLEANING OF EQUIPMENT IS PROHIBITED AT THE JOB SITE UNLESS AUTHORIZED BY THE OWNER'S REPRESENTATIVE IN A DESIGNATED AREA. THE DISCHARGE OF WATER, WASTE CONCRETE, POLLUTANTS, OR OTHER MATERIALS SHALL ONLY OCCUR IN AREAS DESIGNED FOR SUCH USE AND APPROVED BY THE OWNER'S REPRESENTATIVE.
26. THE CLEANING OF CONCRETE EQUIPMENT IS PROHIBITED AT THE JOB SITE EXCEPT IN DESIGNATED CONCRETE WASHOUT AREAS. THE DISCHARGE OF WATER CONTAINING WASTE CONCRETE IN THE STORM SEWER IS PROHIBITED.
27. OPEN SPACE SWALES: IF SWALES ARE EXISTING ON SITE AND ARE NOT INTENDED TO BE MODIFIED AS PART OF THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN THE CONVEYANCE OF WATER WITHIN THE SWALES DURING THE CONTRACT PERIOD. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DIVERSION OR PUMPING OF WATER IF REQUIRED TO COMPLETE WORK. ANY SWALES DISTURBED BY THE CONTRACTOR SHALL BE REPAIRED/RESTORED TO THEIR ORIGINAL CONDITION. IF THE SWALE NEEDS TO BE DISTURBED OR MODIFIED FOR ANY REASON, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO DISTURBANCE.
28. DETENTION AND WATER QUALITY PONDS: IF DETENTION PONDS AND WATER QUALITY PONDS ARE EXISTING ON SITE AND ARE NOT INTENDED TO BE MODIFIED AS PART OF THE PLANS, THE CONTRACTOR SHALL MINIMIZE DISTURBANCE TO THE PONDS, DRAINAGE STRUCTURES AND SPILLWAYS DURING CONSTRUCTION. ALL PONDS, DRAINAGE STRUCTURES AND SPILLWAYS SHALL BE MAINTAINED IN OPERABLE CONDITIONS AT ALL TIMES. ANY POND OR SPILLWAY AREAS DISTURBED BY THE CONTRACTOR SHALL BE REPAIRED/RESTORED TO THEIR ORIGINAL CONDITION. IF THE POND NEEDS TO BE DISTURBED OR MODIFIED FOR ANY REASON, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO DISTURBANCE.
29. MAINTENANCE ACCESS BENCHES: IF MAINTENANCE BENCHES OR ACCESS ROADS EXIST ON SITE AND ARE NOT INTENDED TO BE MODIFIED AS PART OF THE PLANS, THE CONTRACTOR SHALL MINIMIZE DISTURBANCE TO THE BENCHES OR ACCESS ROADS DURING CONSTRUCTION. ANY BENCHES OR ACCESS ROADS DISTURBED BY THE CONTRACTOR SHALL BE REPAIRED/RESTORED TO THEIR ORIGINAL CONDITION. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING BENCHES AND ACCESS ROADS DURING THE CONSTRUCTION PERIOD. IF ACCESS NEEDS TO BE BLOCKED FOR ANY REASON, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INTERRUPTION OF ACCESS.
30. LOCAL, STATE AND FEDERAL JURISDICTIONAL REQUIREMENTS, RESTRICTIONS OR PROCEDURES SHALL SUPERSEDE THESE PLANS, NOTES AND SPECIFICATIONS WHEN MORE STRINGENT. NOTIFY THE OWNER'S REPRESENTATIVE IF CONFLICTS OCCUR.

LAYOUT NOTES

1. WRITTEN DIMENSIONS WILL TAKE PRECEDENCE OVER SCALED DIMENSIONS.
2. SHOULD SITE CONDITIONS BE DIFFERENT THAN WHAT IS INDICATED ON THE DRAWINGS CONTACT THE LANDSCAPE ARCHITECT IMMEDIATELY FOR CLARIFICATION.
3. CURVED WALKS AND CURB EDGES ARE INTENDED TO BE CONSTRUCTED WITH SMOOTH FLOWING CURVES. ANYTHING OTHER THAN SMOOTH FLOWING CURVES WILL BE REJECTED.
4. THE CONTRACTOR SHALL OBTAIN, AT HIS EXPENSE, ALL PERMITS WHICH ARE NECESSARY TO PERFORM THE PROPOSED WORK.
5. THE CONTRACTOR SHALL PROVIDE A STAKED LAYOUT OF ALL SITE IMPROVEMENTS FOR INSPECTION BY THE OWNER'S REPRESENTATIVE AND MAKE MODIFICATIONS AS REQUIRED AT NO ADDITIONAL COST TO THE OWNER.
6. THE CONTRACTOR SHALL INSTALL SLEEVING FOR IRRIGATION IMPROVEMENTS PRIOR TO INSTALLING CONCRETE FLATWORK. REFER TO IRRIGATION PLANS.
7. LAYOUT WALKS, SCORE JOINTS AND PAVING PATTERNS AS CLOSELY AS POSSIBLE TO PLANS, DETAILS, AND SPECIFICATIONS. DO NOT DEVIATE FROM PLANS UNLESS SPECIFIC APPROVAL IS OBTAINED FROM THE OWNER'S REPRESENTATIVE.
8. ALL WORK SHALL BE CONFINED TO THE AREA WITHIN THE CONSTRUCTION LIMITS AS SHOWN ON THE PLANS. ANY AREAS OR IMPROVEMENTS DISTURBED OUTSIDE THESE LIMITS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE. IN THE EVENT THE CONTRACTOR REQUIRES A MODIFICATION TO THE CONSTRUCTION LIMITS, WRITTEN PERMISSION MUST BE OBTAINED FROM THE LANDSCAPE ARCHITECT PRIOR TO ANY DISTURBANCE OUTSIDE OF THE LIMITS OF WORK. SEE TECHNICAL SPECIFICATIONS.
9. CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY FENCING AROUND ALL PLAY STRUCTURES UNTIL PROPER FALL SURFACE IS COMPLETELY INSTALLED PER MANUFACTURER'S SPECIFICATIONS.
10. CONTRACTOR IS RESPONSIBLE FOR SUPERVISING ALL SAFETY SURFACING AND PAVEMENT DURING THE CURING PROCESS.

EROSION NOTES

1. THE OWNER, SITE DEVELOPER, CONTRACTOR AND/OR THEIR AUTHORIZED AGENTS SHALL REMOVE ALL SEDIMENT, MUD, AND CONSTRUCTION DEBRIS THAT MAY ACCUMULATE IN THE FLOW LINE AND THE PUBLIC RIGHTS-OF-WAY OF THE TOWN OF HAYDEN AS A RESULT OF THIS SITE DEVELOPMENT. SAID REMOVAL SHALL BE CONDUCTED IN A TIMELY MANNER.
2. THE CONTRACTOR SHALL PREVENT SEDIMENT, DEBRIS AND ALL OTHER POLLUTANTS FROM ENTERING THE STORM SEWER SYSTEM DURING ALL DEMOLITION OR CONSTRUCTION OPERATIONS THAT ARE PART OF THIS PROJECT.
3. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR REMEDIATION OF ANY ADVERSE IMPACTS TO ADJACENT WATERWAYS, WETLANDS, ETC., RESULTING FROM WORK DONE AS PART OF THIS PROJECT.
4. THE DEVELOPER, GENERAL CONTRACTOR, GRADING CONTRACTOR AND/OR THEIR AUTHORIZED AGENTS SHALL INSURE THAT ALL LOADS OF CUT AND FILL MATERIAL IMPORTED TO OR EXPORTED FROM THIS SITE SHALL BE PROPERLY COVERED TO PREVENT LOSS OF MATERIAL DURING TRANSPORT ON PUBLIC RIGHT-OF WAYS.
5. THE USE OF REBAR, STEEL STAKES, OR STEEL FENCE POSTS TO STAKE DOWN STRAW OR HAY BALES OR TO SUPPORT SILT FENCING USED AS AN EROSION CONTROL MEASURE IS PROHIBITED.
6. THE CLEANING OF CONCRETE TRUCK DELIVERY CHUTES IS PROHIBITED AT THE JOB SITE. THE DISCHARGE OF WATER CONTAINING WASTE CONCRETE TO THE STORM SEWER SYSTEM IS PROHIBITED.
7. THE CONTRACTOR SHALL PROTECT ALL STORM SEWER FACILITIES ADJACENT TO ANY LOCATION WHERE PAVEMENT CUTTING OPERATIONS INVOLVING WHEEL CUTTING, SAW CUTTING, OR ABRASIVE WATER JET CUTTING ARE TO TAKE PLACE. THE CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF ALL WASTE PRODUCTS GENERATED BY SAID CUTTING OPERATIONS ON A DAILY BASIS.

LANDSCAPE NOTES

1. THE CONTRACTOR SHALL FOLLOW THE LANDSCAPE PLANS AND SPECIFICATIONS AS CLOSELY AS POSSIBLE. ANY SUBSTITUTION OR ALTERATION SHALL NOT BE ALLOWED WITHOUT APPROVAL OF THE OWNER'S REPRESENTATIVE. OVERALL PLANT QUANTITY AND QUALITY SHALL BE CONSISTENT WITH THE PLANS.
2. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES. GRAPHIC QUANTITIES TAKES PRECEDENCE OVER WRITTEN QUANTITIES.
3. THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO INSPECT AND TAG ALL PLANT MATERIAL PRIOR TO SHIPPING TO THE SITE. IN ALL CASES, THE OWNER'S REPRESENTATIVE MAY REJECT PLANT MATERIAL AT THE SITE IF MATERIAL IS DAMAGED, DISEASED, OR DECLINING IN HEALTH AT THE TIME OF ONSITE INSPECTIONS OR IF THE PLANT MATERIAL DOES NOT MEET THE MINIMUM SPECIFIED STANDARD IDENTIFIED ON THE PLANS AND IN THE SPECIFICATIONS. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER'S REPRESENTATIVE FOR INSPECTION AND APPROVAL OF ALL MATERIALS AND PRODUCTS PRIOR TO INSTALLATION.
4. THE OWNER'S REPRESENTATIVE MAY ELECT TO UPSIZE PLANT MATERIAL AT THEIR DISCRETION BASED ON SELECTION, AVAILABILITY, OR TO ENHANCE SPECIFIC AREAS OF THE PROJECT. THE CONTRACTOR SHALL VERIFY PLANT MATERIAL SIZES WITH OWNER'S REPRESENTATIVE PRIOR TO PURCHASING, SHIPPING OR STOCKING OF PLANT MATERIALS. SUBMIT CHANGE ORDER REQUEST TO OWNER'S REPRESENTATIVE FOR APPROVAL IF ADDITIONAL COST IS REQUESTED BY THE CONTRACTOR PRIOR TO INSTALLATION. RE-STOCKING CHARGES WILL NOT BE APPROVED IF THE CONTRACTOR FAILS TO SUBMIT A REQUEST FOR MATERIAL CHANGES.
5. THE CONTRACTOR SHALL WARRANTY ALL CONTRACTED WORK AND MATERIALS FOR A PERIOD OF ONE YEAR AFTER SUBSTANTIAL COMPLETION HAS BEEN ISSUED BY THE OWNER'S REPRESENTATIVE FOR THE ENTIRE PROJECT UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS OR SPECIFICATIONS.
6. REFER TO IRRIGATION PLANS FOR LIMITS AND TYPES OF IRRIGATION DESIGNED FOR THE LANDSCAPE. IN NO CASE SHALL IRRIGATION BE EMITTED WITHIN THE MINIMUM DISTANCE FROM BUILDING OR WALL FOUNDATIONS AS STIPULATED IN THE GEOTECHNICAL REPORT. ALL IRRIGATION DISTRIBUTION LINES, HEADS AND EMITTERS SHALL BE KEPT OUTSIDE THE MINIMUM DISTANCE AWAY FROM ALL BUILDING AND WALL FOUNDATIONS AS STIPULATED IN THE GEOTECHNICAL REPORT.
7. LANDSCAPE MATERIAL LOCATIONS SHALL HAVE PRECEDENCE OVER IRRIGATION MAINLINE AND LATERAL LOCATIONS. COORDINATE INSTALLATION OF IRRIGATION EQUIPMENT SO THAT IT DOES NOT INTERFERE WITH THE PLANTING OF TREES OR OTHER LANDSCAPE MATERIAL.
8. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING POSITIVE DRAINAGE EXISTS IN ALL LANDSCAPE AREAS. SURFACE DRAINAGE ON LANDSCAPE AREAS SHALL NOT FLOW TOWARD STRUCTURES AND FOUNDATIONS. MAINTAIN SLOPE AWAY FROM FOUNDATIONS PER THE GEOTECHNICAL REPORT RECOMMENDATIONS. ALL LANDSCAPE AREAS BETWEEN WALKS AND CURBS SHALL DRAIN FREELY TO THE CURB UNLESS OTHERWISE IDENTIFIED ON THE GRADING PLAN. IN NO CASE SHALL THE GRADE, TURF THATCH, OR OTHER LANDSCAPE MATERIALS DAM WATER AGAINST WALKS. MINIMUM SLOPES ON LANDSCAPE AREAS SHALL BE 2%; MAXIMUM SLOPE SHALL BE 25% UNLESS SPECIFICALLY IDENTIFIED ON THE PLANS OR APPROVED BY THE OWNER'S REPRESENTATIVE.
9. PRIOR TO INSTALLATION OF PLANT MATERIALS, AREAS THAT HAVE BEEN COMPACTED OR DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE THOROUGHLY LOOSENED TO A DEPTH OF 8" - 12" AND AMENDED PER SPECIFICATIONS.
10. ALL LANDSCAPED AREAS ARE TO RECEIVE ORGANIC SOIL PREPARATION AS NOTED IN THE TECHNICAL SPECIFICATIONS.
11. TREES SHALL NOT BE LOCATED IN DRAINAGE SWALES, DRAINAGE AREAS, OR UTILITY EASEMENTS. CONTACT OWNER'S REPRESENTATIVE FOR RELOCATION OF PLANTS IN QUESTIONABLE AREAS PRIOR TO INSTALLATION.
12. THE CENTER OF EVERGREEN TREES SHALL NOT BE PLACED CLOSER THAN 8' AND THE CENTER OF ORNAMENTAL TREES CLOSER THAN 6' FROM A SIDEWALK, STREET OR DRIVE LANE. EVERGREEN TREES SHALL NOT BE LOCATED ANY CLOSER THAN 15' FROM IRRIGATION ROTOR HEADS. NOTIFY OWNER'S REPRESENTATIVE IF TREE LOCATIONS CONFLICT WITH THESE STANDARDS FOR FURTHER DIRECTION.
13. ALL EVERGREEN TREES SHALL BE FULLY BRANCHED TO THE GROUND AND SHALL NOT EXHIBIT SIGNS OF ACCELERATED GROWTH AS DETERMINED BY THE OWNER'S REPRESENTATIVE.
14. ALL TREES ARE TO BE STAKED AND GUYED PER DETAILS FOR A PERIOD OF 3 YEARS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING STAKES AT THE END OF 3 YEARS FROM ACCEPTANCE OF LANDSCAPE INSTALLATION BY THE OWNER'S REPRESENTATIVE. OBTAIN APPROVAL BY OWNER'S REPRESENTATIVE PRIOR TO REMOVAL.
15. ALL TREES INSTALLED ABOVE RETAINING WALLS UTILIZING GEO-GRID MUST BE HAND DUG TO PROTECT GEO-GRID. IF GEO-GRID MUST BE CUT TO INSTALL TREES, APPROVAL MUST BE GIVEN BY OWNER'S REPRESENTATIVE PRIOR TO DOING WORK.
16. ALL TREES IN SEED OR TURF AREAS SHALL RECEIVE MULCH RINGS. OBTAIN APPROVAL FROM OWNER'S REPRESENTATIVE FOR ANY TREES THAT WILL NOT BE MULCHED FOR EXCESSIVE MOISTURE REASONS.
17. SHRUB, GROUNDCOVER AND PERENNIAL BEDS ARE TO BE CONTAINED BY EDGER, REFER TO MATERIAL SCHEDULE SHEET L-102. EDGER IS NOT REQUIRED WHEN ADJACENT TO CURBS, WALLS, WALKS OR SOLID FENCES WITHIN 3" OF PRE-MULCHED FINAL GRADE. EDGER SHALL NOT BE REQUIRED TO SEPARATE MULCH TYPES UNLESS SPECIFIED ON THE PLANS.
18. SEE MATERIAL SCHEDULE ON SHEET L-1.01 FOR MULCH TYPE USED FOR SHRUB BEDS. ALL GROUND COVER AND PERENNIAL FLOWER BEDS SHALL BE MULCHED WITH 3" DEPTH SHREDDED BARK LANDSCAPE MULCH. NO WEED CONTROL FABRIC IS REQUIRED IN GROUNDCOVER OR PERENNIAL AREAS.
19. AT SEED AREA BOUNDARIES ADJACENT TO EXISTING NATIVE AREAS, OVERLAP ABUTTING NATIVE AREAS BY THE FULL WIDTH OF THE SEEDER.
20. CONTRACTOR SHALL OVER SEED ALL MAINTENANCE OR SERVICE ACCESS BENCHES AND ROADS WITH SPECIFIED SEED MIX UNLESS OTHERWISE NOTED ON THE PLANS.
21. ALL SEEDED SLOPES EXCEEDING 25% IN GRADE (4:1) SHALL RECEIVE EROSION CONTROL BLANKETS. PRIOR TO INSTALLATION, NOTIFY OWNER'S REPRESENTATIVE FOR APPROVAL OF LOCATION AND ANY ADDITIONAL COST IF A CHANGE ORDER IS NECESSARY.
22. WHEN COMPLETE, ALL GRADES SHALL BE WITHIN +/- 1/8" OF FINISHED GRADES AS SHOWN ON THE PLANS.
23. SOFT SURFACE TRAILS NEXT TO MANICURED TURF OR SHRUB BEDS SHALL BE CONTAINED WITH BENDA BOARD EDGER.
24. PRIOR TO THE PLACEMENT OF MULCH AND WEED FABRIC, A GRANULAR, PRE-EMERGENT, WEED CONTROL AGENT SHALL BE ADDED TO ALL PLANTING BEDS IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTION, EXCEPT AROUND ORNAMENTAL GRASSES.
25. THE CONTRACTOR IS EXPECTED TO KNOW AND UNDERSTAND THE CITY AND COUNTY SPECIFICATIONS FOR LANDSCAPE AND IRRIGATION. IN CASES OF DISCREPANCIES THE HIGHER OF THE TWO STANDARDS SHALL HAVE PRECEDENCE.
26. THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS SHALL BE RESPONSIBLE FOR THE INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL IMPROVEMENTS SHOWN OR INDICATED ON THE APPROVED LANDSCAPE PLAN ON FILE IN THE PLANNING DEPARTMENT.
27. ALL TREES, SHRUBS, ORNAMENTAL GRASSES, PERENNIALS AND DESIGNATED AREAS OF NATIVE SEED SHALL BE IRRIGATED. ALL TREES, SHRUBS ORNAMENTAL GRASSES TO BE DRIP IRRIGATED. PERENNIALS AND SEED AREAS TO BE SPRAYED.
28. TREES PLANTED IN GROUPS OF THREE OR MORE SHALL BE A VARIETY OF SIZES TO MIMIC NATURAL TREE STANDS.
29. ALL EXISTING TREES SHALL BE PROTECTED AND PRESERVED TO THE EXTENT POSSIBLE.
30. PLANT QUANTITIES SHOWN IN SCHEDULE (L-1.1) EXCLUDE LANDSCAPE OUTSIDE LIMIT OF WORK.

IRRIGATION NOTES

1. ALL TREES, SHRUBS, AND PERENNIALS SHALL BE DRIP IRRIGATED.
2. ONLY NATIVE SEED/GRASS AREAS TO BE SPRAY IRRIGATED.
3. IRRIGATION TIMERS TO BE PROVIDED FOR IRRIGATION SYSTEM.
4. PRECIPITATION SENSORS TO BE PROVIDED FOR IRRIGATION SYSTEM.
5. ONLY WATER CONSERVING NATIVE SEED MIXES TO BE USED FOR NATIVE GRASS AREAS.

MAINTENANCE NOTES

TREES, SHRUBS AND GROUND COVERS

1. MAINTAIN TREES, SHRUBS, GROUND COVERS AND PLANTS BY PRUNING, CULTIVATING, WATERING, WEEDING, FERTILIZING, RESTORING PLANTING SAUCERS, TIGHTENING AND REPAIRING STAKES AND GUY WIRE SUPPORTS, AND RESETTING TO PROPER GRADES OR VERTICAL POSITION, AS REQUIRED TO ESTABLISH HEALTHY, VIABLE PLANTINGS. SPRAY AS REQUIRED TO KEEP TREES AND SHRUBS FREE OF INSECTS AND DISEASE.
2. WATERING: MAINTAIN LARGE ENOUGH WATER BASINS AROUND PLANTS SO THAT ENOUGH WATER CAN BE APPLIED TO ESTABLISH MOISTURE THROUGHOUT ENTIRE ROOT ZONE. UTILIZE MULCHES TO REDUCE EVAPORATION AND WATERING FREQUENCY. ALL TREES SHALL BE DRIP IRRIGATED.
3. PRUNE AS REQUIRED AT TIME OF PLANTING AND AS NEEDED TO CORRECT DAMAGE.
4. STAKES AND GUY WIRES: INSPECT REGULARLY TO PREVENT GIRDLING OF TRUNKS OR BRANCHES AND TO PREVENT RUBBING WHICH MIGHT CAUSE BARK WOUNDS. REMOVE AND REPLACE DAMAGED STAKES AND GUYS AS DIRECTED BY THE OWNER.
5. WEED CONTROL: MAINTAIN TREE AND SHRUB BASINS FREE OF WEEDS AND GRASSES ON A WEEKLY BASIS. FREQUENT SOIL CULTIVATION THAT MIGHT DESTROY SHALLOW ROOTS IS NOT PERMITTED.
6. INSECTS AND DISEASE CONTROL: CONTROL INSECTS AND DISEASE AS NECESSARY TO PREVENT DAMAGE TO THE HEALTH OR APPEARANCE OF PLANTS. USE ONLY APPROVED MATERIALS AND METHODS. DEAD, DISEASED, AND/OR BEETLE INFESTED TREES MUST BE REMOVED UPON IMMEDIATE RECEIPT OF WRITTEN OR VERBAL NOTICE TO THE PROPERTY OWNER.
7. DEAD PLANT MATERIALS SHALL BE REMOVED WITHIN (1) MONTH WITH PLANTING MATERIALS THAT MEET THE ORIGINAL INTENT OF THE APPROVED LANDSCAPE DESIGN.
8. NATURAL LANDSCAPE MATERIALS SUCH AS ROCK, STONE, BARK CHIPS AND SHAVINGS WHICH NO LONGER COVER THE AREA IN WHICH THEY WERE ORIGINALLY DEPOSITED SHALL BE REPLENISHED SO THAT THEY AGAIN ACHIEVE FULL COVERAGE TO A MINIMUM DEPTH AS SPECIFIED.

WEED CONTROL

1. IN AREAS THAT HAVE BEEN REGRADED AND/OR HAVE EXISTING WEED GROWTH, WEED CONTROL MEASURES APPROPRIATE TO THE AMOUNT OF GROWTH AND/OR SPECIES SHALL BE PROVIDED.
2. THROUGHOUT THE GROWING SEASON WEED CONTROL OF NATIVE AREAS SHALL BE PREFORMED USING A SPOT TREATMENT METHOD.
3. HERBICIDE SHALL BE APPLIED BY A LICENSED APPLICATOR OR UNDER THE DIRECT SUPERVISION OF A LICENSED APPLICATOR.

NATIVE SEED AREAS

1. REFERENCE WEED CONTROL NOTES ABOVE.
2. MOW A MINIMUM OF ONCE YEARLY UPON ESTABLISHMENT OF GRASS.

SHEET INDEX

GORMAN ARCHITECTURAL

GORMAN ARCHITECTURAL, LLC.

COLORADO OFFICE
1060 BANNOCK ST. STE. 305
DENVER, CO 80204

NORRIS DESIGN
PEOPLE + PLACEMAKING

NOT FOR CONSTRUCTION

PRAIRIE RUN
1300 W JEFFERSON AVE
HAYDEN, COLORADO 81639

Issue Dates:

DATE	DESCRIPTION
10/30/2023	PRELIMINARY PLAN

Project No.	0452-01-3195
Plot Date:	10/30/2023 11:34:26 AM
Drawn by:	BM
Checked by:	LN, ES
Approved by:	ES

PRELIMINARY PLAN

Sheet Title

LANDSCAPE NOTES

Sheet No.
LS-001

PLANT SCHEDULE

DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE	WATER USE	HEIGHT	SPREAD
CE OC	37	CELTIS OCCIDENTALIS	COMMON HACKBERRY	B & B	2" CAL.	LOW	40`-50`	30`-40`
GL DR	23	GLEDITSIA TRIACANTHOS INERMIS 'DRAVES'	STREET KEEPER® HONEY LOCUST	B & B	2" CAL.	LOW	30`-40`	15`-20`
GL TR	31	GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER'	SHADEMASTER HONEY LOCUST	B & B	2"CAL	LOW	40`-50`	30`-40`
PO AN	42	POPULUS ANGUSTIFOLIA	NARROWLEAF COTTONWOOD	B & B	2.5" CAL.	MOD	40`-50`	25`-30`
PO TR	42	POPULUS TREMULOIDES	QUAKING ASPEN	B & B	2"CAL	MOD	40`-50`	10`-15`
QU GA	22	QUERCUS GAMBELII	GAMBEL OAK	B & B	2.5" CAL.	LOW	15`-20`	10`-15`

EVERGREEN TREES	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE	WATER USE	HEIGHT	SPREAD
PI PU	16	PICEA PUNGENS	COLORADO SPRUCE	B & B	6` HEIGHT	MOD	40`-50`	25`-30`
PI AR	17	PINUS ARISTATA	BRISTLECONE PINE	B & B	6` HEIGHT	LOW	30`-40`	15`-20`
PS ME	18	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	B & B	6` HEIGHT	MOD	50`-80`	20`-25`

ORNAMENTAL TREES	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE	WATER USE	HEIGHT	SPREAD
AL TE	12	ALNUS INCANA TENUIFOLIA	THINLEAF ALDER	B & B	6` CLUMP	MOD	25`-30`	15`-20`
AM AL	17	AMELANCHIER ALNIFOLIA	SASKATOON SERVICEBERRY	B & B	6` CLUMP	LOW	15`-20`	8`-10`
MA SS	15	MALUS X `SPRING SNOW`	SPRING SNOW CRAB APPLE	B & B	2" CAL.	LOW	15`-25`	20`-25`
PO ER	52	POPULUS TREMULOIDES `ERECTA`	COLUMNAR QUAKING ASPEN	B & B	2"CAL	MOD	40`-50`	15`-20`
PR VI	18	PRUNUS VIRGINIANA MELANOCARPA	NATIVE CHOKECHERRY	B & B	6` CLUMP	LOW	15`-20`	10`-15`

DECIDUOUS SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE	WATER USE	HEIGHT	SPREAD
AR CN	183	ARTEMISIA CANA	SILVER SAGEBRUSH	CONT.	#5	VERY LOW	4`-5`	2`-3`
CO IS	105	CORNUS SERICEA `ISANTI`	ISANTI REDOSIER DOGWOOD	CONT.	#5	MOD	4`-5`	5`-6`
CO KE	71	CORNUS SERICEA `KELSEYI`	KELSEYI DOGWOOD	CONT.	#5	MOD	2`-3`	2`-3`
CO CO	12	CORNUS SERICEA COLORADENSIS	COLORADO RED TWIG DOGWOOD	CONT.	#5	MOD	6`-7`	11`-12`
JA AM	16	JAMESIA AMERICANA	WAXFLOWER	CONT.	#5	LOW	7`-8`	5`-6`
PH MO	47	PHYSOCARPUS MONOGYNUS	MOUNTAIN NINEBARK	CONT.	#5	LOW	3`-4`	3`-4`
PO DR	117	POTENTILLA FRUTICOSA `GOLD DROP`	GOLD DROP BUSH CINQUEFOIL	CONT.	#5	LOW	2`-3`	2`-3`
PO KA	64	POTENTILLA FRUTICOSA 'KATHERINE DYKES'	KATHERINE DYKES BUSH CINQUEFOIL	CONT.	#5			
PR BE	26	PRUNUS BESSEYI `PAWNEE BUTTES`	PAWNEE BUTTES SAND CHERRY	CONT.	#5			
PR ME	6	PRUNUS VIRGINIANA MELANOCARPA	WESTERN CHOKECHERRY	CONT.	#5	LOW	15` <	9`-10`
RH AR	70	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	CONT.	#5			
RI AL	15	RIBES ALPINUM	ALPINE CURRANT	CONT.	#5	LOW	5`-6`	5`-6`
RI AU	28	RIBES AUREUM	GOLDEN CURRANT	CONT.	#5	LOW	5`-6`	5`-6`
RO WO	35	ROSA WOODSII	MOUNTAIN ROSE	CONT.	#5	LOW	5`-6`	5`-6`
SY VU	4	SYRINGA VULGARIS	COMMON PURPLE LILAC	CONT.	#5	LOW	15` <	11`-12`
VI MA	28	VIBURNUM CARLESII SPICE BABY	KOREANSPICE VIBURNUM	CONT.	#5			

EVERGREEN SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE	WATER USE	HEIGHT	SPREAD
AR CH	31	ARCTOSTAPHYLOS X COLORADOENSIS `CHIEFTAIN`	CHIEFTAIN MANZANITA	CONT.	#5	LOW	1`-2`	5`-6`
JU CC	63	JUNIPERUS SABINA `CALGARY CARPET` TM	CALGARY CARPET JUNIPER	CONT.	#5	LOW	1`-2`	7`-8`
PI SE	75	PICEA PUNGENS 'SESTER DWARF'	SESTER DWARF COLORADO SPRUCE	CONT.	#7	MOD	7`-8`	4`-5`

ORNAMENTAL GRASSES	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE	WATER USE	HEIGHT	SPREAD
AC HY	94	ACHNATHERUM HYMENOIDES	INDIAN RICEGRASS	CONT.	#5	LOW	1`-2`	1`-2`
AN GE	73	ANDROPOGON GERARDII	BIG BLUESTEM	CONT.	#5	LOW	5`-6`	2`-3`
BO GR	98	BOUTELOUA GRACILIS	BLUE GRAMA GRASS	CONT.	#5	VERY LOW	1`-2`	1`-2`
MI ML	89	MISCANTHUS SINENSIS `MORNING LIGHT`	MORNING LIGHT MAIDEN GRASS	CONT.	#5	MOD	4`-5`	2`-3`
PA SH	172	PANICUM VIRGATUM `SHENANDOAH`	SWITCH GRASS	CONT.	#5	LOW	3`-4`	1`-2`

SOD/SEED	QTY	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE	NOTES
NB SE	17,515 SF	BIORETENTION GRASS SEED MIX		SEED		
NA SE	160,149 SF	NATIVE SEED	NATIVE PRAIRIE MIX BY PAWNEE BUTTES SEED	SEED		

LANDSCAPE MATERIAL SCHEDULE		
CODE	DESCRIPTION	NOTES
M-01	SHRUB BED AREA	REFER TO GENERAL LANDSCAPE NOTE 18
M-02	COBBLE	4" MIN. DEPTH OVER SPECIFIED WEED BARRIER
M-04	CRUSHER FINES	
M-05	PLAY SURFACE	
M-10	LANDSCAPE BOULDER - 2	
M-11	LANDSCAPE BOULDER - 3	

LANDSCAPE REQUIREMENTS

Prairie Run - Hayden: Landscaping Requirments Table				
Standards	**Requirements**	**Required**	**Proposed**	**Variance**
Tree Lawns	**R.O.W. / Common Open Space**			
	Number of Plantings	*Street Frontage:*		
	1 Deciduous or Ornamental tree / 40 Linear Feet of street frontage.	*3,760 LF*		
	Mix/Plantings: (N/A)	*Required Trees:* ***94***	Proposed Trees: 94	
Standards	**Requirements**	**Required**	**Proposed**	**Variance**
Site Landscaping	**C Zone**			
	Number of Plantings	*Minimum Landscape area =15% of total site(gross)*		
	**Minimum of one (1) tree per one thousand (1,000) square feet of landscaped area. *Minimum of one (1) Shrub per one hundred fifty (150) square feet of landscape area.*	*228,298 SF*		*Trees may be substituted for up to one-half (1/2) of the required shrubs at the rate of one (1) tree for six (6) shrubs.*
	Mix/Plantings: *(25% species max)*	*Required Trees:* ***228*** *Required Shrubs:* ***1,522***	*Required Trees: 228 Required Shrubs:1,522*	
Standards	**Requirements**	**Required**	**Proposed**	**Variance**
Parking Lot Landscaping	**C Zone**			
	Number of Plantings	*All parking lots with ten (10) spaces or more shall be subject to the parking lot landscaping standards.*		
	**Minimum of one (1) tree per five (5) parking spaces. * Minimum of one (1) Shrub per one hundred fifty (150) square feet of landscape area.*	*Parking Spaces: 198*		
	Mix/Plantings:	*Required Trees:* ***40*** *Required Shrubs:**	*Proposed Trees: 40 Proposed Shrubs:**	**All shrub areas are accounted for and calculated in the Site Landscaping table shown above.*

GORMAN ARCHITECTURAL

GORMAN ARCHITECTURAL, LLC.

COLORADO OFFICE
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DENVER, CO 80204

NORRIS DESIGN
PEOPLE + PLACEMAKING

NOT FOR CONSTRUCTION

PRAIRIE RUN

1300 W JEFFERSON AVE
HAYDEN, COLORADO 81639

Issue Dates:

DATE	DESCRIPTION
10/30/2023	**PRELIMINARY PLAN**

Project No. 0452-01-3195
Plot Date: 10/30/2023 11:34:26 AM
Drawn by: BM
Checked by: LN, ES
Approved by: ES
PRELIMINARY PLAN

Sheet Title

SCHEDULE

Sheet No.
LS-002

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PRAIRIE RUN

1300 W JEFFERSON AVE
HAYDEN, COLORADO 81639

U.S. HIGHWAY 40

U.S. HIGHWAY 40

LOT 2
NOT A PART

MOON DITCH

LOT 3
NOT A PART

MOON DITCH

WAGNER
EQUIPMENT
COMPANY

LS-101

LS-102

LS-103

LS-104

WESTERN SIERRA
RESOURCE CORPORATION

STORAGE BLDG

STORAGE BLDG

WORKFORCE BLDG 5

WORKFORCE BLDG 7

WORKFORCE BLDG 2

LIVE/WORK BLDG 1

WORKFORCE BLDG 6

WORKFORCE BLDG 3

WORKFORCE BLDG 4

LIVE/WORK BLDG 2

TOWNHOUSE BLDG 1

TOWNHOUSE BLDG 4

LIVE/WORK BLDG 3

TOWNHOUSE BLDG 2

TOWNHOUSE BLDG 3

LOT 7
NOT A PART

LOT 6
NOT A PART

LOT 11
NOT A PART

M. HOWARD &
MARGARET STEES

811

NORTH

0 20 40 80
SCALE 1" = 40'

Issue Dates:

DATE	DESCRIPTION
10/30/2023	PRELIMINARY PLAN

Project No.	0452-01-3195
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Approved by:	ES

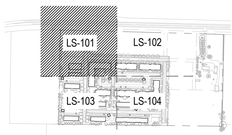
PRELIMINARY PLAN

Sheet Title

OVERALL
SITE PLAN

Sheet No.
LS-100

KEY MAP



LEGEND

MATCHLINE

LIMITS OF WORK - PHASE 1

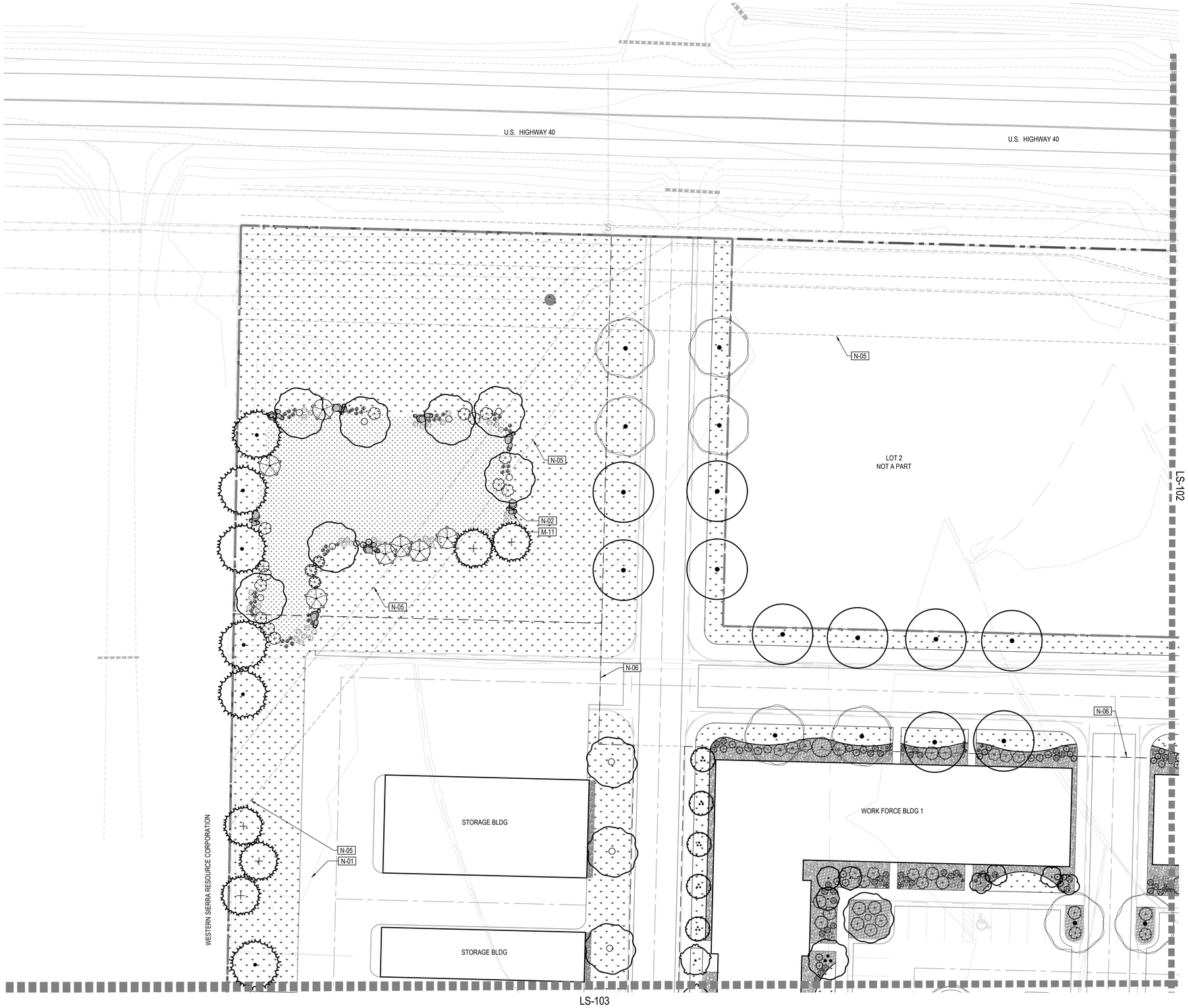
PROPERTY LINE

LOT LINE

CODE	DESCRIPTION
M-01	SHRUB BED AREA
M-02	COBBLE
M-04	CRUSHER FINES
M-05	PLAY SURFACE

SYMBOL	DESCRIPTION
M-09	LANDSCAPE BOULDER - 1
M-10	LANDSCAPE BOULDER - 2
M-11	LANDSCAPE BOULDER - 3
M-12	COBBLE BORDER

SYMBOL	DESCRIPTION
S-01	BENCH - 1
S-09	BIKE RACK



PLANT SCHEDULE

DECIDUOUS TREES	COMMON NAME
CE OC	COMMON HACKBERRY
GL DR	STREET KEEPER® HONEY LOCUST
GL TR	SHADEMASTER HONEY LOCUST
PO AN	NARROWLEAF COTTONWOOD
PO TR	QUAKING ASPEN
QU GA	GAMBEL OAK

EVERGREEN TREES	COMMON NAME
PI PU	COLORADO SPRUCE
PI AR	BRISTLECONE PINE
PS ME	DOUGLAS FIR

ORNAMENTAL TREES	COMMON NAME
AL TE	THINLEAF ALDER
AM AL	SASKATOON SERVICEBERRY
MA SS	SPRING SNOW CRAB APPLE
PO ER	COLUMNAR QUAKING ASPEN
PR VI	NATIVE CHOKECHERRY

DECIDUOUS SHRUBS	COMMON NAME
AR CN	SILVER SAGEBRUSH
CO IS	ISANTI REDOSIER DOGWOOD
CO KE	KELSEYI DOGWOOD
CO CO	COLORADO RED TWIG DOGWOOD
JA AM	WAXFLOWER
PH MO	MOUNTAIN NINEBARK
PO DR	GOLD DROP BUSH CINQUEFOIL
PO KA	KATHERINE DYKES BUSH CINQUEFOIL
PR BE	PAWNEE BUTTES SAND CHERRY
PR ME	WESTERN CHOKECHERRY
RH AR	GRO-LOW FRAGRANT SUMAC
RI AL	ALPINE CURRANT
RI AU	GOLDEN CURRANT
RO WO	MOUNTAIN ROSE
SY VU	COMMON PURPLE LILAC
VI MA	KOREANSPICE VIBURNUM

EVERGREEN SHRUBS	COMMON NAME
AR CH	CHIEFTAIN MANZANITA
JU CC	CALGARY CARPET JUNIPER
PI SE	SESTER DWARF COLORADO SPRUCE

ORNAMENTAL GRASSES	COMMON NAME
AC HY	INDIAN RICEGRASS
AN GE	BIG BLUESTEM
BO GR	BLUE GRAMA GRASS
MI ML	MORNING LIGHT MAIDEN GRASS
PA SH	SWITCH GRASS

SOD/SEED	COMMON NAME
NB SE	BIORETENTION MIX BY PAWNEE BUTTES SEED
NA SE	NATIVE PRAIRE MIX BY PAWNEE BUTTES SEED

CODE	DESCRIPTION
N-01	EXISTING CONTOURS, TYP.
N-02	DETENTION POND
N-03	FUTURE POTENTIAL NATURE PLAY AREA
N-04	DUMPSTER
N-05	EASEMENT

811

NORTH

0 10 20 40

SCALE 1" = 20'

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GORMAN ARCHITECTURAL, LLC.

