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Founder's Ridge Traffic Impact Analysis

Jurisdiction: City of DuPont

November 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 light manufacturing 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 800,000 SF of a light manufacturing. 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):

- LUC 140, Manufacturing up to 800,000 SF
- or
- LUC 110, General Light Industrial up to 800,000 SF

For the level of service analysis the land use with the highest ADT, AM peak-hour and PM peak-hour was utilized.

Although the City zoning code does not allow for a general light industrial land use in the applicable zone, we have applied the ITE manual category for trip generation purposes because that is the most appropriate match for activities occurring on the site that are labelled manufacturing under City code (printing, material testing, assembly). The full 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 ITE definitions were used to reach the above determination with particularly pertinent definitions in *italics*.

From ITE Manufacturing is an area where the primary activity is the *conversion of raw materials or parts into finished products*. Manufacturing facilities generally also have office, warehouse, research and associated functions. General light industrial is a related use.

From ITE General Light Industrial activities include printing, material testing and *assembly of data processing equipment*.

Per DMC 25.41.015 definition of “Light Manufacturing” means an indoor facility used for the *assembly, fabrication, and conversion of semi-processed material into finished products*, where the intensity, scale, and characteristics of the operation are unlikely to negatively impact surrounding land uses. Light manufacturing also includes intermediate services such as machining, welding, grinding, and machine/industrial repair. Examples of light manufacturing uses include, but are not limited to, clothing and fabric manufacturing; food and beverage products, including ice production; *electronic, optical, and instrumentation assembly*; jewelry production; and manufacturing musical instruments.

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

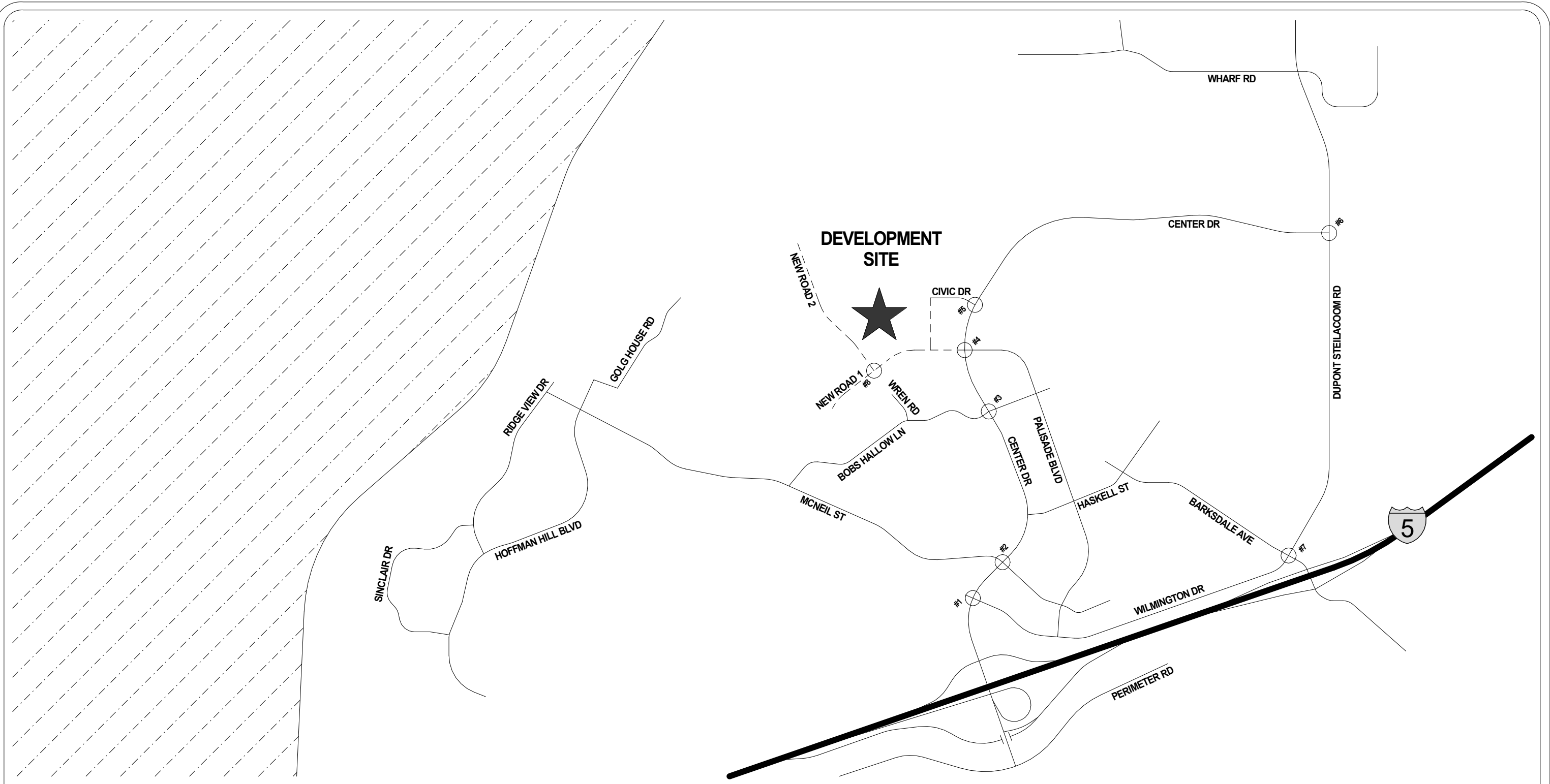
- | | |
|---|---------------------------|
| 1. Center Drive at Wilmington Drive | Signalized |
| 2. Center Drive at McNeil Street | Signalized |
| 3. Center Drive at Bobs Hollow Lane | Signalized |
| 4. Center Drive at Palisade Boulevard | Signalized |
| 5. Center Drive at Civic Drive | Signalized |
| 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



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 or LUC 110, General Light Industrial. For the level of service analysis the land use with the highest ADT, AM peak-hour and PM peak-hour was utilized. The trip generation is summarized in Table 4.

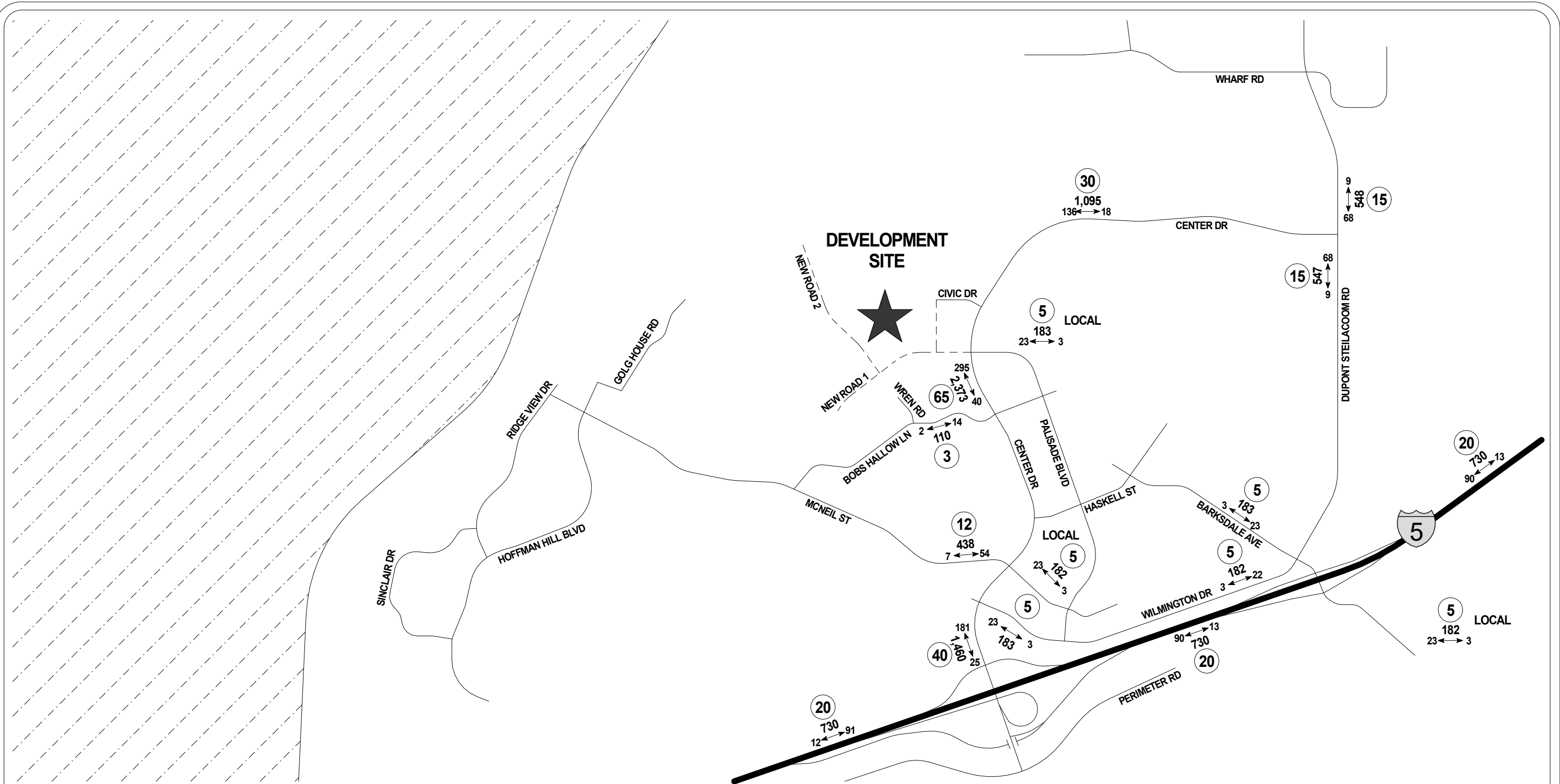
Table 4: Trip Generation Summary

Founder's Ridge	Average Daily Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
		Inbound	Outbound	Total	Inbound	Outbound	Total
LUC 140 Manufacturing 800,000 SF	3,144	382	114	496	166	370	536
LUC 110 General Light Industrial 800,000 SF	3,968	493	67	560	66	438	504
Maximum Trips	3,968	493	67	560	166	370	536

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 317 daily truck trips with 45 in the AM peak-hour and 54 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

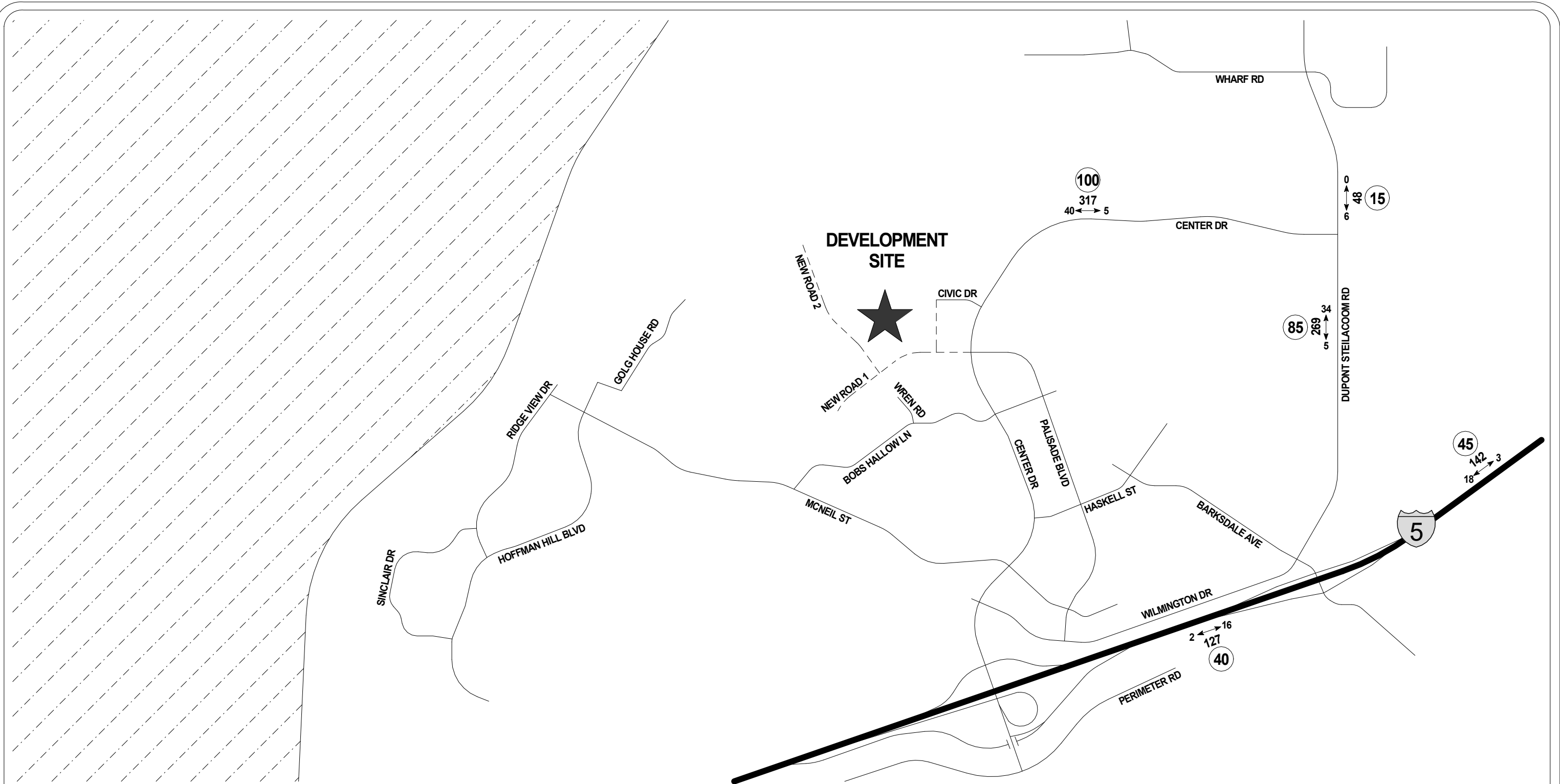
NEW DAILY TRIPS
NEW PEAK-HOUR TRIPS

XX

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
AM ↔ PEAK

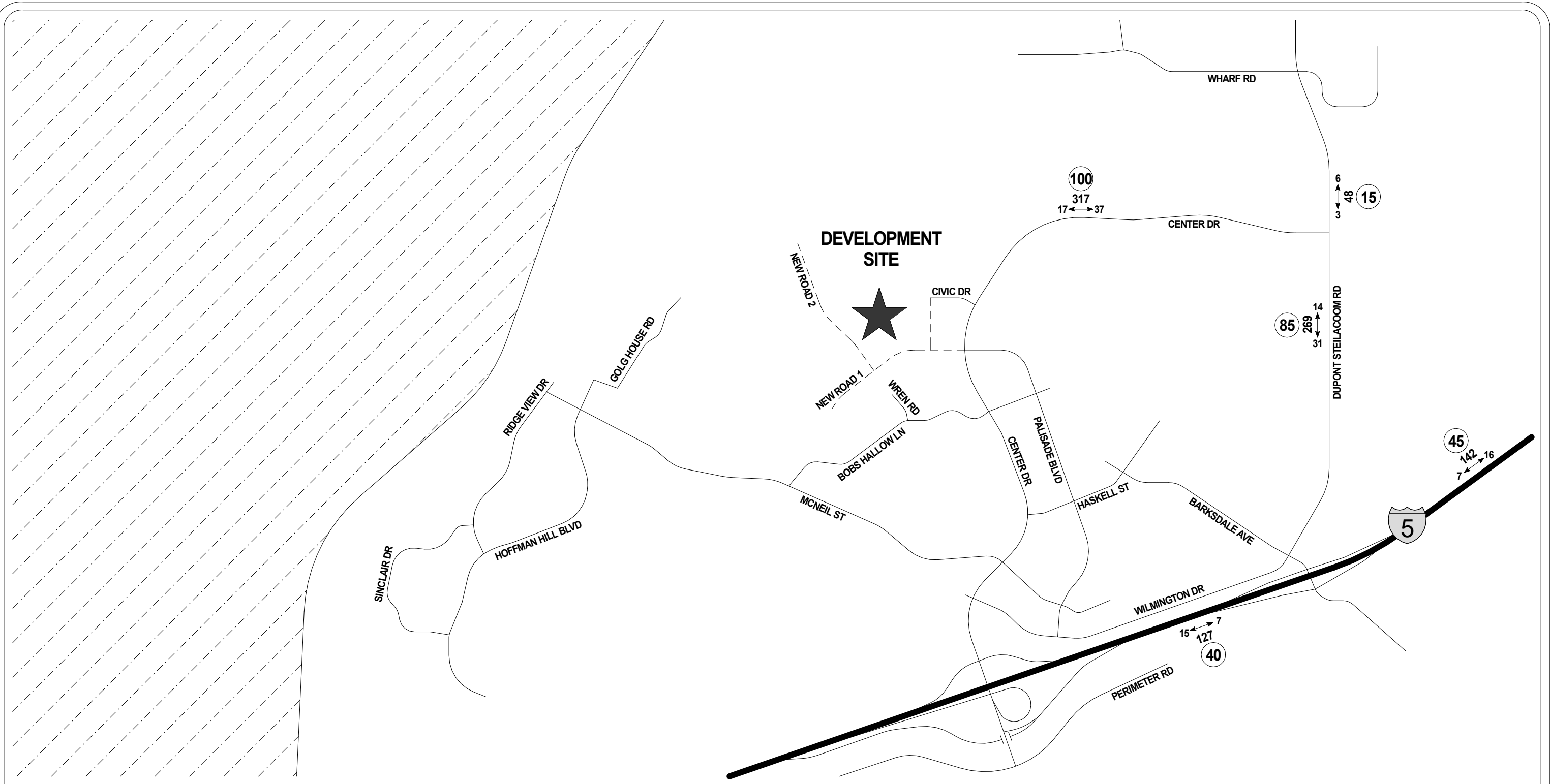


NEW DAILY TRIPS
NEW PEAK-HOUR TRIPS

TRIP DISTRIBUTION %

FIGURE 4
HEAVY VEHICLE
TRIP DISTRIBUTION
AM PEAK-HOUR

CITY OF DUPONT



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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

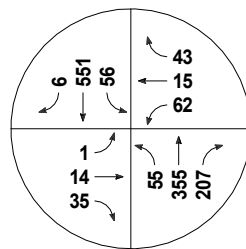
The intersection of New Road 1 at New Road 2 was only analyzed in the Future with Development conditions as the road is only constructed with the development. The volumes at the intersection were generated based on 75% of the development volume using New Road 2 to Buildings 1, 3, 4 and the remaining 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.

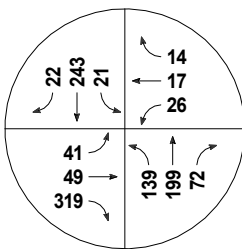
The future baseline volumes are based on the anticipated year of completion which is 2026. The 2026 baseline volumes are based on a 2% annually compounding growth rate to account for background growth. In addition, pipeline developments in the City of DuPont are also included as background traffic based 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.

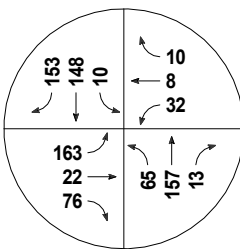
#1 CENTER DR @ WILMINGTON DR



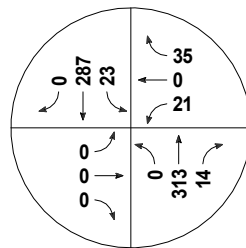
#2 CENTER DR @ MCNEIL ST



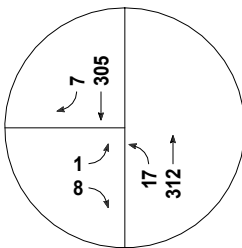
#3 CENTER DR @ BOBS HOLLOW LN



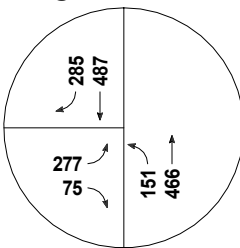
#4 CENTER DR @ PALISADE BLVD



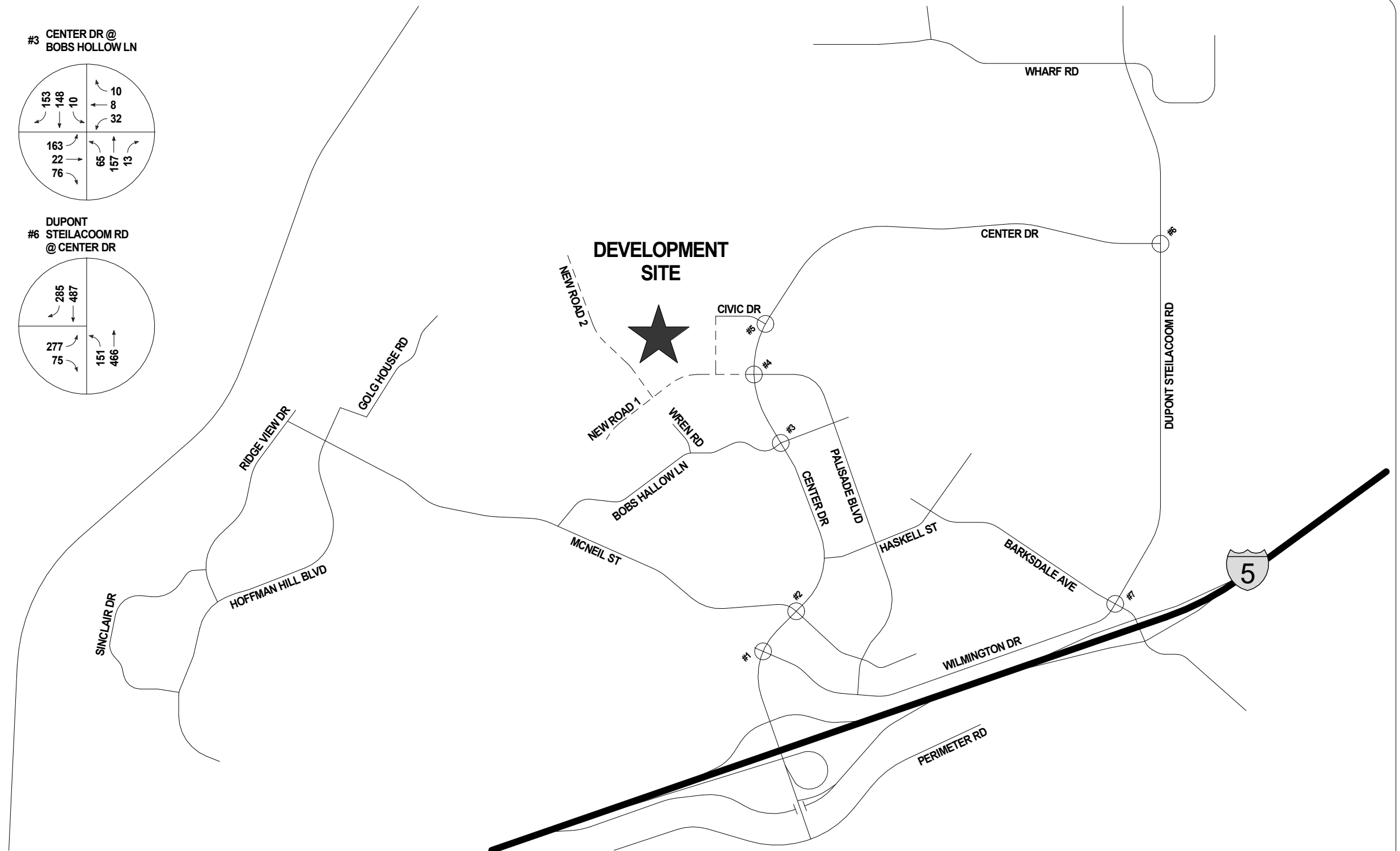
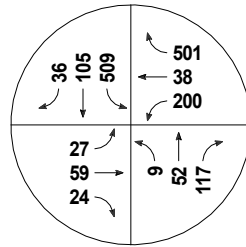
#5 CENTER DR @ CIVIC DR



#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)

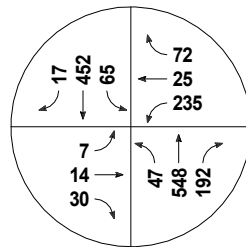
LEGEND

XXX → PEAK-HOUR
TURNING MOVEMENT VOLUME

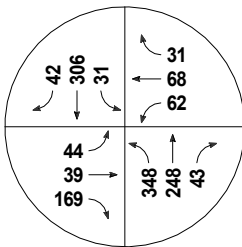
FIGURE 6
EXISTING
TURNING MOVEMENTS
AM PEAK-HOUR

