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Founder's Ridge Traffic Impact Analysis

Jurisdiction: City of DuPont

June 2021



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1. DEVELOPMENT IDENTIFICATION

Gibson Traffic Consultants, Inc. (GTC) has been retained to provide a traffic impact analysis for the Founder's Ridge commercial development in the City of DuPont. Matthew Palmer, responsible for this report and traffic analysis, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of ITE.

The Founder's Ridge development is proposed to include 640,000 SF of Manufacturing and 160,000 SF of General Light Industrial. The site currently is not developed. The development is located west of Center Drive, north of Palisade Blvd. The site is proposed to have primary access to the signal at Center Drive and Palisade Blvd through newly constructed roadways. A site vicinity map is included in Figure 1.

2. METHODOLOGY

Trip generation calculations for the proposed development are based on national research data for land uses contained in the Institute of Transportation Engineers' (ITE) *Trip Generation, 10th Edition + Supplement* (2020). The trip generation calculations for the development are based on the average trip generation rates for ITE Land Use Codes (LUC) and the following square footage (SF) and units:

- LUC 140, Manufacturing 640,000 SF
- LUC 110, General Light Industrial 160,000 SF

Although the City zoning code does not have a general light industrial land use; it is used for trip generation purposes as the best match for activities occurring on the site (printing, material testing, assembly similar to industrial park and manufacturing). The ITE descriptions for the manufacturing and general light industrial are included in the attachments as well as the truck trip percentages for industrial uses which shows an average truck percentage for manufacturing is 10% and 8% for general light industrial.

The following intersections were identified by the City of DuPont for analysis during the AM and PM peak-hours:

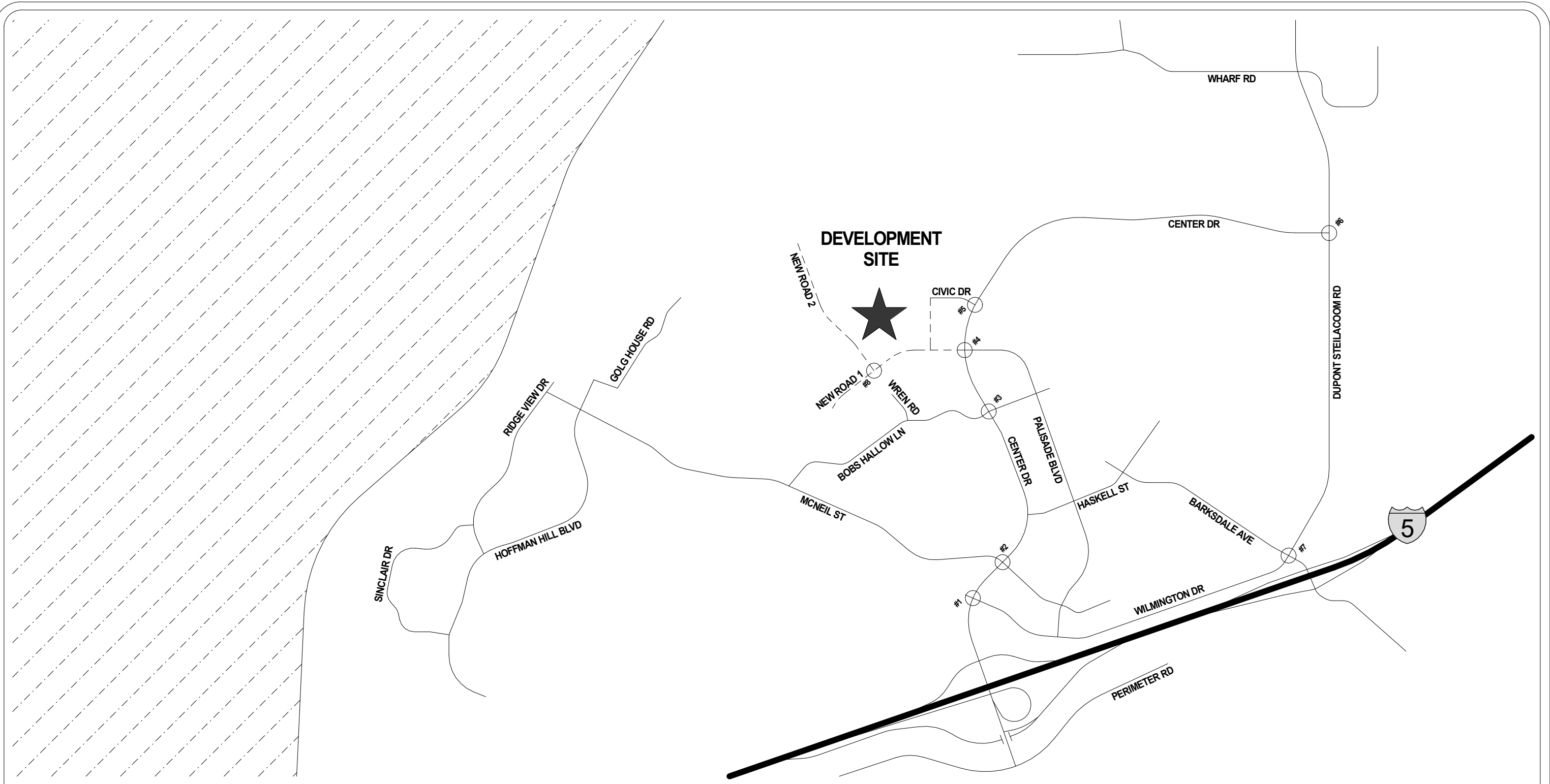
- | | |
|---|---------------------------|
| 1. Center Drive at Wilmington Drive | Signalized |
| 2. Center Drive at McNeil Street | Signalized |
| 3. Center Drive at Bobs Hollow Lane | Signalized |
| 4. Center Drive at Palisade Boulevard | Signalized |
| 5. Center Drive at Civic Drive | Signalized |
| 6. Center Drive at DuPont Steilacoom Road | Signalized |
| 7. DuPont Steilacoom Road at Barksdale Avenue | Signalized |
| 8. New Road 1 at New Road 2 | Minor Leg Stop Controlled |

The intersection of New Road 1 at New Road 2 was only analyzed in the Future with Development conditions as the road is only constructed with the development.

Collision Data from WSDOT at the study intersections from January 2016 through December 2020 was collected and summarized. Maps of collisions and collision data at the study intersections is included in the attachments as well.

Pipeline turning movement data and count data for the AM/PM peak-hours was provided for the study intersections by the City of DuPont. For counts conducted before 2019, those counts were brought to 2019 Existing Conditions by applying a 2% annual growth rate.

The horizon year was determined to be 2026 as the anticipated future build-out and occupancy year. A 2% annual compounding growth rate was applied to the adjusted 2019 volumes and the pipeline trips were added to develop the 2026 Baseline or future without development volumes.



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TRAFFIC IMPACT STUDY
GTC #20-199

FOUNDER'S RIDGE
(800,000 SF)

CITY OF DUPONT

LEGEND

- ★ DEVELOPMENT SITE
- ⊕ #XXX STUDY INTERSECTION

FIGURE 1
SITE VICINITY
MAP

Congestion at intersections is generally measured in terms of level of service (LOS). In accordance with *Highway Capacity Manual (HCM) 6th Edition* by the Transportation Research Board, road facilities and intersections are rated between LOS A and LOS F, with LOS A being free flow and LOS F being forced flow or over-capacity conditions. The level of service at signalized, roundabout and all-way stop-controlled intersections is based on the average delay of all approaches. The level of service for two-way stop-controlled intersections is based on average delays for the critical stopped approach. Geometric characteristics and conflicting traffic movements are taken into consideration when determining level of service values. A summary of the intersection level of service criteria is included in Table 1.

Table 1: Level of Service Criteria for Intersections

Level of ¹ Service	Expected Delay	Intersection Control Delay (Seconds per Vehicle)	
		Unsignalized Intersections	Signalized Intersections
A	Little/No Delay	≤10	≤10
B	Short Delays	>10 and ≤15	>10 and ≤20
C	Average Delays	>15 and ≤25	>20 and ≤35
D	Long Delays	>25 and ≤35	>35 and ≤55
E	Very Long Delays	>35 and ≤50	>55 and ≤80
F	Extreme Delays	>50	>80

The City of DuPont utilizes LOS D as the acceptable level of service with exemptions allowed for the intersections of DuPont Steilacoom Road at Center Drive and Barksdale Avenue which are allowed to operate at LOS E. The level of service analysis has been performed using *Synchro 10*.

¹ **Source:** *Highway Capacity Manual, 6th Edition*.

- LOS A: Free-flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).
- LOS B: Generally stable traffic flow conditions.
- LOS C: Occasional back-ups may develop, but delay to vehicles is short term and still tolerable.
- LOS D: During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (i.e. vehicles delayed one cycle or less at signal).
- LOS E: Intersections operate at or near capacity, with long queues developing on all approaches and long delays.
- LOS F: Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.

3. COLLISION DATA

Collision data near the study intersections was requested from WSDOT from January 2016 through December 2020. Table 2 summarizes the data received by WSDOT.

Table 2: 5-Year Collision Data Summary

Intersection	Collision Type							Total Collisions	Collisions Per Year
	Rear-End	Entering at Angle	Opp. Dir.	Sideswipe	Same Dir.	Ped. / Cyclist	Fixed Object/ Other		
Center Drive at Wilmington Dr	2	3	8	2	0	0	3	18	3.6
Center Drive at McNeil St	3	3	0	0	0	2	0	8	1.6
Center Drive at Bobs Hollow Ln	0	0	6	0	0	0	0	6	1.2
Center Drive at Palisade Blvd	0	0	0	0	0	0	0	0	0
Center Drive at Civic Dr	0	0	1	0	0	0	2	3	0.6
Center Drive at DuPont Steilacoom	5	0	0	0	0	0	0	5	1.0
DuPont Steilacoom at Barksdale Ave	3	1	1	5	1	0	0	11	2.2

The 5-year collision rate has been calculated using PM peak-hour volumes and a K-factor of 10 for conversion to average daily traffic. The 5-year collision rates are summarized in Table 3.

Table 3: 5-Year Collision Rate Calculation

Intersection	PM Peak-Hour Intersection Vol.	K-Factor	Total Collisions	Collision Rate ²
Center Drive at Wilmington Dr	1,704	10	18	0.58
Center Drive at McNeil St	1,431	10	8	0.31
Center Drive at Bobs Hollow Ln	1,021	10	6	0.32
Center Drive at Palisade Blvd	877	10	0	0.00
Center Drive at Civic Dr	712	10	3	0.23
Center Drive at DuPont Steilacoom	1,943	10	5	0.14
DuPont Steilacoom at Barksdale Ave	1,873	10	11	0.32

² The collision rate is based on Million Entering Vehicles.

A common threshold for collision mitigation is a collision rate of under 1.0, which is how many collisions occurred per million entering vehicles to the intersection. All the study intersections have a collision rate of less than 1.00 per million entering vehicles, therefore, no mitigation due to collisions should be necessary.

4. TRIP GENERATION

Trip generation calculations for the proposed development are based on national research data for land uses contained in the Institute of Transportation Engineers' (ITE) *Trip Generation, 10th Edition + Supplement* (2020). The trip generation calculations for the development are based on the average trip generation rates for ITE Land Use Codes (LUC) and the following square footage (SF): LUC 140, Manufacturing - 640,000 SF and LUC 110, General Light Industrial - 160,000 SF. The trip generation is summarized in Table 4.

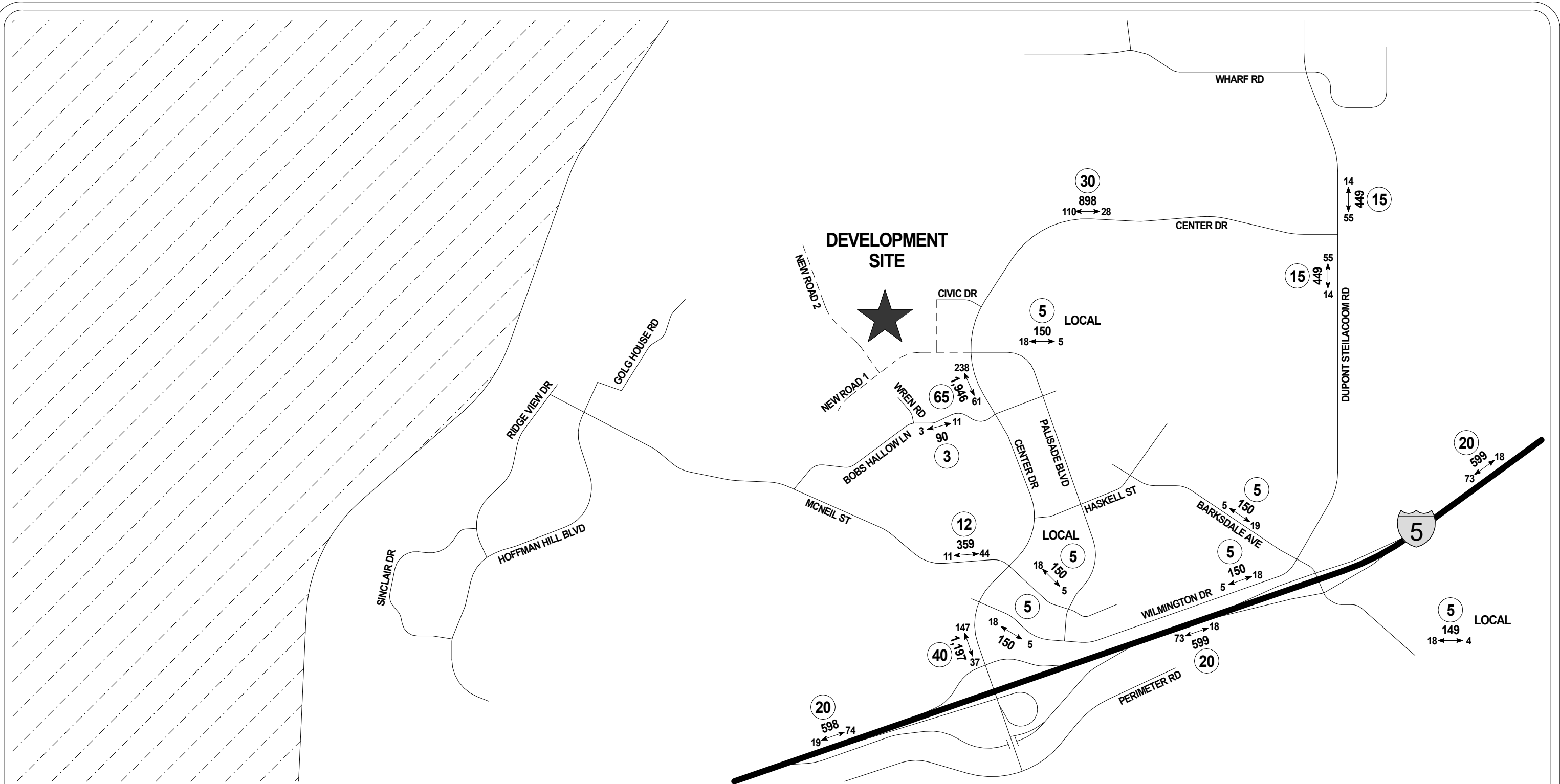
Table 4: Trip Generation Summary

Founder's Ridge	Average Daily Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
		Inbound	Outbound	Total	Inbound	Outbound	Total
LUC 140 Manufacturing 640,000 SF	2,515	306	91	397	133	296	429
LUC 110 General Light Industrial 160,000 SF	794	99	13	112	13	88	101
New Trips	3,309	405	104	509	146	384	530

With the average heavy vehicle/truck percentage of 10% for the manufacturing and 8% for general light industrial it is anticipated that there would be 315 daily truck trips with 49 in the AM peak-hour and 51 in the PM peak-hour associated with the development.

5. TRIP DISTRIBUTION

The trip distribution is anticipated to be similar to that of the DuPont Corporate Center which is just north of the site off Center Drive. Passenger Vehicles are anticipated use Center Drive with 65% heading to and from the south, 30% to and from the north, and the remaining 5% local off Palisade Blvd. A detailed trip distribution for the passenger vehicles is included as Figure 2 for the AM Peak-hour and Figure 3 for the PM Peak-hour. Trucks over 14,000 Gross Vehicle Weight (GVW) are prohibited on Center Drive from McNeil Street north to Palisade Blvd; therefore, 100% of truck traffic would go to and from the north on Center Drive splitting at DuPont Steilacoom Rd (eight-five percent southbound and fifteen percent northbound). A detailed trip distribution for heavy vehicle/trucks is included as Figure 4 for the AM Peak-hour and Figure 5 for the PM Peak-hour.



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FOUNDER'S RIDGE
(800,000 SF)

LEGEND

AWDT
AM ↔ PEAK

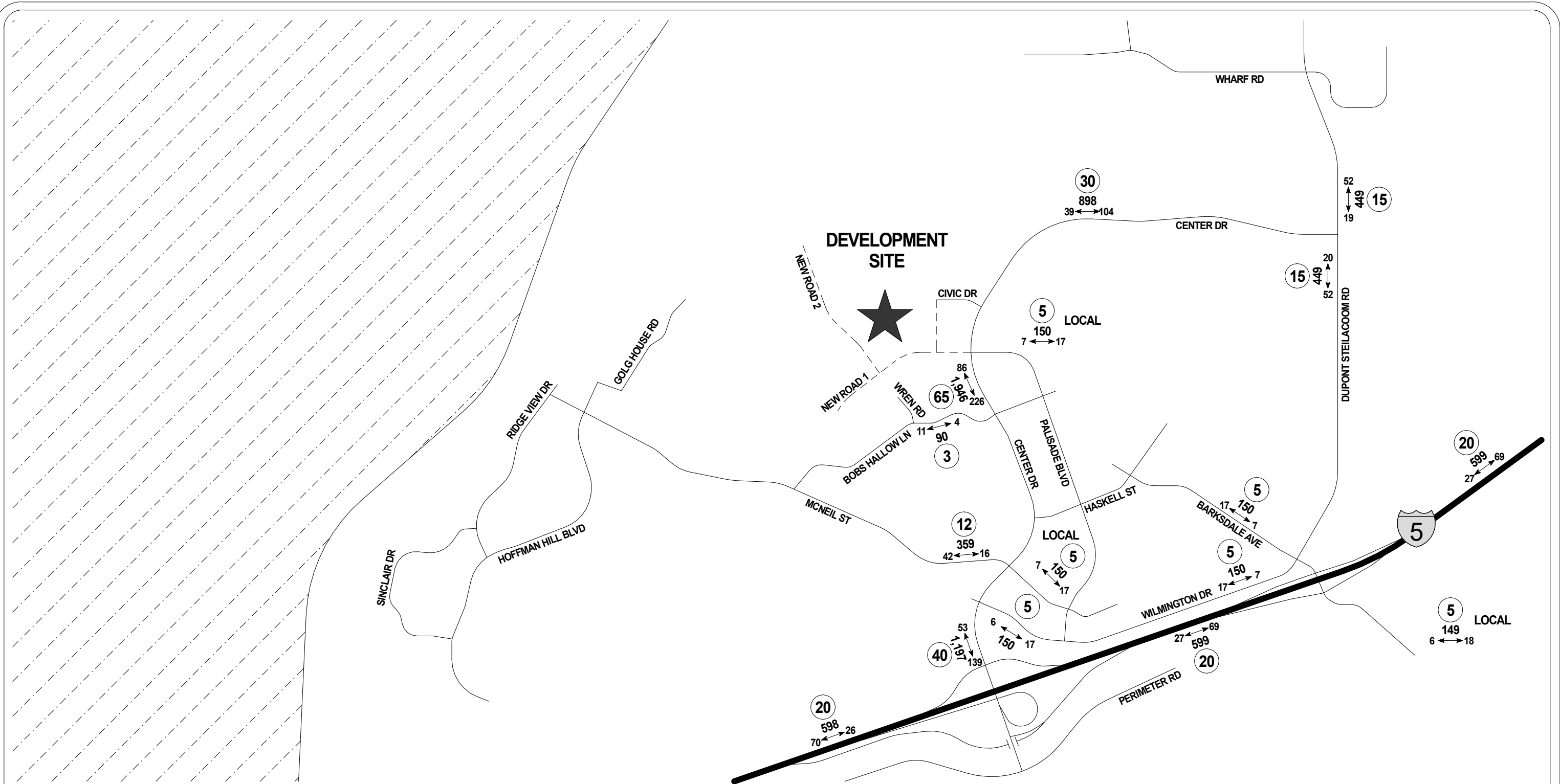
NEW DAILY TRIPS
NEW PEAK-HOUR TRIPS



TRIP DISTRIBUTION %

CITY OF DUPONT

FIGURE 2
PASSENGER VEHICLE
TRIP DISTRIBUTION
AM PEAK-HOUR



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FOUNDER'S RIDGE
(800,000 SF)

LEGEND

AWDT
PM ↔ PEAK

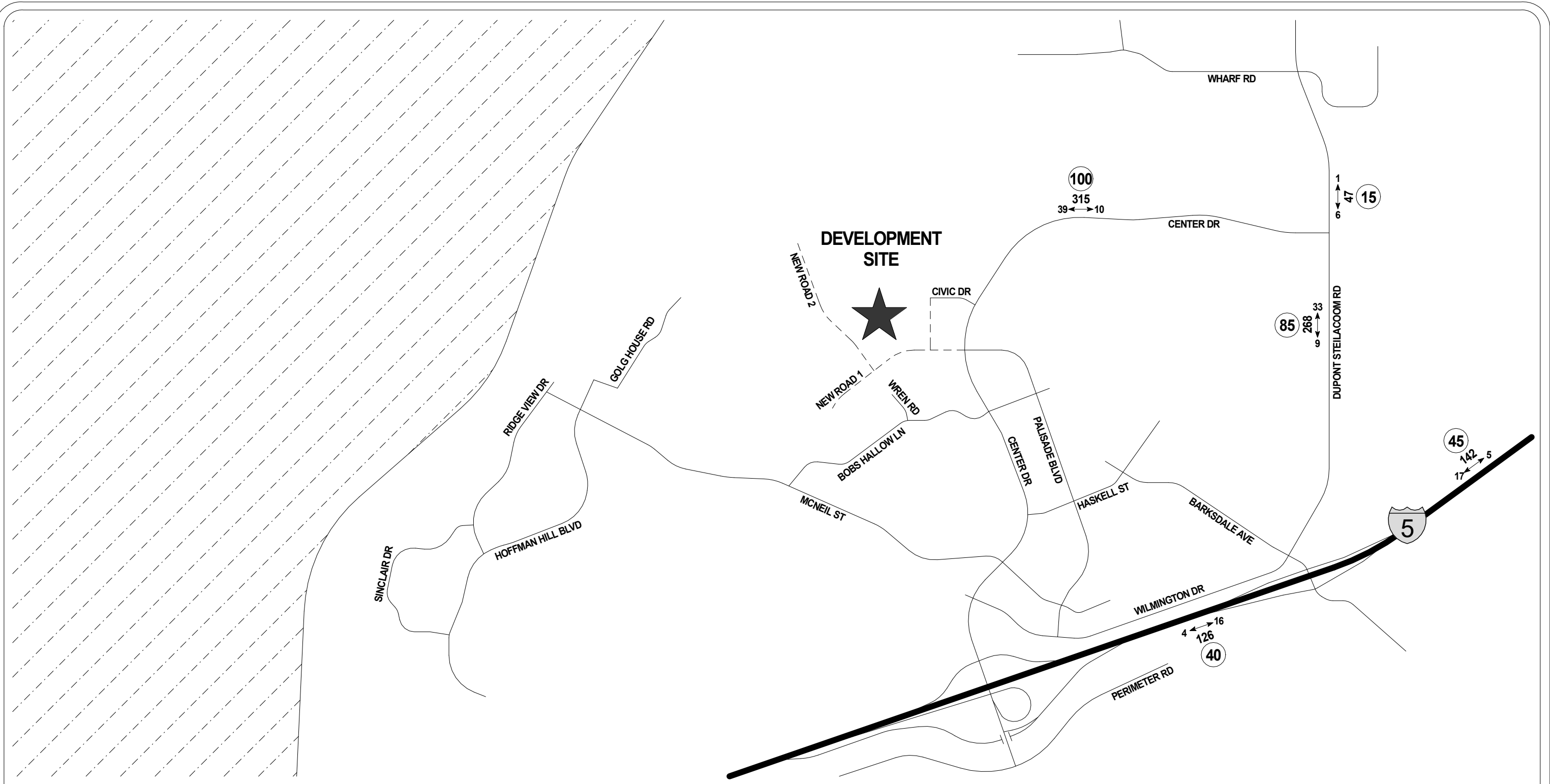
NEW DAILY TRIPS
NEW PEAK-HOUR TRIPS

XX

TRIP DISTRIBUTION %

CITY OF DUPONT

FIGURE 3
PASSENGER VEHICLE
TRIP DISTRIBUTION
PM PEAK-HOUR



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FOUNDER'S RIDGE
(800,000 SF)

LEGEND

AWDT
AM ↔ PEAK

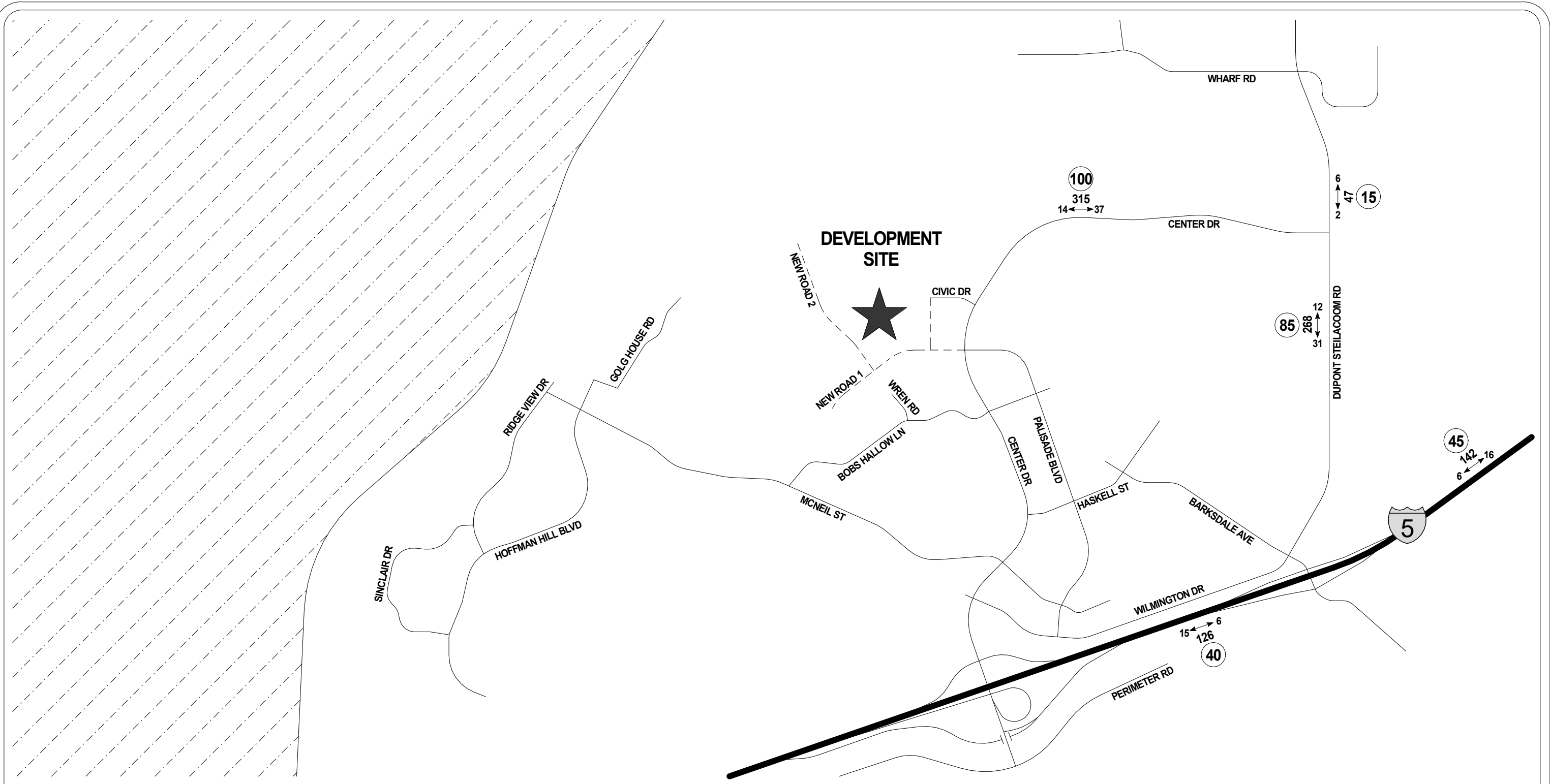
NEW DAILY TRIPS
NEW PEAK-HOUR TRIPS



TRIP DISTRIBUTION %

FIGURE 4
HEAVY VEHICLE
TRIP DISTRIBUTION
AM PEAK-HOUR

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FOUNDER'S RIDGE
(800,000 SF)

LEGEND

AWDT
PM ↔ PEAK

NEW DAILY TRIPS
NEW PEAK-HOUR TRIPS

XX

TRIP DISTRIBUTION %

FIGURE 5
HEAVY VEHICLE
TRIP DISTRIBUTION
PM PEAK-HOUR

CITY OF DUPONT

6. TURNING MOVEMENT CALCULATIONS

The following intersections were identified by the City of DuPont for analysis during the AM and PM peak-hours:

1. Center Drive at Wilmington Drive	Signalized
2. Center Drive at McNeil Street	Signalized
3. Center Drive at Bobs Hollow Lane	Signalized
4. Center Drive at Palisade Boulevard	Signalized
5. Center Drive at Civic Drive	Signalized
6. Center Drive at DuPont Steilacoom Road	Signalized
7. DuPont Steilacoom Road at Barksdale Avenue	Signalized
8. New Road 1 at New Road 2	Minor Leg Stop Controlled

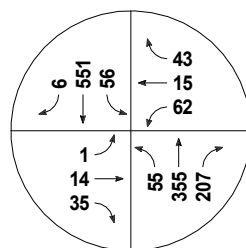
The intersection of New Road 1 at New Road 2 was only analyzed in the Future with Development conditions as the road is only constructed with the development. The volumes at the intersection were generated based on 75% of the development volume using New Road 2 to Buildings 1, 3, 4 and the remaining 25% continuing west on New Road 1 to Building 2. This represents a “worst case” analysis for the intersection as vehicles could utilize driveways east of the intersection to access Building 1.

The existing turning movements at these study intersections were provided by the City of DuPont and were collected by Traffic Count Consultants (TCC) in 2017 and 2019. The 2017 counts were brought to 2019 volumes by applying a 2% annual growth rate. The existing turning movement volumes are shown in Figure 6 for the AM Peak-hour and Figure 7 for the PM Peak-hour. The existing turning movement counts are included in the attachments.

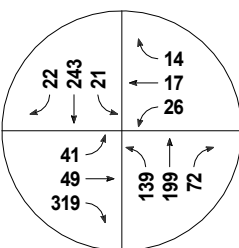
The future baseline volumes are based on the anticipated year of completion which is 2026. The 2026 baseline volumes are based on a 2% annually compounding growth rate to account for background growth. In addition, pipeline developments in the City of DuPont are also included as background traffic based on information provided by the City of DuPont. The 2026 baseline turning movement volumes at the study intersections are shown in Figure 8 for the AM Peak-hour and Figure 9 for the PM Peak-hour.

The 2026 future with development turning movements were calculated by adding the development's trips to the 2026 baseline turning movements. The 2026 future with development turning movements are shown in Figure 10 for the AM Peak-hour and Figure 11 for the PM Peak-hour. The turning movement calculations are included in the attachments.

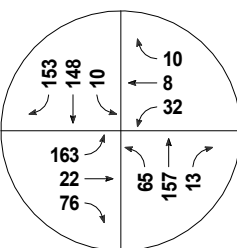
#1 CENTER DR @ WILMINGTON DR



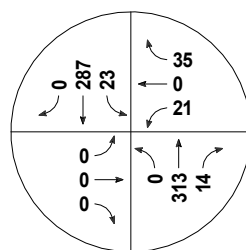
#2 CENTER DR @ MCNEIL ST



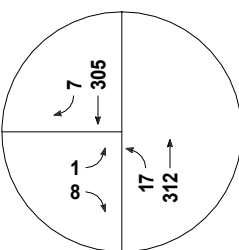
#3 CENTER DR @ BOBS HOLLOW LN



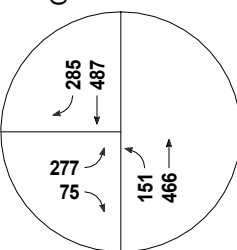
#4 CENTER DR @ PALISADE BLVD



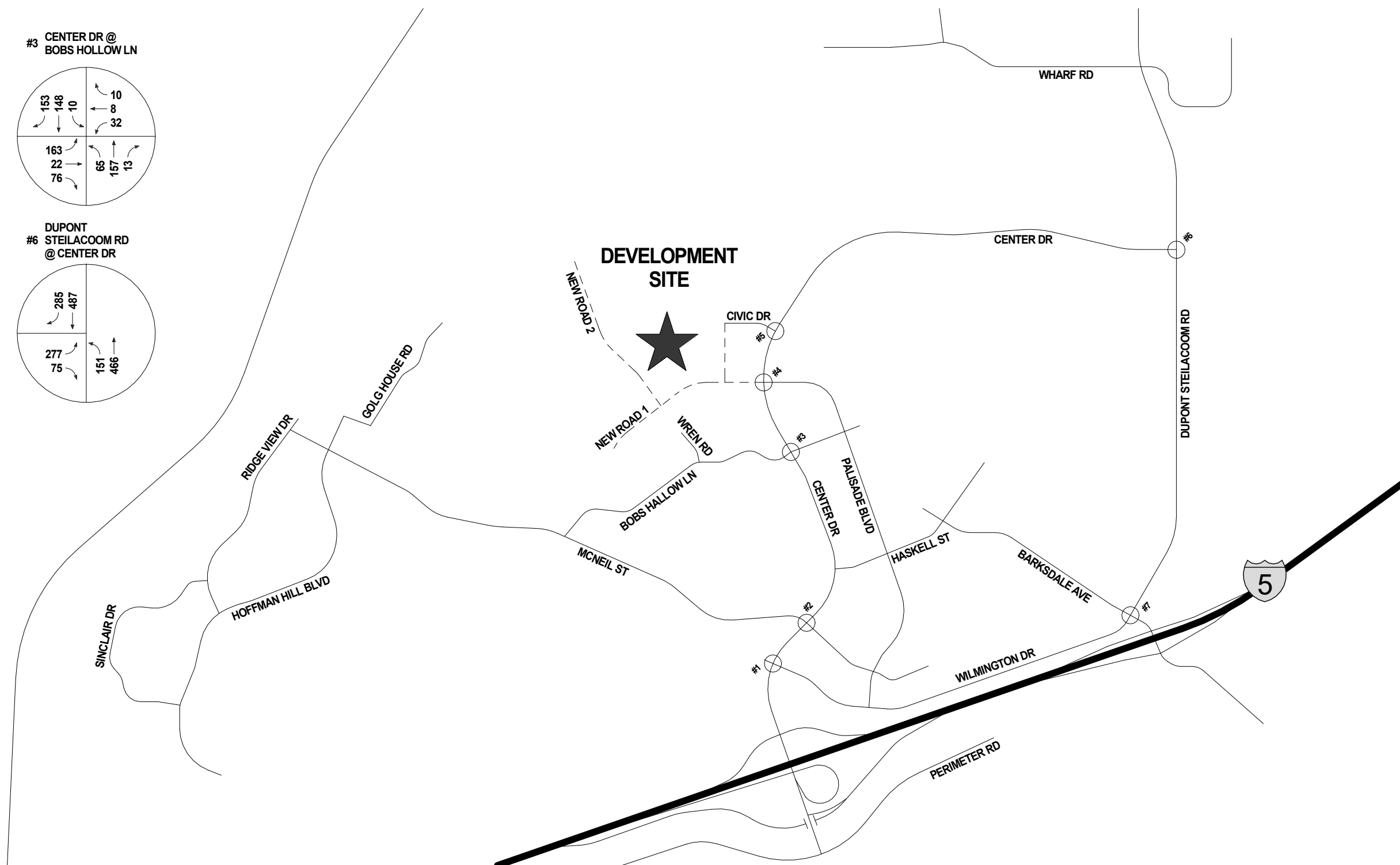
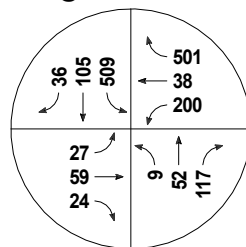
#5 CENTER DR @ CIVIC DR



#6 DUPONT STEILACOOM RD @ CENTER DR



#7 DUPONT STEILACOOM RD @ BARKSDALE AVE



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GTC #20-199

FOUNDER'S RIDGE
(800,000 SF)

LEGEND

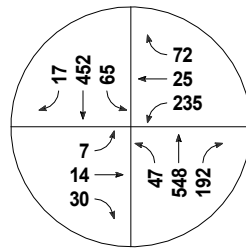
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PEAK-HOUR
TURNING MOVEMENT VOLUME

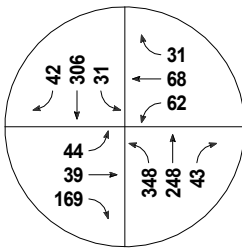
FIGURE 6
EXISTING
TURNING MOVEMENTS
AM PEAK-HOUR

CITY OF DUPONT

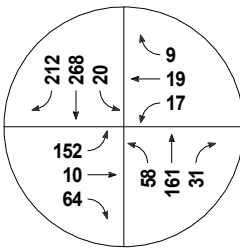
#1 CENTER DR @ WILMINGTON DR



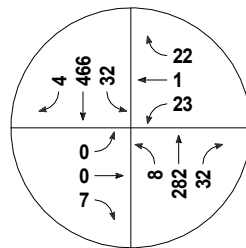
#2 CENTER DR @ MCNEIL ST



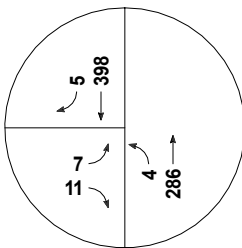
#3 CENTER DR @ BOBS HOLLOW LN



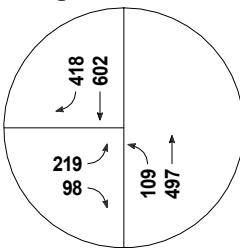
#4 CENTER DR @ PALISADE BLVD



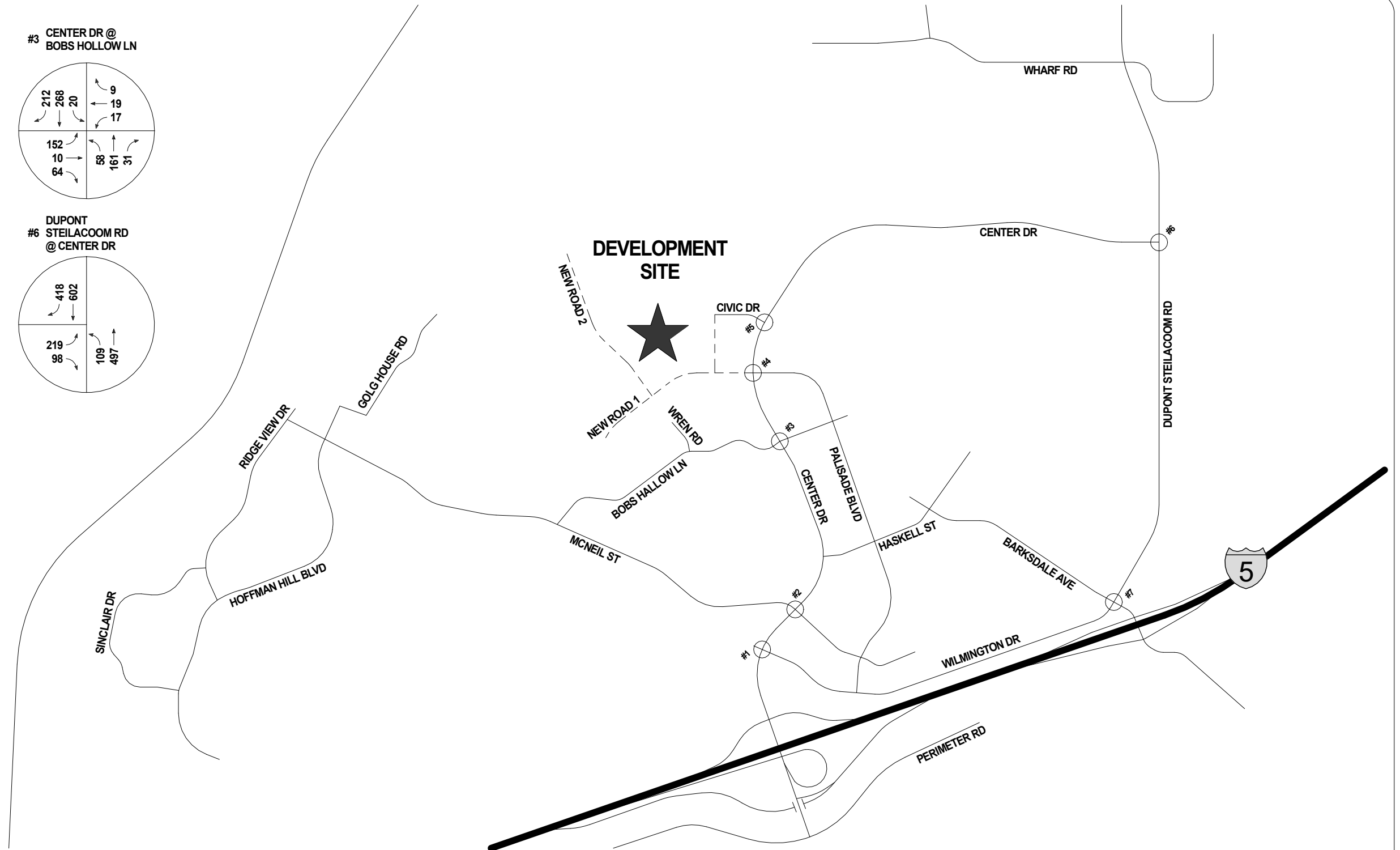
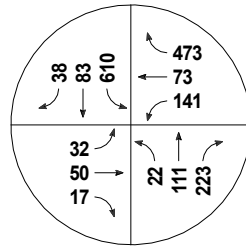
#5 CENTER DR @ CIVIC DR



#6 DUPONT STEILACOOM RD @ CENTER DR



#7 DUPONT STEILACOOM RD @ BARKSDALE AVE



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FOUNDER'S RIDGE
(800,000 SF)

LEGEND

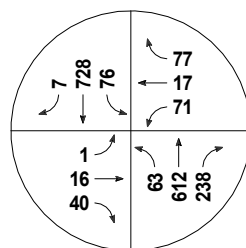
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PEAK-HOUR
TURNING MOVEMENT VOLUME

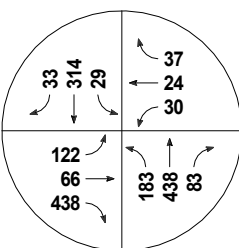
FIGURE 7
EXISTING
TURNING MOVEMENTS
PM PEAK-HOUR

