City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

Please note that any land use action below marked with an asterisk (*) will require public hearing. Land use actions below marked with two asterisks (**) may require public hearing depending on the scope of project.

APPLICATION REQUESTS

Note: Please check all that apply.

- ☐ Director Determination
- ☐ Administrative Development Review[2]
- ☐ Alternative Method of Compliance
- ☒ *Annexation w/ Zoning
- ☐ Business License (Business Permit)
- ☐ *Certificate of Appropriateness
- ☐ *Comprehensive Plan Amendment
  - ☐ Text
  - ☐ Map
- ☐ *Deannexation
- ☐ **Design Review
- ☐ Development Agreement
  - ☐ *New
  - ☐ **Modification
  - ☐ *Termination
- ☐ Home Occupation Permit
  - ☐ New
  - ☐ Renewal
- ☐ Lot Line Adjustment
- ☐ Lot Split
  - ☐ Administrative
  - ☐ Simple
- ☐ *Manufactured Home Community
- ☐ Mobile Food Unit (Individual)
- ☐ Mobile Food Unit Park / Court
- ☐ Outdoor Dining Permit
- ☐ Parcel Consolidation
- ☐ Performance Bonding
- ☐ Planned Unit Development (PUD)
  - ☐ *New
  - ☐ **Modification
- ☐ Public Art / Murals
- ☐ *Rezone (Zoning Map Amendment)
- ☐ Signs[1]
- ☐ Special Use Permit (SUP)
  - ☐ *New
  - ☐ **Modification
  - ☐ Time Extension
- ☒ Subdivision Plats
  - ☒ *Preliminary Plat
  - ☐ Final Plat
  - ☐ *Short Plat (Regular)
  - ☐ *Short Plat (Condo)
  - ☐ **Plat Modification
  - ☐ Time Extension
  - ☐ Renewal
- ☐ Temporary Use Permit
  - ☐ New ☐ Renewal
  - ☐ Construction Trailer
  - ☐ Model Home Sales Office
  - ☐ Storage Containers / Pods
  - ☐ Temporary Housing
  - ☐ Transient Merchant
- ☐ Traffic Impact Study Review
- ☐ Vacation of Easement and/or Right-of-way
- ☐ *Variance
- ☐ *Zoning Ordinance Text Amendment
- ☐ Other, Pleases Describe:

_____

_____

_____

[1]Freestanding, post/pole, or monument signs less than 6' in height. All other signs must be submitted through the building department.

[2] Used when not associated with other land use applications, when revisions to an approved (non-subdivision development) is being proposed, or when the land use schedules or specific use provisions of the Code indicate the requirement for Administrative Development Review.

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

PROJECT and SITE/PROPERTY INFORMATION	
Project or Business Name: Hunters Path Subdivision	
Site Address (s):	**Suite #:**
Parcel #(s): R3512010000, R3512000000, R3512010100, R3512010200	
Total Acres:	
General Location of Site: 1200' west of intersection of Mason View Place and Lincoln Road. South of Lincoln Road.	
Current Zoning of Parcel(s): *(Check all that apply)*	☐ RS-1 ☐ RS-2 ☐ R-1 ☒ R-2 ☐ R-3 ☐ C-1 ☐ C-2 ☐ C-3 ☐ C-4 ☐ C-C ☐ DCB ☐ M-1 ☐ M-2 ☐ I-P ☐ A-D ☐ C-D ☐ H-D ☐ P-D ☐ T-N ☐ H-C ☒ Property currently In County Please list the current county zoning designation: AG
Overlay Districts: *(Check all that apply)*	☐ APO-1 ☐ APO-2 ☐ Indian Creek Corridor Overlay ☐ Downtown Local Historic Area ☐ Steunenberg Historic District ☐ Floodplain Overlay ☐ None
City of Caldwell Comprehensive Plan Designation of Parcel(s): *(Check all that apply)*	☐ Neighborhood 1 ☒ Neighborhood 2 ☐ Neighborhood 3 ☐ Urban Neighborhood ☐ Community Center ☐ Mixed Use Center ☐ Downtown ☐ Employment Center ☐ Special Purpose
Are parcels located within an Area Hub as indicated on the City of Caldwell Comprehensive Plan?	☐ Yes ☒ No

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

Description of Proposed Project / Request:

Annexation request of R-2 single family residential

APPLICANT INFORMATION:

Name:	Cantlon Holdings LLC and Boise Valley Land Holdings LLC
Company Name (if applicable):	
☒ Property Owner ☐ Authorized Agent ☐ Purchaser ☐ Petitioner (Vacations only)	
Mailing Address:	898 W Stafford Drive, Eagle, Idaho 83616
Phone:	208-867-3751
Email:	ryan@idaholandbrokerage.com

PROPERTY OWNERS' INFORMATION

(If an LLC, please provide documentation of being an authorized signer)

☒ Not Applicable

Name:	
Mailing Address:	
Phone:	
Email:	

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

DESIGNATED CONTACT PERSON

(Who will receive and disseminate all correspondence from the city)

Same as:

☐ Applicant ☐ Property Owner ☒ Other

Name: Sabrina Durtschi

Company Name (if applicable): SD Land Consulting

Mailing Address: 5179 S Boven Ave, Boise Idaho 83716

Phone: 208-250-6161

Email: Sdlandconsulting@outlook.com

CONTRACTOR / DEVELOPER INFORMATION

☒ Not Applicable

Name:

Company Name (if applicable):

Mailing Address:

Phone:

Email:

ARCHITECT INFORMATION

☒ Not Applicable

Name:

Company Name (if applicable):

Mailing Address:

Phone:

Email:

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

ENGINEER / SURVEYOR INFORMATION

☐ Not Applicable

Name:	Shadow Jungenberg
Company Name (if applicable):	CK Engineering
Mailing Address:	1300 E State Street, Suite 102, eagle Idaho 83616
Phone:	208-639-1992
Email:	shadow@ck-engineers.com

LANDSCAPE ARCHITECT INFORMATION

☐ Not Applicable

Name:	Emily Voges
Company Name (if applicable):	Emily Voges Landscape Architect
Mailing Address:	
Phone:	818-983-5347
Email:	emily.voges@gmail.com

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

ACKNOWLEDGEMENTS

☒ By signing this application, I authorize employees/agents of the City to enter onto the property that is the subject of this application during regular business hours. The sole purpose of entry is to make an examination of the property that is necessary to process this application.

☒ I certify that I am the owner of this property, the owner's authorized agent, or the petitioner (if for a vacation). If acting as an authorized agent, I further certify that I have full power and authority to file this application and to perform, on behalf of the owner, all acts required to enable the jurisdiction to process and review such an application. I will comply with all provisions of the law and ordinance governing this type of application.

☒ I certify that the information furnished by me as part of this application is true and correct to the best of my knowledge.

I am the: ☐ Property Owner ☒ Authorized Agent ☐ Petitioner (Vacations Only)

Applicant Signature: Sabrina Durtschi Date: 5-15-25

Printed Name: Sabrina Durtschi

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

Online Application Submittal Instructions

The City of Caldwell Planning and Zoning Department utilizes an online application portal for submission of all applications, documents, plans, and payment of fees.

Step 1:

- Log in or create an account in Citizenserve (Citizenserve Users Guide)
- Select your permit and/or application type and enter in all required information.

Step 2

- Pay fees online via Citizenserve. You will receive an email from Citizenserve directing you to make a payment once staff have reviewed your application.

Drawing Submittal Instructions:

1. All plan sheets must be uploaded in PDF format only (no CAD, JPEG, TIFF, PNG, etc.)
2. All plan sheets must be to scale.
3. All plan sheets must be uploaded to Citizenserve.
4. All applications, checklists, calculations, reports, drawings, plans, and other supporting documents must be uploaded as single-sided pdf's and must be legible and in a high-definition format.
5. All documents and plans must follow the "Naming Schematic" as listed on the attached document.

City of Caldwell
Community Development Department
Planning & Zoning Division
Phone: (208) 455-3021 | Web: www.cityofcaldwell.org

ANNEXATION CHECKLIST

The following items shall be included in the application submittal. Additional information may be required upon official review of the plans. Please check the box for each item listed below to confirm submission of the item listed.

SECTION 1: Filing Requirements

☒ All applications, checklists, plans and supporting documents must be submitted through our Online Permit Center.

☐ Filing fees **(see Section 2 below)**

☐ PDF Documents shall be formatted in accordance with **Section 5** below.

☐ All documents shall follow the naming conventions as shown here.

SECTION 2: Filing Fees

Refer to the Department fee list for most current fees.

☐ Application / Permit fees. Fees will be required to be paid once the application has been submitted and received by the department.

SECTION 3: Submittal Documents

The items listed below are considered a minimum. Additional information may be necessary for clarification during the review process.

☐ ***Master Land Use Application.*** Copy of a completed and signed master land use application.

☐ ***Application Checklist.*** Copy of a completed and signed application checklist

☒ ***Copy of Deeds or Proof of Ownership.*** If the owner is a corporation or LLC, proof of the representative or agent for the LLC or corporation will be required.

☒ ***Property Owner Acknowledgement***. Signed Property Owner Acknowledgement form (if applicable)

☐ ***Neighborhood Meeting Information***, including;

- ☐ A copy of the letter sent to all owners, residents and associations within 500' of the property boundary
- ☐ A copy of the 500' mailing list
- ☐ A copy of the sign-in sheet, with your signature for certification

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☐ ***Legal Description and Exhibit.*** Attach a legal description of the property including metes and bounds to the centerline of all adjacent rights of ways. All legal descriptions shall be stamped and certified by a land surveyor registered to the State of Idaho and shall be accompanied by an exhibit stamped and certified by a land surveyor registered in the State of Idaho.

☐ ***Location / Vicinity Map.*** Showing the boundaries of the subject property with relation to nearby roadways and landmarks.

☐ ***Project Narrative.*** A detailed project narrative addressing the following:

- ☐ Description of overall proposed development plan.
- ☐ Description of compliance with the City's Comprehensive Plan and Vision and compliance with zoning ordinances.
- ☐ Description of overall project benefits, the impacts on surrounding properties, and the mitigation of those impacts.

☐ ***Conceptual Development Plan*** (If the annexation request is not associated with a special use permit, planned unit development or subdivision plat request).

SECTION 4: Project Specific Details

Fill in all the information below that is applicable to the project being proposed.

SUBJECT SITE LAND USE AND ZONING INFORMATION			
	Proposed Zoning Designation	**Existing City Comp Plan Designation**	**Existing Use of Site**
(Subject Property)	R-2	Neighborhood 2	Ag
Will the Existing Land Use Continue?	☐ Yes ☒ No		
If no, please explain any future development plans:	This annexation is with a joint application of a preliminary plat		

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Community Development Department
Planning & Zoning Division
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SURROUNDING LAND USE AND ZONING INFORMATION			
	Existing Zoning Designation	**Existing City Comp Plan Designation**	**Existing Use of Site**
North of Subject Site		Neighborhood 2	Single Family Residential
South of Subject Site		Neighborhood 2	RV Park
East of Subject Site		Neighborhood 2	Farm Land
West of Subject Site		Neighborhood 2	Future City Park

EXISTING UTILITIES, INFRASTRUCTURE AND PUBLIC SERVICES INFORMATION		
Type of Site Access:	☐	Street Frontage
	☐	Easement Easement Width: 1200' west of intersec Instrument #
Street(s) Providing Access:	Lincoln and Marble Front	
Existing Domestic Water:	☐	Individual Domestic Well – How Many?
	☐	Centralized Public Water System
	☐	City Municipal Water System
	☐	N/A
	Nearest Water Line Connection:	
Existing Sewer (Wastewater):	☐	Individual Septic
	☐	City Municipal Sewer
	☐	N/A
	Nearest Sewer Line Connection:	
Existing Irrigation:	☐	Surface
	☐	Irrigation Well
	☐	Pressurized
	☐	Gravity
	☐	N/A
	Nearest Irrigation Connection:	
	Irrigation District:	
School Districts Serving this Location:	☐	Caldwell School District
	☐	Vallivue School District
	☐	Nampa School District

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SECTION 5: PDF Formatting Requirements

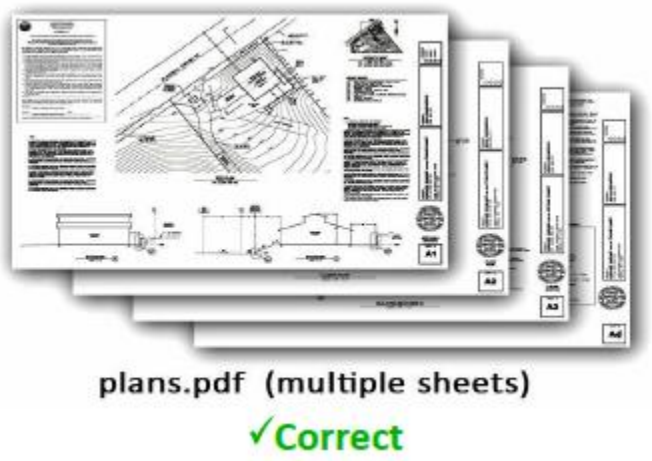
Portable Document Format (PDF) is the industry standard for electronic plans. The City of Caldwell only accepts PDF files for plan review. PDF files must be properly formatted as described below. Please read the instructions carefully. Improperly formatted plans can delay the plan review process for your project.

Layers: No multiple layers. Layers must be merged or flattened.

Format: Vector-based files are preferred given the ability to scale these files.

Resolution: Min. of 300 pixels per inch (PPI)

Grouping: Multiple sheet PDF (single file with multiple sheets)



Labeling: Each sheet of the plans must be labeled with the project name, contractor, and address of the subject site.

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Community Development Department
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SECTION 6: Applicant Acknowledgement

☐ I acknowledge that all items on the checklist are included in the submittal package and that all documents have been named accordingly and submitted as single-sided, high-resolution pdf documents; and

☐ I acknowledge that I, the applicant, or my representative is responsible to attend all public hearings; and

☐ I acknowledge that applications are not deemed complete until the application has been submitted, all fees have been paid, and the application has been deemed accepted after completion of the prescreening process. This could impact neighborhood meeting deadlines and scheduling of public hearing dates.

☐ I acknowledge that I have read, understand, and am in compliance with all standards, terms, and requirements listed in Caldwell City Code; and

☒ I certify I am the:

☐ Property Owner as the Applicant ☐ Property Owner's Agent / Representative

Sabrina Durtschi
Applicant / Applicant's Representative Printed Name

5-15-25
Date

Sabrina Durtschi
Applicant / Applicant's Representative Signature

City of Caldwell

INVOICE

Permit #: ANN25-000007

Address: 0 LINCOLN RD

Fee	Account Code	Amount
P&Z Fees - Annexation - More than 2 acres	10240	3,080.50
Fire Fees - Annexation - More than 1 acre	22025	224.70
Eng Fees - Annexation - More than 20 acres	12550	1,154.32
Development Agreement	10335	950.00
TOTAL	**?**	**5,409.52**

City of Caldwell

INVOICE

Permit #: SPP25-000007

Address: 0 LINCOLN RD

Fee	Account Code	Amount
P&Z Fees - Preliminary Plat (Base Fee)	10180	2,688.00
P&Z Fees - Preliminary Plat (Add'l Fee of $20.00 per lot, to include common lots)	10180	3,020.00
Fire Fees - Preliminary Plat (Base Fee)	22025	254.10
Fire Fees - Preliminary Plat (Add'l Fee of $1.35 per lot to include common lots)	22025	203.85
Eng Fees - Preliminary Plat (Base Fee)	12511	675.28
Eng Fees - Preliminary Plat (Add'l Fee of $22.51 per lot to include common lots)	12511	3,399.01
TOTAL	****	**10,240.24**

May 28, 2025

City of Caldwell
Community Development
205 South 6th Ave
Caldwell, Idaho 83605

RE: Hunters Path Subdivision Annexation and Preliminary Plat Applications

Dear Planning Staff,

On behalf of Cantlon Holdings LLC and Boise Valley Land Holdings LLC, please accept the following applications of an annexation and preliminary plat for Hunters Path Subdivision. The subject site is located 360' northwest of the intersection of Marble Front and Aviation Way, this site consists of 23.86 acres.

Table of Contents	Page Numbers
Site History and Characteristics	2
Annexation and Comprehensive Plan Goals	2
Preliminary Plat	3
Traffic Impact Study	4
Open Space & Amenities	4
Residential Building Styles	5
Amenities	5
Neighborhood Meeting	6
Summary	6
Exhibit A – Site Plan	7
Exhibit B – Open Space	8
Exhibit C – Phasing Plan	9
Exhibit D – Pathway Interconnectivity	10
Exhibit E – Elevations	11
Exhibit F – Amenities & Park Exhibit	13

Hunter's Path Subdivision is going to be a welcoming community. Situated near 1-84, US 20/26 and a flourishing industrial and commercial corridor, residents of Hunters Path will have a quick commute to everywhere in the Treasure Valley. The community will also have close proximity to two elementary schools and adjacent to a future city park, making Hunters Path a very desirable location to live, work and play.