CITY OF DUPONT

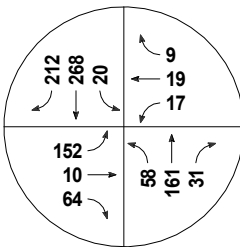
#1 CENTER DR @ WILMINGTON DR



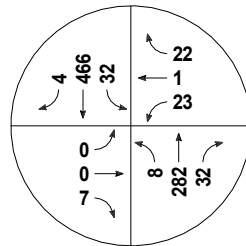
#2 CENTER DR @ MCNEIL ST



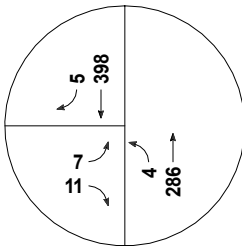
#3 CENTER DR @ BOBS HOLLOW LN



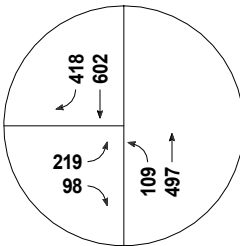
#4 CENTER DR @ PALISADE BLVD



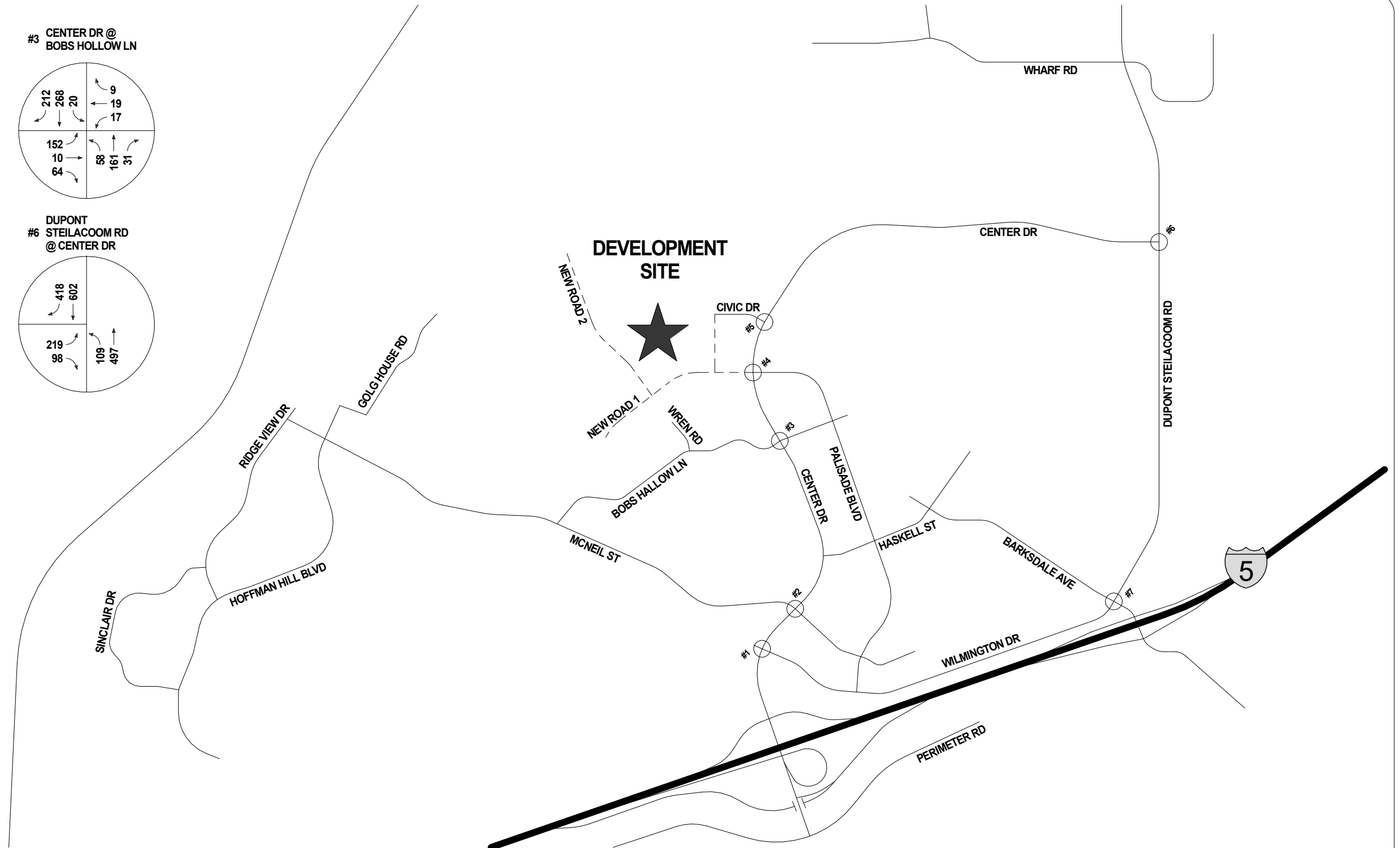
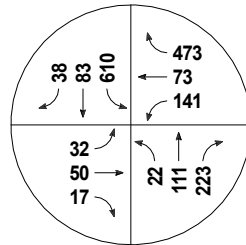
#5 CENTER DR @ CIVIC DR



#6 DUPONT STEILACOOM RD @ CENTER DR



#7 DUPONT STEILACOOM RD @ BARKSDALE AVE



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FOUNDER'S RIDGE
(800,000 SF)

LEGEND

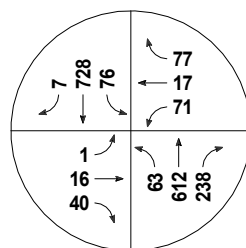
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PEAK-HOUR
TURNING MOVEMENT VOLUME

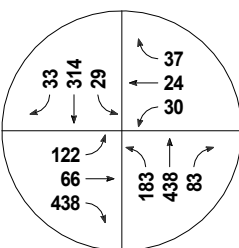
FIGURE 7
EXISTING
TURNING MOVEMENTS
PM PEAK-HOUR

CITY OF DUPONT

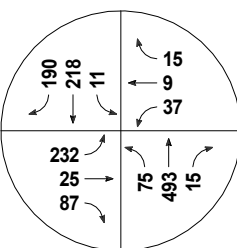
#1 CENTER DR @ WILMINGTON DR



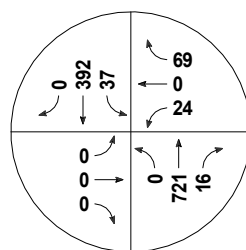
#2 CENTER DR @ MCNEIL ST



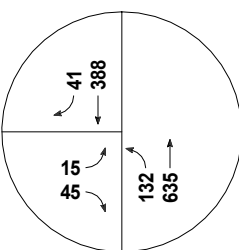
#3 CENTER DR @ BOBS HOLLOW LN



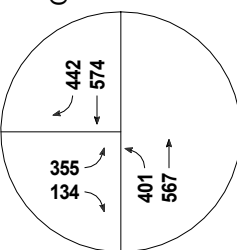
#4 CENTER DR @ PALISADE BLVD



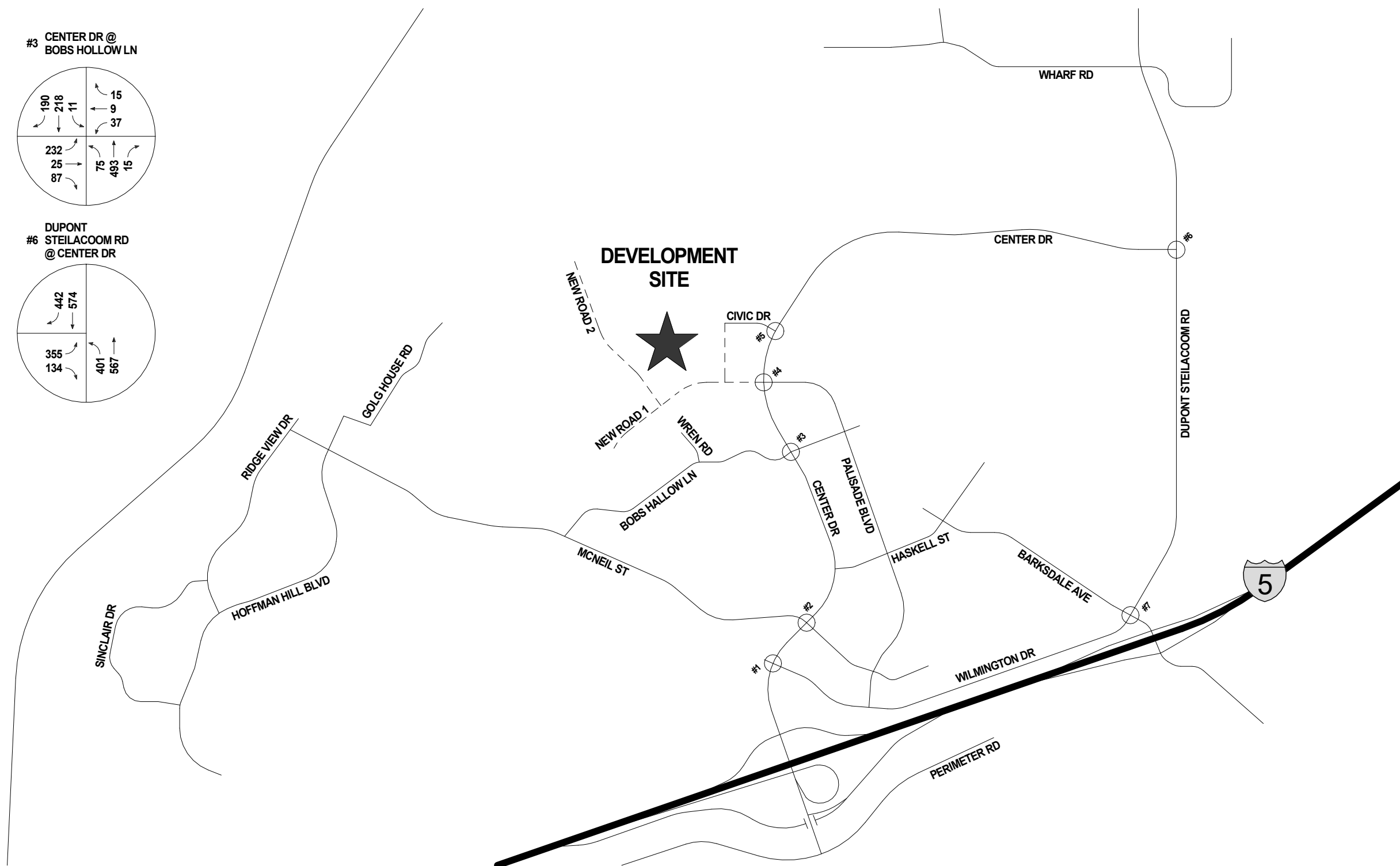
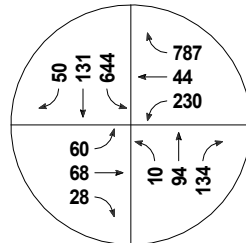
#5 CENTER DR @ CIVIC DR



#6 DUPONT STEILACOOM RD @ CENTER DR



#7 DUPONT STEILACOOM RD @ BARKSDALE AVE



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(800,000 SF)

LEGEND

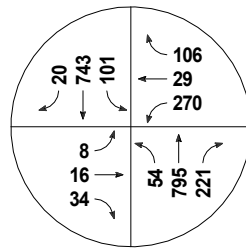
XXX →

PEAK-HOUR
TURNING MOVEMENT VOLUME

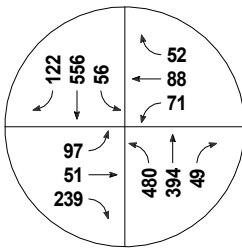
CITY OF DUPONT

FIGURE 8
2026 BASELINE
TURNING MOVEMENTS
AM PEAK-HOUR

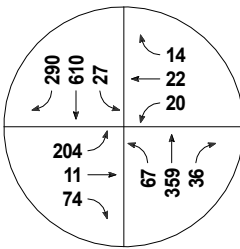
#1 CENTER DR @ WILMINGTON DR



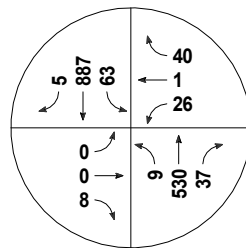
#2 CENTER DR @ MCNEIL ST



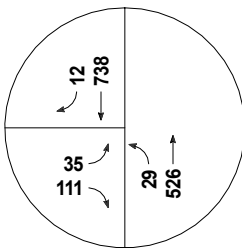
#3 CENTER DR @ BOBS HOLLOW LN



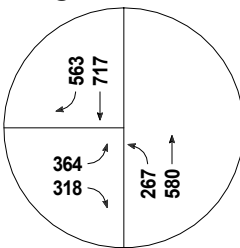
#4 CENTER DR @ PALISADE BLVD



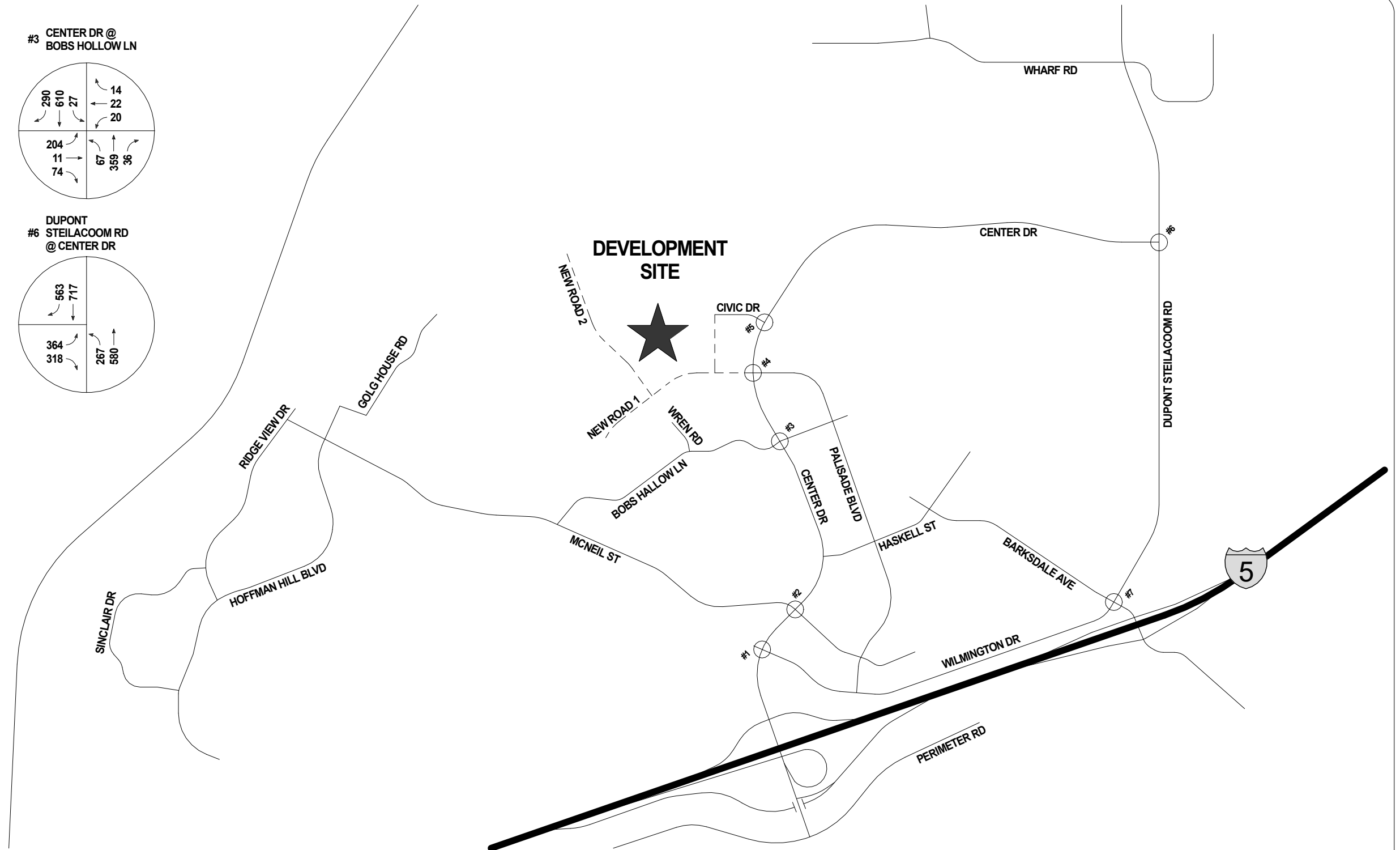
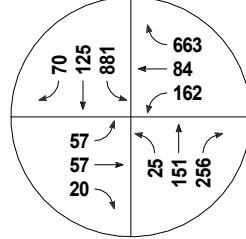
#5 CENTER DR @ CIVIC DR



#6 DUPONT STEILACOOM RD @ CENTER DR



#7 DUPONT STEILACOOM RD @ BARKSDALE AVE



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FOUNDER'S RIDGE
(800,000 SF)

LEGEND

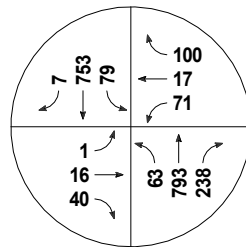
XXX →

PEAK-HOUR
TURNING MOVEMENT VOLUME

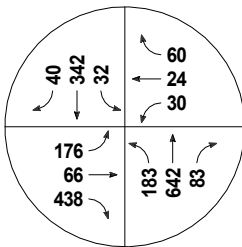
CITY OF DUPONT

FIGURE 9
2026 BASELINE
TURNING MOVEMENTS
PM PEAK-HOUR

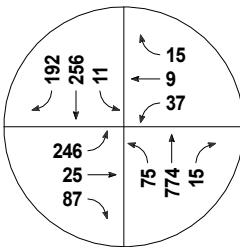
#1 CENTER DR @
WILMINGTON DR



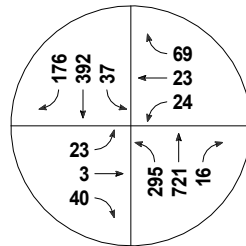
#2 CENTER DR @
MCNEIL ST



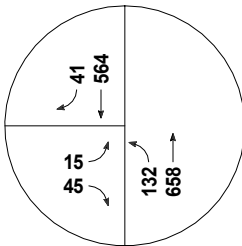
#3 CENTER DR @
BOBS HOLLOW LN



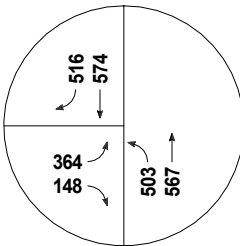
#4 CENTER DR @
PALISADE BLVD



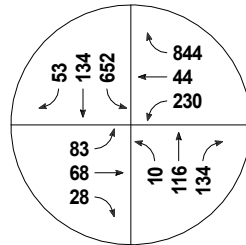
#5 CENTER DR @
CIVIC DR



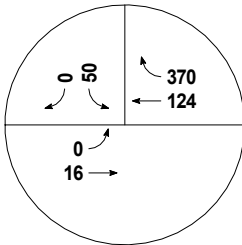
DUPONT
#6 STEILACOOM RD
@ CENTER DR



DUPONT
#7 STEILACOOM RD
@ BARKSDALE AVE



#8 NEW ROAD 2 @
NEW ROAD 1



DEVELOPMENT
SITE



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #20-199

FOUNDER'S RIDGE
(800,000 SF)

LEGEND

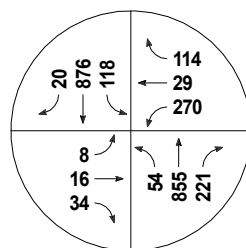
XXX →

PEAK-HOUR
TURNING MOVEMENT VOLUME

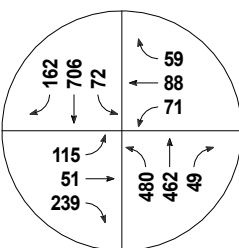
CITY OF DUPONT

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

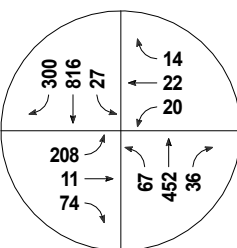
#1 CENTER DR @ WILMINGTON DR



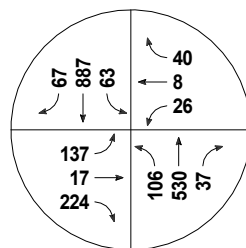
#2 CENTER DR @ MCNEIL ST



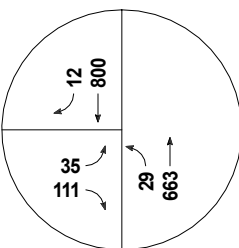
#3 CENTER DR @ BOBS HOLLOW LN



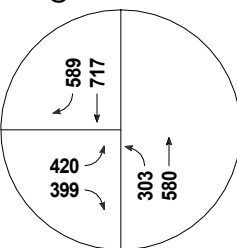
#4 CENTER DR @ PALISADE BLVD



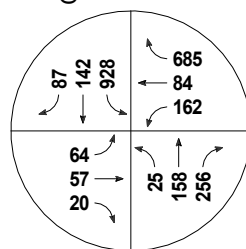
#5 CENTER DR @ CIVIC DR



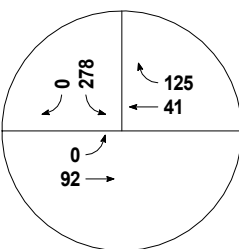
#6 DUPONT STEILACOOM RD @ CENTER DR



#7 DUPONT STEILACOOM RD @ BARKSDALE AVE



#8 NEW ROAD 2 @ NEW ROAD 1



DEVELOPMENT SITE



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 90-100 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	22.2 sec
	PM	C	21.1 sec	C	27.7 sec	C	30.9 sec
3. Center Drive at Bobs Hollow Lane	AM	B	16.8 sec	B	19.8 sec	C	21.3 sec
	PM	B	12.2 sec	B	17.3 sec	B	19.4 sec
4. Center Drive at Palisade Boulevard	AM	A	3.9 sec	A	6.4 sec	B	16.3 sec
	PM	A	4.8 sec	A	6.6 sec	C	20.8 sec
5. Center Drive at Civic Drive	AM	A	1.3 sec	A	3.4 sec	A	3.7 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	50.8 sec
	PM	B	15.3 sec	C	34.8 sec	D	50.4 sec
7. DuPont Steilacoom Rd at Barksdale Avenue	AM	C	20.9 sec	C	27.1 sec	C	34.0 sec
	PM	C	20.9 sec	C	28.7 sec	D	35.9 sec
8. New Road 1 at New Road 2	AM	---	---	---	---	A	9.7 sec
	PM	---	---	---	---	B	11.8 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 light manufacturing. The site will generate a maximum of 3,968 average daily trips and 560 AM peak-hour trips and 536 PM peak-hour trips. Of these trips it is anticipated that there would be 317 daily truck trips with 45 in the AM peak-hour and 54 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 317 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 630 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

Founder's Ridge
GTC #20-199

Maximum Trip Generation

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

LAND USES		VARIABLE	ITE LU code	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				
				Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out	% Truck	Total	In	Out
Manufacturing	800 K SF	140	3.93	50%	50%	50%	3144	0%	0.00	3144	0%	0	0%	0.00	3144	0	0	0.00	0.00	1572	1572	10%	314	157	157
General Light Industrial	800 K SF	110	4.96	50%	50%	50%	3968	0%	0.00	3968	0%	0	0%	0.00	3968	0	0	0.00	0.00	1984	1984	8%	317	159	159

Founder's Ridge
GTC #20-199

Maximum Trip Generation

Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 AM
(a.k.a.): Weekday AM Peak Hour

LAND USES		NET EXTERNAL TRIPS BY TYPE															
		IN BOTH DIRECTIONS					DIRECTIONAL ASSIGNMENTS										
		Gross Trips		Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW		DIVERTED LINK		NEW		Heavy Vehicle Trips
	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In+Out (Total)	In	Out	In	Out	
Manufacturing	800 K SF	140	0.62	77%	23%	496	0%	0	0%	0.00	496	0	0	0	382	114	11
General Light Industrial	800 K SF	110	0.70	88%	12%	560	0%	0	0%	0.00	560	0	0	0	493	67	5

Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 PM (a.k.a.): Weekday PM Peak Hour

NET EXTERNAL TRIPS BY TYPE																								
IN BOTH DIRECTIONS										DIRECTIONAL ASSIGNMENTS														
LAND USES	VARIABLE	ITE LU code	Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW		Heavy Vehicle Trips			
			Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	% of Trips		In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips		In+Out (Total)	% of Ext. Trips	In+Out (Total)	In	Out	In+Out (Total)	% Truck	Total	In	Out
Manufacturing	800 K SF	140	0.67	31%	69%	536	0%	0.00	0.00	536	0%	0	0	0.00	0.00	536	0	0	0	166	370	54	17	37
General Light Industrial	800 K SF	110	0.63	13%	87%	504	0%	0.00	0.00	504	0%	0	0	0.00	0.00	504	0	0	0	66	438	40	5	35

Founder's Ridge
GTC #20-199

Maximum Trip Generation

AM Peak-Hour - Passenger Vehicle

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	3651	454	62	515.20
1%	36.51	4.54	0.62	5.15
2%	73.01	9.07	1.23	10.30
3%	109.52	13.61	1.85	15.46
4%	146.02	18.14	2.47	20.61
5%	182.53	22.68	3.08	25.76
6%	219.03	27.21	3.70	30.91
7%	255.54	31.75	4.31	36.06
8%	292.04	36.28	4.93	41.22
9%	328.55	40.82	5.55	46.37
10%	365.06	45.36	6.16	51.52
11%	401.56	49.89	6.78	56.67
12%	438.07	54.43	7.40	61.82
13%	474.57	58.96	8.01	66.98
14%	511.08	63.50	8.63	72.13
15%	547.58	68.03	9.25	77.28
16%	584.09	72.57	9.86	82.43
17%	620.60	77.11	10.48	87.58
18%	657.10	81.64	11.10	92.74
19%	693.61	86.18	11.71	97.89
20%	730.11	90.71	12.33	103.04
21%	766.62	95.25	12.94	108.19
22%	803.12	99.78	13.56	113.34
23%	839.63	104.32	14.18	118.50
24%	876.13	108.85	14.79	123.65
25%	912.64	113.39	15.41	128.80
26%	949.15	117.93	16.03	133.95
27%	985.65	122.46	16.64	139.10
28%	1022.16	127.00	17.26	144.26
29%	1058.66	131.53	17.88	149.41
30%	1095.17	136.07	18.49	154.56
31%	1131.67	140.60	19.11	159.71
32%	1168.18	145.14	19.72	164.86
33%	1204.68	149.67	20.34	170.02
34%	1241.19	154.21	20.96	175.17
35%	1277.70	158.75	21.57	180.32
36%	1314.20	163.28	22.19	185.47
37%	1350.71	167.82	22.81	190.62
38%	1387.21	172.35	23.42	195.78
39%	1423.72	176.89	24.04	200.93
40%	1460.22	181.42	24.66	206.08
41%	1496.73	185.96	25.27	211.23
42%	1533.24	190.50	25.89	216.38
43%	1569.74	195.03	26.51	221.54
44%	1606.25	199.57	27.12	226.69
45%	1642.75	204.10	27.74	231.84
46%	1679.26	208.64	28.35	236.99
47%	1715.76	213.17	28.97	242.14
48%	1752.27	217.71	29.59	247.30
49%	1788.77	222.24	30.20	252.45
50%	1825.28	226.78	30.82	257.60
51%	1861.79	231.32	31.44	262.75
52%	1898.29	235.85	32.05	267.90
53%	1934.80	240.39	32.67	273.06
54%	1971.30	244.92	33.29	278.21
55%	2007.81	249.46	33.90	283.36
56%	2044.31	253.99	34.52	288.51
57%	2080.82	258.53	35.13	293.66
58%	2117.32	263.06	35.75	298.82
59%	2153.83	267.60	36.37	303.97
60%	2190.34	272.14	36.98	309.12
61%	2226.84	276.67	37.60	314.27
62%	2263.35	281.21	38.22	319.42
63%	2299.85	285.74	38.83	324.58
64%	2336.36	290.28	39.45	329.73
65%	2372.86	294.81	40.07	334.88
66%	2409.37	299.35	40.68	340.03
67%	2445.88	303.89	41.30	345.18
68%	2482.38	308.42	41.92	350.34
69%	2518.89	312.96	42.53	355.49
70%	2555.39	317.49	43.15	360.64
71%	2591.90	322.03	43.76	365.79
72%	2628.40	326.56	44.38	370.94
73%	2664.91	331.10	45.00	376.10
74%	2701.41	335.63	45.61	381.25
75%	2737.92	340.17	46.23	386.40
76%	2774.43	344.71	46.85	391.55
77%	2810.93	349.24	47.46	396.70
78%	2847.44	353.78	48.08	401.86
79%	2883.94	358.31	48.70	407.01
80%	2920.45	362.85	49.31	412.16
81%	2956.95	367.38	49.93	417.31
82%	2993.46	371.92	50.54	422.46
83%	3029.96	376.45	51.16	427.62
84%	3066.47	380.99	51.78	432.77
85%	3102.98	385.53	52.39	437.92
86%	3139.48	390.06	53.01	443.07
87%	3175.99	394.60	53.63	448.22
88%	3212.49	399.13	54.24	453.38
89%	3249.00	403.67	54.86	458.53
90%	3285.50	408.20	55.48	463.68
91%	3322.01	412.74	56.09	468.83
92%	3358.52	417.28	56.71	473.98
93%	3395.02	421.81	57.33	479.14
94%	3431.53	426.35	57.94	484.29
95%	3468.03	430.88	58.56	489.44
96%	3504.54	435.42	59.17	494.59
97%	3541.04	439.95	59.79	499.74
98%	3577.55	444.49	60.41	504.90
99%	3614.05	449.02	61.02	510.05
100%	3650.56	453.56	61.64	515.20