CITY OF DUPONT

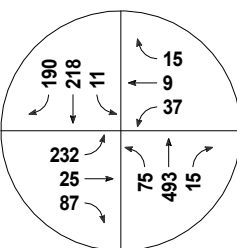
#1 CENTER DR @ WILMINGTON DR



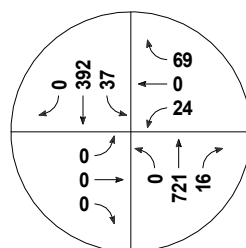
#2 CENTER DR @ MCNEIL ST



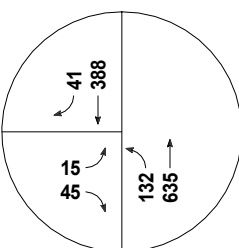
#3 CENTER DR @ BOBS HOLLOW LN



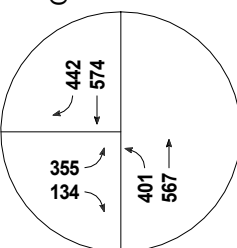
#4 CENTER DR @ PALISADE BLVD



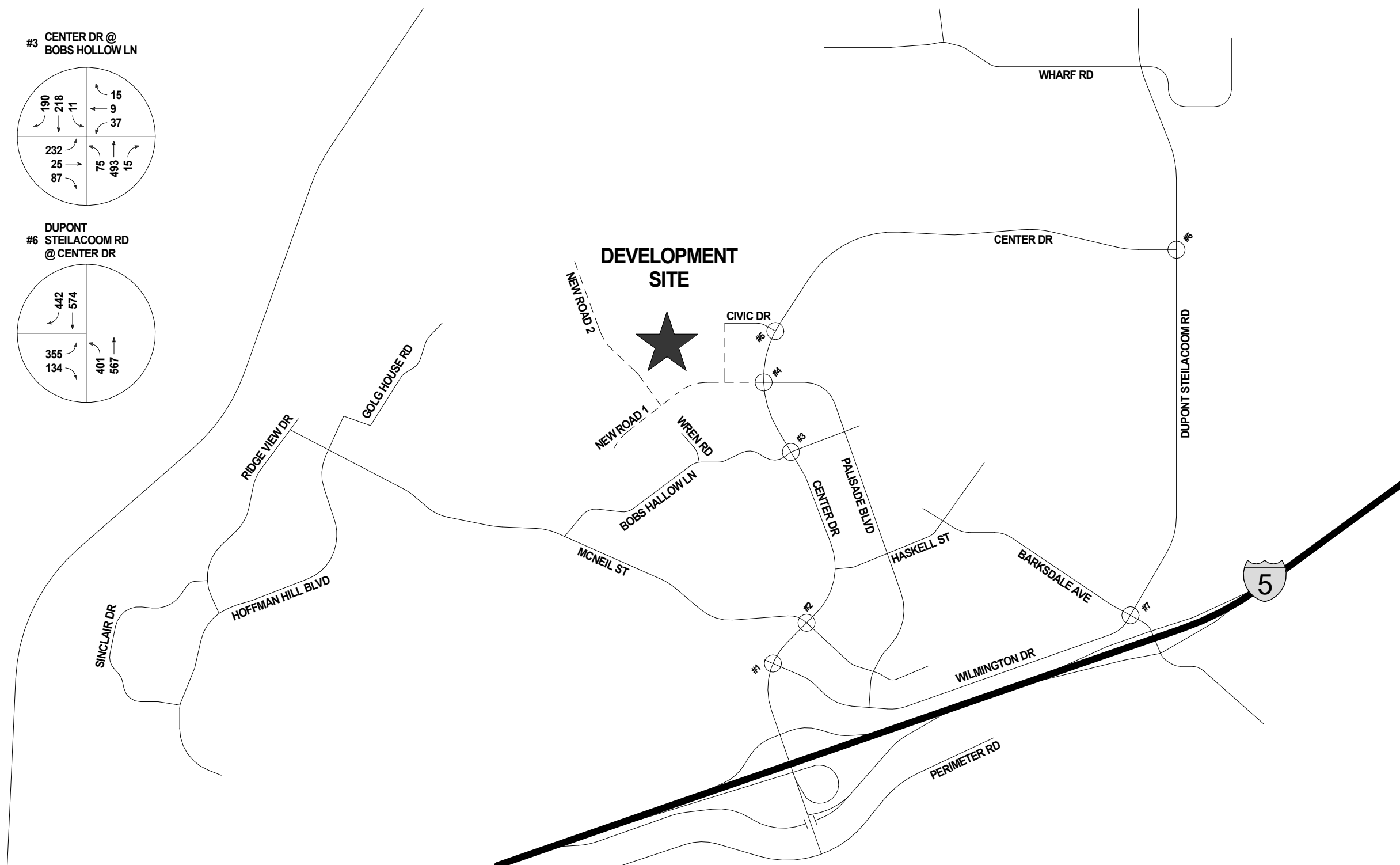
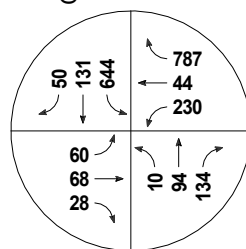
#5 CENTER DR @ CIVIC DR



#6 DUPONT STEILACOOM RD @ CENTER DR



#7 DUPONT STEILACOOM RD @ BARKSDALE AVE



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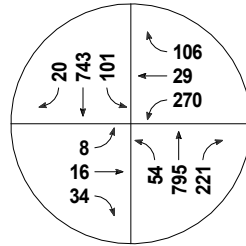
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PEAK-HOUR
TURNING MOVEMENT VOLUME

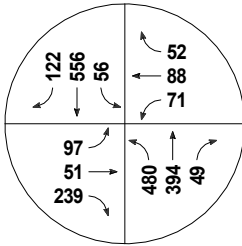
FIGURE 8
2026 BASELINE
TURNING MOVEMENTS
AM PEAK-HOUR

CITY OF DUPONT

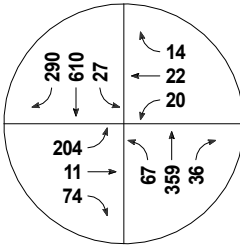
#1 CENTER DR @ WILMINGTON DR



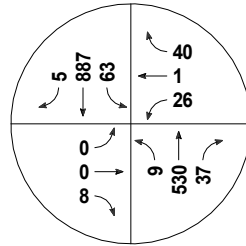
#2 CENTER DR @ MCNEIL ST



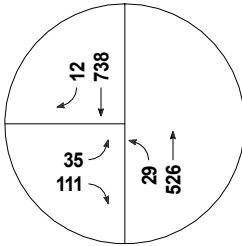
#3 CENTER DR @ BOBS HOLLOW LN



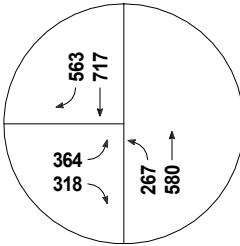
#4 CENTER DR @ PALISADE BLVD



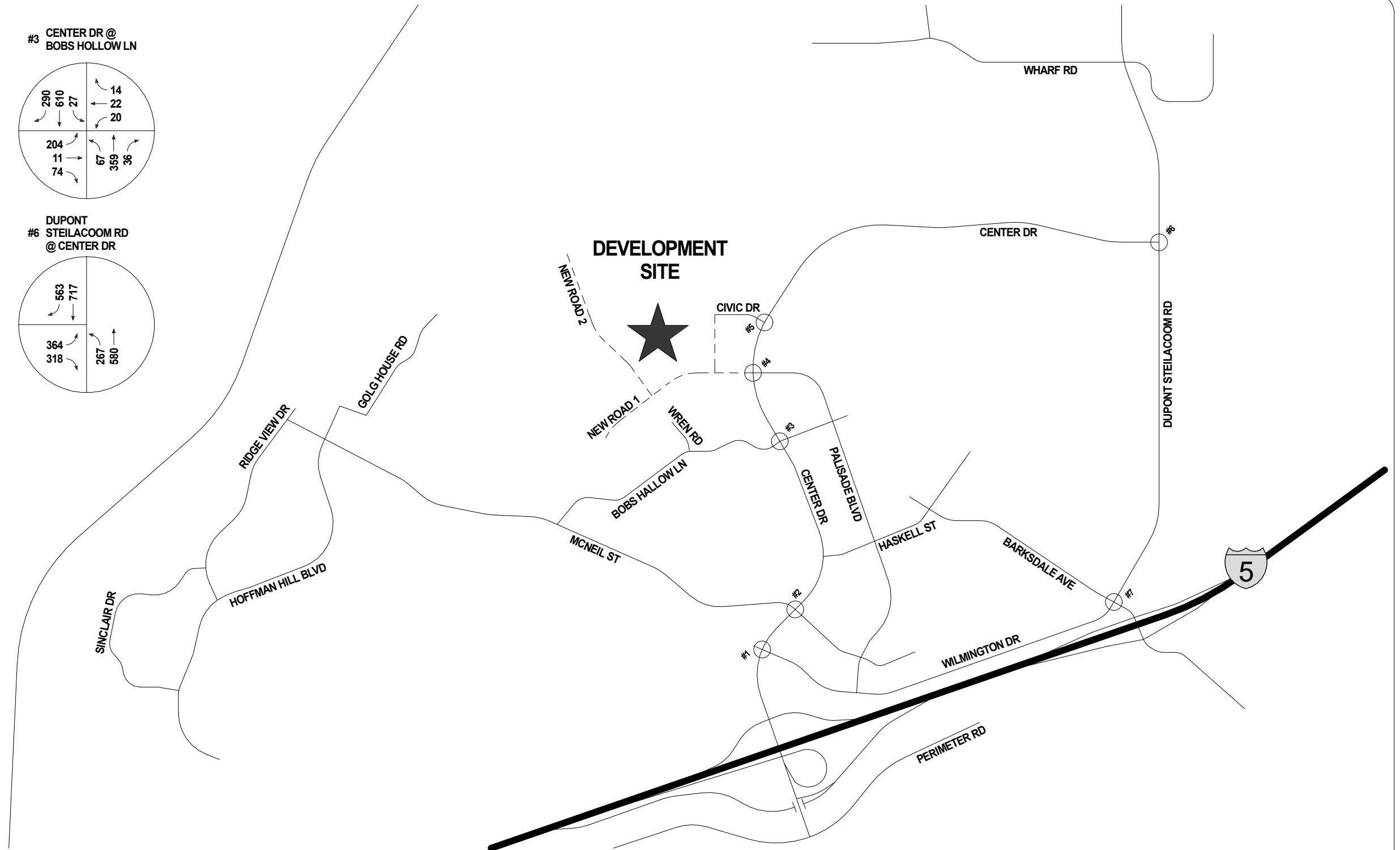
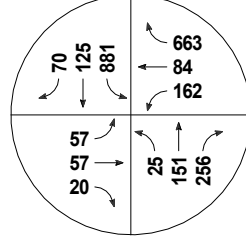
#5 CENTER DR @ CIVIC DR



#6 DUPONT STEILACOOM RD @ CENTER DR



#7 DUPONT STEILACOOM RD @ BARKSDALE AVE



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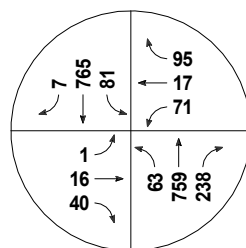
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PEAK-HOUR
TURNING MOVEMENT VOLUME

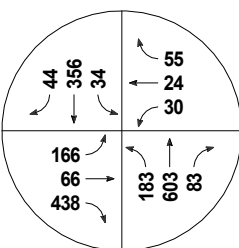
CITY OF DUPONT

FIGURE 9
2026 BASELINE
TURNING MOVEMENTS
PM PEAK-HOUR

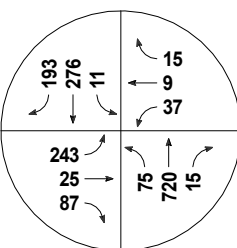
#1 CENTER DR @ WILMINGTON DR



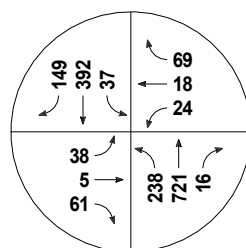
#2 CENTER DR @ MCNEIL ST



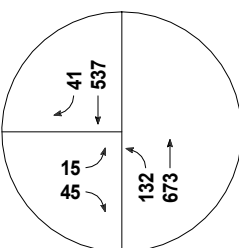
#3 CENTER DR @ BOBS HOLLOW LN



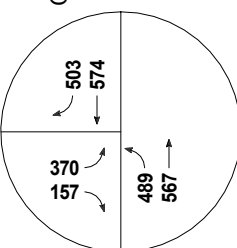
#4 CENTER DR @ PALISADE BLVD



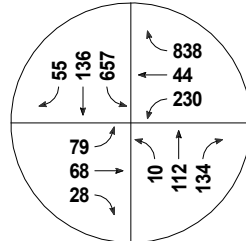
#5 CENTER DR @ CIVIC DR



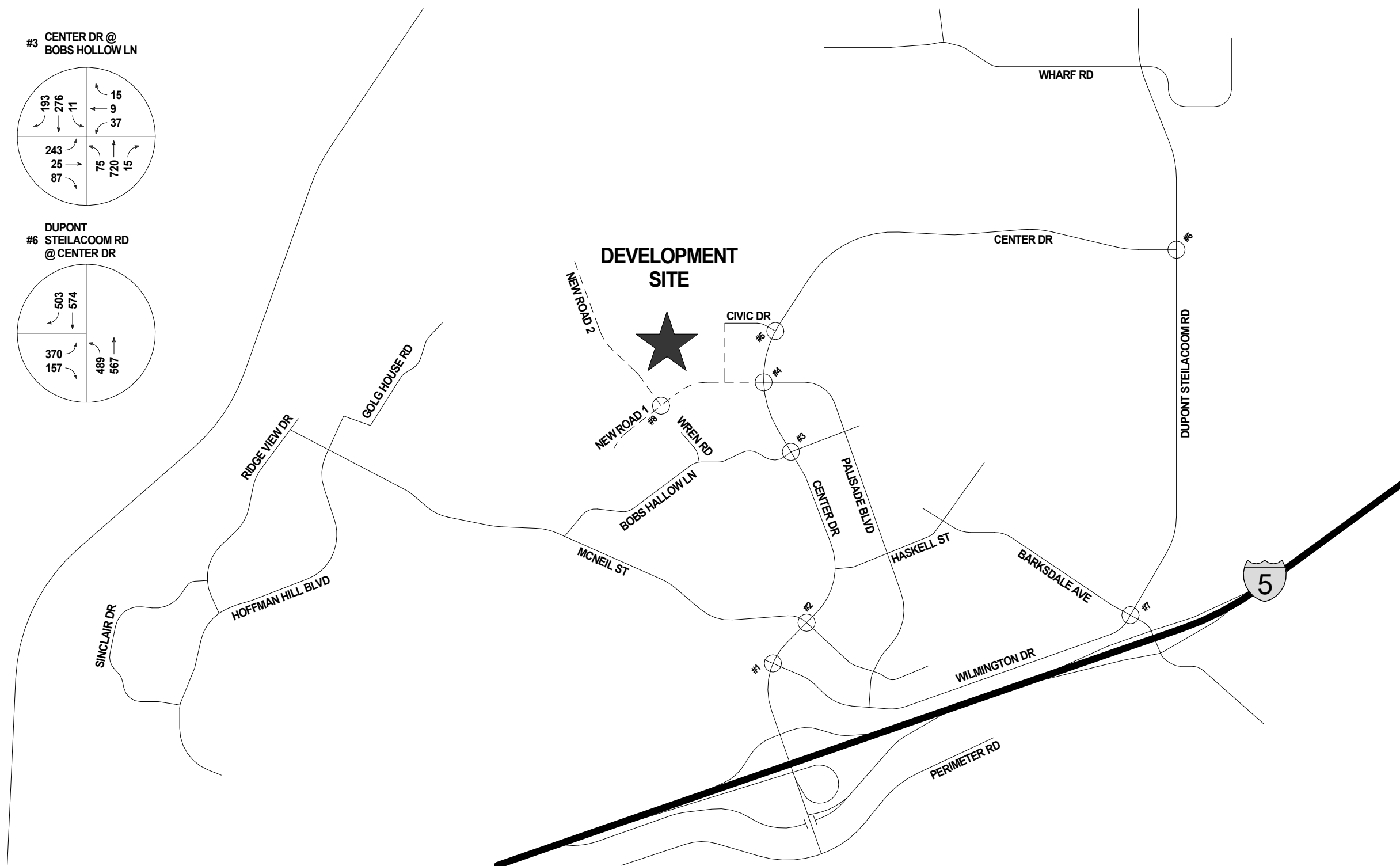
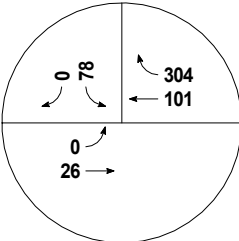
#6 DUPONT STEILACOOM RD @ CENTER DR



#7 DUPONT STEILACOOM RD @ BARKSDALE AVE



#8 NEW ROAD 2 @ NEW ROAD 1



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #20-199

FOUNDER'S RIDGE
(800,000 SF)

LEGEND

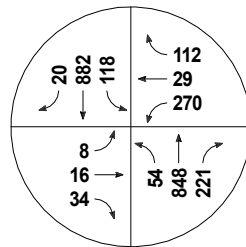
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PEAK-HOUR
TURNING MOVEMENT VOLUME

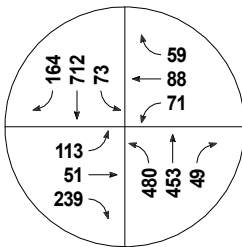
CITY OF DUPONT

FIGURE 10
2026 FUTURE
WITH DEVELOPMENT
TURNING MOVEMENTS
AM PEAK-HOUR

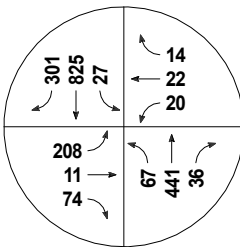
#1 CENTER DR @ WILMINGTON DR



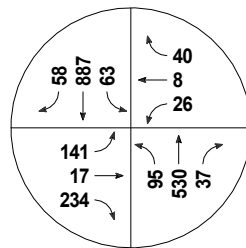
#2 CENTER DR @ MCNEIL ST



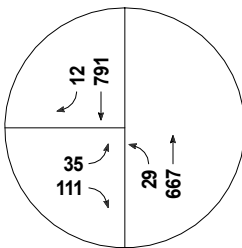
#3 CENTER DR @ BOBS HOLLOW LN



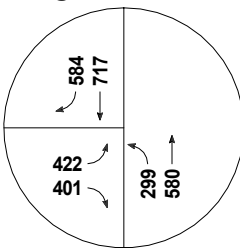
#4 CENTER DR @ PALISADE BLVD



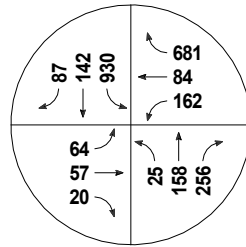
#5 CENTER DR @ CIVIC DR



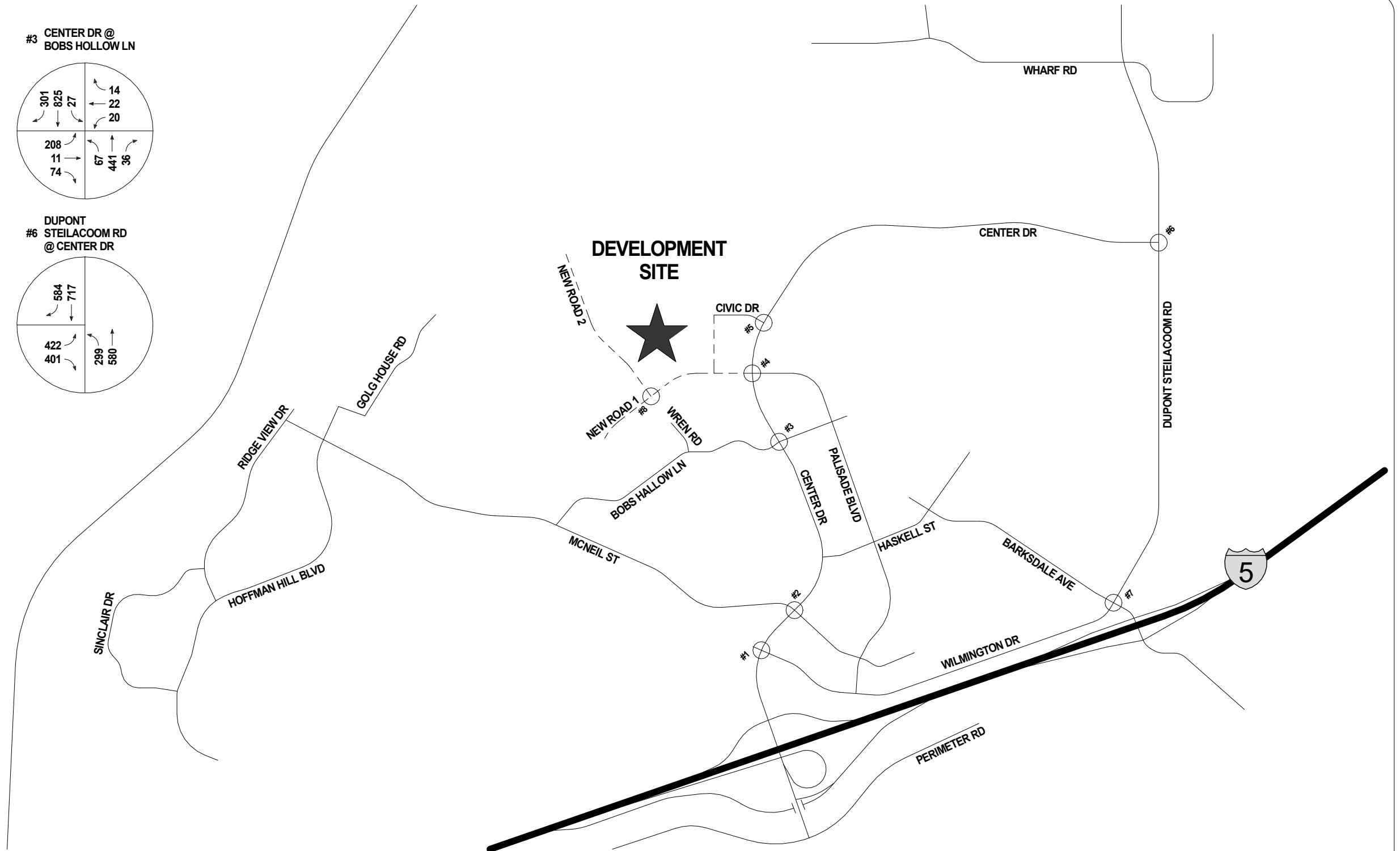
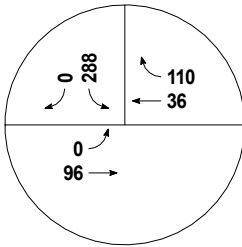
#6 DUPONT STEILACOOM RD @ CENTER DR



#7 DUPONT STEILACOOM RD @ BARKSDALE AVE



#8 NEW ROAD 2 @ NEW ROAD 1



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #20-199

FOUNDER'S RIDGE
(800,000 SF)

LEGEND

XXX →

PEAK-HOUR
TURNING MOVEMENT VOLUME

CITY OF DUPONT

FIGURE 11
2026 FUTURE
WITH DEVELOPMENT
TURNING MOVEMENTS
PM PEAK-HOUR

7. INTERSECTION IMPACTS

7.1 Level of Service

The intersection peak-hour factors and heavy vehicle factors were utilized from the TCC turning movement counts. The heavy vehicle factors were increased for movements with an increase in heavy vehicles during the baseline and future with development conditions; specifically the eastbound right-turn and northbound left-turn at Center Drive/DuPont Steilacoom Road and the westbound right-turn and southbound left-turn at DuPont Steilacoom Road/Barksdale Avenue. The cycle lengths utilized were 90 seconds as typical ranges for cycle lengths are from 60-120 seconds with a minimum of 5 seconds for a phase. All the intersections operate at an acceptable level of service with the development. The level of service results are summarized in Table 5.

Table 5: Level of Service Summary

Intersection	Time Period	Existing Conditions		2026 Baseline Conditions		2026 Future with Development Conditions	
		LOS	Delay	LOS	Delay	LOS	Delay
1. Center Drive at Wilmington Drive	AM	A	6.5 sec	A	8.6 sec	A	9.2 sec
	PM	B	13.9 sec	B	17.7 sec	B	18.3 sec
2. Center Drive at McNeil Street	AM	B	15.1 sec	C	20.5 sec	C	22.1 sec
	PM	C	21.1 sec	C	27.7 sec	C	31.0 sec
3. Center Drive at Bobs Hollow Lane	AM	B	16.8 sec	B	19.8 sec	C	21.1 sec
	PM	B	12.2 sec	B	17.3 sec	B	19.5 sec
4. Center Drive at Palisade Boulevard	AM	A	3.9 sec	A	6.4 sec	B	17.4 sec
	PM	A	4.8 sec	A	6.6 sec	C	20.7 sec
5. Center Drive at Civic Drive	AM	A	1.3 sec	A	3.4 sec	A	3.6 sec
	PM	A	1.9 sec	A	4.7 sec	A	4.6 sec
6. Center Drive at DuPont Steilacoom Rd	AM	B	19.0 sec	D	39.1 sec	D	52.8 sec
	PM	B	15.3 sec	C	34.8 sec	D	50.0 sec
7. DuPont Steilacoom Rd at Barksdale Avenue	AM	C	20.9 sec	C	27.1 sec	C	32.9 sec
	PM	C	20.9 sec	C	28.7 sec	D	36.0 sec
8. New Road 1 at New Road 2	AM	---	---	---	---	A	9.8 sec
	PM	---	---	---	---	B	11.9 sec

The lane configuration for the intersection of Center Drive at Palisade Boulevard includes an eastbound left-turn pocket with 250 feet of storage, an eastbound through and eastbound right-turn. The channelization for the other approaches does not change with the development. The intersection was also analyzed with the heavy vehicle percentage for the southbound left-turn and eastbound left-turn being 26%.

From the Center Drive at Palisade Blvd intersection west to the New Road 1/New Road 2 loop intersection 4-lane section would support the anticipated ADT (3,309 trips) along the roadway. From the intersection of the New Road 1/New Road 2 loop to the north driveways of Building 1, Building 2, and Building 3 there should be a 3-lane section per City of Dupont DWG No. 2.4-2.3 (Commercial Access Street Business and Technology Park) this same cross section should be used west of the New Road 1/New Road 2 and Building 2 driveway. To the north of the Building 3 access a 2-lane section DWG No. 2.4-2.5 (Industrial Access Streets Major) would support the anticipated ADT along the roadway. The anticipated capacity for a 2-lane section is 8,900 ADT while a 3-lane section of roadway can support 15,000 ADT and a 4-lane section can support 15,000-20,000 ADT.

The lane configuration for the intersection of New Road 1 at New Road 2 includes separate lanes (left-turn, right-turn and through lanes) for all the movements with the southbound left-turn having 200 feet of storage and the southbound approach is stop controlled.

7.2 Queuing Analysis

The City of DuPont has requested a queuing analysis for the northbound left-turn (NBLT) on Center Drive at Palisade Boulevard and for the NBLT on DuPont Steilacoom Road at Center Drive. Using the 2026 future with development signal analysis conducted for the level of service the queuing results are shown in Table 6.

Table 6: Queuing Summary

Intersection	Movement	50 th Percentile		95 th Percentile	
		Time	Length	LOS	Delay
4. Center Drive at Palisade Boulevard	NBLT	AM	92 ft	AM	191 ft
		PM	46 ft	PM	102 ft
6. Center Drive at DuPont Steilacoom Rd	NBLT	AM	375 ft	AM	571 ft
		PM	250 ft	PM	414 ft

The NBLT storage for the intersection of Center Drive at Palisade Boulevard is 150 feet. The capacity for the lane is not exceeded by the volume and it is anticipated the queuing would exceed the storage only 5% of the time. Changing the signal phasing to protected/permitted would reduce the 95th percentile queue below 100 feet.

The NBLT storage for the intersection of Center Drive at DuPont Steilacoom Road is 145 feet; however, after the storage there is a two-way left-turn lane that extends for the length of the roadway to Pendleton Avenue. This allows for the queuing of vehicles without blocking any accesses. In addition, the intersection of Center Drive at DuPont Steilacoom Road is on the City's 6-Year Transportation Improvement Program with the anticipated completion before the Founder's Ridge development is completed. DuPont Steilacoom road will also be expanded from 1 lane in each direction to 2 lanes from Wharf Road to Pendleton Avenue. Providing dual northbound left-turn lanes will reduce the queuing to below 200 feet and remove any volume exceeds capacity conditions.

8. CONCLUSIONS

The Founder's Ridge development is proposed to consist of 800,000 SF of industrial uses (640,000 SF of manufacturing and 160,000 SF of general light industrial). The site will generate 3,309 average daily trips and 509 AM peak-hour trips and 530 PM peak-hour trips. Of these trips it is anticipated that there would be 315 daily truck trips with 49 in the AM peak-hour and 51 in the PM peak-hour associated with the development.

None of the study intersections will have a deficient level of service or have any collision history to warrant mitigation. The queuing analysis shows there will be a minimal impact by the northbound left-turn at the intersection of Center Drive at Palisade Blvd. As a possible mitigation would be to change the signal phasing for the northbound left-turn to protected/permitted. The queuing at Center Drive at DuPont Steilacoom Road will be mitigated by the upcoming City of DuPont projects along Steilacoom Road.

The amount of cut/fill material for grading of the site is about equal so very little construction traffic would be truck traffic related to earth moving. It is anticipated that the number of construction truck trips for building the buildings would be less than the 315 daily truck trips anticipated with the development. Also, based on the number of trips and typical carpooling rates of 1.18 people per vehicle to/from work, there could be approximately 540 workers on the site before the construction traffic would generate more trips than the development. It is not anticipated that the construction traffic would generate more trips than the development at anytime during the construction of the site.

Trip Generation

Trip Generation for: Weekday
(a.k.a.): Average Weekday Daily Trips (AWDT)

		NET EXTERNAL TRIPS BY TYPE																					
		IN BOTH DIRECTIONS										DIRECTIONAL ASSIGNMENTS											
		Gross Trips			Internal Crossover			TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	Heavy Vehicle Trips				
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	% of Trips	In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In	Out	In	Out	% Truck	Total	In	Out	
Manufacturing	640 K SF	140	3.93	50%	50%	2515	0%	0.00	2515	0	0%	0.00	0	0%	2515	0	0	0.00	0.00	1257	252	126	126
General Light Industrial	160 K SF	110	4.96	50%	50%	794	0%	0.00	794	0	0%	0.00	0	0%	794	0	0	0.00	0.00	397	64	32	32
Total						3309		0.00	3309	0		0.00	0		3309	0	0	0.00	0.00	1654	315	158	157

Founder's Ridge
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AM Peak-Hour - Passenger Vehicle

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	2994	366	94	460.34
1%	29.94	3.66	0.94	4.60
2%	59.88	7.33	1.88	9.21
3%	89.82	10.99	2.82	13.81
4%	119.76	14.66	3.75	18.41
5%	149.70	18.32	4.69	23.02
6%	179.64	21.99	5.63	27.62
7%	209.58	25.65	6.57	32.22
8%	239.52	29.32	7.51	36.83
9%	269.46	32.98	8.45	41.43
10%	299.40	36.65	9.39	46.03
11%	329.34	40.31	10.32	50.64
12%	359.28	43.98	11.26	55.24
13%	389.22	47.64	12.20	59.84
14%	419.16	51.31	13.14	64.45
15%	449.10	54.97	14.08	69.05
16%	479.04	58.64	15.02	73.65
17%	508.98	62.30	15.96	78.26
18%	538.92	65.97	16.89	82.86
19%	568.86	69.63	17.83	87.46
20%	598.80	73.30	18.77	92.07
21%	628.74	76.96	19.71	96.67
22%	658.68	80.63	20.65	101.27
23%	688.62	84.29	21.59	105.88
24%	718.56	87.96	22.53	110.48
25%	748.50	91.62	23.47	115.09
26%	778.43	95.28	24.40	119.69
27%	808.37	98.95	25.34	124.29
28%	838.31	102.61	26.28	128.90
29%	868.25	106.28	27.22	133.50
30%	898.19	109.94	28.16	138.10
31%	928.13	113.61	29.10	142.71
32%	958.07	117.27	30.04	147.31
33%	988.01	120.94	30.97	151.91
34%	1017.95	124.60	31.91	156.52
35%	1047.89	128.27	32.85	161.12
36%	1077.83	131.93	33.79	165.72
37%	1107.77	135.60	34.73	170.33
38%	1137.71	139.26	35.67	174.93
39%	1167.65	142.93	36.61	179.53
40%	1197.59	146.59	37.54	184.14
41%	1227.53	150.26	38.48	188.74
42%	1257.47	153.92	39.42	193.34
43%	1287.41	157.59	40.36	197.95
44%	1317.35	161.25	41.30	202.55
45%	1347.29	164.92	42.24	207.15
46%	1377.23	168.58	43.18	211.76
47%	1407.17	172.25	44.11	216.36
48%	1437.11	175.91	45.05	220.96
49%	1467.05	179.58	45.99	225.57
50%	1496.99	183.24	46.93	230.17
51%	1526.93	186.90	47.87	234.77
52%	1556.87	190.57	48.81	239.38
53%	1586.81	194.23	49.75	243.98
54%	1616.75	197.90	50.68	248.58
55%	1646.69	201.56	51.62	253.19
56%	1676.63	205.23	52.56	257.79
57%	1706.57	208.89	53.50	262.39
58%	1736.51	212.56	54.44	267.00
59%	1766.45	216.22	55.38	271.60
60%	1796.39	219.89	56.32	276.20
61%	1826.33	223.55	57.25	280.81
62%	1856.27	227.22	58.19	285.41
63%	1886.21	230.88	59.13	290.01
64%	1916.15	234.55	60.07	294.62
65%	1946.09	238.21	61.01	299.22
66%	1976.03	241.88	61.95	303.82
67%	2005.97	245.54	62.89	308.43
68%	2035.91	249.21	63.82	313.03
69%	2065.85	252.87	64.76	317.63
70%	2095.79	256.54	65.70	322.24
71%	2125.73	260.20	66.64	326.84
72%	2155.67	263.87	67.58	331.44
73%	2185.61	267.53	68.52	336.05
74%	2215.55	271.20	69.46	340.65
75%	2245.49	274.86	70.40	345.26
76%	2275.42	278.52	71.33	349.86
77%	2305.36	282.19	72.27	354.46
78%	2335.30	285.85	73.21	359.07
79%	2365.24	289.52	74.15	363.67
80%	2395.18	293.18	75.09	368.27
81%	2425.12	296.85	76.03	372.88
82%	2455.06	300.51	76.97	377.48
83%	2485.00	304.18	77.90	382.08
84%	2514.94	307.84	78.84	386.69
85%	2544.88	311.51	79.78	391.29
86%	2574.82	315.17	80.72	395.89
87%	2604.76	318.84	81.66	400.50
88%	2634.70	322.50	82.60	405.10
89%	2664.64	326.17	83.54	409.70
90%	2694.58	329.83	84.47	414.31
91%	2724.52	333.50	85.41	418.91
92%	2754.46	337.16	86.35	423.51
93%	2784.40	340.83	87.29	428.12
94%	2814.34	344.49	88.23	432.72
95%	2844.28	348.16	89.17	437.32
96%	2874.22	351.82	90.11	441.93
97%	2904.16	355.49	91.04	446.53
98%	2934.10	359.15	91.98	451.13
99%	2964.04	362.82	92.92	455.74
100%	2993.98	366.48	93.86	460.34

Founder's Ridge
GTC #20-199

AM Peak-Hour - Heavy Vehicle

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	315	39	10	48.66
1%	3.15	0.39	0.10	0.49
2%	6.30	0.77	0.20	0.97
3%	9.45	1.16	0.30	1.46
4%	12.60	1.54	0.41	1.95
5%	15.75	1.93	0.51	2.43
6%	18.90	2.31	0.61	2.92
7%	22.05	2.70	0.71	3.41
8%	25.20	3.08	0.81	3.89
9%	28.35	3.47	0.91	4.38
10%	31.50	3.85	1.01	4.87
11%	34.65	4.24	1.12	5.35
12%	37.80	4.62	1.22	5.84
13%	40.95	5.01	1.32	6.33
14%	44.10	5.39	1.42	6.81
15%	47.25	5.78	1.52	7.30
16%	50.40	6.16	1.62	7.79
17%	53.55	6.55	1.72	8.27
18%	56.70	6.93	1.83	8.76
19%	59.85	7.32	1.93	9.25
20%	63.00	7.70	2.03	9.73
21%	66.15	8.09	2.13	10.22
22%	69.30	8.47	2.23	10.71
23%	72.45	8.86	2.33	11.19
24%	75.60	9.24	2.43	11.68
25%	78.76	9.63	2.54	12.17
26%	81.91	10.02	2.64	12.65
27%	85.06	10.40	2.74	13.14
28%	88.21	10.79	2.84	13.62
29%	91.36	11.17	2.94	14.11
30%	94.51	11.56	3.04	14.60
31%	97.66	11.94	3.14	15.08
32%	100.81	12.33	3.24	15.57
33%	103.96	12.71	3.35	16.06
34%	107.11	13.10	3.45	16.54
35%	110.26	13.48	3.55	17.03
36%	113.41	13.87	3.65	17.52
37%	116.56	14.25	3.75	18.00
38%	119.71	14.64	3.85	18.49
39%	122.86	15.02	3.95	18.98
40%	126.01	15.41	4.06	19.46
41%	129.16	15.79	4.16	19.95
42%	132.31	16.18	4.26	20.44
43%	135.46	16.56	4.36	20.92
44%	138.61	16.95	4.46	21.41
45%	141.76	17.33	4.56	21.90
46%	144.91	17.72	4.66	22.38
47%	148.06	18.10	4.77	22.87
48%	151.21	18.49	4.87	23.36
49%	154.36	18.87	4.97	23.84
50%	157.51	19.26	5.07	24.33
51%	160.66	19.65	5.17	24.82
52%	163.81	20.03	5.27	25.30
53%	166.96	20.42	5.37	25.79
54%	170.11	20.80	5.48	26.28
55%	173.26	21.19	5.58	26.76
56%	176.41	21.57	5.68	27.25
57%	179.56	21.96	5.78	27.74
58%	182.71	22.34	5.88	28.22
59%	185.86	22.73	5.98	28.71
60%	189.01	23.11	6.08	29.20
61%	192.16	23.50	6.19	29.68
62%	195.31	23.88	6.29	30.17
63%	198.46	24.27	6.39	30.66
64%	201.61	24.65	6.49	31.14
65%	204.76	25.04	6.59	31.63
66%	207.91	25.42	6.69	32.12
67%	211.06	25.81	6.79	32.60
68%	214.21	26.19	6.90	33.09
69%	217.36	26.58	7.00	33.58
70%	220.51	26.96	7.10	34.06
71%	223.66	27.35	7.20	34.55
72%	226.81	27.73	7.30	35.04
73%	229.96	28.12	7.40	35.52
74%	233.11	28.50	7.50	36.01
75%	236.27	28.89	7.61	36.50
76%	239.42	29.28	7.71	36.98
77%	242.57	29.66	7.81	37.47
78%	245.72	30.05	7.91	37.95
79%	248.87	30.43	8.01	38.44
80%	252.02	30.82	8.11	38.93
81%	255.17	31.20	8.21	39.41
82%	258.32	31.59	8.31	39.90
83%	261.47	31.97	8.42	40.39
84%	264.62	32.36	8.52	40.87
85%	267.77	32.74	8.62	41.36
86%	270.92	33.13	8.72	41.85
87%	274.07	33.51	8.82	42.33
88%	277.22	33.90	8.92	42.82
89%	280.37	34.28	9.02	43.31
90%	283.52	34.67	9.13	43.79
91%	286.67	35.05	9.23	44.28
92%	289.82	35.44	9.33	44.77
93%	292.97	35.82	9.43	45.25
94%	296.12	36.21	9.53	45.74
95%	299.27	36.59	9.63	46.23
96%	302.42	36.98	9.73	46.71
97%	305.57	37.36	9.84	47.20
98%	308.72	37.75	9.94	47.69
99%	311.87	38.13	10.04	48.17
100%	315.02	38.52	10.14	48.66

Founder's Ridge
GTC #20-199

PM Peak-Hour - Passenger Vehicle

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	2994	132	347	479.02
1%	29.94	1.32	3.47	4.79
2%	59.88	2.63	6.95	9.58
3%	89.82	3.95	10.42	14.37
4%	119.76	5.27	13.89	19.16
5%	149.70	6.58	17.37	23.95
6%	179.64	7.90	20.84	28.74
7%	209.58	9.22	24.32	33.53
8%	239.52	10.53	27.79	38.32
9%	269.46	11.85	31.26	43.11
10%	299.40	13.17	34.74	47.90
11%	329.34	14.48	38.21	52.69
12%	359.28	15.80	41.68	57.48
13%	389.22	17.12	45.16	62.27
14%	419.16	18.43	48.63	67.06
15%	449.10	19.75	52.10	71.85
16%	479.04	21.07	55.58	76.64
17%	508.98	22.38	59.05	81.43
18%	538.92	23.70	62.52	86.22
19%	568.86	25.02	66.00	91.01
20%	598.80	26.33	69.47	95.80
21%	628.74	27.65	72.95	100.59
22%	658.68	28.97	76.42	105.38
23%	688.62	30.28	79.89	110.17
24%	718.56	31.60	83.37	114.96
25%	748.50	32.92	86.84	119.76
26%	778.43	34.23	90.31	124.55
27%	808.37	35.55	93.79	129.34
28%	838.31	36.86	97.26	134.13
29%	868.25	38.18	100.73	138.92
30%	898.19	39.50	104.21	143.71
31%	928.13	40.81	107.68	148.50
32%	958.07	42.13	111.16	153.29
33%	988.01	43.45	114.63	158.08
34%	1017.95	44.76	118.10	162.87
35%	1047.89	46.08	121.58	167.66
36%	1077.83	47.40	125.05	172.45
37%	1107.77	48.71	128.52	177.24
38%	1137.71	50.03	132.00	182.03
39%	1167.65	51.35	135.47	186.82
40%	1197.59	52.66	138.94	191.61
41%	1227.53	53.98	142.42	196.40
42%	1257.47	55.30	145.89	201.19
43%	1287.41	56.61	149.36	205.98
44%	1317.35	57.93	152.84	210.77
45%	1347.29	59.25	156.31	215.56
46%	1377.23	60.56	159.79	220.35
47%	1407.17	61.88	163.26	225.14
48%	1437.11	63.20	166.73	229.93
49%	1467.05	64.51	170.21	234.72
50%	1496.99	65.83	173.68	239.51
51%	1526.93	67.15	177.15	244.30
52%	1556.87	68.46	180.63	249.09
53%	1586.81	69.78	184.10	253.88
54%	1616.75	71.10	187.57	258.67
55%	1646.69	72.41	191.05	263.46
56%	1676.63	73.73	194.52	268.25
57%	1706.57	75.05	198.00	273.04
58%	1736.51	76.36	201.47	277.83
59%	1766.45	77.68	204.94	282.62
60%	1796.39	79.00	208.42	287.41
61%	1826.33	80.31	211.89	292.20
62%	1856.27	81.63	215.36	296.99
63%	1886.21	82.95	218.84	301.78
64%	1916.15	84.26	222.31	306.57
65%	1946.09	85.58	225.78	311.36
66%	1976.03	86.90	229.26	316.15
67%	2005.97	88.21	232.73	320.94
68%	2035.91	89.53	236.20	325.73
69%	2065.85	90.85	239.68	330.52
70%	2095.79	92.16	243.15	335.31
71%	2125.73	93.48	246.63	340.10
72%	2155.67	94.80	250.10	344.89
73%	2185.61	96.11	253.57	349.68
74%	2215.55	97.43	257.05	354.47
75%	2245.49	98.75	260.52	359.27
76%	2275.42	100.06	263.99	364.06
77%	2305.36	101.38	267.47	368.85
78%	2335.30	102.69	270.94	373.64
79%	2365.24	104.01	274.41	378.43
80%	2395.18	105.33	277.89	383.22
81%	2425.12	106.64	281.36	388.01
82%	2455.06	107.96	284.84	392.80
83%	2485.00	109.28	288.31	397.59
84%	2514.94	110.59	291.78	402.38
85%	2544.88	111.91	295.26	407.17
86%	2574.82	113.23	298.73	411.96
87%	2604.76	114.54	302.20	416.75
88%	2634.70	115.86	305.68	421.54
89%	2664.64	117.18	309.15	426.33
90%	2694.58	118.49	312.62	431.12
91%	2724.52	119.81	316.10	435.91
92%	2754.46	121.13	319.57	440.70
93%	2784.40	122.44	323.04	445.49
94%	2814.34	123.76	326.52	450.28
95%	2844.28	125.08	329.99	455.07
96%	2874.22	126.39	333.47	459.86
97%	2904.16	127.71	336.94	464.65
98%	2934.10	129.03	340.41	469.44
99%	2964.04	130.34	343.89	474.23
100%	2993.98	131.66	347.36	479.02

Founder's Ridge
GTC #20-199

PM Peak-Hour - Heavy Vehicle

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	315	14	37	50.98
1%	3.15	0.14	0.37	0.51
2%	6.30	0.29	0.73	1.02
3%	9.45	0.43	1.10	1.53
4%	12.60	0.57	1.47	2.04
5%	15.75	0.72	1.83	2.55
6%	18.90	0.86	2.20	3.06
7%	22.05	1.00	2.56	3.57
8%	25.20	1.15	2.93	4.08
9%	28.35	1.29	3.30	4.59
10%	31.50	1.43	3.66	5.10
11%	34.65	1.58	4.03	5.61
12%	37.80	1.72	4.40	6.12
13%	40.95	1.86	4.76	6.63
14%	44.10	2.01	5.13	7.14
15%	47.25	2.15	5.50	7.65
16%	50.40	2.29	5.86	8.16
17%	53.55	2.44	6.23	8.67
18%	56.70	2.58	6.60	9.18
19%	59.85	2.72	6.96	9.69
20%	63.00	2.87	7.33	10.20
21%	66.15	3.01	7.69	10.71
22%	69.30	3.15	8.06	11.22
23%	72.45	3.30	8.43	11.73
24%	75.60	3.44	8.79	12.24
25%	78.76	3.59	9.16	12.75
26%	81.91	3.73	9.53	13.25
27%	85.06	3.87	9.89	13.76
28%	88.21	4.02	10.26	14.27
29%	91.36	4.16	10.63	14.78
30%	94.51	4.30	10.99	15.29
31%	97.66	4.45	11.36	15.80
32%	100.81	4.59	11.72	16.31
33%	103.96	4.73	12.09	16.82
34%	107.11	4.88	12.46	17.33
35%	110.26	5.02	12.82	17.84
36%	113.41	5.16	13.19	18.35
37%	116.56	5.31	13.56	18.86
38%	119.71	5.45	13.92	19.37
39%	122.86	5.59	14.29	19.88
40%	126.01	5.74	14.66	20.39
41%	129.16	5.88	15.02	20.90
42%	132.31	6.02	15.39	21.41
43%	135.46	6.17	15.76	21.92
44%	138.61	6.31	16.12	22.43
45%	141.76	6.45	16.49	22.94
46%	144.91	6.60	16.85	23.45
47%	148.06	6.74	17.22	23.96
48%	151.21	6.88	17.59	24.47
49%	154.36	7.03	17.95	24.98
50%	157.51	7.17	18.32	25.49
51%	160.66	7.31	18.69	26.00
52%	163.81	7.46	19.05	26.51
53%	166.96	7.60	19.42	27.02
54%	170.11	7.74	19.79	27.53
55%	173.26	7.89	20.15	28.04
56%	176.41	8.03	20.52	28.55
57%	179.56	8.17	20.88	29.06
58%	182.71	8.32	21.25	29.57
59%	185.86	8.46	21.62	30.08
60%	189.01	8.60	21.98	30.59
61%	192.16	8.75	22.35	31.10
62%	195.31	8.89	22.72	31.61
63%	198.46	9.03	23.08	32.12
64%	201.61	9.18	23.45	32.63
65%	204.76	9.32	23.82	33.14
66%	207.91	9.46	24.18	33.65
67%	211.06	9.61	24.55	34.16
68%	214.21	9.75	24.92	34.67
69%	217.36	9.89	25.28	35.18
70%	220.51	10.04	25.65	35.69
71%	223.66	10.18	26.01	36.20
72%	226.81	10.32	26.38	36.71
73%	229.96	10.47	26.75	37.22
74%	233.11	10.61	27.11	37.73
75%	236.27	10.76	27.48	38.24
76%	239.42	10.90	27.85	38.74
77%	242.57	11.04	28.21	39.25
78%	245.72	11.19	28.58	39.76
79%	248.87	11.33	28.95	40.27
80%	252.02	11.47	29.31	40.78
81%	255.17	11.62	29.68	41.29
82%	258.32	11.76	30.04	41.80
83%	261.47	11.90	30.41	42.31
84%	264.62	12.05	30.78	42.82
85%	267.77	12.19	31.14	43.33
86%	270.92	12.33	31.51	43.84
87%	274.07	12.48	31.88	44.35
88%	277.22	12.62	32.24	44.86
89%	280.37	12.76	32.61	45.37
90%	283.52	12.91	32.98	45.88
91%	286.67	13.05	33.34	46.39
92%	289.82	13.19	33.71	46.90
93%	292.97	13.34	34.08	47.41
94%	296.12	13.48	34.44	47.92
95%	299.27	13.62	34.81	48.43
96%	302.42	13.77	35.17	48.94
97%	305.57	13.91	35.54	49.45
98%	308.72	14.05	35.91	49.96
99%	311.87	14.20	36.27	50.47
100%	315.02	14.34	36.64	50.98

cle are, on average, 42 percent of the total person trips generated by the site. The observed values range between 21 and 65 percent. The calculated standard deviation for the values is 14 percent.