Subject Site History and Site Characteristics

The subject site has historically been farmed. In 2021 The site was subdivided into three lots within the Canyon County, called Goff Subdivision. The site has frontage onto Marble Front Road and Lincoln Road.

Surrounding characteristics of the site are as follows:

- North – Single Family Residential – Huntington Ridge East Subdivision.
- East – County – Farm Land
- South – Suncreek RV Park
- West – Future City Park and Van Buren Elementary School

Comprehensive Plan Goals

Within the newly adopted City of Caldwell Comprehensive Plan, states that "Caldwell has fewer housing units than households and is growing faster than new housing units are added. (pg. 8)" Due to demand and housing shortage the new comp plan has designated this area of Caldwell as neighborhood 2. This designation encourages residential mid-density that targets small lot single-family homes.

The goal for neighborhood 2 is to cover areas near major centers and area hubs. Due to the close proximity to the Highway 20/26 commercial, industrial area and employment centers we strongly feel that this community will serve the future residential needs in this growing area. This site is contiguous to City of Caldwell limits to the north, south and west of the site. Making the site a perfect infill community.

With the newly adopted Comprehensive Plan, we are looking to request zoning designation of R-2, this request is a compatible zoning district for the neighborhood 2 designation. The following goals meet this applications request:

Chapter 3 - A Connected Community

1.4 Connect residential development with existing streets and require future connection to the City's planned system.

3.1 Develop consistent streetscapes along corridors with distinct landscaping, signage, or similar place-making elements.

4.1 Require new residential development to incorporate safe and interconnected bicycle and pedestrian pathways.

4.4 Close gaps in the sidewalk network to provide continuous and accessible pedestrian pathways throughout the city.

6.2 Develop new neighborhoods with proper ingress/egress for emergency vehicles, including secondary outs, adequate street widths, and turning spaces.

Chapter 6 - Quality Neighborhoods to Call Home

3.2 Promote infill housing developments to maximize existing infrastructure and slow the loss of open space.

Preliminary Plat

Hunters Path Subdivision is a residential community that will consist of 125 residential lots. The breakdown of the lots are as follows:

Overall Project Data	
Single Family Residential Lots	125
Common Lots	26
Net Density	8.64 units per acre
Gross Density	5.24 units per acre
Average Residential Lot Size	5,044 s.f.
Maximum Residential Lot Size	9,205 s.f.
Minimum Lot Size	4,365 s.f.

Table 1: Overall Project Data

Sewer for the site has been reviewed and coordinated with the City of Caldwell Engineering Department. This site will be connecting to existing sewer manhole in Lincoln Ave northwest of the site. Water will be connected in an existing manhole in Marble Front.

Storm drainage will be retained on site and any discharge into a storm water facility will not exceed development flows. Local and collector streets will utilize underground retention facilities including seepage beds within common areas. All public storm drainage facilities will be designed in accordance with City of Caldwell standards.

Pressurized irrigation will be provided through the existing pressurized irrigation water valve located in Mable Front. All requirements for the pressurized irrigation system will be coordinated with City of Caldwell and Pioneer Irrigation during the design of construction plans.

The developer understands and respects the importance of dark-sky lighting for this area. Hunters Path Subdivision will provide dark sky outdoor lighting throughout the site to minimize glare and light pollution onto neighboring properties and throughout the immediate area.

Phasing of the site is currently proposed as two (2) phases. While it is the Developer's intent to follow the phasing plan, future market conditions and lot absorption rates will dictate how the project is ultimately phased and constructed.

Traffic Impact Study

Kittleson and Associates was hired and provided a Traffic Impact Study for Hunters Path Subdivision. Within their summary and findings, they found for the 2025 existing conditions "that all study intersections are deemed acceptable during the weekday am and pm hours with the exception of Aviation Way and US 20-26. They recommended that minor modifications to the traffic signal for better timing is needed at this intersection. This will be coordinated with ITD by our consultant.

Year 2030 the study finds that all study intersections are expected to run acceptably with the exception again of Aviation Way/US 20-26, which finds that a southbound right turn overlap is needed.

The study also notes that total traffic conditions found that the site generated trips did not impact any additional intersections, no additional mitigation needs beyond the Aviation Way right turn lane are required for mitigation.

Open Space & Amenities

Hunters Path Subdivision will include a total of 2.80 acres of qualified open space, representing 11.74% of the entire site. This open space is highlighted in Exhibit B. In total, the site will feature 3.06 acres of landscaped open space, enhancing the community's overall aesthetic and livability.

The community will have two (2) main entrances: one from Lincoln Road and second from Marble Front Road. Each entrance will be framed by lush landscaping on both sides of the street corridor, creating a welcoming and visually appealing gateway. All internal roadways will be constructed to meet City of Caldwell standards.

At the heart of the subdivision will be the primary open space and amenity area, serving as the central gathering point and focal feature of the community.

Walkability is a key design element. The subdivision will feature a network of pedestrian pathways that extend throughout the site, ensuring easy access to all amenities and enhancing connectivity. All pathways will comply with City of Caldwell standards. We have also provided a future walking path to the future City Park for great interconnectivity between the community and park. All pathways are within common lots within the subdivision and will be owned and maintained by the Homeowners Association.

Residential Building Styles

Hunter's Path Subdivision will feature a diverse range of housing styles, offering residents a variety of floorplans and architectural elevations to choose from. As illustrated in Exhibit E**,** the planned elevations are designed to create a cohesive neighborhood aesthetic while allowing for individual character and distinction among homes. Residences will range in size from approximately 1,200 to 3,000 square feet, ensuring options that suit a wide array of lifestyles and preferences.

Amenities

Hunters Path 11.74 % qualified usable open space will provide a wide variety of amenities for the community and future residents. This application is proposing active and passive amenities that all residents at any age can enjoy. The landscaping and amenities have been designed around a theme of nature, with raw elements of timber and metal steal. These details will be seen throughout the design from the entry monumentation to the planter boxes, please see Exhibit F for amenity locations.

A total of three (3) parks have been designed for active and passive activities.

1. A centralized park along the Marble Front Road will provide a shade structure, bike parking with two play areas.
2. At the heart of the community will have a wildflower garden and a sitting area – an inviting oasis featuring raised steel planters filled with vibrant blooms, built-in benches, and steel accent walls that tie the space together.
3. A small pocket park located in phase 2 will have passive recreation of berms and nature play with a multi-use lawn.

Neighborhood Meeting

A neighborhood meeting was held at Van Buren Elementary School on May 12, 2025. During the meeting we had approximatley five (5) people in attendance. Neighbors were concerend with their view, City of Caldwell obtaining future ROW for Aviation Way and questions on irrigation water delivery.

Summary

Hunters Path Subdivision will be a welcoming community and a great addition for the City of Caldwell. The vision and commitment to detail outlined in this narrative and application clearly illustrates the quality of the community. This community will provide great housing options in an area of Caldwell that a is becoming a central hub for commercial and employment opportunities. We are beyond excited for future residents to call Hunters Path Subdivision home.

We appreciate the opportunity to present this application to the City of Caldwell. If you have any questions, please contact me at 208-250-6161 or at sdlandconsulting@outlook.com.

Sincerely,

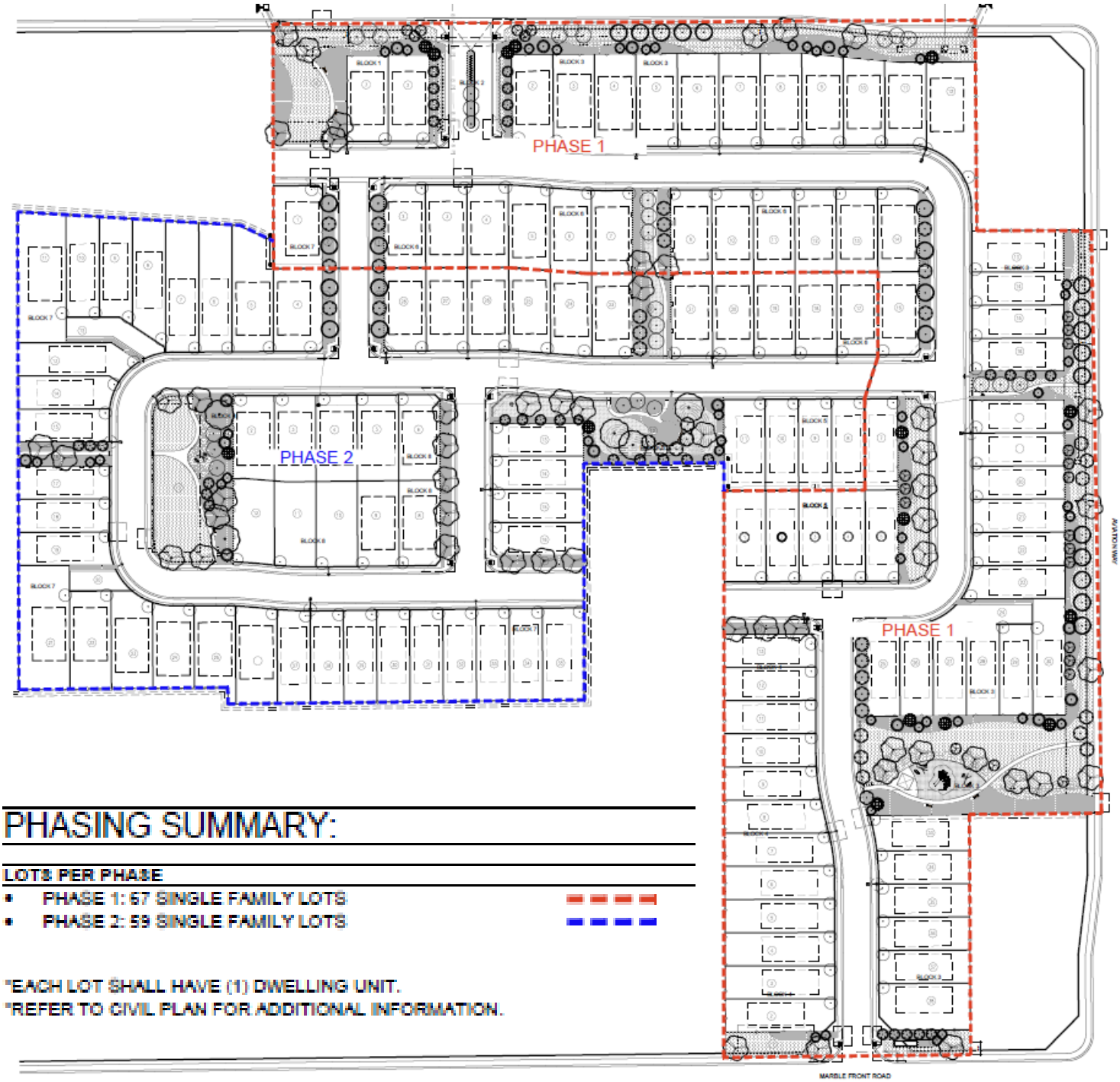
Sabrina Durtschi

Sabrina Durtschi

Exhibit A
Site Plan

Exhibit B
Open Space

Exhibit C
Phasing Plan



PHASING SUMMARY:

LOTS PER PHASE

- PHASE 1: 67 SINGLE FAMILY LOTS
- PHASE 2: 59 SINGLE FAMILY LOTS

*EACH LOT SHALL HAVE (1) DWELLING UNIT.
*REFER TO CIVIL PLAN FOR ADDITIONAL INFORMATION.

Exhibit D
Pathway and Interconnectivity Map

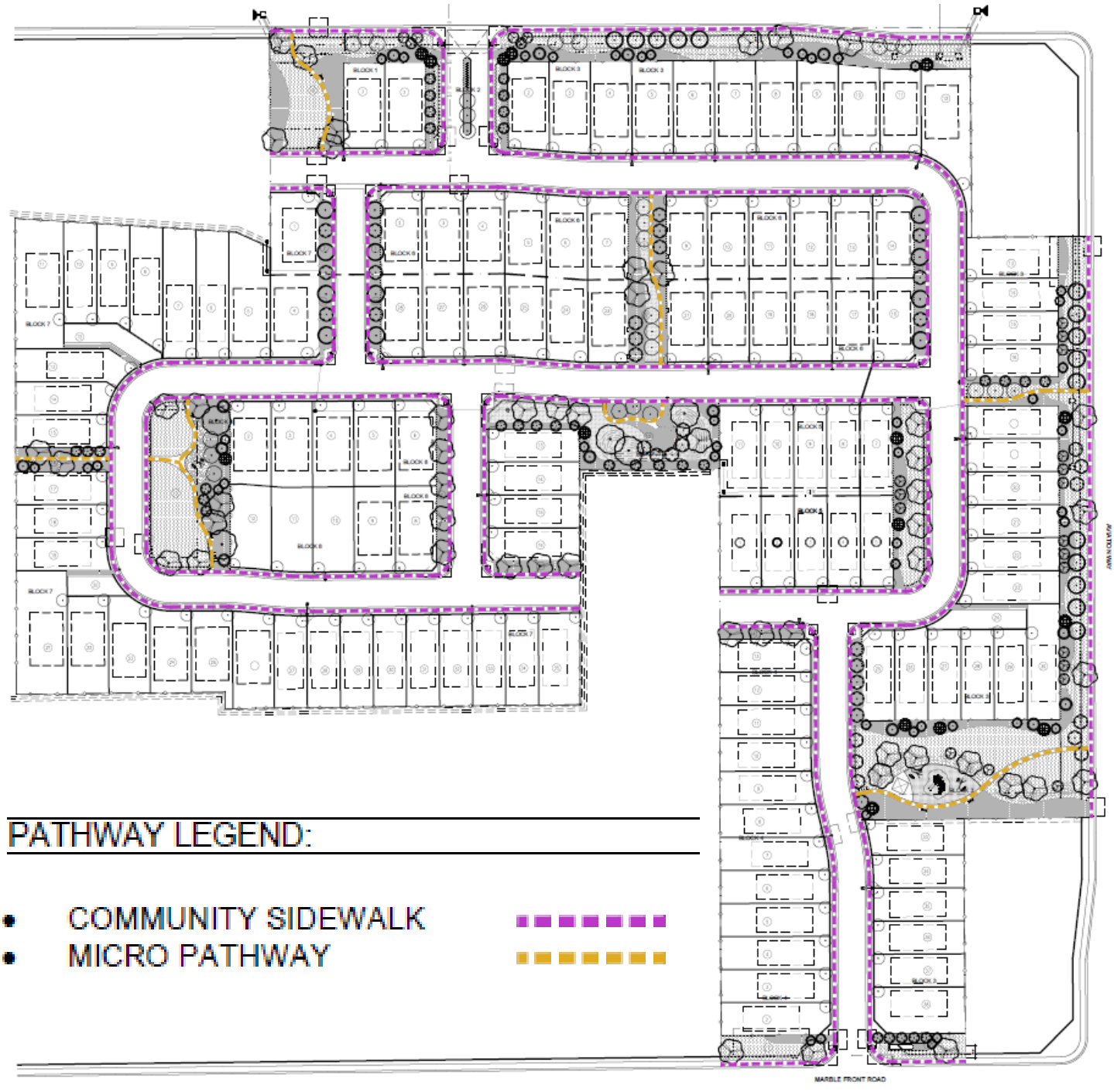


Exhibit E
Elevations

Exhibit F
Amenities and Park Site Plan

Legend:

1: Entry Monument
- Subdivsion Signage

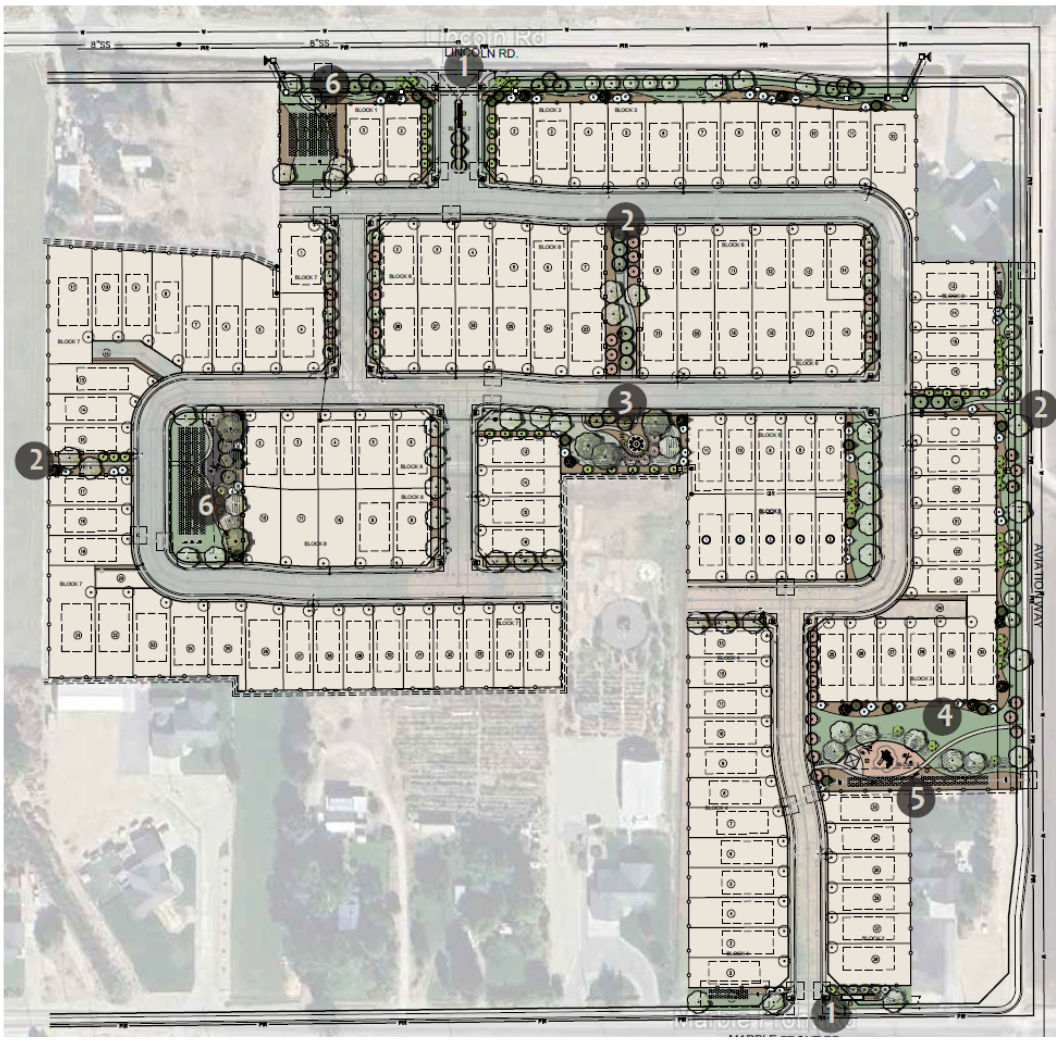
2: Pathway Connections
- Benches
- Concrete Paths

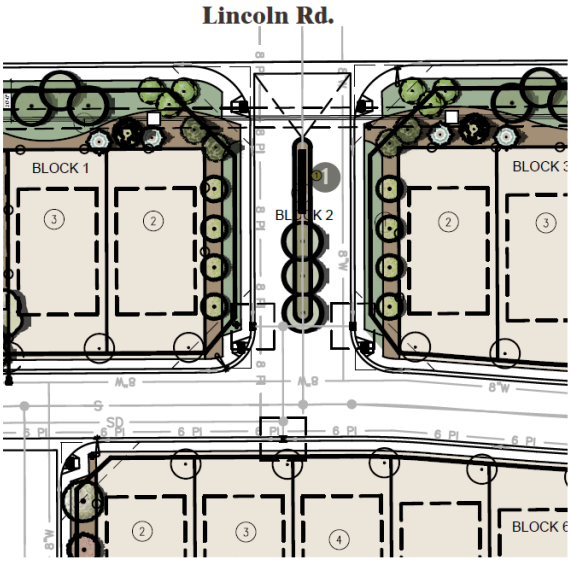
3: Wildflower Garden + Fire pit
- Built-in Benches
- Boulder Wall w/ Berming
- Wildflowers

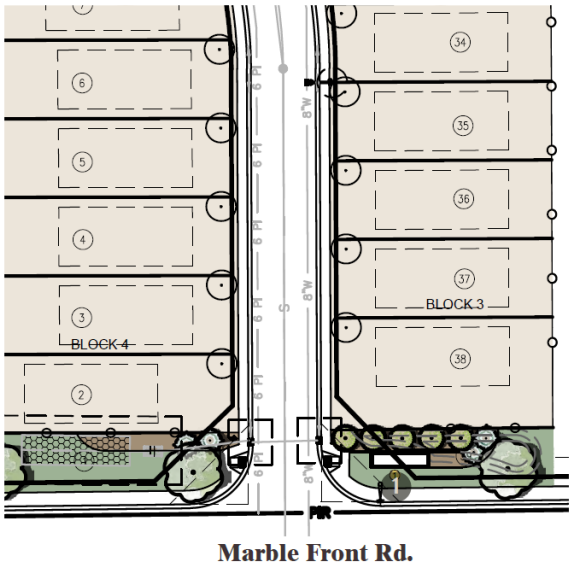
4: Multi-use/Lawn Sport Area

5: Active Playground
- Shade Structure
- Bike Parking
- 2 Play Areas

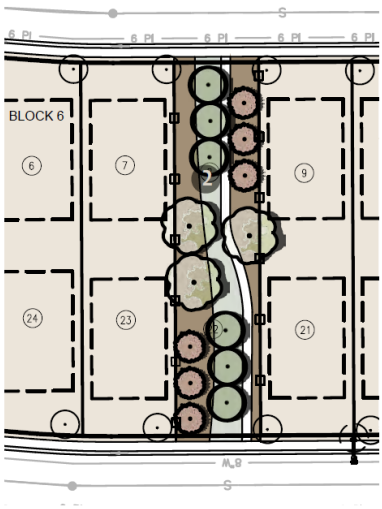
6: Passive Recreation
- Berms and nature play
- Multi-use Lawn

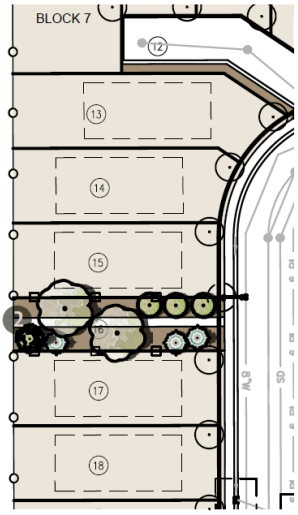


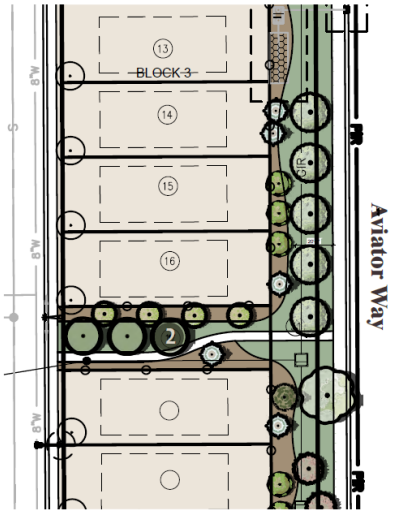




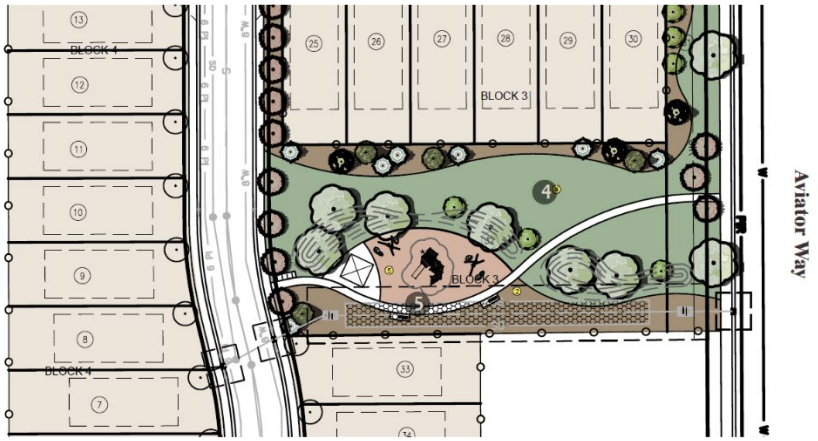
1 Entry Monument
- Subdivsion Signage







2 Pathway Connections
- Benches
- Concrete Paths

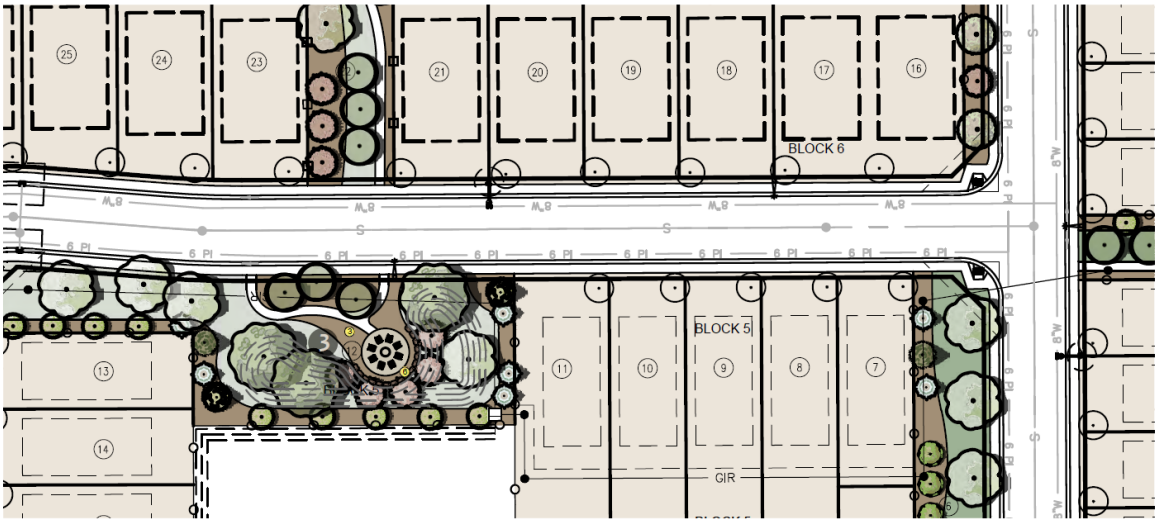


4 Multi-use/ Lawn Sport Area

5 Active Playground
- Shade Structure
- Bike Parking
- 2 Play Areas

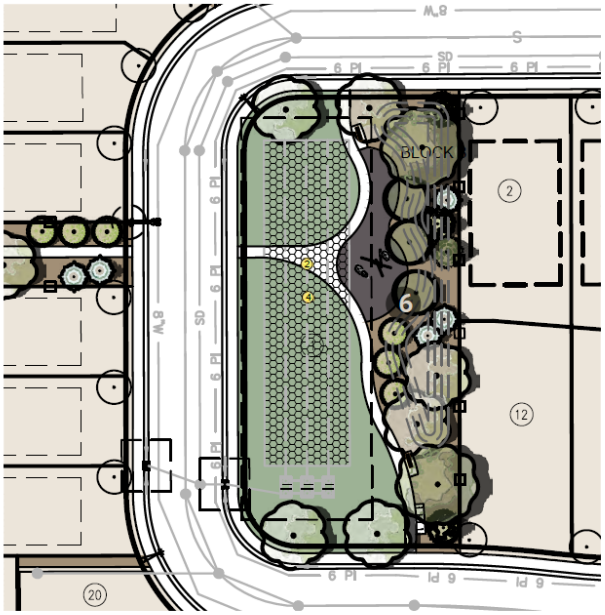
4 Multi-use/ Lawn Sport Area

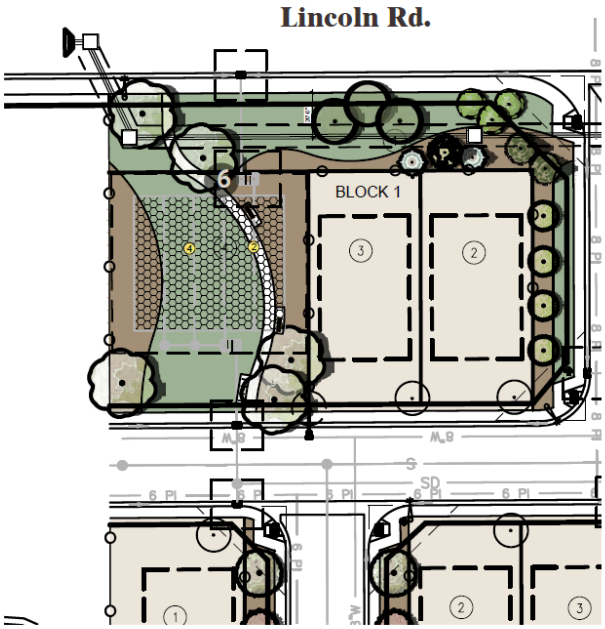
5 Active Playground
- Shade Structure
- Bike Parking



3 Wildflower Garden + Fire pit
- Built-in Benches
- Boulder Wall w/ Berms
- Wildflowers

HUNTERS PATH





6 Passive Recreation

- Berms and nature play
- Multi-use Lawn

Randi Bicandi
1905 Mason Road
Caldwell, Idaho 83605

Aaron Wenning
3713 Hickory Smoke Street
Caldwell, ID 83605

Nichole Jordan Brown
403 Chimney Swift Ave
Caldwell, Idaho 83605

City of Caldwell
PO Box 1179
Caldwell Idaho 83605

Caldwell School District
1502 Fillmore Street
Caldwell, ID 83605

Fabiola Castanon
411 Chimney Swift Ave
Caldwell, Idaho 83605

Francisco Chavez
3410 Lincoln Road
Caldwell Idaho 83605

Alexandra Christensen
3717 Hickory Smoke Street
Caldwell, ID 83605

Marion Davis and Patricia A Trust
3409 Lincoln Road
Caldwell, ID 83605

Brian De Mond
3313 Marble Front Road
Caldwell, Idaho 83605

Luis Enrique Lugo Dominguez
3721 Hickory Smoke Street
Caldwell, ID 83605

Karen Donleavy
3323 Marble Front Road
Caldwell ID 83605

Dan Ferris and Gail Living Trust
3415 Marble Front Road
Caldwell, ID 83605

Tara Haglund
2750 E Taormina Drive
Meridian, ID 83642

Billy Hammond
3311 Marble Front Road
Caldwell, ID 83605

Hayden Homes Idaho LLC
2464 SW Glacier Place Suite 110
Bend, OR 97702

HHIF VI LLC
963 SW Simpson Ave Suite 110
Bend OR, 97702

Houston Family Farms
18818 Prescott Lane
Nampa, ID 83687

Mike Kaplan Trust
3323 Marble Front Road
Caldwell, ID 83605

Jamie Kohlbecker
3043 NW 3rd Street
Meridian, ID 83646

Abraham Lopez
3573 E Long Wing Lane Suite 210
Meridian, ID 83646

Nathan Menish
3220 Lincoln Road
Caldwell, ID 83605

Mosaics Public School INC
702 W Idaho Street Suite 600
Boise, ID 83702

Bruce J Nay
3423 Marble Front Road
Caldwell, ID 83605

William Roach
3718 Hickory Smoke Street
Caldwell, ID 83605

Kasie Snell
3421 Lincoln Road
Caldwell, ID 83605

Suncreek RV LLC
2667 E Gala Street suite 120
Meridian, ID 83646

Gregory Tanner
3211 Marble front Road
Caldwell, ID 83605

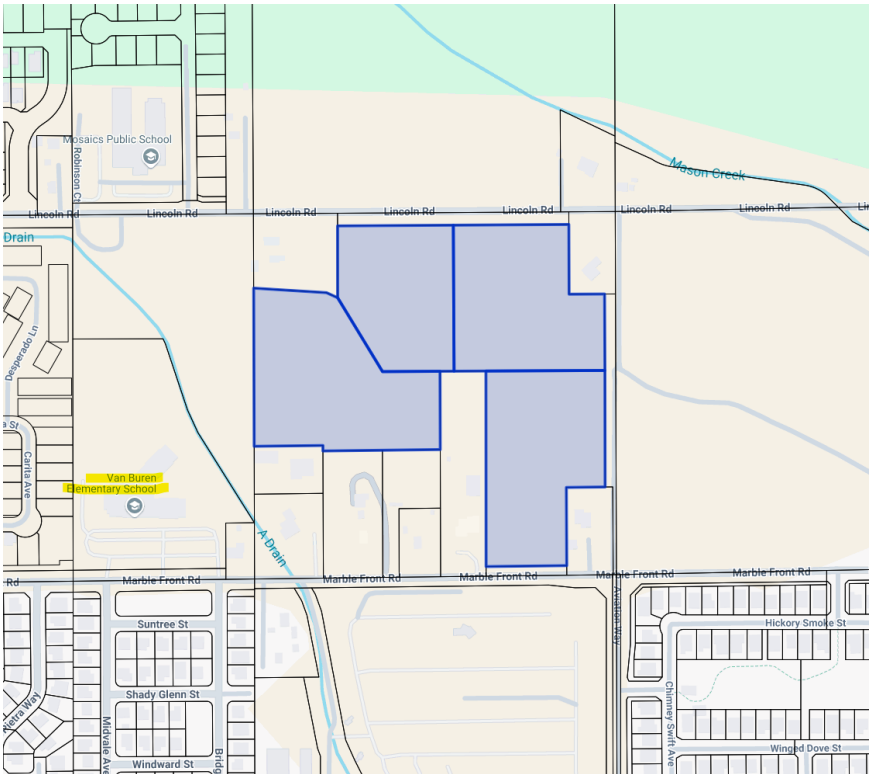
Voyage Crossing N Subdivision AMI
3140 W Belltower Drive
Meridian, ID 83646

Notice of Neighborhood Meeting

April 27, 2025

Dear Neighbors,

You are invited to a neighborhood meeting to discuss an upcoming application for annexation, zoning of R-2 (single-family residential) and preliminary plat for Hunters Path Subdivision. This site is located north of Marble Front and South of Lincoln Road, see map below for exact location.