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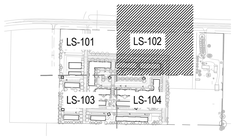
PRELIMINARY PLAN

Sheet Title

LANDSCAPE PLAN

Sheet No.
LS-101

KEY MAP



LEGEND

MATCHLINE

LIMITS OF WORK - PHASE 1

PROPERTY LINE

LOT LINE

CODE	DESCRIPTION
M-01	SHRUB BED AREA
M-02	COBBLE
M-04	CRUSHER FINES
M-05	PLAY SURFACE

SYMBOL	DESCRIPTION
M-09	LANDSCAPE BOULDER - 1
M-10	LANDSCAPE BOULDER - 2
M-11	LANDSCAPE BOULDER - 3
M-12	COBBLE BORDER

SYMBOL	DESCRIPTION
S-01	BENCH - 1
S-09	BIKE RACK

PLANT SCHEDULE

DECIDUOUS TREES	COMMON NAME
CE OC	COMMON HACKBERRY
GL DR	STREET KEEPER® HONEY LOCUST
GL TR	SHADEMASTER HONEY LOCUST
PO AN	NARROWLEAF COTTONWOOD
PO TR	QUAKING ASPEN
QU GA	GAMBEL OAK

EVERGREEN TREES	COMMON NAME
PI PU	COLORADO SPRUCE
PI AR	BRISTLECONE PINE
PS ME	DOUGLAS FIR

ORNAMENTAL TREES	COMMON NAME
AL TE	THINLEAF ALDER
AM AL	SASKATOON SERVICEBERRY
MA SS	SPRING SNOW CRAB APPLE
PO ER	COLUMNAR QUAKING ASPEN
PR VI	NATIVE CHOKECHERRY

DECIDUOUS SHRUBS	COMMON NAME
AR CN	SILVER SAGEBRUSH
CO IS	ISANTI REDOSIER DOGWOOD
CO KE	KELSEYI DOGWOOD
CO CO	COLORADO RED TWIG DOGWOOD
JA AM	WAXFLOWER
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PO DR	GOLD DROP BUSH CINQUEFOIL
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PR BE	PAWNEE BUTTES SAND CHERRY
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EVERGREEN SHRUBS	COMMON NAME
AR CH	CHIEFTAIN MANZANITA
JU CC	CALGARY CARPET JUNIPER
PI SE	SESTER DWARF COLORADO SPRUCE

ORNAMENTAL GRASSES	COMMON NAME
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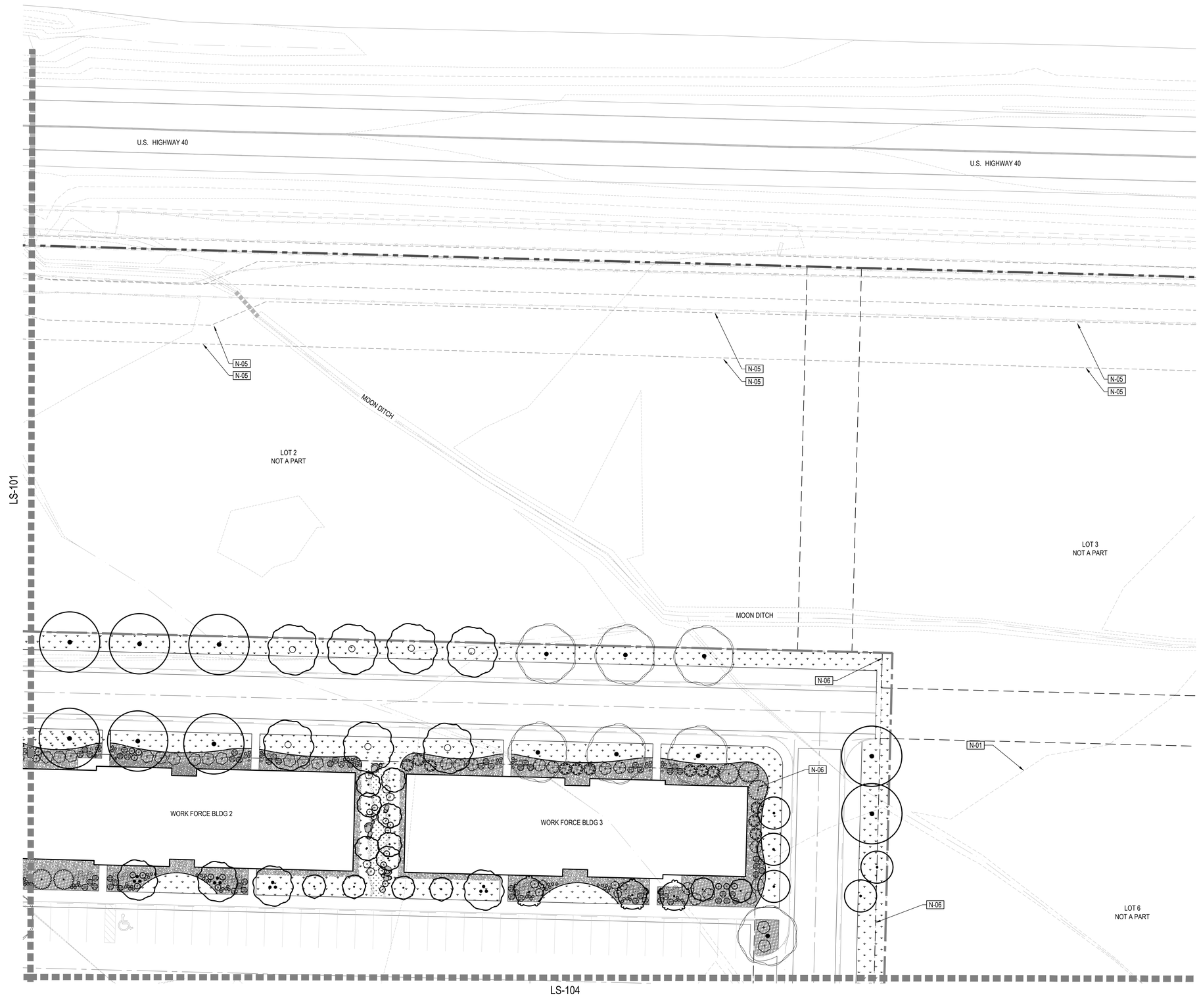
BO GR	BLUE GRAMA GRASS
MI ML	MORNING LIGHT MAIDEN GRASS
PA SH	SWITCH GRASS

SOD/SEED	COMMON NAME
NB SE	BIORETENTION MIX BY PAWNEE BUTTES SEED
NA SE	NATIVE PRAIRE MIX BY PAWNEE BUTTES SEED

CODE	DESCRIPTION
N-01	EXISTING CONTOURS, TYP.
N-02	DETENTION POND
N-03	FUTURE POTENTIAL NATURE PLAY AREA
N-04	DUMPSTER
N-05	EASEMENT



811 NORTH 0 10 20 40 SCALE 1" = 20'

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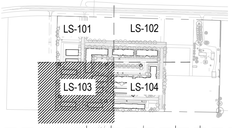
PRELIMINARY PLAN

Sheet Title

LANDSCAPE PLAN

Sheet No.
LS-102

KEY MAP



LEGEND

MATCHLINE

LIMITS OF WORK - PHASE 1

PROPERTY LINE

LOT LINE

CODE	DESCRIPTION
M-01	SHRUB BED AREA
M-02	COBBLE
M-04	CRUSHER FINES
M-05	PLAY SURFACE

SYMBOL	DESCRIPTION
M-09	LANDSCAPE BOULDER - 1
M-10	LANDSCAPE BOULDER - 2
M-11	LANDSCAPE BOULDER - 3
M-12	COBBLE BORDER

SYMBOL	DESCRIPTION
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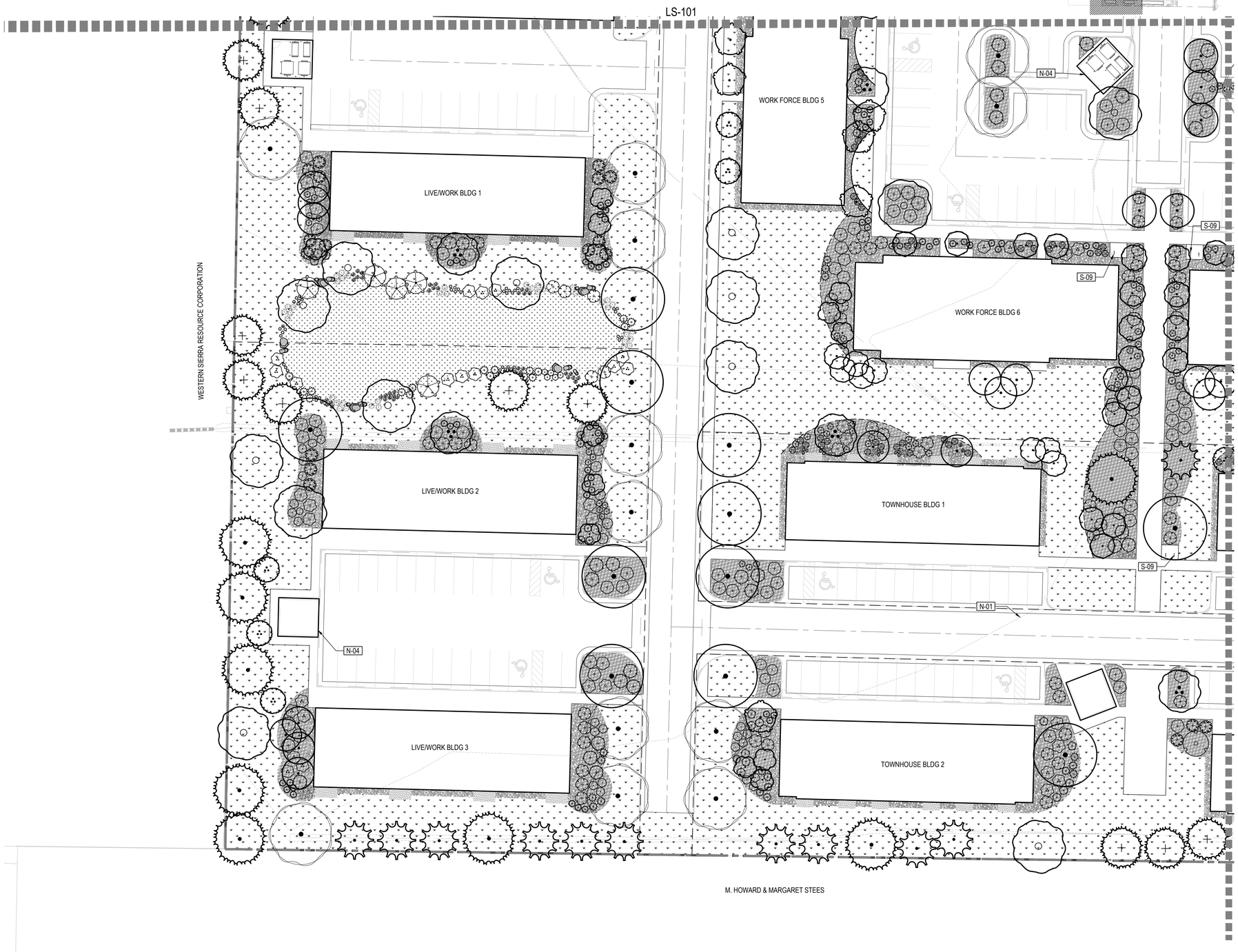
S-09	BIKE RACK



PLANT SCHEDULE

DECIDUOUS TREES	COMMON NAME
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GL DR	STREET KEEPER® HONEY LOCUST
GL TR	SHADEMASTER HONEY LOCUST
PO AN	NARROWLEAF COTTONWOOD
PO TR	QUAKING ASPEN
QU GA	GAMBEL OAK

EVERGREEN TREES	COMMON NAME
PI PU	COLORADO SPRUCE
PI AR	BRISTLECONE PINE
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N-03	FUTURE POTENTIAL NATURE PLAY AREA
N-04	DUMPSTER
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811

NORTH

0 10 20 40

SCALE 1" = 20'

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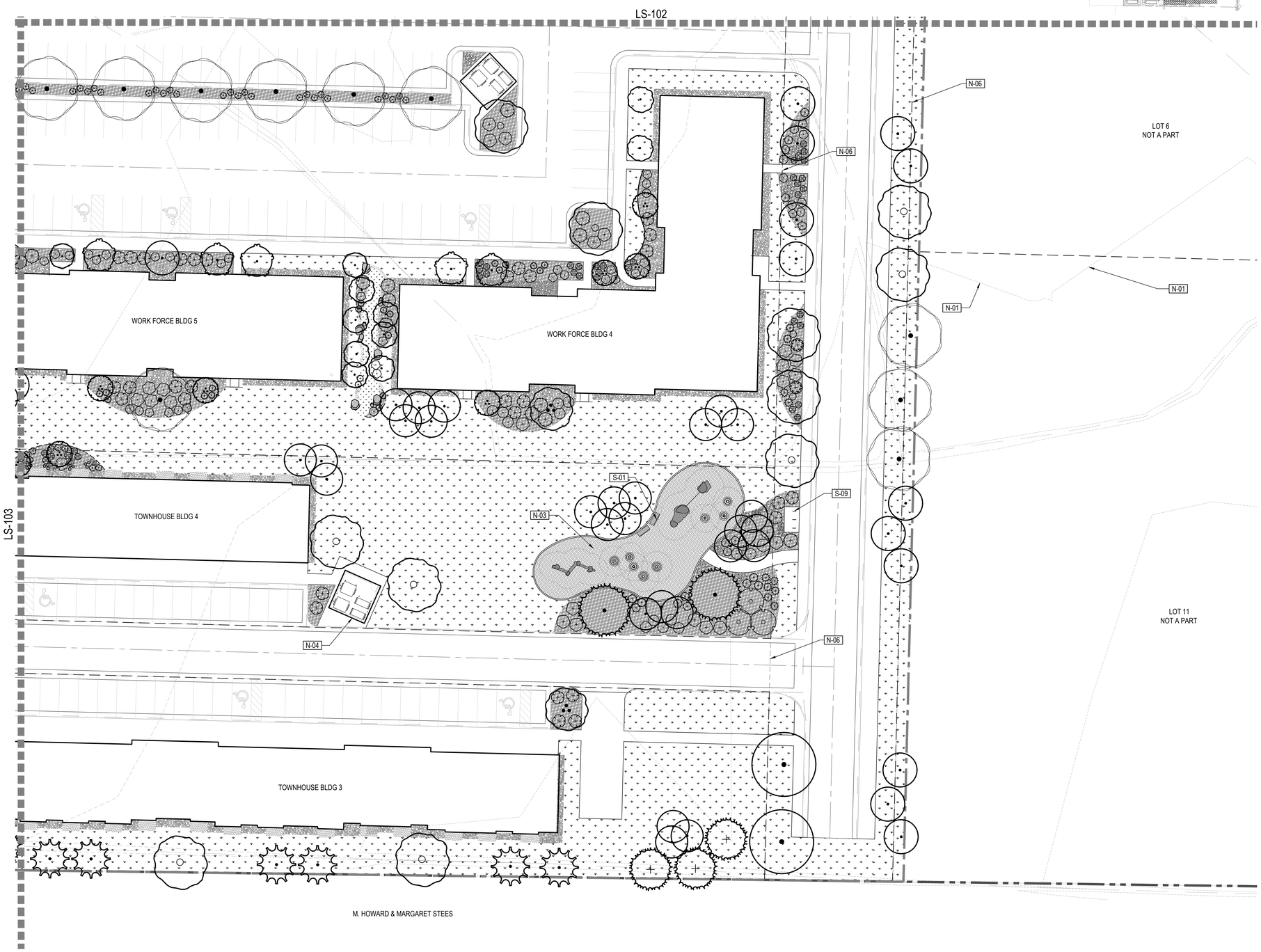
PRELIMINARY PLAN

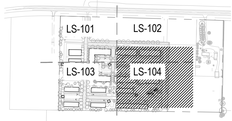
Sheet Title

LANDSCAPE PLAN

Sheet No.
LS-103



KEY MAP



LEGEND

MATCHLINE

LIMITS OF WORK - PHASE 1

PROPERTY LINE

LOT LINE

CODE	DESCRIPTION
M-01	SHRUB BED AREA
M-02	COBBLE
M-04	CRUSHER FINES
M-05	PLAY SURFACE

SYMBOL	DESCRIPTION
M-09	LANDSCAPE BOULDER - 1
M-10	LANDSCAPE BOULDER - 2
M-11	LANDSCAPE BOULDER - 3
M-12	COBBLE BORDER

SYMBOL	DESCRIPTION
S-01	BENCH - 1
S-09	BIKE RACK

PLANT SCHEDULE

DECIDUOUS TREES	COMMON NAME
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GL TR	SHADEMASTER HONEY LOCUST
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EVERGREEN TREES	COMMON NAME
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PO ER	COLUMNAR QUAKING ASPEN
PR VI	NATIVE CHOKECHERRY

DECIDUOUS SHRUBS	COMMON NAME
AR CN	SILVER SAGEBRUSH
CO IS	ISANTI REDOSIER DOGWOOD
CO KE	KELSEYI DOGWOOD
CO CO	COLORADO RED TWIG DOGWOOD
JA AM	WAXFLOWER
PH MO	MOUNTAIN NINEBARK
PO DR	GOLD DROP BUSH CINQUEFOIL
PO KA	KATHERINE DYKES BUSH CINQUEFOIL
PR BE	PAWNEE BUTTES SAND CHERRY
PR ME	WESTERN CHOKECHERRY
RH AR	GRO-LOW FRAGRANT SUMAC
RI AL	ALPINE CURRANT
RI AU	GOLDEN CURRANT
RO WO	MOUNTAIN ROSE
SY VU	COMMON PURPLE LILAC
VI MA	KOREANSPICE VIBURNUM

EVERGREEN SHRUBS	COMMON NAME
AR CH	CHIEFTAIN MANZANITA
JU CC	CALGARY CARPET JUNIPER
PI SE	SESTER DWARF COLORADO SPRUCE

ORNAMENTAL GRASSES	COMMON NAME
AC HY	INDIAN RICEGRASS
AN GE	BIG BLUESTEM
BO GR	BLUE GRAMA GRASS
MI ML	MORNING LIGHT MAIDEN GRASS
PA SH	SWITCH GRASS

SOD/SEED	COMMON NAME
NB SE	BIORETENTION MIX BY PAWNEE BUTTES SEED
NA SE	NATIVE PRAIRIE MIX BY PAWNEE BUTTES SEED

CODE	DESCRIPTION
N-01	EXISTING CONTOURS, TYP.
N-02	DETENTION POND
N-03	FUTURE POTENTIAL NATURE PLAY AREA
N-04	DUMPSTER
N-05	EASEMENT

811

NORTH

0 10 20 40

SCALE 1" = 20'

GORMAN ARCHITECTURAL

GORMAN ARCHITECTURAL, LLC.

COLORADO OFFICE
1060 BANNOCK ST. STE. 305
DENVER, CO 80204

NORRIS DESIGN
PEOPLE + PLACEMAKING

NOT FOR CONSTRUCTION

PRAIRIE RUN

1300 W JEFFERSON AVE
HAYDEN, COLORADO 81639

Issue Dates:

DATE	DESCRIPTION
10/30/2023	PRELIMINARY PLAN

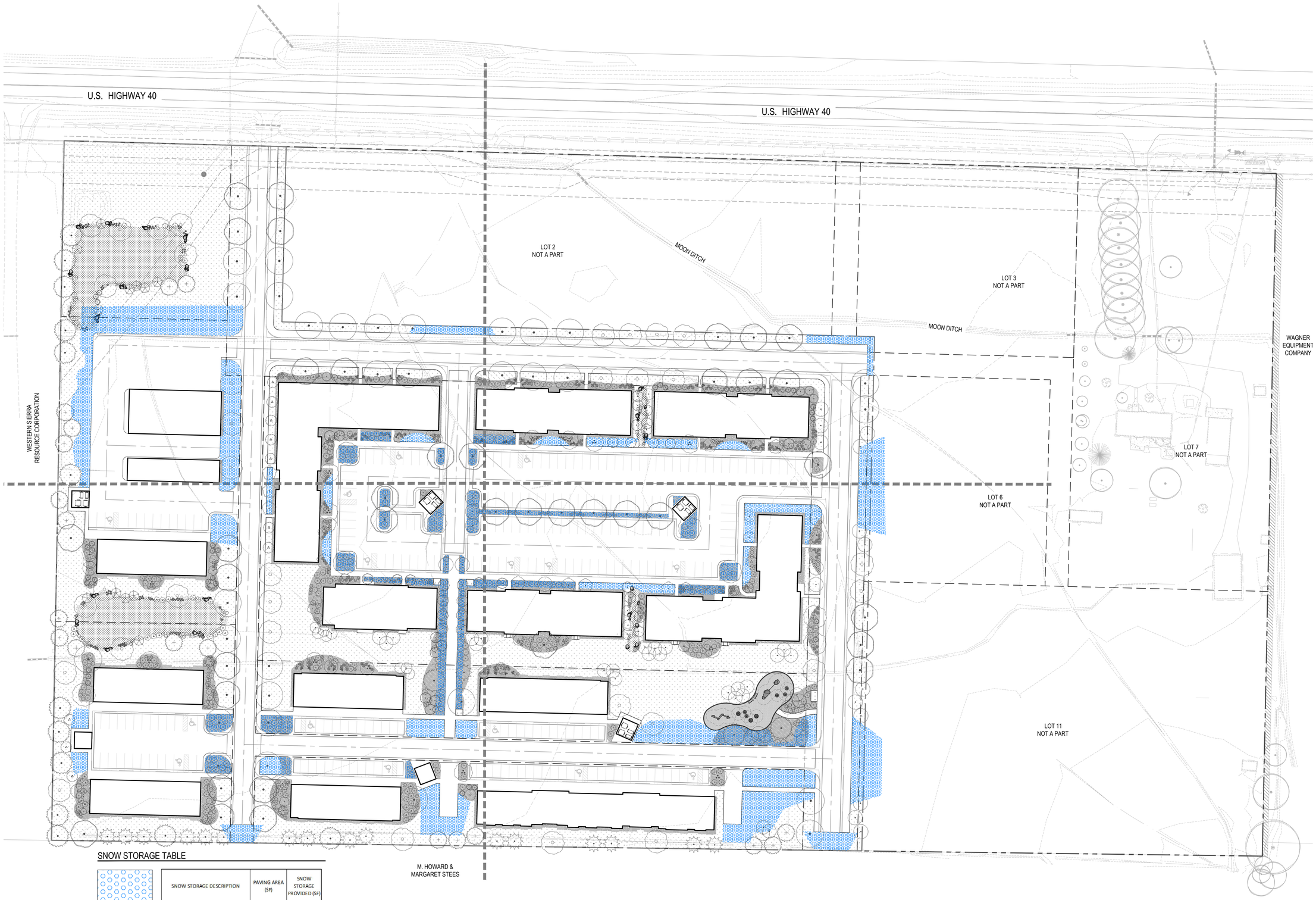
Project No.	0452-01-3195
Plot Date:	10/30/2023 11:34:26 AM
Drawn by:	BM
Checked by:	LN, ES
Approved by:	ES

PRELIMINARY PLAN

Sheet Title

LANDSCAPE PLAN

Sheet No.
LS-104



SNOW STORAGE TABLE

SNOW STORAGE DESCRIPTION	PAVING AREA (SF)	SNOW STORAGE PROVIDED (SF)
SITE SNOW STORAGE: PARKING, EMERGENCY ACCESS AND MAIN DRIVES,PEDESTRIAN WALKWAYS *(OVERFLOW PARKING SPACES MAY BE USED FOR SNOW STORAGE AS NEEDED.)*	208,179	50,079

811

NORTH

0 20 40 80

SCALE 1" = 40'

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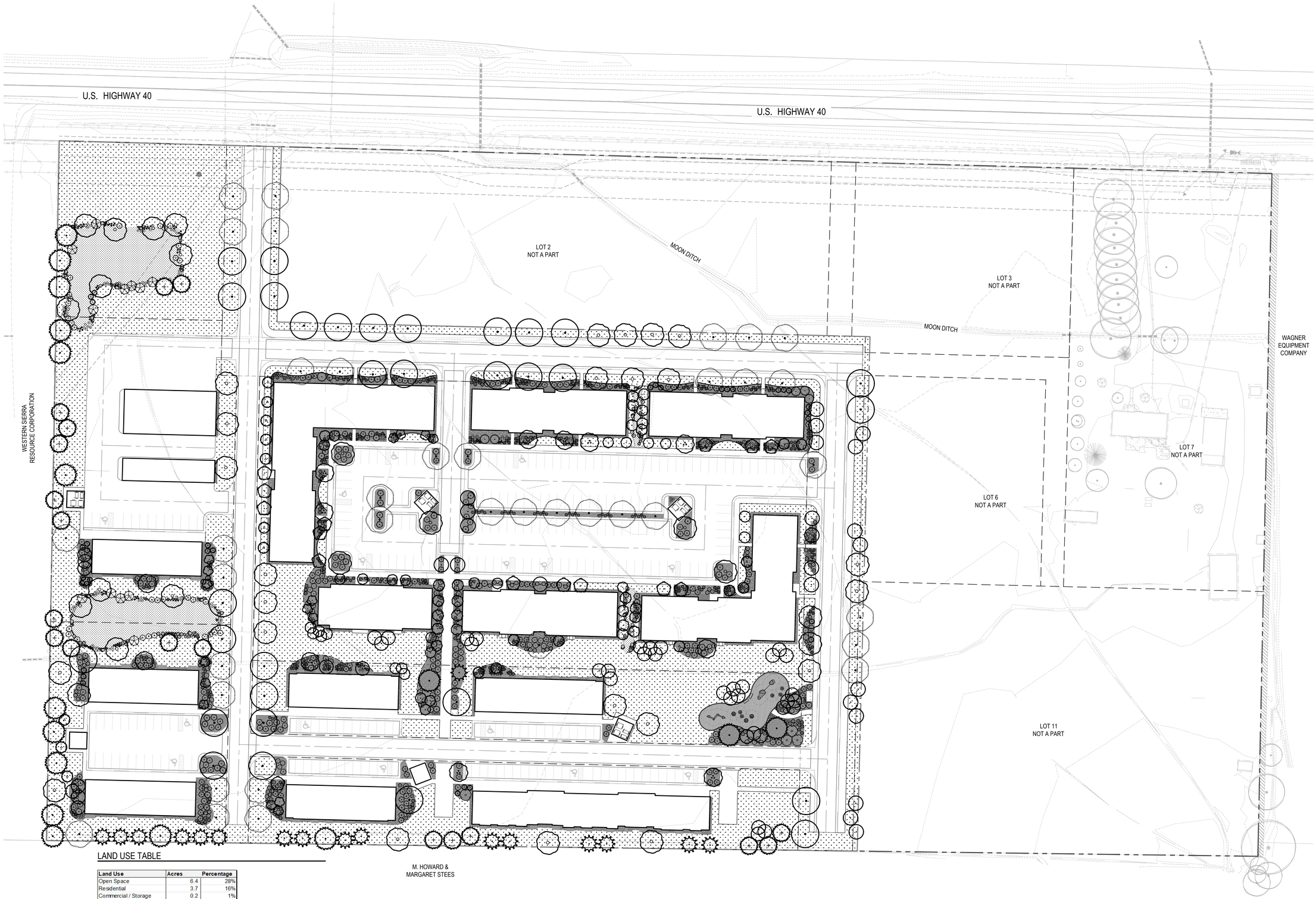
PRELIMINARY PLAN

Sheet Title

SNOW
STORAGE PLAN

Sheet No.
LS-105



LAND USE TABLE

Land Use	Acres	Percentage
Open Space	6.4	28%
Residential	3.7	16%
Commercial / Storage	0.2	1%
Infrastructure	3.5	15%
Future Development	9.4	41%
Total	23.2	100%

811

NORTH

0 20 40 80

SCALE 1" = 40'

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PRELIMINARY PLAN

Sheet Title

OPEN SPACE AND TRAILS PLAN

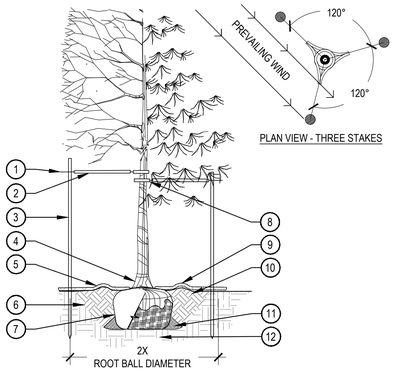
Sheet No.

LS-106

65 of 196

PRUNING NOTES:
1. ALL PRUNING SHALL COMPLY WITH ANSI A300 STANDARDS.
2. DO NOT HEAVILY PRUNE TREE AT PLANTING. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS AND BROKEN BRANCHES. SOME INTERIOR TWIGS AND LATERAL BRANCHES MAY BE PRUNED. HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.

STAKING NOTES:
1. STAKE TREES PER DIAGRAM. AFTER A MINIMUM OF (3) THREE YEARS CONFIRM TREE IS ESTABLISHED. CHECK FOR ROOTBALL STABILITY. APPLY HAND PRESSURE TO TRUNK OF TREE, WHEN ROOTBALL DOES NOT MOVE, REMOVE STAKING.
   a. 2" CALIPER SIZE AND UNDER DECIDUOUS AND ASPEN TREES - MINIMUM 2 STAKES - ONE ON N.W. SIDE, ONE ON S.W. SIDE (OR PREVAILING WIND SIDE AND 180° FROM THAT SIDE).
   b. EVERGREEN TREES - 3 STAKES PER DIAGRAM.
   c. 3" CALIPER SIZE AND LARGER - 3 STAKES PER DIAGRAM.
2. WIRE OR CABLE SHALL BE MINIMUM 12 GAUGE, TIGHTEN WIRE OR CABLE ONLY ENOUGH TO KEEP FROM SLIPPING. ALLOW FOR SOME TRUNK MOVEMENT. NYLON STRAPS SHALL BE LONG ENOUGH TO ACCOMMODATE 1-1/2" OF GROWTH AND BUFFER ALL BRANCHES FROM WIRE.
3. ADJUST STAKING, STRAPS AND GUY WIRES ANNUALLY.
4. TREATED WOOD POST PREFERRED. METAL T STAKES WITH PLASTIC SAFETY CAPS ACCEPTABLE WITH APPROVAL FROM OWNER.



1. GALVANIZED WIRE
2. PLACE MINIMUM 1/2" PVC PIPE AROUND EACH WIRE. EXPOSED WIRE SHALL BE MAXIMUM 2" EACH SIDE
3. INSTALL STAKING PER SPECIFICATIONS
4. PLANT TREE SO THAT FIRST ORDER MAJOR ROOT IS 1"-2" ABOVE FINAL GRADE
5. 2'-0" RADIUS MULCH RING, CENTERED ON TRUNK, 3" DEPTH, ON TOP OF WEED FABRIC, DO NOT PLACE MULCH IN CONTACT WITH TREE TRUNK, FINISHED GRADE REFERENCES TOP OF MULCH
6. 1:1 SLOPE ON SIDES OF PLANTING HOLE
7. REMOVE ALL TWINE, ROPE, BURLAP AND WIRE FROM THE ENTIRE ROOTBALL AND TRUNK
8. GROMMETED NYLON STRAPS
9. 4-6" HIGH WATER SAUCER IN NON-TURF AREAS
10. BACKFILL AROUND ROOTBALL WITH PLANT MIX, PLANT MIX SHALL CONSIST OF EQUAL PARTS TOPSOIL, COMPOST, EXCAVATED SOIL, PLUS MYCORRHIZAL INOCULANT PER SPECIFICATIONS
11. PLACE SOIL AROUND ROOT BALL FIRMLY, DO NOT COMPACT OR TAMP, SETTLE SOIL WITH WATER TO FILL ALL AIR POCKETS
12. PLACE ROOT BALL ON UNDISTURBED SOIL TO PREVENT SETTLEMENT

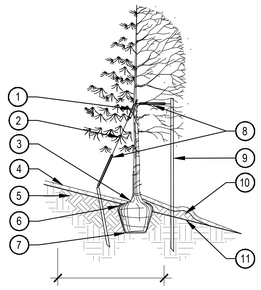
1 TREE PLANTING DETAIL

SCALE: 3/16" = 1'-0"

NOTES:
1. EXCAVATE PLANTING HOLES WITH SLOPING SIDES. MAKE EXCAVATIONS AT LEAST THREE TIMES AS WIDE AS THE ROOT BALL DIAMETER AND LESS THAN THE DISTANCE FROM THE TOP MOST ROOT AND THE BOTTOM OF THE ROOT BALL. THE PLANTING AREA SHALL BE LOOSENED AND AERATED AT LEAST THREE TO FIVE TIMES THE DIAMETER OF THE ROOT BALL. REFERENCE TREE PLANTING DETAIL FOR BACKFILL NOTES.
2. TREES SHALL BE PLANTED WITH THE TOP MOST ROOT IN THE ROOT BALL 3" TO 5" HIGHER THAN THE FINISHED LANDSCAPE GRADE. TREES WHERE THE TRUNK FLARE IS NOT VISIBLE SHALL BE REJECTED.
3. FORM SOIL INTO A 3" TO 5" TALL WATERING RING (SAUCER) AROUND PLANTING AREA. THIS IS NOT NECESSARY IN IRRIGATED TURF AREAS. APPLY 3" TO 4" DEPTH OF SPECIFIED MULCH INSIDE WATERING RING.

PRUNING NOTES:
1. ALL PRUNING SHALL COMPLY WITH ANSI A300 STANDARDS.
2. DO NOT HEAVILY PRUNE TREE AT PLANTING. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS AND BROKEN BRANCHES. SOME INTERIOR TWIGS AND LATERAL BRANCHES MAY BE PRUNED. HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.