Truck Trip Generation

The supplement provides data plots that the analyst can use to directly estimate truck trip generation as a function of an independent variable. For the purposes of the supplement, a truck trip is defined as the movement of a commercial cargo transport vehicle (typically either a medium-duty or heavy-duty truck) that transports cargo across a site cordon line. Data plots are provided for 50 land uses, including the key industrial, retail, and services uses.

The supplement also provides a table from which the analyst can calculate truck trips from a total vehicle trip generation estimate for a development site. A sample set of weekday truck trip percentages for industrial uses is presented in the table below. The supplement also provides truck trip time-of-day distributions for 41 land uses. [itej](#)

Purchasing Information

For pricing and purchasing information for the supplement, visit <http://bit.ly/TripGenSupplement>.

Sample of Truck Trip Data Presented as a Percent of Total Vehicle Trips

Time Period	Weekday		
	Truck Trips as % of Total Vehicle Trips		
	Weighted Average	Range	Standard Deviation
110 General Light Industrial	8%	0 – 29%	8%
130 Industrial Park	15%	10 – 16%	3%
140 Manufacturing	10%	0 – 35%	10%
150 Warehousing	27%	0 – 65%	21%
154 High-Cube Transload and Short-Term Storage Warehouse	16%	3 – 52%	11%
157 High-Cube Cold Storage Warehouse	35%	32 – 39%	3%

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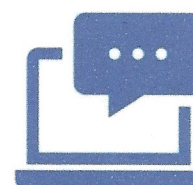
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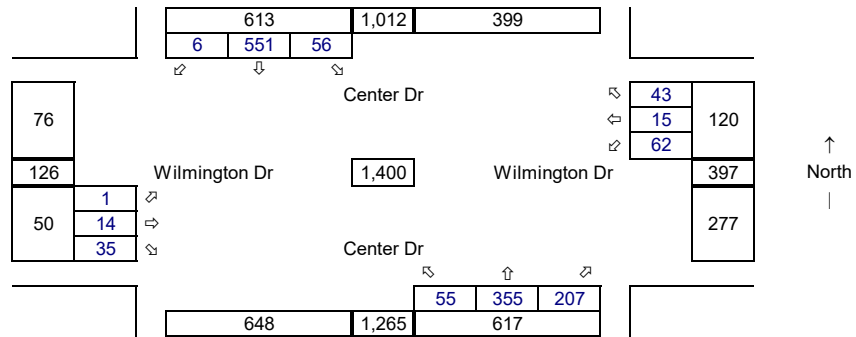
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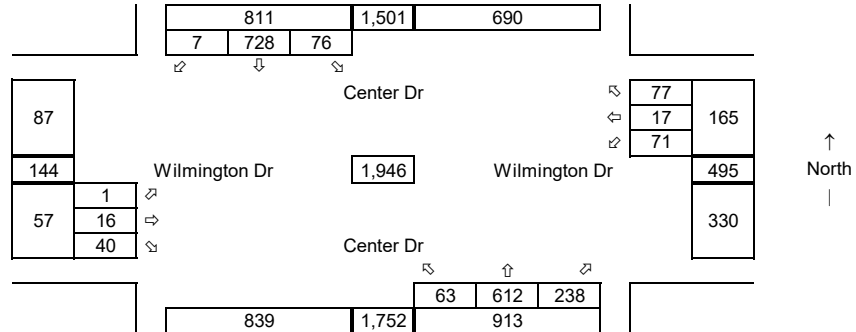
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Turning Movement Calculations AM

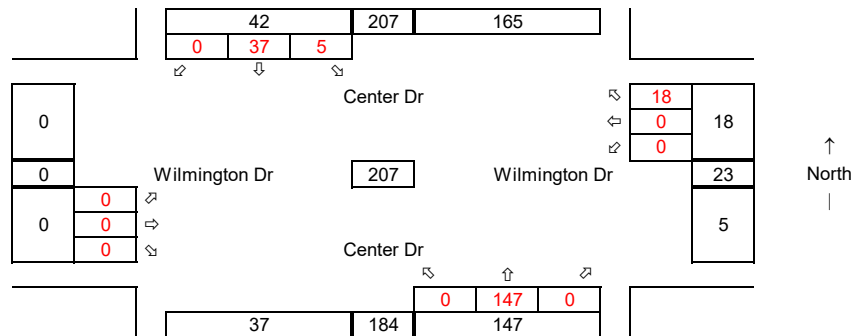
Data Source: City of Dupont



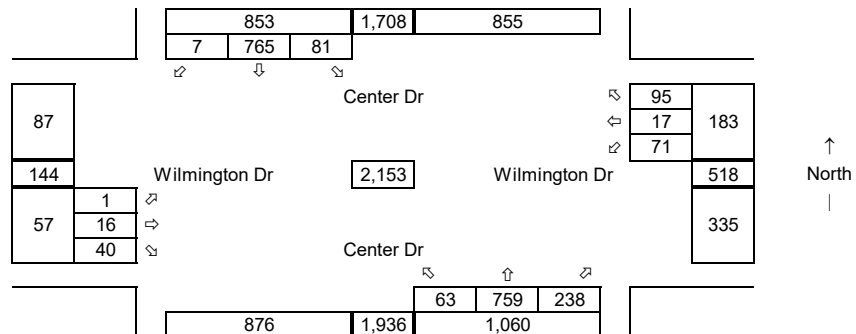
Total Growth = 1.1487



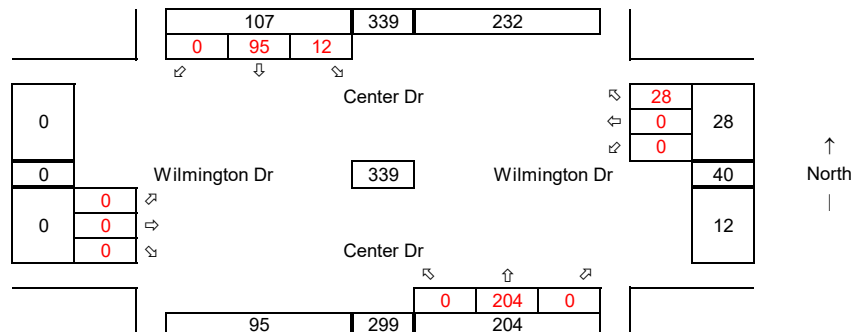
AM Peak Hour



AM Peak Hour



AM Peak Hour



Synchro ID: 2

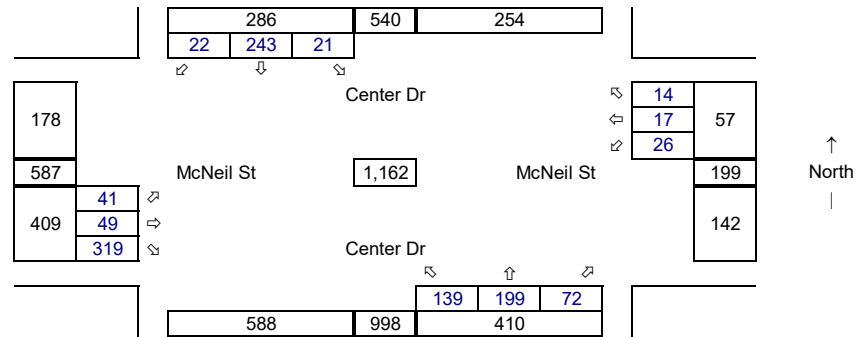
Existing

Average Weekday

AM Peak Hour

Year: 10/3/19

Data Source: City of Dupont

**Future without Project**

Average Weekday

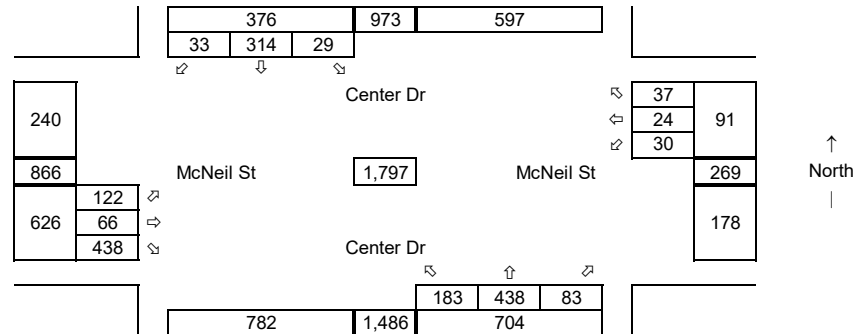
AM Peak Hour

Year: 2026

Growth Rate = 2.0%

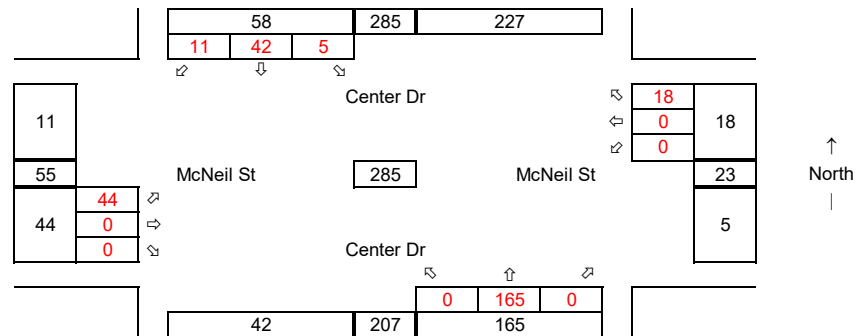
Years of Growth = 7

Total Growth = 1.1487

**Total Project Trips**

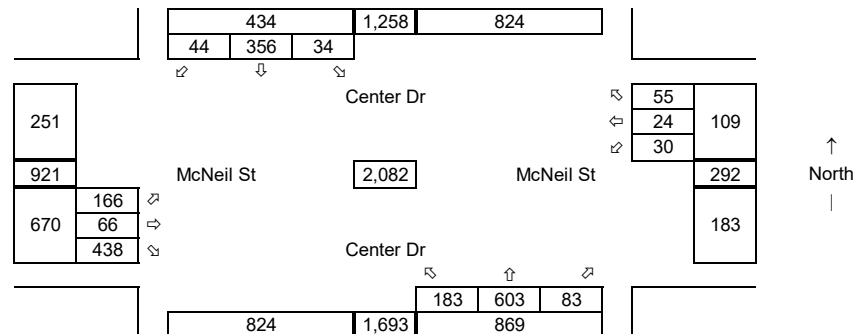
Average Weekday

AM Peak Hour

**Future with Project**

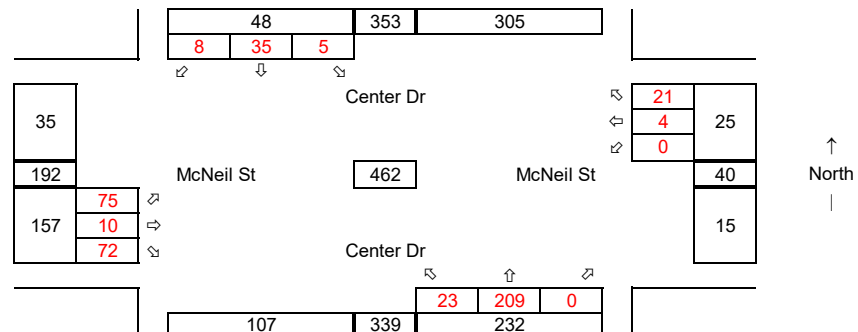
Average Weekday

AM Peak Hour

**Total Pipeline Project Trips**

Average Weekday

AM Peak Hour



Synchro ID: 3

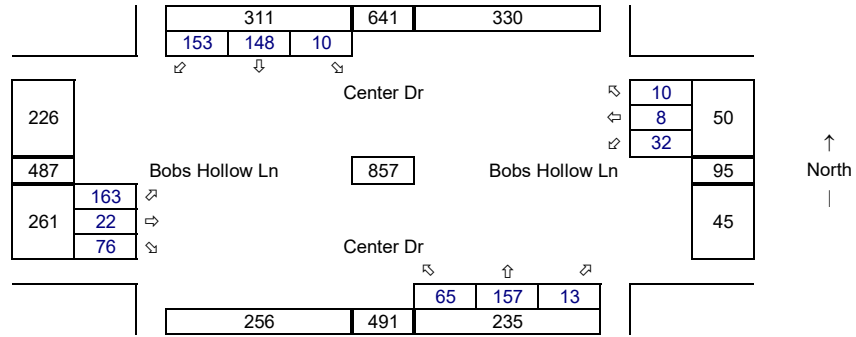
Existing

Average Weekday

AM Peak Hour

Year: 10/3/19

Data Source: City of Dupont

**Future without Project**

Average Weekday

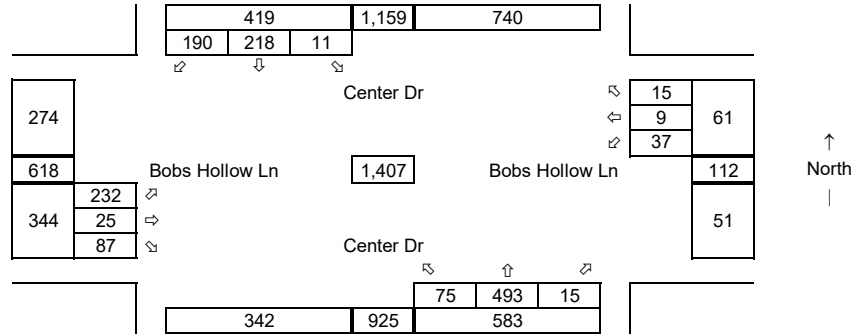
AM Peak Hour

Year: 2026

Growth Rate = 2.0%

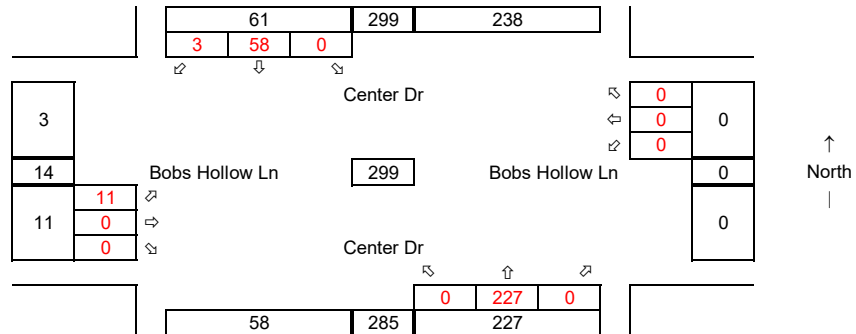
Years of Growth = 7

Total Growth = 1.1487

**Total Project Trips**

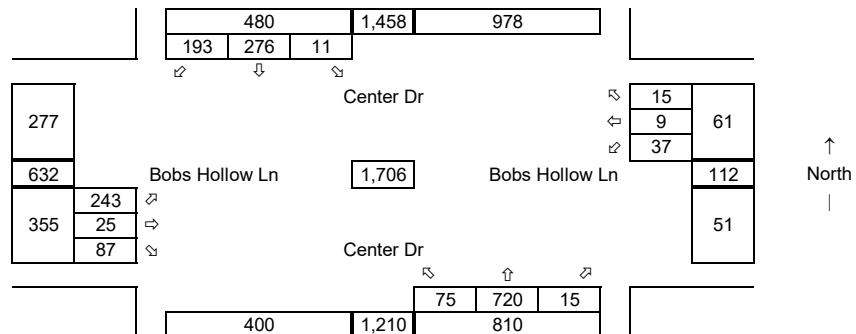
Average Weekday

AM Peak Hour

**Future with Project**

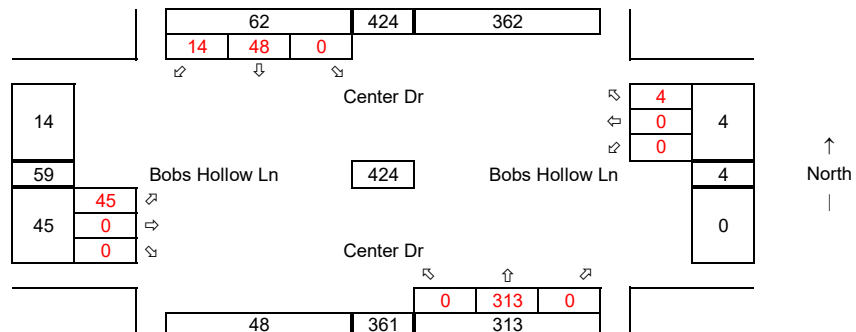
Average Weekday

AM Peak Hour

**Total Pipeline Project Trips**

Average Weekday

AM Peak Hour



Synchro ID: 4

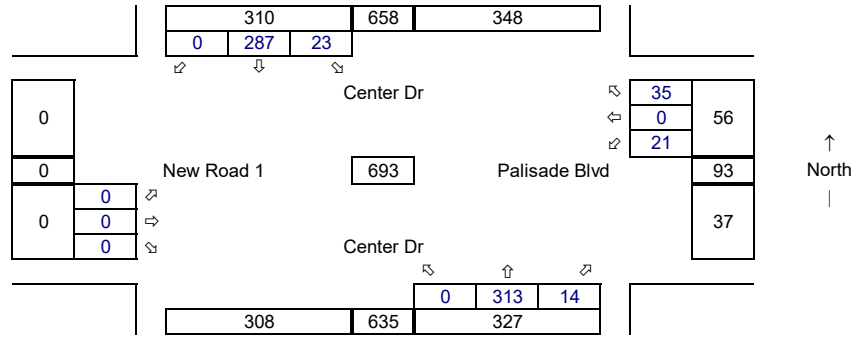
Existing

Average Weekday

AM Peak Hour

Year: 10/3/19

Data Source: City of Dupont

**Future without Project**

Average Weekday

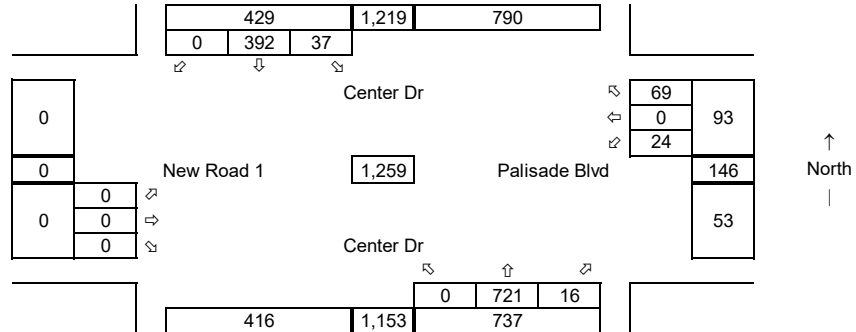
AM Peak Hour

Year: 2026

Growth Rate = 2.0%

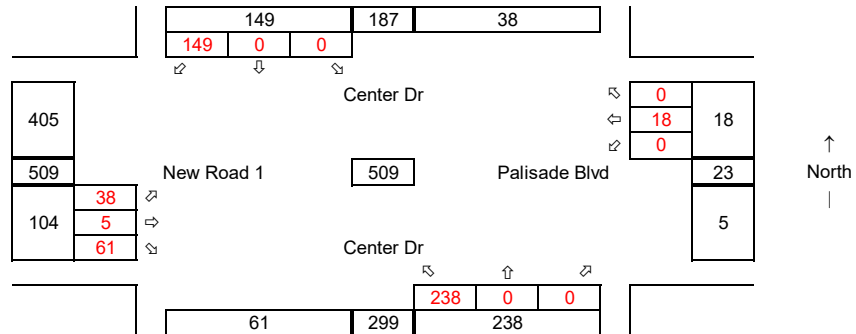
Years of Growth = 7

Total Growth = 1.1487

**Total Project Trips**

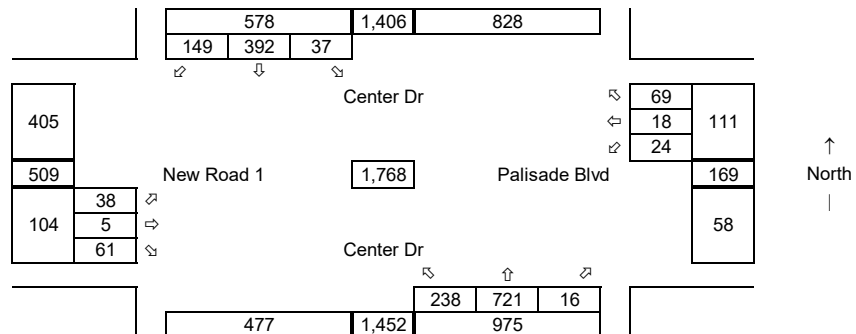
Average Weekday

AM Peak Hour

**Future with Project**

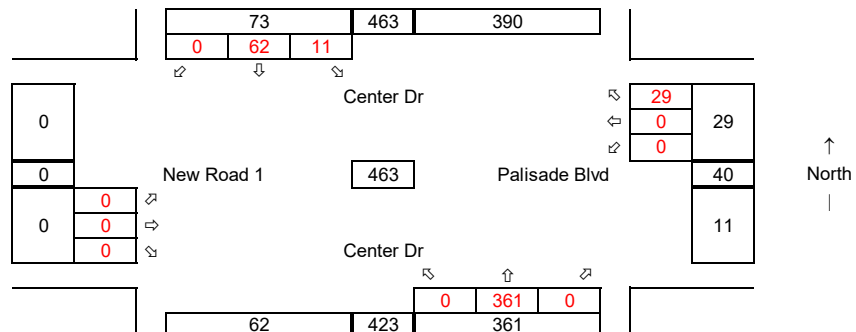
Average Weekday

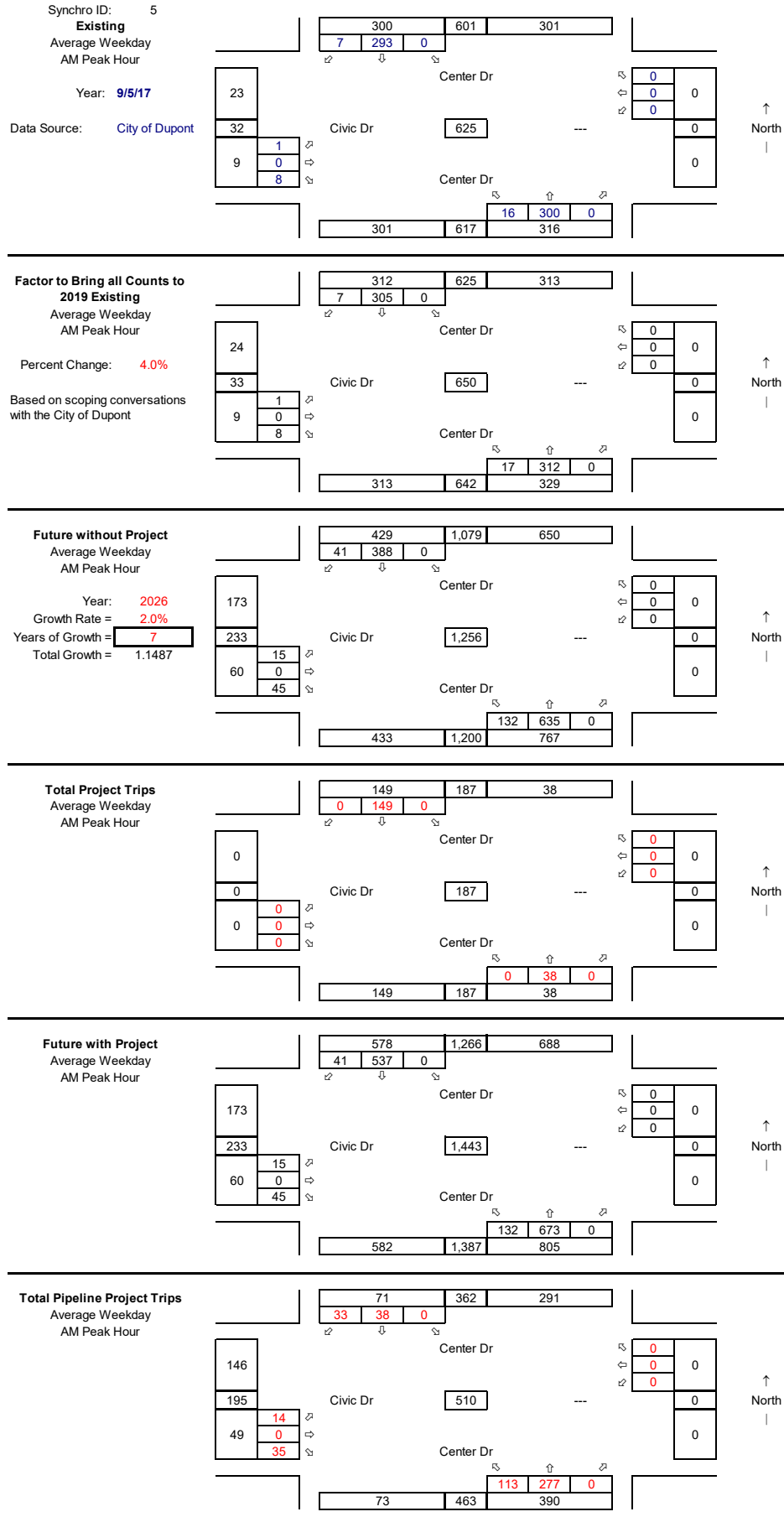
AM Peak Hour

**Total Pipeline Project Trips**

Average Weekday

AM Peak Hour



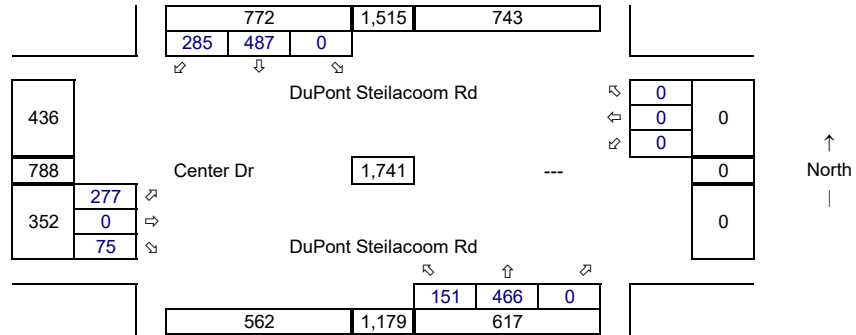


Synchro ID: 6

ExistingAverage Weekday
AM Peak Hour

Year: 10/3/19

Data Source: City of Dupont

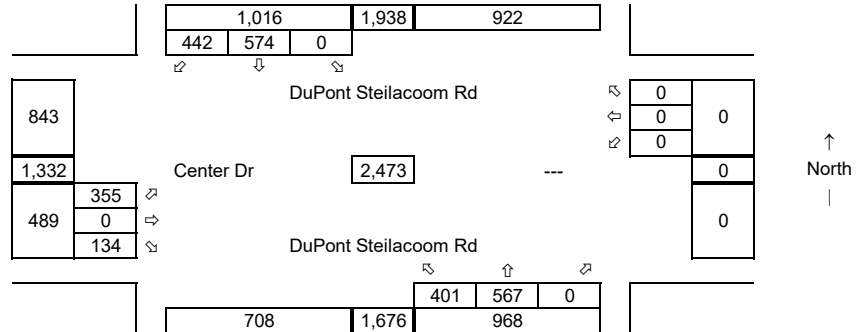
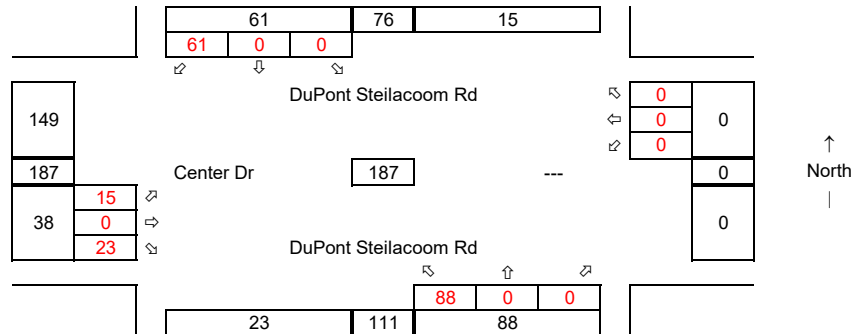
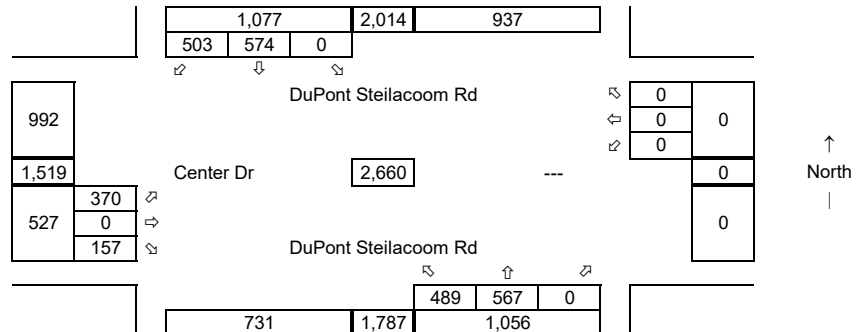
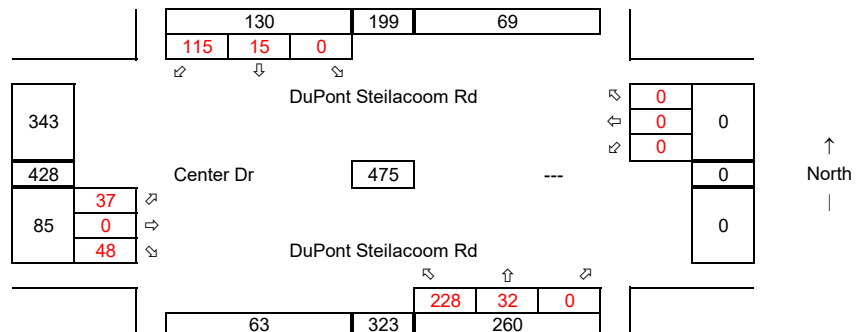
**Future without Project**Average Weekday
AM Peak Hour

Year: 2026

Growth Rate = 2.0%

Years of Growth = 7

Total Growth = 1.1487

**Total Project Trips**Average Weekday
AM Peak Hour**Future with Project**Average Weekday
AM Peak Hour**Total Pipeline Project Trips**Average Weekday
AM Peak Hour