Meeting Time and Location

This meeting will be a "open house style meeting" held on Monday, May 12, from 6:00 pm to 7:00 pm at Van Buren Elementary School within room 109. The address for the school is 3115 Marble Front Road.

I look forward to discussing our project with you. If you are unable to attend this meeting and have further question, please reach out to me at 208-250-6161 or at sdlandconsulting@outlook.com.

No city officials will be present at this meeting.

NEIGHBORHOOD MEETING CERTIFICATION:

Applicants shall conduct a neighborhood meeting for the following: special use permit applications; variance applications; annexation applications; planned unit development applications; preliminary plat applications that will be submitted in conjunction with an annexation, rezone or planned unit development application; and, rezone applications as per City of Caldwell Zoning Ordinance Section 10-03-12.

Description of the proposed project:
Annexation, rezone and preliminary plat for Hunters Path Subdvision

Date of Round Table meeting: 2-27-25

Notice sent to neighbors on: 4-28-25

Date & time of the neighborhood meeting: 5-12-25

Location of the neighborhood meeting:

Van Buren School

Developer/Applicant:

Name: Cantlon Holdins LLC and Boise Valley Land Holdings LLC

Address, City, State, Zip: 898 W Stafford Drive, Eagle Idaho 83616

I certify that a neighborhood meeting was conducted at the time and location noted on this form and in accord with City of Caldwell Zoning Ordinance Section 10-03-12.

DEVELOPER/APPLICANT SIGNATURE Sabrina Durtschi

DATE 5-12-25

NEIGHBORHOOD MEETING SIGN-IN FORM
City of Caldwell Planning and Zoning Department
621 E. Cleveland Blvd., Caldwell, ID 83605
Phone: (208) 455-3021

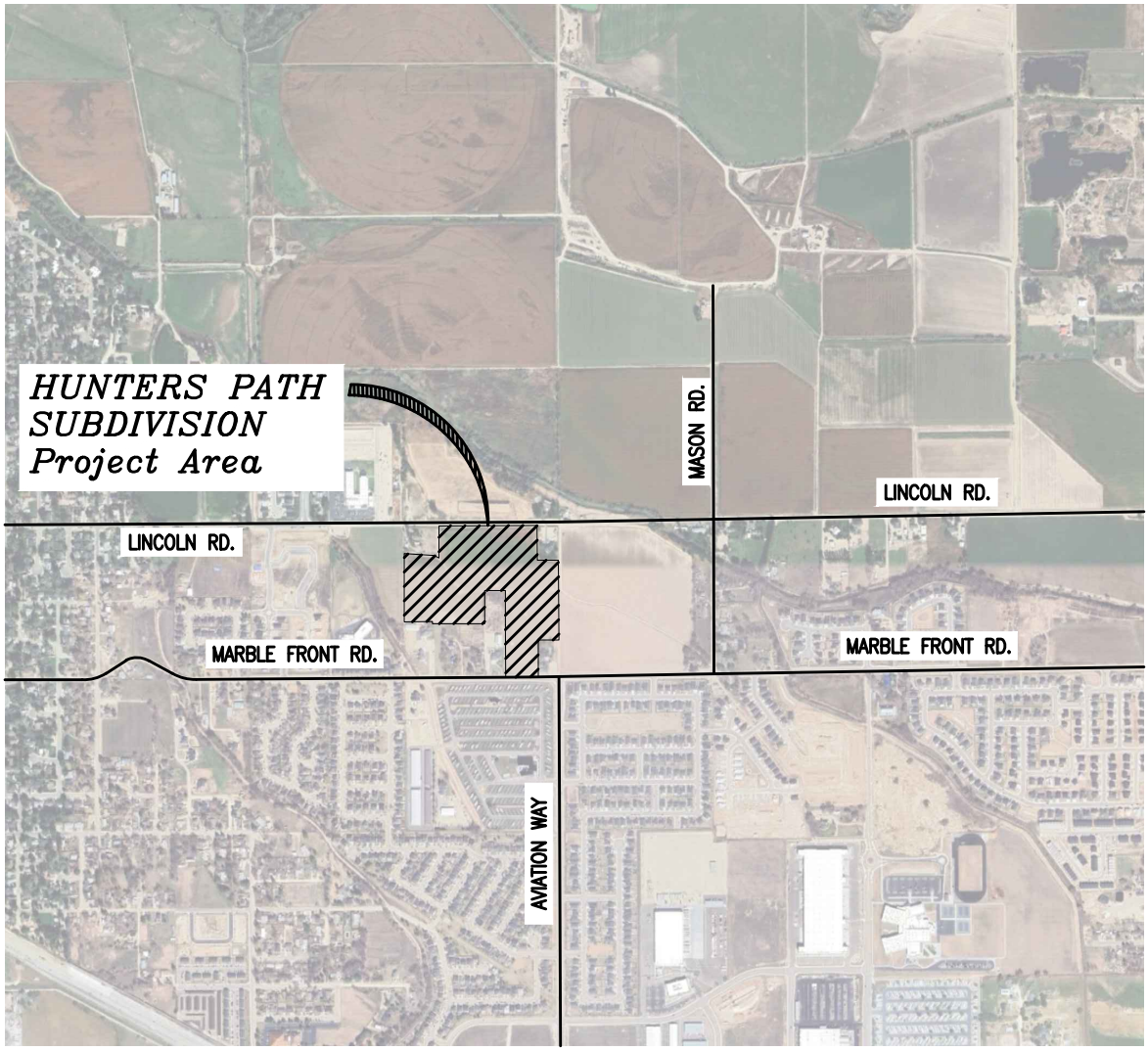
Start Time of Neighborhood Meeting: 6:00 p.m

End Time of Neighborhood Meeting: 7:00 p.m

Those in attendance please print your name and address.

If no one attended, Applicant please write across this form "No one attended".

	PRINTED NAME	ADDRESS, CITY, STATE, ZIP
1.	Bruce & Vicki Nay	3423 Marble Front Rd. Caldwell 83605
2.	Mike Kaplan	3413 " (310) 927-4860
3.	Karen Donlevy	3233 " (310) 926-3462
4.	Nathan Menish	3220 Lincoln Rd.
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		



- VICINITY MAP -

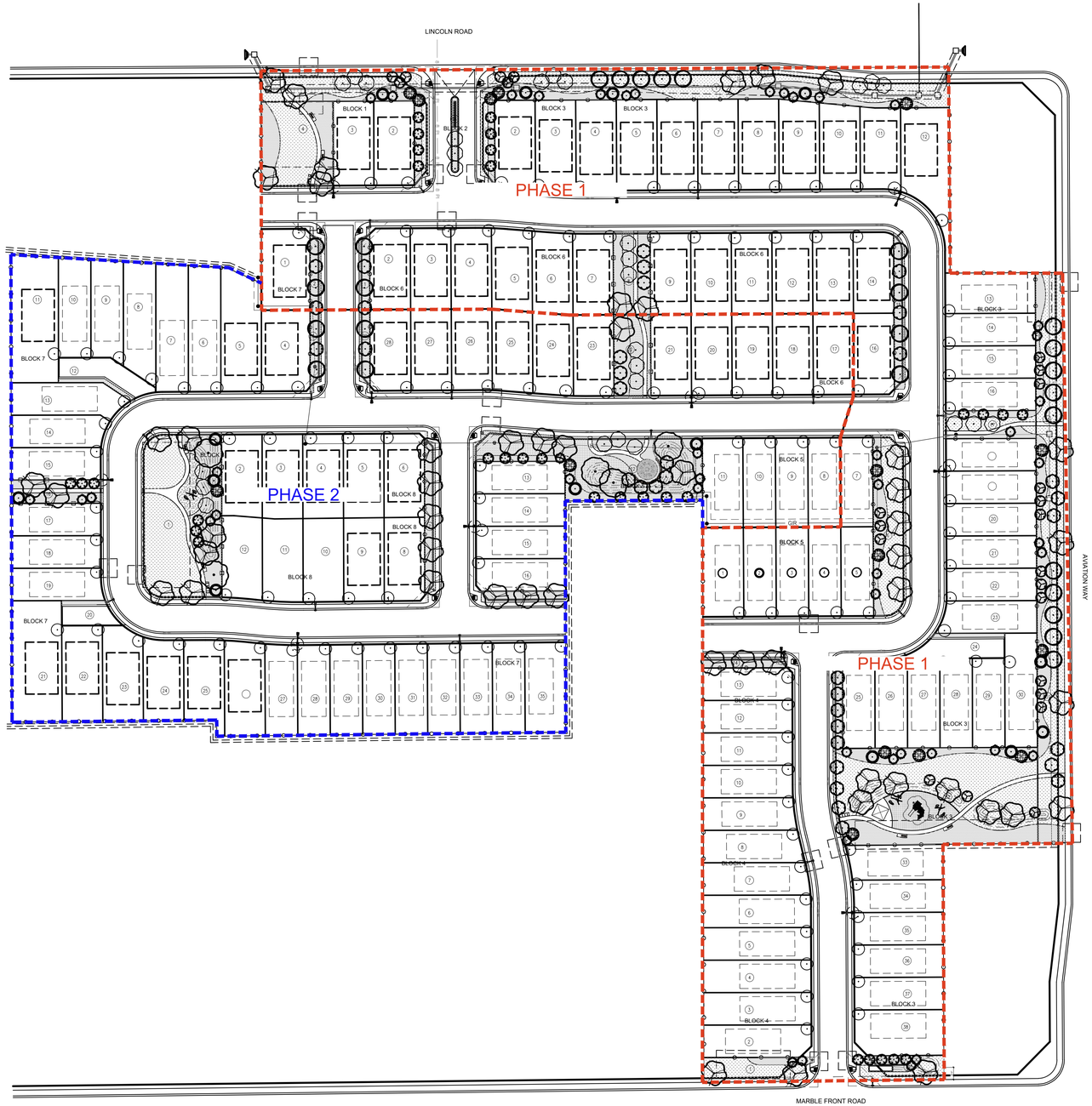
"NTS"

PHASING SUMMARY:

LOTS PER PHASE

- PHASE 1: 67 SINGLE FAMILY LOTS
- PHASE 2: 59 SINGLE FAMILY LOTS

*EACH LOT SHALL HAVE (1) DWELLING UNIT.
*REFER TO CIVIL PLAN FOR ADDITIONAL INFORMATION.



EMILY VOGES
Landscape Architect
emily.voges@gmail.com
818.983.5347

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STATE OF IDAHO
EMILY M VOGES
LA-16892
05.20.25
LICENSED LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

HUNTERS PATH

CALDWELL, ID 83686

Revision No:	Date:	Desc:
Date:	05.20.2025	
Drawn By:	EV	

Drawing Title:

PHASING PLAN

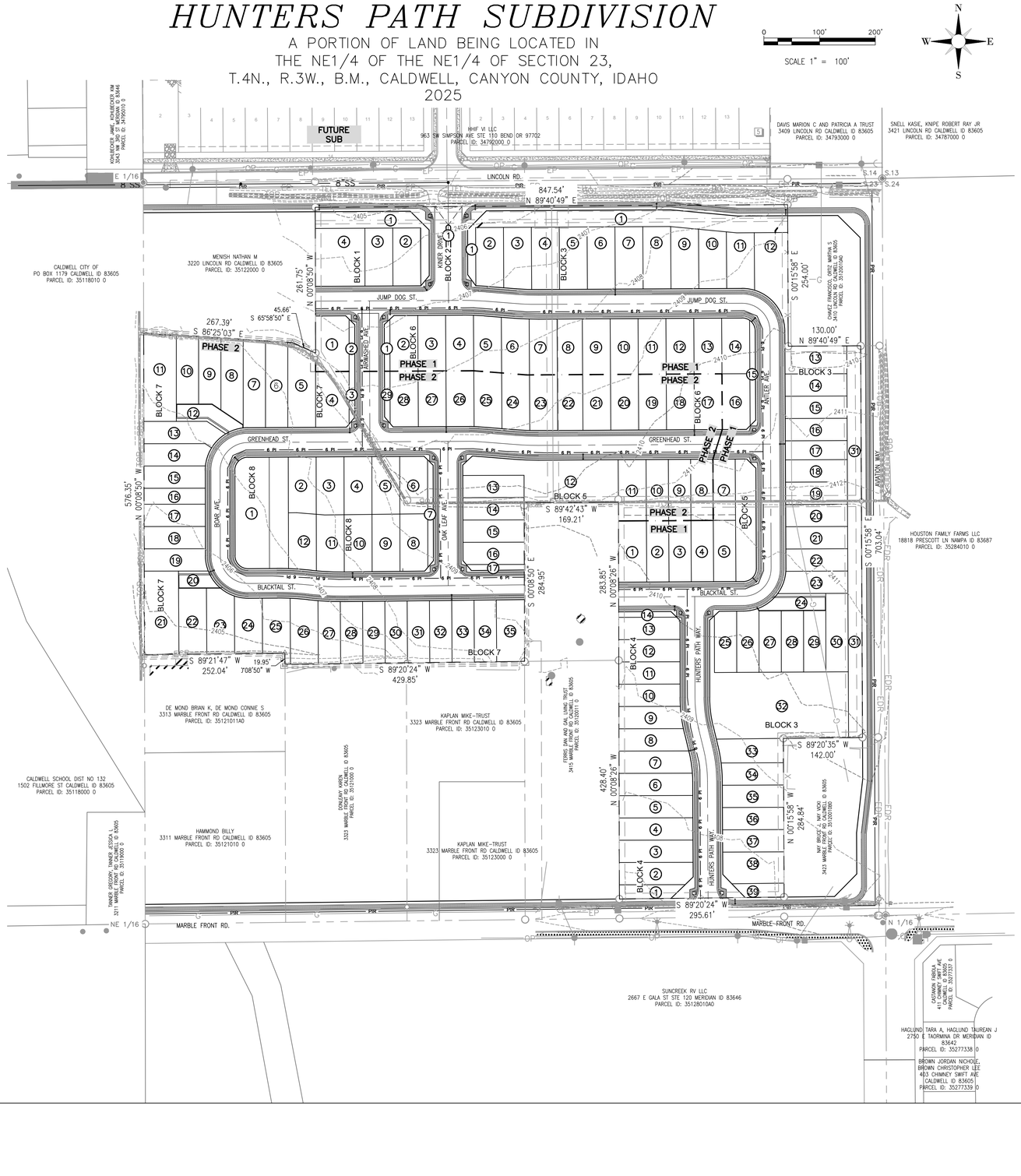
Drawing No:

EX1.2

PRELIMINARY PLAT SHOWING

HUNTERS PATH SUBDIVISION

A PORTION OF LAND BEING LOCATED IN
THE NE1/4 OF THE NE1/4 OF SECTION 23,
T.4N., R.3W., B.M., CALDWELL, CANYON COUNTY, IDAHO
2025