STAKING NOTES:
1. STAKE TREES PER DIAGRAM. AFTER A MINIMUM OF (3) THREE YEARS CONFIRM TREE IS ESTABLISHED. CHECK FOR ROOTBALL STABILITY. APPLY HAND PRESSURE TO TRUNK OF TREE, WHEN ROOTBALL DOES NOT MOVE, REMOVE STAKING.
   a. 2" CALIPER SIZE AND UNDER DECIDUOUS AND ASPEN TREES - MINIMUM 2 STAKES - ONE ON N.W. SIDE, ONE ON S.W. SIDE (OR PREVAILING WIND SIDE AND 180° FROM THAT SIDE).
   b. EVERGREEN TREES - 3 STAKES PER DIAGRAM.
   c. 3" CALIPER SIZE AND LARGER - 3 STAKES PER DIAGRAM.
2. WIRE OR CABLE SHALL BE MINIMUM 12 GAUGE, TIGHTEN WIRE OR CABLE ONLY ENOUGH TO KEEP FROM SLIPPING. ALLOW FOR SOME TRUNK MOVEMENT. NYLON STRAPS SHALL BE LONG ENOUGH TO ACCOMMODATE 1-1/2" OF GROWTH AND BUFFER ALL BRANCHES FROM WIRE.
3. ADJUST STAKING, STRAPS AND GUY WIRES ANNUALLY.
4. USE GUY ASSEMBLIES FOR EVERGREENS AND TREES OVER 3" CALIPER. ALL WIRE TO BE MINIMUM 12 GAUGE GALVANIZED.



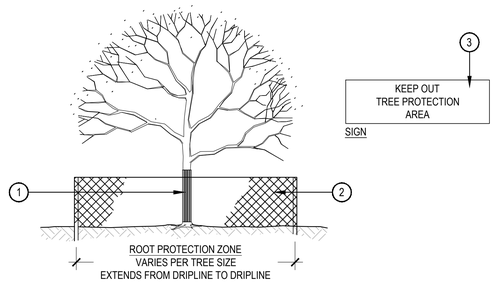
SLOPE SIDED PLANTING AREA SHALL BE LOOSENED AND AERATED MINIMUM 3 TIMES THE DIAMETER OF ROOT BALL

1. GROMMETED NYLON STRAP
2. GALVANIZED WIRE
3. TOP MOST ROOT IN ROOTBALL: 1"-2" ABOVE EXISTING GRADE, UPHILL SIDE
4. 2-4" OF ORGANIC MULCH APPLIED OVER PLANTING AREA AND AWAY FROM THE TRUNK, REFER TO MATERIAL SCHEDULE, SHEET LS-002 FINISHED GRADE REFERENCES TOP OF MULCH
5. BACKFILL WITH PLANT MIX, PLANT MIX SHALL CONSIST OF EQUAL PARTS TOPSOIL, COMPOST, EXCAVATED SOIL, PLUS MYCORRHIZAL INOCULANT PER SPECIFICATIONS, WATER THOROUGHLY WHEN BACKFILLING
6. REMOVE ALL TWINE, ROPE, BURLAP AND WIRE FROM ENTIRE ROOTBALL AND TRUNK
7. PLACE ROOTBALL ON UNDISTURBED SOIL TO PREVENT SETTLEMENT, IF SOIL HAS BEEN IMPORTED, PROVIDE MODERATE FOOT PACKING OF SOIL DIRECTLY UNDER LOCATION OF ROOTBALL
8. 24" X 3/4" P.V.C. MARKERS (TYPICAL) OVER WIRES
9. TREATED WOOD POST, OR METAL T STAKE WITH CAP, WITH GROMMETED NYLON STRAPS, USE 2 GUY WIRES
10. UNAMENDED TOPSOIL ADDED TO EXISTING GRADE ON DOWN HILL SIDE, REFER TO SPECIFICATIONS
11. EXISTING GRADE

3 TREE PLANTING ON SLOPE

SCALE: 1/4" = 1'-0"

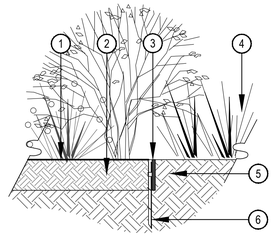
NOTES:
1. TREES TO BE PROTECTED AND PRESERVED SHALL BE IDENTIFIED ON THE TRUNK WITH WHITE SURVEY TAPE. GROUPING OF MORE THAN ONE TREE MAY OCCUR.
2. TO PREVENT ROOT SMOTHERING, SOIL STOCKPILES, SUPPLIES, EQUIPMENT OR ANY OTHER MATERIAL SHALL NOT BE PLACED OR STORED WITHIN THE DRIP LINE OR WITHIN 15 FEET OF A TREE TRUNK, WHICHEVER IS GREATER.
3. FENCING MATERIAL SHALL BE SET AT THE DRIP LINE OR 15 FEET FROM TREE TRUNK, WHICHEVER IS GREATER, AND MAINTAINED IN AN UPRIGHT POSITION THROUGHOUT THE DURATION OF CONSTRUCTION ACTIVITIES.
4. FENCING MATERIAL SHALL BE BRIGHT, CONTRASTING COLOR, DURABLE, AND A MINIMUM OF FOUR FEET IN HEIGHT.
5. TREE ROOTS SHALL NOT BE CUT UNLESS CUTTING IS UNAVOIDABLE.
6. WHEN ROOT CUTTING IS UNAVOIDABLE, A CLEAN SHARP CUT SHALL BE MADE TO AVOID SHREDDING OR SMASHING. ROOT CUTS SHOULD BE MADE BACK TO A LATERAL ROOT. ROOTS SHALL BE CUT NO MORE THAN 1/3 OF THE RADIUS FROM DRIPLINE TO TRUNK. WHENEVER POSSIBLE, ROOTS SHOULD BE CUT BETWEEN LATE FALL AND BUD OPENING, DURING DORMANCY PERIOD. ROOT STIMULATOR SHALL BE APPLIED TO CUT ROOTS. EXPOSED ROOTS SHALL BE COVERED IMMEDIATELY TO PREVENT DEHYDRATION. ROOTS SHALL BE COVERED WITH SOIL OR BURLAP AND KEPT MOIST.WATERING OF PROTECTED TREES IN WHICH ROOTS WERE CUT SHALL BE PROVIDED BY THE CONTRACTOR.
7. WHEN ROOT CUTTING IS UNAVOIDABLE, A CLEAN SHARP CUT SHALL BE MADE TO AVOID SHREDDING OR SMASHING. ROOT CUTS SHOULD BE MADE BACK TO A LATERAL ROOT. WHENEVER POSSIBLE, ROOTS SHOULD BE CUT BETWEEN LATE FALL AND BUD OPENING, DURING DORMANCY PERIOD. EXPOSED ROOTS SHALL BE COVERED IMMEDIATELY TO PREVENT DEHYDRATION. ROOTS SHALL BE COVERED WITH SOIL OR BURLAP AND KEPT MOIST.WATERING OF PROTECTED TREES IN WHICH ROOTS WERE CUT SHALL BE PROVIDED BY THE CONTRACTOR.
8. ANY GRADE CHANGES (SUCH AS THE REMOVAL OF TOPSOIL OR ADDITION OF FILL MATERIAL) WITHIN THE DRIP LINE SHOULD BE AVOIDED FOR EXISTING TREES TO REMAIN. RETAINING WALLS AND TREE WELLS ARE ACCEPTABLE ONLY WHEN CONSTRUCTED PRIOR TO GRADE CHANGE.



1. **TRUNK PROTECTION** - 1" BOARDS NO LESS THAN 5' LONG OR TO REACH FIRST SCAFFOLD BRANCH. WIRE TO HOLD BOARDS IN PLACE, NO NAILS PERMITTED. INCLUDE WRAPPING OF BURLAP UNDER BOARDS.
2. **BRANCH PROTECTION -** PROTECT LOWER BRANCHES OF TREE CANOPY. PROVIDE CONSTRUCTION FENCING OR EQUAL AT DRIPLINE MINIMUM.
3. PLACE SIGNS EVERY 50', PLACE SIGNS WHERE VISIBLE, ATTACH TO FENCING.

5 TREE PROTECTION

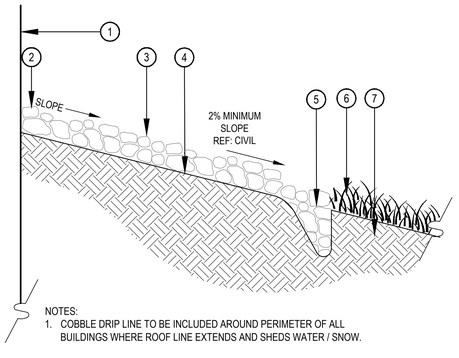
SCALE: 1/8" = 1'-0"



1. FINISH GRADE
2. ADJACENT LANDSCAPE, SEE LANDSCAPE PLANS FOR TYPE
3. 1X6 BENDA BOARD EDGER PER MATERIALS SCHEDULE; SHEET LS-002
4. NATIVE SEED OR ADJACENT LANDSCAPE, REFER TO LANDSCAPE PLANS
5. SUBGRADE
6. EDGER STAKE, INSTALL PER MANUFACTURER SPECIFICATIONS

7 BENDA BOARD EDGER

N.T.S.

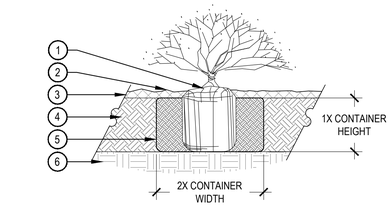


1. ADJACENT BUILDING
2. ADJACENT LANDSCAPE; REFER TO PLANS
3. COBBLE; REFER TO MATERIAL SCHEDULE, SHEET LP-002
4. FINISH GRADE
5. SPADE CUT EDGER
6. NATIVE GRASS / LANDSCAPE BED, REFER TO PLANS
7. UNDISTURBED SOIL

NOTES:
1. COBBLE DRIP LINE TO BE INCLUDED AROUND PERIMETER OF ALL BUILDINGS WHERE ROOF LINE EXTENDS AND SHEDS WATER / SNOW.

8 COBBLE DRIP LINE

N.T.S.

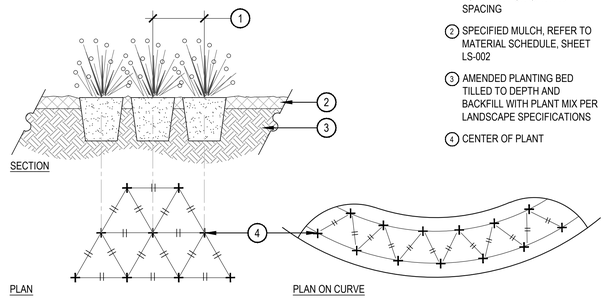


NOTE:
1. BROKEN OR CRUMBLING ROOT-BALLS WILL BE REJECTED.
2. CARE SHOULD BE TAKEN NOT TO DAMAGE THE SHRUB OR ROOT-BALL WHEN REMOVING IT FROM ITS CONTAINER.
3. ALL JUNIPERS SHOULD BE PLANTED SO THE TOP OF THE ROOT-BALL OCCURS ABOVE THE FINISH GRADE OF THE MULCH LAYER.
4. DIG PLANT PIT TWICE AS WIDE AND AS HIGH AS THE CONTAINER.
5. PRUNE ALL DEAD OR DAMAGED WOOD PRIOR TO PLANTING, DO NOT PRUNE MORE THAN 20% OF LIMBS.

1. SET SHRUB ROOT-BALL 1" HIGHER THAN FINISH GRADE
2. FINISH GRADE (TOP OF MULCH)
3. SPECIFIED MULCH, REFER TO MATERIAL SCHEDULE, SHEET LS-002
4. TILL IN SPECIFIED SOIL AMENDMENT TO A DEPTH OF 8" IN BED
5. BACKFILLED AMENDED SOIL
6. UNDISTURBED SOIL

2 SHRUB PLANTING

SCALE: 1 1/2" = 1'-0"

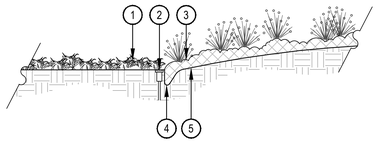


NOTES:
1. WHEN PLANTED ON A CURVE, ORIENT ROWS TO FOLLOW THE LONG AXIS OF AREAS WHERE PLANTS ARE MASSED.

1. REFER TO PLANT SCHEDULE FOR PLANT ON CENTER SPACING
2. SPECIFIED MULCH, REFER TO MATERIAL SCHEDULE, SHEET LS-002
3. AMENDED PLANTING BED TILLED TO DEPTH AND BACKFILL WITH PLANT MIX PER LANDSCAPE SPECIFICATIONS
4. CENTER OF PLANT

4 ORNAMENTAL GRASS AND PERENNIAL PLANT LAYOUT

SCALE: 1" = 1'-0"



1. TURFGRASS OR DYLAND SEED
2. IRRIGATION HEADS SHOULD BE LOCATED ADJACENT TO MULCH BEDS, OFFSET HEAD INTO GRASS AREA TO ENSURE STABLE SUPPORT
3. PLANTING BED
4. VERTICAL SPADE CUT EDGE FILLED WITH SPECIFIED MULCH, TAPER EDGE OF BED SO MULCH IS DEEPER AGAINST SPADED EDGE
5. SPECIFIED DEPTH OF MULCH, TYPICALLY WOOD MULCH 3"-4" DEEP

6 SPADE CUT EDGE

SCALE: 1/2" = 1'-0"

GORMAN ARCHITECTURAL

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Project No.	0452-01-3195
Plot Date:	10/30/2023 11:34:26 AM
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Approved by:	ES

PRELIMINARY PLAN

Sheet Title

LANDSCAPE DETAILS

Sheet No.
LS-501

PRAIRIE RUN SUBDIVISION

LOCATED IN THE NW1/4 AND THE NW1/4SW1/4 SECTION 9, T6N, R88W, 6TH P.M.;
TOWN OF HAYDEN, COUNTY OF ROUTT, STATE OF COLORADO
CONTAINING A CALCULATED AREA OF 23.09 ACRES

CERTIFICATE OF OWNERSHIP AND DEDICATION

KNOW ALL MEN BY THESE PRESENTS: THAT PRAIRIE RUN WORKFORCE, LLC, A WISCONSIN LIMITED LIABILITY COMPANY, BEING THE OWNER OF THAT PARCEL OF LAND LOCATED IN THE NW1/4 AND THE NW1/4SW1/4 SECTION 9, TOWNSHIP 6 NORTH, RANGE 88 WEST OF THE 6TH PRINCIPAL MERIDIAN; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PART OF THE SW1/4NW1/4 LYING SOUTH OF US HIGHWAY #40 AND THE NORTH 240 FEET OF THE NW1/4SW1/4 OF SECTION 9, TOWNSHIP 6 NORTH, RANGE 88 WEST OF THE 6TH P.M., COUNTY OF ROUTT, STATE OF COLORADO, EXCEPT A TRACT OF LAND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 9 WHENCE THE SOUTHWEST CORNER OF SAID SECTION 9 BEARS S 01°02'11" W, A DISTANCE OF 2589.97 FEET;
THENCE N 01°02'11" E ALONG THE WESTERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION 9, A DISTANCE OF 526.71 FEET TO THE POINT OF BEGINNING;

1) THENCE N 01°02'11" E ALONG SAID WESTERLY LINE, A DISTANCE OF 20.01 FEET;
2) THENCE S 88°26'18" E ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE HIGHWAY NO. 40 (JULY 1990), A DISTANCE OF 1329.23 FEET;
3) THENCE S 01°10'24" W ALONG THE WESTERLY LINE OF A PARCEL OF LAND DESCRIBED IN BOOK 522 PAGE 350 RECORDED IN THE ROUTT COUNTY CLERK AND RECORDER'S OFFICE, A DISTANCE OF 19.60 FEET;
4) THENCE N 88°27'20" W, A DISTANCE OF 1329.18 FEET, MORE OR LESS, TO THE WESTERLY LINE OF SAID SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 9, BEING THE POINT OF BEGINNING.

BASIS OF BEARINGS: S 01°02'11" W ALONG THE LINE FROM THE WEST QUARTER CORNER OF SAID SECTION 9, TOWNSHIP 6 NORTH, RANGE 88 WEST, 6TH P.M. (A SET 2 3/8" X 30" ALUMI. PIPE WITH MAG. ALUMIN. CAP LS 13155) TO THE SOUTHWEST CORNER OF SAID SECTION 9 (A GLO CAP).

CONTAINING A CALCULATED AREA OF 23.09 ACRES, IN THE TOWN OF HAYDEN, COUNTY OF ROUTT, STATE OF COLORADO, UNDER THE NAME AND STYLE OF PRAIRIE RUN SUBDIVISION HAS LAID OUT, PLATTED AND SUBDIVIDED SAME AS SHOWN ON THIS PLAT, AND BY THESE PRESENTS DOES HEREBY IRREVOCABLY DEDICATE TO THE PERPETUAL USE OF THE TOWN OF HAYDEN, STATE OF COLORADO THE _____ STREET RIGHT OF WAY.

IN WITNESS WHEREOF, SAID PRAIRIE RUN WORKFORCE, LLC, A WISCONSIN LIMITED LIABILITY COMPANY, HAS CAUSED ITS NAME TO BE HEREUNTO SUBSCRIBED THIS _____ DAY OF _____, A.D. 2023.

BY_____
_____ AS _____ OF PRAIRIE RUN WORKFORCE, LLC, A WISCONSIN LIMITED LIABILITY COMPANY

STATE OF COLORADO)
) SS.
COUNTY OF ROUTT)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, A.D. 2023 BY _____ AS _____ OF _____, A COLORADO CORPORATION.

MY COMMISSION EXPIRES _____.

WITNESS MY HAND AND OFFICIAL SEAL.

_____
NOTARY PUBLIC

CONSENT OF DEED OF TRUST BENEFICIARY

THE UNDERSIGNED, BEING THE BENEFICIARY, UNDER THAT CERTAIN DEED OF TRUST ENCUMBERING THE PREMISES SUBDIVIDED HEREIN, SAID DEED OF TRUST BEING RECORDED AT RECEPTION NO. _____ IN THE ROUTT COUNTY RECORDS, EXPRESSLY CONSENTS TO AND JOINS IN THE PLATTING AND SUBDIVISION SHOWN HEREON, CONSENTS TO AND JOINS IN THE DEDICATION OF THE EASEMENTS SHOWN OR NOTED HEREON AND HEREBY SUBORDINATES THE INTERESTS OF THE UNDERSIGNED EXISTING BY VIRTUE OF SAID DEED OF TRUST TO THE PLATTING AND SUBDIVISION SHOWN HEREON AND TO THE AFORESAID DEDICATION.

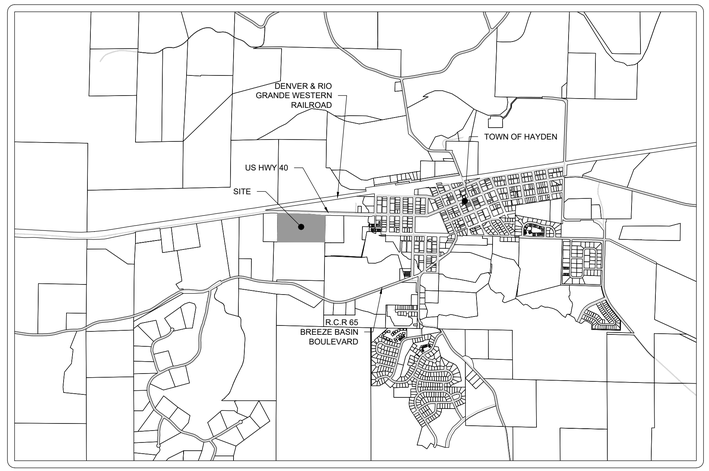
_____
A FEDERAL SAVING BANK

BY: _____
TITLE:_____ _____

THE FOREGOING CONSENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, A.D. 2023 BY _____ AS _____ OF _____, A FEDERAL SAVINGS BANK

WITNESS MY HAND AND OFFICIAL SEAL.
MY COMMISSION EXPIRES:_____

_____
NOTARY PUBLIC



NORTH

VICINITY MAP
SCALE = 1" : 2000'

NOTES:

1. BASIS OF BEARINGS: THE WEST LINE OF THE SW1/4 OF SECTION 9, TOWNSHIP 6 NORTH, RANGE 88 WEST OF THE 6TH P.M. BEING MONUMENTED AS SHOWN HEREON AND BEARING N1°02'33"E BASED ON THE COLORADO COORDINATE SYSTEM, NORTH ZONE, GRID NORTH, NAD83(2011).
2. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY LANDMARK CONSULTANTS, INC. TO DETERMINE TITLE OR EASEMENTS OF RECORD. TITLE COMMITMENT NO. 100501272-201-8J8-ES, PREPARED BY FIDELITY NATIONAL TITLE, COMMITMENT DATE OCTOBER 5, 2023. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR LAND MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO C.R.S. 18-4-508.
3. ALL REFERENCES HEREON TO BOOKS, PAGES, FILES AND RECEPTION NUMBERS ARE TO PUBLIC DOCUMENTS FILED IN THE RECORDS OF ROUTT COUNTY, COLORADO.
4. THE MEASURED DISTANCES SHOWN HEREON ARE IN U.S. SURVEY FEET.
5. THE SUBJECT PROPERTY IS LOCATED WITHIN ZONE X, "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN" AS DETERMINED BY THE F.E.MA. FLOOD INSURANCE RATE MAP NUMBER 08107C0785D, WITH AN EFFECTIVE DATE OF FEBRUARY 4, 2005.
6. THE 46.5' UTILITY EASEMENT IN THAT DOCUMENT RECORDED AS RECEPTION NO. 678247 IN THE ROUTT COUNTY RECORDS DOES NOT CONTAIN AN EXHIBIT "A". THE LOCATION OF SAID EASEMENT IS SHOWN HEREON PER AN UNRECORDED SURVEY PREPARED BY DOWLING LAND SURVEYORS UNDER FILE NAME "*SBARNS19*" ACCORDING TO NOTE 4 FOUND THEREON STATING "THAT EASEMENT AT RECEPTION NO. 678247 DOES NOT HAVE THE ATTACHED LEGAL DESCRIPTION, THIS FIRM WAS INVOLVED IN THE CREATION OF THAT DESCRIPTION, THEREFORE THAT IS WHAT IS DEPICTED."
7. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS, OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR LAND MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO C.R.S. 18-4-508.

PROTECTIVE COVENANTS

THE PROTECTIVE COVENANTS FOR THIS DEVELOPMENT ARE LOCATED AT RECEPTION NO. _____.

SURVEYOR'S CERTIFICATE

I, ANDREW J. SUMMERS, BEING A DULY LICENSED LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS FINAL PLAT OF PRAIRIE RUN SUBDIVISION WAS MADE BY ME OR UNDER MY DIRECT RESPONSIBILITY, SUPERVISION AND CHECKING IN ACCORDANCE WITH C.R.S. 38-51-101 ET SEQ. AND IS ACCURATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF.

DATED THIS _____ DAY OF _____ A.D., 2023

ANDREW J. SUMMERS, LICENSED LAND SURVEYOR
COLORADO L.S. NO. 38569 FOR AND ON BEHALF OF LANDMARK CONSULTANTS, INC.

ATTORNEY'S CERTIFICATE

I, _____, BEING AN ATTORNEY AT LAW DULY LICENSED TO PRACTICE IN THE STATE OF COLORADO, HEREBY CERTIFY THAT I HAVE REVIEWED TITLE COMMITMENT NO. 00501272-201-8J8-ES, PREPARED BY FIDELITY NATIONAL TITLE, COMMITMENT DATE OCTOBER 5, 2023, AND BASED EXCLUSIVELY UPON SAID TITLE COMMITMENT, FEE SIMPLE TITLE TO ALL THE LANDS SUBDIVIDED BY THIS PLAT IS VESTED IN PRAIRIE RUN WORKFORCE, LLC, A WISCONSIN LIMITED LIABILITY COMPANY, FREE AND CLEAR OF ALL LIENS AND ENCUMBRANCES EXCEPT FOR THE LIEN OF GENERAL REAL PROPERTY TAXES AND EXCEPT FOR PATENT RESERVATIONS, EASEMENTS, ENCROACHMENTS, RESTRICTIONS, RESERVATIONS, AGREEMENTS, COVENANTS OF RECORD OR APPARENT AND THE EASEMENTS AND OTHER MATTERS SHOWN OR NOTED ON THIS PLAT.

_____
_____, ATTORNEY AT LAW

EFFECTIVE THE ____ DAY OF _____, 2023.

TOWN COUNCIL CERTIFICATE

THIS PLAT OF PRAIRIE RUN SUBDIVISION IS APPROVED FOR FILING THIS ___ DAY OF _____, 2023, BY THE TOWN COUNCIL, TOWN OF HAYDEN COLORADO AND THE DEDICATION OF _____ STREET RIGHT OF WAY IS HEREBY ACCEPTED.

BY: _____
ZACHARY WUESTEWALD AS MAYOR OF THE TOWN OF HAYDEN

ATTEST: _____
SHARON JOHNSON AS TOWN OF HAYDEN CLERK

CLERK AND RECORDER'S ACCEPTANCE

THIS PLAT WAS ACCEPTED FOR FILING IN THE OFFICE OF THE CLERK AND RECORDER OF ROUTT COUNTY, COLORADO, ON THIS _____ DAY OF _____, A.D. 2023.

RECEPTION NUMBER _____ TIME _____

_____
JENNY L. THOMAS - ROUTT COUNTY CLERK AND RECORDER

CIVIL ENGINEERS | SURVEYORS
141 9th Street ~ P.O. Box 774943
Steamboat Springs, Colorado 80477
(970) 871-3494
www.LANDMARK-CO.com
LANDMARK CONSULTANTS, INC.

NO.	DATE:	BY:	DESCRIPTION:
			DRAFT 10/27/23

PROJECT:	2487-004
DATE:	10/27/23
DRAWN BY:	BC
CHECKED BY:	AJS

FINAL PLAT
PRAIRIE RUN SUBDIVISION,
LOCATED IN THE NW1/4 AND THE NW1/4SW1/4 OF SECTION 9, TOWNSHIP 6 NORTH, RANGE 88 WEST OF THE 6TH P.M.;
TOWN OF HAYDEN,
COUNTY OF ROUTT, STATE OF COLORADO

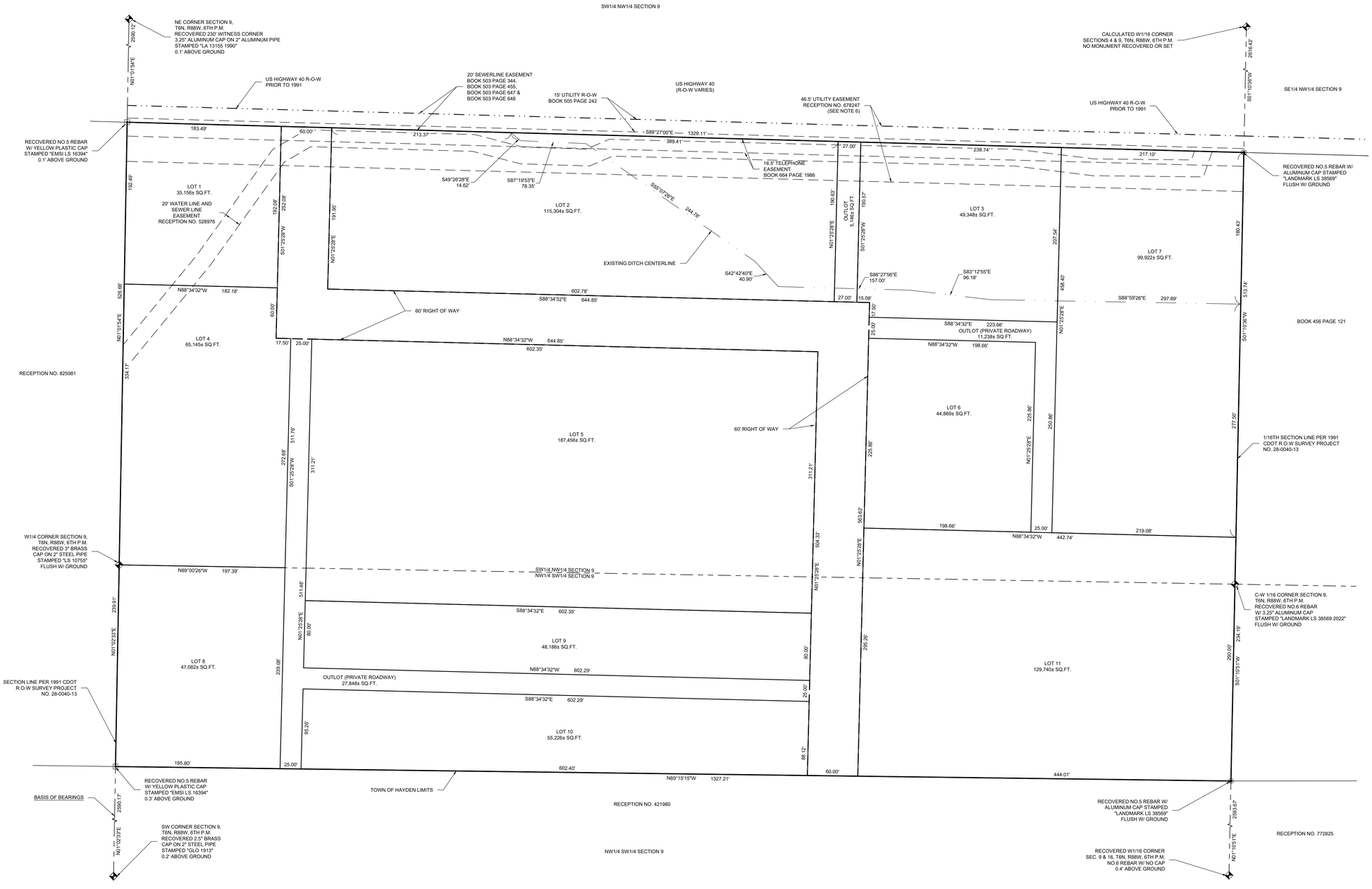
SHEET
1
Of 2 Sheets

PRAIRIE RUN SUBDIVISION

LOCATED IN THE NW1/4 AND THE NW1/4SW1/4 SECTION 9, T6N, R88W, 6TH P.M.;
TOWN OF HAYDEN, COUNTY OF ROUTT, STATE OF COLORADO
CONTAINING A CALCULATED AREA OF 23.09 ACRES

LEGEND:

- PROPERTY BOUNDARY
- ADJACENT PROPERTY BOUNDARY
- EASEMENT
- SECTION LINE
- RECOVERED PROPERTY MONUMENT AS NOTED
- RECOVERED NO. 5 REBAR W/ ALUMINUM CAP STAMPED "LANDMARK LS 38569"
- RECOVERED SECTION CORNER AS NOTED



NORTH

60 0 60 120 180 Feet

(IN FEET)
1 inch = 60 ft.

CIVIL ENGINEERS | SURVEYORS
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Steamboat Springs, Colorado 80477
(970) 871-5484
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LANDMARK CONSULTANTS, INC.

NO.	DATE:	BY:	DESCRIPTION:
			DRAFT 10/27/23

PROJECT:	2487.004
DATE:	10/27/23
DRAWN BY:	BC
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FINAL PLAT

PRAIRIE RUN SUBDIVISION,
LOCATED IN THE NW1/4 AND THE NW1/4SW1/4 OF SECTION 9,
TOWNSHIP 6 NORTH, RANGE 88 WEST OF THE 6TH P.M.;
TOWN OF HAYDEN,
COUNTY OF ROUTT, STATE OF COLORADO

SHEET 2
Of 2 Sheets

Transportation Impact Study

for

Prairie Run
Hayden, Colorado

August 18,2023

PREPARED FOR:
Gorman & Company
1060 Bannock Street, Suite 305
Denver, CO 80204
Contact: Kimball Crangle

PREPARED BY:
McDowell Engineering, LLC
PO Box 4259
Eagle, CO 81631
970.623.0788
Contact: Kari J. McDowell Schroeder, PE, PTOE
Project Number: M1621

Statement of Engineering Qualifications

Kari J. McDowell Schroeder, PE, PTOE is a Transportation and Traffic Engineer for McDowell Engineering, LLC. Ms. McDowell Schroeder has over twenty-six years of extensive traffic and transportation engineering experience. She has completed numerous transportation studies and roadway design projects throughout the State of Colorado. Ms. McDowell Schroeder is a licensed Professional Engineer in the State of Colorado and has her certification as a Professional Traffic Operations Engineer from the Institute of Transportation Engineers.

Transportation Impact Study for Prairie Run

Table of Contents

Tables and Figures

1.0 Project Description

McDowell Engineering has prepared this Transportation Impact Study for the proposed Prairie Run development in Hayden, Colorado. The purpose of this study is to forecast and analyze the impacts of the additional traffic volumes associated with this project on the surrounding roadway network. Recommendations to mitigate any traffic impacts are also included. The analysis complies with the Colorado Department of Transportation standards.

The site is located on the western edge of Hayden, south of US 40 and across from West Jefferson Avenue. The project site currently has one single family home that is anticipated to either remain or be demolished.

The applicant is proposing an initial residential phase of development, including multifamily, townhome, and live-work units. Also included is a storage area for RVs and additional vehicle parking. Phase 1 of the project is anticipated to be constructed and occupied by Year 2026.

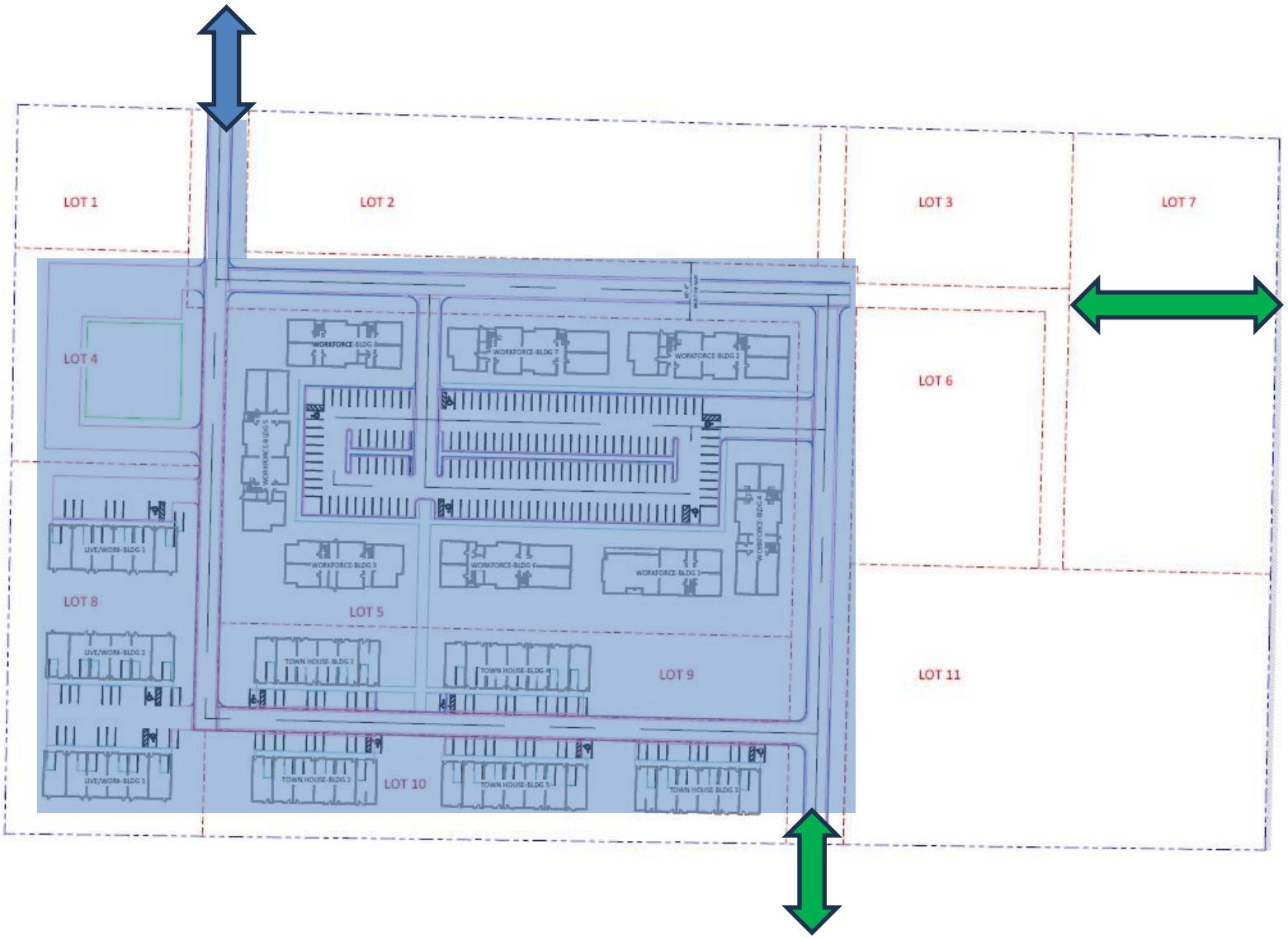
In the future, it is possible that the lots fronting US 40 will be developed as commercial uses. The exact land uses for the areas identified as future development are unknown at this time and will depend on current market conditions. Additionally, Phase 2 is likely to include affordable housing units. For this analysis, it was assumed that Phase 2 would be completed by Year 2027.

Refer to the area map in **Figure 1** and site plan in **Figure 2**.

Figure 1: Area Map

The applicant is proposing a primary site access to US 40, opposite West Jefferson Avenue. Additionally, future access connections have been identified to the east and south. The access connections are discussed in more detail in **Section 3.2**.

Figure 2: Site Plan



Phase 1 Buildout Area

Proposed Main Site Access

Potential Future Access

Everything else is future programming to be determined. Assumptions for Phase 2 are included in **Table 3**.

2.0 Existing and Background Traffic Conditions

2.1 Description of Existing Transportation System

US 40 (Lincoln Avenue): US 40 is a Federal Highway that connects Interstate 70 at Empire to Salt Lake City by way of the Fraser Valley and Steamboat Springs. This major regional route is classified by the Colorado Department of Transportation as a Regional Highway, R-A, west of 6th Street and as Access Category NR-B, Non-Rural Arterial, within downtown Hayden.

This two-lane highway has a posted speed limit of 55mph west of the site and 30mph in downtown Hayden. The speed limit transitions near the site.

Eastbound posted speeds are 55mph at the main site access across from West Jefferson Avenue. US 40 slows to 45mph directly west of the existing residential access to the site.

Westbound posted speeds are 45mph until just west of the Wagner access and then increases to 55mph through the frontage of the site.

3rd Street: 3rd Street is a two-lane Town street connecting downtown Hayden to the school and other neighborhoods to the south. The intersection with US 40 is unsignalized.

Poplar Street: Poplar Street is a two-lane Town street connecting downtown Hayden to the school, fairgrounds, local parks, and other neighborhoods to the south. The intersection with US 40 has an emergency traffic signal that is not in use.

Breeze Basin Boulevard: Breeze Basin Boulevard is a two-lane, Town collector roadway that serves as an east-west connector south of US 40. It connects areas west of Hayden to Poplar Street. The intersections with 3rd Street and Poplar Street are unsignalized.