Synchro ID: 7

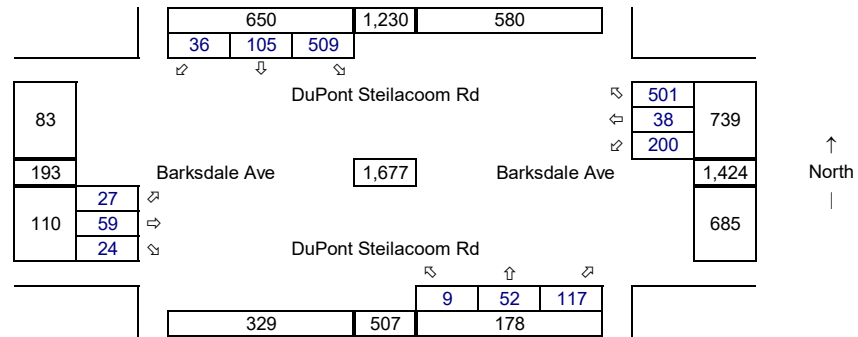
Existing

Average Weekday

AM Peak Hour

Year: 10/3/19

Data Source: City of Dupont

**Future without Project**

Average Weekday

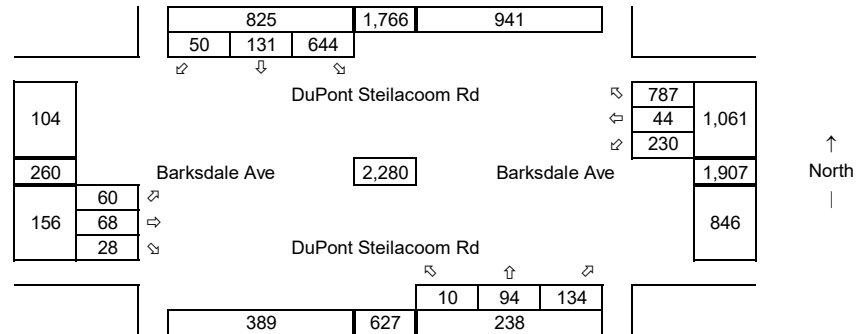
AM Peak Hour

Year: 2026

Growth Rate = 2.0%

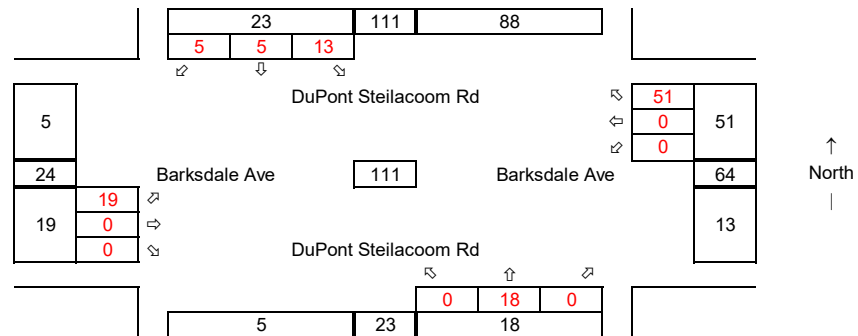
Years of Growth = 7

Total Growth = 1.1487

**Total Project Trips**

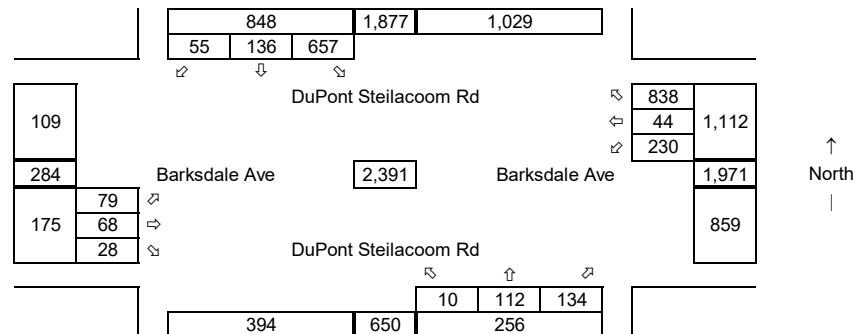
Average Weekday

AM Peak Hour

**Future with Project**

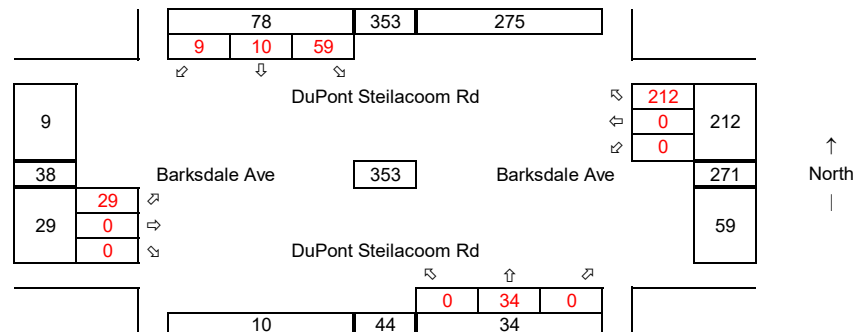
Average Weekday

AM Peak Hour

**Total Pipeline Project Trips**

Average Weekday

AM Peak Hour



Synchro ID: 8

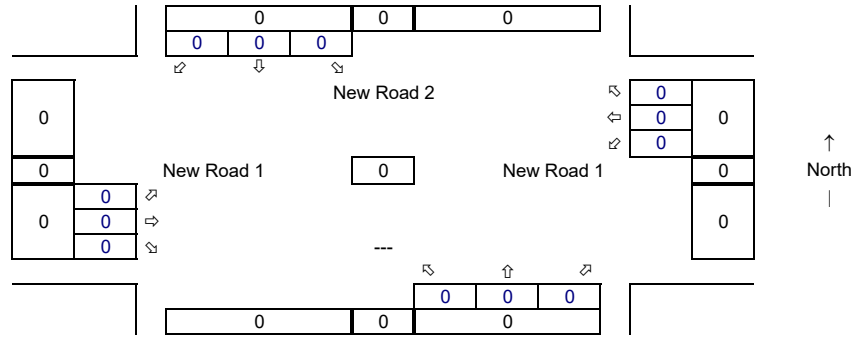
Existing

Average Weekday

AM Peak Hour

Year: 10/3/19

Data Source: City of Dupont

**Future without Project**

Average Weekday

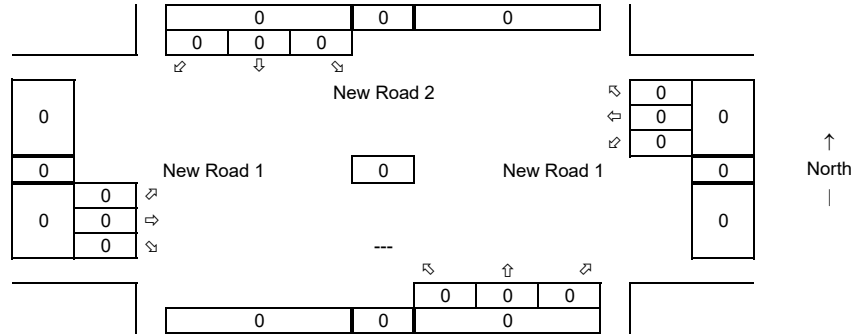
AM Peak Hour

Year: 2026

Growth Rate = 2.0%

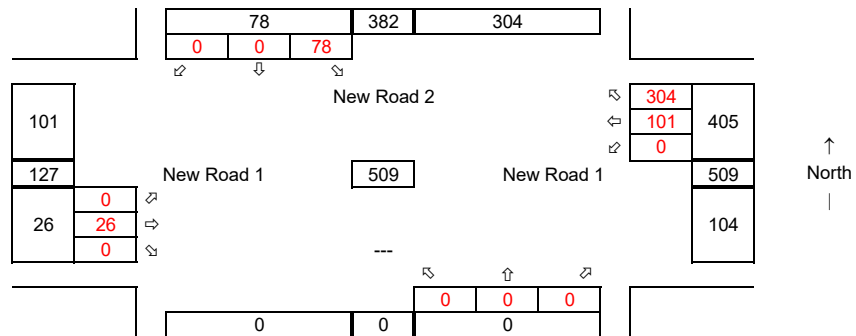
Years of Growth = 7

Total Growth = 1.1487

**Total Project Trips**

Average Weekday

AM Peak Hour

Conservatively 3/4 of
Trips on New Road 2**Future with Project**

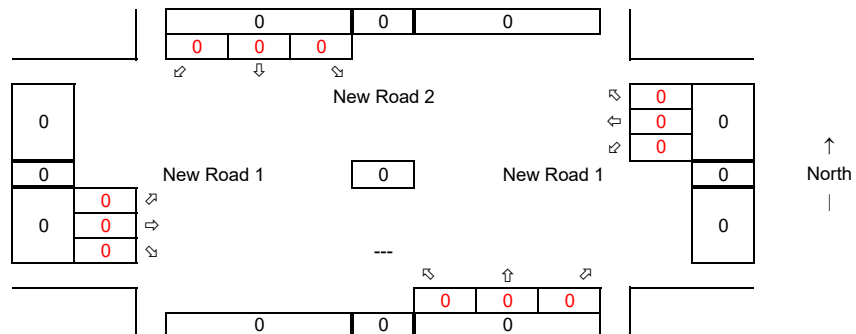
Average Weekday

AM Peak Hour

**Total Pipeline Project Trips**

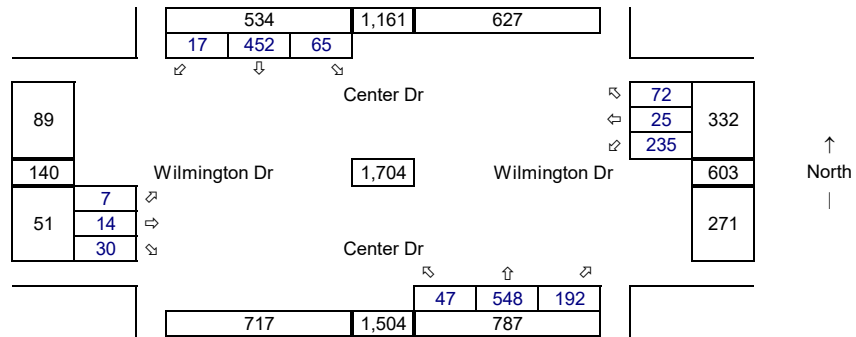
Average Weekday

AM Peak Hour



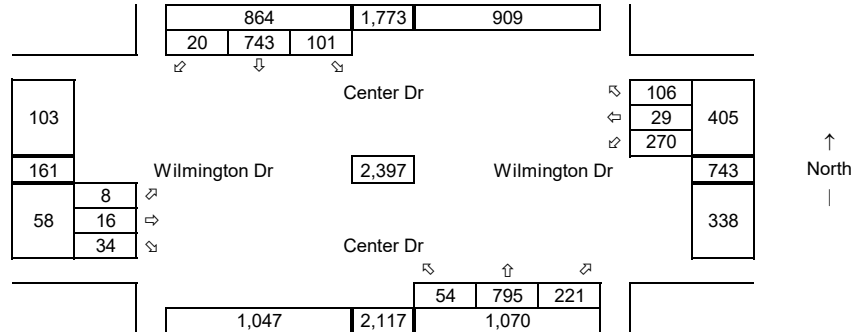
Turning Movement Calculations PM

Data Source: City of Dupont

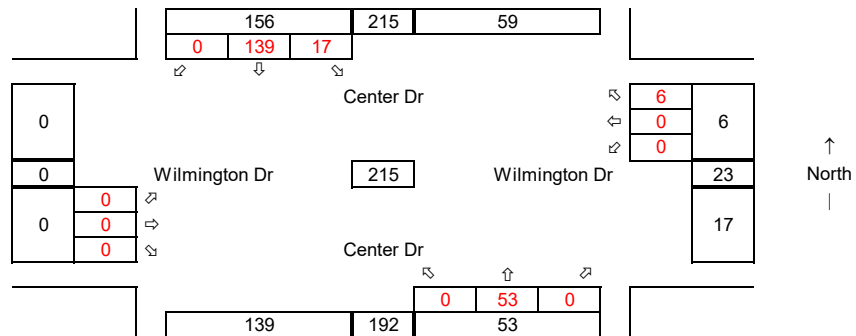


PM Peak Hour

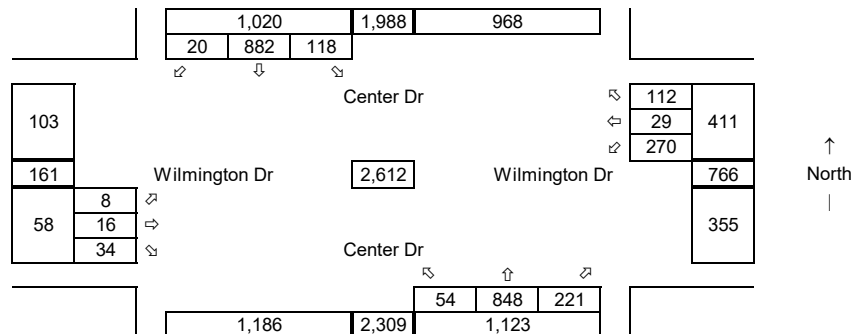
Total Growth = 1.1487



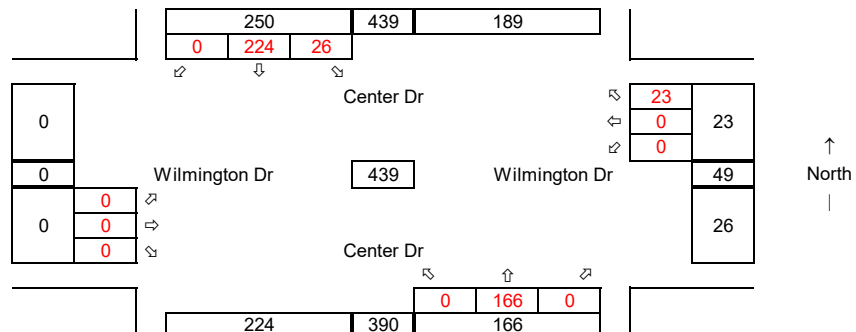
PM Peak Hour



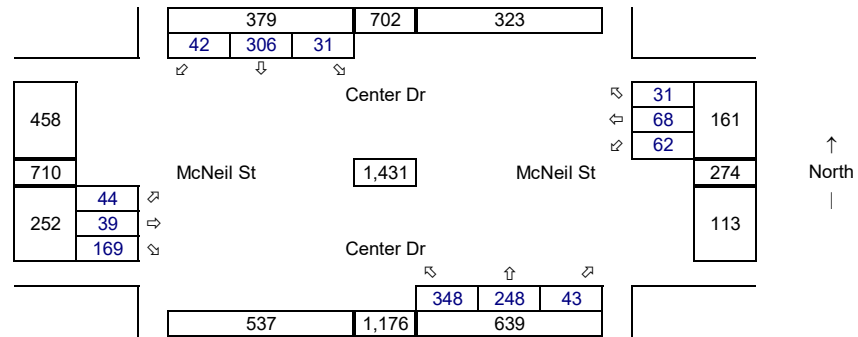
PM Peak Hour



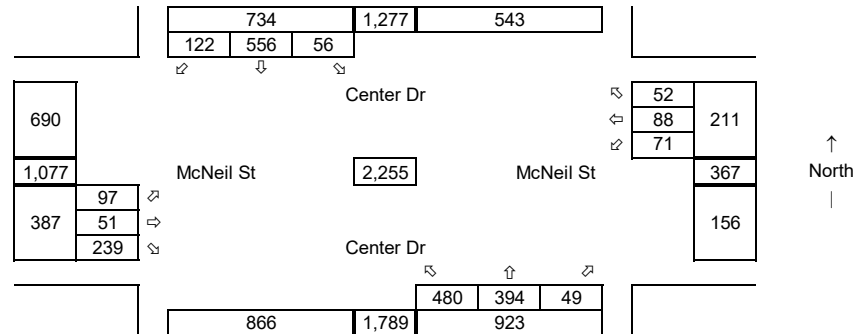
PM Peak Hour



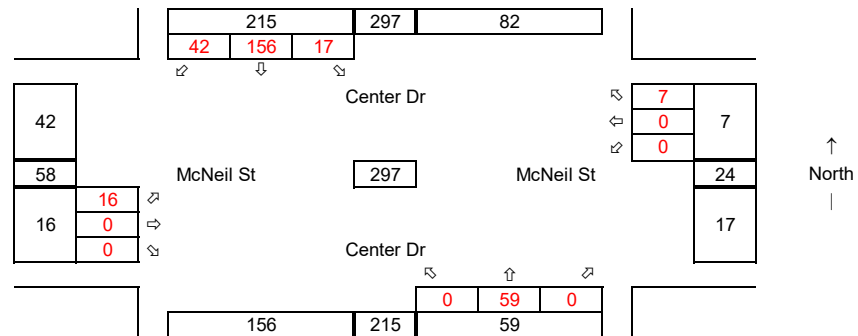
Data Source: City of Dupont



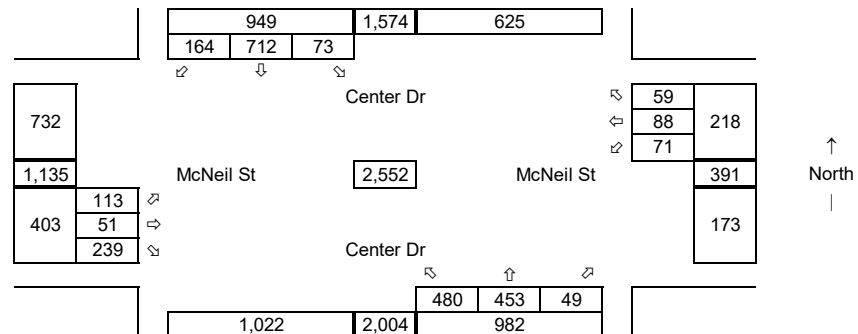
Total Growth = 1.1487



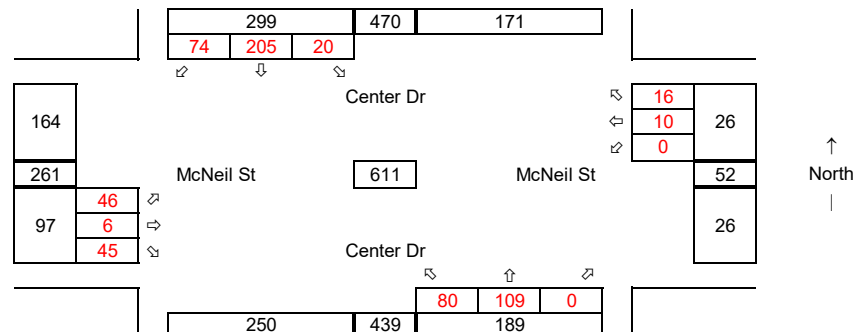
PM Peak Hour



PM Peak Hour



PM Peak Hour



Synchro ID: 3

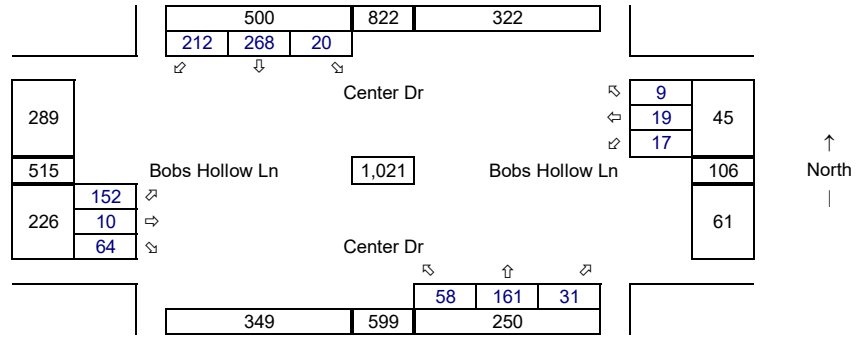
Existing

Average Weekday

PM Peak Hour

Year: 10/3/19

Data Source: City of Dupont

**Future without Project**

Average Weekday

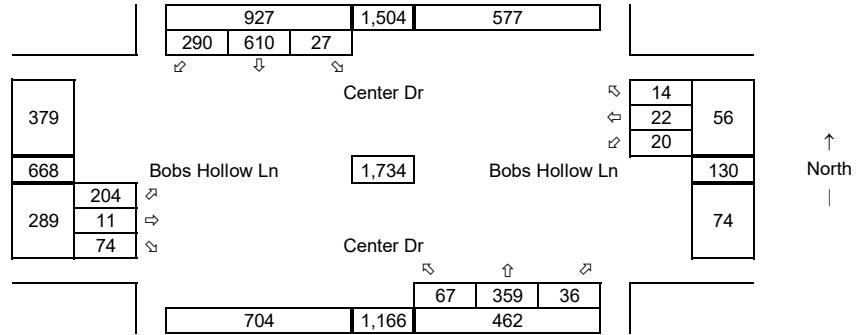
PM Peak Hour

Year: 2026

Growth Rate = 2.0%

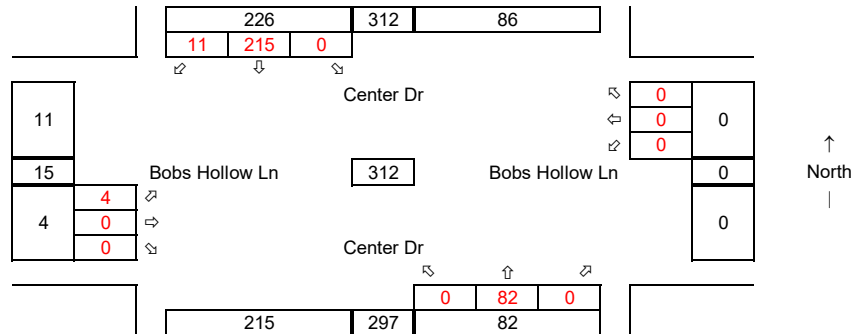
Years of Growth = 7

Total Growth = 1.1487

**Total Project Trips**

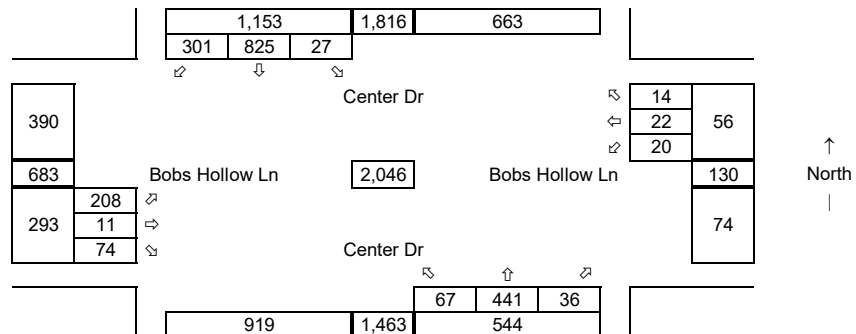
Average Weekday

PM Peak Hour

**Future with Project**

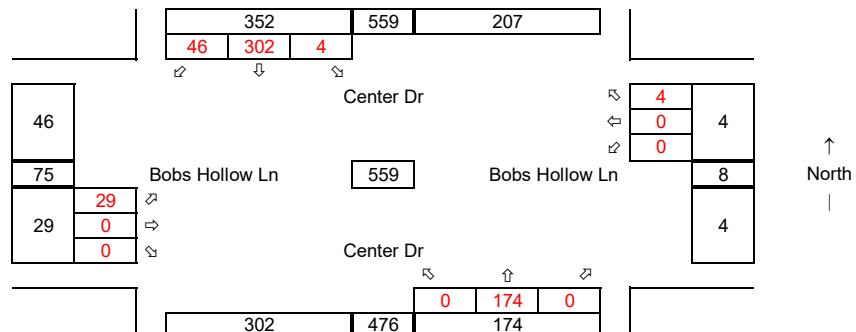
Average Weekday

PM Peak Hour

**Total Pipeline Project Trips**

Average Weekday

PM Peak Hour

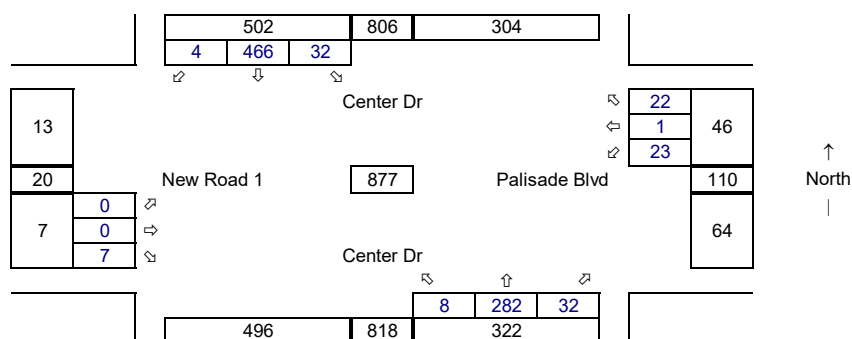


Existing

Average Weekday
PM Peak Hour

Year: 10/3/19

Data Source: City of Dupont



Future without Project

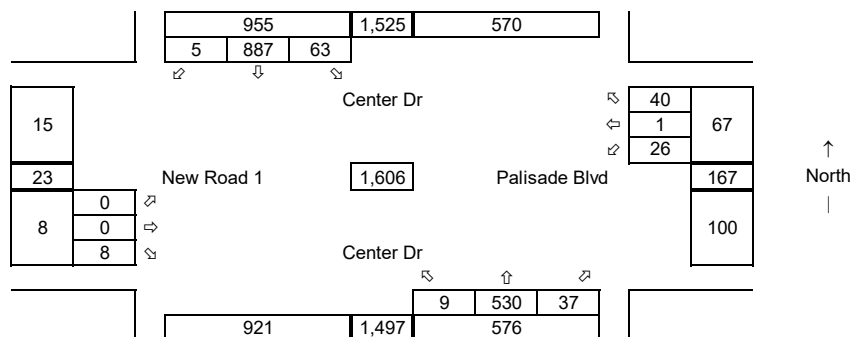
Average Weekday
PM Peak Hour

Year: 2026

Growth Rate = 2.0%

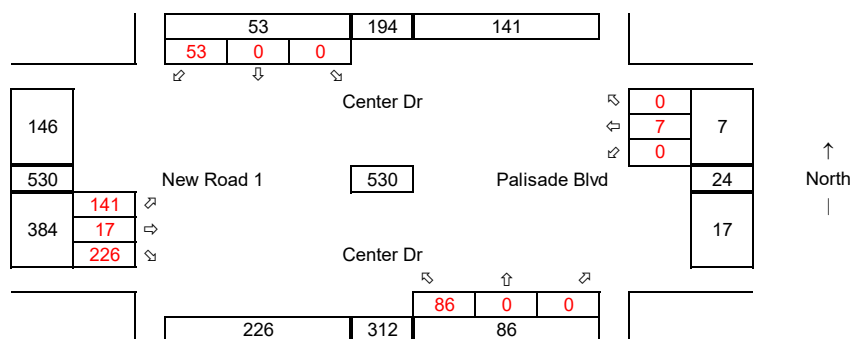
Years of Growth = 7

Total Growth = 1.1487



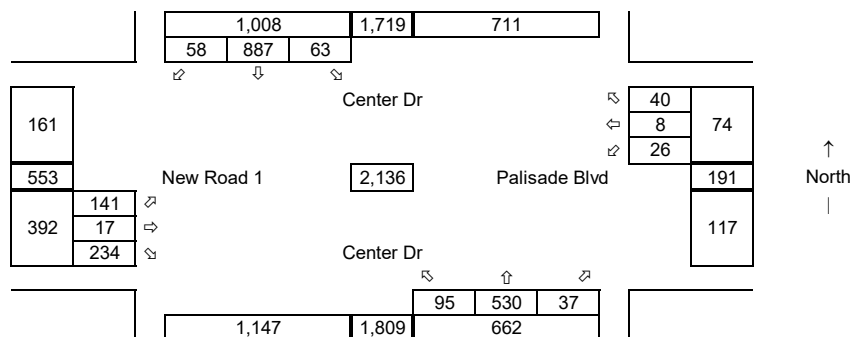
Total Project Trips

Average Weekday
PM Peak Hour



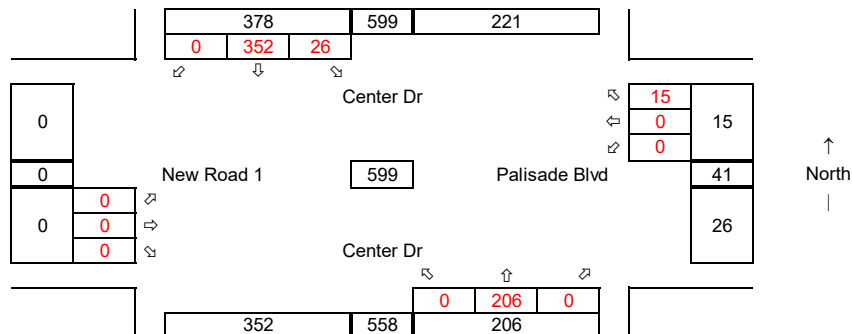
Future with Project

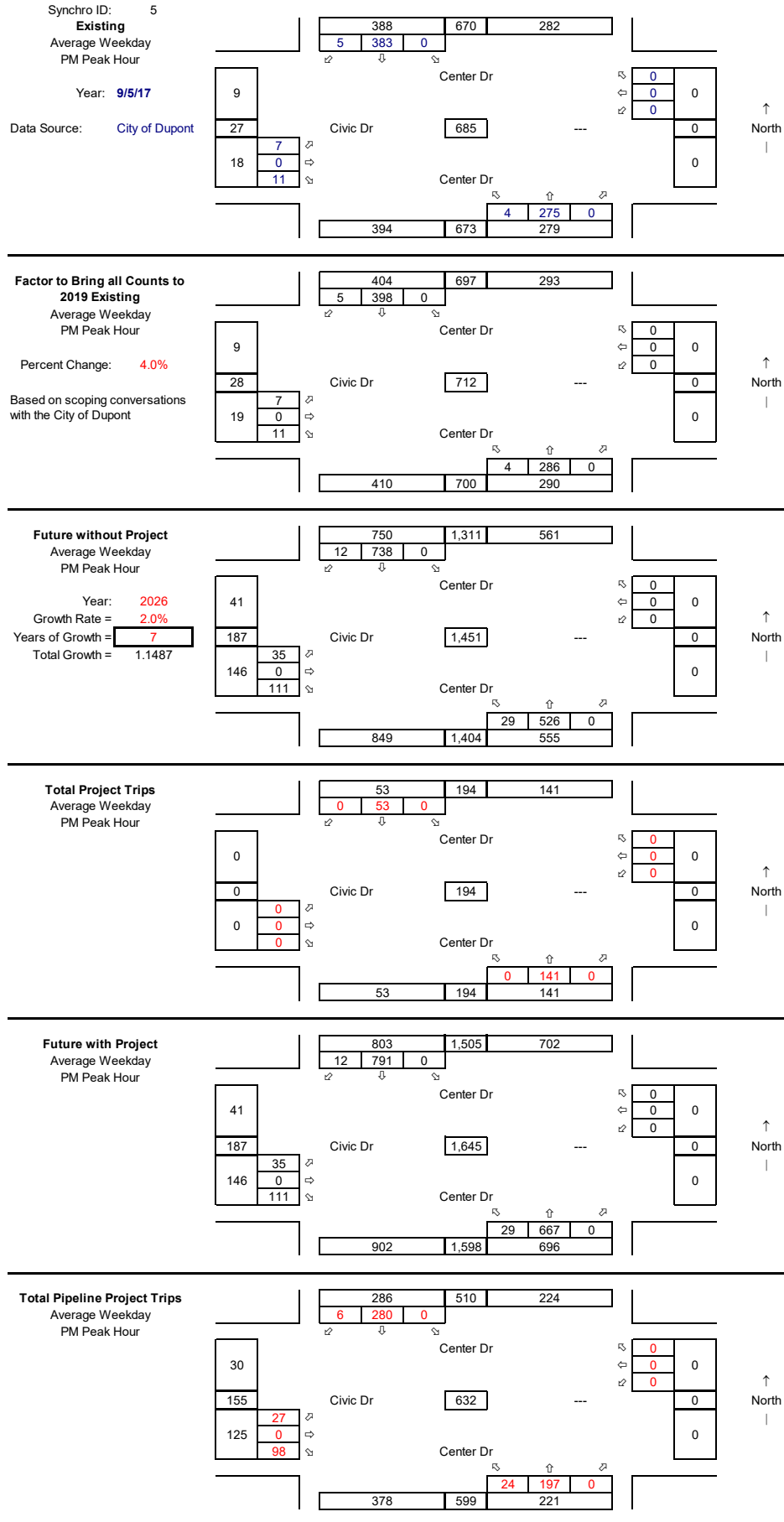
Average Weekday
PM Peak Hour



Total Pipeline Project Trips

Average Weekday
PM Peak Hour





Synchro ID: 6

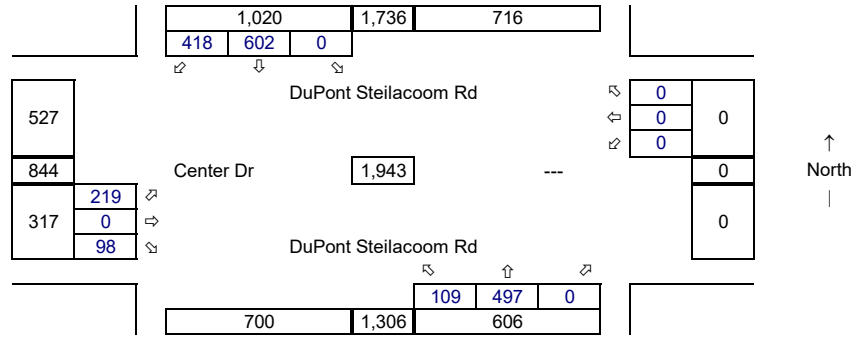
Existing

Average Weekday

PM Peak Hour

Year: 10/3/19

Data Source: City of Dupont

**Future without Project**

Average Weekday

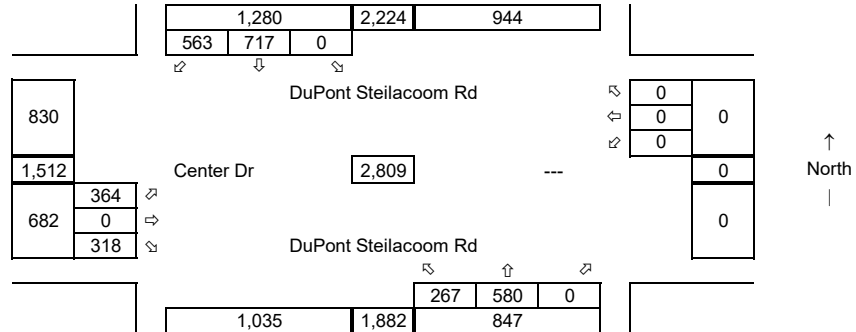
PM Peak Hour

Year: 2026

Growth Rate = 2.0%

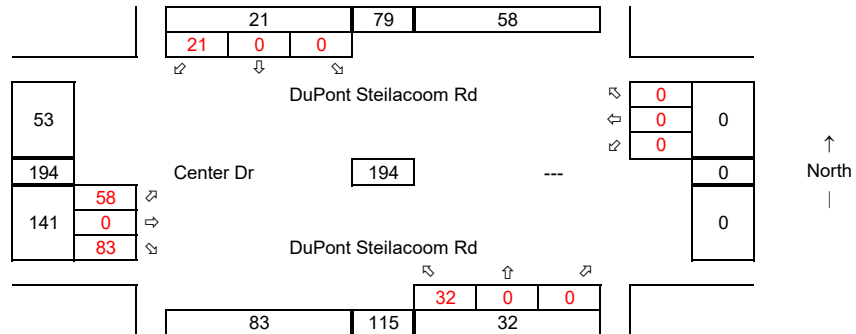
Years of Growth = 7

Total Growth = 1.1487

**Total Project Trips**

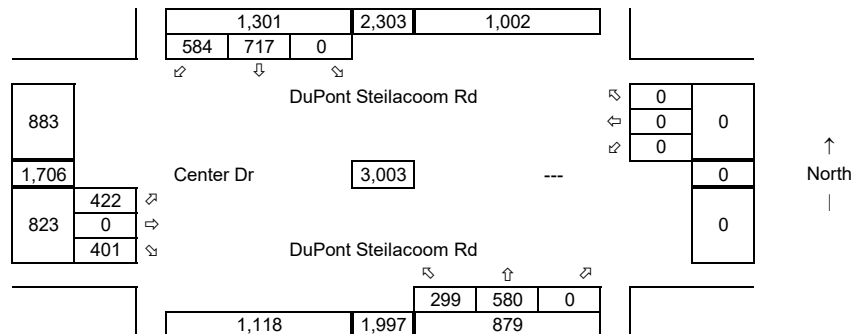
Average Weekday

PM Peak Hour

**Future with Project**

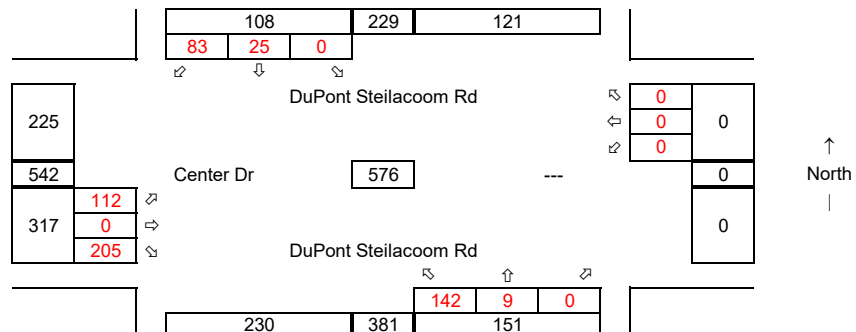
Average Weekday

PM Peak Hour

**Total Pipeline Project Trips**

Average Weekday

PM Peak Hour



Synchro ID: 7

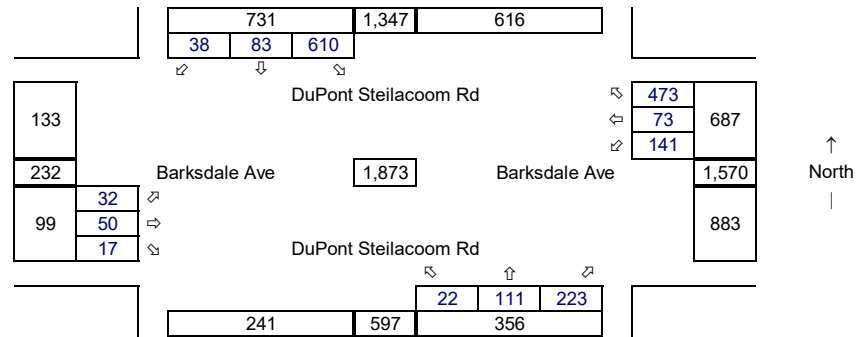
Existing

Average Weekday

PM Peak Hour

Year: 10/3/19

Data Source: City of Dupont

**Future without Project**

Average Weekday

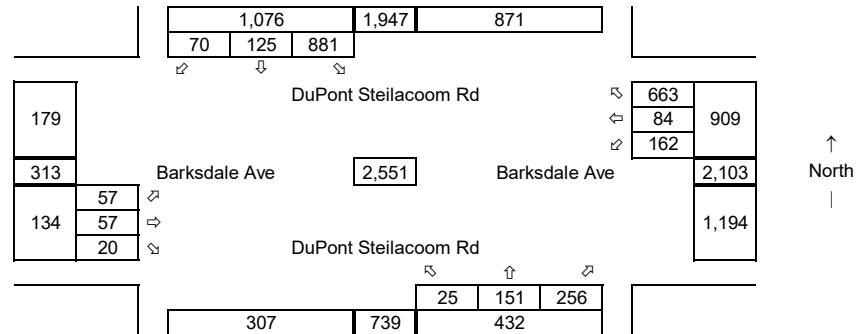
PM Peak Hour

Year: 2026

Growth Rate = 2.0%

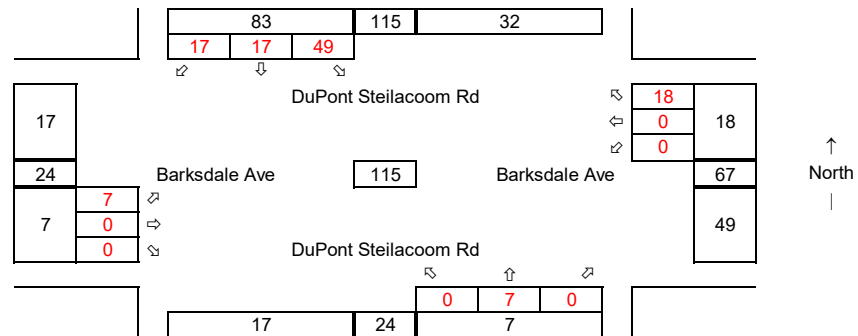
Years of Growth = 7

Total Growth = 1.1487

**Total Project Trips**

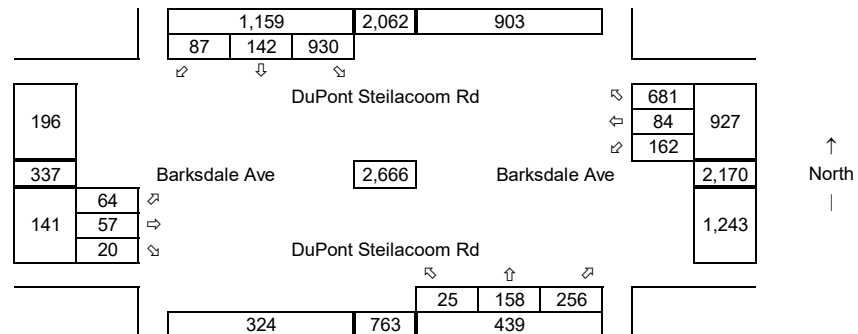
Average Weekday

PM Peak Hour

**Future with Project**

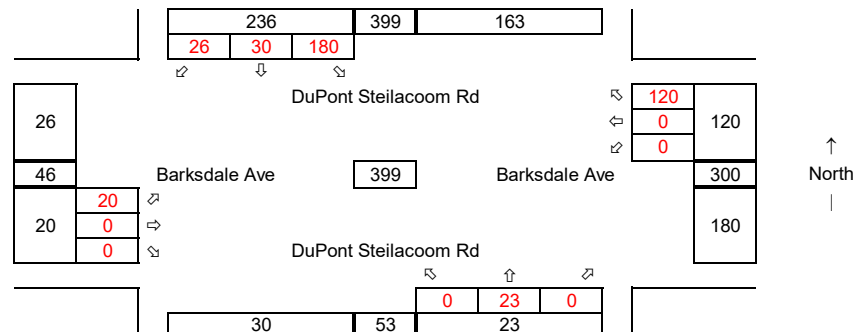
Average Weekday

PM Peak Hour

**Total Pipeline Project Trips**

Average Weekday

PM Peak Hour



Synchro ID: 8

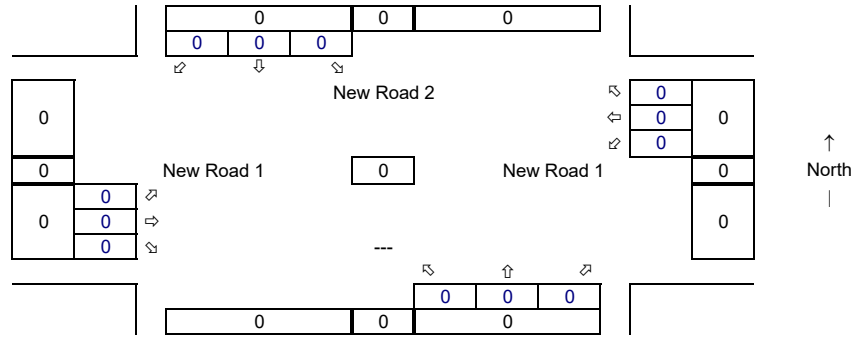
Existing

Average Weekday

PM Peak Hour

Year: 10/3/19

Data Source: City of Dupont

**Future without Project**

Average Weekday

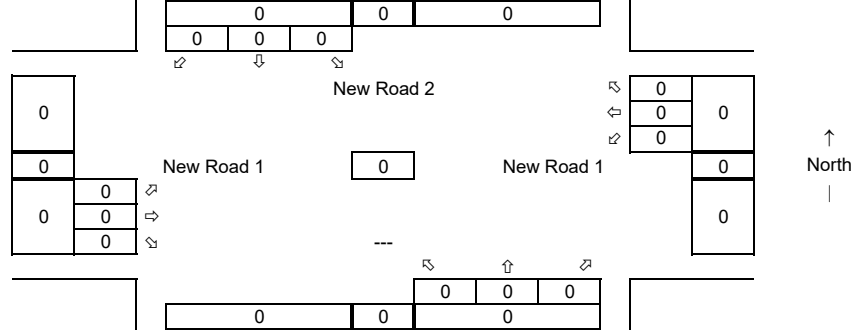
PM Peak Hour

Year: 2026

Growth Rate = 2.0%

Years of Growth = 7

Total Growth = 1.1487

**Total Project Trips**

Average Weekday

PM Peak Hour

Conservatively 3/4 of
Trips on New Road 2**Future with Project**

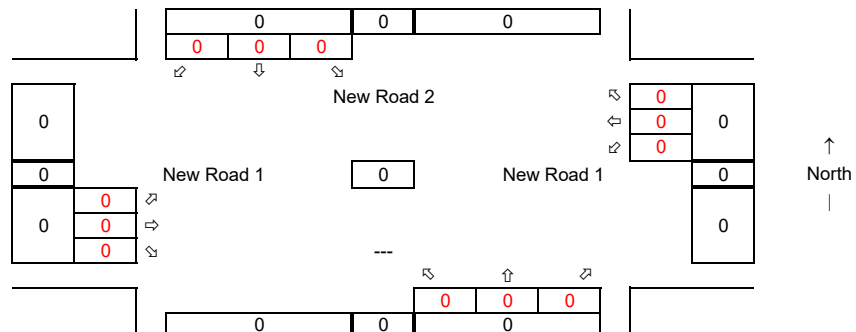
Average Weekday

PM Peak Hour

**Total Pipeline Project Trips**

Average Weekday

PM Peak Hour



Existing LOS AM

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

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	14	35	62	15	43	55	355	207	56	551	6
Future Volume (vph)	1	14	35	62	15	43	55	355	207	56	551	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	40		0	75		0	65		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				0.99		1.00	0.99		1.00	1.00	
Frt		0.894			0.889			0.945			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1682	0	1787	1653	0	1787	3349	0	1787	3566	0
Flt Permitted	0.889			0.889			0.434			0.412		
Satd. Flow (perm)	1667	1682	0	1672	1653	0	816	3349	0	774	3566	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			45			163			1	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		180			324			320			260	
Travel Time (s)		4.9			8.8			6.2			5.1	
Confl. Peds. (#/hr)	2					2	1		1	1		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	51	0	65	61	0	57	586	0	58	580	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	37.0	37.0		37.0	37.0		8.0	42.0		11.0	45.0	
Total Split (%)	41.1%	41.1%		41.1%	41.1%		8.9%	46.7%		12.2%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effect Green (s)	7.3	7.3		7.6	7.6		19.0	19.9		20.6	20.7	
Actuated g/C Ratio	0.23	0.23		0.24	0.24		0.60	0.62		0.65	0.65	
v/c Ratio	0.00	0.12		0.16	0.14		0.09	0.27		0.08	0.25	
Control Delay	13.0	8.0		13.2	7.6		4.5	5.9		3.9	6.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.0	8.0		13.2	7.6		4.5	5.9		3.9	6.5	
LOS	B	A		B	A		A	A		A	A	
Approach Delay		8.1			10.5			5.8			6.3	
Approach LOS		A			B			A			A	

Existing AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

1: Center Dr & Wilmington Dr

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	0	2		7	2		4	16		4	23	
Queue Length 95th (ft)	3	22		37	24		14	72		14	80	
Internal Link Dist (ft)		100			244			240			180	
Turn Bay Length (ft)	40			75			65			75		
Base Capacity (vph)	1532	1549		1537	1523		615	3245		739	3513	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.00	0.03		0.04	0.04		0.09	0.18		0.08	0.17	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 31.9

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.27

Intersection Signal Delay: 6.5

Intersection Capacity Utilization 40.1%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 1: Center Dr & Wilmington Dr

 Ø1	 Ø2	 Ø4
11 s	42 s	37 s
 Ø5	 Ø6	 Ø8
8 s	45 s	37 s

Existing AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

2: Center Dr & McNeil St

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	49	319	26	17	14	139	199	72	21	243	22
Future Volume (vph)	41	49	319	26	17	14	139	199	72	21	243	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		300	0		145	200		0	95		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99	0.98		1.00	0.97	0.99	0.99		0.99	1.00	
Frt			0.850			0.850		0.960			0.987	
Flt Protected		0.978			0.970		0.950			0.950		
Satd. Flow (prot)	0	1840	1599	0	1825	1599	1787	3406	0	1787	3517	0
Flt Permitted		0.832			0.770		0.950			0.950		
Satd. Flow (perm)	0	1556	1569	0	1443	1556	1770	3406	0	1777	3517	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			240			61		77			10	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		439			279			318			357	
Travel Time (s)		12.0			7.6			6.2			7.0	
Confl. Peds. (#/hr)	8		4	4		8	5		3	3		5
Confl. Bikes (#/hr)						2						1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	97	343	0	46	15	149	291	0	23	285	0
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	5	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	8.0	8.0	20.0		8.0	20.0	
Total Split (s)	24.0	24.0	41.0	24.0	24.0	11.0	41.0	55.0		11.0	25.0	
Total Split (%)	26.7%	26.7%	45.6%	26.7%	26.7%	12.2%	45.6%	61.1%		12.2%	27.8%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Act Effect Green (s)		9.8	20.0		9.7	14.6	11.8	53.4		6.4	42.3	
Actuated g/C Ratio		0.13	0.27		0.13	0.20	0.16	0.73		0.09	0.58	
v/c Ratio		0.47	0.57		0.24	0.04	0.52	0.12		0.15	0.14	
Control Delay		39.4	9.9		33.9	0.2	36.6	4.2		37.4	9.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		39.4	9.9		33.9	0.2	36.6	4.2		37.4	9.2	
LOS		D	A		C	A	D	A		D	A	
Approach Delay		16.4			25.6			15.2			11.3	

Existing AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

2: Center Dr & McNeil St

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			C			B			B	
Queue Length 50th (ft)		46	36		21	0	69	18		11	30	
Queue Length 95th (ft)		92	90		51	0	123	38		35	64	
Internal Link Dist (ft)		359			199			238			277	
Turn Bay Length (ft)			300			145	200			95		
Base Capacity (vph)		434	1090		402	378	922	2495		174	2026	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.22	0.31		0.11	0.04	0.16	0.12		0.13	0.14	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 73.5

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 15.1

Intersection Capacity Utilization 49.2%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 2: Center Dr & McNeil St

 Ø1	 Ø2	 Ø4
11 s	55 s	24 s
 Ø5	 Ø6	 Ø8
41 s	25 s	24 s

Existing AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

3: Center Dr & Bobs Hollow Ln

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	163	22	76	32	8	10	65	157	13	10	148	153
Future Volume (vph)	163	22	76	32	8	10	65	157	13	10	148	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.96			0.99		0.99	1.00		0.97	0.98	
Frt		0.961			0.973			0.989			0.924	
Flt Protected		0.970			0.969		0.950			0.950		
Satd. Flow (prot)	0	1710	0	0	1716	0	1752	3450	0	1752	3179	0
Flt Permitted		0.788			0.761		0.459			0.617		
Satd. Flow (perm)	0	1346	0	0	1348	0	841	3450	0	1103	3179	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			13			11			194	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		223			319			545			343	
Travel Time (s)		5.1			8.7			10.6			6.7	
Confl. Peds. (#/hr)	32					32	5		15	15		5
Confl. Bikes (#/hr)			15			1						2
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	330	0	0	64	0	82	215	0	13	381	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	42.0	42.0		42.0	42.0		13.0	38.0		10.0	35.0	
Total Split (%)	46.7%	46.7%		46.7%	46.7%		14.4%	42.2%		11.1%	38.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effect Green (s)		21.9			21.9		41.8	40.4		37.4	33.0	
Actuated g/C Ratio		0.30			0.30		0.58	0.56		0.52	0.46	
v/c Ratio		0.77			0.15		0.14	0.11		0.02	0.24	
Control Delay		33.4			15.5		9.4	9.9		9.6	8.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		33.4			15.5		9.4	9.9		9.6	8.2	
LOS		C			B		A	A		A	A	
Approach Delay		33.4			15.5			9.8			8.3	

Existing AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

3: Center Dr & Bobs Hollow Ln

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		122			16		14	18		2	25	
Queue Length 95th (ft)		175			36		40	53		11	54	
Internal Link Dist (ft)		143			239			465			263	
Turn Bay Length (ft)							90			100		
Base Capacity (vph)		739			733		604	1935		630	1560	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.45			0.09		0.14	0.11		0.02	0.24	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 72.1

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 16.8

Intersection Capacity Utilization 44.3%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 3: Center Dr & Bobs Hollow Ln

 Ø1	 Ø2	 Ø4
10 s	38 s	42 s
 Ø5	 Ø6	 Ø8
13 s	35 s	42 s

Existing AM
GTC (MJP)