Founder's Ridge
GTC #20-199

Maximum Trip Generation

AM Peak-Hour - Heavy Vehicle

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	317	39	5	44.80
1%	3.17	0.39	0.05	0.45
2%	6.35	0.79	0.11	0.90
3%	9.52	1.18	0.16	1.34
4%	12.70	1.58	0.21	1.79
5%	15.87	1.97	0.27	2.24
6%	19.05	2.37	0.32	2.69
7%	22.22	2.76	0.38	3.14
8%	25.40	3.16	0.43	3.58
9%	28.57	3.55	0.48	4.03
10%	31.74	3.94	0.54	4.48
11%	34.92	4.34	0.59	4.93
12%	38.09	4.73	0.64	5.38
13%	41.27	5.13	0.70	5.82
14%	44.44	5.52	0.75	6.27
15%	47.62	5.92	0.80	6.72
16%	50.79	6.31	0.86	7.17
17%	53.96	6.70	0.91	7.62
18%	57.14	7.10	0.96	8.06
19%	60.31	7.49	1.02	8.51
20%	63.49	7.89	1.07	8.96
21%	66.66	8.28	1.13	9.41
22%	69.84	8.68	1.18	9.86
23%	73.01	9.07	1.23	10.30
24%	76.19	9.47	1.29	10.75
25%	79.36	9.86	1.34	11.20
26%	82.53	10.25	1.39	11.65
27%	85.71	10.65	1.45	12.10
28%	88.88	11.04	1.50	12.54
29%	92.06	11.44	1.55	12.99
30%	95.23	11.83	1.61	13.44
31%	98.41	12.23	1.66	13.89
32%	101.58	12.62	1.72	14.34
33%	104.76	13.02	1.77	14.78
34%	107.93	13.41	1.82	15.23
35%	111.10	13.80	1.88	15.68
36%	114.28	14.20	1.93	16.13
37%	117.45	14.59	1.98	16.58
38%	120.63	14.99	2.04	17.02
39%	123.80	15.38	2.09	17.47
40%	126.98	15.78	2.14	17.92
41%	130.15	16.17	2.20	18.37
42%	133.32	16.56	2.25	18.82
43%	136.50	16.96	2.30	19.26
44%	139.67	17.35	2.36	19.71
45%	142.85	17.75	2.41	20.16
46%	146.02	18.14	2.47	20.61
47%	149.20	18.54	2.52	21.06
48%	152.37	18.93	2.57	21.50
49%	155.55	19.33	2.63	21.95
50%	158.72	19.72	2.68	22.40
51%	161.89	20.11	2.73	22.85
52%	165.07	20.51	2.79	23.30
53%	168.24	20.90	2.84	23.74
54%	171.42	21.30	2.89	24.19
55%	174.59	21.69	2.95	24.64
56%	177.77	22.09	3.00	25.09
57%	180.94	22.48	3.06	25.54
58%	184.12	22.88	3.11	25.98
59%	187.29	23.27	3.16	26.43
60%	190.46	23.66	3.22	26.88
61%	193.64	24.06	3.27	27.33
62%	196.81	24.45	3.32	27.78
63%	199.99	24.85	3.38	28.22
64%	203.16	25.24	3.43	28.67
65%	206.34	25.64	3.48	29.12
66%	209.51	26.03	3.54	29.57
67%	212.68	26.42	3.59	30.02
68%	215.86	26.82	3.64	30.46
69%	219.03	27.21	3.70	30.91
70%	222.21	27.61	3.75	31.36
71%	225.38	28.00	3.81	31.81
72%	228.56	28.40	3.86	32.26
73%	231.73	28.79	3.91	32.70
74%	234.91	29.19	3.97	33.15
75%	238.08	29.58	4.02	33.60
76%	241.25	29.97	4.07	34.05
77%	244.43	30.37	4.13	34.50
78%	247.60	30.76	4.18	34.94
79%	250.78	31.16	4.23	35.39
80%	253.95	31.55	4.29	35.84
81%	257.13	31.95	4.34	36.29
82%	260.30	32.34	4.40	36.74
83%	263.48	32.74	4.45	37.18
84%	266.65	33.13	4.50	37.63
85%	269.82	33.52	4.56	38.08
86%	273.00	33.92	4.61	38.53
87%	276.17	34.31	4.66	38.98
88%	279.35	34.71	4.72	39.42
89%	282.52	35.10	4.77	39.87
90%	285.70	35.50	4.82	40.32
91%	288.87	35.89	4.88	40.77
92%	292.04	36.28	4.93	41.22
93%	295.22	36.68	4.98	41.66
94%	298.39	37.07	5.04	42.11
95%	301.57	37.47	5.09	42.56
96%	304.74	37.86	5.15	43.01
97%	307.92	38.26	5.20	43.46
98%	311.09	38.65	5.25	43.90
99%	314.27	39.05	5.31	44.35
100%	317.44	39.44	5.36	44.80

Founder's Ridge
GTC #20-199

Maximum Trip Generation

PM Peak-Hour - Passenger Vehicle

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	3651	149	333	482.40
1%	36.51	1.49	3.33	4.82
2%	73.01	2.99	6.66	9.65
3%	109.52	4.48	9.99	14.47
4%	146.02	5.98	13.32	19.30
5%	182.53	7.47	16.65	24.12
6%	219.03	8.96	19.98	28.94
7%	255.54	10.46	23.31	33.77
8%	292.04	11.95	26.64	38.59
9%	328.55	13.45	29.97	43.42
10%	365.06	14.94	33.30	48.24
11%	401.56	16.43	36.63	53.06
12%	438.07	17.93	39.96	57.89
13%	474.57	19.42	43.29	62.71
14%	511.08	20.92	46.62	67.54
15%	547.58	22.41	49.95	72.36
16%	584.09	23.90	53.28	77.18
17%	620.60	25.40	56.61	82.01
18%	657.10	26.89	59.94	86.83
19%	693.61	28.39	63.27	91.66
20%	730.11	29.88	66.60	96.48
21%	766.62	31.37	69.93	101.30
22%	803.12	32.87	73.26	106.13
23%	839.63	34.36	76.59	110.95
24%	876.13	35.86	79.92	115.78
25%	912.64	37.35	83.25	120.60
26%	949.15	38.84	86.58	125.42
27%	985.65	40.34	89.91	130.25
28%	1022.16	41.83	93.24	135.07
29%	1058.66	43.33	96.57	139.90
30%	1095.17	44.82	99.90	144.72
31%	1131.67	46.31	103.23	149.54
32%	1168.18	47.81	106.56	154.37
33%	1204.68	49.30	109.89	159.19
34%	1241.19	50.80	113.22	164.02
35%	1277.70	52.29	116.55	168.84
36%	1314.20	53.78	119.88	173.66
37%	1350.71	55.28	123.21	178.49
38%	1387.21	56.77	126.54	183.31
39%	1423.72	58.27	129.87	188.14
40%	1460.22	59.76	133.20	192.96
41%	1496.73	61.25	136.53	197.78
42%	1533.24	62.75	139.86	202.61
43%	1569.74	64.24	143.19	207.43
44%	1606.25	65.74	146.52	212.26
45%	1642.75	67.23	149.85	217.08
46%	1679.26	68.72	153.18	221.90
47%	1715.76	70.22	156.51	226.73
48%	1752.27	71.71	159.84	231.55
49%	1788.77	73.21	163.17	236.38
50%	1825.28	74.70	166.50	241.20
51%	1861.79	76.19	169.83	246.02
52%	1898.29	77.69	173.16	250.85
53%	1934.80	79.18	176.49	255.67
54%	1971.30	80.68	179.82	260.50
55%	2007.81	82.17	183.15	265.32
56%	2044.31	83.66	186.48	270.14
57%	2080.82	85.16	189.81	274.97
58%	2117.32	86.65	193.14	279.79
59%	2153.83	88.15	196.47	284.62
60%	2190.34	89.64	199.80	289.44
61%	2226.84	91.13	203.13	294.26
62%	2263.35	92.63	206.46	299.09
63%	2299.85	94.12	209.79	303.91
64%	2336.36	95.62	213.12	308.74
65%	2372.86	97.11	216.45	313.56
66%	2409.37	98.60	219.78	318.38
67%	2445.88	100.10	223.11	323.21
68%	2482.38	101.59	226.44	328.03
69%	2518.89	103.09	229.77	332.86
70%	2555.39	104.58	233.10	337.68
71%	2591.90	106.07	236.43	342.50
72%	2628.40	107.57	239.76	347.33
73%	2664.91	109.06	243.09	352.15
74%	2701.41	110.56	246.42	356.98
75%	2737.92	112.05	249.75	361.80
76%	2774.43	113.54	253.08	366.62
77%	2810.93	115.04	256.41	371.45
78%	2847.44	116.53	259.74	376.27
79%	2883.94	118.03	263.07	381.10
80%	2920.45	119.52	266.40	385.92
81%	2956.95	121.01	269.73	390.74
82%	2993.46	122.51	273.06	395.57
83%	3029.96	124.00	276.39	400.39
84%	3066.47	125.50	279.72	405.22
85%	3102.98	126.99	283.05	410.04
86%	3139.48	128.48	286.38	414.86
87%	3175.99	129.98	289.71	419.69
88%	3212.49	131.47	293.04	424.51
89%	3249.00	132.97	296.37	429.34
90%	3285.50	134.46	299.70	434.16
91%	3322.01	135.95	303.03	438.98
92%	3358.52	137.45	306.36	443.81
93%	3395.02	138.94	309.69	448.63
94%	3431.53	140.44	313.02	453.46
95%	3468.03	141.93	316.35	458.28
96%	3504.54	143.42	319.68	463.10
97%	3541.04	144.92	323.01	467.93
98%	3577.55	146.41	326.34	472.75
99%	3614.05	147.91	329.67	477.58
100%	3650.56	149.40	333.00	482.40

Founder's Ridge
GTC #20-199

Maximum Trip Generation

PM Peak-Hour - Heavy Vehicle

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	317	17	37	53.60
1%	3.17	0.17	0.37	0.54
2%	6.35	0.33	0.74	1.07
3%	9.52	0.50	1.11	1.61
4%	12.70	0.66	1.48	2.14
5%	15.87	0.83	1.85	2.68
6%	19.05	1.00	2.22	3.22
7%	22.22	1.16	2.59	3.75
8%	25.40	1.33	2.96	4.29
9%	28.57	1.49	3.33	4.82
10%	31.74	1.66	3.70	5.36
11%	34.92	1.83	4.07	5.90
12%	38.09	1.99	4.44	6.43
13%	41.27	2.16	4.81	6.97
14%	44.44	2.32	5.18	7.50
15%	47.62	2.49	5.55	8.04
16%	50.79	2.66	5.92	8.58
17%	53.96	2.82	6.29	9.11
18%	57.14	2.99	6.66	9.65
19%	60.31	3.15	7.03	10.18
20%	63.49	3.32	7.40	10.72
21%	66.66	3.49	7.77	11.26
22%	69.84	3.65	8.14	11.79
23%	73.01	3.82	8.51	12.33
24%	76.19	3.98	8.88	12.86
25%	79.36	4.15	9.25	13.40
26%	82.53	4.32	9.62	13.94
27%	85.71	4.48	9.99	14.47
28%	88.88	4.65	10.36	15.01
29%	92.06	4.81	10.73	15.54
30%	95.23	4.98	11.10	16.08
31%	98.41	5.15	11.47	16.62
32%	101.58	5.31	11.84	17.15
33%	104.76	5.48	12.21	17.69
34%	107.93	5.64	12.58	18.22
35%	111.10	5.81	12.95	18.76
36%	114.28	5.98	13.32	19.30
37%	117.45	6.14	13.69	19.83
38%	120.63	6.31	14.06	20.37
39%	123.80	6.47	14.43	20.90
40%	126.98	6.64	14.80	21.44
41%	130.15	6.81	15.17	21.98
42%	133.32	6.97	15.54	22.51
43%	136.50	7.14	15.91	23.05
44%	139.67	7.30	16.28	23.58
45%	142.85	7.47	16.65	24.12
46%	146.02	7.64	17.02	24.66
47%	149.20	7.80	17.39	25.19
48%	152.37	7.97	17.76	25.73
49%	155.55	8.13	18.13	26.26
50%	158.72	8.30	18.50	26.80
51%	161.89	8.47	18.87	27.34
52%	165.07	8.63	19.24	27.87
53%	168.24	8.80	19.61	28.41
54%	171.42	8.96	19.98	28.94
55%	174.59	9.13	20.35	29.48
56%	177.77	9.30	20.72	30.02
57%	180.94	9.46	21.09	30.55
58%	184.12	9.63	21.46	31.09
59%	187.29	9.79	21.83	31.62
60%	190.46	9.96	22.20	32.16
61%	193.64	10.13	22.57	32.70
62%	196.81	10.29	22.94	33.23
63%	199.99	10.46	23.31	33.77
64%	203.16	10.62	23.68	34.30
65%	206.34	10.79	24.05	34.84
66%	209.51	10.96	24.42	35.38
67%	212.68	11.12	24.79	35.91
68%	215.86	11.29	25.16	36.45
69%	219.03	11.45	25.53	36.98
70%	222.21	11.62	25.90	37.52
71%	225.38	11.79	26.27	38.06
72%	228.56	11.95	26.64	38.59
73%	231.73	12.12	27.01	39.13
74%	234.91	12.28	27.38	39.66
75%	238.08	12.45	27.75	40.20
76%	241.25	12.62	28.12	40.74
77%	244.43	12.78	28.49	41.27
78%	247.60	12.95	28.86	41.81
79%	250.78	13.11	29.23	42.34
80%	253.95	13.28	29.60	42.88
81%	257.13	13.45	29.97	43.42
82%	260.30	13.61	30.34	43.95
83%	263.48	13.78	30.71	44.49
84%	266.65	13.94	31.08	45.02
85%	269.82	14.11	31.45	45.56
86%	273.00	14.28	31.82	46.10
87%	276.17	14.44	32.19	46.63
88%	279.35	14.61	32.56	47.17
89%	282.52	14.77	32.93	47.70
90%	285.70	14.94	33.30	48.24
91%	288.87	15.11	33.67	48.78
92%	292.04	15.27	34.04	49.31
93%	295.22	15.44	34.41	49.85
94%	298.39	15.60	34.78	50.38
95%	301.57	15.77	35.15	50.92
96%	304.74	15.94	35.52	51.46
97%	307.92	16.10	35.89	51.99
98%	311.09	16.27	36.26	52.53
99%	314.27	16.43	36.63	53.06
100%	317.44	16.60	37.00	53.60

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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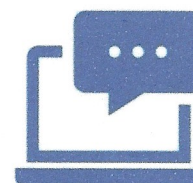
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Land Use: 110

General Light Industrial

Description

A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment. Industrial park (Land Use 130) and manufacturing (Land Use 140) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 30 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 4:30 and 5:30 p.m., respectively.

The sites were surveyed in the 1980s, the 2000s, and the 2010s in Colorado, Connecticut, Indiana, New Jersey, New York, Oregon, Pennsylvania, and Texas.

Source Numbers

106, 157, 174, 177, 179, 184, 191, 251, 253, 286, 300, 611, 874, 875, 912

Land Use: 140

Manufacturing

Description

A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research, and associated functions. General light industrial (Land Use 110) and industrial park (Land Use 130) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 17 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 6:30 and 7:30 a.m. and 3:00 and 4:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Minnesota, New Jersey, New York, Oregon, Pennsylvania, South Dakota, Texas, Vermont, and Washington.