2.2 Traffic Data Collection

Traffic data was collected at the intersections of US 40 and West Jefferson Avenue, 3rd Street, and Poplar Street on Thursday, June 22nd, 2023. Turning movement counts were collected from 7:00 – 9:00am and 4:00 – 6:00pm. The weather was clear. School was not in session. The peak traffic occurred from 7:00 - 8:00am and 5:00 – 6:00pm. Traffic data is included in the **Appendix**.

2.3 Seasonal Adjustment Factor

The peak traffic in Routt County occurs during the summer months. Traffic counts were taken near the end of June. Therefore, a seasonal adjustment factor of 1.06 was applied to the US 40 traffic counts to adjust June counts to typical peak August volumes. The seasonal adjustment factor was obtained from CDOT's OTIS data[2]. This

data and the seasonal adjustment factor calculations are included in the **Appendix**. The seasonally-adjusted background Year 2023 traffic volumes are shown in **Figure 3**.

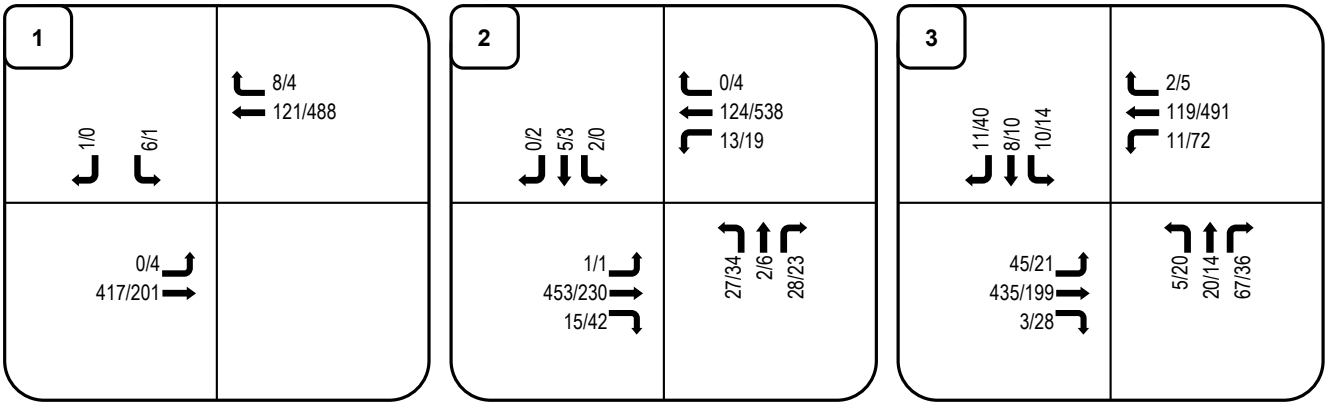
2.4 Historic Growth Rates

Based upon CDOT's historic traffic data, the US 40 corridor in the vicinity of the site is anticipated to have a 0.34% annual growth rate. At 3rd Street, the historic annual growth rate of 0.92% was applied to US 40 traffic volumes. An annual growth rate of 0.96% was used at Poplar Street based upon CDOT's historic OTIS data[2].

2.5 Future Forecasted Traffic

The current seasonally-adjusted Year 2023 traffic volumes were forecasted using the annual growth rates described above. The resulting Year 2026, Year 2027, and long-term analysis Year 2045 background traffic forecasts are depicted in **Figure 4**, **Figure 5**, and **Figure 6**; respectively.

Figure 3: Year 2023 Background Traffic



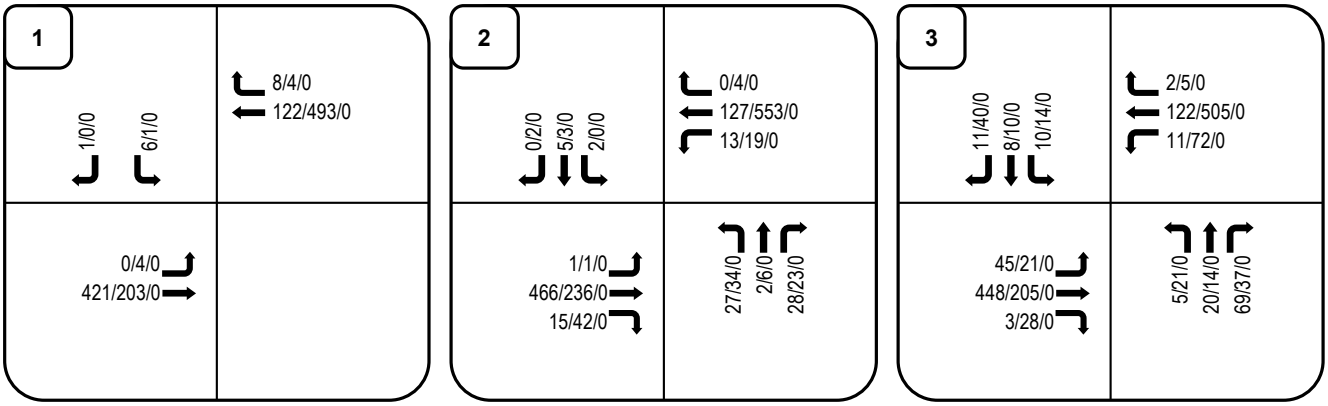
LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM Peak Hour Volumes = XX/XX VPH (in PCEs)
Turning Movements

McDOWELL ENGINEERING, LLC
TRANSPORTATION ENGINEERING CONSULTANTS

Project Number	M1621
Prepared By	KJS
	9/6/2023

Prairie Run
Hayden, CO

Figure 4: Year 2026 Background Traffic



LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM Peak Hour Volumes = XX/XX VPH (in

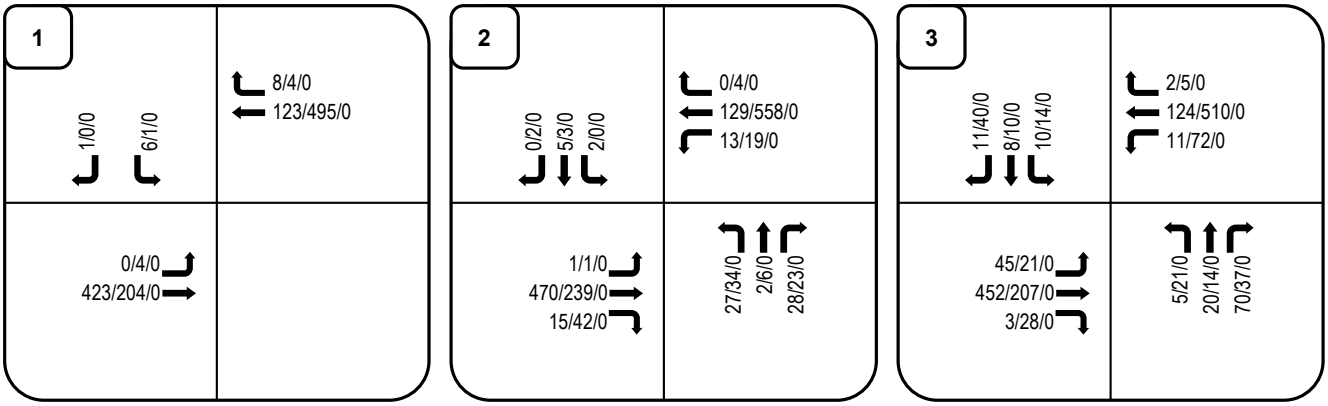
Turning Movements

McDowell Engineering, LLC
Transportation Engineering Consultants

Project Number	M1621
Prepared By	KJS
	9/6/2023

Prairie Run
Hayden, CO

Figure 5: Year 2027 Background Traffic



LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM Peak Hour Volumes = XX/XX VPH (in

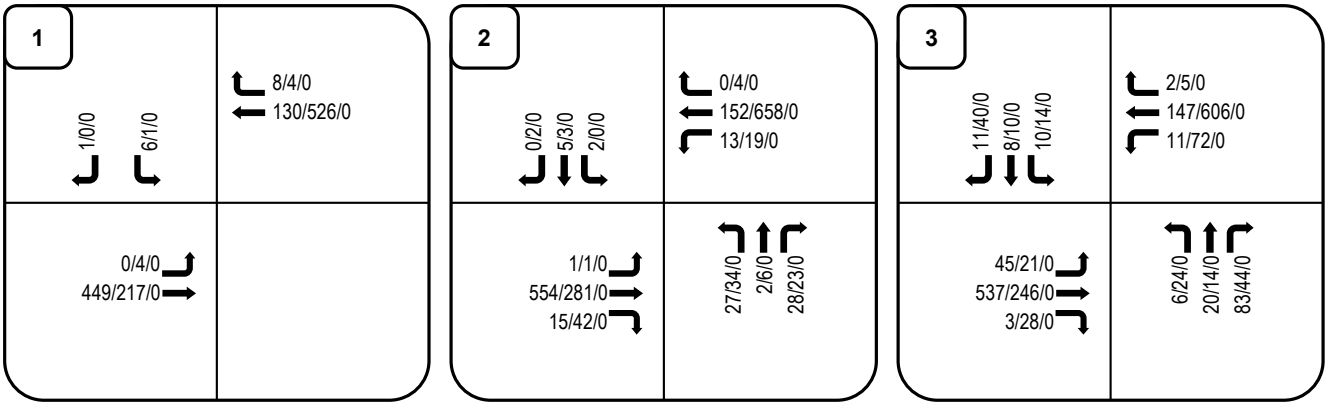
Turning Movements

McDowell Engineering, LLC
Transportation Engineering Consultants

Project Number	M1621
Prepared By	KJS
	9/6/2023

Prairie Run
Hayden, CO

Figure 6: Year 2045 Background Traffic



LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM Peak Hour Volumes = XX/XX VPH (in

Turning Movements

McDowell Engineering, LLC
Transportation Engineering Consultants

Project Number	M1621
Prepared By	KJS
	9/6/2023

Prairie Run
Hayden, CO

2.6 Background Traffic Capacity Analysis

Using *Highway Capacity Manual 2010* (HCM) methodology, Synchro Version 10 software was used to determine the delay and Level of Service (LOS) at the intersections of US 40 and West Jefferson Avenue, 3rd Street, and Poplar Street. The HCM LOS is defined by the criteria detailed in **Appendix Table 1**. The resulting LOS for the background traffic conditions is detailed in **Appendix Table 2**.

US 40 and West Jefferson Avenue: This mainline at this intersection is anticipated to operate at an acceptable LOS A through Year 2045 conditions. With an increased traffic volume on US 40, side street traffic is anticipated to still operate an acceptable LOS C or better by Year 2045.

US 40 and 3rd Street: This mainline at this intersection is anticipated to operate at an acceptable LOS A through Year 2045 conditions. With an increased traffic volume on US 40, side street traffic is anticipated to still operate an acceptable LOS C or better by Year 2045.

US 40 and Poplar Street: This mainline at this intersection is anticipated to operate at an acceptable LOS A through Year 2045 conditions. With an increased traffic volume on US 40, side street traffic is anticipated to still operate an acceptable LOS D or better by Year 2045.

3.0 Project Traffic

3.1 Trip Generation for Proposed Land Use

The Institute of Transportation Engineers' *Trip Generation Manual*[3] was used to determine the anticipated trip generation for the proposed project.

Existing Land Use: The project site currently has one single family home that is anticipated to either remain or be demolished. It was assumed to remain for this analysis.

ITE Land Use 210 was used to estimate the traffic associated with the existing single-family home.

Proposed Land Use: The applicant is proposing an initial residential phase of development, including multifamily, townhome, and live-work units. Also included is a storage area for RVs and additional vehicle parking.

ITE Land Use 221 was used for the multifamily housing analysis. ITE Land Use 710, general office, was used to analyze the workspace associated with the live-work units. apartment complex. Land Use 221 includes the community/leasing space. The storage area was analyzed using Land Use 151, mini-warehouse.

Future Land Use: In the future, it is possible that the lots fronting US 40 will be developed as commercial uses. The exact land use is unknown at this time and will depend on current market conditions. Additionally, Phase 2 is likely to include affordable housing units.

Additional analysis may be required as the programming of this future land use is determined to compare it to this analysis' assumptions.

ITE Land Use 221 was used for the multifamily housing analysis. ITE Land Use 820, shopping center, was used to analyze the potential future commercial space on the site.

Multimodal Trip Reduction

A 5% multimodal reduction was taken for the proposed project, as the site will be connected to the Town of Hayden's sidewalk network.

There is also potential for a new transit stop within the project site that would allow access to the regional transit system. Steamboat Springs Transit currently offers two departure and two arrival times from Hayden to Steamboat Springs. The bus is currently accessed at the Kum & Go in Hayden. The current SST Transit Schedule is included in the **Appendix**.

Internal Trip Reduction

A 5% internal trip reduction was taken to account for the live-work units in Phase 1 that will reduce the amount of commuter traffic to/from the site. With the anticipated future Phase 2 commercial development, a 5% internal trip reduction was also appropriate to account for trips within the site that will not access US 40.

Table 3 details the total traffic volumes that are anticipated from the construction of this project.

Project Trip Generation

The existing single family home generates approximately 10 vehicle trips per day (vpd) on the average weekday or Saturday.

Based upon the applicant's proposed land uses, Phase 1 can be anticipated to generate 918vpd on the average weekday and 622vpd on an average Saturday. Peak hour traffic on a weekday at project buildout is anticipated to be 81 vehicles per hour (vph) during the weekday morning peak hour, 91 vph during the weekday evening peak hour, and 62vph during the Saturday peak hour.

The assumed future land uses in Phase 2 can be anticipated to generate 1,338vpd on the average weekday and 1,692vpd on an average Saturday. Peak hour traffic on a weekday at project buildout is anticipated to be 110vph during the weekday morning peak hour, 158vph during the weekday evening peak hour, and 157vph during the Saturday peak hour. Additional analysis may be required as the programming of Phase 2's potential future land use is determined to compare it to this analysis' assumptions.

In total, the site can be anticipated to generate 2,266vpd on the average weekday and 2,324vpd on an average Saturday. Peak hour traffic on a weekday at project buildout is anticipated to be 193vph during the weekday morning peak hour, 251vph during the weekday evening peak hour, and 221vph during the Saturday peak hour.

Table 1: Trip Generation Analysis

ITE Code	Units [2]		Eq. Coef	ITE Trip Generation Equation[3] Avg. Weekday	Avg. Saturday	AM Peak Hour	PM Peak Hour	Sat. Peak Hour	Average Weekday Trips (vpd)	Average Saturday Trips (vpd)	Morning Peak Hour Inbound % Trips	Morning Peak Hour Inbound Trips (vph)	Morning Peak Hour Outbound % Trips	Morning Peak Hour Outbound Trips (vph)	Evening Peak Hour Inbound % Trips	Evening Peak Hour Inbound Trips (vph)	Evening Peak Hour Outbound % Trips	Evening Peak Hour Outbound Trips (vph)	Saturday Peak Hour Inbound % Trips	Saturday Peak Hour Inbound Trips (vph)	Saturday Peak Hour Outbound % Trips	Saturday Peak Hour Outbound Trips (vph)
Existing Land Use																						
#210 - Single-Family Detached Housing	1	DU	Type a= b=	Rate 9.43	Rate 9.48	Rate 0.75	Rate 0.99	Rate 0.92	10	10	26%	1	74%	1	64%	1	36%	1	54%	1	46%	1
Existing Trips									**10**	**10**		**1**		**1**		**1**		**1**		**1**		**1**
Proposed Land Use																						
#221 - Multifamily Housing (Mid-Rise)	135	DU	Type a= b=	A 4.77 -46.46	B 0.94 1.84	A 0.32 5.84	A 0.32 15.57	B 1.00 -0.91	597	633	26%	13	74%	36	60%	35	40%	24	51%	28	49%	27
#710 - General Office Building	18.0	kSF	Type a= b=	B 0.87 3.50	Rate 2.21	B 0.86 1.16	B 0.83 1.29	Rate 0.53	409	40	88%	34	12%	5	17%	7	83%	33	54%	6	46%	5
#151 - Mini Warehouse	10.0	kSF GFA	Type a= b=	Rate 1.45	Rate 1.77	Rate 0.18	Rate 0.18	Rate 0.17	14	18	51%	1	49%	1	51%	1	49%	1	62%	2	38%	1
Internal Trip Reduction and Multi-Modal Reduction		*-10%*							*-102*	*-69*		*-5*		*-4*		*-4*		*-6*		*-4*		*-3*
Proposed New Trips									**918**	**622**		**43**		**38**		**39**		**52**		**32**		**30**
Potential Future Phase Land Use (By Others)																						
#221 - Multifamily Housing (Mid-Rise)	50	DU	Type a= b=	A 4.77 -46.46	B 0.94 1.84	A 0.32 5.84	A 0.32 15.57	B 1.00 -0.91	192	249	26%	6	74%	16	60%	19	40%	13	51%	10	49%	10
#820 - Shopping Center (>150k)	35	kSF	Type a= b=	Rate 37.01	Rate 46.60	Rate 2.87	Rate 4.09	Rate 4.40	1,295	1,631	55%	55	45%	45	50%	72	50%	72	52%	80	48%	74
Internal Trip Reduction and Multi-Modal Reduction		*-10%*							*-149*	*-188*		*-6*		*-6*		*-9*		*-9*		*-9*		*-8*
Potential Future Phase Land Use New Trips (By Others)									**1,338**	**1,692**		**55**		**55**		**82**		**76**		**81**		**76**
Proposed and Potential Future Land Use New Trips									**2,256**	**2,314**		**98**		**93**		**121**		**128**		**113**		**106**
Existing, Proposed and Potential Future Land Use New Trips									**2,266**	**2,324**		**99**		**94**		**122**		**129**		**114**		**107**

Notes:

[1] Values obtained from *Trip Generation, 11th Edition,* Institute of Transportation Engineers, September 2021.

[2] DU = Dwelling Units, kSF = 1,000 Square Feet

[3] Fitted curve equations from ITE Land Uses - Equation Type A is T = a * X + b, Equation Type B is Ln(T) = a * Ln(X) + b, Rate is T = a * X

3.2 Site Access Locations

Existing Access: The existing single family home is anticipated to remain occupied and keep its current US 40 access until a future connection from Prairie Run can be made to the adjacent Wagner Equipment parcel to the east.

Proposed Access: Per discussions with CDOT staff, the primary full movement site access will align with West Jefferson Avenue on the northwest portion of the site. This access may require signalization in the future.

The proposed and future access locations are depicted in the Site Plan, **Figure 2**.

Future East Access: Per discussions with CDOT, an additional full movement access to US 40 may be granted via the adjacent Wagner Equipment parcel to the east. An access easement and additional analysis will be required at this time. If the existing single-family home is redeveloped, a connection to Wagner Equipment should be established. This may require future analysis.

Future South Access: A future south access is proposed on the Site Plan. Per discussions with the Town of Hayden, the site access road will be extended to the south property line in an effort to provide the ability for a future connection to Breeze Basin Boulevard. Access easements and additional analysis will be required when the parcels to the south develop.

3.3 Directional Distribution

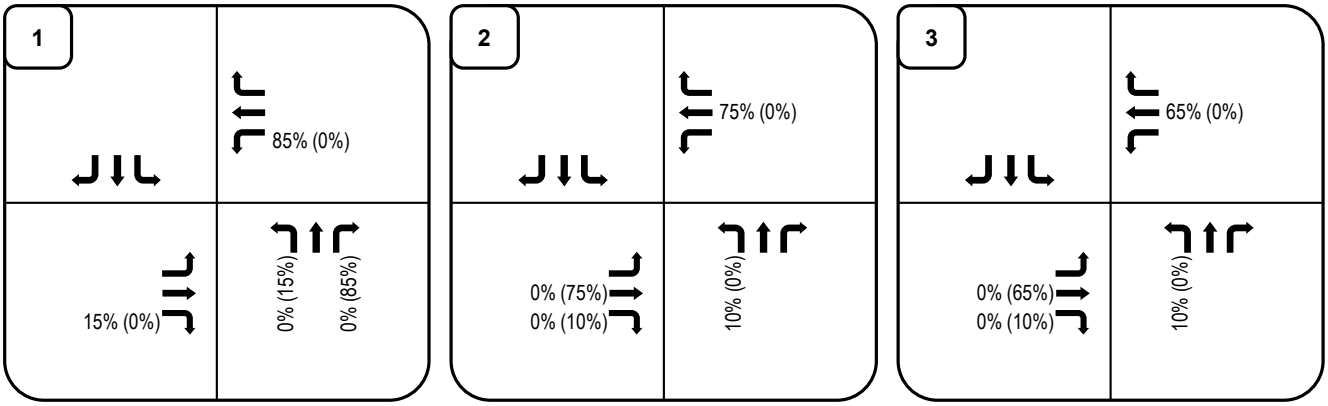
The anticipated directional distribution of the project-generated traffic is largely based upon the location of likely employment, patrons, commercial, schools, and recreation areas for the proposed residential and commercial uses.

Based upon existing count data at US 40 and the rationalization listed above, it was estimated that 15% of the traffic accessing the site would travel to/from the west. The remaining 85% would travel to/from the east and south.

This analysis does not account for potential future east or south access locations, as it requires redevelopment of the existing single-family home and development of the adjacent parcel to the south for the connection to Breeze Basin Boulevard to occur. If the existing single-family home is redeveloped, a connection to Wagner Equipment should be established. This may require future analysis.

The directional distribution for Phase 1 is shown in **Figure 7**. The directional distribution for the future Phase 2 is shown in **Figure 8**.

Figure 7: Year Project-Generated Traffic Distribution Traffic



LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements

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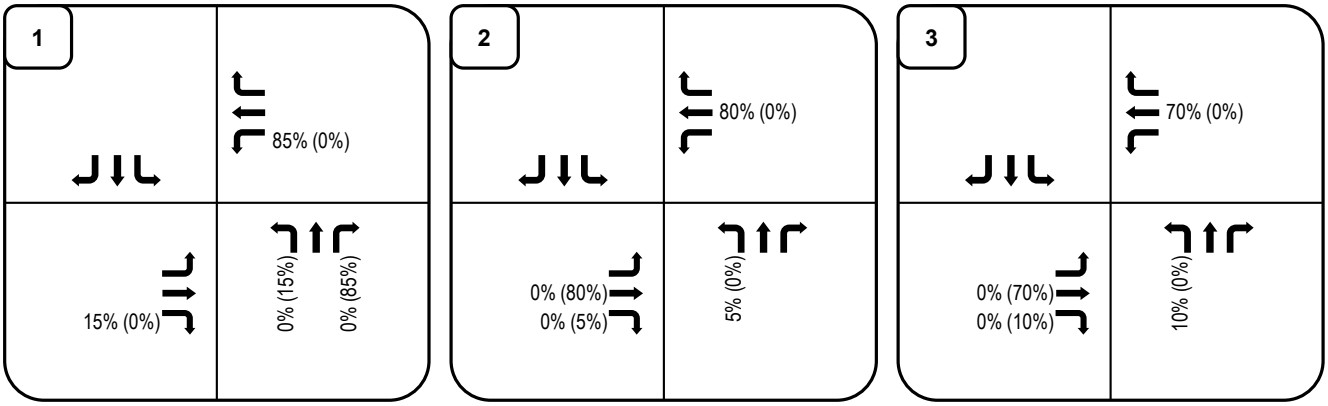
Figure 8: Year Project-Generated Traffic Distribution Traffic



LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements

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Prepared By	KJS
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3.4 Traffic Assignment

When the trip generation expected for this site is applied to the estimated trip distribution, the result is the anticipated assignment of project-generated trips on the roadway network.

Figure 9 depicts the anticipated project-generated traffic associated with Phase 1. **Figure 10** shows the potential project-generated traffic associated with Phase 2. **Figure 11** depicts the sum of the existing single-family home, Phase 1, and Phase 2 project-generated traffic.

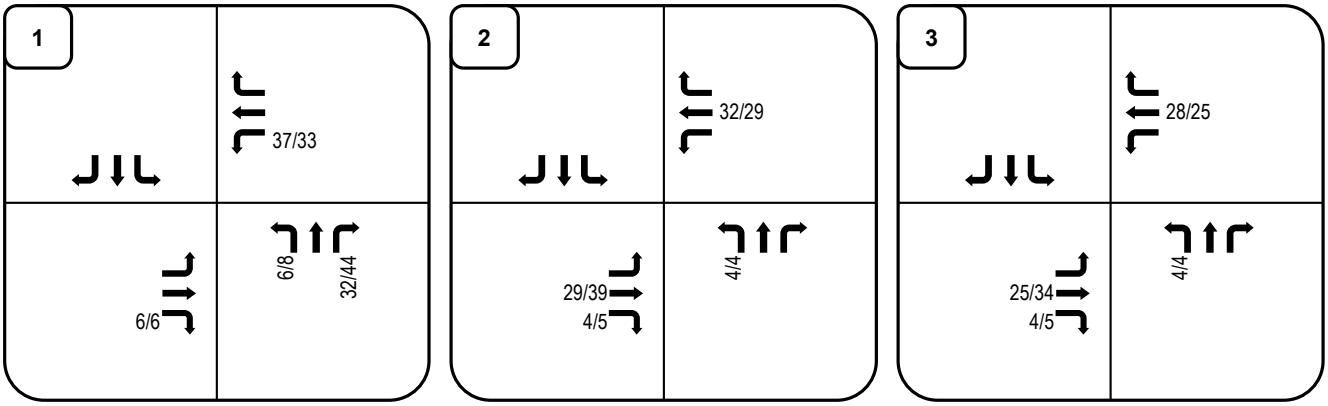
3.5 Total Traffic

The total traffic scenarios were determined by adding the background traffic conditions that are anticipated to occur regardless of the project development with the project-generated traffic assignment described above.

The total Phase 1 traffic anticipated in Year 2026 is depicted in **Figure 12**. The total Phase 1 + Phase 2 traffic anticipated in Year 2027 is depicted in **Figure 13**.

The forecasted total traffic anticipated in long-term analysis Year 2045 for Phase 1 traffic only is depicted in **Figure 14**. The forecasted total traffic anticipated for Phase 1 + 2 in Year 2045 is depicted in **Figure 15**.

Figure 9: Year Project-Generated Traffic Assignment Traffic



LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)
Turning Movements

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Prepared By	KJS
	9/6/2023

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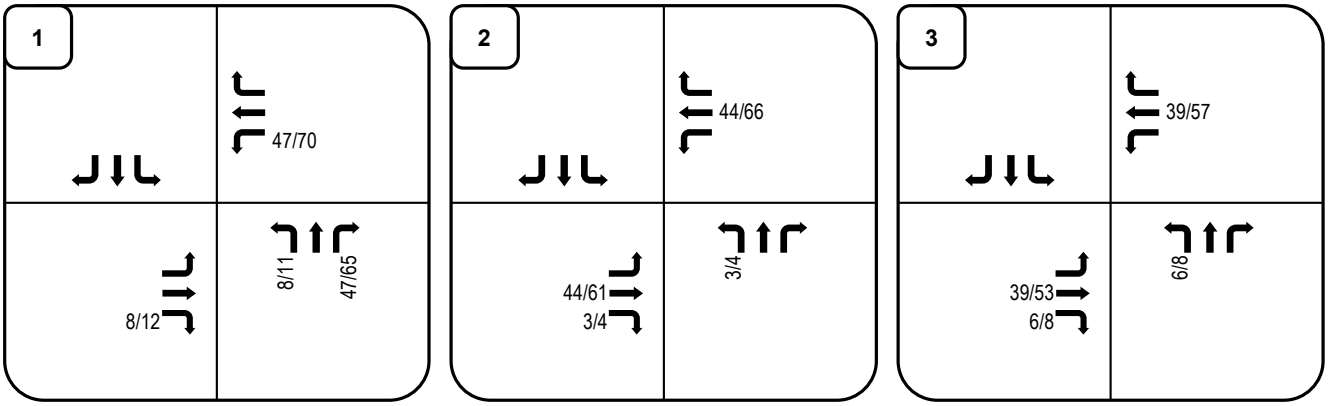
Prairie Run
Hayden, CO

Figure 10: Year Project-Generated Traffic Assignment Traffic

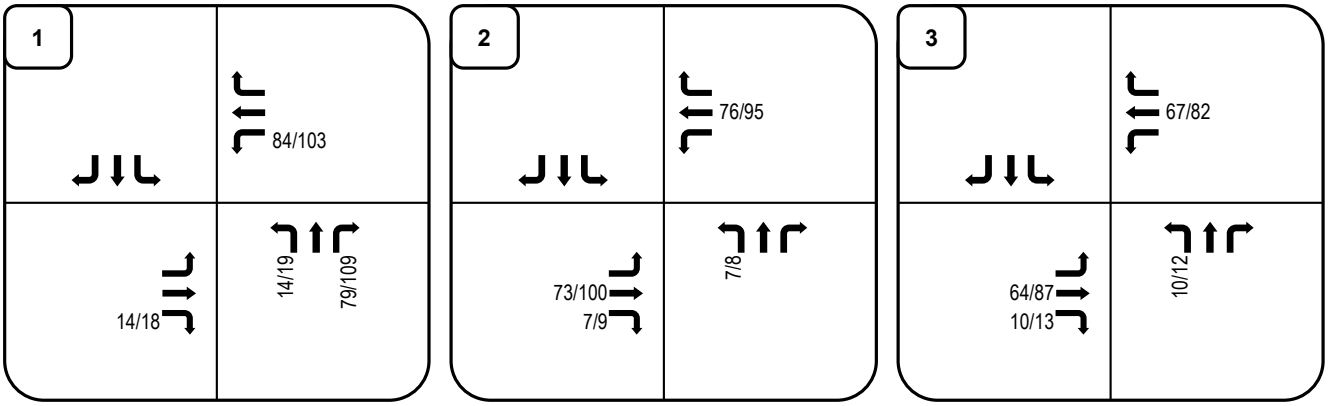


LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements

Project Number	M1621
Prepared By	KJS
	9/6/2023

McDowell Engineering, LLC
Transportation Engineering Consultants

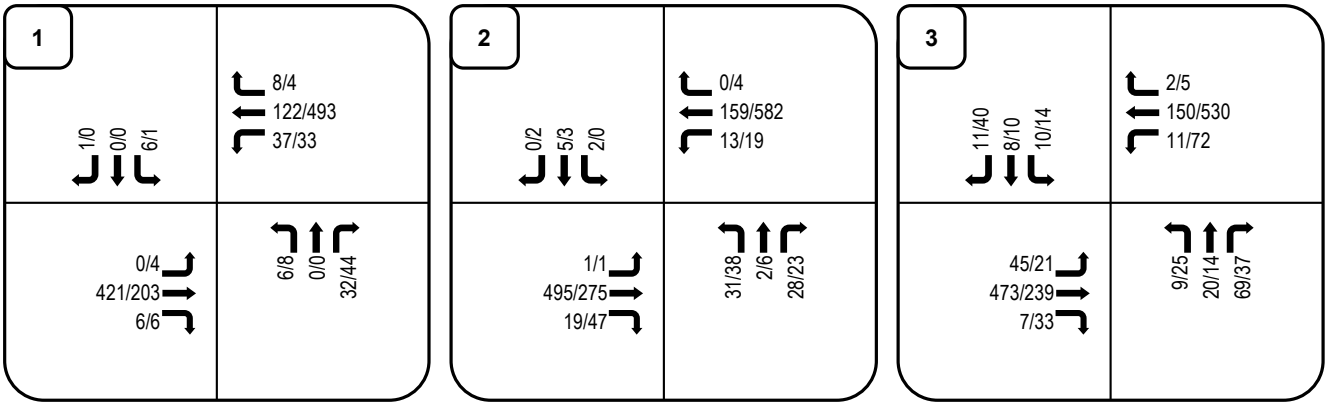
Figure 11: Year Project-Generated Traffic Assignment Traffic



LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements

Project Number	M1621
Prepared By	KJS
	9/6/2023

Figure 12: Year 2026 Phase 1 Total Traffic



LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements

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Prepared By	KJS
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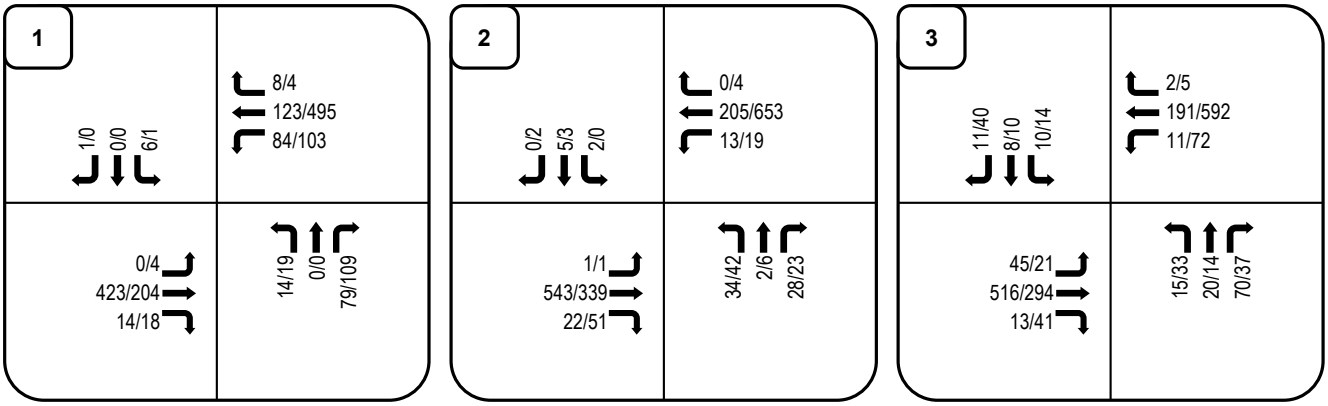
Prairie Run
Hayden, CO

Figure 13: Year 2027 Future Phase 1+2 Total Traffic



LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements

Project Number	M1621
Prepared By	KJS
	9/6/2023

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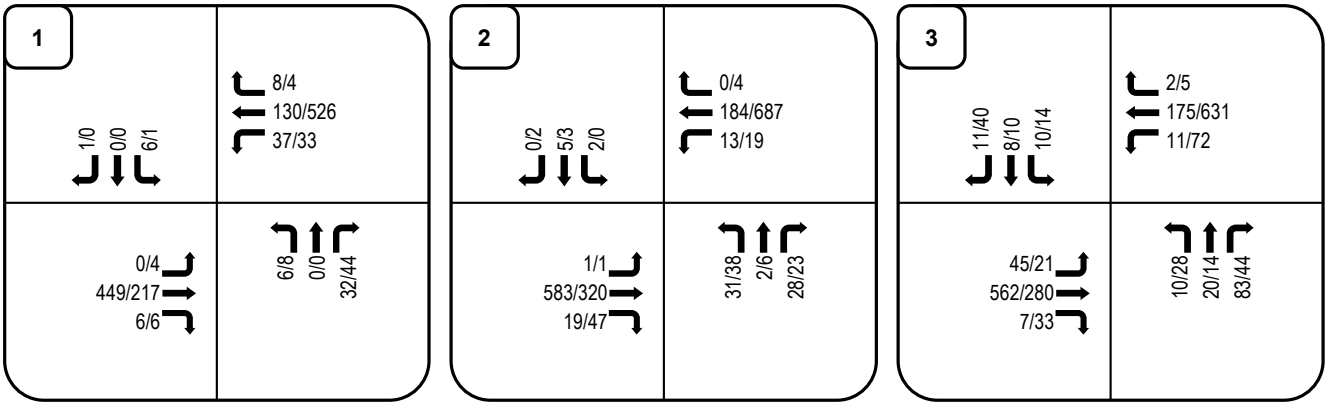
Hayden, CO

Figure 14: Year 2045 Phase 1 Total Traffic



LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements

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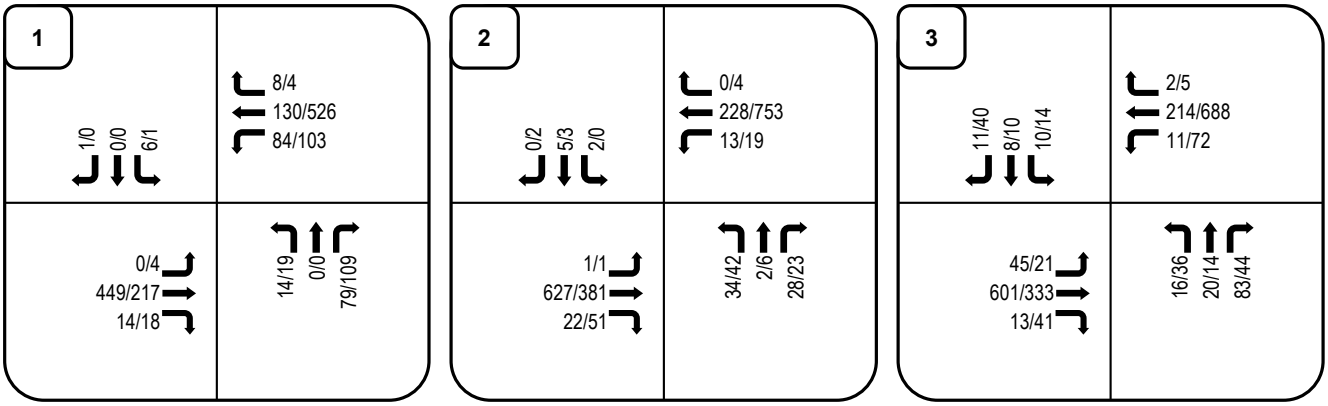
Hayden, CO

Figure 15: Year 2045 Future Phase 1+2 Total Traffic



LEGEND:
Directional Distribution = Inbound% (Outbound %)
AM/PM Volumes = XX/XX VPH (in PCEs)
Turning Movements

McDowell Engineering, LLC
Transportation Engineering Consultants

Project Number	M1621
Prepared By	KJS
	9/6/2023

Prairie Run
Hayden, CO

3.6 Total Traffic Operations

Using *HCM* methodology, Synchro Version 10 software was used to determine the delay and Level of Service (LOS) at the intersections of US 40 and West Jefferson Avenue, 3rd Street, and Poplar Street. The results of the operational analysis are detailed in **Appendix Table 3**.

US 40 and West Jefferson Avenue: This mainline at this intersection is anticipated to operate at an acceptable LOS A through Year 2045 conditions. With an increased traffic volume on US 40, side street traffic is anticipated to still operate an acceptable LOS D or better by Year 2045 with or without the addition of site-generated traffic.