AM Peak

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

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	21	0	35	0	313	14	23	287	0
Future Volume (vph)	0	0	0	21	0	35	0	313	14	23	287	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		90	150		0	175		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00	0.97		1.00		1.00		
Frt						0.850		0.993				
Flt Protected					0.950					0.950		
Satd. Flow (prot)	0	1827	0	0	1736	1553	1827	3443	0	1736	3471	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	1827	0	0	1824	1511	1827	3443	0	1733	3471	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						109		7				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		295			226			375			317	
Travel Time (s)		8.0			6.2			7.3			6.2	
Confl. Peds. (#/hr)	9		1	1		9	4		1	1		4
Confl. Bikes (#/hr)			2						3			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	23	39	0	364	0	26	319	0
Turn Type				Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	26.0	26.0		26.0	26.0	26.0	14.0	44.0		20.0	50.0	
Total Split (%)	28.9%	28.9%		28.9%	28.9%	28.9%	15.6%	48.9%		22.2%	55.6%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effect Green (s)					6.3	6.3		23.1		6.2	24.8	
Actuated g/C Ratio					0.21	0.21		0.78		0.21	0.84	
v/c Ratio					0.06	0.10		0.14		0.07	0.11	
Control Delay					12.0	0.8		4.5		12.3	2.2	
Queue Delay					0.0	0.0		0.0		0.0	0.0	
Total Delay					12.0	0.8		4.5		12.3	2.2	
LOS					B	A		A		B	A	
Approach Delay					5.0			4.5			3.0	

Existing AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

4: Center Dr & Palisade Blvd

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS					A			A			A	
Queue Length 50th (ft)					2	0		0		3	0	
Queue Length 95th (ft)					16	2		52		18	21	
Internal Link Dist (ft)		215			146			295			237	
Turn Bay Length (ft)						90				175		
Base Capacity (vph)					1393	1179		3443		964	3471	
Starvation Cap Reductn					0	0		0		0	0	
Spillback Cap Reductn					0	0		0		0	0	
Storage Cap Reductn					0	0		0		0	0	
Reduced v/c Ratio					0.02	0.03		0.11		0.03	0.09	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 29.7

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.14

Intersection Signal Delay: 3.9

Intersection Capacity Utilization 28.5%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 4: Center Dr & Palisade Blvd

 Ø1	 Ø2	 Ø4
20 s	44 s	26 s
 Ø5	 Ø6	 Ø8
14 s	50 s	26 s

Existing AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

5: Center Dr & Civic Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	8	17	312	305	7
Future Volume (vph)	1	8	17	312	305	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	115			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00		0.98		1.00	
Frt		0.850			0.997	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1553	1736	3471	3456	0
Flt Permitted	0.950		0.517			
Satd. Flow (perm)	1730	1553	926	3471	3456	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		9			4	
Link Speed (mph)	25			35	35	
Link Distance (ft)	263			321	379	
Travel Time (s)	7.2			6.3	7.4	
Confl. Peds. (#/hr)	2		13			13
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	9	19	343	343	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	
Total Split (s)	24.0	24.0	16.0	66.0	50.0	
Total Split (%)	26.7%	26.7%	17.8%	73.3%	55.6%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	Max	Max	
Act Effct Green (s)	5.8	5.8	76.5	79.7	75.0	
Actuated g/C Ratio	0.07	0.07	0.93	0.97	0.91	
v/c Ratio	0.01	0.08	0.02	0.10	0.11	
Control Delay	37.0	22.4	0.7	0.5	1.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	37.0	22.4	0.7	0.5	1.6	
LOS	D	C	A	A	A	
Approach Delay	23.8			0.5	1.6	
Approach LOS	C			A	A	

Existing AM
GTC (MJP)

AM Peak

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

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	1	0	1	0	0	
Queue Length 95th (ft)	5	15	4	17	38	
Internal Link Dist (ft)	183			241	299	
Turn Bay Length (ft)			115			
Base Capacity (vph)	421	383	976	3355	3143	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.00	0.02	0.02	0.10	0.11	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 82.5

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.11

Intersection Signal Delay: 1.3

Intersection Capacity Utilization 24.1%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 5: Center Dr & Civic Dr



Existing AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

6: Dupont Steilacoom Rd & Center Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	277	75	151	466	487	285
Future Volume (vph)	277	75	151	466	487	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	145			160
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1553	1736	1827	1827	1553
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1736	1553	1736	1827	1827	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		83				317
Link Speed (mph)	35			45	45	
Link Distance (ft)	520			568	575	
Travel Time (s)	10.1			8.6	8.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	308	83	168	518	541	317
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	24.0	24.0	16.0	66.0	50.0	50.0
Total Split (%)	26.7%	26.7%	17.8%	73.3%	55.6%	55.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effect Green (s)	16.6	16.6	10.9	41.6	26.5	26.5
Actuated g/C Ratio	0.25	0.25	0.16	0.62	0.40	0.40
v/c Ratio	0.71	0.18	0.59	0.45	0.75	0.39
Control Delay	35.8	7.5	39.6	8.1	24.5	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	7.5	39.6	8.1	24.5	3.3
LOS	D	A	D	A	C	A
Approach Delay	29.8			15.8	16.6	
Approach LOS	C			B	B	
Queue Length 50th (ft)	117	0	66	101	192	0
Queue Length 95th (ft)	#270	34	#171	169	308	41

Existing AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

6: Dupont Steilacoom Rd & Center Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	440			488	495	
Turn Bay Length (ft)			145			160
Base Capacity (vph)	547	546	328	1625	1315	1206
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.15	0.51	0.32	0.41	0.26

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 66.6

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 19.0

Intersection LOS: B

Intersection Capacity Utilization 59.3%

ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Dupont Steilacoom Rd & Center Dr

	
66 s	24 s
	
16 s	50 s

Existing AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

7: Dupont Steilacoom Rd & Barksdale Ave

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	59	24	200	38	501	9	52	117	509	105	36
Future Volume (vph)	27	59	24	200	38	501	9	52	117	509	105	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		125	70		0	0		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00	0.99				0.98	1.00				1.00	
Frt		0.956				0.850			0.850		0.983	
Flt Protected	0.950			0.950			0.950			0.950	0.973	
Satd. Flow (prot)	1736	1735	0	1736	1827	1553	1736	1827	1553	1649	1656	0
Flt Permitted	0.950			0.950			0.950			0.950	0.973	
Satd. Flow (perm)	1731	1735	0	1736	1827	1515	1733	1827	1553	1649	1656	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				533			158		7	
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		208			362			236			465	
Travel Time (s)		5.7			9.9			6.4			9.1	
Confl. Peds. (#/hr)	1					1	1					1
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)										36%		
Lane Group Flow (vph)	29	89	0	213	40	533	10	55	124	346	345	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			
Detector Phase	7	4		3	8	8	2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0		8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	
Total Split (s)	8.0	20.0		16.0	28.0	28.0	21.0	21.0	21.0	33.0	33.0	
Total Split (%)	8.9%	22.2%		17.8%	31.1%	31.1%	23.3%	23.3%	23.3%	36.7%	36.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	
Act Effect Green (s)	4.3	8.8		12.4	19.7	19.7	7.8	7.8	7.8	19.1	19.1	
Actuated g/C Ratio	0.07	0.14		0.20	0.32	0.32	0.13	0.13	0.13	0.31	0.31	
v/c Ratio	0.24	0.34		0.62	0.07	0.63	0.05	0.24	0.37	0.68	0.67	
Control Delay	39.1	26.1		37.8	19.4	6.3	29.9	31.9	6.9	27.6	26.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	39.1	26.1		37.8	19.4	6.3	29.9	31.9	6.9	27.6	26.7	
LOS	D	C		D	B	A	C	C	A	C	C	
Approach Delay		29.3			15.5			15.4			27.1	

Existing AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

7: Dupont Steilacoom Rd & Barksdale Ave

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			B			C	
Queue Length 50th (ft)	11	25		77	9	0	4	20	0	120	116	
Queue Length 95th (ft)	42	72		#228	38	79	19	60	30	244	238	
Internal Link Dist (ft)		128			282			156			385	
Turn Bay Length (ft)	50			125		125	70					
Base Capacity (vph)	120	493		359	757	940	509	535	567	825	832	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.24	0.18		0.59	0.05	0.57	0.02	0.10	0.22	0.42	0.41	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 62.1

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 20.9

Intersection LOS: C

Intersection Capacity Utilization 49.0%

ICU Level of Service A

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Dupont Steilacoom Rd & Barksdale Ave

 Ø2	 Ø6	 Ø3	 Ø4
21 s	33 s	16 s	20 s
		 Ø7	 Ø8
		8 s	28 s

Existing AM
GTC (MJP)

AM Peak

Existing LOS PM

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

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	14	30	235	25	72	47	548	192	65	452	17
Future Volume (vph)	7	14	30	235	25	72	47	548	192	65	452	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	40		0	75		0	65		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99				0.98			0.97		0.98		
Frt		0.898			0.889			0.961			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1689	0	1787	1643	0	1787	3341	0	1787	3556	0
Flt Permitted	0.690			0.726			0.467			0.244		
Satd. Flow (perm)	1285	1689	0	1366	1643	0	879	3341	0	452	3556	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			77			67			5	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		180			324			320			260	
Travel Time (s)		4.9			8.8			6.2			5.1	
Confl. Peds. (#/hr)	7					7			31	31		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	47	0	253	104	0	51	795	0	70	504	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	37.0	37.0		37.0	37.0		8.0	42.0		11.0	45.0	
Total Split (%)	41.1%	41.1%		41.1%	41.1%		8.9%	46.7%		12.2%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effect Green (s)	16.6	16.6		16.6	16.6		24.2	22.2		27.1	23.6	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.46	0.42		0.51	0.45	
v/c Ratio	0.02	0.09		0.59	0.18		0.11	0.55		0.17	0.32	
Control Delay	15.6	8.9		23.5	7.6		8.0	14.4		8.2	11.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.6	8.9		23.5	7.6		8.0	14.4		8.2	11.6	
LOS	B	A		C	A		A	B		A	B	
Approach Delay		9.9			18.9			14.0			11.2	
Approach LOS		A			B			B			B	

Existing PM
GTC (MJP)

PM Peak

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

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	2	3		68	6		6	96		9	54	
Queue Length 95th (ft)	11	25		165	39		26	194		33	113	
Internal Link Dist (ft)		100			244			240			180	
Turn Bay Length (ft)	40			75			65			75		
Base Capacity (vph)	874	1159		929	1142		476	2563		424	2814	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.01	0.04		0.27	0.09		0.11	0.31		0.17	0.18	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 53

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 13.9

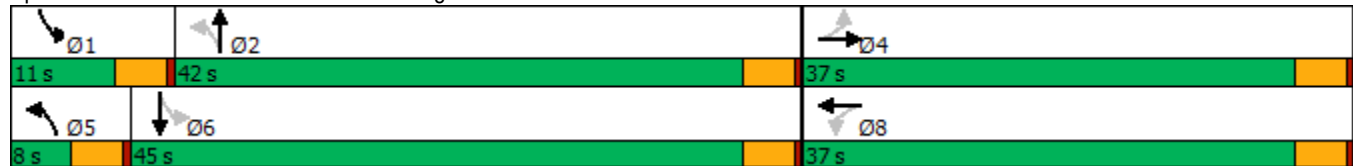
Intersection Capacity Utilization 55.3%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 1: Center Dr & Wilmington Dr



Existing PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

2: Center Dr & McNeil St

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	39	169	62	68	31	348	248	43	31	306	42
Future Volume (vph)	44	39	169	62	68	31	348	248	43	31	306	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		300	0		145	200		0	95		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00	0.98		1.00	0.98	1.00	0.99		0.99	1.00	
Frt			0.850			0.850		0.978			0.982	
Flt Protected		0.974			0.977		0.950			0.950		
Satd. Flow (prot)	0	1832	1599	0	1838	1599	1787	3475	0	1787	3498	0
Flt Permitted		0.756			0.808		0.950			0.950		
Satd. Flow (perm)	0	1419	1567	0	1515	1571	1781	3475	0	1764	3498	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174			61		36			15	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		439			279			318			357	
Travel Time (s)		12.0			7.6			6.2			7.0	
Confl. Peds. (#/hr)	3		5	5		3	2		7	7		2
Confl. Bikes (#/hr)						1						2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	178	0	137	33	366	306	0	33	366	0
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	5	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	8.0	8.0	20.0		8.0	20.0	
Total Split (s)	24.0	24.0	41.0	24.0	24.0	11.0	41.0	55.0		11.0	25.0	
Total Split (%)	26.7%	26.7%	45.6%	26.7%	26.7%	12.2%	45.6%	61.1%		12.2%	27.8%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Act Effect Green (s)		12.2	33.6		12.2	18.7	21.4	51.7		6.5	32.2	
Actuated g/C Ratio		0.16	0.43		0.16	0.24	0.27	0.66		0.08	0.41	
v/c Ratio		0.39	0.23		0.58	0.08	0.75	0.13		0.22	0.25	
Control Delay		36.0	2.3		41.8	2.5	35.7	5.8		40.5	17.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		36.0	2.3		41.8	2.5	35.7	5.8		40.5	17.3	
LOS		D	A		D	A	D	A		D	B	
Approach Delay		13.3			34.1			22.1			19.2	

Existing PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

2: Center Dr & McNeil St

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			C			C			B	
Queue Length 50th (ft)		41	1		67	0	173	27		16	58	
Queue Length 95th (ft)		84	24		123	9	250	52		46	117	
Internal Link Dist (ft)		359			199			238			277	
Turn Bay Length (ft)			300			145	200			95		
Base Capacity (vph)		368	1076		393	436	858	2314		162	1453	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.24	0.17		0.35	0.08	0.43	0.13		0.20	0.25	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 78

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 21.1

Intersection Capacity Utilization 56.3%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service B

Splits and Phases: 2: Center Dr & McNeil St

 Ø1	 Ø2	 Ø4
11 s	55 s	24 s
 Ø5	 Ø6	 Ø8
41 s	25 s	24 s

Existing PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

3: Center Dr & Bobs Hollow Ln

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	10	64	17	19	9	58	161	31	20	268	212
Future Volume (vph)	152	10	64	17	19	9	58	161	31	20	268	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.98			0.99		1.00	1.00		1.00	0.99	
Frt		0.962			0.974			0.975			0.934	
Flt Protected		0.967			0.981		0.950			0.950		
Satd. Flow (prot)	0	1741	0	0	1786	0	1787	3469	0	1787	3294	0
Flt Permitted		0.769			0.890		0.414			0.625		
Satd. Flow (perm)	0	1365	0	0	1618	0	776	3469	0	1171	3294	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			9			29			223	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		223			319			545			343	
Travel Time (s)		5.1			8.7			10.6			6.7	
Confl. Peds. (#/hr)	13		3	3		13	3		2	2		3
Confl. Bikes (#/hr)			3			2			2			2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	238	0	0	47	0	61	202	0	21	505	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	42.0	42.0		42.0	42.0		13.0	38.0		10.0	35.0	
Total Split (%)	46.7%	46.7%		46.7%	46.7%		14.4%	42.2%		11.1%	38.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effect Green (s)		15.5			15.5		41.1	39.7		38.5	35.2	
Actuated g/C Ratio		0.24			0.24		0.63	0.61		0.59	0.54	
v/c Ratio		0.69			0.12		0.10	0.09		0.03	0.27	
Control Delay		30.7			16.8		6.1	6.4		6.2	6.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		30.7			16.8		6.1	6.4		6.2	6.4	
LOS		C			B		A	A		A	A	
Approach Delay		30.7			16.8			6.3			6.4	

Existing PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings 3: Center Dr & Bobs Hollow Ln

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		76			12		8	11		3	31	
Queue Length 95th (ft)		150			36		26	42		12	73	
Internal Link Dist (ft)		143			239			465			263	
Turn Bay Length (ft)							90			100		
Base Capacity (vph)		817			959		633	2129		750	1882	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.29			0.05		0.10	0.09		0.03	0.27	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 65.1

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 12.2

Intersection Capacity Utilization 47.3%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 3: Center Dr & Bobs Hollow Ln

 Ø1	 Ø2	 Ø4
10 s	38 s	42 s
 Ø5	 Ø6	 Ø8
13 s	35 s	42 s

Existing PM
GTC (MJP)

PM Peak

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

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	7	23	1	22	8	282	32	32	466	4
Future Volume (vph)	0	0	7	23	1	22	8	282	32	32	466	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		90	150		0	175		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00	0.98	0.99	1.00		1.00	1.00	
Frt		0.865				0.850		0.985			0.999	
Flt Protected					0.954		0.950			0.950		
Satd. Flow (prot)	0	1604	0	0	1795	1599	1787	3512	0	1787	3570	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	1604	0	0	1878	1573	1777	3512	0	1784	3570	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		448				109		17			1	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		295			226			375			317	
Travel Time (s)		8.0			6.2			7.3			6.2	
Confl. Peds. (#/hr)	2		1	1		2	4		1	1		4
Confl. Bikes (#/hr)			1			1			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	26	24	9	342	0	35	511	0
Turn Type		NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	26.0	26.0		26.0	26.0	26.0	14.0	44.0		20.0	50.0	
Total Split (%)	28.9%	28.9%		28.9%	28.9%	28.9%	15.6%	48.9%		22.2%	55.6%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effect Green (s)		6.1			6.3	6.3	5.9	23.3		6.4	23.5	
Actuated g/C Ratio		0.20			0.21	0.21	0.20	0.77		0.21	0.78	
v/c Ratio		0.01			0.07	0.06	0.03	0.13		0.09	0.18	
Control Delay		0.0			12.3	0.3	12.9	4.4		12.3	4.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		0.0			12.3	0.3	12.9	4.4		12.3	4.3	
LOS		A			B	A	B	A		B	A	
Approach Delay					6.5			4.6			4.8	

Existing PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

4: Center Dr & Palisade Blvd

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS					A			A				A
Queue Length 50th (ft)		0			3	0	1	0		4	0	
Queue Length 95th (ft)		0			19	0	10	49		23	70	
Internal Link Dist (ft)		215			146			295			237	
Turn Bay Length (ft)						90	150			175		
Base Capacity (vph)		1319			1415	1212	612	3508		979	3570	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.01			0.02	0.02	0.01	0.10		0.04	0.14	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 30.1

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.18

Intersection Signal Delay: 4.8

Intersection Capacity Utilization 34.7%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 4: Center Dr & Palisade Blvd

 Ø1	 Ø2	 Ø4
20 s	44 s	26 s
 Ø5	 Ø6	 Ø8
14 s	50 s	26 s

Existing PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

5: Center Dr & Civic Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	11	4	286	398	5
Future Volume (vph)	7	11	4	286	398	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	115			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.99	1.00		1.00	
Frt		0.850			0.998	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1787	1599	1787	3574	3566	0
Flt Permitted	0.950		0.479			
Satd. Flow (perm)	1787	1577	899	3574	3566	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		12			2	
Link Speed (mph)	25			35	35	
Link Distance (ft)	263			321	379	
Travel Time (s)	7.2			6.3	7.4	
Confl. Peds. (#/hr)			2			2
Confl. Bikes (#/hr)		2				2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	12	4	301	424	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	
Total Split (s)	24.0	24.0	16.0	66.0	50.0	
Total Split (%)	26.7%	26.7%	17.8%	73.3%	55.6%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	Max	Max	
Act Effect Green (s)	6.0	6.0	76.5	79.0	77.1	
Actuated g/C Ratio	0.07	0.07	0.91	0.93	0.91	
v/c Ratio	0.06	0.10	0.00	0.09	0.13	
Control Delay	39.0	21.6	1.0	0.8	1.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	39.0	21.6	1.0	0.8	1.5	
LOS	D	C	A	A	A	
Approach Delay	28.0			0.8	1.5	

Existing PM
GTC (MJP)

PM Peak

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

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach LOS	C			A	A	
Queue Length 50th (ft)	3	0	0	0	0	
Queue Length 95th (ft)	17	17	2	16	46	
Internal Link Dist (ft)	183			241	299	
Turn Bay Length (ft)			115			
Base Capacity (vph)	424	383	940	3341	3255	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.03	0.00	0.09	0.13	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 84.5

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.13

Intersection Signal Delay: 1.9

Intersection Capacity Utilization 23.3%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 5: Center Dr & Civic Dr



Existing PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

6: Dupont Steilacoom Rd & Center Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	219	98	109	497	602	418
Future Volume (vph)	219	98	109	497	602	418
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	145			160
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			1.00			0.97
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1766	1863	1863	1543
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		107				420
Link Speed (mph)	35			45	45	
Link Distance (ft)	520			568	575	
Travel Time (s)	10.1			8.6	8.7	
Confl. Peds. (#/hr)			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	238	107	118	540	654	454
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	24.0	24.0	16.0	66.0	50.0	50.0
Total Split (%)	26.7%	26.7%	17.8%	73.3%	55.6%	55.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	14.6	14.6	9.9	43.7	33.1	33.1
Actuated g/C Ratio	0.22	0.22	0.15	0.65	0.49	0.49
v/c Ratio	0.62	0.25	0.45	0.45	0.71	0.47
Control Delay	35.2	8.0	37.9	7.0	20.2	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	8.0	37.9	7.0	20.2	3.6
LOS	D	A	D	A	C	A
Approach Delay	26.8			12.5	13.4	
Approach LOS	C			B	B	
Queue Length 50th (ft)	93	0	47	89	217	8

Existing PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

6: Dupont Steilacoom Rd & Center Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	200	41	118	173	394	57
Internal Link Dist (ft)	440			488	495	
Turn Bay Length (ft)			145			160
Base Capacity (vph)	584	594	350	1611	1316	1213
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.18	0.34	0.34	0.50	0.37

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 67.2

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 15.3

Intersection Capacity Utilization 59.9%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 6: Dupont Steilacoom Rd & Center Dr

	
66 s	24 s
	
16 s	50 s

Existing PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

7: Dupont Steilacoom Rd & Barksdale Ave

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	50	17	141	73	473	22	111	223	610	83	38
Future Volume (vph)	32	50	17	141	73	473	22	111	223	610	83	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		125	70		0	0		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	0.98					0.96	0.99		0.99		1.00	
Frt		0.961				0.850			0.850		0.984	
Flt Protected	0.950			0.950			0.950			0.950	0.968	
Satd. Flow (prot)	1770	1790	0	1770	1863	1583	1770	1863	1583	1681	1680	0
Flt Permitted	0.950			0.950			0.950			0.950	0.968	
Satd. Flow (perm)	1734	1790	0	1770	1863	1515	1758	1863	1562	1681	1680	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				488			230		7	
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		208			362			236			465	
Travel Time (s)		5.7			9.9			6.4			9.1	
Confl. Peds. (#/hr)	8					8	4					4
Confl. Bikes (#/hr)						1			1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)										40%		
Lane Group Flow (vph)	33	70	0	145	75	488	23	114	230	377	377	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			
Detector Phase	7	4		3	8	8	2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0		8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	
Total Split (s)	8.0	20.0		16.0	28.0	28.0	21.0	21.0	21.0	33.0	33.0	
Total Split (%)	8.9%	22.2%		17.8%	31.1%	31.1%	23.3%	23.3%	23.3%	36.7%	36.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	
Act Effect Green (s)	4.5	8.7		10.6	14.7	14.7	10.5	10.5	10.5	20.7	20.7	
Actuated g/C Ratio	0.07	0.14		0.17	0.24	0.24	0.17	0.17	0.17	0.33	0.33	
v/c Ratio	0.26	0.26		0.48	0.17	0.67	0.08	0.36	0.50	0.67	0.67	
Control Delay	41.5	26.7		35.5	23.1	7.9	28.7	31.3	9.1	27.0	26.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	41.5	26.7		35.5	23.1	7.9	28.7	31.3	9.1	27.0	26.4	
LOS	D	C		D	C	A	C	C	A	C	C	
Approach Delay		31.4			15.2			17.2			26.7	
Approach LOS		C			B			B			C	

Existing PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

7: Dupont Steilacoom Rd & Barksdale Ave

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	13	20		53	20	0	8	42	0	135	132	
Queue Length 95th (ft)	#51	63		#142	67	80	31	104	60	295	291	
Internal Link Dist (ft)		128			282			156			385	
Turn Bay Length (ft)	50			125		125	70					
Base Capacity (vph)	129	536		388	818	939	551	580	644	892	895	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.26	0.13		0.37	0.09	0.52	0.04	0.20	0.36	0.42	0.42	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 61.9

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 20.9

Intersection LOS: C

Intersection Capacity Utilization 49.3%

ICU Level of Service A

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Dupont Steilacoom Rd & Barksdale Ave

			
Ø2	Ø6	Ø3	Ø4
21 s	33 s	16 s	20 s
			
		Ø7	Ø8
		8 s	28 s

Existing PM
GTC (MJP)

PM Peak

Baseline 2026 LOS AM

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

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	16	40	71	17	77	63	612	238	76	728	7
Future Volume (vph)	1	16	40	71	17	77	63	612	238	76	728	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	40		0	75		0	65		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				0.99		1.00	0.99			1.00	
Frt		0.893			0.878			0.958			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1680	0	1787	1631	0	1787	3402	0	1787	3570	0
Flt Permitted	0.694			0.719			0.351			0.254		
Satd. Flow (perm)	1302	1680	0	1353	1631	0	660	3402	0	478	3570	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			80			79			1	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		180			324			320			260	
Travel Time (s)		4.9			8.8			6.2			5.1	
Confl. Peds. (#/hr)	2					2	1		1	1		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	59	0	74	98	0	66	886	0	79	765	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	37.0	37.0		37.0	37.0		8.0	42.0		11.0	45.0	
Total Split (%)	41.1%	41.1%		41.1%	41.1%		8.9%	46.7%		12.2%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effect Green (s)	8.5	8.5		8.5	8.5		24.8	24.0		27.4	25.3	
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.59	0.57		0.65	0.60	
v/c Ratio	0.00	0.16		0.27	0.25		0.13	0.45		0.15	0.36	
Control Delay	17.0	10.2		20.1	8.9		4.6	9.0		4.2	7.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.0	10.2		20.1	8.9		4.6	9.0		4.2	7.7	
LOS	B	B		C	A		A	A		A	A	
Approach Delay		10.3			13.7			8.7			7.4	
Approach LOS		B			B			A			A	

Baseline 2026 AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

1: Center Dr & Wilmington Dr

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	0	4		17	4		5	78		6	64	
Queue Length 95th (ft)	4	29		52	37		17	146		20	115	
Internal Link Dist (ft)		100			244			240			180	
Turn Bay Length (ft)	40			75			65			75		
Base Capacity (vph)	1036	1345		1076	1314		502	2922		545	3183	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.00	0.04		0.07	0.07		0.13	0.30		0.14	0.24	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 42.3

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 8.6

Intersection Capacity Utilization 49.5%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 1: Center Dr & Wilmington Dr

 Ø1	 Ø2	 Ø4
11 s	42 s	37 s
 Ø5	 Ø6	 Ø8
8 s	45 s	37 s

Lanes, Volumes, Timings

2: Center Dr & McNeil St

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	66	438	30	24	37	183	438	83	29	314	33
Future Volume (vph)	122	66	438	30	24	37	183	438	83	29	314	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		300	0		145	200		0	95		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99	0.98		1.00	0.97	0.99	1.00		1.00	1.00	
Frt			0.850			0.850		0.976			0.986	
Flt Protected		0.969			0.973		0.950			0.950		
Satd. Flow (prot)	0	1823	1599	0	1830	1599	1787	3473	0	1787	3513	0
Flt Permitted		0.769			0.745		0.950			0.950		
Satd. Flow (perm)	0	1435	1569	0	1398	1556	1772	3473	0	1780	3513	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153			61		40			11	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		439			279			318			357	
Travel Time (s)		12.0			7.6			6.2			7.0	
Confl. Peds. (#/hr)	8		4	4		8	5		3	3		5
Confl. Bikes (#/hr)						2						1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	202	471	0	58	40	197	560	0	31	373	0
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	5	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	8.0	8.0	20.0		8.0	20.0	
Total Split (s)	24.0	24.0	41.0	24.0	24.0	11.0	41.0	55.0		11.0	25.0	
Total Split (%)	26.7%	26.7%	45.6%	26.7%	26.7%	12.2%	45.6%	61.1%		12.2%	27.8%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Act Effect Green (s)		15.9	30.9		15.9	22.4	15.0	51.5		6.5	40.6	
Actuated g/C Ratio		0.19	0.37		0.19	0.27	0.18	0.62		0.08	0.49	
v/c Ratio		0.74	0.69		0.22	0.09	0.61	0.26		0.22	0.22	
Control Delay		49.6	17.8		31.3	3.2	40.5	8.3		42.8	14.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		49.6	17.8		31.3	3.2	40.5	8.3		42.8	14.2	
LOS		D	B		C	A	D	A		D	B	
Approach Delay		27.3			19.8			16.7			16.4	

Baseline 2026 AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

2: Center Dr & McNeil St

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		104	131		27	0	102	67		16	56	
Queue Length 95th (ft)		179	195		60	13	161	103		45	104	
Internal Link Dist (ft)		359			199			238			277	
Turn Bay Length (ft)			300			145	200			95		
Base Capacity (vph)		346	1067		337	474	797	2152		150	1710	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.58	0.44		0.17	0.08	0.25	0.26		0.21	0.22	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 83.7

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 20.5

Intersection Capacity Utilization 56.6%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service B

Splits and Phases: 2: Center Dr & McNeil St

 Ø1	 Ø2	 Ø4
11 s	55 s	24 s
 Ø5	 Ø6	 Ø8
41 s	25 s	24 s

Lanes, Volumes, Timings

3: Center Dr & Bobs Hollow Ln

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	232	25	87	37	9	15	75	493	15	11	218	190
Future Volume (vph)	232	25	87	37	9	15	75	493	15	11	218	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.96			0.98		1.00	1.00		0.99	0.98	
Frt		0.966			0.967			0.996			0.930	
Flt Protected		0.967			0.970		0.950			0.950		
Satd. Flow (prot)	0	1714	0	0	1702	0	1752	3485	0	1752	3205	0
Flt Permitted		0.771			0.740		0.361			0.399		
Satd. Flow (perm)	0	1323	0	0	1299	0	663	3485	0	726	3205	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			19			4			241	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		223			319			545			343	
Travel Time (s)		5.1			8.7			10.6			6.7	
Confl. Peds. (#/hr)	32					32	5		15	15		5
Confl. Bikes (#/hr)			15			1						2
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	436	0	0	77	0	95	643	0	14	517	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	42.0	42.0		42.0	42.0		13.0	38.0		10.0	35.0	
Total Split (%)	46.7%	46.7%		46.7%	46.7%		14.4%	42.2%		11.1%	38.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effect Green (s)		29.3			29.3		41.7	40.1		37.0	32.6	
Actuated g/C Ratio		0.37			0.37		0.53	0.51		0.47	0.41	
v/c Ratio		0.87			0.16		0.21	0.37		0.03	0.35	
Control Delay		40.7			13.9		12.6	14.7		12.0	11.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		40.7			13.9		12.6	14.7		12.0	11.0	
LOS		D			B		B	B		B	B	
Approach Delay		40.7			13.9			14.4			11.0	

Baseline 2026 AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

3: Center Dr & Bobs Hollow Ln

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			B			B			B	
Queue Length 50th (ft)		192			19		24	96		3	51	
Queue Length 95th (ft)		257			40		47	164		12	77	
Internal Link Dist (ft)		143			239			465			263	
Turn Bay Length (ft)							90			100		
Base Capacity (vph)		661			647		474	1761		418	1458	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.66			0.12		0.20	0.37		0.03	0.35	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 79.4

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 19.8

Intersection Capacity Utilization 51.7%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 3: Center Dr & Bobs Hollow Ln

 Ø1	 Ø2	 Ø4
10 s	38 s	42 s
 Ø5	 Ø6	 Ø8
13 s	35 s	42 s

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

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	24	0	69	0	721	16	37	392	0
Future Volume (vph)	0	0	0	24	0	69	0	721	16	37	392	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		90	150		0	175		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00	0.97		1.00		1.00		
Frt						0.850		0.997				
Flt Protected					0.950					0.950		
Satd. Flow (prot)	0	1827	0	0	1736	1553	1827	3459	0	1736	3471	0
Flt Permitted					0.784					0.950		
Satd. Flow (perm)	0	1827	0	0	1430	1511	1827	3459	0	1734	3471	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						109		3				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		295			226			375			317	
Travel Time (s)		8.0			6.2			7.3			6.2	
Confl. Peds. (#/hr)	9		1	1		9	4		1	1		4
Confl. Bikes (#/hr)			2						3			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	27	77	0	819	0	41	436	0
Turn Type				Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	26.0	26.0		26.0	26.0	26.0	14.0	44.0		20.0	50.0	
Total Split (%)	28.9%	28.9%		28.9%	28.9%	28.9%	15.6%	48.9%		22.2%	55.6%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effect Green (s)					6.8	6.8		26.2		6.9	30.2	
Actuated g/C Ratio					0.16	0.16		0.63		0.17	0.73	
v/c Ratio					0.12	0.23		0.37		0.14	0.17	
Control Delay					19.0	4.9		7.4		18.8	2.8	
Queue Delay					0.0	0.0		0.0		0.0	0.0	
Total Delay					19.0	4.9		7.4		18.8	2.8	
LOS					B	A		A		B	A	
Approach Delay					8.6			7.4			4.2	

Baseline 2026 AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

4: Center Dr & Palisade Blvd

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS					A			A			A	
Queue Length 50th (ft)					5	0		33		8	15	
Queue Length 95th (ft)					25	19		132		33	30	
Internal Link Dist (ft)		215			146			295			237	
Turn Bay Length (ft)						90				175		
Base Capacity (vph)					801	894		3191		707	3379	
Starvation Cap Reductn					0	0		0		0	0	
Spillback Cap Reductn					0	0		0		0	0	
Storage Cap Reductn					0	0		0		0	0	
Reduced v/c Ratio					0.03	0.09		0.26		0.06	0.13	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 41.3

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 6.4

Intersection Capacity Utilization 39.7%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 4: Center Dr & Palisade Blvd

 Ø1	 Ø2	 Ø4
20 s	44 s	26 s
 Ø5	 Ø6	 Ø8
14 s	50 s	26 s

Lanes, Volumes, Timings

5: Center Dr & Civic Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	45	132	635	388	41
Future Volume (vph)	15	45	132	635	388	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	115			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00		0.99		0.99	
Frt		0.850			0.986	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1553	1736	3471	3404	0
Flt Permitted	0.950		0.450			
Satd. Flow (perm)	1730	1553	810	3471	3404	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		49			18	
Link Speed (mph)	25			35	35	
Link Distance (ft)	263			321	379	
Travel Time (s)	7.2			6.3	7.4	
Confl. Peds. (#/hr)	2		13			13
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	49	145	698	471	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	
Total Split (s)	24.0	24.0	16.0	66.0	50.0	
Total Split (%)	26.7%	26.7%	17.8%	73.3%	55.6%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	Max	Max	
Act Effct Green (s)	6.4	6.4	66.6	68.2	55.7	
Actuated g/C Ratio	0.08	0.08	0.86	0.88	0.72	
v/c Ratio	0.11	0.28	0.19	0.23	0.19	
Control Delay	33.9	14.9	1.9	1.5	4.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.9	14.9	1.9	1.5	4.4	
LOS	C	B	A	A	A	
Approach Delay	19.6			1.6	4.4	
Approach LOS	B			A	A	

Baseline 2026 AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

5: Center Dr & Civic Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	7	0	9	25	35	
Queue Length 95th (ft)	25	30	21	45	62	
Internal Link Dist (ft)	183			241	299	
Turn Bay Length (ft)			115			
Base Capacity (vph)	450	439	842	3064	2461	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.04	0.11	0.17	0.23	0.19	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 77.2

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.28

Intersection Signal Delay: 3.4

Intersection Capacity Utilization 34.0%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 5: Center Dr & Civic Dr



Lanes, Volumes, Timings

6: Dupont Steilacoom Rd & Center Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	355	134	401	567	574	442
Future Volume (vph)	355	134	401	567	574	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	145			160
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1538	1719	1827	1827	1553
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1736	1538	1719	1827	1827	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		149				360
Link Speed (mph)	35			45	45	
Link Distance (ft)	520			568	575	
Travel Time (s)	10.1			8.6	8.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	5%	5%	4%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	394	149	446	630	638	491
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	25.0	25.0	28.0	65.0	37.0	37.0
Total Split (%)	27.8%	27.8%	31.1%	72.2%	41.1%	41.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	21.0	21.0	24.0	60.7	32.7	32.7
Actuated g/C Ratio	0.23	0.23	0.27	0.68	0.36	0.36
v/c Ratio	0.97	0.31	0.97	0.51	0.96	0.62
Control Delay	73.8	7.0	69.7	8.9	55.9	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.8	7.0	69.7	8.9	55.9	10.0
LOS	E	A	E	A	E	B
Approach Delay	55.5			34.1	35.9	
Approach LOS	E			C	D	
Queue Length 50th (ft)	223	0	251	154	347	51
Queue Length 95th (ft)	#405	46	#442	229	#569	152

Baseline 2026 AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

6: Dupont Steilacoom Rd & Center Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	440			488	495	
Turn Bay Length (ft)			145			160
Base Capacity (vph)	406	474	460	1243	672	799
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.31	0.97	0.51	0.95	0.61

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 89.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 39.1

Intersection LOS: D

Intersection Capacity Utilization 82.1%

ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Dupont Steilacoom Rd & Center Dr

 Ø2	 Ø4
65 s	25 s
 Ø5	 Ø6
28 s	37 s

Lanes, Volumes, Timings

7: Dupont Steilacoom Rd & Barksdale Ave

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	68	28	230	44	787	10	94	134	644	131	50
Future Volume (vph)	60	68	28	230	44	787	10	94	134	644	131	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		125	70		0	0		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00	0.99				0.98	1.00				1.00	
Frt		0.956				0.850			0.850		0.982	
Flt Protected	0.950			0.950			0.950			0.950	0.973	
Satd. Flow (prot)	1736	1735	0	1736	1827	1538	1736	1827	1553	1633	1645	0
Flt Permitted	0.950			0.950			0.950			0.950	0.973	
Satd. Flow (perm)	1731	1735	0	1736	1827	1501	1733	1827	1553	1633	1645	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				834			158		8	
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		208			362			236			465	
Travel Time (s)		5.7			9.9			6.4			9.1	
Confl. Peds. (#/hr)	1					1	1					1
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	5%	4%	4%	4%	5%	4%	4%
Shared Lane Traffic (%)										36%		
Lane Group Flow (vph)	64	102	0	245	47	837	11	100	143	438	439	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			
Detector Phase	7	4		3	8	8	2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0		8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	
Total Split (s)	8.0	20.0		16.0	28.0	28.0	21.0	21.0	21.0	33.0	33.0	
Total Split (%)	8.9%	22.2%		17.8%	31.1%	31.1%	23.3%	23.3%	23.3%	36.7%	36.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	
Act Effect Green (s)	4.2	10.4		12.7	18.4	18.4	9.8	9.8	9.8	24.5	24.5	
Actuated g/C Ratio	0.06	0.15		0.18	0.26	0.26	0.14	0.14	0.14	0.34	0.34	
v/c Ratio	0.62	0.38		0.79	0.10	0.83	0.05	0.40	0.41	0.78	0.77	
Control Delay	66.9	29.7		54.3	23.6	11.0	31.3	36.8	8.8	34.5	33.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	66.9	29.7		54.3	23.6	11.0	31.3	36.8	8.8	34.5	33.2	
LOS	E	C		D	C	B	C	D	A	C	C	
Approach Delay		44.0			20.9			20.8			33.8	

Baseline 2026 AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

7: Dupont Steilacoom Rd & Barksdale Ave

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	30	36		112	17	1	5	43	0	176	172	
Queue Length 95th (ft)	#109	85		#292	46	#161	20	96	41	#394	#389	
Internal Link Dist (ft)		128			282			156			385	
Turn Bay Length (ft)	50			125		125	70					
Base Capacity (vph)	103	428		310	653	1072	439	462	511	705	715	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.62	0.24		0.79	0.07	0.78	0.03	0.22	0.28	0.62	0.61	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 71.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 27.1

Intersection LOS: C

Intersection Capacity Utilization 67.1%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Dupont Steilacoom Rd & Barksdale Ave

 Ø2	 Ø6	 Ø3	 Ø4
21 s	33 s	16 s	20 s
		 Ø7	 Ø8
		8 s	28 s

Baseline 2026 LOS PM

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

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	16	34	270	29	106	54	795	221	101	743	20
Future Volume (vph)	8	16	34	270	29	106	54	795	221	101	743	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	40		0	75		0	65		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99				0.98			0.98				
Frt		0.897			0.882			0.967			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1687	0	1787	1628	0	1787	3377	0	1787	3560	0
Flt Permitted	0.659			0.722			0.297			0.131		
Satd. Flow (perm)	1228	1687	0	1358	1628	0	559	3377	0	246	3560	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			114			49			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		180			324			320			260	
Travel Time (s)		4.9			8.8			6.2			5.1	
Confl. Peds. (#/hr)	7					7			31	31		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	54	0	290	145	0	58	1093	0	109	821	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	37.0	37.0		37.0	37.0		8.0	42.0		11.0	45.0	
Total Split (%)	41.1%	41.1%		41.1%	41.1%		8.9%	46.7%		12.2%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	20.9	20.9		20.9	20.9		32.7	29.8		37.2	33.7	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.48	0.44		0.55	0.50	
v/c Ratio	0.02	0.10		0.69	0.25		0.17	0.72		0.36	0.46	
Control Delay	18.6	9.8		32.0	7.8		9.5	19.7		11.6	13.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.6	9.8		32.0	7.8		9.5	19.7		11.6	13.6	
LOS	B	A		C	A		A	B		B	B	
Approach Delay		11.1			23.9			19.2			13.4	
Approach LOS		B			C			B			B	

Baseline 2026 PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

1: Center Dr & Wilmington Dr

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	3	5		111	10		10	190		18	120	
Queue Length 95th (ft)	13	30		216	50		32	337		54	219	
Internal Link Dist (ft)		100			244			240			180	
Turn Bay Length (ft)	40			75			65			75		
Base Capacity (vph)	668	935		739	938		351	2085		313	2294	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.01	0.06		0.39	0.15		0.17	0.52		0.35	0.36	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 67.6

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 17.7

Intersection Capacity Utilization 66.9%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 1: Center Dr & Wilmington Dr

 Ø1	 Ø2	 Ø4
11 s	42 s	37 s
 Ø5	 Ø6	 Ø8
8 s	45 s	37 s

Lanes, Volumes, Timings

2: Center Dr & McNeil St

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	51	239	71	88	52	480	394	49	56	556	122
Future Volume (vph)	97	51	239	71	88	52	480	394	49	56	556	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		300	0		145	200		0	95		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00	0.98		1.00	0.98	1.00	1.00		0.99	0.99	
Frt			0.850			0.850		0.983			0.973	
Flt Protected		0.968			0.978		0.950			0.950		
Satd. Flow (prot)	0	1821	1599	0	1840	1599	1787	3498	0	1787	3460	0
Flt Permitted		0.565			0.692		0.950			0.950		
Satd. Flow (perm)	0	1060	1567	0	1298	1571	1783	3498	0	1769	3460	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36			61		25			27	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		439			279			318			357	
Travel Time (s)		12.0			7.6			6.2			7.0	
Confl. Peds. (#/hr)	3		5	5		3	2		7	7		2
Confl. Bikes (#/hr)						1						2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	252	0	168	55	505	467	0	59	713	0
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	5	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	8.0	8.0	20.0		8.0	20.0	
Total Split (s)	24.0	24.0	41.0	24.0	24.0	11.0	41.0	55.0		11.0	25.0	
Total Split (%)	26.7%	26.7%	45.6%	26.7%	26.7%	12.2%	45.6%	61.1%		12.2%	27.8%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Act Effect Green (s)		15.6	44.2		15.6	22.3	28.6	51.6		6.7	27.3	
Actuated g/C Ratio		0.19	0.53		0.19	0.27	0.34	0.62		0.08	0.33	
v/c Ratio		0.79	0.29		0.69	0.12	0.83	0.22		0.42	0.62	
Control Delay		60.9	7.5		48.0	5.8	37.4	8.2		48.3	28.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		60.9	7.5		48.0	5.8	37.4	8.2		48.3	28.8	
LOS		E	A		D	A	D	A		D	C	
Approach Delay		27.9			37.6			23.4			30.3	

Baseline 2026 PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

2: Center Dr & McNeil St

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			D			C			C	
Queue Length 50th (ft)		81	51		86	0	247	55		31	168	
Queue Length 95th (ft)		#166	69		154	22	346	87		72	#294	
Internal Link Dist (ft)		359			199			238			277	
Turn Bay Length (ft)			300			145	200			95		
Base Capacity (vph)		256	1020		313	473	799	2166		150	1148	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.61	0.25		0.54	0.12	0.63	0.22		0.39	0.62	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 83.7