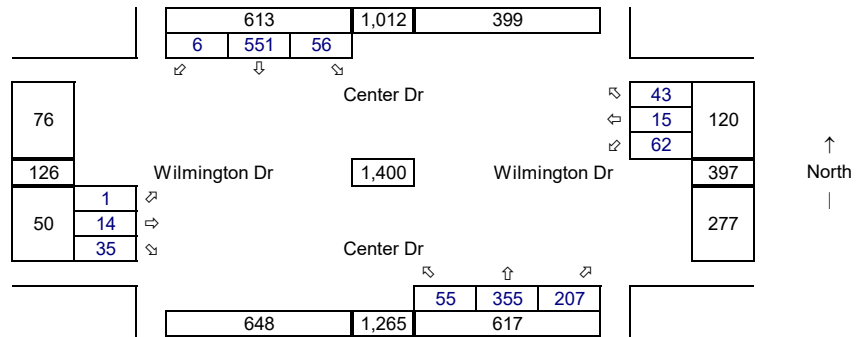
Source Numbers

177, 184, 241, 357, 384, 418, 443, 583, 598, 611, 728, 747, 875, 940, 969

Turning Movement Calculations AM

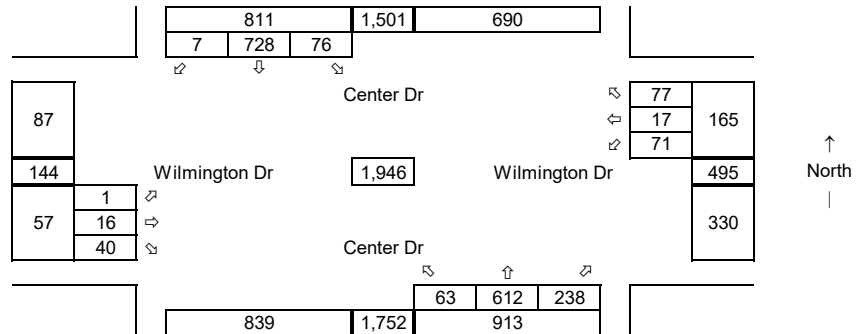
Page 1 of 8

Data Source: City of Dupont

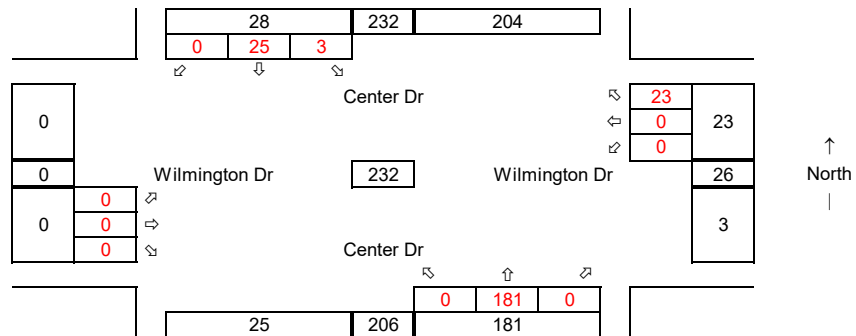


AM Peak Hour

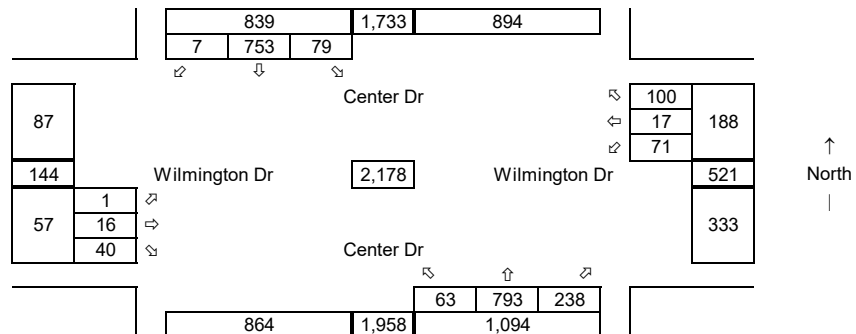
Total Growth = 1.1487



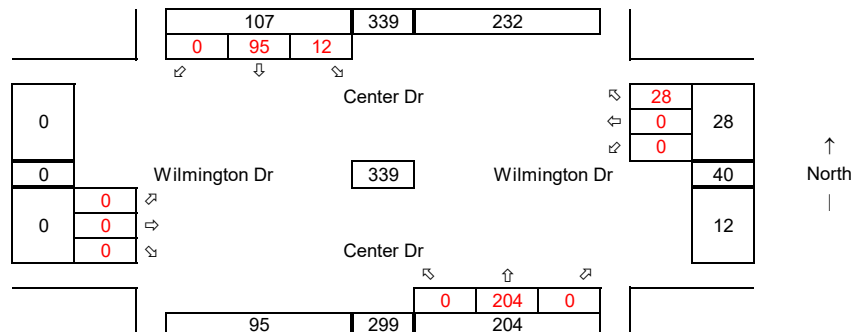
AM Peak Hour



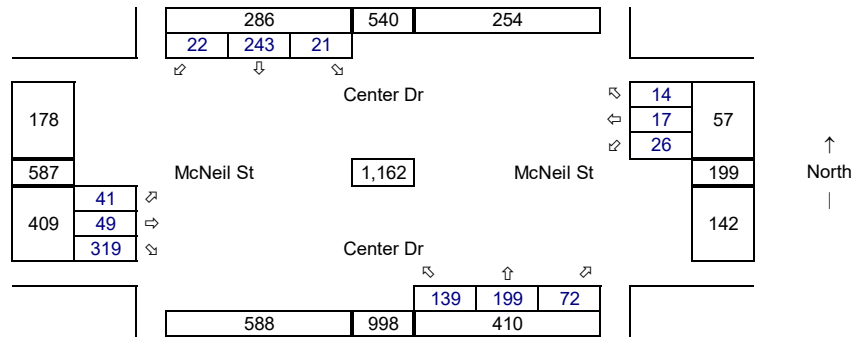
AM Peak Hour



AM Peak Hour

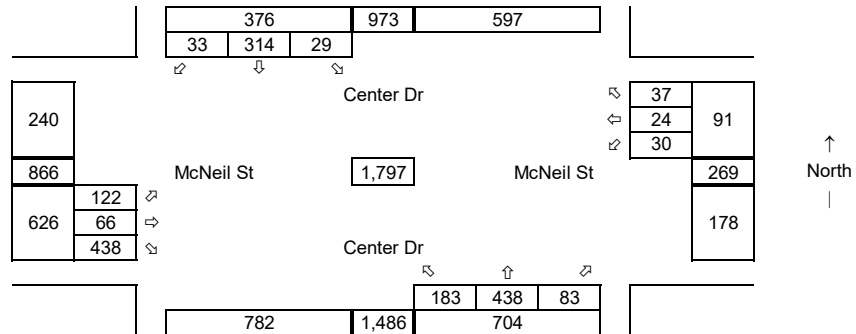


Data Source: City of Dupont

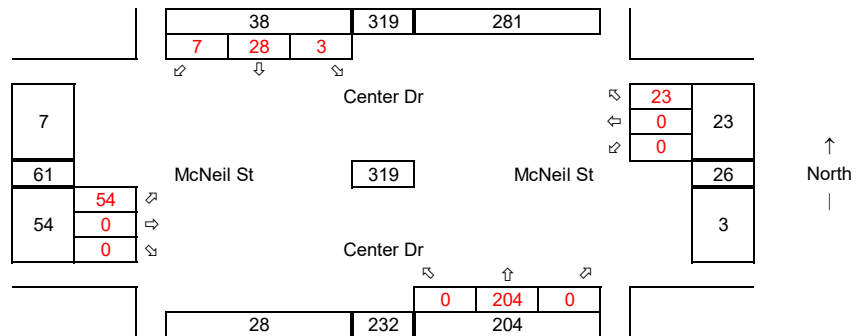


AM Peak Hour

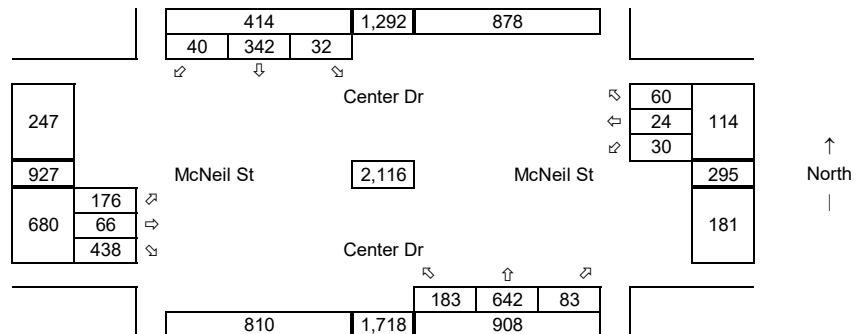
Total Growth = 1.1487



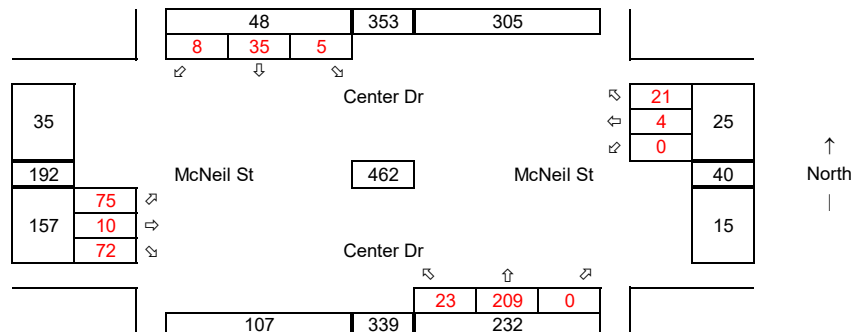
AM Peak Hour



AM Peak Hour



AM Peak Hour



Synchro ID: 3

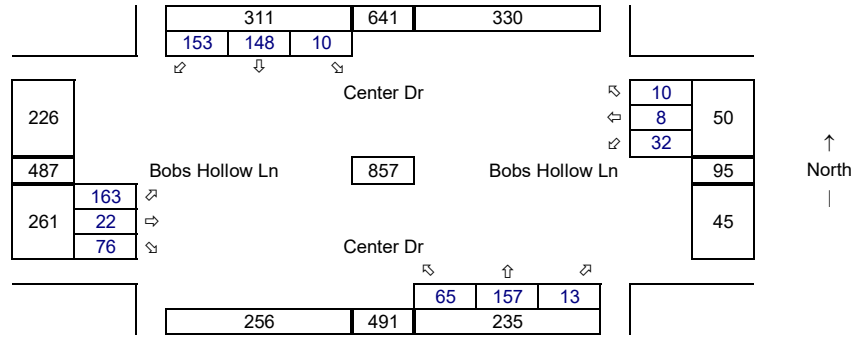
Existing

Average Weekday

AM Peak Hour

Year: 10/3/19

Data Source: City of Dupont

**Future without Project**

Average Weekday

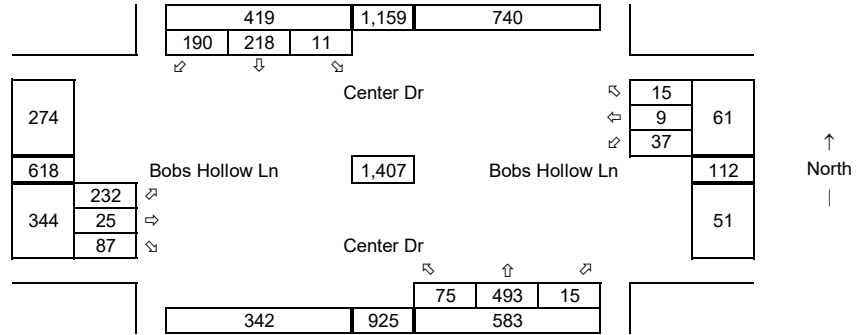
AM Peak Hour

Year: 2026

Growth Rate = 2.0%

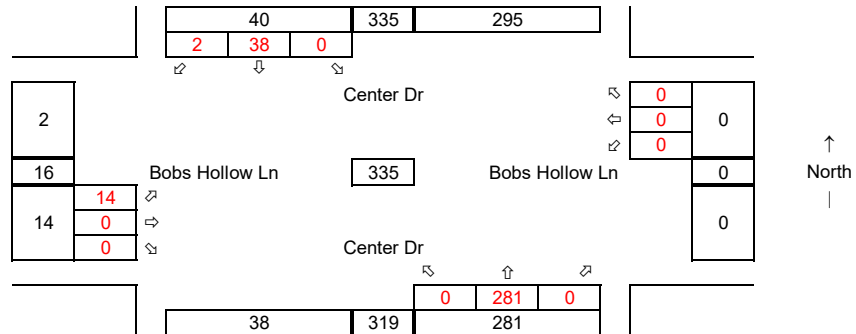
Years of Growth = 7

Total Growth = 1.1487

**Total Project Trips**

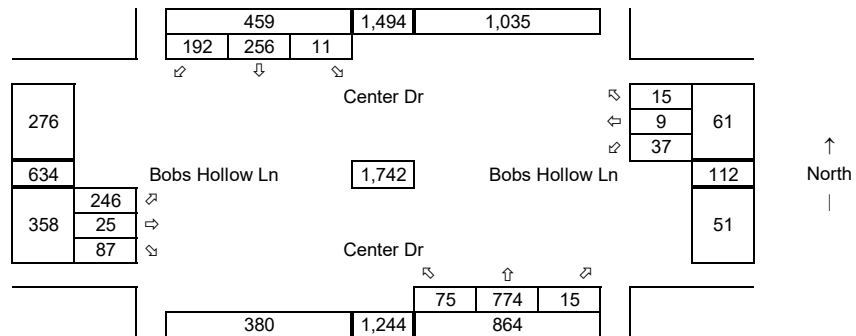
Average Weekday

AM Peak Hour

**Future with Project**

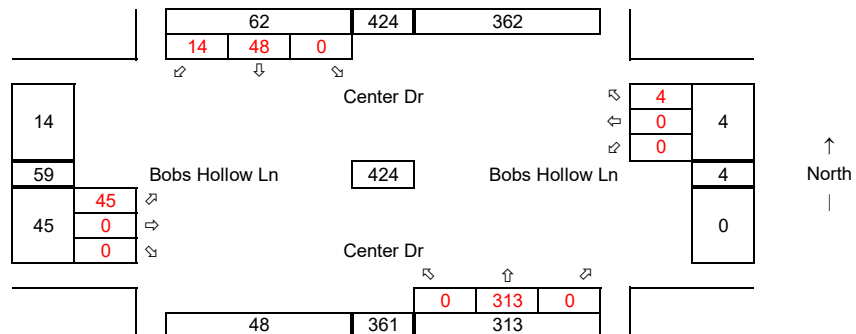
Average Weekday

AM Peak Hour

**Total Pipeline Project Trips**

Average Weekday

AM Peak Hour



Synchro ID: 4

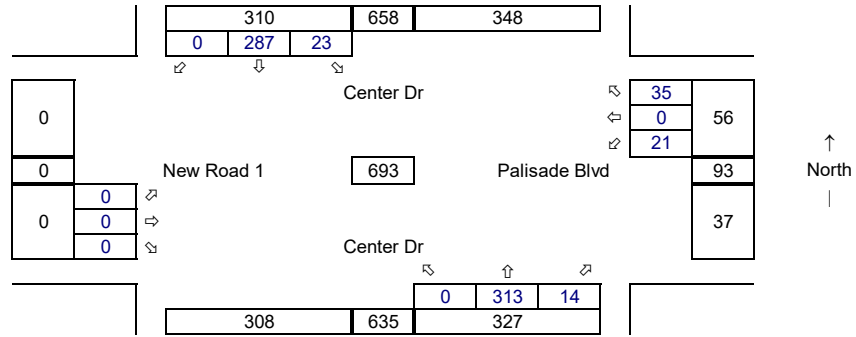
Existing

Average Weekday

AM Peak Hour

Year: 10/3/19

Data Source: City of Dupont

**Future without Project**

Average Weekday

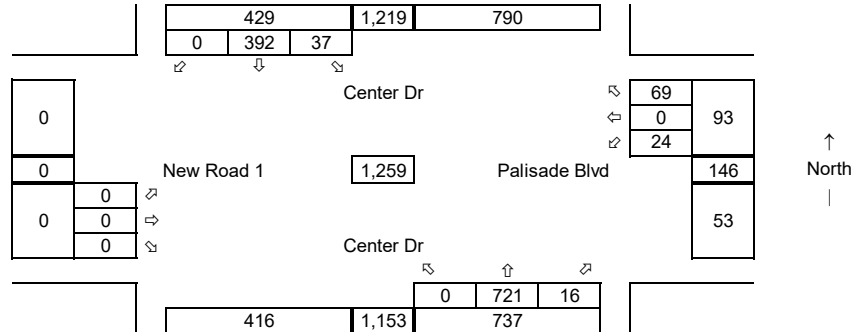
AM Peak Hour

Year: 2026

Growth Rate = 2.0%

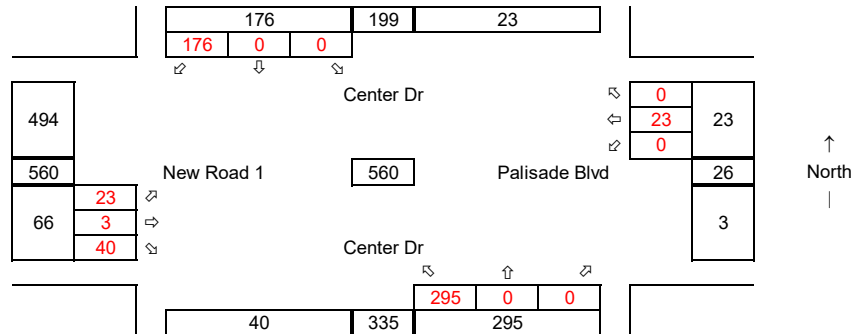
Years of Growth = 7

Total Growth = 1.1487

**Total Project Trips**

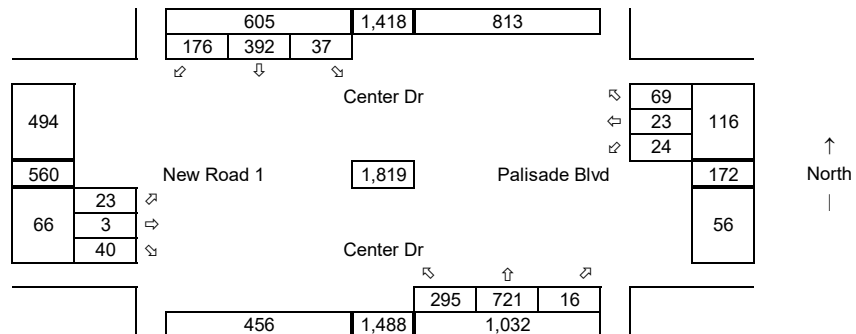
Average Weekday

AM Peak Hour

**Future with Project**

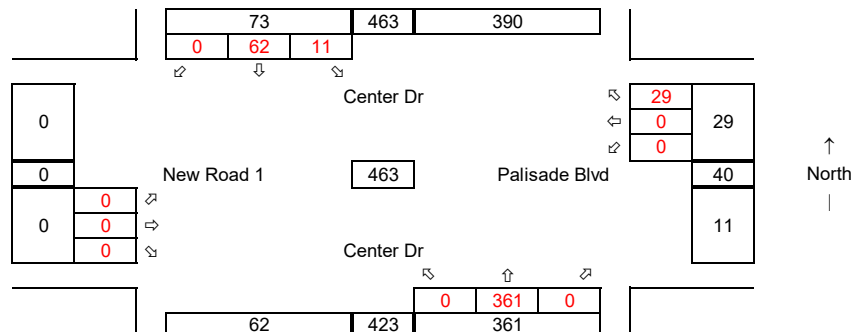
Average Weekday

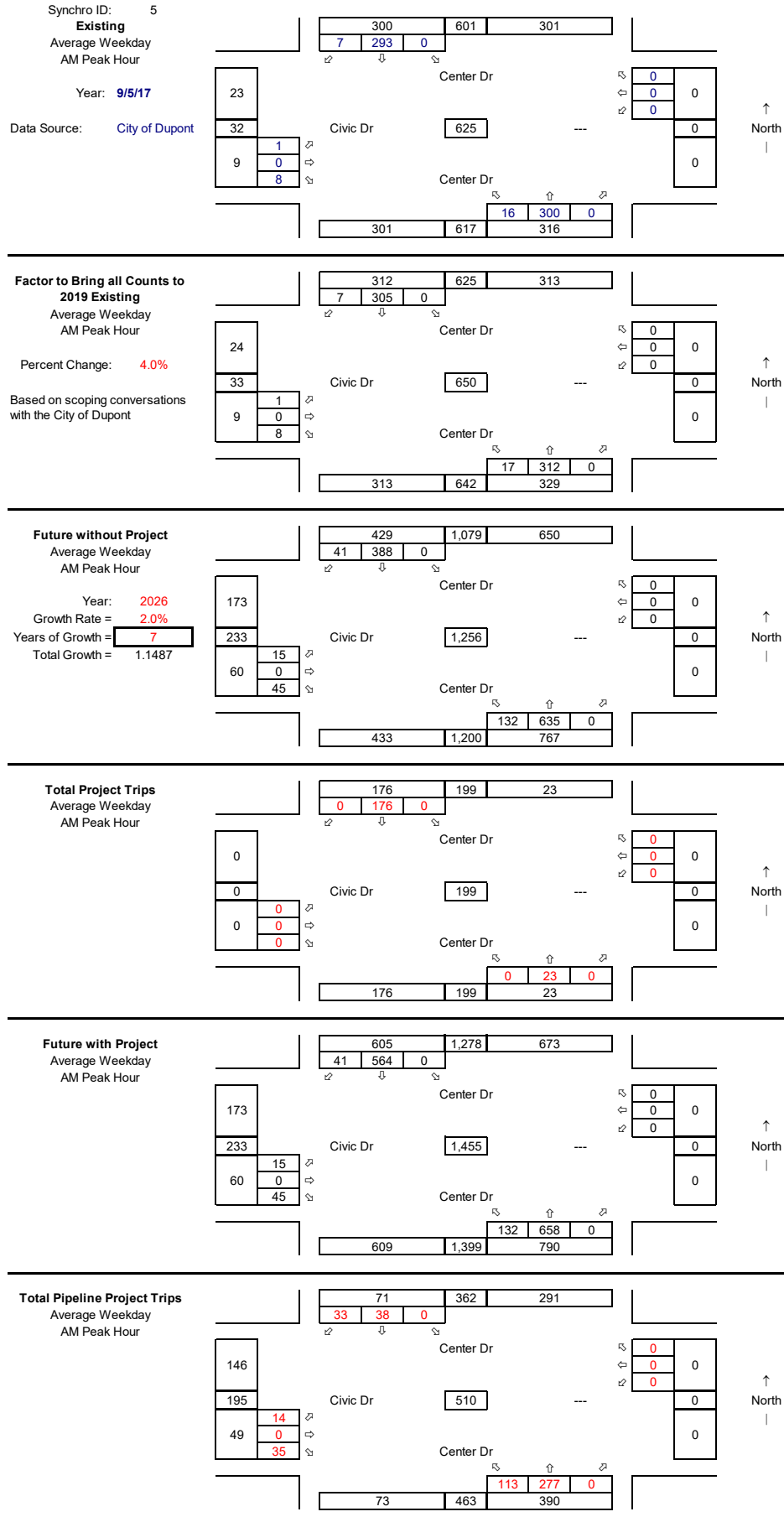
AM Peak Hour

**Total Pipeline Project Trips**

Average Weekday

AM Peak Hour





Synchro ID: 6

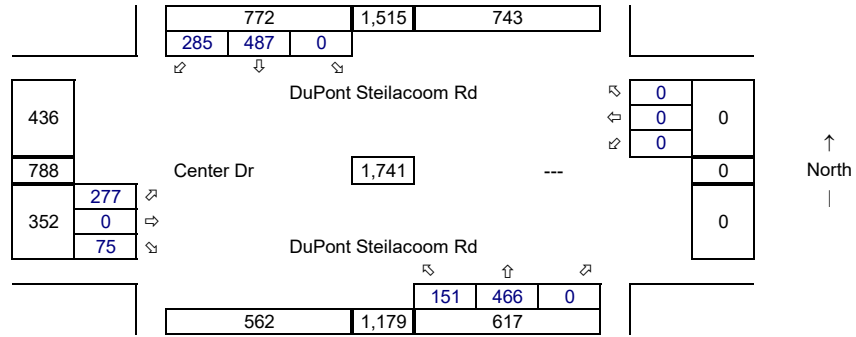
Existing

Average Weekday

AM Peak Hour

Year: 10/3/19

Data Source: City of Dupont

**Future without Project**

Average Weekday

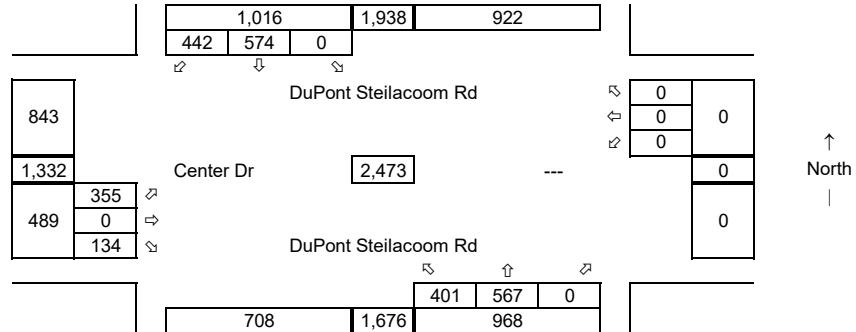
AM Peak Hour

Year: 2026

Growth Rate = 2.0%

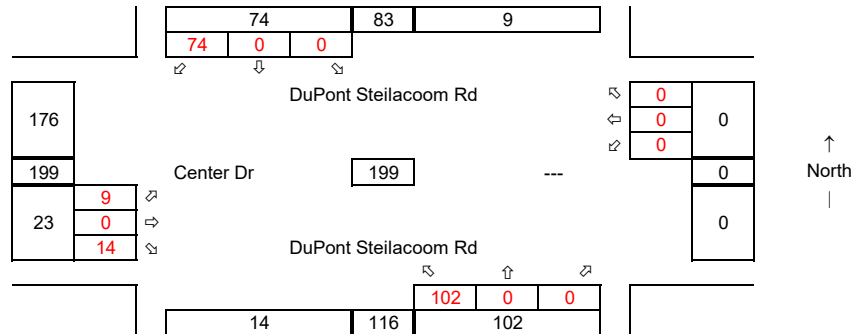
Years of Growth = 7

Total Growth = 1.1487

**Total Project Trips**

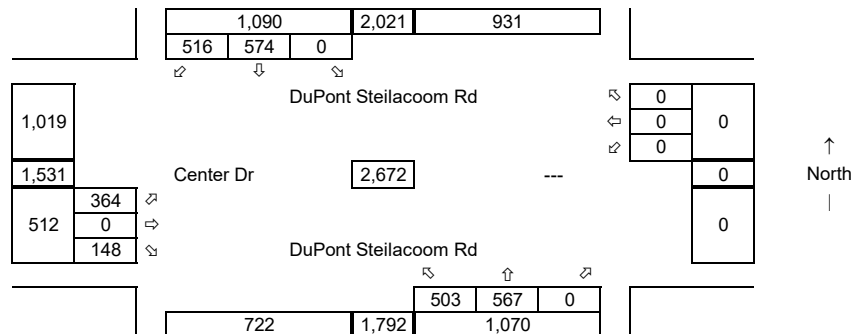
Average Weekday

AM Peak Hour

**Future with Project**

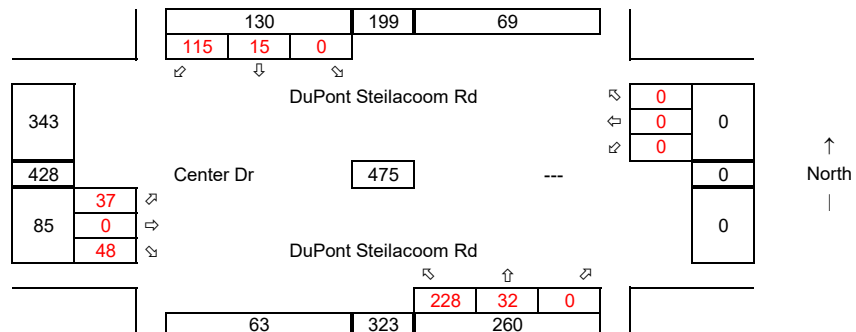
Average Weekday

AM Peak Hour

**Total Pipeline Project Trips**

Average Weekday

AM Peak Hour

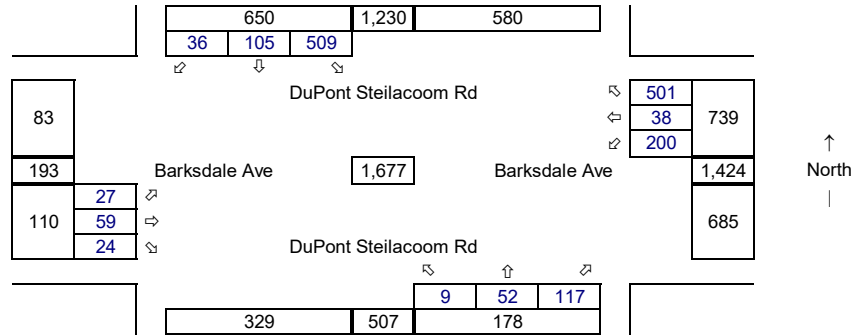


Synchro ID: 7

ExistingAverage Weekday
AM Peak Hour

Year: 10/3/19

Data Source: City of Dupont

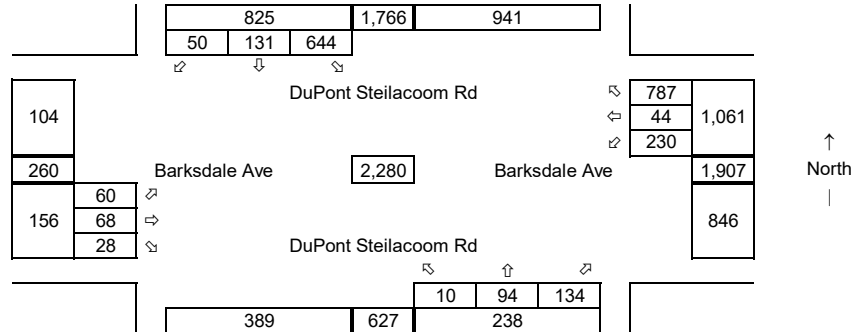
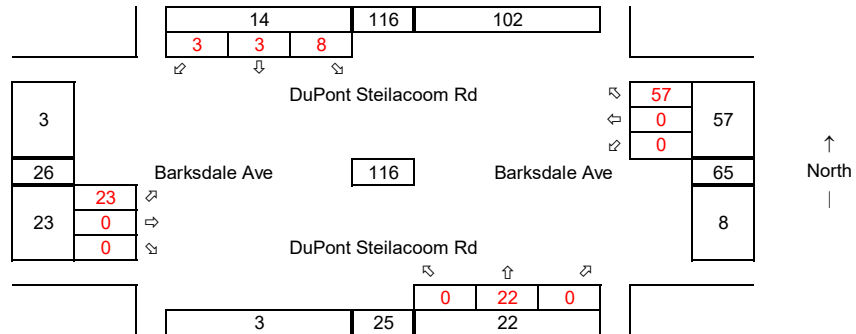
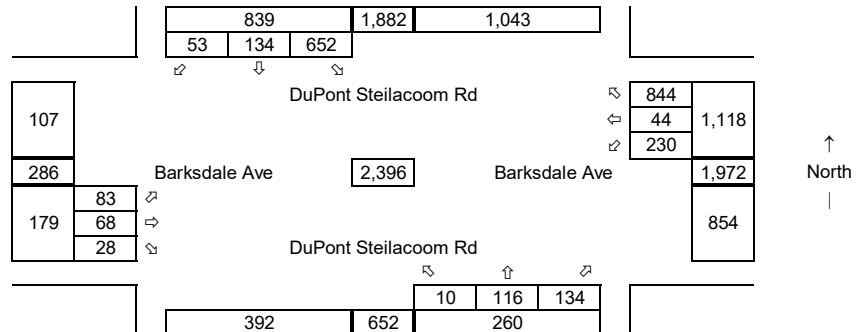
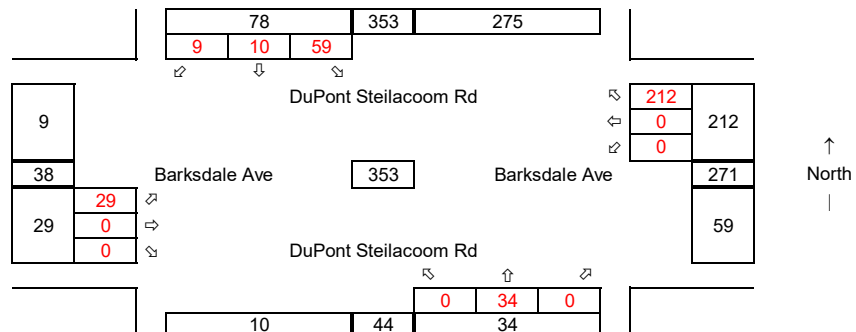
**Future without Project**Average Weekday
AM Peak Hour