US 40 and 3rd Street: This mainline at this intersection is anticipated to operate at an acceptable LOS A through Year 2045 conditions. With an increased traffic volume on US 40, side street traffic is anticipated to still operate an acceptable LOS C or better with the buildout of Phase 1 and LOS D or better by Year 2045 with the exception of the northbound left turn in Year 2045 full buildout conditions. Additional analysis should be done as the programming for Phase 2 is developed.

US 40 and Poplar Street: This mainline at this intersection is anticipated to operate at an acceptable LOS A through Year 2045 conditions. With an increased traffic volume on US 40, side street traffic is anticipated to still operate an acceptable LOS D or better with the buildout of Phase 1 and LOS D or better by Year 2045 with the exception of the northbound left turn in full buildout conditions. Additional analysis should be done as the programming for Phase 2 is developed.

4.0 Transportation Impact Analysis

4.1 State Highway Access Permits

Section 2.6(3) of the *State Highway Access Code*[1] (*Access Code*) requires a new access permit when there is a new access or land use change and/or the driveway volume is anticipated to increase by more than twenty percent.

US 40 and West Jefferson Avenue: This intersection will require a new State Highway Access Permit.

4.2 Site Circulation

The Prairie Run development site plan proposes an extension from West Jefferson Avenue to the south property line. This roadway is intended to eventually connect to Breeze Basin Boulevard when the properties to the south are developed. Additionally, the site includes an internal, two-way, circulatory road.

Future potential site access locations are included in the Site Plan, **Figure 2**, and described in **Section 3.2**.

The site access has sufficient throat length to accommodate the northbound queue at the US 40 access that is anticipated through Year 2045 traffic conditions.

Sidewalks are proposed that connect the internal development to the new site access.

4.3 MUTCD Traffic Signal Warrant Analysis

The installation of a traffic signal must be warranted per federal guidelines that are outlined in the Federal Highway Administration's *Manual of Uniform Traffic Control Devices* (MUTCD). The criteria for the installation of a signal includes traffic volumes and intersection characteristics. To justify a new signal, traffic conditions must meet at least one of eight minimum standards, also known as "warrants."

Warrant 3, Peak Hour Vehicular Volume: The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:

1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4

vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach; and

2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; and

3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

This methodology does not include the right turning vehicles from the side street. Therefore, the traffic signal Warrant 3 is not anticipated to be met with this project.

With additional density or more destinations to/from the west as Hayden expands in the future, the signal warrant may be met.

4.4 Multimodal Traffic

The Prairie Run site plan provides opportunities for alternative modes of travel. The site plan shows internal sidewalk connectivity as well as connectivity to US 40.

There is also potential for a new transit stop within the project site that would allow access to the regional transit system. Steamboat Springs Transit currently offers two departure and two arrival times from Hayden to Steamboat Springs. The bus is currently accessed at the Kum & Go in Hayden.

4.5 US 40 Speed Limit

CDOT currently bases the posted speed limit on the observed 85th percentile speed of the highway and other safety factors. With Hayden's growth to the west on US 40, the community is seeing an increase in density and land use. In the future, this urban growth may slow traffic on US 40 and require signalization at the major intersections with the highway. As these conditions occur, CDOT may want to consider a speed study and possible speed limit reduction on US 40.

5.0 Additional Analysis

5.1 State Highway Turn Lane Analysis

The *State Highway Access Code*[7] establishes the need for auxiliary turn lanes. Several criteria apply when determining the traffic volume thresholds – CDOT access category, posted speed limit, and traffic volumes. **Table 4** details the turn lane thresholds per Section 3 of the *Access Code*[7].

US 40 and West Jefferson Avenue: The primary site access will require the construction of a westbound left deceleration lane with Phase 1. Details on the geometric requirements are included in **Table 4**, Turn Lane Analysis.

Additionally, an eastbound right acceleration lane may be required with the buildout of Phase 2. An increase in Phase 2 land use density over the assumptions in this analysis could also require the construction of an eastbound right deceleration lane in the future. Additional analysis should be completed as the land uses for this future development phase are identified. If a traffic signal is warranted at the intersection of US 40 and West Jefferson Avenue in the future, the acceleration lane would not be required.

US 40 and 3rd Street: The buildout of Phase 2 may put this traffic volume over the threshold at which CDOT would require the construction of an eastbound right turn lane. Traffic volumes and land uses should be compared and reviewed as Phase 2 is developed.

US 40 and Poplar Street: Existing conditions require the construction of a westbound left turn lane at this intersection with or without the development of Prairie Run.

5.2 Access Design Criteria

The proposed north site access shall be constructed per Section 4 of the *Access Code*'s requirements.

Table 2: Auxiliary Turn Lane Requirements

#	Int.	Mvmt	Accel or Decel	Posted Speed Limit (MPH)	Road Classification	SHAC Trigger Volume (VPH)	Year 2023 Background			Year 2026 Background			Year 2027 Background			Year 2045 Background			Phase 1 Year 2026 Total			Phase 1+2 Year 2027 Total			Phase 1 Year 2045 Total			Phase 1+2 Year 2045 Total			Existing Turn Lane	*Access Code* Required Turn Lane	Trigger Year & Condition
							AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT			
1	US 40 & W Jefferson Ave	EBL	Decel	45	R-A	> 10	0	4	0	0	4	0	0	4	0	0	4	0													No		
		EBR	Decel	45	R-A	> 25																									No	378' decel + 100' storage + 18.5:1 Taper (222')	Construction of Phase 1 requires a WBL lane.
		WBL	Decel	55	R-A	> 10													37	33	27	84	103	96	84	103	96	84	103	96	No		
		WBR	Decel	55	R-A	> 25	8	4	0	8	4	0	8	4	0	8	4	0	8	4	0	8	4	0	8	4	0	8	4	0	No		
		NBL	Decel	25	Collector	-													6	8	5	14	19	16	6	8	5	14	19	16	-		
		NBR	Accel	25	Collector	> 50													32	44	26	79	109	91	32	44	26	79	109	91	-	738' decel + 18.5:1 Taper (222')	Buildout of Phase 2 may require the construction of a NBR acceleration lane until a traffic signal is warranted at this intersection. No acceleration lane is required with signalization.
		SBL	Decel	10	Local	-	6	1	0	6	1	0	6	1	0	6	1	0	6	1	0	6	1	0	6	1	0	6	1	0	No		
		SBR	Accel	10	Local	> 50	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	No		
2	US 40 & 3rd St	EBL	Decel	30	NR-B	> 25	1	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	0	No		
		EBR	Decel	30	NR-B	> 50	15	42	0	15	42	0	15	42	0	15	42	0	19	47	3	22	51	7	22	51	7	22	51	7	No	TBD	Buildout of Phase 2 may require the construction of an EBR lane at this intersection. Traffic volumes and land uses should be reviewed as Phase 2 is developed.
		WBL	Decel	30	NR-B	> 25	13	19	0	13	19	0	13	19	0	13	19	0	13	19	0	13	19	0	13	19	0	13	19	0	No		
		WBR	Decel	30	NR-B	> 50	0	4	0	0	4	0	0	4	0	0	4	0	0	4	0	0	4	0	0	4	0	0	4	0	No		
		NBL	Decel	25	Collector	-	27	34	0	27	34	0	27	34	0	27	34	0	31	38	3	34	42	7	31	38	3	34	42	7	No		
		NBR	Accel	25	Collector	-	28	23	0	28	23	0	28	23	0	28	23	0	28	23	0	28	23	0	28	23	0	28	23	0	No		
		SBL	Decel	25	Local	-	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	No		
		SBR	Accel	25	Local	-	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	No		
3	US 40 & Poplar St	EBL	Decel	30	NR-B	> 25	45	21	0	45	21	0	45	21	0	45	21	0	45	21	0	45	21	0	45	21	0	45	21	0	No		
		EBR	Decel	30	NR-B	> 50	3	28	0	3	28	0	3	28	0	3	28	0	7	33	3	13	41	11	7	33	3	13	41	11	No		
		WBL	Decel	30	NR-B	> 25	11	72	0	11	72	0	11	72	0	11	72	0	11	72	0	11	72	0	11	72	0	11	72	0	No	75' storage + 8:1 taper	Existing conditions require a WBL lane.
		WBR	Decel	30	NR-B	> 50	2	5	0	2	5	0	2	5	0	2	5	0	2	5	0	2	5	0	2	5	0	2	5	0	No		
		NBL	Decel	25	Collector	-	5	20	0	5	21	0	5	21	0	6	24	0	9	25	3	15	33	11	10	28	3	16	36	11	No		
		NBR	Accel	25	Collector	-	67	36	0	69	37	0	70	37	0	83	44	0	69	37	0	70	37	0	83	44	0	83	44	0	No		
		SBL	Decel	25	Local	-	10	14	0	10	14	0	10	14	0	10	14	0	10	14	0	10	14	0	10	14	0	10	14	0	No		
		SBR	Accel	25	Local	-	11	40	0	11	40	0	11	40	0	11	40	0	11	40	0	11	40	0	11	40	0	11	40	0	No		

[1]Based upon *State Highway Access Code* requirements for an R-A roadway with posted speed of 45mph.

Triggered by State Highway Access Code Volumes

6.0 Summary and Conclusion

The applicant is proposing the construction of a mixed use site located on the western edge of Hayden, south of US 40 and across from West Jefferson Avenue.

Land Use: The project site currently has one single family home that is anticipated to either remain or be demolished.

The applicant is proposing an initial residential phase of development, including multifamily, townhome, and live-work units. Also included is a storage area for RVs and additional vehicle parking. Phase 1 of the project is anticipated to be constructed and occupied by Year 2026.

In the future, it is possible that the lots fronting US 40 will be developed as commercial uses. The exact land use is unknown at this time and will depend on current market conditions. Additionally, Phase 2 is likely to include affordable housing units. For this analysis, it was assumed that Phase 2 would be completed by Year 2027.

Site Access: The applicant is proposing a primary site access to US 40, opposite West Jefferson Avenue. Additionally, future access connections have been identified to the east and south.

Trip Generation: Based upon the applicant's proposed land uses, Phase 1 can be anticipated to generate 918vpd on the average weekday and 622vpd on an average Saturday. Peak hour traffic on a weekday at project buildout is anticipated to be 81 vehicles per hour (vph) during the weekday morning peak hour, 91 vph during the weekday evening peak hour, and 62vph during the Saturday peak hour.

Additional analysis may be required as the programming of Phase 2's potential future land use is determined to compare it to this analysis' assumptions.

Intersection Operations and Recommendations:

US 40 and West Jefferson Avenue: This mainline at this intersection is anticipated to operate at an acceptable LOS A through Year 2045 conditions. With an increased traffic volume on US 40, side street traffic is anticipated to still operate an acceptable LOS C or better by Year 2045 with or without the addition of site-generated traffic.

The primary site access will require the construction of a westbound left deceleration lane with Phase 1.

Additionally, an eastbound right acceleration lane may be required with the buildout of Phase 2. An increase in Phase 2 land use density over the assumptions in this analysis could also require the construction of an eastbound right deceleration lane in the future. Additional analysis should be completed as the land uses for this future development phase are identified. If a traffic signal is warranted at the intersection of US 40 and West Jefferson Avenue in the future, the acceleration lane would not be required.

With the current proposed and future land use assumptions, there is not enough traffic volume to warrant the installation of a traffic signal. This is because the MUTCD methodology does not include the right turning vehicles from the side street. With additional density or more destinations to/from the west as Hayden expands in the future, the signal warrant may be met.

US 40 and 3rd Street: This mainline at this intersection is anticipated to operate at an acceptable LOS A through Year 2045 conditions. With an increased traffic volume on US 40, side street traffic is anticipated to still operate an acceptable LOS C or better with the buildout of Phase 1 and LOS D or better by Year 2045 with the exception of the northbound left turn in Year 2045 full buildout conditions. Additional analysis should be done as the programming for Phase 2 is developed.

The buildout of Phase 2 may put this traffic volume over the threshold at which CDOT would require the construction of an eastbound right turn lane. Traffic volumes and land uses should be compared and reviewed as Phase 2 is developed.

US 40 and Poplar Street: This mainline at this intersection is anticipated to operate at an acceptable LOS A through Year 2045 conditions. With an increased traffic volume on US 40, side street traffic is anticipated to still operate an acceptable LOS D or better with the buildout of Phase 1 and LOS D or better by Year 2045 with the exception of the northbound left turn in full buildout conditions. Additional analysis should be done as the programming for Phase 2 is developed.

Existing conditions require the construction of a westbound left turn lane at this intersection with or without the development of Prairie Run.

Summary: With the above recommendations, the proposed Prairie Run development is anticipated to be successfully accommodated into Hayden and CDOT's greater roadway network.

Additional analysis may be required with any future development of Phase 2 to compare the land use assumptions in this analysis.

7.0 Appendix

Reference Documents

1. *State Highway Access Code*. State of Colorado, 2002.
2. OTIS Traffic Data. Colorado Department of Transportation. http://apps.coloradodot.info/dataaccess/
3. *Trip Generation Manual*, *11th Edition*. Institute of Transportation Engineers, 2021.
4. *Highway Capacity Manual.* Transportation Research Board, 2010.
5. *Manual on Traffic Control Devices.* Federal Highway Administration, 2009.

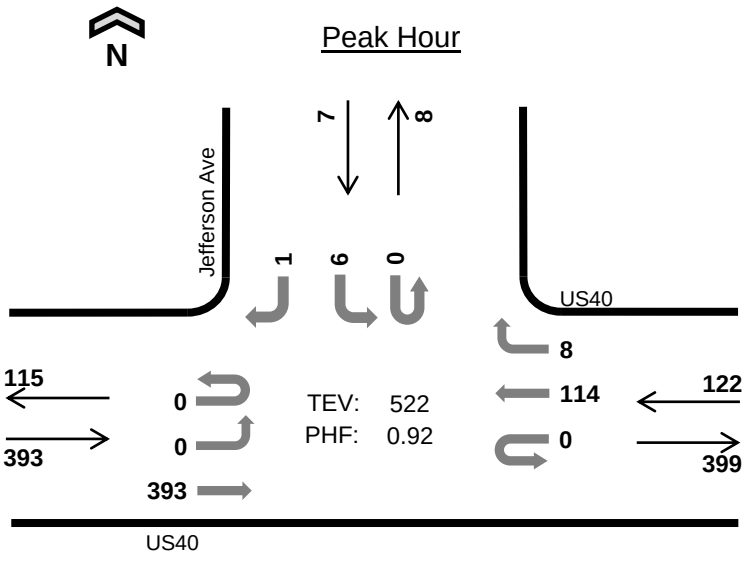
Included Documents

1. Traffic Counts
2. CDOT OTIS Data Straight Line Diagram
3. Seasonal Adjustment Factor
4. SST Transit Schedule
5. Appendix Table 1: HCM Level of Service Criteria
6. Appendix Table 2: HCM Level of Service for Background Traffic
7. Appendix Table 3: HCM Level of Service for Total Traffic
8. HCM Synchro Analysis

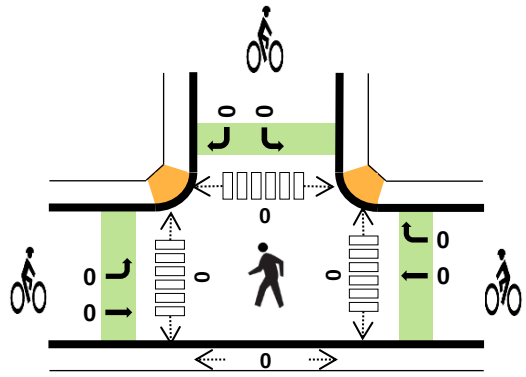
Appendix: Traffic Count Data

Jefferson Ave
US40

Peak Hour



Date: 06/22/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM



	HV %:	PHF
EB	7.1%	0.88
WB	12.3%	0.73
NB	-	-
SB	0.0%	0.58
TOTAL	8.2%	0.92

Two-Hour Count Summaries

Interval Start	US40 Eastbound				US40 Westbound				n/a Northbound				Jefferson Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**102**	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**125**	0
7:15 AM	**0**	**0**	**112**	**0**	**0**	**0**	**26**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**142**	0
7:30 AM	**0**	**0**	**101**	**0**	**0**	**0**	**30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**132**	0
7:45 AM	**0**	**0**	**78**	**0**	**0**	**0**	**36**	**6**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**123**	**522**
8:00 AM	0	0	75	0	0	0	39	1	0	0	0	0	0	6	0	0	121	518
8:15 AM	0	0	63	0	0	0	27	0	0	0	0	0	0	1	0	0	91	467
8:30 AM	0	0	56	0	0	0	43	1	0	0	0	0	0	2	0	1	103	438
8:45 AM	0	1	59	0	0	0	41	3	0	0	0	0	0	4	0	0	108	423
Count Total	0	1	646	0	0	0	264	13	0	0	0	0	0	19	0	2	945	0
Peak Hour All	**0**	**0**	**393**	**0**	**0**	**0**	**114**	**8**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**1**	**522**	**0**
Peak Hour HV	**0**	**0**	**28**	**0**	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**0**
Peak Hour HV%	**-**	**-**	**7%**	**-**	**-**	**-**	**12%**	**13%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**8%**	**0**

Note: Two-hour count summary volumes 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	East	West	North	South	Total
7:00 AM	**10**	**5**	**0**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:15 AM	**5**	**1**	**0**	**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	**9**	**6**	**0**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	4	4	0	2	*10*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	5	1	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	9	10	0	0	*19*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	2	5	0	1	*8*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	48	35	0	3	*86*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hr	**28**	**15**	**0**	**0**	***43***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US40 Eastbound				US40 Westbound				n/a Northbound				Jefferson Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**10**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	0
7:15 AM	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	0
7:30 AM	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	0
7:45 AM	**0**	**0**	**9**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**43**
8:00 AM	0	0	4	0	0	0	4	0	0	0	0	0	0	2	0	0	10	38
8:15 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6	38
8:30 AM	0	0	9	0	0	0	10	0	0	0	0	0	0	0	0	0	19	50
8:45 AM	0	0	2	0	0	0	3	2	0	0	0	0	0	1	0	0	8	43
Count Total	0	0	48	0	0	0	32	3	0	0	0	0	0	3	0	0	86	0
Peak Hour	**0**	**0**	**28**	**0**	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	US40 Eastbound			US40 Westbound			n/a Northbound			Jefferson Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	**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
7:30 AM	**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**
8:00 AM	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
8:30 AM	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
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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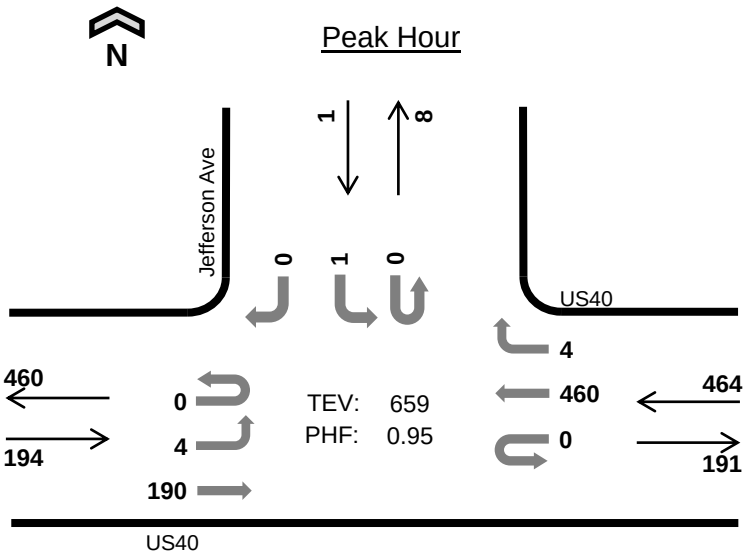
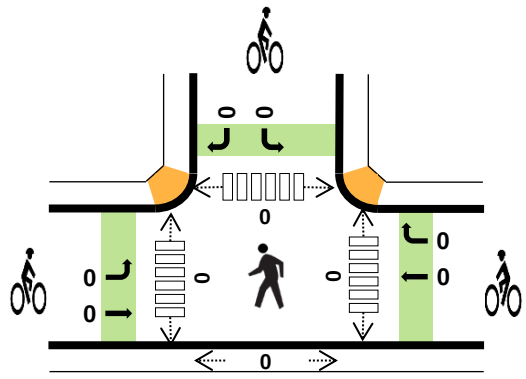
Jefferson Ave
US40

Peak Hour



Date: 06/22/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	9.8%	0.80
WB	5.4%	0.89
NB	-	-
SB	0.0%	0.25
TOTAL	6.7%	0.95

Two-Hour Count Summaries

Interval Start	US40 Eastbound				US40 Westbound				n/a Northbound				Jefferson Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	46	0	0	0	84	1	0	0	0	0	0	0	0	0	131	0
4:15 PM	0	0	57	0	0	0	98	3	0	0	0	0	0	0	0	1	159	0
4:30 PM	0	0	46	0	0	0	98	2	0	0	0	0	0	7	0	2	155	0
4:45 PM	0	1	46	0	0	0	88	1	0	0	0	0	0	1	0	0	137	582
5:00 PM	**0**	**0**	**61**	**0**	**0**	**0**	**109**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**170**	621
5:15 PM	**0**	**1**	**50**	**0**	**0**	**0**	**95**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**147**	609
5:30 PM	**0**	**2**	**40**	**0**	**0**	**0**	**130**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**173**	627
5:45 PM	**0**	**1**	**39**	**0**	**0**	**0**	**126**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**169**	**659**
Count Total	0	5	385	0	0	0	828	11	0	0	0	0	0	9	0	3	1,241	0
Peak Hour All	**0**	**4**	**190**	**0**	**0**	**0**	**460**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**659**	**0**
Peak Hour HV	**0**	**0**	**19**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**0**
Peak Hour HV%	**-**	**0%**	**10%**	**-**	**-**	**-**	**5%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**-**	**7%**	**0**

Note: Two-hour count summary volumes 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	East	West	North	South	Total
4:00 PM	7	3	0	0	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	7	11	0	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	5	9	0	0	*14*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	5	7	0	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	**10**	**6**	**0**	**0**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**4**	**5**	**0**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**3**	**9**	**0**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:45 PM	**2**	**5**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	43	55	0	0	*98*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hr	**19**	**25**	**0**	**0**	***44***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US40 Eastbound				US40 Westbound				n/a Northbound				Jefferson Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	7	0	0	0	3	0	0	0	0	0	0	0	0	0	10	0
4:15 PM	0	0	7	0	0	0	11	0	0	0	0	0	0	0	0	0	18	0
4:30 PM	0	0	5	0	0	0	9	0	0	0	0	0	0	0	0	0	14	0
4:45 PM	0	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	12	54
5:00 PM	**0**	**0**	**10**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	60
5:15 PM	**0**	**0**	**4**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	51
5:30 PM	**0**	**0**	**3**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	49
5:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**44**
Count Total	0	0	43	0	0	0	55	0	0	0	0	0	0	0	0	0	98	0
Peak Hour	**0**	**0**	**19**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	US40 Eastbound			US40 Westbound			n/a Northbound			Jefferson Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	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
4:30 PM	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
5:00 PM	**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
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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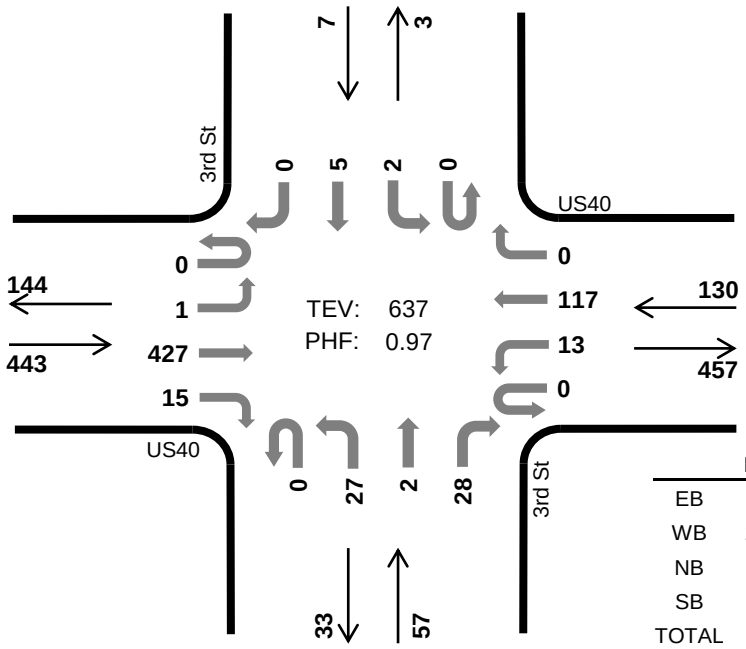
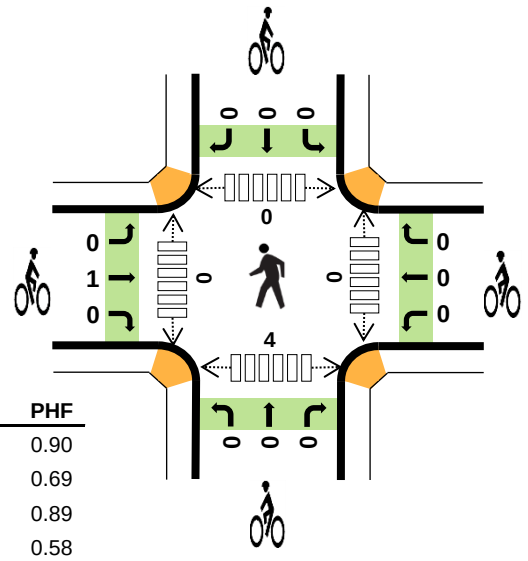
3rd St
US40

Peak Hour

Date: 06/22/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM



	HV %:	PHF
EB	7.4%	0.90
WB	13.1%	0.69
NB	0.0%	0.89
SB	0.0%	0.58
TOTAL	7.8%	0.97



Two-Hour Count Summaries

Interval Start	US40 Eastbound				US40 Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**118**	**5**	**0**	**4**	**19**	**0**	**0**	**5**	**0**	**10**	**0**	**1**	**2**	**0**	**164**	0
7:15 AM	**0**	**1**	**117**	**2**	**0**	**4**	**27**	**0**	**0**	**6**	**1**	**3**	**0**	**0**	**1**	**0**	**162**	0
7:30 AM	**0**	**0**	**106**	**6**	**0**	**1**	**28**	**0**	**0**	**7**	**1**	**8**	**0**	**1**	**1**	**0**	**159**	0
7:45 AM	**0**	**0**	**86**	**2**	**0**	**4**	**43**	**0**	**0**	**9**	**0**	**7**	**0**	**0**	**1**	**0**	**152**	**637**
8:00 AM	0	0	85	6	0	5	35	0	0	8	0	9	0	0	1	0	149	622
8:15 AM	0	0	74	2	0	4	31	0	0	6	1	6	0	1	0	0	125	585
8:30 AM	0	0	57	6	0	1	42	0	0	4	0	4	0	1	0	0	115	541
8:45 AM	0	0	68	4	0	4	46	0	0	6	0	5	0	0	1	0	134	523
Count Total	0	1	711	33	0	27	271	0	0	51	3	52	0	4	7	0	1,160	0
Peak Hour All	**0**	**1**	**427**	**15**	**0**	**13**	**117**	**0**	**0**	**27**	**2**	**28**	**0**	**2**	**5**	**0**	**637**	**0**
Peak Hour HV	**0**	**0**	**33**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**	**0**
Peak Hour HV%	**-**	**0%**	**8%**	**0%**	**-**	**0%**	**15%**	**-**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**-**	**8%**	**0**

Note: Two-hour count summary volumes 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	East	West	North	South	Total
7:00 AM	**13**	**4**	**0**	**0**	***17***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
7:15 AM	**7**	**3**	**0**	**0**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**2**	**3**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
7:45 AM	**11**	**7**	**0**	**0**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**3**	***3***
8:00 AM	4	3	0	0	*7*	0	0	0	0	*0*	1	0	0	0	*1*
8:15 AM	7	1	0	0	*8*	0	0	1	0	*1*	1	0	0	0	*1*
8:30 AM	8	11	1	0	*20*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	5	5	0	0	*10*	1	0	0	0	*1*	0	0	0	0	*0*
Count Total	57	37	1	0	*95*	2	0	1	0	*3*	2	0	0	4	*6*
Peak Hour	**33**	**17**	**0**	**0**	***50***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**4**	***4***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US40 Eastbound				US40 Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**13**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	0
7:15 AM	**0**	**0**	**7**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	0
7:30 AM	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	0
7:45 AM	**0**	**0**	**11**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**50**
8:00 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	40
8:15 AM	0	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	8	38
8:30 AM	0	0	7	1	0	0	11	0	0	0	0	1	0	0	0	0	20	53
8:45 AM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	10	45
Count Total	0	0	56	1	0	0	37	0	0	0	0	1	0	0	0	0	95	0
Peak Hour	**0**	**0**	**33**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	US40 Eastbound			US40 Westbound			3rd St Northbound			3rd St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	**0**	**1**	**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
7:30 AM	**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**	**1**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	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	0	0	1
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	1	1	0	0	0	0	1	0	0	0	0	3	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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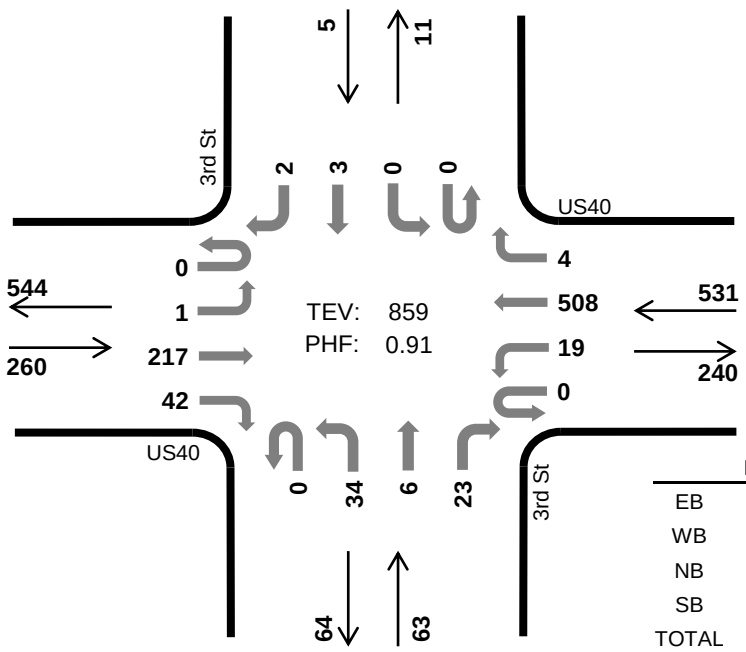
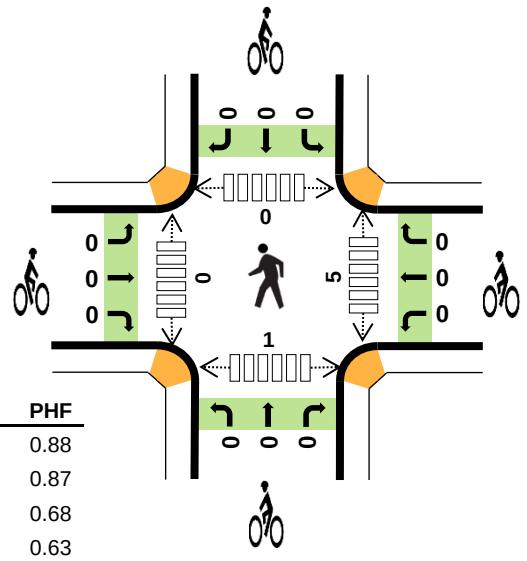
3rd St
US40

Peak Hour

Date: 06/22/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	6.5%	0.88
WB	5.1%	0.87
NB	9.5%	0.68
SB	0.0%	0.63
TOTAL	5.8%	0.91

Two-Hour Count Summaries

Interval Start	US40 Eastbound				US40 Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	50	3	0	6	100	2	0	5	2	3	0	0	1	0	172	0
4:15 PM	0	0	52	8	0	8	105	3	0	15	0	4	0	0	0	0	195	0
4:30 PM	0	0	57	13	0	2	90	0	0	6	2	6	0	0	0	1	177	0
4:45 PM	0	0	51	9	0	5	99	1	0	7	1	6	0	1	1	1	182	726
5:00 PM	**0**	**1**	**65**	**8**	**0**	**8**	**115**	**1**	**0**	**7**	**2**	**7**	**0**	**0**	**1**	**1**	**216**	770
5:15 PM	**0**	**0**	**54**	**15**	**0**	**2**	**116**	**0**	**0**	**7**	**2**	**6**	**0**	**0**	**1**	**0**	**203**	778
5:30 PM	**0**	**0**	**50**	**10**	**0**	**8**	**143**	**2**	**0**	**13**	**2**	**8**	**0**	**0**	**0**	**1**	**237**	838
5:45 PM	**0**	**0**	**48**	**9**	**0**	**1**	**134**	**1**	**0**	**7**	**0**	**2**	**0**	**0**	**1**	**0**	**203**	**859**
Count Total	0	1	427	75	0	40	902	10	0	67	11	42	0	1	5	4	1,585	0
Peak Hour All	**0**	**1**	**217**	**42**	**0**	**19**	**508**	**4**	**0**	**34**	**6**	**23**	**0**	**0**	**3**	**2**	**859**	**0**
Peak Hour HV	**0**	**0**	**15**	**2**	**0**	**0**	**27**	**0**	**0**	**2**	**2**	**2**	**0**	**0**	**0**	**0**	**50**	**0**
Peak Hour HV%	**-**	**0%**	**7%**	**5%**	**-**	**0%**	**5%**	**0%**	**-**	**6%**	**33%**	**9%**	**-**	**-**	**0%**	**0%**	**6%**	**0**

Note: Two-hour count summary volumes 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	East	West	North	South	Total
4:00 PM	5	3	0	0	*8*	0	0	0	0	*0*	2	0	0	0	*2*
4:15 PM	9	9	0	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	4	11	0	0	*15*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	4	6	1	0	*11*	0	0	0	0	*0*	2	0	0	0	*2*
5:00 PM	**9**	**5**	**0**	**0**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**4**	**6**	**2**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
5:30 PM	**1**	**7**	**3**	**0**	***11***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**1**	*4*
5:45 PM	**3**	**9**	**1**	**0**	***13***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
Count Total	39	56	7	0	*102*	0	0	0	0	*0*	9	0	0	1	*10*
Peak Hour	**17**	**27**	**6**	**0**	***50***	**0**	**0**	**0**	**0**	***0***	**5**	**0**	**0**	**1**	***6***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US40 Eastbound				US40 Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	0	0	0	2	1	0	0	0	0	0	0	0	0	8	0
4:15 PM	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	18	0
4:30 PM	0	0	4	0	0	0	11	0	0	0	0	0	0	0	0	0	15	0
4:45 PM	0	0	4	0	0	0	6	0	0	0	1	0	0	0	0	0	11	52
5:00 PM	**0**	**0**	**8**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	58
5:15 PM	**0**	**0**	**4**	**0**	**0**	**0**	**6**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	52
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**11**	48
5:45 PM	**0**	**0**	**2**	**1**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**13**	**50**
Count Total	0	0	37	2	0	0	55	1	0	2	3	2	0	0	0	0	102	0
Peak Hour	**0**	**0**	**15**	**2**	**0**	**0**	**27**	**0**	**0**	**2**	**2**	**2**	**0**	**0**	**0**	**0**	**50**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	US40 Eastbound			US40 Westbound			3rd St Northbound			3rd St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	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
4:30 PM	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
5:00 PM	**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
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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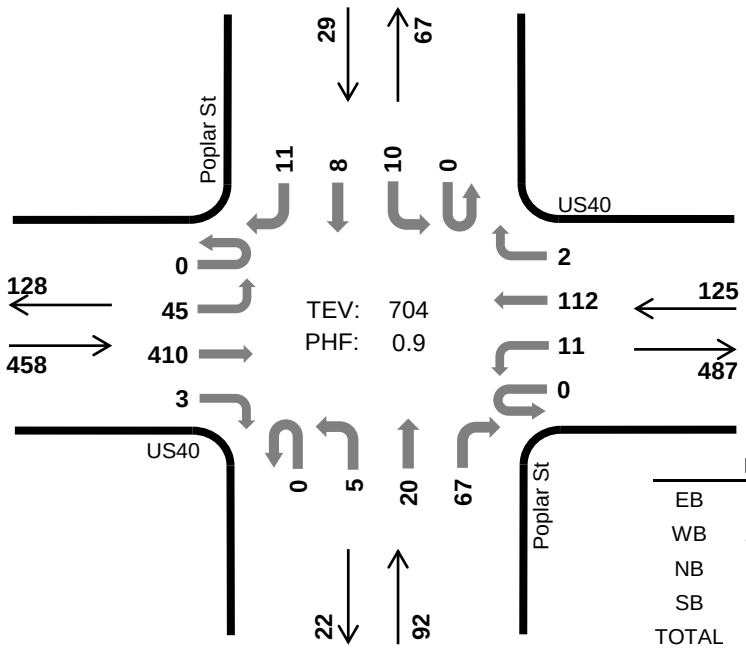
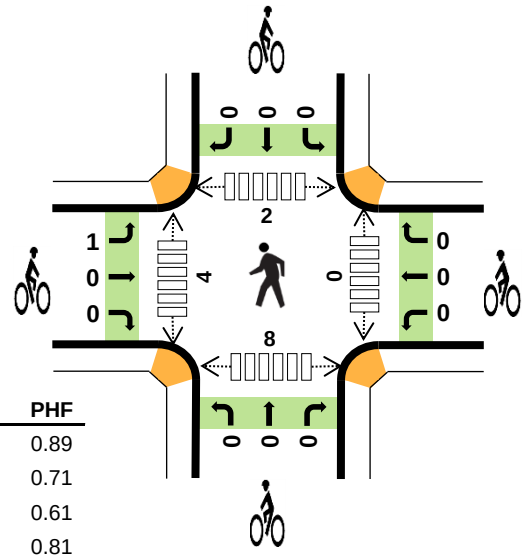
Poplar St
US40

Peak Hour

Date: 06/22/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV %:	PHF
EB	5.7%	0.89
WB	12.0%	0.71
NB	4.3%	0.61
SB	6.9%	0.81
TOTAL	6.7%	0.90