DEVELOPERS

CANTLON HOLDINGS, LLC.
RYAN CANTLON
898 W STAFFORD DR, EAGLE, ID 83616
208-867-3751
RYAN@IDAHOLANDBROKERAGE.COM

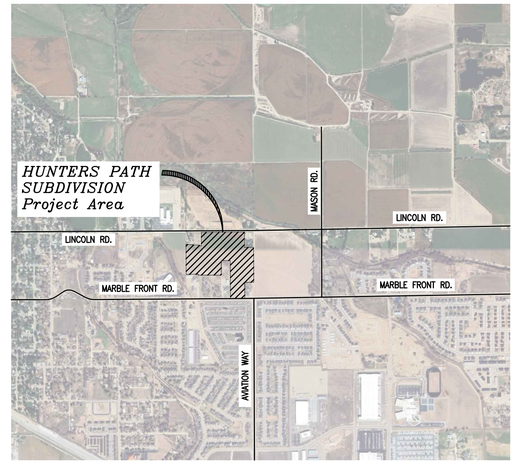
BOISE VALLEY LAND HOLDINGS, LLC
MICHAEL RIGGS
P.O. BOX 550, MERIDIAN IDAHO 83680
208-860-0064
MICHAELGOFAST@YAHOO.COM

SURVEYOR

IDAHO SURVEY GROUP
CODY McCAMMON
9955 W. EMERALD ST.
BOISE, ID 83704
(208) 846-8570
CODYM@IDAHOSURVEY.COM

ENGINEER

CK-ENGINEERING
CHAD KINKELA
1300 E. STATE ST, SUITE 102
EAGLE, ID 83616
(208) 639-1992
CHAD@CK-ENGINEERS.COM



- VICINITY MAP -
"NTS"

- LEGEND -

EXISTING PROPERTY BOUNDARY LINE	SUBDIVISION BOUNDARY LINE
EXISTING LOT LINE	LOT LINE
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EXISTINGFENCE	FENCE
EXISTING SANITARY SEWER LINE W/ MANHOLE	SANITARY SEWER LINE W/ MANHOLE
EXISTING GAS LINE	WATER MAIN
EXISTING OVERHEAD POWER LINE	IRRIGATION LINE
EXISTING WATER MAIN	EDGE OF PAVEMENT
EXISTING IRRIGATION LINE	EDGE OF DIRT ROAD
EXISTING EDGE OF PAVEMENT	BOTTOM OF DITCH
EXISTING EDGE OF DIRT ROAD	TOP OF BANK
EXISTING BOTTOM OF DITCH	NEW SIDEWALK
EXISTING TOP OF BANK	
EXISTING SIDEWALK	

NOTES:

1. NO DIRECT LOT ACCESS SHALL BE ALLOWED ONTO LINCOLN ROAD, AVIATION WAY, AND MARBLE FRONT RD.
2. ALL LOTS SHALL HAVE SEWER SERVICE PROVIDED BY THE CITY OF CALDWELL.
3. ALL LOTS SHALL HAVE DOMESTIC WATER PROVIDED BY THE CITY OF CALDWELL.
4. THE DEVELOPER WILL COMPLY WITH IDAHO CODE 31-3805 BY PROVIDING PRESSURE IRRIGATION TO ALL LOT PER THE CITY OF CALDWELL STANDARDS.
5. MINIMUM BUILDING SETBACK LINES SHALL BE IN ACCORDANCE WITH THE ZONING ORDINANCE AT THE TIME OF ISSUANCE OF THE BUILDING PERMIT.
6. STORM WATER DRAINAGE SHALL BE COLLETED AND OR RETAINED ON SITE BY CATCH BASINS, UNDERGROUND PIPING, SWALES, DRAINAGE PONDS AND SEEPAGE BEDS PER THE CITY OF CALDWELL STORM WATER POLICY MANUAL.
7. THIS DEVELOPMENT RECOGNIZES SECTION 22-4503, RIGHT TO FARM ACT, WHICH STATES, IDAHO CODE "NO AGRICULTURAL OPERATION OR AN APPURTENANCE TO IT SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER THE SAME HAS BEEN IN OPERATION FOR MORE THAN ONE YEAR, WHEN THE OPERATIONS WAS NOT A NUISANCE AT THE TIME THE OPERATION BEGAN, PROVIDED THAT THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHENEVER A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF ANY AGRICULTURAL OPERATION OR AN APPEARANCE TO IT".
8. LOT 1, AND 4 BLOCK 1, LOT 1, BLOCK 2, LOTS 1, 17, 24, 31, 32, & 39 BLOCK 3, LOT 1 AND 14 BLOCK 4, LOT 6, 12 AND 17 BLOCK 5, LOT 1, 8, 15, 22 AND 29 BLOCK 6, LOT 2, 3, 12, 16 & 20 BLOCK 7, LOT 1, & 7 BLOCK 8 ARE COMMON LOTS TO BE OWNED AND MAINTAINED BY THE HUNTERS PATH SUBDIVISION HOMEOWNERS ASSOCIATION.

PRELIMINARY DEVELOPMENT FEATURES

ZONING	R2
TOTAL ACRES	23.864 AC
TOTAL LOTS	151
SINGLE FAMILY LOTS	125
RESIDENTIAL GROSS DENSITY	5.238 UNITS/ACRE
COMMON/OPEN SPACE LOTS	26
AREA OF SITE FOR R.O.W.	5.625 ACRES
OPEN SPACE	164,576 SF OR 3.778 AC
PERCENTAGE OF OPEN SPACE	15.83%
RESIDENTIAL NET DENSITY	8.644 UNITS/ACRE
MINIMUM RESIDENTIAL LOT SIZE	4,365 SF
AVERAGE RES BLDG. LOT SIZE	5,044 SF
MAXIMUM RESIDENTIAL LOT SIZE	9,205 SF
QUALIFIED OPEN SPACE	122,091 SF OR 2.80 AC OR 11.74%

- BENCHMARKS -

-NAVD 1988-

S.14 S.13
S.23 S.24

NORTHING: 34057.556'
EASTING: 5998.122
ELEVATION: 2410.50'

BEFORE DIGGING, CALL DIGLINE AT 1-800-342-1585

REVISIONS:

HUNTERS PATH SUBDIVISION
CALDWELL, CANYON COUNTY, ID

PRELIMINARY PLAT

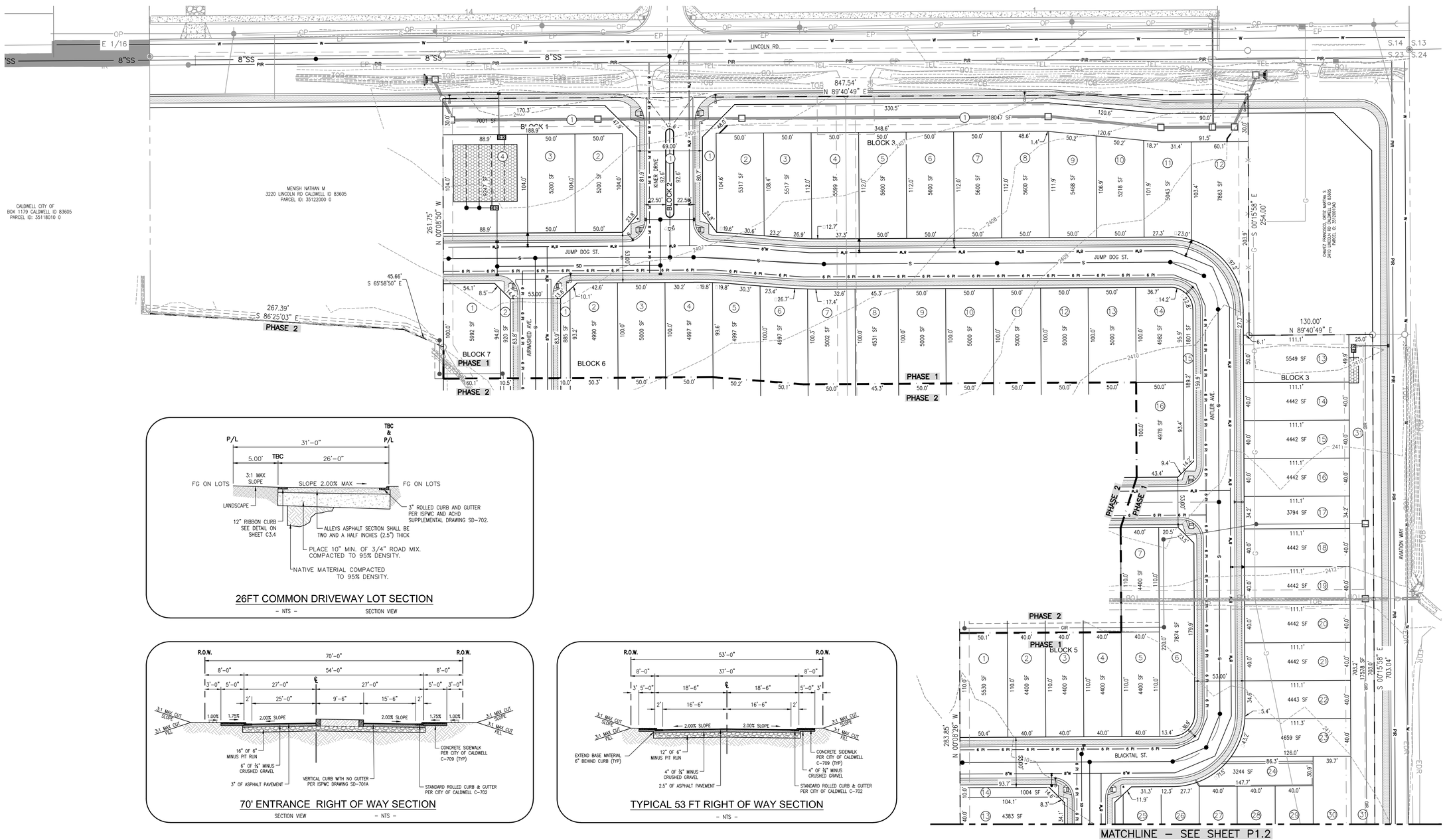
CK ENGINEERING
1300 E. STATE ST., SUITE 102
EAGLE, ID 83616
PHONE 208-639-1992

DRAWN BY: DRS
CHECKED BY: JSF
DATE: 05/23/25
FILE: HUNTERS PATH_PRE PLAT.DWG
DIR: C:\CK ENGINEERING\CANTON RCH - CALDWELL\PRELIMINARY PLAT

PROFESSIONAL ENGINEER
REGISTERED
9412
05/23/25
STATE OF IDAHO
CHAD S. KINKELA

SHEET
P1.0

BEFORE DIGGING, CALL DIGLINE AT 1-800-342-1585



26FT COMMON DRIVEWAY LOT SECTION

– NTS – SECTION VIEW

70' ENTRANCE RIGHT OF WAY SECTION

SECTION VIEW – NTS –

TYPICAL 53 FT RIGHT OF WAY SECTION

– NTS –

REVISIONS:

HUNTERS PATH SUBDIVISION
CALDWELL, CANYON COUNTY, ID

PRELIMINARY PLAT
PHASE – 1
(1 OF 2)

CK ENGINEERING
1300 E. STATE ST. SUITE 102
EAGLE, ID 83616
PHONE 208-639-1992

DRAWN BY: DBS
CHECKED BY: JSF
DATE: 05/23/25
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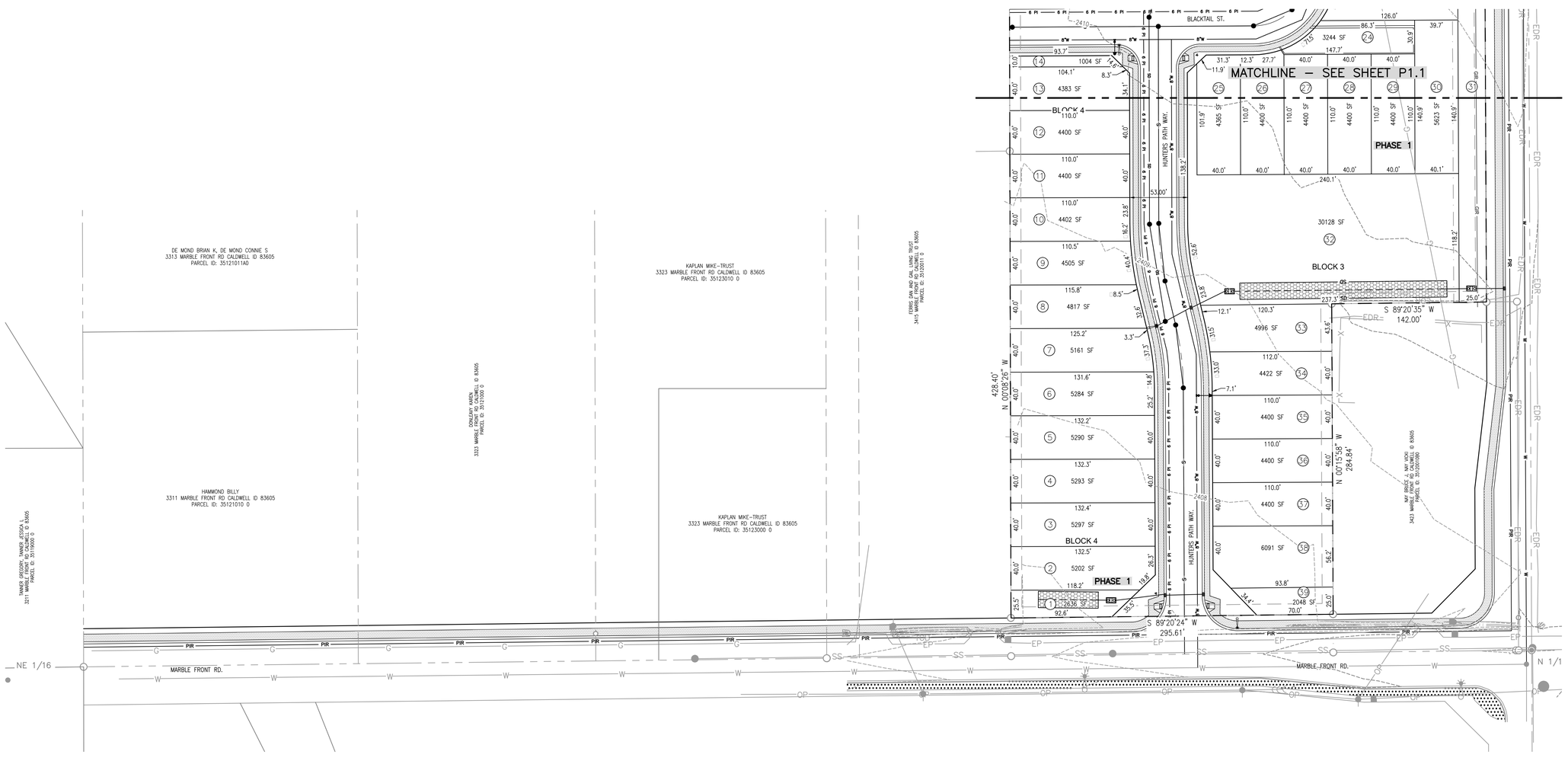
PROFESSIONAL ENGINEER REGISTERED
9412
05/23/25
STATE OF IDAHO
CHAD S. KINKELA

SHEET
P1.1

BEFORE DIGGING, CALL DIGLINE AT 1-800-342-1585



REVISIONS:

HUNTERS PATH SUBDIVISION
CALDWELL, CANYON COUNTY, ID

PRELIMINARY PLAT
PHASE - 1
(2 OF 2)