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: 8

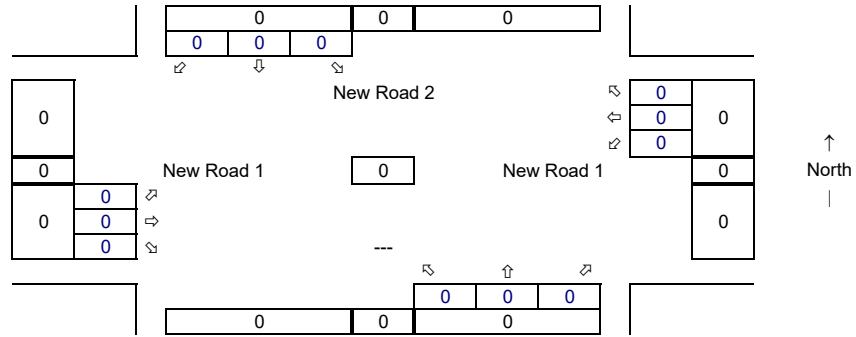
Existing

Average Weekday

AM Peak Hour

Year: 10/3/19

Data Source: City of Dupont

**Future without Project**

Average Weekday

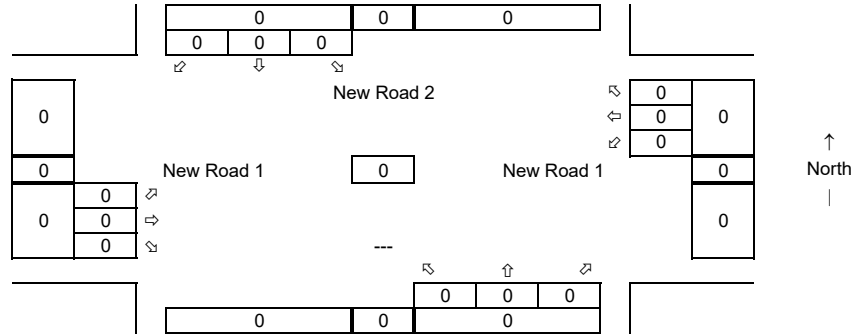
AM Peak Hour

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**

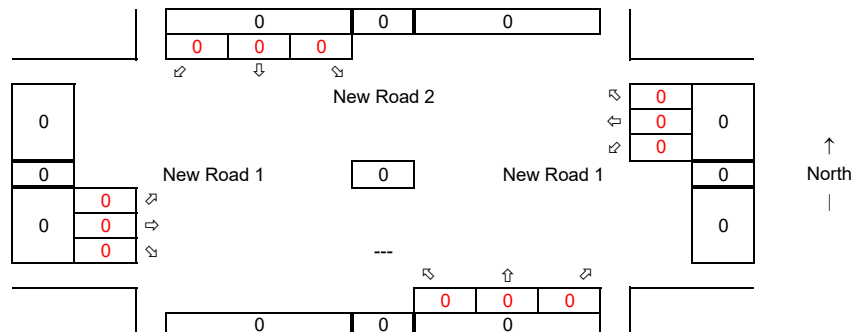
Average Weekday

AM Peak Hour

**Total Pipeline Project Trips**

Average Weekday

AM Peak Hour



Turning Movement Calculations PM

Synchro ID: 1

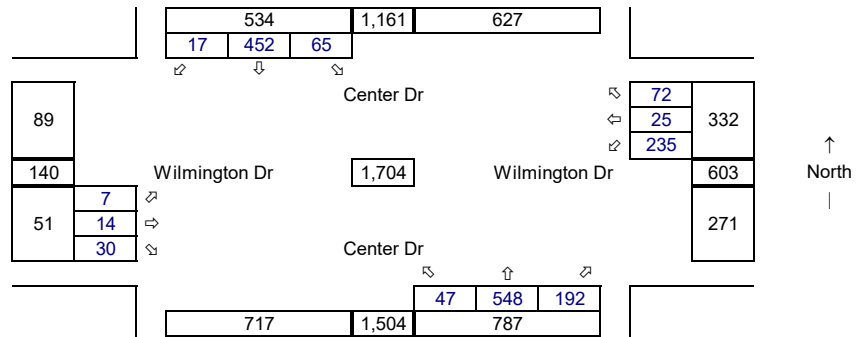
Existing

Average Weekday

PM Peak Hour

Year: 10/3/19

Data Source: City of Dupont

**Future without Project**

Average Weekday

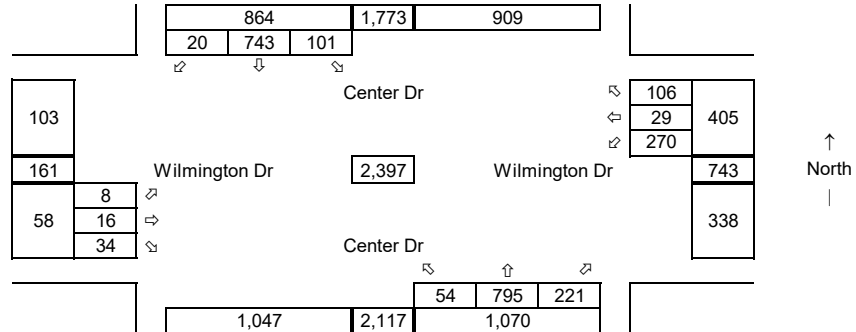
PM Peak Hour

Year: 2026

Growth Rate = 2.0%

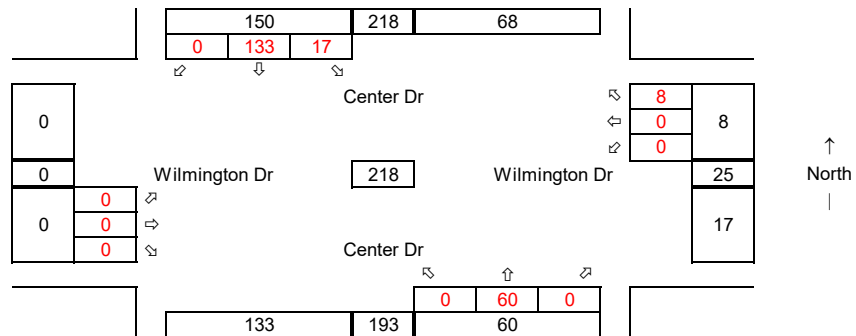
Years of Growth = 7

Total Growth = 1.1487

**Total Project Trips**

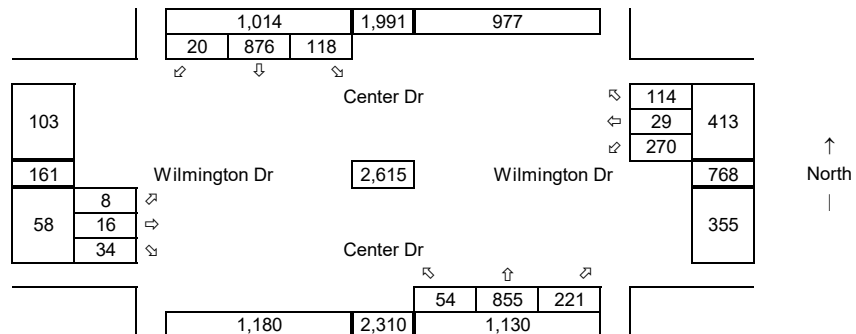
Average Weekday

PM Peak Hour

**Future with Project**

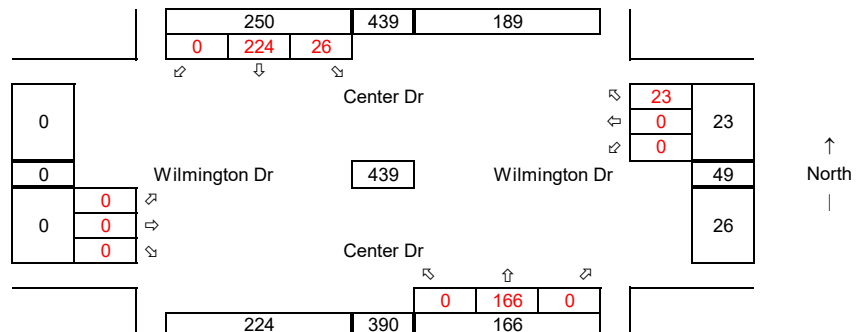
Average Weekday

PM Peak Hour

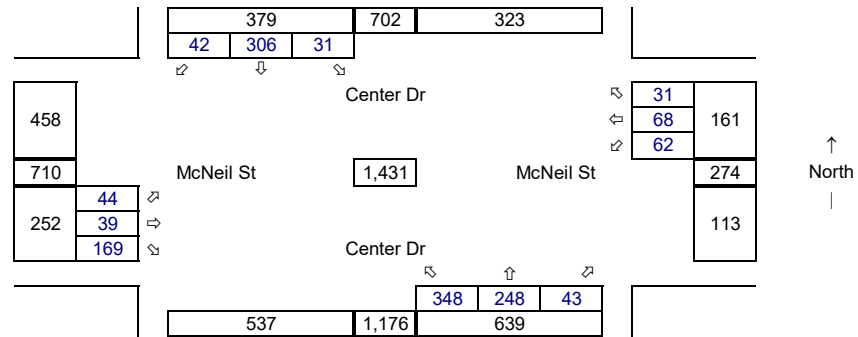
**Total Pipeline Project Trips**

Average Weekday

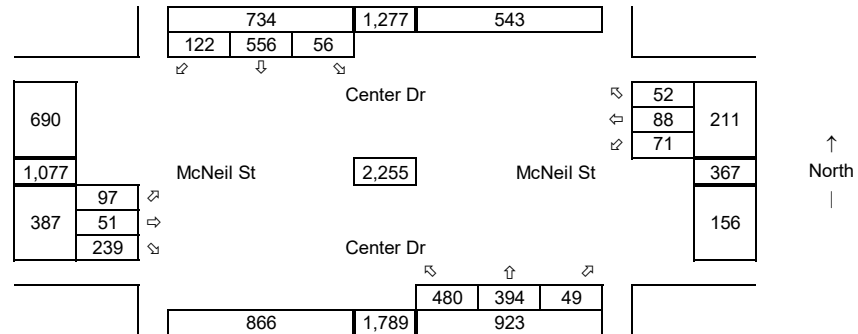
PM Peak Hour



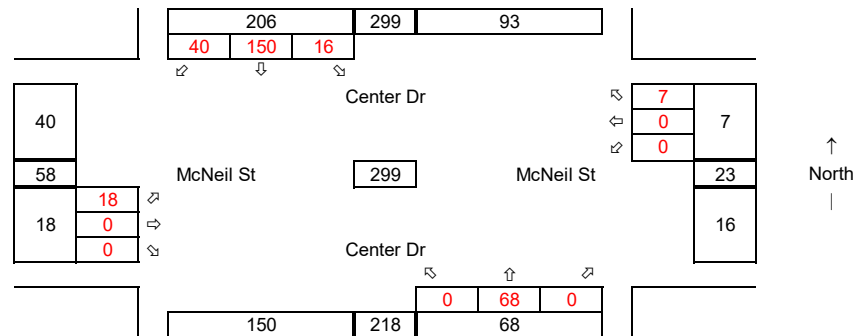
Data Source: City of Dupont



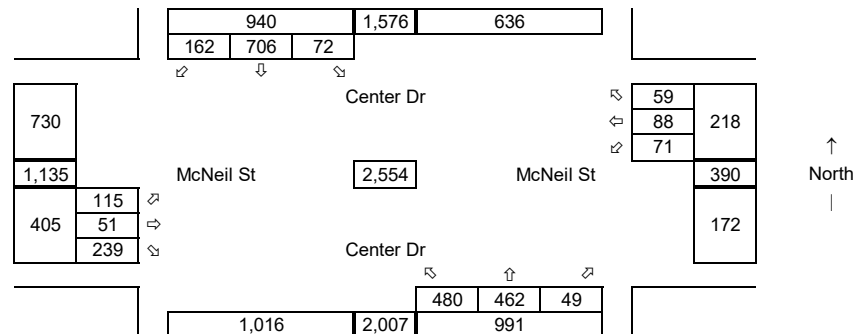
Total Growth = 1.1487



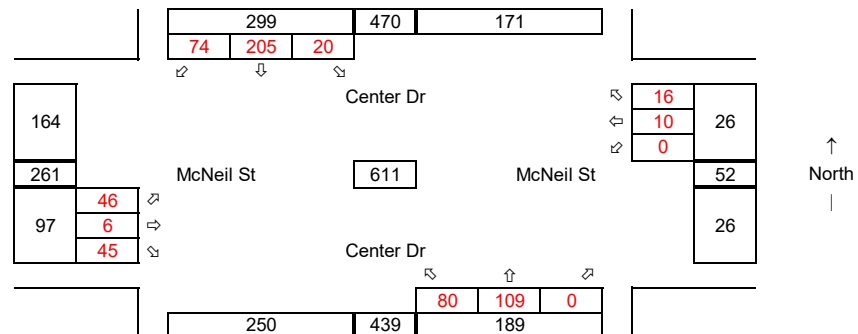
PM Peak Hour



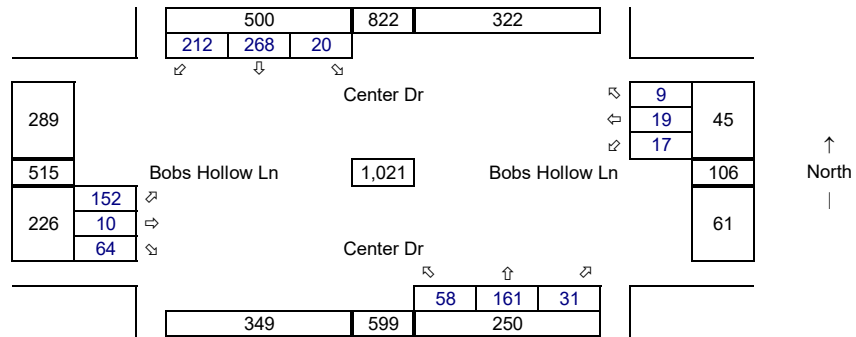
PM Peak Hour



PM Peak Hour

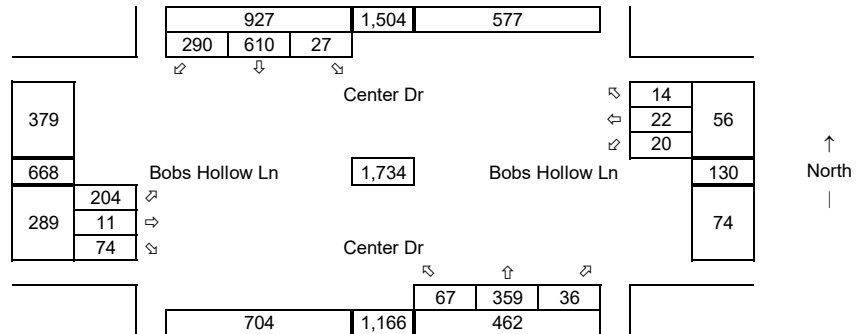


Data Source: City of Dupont

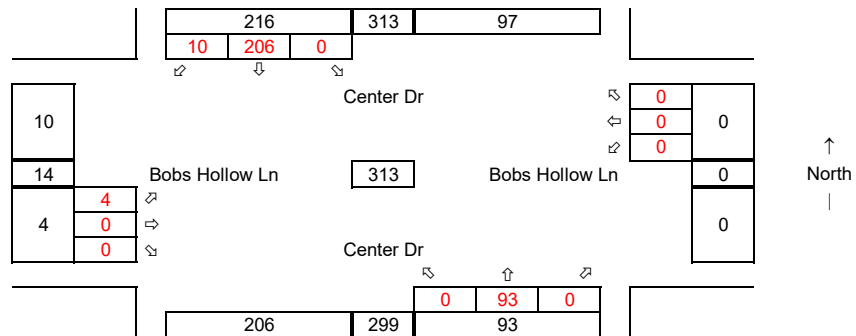


PM Peak Hour

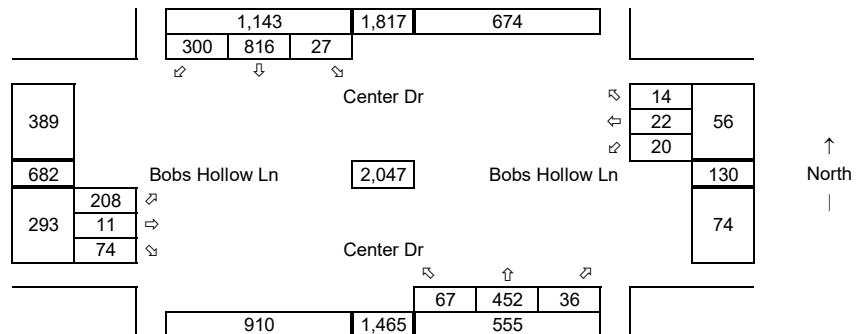
Total Growth = 1.1487



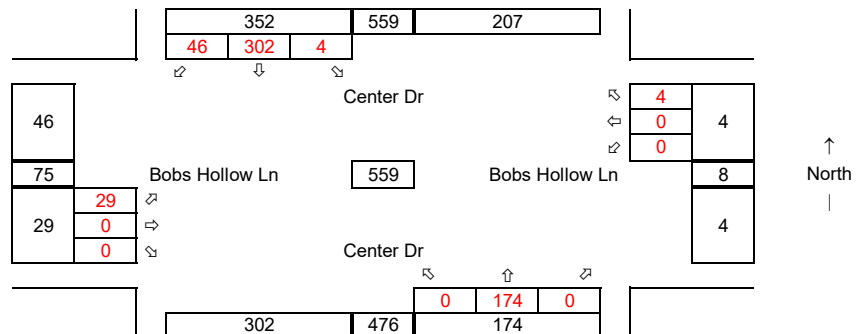
PM Peak Hour



PM Peak Hour



PM Peak Hour

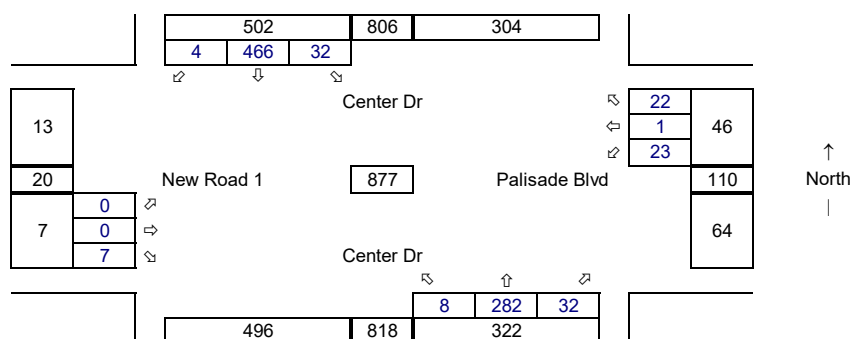


Existing

Average Weekday
PM Peak Hour

Year: 10/3/19

Data Source: City of Dupont



Future without Project

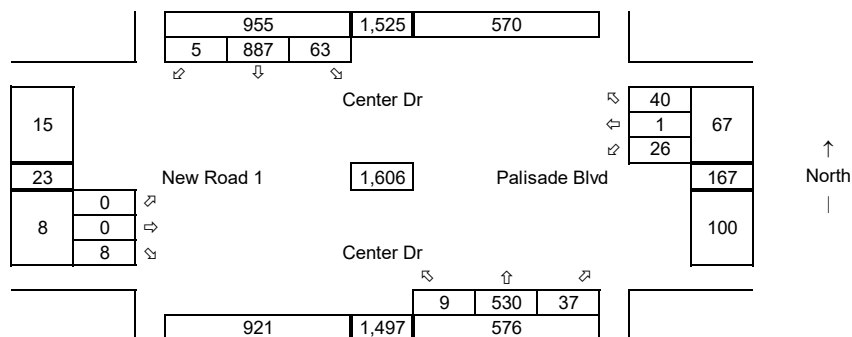
Average Weekday
PM Peak Hour

Year: 2026

Growth Rate = 2.0%

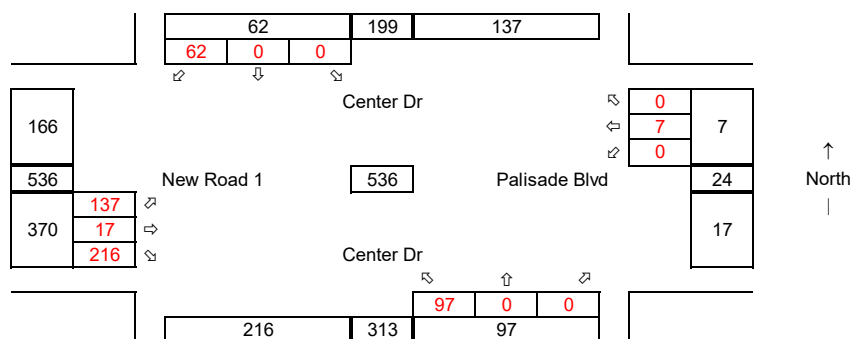
Years of Growth = 7

Total Growth = 1.1487



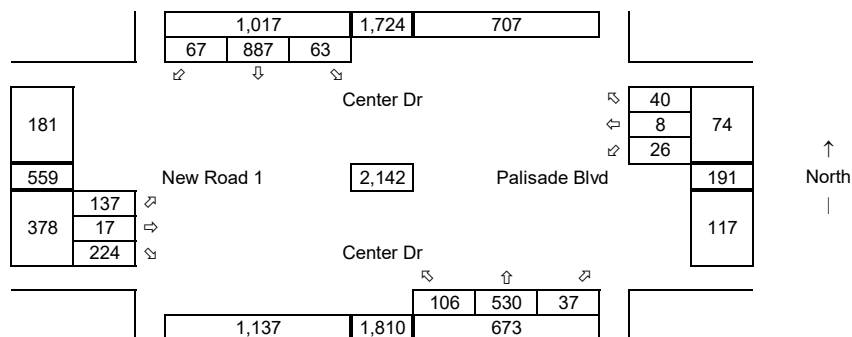
Total Project Trips

Average Weekday
PM Peak Hour



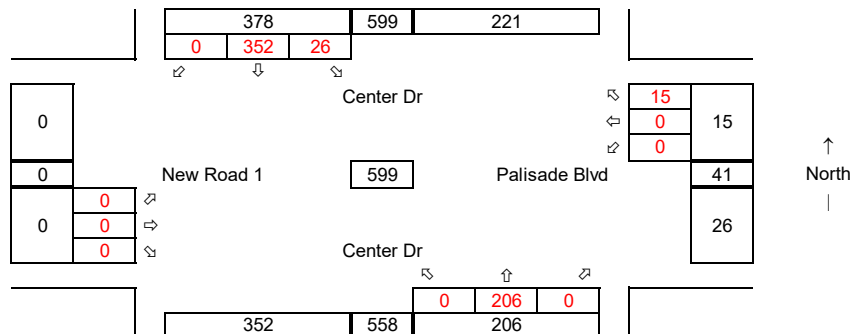
Future with Project

Average Weekday
PM Peak Hour



Total Pipeline Project Trips

Average Weekday
PM Peak Hour



The diagram illustrates a road network with the following components:

- Center Dr:** A horizontal road at the top with a flow of 388 (left) and 670 (right). Below it, a vertical road has a flow of 282 (down).
- Civic Dr:** A horizontal road in the middle with a flow of 685 (right).
- North:** A vertical road on the right with a flow of 0 (up).
- Intersections and Flows:**
 - At the top intersection, flows are 388 (left), 670 (right), and 282 (down).
 - At the middle intersection, flows are 685 (right) and 0 (up).
 - At the bottom intersection, flows are 394 (left), 673 (right), and 279 (down).
- Other Roads and Flows:**
 - A vertical road on the left has flows of 9 (down), 27 (down), and 18 (down).
 - A horizontal road at the bottom has flows of 4 (left), 275 (right), and 0 (right).
 - A vertical road on the far right has flows of 0 (up), 0 (down), and 0 (down).

Diagram illustrating a traffic intersection with vehicle counts and flow directions:

- Center Dr (Vertical):**
 - Top Approach: 404 (Left), 697 (Through), 293 (Right)
 - Bottom Approach: 410 (Left), 700 (Through), 290 (Right)
- Civic Dr (Horizontal):**
 - Left Approach: 5 (Left), 398 (Through), 0 (Right)
 - Right Approach: 28 (Left), 7 (Through), 0 (Right)
- North (Vertical):**
 - Bottom Approach: 0 (Left), 0 (Through), 0 (Right)
- Center Dr (Vertical):**
 - Top Approach: 9 (Left), 28 (Through), 19 (Right)
 - Bottom Approach: 11 (Left), 0 (Through), 7 (Right)

Flow directions are indicated by arrows: Center Dr (up/down), Civic Dr (left/right), and North (up).

The floor plan shows a building layout with the following rooms and features:

- Top Section:** A large room at the top contains three tables with numbers 750, 1,311, and 561. Below these are three smaller tables with numbers 12, 738, and 0. Arrows point from these tables towards the center.
- Left Section:** A vertical column of rooms on the left contains tables with numbers 41, 187, 146, and 111. Arrows point from these rooms towards the center.
- Center:** A central area labeled "Center Dr" contains a table with the number 1,451. Below it is another "Center Dr" label.
- Right Section:** A vertical column of rooms on the right contains a table with the number 0, and two tables with the number 0 below it. An arrow points from this column towards the center.
- Bottom Section:** A row of three tables at the bottom contains numbers 29, 526, and 0. Below these are three larger tables with numbers 849, 1,404, and 555. Arrows point from these tables towards the center.
- Orientation:** A north arrow labeled "North" points upwards on the right side of the plan.

The diagram illustrates the intersection of Center Dr and Civic Dr. Center Dr runs horizontally, and Civic Dr runs vertically. Traffic flow is indicated by arrows: Center Dr has two-way traffic, while Civic Dr has one-way traffic flowing from top to bottom. Vehicle counts are shown in boxes at each approach. At the top of Center Dr, counts are 62 (left), 199 (through), and 137 (right). At the bottom of Center Dr, counts are 62 (left), 199 (through), and 137 (right). On the left side of Civic Dr, counts are 0 (top), 0 (middle), and 0 (bottom). On the right side of Civic Dr, counts are 0 (top), 0 (middle), and 0 (bottom). A north arrow points upwards on the right side of the diagram.

The diagram shows a 3D building layout with the following rooms and corridors:

- Top Left:** A room with a value of 41.
- Top Center:** A room with a value of 12, a corridor with a value of 800, and a room with a value of 0.
- Top Right:** A room with a value of 812, a corridor with a value of 1,510, and a room with a value of 698.
- Middle Left:** A room with a value of 187, a corridor with a value of 35, and a room with a value of 146.
- Middle Center:** A room with a value of 1,650.
- Middle Right:** A room with a value of 0, a corridor with a value of 0, and a room with a value of 0.
- Bottom Left:** A room with a value of 111.
- Bottom Center:** A room with a value of 29, a corridor with a value of 663, and a room with a value of 0.
- Bottom Right:** A room with a value of 911, a corridor with a value of 1,603, and a room with a value of 692.