Two-Hour Count Summaries

Interval Start	US40 Eastbound				US40 Westbound				Poplar St Northbound				Poplar St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**20**	**109**	**0**	**0**	**3**	**21**	**1**	**0**	**1**	**5**	**15**	**0**	**3**	**2**	**4**	**184**	0
7:15 AM	**0**	**13**	**107**	**1**	**0**	**3**	**26**	**0**	**0**	**0**	**10**	**28**	**0**	**3**	**2**	**3**	**196**	0
7:30 AM	**0**	**6**	**108**	**1**	**0**	**3**	**23**	**1**	**0**	**0**	**3**	**16**	**0**	**2**	**2**	**3**	**168**	0
7:45 AM	**0**	**6**	**86**	**1**	**0**	**2**	**42**	**0**	**0**	**4**	**2**	**8**	**0**	**2**	**2**	**1**	**156**	**704**
8:00 AM	0	10	83	3	0	4	34	0	0	2	3	15	0	0	2	5	161	681
8:15 AM	0	2	78	1	0	7	29	0	0	1	6	8	0	1	1	3	137	622
8:30 AM	0	12	51	1	0	3	38	0	0	3	4	9	0	3	2	1	127	581
8:45 AM	0	6	64	1	0	4	39	0	0	7	4	10	0	1	3	5	144	569
Count Total	0	75	686	9	0	29	252	2	0	18	37	109	0	15	16	25	1,273	0
Peak Hour All	**0**	**45**	**410**	**3**	**0**	**11**	**112**	**2**	**0**	**5**	**20**	**67**	**0**	**10**	**8**	**11**	**704**	**0**
Peak Hour HV	**0**	**0**	**26**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**1**	**1**	**47**	**0**
Peak Hour HV%	**-**	**0%**	**6%**	**0%**	**-**	**0%**	**13%**	**0%**	**-**	**0%**	**10%**	**3%**	**-**	**0%**	**13%**	**9%**	**7%**	**0**

Note: Two-hour count summary volumes 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	East	West	North	South	Total
7:00 AM	**9**	**4**	**2**	**0**	***15***	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**1**	**2**	*4*
7:15 AM	**6**	**2**	**1**	**1**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**2**	*3*
7:30 AM	**1**	**3**	**1**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**1**	**1**	*4*
7:45 AM	**10**	**6**	**0**	**0**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**3**	***3***
8:00 AM	4	1	0	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	3	3	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	6	11	1	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	3	6	1	0	*10*	1	0	0	1	*2*	0	0	0	0	*0*
Count Total	42	36	6	3	*87*	2	0	0	1	*3*	0	4	2	8	*14*
Peak Hour	**26**	**15**	**4**	**2**	***47***	**1**	**0**	**0**	**0**	***1***	**0**	**4**	**2**	**8**	***14***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US40 Eastbound				US40 Westbound				Poplar St Northbound				Poplar St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**9**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**15**	0
7:15 AM	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**10**	0
7:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**6**	0
7:45 AM	**0**	**0**	**10**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**47**
8:00 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	1	6	38
8:15 AM	0	0	3	0	0	2	1	0	0	0	0	0	0	0	0	0	6	34
8:30 AM	0	0	6	0	0	1	10	0	0	0	1	0	0	0	0	0	18	46
8:45 AM	0	0	3	0	0	1	5	0	0	0	1	0	0	0	0	0	10	40
Count Total	0	0	42	0	0	4	32	0	0	0	4	2	0	0	1	2	87	0
Peak Hour	**0**	**0**	**26**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**1**	**1**	**47**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	US40 Eastbound			US40 Westbound			Poplar St Northbound			Poplar St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	**1**	**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
7:30 AM	**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**	**1**
8:00 AM	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
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	1	2	2
Count Total	1	0	1	0	0	0	0	0	0	0	0	1	3	0
Peak Hour	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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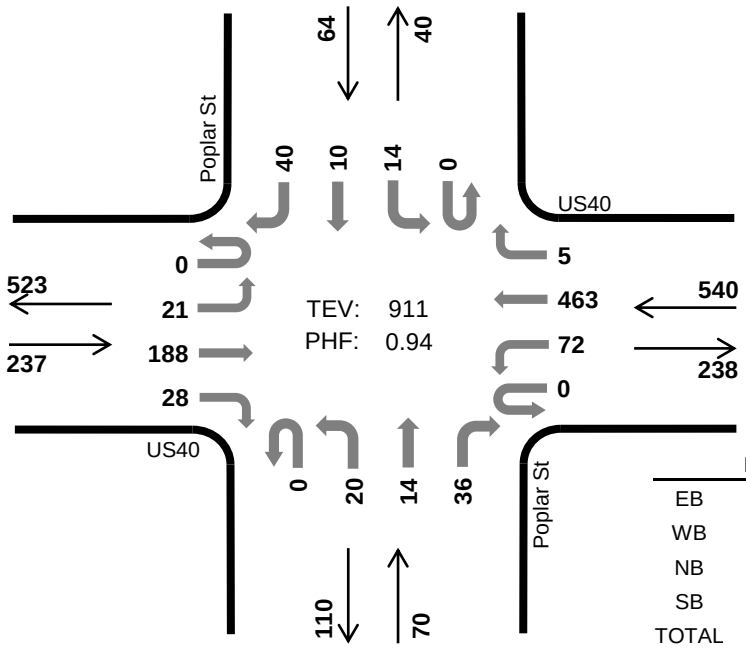
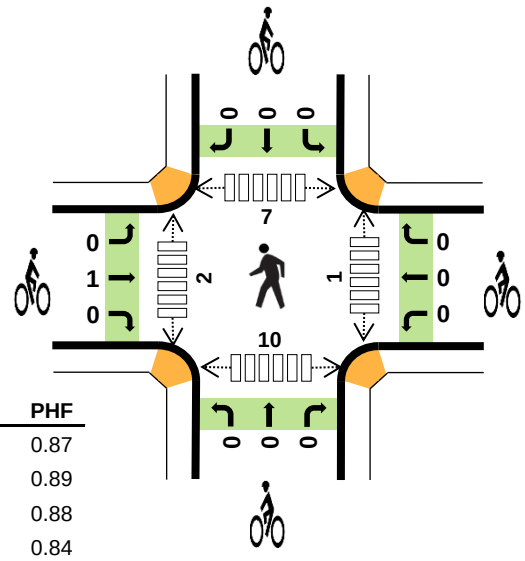
Poplar St
US40

Peak Hour

Date: 06/22/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	5.9%	0.87
WB	4.1%	0.89
NB	4.3%	0.88
SB	3.1%	0.84
TOTAL	4.5%	0.94



Two-Hour Count Summaries

Interval Start	US40 Eastbound				US40 Westbound				Poplar St Northbound				Poplar St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	48	3	0	17	97	0	0	8	3	6	0	1	1	7	192	0
4:15 PM	0	0	54	2	0	12	103	1	0	4	2	9	0	4	1	5	197	0
4:30 PM	0	4	52	8	0	15	85	2	0	6	4	7	0	2	4	6	195	0
4:45 PM	0	1	51	5	0	19	91	1	0	3	2	4	0	1	3	11	192	776
5:00 PM	**0**	**5**	**60**	**3**	**0**	**16**	**102**	**1**	**0**	**6**	**1**	**10**	**0**	**3**	**1**	**12**	**220**	804
5:15 PM	**0**	**5**	**49**	**9**	**0**	**15**	**110**	**1**	**0**	**3**	**3**	**8**	**0**	**5**	**4**	**9**	**221**	828
5:30 PM	**0**	**6**	**37**	**9**	**0**	**18**	**131**	**3**	**0**	**4**	**6**	**10**	**0**	**5**	**2**	**12**	**243**	876
5:45 PM	**0**	**5**	**42**	**7**	**0**	**23**	**120**	**0**	**0**	**7**	**4**	**8**	**0**	**1**	**3**	**7**	**227**	**911**
Count Total	0	27	393	46	0	135	839	9	0	41	25	62	0	22	19	69	1,687	0
Peak Hour All	**0**	**21**	**188**	**28**	**0**	**72**	**463**	**5**	**0**	**20**	**14**	**36**	**0**	**14**	**10**	**40**	**911**	**0**
Peak Hour HV	**0**	**0**	**14**	**0**	**0**	**1**	**21**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**2**	**41**	**0**
Peak Hour HV%	**-**	**0%**	**7%**	**0%**	**-**	**1%**	**5%**	**0%**	**-**	**0%**	**7%**	**6%**	**-**	**0%**	**0%**	**5%**	**5%**	**0**

Note: Two-hour count summary volumes 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	East	West	North	South	Total
4:00 PM	5	1	1	0	*7*	0	0	0	1	*1*	0	0	0	0	*0*
4:15 PM	6	6	0	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	4	9	1	0	*14*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	3	4	0	1	*8*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	**7**	**3**	**2**	**1**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**4**	*5*
5:15 PM	**4**	**5**	**1**	**1**	***11***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**3**	**2**	*7*
5:30 PM	**1**	**7**	**0**	**0**	***8***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**2**	**2**	*4*
5:45 PM	**2**	**7**	**0**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**2**	***4***
Count Total	32	42	5	3	*82*	1	0	0	1	*2*	1	2	7	10	*20*
Peak Hour	**14**	**22**	**3**	**2**	***41***	**1**	**0**	**0**	**0**	***1***	**1**	**2**	**7**	**10**	***20***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US40 Eastbound				US40 Westbound				Poplar St Northbound				Poplar St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	0	0	0	1	0	0	0	0	1	0	0	0	0	7	0
4:15 PM	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	12	0
4:30 PM	0	0	3	1	0	0	9	0	0	1	0	0	0	0	0	0	14	0
4:45 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	1	8	41
5:00 PM	**0**	**0**	**7**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**13**	47
5:15 PM	**0**	**0**	**4**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**11**	46
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	40
5:45 PM	**0**	**0**	**2**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**41**
Count Total	0	0	31	1	0	1	41	0	0	1	1	3	0	0	0	3	82	0
Peak Hour	**0**	**0**	**14**	**0**	**0**	**1**	**21**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**2**	**41**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	US40 Eastbound			US40 Westbound			Poplar St Northbound			Poplar St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0
4:15 PM	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
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	**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
5:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	1	0	0	0	0	0	0	0	0	0	1	2	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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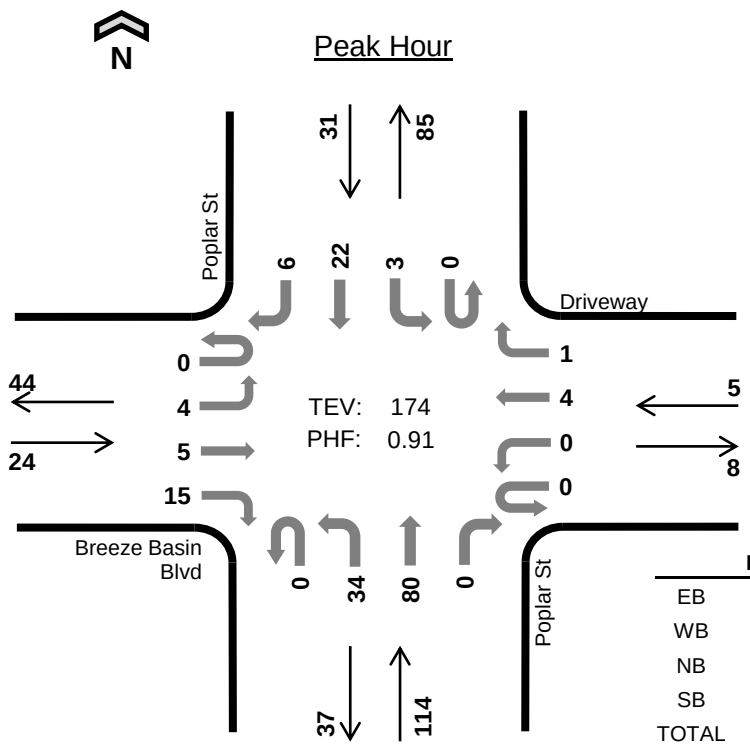
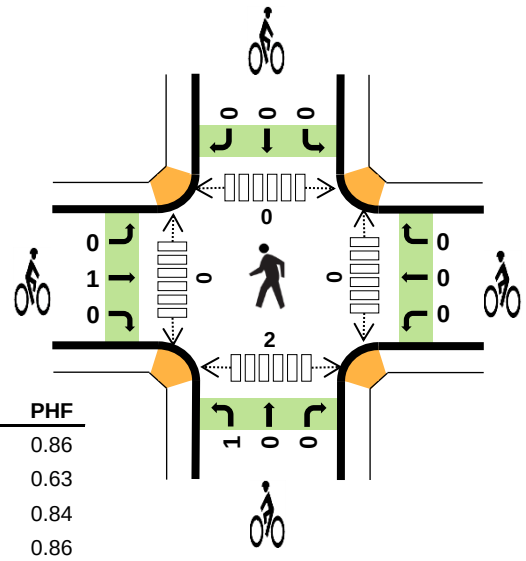
Poplar St
Breeze Basin Blvd

Date: 06/22/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV %:	PHF
EB	4.2%	0.86
WB	0.0%	0.63
NB	0.9%	0.84
SB	6.5%	0.86
TOTAL	2.3%	0.91

Two-Hour Count Summaries

Interval Start	Breeze Basin Blvd Eastbound				Driveway Westbound				Poplar St Northbound				Poplar St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	0	2	0	0	0	0	0	5	19	1	0	0	4	1	34	0
7:15 AM	**0**	**2**	**1**	**4**	**0**	**0**	**1**	**1**	**0**	**5**	**29**	**0**	**0**	**1**	**2**	**2**	**48**	0
7:30 AM	**0**	**1**	**1**	**3**	**0**	**0**	**1**	**0**	**0**	**7**	**18**	**0**	**0**	**1**	**7**	**1**	**40**	0
7:45 AM	**0**	**1**	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**12**	**12**	**0**	**0**	**1**	**7**	**0**	**39**	161
8:00 AM	**0**	**0**	**3**	**3**	**0**	**0**	**1**	**0**	**0**	**10**	**21**	**0**	**0**	**0**	**6**	**3**	**47**	**174**
8:15 AM	0	1	0	4	0	0	0	1	0	6	16	0	0	1	8	0	37	163
8:30 AM	0	2	0	1	0	0	0	0	0	3	13	0	0	0	9	1	29	152
8:45 AM	0	2	1	4	0	0	0	0	0	3	12	1	0	0	8	0	31	144
Count Total	0	11	6	26	0	0	4	2	0	51	140	2	0	4	51	8	305	0
Peak Hour All	**0**	**4**	**5**	**15**	**0**	**0**	**4**	**1**	**0**	**34**	**80**	**0**	**0**	**3**	**22**	**6**	**174**	**0**
Peak Hour HV	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**4**	**0**
Peak Hour HV%	**-**	**0%**	**20%**	**0%**	**-**	**-**	**0%**	**0%**	**-**	**0%**	**1%**	**-**	**-**	**0%**	**5%**	**17%**	**2%**	**0**

Note: Two-hour count summary volumes 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	East	West	North	South	Total
7:00 AM	1	0	0	1	*2*	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*
7:30 AM	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**1**	*1*
7:45 AM	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	*1*
8:00 AM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	0	0	0	1	*1*	0	1	0	0	*1*	0	3	0	2	*5*
8:30 AM	0	0	0	2	*2*	0	0	1	0	*1*	0	0	0	2	*2*
8:45 AM	0	0	1	0	*1*	1	0	0	1	*2*	0	0	0	0	*0*
Count Total	2	0	2	6	*10*	2	1	2	1	*6*	0	3	0	6	*9*
Peak Hour	**1**	**0**	**1**	**2**	***4***	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**0**	**2**	***2***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Breeze Basin Blvd				Driveway				Poplar St				Poplar St				15-min Total	Rolling One Hour
	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	0	0	0	0	0	1	0	2	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**3**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	5
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
Count Total	0	1	1	0	0	0	0	0	0	0	2	0	0	0	5	1	10	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**4**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Breeze Basin Blvd			Driveway			Poplar St			Poplar St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	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
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	0
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	3
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	3
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	1	2	4
Count Total	0	2	0	0	1	0	1	1	0	0	0	1	6	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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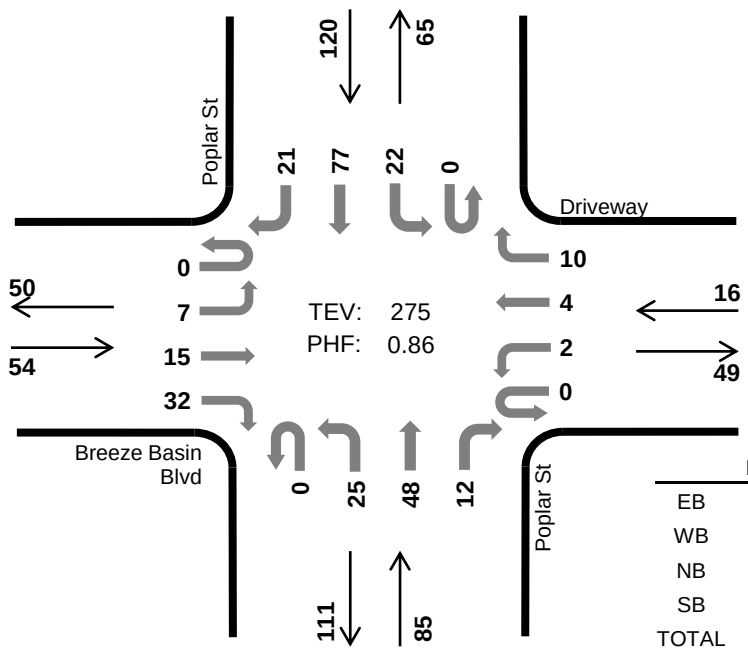
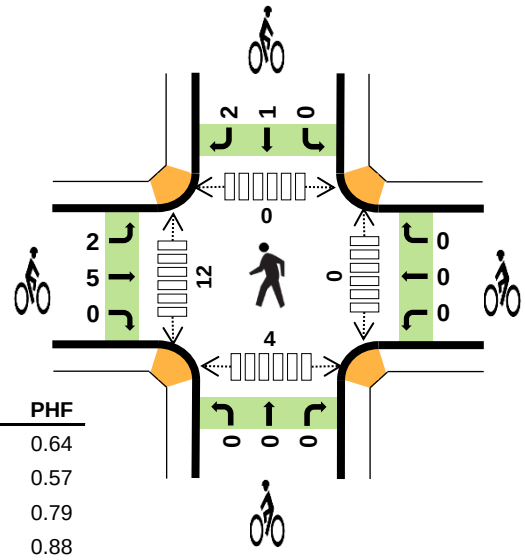
Poplar St
Breeze Basin Blvd

Peak Hour

Date: 06/22/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	3.7%	0.64
WB	0.0%	0.57
NB	3.5%	0.79
SB	3.3%	0.88
TOTAL	3.3%	0.86

Two-Hour Count Summaries

Interval Start	Breeze Basin Blvd				Driveway				Poplar St				Poplar St				15-min Total	Rolling One Hour
	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	5	0	1	0	1	0	5	12	1	0	1	18	1	45	0
4:15 PM	0	4	1	5	0	0	4	4	0	8	11	2	0	2	17	4	62	0
4:30 PM	0	3	0	8	0	0	1	3	0	5	15	1	0	1	17	5	59	0
4:45 PM	0	2	2	6	0	0	1	4	0	4	8	1	0	1	20	1	50	216
5:00 PM	**0**	**0**	**0**	**6**	**0**	**0**	**1**	**1**	**0**	**2**	**14**	**2**	**0**	**5**	**17**	**5**	**53**	224
5:15 PM	**0**	**2**	**7**	**12**	**0**	**1**	**0**	**1**	**0**	**10**	**9**	**8**	**0**	**6**	**18**	**5**	**79**	241
5:30 PM	**0**	**3**	**6**	**7**	**0**	**1**	**2**	**4**	**0**	**6**	**15**	**2**	**0**	**9**	**20**	**5**	**80**	262
5:45 PM	**0**	**2**	**2**	**7**	**0**	**0**	**1**	**4**	**0**	**7**	**10**	**0**	**0**	**2**	**22**	**6**	**63**	**275**
Count Total	0	16	18	56	0	3	10	22	0	47	94	17	0	27	149	32	491	0
Peak Hour All	**0**	**7**	**15**	**32**	**0**	**2**	**4**	**10**	**0**	**25**	**48**	**12**	**0**	**22**	**77**	**21**	**275**	**0**
Peak Hour HV	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**2**	**9**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**6%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**6%**	**0%**	**-**	**0%**	**3%**	**10%**	**3%**	**0**

Note: Two-hour count summary volumes 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	East	West	North	South	Total
4:00 PM	0	0	0	1	*1*	0	3	0	0	*3*	0	0	0	0	*0*
4:15 PM	0	0	0	2	*2*	2	2	1	0	*5*	0	2	0	0	*2*
4:30 PM	0	0	1	1	*2*	1	1	0	0	*2*	0	1	0	0	*1*
4:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
5:00 PM	**1**	**0**	**2**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	*2*
5:15 PM	**0**	**0**	**1**	**1**	***2***	**1**	**0**	**0**	**2**	***3***	**0**	**6**	**0**	**4**	*10*
5:30 PM	**0**	**0**	**0**	**1**	***1***	**6**	**0**	**0**	**0**	***6***	**0**	**3**	**0**	**0**	*3*
5:45 PM	**1**	**0**	**0**	**2**	***3***	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**0**	**0**	***1***
Count Total	2	0	4	8	*14*	10	6	1	3	*20*	0	16	0	4	*20*
Peak Hour	**2**	**0**	**3**	**4**	***9***	**7**	**0**	**0**	**3**	***10***	**0**	**12**	**0**	**4**	***16***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Breeze Basin Blvd				Driveway				Poplar St				Poplar St				15-min Total	Rolling One Hour
	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	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	7
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	7
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	6
5:45 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**9**
Count Total	0	0	0	2	0	0	0	0	0	0	4	0	0	0	6	2	14	0
Peak Hour	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**2**	**9**	**0**

Two-Hour Count Summaries - Bikes

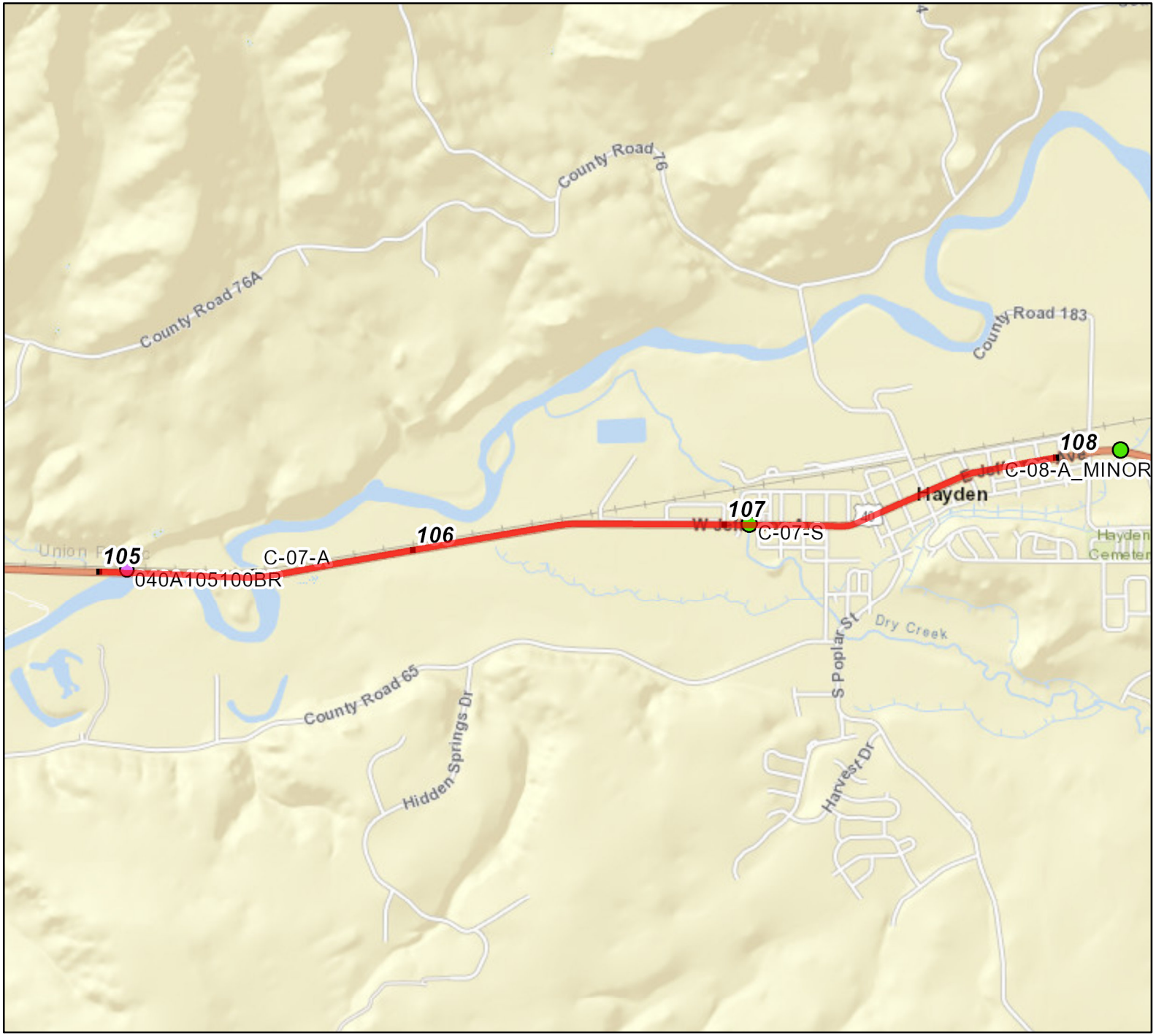
Interval Start	Breeze Basin Blvd			Driveway			Poplar St			Poplar St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	1	2	0	0	0	0	0	0	0	3	0
4:15 PM	0	2	0	0	2	0	0	1	0	0	0	0	5	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	7
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	5
5:30 PM	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	9
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**10**
Count Total	2	8	0	1	5	0	0	1	0	0	1	2	20	0
Peak Hour	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**10**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

TJ Wethington
720-646-1008
tj.wethington@idaxdata.com

Appendix: CDOT OTIS Data Straight Line Diagram

Route 040A From 105 to 108



Legend

- Route
- Milepoint

Structures

- Major Structure
- Minor Structure

Created:

Date: 8/20/2023

Time: 2:39:37 PM

0 0.2 0.4 0.6 0.8

Miles

N

W E

S

The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

Route 040A
From 105 To 106

CLASSIFICATION

Access Control	R-A: Regional Highway
Administrative Class	CDOT Highway
Forest Route	0
Functional Class	3 Principal Arterial - Other
Highway Designation	U.S.
NHS Designation	1 Mainline NHS
Scenic Byway	
Special System	NON-STRAHNET

DEMOGRAPHICS

Urban Area	99999 RURAL

JURISDICTION

Commission District	6
FIPS City	
FIPS County	107 Routt Co
Region	3
TPR	12 Northwest

SAFETY

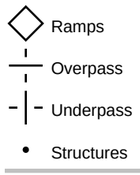
Primary Speed Limit	60
Secondary Speed Limit	65
Truck Restriction	1 National Truck Route

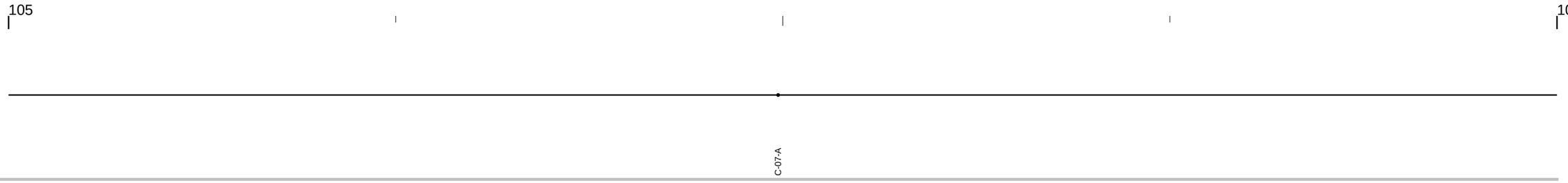
TRAFFIC

AADT	4800
Design Hour Truck Percentage	1.40
DHV	11.5
Off Peak Truck Percentage	7.50
Route Capacity	3200

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Route 040A
From 105 To 106





V/C Ratio	0.22
V/C Ratio 20	0.24
VMT	50668
Year 20 Factor	1.07

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Route 040A
From 106 To 107

Ramps
Overpass
Underpass
Structures

CLASSIFICATION

Access Control	R-A: Regional Highway
Administrative Class	CDOT Highway
Forest Route	0
Functional Class	3 Principal Arterial - Other
Highway Designation	U.S.
NHS Designation	1 Mainline NHS
Scenic Byway	
Special System	NON-STRAHNET

DEMOGRAPHICS

Urban Area	99999 RURAL

JURISDICTION

Commission District	6
FIPS City	35070 Hayden
FIPS County	107 Routt Co
Region	3
TPR	12 Northwest

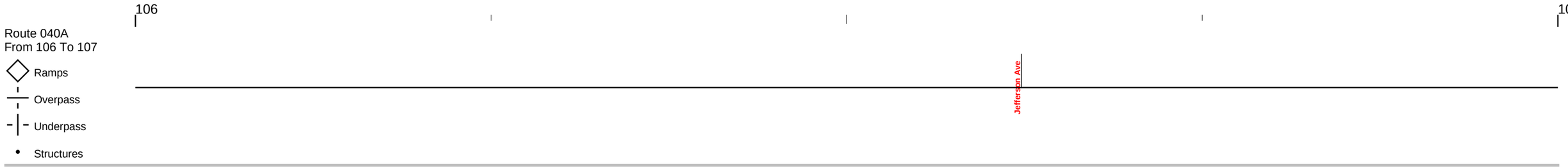
SAFETY

Primary Speed Limit	60	55	45
Secondary Speed Limit	65	55	45
Truck Restriction	1 National Truck Route		

TRAFFIC

AADT	4800
Design Hour Truck Percentage	1.40
DHV	11.5
Off Peak Truck Percentage	7.50
Route Capacity	3200

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

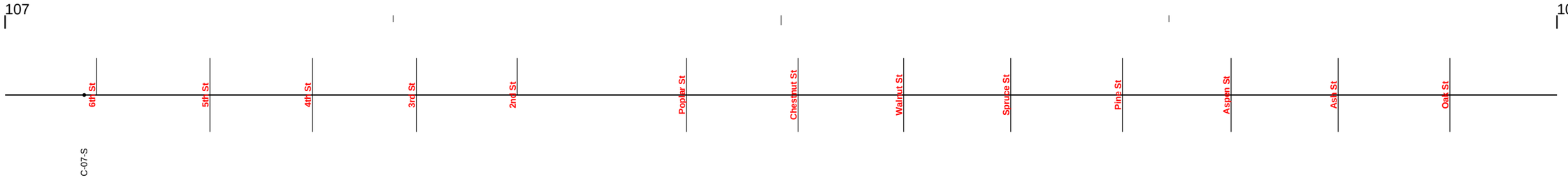


V/C Ratio	0.22
V/C Ratio 20	0.24
VMT	50668
Year 20 Factor	1.07

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Route 040A
From 107 To 108

Ramps
Overpass
Underpass
Structures



CLASSIFICATION

Access Control	NR-B: Non-Rural Arterial		
Administrative Class	CDOT Highway		
Forest Route	0		
Functional Class	3 Principal Arterial - Other		
Highway Designation	U.S.		
NHS Designation	1 Mainline NHS		
Scenic Byway			
Special System	NON-STRAHNET		

DEMOGRAPHICS

Urban Area	99999 RURAL		

JURISDICTION

Commission District	6		
FIPS City	35070 Hayden		
FIPS County	107 Routt Co		
Region	3		
TPR	12 Northwest		

SAFETY

Primary Speed Limit	45	30	35
Secondary Speed Limit	45	30	
Truck Restriction	1 National Truck Route		

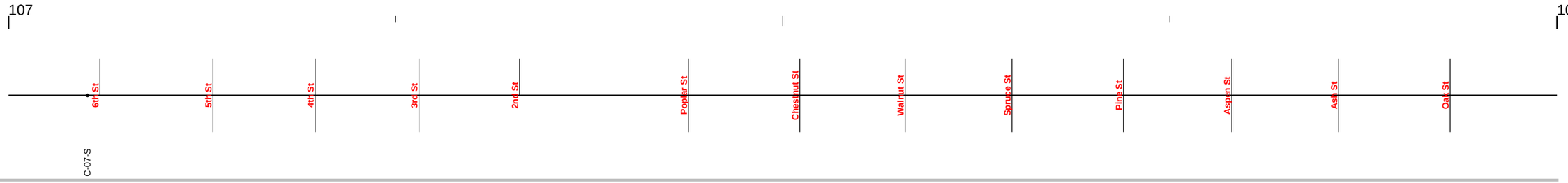
TRAFFIC

AADT	4800	6300	
Design Hour Truck Percentage	1.40	0.20	
DHV	11.5	11.0	11.5
Off Peak Truck Percentage	7.50	8.60	8.30
Route Capacity	3200	1750	2000

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Route 040A
From 107 To 108

Ramps
Overpass
Underpass
Structures



V/C Ratio	0.22	0.45	0.41
V/C Ratio 20	0.24	0.54	0.50
VMT	50668	2394	4101
Year 20 Factor	1.07	1.20	1.22

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Appendix: Seasonal Adjustment Factor

CDOT US 40 Continuous Counter Traffic Data

ON SH 40 E/O POWER LINE RD, CR 225, CRAIG (Station Id: 000209)

https://dtdapps.coloradodot.info/otis/TrafficData#ui/1/0/0/station/000209/criteria/040A/0/258.258/false/true/

	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
ADT ON US 40 (vpd)	2023	4666	4881	4892	4869	5645	6134	6332					
	2022	4497	4655	4906	4991	5460	5984	6298	6178	6049	5773	5289	4454
	2021	4153	4246	4711	4941	5178			6938	5951	5534	5213	4565
	2020	4226	4407	3984	3533	4662	5435	5717	7175	5790	5630	4706	4070
	2019	3985	4315	4203	4527	5060	5578	5915	5783	5630	5516	4842	4328
	2018	4013	4087	4347	4618	5164	5589	5777	5715	5511	5223	4664	4172
	2017	3718	4003	4260	4386	4766	5443	5648	5617	5343	5118	4691	4105
	2016	3556	4894	4106	4335	4787	5571	5739	5511	5359	4962	4485	3908
	2015	3542	3717	4072	4425	4510	5343	5382	5322	5109	5011	4054	3693
	2014	3172	3381	3577	3775	4176	4738	5049	4932	4837	4809	3888	3648
	2013	3299	3514	3603	3577	4258	4702	4776	4801	4359	4305	3804	3298
AVG (vpd)		3893	4191	4242	4362	4879	5452	5663	5797	5394	5188	4564	4024
Seasonal Adjustment Factor (SAF)		1.49	1.38	1.37	1.33	1.19	1.06	1.02	1.00	1.07	1.12	1.27	1.44

Appendix: SST Transit Schedule

Craig to Steamboat Springs

In the morning, there are two departures from Craig that travel through Hayden, Milner and Steamboat II before arriving in Steamboat Springs.

Craig-

Regional Transit Facility	5:15 AM	6:15 AM
Northwest Radiator	5:16 AM	6:16 AM
West Theatre	5:16 AM	6:16 AM
North Kum & Go	5:23 AM	6:23 AM
13th Street & Yampa	5:24 AM	6:24 AM
16th Street & Yampa	5:25 AM	6:25 AM
Shadow Mountain	5:28 AM	6:28 AM
Loaf n' Jug	5:30 AM	6:30 AM
Riford Road	5:32 AM	6:32 AM
Wickes Avenue	5:33 AM	6:33 AM
Clarion Inn	5:36 AM	6:36 AM
Lamplighter Estate	5:37 AM	6:37 AM
Mack Ln. & W. 2nd St.	5:39 AM	6:39 AM
Pizza Hut	5:41 AM	6:41 AM
4th and Ranney	5:43 AM	6:43 AM
Regional Transit Facility	5:50 AM	6:50 AM

The Regional Bus picks up at the above listed stops only.

Hayden-

Hayden Kum & Go	6:10 AM	7:10 AM

Milner-

US Hwy. 40 & Main St.	6:25 AM	7:25 AM

Steamboat Springs-

Steamboat II	6:30 AM	7:30 AM
7th & Lincoln	6:40 AM	7:40 AM
City Market	6:49 AM	7:49 AM
Gondola Transit Center	6:54 AM	7:54 AM

The Regional Bus will drop off at any standard bus stop on route in Steamboat Springs.

Where's the Bus? -- There's an app for that!
Know when the next bus is coming from any smart phone!
Download the RouteShout app for your iPhone or Android today or visit www.RouteShout.com

Steamboat Springs to Craig

In the afternoon/evening, there are two departures from Steamboat Springs that travel through Steamboat II, Milner and Hayden before arriving in Craig.

Steamboat Springs-

Gondola Transit Center	4:25 PM	5:25 PM
City Market	4:30 PM	5:30 PM
Safeway	4:32 PM	5:32 PM
Steamboat Square	4:33 PM	5:33 PM
7th & Lincoln	4:40 PM	5:40 PM
Nordic Lodge	4:41 PM	5:41 PM
Kamar Plaza	4:42 PM	5:42 PM
Downhill Drive	4:43 PM	5:43 PM
Steamboat II	4:45 PM	5:45 PM

The Regional Bus picks up at the above listed stops only.

Milner-

US Hwy. 40 & Main St.	4:55 PM	5:55 PM

Hayden-

Hayden Kum & Go	5:17 PM	6:17 PM

Craig-

Regional Transit Facility	5:35 PM	6:35 PM
Northwest Radiator	5:37 PM	6:37 PM
West Theatre	5:38 PM	6:38 PM
North Kum & Go	5:40 PM	6:40 PM
13th Street & Yampa	5:41 PM	6:41 PM
16th Street & Yampa	5:41 PM	6:41 PM
Shadow Mountain	5:44 PM	6:44 PM
Loaf n' Jug	5:46 PM	6:46 PM
Riford Road	5:47 PM	6:47 PM
Wickes Avenue	5:47 PM	6:47 PM
Clarion Inn	5:50 PM	6:50 PM
Lamplighter Estate	5:51 PM	6:51 PM
Mack Ln. & W. 2nd St.	5:52 PM	6:52 PM
Pizza Hut	5:53 PM	6:53 PM
4th and Ranney	5:55 PM	6:55 PM

The Regional Bus drops off at the above listed stops only.