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 27.7

Intersection Capacity Utilization 71.1%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service C

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Center Dr & McNeil St

 Ø1	 Ø2	 Ø4
11 s	55 s	24 s
 Ø5	 Ø6	 Ø8
41 s	25 s	24 s

Lanes, Volumes, Timings

3: Center Dr & Bobs Hollow Ln

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	11	74	20	22	14	67	359	36	27	610	290
Future Volume (vph)	204	11	74	20	22	14	67	359	36	27	610	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.98			0.99			1.00		1.00	0.99	
Frt		0.965			0.966			0.986			0.952	
Flt Protected		0.966			0.983		0.950			0.950		
Satd. Flow (prot)	0	1745	0	0	1771	0	1787	3515	0	1787	3369	0
Flt Permitted		0.756			0.881		0.194			0.508		
Satd. Flow (perm)	0	1346	0	0	1586	0	365	3515	0	953	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			15			13			96	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		223			319			545			343	
Travel Time (s)		5.1			8.7			10.6			6.7	
Confl. Peds. (#/hr)	13		3	3		13	3		2	2		3
Confl. Bikes (#/hr)			3			2			2			2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	305	0	0	59	0	71	416	0	28	947	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	42.0	42.0		42.0	42.0		13.0	38.0		10.0	35.0	
Total Split (%)	46.7%	46.7%		46.7%	46.7%		14.4%	42.2%		11.1%	38.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effect Green (s)		20.0			20.0		41.5	38.7		38.1	33.5	
Actuated g/C Ratio		0.28			0.28		0.59	0.55		0.54	0.48	
v/c Ratio		0.76			0.13		0.20	0.21		0.05	0.57	
Control Delay		34.3			15.0		9.1	10.7		8.3	15.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		34.3			15.0		9.1	10.7		8.3	15.8	
LOS		C			B		A	B		A	B	
Approach Delay		34.3			15.0			10.4			15.6	

Baseline 2026 PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings 3: Center Dr & Bobs Hollow Ln

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		110			14		11	36		4	138	
Queue Length 95th (ft)		200			39		37	105		19	266	
Internal Link Dist (ft)		143			239			465			263	
Turn Bay Length (ft)							90			100		
Base Capacity (vph)		751			879		402	1939		589	1657	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.41			0.07		0.18	0.21		0.05	0.57	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 70.3

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 17.3

Intersection Capacity Utilization 63.1%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 3: Center Dr & Bobs Hollow Ln

 Ø1	 Ø2	 Ø4
10 s	38 s	42 s
 Ø5	 Ø6	 Ø8
13 s	35 s	42 s

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

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	8	26	1	40	9	530	37	63	887	5
Future Volume (vph)	0	0	8	26	1	40	9	530	37	63	887	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		90	150		0	175		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00	0.98	1.00	1.00		1.00	1.00	
Frt		0.865				0.850		0.990			0.999	
Flt Protected					0.954		0.950			0.950		
Satd. Flow (prot)	0	1604	0	0	1795	1599	1787	3533	0	1787	3570	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	1604	0	0	1878	1573	1782	3533	0	1785	3570	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		280				109		10			1	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		295			226			375			317	
Travel Time (s)		8.0			6.2			7.3			6.2	
Confl. Peds. (#/hr)	2		1	1		2	4		1	1		4
Confl. Bikes (#/hr)			1			1			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	29	43	10	616	0	68	969	0
Turn Type		NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Detector Phase	4	4		8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	26.0	26.0		26.0	26.0	26.0	14.0	44.0		20.0	50.0	
Total Split (%)	28.9%	28.9%		28.9%	28.9%	28.9%	15.6%	48.9%		22.2%	55.6%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
Act Effect Green (s)		6.6			6.7	6.7	6.1	24.3		7.4	29.1	
Actuated g/C Ratio		0.17			0.17	0.17	0.16	0.63		0.19	0.76	
v/c Ratio		0.02			0.09	0.12	0.04	0.28		0.20	0.36	
Control Delay		0.1			17.9	0.8	18.8	8.0		17.6	4.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		0.1			17.9	0.8	18.8	8.0		17.6	4.8	
LOS		A			B	A	B	A		B	A	
Approach Delay		0.1			7.7			8.2			5.7	

Baseline 2026 PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

4: Center Dr & Palisade Blvd

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		0			5	0	2	51		13	40	
Queue Length 95th (ft)		0			27	3	14	97		47	146	
Internal Link Dist (ft)		215			146			295			237	
Turn Bay Length (ft)						90	150			175		
Base Capacity (vph)		1079			1133	992	490	3315		784	3461	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.01			0.03	0.04	0.02	0.19		0.09	0.28	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 38.5

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.36

Intersection Signal Delay: 6.6

Intersection Capacity Utilization 46.5%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 4: Center Dr & Palisade Blvd

 Ø1	 Ø2	 Ø4
20 s	44 s	26 s
 Ø5	 Ø6	 Ø8
14 s	50 s	26 s

Lanes, Volumes, Timings

5: Center Dr & Civic Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	35	111	29	526	738	12
Future Volume (vph)	35	111	29	526	738	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	115			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.99	1.00		1.00	
Frt		0.850			0.998	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1787	1599	1787	3574	3566	0
Flt Permitted	0.950		0.321			
Satd. Flow (perm)	1787	1577	603	3574	3566	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		117			3	
Link Speed (mph)	25			35	35	
Link Distance (ft)	263			321	379	
Travel Time (s)	7.2			6.3	7.4	
Confl. Peds. (#/hr)			2			2
Confl. Bikes (#/hr)		2				2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	117	31	554	790	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	
Total Split (s)	24.0	24.0	16.0	66.0	50.0	
Total Split (%)	26.7%	26.7%	17.8%	73.3%	55.6%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	Max	Max	
Act Effect Green (s)	7.4	7.4	68.5	69.3	65.1	
Actuated g/C Ratio	0.09	0.09	0.84	0.85	0.79	
v/c Ratio	0.23	0.47	0.05	0.18	0.28	
Control Delay	36.6	13.6	2.0	1.8	4.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.6	13.6	2.0	1.8	4.0	
LOS	D	B	A	A	A	
Approach Delay	19.1			1.8	4.0	

Baseline 2026 PM
GTC (MJP)

PM Peak

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

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach LOS	B			A	A	
Queue Length 50th (ft)	18	0	2	21	33	
Queue Length 95th (ft)	44	45	7	41	111	
Internal Link Dist (ft)	183			241	299	
Turn Bay Length (ft)			115			
Base Capacity (vph)	436	473	677	3021	2832	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.25	0.05	0.18	0.28	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 82

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 4.7

Intersection Capacity Utilization 34.3%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 5: Center Dr & Civic Dr



Lanes, Volumes, Timings
6: Dupont Steilacoom Rd & Center Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	364	318	267	580	717	563
Future Volume (vph)	364	318	267	580	717	563
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	145			160
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			1.00			0.97
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1568	1752	1863	1863	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1568	1749	1863	1863	1543
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		341				476
Link Speed (mph)	35			45	45	
Link Distance (ft)	520			568	575	
Travel Time (s)	10.1			8.6	8.7	
Confl. Peds. (#/hr)			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	396	346	290	630	779	612
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	24.0	24.0	16.0	66.0	50.0	50.0
Total Split (%)	26.7%	26.7%	17.8%	73.3%	55.6%	55.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	20.1	20.1	12.1	56.9	40.8	40.8
Actuated g/C Ratio	0.24	0.24	0.14	0.67	0.48	0.48
v/c Ratio	0.95	0.55	1.17	0.51	0.87	0.62
Control Delay	68.1	7.5	146.8	8.6	31.8	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.1	7.5	146.8	8.6	31.8	6.4
LOS	E	A	F	A	C	A
Approach Delay	39.8			52.1	20.6	
Approach LOS	D			D	C	

Baseline 2026 PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

6: Dupont Steilacoom Rd & Center Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	~229	2	~207	146	354	39
Queue Length 95th (ft)	#414	73	#362	215	#537	124
Internal Link Dist (ft)	440			488	495	
Turn Bay Length (ft)			145			160
Base Capacity (vph)	418	631	248	1366	1013	1056
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.55	1.17	0.46	0.77	0.58

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 85.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.17

Intersection Signal Delay: 34.8

Intersection LOS: C

Intersection Capacity Utilization 82.7%

ICU Level of Service E

Analysis Period (min) 15

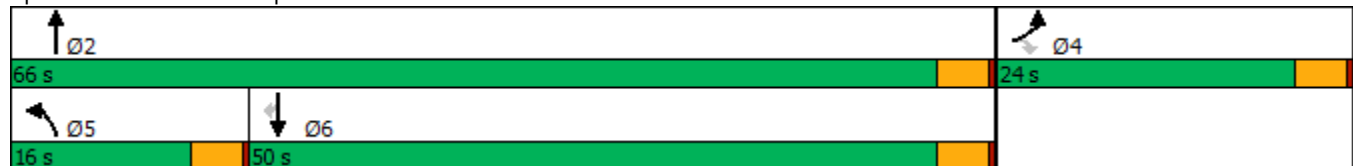
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Dupont Steilacoom Rd & Center Dr



Lanes, Volumes, Timings

7: Dupont Steilacoom Rd & Barksdale Ave

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	57	20	162	84	663	25	151	256	881	125	70
Future Volume (vph)	57	57	20	162	84	663	25	151	256	881	125	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		125	70		0	0		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	0.98					0.96	0.99		0.99		1.00	
Frt		0.961				0.850			0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950	0.969	
Satd. Flow (prot)	1770	1790	0	1770	1863	1568	1770	1863	1583	1665	1665	0
Flt Permitted	0.950			0.950			0.950			0.950	0.969	
Satd. Flow (perm)	1734	1790	0	1770	1863	1500	1760	1863	1562	1665	1665	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				684			264		9	
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		208			362			236			465	
Travel Time (s)		5.7			9.9			6.4			9.1	
Confl. Peds. (#/hr)	8					8	4					4
Confl. Bikes (#/hr)						1			1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%	2%	2%	2%	3%	2%	2%
Shared Lane Traffic (%)										39%		
Lane Group Flow (vph)	59	80	0	167	87	684	26	156	264	554	555	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			
Detector Phase	7	4		3	8	8	2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0		8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	
Total Split (s)	8.0	20.0		16.0	28.0	28.0	21.0	21.0	21.0	33.0	33.0	
Total Split (%)	8.9%	22.2%		17.8%	31.1%	31.1%	23.3%	23.3%	23.3%	36.7%	36.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	
Act Effect Green (s)	4.1	8.9		10.9	15.4	15.4	11.9	11.9	11.9	29.8	29.8	
Actuated g/C Ratio	0.05	0.12		0.14	0.20	0.20	0.16	0.16	0.16	0.40	0.40	
v/c Ratio	0.61	0.35		0.65	0.23	0.80	0.09	0.53	0.56	0.84	0.84	
Control Delay	67.9	31.3		46.6	27.5	10.8	29.8	37.8	9.5	38.5	37.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	67.9	31.3		46.6	27.5	10.8	29.8	37.8	9.5	38.5	37.5	
LOS	E	C		D	C	B	C	D	A	D	D	
Approach Delay		46.8			18.7			20.6			38.0	

Baseline 2026 PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

7: Dupont Steilacoom Rd & Barksdale Ave

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			B			C			D	
Queue Length 50th (ft)	29	29		76	35	0	11	70	0	258	254	
Queue Length 95th (ft)	#102	71		#183	76	105	34	139	64	#567	#565	
Internal Link Dist (ft)		128			282			156			385	
Turn Bay Length (ft)	50			125		125	70					
Base Capacity (vph)	96	403		289	608	950	409	430	564	656	662	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.61	0.20		0.58	0.14	0.72	0.06	0.36	0.47	0.84	0.84	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 75.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 28.7

Intersection LOS: C

Intersection Capacity Utilization 63.4%

ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Dupont Steilacoom Rd & Barksdale Ave

 Ø2	 Ø6	 Ø3	 Ø4
21 s	33 s	16 s	20 s
		 Ø7	 Ø8
		8 s	28 s

Future 2026 With LOS AM

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

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	16	40	71	17	95	63	759	238	81	765	7
Future Volume (vph)	1	16	40	71	17	95	63	759	238	81	765	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	40		0	75		0	65		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				0.99		1.00	0.99			1.00	
Frt		0.893			0.873			0.964			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1680	0	1787	1621	0	1787	3427	0	1787	3570	0
Flt Permitted	0.682			0.719			0.348			0.191		
Satd. Flow (perm)	1279	1680	0	1353	1621	0	654	3427	0	359	3570	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			99			57			1	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		180			324			320			260	
Travel Time (s)		4.9			8.8			6.2			5.1	
Confl. Peds. (#/hr)	2					2	1		1	1		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	59	0	74	117	0	66	1039	0	84	804	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	37.0	37.0		37.0	37.0		8.0	42.0		11.0	45.0	
Total Split (%)	41.1%	41.1%		41.1%	41.1%		8.9%	46.7%		12.2%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effect Green (s)	8.7	8.7		8.8	8.8		28.9	27.3		32.9	30.8	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.60	0.57		0.69	0.64	
v/c Ratio	0.00	0.17		0.30	0.31		0.13	0.52		0.19	0.35	
Control Delay	20.0	11.6		23.5	9.6		4.3	10.2		4.2	7.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.0	11.6		23.5	9.6		4.3	10.2		4.2	7.1	
LOS	B	B		C	A		A	B		A	A	
Approach Delay		11.7			15.0			9.9			6.8	
Approach LOS		B			B			A			A	

Future With 2026 AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

1: Center Dr & Wilmington Dr

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	0	4		19	4		5	105		6	70	
Queue Length 95th (ft)	4	32		58	43		16	183		20	120	
Internal Link Dist (ft)		100			244			240			180	
Turn Bay Length (ft)	40			75			65			75		
Base Capacity (vph)	909	1207		962	1181		497	2715		473	2982	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.00	0.05		0.08	0.10		0.13	0.38		0.18	0.27	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 47.8

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 9.2

Intersection Capacity Utilization 53.9%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 1: Center Dr & Wilmington Dr

 Ø1	 Ø2	 Ø4
11 s	42 s	37 s
 Ø5	 Ø6	 Ø8
8 s	45 s	37 s

Lanes, Volumes, Timings

2: Center Dr & McNeil St

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	66	438	30	24	55	183	603	83	34	356	44
Future Volume (vph)	166	66	438	30	24	55	183	603	83	34	356	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		300	0		145	200		0	95		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99	0.98		1.00	0.97	0.99	1.00		1.00	1.00	
Frt			0.850			0.850		0.982			0.984	
Flt Protected		0.965			0.973		0.950			0.950		
Satd. Flow (prot)	0	1815	1599	0	1830	1599	1787	3498	0	1787	3503	0
Flt Permitted		0.751			0.688		0.950			0.950		
Satd. Flow (perm)	0	1400	1569	0	1292	1556	1773	3498	0	1782	3503	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118			61		27			14	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		439			279			318			357	
Travel Time (s)		12.0			7.6			6.2			7.0	
Confl. Peds. (#/hr)	8		4	4		8	5		3	3		5
Confl. Bikes (#/hr)						2						1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	249	471	0	58	59	197	737	0	37	430	0
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	5	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	8.0	8.0	20.0		8.0	20.0	
Total Split (s)	24.0	24.0	41.0	24.0	24.0	11.0	41.0	55.0		11.0	25.0	
Total Split (%)	26.7%	26.7%	45.6%	26.7%	26.7%	12.2%	45.6%	61.1%		12.2%	27.8%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Act Effect Green (s)		18.1	33.4		18.1	24.7	15.3	51.4		6.6	40.4	
Actuated g/C Ratio		0.21	0.39		0.21	0.29	0.18	0.60		0.08	0.47	
v/c Ratio		0.84	0.68		0.21	0.12	0.62	0.35		0.27	0.26	
Control Delay		59.1	19.0		31.0	6.1	41.4	9.9		44.5	15.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		59.1	19.0		31.0	6.1	41.4	9.9		44.5	15.1	
LOS		E	B		C	A	D	A		D	B	
Approach Delay		32.9			18.5			16.5			17.4	

Future With 2026 AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

2: Center Dr & McNeil St

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		135	148		27	0	106	107		20	71	
Queue Length 95th (ft)		#259	212		60	25	161	144		51	118	
Internal Link Dist (ft)		359			199			238			277	
Turn Bay Length (ft)			300			145	200			95		
Base Capacity (vph)		328	1067		303	502	775	2104		146	1653	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.76	0.44		0.19	0.12	0.25	0.35		0.25	0.26	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 85.9

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 22.1

Intersection LOS: C

Intersection Capacity Utilization 56.6%

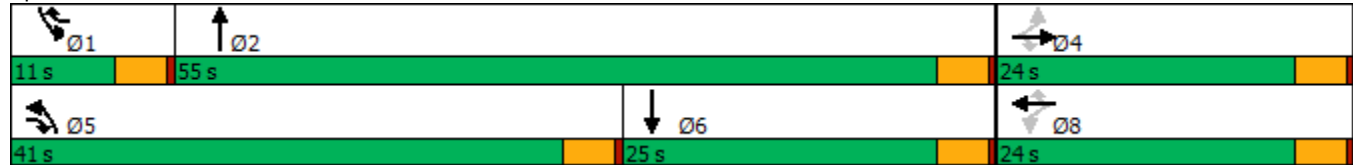
ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Center Dr & McNeil St



Lanes, Volumes, Timings
3: Center Dr & Bobs Hollow Ln

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	243	25	87	37	9	15	75	720	15	11	276	193
Future Volume (vph)	243	25	87	37	9	15	75	720	15	11	276	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.96			0.98		1.00	1.00		0.99	0.99	
Frt		0.967			0.967			0.997			0.938	
Flt Protected		0.967			0.970		0.950			0.950		
Satd. Flow (prot)	0	1717	0	0	1702	0	1752	3490	0	1752	3239	0
Flt Permitted		0.767			0.737		0.316			0.245		
Satd. Flow (perm)	0	1317	0	0	1293	0	581	3490	0	449	3239	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			19			3			216	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		223			319			545			343	
Travel Time (s)		5.1			8.7			10.6			6.7	
Confl. Peds. (#/hr)	32					32	5		15	15		5
Confl. Bikes (#/hr)			15			1						2
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	450	0	0	77	0	95	930	0	14	593	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	42.0	42.0		42.0	42.0		13.0	38.0		10.0	35.0	
Total Split (%)	46.7%	46.7%		46.7%	46.7%		14.4%	42.2%		11.1%	38.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effect Green (s)		30.4			30.4		41.6	40.0		36.9	32.5	
Actuated g/C Ratio		0.38			0.38		0.52	0.50		0.46	0.40	
v/c Ratio		0.88			0.15		0.23	0.53		0.05	0.41	
Control Delay		42.4			13.8		13.1	17.2		12.3	13.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		42.4			13.8		13.1	17.2		12.3	13.5	
LOS		D			B		B	B		B	B	
Approach Delay		42.4			13.8			16.9			13.5	

Future With 2026 AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

3: Center Dr & Bobs Hollow Ln

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			B			B			B	
Queue Length 50th (ft)		204			19		25	164		4	75	
Queue Length 95th (ft)		270			40		47	250		12	104	
Internal Link Dist (ft)		143			239			465			263	
Turn Bay Length (ft)							90			100		
Base Capacity (vph)		648			634		435	1739		306	1439	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.69			0.12		0.22	0.53		0.05	0.41	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 80.4

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 21.1

Intersection Capacity Utilization 58.9%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service B

Splits and Phases: 3: Center Dr & Bobs Hollow Ln

 Ø1	 Ø2	 Ø4
10 s	38 s	42 s
 Ø5	 Ø6	 Ø8
13 s	35 s	42 s

Lanes, Volumes, Timings

4: Center Dr & Palisade Blvd

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	5	61	24	18	69	238	721	16	37	392	149
Future Volume (vph)	38	5	61	24	18	69	238	721	16	37	392	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		90	150		0	175		0
Storage Lanes	1		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99		0.99		1.00	0.97	1.00	1.00		1.00	0.99	
Frt			0.850			0.850		0.997			0.959	
Flt Protected	0.950				0.972		0.950			0.950		
Satd. Flow (prot)	1433	1827	1553	0	1776	1553	1736	3459	0	1736	3129	0
Flt Permitted	0.950				0.819		0.950			0.950		
Satd. Flow (perm)	1412	1827	1530	0	1495	1511	1730	3459	0	1734	3129	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			158		3			58	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		635			226			375			317	
Travel Time (s)		17.3			6.2			7.3			6.2	
Confl. Peds. (#/hr)	9		1	1		9	4		1	1		4
Confl. Bikes (#/hr)			2						3			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	26%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	26%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	6	68	0	47	77	264	819	0	41	602	0
Turn Type	Prot	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases			4	8		8						
Detector Phase	7	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	20.0	40.0	40.0	20.0	20.0	20.0	24.0	40.0		10.0	26.0	
Total Split (%)	22.2%	44.4%	44.4%	22.2%	22.2%	22.2%	26.7%	44.4%		11.1%	28.9%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	
Act Effect Green (s)	7.9	14.2	14.2		7.9	7.9	14.8	35.1		6.5	19.4	
Actuated g/C Ratio	0.14	0.24	0.24		0.14	0.14	0.25	0.60		0.11	0.33	
v/c Ratio	0.22	0.01	0.15		0.23	0.23	0.60	0.39		0.21	0.56	
Control Delay	31.8	18.4	2.4		31.8	1.5	28.9	11.8		34.4	20.3	
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	31.8	18.4	2.4		31.8	1.5	28.9	11.8		34.4	20.3	
LOS	C	B	A		C	A	C	B		C	C	
Approach Delay		13.9			13.0			16.0			21.2	

Future With 2026 AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

4: Center Dr & Palisade Blvd

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	15	2	0		17	0	92	121		15	98	
Queue Length 95th (ft)	48	10	12		52	0	191	195		50	180	
Internal Link Dist (ft)		555			146			295			237	
Turn Bay Length (ft)	250					90	150			175		
Base Capacity (vph)	437	1227	1063		455	570	661	2325		198	1345	
Starvation Cap Reductn	0	0	0		0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	0	0		0	0	
Reduced v/c Ratio	0.10	0.00	0.06		0.10	0.14	0.40	0.35		0.21	0.45	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 58.4

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 17.4

Intersection Capacity Utilization 49.0%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 4: Center Dr & Palisade Blvd

 Ø1	 Ø2	 Ø4	
10 s	40 s	40 s	
 Ø5	 Ø6	 Ø7	 Ø8
24 s	26 s	20 s	20 s

Lanes, Volumes, Timings

5: Center Dr & Civic Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	45	132	673	537	41
Future Volume (vph)	15	45	132	673	537	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	115			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00		0.99		1.00	
Frt		0.850			0.989	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1553	1736	3471	3419	0
Flt Permitted	0.950		0.375			
Satd. Flow (perm)	1730	1553	678	3471	3419	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		49			13	
Link Speed (mph)	25			35	35	
Link Distance (ft)	263			321	379	
Travel Time (s)	7.2			6.3	7.4	
Confl. Peds. (#/hr)	2		13			13
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	49	145	740	635	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	
Total Split (s)	24.0	24.0	16.0	66.0	50.0	
Total Split (%)	26.7%	26.7%	17.8%	73.3%	55.6%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	Max	Max	
Act Effct Green (s)	6.4	6.4	66.6	68.2	55.7	
Actuated g/C Ratio	0.08	0.08	0.86	0.88	0.72	
v/c Ratio	0.11	0.28	0.21	0.24	0.26	
Control Delay	33.9	14.9	2.1	1.6	4.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.9	14.9	2.1	1.6	4.7	
LOS	C	B	A	A	A	
Approach Delay	19.6			1.6	4.7	
Approach LOS	B			A	A	

Future With 2026 AM
GTC (MJP)

AM Peak

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

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	7	0	9	27	52	
Queue Length 95th (ft)	25	30	21	48	86	
Internal Link Dist (ft)	183			241	299	
Turn Bay Length (ft)			115			
Base Capacity (vph)	450	439	749	3064	2470	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.04	0.11	0.19	0.24	0.26	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 77.2

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.28

Intersection Signal Delay: 3.6

Intersection Capacity Utilization 36.9%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 5: Center Dr & Civic Dr



Future With 2026 AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

6: Dupont Steilacoom Rd & Center Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	370	157	489	567	574	503
Future Volume (vph)	370	157	489	567	574	503
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	145			160
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1538	1719	1827	1827	1553
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1736	1538	1719	1827	1827	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		174				409
Link Speed (mph)	35			45	45	
Link Distance (ft)	520			568	575	
Travel Time (s)	10.1			8.6	8.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	5%	5%	4%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	411	174	543	630	638	559
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	25.0	25.0	28.0	65.0	37.0	37.0
Total Split (%)	27.8%	27.8%	31.1%	72.2%	41.1%	41.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	21.0	21.0	24.0	60.9	32.9	32.9
Actuated g/C Ratio	0.23	0.23	0.27	0.68	0.37	0.37
v/c Ratio	1.01	0.35	1.18	0.51	0.96	0.68
Control Delay	84.4	6.9	135.1	8.9	55.1	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.4	6.9	135.1	8.9	55.1	11.0
LOS	F	A	F	A	E	B
Approach Delay	61.4			67.3	34.5	
Approach LOS	E			E	C	
Queue Length 50th (ft)	~240	0	~375	154	347	59
Queue Length 95th (ft)	#427	50	#571	229	#569	178

Future With 2026 AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

6: Dupont Steilacoom Rd & Center Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	440			488	495	
Turn Bay Length (ft)			145			160
Base Capacity (vph)	406	492	459	1240	670	829
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.35	1.18	0.51	0.95	0.67

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 89.9

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.18

Intersection Signal Delay: 52.8

Intersection LOS: D

Intersection Capacity Utilization 87.8%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Dupont Steilacoom Rd & Center Dr



Lanes, Volumes, Timings

7: Dupont Steilacoom Rd & Barksdale Ave

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	68	28	230	44	838	10	112	134	657	136	55
Future Volume (vph)	79	68	28	230	44	838	10	112	134	657	136	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		125	70		0	0		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	1.00	0.99				0.98	1.00				1.00	
Frt		0.956				0.850			0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950	0.973	
Satd. Flow (prot)	1736	1735	0	1736	1827	1538	1736	1827	1553	1633	1641	0
Flt Permitted	0.950			0.950			0.950			0.950	0.973	
Satd. Flow (perm)	1731	1735	0	1736	1827	1501	1733	1827	1553	1633	1641	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				805			158		9	
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		208			362			236			465	
Travel Time (s)		5.7			9.9			6.4			9.1	
Confl. Peds. (#/hr)	1					1	1					1
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	5%	4%	4%	4%	5%	4%	4%
Shared Lane Traffic (%)										35%		
Lane Group Flow (vph)	84	102	0	245	47	891	11	119	143	454	449	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			
Detector Phase	7	4		3	8	8	2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0		8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	
Total Split (s)	8.0	20.0		16.0	28.0	28.0	21.0	21.0	21.0	33.0	33.0	
Total Split (%)	8.9%	22.2%		17.8%	31.1%	31.1%	23.3%	23.3%	23.3%	36.7%	36.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	
Act Effect Green (s)	4.1	11.7		14.7	19.7	19.7	10.6	10.6	10.6	25.7	25.7	
Actuated g/C Ratio	0.05	0.15		0.19	0.26	0.26	0.14	0.14	0.14	0.34	0.34	
v/c Ratio	0.90	0.36		0.74	0.10	0.91	0.05	0.47	0.41	0.83	0.81	
Control Delay	115.4	29.4		50.9	23.9	18.5	31.5	39.0	8.5	39.8	37.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	115.4	29.4		50.9	23.9	18.5	31.5	39.0	8.5	39.8	37.3	
LOS	F	C		D	C	B	C	D	A	D	D	
Approach Delay		68.2			25.4			22.7			38.6	

Future With 2026 AM
GTC (MJP)

AM Peak

Lanes, Volumes, Timings

7: Dupont Steilacoom Rd & Barksdale Ave

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		E			C			C			D	
Queue Length 50th (ft)	~46	37		130	18	34	5	59	0	224	214	
Queue Length 95th (ft)	#146	86		#297	47	#333	20	110	41	#427	#413	
Internal Link Dist (ft)		128			282			156			385	
Turn Bay Length (ft)	50			125		125	70					
Base Capacity (vph)	93	389		332	589	1029	397	417	477	637	645	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.90	0.26		0.74	0.08	0.87	0.03	0.29	0.30	0.71	0.70	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 76.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 32.9

Intersection Capacity Utilization 72.3%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service C

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Dupont Steilacoom Rd & Barksdale Ave

 Ø2	 Ø6	 Ø3	 Ø4
21 s	33 s	16 s	20 s
		 Ø7	 Ø8
		8 s	28 s

Future With 2026 AM
GTC (MJP)

AM Peak

HCM 6th TWSC

8: New Road 1/Palisade Blvd & New Road 2

Founder's Ridge (20-199)

Intersection

Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	26	101	304	78	0
Future Vol, veh/h	0	26	101	304	78	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	200	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	28	110	330	85	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	440	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.2	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.29	-	-
Pot Cap-1 Maneuver	1079	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1079	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1079	-	-	-	837	-
HCM Lane V/C Ratio	-	-	-	-	0.101	-
HCM Control Delay (s)	0	-	-	-	9.8	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	-

Future With 2026 AM
GTC (MJP)

AM Peak

Future 2026 With LOS PM

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

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	16	34	270	29	112	54	848	221	118	882	20
Future Volume (vph)	8	16	34	270	29	112	54	848	221	118	882	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	40		0	75		0	65		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99				0.98			0.98				
Frt		0.897			0.881			0.969			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1687	0	1787	1626	0	1787	3388	0	1787	3564	0
Flt Permitted	0.644			0.722			0.232			0.117		
Satd. Flow (perm)	1200	1687	0	1358	1626	0	436	3388	0	220	3564	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			120			45			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		180			324			320			260	
Travel Time (s)		4.9			8.8			6.2			5.1	
Confl. Peds. (#/hr)	7					7			31	31		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	54	0	290	151	0	58	1150	0	127	970	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	37.0	37.0		37.0	37.0		8.0	42.0		11.0	45.0	
Total Split (%)	41.1%	41.1%		41.1%	41.1%		8.9%	46.7%		12.2%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	21.6	21.6		21.6	21.6		34.6	31.7		39.3	35.7	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.49	0.45		0.56	0.51	
v/c Ratio	0.02	0.10		0.69	0.26		0.19	0.74		0.45	0.53	
Control Delay	18.9	9.9		32.6	7.7		9.9	20.4		13.6	14.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.9	9.9		32.6	7.7		9.9	20.4		13.6	14.6	
LOS	B	A		C	A		A	C		B	B	
Approach Delay		11.2			24.1			19.9			14.5	
Approach LOS		B			C			B			B	

Future With 2026 PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

1: Center Dr & Wilmington Dr

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	3	5		116	10		10	214		23	157	
Queue Length 95th (ft)	13	30		216	51		32	364		63	271	
Internal Link Dist (ft)		100			244			240			180	
Turn Bay Length (ft)	40			75			65			75		
Base Capacity (vph)	612	878		692	888		299	2008		293	2260	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.01	0.06		0.42	0.17		0.19	0.57		0.43	0.43	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 70

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 18.3

Intersection Capacity Utilization 69.2%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 1: Center Dr & Wilmington Dr

 Ø1	 Ø2	 Ø4
11 s	42 s	37 s
 Ø5	 Ø6	 Ø8
8 s	45 s	37 s

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

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	51	239	71	88	59	480	453	49	73	712	164
Future Volume (vph)	113	51	239	71	88	59	480	453	49	73	712	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		300	0		145	200		0	95		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00	0.98		1.00	0.98	1.00	1.00		0.99	0.99	
Frt			0.850			0.850		0.985			0.972	
Flt Protected		0.967			0.978		0.950			0.950		
Satd. Flow (prot)	0	1819	1599	0	1840	1599	1787	3507	0	1787	3455	0
Flt Permitted		0.567			0.677		0.950			0.950		
Satd. Flow (perm)	0	1064	1567	0	1270	1571	1784	3507	0	1770	3455	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			13			62		21			29	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		439			279			318			357	
Travel Time (s)		12.0			7.6			6.2			7.0	
Confl. Peds. (#/hr)	3		5	5		3	2		7	7		2
Confl. Bikes (#/hr)						1						2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	252	0	168	62	505	529	0	77	922	0
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phase	4	4	5	8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	8.0	8.0	20.0		8.0	20.0	
Total Split (s)	24.0	24.0	41.0	24.0	24.0	11.0	41.0	55.0		11.0	25.0	
Total Split (%)	26.7%	26.7%	45.6%	26.7%	26.7%	12.2%	45.6%	61.1%		12.2%	27.8%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Act Effect Green (s)		17.0	46.1		17.0	23.8	29.1	51.5		6.8	26.8	
Actuated g/C Ratio		0.20	0.54		0.20	0.28	0.34	0.61		0.08	0.32	
v/c Ratio		0.82	0.29		0.66	0.13	0.83	0.25		0.54	0.83	
Control Delay		62.6	8.2		45.3	6.4	37.7	8.9		55.1	37.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		62.6	8.2		45.3	6.4	37.7	8.9		55.1	37.4	
LOS		E	A		D	A	D	A		E	D	
Approach Delay		30.3			34.8			23.0			38.7	

Future With 2026 PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

2: Center Dr & McNeil St

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			D	
Queue Length 50th (ft)		92	55		86	0	256	71		43	255	
Queue Length 95th (ft)		#192	75		155	26	346	100		#97	#436	
Internal Link Dist (ft)		359			199			238			277	
Turn Bay Length (ft)			300			145	200			95		
Base Capacity (vph)		252	1021		302	491	785	2133		148	1109	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.69	0.25		0.56	0.13	0.64	0.25		0.52	0.83	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 85

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 31.0

Intersection LOS: C

Intersection Capacity Utilization 77.2%

ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Center Dr & McNeil St

 Ø1	 Ø2	 Ø4
11 s	55 s	24 s
 Ø5	 Ø6	 Ø8
41 s	25 s	24 s

Lanes, Volumes, Timings

3: Center Dr & Bobs Hollow Ln

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	11	74	20	22	14	67	441	36	27	825	301
Future Volume (vph)	208	11	74	20	22	14	67	441	36	27	825	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.98			0.99			1.00		1.00	0.99	
Frt		0.966			0.966			0.989			0.960	
Flt Protected		0.966			0.983		0.950			0.950		
Satd. Flow (prot)	0	1747	0	0	1771	0	1787	3528	0	1787	3403	0
Flt Permitted		0.754			0.880		0.118			0.468		
Satd. Flow (perm)	0	1344	0	0	1584	0	222	3528	0	878	3403	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			15			11			63	
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		223			319			545			343	
Travel Time (s)		5.1			8.7			10.6			6.7	
Confl. Peds. (#/hr)	13		3	3		13	3		2	2		3
Confl. Bikes (#/hr)			3			2			2			2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	309	0	0	59	0	71	502	0	28	1185	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	42.0	42.0		42.0	42.0		13.0	38.0		10.0	35.0	
Total Split (%)	46.7%	46.7%		46.7%	46.7%		14.4%	42.2%		11.1%	38.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effect Green (s)		20.3			20.3		41.5	38.7		38.0	33.5	
Actuated g/C Ratio		0.29			0.29		0.59	0.55		0.54	0.47	
v/c Ratio		0.77			0.13		0.25	0.26		0.05	0.72	
Control Delay		34.6			14.9		10.0	11.2		8.4	20.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		34.6			14.9		10.0	11.2		8.4	20.2	
LOS		C			B		B	B		A	C	
Approach Delay		34.6			14.9			11.0			19.9	

Future With 2026 PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

3: Center Dr & Bobs Hollow Ln

Founder's Ridge (20-199)

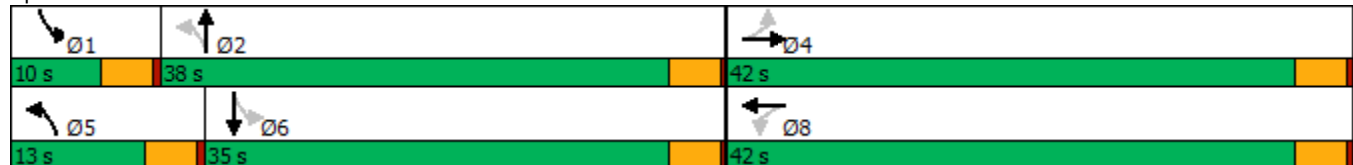
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		112			14		11	45		4	205	
Queue Length 95th (ft)		203			39		37	129		19	#424	
Internal Link Dist (ft)		143			239			465			263	
Turn Bay Length (ft)							90			100		
Base Capacity (vph)		746			874		334	1937		552	1648	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.41			0.07		0.21	0.26		0.05	0.72	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 70.6
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 19.5
Intersection Capacity Utilization 69.6%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection LOS: B
ICU Level of Service C

Splits and Phases: 3: Center Dr & Bobs Hollow Ln



Lanes, Volumes, Timings

4: Center Dr & Palisade Blvd

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	17	234	26	8	40	95	530	37	63	887	58
Future Volume (vph)	141	17	234	26	8	40	95	530	37	63	887	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		90	150		0	175		0
Storage Lanes	1		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00		0.99		1.00	0.98	1.00	1.00		1.00	1.00	
Frt			0.850			0.850		0.990			0.991	
Flt Protected	0.950				0.964		0.950			0.950		
Satd. Flow (prot)	1433	1881	1599	0	1813	1599	1787	3533	0	1787	3485	0
Flt Permitted	0.950				0.782		0.950			0.950		
Satd. Flow (perm)	1428	1881	1576	0	1469	1573	1784	3533	0	1785	3485	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			254			109		9			8	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		635			226			375			317	
Travel Time (s)		17.3			6.2			7.3			6.2	
Confl. Peds. (#/hr)	2		1	1		2	4		1	1		4
Confl. Bikes (#/hr)			1			1			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	26%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	26%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	18	254	0	37	43	103	616	0	68	1027	0
Turn Type	Prot	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases			4	8		8						
Detector Phase	7	4	4	8	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	20.0	40.0	40.0	20.0	20.0	20.0	13.0	37.0		13.0	37.0	
Total Split (%)	22.2%	44.4%	44.4%	22.2%	22.2%	22.2%	14.4%	41.1%		14.4%	41.1%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	
Act Effect Green (s)	13.0	20.7	20.7		8.1	8.1	9.0	28.7		8.4	28.4	
Actuated g/C Ratio	0.19	0.31	0.31		0.12	0.12	0.13	0.43		0.12	0.42	
v/c Ratio	0.55	0.03	0.38		0.21	0.15	0.43	0.41		0.31	0.70	
Control Delay	38.2	17.9	4.7		36.3	1.1	39.8	16.7		37.3	21.6	
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	38.2	17.9	4.7		36.3	1.1	39.8	16.7		37.3	21.6	
LOS	D	B	A		D	A	D	B		D	C	
Approach Delay		17.3			17.4			20.0			22.6	

Future With 2026 PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

4: Center Dr & Palisade Blvd

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	67	6	0		17	0	46	105		30	210	
Queue Length 95th (ft)	135	20	47		47	0	102	166		73	311	
Internal Link Dist (ft)		555			146			295			237	
Turn Bay Length (ft)	250					90	150			175		
Base Capacity (vph)	397	1086	1017		407	515	278	1932		278	1906	
Starvation Cap Reductn	0	0	0		0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	0	0		0	0	
Reduced v/c Ratio	0.39	0.02	0.25		0.09	0.08	0.37	0.32		0.24	0.54	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 67.5

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 20.7

Intersection Capacity Utilization 56.1%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service B

Splits and Phases: 4: Center Dr & Palisade Blvd

 Ø1	 Ø2	 Ø4
13 s	37 s	40 s
 Ø5	 Ø6	 Ø7
13 s	37 s	20 s
		 Ø8
		20 s

Lanes, Volumes, Timings

5: Center Dr & Civic Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	35	111	29	667	791	12
Future Volume (vph)	35	111	29	667	791	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	115			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.99	1.00		1.00	
Frt		0.850			0.998	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1553	1736	3471	3463	0
Flt Permitted	0.950		0.300			
Satd. Flow (perm)	1736	1531	548	3471	3463	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		117			2	
Link Speed (mph)	25			35	35	
Link Distance (ft)	263			321	379	
Travel Time (s)	7.2			6.3	7.4	
Confl. Peds. (#/hr)			2			2
Confl. Bikes (#/hr)		2				2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	117	31	702	846	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	
Total Split (s)	24.0	24.0	16.0	66.0	50.0	
Total Split (%)	26.7%	26.7%	17.8%	73.3%	55.6%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	Max	Max	
Act Effect Green (s)	7.5	7.5	68.5	69.4	65.2	
Actuated g/C Ratio	0.09	0.09	0.83	0.85	0.79	
v/c Ratio	0.24	0.48	0.06	0.24	0.31	
Control Delay	36.8	13.8	2.0	2.0	4.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.8	13.8	2.0	2.0	4.1	
LOS	D	B	A	A	A	
Approach Delay	19.3			2.0	4.1	

Future With 2026 PM
GTC (MJP)

PM Peak

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

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach LOS	B			A	A	
Queue Length 50th (ft)	18	0	2	29	37	
Queue Length 95th (ft)	44	45	8	54	124	
Internal Link Dist (ft)	183			241	299	
Turn Bay Length (ft)			115			
Base Capacity (vph)	423	462	631	2932	2748	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.09	0.25	0.05	0.24	0.31	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 82.1

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 4.6

Intersection Capacity Utilization 35.8%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 5: Center Dr & Civic Dr



Lanes, Volumes, Timings

6: Dupont Steilacoom Rd & Center Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	422	401	299	580	717	584
Future Volume (vph)	422	401	299	580	717	584
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	145			160
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			1.00			0.97
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1553	1736	1827	1827	1553
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1736	1553	1732	1827	1827	1513
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		341				494
Link Speed (mph)	35			45	45	
Link Distance (ft)	520			568	575	
Travel Time (s)	10.1			8.6	8.7	
Confl. Peds. (#/hr)			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	459	436	325	630	779	635
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	24.0	24.0	16.0	66.0	50.0	50.0
Total Split (%)	26.7%	26.7%	17.8%	73.3%	55.6%	55.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	20.1	20.1	12.1	57.3	41.3	41.3
Actuated g/C Ratio	0.24	0.24	0.14	0.67	0.48	0.48
v/c Ratio	1.12	0.70	1.33	0.51	0.88	0.64
Control Delay	117.4	14.5	206.9	8.7	33.2	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	117.4	14.5	206.9	8.7	33.2	6.8
LOS	F	B	F	A	C	A
Approach Delay	67.3			76.1	21.3	
Approach LOS	E			E	C	

Future With 2026 PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

6: Dupont Steilacoom Rd & Center Dr

Founder's Ridge (20-199)

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	~318	45	~250	147	359	41
Queue Length 95th (ft)	#503	154	#414	219	#592	134
Internal Link Dist (ft)	440			488	495	
Turn Bay Length (ft)			145			160
Base Capacity (vph)	408	626	244	1331	988	1045
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.13	0.70	1.33	0.47	0.79	0.61

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 85.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.33

Intersection Signal Delay: 50.0

Intersection LOS: D

Intersection Capacity Utilization 87.7%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Dupont Steilacoom Rd & Center Dr



Lanes, Volumes, Timings

7: Dupont Steilacoom Rd & Barksdale Ave

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	57	20	162	84	681	25	158	256	930	142	87
Future Volume (vph)	64	57	20	162	84	681	25	158	256	930	142	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		125	70		0	0		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor	0.98					0.96	1.00		0.99		1.00	
Frt		0.961				0.850			0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950	0.971	
Satd. Flow (prot)	1736	1756	0	1736	1827	1553	1736	1827	1553	1649	1644	0
Flt Permitted	0.950			0.950			0.950			0.950	0.971	
Satd. Flow (perm)	1701	1756	0	1736	1827	1485	1727	1827	1532	1649	1644	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				702			264		11	
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		208			362			236			465	
Travel Time (s)		5.7			9.9			6.4			9.1	
Confl. Peds. (#/hr)	8					8	4					4
Confl. Bikes (#/hr)						1			1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	2%
Shared Lane Traffic (%)										37%		
Lane Group Flow (vph)	66	80	0	167	87	702	26	163	264	604	591	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			
Detector Phase	7	4		3	8	8	2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	20.0		8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	
Total Split (s)	8.0	20.0		16.0	28.0	28.0	21.0	21.0	21.0	33.0	33.0	
Total Split (%)	8.9%	22.2%		17.8%	31.1%	31.1%	23.3%	23.3%	23.3%	36.7%	36.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	
Act Effect Green (s)	4.1	9.1		12.6	15.3	15.3	12.4	12.4	12.4	29.4	29.4	
Actuated g/C Ratio	0.05	0.12		0.16	0.20	0.20	0.16	0.16	0.16	0.38	0.38	
v/c Ratio	0.73	0.36		0.59	0.24	0.82	0.09	0.56	0.57	0.96	0.94	
Control Delay	83.2	31.7		43.3	27.8	11.5	29.9	38.9	9.5	56.3	50.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	83.2	31.7		43.3	27.8	11.5	29.9	38.9	9.5	56.3	50.3	
LOS	F	C		D	C	B	C	D	A	E	D	
Approach Delay		54.9			18.5			21.3			53.4	