CK ENGINEERING
1300 E. STATE ST., SUITE 102
EAGLE, ID 83616
PHONE 208-639-1992

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CHECKED BY: JSF
DATE: 05/23/25
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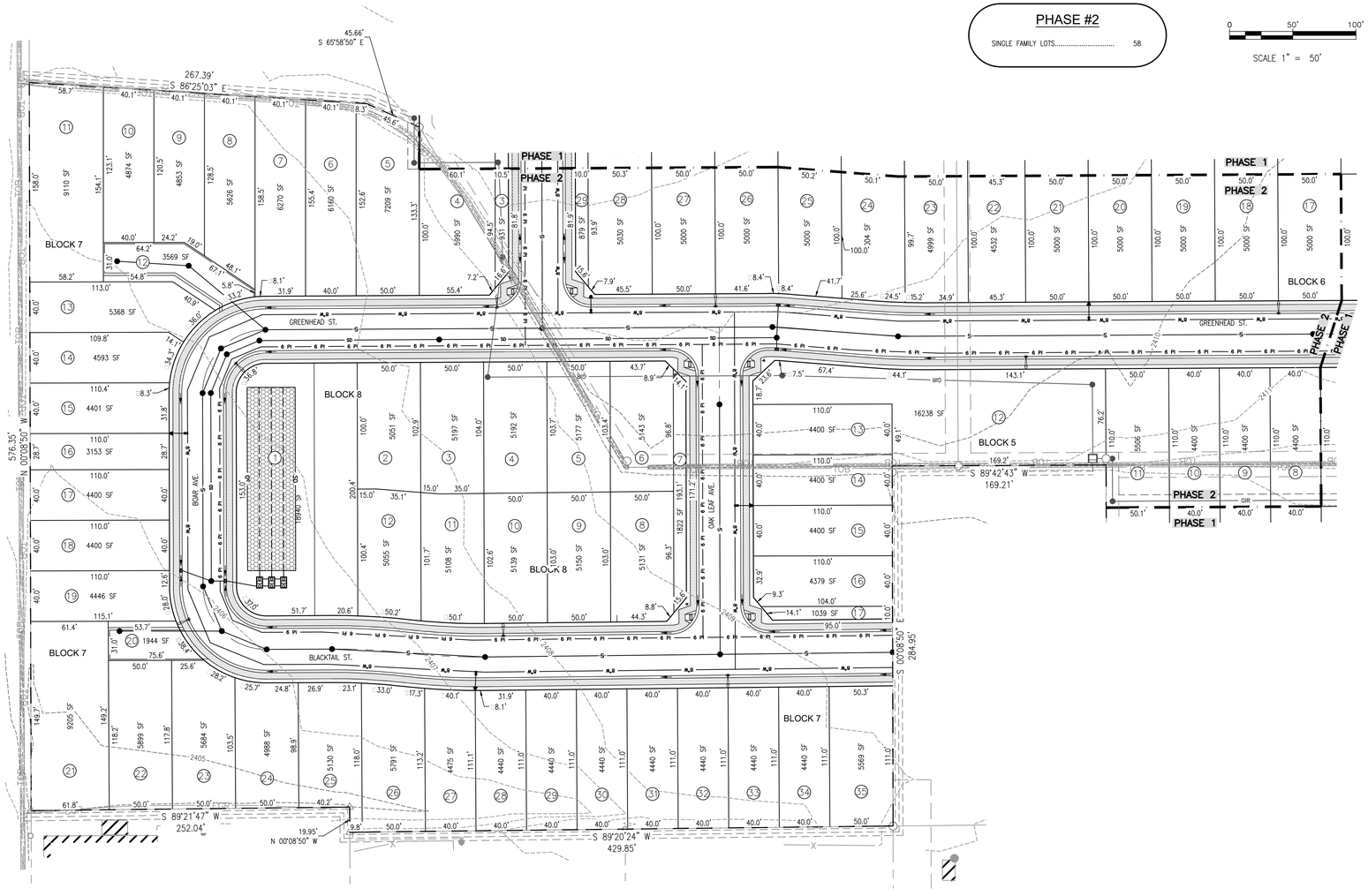
PROFESSIONAL ENGINEER
REGISTERED
9412
05/23/25
STATE OF IDAHO
CHAD S. KINKELA

SHEET
P1.2

BEFORE DIGGING, CALL DIGLINE AT 1-800-342-1585



REVISIONS:

HUNTERS PATH SUBDIVISION
CALDWELL, CANYON COUNTY, ID

PRELIMINARY PLAT
PHASE - 2
(1 OF 1)

CK ENGINEERING
1300 E. STATE ST., SUITE 102
EAGLE, ID 83616
PHONE 208-639-1992

DRAWN BY: DRS
CHECKED BY: JSF
DATE: 05/23/25
FILE: HUNTERS PATH_PRE PLAT.DWG
DIR: R:\08 LAND DEVELOPMENT\HUNTERS PATH - CALDWELL\CK-ENGR\P-PLAT

PROFESSIONAL ENGINEER
REGISTERED
9412
05/23/25
STATE OF IDAHO
CHAD S. KINKELA

SHEET
P1.3

= QUALIFIED OPEN SPACE:

= 50% QUALIFIED OPEN SPACE:

= UNQUALIFIED OPEN SPACE:

QUALIFIED OPEN SPACE LOTS

BLOCK 1:

- LOT 1: (@50%) – 3,500 SQFT
- LOT 6: 9,247 SQFT

BLOCK 3:

- LOT 1: (@50%) – 9,023 SQFT
- LOT 17: 3,794 SQFT
- LOT 31: (@50%) – 8,789 SQFT
- LOT 32: 30,128 SQFT
- LOT 39: (@50%) – 1,024 SQFT

BLOCK 4:

- LOT 1: (@50%) – 1,318 SQFT

BLOCK 5:

- LOT 6: 7,874 SQFT
- LOT 12: 16,238 SQFT

BLOCK 6:

- LOT 8: 4,531 SQFT
- LOT 22: 4,532 SQFT

BLOCK 7:

- LOT 16: 3,153 SQFT

BLOCK 8:

- LOT 1: 18,940 SQFT

TOTAL = 122,091 SQFT

QUALIFIED OPEN SPACE PROVIDED – 122,091 SF = 2.802 AC

TOTAL SITE – 23.8636 ACRES

PERCENTAGE QUALIFIED OPEN SPACE – 11.74%

TOTAL OPEN SPACE PROVIDED – 133,245 SF = 3.059 AC

PERCENTAGE TOTAL OPEN SPACE – 12.82%

BEFORE DIGGING, CALL DIGLINE AT 1-800-342-1585

REVISIONS:

HUNTERS PATH SUBDIVISION
CALDWELL, CANYON COUNTY, ID

PRELIMINARY PLAT
OPEN SPACE

CK ENGINEERING
1300 E. STATE ST., SUITE 102
EAGLE, ID 83616
PHONE 208-939-1992

DRAWN BY: DRS
CHECKED BY: JSF
DATE: 05/23/25
FILE: HUNTERS PATH_PRE PLAT.DWG
DIR: S:\JOB AND CODES\CAD\HUNTERS PATH - CALDWELL\CK-SHEETS*.PLP

PROFESSIONAL ENGINEER
REGISTERED
9412
05/23/25
STATE OF IDAHO
CHAD S. KINKELA

SHEET
P1.4

PRELIMINARY PLAT SHOWING

HUNTERS PATH SUBDIVISION

A PORTION OF LAND BEING LOCATED IN
THE NE1/4 OF THE NE1/4 OF SECTION 23,
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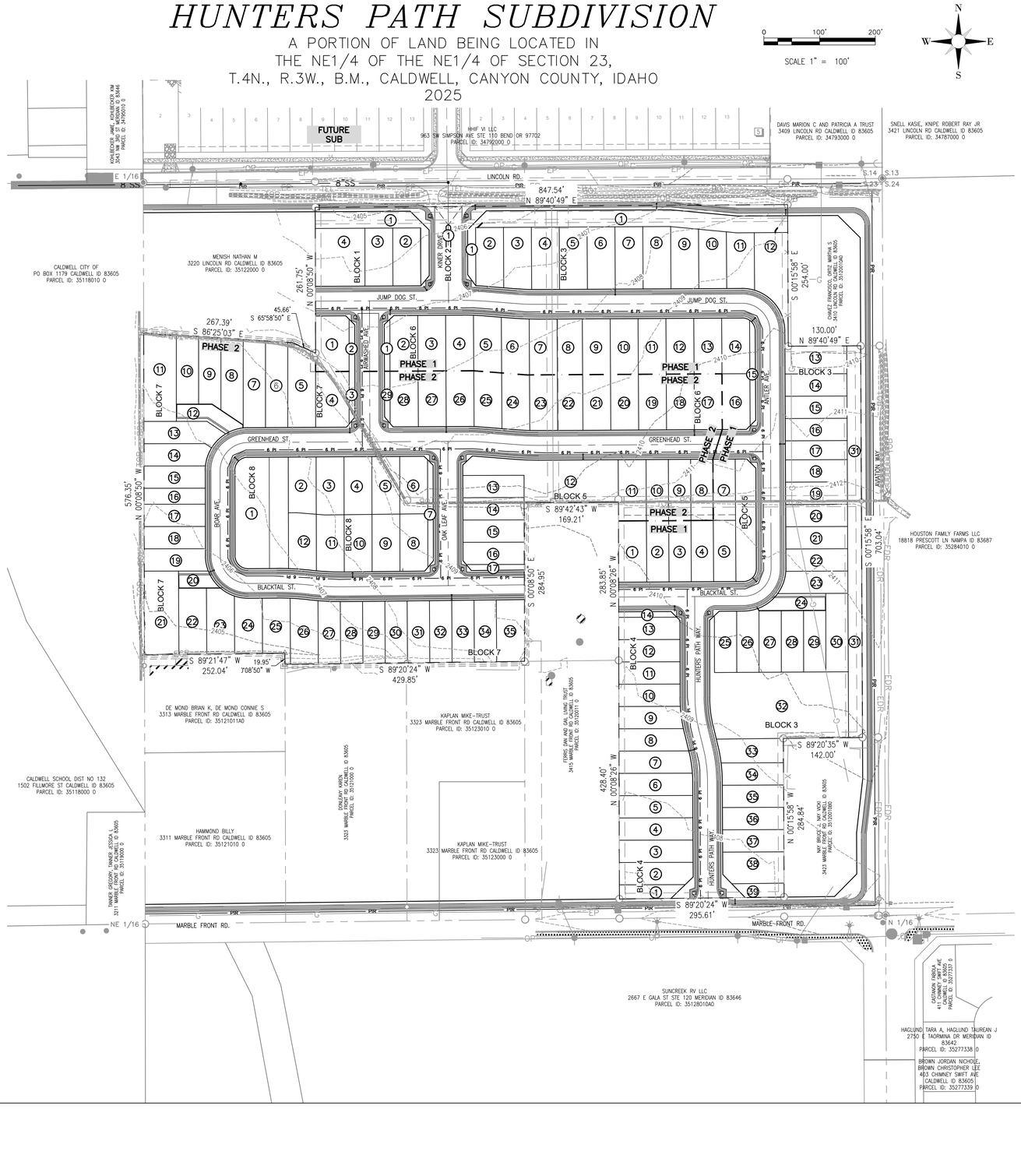
2025



DEVELOPERS

CANTLON HOLDINGS, LLC.
RYAN CANTLON
898 W STAFFORD DR, EAGLE, ID 83616
208-867-3751
RYAN@IDAHOLANDBROKERAGE.COM

BOISE VALLEY LAND HOLDINGS, LLC
MICHAEL RIGGS
P.O. BOX 550, MERIDIAN IDAHO 83680
208-860-0064
MICHAELGOFAST@YAHOO.COM

SURVEYOR

IDAHO SURVEY GROUP
CODY McCAMMON
9955 W. EMERALD ST.
BOISE, ID 83704
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CODYM@IDAHOSURVEY.COM

ENGINEER

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CHAD KINKELA
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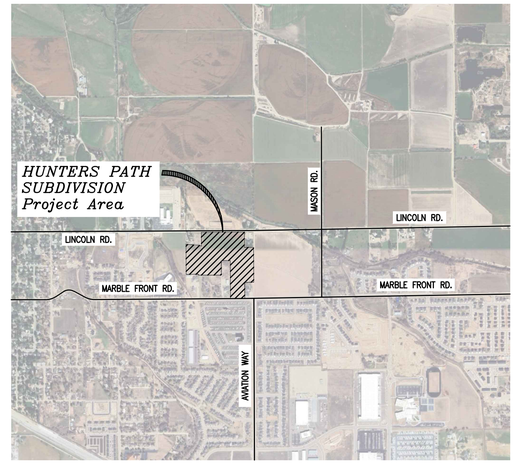

- VICINITY MAP -
"NTS"

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4. THE DEVELOPER WILL COMPLY WITH IDAHO CODE 31-3805 BY PROVIDING PRESSURE IRRIGATION TO ALL LOT PER THE CITY OF CALDWELL STANDARDS.
5. MINIMUM BUILDING SETBACK LINES SHALL BE IN ACCORDANCE WITH THE ZONING ORDINANCE AT THE TIME OF ISSUANCE OF THE BUILDING PERMIT.
6. STORM WATER DRAINAGE SHALL BE COLLETED AND OR RETAINED ON SITE BY CATCH BASINS, UNDERGROUND PIPING, SWALES, DRAINAGE PONDS AND SEEPAGE BEDS PER THE CITY OF CALDWELL STORM WATER POLICY MANUAL.
7. THIS DEVELOPMENT RECOGNIZES SECTION 22-4503, RIGHT TO FARM ACT, WHICH STATES, IDAHO CODE "NO AGRICULTURAL OPERATION OR AN APPURTENANCE TO IT SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER THE SAME HAS BEEN IN OPERATION FOR MORE THAN ONE YEAR, WHEN THE OPERATIONS WAS NOT A NUISANCE AT THE TIME THE OPERATION BEGAN, PROVIDED THAT THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHENEVER A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF ANY AGRICULTURAL OPERATION OR AN APPEARANCE TO IT".
8. LOT 1, AND 4 BLOCK 1, LOT 1, BLOCK 2, LOTS 1, 17, 24, 31, 32, & 39 BLOCK 3, LOT 1 AND 14 BLOCK 4, LOT 6, 12 AND 17 BLOCK 5, LOT 1, 8, 15, 22 AND 29 BLOCK 6, LOT 2, 3, 12, 16 & 20 BLOCK 7, LOT 1, & 7 BLOCK 8 ARE COMMON LOTS TO BE OWNED AND MAINTAINED BY THE HUNTERS PATH SUBDIVISION HOMEOWNERS ASSOCIATION.

PRELIMINARY DEVELOPMENT FEATURES

ZONING	R2
TOTAL ACRES	23.864 AC
TOTAL LOTS	151
SINGLE FAMILY LOTS	125
RESIDENTIAL GROSS DENSITY	5.238 UNITS/ACRE
COMMON/OPEN SPACE LOTS	26
AREA OF SITE FOR R.O.W.	5.625 ACRES
OPEN SPACE	164,576 SF OR 3.778 AC
PERCENTAGE OF OPEN SPACE	15.83%
RESIDENTIAL NET DENSITY	8.644 UNITS/ACRE
MINIMUM RESIDENTIAL LOT SIZE	4,365 SF
AVERAGE RES BLDG. LOT SIZE	5,044 SF
MAXIMUM RESIDENTIAL LOT SIZE	9,205 SF
QUALIFIED OPEN SPACE	122,091 SF OR 2.80 AC OR 11.74%

- BENCHMARKS -

-NAVD 1988-

S.14 S.13
S.23 S.24

NORTHING: 34057.556'
EASTING: 5998.122
ELEVATION: 2410.50'

BEFORE DIGGING, CALL DIGLINE AT 1-800-342-1585

REVISIONS:

HUNTERS PATH SUBDIVISION
CALDWELL, CANYON COUNTY, ID

PRELIMINARY PLAT

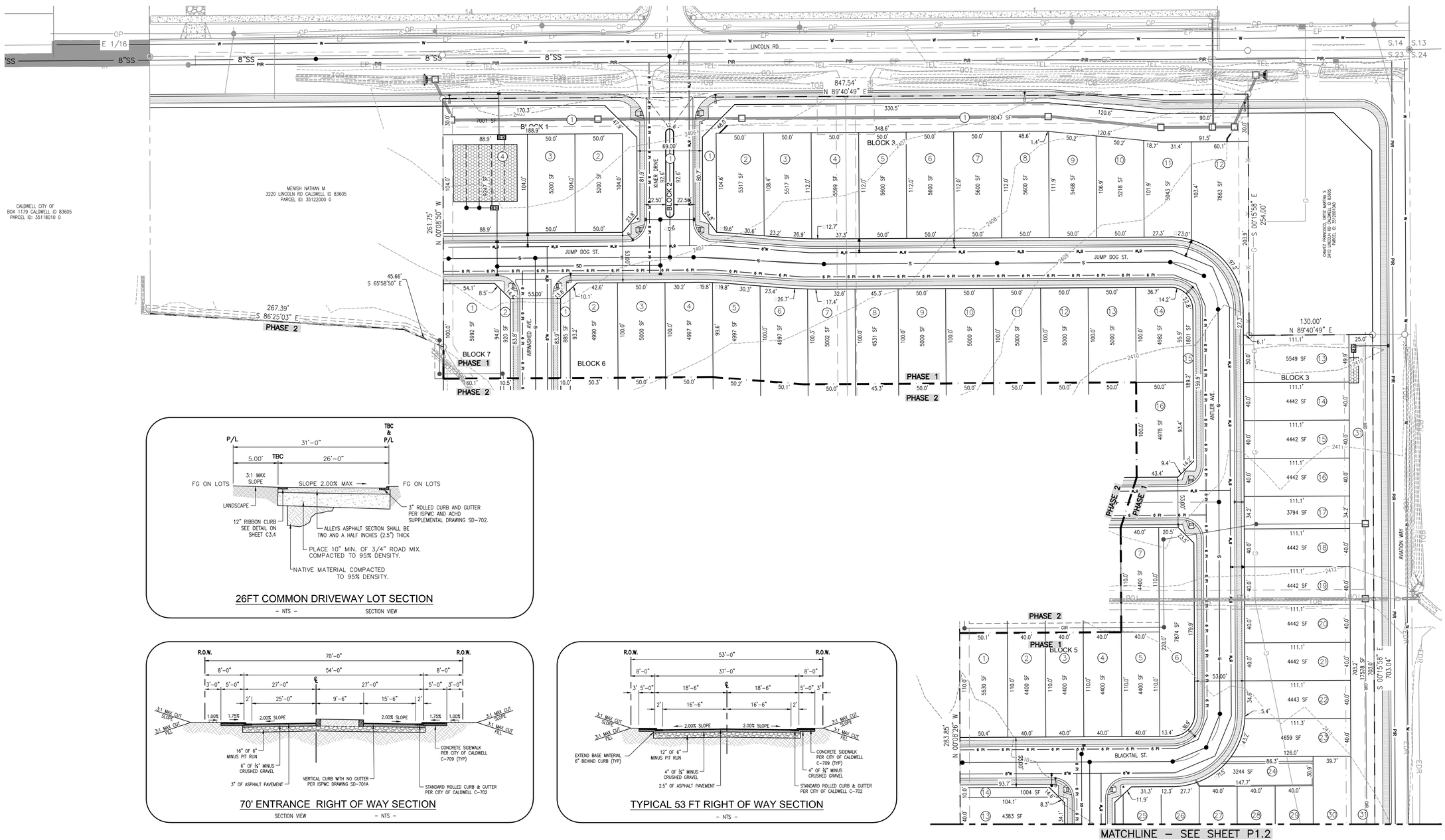
CK ENGINEERING
1300 E. STATE ST., SUITE 102
EAGLE, ID 83616
PHONE 208-639-1992