Appendix Table 1: HCM Level of Service Criteria

HCM 2010 Intersection Level-of-Service Criteria

LOS	Expected Delay to Minor Street Traffic	Average Signal Delay (seconds/vehicle)	Average Stop-Controlled Delay (seconds/vehicle)
A	Little or no delay.	0-10	0-10
B	Short traffic delays.	>10-20	>10-15
C	Average traffic delays.	>20-35	>15-25
D	Long traffic delays.	>35-55	>25-35
E	Very long traffic delays.	>55-80	>35-50
F	When volume exceeds the capacity of the lane extreme delays will be encountered with queuing that may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improving the intersection.	>80	>50

Appendix Table 2: HCM Level of Service for Background Traffic

Appendix Table 2: Background Traffic Level of Service

#	Int.	Traffic Control	Approach	Year 2023 Background Level of Service (Delay in Seconds)		Year 2026 Background Level of Service (Delay in Seconds)		Year 2027 Background Level of Service (Delay in Seconds)		Year 2045 Background Level of Service (Delay in Seconds)	
				AM	PM	AM	PM	AM	PM	AM	PM
1	US 40 & W Jefferson Ave	NB/SB Stop	EB	A (0.0)	A (0.2)	A (0.0)	A (0.2)	A (0.0)	A (0.2)	A (0.0)	A (0.2)
			WB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			NB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			SB	B (13.1)	C (16.2)	B (13.1)	C (16.4)	B (13.2)	C (16.4)	B (13.6)	C (17.3)
2	US 40 & 3rd St	NB/SB Stop	EB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			WB	A (0.8)	A (0.3)	A (0.8)	A (0.3)	A (0.8)	A (0.3)	A (0.7)	A (0.2)
			NB	B (14.4)	C (18.5)	B (14.7)	C (19.1)	B (14.8)	C (19.4)	C (16.8)	C (24.1)
			SB	C (15.2)	C (16.3)	C (15.5)	C (16.6)	C (15.5)	C (16.7)	C (17.5)	C (19.3)
3	US 40 & Poplar St	NB/SB Stop	EB	A (0.7)	A (0.7)	A (0.7)	A (0.7)	A (0.7)	A (0.7)	A (0.6)	A (0.6)
			WB	A (0.7)	A (1.0)	A (0.7)	A (1.0)	A (0.7)	A (1.0)	A (0.6)	A (0.8)
			NB	B (14.4)	C (19.6)	B (14.6)	C (20.4)	B (14.8)	C (20.6)	C (17.0)	D (26.4)
			SB	C (15.3)	C (18.9)	C (15.6)	C (19.4)	C (15.8)	C (19.6)	C (18.4)	C (24.2)

Appendix Table 3: HCM Level of Service for Total Traffic

Appendix Table 3: Total Traffic Level of Service

#	Int.	Traffic Control	Approach	Year 2026 P1 Total Level of Service (Delay in Seconds)		Year 2027 Future Phase 1+2 Total Level of Service (Delay in Seconds)		Year 2045 P1 Total Level of Service (Delay in Seconds)		Year 2045 Future Phase 1+2 Total Level of Service (Delay in Seconds)	
				AM	PM	AM	PM	AM	PM	AM	PM
1	US 40 & W Jefferson Ave	NB/SB Stop	EB	A (0.0)	A (0.2)	A (0.0)	A (0.2)	A (0.0)	A (0.2)	A (0.0)	A (0.1)
			WB	A (1.9)	A (0.5)	A (3.4)	A (1.4)	A (1.8)	A (0.5)	A (3.3)	A (1.3)
			NB	B (12.2)	B (11.3)	B (13.8)	B (13.6)	B (12.6)	B (11.6)	B (14.2)	B (14.1)
			SB	C (15.3)	C (19.5)	C (19.5)	D (28.4)	C (15.9)	C (20.8)	C (20.4)	D (30.5)
2	US 40 & 3rd St	NB/SB Stop	EB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			WB	A (0.7)	A (0.3)	A (0.5)	A (0.2)	A (0.6)	A (0.2)	A (0.5)	A (0.2)
			NB	C (16.1)	C (22.2)	C (18.4)	D (29.5)	C (18.7)	D (28.6)	C (21.5)	E (40.2)
			SB	C (16.5)	C (17.8)	C (18.5)	C (20.4)	C (18.9)	C (20.8)	C (21.1)	C (24.0)
3	US 40 & Poplar St	NB/SB Stop	EB	A (0.7)	A (0.6)	A (0.6)	A (0.5)	A (0.6)	A (0.6)	A (0.5)	A (0.5)
			WB	A (0.6)	A (1.0)	A (0.5)	A (0.9)	A (0.5)	A (0.8)	A (0.4)	A (0.8)
			NB	C (15.9)	C (24.0)	C (18.4)	E (35.9)	C (18.7)	D (32.7)	C (22.2)	F (55.0)
			SB	C (16.7)	C (21.0)	C (18.8)	D (25.4)	C (19.8)	D (26.9)	C (22.5)	D (33.1)

Appendix: HCM Modeling Results

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	417	0	0	121	8	0	0	0	6	0	1
Future Vol, veh/h	0	417	0	0	121	8	0	0	0	6	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	453	0	0	132	9	0	0	0	7	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	141	0	0	453	0	0	590	594	453	590	590	137
Stage 1	-	-	-	-	-	-	453	453	-	137	137	-
Stage 2	-	-	-	-	-	-	137	141	-	453	453	-
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	1442	-	-	1108	-	-	419	418	607	419	420	911
Stage 1	-	-	-	-	-	-	586	570	-	866	783	-
Stage 2	-	-	-	-	-	-	866	780	-	586	570	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1442	-	-	1108	-	-	419	418	607	419	420	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	419	418	-	419	420	-
Stage 1	-	-	-	-	-	-	586	570	-	866	783	-
Stage 2	-	-	-	-	-	-	865	780	-	586	570	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	13.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1442	-	-	1108	-	-	454
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.017
HCM Control Delay (s)	0	0	-	-	0	-	-	13.1
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	201	0	0	488	4	0	0	0	1	0	0
Future Vol, veh/h	4	201	0	0	488	4	0	0	0	1	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	218	0	0	530	4	0	0	0	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	534	0	0	218	0	0	758	760	218	758	758	532
Stage 1	-	-	-	-	-	-	226	226	-	532	532	-
Stage 2	-	-	-	-	-	-	532	534	-	226	226	-
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	1034	-	-	1352	-	-	324	336	822	324	336	547
Stage 1	-	-	-	-	-	-	777	717	-	531	526	-
Stage 2	-	-	-	-	-	-	531	524	-	777	717	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1034	-	-	1352	-	-	323	335	822	323	335	547
Mov Cap-2 Maneuver	-	-	-	-	-	-	323	335	-	323	335	-
Stage 1	-	-	-	-	-	-	774	714	-	529	526	-
Stage 2	-	-	-	-	-	-	531	524	-	774	714	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	0	16.2
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1034	-	-	1352	-	-	323
HCM Lane V/C Ratio	-	0.004	-	-	-	-	-	0.003
HCM Control Delay (s)	0	8.5	0	-	0	-	-	16.2
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	421	0	0	122	8	0	0	0	6	0	1
Future Vol, veh/h	0	421	0	0	122	8	0	0	0	6	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	458	0	0	133	9	0	0	0	7	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	142	0	0	458	0	0	596	600	458	596	596	138
Stage 1	-	-	-	-	-	-	458	458	-	138	138	-
Stage 2	-	-	-	-	-	-	138	142	-	458	458	-
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	1441	-	-	1103	-	-	415	415	603	415	417	910
Stage 1	-	-	-	-	-	-	583	567	-	865	782	-
Stage 2	-	-	-	-	-	-	865	779	-	583	567	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1441	-	-	1103	-	-	415	415	603	415	417	910
Mov Cap-2 Maneuver	-	-	-	-	-	-	415	415	-	415	417	-
Stage 1	-	-	-	-	-	-	583	567	-	865	782	-
Stage 2	-	-	-	-	-	-	864	779	-	583	567	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	13.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1441	-	-	1103	-	-	450
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.017
HCM Control Delay (s)	0	0	-	-	0	-	-	13.1
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	203	0	0	493	4	0	0	0	1	0	0
Future Vol, veh/h	4	203	0	0	493	4	0	0	0	1	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	221	0	0	536	4	0	0	0	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	540	0	0	221	0	0	767	769	221	767	767	538
Stage 1	-	-	-	-	-	-	229	229	-	538	538	-
Stage 2	-	-	-	-	-	-	538	540	-	229	229	-
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	1028	-	-	1348	-	-	319	332	819	319	332	543
Stage 1	-	-	-	-	-	-	774	715	-	527	522	-
Stage 2	-	-	-	-	-	-	527	521	-	774	715	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1028	-	-	1348	-	-	318	331	819	318	331	543
Mov Cap-2 Maneuver	-	-	-	-	-	-	318	331	-	318	331	-
Stage 1	-	-	-	-	-	-	771	712	-	525	522	-
Stage 2	-	-	-	-	-	-	527	521	-	771	712	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	0	16.4
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1028	-	-	1348	-	-	318
HCM Lane V/C Ratio	-	0.004	-	-	-	-	-	0.003
HCM Control Delay (s)	0	8.5	0	-	0	-	-	16.4
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	423	0	0	123	8	0	0	0	6	0	1
Future Vol, veh/h	0	423	0	0	123	8	0	0	0	6	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	460	0	0	134	9	0	0	0	7	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	460	0	0	599	603	460	599	599	139
Stage 1	-	-	-	-	-	-	460	460	-	139	139	-
Stage 2	-	-	-	-	-	-	139	143	-	460	460	-
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	1440	-	-	1101	-	-	413	413	601	413	415	909
Stage 1	-	-	-	-	-	-	581	566	-	864	782	-
Stage 2	-	-	-	-	-	-	864	779	-	581	566	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1440	-	-	1101	-	-	413	413	601	413	415	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	413	413	-	413	415	-
Stage 1	-	-	-	-	-	-	581	566	-	864	782	-
Stage 2	-	-	-	-	-	-	863	779	-	581	566	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	13.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1440	-	-	1101	-	-	448
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.017
HCM Control Delay (s)	0	0	-	-	0	-	-	13.2
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	204	0	0	495	4	0	0	0	1	0	0
Future Vol, veh/h	4	204	0	0	495	4	0	0	0	1	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	222	0	0	538	4	0	0	0	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	542	0	0	222	0	0	770	772	222	770	770	540
Stage 1	-	-	-	-	-	-	230	230	-	540	540	-
Stage 2	-	-	-	-	-	-	540	542	-	230	230	-
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	1027	-	-	1347	-	-	318	330	818	318	331	542
Stage 1	-	-	-	-	-	-	773	714	-	526	521	-
Stage 2	-	-	-	-	-	-	526	520	-	773	714	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1027	-	-	1347	-	-	317	329	818	317	330	542
Mov Cap-2 Maneuver	-	-	-	-	-	-	317	329	-	317	330	-
Stage 1	-	-	-	-	-	-	770	711	-	524	521	-
Stage 2	-	-	-	-	-	-	526	520	-	770	711	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	0	16.4
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1027	-	-	1347	-	-	317
HCM Lane V/C Ratio	-	0.004	-	-	-	-	-	0.003
HCM Control Delay (s)	0	8.5	0	-	0	-	-	16.4
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	449	0	0	130	8	0	0	0	6	0	1
Future Vol, veh/h	0	449	0	0	130	8	0	0	0	6	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	488	0	0	141	9	0	0	0	7	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	150	0	0	488	0	0	634	638	488	634	634	146
Stage 1	-	-	-	-	-	-	488	488	-	146	146	-
Stage 2	-	-	-	-	-	-	146	150	-	488	488	-
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	1431	-	-	1075	-	-	392	394	580	392	397	901
Stage 1	-	-	-	-	-	-	561	550	-	857	776	-
Stage 2	-	-	-	-	-	-	857	773	-	561	550	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1431	-	-	1075	-	-	392	394	580	392	397	901
Mov Cap-2 Maneuver	-	-	-	-	-	-	392	394	-	392	397	-
Stage 1	-	-	-	-	-	-	561	550	-	857	776	-
Stage 2	-	-	-	-	-	-	856	773	-	561	550	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	13.6
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1431	-	-	1075	-	-	426
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.018
HCM Control Delay (s)	0	0	-	-	0	-	-	13.6
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	217	0	0	526	4	0	0	0	1	0	0
Future Vol, veh/h	4	217	0	0	526	4	0	0	0	1	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	236	0	0	572	4	0	0	0	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	576	0	0	236	0	0	818	820	236	818	818	574
Stage 1	-	-	-	-	-	-	244	244	-	574	574	-
Stage 2	-	-	-	-	-	-	574	576	-	244	244	-
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	997	-	-	1331	-	-	295	310	803	295	311	518
Stage 1	-	-	-	-	-	-	760	704	-	504	503	-
Stage 2	-	-	-	-	-	-	504	502	-	760	704	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	997	-	-	1331	-	-	294	308	803	294	309	518
Mov Cap-2 Maneuver	-	-	-	-	-	-	294	308	-	294	309	-
Stage 1	-	-	-	-	-	-	756	700	-	501	503	-
Stage 2	-	-	-	-	-	-	504	502	-	756	700	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	0	17.3
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	997	-	-	1331	-	-	294
HCM Lane V/C Ratio	-	0.004	-	-	-	-	-	0.004
HCM Control Delay (s)	0	8.6	0	-	0	-	-	17.3
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

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	421	6	37	122	8	6	0	32	6	0	1
Future Vol, veh/h	0	421	6	37	122	8	6	0	32	6	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	458	7	40	133	9	7	0	35	7	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	142	0	0	465	0	0	680	684	462	697	683	138
Stage 1	-	-	-	-	-	-	462	462	-	218	218	-
Stage 2	-	-	-	-	-	-	218	222	-	479	465	-
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	1441	-	-	1096	-	-	365	371	600	356	372	910
Stage 1	-	-	-	-	-	-	580	565	-	784	723	-
Stage 2	-	-	-	-	-	-	784	720	-	568	563	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1441	-	-	1096	-	-	353	356	600	325	357	910
Mov Cap-2 Maneuver	-	-	-	-	-	-	353	356	-	325	357	-
Stage 1	-	-	-	-	-	-	580	565	-	784	694	-
Stage 2	-	-	-	-	-	-	752	691	-	535	563	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.9	12.2	15.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	540	1441	-	-	1096	-	-	358
HCM Lane V/C Ratio	0.076	-	-	-	0.037	-	-	0.021
HCM Control Delay (s)	12.2	0	-	-	8.4	0	-	15.3
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	203	6	33	493	4	8	0	44	1	0	0
Future Vol, veh/h	4	203	6	33	493	4	8	0	44	1	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	221	7	36	536	4	9	0	48	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	540	0	0	228	0	0	843	845	225	867	846	538
Stage 1	-	-	-	-	-	-	233	233	-	610	610	-
Stage 2	-	-	-	-	-	-	610	612	-	257	236	-
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	1028	-	-	1340	-	-	284	300	814	273	299	543
Stage 1	-	-	-	-	-	-	770	712	-	482	485	-
Stage 2	-	-	-	-	-	-	482	484	-	748	710	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1028	-	-	1340	-	-	275	287	814	249	286	543
Mov Cap-2 Maneuver	-	-	-	-	-	-	275	287	-	249	286	-
Stage 1	-	-	-	-	-	-	767	709	-	480	467	-
Stage 2	-	-	-	-	-	-	464	466	-	701	707	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.5	11.3	19.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	625	1028	-	-	1340	-	-	249
HCM Lane V/C Ratio	0.09	0.004	-	-	0.027	-	-	0.004
HCM Control Delay (s)	11.3	8.5	0	-	7.8	0	-	19.5
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	423	14	84	123	8	14	0	79	6	0	1
Future Vol, veh/h	0	423	14	84	123	8	14	0	79	6	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	460	15	91	134	9	15	0	86	7	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	475	0	0	789	793	468	832	796	139
Stage 1	-	-	-	-	-	-	468	468	-	321	321	-
Stage 2	-	-	-	-	-	-	321	325	-	511	475	-
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	1440	-	-	1087	-	-	308	321	595	288	320	909
Stage 1	-	-	-	-	-	-	575	561	-	691	652	-
Stage 2	-	-	-	-	-	-	691	649	-	545	557	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1440	-	-	1087	-	-	286	292	595	229	291	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	286	292	-	229	291	-
Stage 1	-	-	-	-	-	-	575	561	-	691	593	-
Stage 2	-	-	-	-	-	-	627	590	-	466	557	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.4	13.8	19.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	512	1440	-	-	1087	-	-	256
HCM Lane V/C Ratio	0.197	-	-	-	0.084	-	-	0.03
HCM Control Delay (s)	13.8	0	-	-	8.6	0	-	19.5
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0.3	-	-	0.1

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	204	18	103	495	4	19	0	109	1	0	0
Future Vol, veh/h	4	204	18	103	495	4	19	0	109	1	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	222	20	112	538	4	21	0	118	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	542	0	0	242	0	0	1004	1006	232	1063	1014	540
Stage 1	-	-	-	-	-	-	240	240	-	764	764	-
Stage 2	-	-	-	-	-	-	764	766	-	299	250	-
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	1027	-	-	1324	-	-	220	241	807	201	239	542
Stage 1	-	-	-	-	-	-	763	707	-	396	413	-
Stage 2	-	-	-	-	-	-	396	412	-	710	700	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1027	-	-	1324	-	-	199	211	807	155	209	542
Mov Cap-2 Maneuver	-	-	-	-	-	-	199	211	-	155	209	-
Stage 1	-	-	-	-	-	-	759	703	-	394	363	-
Stage 2	-	-	-	-	-	-	348	362	-	603	697	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.4	13.6	28.4
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	555	1027	-	-	1324	-	-	155
HCM Lane V/C Ratio	0.251	0.004	-	-	0.085	-	-	0.007
HCM Control Delay (s)	13.6	8.5	0	-	8	0	-	28.4
HCM Lane LOS	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	1	0	-	-	0.3	-	-	0

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	449	6	37	130	8	6	0	32	6	0	1
Future Vol, veh/h	0	449	6	37	130	8	6	0	32	6	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	488	7	40	141	9	7	0	35	7	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	150	0	0	495	0	0	718	722	492	735	721	146
Stage 1	-	-	-	-	-	-	492	492	-	226	226	-
Stage 2	-	-	-	-	-	-	226	230	-	509	495	-
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	1431	-	-	1069	-	-	344	353	577	335	353	901
Stage 1	-	-	-	-	-	-	558	548	-	777	717	-
Stage 2	-	-	-	-	-	-	777	714	-	547	546	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1431	-	-	1069	-	-	333	339	577	305	339	901
Mov Cap-2 Maneuver	-	-	-	-	-	-	333	339	-	305	339	-
Stage 1	-	-	-	-	-	-	558	548	-	777	688	-
Stage 2	-	-	-	-	-	-	744	685	-	514	546	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.8	12.6	15.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	517	1431	-	-	1069	-	-	337
HCM Lane V/C Ratio	0.08	-	-	-	0.038	-	-	0.023
HCM Control Delay (s)	12.6	0	-	-	8.5	0	-	15.9
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	217	6	33	526	4	8	0	44	1	0	0
Future Vol, veh/h	4	217	6	33	526	4	8	0	44	1	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	236	7	36	572	4	9	0	48	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	576	0	0	243	0	0	894	896	240	918	897	574
Stage 1	-	-	-	-	-	-	248	248	-	646	646	-
Stage 2	-	-	-	-	-	-	646	648	-	272	251	-
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	997	-	-	1323	-	-	262	280	799	252	279	518
Stage 1	-	-	-	-	-	-	756	701	-	460	467	-
Stage 2	-	-	-	-	-	-	460	466	-	734	699	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	997	-	-	1323	-	-	253	267	799	229	266	518
Mov Cap-2 Maneuver	-	-	-	-	-	-	253	267	-	229	266	-
Stage 1	-	-	-	-	-	-	752	697	-	458	448	-
Stage 2	-	-	-	-	-	-	442	447	-	687	696	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.5	11.6	20.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	600	997	-	-	1323	-	-	229
HCM Lane V/C Ratio	0.094	0.004	-	-	0.027	-	-	0.005
HCM Control Delay (s)	11.6	8.6	0	-	7.8	0	-	20.8
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	449	14	84	130	8	14	0	79	6	0	1
Future Vol, veh/h	0	449	14	84	130	8	14	0	79	6	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	488	15	91	141	9	15	0	86	7	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	150	0	0	503	0	0	824	828	496	867	831	146
Stage 1	-	-	-	-	-	-	496	496	-	328	328	-
Stage 2	-	-	-	-	-	-	328	332	-	539	503	-
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	1431	-	-	1061	-	-	292	306	574	273	305	901
Stage 1	-	-	-	-	-	-	556	545	-	685	647	-
Stage 2	-	-	-	-	-	-	685	644	-	527	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1431	-	-	1061	-	-	271	277	574	215	276	901
Mov Cap-2 Maneuver	-	-	-	-	-	-	271	277	-	215	276	-
Stage 1	-	-	-	-	-	-	556	545	-	685	586	-
Stage 2	-	-	-	-	-	-	620	583	-	448	541	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.3	14.2	20.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	491	1431	-	-	1061	-	-	241
HCM Lane V/C Ratio	0.206	-	-	-	0.086	-	-	0.032
HCM Control Delay (s)	14.2	0	-	-	8.7	0	-	20.4
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0.3	-	-	0.1

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	4	217	18	103	526	4	19	0	109	1	0	0
Future Vol, veh/h	4	217	18	103	526	4	19	0	109	1	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	236	20	112	572	4	21	0	118	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	576	0	0	256	0	0	1052	1054	246	1111	1062	574
Stage 1	-	-	-	-	-	-	254	254	-	798	798	-
Stage 2	-	-	-	-	-	-	798	800	-	313	264	-
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	997	-	-	1309	-	-	204	226	793	186	223	518
Stage 1	-	-	-	-	-	-	750	697	-	380	398	-
Stage 2	-	-	-	-	-	-	380	397	-	698	690	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	997	-	-	1309	-	-	184	197	793	142	194	518
Mov Cap-2 Maneuver	-	-	-	-	-	-	184	197	-	142	194	-
Stage 1	-	-	-	-	-	-	746	694	-	378	348	-
Stage 2	-	-	-	-	-	-	332	347	-	591	687	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.3	14.1	30.5
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	532	997	-	-	1309	-	-	142
HCM Lane V/C Ratio	0.262	0.004	-	-	0.086	-	-	0.008
HCM Control Delay (s)	14.1	8.6	0	-	8	0	-	30.5
HCM Lane LOS	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	1	0	-	-	0.3	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	453	15	13	124	0	27	2	28	2	5	0
Future Vol, veh/h	1	453	15	13	124	0	27	2	28	2	5	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	492	16	14	135	0	29	2	30	2	5	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	135	0	0	508	0	0	668	665	500	681	673	135
Stage 1	-	-	-	-	-	-	502	502	-	163	163	-
Stage 2	-	-	-	-	-	-	166	163	-	518	510	-
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	1449	-	-	1057	-	-	372	381	571	364	377	914
Stage 1	-	-	-	-	-	-	552	542	-	839	763	-
Stage 2	-	-	-	-	-	-	836	763	-	541	538	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1449	-	-	1057	-	-	364	375	571	339	371	914
Mov Cap-2 Maneuver	-	-	-	-	-	-	364	375	-	339	371	-
Stage 1	-	-	-	-	-	-	551	541	-	838	752	-
Stage 2	-	-	-	-	-	-	818	752	-	510	537	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.8	14.4	15.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	443	1449	-	-	1057	-	-	361
HCM Lane V/C Ratio	0.14	0.001	-	-	0.013	-	-	0.021
HCM Control Delay (s)	14.4	7.5	0	-	8.5	0	-	15.2
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1

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	1	230	42	19	538	4	34	6	23	0	3	2
Future Vol, veh/h	1	230	42	19	538	4	34	6	23	0	3	2
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	250	46	21	585	4	37	7	25	0	3	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	589	0	0	296	0	0	907	906	273	920	927	587
Stage 1	-	-	-	-	-	-	275	275	-	629	629	-
Stage 2	-	-	-	-	-	-	632	631	-	291	298	-
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	986	-	-	1265	-	-	257	276	766	251	268	510
Stage 1	-	-	-	-	-	-	731	683	-	470	475	-
Stage 2	-	-	-	-	-	-	468	474	-	717	667	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	986	-	-	1265	-	-	249	269	766	234	261	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	249	269	-	234	261	-
Stage 1	-	-	-	-	-	-	730	682	-	470	463	-
Stage 2	-	-	-	-	-	-	451	462	-	686	666	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	18.5	16.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	334	986	-	-	1265	-	-	324
HCM Lane V/C Ratio	0.205	0.001	-	-	0.016	-	-	0.017
HCM Control Delay (s)	18.5	8.7	0	-	7.9	0	-	16.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	466	15	13	127	0	27	2	28	2	5	0
Future Vol, veh/h	1	466	15	13	127	0	27	2	28	2	5	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	507	16	14	138	0	29	2	30	2	5	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	138	0	0	523	0	0	686	683	515	699	691	138
Stage 1	-	-	-	-	-	-	517	517	-	166	166	-
Stage 2	-	-	-	-	-	-	169	166	-	533	525	-
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	1446	-	-	1043	-	-	362	372	560	354	368	910
Stage 1	-	-	-	-	-	-	541	534	-	836	761	-
Stage 2	-	-	-	-	-	-	833	761	-	531	529	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1446	-	-	1043	-	-	354	366	560	329	362	910
Mov Cap-2 Maneuver	-	-	-	-	-	-	354	366	-	329	362	-
Stage 1	-	-	-	-	-	-	540	533	-	835	750	-
Stage 2	-	-	-	-	-	-	815	750	-	500	528	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.8	14.7	15.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	433	1446	-	-	1043	-	-	352
HCM Lane V/C Ratio	0.143	0.001	-	-	0.014	-	-	0.022
HCM Control Delay (s)	14.7	7.5	0	-	8.5	0	-	15.5
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1

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	1	236	42	19	553	4	34	6	23	0	3	2
Future Vol, veh/h	1	236	42	19	553	4	34	6	23	0	3	2
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	257	46	21	601	4	37	7	25	0	3	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	605	0	0	303	0	0	930	929	280	943	950	603
Stage 1	-	-	-	-	-	-	282	282	-	645	645	-
Stage 2	-	-	-	-	-	-	648	647	-	298	305	-
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	973	-	-	1258	-	-	248	268	759	243	260	499
Stage 1	-	-	-	-	-	-	725	678	-	461	467	-
Stage 2	-	-	-	-	-	-	459	467	-	711	662	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	973	-	-	1258	-	-	240	261	759	226	253	499
Mov Cap-2 Maneuver	-	-	-	-	-	-	240	261	-	226	253	-
Stage 1	-	-	-	-	-	-	724	677	-	461	455	-
Stage 2	-	-	-	-	-	-	442	455	-	680	661	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	19.1	16.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	323	973	-	-	1258	-	-	315
HCM Lane V/C Ratio	0.212	0.001	-	-	0.016	-	-	0.017
HCM Control Delay (s)	19.1	8.7	0	-	7.9	0	-	16.6
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	470	15	13	129	0	27	2	28	2	5	0
Future Vol, veh/h	1	470	15	13	129	0	27	2	28	2	5	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	511	16	14	140	0	29	2	30	2	5	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	140	0	0	527	0	0	692	689	519	705	697	140
Stage 1	-	-	-	-	-	-	521	521	-	168	168	-
Stage 2	-	-	-	-	-	-	171	168	-	537	529	-
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	1443	-	-	1040	-	-	358	369	557	351	365	908
Stage 1	-	-	-	-	-	-	539	532	-	834	759	-
Stage 2	-	-	-	-	-	-	831	759	-	528	527	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1443	-	-	1040	-	-	349	363	557	326	359	908
Mov Cap-2 Maneuver	-	-	-	-	-	-	349	363	-	326	359	-
Stage 1	-	-	-	-	-	-	538	531	-	833	748	-
Stage 2	-	-	-	-	-	-	813	748	-	497	526	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.8	14.8	15.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	428	1443	-	-	1040	-	-	349
HCM Lane V/C Ratio	0.145	0.001	-	-	0.014	-	-	0.022
HCM Control Delay (s)	14.8	7.5	0	-	8.5	0	-	15.5
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1

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	1	239	42	19	558	4	34	6	23	0	3	2
Future Vol, veh/h	1	239	42	19	558	4	34	6	23	0	3	2
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	260	46	21	607	4	37	7	25	0	3	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	611	0	0	306	0	0	939	938	283	952	959	609
Stage 1	-	-	-	-	-	-	285	285	-	651	651	-
Stage 2	-	-	-	-	-	-	654	653	-	301	308	-
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	968	-	-	1255	-	-	244	264	756	239	257	495
Stage 1	-	-	-	-	-	-	722	676	-	457	465	-
Stage 2	-	-	-	-	-	-	456	464	-	708	660	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	968	-	-	1255	-	-	236	257	756	222	250	495
Mov Cap-2 Maneuver	-	-	-	-	-	-	236	257	-	222	250	-
Stage 1	-	-	-	-	-	-	721	675	-	457	453	-
Stage 2	-	-	-	-	-	-	439	452	-	677	659	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	19.4	16.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	318	968	-	-	1255	-	-	312
HCM Lane V/C Ratio	0.215	0.001	-	-	0.016	-	-	0.017
HCM Control Delay (s)	19.4	8.7	0	-	7.9	0	-	16.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	554	15	13	152	0	27	2	28	2	5	0
Future Vol, veh/h	1	554	15	13	152	0	27	2	28	2	5	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	602	16	14	165	0	29	2	30	2	5	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	165	0	0	618	0	0	808	805	610	821	813	165
Stage 1	-	-	-	-	-	-	612	612	-	193	193	-
Stage 2	-	-	-	-	-	-	196	193	-	628	620	-
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	1413	-	-	962	-	-	299	316	494	293	313	879
Stage 1	-	-	-	-	-	-	480	484	-	809	741	-
Stage 2	-	-	-	-	-	-	806	741	-	471	480	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1413	-	-	962	-	-	291	311	494	270	308	879
Mov Cap-2 Maneuver	-	-	-	-	-	-	291	311	-	270	308	-
Stage 1	-	-	-	-	-	-	480	484	-	808	729	-
Stage 2	-	-	-	-	-	-	787	729	-	440	480	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	16.8	17.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	366	1413	-	-	962	-	-	296
HCM Lane V/C Ratio	0.169	0.001	-	-	0.015	-	-	0.026
HCM Control Delay (s)	16.8	7.5	0	-	8.8	0	-	17.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.1

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	1	281	42	19	658	4	34	6	23	0	3	2
Future Vol, veh/h	1	281	42	19	658	4	34	6	23	0	3	2
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	305	46	21	715	4	37	7	25	0	3	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	719	0	0	351	0	0	1092	1091	328	1105	1112	717
Stage 1	-	-	-	-	-	-	330	330	-	759	759	-
Stage 2	-	-	-	-	-	-	762	761	-	346	353	-
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	882	-	-	1208	-	-	192	215	713	188	209	430
Stage 1	-	-	-	-	-	-	683	646	-	399	415	-
Stage 2	-	-	-	-	-	-	397	414	-	670	631	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	882	-	-	1208	-	-	184	209	713	173	203	430
Mov Cap-2 Maneuver	-	-	-	-	-	-	184	209	-	173	203	-
Stage 1	-	-	-	-	-	-	682	645	-	399	403	-
Stage 2	-	-	-	-	-	-	380	402	-	639	630	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	24.1	19.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	256	882	-	-	1208	-	-	257
HCM Lane V/C Ratio	0.267	0.001	-	-	0.017	-	-	0.021
HCM Control Delay (s)	24.1	9.1	0	-	8	0	-	19.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	0.1

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	1	495	19	13	159	0	31	2	28	2	5	0
Future Vol, veh/h	1	495	19	13	159	0	31	2	28	2	5	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	538	21	14	173	0	34	2	30	2	5	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	173	0	0	559	0	0	755	752	549	768	762	173
Stage 1	-	-	-	-	-	-	551	551	-	201	201	-
Stage 2	-	-	-	-	-	-	204	201	-	567	561	-
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	1404	-	-	1012	-	-	325	339	535	319	335	871
Stage 1	-	-	-	-	-	-	519	515	-	801	735	-
Stage 2	-	-	-	-	-	-	798	735	-	508	510	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1404	-	-	1012	-	-	317	334	535	296	330	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	317	334	-	296	330	-
Stage 1	-	-	-	-	-	-	518	514	-	800	724	-
Stage 2	-	-	-	-	-	-	780	724	-	477	509	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	16.1	16.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	391	1404	-	-	1012	-	-	320
HCM Lane V/C Ratio	0.17	0.001	-	-	0.014	-	-	0.024
HCM Control Delay (s)	16.1	7.6	0	-	8.6	0	-	16.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.1

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	1	275	47	19	582	4	38	6	23	0	3	2
Future Vol, veh/h	1	275	47	19	582	4	38	6	23	0	3	2
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	299	51	21	633	4	41	7	25	0	3	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	637	0	0	350	0	0	1007	1006	325	1020	1029	635
Stage 1	-	-	-	-	-	-	327	327	-	677	677	-
Stage 2	-	-	-	-	-	-	680	679	-	343	352	-
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	947	-	-	1209	-	-	219	241	716	215	234	478
Stage 1	-	-	-	-	-	-	686	648	-	443	452	-
Stage 2	-	-	-	-	-	-	441	451	-	672	632	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	947	-	-	1209	-	-	211	234	716	199	227	478
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	234	-	199	227	-
Stage 1	-	-	-	-	-	-	685	647	-	443	440	-
Stage 2	-	-	-	-	-	-	424	439	-	641	631	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	22.2	17.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	282	947	-	-	1209	-	-	287
HCM Lane V/C Ratio	0.258	0.001	-	-	0.017	-	-	0.019
HCM Control Delay (s)	22.2	8.8	0	-	8	0	-	17.8
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	0.1

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	543	22	13	205	0	34	2	28	2	5	0
Future Vol, veh/h	1	543	22	13	205	0	34	2	28	2	5	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	590	24	14	223	0	37	2	30	2	5	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	223	0	0	614	0	0	858	855	602	871	867	223
Stage 1	-	-	-	-	-	-	604	604	-	251	251	-
Stage 2	-	-	-	-	-	-	254	251	-	620	616	-
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	1346	-	-	965	-	-	277	296	500	271	291	817
Stage 1	-	-	-	-	-	-	485	488	-	753	699	-
Stage 2	-	-	-	-	-	-	750	699	-	476	482	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1346	-	-	965	-	-	269	291	500	250	286	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	269	291	-	250	286	-
Stage 1	-	-	-	-	-	-	485	488	-	752	687	-
Stage 2	-	-	-	-	-	-	731	687	-	445	482	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	18.4	18.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	338	1346	-	-	965	-	-	275
HCM Lane V/C Ratio	0.206	0.001	-	-	0.015	-	-	0.028
HCM Control Delay (s)	18.4	7.7	0	-	8.8	0	-	18.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	339	51	19	653	4	42	6	23	0	3	2
Future Vol, veh/h	1	339	51	19	653	4	42	6	23	0	3	2
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	368	55	21	710	4	46	7	25	0	3	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	714	0	0	423	0	0	1155	1154	396	1168	1179	712
Stage 1	-	-	-	-	-	-	398	398	-	754	754	-
Stage 2	-	-	-	-	-	-	757	756	-	414	425	-
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	886	-	-	1136	-	-	174	197	653	170	190	432
Stage 1	-	-	-	-	-	-	628	603	-	401	417	-
Stage 2	-	-	-	-	-	-	400	416	-	616	586	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	886	-	-	1136	-	-	167	191	653	155	184	432
Mov Cap-2 Maneuver	-	-	-	-	-	-	167	191	-	155	184	-
Stage 1	-	-	-	-	-	-	627	602	-	401	404	-
Stage 2	-	-	-	-	-	-	383	403	-	585	585	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	29.5	20.4
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	223	886	-	-	1136	-	-	239
HCM Lane V/C Ratio	0.346	0.001	-	-	0.018	-	-	0.023
HCM Control Delay (s)	29.5	9.1	0	-	8.2	0	-	20.4
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.5	0	-	-	0.1	-	-	0.1

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	1	583	19	13	184	0	31	2	28	2	5	0
Future Vol, veh/h	1	583	19	13	184	0	31	2	28	2	5	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	634	21	14	200	0	34	2	30	2	5	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	200	0	0	655	0	0	878	875	645	891	885	200
Stage 1	-	-	-	-	-	-	647	647	-	228	228	-
Stage 2	-	-	-	-	-	-	231	228	-	663	657	-
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	1372	-	-	932	-	-	268	288	472	263	284	841
Stage 1	-	-	-	-	-	-	460	467	-	775	715	-
Stage 2	-	-	-	-	-	-	772	715	-	450	462	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1372	-	-	932	-	-	260	283	472	241	279	841
Mov Cap-2 Maneuver	-	-	-	-	-	-	260	283	-	241	279	-
Stage 1	-	-	-	-	-	-	460	467	-	774	703	-
Stage 2	-	-	-	-	-	-	753	703	-	419	462	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	18.7	18.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	329	1372	-	-	932	-	-	267
HCM Lane V/C Ratio	0.202	0.001	-	-	0.015	-	-	0.028
HCM Control Delay (s)	18.7	7.6	0	-	8.9	0	-	18.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.1

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	320	47	19	687	4	38	6	23	0	3	2
Future Vol, veh/h	1	320	47	19	687	4	38	6	23	0	3	2
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	348	51	21	747	4	41	7	25	0	3	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	751	0	0	399	0	0	1170	1169	374	1183	1192	749
Stage 1	-	-	-	-	-	-	376	376	-	791	791	-
Stage 2	-	-	-	-	-	-	794	793	-	392	401	-
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	858	-	-	1160	-	-	170	193	672	166	187	412
Stage 1	-	-	-	-	-	-	645	616	-	383	401	-
Stage 2	-	-	-	-	-	-	381	400	-	633	601	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	858	-	-	1160	-	-	163	187	672	152	181	412
Mov Cap-2 Maneuver	-	-	-	-	-	-	163	187	-	152	181	-
Stage 1	-	-	-	-	-	-	644	615	-	382	389	-
Stage 2	-	-	-	-	-	-	364	388	-	602	600	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	28.6	20.8
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	224	858	-	-	1160	-	-	233
HCM Lane V/C Ratio	0.325	0.001	-	-	0.018	-	-	0.023
HCM Control Delay (s)	28.6	9.2	0	-	8.2	0	-	20.8
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.3	0	-	-	0.1	-	-	0.1