Future With 2026 PM
GTC (MJP)

PM Peak

Lanes, Volumes, Timings

7: Dupont Steilacoom Rd & Barksdale Ave

Founder's Ridge (20-199)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			B			C			D	
Queue Length 50th (ft)	33	29		77	36	0	11	74	0	302	286	
Queue Length 95th (ft)	#116	71		#186	76	111	34	145	64	#640	#620	
Internal Link Dist (ft)		128			282			156			385	
Turn Bay Length (ft)	50			125		125	70					
Base Capacity (vph)	91	381		288	574	948	386	407	546	626	631	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.73	0.21		0.58	0.15	0.74	0.07	0.40	0.48	0.96	0.94	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 77.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 36.0

Intersection LOS: D

Intersection Capacity Utilization 66.1%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Dupont Steilacoom Rd & Barksdale Ave

 Ø2	 Ø6	 Ø3	 Ø4
21 s	33 s	16 s	20 s
		 Ø7	 Ø8
		8 s	28 s

HCM 6th TWSC

8: New Road 1/Palisade Blvd & New Road 2

Founder's Ridge (20-199)

Intersection

Int Delay, s/veh	6.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	96	36	110	288	0
Future Vol, veh/h	0	96	36	110	288	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	200	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	0	104	39	120	313	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	159	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.2	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.29	-	-
Pot Cap-1 Maneuver	1373	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1373	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1373	-	-	-	831	-
HCM Lane V/C Ratio	-	-	-	-	0.377	-
HCM Control Delay (s)	0	-	-	-	11.9	0
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	1.8	-

Future With 2026 PM
GTC (MJP)

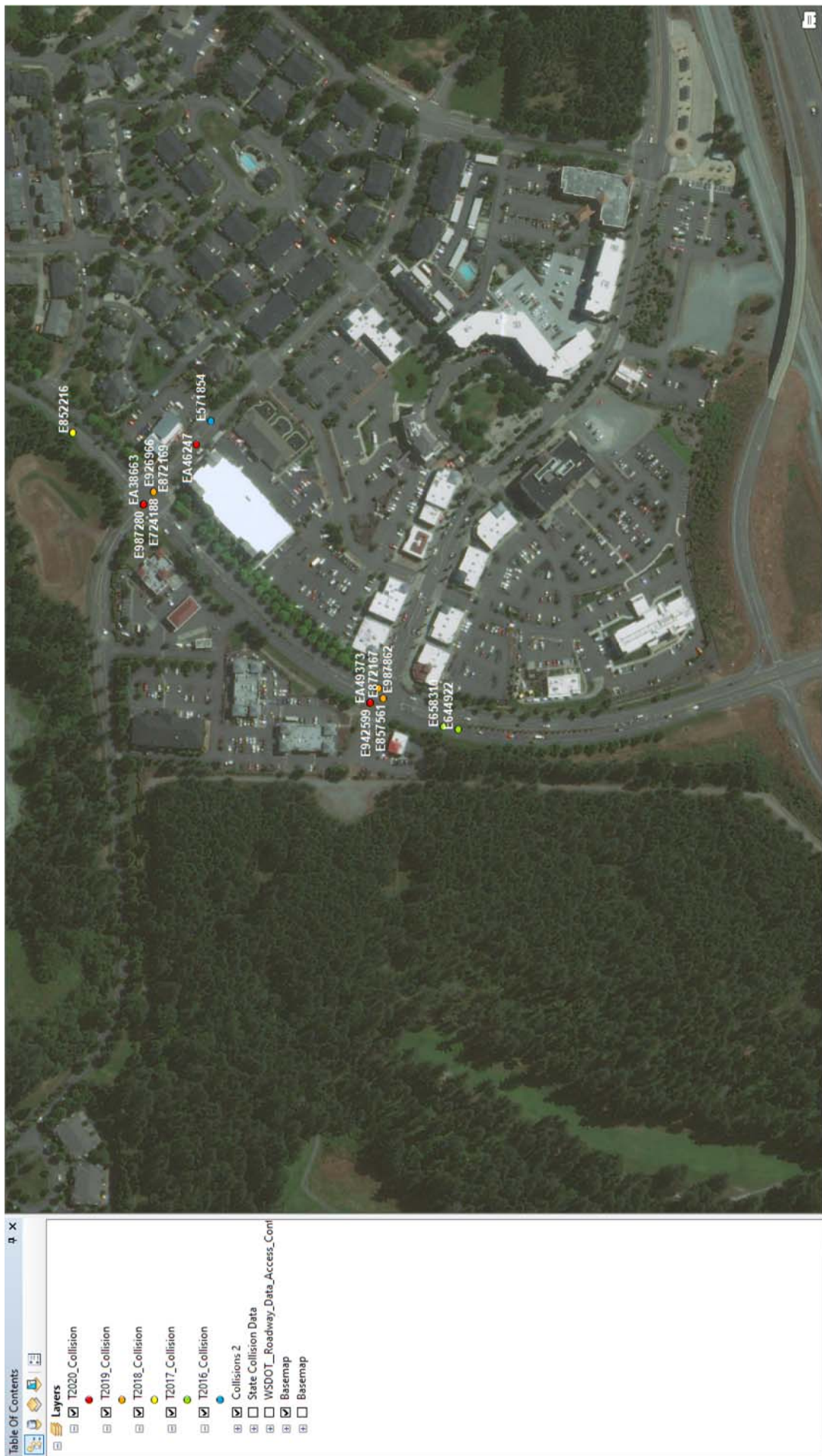
PM Peak

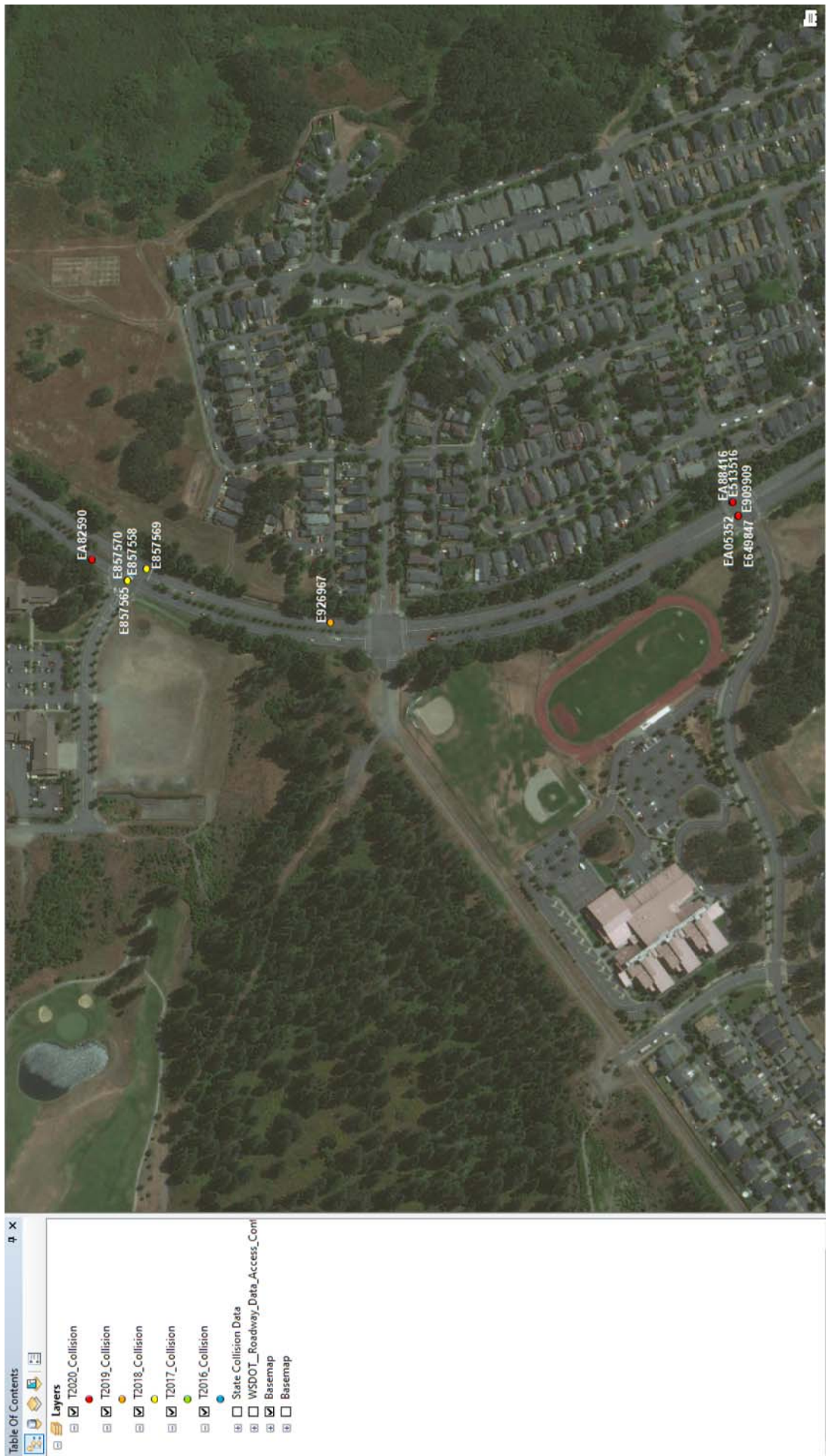
Collision Data

PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY/ REFERENCE POINT NAME	DIST FROM REF. POINT	COMP MILEAGE FROM POINT	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	VEHICLE 1 TYPE												VEHICLE 2 TYPE												JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION
									# J T	# P C	# S U	# V A	# N A	# D I	# L I	# O T	# P C	# P T	# P C	# P T	# P C	# P T	# P C	# P T	# P C	# P T									
CENTER DR	WILMINGTON DR	0	SW	WILMINGTON DR	E69310	2017-04-02	17:13	Unknown	0	1	0	0	0	0	0	0	0	Passenger Car	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Not at Intersection	Clear or Partly Cloudy	Dry												
CENTER DR	WILMINGTON DR	0		WILMINGTON DR	E69307	2016-07-10	06:12	Possible Injury	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry												
CENTER DR	WILMINGTON DR	0		WILMINGTON DR	E69285	2019-05-21	18:30	Unknown	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry												
CENTER DR	WILMINGTON DR	0		WILMINGTON DR	E69684	2016-09-20	06:58	No Apparent Injury	0	0	0	0	0	0	0	0	0	Passenger Car	Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry												
CENTER DR	WILMINGTON DR	0		WILMINGTON DR	E731473	2017-11-03	22:00	No Apparent Injury	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry												
CENTER DR	WILMINGTON DR	0		WILMINGTON DR	E642599	2019-07-22	14:21	Possible Injury	1	0	0	0	0	0	0	0	0	Passenger Car	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Overcast	Wet												
CENTER DR	WILMINGTON DR	0		WILMINGTON DR	E687862	2019-11-24	17:12	No Apparent Injury	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry												
CENTER DR	WILMINGTON DR	0		WILMINGTON DR	E686054	2019-09-16	17:30	No Apparent Injury	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Raining	Wet												
CENTER DR	WILMINGTON DR	0		WILMINGTON DR	E648373	2020-07-17	7:30	No Apparent Injury	0	0	0	0	0	0	0	0	0	Passenger Car	Passenger Car	Passenger Car	At Intersection and Related	Overcast	Dry												
CENTER DR	WILMINGTON DR	0		WILMINGTON DR	E545444	2016-05-16	16:20	No Apparent Injury	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Overcast	Dry												
CENTER DR	WILMINGTON DR	0		WILMINGTON DR	E697061	2017-07-29	08:40	No Apparent Injury	0	0	0	0	0	0	0	0	0	Passenger Car	Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry												
CENTER DR	WILMINGTON DR	0		WILMINGTON DR	E687236	2016-09-20	12:20	No Apparent Injury	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Not Related	Clear or Partly Cloudy	Dry												
CENTER DR	WILMINGTON DR	0		WILMINGTON DR	E734962	2017-11-12	18:03	No Apparent Injury	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Raining	Wet												
CENTER DR	WILMINGTON DR	0		WILMINGTON DR	E625066	2016-12-29	19:20	No Apparent Injury	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry												
CENTER DR	WILMINGTON DR	0		CENTER DR	E697591	2016-06-30	18:47	No Apparent Injury	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry												
CENTER DR	WILMINGTON DR	0		CENTER DR	E681678	2016-12-14	20:45	No Apparent Injury	0	0	0	0	0	0	0	0	0	Passenger Car	Passenger Car	Passenger Car	At Intersection and Related	Overcast	Wet												
CENTER DR	MONEIL ST	0		MONEIL ST	E613268	2016-11-16	00:00	No Apparent Injury	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Passenger Car	Passenger Car	At Intersection and Related	Overcast	Unknown												
CENTER DR	MONEIL ST	0		MONEIL ST	E672169	2016-12-12	1:15	Possible Injury	0	0	0	0	0	0	0	0	0	Passenger Car	Passenger Car	Net Change	At Intersection and Related	Clear or Partly Cloudy	Wet												
CENTER DR	MONEIL ST	0		MONEIL ST	E69866	2019-05-24	9:48	Possible Injury	1	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Overcast	Wet												
CENTER DR	MONEIL ST	0		MONEIL ST	E640948	2017-01-23	09:05	Possible Injury	1	0	1	1	0	0	0	0	0	Passenger Car	Passenger Car	Passenger Car	At Intersection and Related	Overcast	Dry												
CENTER DR	MONEIL ST	0		MONEIL ST	E724188	2017-09-27	08:05	Possible Injury	1	0	1	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry												
CENTER DR	MONEIL ST	0		MONEIL ST	E799449	2016-06-30	20:20	No Apparent Injury	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry												
CENTER DR	MONEIL ST	0		MONEIL ST	E687260	2015-11-02	10:00	No Apparent Injury	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry												
BOBS HOLLOW LN	CENTER DR	0		CENTER DR	E613516	2016-02-03	07:02	Unknown	0	0	0	0	0	0	0	0	0	Passenger Car	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Wet												
BOBS HOLLOW LN	CENTER DR	0		CENTER DR	E687262	2015-11-06	18:45	No Apparent Injury	0	0	0	0	0	0	0	0	0	Passenger Car	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Wet												
BOBS HOLLOW LN	CENTER DR	0		BOBS HOLLOW LN	E649847	2017-03-09	17:28	No Apparent Injury	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Raining	Wet												
CENTER DR	BOBS HOLLOW LN	0		BOBS HOLLOW LN	E609009	2019-04-05	8:16	Possible Injury	2	0	0	0	0	0	0	0	0	Passenger Car	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Overcast	Wet												
CENTER DR	BOBS HOLLOW LN	0		BOBS HOLLOW LN	E603532	2020-01-12	17:28	Suspected Minor Injury	2	0	0	0	0	0	0	0	0	Passenger Car	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear	Wet												
CENTER DR	BOBS HOLLOW LN	0		BOBS HOLLOW LN	E6A8416	2020-12-08	6:06	No Apparent Injury	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear	Wet												
CENTER DR	CIVIC DR	0		CIVIC DR	E687558	2016-10-04	5:35	Unknown	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry												
CENTER DR	CIVIC DR	0		CIVIC DR	E687570	2015-11-05	18:25	No Apparent Injury	0	0	0	0	0	0	0	0	0	Passenger Car	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Not Related	Clear or Partly Cloudy	Dry												
CENTER DR	CIVIC DR	0		CIVIC DR	E687565	2015-10-17	22:15	No Apparent Injury	0	0	0	0	0	0	0	0	0	Passenger Car	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Not Related	Clear or Partly Cloudy	Dry												
CENTER DR	DUPONT STELLACOOM RD	0		DUPONT STELLACOOM RD	E539808	2016-04-27	06:10	No Apparent Injury	0	0	0	0	0	0	0	0	0	Passenger Car	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry												
CENTER DR	DUPONT STELLACOOM RD	0		DUPONT STELLACOOM RD	E667272	2017-04-10	09:20	No Apparent Injury	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Raining	Wet												
CENTER DR	DUPONT STELLACOOM RD	0		DUPONT STELLACOOM RD	E6X3368	2020-03-12	6:40	Unknown	0	0	0	0	0	0	0	0	0	Passenger Car	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry												
CENTER DR	DUPONT STELLACOOM RD	0		CENTER DR	E642598	2019-07-12	13:30	Unknown	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry												
CENTER DR	DUPONT STELLACOOM RD	0		CENTER DR	E553505	2019-08-28	5:40	Unknown	0	0	0	0	0	0	0	0	0	Passenger Car	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry												
STELLACOOM RD	BARSDALE AVE	0		BARSDALE AVE	E513518	2016-02-04	17:18	Suspected Minor Injury	2	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Raining	Wet												
STELLACOOM RD	BARSDALE AVE	0		BARSDALE AVE	E533888	2016-07-13	05:03	No Apparent Injury	0	0	0	0	0	0	0	0	0	Truck Tractor & Semi-Trailer	Truck Tractor & Semi-Trailer	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry												
STELLACOOM RD	BARSDALE AVE	0		BARSDALE AVE	E778853	2016-02-15	10:04	No Apparent Injury	0	0	0	0	0	0	0	0	0	Truck Tractor & Semi-Trailer	Truck Tractor & Semi-Trailer	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Wet												
STELLACOOM RD	BARSDALE AVE	0		BARSDALE AVE	E723007	2020-02-19	11:20	No Apparent Injury	0	0	0	0	0	0	0	0	0	Truck Tractor & Semi-Trailer	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry												
STELLACOOM RD	BARSDALE AVE	0		BARSDALE AVE	E738520	2020-10-11	11:20	No Apparent Injury	0	0	0	0	0	0	0	0	0	Truck Tractor & Semi-Trailer (Van etc)	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Wet												
WILMINGTON DR	BARSDALE AVE	114	SW	STELLACOOM RD	E686928	2015-11-20	08:53	No Apparent Injury	0	0	0	0	0	0	0	0	0	Truck Tractor & Semi-Trailer	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry												
BARSDALE AVE	CLARK RD	140	NW	CLARK RD	E692745	2015-09-06	10:30	No Apparent Injury	0	0	0	0	0	0	0	0	0	Truck Tractor & Semi-Trailer	Pickup Panel Truck or Vanette under 10,000 lb	Pickup Panel Truck or Vanette under 10,000 lb	At Intersection Related but Not at Intersection	Overcast	Wet												
BARSDALE AVE	SE STELLACOOM RD	122	F	SE STELLACOOM RD	E598975	2019-09-09	13:34	Possible Injury	1	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Truck Tractor & Semi-Trailer	Truck Tractor & Semi-Trailer	Intersection Related but Not at Intersection	Overcast	Wet												
BARSDALE AVE	SE STELLACOOM RD	234	F	SE STELLACOOM RD	E610059	2015-06-19	11:16	No Apparent Injury	0	0	0	0	0	0	0	0	0	Pickup Panel Truck or Vanette under 10,000 lb	Truck Tractor & Semi-Trailer	Truck Tractor & Semi-Trailer	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry												
BARSDALE AVE	SE STELLACOOM RD	0		SE STELLACOOM RD	E557927	2016-06-24	07:11	No Apparent Injury	0	0	0	0	0	0	0	0	0	Passenger Car	Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry												

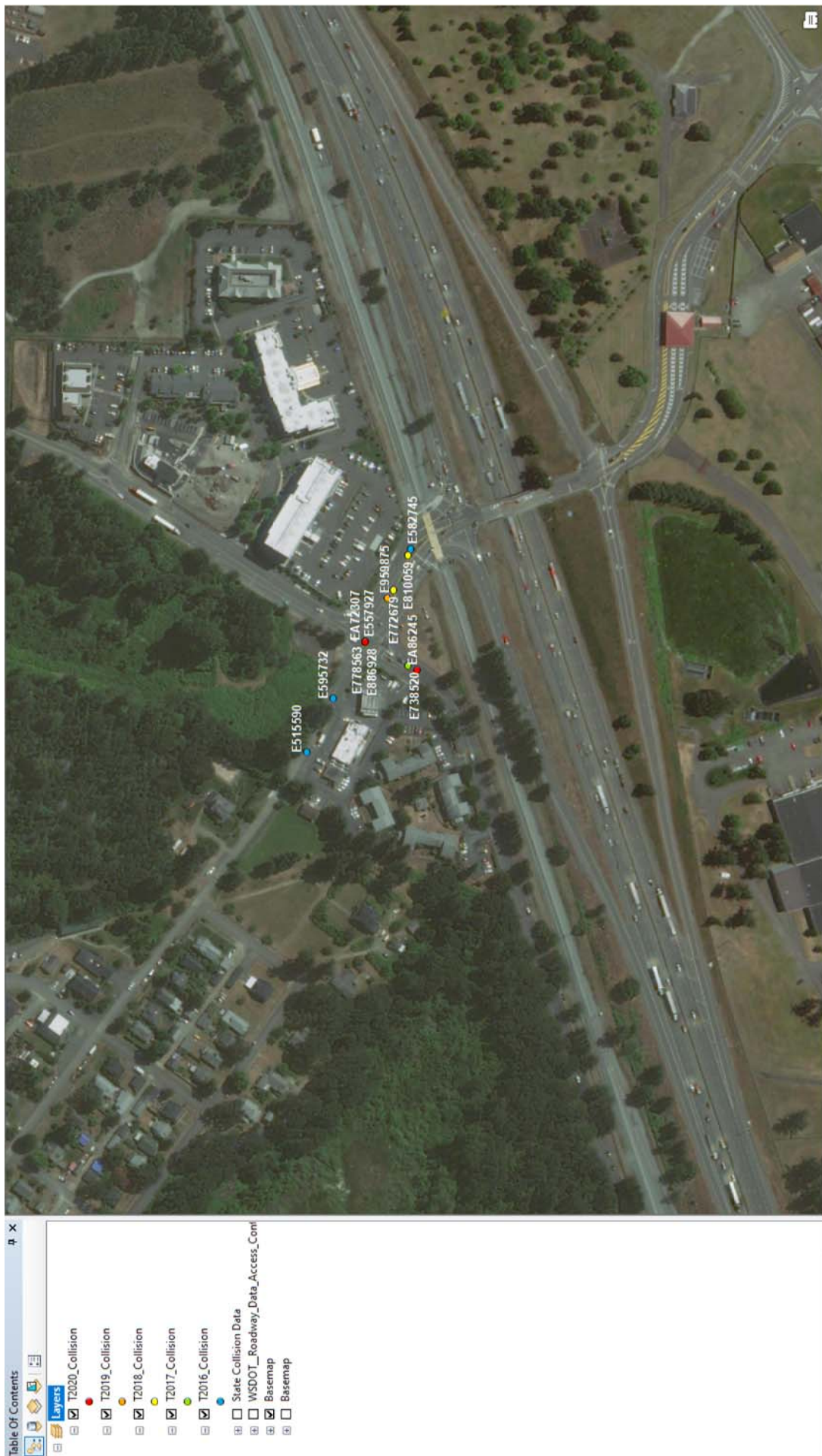
LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 2 COMPASS DIRECTION TO	MY DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)
Dark-Street Lights On	Street Light Pole or Base	Gong Straight Ahead	Making Left Turn	East	South	South	North	Other
	Entering at angle	Gong Straight Ahead	Making U-Turn	North	East	South	South	None
	From opposite direction - all others	Making Left Turn	Gong Straight Ahead	North	East	South	North	Improper Turn/Merge
	From opposite direction - one left turn - one straight	Making Left Turn	Gong Straight Ahead	North	East	South	North	Improper Turn
	From opposite direction - one left turn - one straight	Making Left Turn	Gong Straight Ahead	North	East	South	North	Did Not Grant RW to Vehicle
	From opposite direction - one left turn - one straight	Making Left Turn	Gong Straight Ahead	South	West	West	South	Improper Turn
	From opposite direction - one left turn - one straight	Making Left Turn	Gong Straight Ahead	South	West	West	South	Did Not Grant RW to Vehicle
	From opposite direction - one left turn - one straight	Making Left Turn	Gong Straight Ahead	South	West	West	South	Did Not Grant RW to Vehicle
	From opposite direction - one left turn - one straight	Making Left Turn	Gong Straight Ahead	South	West	West	South	Improper Turn/Merge
	From same direction - one left turn - one straight	Making Left Turn	Gong Straight Ahead	North	Southeast	East	South	Follow Too Closely
Dark-Street Lights On	From same direction - both going straight - rear-end	Gong Straight Ahead	Slowing	South	North	South	North	Follow Too Closely
	From same direction - both going straight - both moving - rear-end	Gong Straight Ahead	Gong Straight Ahead	South	North	South	South	Inattention
	From same direction - both going straight - both moving - sideswipe	Gong Straight Ahead	Gong Straight Ahead	South	North	South	South	Over Center Line
	Linear Curb	Gong Straight Ahead	Gong Straight Ahead	South	North	South	South	None
	Entering at angle	Gong Straight Ahead	Gong Straight Ahead	East	East	East	East	Unknown Driver Distraction
	Entering at angle	Gong Straight Ahead	Gong Straight Ahead	South	South	South	South	Did Not Grant RW to Vehicle
	Entering at angle	Making Right Turn	Gong Straight Ahead	West	South	South	South	Improper Turn
	Gong Straight Ahead	Gong Straight Ahead	Gong Straight Ahead	South	South	South	South	Did Not Grant RW to Vehicle
	From opposite direction - one stopped - rear-end	Gong Straight Ahead	Changing Lanes	South	South	South	South	Improper Turn
	From opposite direction - one stopped - rear-end	Gong Straight Ahead	Gong Straight Ahead	North	West	West	East	Signal Not Set Sign and Signals
Dark-Street Lights On	Vehicle - Pedestrian	Gong Straight Ahead	Stopped at Signal or Stop Sign	North	Vehicle Stopped	Vehicle Stopped	Vehicle Stopped	Follow Too Closely
	Vehicle - Pedestrian	Making (Entering Traffic)	Stopped at Signal or Stop Sign	West	Vehicle Stopped	Vehicle Stopped	Vehicle Stopped	Driver Not Distracted
	From same direction - both going straight - one stopped - rear-end	Gong Straight Ahead	Stopped for Traffic	West	North	West	North	Follow Too Closely
	From same direction - both going straight - one stopped - rear-end	Gong Straight Ahead	Stopped for Traffic	East	North	West	South	Follow Too Closely
	From opposite direction - one left turn - one straight	Making Left Turn	Gong Straight Ahead	South	West	North	South	Improper Turn
	From opposite direction - one left turn - one straight	Making Left Turn	Gong Straight Ahead	East	South	East	West	Improper Turn/Merge
	From opposite direction - one left turn - one straight	Making Left Turn	Gong Straight Ahead	South	South	North	South	Disregard Stop and Go Light
	From opposite direction - one left turn - one straight	Making Left Turn	Gong Straight Ahead	North	West	South	North	None
	From opposite direction - one left turn - one straight	Making Left Turn	Gong Straight Ahead	West	North	West	West	None
	From opposite direction - one left turn - one straight	Making Left Turn	Gong Straight Ahead	North	North	North	South	Did Not Grant RW to Vehicle
Dark-Street Lights On	Vehicle Strikes Deer	Gong Straight Ahead	Gong Straight Ahead	South	South	South	South	Driver Not Distracted
	Vehicle Strikes Deer	Gong Straight Ahead	Gong Straight Ahead	North	South	South	South	Inattention
	From same direction - both going straight - rear-end	Gong Straight Ahead	Stopped for Traffic	West	Vehicle Stopped	Vehicle Stopped	Vehicle Stopped	Follow Too Closely
	From same direction - both going straight - one stopped - rear-end	Gong Straight Ahead	Stopped at Signal or Stop Sign	West	Vehicle Stopped	Vehicle Stopped	Vehicle Stopped	Exceeding Rear. Safe Speed
	From same direction - both going straight - one stopped - rear-end	Gong Straight Ahead	Stopped at Signal or Stop Sign	West	Vehicle Stopped	Vehicle Stopped	Vehicle Stopped	Distractions Outside Vehicle
	From same direction - both going straight - one stopped - rear-end	Gong Straight Ahead	Stopped for Traffic	North	Vehicle Stopped	Vehicle Stopped	Vehicle Stopped	Operating Defective Equipment
	From same direction - both turning left - one stopped - rear-end	Stopped in Roadway	Making Left Turn	West	Vehicle Stopped	Vehicle Stopped	Vehicle Stopped	Operating Defective Equipment
	From same direction - both going straight - one stopped - rear-end	Gong Straight Ahead	Stopped at Signal or Stop Sign	North	North	North	Vehicle Stopped	Improper Turn
	From same direction - both turning left - both moving - sideswipe	Making Left Turn	Making Left Turn	North	North	North	East	Improper Turn
	From same direction - both turning left - both moving - sideswipe	Making Left Turn	Making Left Turn	East	South	South	South	Unknown Driver Distraction
Dark-Street Lights On	From same direction - both turning left - both moving - sideswipe	Making Left Turn	Making Left Turn	North	East	East	South	Unknown Driver Distraction
	From same direction - both turning left - both moving - sideswipe	Making Left Turn	Making Left Turn	North	East	East	South	Unknown Driver Distraction
	From same direction - both going straight - both moving - rear-end	Slowing	Slowing	North	North	North	North	Follow Too Closely
	From same direction - both turning left - both moving - sideswipe	Making Left Turn	Making Left Turn	South	West	South	West	Improper Turn
	Entering at angle	Merging (Entering Traffic)	Gong Straight Ahead	South	West	East	West	None
	From opposite direction - one left turn - one right turn	Making Left Turn	Gong Right Turn	East	South	West	South	Other Contributing Ctr Not Listed
	From same direction - one right turn - one straight	Making Right Turn	Stopped at Signal or Stop Sign	West	Vehicle Stopped	Vehicle Stopped	Vehicle Stopped	Improper Turn
	From same direction - both going straight - one stopped - rear-end	Slowing	Stopped for Traffic	East	Vehicle Stopped	Vehicle Stopped	Vehicle Stopped	Follow Too Closely
	From same direction - both going straight - one stopped - rear-end	Slowing	Stopped for Traffic	East	Vehicle Stopped	Vehicle Stopped	Vehicle Stopped	Follow Too Closely

MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	FIRST IMPACT LOCATION (City, County & Misc. Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
		Apparently Fatigued	Median of Primary Trafficway	1105905.6	644929.7
		None	Lane of Primary Trafficway	1105965.68	644813.26
		None	Lane of Primary Trafficway	1106001.77	644593.66
		None	Lane of Primary Trafficway	1105965.68	644813.26
		None	Lane of Primary Trafficway	1106001.54	644593.13
		None	Lane of Primary Trafficway	1106002.45	644594.99
		None	Lane of Primary Trafficway	1105965.67	644813.25
		None	Lane of Primary Trafficway	1105977.97	644582.09
		None	Lane of Primary Trafficway	1106001.77	644593.66
		None	Lane of Primary Trafficway	1105965.67	644813.26
		Driver Not Distracted	Lane of Primary Trafficway	1105965.68	644813.25
		None	Lane of Primary Trafficway	1105965.67	644813.26
		None	Lane of Primary Trafficway	1105965.68	644813.25
		None	Other Location City/County/Misc. Trafficway	1105965.67	644813.25
		None	Other Location City/County/Misc. Trafficway	1105965.67	644813.25
		None	Lane of Primary Trafficway	1105965.68	644813.26
		None	Lane of Primary Trafficway	1105965.67	644813.25
		None	Intersecting Trafficway	1106459.23	640178.49
		None	Lane of Primary Trafficway	1106492.17	640153.52
		None	Lane of Primary Trafficway	1106459.23	640178.51
		None	Lane of Primary Trafficway	1106492.17	640153.52
		None	Intersecting Trafficway	1106459.23	640178.49
		None	Lane of Primary Trafficway	1106459.23	640178.49
		None	Lane of Primary Trafficway	1106459.22	640178.49
		None	Lane of Primary Trafficway	1106459.23	640178.51
		None	Lane of Primary Trafficway	1106326.48	651648.97
		Other Driver Distractions Inside Vehicle	Lane of Primary Trafficway	1106286.99	651631.74
		None	Lane of Primary Trafficway	1106286.99	651631.75
		None	Lane of Primary Trafficway	1106286.99	651631.75
		Did Not Grant RW to Vehicle	Lane of Primary Trafficway	1106286.99	651631.74
		None	Lane of Primary Trafficway	1106326.52	651648.54
		None	Lane of Primary Trafficway	1106102.64	653380.41
		None	Lane of Primary Trafficway	1106102.64	653380.41
		None	Lane of Primary Trafficway	1106102.64	653380.41
		None	Lane of Primary Trafficway	1118349.19	654349.22
		None	Lane of Primary Trafficway	1118376.51	654372.21
		None	Lane of Primary Trafficway	111854.51	654386.6
		None	Lane of Primary Trafficway	111856.84	654386.6
		Follow Too Closely	Lane of Primary Trafficway	111854.51	654386.59
		Follow Too Closely	Lane of Primary Trafficway	111144.77	640156.75
		None	Lane of Primary Trafficway	111144.77	640156.75
		None	Lane of Primary Trafficway	111144.77	640156.75
		None	Intersecting Trafficway	111144.77	640156.73
		Unknown Distraction	Lane of Primary Trafficway	111144.77	640156.75
		None	Lane of Primary Trafficway	1111088.38	640056.26
		None	Lane of Primary Trafficway	111144.77	640156.73
		None	Lane of Primary Trafficway	1111387.48	640048.2
		None	Lane of Primary Trafficway	111249.84	640104.19
		Did Not Grant RW to Vehicle	Lane of Primary Trafficway	111351.36	640053.8
		Intentional	Lane of Primary Trafficway	111144.77	640156.75









Count Data



Prepared for:

Geraldyn Reinart, P.E.

Traffic Count Consultants, Inc.

Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

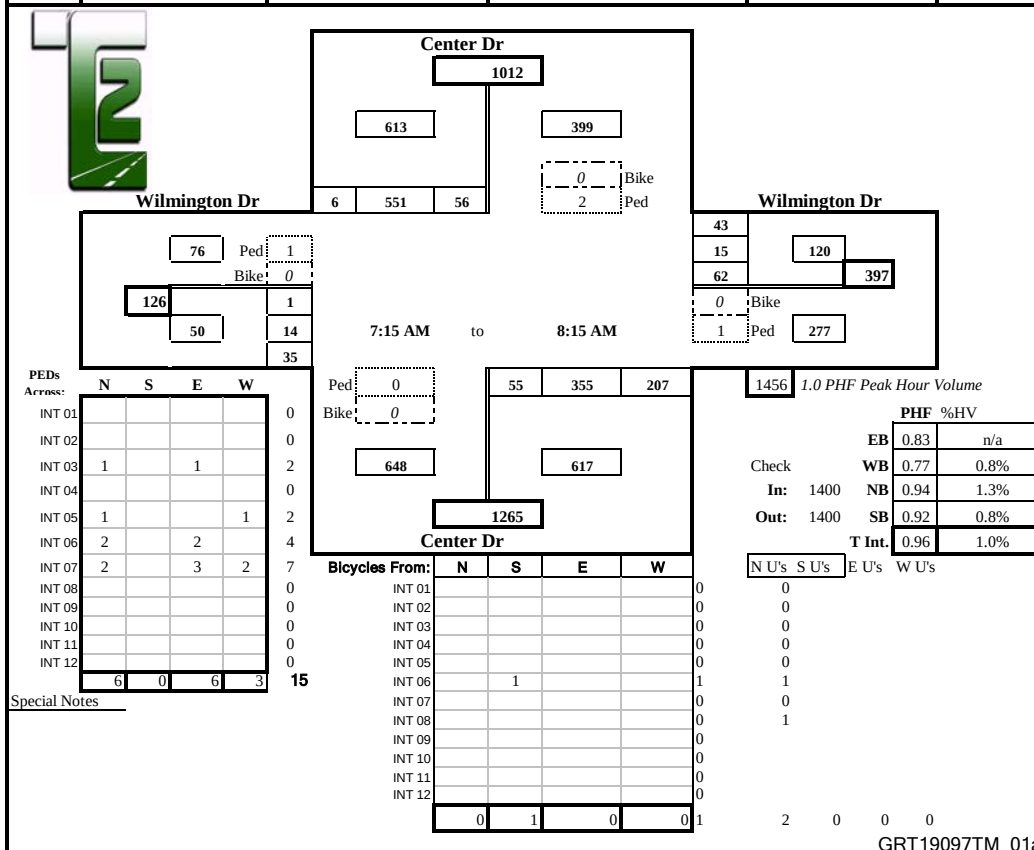
Intersection: Center Dr & Wilmington Dr

Date of Count: Thurs 10/03/2019

Location: DuPont, Washington

Checked By: Jess

Time Interval Ending at	From North on (SB) Center Dr				From South on (NB) Center Dr				From East on (WB) Wilmington Dr				From West on (EB) Wilmington Dr				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
7:15 A	1	5	122	4	2	10	66	27	0	27	5	7	0	1	2	9	285
7:30 A	2	9	155	2	1	7	97	52	0	12	3	8	0	1	6	8	360
7:45 A	1	19	126	1	2	6	101	57	0	19	6	14	0	0	3	12	364
8:00 A	2	18	147	1	3	17	85	54	1	13	4	9	0	0	2	5	355
8:15 A	0	10	123	2	2	25	72	44	0	18	2	12	0	0	3	10	321
8:30 A	0	13	96	5	2	13	62	56	0	22	5	13	0	3	2	14	304
8:45 A	1	9	160	6	1	17	60	47	0	34	3	9	0	3	4	9	361
9:00 A	1	21	147	8	0	11	46	43	0	13	5	9	0	4	3	7	317
9:15 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey																	
8 104 1076 29 13 106 589 380 1 158 33 81 0 12 25 74 2667																	
Peak Hour: 7:15 AM to 8:15 AM																	
Total	5	56	551	6	8	55	355	207	1	62	15	43	0	1	14	35	1400
Approach	613				617				120				50				1400
%HV	0.8%				1.3%				0.8%				n/a				1.0%
PHF	0.92				0.94				0.77				0.83				0.96





Prepared for:

Geralyn Reinart, P.E.

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WBE/DBE

Intersection: Center Dr & McNeil St

Date of Count: Thurs 10/03/2019

Location: DuPont, Washington

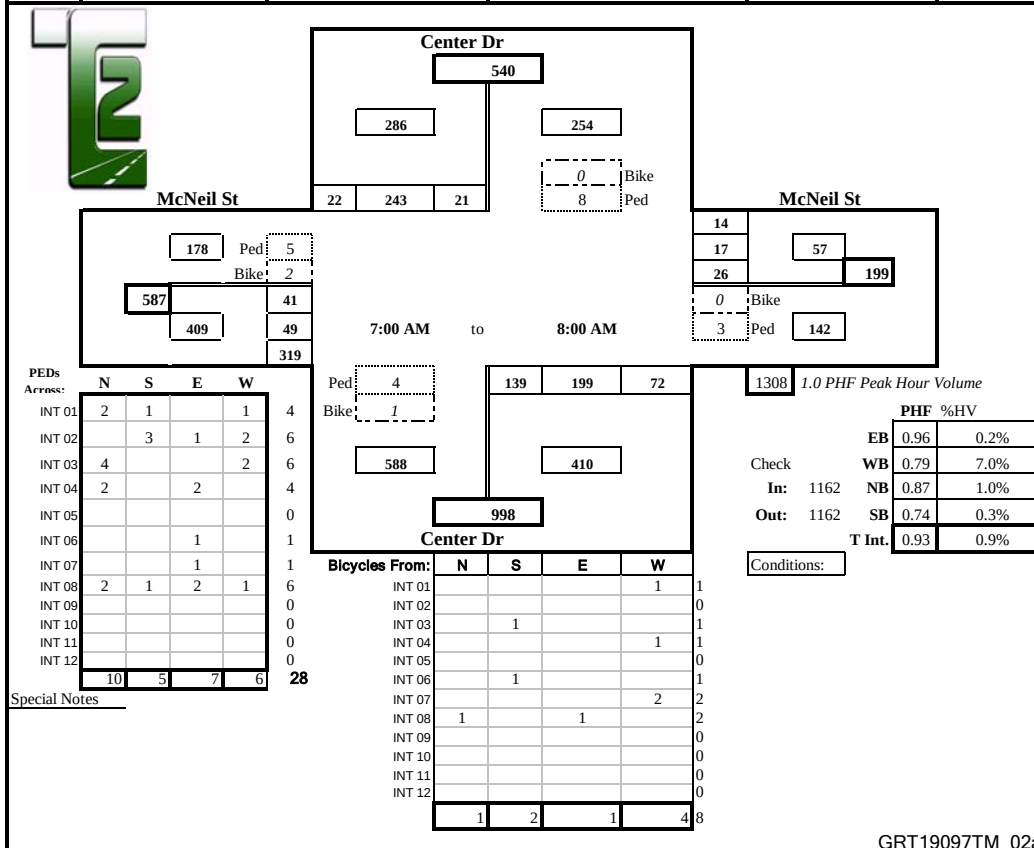
Checked By: Jess

Time Interval Ending at	From North on (SB) Center Dr				From South on (NB) Center Dr				From East on (WB) McNeil St				From West on (EB) McNeil St				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
7:15 A	0	4	51	3	1	24	51	10	1	4	2	3	0	11	12	79	254
7:30 A	0	3	57	6	0	34	58	18	1	8	3	4	0	9	11	86	297
7:45 A	0	7	53	5	0	43	54	21	1	9	3	3	0	7	16	77	298
8:00 A	1	7	82	8	3	38	36	23	1	5	9	4	1	14	10	77	313
8:15 A	0	2	62	5	2	28	43	15	0	10	4	2	0	12	9	61	253
8:30 A	0	6	52	5	2	21	47	10	0	5	5	3	0	14	5	50	223
8:45 A	0	3	56	1	1	31	31	12	1	10	4	4	1	30	15	91	288
9:00 A	1	6	79	17	0	25	32	4	0	7	7	1	3	50	23	76	327
9:15 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Survey	2	38	492	50	9	244	352	113	5	58	37	24	5	147	101	597	2253
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Peak Hour: 7:00 AM to 8:00 AM

Total	1	21	243	22	4	139	199	72	4	26	17	14	1	41	49	319	1162
Approach	286				410				57				409				1162
%HV	0.3%				1.0%				7.0%				0.2%				0.9%
PHF	0.74				0.87				0.79				0.96				0.93



GRT19097TM_02a

GRT19097TM 03a

GRT19097TM 04a



Prepared for: **PH Consulting LLC**

Traffic Count Consultants, Inc.