DRAWN BY: DRS
CHECKED BY: JSF
DATE: 05/23/25
FILE: HUNTERS PATH_PRE PLAT.DWG
DIR: C:\CK ENGINEERING\CANTON RCH - CALDWELL\PRELIMINARY PLAT

PROFESSIONAL ENGINEER
REGISTERED
9412
05/23/25
STATE OF IDAHO
CHAD S. KINKELA

SHEET
P1.0

BEFORE DIGGING, CALL DIGLINE AT 1-800-342-1585



26FT COMMON DRIVEWAY LOT SECTION

– NTS – SECTION VIEW

70' ENTRANCE RIGHT OF WAY SECTION

SECTION VIEW – NTS –

TYPICAL 53 FT RIGHT OF WAY SECTION

– NTS –

REVISIONS:

HUNTERS PATH SUBDIVISION
CALDWELL, CANYON COUNTY, ID

PRELIMINARY PLAT
PHASE – 1
(1 OF 2)

CK ENGINEERING
1300 E. STATE ST. SUITE 102
EAGLE, ID 83616
PHONE 208-639-1992

DRAWN BY: DBS
CHECKED BY: JSF
DATE: 05/23/25
FILE: HUNTERS PATH_PRE PLAT.DWG
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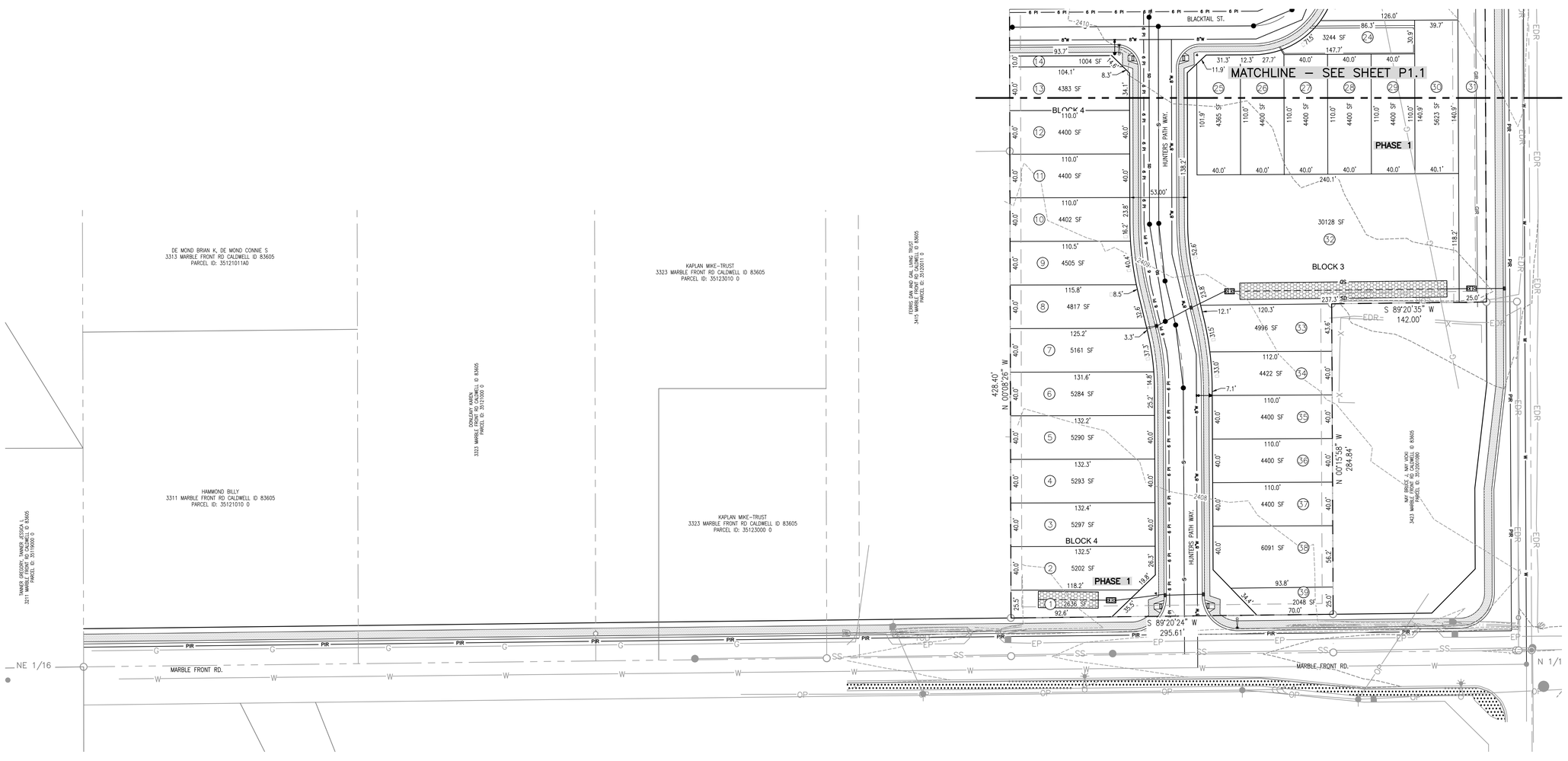
PROFESSIONAL ENGINEER REGISTERED
9412
05/23/25
STATE OF IDAHO
CHAD S. KINKELA

SHEET
P1.1

BEFORE DIGGING, CALL DIGLINE AT 1-800-342-1585



REVISIONS:

HUNTERS PATH SUBDIVISION
CALDWELL, CANYON COUNTY, ID

PRELIMINARY PLAT
PHASE - 1
(2 OF 2)

CK ENGINEERING
1300 E. STATE ST., SUITE 102
EAGLE, ID 83616
PHONE 208-639-1992

DRAWN BY: DRS
CHECKED BY: JSF
DATE: 05/23/25
FILE: HUNTERS PATH_PRE PLAT.DWG
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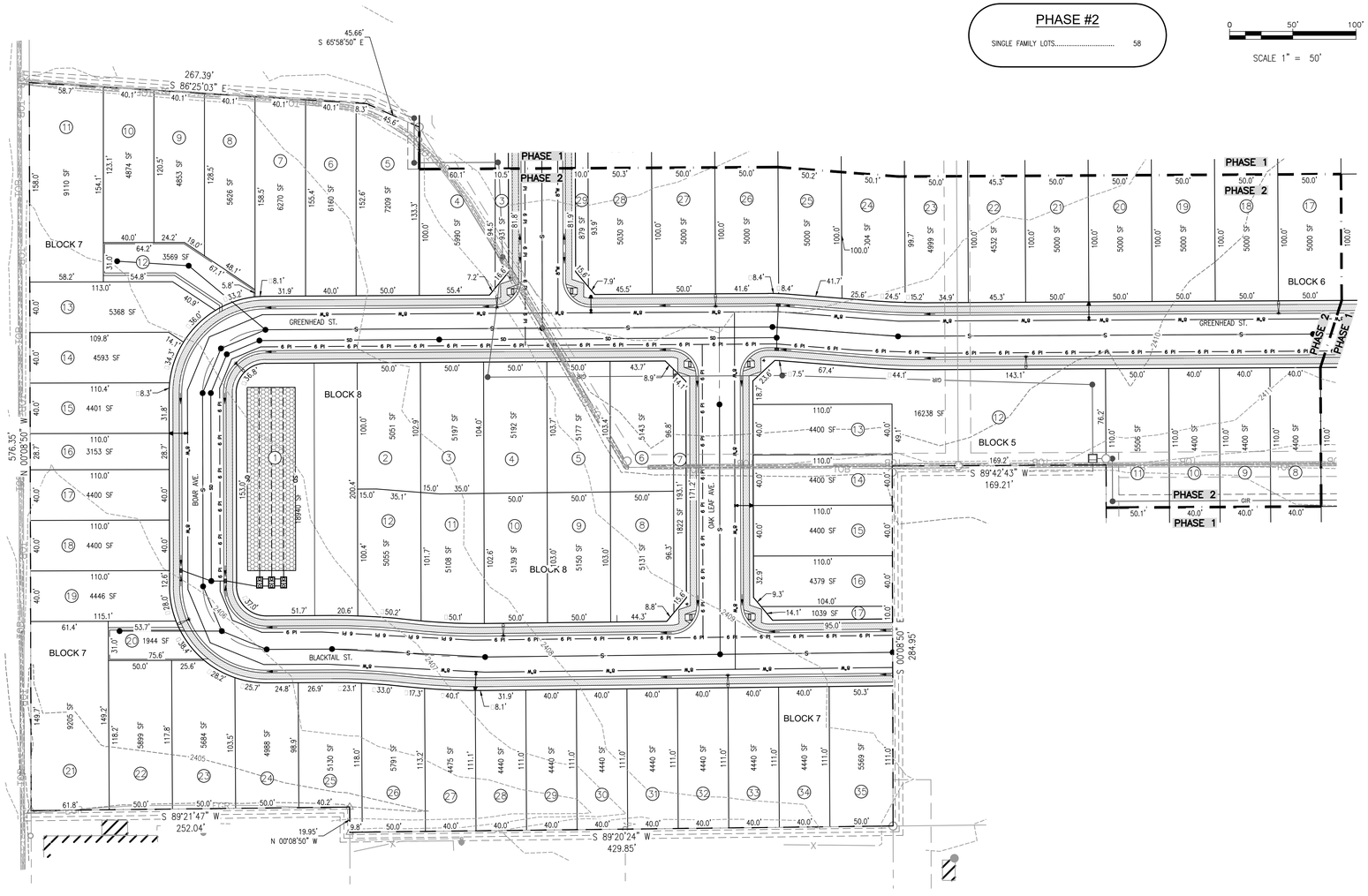
PROFESSIONAL ENGINEER
REGISTERED
9412
05/23/25
STATE OF IDAHO
CHAD S. KINKELA

SHEET
P1.2

BEFORE DIGGING, CALL DIGLINE AT 1-800-342-1585



REVISIONS:

HUNTERS PATH SUBDIVISION
CALDWELL, CANYON COUNTY, ID

PRELIMINARY PLAT
PHASE - 2
(1 OF 1)

CK ENGINEERING
1300 E. STATE ST., SUITE 102
EAGLE, ID 83616
PHONE 208-639-1992

DRAWN BY: DRS
CHECKED BY: JSF
DATE: 05/23/25
FILE: HUNTERS PATH_PRE PLAT.DWG
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PROFESSIONAL ENGINEER
REGISTERED
9412
05/23/25
STATE OF IDAHO
CHAD S. KINKELA

SHEET
P1.3

= QUALIFIED OPEN SPACE:

= 50% QUALIFIED OPEN SPACE:

= UNQUALIFIED OPEN SPACE:

QUALIFIED OPEN SPACE LOTS

BLOCK 1:

- LOT 1: (@50%) – 3,500 SQFT
- LOT 6: 9,247 SQFT

BLOCK 3:

- LOT 1: (@50%) – 9,023 SQFT
- LOT 17: 3,794 SQFT
- LOT 31: (@50%) – 8,789 SQFT
- LOT 32: 30,128 SQFT
- LOT 39: (@50%) – 1,024 SQFT

BLOCK 4:

- LOT 1: (@50%) – 1,318 SQFT

BLOCK 5:

- LOT 6: 7,874 SQFT
- LOT 12: 16,238 SQFT

BLOCK 6:

- LOT 8: 4,531 SQFT
- LOT 22: 4,532 SQFT

BLOCK 7:

- LOT 16: 3,153 SQFT

BLOCK 8:

- LOT 1: 18,940 SQFT

TOTAL = 122,091 SQFT

QUALIFIED OPEN SPACE PROVIDED – 122,091 SF = 2.802 AC

TOTAL SITE – 23.8636 ACRES

PERCENTAGE QUALIFIED OPEN SPACE – 11.74%

TOTAL OPEN SPACE PROVIDED – 133,245 SF = 3.059 AC

PERCENTAGE TOTAL OPEN SPACE – 12.82%

BEFORE DIGGING, CALL DIGLINE AT 1-800-342-1585

REVISIONS:

HUNTERS PATH SUBDIVISION
CALDWELL, CANYON COUNTY, ID

PRELIMINARY PLAT
OPEN SPACE

CK ENGINEERING
1300 E. STATE ST., SUITE 102
EAGLE, ID 83616
PHONE 208-939-1992

DRAWN BY: DRS
CHECKED BY: JSF
DATE: 05/23/25
FILE: HUNTERS PATH_PRE PLAT.DWG
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PROFESSIONAL ENGINEER
REGISTERED
9412
05/23/25
STATE OF IDAHO
CHAD S. KINKELA

SHEET
P1.4

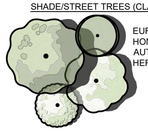
AMENITY LEGEND:

1. ENTRY MONUMENT - DESIGN TBD
2. PATHWAY CONNECTION WITH BENCHES
3. WILDFLOWER GARDEN - FINAL DESIGN TBD
   - BUILT IN BENCHES
   - FREE STANDING BENCHES
   - STEEL ACCENT WALLS
4. MULTI-USE/ LAWN SPORT AREA
5. ACTIVE LEARNING PLAYGROUND - FINAL DESIGN TBD
   - SHADE STRUCTURE
   - BIKE PARKING
   - PLAY AREAS
6. FIRE PIT AREA WITH RETAINING WALL - FINAL DESIGN TBD

PLANT PALETTE: (REFERENCE SHEET L150)

SYM	COMMON NAME	SYM	COMMON NAME

SHADE/STREET TREES (CLASS II)



EUROPEAN HORNBEAM
HONEY LOCUST
AUTUMN PURPLE ASH
HERITAGE BIRCH

EVERGREEN TREES

BLACK HILLS SPRUCE
LAYERED BLUE SPRUCE
GOLDEN DEODAR CEDAR

ORNAMENTAL TREES (CLASS I)

ROBIN HILL SERVICEBERRY
THUNDERCLOUD PLUM
PRAIRIE FIRE CRABAPPLE

SHRUBS/ORNAMENTAL GRASSES/PERENNIALS

BLACK EYED SUSAN
GLOBE BLUE SPRUCE
MUGO PINE
KARL FOERSTER REED GRASS
DOGWOOD, SPP.
BURNING BUSH
LAVENDER, SPP.
BOXWOOD, SPP.
JUNIPER, SPP.
MANZANITA, SPP.
CHOKEBERRY
BARBERRY
ZAGREB COREOPSIS
SPIRAEA, SPP.
BUTTERFLY BUSH, SPP.
CAROL MACKIE DAPHNE
FINE LINE BUCKTHORN
ROSE, SPP.
GOLD TIDE FORSYTHIA
NINEBARK, SPP.
FOUNTAIN GRASS, SPP.
MAIDEN GRASS, SPP.
BLANKET FLOWER, SPP.
RUSSIAN SAGE
HUMMINGBIRD MINT, SPP.
LAUREL, SPP.
NEST SPRUCE
GRO-LOW SUMAC