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	627	22	13	228	0	34	2	28	2	5	0
Future Vol, veh/h	1	627	22	13	228	0	34	2	28	2	5	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	682	24	14	248	0	37	2	30	2	5	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	248	0	0	706	0	0	975	972	694	988	984	248
Stage 1	-	-	-	-	-	-	696	696	-	276	276	-
Stage 2	-	-	-	-	-	-	279	276	-	712	708	-
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	1318	-	-	892	-	-	231	252	443	226	248	791
Stage 1	-	-	-	-	-	-	432	443	-	730	682	-
Stage 2	-	-	-	-	-	-	728	682	-	423	438	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1318	-	-	892	-	-	224	247	443	206	243	791
Mov Cap-2 Maneuver	-	-	-	-	-	-	224	247	-	206	243	-
Stage 1	-	-	-	-	-	-	432	443	-	729	670	-
Stage 2	-	-	-	-	-	-	709	670	-	392	438	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	21.5	21.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	287	1318	-	-	892	-	-	231
HCM Lane V/C Ratio	0.242	0.001	-	-	0.016	-	-	0.033
HCM Control Delay (s)	21.5	7.7	0	-	9.1	0	-	21.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	381	51	19	753	4	42	6	23	0	3	2
Future Vol, veh/h	1	381	51	19	753	4	42	6	23	0	3	2
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	414	55	21	818	4	46	7	25	0	3	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	822	0	0	469	0	0	1309	1308	442	1322	1333	820
Stage 1	-	-	-	-	-	-	444	444	-	862	862	-
Stage 2	-	-	-	-	-	-	865	864	-	460	471	-
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	807	-	-	1093	-	-	136	159	615	133	154	375
Stage 1	-	-	-	-	-	-	593	575	-	350	372	-
Stage 2	-	-	-	-	-	-	348	371	-	581	560	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	807	-	-	1093	-	-	129	153	615	120	148	375
Mov Cap-2 Maneuver	-	-	-	-	-	-	129	153	-	120	148	-
Stage 1	-	-	-	-	-	-	592	574	-	349	359	-
Stage 2	-	-	-	-	-	-	331	358	-	550	559	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	40.2	24
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	177	807	-	-	1093	-	-	195
HCM Lane V/C Ratio	0.436	0.001	-	-	0.019	-	-	0.028
HCM Control Delay (s)	40.2	9.5	0	-	8.4	0	-	24
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2	0	-	-	0.1	-	-	0.1

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	45	435	3	11	119	2	5	20	67	10	8	11
Future Vol, veh/h	45	435	3	11	119	2	5	20	67	10	8	11
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	473	3	12	129	2	5	22	73	11	9	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	131	0	0	476	0	0	738	728	475	774	728	130
Stage 1	-	-	-	-	-	-	573	573	-	154	154	-
Stage 2	-	-	-	-	-	-	165	155	-	620	574	-
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	1454	-	-	1086	-	-	334	350	590	316	350	920
Stage 1	-	-	-	-	-	-	505	504	-	848	770	-
Stage 2	-	-	-	-	-	-	837	769	-	476	503	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1454	-	-	1086	-	-	309	330	590	252	330	920
Mov Cap-2 Maneuver	-	-	-	-	-	-	309	330	-	252	330	-
Stage 1	-	-	-	-	-	-	482	481	-	809	761	-
Stage 2	-	-	-	-	-	-	807	760	-	380	480	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.7	14.4	15.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	483	1454	-	-	1086	-	-	382
HCM Lane V/C Ratio	0.207	0.034	-	-	0.011	-	-	0.083
HCM Control Delay (s)	14.4	7.6	0	-	8.4	0	-	15.3
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-	-	0.3

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	21	199	28	72	491	5	20	14	36	14	10	40
Future Vol, veh/h	21	199	28	72	491	5	20	14	36	14	10	40
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	216	30	78	534	5	22	15	39	15	11	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	539	0	0	246	0	0	997	972	231	997	985	537
Stage 1	-	-	-	-	-	-	277	277	-	693	693	-
Stage 2	-	-	-	-	-	-	720	695	-	304	292	-
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	1029	-	-	1320	-	-	223	252	808	223	248	544
Stage 1	-	-	-	-	-	-	729	681	-	434	445	-
Stage 2	-	-	-	-	-	-	419	444	-	705	671	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1029	-	-	1320	-	-	181	225	808	185	221	544
Mov Cap-2 Maneuver	-	-	-	-	-	-	181	225	-	185	221	-
Stage 1	-	-	-	-	-	-	710	663	-	423	408	-
Stage 2	-	-	-	-	-	-	344	407	-	638	654	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	1	19.6	18.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	322	1029	-	-	1320	-	-	329
HCM Lane V/C Ratio	0.236	0.022	-	-	0.059	-	-	0.211
HCM Control Delay (s)	19.6	8.6	0	-	7.9	0	-	18.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.2	-	-	0.8

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	45	448	3	11	122	2	5	20	69	10	8	11
Future Vol, veh/h	45	448	3	11	122	2	5	20	69	10	8	11
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	487	3	12	133	2	5	22	75	11	9	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	135	0	0	490	0	0	756	746	489	793	746	134
Stage 1	-	-	-	-	-	-	587	587	-	158	158	-
Stage 2	-	-	-	-	-	-	169	159	-	635	588	-
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	1449	-	-	1073	-	-	325	342	579	306	342	915
Stage 1	-	-	-	-	-	-	496	497	-	844	767	-
Stage 2	-	-	-	-	-	-	833	766	-	467	496	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1449	-	-	1073	-	-	300	323	579	242	323	915
Mov Cap-2 Maneuver	-	-	-	-	-	-	300	323	-	242	323	-
Stage 1	-	-	-	-	-	-	473	474	-	805	758	-
Stage 2	-	-	-	-	-	-	803	757	-	370	473	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.7	14.6	15.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	475	1449	-	-	1073	-	-	371
HCM Lane V/C Ratio	0.215	0.034	-	-	0.011	-	-	0.085
HCM Control Delay (s)	14.6	7.6	0	-	8.4	0	-	15.6
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	21	205	28	72	505	5	21	14	37	14	10	40
Future Vol, veh/h	21	205	28	72	505	5	21	14	37	14	10	40
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	223	30	78	549	5	23	15	40	15	11	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	554	0	0	253	0	0	1019	994	238	1020	1007	552
Stage 1	-	-	-	-	-	-	284	284	-	708	708	-
Stage 2	-	-	-	-	-	-	735	710	-	312	299	-
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	1016	-	-	1312	-	-	215	245	801	215	241	533
Stage 1	-	-	-	-	-	-	723	676	-	426	438	-
Stage 2	-	-	-	-	-	-	411	437	-	699	666	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1016	-	-	1312	-	-	174	218	801	177	214	533
Mov Cap-2 Maneuver	-	-	-	-	-	-	174	218	-	177	214	-
Stage 1	-	-	-	-	-	-	704	658	-	415	400	-
Stage 2	-	-	-	-	-	-	336	399	-	632	649	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	1	20.4	19.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	312	1016	-	-	1312	-	-	319
HCM Lane V/C Ratio	0.251	0.022	-	-	0.06	-	-	0.218
HCM Control Delay (s)	20.4	8.6	0	-	7.9	0	-	19.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0.1	-	-	0.2	-	-	0.8

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	45	452	3	11	124	2	5	20	70	10	8	11
Future Vol, veh/h	45	452	3	11	124	2	5	20	70	10	8	11
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	491	3	12	135	2	5	22	76	11	9	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	137	0	0	494	0	0	762	752	493	800	752	136
Stage 1	-	-	-	-	-	-	591	591	-	160	160	-
Stage 2	-	-	-	-	-	-	171	161	-	640	592	-
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	1447	-	-	1070	-	-	322	339	576	303	339	913
Stage 1	-	-	-	-	-	-	493	494	-	842	766	-
Stage 2	-	-	-	-	-	-	831	765	-	464	494	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1447	-	-	1070	-	-	297	319	576	238	319	913
Mov Cap-2 Maneuver	-	-	-	-	-	-	297	319	-	238	319	-
Stage 1	-	-	-	-	-	-	470	471	-	802	757	-
Stage 2	-	-	-	-	-	-	801	756	-	366	471	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.7	14.8	15.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	472	1447	-	-	1070	-	-	366
HCM Lane V/C Ratio	0.219	0.034	-	-	0.011	-	-	0.086
HCM Control Delay (s)	14.8	7.6	0	-	8.4	0	-	15.8
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	21	207	28	72	510	5	21	14	37	14	10	40
Future Vol, veh/h	21	207	28	72	510	5	21	14	37	14	10	40
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	225	30	78	554	5	23	15	40	15	11	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	559	0	0	255	0	0	1026	1001	240	1027	1014	557
Stage 1	-	-	-	-	-	-	286	286	-	713	713	-
Stage 2	-	-	-	-	-	-	740	715	-	314	301	-
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	1012	-	-	1310	-	-	213	243	799	213	239	530
Stage 1	-	-	-	-	-	-	721	675	-	423	435	-
Stage 2	-	-	-	-	-	-	409	434	-	697	665	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1012	-	-	1310	-	-	172	216	799	175	212	530
Mov Cap-2 Maneuver	-	-	-	-	-	-	172	216	-	175	212	-
Stage 1	-	-	-	-	-	-	702	657	-	412	398	-
Stage 2	-	-	-	-	-	-	334	397	-	629	647	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	1	20.6	19.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	309	1012	-	-	1310	-	-	316
HCM Lane V/C Ratio	0.253	0.023	-	-	0.06	-	-	0.22
HCM Control Delay (s)	20.6	8.6	0	-	7.9	0	-	19.6
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0.1	-	-	0.2	-	-	0.8

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	45	537	3	11	147	2	6	20	83	10	8	11
Future Vol, veh/h	45	537	3	11	147	2	6	20	83	10	8	11
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	584	3	12	160	2	7	22	90	11	9	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	162	0	0	587	0	0	880	870	586	925	870	161
Stage 1	-	-	-	-	-	-	684	684	-	185	185	-
Stage 2	-	-	-	-	-	-	196	186	-	740	685	-
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	1417	-	-	988	-	-	268	290	510	250	290	884
Stage 1	-	-	-	-	-	-	439	449	-	817	747	-
Stage 2	-	-	-	-	-	-	806	746	-	409	448	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1417	-	-	988	-	-	245	272	510	184	272	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	272	-	184	272	-
Stage 1	-	-	-	-	-	-	417	426	-	775	737	-
Stage 2	-	-	-	-	-	-	776	736	-	303	425	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.6	17	18.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	418	1417	-	-	988	-	-	301
HCM Lane V/C Ratio	0.283	0.035	-	-	0.012	-	-	0.105
HCM Control Delay (s)	17	7.6	0	-	8.7	0	-	18.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0	-	-	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	21	246	28	72	606	5	24	14	44	14	10	40
Future Vol, veh/h	21	246	28	72	606	5	24	14	44	14	10	40
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	267	30	78	659	5	26	15	48	15	11	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	664	0	0	297	0	0	1173	1148	282	1178	1161	662
Stage 1	-	-	-	-	-	-	328	328	-	818	818	-
Stage 2	-	-	-	-	-	-	845	820	-	360	343	-
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	925	-	-	1264	-	-	169	199	757	168	195	462
Stage 1	-	-	-	-	-	-	685	647	-	370	390	-
Stage 2	-	-	-	-	-	-	357	389	-	658	637	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	925	-	-	1264	-	-	132	174	757	133	171	462
Mov Cap-2 Maneuver	-	-	-	-	-	-	132	174	-	133	171	-
Stage 1	-	-	-	-	-	-	664	628	-	359	352	-
Stage 2	-	-	-	-	-	-	283	351	-	583	618	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.8	26.4	24.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	256	925	-	-	1264	-	-	256
HCM Lane V/C Ratio	0.348	0.025	-	-	0.062	-	-	0.272
HCM Control Delay (s)	26.4	9	0	-	8	0	-	24.2
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0.2	-	-	1.1

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	45	473	7	11	150	2	9	20	69	10	8	11
Future Vol, veh/h	45	473	7	11	150	2	9	20	69	10	8	11
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	514	8	12	163	2	10	22	75	11	9	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	165	0	0	522	0	0	815	805	518	853	808	164
Stage 1	-	-	-	-	-	-	616	616	-	188	188	-
Stage 2	-	-	-	-	-	-	199	189	-	665	620	-
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	1413	-	-	1044	-	-	296	316	558	279	315	881
Stage 1	-	-	-	-	-	-	478	482	-	814	745	-
Stage 2	-	-	-	-	-	-	803	744	-	449	480	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1413	-	-	1044	-	-	272	297	558	217	296	881
Mov Cap-2 Maneuver	-	-	-	-	-	-	272	297	-	217	296	-
Stage 1	-	-	-	-	-	-	455	458	-	774	735	-
Stage 2	-	-	-	-	-	-	773	734	-	352	456	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.6	15.9	16.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	437	1413	-	-	1044	-	-	339
HCM Lane V/C Ratio	0.244	0.035	-	-	0.011	-	-	0.093
HCM Control Delay (s)	15.9	7.6	0	-	8.5	0	-	16.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	21	239	33	72	530	5	25	14	37	14	10	40
Future Vol, veh/h	21	239	33	72	530	5	25	14	37	14	10	40
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	260	36	78	576	5	27	15	40	15	11	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	581	0	0	296	0	0	1086	1061	278	1087	1077	579
Stage 1	-	-	-	-	-	-	324	324	-	735	735	-
Stage 2	-	-	-	-	-	-	762	737	-	352	342	-
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	993	-	-	1265	-	-	194	224	761	194	219	515
Stage 1	-	-	-	-	-	-	688	650	-	411	425	-
Stage 2	-	-	-	-	-	-	397	425	-	665	638	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	993	-	-	1265	-	-	155	198	761	158	194	515
Mov Cap-2 Maneuver	-	-	-	-	-	-	155	198	-	158	194	-
Stage 1	-	-	-	-	-	-	669	632	-	399	386	-
Stage 2	-	-	-	-	-	-	321	386	-	597	620	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1	24	21
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	271	993	-	-	1265	-	-	294
HCM Lane V/C Ratio	0.305	0.023	-	-	0.062	-	-	0.237
HCM Control Delay (s)	24	8.7	0	-	8	0	-	21
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0.2	-	-	0.9

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	45	516	13	11	191	2	15	20	70	10	8	11
Future Vol, veh/h	45	516	13	11	191	2	15	20	70	10	8	11
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	561	14	12	208	2	16	22	76	11	9	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	210	0	0	575	0	0	910	900	568	948	906	209
Stage 1	-	-	-	-	-	-	666	666	-	233	233	-
Stage 2	-	-	-	-	-	-	244	234	-	715	673	-
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	1361	-	-	998	-	-	255	278	522	241	276	831
Stage 1	-	-	-	-	-	-	449	457	-	770	712	-
Stage 2	-	-	-	-	-	-	760	711	-	422	454	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1361	-	-	998	-	-	233	260	522	183	258	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	233	260	-	183	258	-
Stage 1	-	-	-	-	-	-	425	433	-	729	702	-
Stage 2	-	-	-	-	-	-	729	701	-	324	430	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	18.4	18.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	381	1361	-	-	998	-	-	293
HCM Lane V/C Ratio	0.3	0.036	-	-	0.012	-	-	0.108
HCM Control Delay (s)	18.4	7.7	0	-	8.7	0	-	18.8
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	21	294	41	72	592	5	33	14	37	14	10	40
Future Vol, veh/h	21	294	41	72	592	5	33	14	37	14	10	40
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	320	45	78	643	5	36	15	40	15	11	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	648	0	0	365	0	0	1218	1193	343	1218	1213	646
Stage 1	-	-	-	-	-	-	389	389	-	802	802	-
Stage 2	-	-	-	-	-	-	829	804	-	416	411	-
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	938	-	-	1194	-	-	157	187	700	157	182	472
Stage 1	-	-	-	-	-	-	635	608	-	378	396	-
Stage 2	-	-	-	-	-	-	365	396	-	614	595	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	938	-	-	1194	-	-	122	163	700	124	158	472
Mov Cap-2 Maneuver	-	-	-	-	-	-	122	163	-	124	158	-
Stage 1	-	-	-	-	-	-	615	589	-	366	356	-
Stage 2	-	-	-	-	-	-	288	356	-	546	577	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.9	35.9	25.4
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	205	938	-	-	1194	-	-	245
HCM Lane V/C Ratio	0.445	0.024	-	-	0.066	-	-	0.284
HCM Control Delay (s)	35.9	8.9	0	-	8.2	0	-	25.4
HCM Lane LOS	E	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	2.1	0.1	-	-	0.2	-	-	1.1

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	45	562	7	11	175	2	10	20	83	10	8	11
Future Vol, veh/h	45	562	7	11	175	2	10	20	83	10	8	11
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	611	8	12	190	2	11	22	90	11	9	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	192	0	0	619	0	0	939	929	615	984	932	191
Stage 1	-	-	-	-	-	-	713	713	-	215	215	-
Stage 2	-	-	-	-	-	-	226	216	-	769	717	-
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	1381	-	-	961	-	-	244	268	491	228	266	851
Stage 1	-	-	-	-	-	-	423	435	-	787	725	-
Stage 2	-	-	-	-	-	-	777	724	-	394	434	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1381	-	-	961	-	-	222	250	491	165	248	851
Mov Cap-2 Maneuver	-	-	-	-	-	-	222	250	-	165	248	-
Stage 1	-	-	-	-	-	-	400	412	-	745	715	-
Stage 2	-	-	-	-	-	-	746	714	-	288	411	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	18.7	19.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	384	1381	-	-	961	-	-	274
HCM Lane V/C Ratio	0.32	0.035	-	-	0.012	-	-	0.115
HCM Control Delay (s)	18.7	7.7	0	-	8.8	0	-	19.8
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0	-	-	0.4

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	21	280	33	72	631	5	28	14	44	14	10	40
Future Vol, veh/h	21	280	33	72	631	5	28	14	44	14	10	40
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	304	36	78	686	5	30	15	48	15	11	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	691	0	0	340	0	0	1240	1215	322	1245	1231	689
Stage 1	-	-	-	-	-	-	368	368	-	845	845	-
Stage 2	-	-	-	-	-	-	872	847	-	400	386	-
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	904	-	-	1219	-	-	152	181	719	151	177	446
Stage 1	-	-	-	-	-	-	652	621	-	357	379	-
Stage 2	-	-	-	-	-	-	345	378	-	626	610	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	904	-	-	1219	-	-	117	157	719	117	153	446
Mov Cap-2 Maneuver	-	-	-	-	-	-	117	157	-	117	153	-
Stage 1	-	-	-	-	-	-	631	601	-	346	340	-
Stage 2	-	-	-	-	-	-	270	339	-	551	590	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.8	32.7	26.9
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	221	904	-	-	1219	-	-	233
HCM Lane V/C Ratio	0.423	0.025	-	-	0.064	-	-	0.299
HCM Control Delay (s)	32.7	9.1	0	-	8.2	0	-	26.9
HCM Lane LOS	D	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	2	0.1	-	-	0.2	-	-	1.2

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	45	601	13	11	214	2	16	20	83	10	8	11
Future Vol, veh/h	45	601	13	11	214	2	16	20	83	10	8	11
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	653	14	12	233	2	17	22	90	11	9	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	235	0	0	667	0	0	1027	1017	660	1072	1023	234
Stage 1	-	-	-	-	-	-	758	758	-	258	258	-
Stage 2	-	-	-	-	-	-	269	259	-	814	765	-
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	1332	-	-	923	-	-	213	238	463	198	236	805
Stage 1	-	-	-	-	-	-	399	415	-	747	694	-
Stage 2	-	-	-	-	-	-	737	694	-	372	412	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1332	-	-	923	-	-	192	221	463	139	219	805
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	221	-	139	219	-
Stage 1	-	-	-	-	-	-	375	391	-	703	684	-
Stage 2	-	-	-	-	-	-	706	684	-	266	388	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.4	22.2	22.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	337	1332	-	-	923	-	-	237
HCM Lane V/C Ratio	0.384	0.037	-	-	0.013	-	-	0.133
HCM Control Delay (s)	22.2	7.8	0	-	9	0	-	22.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.8	0.1	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	21	333	41	72	688	5	36	14	44	14	10	40
Future Vol, veh/h	21	333	41	72	688	5	36	14	44	14	10	40
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	362	45	78	748	5	39	15	48	15	11	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	753	0	0	407	0	0	1365	1340	385	1369	1360	751
Stage 1	-	-	-	-	-	-	431	431	-	907	907	-
Stage 2	-	-	-	-	-	-	934	909	-	462	453	-
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	857	-	-	1152	-	-	125	153	663	124	148	411
Stage 1	-	-	-	-	-	-	603	583	-	330	355	-
Stage 2	-	-	-	-	-	-	319	354	-	580	570	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	857	-	-	1152	-	-	93	130	663	93	126	411
Mov Cap-2 Maneuver	-	-	-	-	-	-	93	130	-	93	126	-
Stage 1	-	-	-	-	-	-	582	563	-	318	313	-
Stage 2	-	-	-	-	-	-	243	313	-	505	550	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.8	55	33.1
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	168	857	-	-	1152	-	-	196
HCM Lane V/C Ratio	0.608	0.027	-	-	0.068	-	-	0.355
HCM Control Delay (s)	55	9.3	0	-	8.4	0	-	33.1
HCM Lane LOS	F	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	3.3	0.1	-	-	0.2	-	-	1.5

Town of Hayden

Planning Commission Agenda Item

MEETING DATE: November 30, 2023

AGENDA ITEM TITLE: Development Code amendments

AGENDA SECTION: New Business

PRESENTED BY: Tegan Ebbert, Community Development Director.

CAN THIS ITEM BE RESCHEDULED: Yes, but not recommended.

BACKGROUND REVIEW: Staff have been keeping a running list of recommended development code changes that we think are necessary to implement now instead of waiting for a larger code review (that is planned for 2024). The list of recommended changes include:

1. Amendments to the public notice requirements (see attached) including a site signage requirement.
2. Requirement for a "public meeting" for developments of 24 or more dwelling units in which the applicant provides information to the public prior to the submittal of a formal application. This language will be included in Section 10.16.020, General Procedures and Requirements, after the Pre-Application Conference step. Suggested language is *"Community Meeting: Development projects proposing to construct 24 (twenty-four) or greater dwelling units will be required to hold a community meeting to provide information regarding the public prior to the submittal of an application. This meeting is not a public hearing. Information and materials must be produced and provided by the prospective applicant and solely at their expense."*
3. Reintroduction of the "Site Plan" standards in the Development Review Procedures section of the Development Code with amendments (as attached).

RECOMMENDATION: Move to recommend approval of the proposed code amendments to the Town Council.

MANAGER RECOMMENDATION/COMMENTS: *I concur with the recommendation.*

Table 7.16-1 Review Process Chart

Requirements for all applications prior to processing:

Pre-application Conference with Town Planner and involved agency representatives to review approval process and submittal requirements (unless waived by Town Manager)

Submittal of a complete application (application completeness to be determined by Town Manager or Designee)

Payment of all required fees

Key	BP - Building Permit	TM – Town Manager or Designee
PC – Planning Commission		PH – Public Hearing
TC – Town Council		PM – Public Meeting
BOA – Board of Adjustment		ROW – Public Right of Way

Approval Requested	**Notice Requirements**				**Approval Authority**	**Required Public Meeting and/or Public Hearing**	**Appeals**	**Final Documentation**	**Notes**
	Mailed	**Posted**	**Published**	**Referral**					
Minor Use Permit; Minor Site Plan, Building Permit Review					TM		TC	Minor Use Permit Issued or BP Permit Sign-Off	
Administrative Permit	At least 10 days prior to decision within 150 feet of Property	At least 10 days before PC PH in designated Town posting places	At least 10 days prior to decision	At least 14 days prior to decision	TM		TC	Administrative Permit Issued	TM may refer application to PC and/or TC for a final decision Minor Variances are appealed to the BOA
Conditional Use Permit (CUP)	At least 30 days before PC PH within 300 feet of Property	At least ~~10~~ 14 days before PC PH in designated Town posting places and on the Property	At least ~~10~~ 14 days before PC PH	At least 30 days before PC PH	TC	PC – PH (recommendation to TC) TC – PH	District Court	TC Resolution	Minor Amendments to CUP or Major Site Plan approval may be made through the Administrative Permit process
Major Site Plan Review	At least ~~10~~ 14 days before PC PH within 300 ~~150~~ feet of Property	At least ~~10~~ 14 days before PC PH in designated Town posting places and on the Property	At least 14 ~~10~~ days before PC PH	At least 14 days before PC PH	PC	PC - PH	TC	Letter from Town; BP Sign-Off	
Alternative Design	As set forth for the underlying development application								Processed concurrently with the underlying

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Approval Requested	**Notice Requirements**				**Approval Authority**	**Required Public Meeting and/or Public Hearing**	**Appeals**	**Final Documentation**	**Notes**
	Mailed	**Posted**	**Published**	**Referral**					
									development application; site specific
Vacation of ROW or Public Utility Easement	At least 10 days before TC PH within 150 feet of Property	At least 10 days before TC PH in designated Town posting places	At least 10 days before TC PH	Courtesy notice: At least 10 days prior to TC PH	TC	TC – PM & First reading of Ordinance TC – PH & Second reading of Ordinance	Per Town Charter	Record Ordinance and Final Plat, if any	Alteration or moving of a ROW or easement must include a Final Plat (concurrent process)
Master Plan Amendment		At least 10 days before PC PH in designated Town posting places	At least 10 days before PC PH	At least 14 days before PC PH	TC after review and recommendation by PC	PC – PH (recommendation to TC) TC – PH	District Court	TC Resolution	May be initiated by Council, any registered voter of or property owner in the Town
Code Text Amendment		At least 10 days before PC PH in designated Town posting places	At least 10 days before PC PH	At least 14 days before PC PH	TC after review and recommendation by PC	PC – PH (recommendation to TC) TC – First reading of Ordinance at PM TC - Second reading of Ordinance at PH	Per Town Charter	Record Ordinance	May be initiated by staff, PC, TC or a member of the public

Table 7.16-1 Review Process Chart

Requirements for all applications prior to processing:

Pre-application Conference with Town Planner and involved agency representatives to review approval process and submittal requirements (unless waived by Town Manager)

Submittal of a complete application (application completeness to be determined by Town Manager or Designee)

Payment of all required fees

Key	BP - Building Permit	TM – Town Manager or Designee
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Approval Requested	**Notice Requirements**				**Approval Authority**	**Required Public Meeting and/or Public Hearing**	**Appeals**	**Final Documentation**	**Notes**
	Mailed	**Posted**	**Published**	**Referral**					
Zoning Change	At least ~~10~~ 21 days before PC PH within ~~150~~ 300 feet of Property	At least ~~10~~ 21 days before PC PH in designated Town posting places and on the Property	At least ~~10~~ 21 days before PC PH	At least 21 days before PC PH	TC after review and recommendation by PC	PC – Public Hearing (recommendation to TC) TC – First reading of Ordinance at PM TC - Second reading of Ordinance at PH	Per Town Charter	Record Ordinance	May be initiated by PC, TC or the property owner
Administrative PUD Amendment					TM		TC	Letter from Town; Record Final PUD Plan within 30 days of TM approval, as applicable	
Minor PUD Amendment	At least 10 days before PC PH within 150 feet of Property	At least 10 days before PC PH in designated Town posting places	At least 10 days before PC PH	At least 21 days before PC PH	TC after review and recommendation by PC	PC – PH (recommendation to TC) TC – PH	District Court	TC Resolution; Record Amended Final PUD Plan within 30 days of TC approval	
Major PUD Amendment									Follow process for Preliminary & Final PUD Plans
Preliminary PUD	At least 10 days before PC PH within 150 feet of Property	At least 10 days before PC PH in designated Town posting places and on the Property	At least 10 days before PC PH	At least 21 days before PC PH	TC after review and recommendation by PC	PC – PH (recommendation to TC) TC – PH	District Court	Letter from Town	Preliminary subdivision must be filed if concurrently subdividing. PUD Overlay Zoning Change required. Complete Final PUD application filed within 6 months; may be extended an additional 6

Table 7.16-1 Review Process Chart

Requirements for all applications prior to processing:

Pre-application Conference with Town Planner and involved agency representatives to review approval process and submittal requirements (unless waived by Town Manager)

Submittal of a complete application (application completeness to be determined by Town Manager or Designee)

Payment of all required fees

Key	BP - Building Permit	TM – Town Manager or Designee
PC – Planning Commission		PH – Public Hearing
TC – Town Council		PM – Public Meeting
BOA – Board of Adjustment		ROW – Public Right of Way

Approval Requested	**Notice Requirements**				**Approval Authority**	**Required Public Meeting and/or Public Hearing**	**Appeals**	**Final Documentation**	**Notes**
	Mailed	**Posted**	**Published**	**Referral**					
									months by PC or longer by TC
Final PUD	At least 10 days before PC PH within 150 feet of Property	At least 10 days before PC PH in designated Town posting places and on the Property	At least 10 days before PC PH	At least 21 days before PC PH	TC after review and recommendation by PC	PC – PH (recommendation to TC) TC – PH (At request of applicant, no PHs may be required for Final PUDs that include only minor changes as may be approved by TM)	District Court	Record Final PUD Plan within 30 days of TC approval	
Variance & Appeal	At least 10 days before BOA PH within 150 feet of Property	At least 10 days before BOA PH in designated Town posting places and on the Property	At least 10 days before BOA PH	At least 14 days before BOA PH	BOA	BOA – PH	District Court	Letter from TM within 5 days of decision	Additional standards may apply per Section 7.16.110 Minor Variances are processed as Administrative Permits

Table 7.16-1 Review Process Chart

Requirements for all applications prior to processing:

Pre-application Conference with Town Planner and involved agency representatives to review approval process and submittal requirements (unless waived by Town Manager)

Submittal of a complete application (application completeness to be determined by Town Manager or Designee)

Payment of all required fees

Key	BP - Building Permit	TM – Town Manager or Designee
PC – Planning Commission		PH – Public Hearing
TC – Town Council		PM – Public Meeting
BOA – Board of Adjustment		ROW – Public Right of Way

Approval Requested	**Notice Requirements**				**Approval Authority**	**Required Public Meeting and/or Public Hearing**	**Appeals**	**Final Documentation**	**Notes**
	Mailed	**Posted**	**Published**	**Referral**					
Historic Site Designation		At least 10 days before Historic Commission (HC) PH in designated Town posting places	At least 10 days before HC PH		TC (Historic Commission is the PC)	HC – PH TC – PH	District Court	Resolution recorded in Routt County Clerk & Recorder Office records	
Location, Character and Extent Review	At least 10 days before TC PH within 150 feet of Property	At least 10 days before TC PH in designated Town posting places and on the Property	At least 10 days before TC PH	At least 14 days before TC PH	PC	PC – PH	TC – PH with notice posted at least 3 days prior to PH – OR – other government with jurisdiction (see Section 7.16.100)		Applicable to public facilities (see CRS § 31-23-209)
Annexation	At least 10 days before PC PH within 150 feet of Property and abutters to any flagpole	At least 10 days before PC PH in designated Town posting places and on the Property	At least 10 days before PC PH	At least 21 days before PC PH	TC	PC – PM (recommendation to TC) TC – PH	District Court	Record annexation map and associated documents	Zoning Change to run concurrently
Flood Hazard Area Permit					TM		TC	Flood Hazard Area Permit issuance	
Administrative Subdivision					TM		TC	Record Final Plat within 90 days of TM approval	TM may refer application to TC for decision Administrative Subdivisions include

Table 7.16-1 Review Process Chart

Requirements for all applications prior to processing:

Pre-application Conference with Town Planner and involved agency representatives to review approval process and submittal requirements (unless waived by Town Manager)

Submittal of a complete application (application completeness to be determined by Town Manager or Designee)

Payment of all required fees

Key	BP - Building Permit	TM – Town Manager or Designee
PC – Planning Commission		PH – Public Hearing
TC – Town Council		PM – Public Meeting
BOA – Board of Adjustment		ROW – Public Right of Way

Approval Requested	**Notice Requirements**				**Approval Authority**	**Required Public Meeting and/or Public Hearing**	**Appeals**	**Final Documentation**	**Notes**
	Mailed	**Posted**	**Published**	**Referral**					
									Duplex Plat, Plat Corrections, Lot Line Adjustments or Consolidation Plats
Minor Subdivision	At least 10 days before TC PH within 150 feet of Property	At least 10 days before TC PH in designated Town posting places	At least 10 days before TC PH	At least 14 days before TC PH	TC	TC - PH	District Court	Record Final Plat within 90 days of TC approval	Less than 6 parcels, less than 6 acres, includes no public improvements or dedication of rights-of-way
Sketch Plan – Major Subdivision	At least 10 days before PC PH within 150 feet of Property and mineral estate owners as applicable	At least 10 days before PC PH in designated Town posting places and on the Property	At least 10 days before PC PH		PC	PC – PH	TC	Letter from Town	Major Subdivision is defined as a subdivision that creates more than 6 parcels, is greater than 6 acres in size OR includes dedication of public rights-of-way or construction of public improvements.
Preliminary Plan – Major Subdivision	At least 10 days before PC PH within 150 feet of Property and mineral estate owners as applicable	At least 10 days before PC PH in designated Town posting places and on the Property	At least 10 days before PC PH	At least 21 days before PC PH	TC	PC – PH (recommendation to TC) TC – PH	District Court	TC Resolution	
Final Plat – Major Subdivision	At least 10 days before TC PH within 150 feet of	At least 10 days before TC PH in designated Town	At least 10 days before TC PH	At least 10 days before TC PH	TC	TC – PH	District Court	TC Resolution; Record Final Plat within 90 days of TC approval	

Table 7.16-1 Review Process Chart

Requirements for all applications prior to processing:	**Key**	BP - Building Permit	TM – Town Manager or Designee
Pre-application Conference with Town Planner and involved agency representatives to review approval process and submittal requirements (unless waived by Town Manager)	PC – Planning Commission		PH – Public Hearing
Submittal of a complete application (application completeness to be determined by Town Manager or Designee)	TC – Town Council		PM – Public Meeting
Payment of all required fees	BOA – Board of Adjustment		ROW – Public Right of Way

Approval Requested	**Notice Requirements**				**Approval Authority**	**Required Public Meeting and/or Public Hearing**	**Appeals**	**Final Documentation**	**Notes**
	Mailed	**Posted**	**Published**	**Referral**					
	Property mineral estate owners as applicable	posting places and on the Property							
Vested Property Right							Per Town Charter	Record Ordinance	Extensions & Forfeitures follow same processes

- Proposals to be reviewed by PC, TC and BOA will be scheduled on the first open agenda for which all notification requirements can be met; the review of any proposal may be delayed if additional information or studies are required to determine if all applicable Code standards can be met.
- Proposals must comply with all applicable standards of this Code to be approved.
- Conditions may be place on any approval if they are deemed necessary to ensure compliance with the applicable standards of this Code.
- Permit extensions or renewals, Amendments and/or Revocations must follow same procedure as original approval unless otherwise noted.
- No process listed above shall result in a Vested Property Right except as may be provided in Section 7.16.160.
- The TM may authorize a concurrent review of any of the processes listed above provided all minimum notification requirements are met.

10.16.100 Site Plan.[1]

This Section sets forth procedures and criteria for the review and approval of Site Plans.

(a) Applicability. The Site Plan is a prerequisite to obtaining a building permit for any building or structure. The Site Plan shows improvements on the lot, utilities, drainage, grading, access and other features required to demonstrate compliance with applicable design standards in this Development Code and other applicable Town regulations. Site Plans are defined as follows:

(1) *Minor Site Plan*. Applications for any building, structure or improvement on a single-family home or duplex lot and change in use of existing structures that meet standards set forth in Section 10.24, Developmental and Dimensional Standards.

(2) *Major Site Plan*. Applications for any building, structure or improvement for multi-family, commercial and industrial development.

~~**(b)**~~ **Review Procedures.** Applications for a Minor Site Plan and Major Site Plan shall follow the general review procedures set forth in Section 10.16.020, General procedures and requirements and Table 10.16-1 Review Process Chart. Minor Site Plans shall be reviewed administratively and/or concurrently with a building permit review and no public notice is required and no public hearing shall be held for a Minor Site Plan. Major Site Plans shall be reviewed by the Planning Commission ~~and shall include a visit to the property prior to the public hearing~~. ~~Notice for Major Site Plan review shall include mailed, posted, and published notice.~~

~~**(c) Review Authority.** Minor Site Plan applications shall be reviewed administratively by the Manager who shall issue a final decision on the application. Major Site Plan applications shall be reviewed by the Planning Commission who shall issue a final decision on the application.~~ (This is redundant as it is stated in the prior paragraph and on Table 10.16-1)

(d) Review Criteria. The following review criteria applies to review of Site Plans:

(1) All required information is shown on the Site Plan;

(2) the lot size and lot dimensions are consistent with the approved Final Plat;

(3) no building, structures, or other improvements encroach or infringe upon any easements, including but not limited to: access, utility and drainage easements;

(4) the proposed site grading is consistent with the requirements of any applicable adopted storm drainage criteria or master drainage plans;

(5) the density and dimensions of proposed improvements conform to the zone district standards or the approved PUD requirements; and

[1] This section combines "Plot Plan" and "Site Plan" and separates both from the subdivision regulations. The review criteria for both "Plot Plan" and "Site Plan" have been combined and expanded. Review of a building plan does not involve changing lot lines, so this is not a subdivision application. Concurrent review of a Site Plan and building permit is permitted per general review procedures at discretion of Manager rather than Town Clerk. 16.04.100 – 11 requires

(6) an acceptable public improvements agreement is provided for any public improvements to be constructed by the applicant as a condition to Site Plan approval.

~~**(e) Duration of Approval.** An approved Site Plan shall be effective for a period of three (3) years form the date of approval, unless otherwise stated on the approved Site Plan. Building permits shall not be issued based on Site Plans that have an approved date more than three (3) years old. For multi-phased plans, building permits shall not be issued based on an approval date more than three (3) years form the date of Phase I approval.~~ (A one (1) year approval is allowed in the current code and is specified in Section 10.16.020)

(f) Amendments to Approved Site Plans.

(1) Amendments to Minor Site Plans shall be processed and reviewed administratively.

(2) Minor Amendments to Major Site Plans shall be processed administratively. Major Amendments to Major Site Plans shall be processed and reviewed according to the same procedures for a Major Site Plan application. Minor amendments shall include changes that do not exceed ten percent (10%) of any measurable standard (such as building size, footprint, relocation of access points, parking, etc.) and which do not modify the use, character or density of an approved Site Plan. Any other amendments shall be considered Major Amendments.

(g) Appeals. The final decision of the Manager or Planning Commission may be appealed to the ~~BOA~~ Town Council.