Corridors are indicated by arrows and values. The layout is labeled with "Center Dr" and "Civic Dr".

Diagram illustrating a traffic intersection with vehicle counts for various movements. The intersection is labeled "Center Dr" for the main lanes and "Civic Dr" for the turn lanes. A north arrow points upwards on the right side of the diagram.

North Approach (Center Dr):

- Through/Right (Main Lane): 286
- Left (Turn Lane): 6
- Through/Right (Main Lane): 280
- Left (Turn Lane): 0

South Approach (Center Dr):

- Through/Right (Main Lane): 510
- Left (Turn Lane): 224

East Approach (Civic Dr):

- Through/Right (Main Lane): 0
- Left (Turn Lane): 0
- Through/Right (Main Lane): 0
- Left (Turn Lane): 0

West Approach (Civic Dr):

- Through/Right (Main Lane): 30
- Left (Turn Lane): 155
- Through/Right (Main Lane): 27
- Left (Turn Lane): 125
- Through/Right (Main Lane): 0
- Left (Turn Lane): 98

Intersection Labels:

- Center Dr (North/South)
- Civic Dr (East/West)

Synchro ID: 6

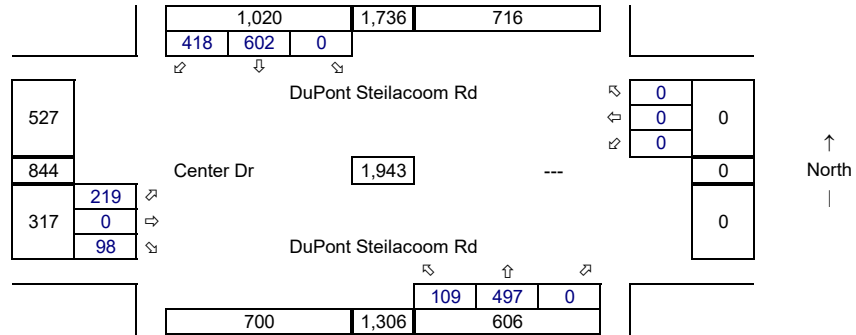
Existing

Average Weekday

PM Peak Hour

Year: 10/3/19

Data Source: City of Dupont

**Future without Project**

Average Weekday

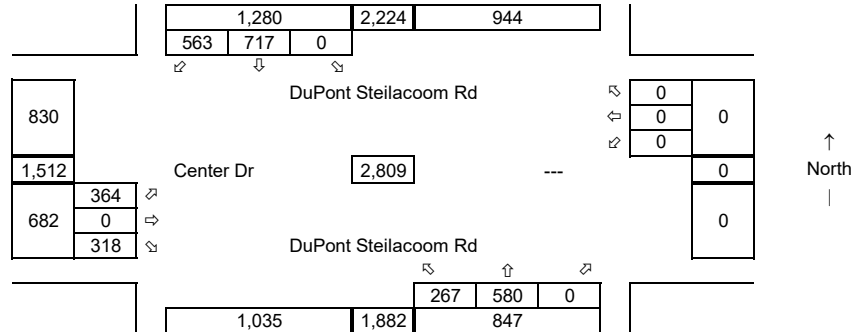
PM Peak Hour

Year: 2026

Growth Rate = 2.0%

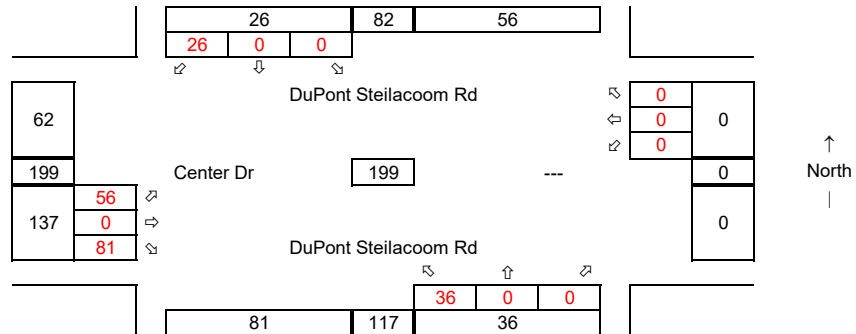
Years of Growth = 7

Total Growth = 1.1487

**Total Project Trips**

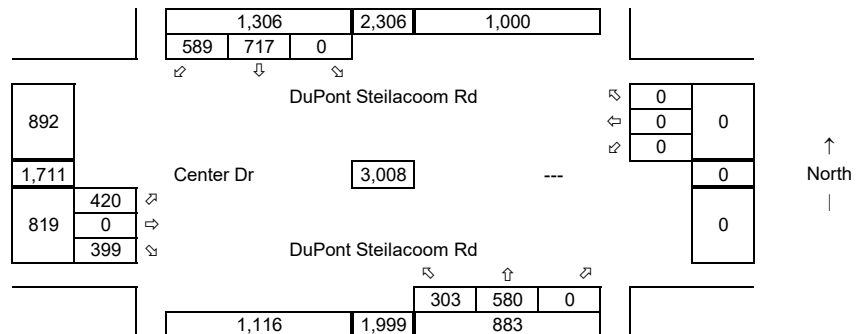
Average Weekday

PM Peak Hour

**Future with Project**

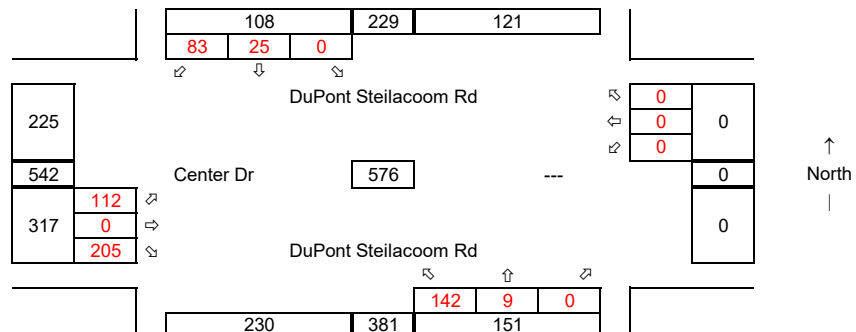
Average Weekday

PM Peak Hour

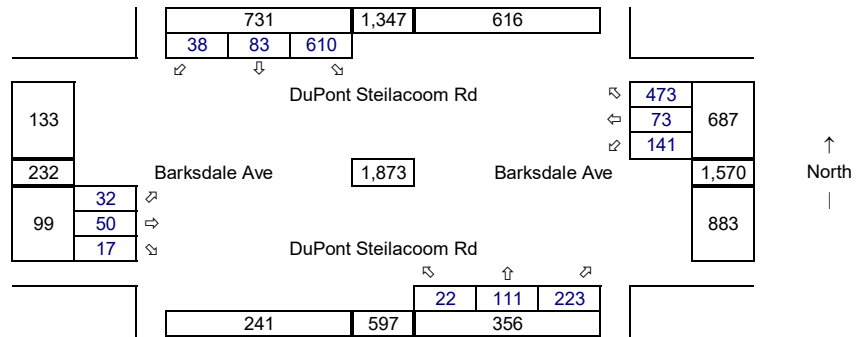
**Total Pipeline Project Trips**

Average Weekday

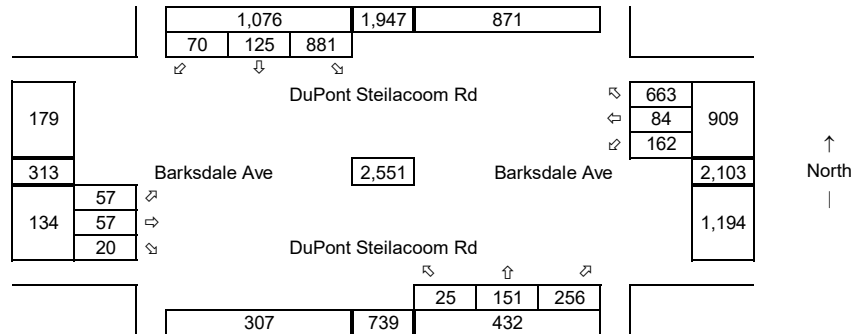
PM Peak Hour



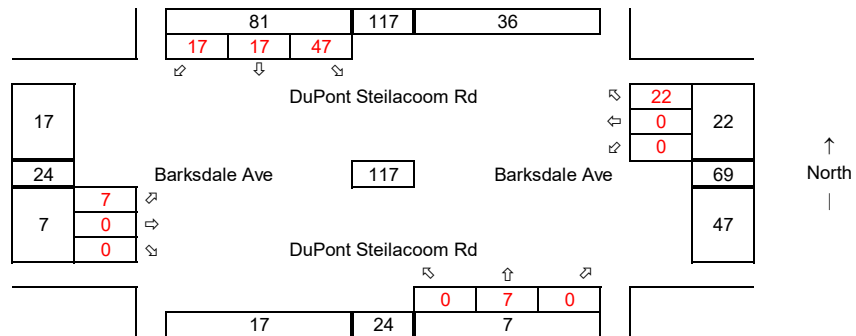
Data Source: City of Dupont



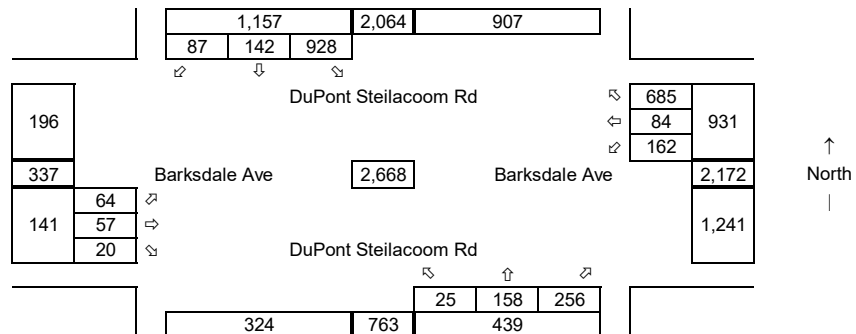
Total Growth = 1.1487



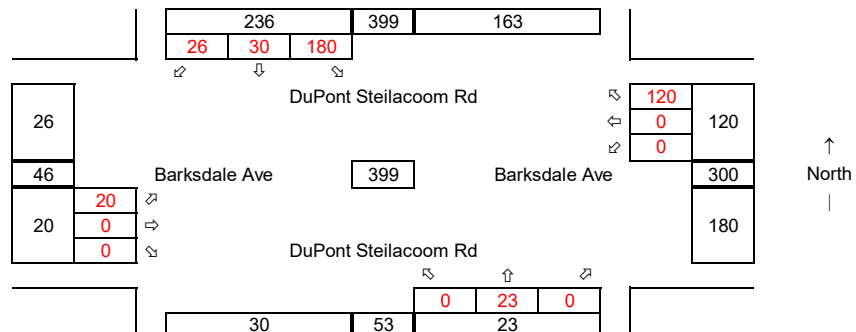
PM Peak Hour



PM Peak Hour



PM Peak Hour



Synchro ID: 8

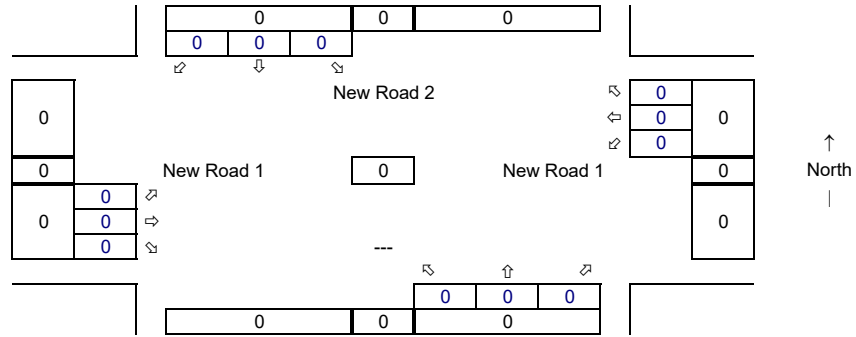
Existing

Average Weekday

PM Peak Hour

Year: 10/3/19

Data Source: City of Dupont

**Future without Project**

Average Weekday

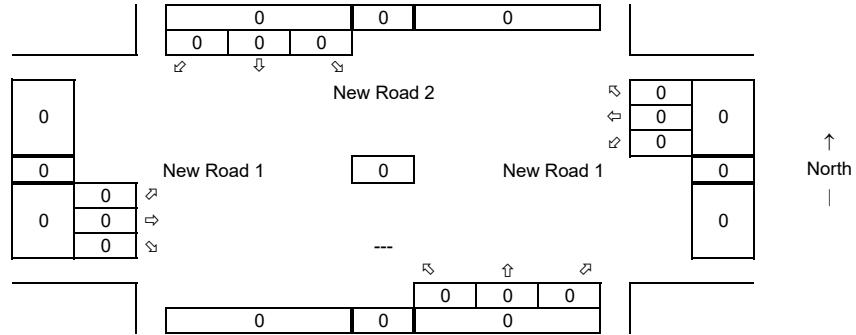
PM Peak Hour

Year: 2026

Growth Rate = 2.0%

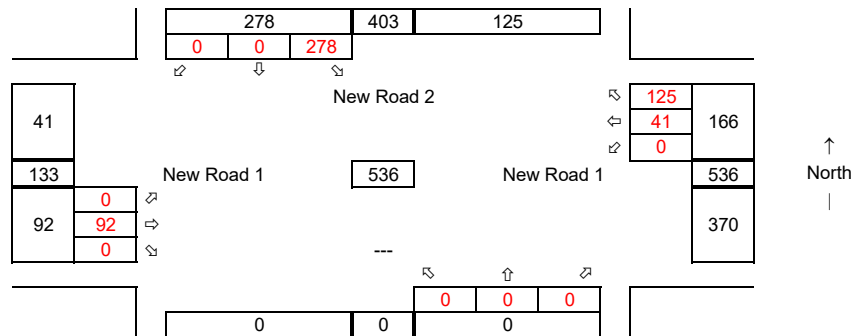
Years of Growth = 7

Total Growth = 1.1487

**Total Project Trips**

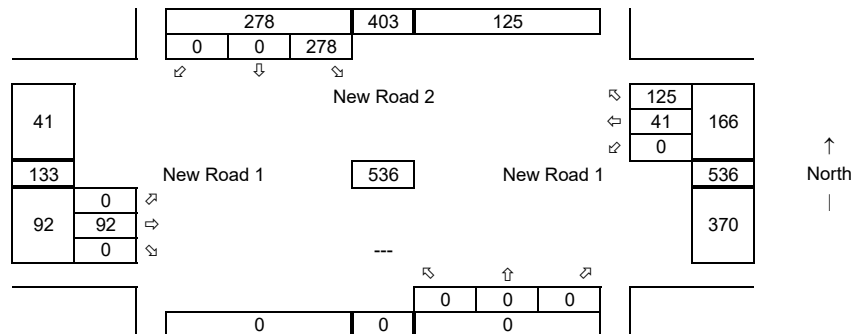
Average Weekday

PM Peak Hour

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

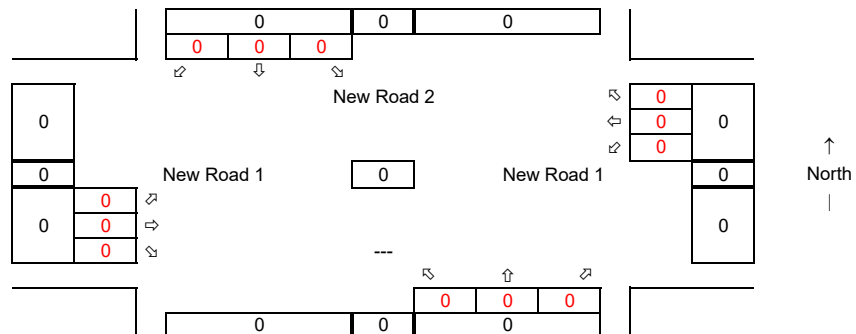
Average Weekday

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

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

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

	
66 s	24 s
	
16 s	50 s

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	100	63	793	238	79	753	7
Future Volume (vph)	1	16	40	71	17	100	63	793	238	79	753	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			0.872			0.965			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1680	0	1787	1619	0	1787	3431	0	1787	3570	0
Flt Permitted	0.679			0.719			0.352			0.182		
Satd. Flow (perm)	1274	1680	0	1353	1619	0	662	3431	0	342	3570	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			104			54			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	122	0	66	1074	0	82	791	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)	8.8	8.8		8.8	8.8		29.5	27.9		33.6	31.5	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.61	0.58		0.69	0.65	
v/c Ratio	0.00	0.17		0.30	0.32		0.13	0.54		0.19	0.34	
Control Delay	20.0	11.7		24.0	9.7		4.2	10.4		4.2	6.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.0	11.7		24.0	9.7		4.2	10.4		4.2	6.9	
LOS	B	B		C	A		A	B		A	A	
Approach Delay		11.9			15.1			10.0			6.7	
Approach LOS		B			B			B			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	112		6	68	
Queue Length 95th (ft)	4	33		59	44		16	192		20	117	
Internal Link Dist (ft)		100			244			240			180	
Turn Bay Length (ft)	40			75			65			75		
Base Capacity (vph)	896	1193		951	1169		503	2686		463	2946	
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	0.40		0.18	0.27	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 48.5

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 9.2

Intersection Capacity Utilization 54.7%

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)	176	66	438	30	24	60	183	642	83	32	342	40
Future Volume (vph)	176	66	438	30	24	60	183	642	83	32	342	40
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		0.983			0.984	
Flt Protected		0.965			0.973		0.950			0.950		
Satd. Flow (prot)	0	1815	1599	0	1830	1599	1787	3502	0	1787	3504	0
Flt Permitted		0.748			0.678		0.950			0.950		
Satd. Flow (perm)	0	1394	1569	0	1273	1556	1773	3502	0	1782	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			129			65		26			13	
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	260	471	0	58	65	197	779	0	34	411	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)		18.7	34.0		18.7	25.2	15.4	51.4		6.5	40.3	
Actuated g/C Ratio		0.22	0.39		0.22	0.29	0.18	0.59		0.08	0.47	
v/c Ratio		0.86	0.67		0.21	0.13	0.62	0.37		0.25	0.25	
Control Delay		61.6	18.0		30.9	6.2	41.6	10.2		44.1	15.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		61.6	18.0		30.9	6.2	41.6	10.2		44.1	15.2	
LOS		E	B		C	A	D	B		D	B	
Approach Delay		33.5			17.9			16.6			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)		142	143		27	0	106	115		19	67	
Queue Length 95th (ft)		#275	207		61	27	161	155		48	114	
Internal Link Dist (ft)		359			199			238			277	
Turn Bay Length (ft)			300			145	200			95		
Base Capacity (vph)		324	1074		296	512	770	2092		145	1639	
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		0.80	0.44		0.20	0.13	0.26	0.37		0.23	0.25	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 86.4

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 22.2

Intersection Capacity Utilization 56.6%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service B

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)	246	25	87	37	9	15	75	774	15	11	256	192
Future Volume (vph)	246	25	87	37	9	15	75	774	15	11	256	192
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			0.98	
Frt		0.967			0.967			0.997			0.936	
Flt Protected		0.967			0.970		0.950			0.950		
Satd. Flow (prot)	0	1717	0	0	1702	0	1752	3490	0	1752	3230	0
Flt Permitted		0.767			0.736		0.329			0.214		
Satd. Flow (perm)	0	1317	0	0	1292	0	604	3490	0	395	3230	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			19			2			232	
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	453	0	0	77	0	95	999	0	14	567	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)		30.6			30.6		41.7	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		0.22	0.58		0.05	0.39	
Control Delay		42.7			13.8		13.1	18.0		12.3	12.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		42.7			13.8		13.1	18.0		12.3	12.5	
LOS		D			B		B	B		B	B	
Approach Delay		42.7			13.8			17.6			12.5	

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)		206			19		25	184		4	66	
Queue Length 95th (ft)		272			40		47	273		12	93	
Internal Link Dist (ft)		143			239			465			263	
Turn Bay Length (ft)							90			100		
Base Capacity (vph)		646			633		443	1734		284	1441	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.70			0.12		0.21	0.58		0.05	0.39	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 80.6

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 21.3

Intersection Capacity Utilization 60.6%

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)	23	3	40	24	23	69	295	721	16	37	392	176
Future Volume (vph)	23	3	40	24	23	69	295	721	16	37	392	176
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			0.953	
Flt Protected	0.950				0.975		0.950			0.950		
Satd. Flow (prot)	1433	1827	1553	0	1781	1553	1736	3459	0	1736	3086	0
Flt Permitted	0.950				0.838		0.950			0.950		
Satd. Flow (perm)	1412	1827	1530	0	1530	1511	1731	3459	0	1734	3086	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			158		3			76	
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)	26	3	44	0	53	77	328	819	0	41	632	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)	7.2	11.7	11.7		8.0	8.0	17.2	38.3		6.5	18.3	
Actuated g/C Ratio	0.13	0.20	0.20		0.14	0.14	0.30	0.67		0.11	0.32	
v/c Ratio	0.14	0.01	0.11		0.25	0.22	0.63	0.35		0.21	0.61	
Control Delay	31.0	19.3	0.6		30.7	1.5	27.6	9.0		33.2	19.8	
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	31.0	19.3	0.6		30.7	1.5	27.6	9.0		33.2	19.8	
LOS	C	B	A		C	A	C	A		C	B	
Approach Delay		12.2			13.4			14.3			20.6	

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)	8	1	0		15	0	83	36		12	77	
Queue Length 95th (ft)	35	7	0		56	0	#261	189		49	182	
Internal Link Dist (ft)		555			146			295			237	
Turn Bay Length (ft)	250					90	150			175		
Base Capacity (vph)	444	1232	1068		474	577	672	2362		201	1359	
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	0.06	0.00	0.04		0.11	0.13	0.49	0.35		0.20	0.47	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 57.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 16.3

Intersection LOS: B

Intersection Capacity Utilization 53.2%

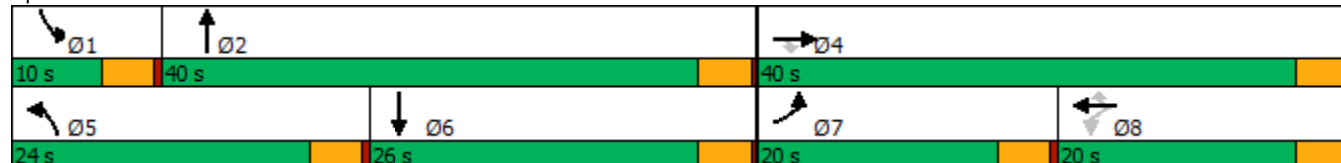
ICU Level of Service A

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: Center Dr & Palisade Blvd



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	658	564	41
Future Volume (vph)	15	45	132	658	564	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			0.990	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1553	1736	3471	3423	0
Flt Permitted	0.950		0.362			
Satd. Flow (perm)	1730	1553	655	3471	3423	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		49			12	
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	723	665	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	0.22	0.24	0.27	
Control Delay	33.9	14.9	2.2	1.5	4.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.9	14.9	2.2	1.5	4.8	
LOS	C	B	A	A	A	
Approach Delay	19.6			1.6	4.8	
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	55	
Queue Length 95th (ft)	25	30	21	47	92	
Internal Link Dist (ft)	183			241	299	
Turn Bay Length (ft)			115			
Base Capacity (vph)	450	439	733	3064	2473	
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	0.20	0.24	0.27	

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: 3.7

Intersection Capacity Utilization 37.6%

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	148	503	567	574	516
Future Volume (vph)	364	148	503	567	574	516
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)		164				363
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)	404	164	559	630	638	573
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)	27.0	27.0	35.0	73.0	38.0	38.0
Total Split (%)	27.0%	27.0%	35.0%	73.0%	38.0%	38.0%
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)	23.0	23.0	31.0	69.0	34.0	34.0
Actuated g/C Ratio	0.23	0.23	0.31	0.69	0.34	0.34
v/c Ratio	1.01	0.34	1.05	0.50	1.03	0.75
Control Delay	87.9	7.3	88.0	9.0	77.2	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.9	7.3	88.0	9.0	77.2	17.2
LOS	F	A	F	A	E	B
Approach Delay	64.7			46.2	48.8	
Approach LOS	E			D	D	
Queue Length 50th (ft)	~264	0	~390	167	~437	115
Queue Length 95th (ft)	#457	51	#596	242	#650	259

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)	399	480	532	1260	621	767
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	0.34	1.05	0.50	1.03	0.75

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 50.8

Intersection LOS: D

Intersection Capacity Utilization 88.2%

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

 Ø2	 Ø4
73 s	27 s
 Ø5	 Ø6
35 s	38 s

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
Lane Configurations												
Traffic Volume (vph)	83	68	28	230	44	844	10	116	134	652	134	53
Future Volume (vph)	83	68	28	230	44	844	10	116	134	652	134	53
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		0.981	
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	1643	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	1643	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				799			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)	88	102	0	245	47	898	11	123	143	444	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		14.9	20.0	20.0	10.8	10.8	10.8	25.3	25.3	
Actuated g/C Ratio	0.05	0.15		0.19	0.26	0.26	0.14	0.14	0.14	0.33	0.33	
v/c Ratio	0.95	0.36		0.73	0.10	0.92	0.05	0.48	0.40	0.83	0.82	
Control Delay	125.8	29.4		50.0	24.0	19.9	31.3	39.0	8.4	39.7	38.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	125.8	29.4		50.0	24.0	19.9	31.3	39.0	8.4	39.7	38.6	
LOS	F	C		D	C	B	C	D	A	D	D	
Approach Delay		74.0			26.2			22.9			39.1	

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)	~52	37		131	18	40	5	61	0	217	216	
Queue Length 95th (ft)	#152	86		#297	47	#348	20	113	41	#415	#415	
Internal Link Dist (ft)		128			282			156			385	
Turn Bay Length (ft)	50			125		125	70					
Base Capacity (vph)	93	388		337	589	1025	396	417	476	636	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	0.95	0.26		0.73	0.08	0.88	0.03	0.29	0.30	0.70	0.70	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 76.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 34.0