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WBE/DBE

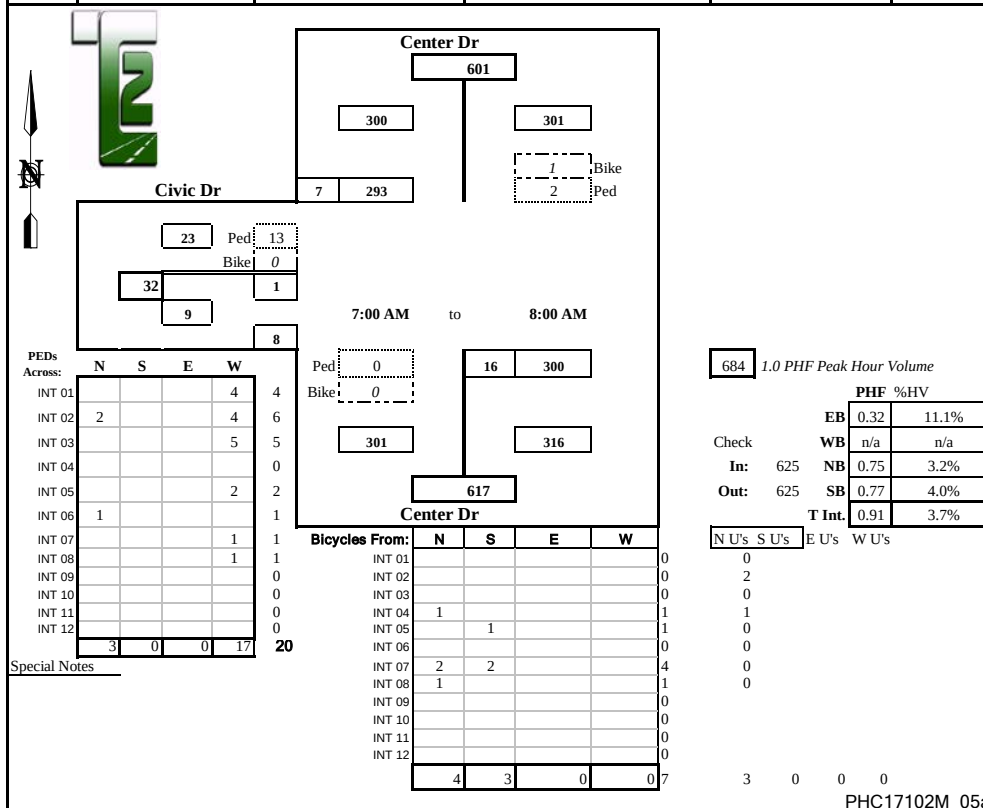
Intersection: Center Dr & Civic Dr

Date of Count: Tues 9/05/2017

Location: Dupont, Washington

Checked By: Jess

Time Interval Ending at	From North on (SB) Center Dr				From South on (NB) Center Dr				From East on (WB) 0				From West on (EB) Civic Dr				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
7:15 A	1	0	52	0	3	5	101	0	0	0	0	0	0	0	0	0	158
7:30 A	2	0	65	5	3	4	60	0	0	0	0	0	1	1	0	0	135
7:45 A	5	0	97	1	1	1	65	0	0	0	0	0	0	0	0	7	171
8:00 A	4	0	79	1	3	6	74	0	0	0	0	0	0	0	0	1	161
8:15 A	0	0	32	3	4	4	67	0	0	0	0	0	0	0	0	2	108
8:30 A	0	0	38	2	3	5	60	0	0	0	0	0	0	2	0	1	108
8:45 A	2	0	49	3	3	2	62	0	0	0	0	0	0	1	0	5	122
9:00 A	2	0	52	0	3	5	54	0	0	0	0	0	0	1	0	1	113
9:15 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	16	0	464	15	23	32	543	0	0	0	0	0	1	5	0	17	1076
Peak Hour: 7:00 AM to 8:00 AM																	
Total	12	0	293	7	10	16	300	0	0	0	0	0	1	1	0	8	625
Approach	300				316				0				9				625
%HV	4.0%				3.2%				n/a				11.1%				3.7%
PHF	0.77				0.75				n/a				0.32				0.91





Prepared for: **Geralyn Reinart, P.E.**
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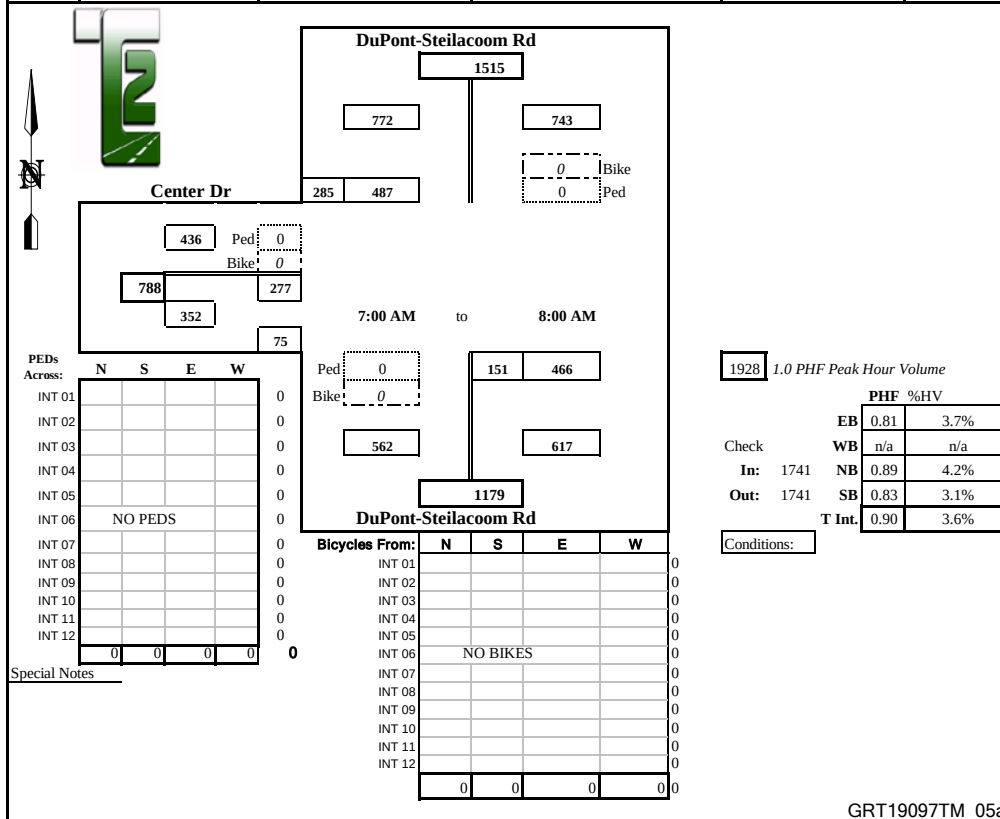
WBE/DBE

Intersection: DuPont-Steilacoom Rd & Center Dr
Location: DuPont, Washington

Date of Count: Thurs 10/03/2019
Checked By: Jess

Time Interval	From North on (SB) DuPont-Steilacoom Rd				From South on (NB) DuPont-Steilacoom Rd				From East on (WB) 0				From West on (EB) Center Dr				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
7:15 A	3	0	90	36	9	35	125	0	0	0	0	0	2	87	0	22	395
7:30 A	5	0	128	72	5	49	117	0	0	0	0	0	2	70	0	11	447
7:45 A	9	0	140	93	8	34	139	0	0	0	0	0	6	60	0	16	482
8:00 A	7	0	129	84	4	33	85	0	0	0	0	0	3	60	0	26	417
8:15 A	9	0	120	55	6	20	88	0	0	0	0	0	9	85	0	17	385
8:30 A	12	0	109	43	4	20	105	0	0	0	0	0	4	53	0	18	348
8:45 A	10	0	95	30	4	22	109	0	0	0	0	0	7	85	0	28	369
9:00 A	5	0	73	32	6	20	108	0	0	0	0	0	2	102	0	28	363
9:15 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Survey	60	0	884	445	46	233	876	0	0	0	0	0	35	602	0	166	3206
Peak Hour: 7:00 AM to 8:00 AM																	
Total	24	0	487	285	26	151	466	0	0	0	0	0	13	277	0	75	1741
Approach	772				617				0				352				1741
%HV	3.1%				4.2%				n/a				3.7%				3.6%
PHF	0.83				0.89				n/a				0.81				0.90



Prepared for:

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WBE/DBE

Intersection: Center Dr & Wilmington Dr

Date of Count: Thurs 10/03/2019

Location: DuPont, Washington

Checked By: Jess

[illegible]

Total Survey	9	130	845	28	13	94	1042	330	5	441	59	136	0	13	31	61	3210
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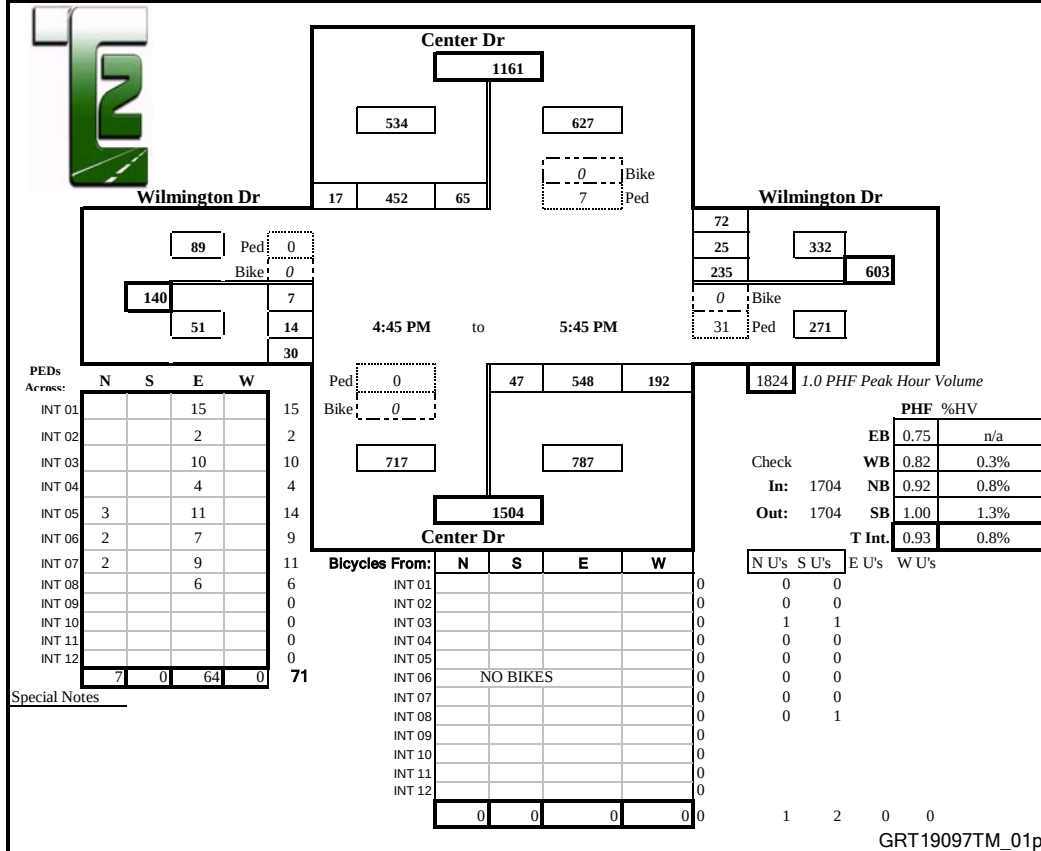
	Peak Hour: 4:45 PM to 5:45 PM
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Total	7	65	452	17	6	47	548	192	1	235	25	72	0	7	14	30	1704
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Approach	534	787	332	51	1704
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%HV	1.3%	0.8%	0.3%	n/a	0.8%
-----	------	------	------	-----	------

PHF	1.00	0.92	0.82	0.75	0.93
-----	------	------	------	------	------





Prepared for:

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WBE/DBE

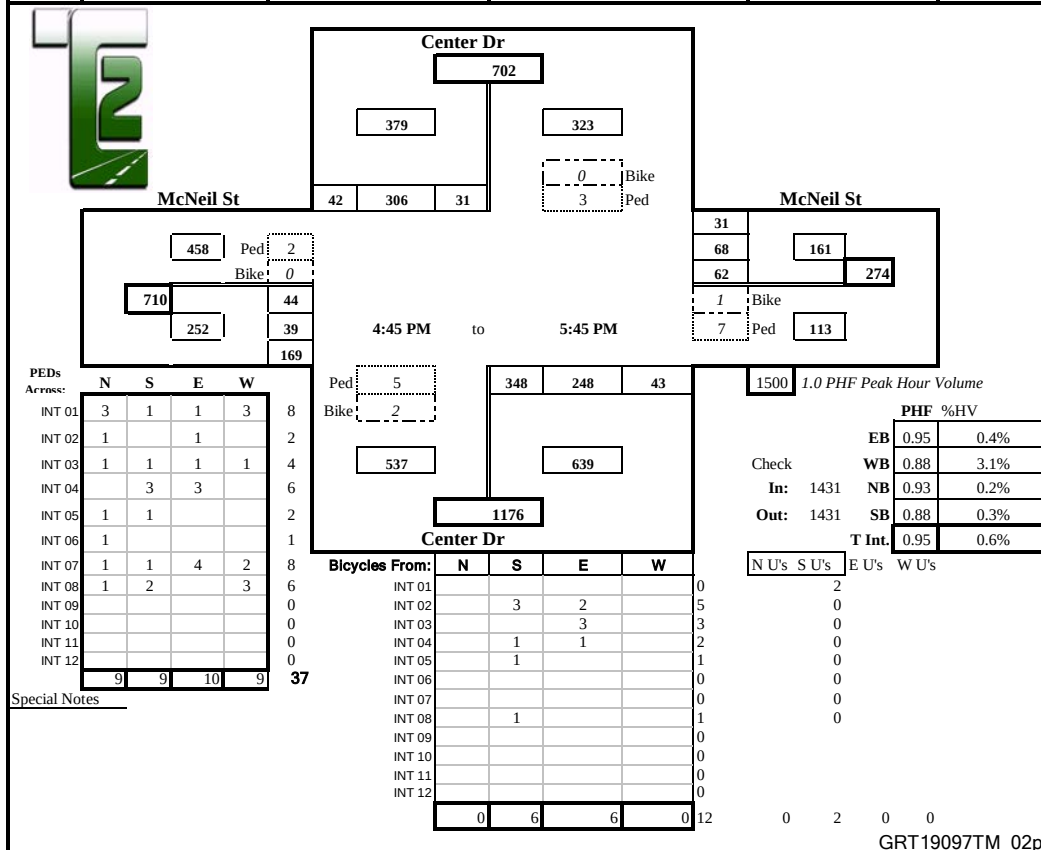
Intersection: Center Dr & McNeil St**Date of Count:** Thurs 10/03/2019**Location:** DuPont, Washington**Checked By:** Jess

Time Interval Ending at	From North on (SB) Center Dr				From South on (NB) Center Dr				From East on (WB) McNeil St				From West on (EB) McNeil St				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	1	3	58	8	2	76	47	12	0	27	17	5	1	5	9	34	301
4:30 P	0	2	66	1	1	64	41	11	0	13	14	5	1	14	9	37	277
4:45 P	0	4	54	10	0	81	60	4	0	31	16	8	2	12	6	36	322
5:00 P	1	2	70	11	0	93	61	11	2	13	17	5	1	8	9	49	349
5:15 P	0	7	73	11	0	77	61	8	1	22	16	8	0	15	10	36	344
5:30 P	0	13	86	9	0	90	66	16	1	12	15	9	0	10	11	38	375
5:45 P	0	9	77	11	1	88	60	8	1	15	20	9	0	11	9	46	363
6:00 P	0	4	43	9	0	84	66	13	1	12	25	5	0	23	7	40	331
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Survey	2	44	527	70	4	653	462	83	6	145	140	54	5	98	70	316	2662
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Peak Hour: 4:45 PM to 5:45 PM																	
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Total	1	31	306	42	1	348	248	43	5	62	68	31	1	44	39	169	1431
Approach	379				639				161				252				1431
%HV	0.3%				0.2%				3.1%				0.4%				0.6%
PHF	0.88				0.93				0.88				0.95				0.95





Prepared for: **Geralyn Reinart, P.E.**
Traffic Count Consultants, Inc.

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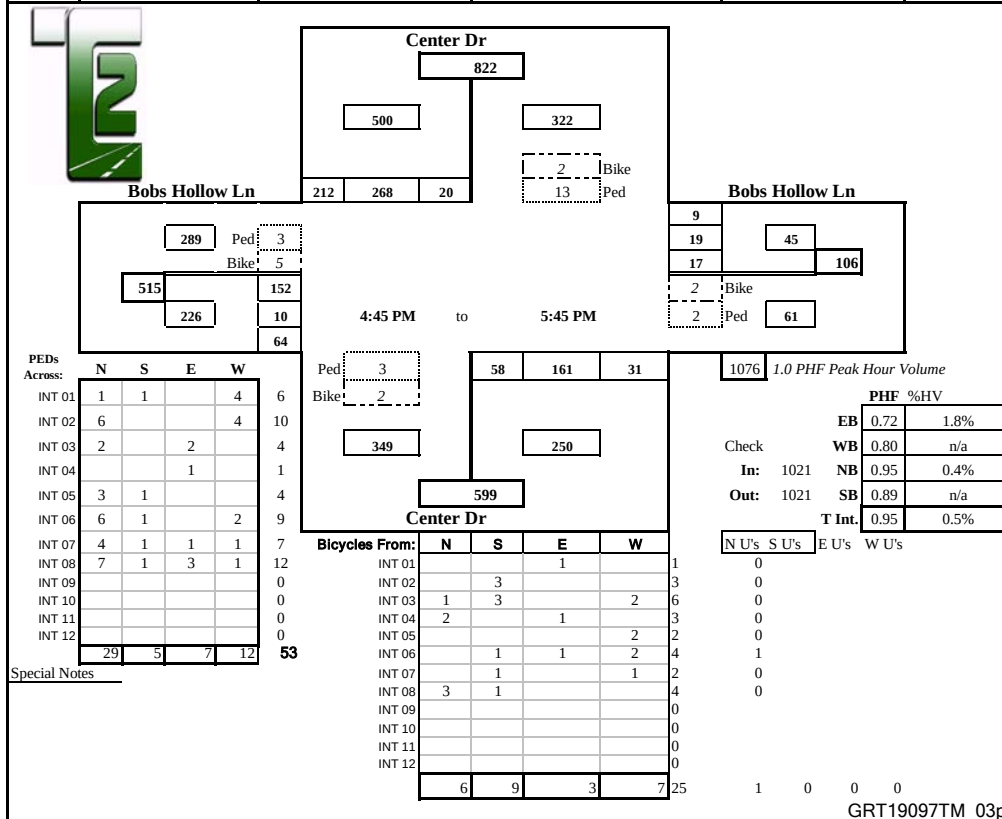
WBE/DBE

Intersection: Center Dr & Bobs Hollow Ln
Location: DuPont, Washington

Date of Count: Thurs 10/03/2019
Checked By: Jess

Time Interval Ending at	From North on (SB) Center Dr				From South on (NB) Center Dr				From East on (WB) Bobs Hollow Ln				From West on (EB) Bobs Hollow Ln				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	2	5	49	36	2	18	33	1	0	1	4	4	1	17	3	3	174
4:30 P	0	5	48	28	1	6	35	10	0	1	2	2	2	26	6	6	175
4:45 P	1	4	66	36	2	23	44	9	0	1	2	7	1	18	3	7	220
5:00 P	0	2	68	49	0	12	36	9	0	4	4	2	1	30	3	8	227
5:15 P	0	6	74	60	0	12	43	9	0	7	5	1	1	36	3	10	266
5:30 P	0	5	78	48	1	16	40	7	0	4	3	1	1	38	1	18	259
5:45 P	0	7	48	55	0	18	42	6	0	2	7	5	1	48	3	28	269
6:00 P	1	3	46	22	0	12	58	3	0	1	5	3	0	23	4	11	191
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Survey	4	37	477	334	6	117	331	54	0	21	32	25	8	236	26	91	1781
Peak Hour: 4:45 PM to 5:45 PM																	
Total	0	20	268	212	1	58	161	31	0	17	19	9	4	152	10	64	1021
Approach	500				250				45				226				1021
%HV	n/a				0.4%				n/a				1.8%				0.5%
PHF	0.89				0.95				0.80				0.72				0.95





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WBE/DBE

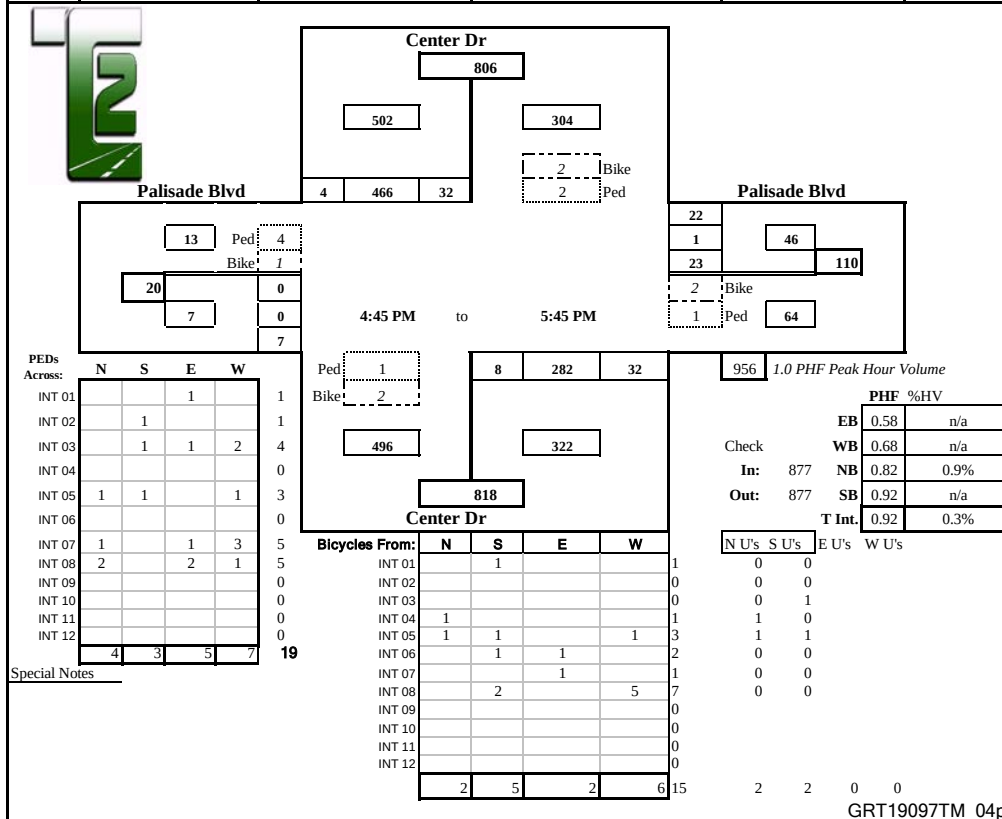
Intersection: Center Dr & Palisade Blvd
Location: DuPont, Washington

Date of Count: Thurs 10/03/2019
Checked By: Jess

Time Interval Ending at	From North on (SB) Center Dr				From South on (NB) Center Dr				From East on (WB) Palisade Blvd				From West on (EB) Palisade Blvd				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	2	6	83	0	3	0	48	2	0	7	0	7	0	0	0	1	154
4:30 P	1	5	83	0	2	0	57	8	1	2	0	10	0	0	0	0	165
4:45 P	0	7	94	2	3	1	57	9	0	6	0	6	0	0	0	0	182
5:00 P	0	11	114	1	0	3	55	7	0	7	0	3	0	0	0	2	203
5:15 P	0	4	128	1	1	1	64	9	0	5	1	2	0	0	0	1	216
5:30 P	0	8	128	0	1	2	75	8	0	7	0	10	0	0	0	1	239
5:45 P	0	9	96	2	1	2	88	8	0	4	0	7	0	0	0	3	219
6:00 P	1	6	72	0	0	0	83	2	0	4	0	8	0	0	0	0	175
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Survey	4	56	798	6	11	9	527	53	1	42	1	53	0	0	0	8	1553
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Peak Hour: 4:45 PM to 5:45 PM																	
Total	0	32	466	4	3	8	282	32	0	23	1	22	0	0	0	7	877
Approach	502				322				46				7				877
%HV	n/a				0.9%				n/a				n/a				0.3%
PHF	0.92				0.82				0.68				0.58				0.92





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WBE/DBE

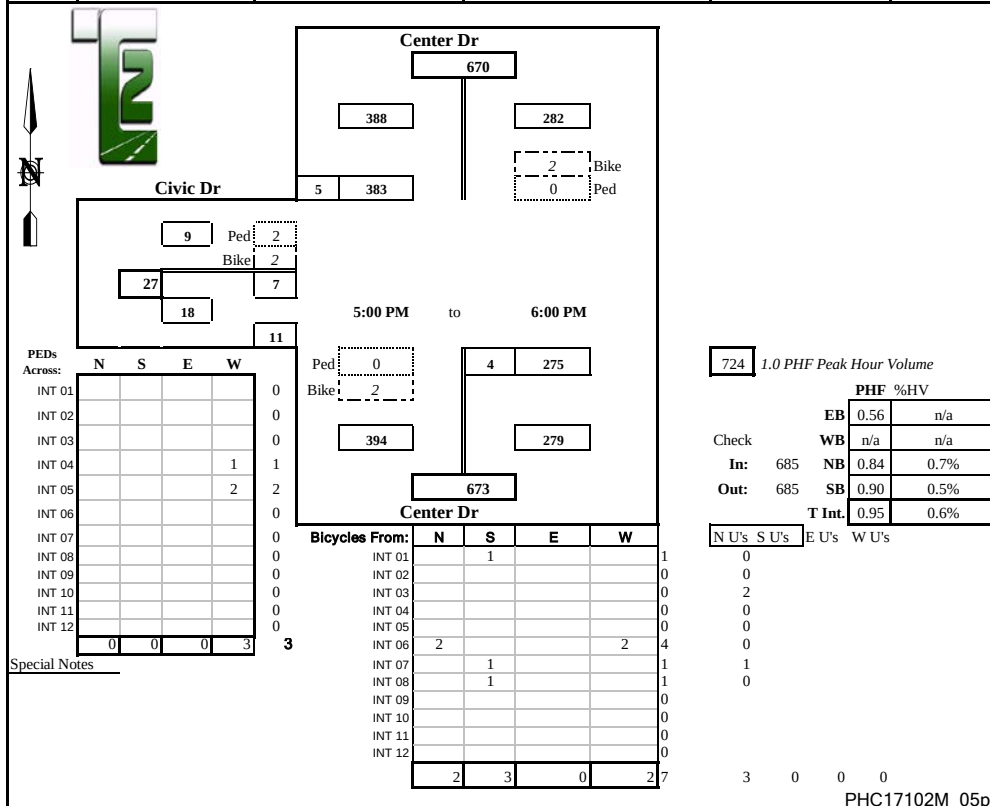
Intersection: Center Dr & Civic Dr

Date of Count: Tues 9/05/2017

Location: Dupont, Washington

Checked By: Jess

Time Interval Ending at	From North on (SB) Center Dr				From South on (NB) Center Dr				From East on (WB) 0				From West on (EB) Civic Dr				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	0	0	82	2	2	0	51	0	0	0	0	0	0	2	0	4	141
4:30 P	0	0	83	0	3	0	52	0	0	0	0	0	0	0	0	6	141
4:45 P	1	0	94	0	2	2	68	0	0	0	0	0	0	2	0	4	170
5:00 P	1	0	91	0	0	2	55	0	0	0	0	0	0	1	0	2	151
5:15 P	1	0	106	2	1	0	51	0	0	0	0	0	0	3	0	5	167
5:30 P	0	0	97	1	1	0	65	0	0	0	0	0	0	1	0	4	168
5:45 P	1	0	89	0	0	1	79	0	0	0	0	0	0	0	0	0	169
6:00 P	0	0	91	2	0	3	80	0	0	0	0	0	0	3	0	2	181
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	4	0	733	7	9	8	501	0	0	0	0	0	0	12	0	27	1288
Peak Hour: 5:00 PM to 6:00 PM																	
Total	2	0	383	5	2	4	275	0	0	0	0	0	0	7	0	11	685
Approach	388				279				0				18				685
%HV	0.5%				0.7%				n/a				n/a				0.6%
PHF	0.90				0.84				n/a				0.56				0.95





Prepared for:

Geralyn Reinart, P.E.

Traffic Count Consultants, Inc.

Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: DuPont-Steilacoom Rd & Center Dr

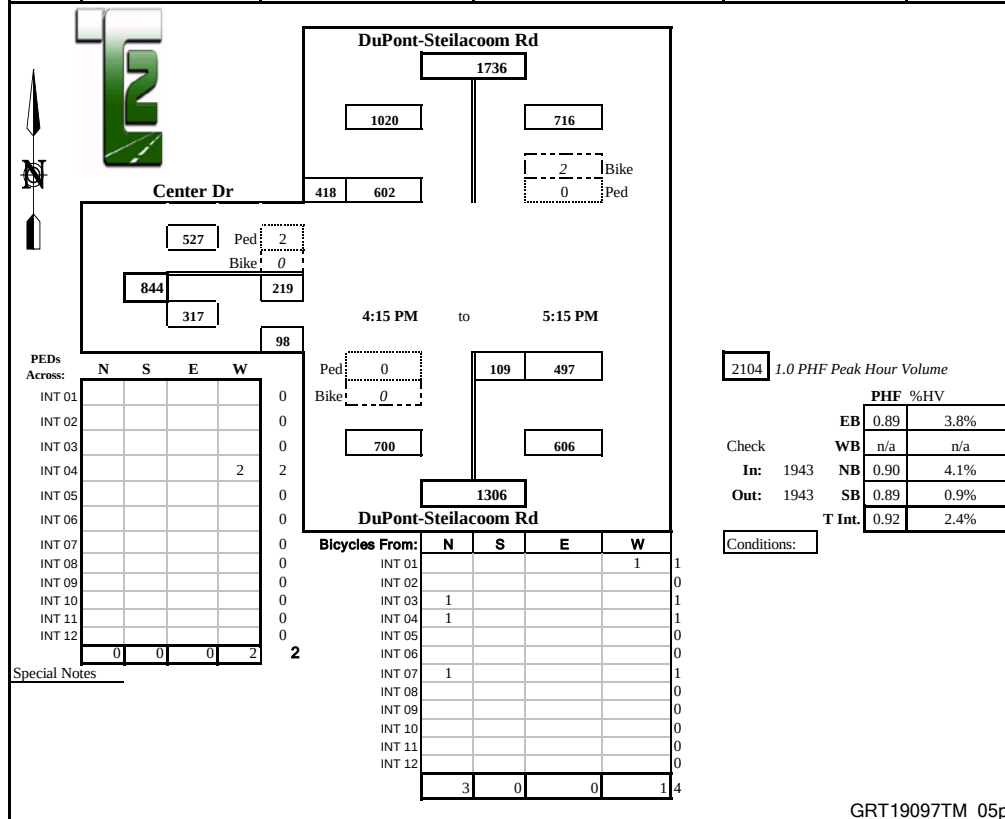
Date of Count: Thurs 10/03/2019

Location: DuPont, Washington

Checked By: Jess

Time Interval	From North on (SB) DuPont-Steilacoom Rd				From South on (NB) DuPont-Steilacoom Rd				From East on (WB) 0				From West on (EB) Center Dr				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	6	0	128	67	5	20	105	0	0	0	0	0	5	35	0	28	383
4:30 P	3	0	155	75	3	26	105	0	0	0	0	0	5	55	0	28	444
4:45 P	2	0	122	95	7	20	124	0	0	0	0	0	5	55	0	34	450
5:00 P	0	0	165	121	7	38	130	0	0	0	0	0	0	54	0	15	523
5:15 P	4	0	160	127	8	25	138	0	0	0	0	0	2	55	0	21	526
5:30 P	0	0	123	115	3	32	99	0	0	0	0	0	3	55	0	17	441
5:45 P	0	0	102	96	2	40	82	0	0	0	0	0	4	66	0	20	406
6:00 P	3	0	79	82	5	47	98	0	0	0	0	0	2	57	0	17	380
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Survey	18	0	1034	778	40	248	881	0	0	0	0	0	26	432	0	180	3553
Peak Hour: 4:15 PM to 5:15 PM																	
Total	9	0	602	418	25	109	497	0	0	0	0	0	12	219	0	98	1943
Approach	1020				606				0				317				1943
%HV	0.9%				4.1%				n/a				3.8%				2.4%
PHF	0.89				0.90				n/a				0.89				0.92



GRT19097TM_05p

Pipeline Data

PIPELINE TRIPS AT CRITICAL INTERSECTIONS (AM PEAK HOUR)

1. Center Drive/Wilmington Drive

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	0	0	0	0	0	1	0	4	0	2	16	0
Williamson Pl. (3)	0	0	0	0	0	0	0	12	0	0	3	0
Patriot's Lndng. (1)	0	0	0	0	0	1	0	17	0	4	50	0
Civic Ctr. Phase 2	0	0	0	0	0	5	0	28	0	3	4	0
Civic Ctr. Phase 3	0	0	0	0	0	1	0	27	0	0	4	0
DuPont Corp. Ctr.	0	0	0	0	0	3	0	23	0	1	9	0
DuPont Industrial	0	0	0	0	0	0	0	21	0	0	6	0
Barksdale Sta. (1)	0	0	0	0	0	0	0	0	0	0	0	0
PW Facility	0	0	0	0	0	0	0	5	0	1	0	0
Snow Blossom FC	0	0	0	0	0	17	0	67	0	1	3	0
Total	0	0	0	0	0	28	0	204	0	12	95	0

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

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

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

2. Center Drive/McNeil Street

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	0	2	18	0	1	0	5	0	0	0	0	0
Williamson Pl. (3)	17	0	0	0	0	3	0	12	0	0	3	2
Patriot's Lndng. (1)	2	8	54	0	3	0	18	0	0	0	0	1
Civic Ctr. Phase 2	3	0	0	0	0	4	0	33	0	3	7	0
Civic Ctr. Phase 3	3	0	0	0	0	2	0	28	0	0	4	0
DuPont Corp. Ctr.	7	0	0	0	0	2	0	26	0	1	10	2
DuPont Industrial	2	0	0	0	0	0	0	21	0	0	6	0
Barksdale Sta. (1)	0	0	0	0	0	0	0	0	0	0	0	0
PW Facility	1	0	0	0	0	0	0	5	0	1	1	1
Snow Blossom FC	40	0	0	0	0	10	0	84	0	0	4	2
Total	75	10	72	0	4	21	23	209	0	5	35	8

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

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

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

3. Center Drive/Bob's Hollow Lane

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	7	0	0	0	0	0	0	0	0	0	0	2
Williamson Pl. (3)	0	0	0	0	0	0	0	35	0	0	5	0
Patriot's Lndng. (1)	5	0	0	0	0	0	0	2	0	0	1	2
Civic Ctr. Phase 2	12	0	0	0	0	0	0	40	0	0	10	6
Civic Ctr. Phase 3	6	0	0	0	0	0	0	33	0	0	4	1
DuPont Corp. Ctr.	2	0	0	0	0	1	0	35	0	0	13	1
DuPont Industrial	2	0	0	0	0	0	0	23	0	0	6	1
Barksdale Sta. (1)	0	0	0	0	0	0	0	0	0	0	0	0
PW Facility	1	0	0	0	0	0	0	7	0	0	3	1
Snow Blossom FC	10	0	0	0	0	3	0	138	0	0	6	0
Total	45	0	0	0	0	4	0	313	0	0	48	14

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

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

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

4. Center Drive/Palisade Blvd.

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	0	0	0	0	0	0	0	7	0	0	2	0
Williamson Pl. (3)	0	0	0	0	0	3	0	35	0	0	5	0
Patriot's Lndng. (1)	0	0	0	0	0	0	0	7	0	0	3	0
Civic Ctr. Phase 2	0	0	0	0	0	10	0	52	0	7	16	0
Civic Ctr. Phase 3	0	0	0	0	0	4	0	39	0	1	5	0
DuPont Corp. Ctr.	0	0	0	0	0	1	0	38	0	1	14	0
DuPont Industrial	0	0	0	0	0	0	0	25	0	0	7	0
Barksdale Sta. (1)	0	0	0	0	0	0	0	0	0	0	0	0
PW Facility	0	0	0	0	0	1	0	7	0	2	4	0
Snow Blossom FC	0	0	0	0	0	10	0	151	0	0	6	0
Total	0	0	0	0	0	29	0	361	0	11	62	0

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

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

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

5. Center Drive/Civic

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	0		0				0	7			2	0
Williamson Pl. (3)	0		0				0	38			5	0
Patriot's Lndng. (1)	0		0				0	7			3	0
Civic Ctr. Phase 2	8		23				62	0			0	18
Civic Ctr. Phase 3	2		6				43	0			0	11
DuPont Corp. Ctr.	0		0				0	39			15	0
DuPont Industrial	0		0				0	25			7	0
Barksdale Sta. (1)	0		0				0	0			0	0
PW Facility	4		6				8	0			0	4
Snow Blossom FC	0		0				0	161			6	0
Total	14		35				113	277			38	33

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

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

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

6. Center Drive/DuPont Steilacoom Road

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (1,2)	8		2				2	0			0	4
Williamson Pl. (3)	4		10				61	0			0	20
Patriot's Lndg. (1)	12		0				0	0			0	4
Civic Ctr. Phase 2	4		4				6	0			0	12
Civic Ctr. Phase 3	1		1				3	0			0	8
DuPont Corp. Ctr.	3		4				9	27			10	9
DuPont Ind. (1)	1		2				6	0			0	2
Barksdale Sta.	0		12				11	5			5	0
PW Facility	1		2				3	0			0	1
Snow Blossom FC	3		11				127	0			0	55
Total	37		48				228	32			15	115

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

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

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

7. Barksdale Avenue/DuPont-Steilacoom Road

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (1,2)	0	0	0	0	0	2	0	0	0	2	0	0
Williamson Pl. (3)	6	0	0	0	0	49	0	6	0	8	0	2
Patriot's Lndg. (1)	0	0	0	0	0	0	0	0	0	0	0	0
Civic Ctr. Phs. 2 (1)	0	0	0	0	0	3	0	0	0	2	0	0
Civic Ctr. Phs. 3 (1)	0	0	0	0	0	2	0	0	0	0	0	0
DuPont Corp. Ctr.	3	0	0	0	0	30	0	3	0	11	1	1
DuPont Ind. (1)	0	0	0	0	0	6	0	0	0	2	0	0
Barksdale Sta.	3	0	0	0	0	27	0	8	0	25	8	3
PW Facility	0	0	0	0	0	3	0	0	0	0	0	2
Snow Blossom FC	17	0	0	0	0	90	0	17	0	9	1	1
Total	29	0	0	0	0	212	0	34	0	59	10	9

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

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

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

(4) – includes pass-by trip volumes

Barksdale Avenue considered the east-west street

(PM PEAK HOUR)

1. Center Drive/Wilmington Drive

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	0	0	0	0	0	1	0	18	0	1	8	0
Williamson Pl. (3)	0	0	0	0	0	0	0	3	0	0	12	0
Patriot's Lndng. (1)	0	0	0	0	0	4	0	57	0	3	33	0
Civic Ctr. Phase 2	0	0	0	0	0	1	0	5	0	2	25	0
Civic Ctr. Phase 3	0	0	0	0	0	0	0	4	0	1	25	0
DuPont Corp. Ctr.	0	0	0	0	0	2	0	12	0	4	30	0
DuPont Industrial	0	0	0	0	0	0	0	8	0	0	23	0
Barksdale Sta. (1)	0	0	0	0	0	0	0	0	0	0	0	0
PW Facility	0	0	0	0	0	0	0	0	0	0	7	0
Snow Blossom FC	0	0	0	0	0	15	0	59	0	15	61	0
Total	0	0	0	0	0	23	0	166	0	26	224	0

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

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

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

2. Center Drive/McNeil Street

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	0	1	9	0	1	0	19	0	0	0	0	0
Williamson Pl. (3)	3	0	0	0	0	3	0	3	0	3	12	17
Patriot's Lndng. (1)	2	5	36	0	9	0	61	0	0	0	0	3
Civic Ctr. Phase 2	1	0	0	0	0	2	0	6	0	3	27	3
Civic Ctr. Phase 3	1	0	0	0	0	1	0	4	0	2	26	3
DuPont Corp. Ctr.	3	0	0	0	0	1	0	14	0	2	34	9
DuPont Industrial	1	0	0	0	0	0	0	8	0	0	23	2
Barksdale Sta. (1)	0	0	0	0	0	0	0	0	0	0	0	0
PW Facility	0	0	0	0	0	0	0	0	0	1	7	1
Snow Blossom FC	35	0	0	0	0	9	0	74	0	9	76	36
Total	46	6	45	0	10	16	80	109	0	20	205	74

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

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

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

3. Center Drive/Bob's Hollow Lane

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	8	0	0	0	0	0	0	0	0	0	0	10
Williamson Pl. (3)	0	0	0	0	0	0	0	9	0	0	32	0
Patriot's Lndng. (1)	6	0	0	0	0	0	0	2	0	0	3	10
Civic Ctr. Phase 2	3	0	0	0	0	0	0	9	0	0	33	7
Civic Ctr. Phase 3	1	0	0	0	0	0	0	6	0	0	31	5
DuPont Corp. Ctr.	1	0	0	0	0	1	0	18	0	1	45	2
DuPont Industrial	1	0	0	0	0	0	0	9	0	0	25	2
Barksdale Sta. (1)	0	0	0	0	0	0	0	0	0	0	0	0
PW Facility	0	0	0	0	0	0	0	0	0	0	9	1
Snow Blossom FC	9	0	0	0	0	3	0	121	0	3	124	9
Total	29	0	0	0	0	4	0	174	0	4	302	46

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

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

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

4. Center Drive/Palisade Blvd.

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	0	0	0	0	0	0	0	8	0	0	10	0
Williamson Pl. (3)	0	0	0	0	0	0	0	9	0	3	32	0
Patriot's Lndng. (1)	0	0	0	0	0	0	0	8	0	0	13	0
Civic Ctr. Phase 2	0	0	0	0	0	4	0	12	0	7	40	0
Civic Ctr. Phase 3	0	0	0	0	0	1	0	7	0	4	36	0
DuPont Corp. Ctr.	0	0	0	0	0	1	0	19	0	2	48	0
DuPont Industrial	0	0	0	0	0	0	0	10	0	0	27	0
Barksdale Sta. (1)	0	0	0	0	0	0	0	0	0	0	0	0
PW Facility	0	0	0	0	0	0	0	0	0	1	10	0
Snow Blossom FC	0	0	0	0	0	9	0	133	0	9	136	0
Total	0	0	0	0	0	15	0	206	0	26	352	0

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

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

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

5. Center Drive/Civic Drive

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (2)	0		0				0	8			10	0
Williamson Pl. (3)	0		0				0	9			35	0
Patriot's Lndng. (1)	0		0				0	8			13	0
Civic Ctr. Phase 2	12		47				16	0			0	4
Civic Ctr. Phase 3	10		40				8	0			0	2
DuPont Corp. Ctr.	0		0				0	20			50	0
DuPont Industrial	0		0				0	10			27	0
Barksdale Sta. (1)	0		0				0	0			0	0
PW Facility	5		11				0	0			0	0
Snow Blossom FC	0		0				0	142			145	0
Total	27		98				24	197			280	6

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

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

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

6. Center Drive/DuPont Steilacoom Road

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (1,2)	6		2				2	0			0	8
Williamson Pl. (3)	17		57				14	0			0	6
Patriot's Lndg. (1)	8		0				0	0			0	13
Civic Ctr. Phase 2	9		3				2	0			0	2
Civic Ctr. Phase 3	8		2				1	0			0	1
DuPont Corp. Ctr.	12		12				5	9			21	5
DuPont Ind. (1)	3		6				2	0			0	1
Barksdale Sta. (1)	0		7				6	0			4	0
PW Facility	1		4				0	0			0	0
Snow Blossom FC	48		112				110	0			0	47
Total	112		205				142	9			25	83

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

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

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

7. Barksdale Avenue/DuPont-Steilacoom Road

Development	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Village IV (1,2)	0	0	0	0	0	2	0	0	0	2	0	0
Williamson Pl. (3)	1	0	0	0	0	12	0	1	0	46	6	5
Patriot's Lndg. (1)	0	0	0	0	0	0	0	0	0	0	0	0
Civic Ctr. Phs. 2 (1)	0	0	0	0	0	1	0	0	0	2	0	0
Civic Ctr. Phs. 3 (1)	0	0	0	0	0	0	0	0	0	1	0	0
DuPont Corp. Ctr.	2	0	0	0	0	10	0	2	0	24	4	4
DuPont Ind. (1)	0	0	0	0	0	2	0	0	0	6	0	0
Barksdale Sta. (1)	2	0	0	0	0	16	0	5	0	16	5	2
PW Facility	0	0	0	0	0	0	0	0	0	4	0	0
Snow Blossom FC	15	0	0	0	0	77	0	15	0	79	15	15
Total	20	0	0	0	0	120	0	23	0	180	30	26

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

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

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

Barksdale Avenue considered the east-west street

Site Plan