Intersection Capacity Utilization 73.1%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service D

~ 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	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	16	124	370	50	0
Future Vol, veh/h	0	16	124	370	50	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	17	135	402	54	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	537	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	992	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	992	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	992	-	-	-	821	-
HCM Lane V/C Ratio	-	-	-	-	0.066	-
HCM Control Delay (s)	0	-	-	-	9.7	0
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	-

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	114	54	855	221	118	876	20
Future Volume (vph)	8	16	34	270	29	114	54	855	221	118	876	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			0.880			0.969			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1687	0	1787	1624	0	1787	3388	0	1787	3564	0
Flt Permitted	0.639			0.722			0.235			0.116		
Satd. Flow (perm)	1191	1687	0	1358	1624	0	442	3388	0	218	3564	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			123			44			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	154	0	58	1157	0	127	964	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		34.7	31.8		39.3	35.8	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.50	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	19.0	9.9		32.7	7.6		9.9	20.6		13.8	14.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.0	9.9		32.7	7.6		9.9	20.6		13.8	14.6	
LOS	B	A		C	A		A	C		B	B	
Approach Delay		11.2			24.0			20.1			14.5	
Approach LOS		B			C			C			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		117	10		10	217		23	156	
Queue Length 95th (ft)	13	30		216	51		32	368		63	268	
Internal Link Dist (ft)		100			244			240			180	
Turn Bay Length (ft)	40			75			65			75		
Base Capacity (vph)	606	877		691	887		302	2004		291	2255	
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	0.58		0.44	0.43	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 70.1

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 18.3

Intersection Capacity Utilization 69.4%

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)	115	51	239	71	88	59	480	462	49	72	706	162
Future Volume (vph)	115	51	239	71	88	59	480	462	49	72	706	162
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		0.986			0.972	
Flt Protected		0.967			0.978		0.950			0.950		
Satd. Flow (prot)	0	1819	1599	0	1840	1599	1787	3511	0	1787	3456	0
Flt Permitted		0.567			0.674		0.950			0.950		
Satd. Flow (perm)	0	1064	1567	0	1265	1571	1784	3511	0	1770	3456	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			14			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	175	252	0	168	62	505	538	0	76	914	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)		17.1	46.2		17.1	23.9	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	0.31	
v/c Ratio		0.82	0.29		0.66	0.13	0.83	0.25		0.54	0.83	
Control Delay		63.2	8.1		45.3	6.4	37.7	8.9		54.7	37.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		63.2	8.1		45.3	6.4	37.7	8.9		54.7	37.1	
LOS		E	A		D	A	D	A		D	D	
Approach Delay		30.7			34.8			22.9			38.5	

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)		93	55		86	0	256	73		42	253	
Queue Length 95th (ft)		#196	75		155	26	346	102		#96	#431	
Internal Link Dist (ft)		359			199			238			277	
Turn Bay Length (ft)			300			145	200			95		
Base Capacity (vph)		252	1021		300	492	784	2132		148	1106	
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		0.51	0.83	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 85.1

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 30.9

Intersection Capacity Utilization 77.0%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service D

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	452	36	27	816	300
Future Volume (vph)	208	11	74	20	22	14	67	452	36	27	816	300
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		0.120			0.462		
Satd. Flow (perm)	0	1344	0	0	1584	0	226	3528	0	867	3403	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			15			10			64	
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	514	0	28	1175	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	0.27		0.05	0.71	
Control Delay		34.6			14.9		10.0	11.2		8.4	20.0	
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	20.0	
LOS		C			B		A	B		A	C	
Approach Delay		34.6			14.9			11.1			19.7	

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	47		4	203	
Queue Length 95th (ft)		203			39		37	133		19	#418	
Internal Link Dist (ft)		143			239			465			263	
Turn Bay Length (ft)							90			100		
Base Capacity (vph)		746			874		336	1936		547	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	0.27		0.05	0.71	

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: 19.4

Intersection LOS: B

Intersection Capacity Utilization 69.3%

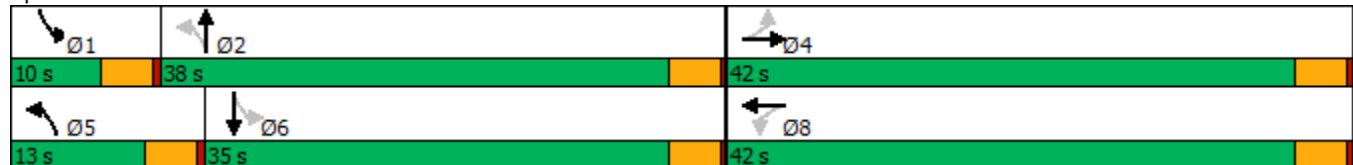
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 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)	137	17	224	26	8	40	106	530	37	63	887	67
Future Volume (vph)	137	17	224	26	8	40	106	530	37	63	887	67
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			0.989	
Flt Protected	0.950				0.964		0.950			0.950		
Satd. Flow (prot)	1433	1881	1599	0	1813	1599	1787	3533	0	1787	3470	0
Flt Permitted	0.950				0.779		0.950			0.950		
Satd. Flow (perm)	1428	1881	1576	0	1464	1573	1784	3533	0	1785	3470	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			243			109		9			10	
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)	149	18	243	0	37	43	115	616	0	68	1037	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)	12.8	20.6	20.6		7.9	7.9	9.1	30.0		8.2	29.5	
Actuated g/C Ratio	0.19	0.30	0.30		0.12	0.12	0.13	0.44		0.12	0.43	
v/c Ratio	0.56	0.03	0.38		0.22	0.16	0.49	0.40		0.32	0.69	
Control Delay	38.6	17.9	4.7		36.6	1.2	41.7	16.5		37.7	21.5	
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	38.6	17.9	4.7		36.6	1.2	41.7	16.5		37.7	21.5	
LOS	D	B	A		D	A	D	B		D	C	
Approach Delay		17.6			17.6			20.5			22.5	

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)	65	6	0		17	0	52	104		30	212	
Queue Length 95th (ft)	132	20	46		47	0	#125	166		73	316	
Internal Link Dist (ft)		555			146			295			237	
Turn Bay Length (ft)	250					90	150			175		
Base Capacity (vph)	378	1082	1010		386	495	265	1927		265	1893	
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	0.24		0.10	0.09	0.43	0.32		0.26	0.55	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 68.4

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 20.8

Intersection LOS: C

Intersection Capacity Utilization 56.8%

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: 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	663	800	12
Future Volume (vph)	35	111	29	663	800	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		0.297			
Satd. Flow (perm)	1736	1531	542	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	698	855	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	4.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.8	13.8	2.0	2.0	4.2	
LOS	D	B	A	A	A	
Approach Delay	19.3			2.0	4.2	

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	125	
Internal Link Dist (ft)	183			241	299	
Turn Bay Length (ft)			115			
Base Capacity (vph)	423	462	627	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 36.0%

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)	420	399	303	580	717	589
Future Volume (vph)	420	399	303	580	717	589
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			0.98
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	1734	1827	1827	1529
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		341				497
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)	457	434	329	630	779	640
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	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	0.69	1.35	0.51	0.88	0.64
Control Delay	115.7	14.3	213.3	8.7	33.2	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.7	14.3	213.3	8.7	33.2	6.7
LOS	F	B	F	A	C	A
Approach Delay	66.3			78.9	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)	~316	44	~255	147	359	42
Queue Length 95th (ft)	#500	152	#419	219	#592	135
Internal Link Dist (ft)	440			488	495	
Turn Bay Length (ft)			145			160
Base Capacity (vph)	408	626	244	1331	988	1055
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	1.12	0.69	1.35	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: 1.35

Intersection Signal Delay: 50.4

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

 Ø2	 Ø4
66 s	24 s
 Ø5	 Ø6
16 s	50 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)	64	57	20	162	84	685	25	158	256	928	142	87
Future Volume (vph)	64	57	20	162	84	685	25	158	256	928	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				706			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	706	26	163	264	603	590	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	15.4	15.4	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	56.1	50.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	83.2	31.7		43.3	27.8	11.5	29.9	38.9	9.5	56.1	50.2	
LOS	F	C		D	C	B	C	D	A	E	D	
Approach Delay		54.9			18.5			21.3			53.2	

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	301	285	
Queue Length 95th (ft)	#116	71		#186	76	111	34	145	64	#636	#618	
Internal Link Dist (ft)		128			282			156			385	
Turn Bay Length (ft)	50			125		125	70					
Base Capacity (vph)	91	381		288	574	950	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: 35.9

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	6.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	92	41	125	278	0
Future Vol, veh/h	0	92	41	125	278	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	100	45	136	302	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	181	0	45
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.2	-	6.3
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.29	-	3.39
Pot Cap-1 Maneuver	1347	-	1002
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1347	-	1002
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1347	-	-	-	829	-
HCM Lane V/C Ratio	-	-	-	-	0.365	-
HCM Control Delay (s)	0	-	-	-	11.8	0
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	1.7	-

Future With 2026 PM
GTC (MJP)

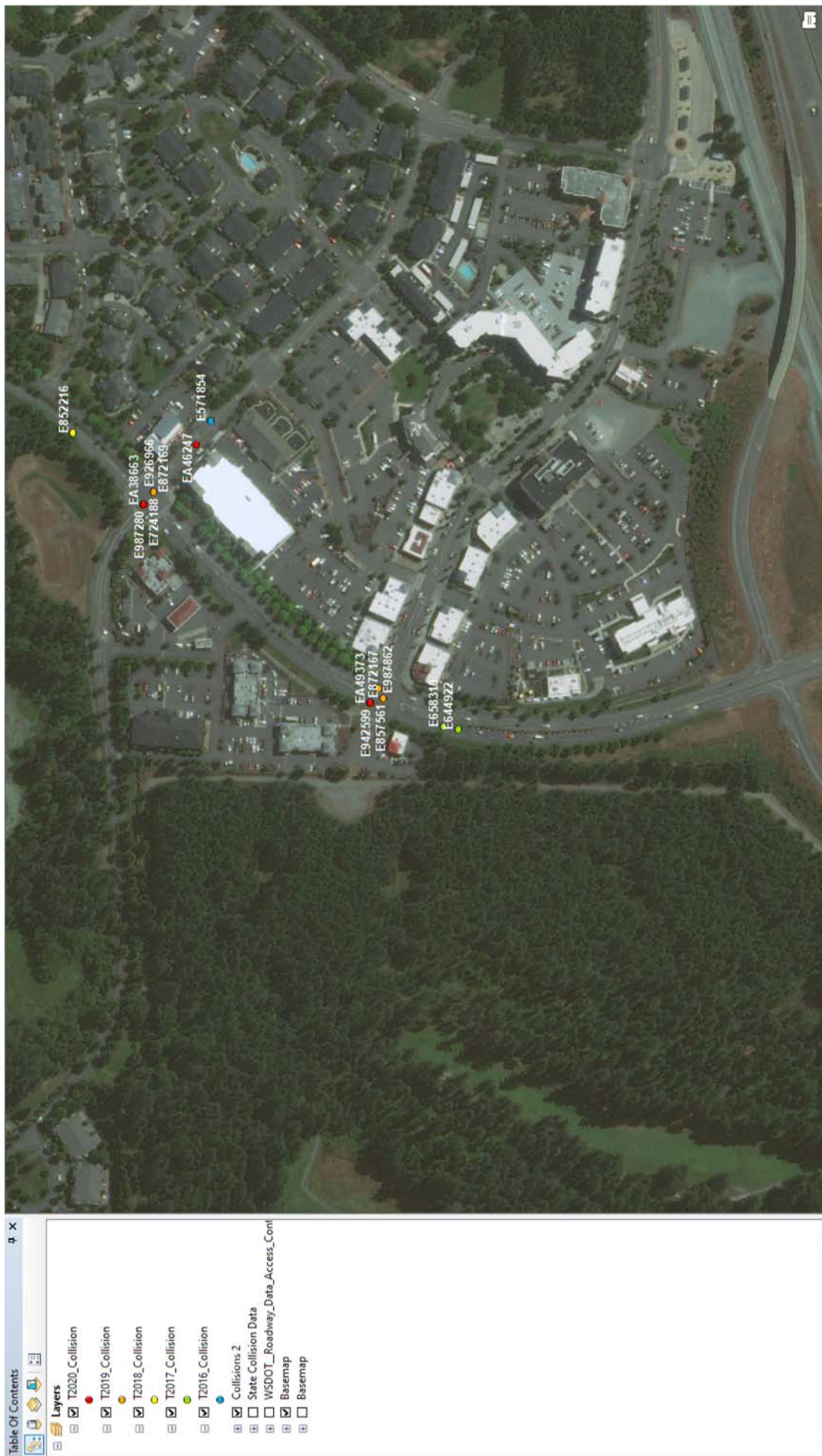
PM Peak

Collision Data

PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY/ REFERENCE POINT NAME	DIST		COMP	REFERENCE POINT NAME	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	VEHICLE 1 TYPE												VEHICLE 2 TYPE												JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		FROM DIR REF	TO PT SW							J	T	H	S	I	F	V	E	K	B	P	#	J	T	H	S	I	F	V	E	K	B	P	#																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
CENTER DR	WILMINGTON DR	190 F	SW	0	WILMINGTON DR	E698310	2017-04-02	17:13	Unknown	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)
Lighting Condition	Street Light Pole or Base		Vehicle 1 Action	Vehicle 2 Action	Vehicle 1 Compass Direction From	Vehicle 1 Compass Direction To	Vehicle 2 Compass Direction From	Vehicle 2 Compass Direction To	MV Driver Contributing Circumstance 1 (Unit 1)
Daylight	Street Light Pole or Base		Gone Straight Ahead						Other
Dawn	Entering at angle		Gone Straight Ahead	Making Left Turn	East	South	South	North	None
Daylight	From opposite direction - all others		Making U-Turn	Gone Straight Ahead	North	East	South	North	Improper Turn/Merge
Daylight	From opposite direction - one left turn - one straight		Making Left Turn	Gone Straight Ahead	North	East	South	North	Did Not Grant RW to Vehicle
Dark-Street Lights On	From opposite direction - one left turn - one straight		Making Left Turn	Gone Straight Ahead	North	East	South	North	Improper Turn
Daylight	From opposite direction - one left turn - one straight		Making Left Turn	Gone Straight Ahead	North	East	South	North	Improper Turn
Dark-Street Lights On	From opposite direction - one left turn - one straight		Making Left Turn	Gone Straight Ahead	South	West	South	North	Did Not Grant RW to Vehicle
Daylight	From opposite direction - one left turn - one straight		Making Left Turn	Gone Straight Ahead	South	West	South	North	Did Not Grant RW to Vehicle
Daylight	From opposite direction - one left turn - one straight		Making Left Turn	Gone Straight Ahead	South	West	South	North	Did Not Grant RW to Vehicle
Daylight	From opposite direction - one left turn - one straight		Making Left Turn	Gone Straight Ahead	South	West	South	North	Improper Turn/Merge
Daylight	From same direction - both going straight - both moving - rear-end		Gone Straight Ahead	Gone Straight Ahead	South	South	South	South	Follow Too Closely
Daylight	From same direction - both going straight - both moving - rear-end		Gone Straight Ahead	Gone Straight Ahead	South	South	South	South	Follow Too Closely
Daylight	From same direction - both going straight - both moving - rear-end		Changing Lanes	Gone Straight Ahead	South	South	South	South	Improper Turn/Merge
Dark-Street Lights On	From same direction - both going straight - both moving - rear-end		Changing Lanes	Gone Straight Ahead	South	South	South	South	Improper Turn/Merge
Daylight	Linear Cutb		Gone Straight Ahead	Gone Straight Ahead	North	North	North	South	Improper Turn
Daylight	Entering at angle		Making Left Turn	Gone Straight Ahead	East	South	East	East	Over Center Line
Daylight	Entering at angle		Gone Straight Ahead	Gone Straight Ahead	South	South	East	East	Unknown Driver Distraction
Dark-Street Lights On	Entering at angle		Making Left Turn	Gone Straight Ahead	West	South	South	North	Did Not Grant RW to Vehicle
Daylight	Entering at angle		Making Left Turn	Gone Straight Ahead	West	South	South	South	Improper Turn
Daylight	Entering at angle		Gone Straight Ahead	Changing Lanes	South	South	West	East	Did Not Grant RW to Vehicle
Daylight	From same direction - both going straight - one stopped - rear-end		Gone Straight Ahead	Gone Straight Ahead	North	North	West	East	Disregard Traffic Sign and Signals
Daylight	Vehicle - Pedalcyclist		Merging (Entering Traffic)	Stopped at Signal or Stop Sign	North	North	Vehicle Stopped	East	Follow Too Closely
Daylight	Vehicle turning right hits pedestrian		Stopped at Signal or Stop Sign	Vehicle Stopped	West	Vehicle Stopped	Vehicle Stopped	Vehicle Stopped	Fail to Yield Row to Pedestrian
Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end		Gone Straight Ahead	Stopped for Traffic	West	West	West	North	Driver Not Distracted
Daylight	From same direction - both going straight - one stopped - rear-end		Gone Straight Ahead	Stopped for Traffic	West	East	East	North	Follow Too Closely
Dark-Street Lights On	From opposite direction - one left turn - one straight		Making Left Turn	Gone Straight Ahead	South	West	North	South	Improper Turn
Dark-Street Lights On	From opposite direction - one left turn - one straight		Making Left Turn	Gone Straight Ahead	South	West	North	South	Improper Turn
Daylight	From opposite direction - one left turn - one straight		Making Left Turn	Gone Straight Ahead	East	East	West	West	Improper Turn/Merge
Daylight	From opposite direction - one left turn - one straight		Making Left Turn	Gone Straight Ahead	South	West	South	South	Disregard Stop and Go Light
Dawn	From opposite direction - one left turn - one straight		Making Left Turn	Gone Straight Ahead	South	West	South	South	Disregard Stop and Go Light
Daylight	From opposite direction - one left turn - one straight		Making Left Turn	Gone Straight Ahead	North	South	South	North	None
Dark-Street Lights On	From opposite direction - one left turn - one straight		Gone Straight Ahead	Making Left Turn	North	South	West	West	None
Daylight	From opposite direction - one left turn - one straight		Making Left Turn	Gone Straight Ahead	West	East	East	West	Did Not Grant RW to Vehicle
Dark-Street Lights On	From opposite direction - one left turn - one straight		Making Left Turn	Gone Straight Ahead	West	South	North	South	Driver Not Distracted
Dark-Street Lights On	Vehicle Struck Deer		Gone Straight Ahead	Gone Straight Ahead	North	South	South	South	Driver Not Distracted
Daylight	From same direction - both going straight - one stopped - rear-end		Gone Straight Ahead	Stopped for Traffic	West	East	Vehicle Stopped	Vehicle Stopped	Improper Turn
Daylight	From same direction - both going straight - one stopped - rear-end		Gone Straight Ahead	Stopped at Signal or Stop Sign	West	West	Vehicle Stopped	Vehicle Stopped	Improper Turn
Daylight	From same direction - both going straight - one stopped - rear-end		Gone Straight Ahead	Stopped at Signal or Stop Sign	West	West	Vehicle Stopped	Vehicle Stopped	Exceeding Reas. Safe Speed
Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end		Stopped in Roadway	Making Left Turn	North	South	Vehicle Stopped	Vehicle Stopped	Distracted Outside Vehicle
Daylight	From same direction - both turning left - one stopped - rear-end		Gone Straight Ahead	Making Left Turn	West	West	West	North	Operating Defective Equipment
Dusk	From same direction - both going straight - one stopped - rear-end		Gone Straight Ahead	Stopped at Signal or Stop Sign	North	South	Vehicle Stopped	Vehicle Stopped	Operating Defective Equipment
Dark-Street Lights On	From same direction - both turning left - both moving - sideswipe		Making Left Turn	Making Left Turn	North	East	North	East	Improper Turn
Daylight	From same direction - both turning left - both moving - sideswipe		Making Left Turn	Making Left Turn	North	East	North	East	Improper Turn
Daylight	From same direction - both turning left - both moving - sideswipe		Making Left Turn	Making Left Turn	East	East	South	South	Unknown Driver Distraction
Daylight	From same direction - both turning left - both moving - sideswipe		Making Left Turn	Making Left Turn	East	East	South	South	Unknown Driver Distraction
Daylight	From same direction - both turning left - both moving - rear-end		Slowing	Slowing	North	North	North	North	Follow Too Closely
Daylight	From same direction - both turning left - both moving - rear-end		Making Left Turn	Making Left Turn	South	West	South	West	Improper Turn
Daylight	From same direction - both turning left - both moving - rear-end		Merging (Entering Traffic)	Gone Straight Ahead	South	East	West	West	None
Daylight	From opposite direction - one left turn - one right turn		Making Left Turn	Making Right Turn	East	South	West	South	Other Contributing Circ Not Liked
Daylight	From same direction - one right turn - one straight		Making Right Turn	Stopped at Signal or Stop Sign	West	West	Vehicle Stopped	Vehicle Stopped	Improper Turn
Daylight	From same direction - both going straight - one stopped - rear-end		Slowing	Stopped for Traffic	East	West	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	Disregard Stop and Go Light	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	654386.05
	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	111387.48	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



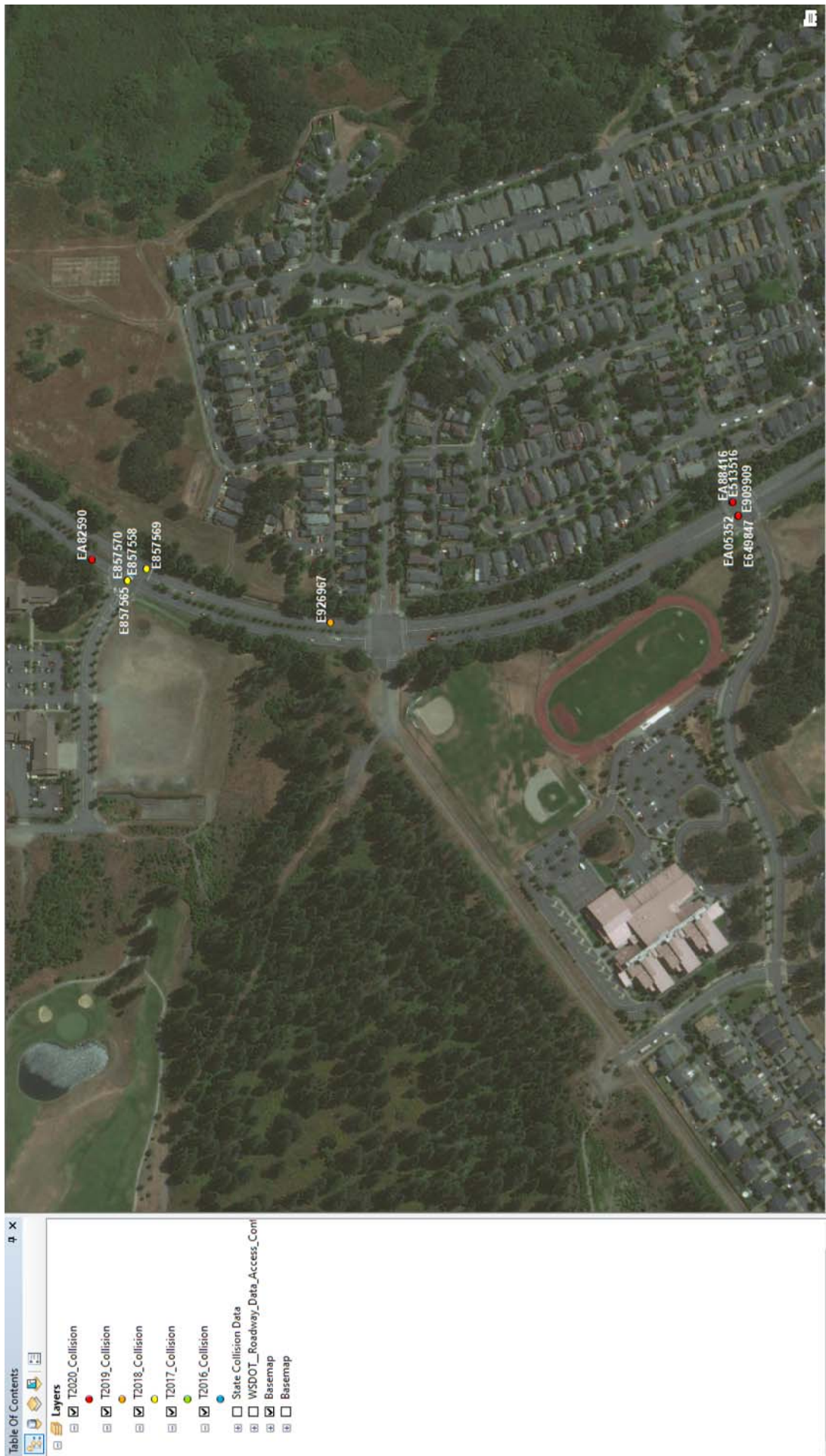






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☐	State Collision Data
☐	WSDOT_Roadway_Data_Access_Conf
☒	Basemap
☐	Basemap

Count Data



Prepared for:

Geraldyn Reinart, P.E.

Traffic Count Consultants, Inc.

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WBE/DBE

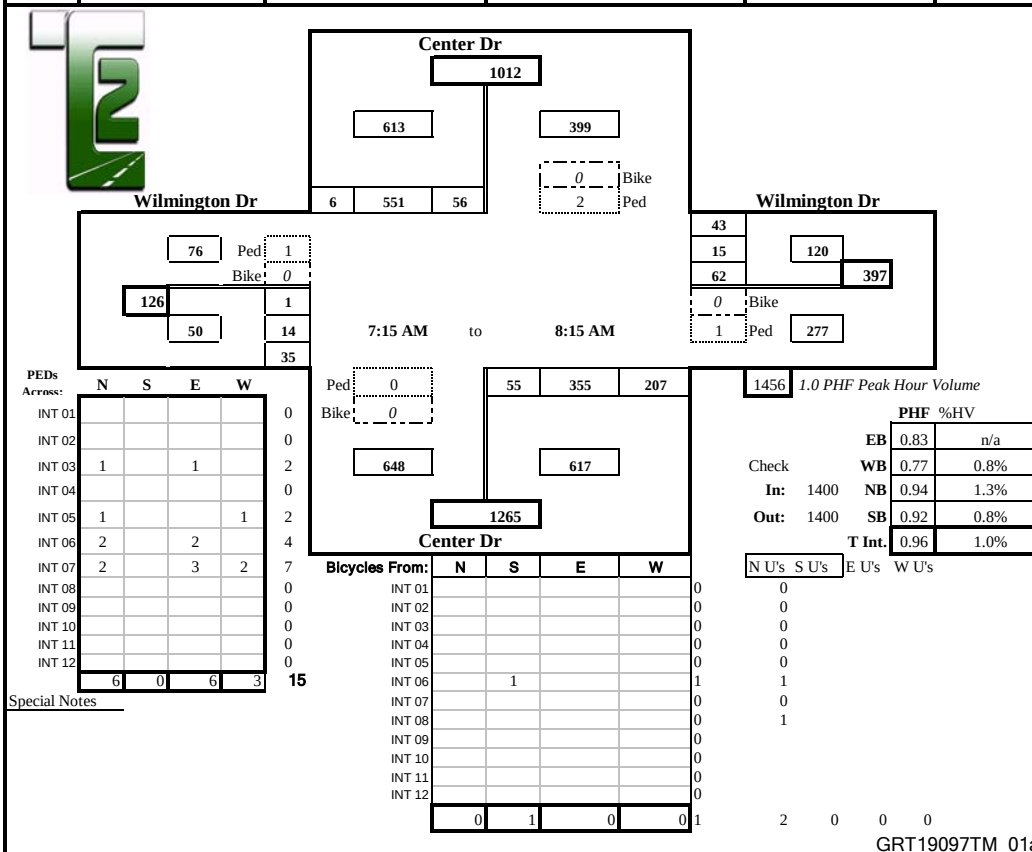
Intersection: Center Dr & Wilmington Dr

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:

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WBE/DBE

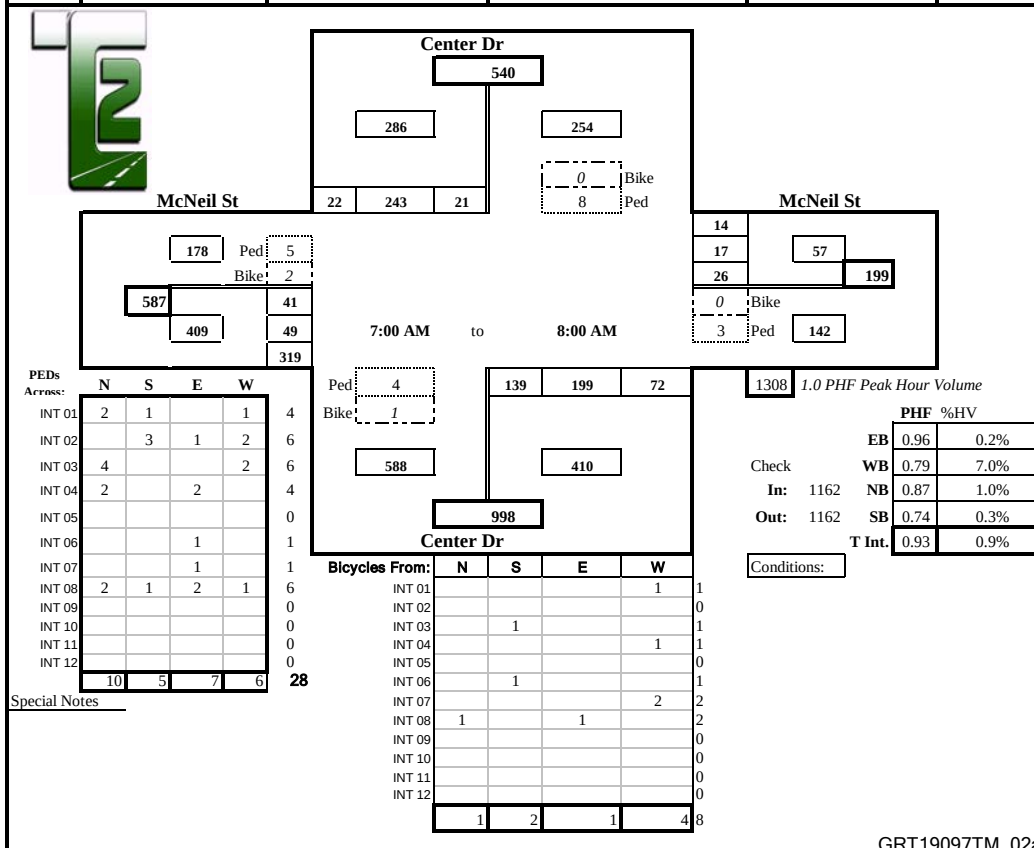
Intersection: Center Dr & McNeil St

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
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

K - 4



Prepared for: **PH Consulting LLC**

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WBE/DBE

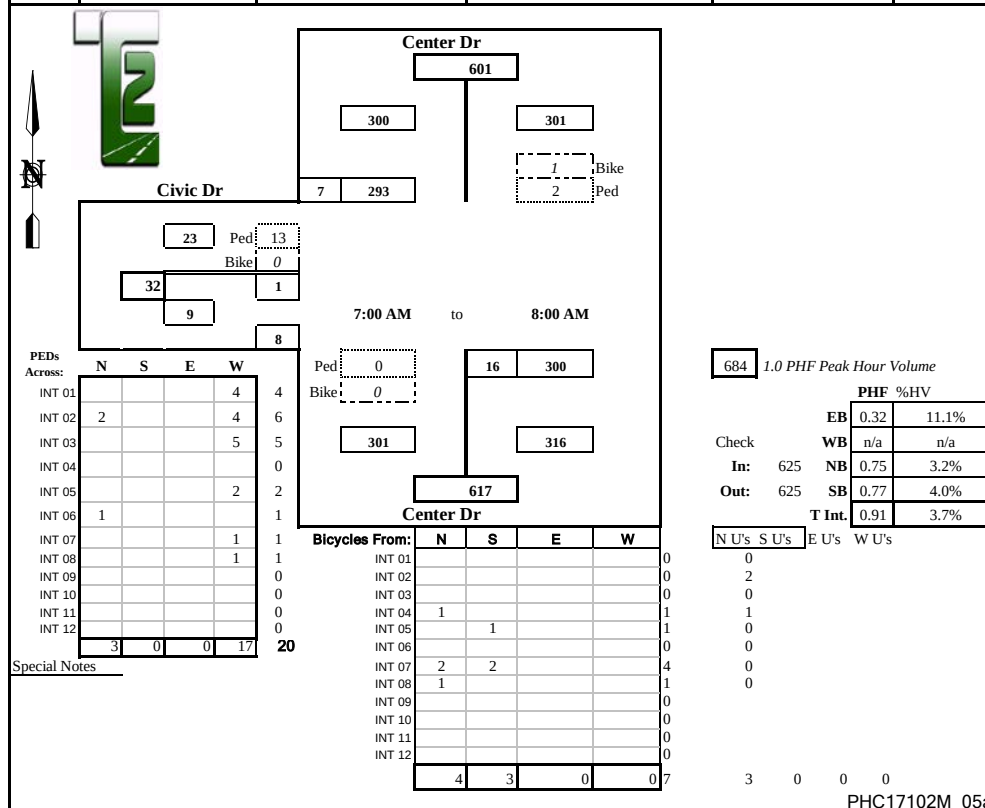
Intersection: Center Dr & Civic Dr

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



GRT19097TM 05a



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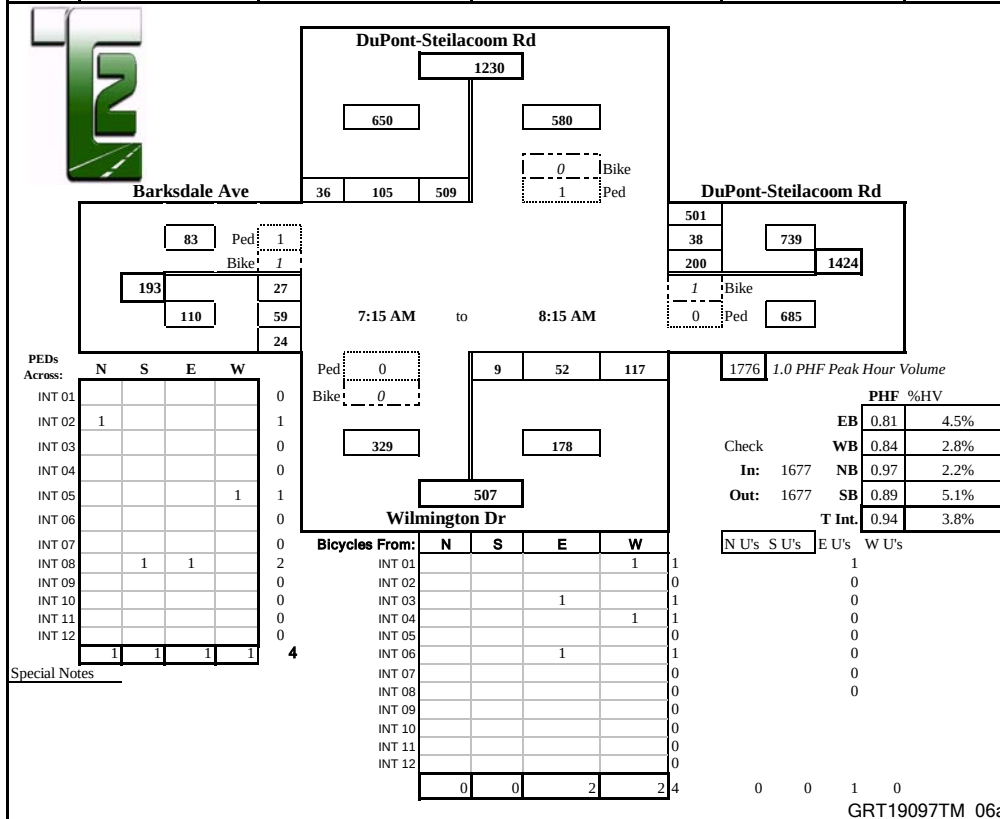
WBE/DBE

Intersection: DuPont-Steilacoom Rd/Wilmington Dr & DuPont-Steilacoom Rd/Barksdale Ave
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) Wilmington Dr				From East on (WB) DuPont-Steilacoom Rd				From West on (EB) Barksdale Ave				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
7:15 A	2	112	8	8	1	0	6	32	6	43	14	136	0	6	12	2	379
7:30 A	2	108	30	10	1	3	10	32	4	57	10	154	0	10	16	4	444
7:45 A	10	136	23	7	1	1	11	31	8	47	5	151	0	4	16	4	436
8:00 A	12	137	33	13	1	2	13	31	2	56	12	98	3	8	8	6	417
8:15 A	9	128	19	6	1	3	18	23	7	40	11	98	2	5	19	10	380
8:30 A	11	105	19	10	0	3	14	41	3	36	9	106	0	12	12	3	370
8:45 A	14	120	14	12	0	7	16	49	3	27	16	106	1	11	13	8	399
9:00 A	3	90	12	10	1	5	10	34	5	35	11	126	1	10	16	10	369
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	63	936	158	76	6	24	98	273	38	341	88	975	7	66	112	47	3194
Peak Hour: 7:15 AM to 8:15 AM																	
Total	33	509	105	36	4	9	52	117	21	200	38	501	5	27	59	24	1677
Approach	650				178				739				110				1677
%HV	5.1%				2.2%				2.8%				4.5%				3.8%
PHF	0.89				0.97				0.84				0.81				0.94



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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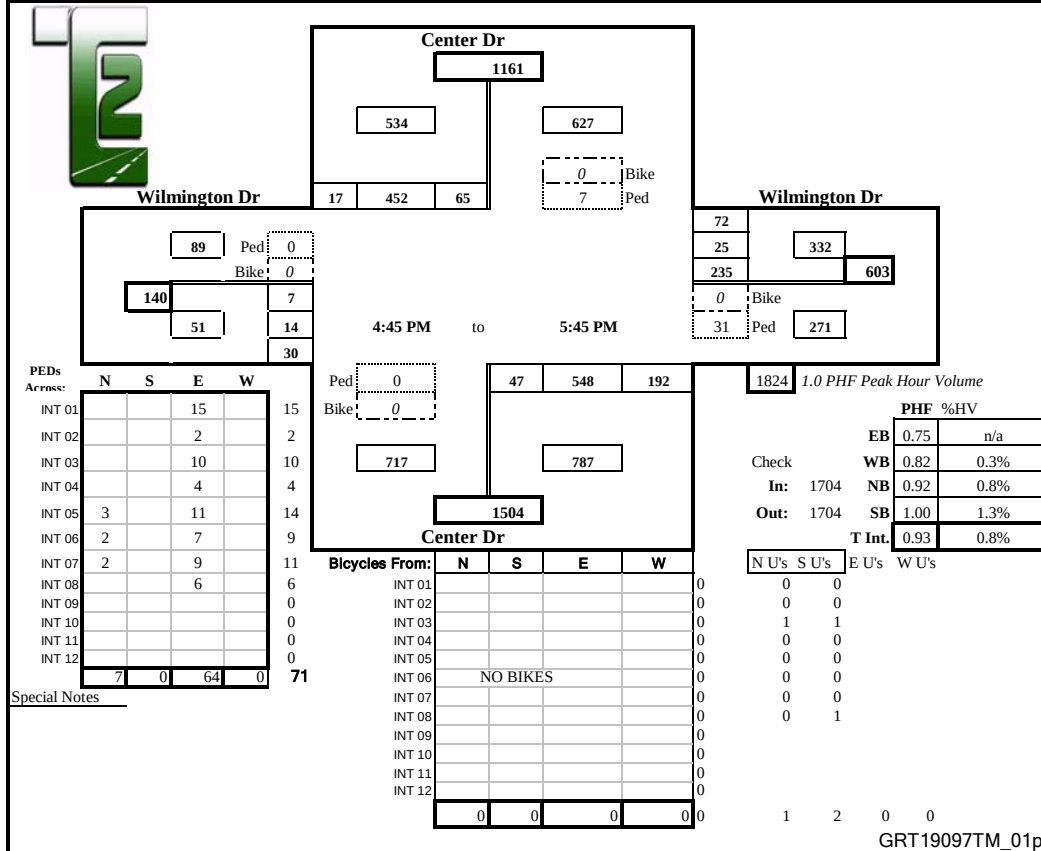
	Peak Hour: 4:45 PM to 5:45 PM
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Total	7	65	452	17	6	47	548	192	1	235	25	72	0	7	14	30	1704
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Approach	534	787	332	51	1704
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%HV	1.3%	0.8%	0.3%	n/a	0.8%
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PHF	1.00	0.92	0.82	0.75	0.93
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Prepared for:

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WBE/DBE

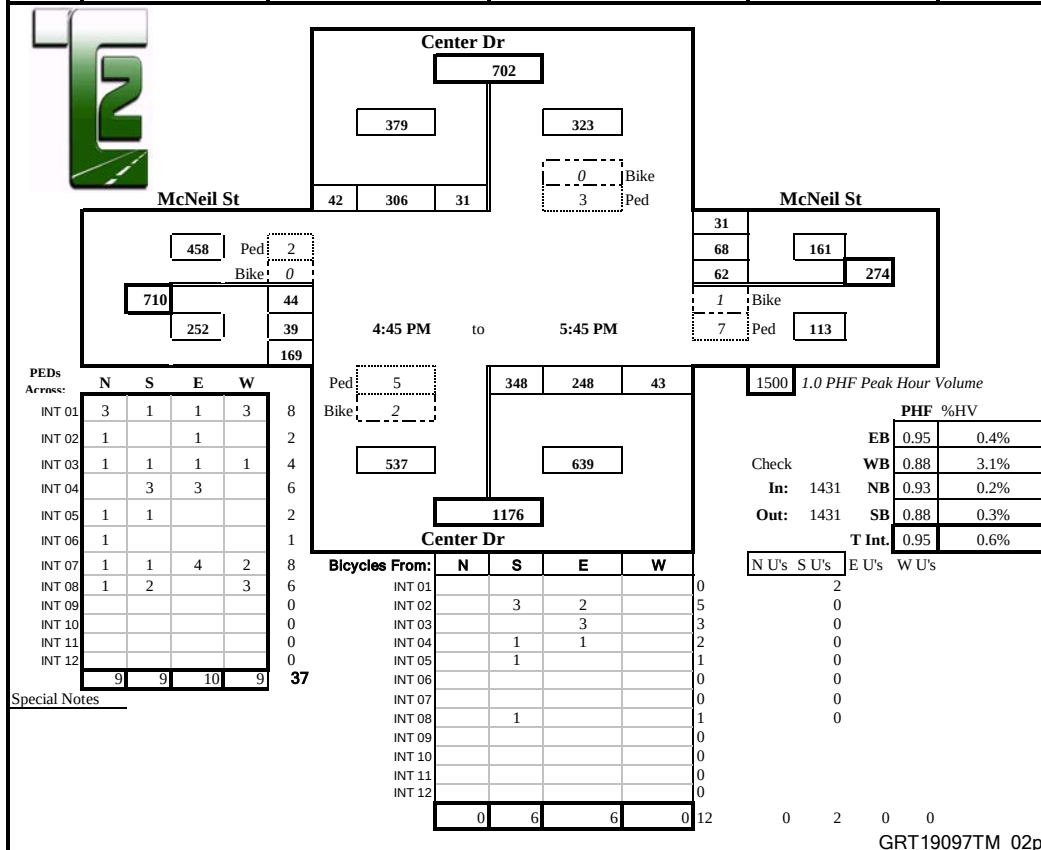
Intersection: Center Dr & McNeil St**Date of Count:** Thurs 10/03/2019**Location:** DuPont, Washington**Checked By:** Jess

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.**
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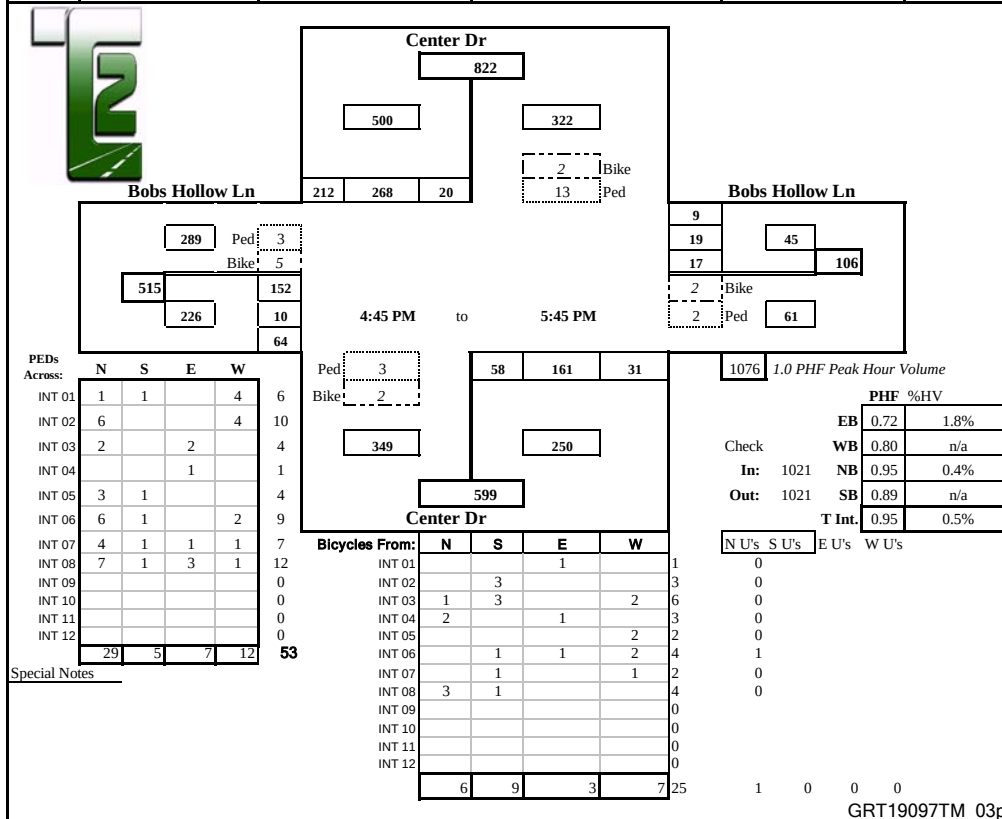
WBE/DBE

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

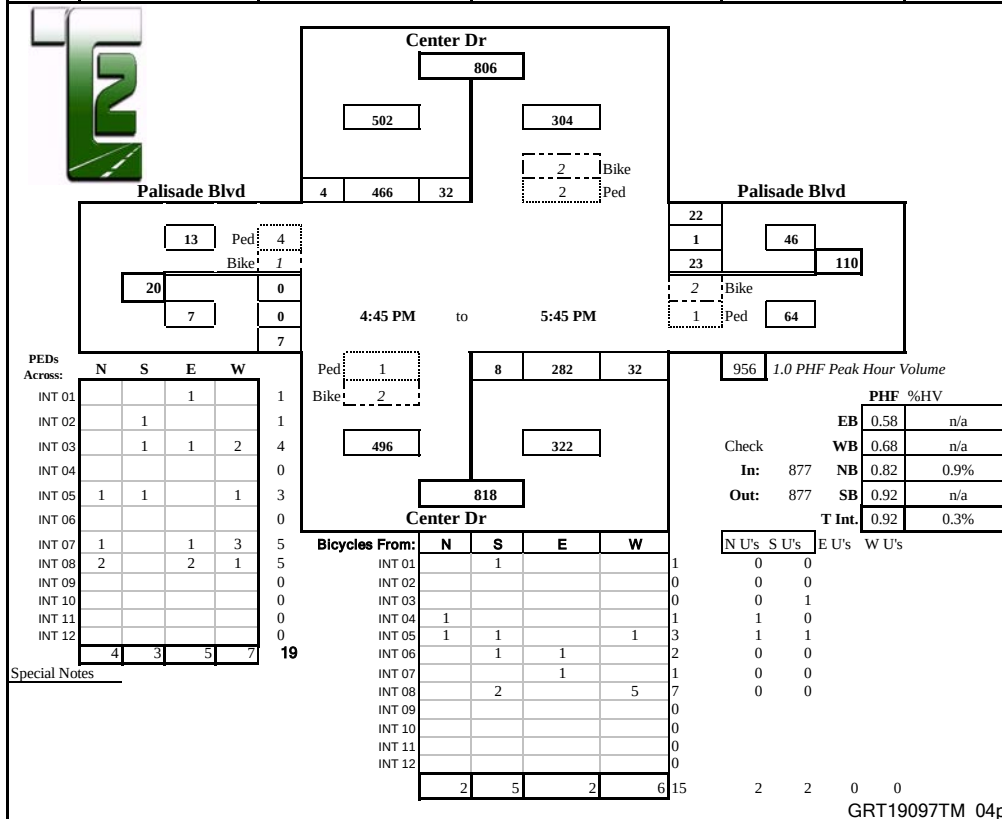
Intersection: Center Dr & Palisade Blvd
Location: DuPont, Washington

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



PHC17102M 05p



Prepared for:

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WBE/DBE

Intersection: DuPont-Steilacoom Rd & Center Dr

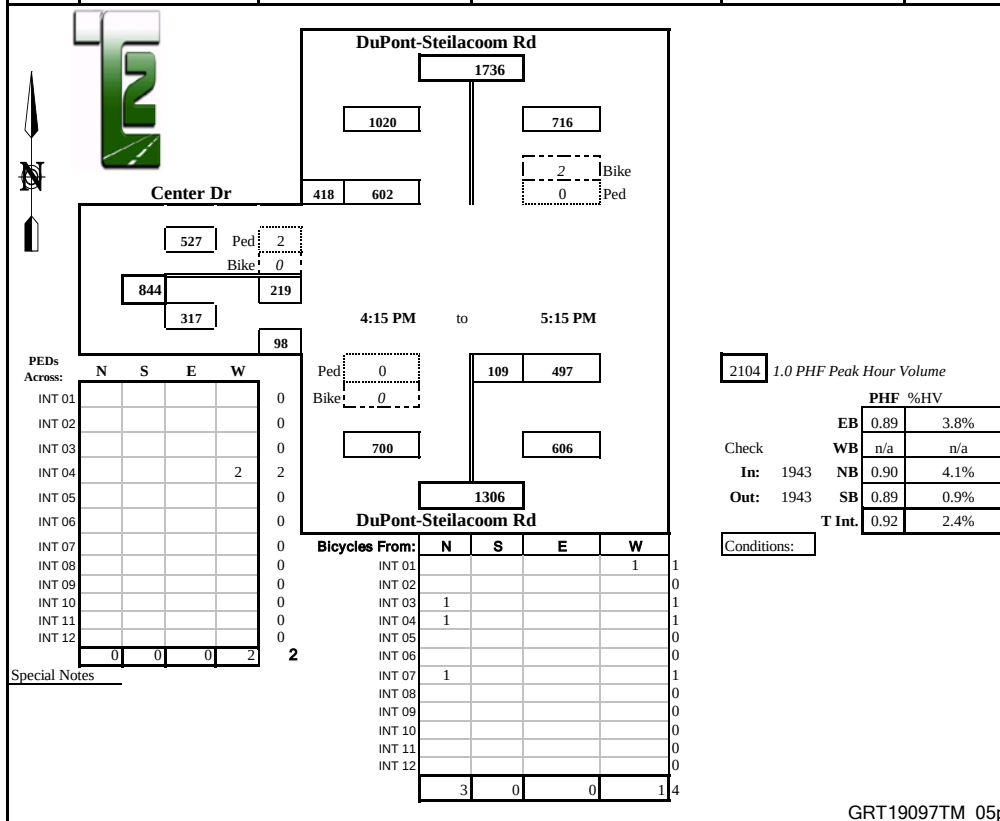
Date of Count: Thurs 10/03/2019

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