LANDSCAPE MATERIALS LEGEND:

HYDROSEED -
DRYLAND FESCUE/RYE SEED MIX. SEE PER MANUFACTURERS RECOMMENDATIONS

PLAYGROUND MULCH -
TBD

SOD LAWN - SEE
NOTE 5/L100

DECOMPOSED
GRANITE - TBD

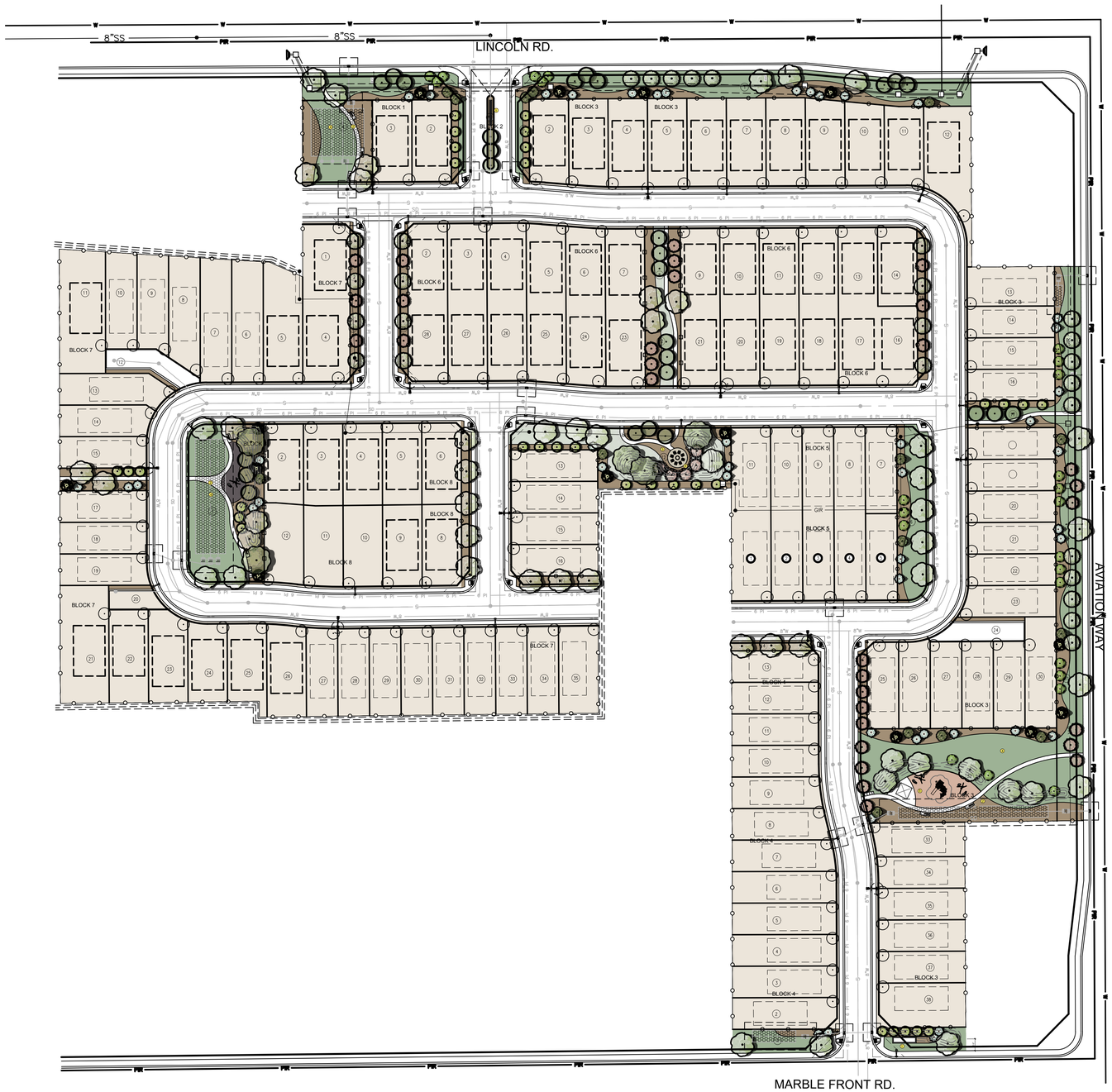
DRY RIVER BED - TBD

SANDSTONE PAVER - TBD

LANDSCAPE BOULDERS, WEISER BROWN WITH WEATHERED SIDE UP. SEE DETAIL 3/L150. SEE DETAIL 8/L150 FOR RETAINING WALL

6' VINYL PRIVACY FENCE, SAND COLOR SEE DETAIL 1/L151

4' WROUGHT IRON FENCE, BLACK PICKETS, SEE DETAIL 2/L151



NORTH

0 75 150 225 feet

SCALE: 1" = 75'

EMILY VOGES
Landscape Architect
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818.983.5347

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STATE OF IDAHO
EMILY M VOGES
LA-16892
05.20.25
LICENSED LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

HUNTERS PATH

CALDWELL, ID 83686

Revision No:	Date:	Desc:
Date:	05.20.2025	
Drawn By:	EV	

Drawing Title:

COLORED LANDSCAPE EXHIBIT

Drawing No:

EX1.5

LANDSCAPE REQUIREMENTS:

CODE REQUIREMENTS PER CALDWELL, ID

PATHWAY LANDSCAPING STANDARDS:

- 5' MICRO PATHWAY REQUIRED BETWEEN COMMON OPEN SPACE AREAS
- ALL MAJOR & MICRO PATHWAYS MUST HAVE A MIN. OF 5' PLANTER STRIP ON BOTH SIDES
  - MIN. OF 15 SHRUBS PER 100LF (MAX. HEIGHT IS 3')
  - NO EVERGREEN OR CLASS III TREES SHALL BE PLANTED IN THIS 5' STRIP

MAJOR PATHWAY	SHRUBS REQUIRED	SHRUBS PROVIDED
LOT 32 BLOCK 3 - 284'	43	43+ (TBD)
LOT 4 BLOCK 1 - 142'	21	21+ (TBD)

MICRO PATHWAY	SHRUBS REQUIRED	SHRUBS PROVIDED
LOT 17 BLOCK 3 -148'	22	22+(TBD)
LOT 8/22 BLOCK 6 - 206'	31	31+ (TBD)
LOT 12 BLOCK 5 - 76'	12	12+ (TBD)
LOT 10 BLOCK 7 - 113'	17	17+ (TBD)
LOT 1 BLOCK 8 - 206'	31	31+ (TBD)

STREET BUFFER:

- (1) TREE SPACED AT 35' INTERVALS; (1) SHRUB PER 7' (LF)
- 20-FOOT BUFFER MINOR ARTERIAL
- 15-FOOT BUFFER COLLECTOR
- A MINIMUM OF SEVENTY PERCENT (70%) OF THE BUFFER AREA SHALL BE COVERED WITH A TURF-TYPE GRASS

BUFFER - LENGTH MINUS CURB CUTS (LF)	TREES/SHRUBS REQUIRED	TREES/SHRUBS PROVIDED
LINCOLN RD. (MINOR ARTERIAL) - 794	23/113	23/ 113+ (TBD)
LAWN SQ.FT: 18,570 = 70%		
PLANTER BED SQ.FT: 8,276		
AVIATION WAY (MINOR ARTERIAL) - 703	20/100	20/ 100+ (TBD)
LAWN SQ.FT: 16,565 = 72%		
PLANTER BED SQ.FT: 6,583		
MARBLE FRONT RD.(COLLECTOR) - 259	7/37	7/ 37+ (TBD)
LAWN SQ.FT: 4,860 = 70%		
PLANTER BED SQ.FT: 2,116		

- NOTE: ALL SQUARE FOOTAGES ARE APPROXIMATE. THE LANDSCAPE ARCHITECT WILL NOT BE HELD LIABLE FOR INACCURATE QUANTITIES.

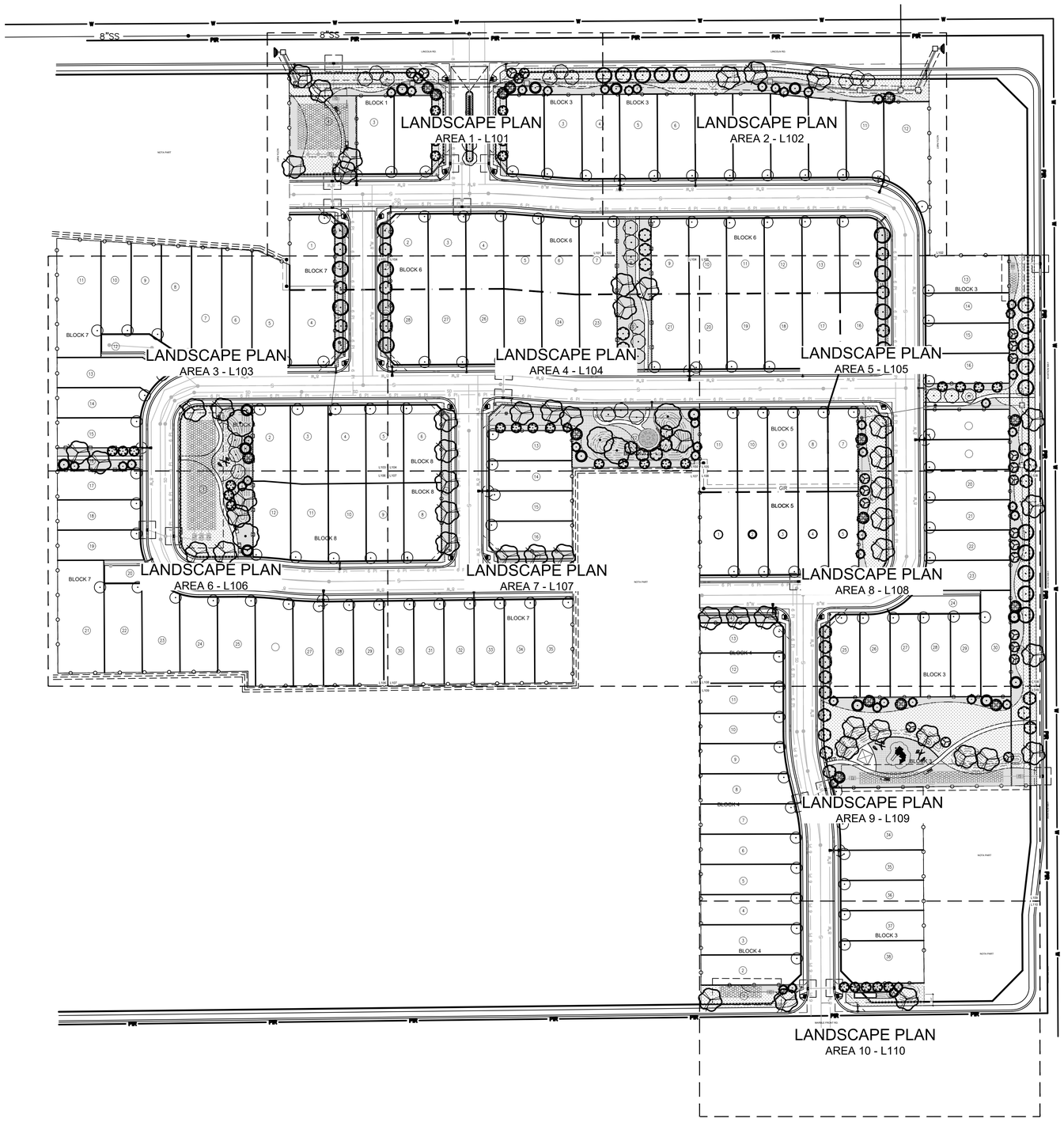
COMMON OPEN SPACE:

- (1) TREE PER EVERY 5,000 SQUARE FEET OF AREA SHALL BE REQUIRED. AT LEAST 50% OF THE REQUIRED TREES SHALL BE CLASS II OR CLASS III TREES TO SUPPLY SHADE FOR USERS.

OPEN SPACE- SQUARE FOOTAGE (SQ.FT.)	TREES REQUIRED	TREES PROVIDED
LOT 32 BLOCK 3 - 29,235 SQ.FT	6	13+
LOT 6 BLOCK 5 - 8,755 SQ.FT.	2	5+
LOT 12 BLOCK 5 - 17,270 SQ.FT.	4	15+
LOT 1 BLOCK 8 - 19,020 SQ.FT.	4	14+
LOT 4 BLOCK 1 - 9,162 SQ.FT.	2	3+

MINIMUM PLANT SIZES:

PLANT TYPE:	MINIMUM SIZE
EVERGREEN TREES:	6'-7' HT. MIN. B&B
ORNAMENTAL TREES:	2" CALIPER MIN. B&B
SHADE TREES:	2" CALIPER MIN.
SHRUBS:	3 GAL. MIN.
PERENNIALS:	2 GAL. MIN.



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STATE OF IDAHO
EMILY M VOGES
LICENSED LANDSCAPE ARCHITECT
LA - 16892
05.20.25

NOT FOR CONSTRUCTION

HUNTERS PATH

CALDWELL, ID 83686

Revision No:	Date:	Desc:

Date:	05.20.2025
Drawn By:	EV

Drawing Title:

LANDSCAPE PLAN - OVERALL

Drawing No:

L100

LANDSCAPE MATERIALS LEGEND:

HYDROSEED - DRYLAND FESCUE/RYE SEED MIX. SEE PER MANUFACTURERS RECOMMENDATIONS

REFER TO CIVIL PLANS FOR BOTTOM OF DRAINAGE BASIN MATERIAL/TREATMENT, TBD

PLAYGROUND MULCH - TBD

SOD LAWN - SEE NOTE 5/L100

DRY RIVER BED - TBD

DECOMPOSED GRANITE - TBD

LOT TREE - PER BUILDER, SHOWN FOR REFERENCE ONLY, EXACT PLACEMENT TBD
LOT TREE TO BE ANY LISTED BELOW:
- PYRUS CALLERYANA 'REDSPIRE' - REDSPIRE CALLERY PEAR
- QUERCUS ROBUR X ALBA - OAK HYBRIDS 'COLUMNAR'
- LIRIODENDRON TULIPIFERA 'FASTIGATUM' - COLUMNAR TULIP TREE
- GINKGO BILBOA - MAIDENHAIR TREE
- CARPINUS BETULUS 'FRANS FONTAINE' - FRANS FONTAINE EUROPEAN HORNBEAM

SANDSTONE PAVER - TBD

LANDSCAPE BOULDERS, WEISER BROWN WITH WEATHERED SIDE UP. SEE DETAIL 3/L150. SEE DETAIL 8/L151 FOR RETAINING WALL

6' VINYL PRIVACY FENCE, BLACK FRAME WITH WOOD COLOR PANELS SEE DETAIL 1/L151

4' WROUGHT IRON FENCE, BLACK PICKETS, SEE DETAIL 2/L151

PLANT PALETTE: (REFERENCE SHEET L150)

SYM	COMMON NAME	SYM	COMMON NAME

SHADE/STREET TREES (CLASS II)

EUROPEAN HORNBEAM
HONEY LOCUST
AUTUMN PURPLE ASH
HERITAGE BIRCH

EVERGREEN TREES

BLACK HILLS SPRUCE
LAYERED BLUE SPRUCE
GOLDEN DEODAR CEDAR

ORNAMENTAL TREES (CLASS I)

ROBIN HILL SERVICEBERRY
THUNDERCLOUD PLUM
PRAIRIE FIRE CRABAPPLE

SHRUBS/ORNAMENTAL GRASSES/PERENNIALS

BLACK EYED SUSAN
GLOBE BLUE SPRUCE
MUGO PINE
KARL FOERSTER REED GRASS
DOGWOOD, SPP.
BURNING BUSH
LAVENDER, SPP.
BOXWOOD, SPP.
JUNIPER, SPP.
MANZANITA, SPP.
CHOKEBERRY
BARBERRY
ZAGREB COREOPSIS
SPIRAEA, SPP.

BUTTERFLY BUSH, SPP.
CAROL MACKIE DAPHINE
FINE LINE BUCKTHORN
ROSE, SPP.
GOLD TIDE FORSYTHIA
NINEBARK, SPP.
FOUNTAIN GRASS, SPP.
MAIDEN GRASS, SPP.
BLANKET FLOWER, SPP.
RUSSIAN SAGE
HUMMINGBIRD MINT, SPP.
LAUREL, SPP.
NEST SPRUCE
GRO-LOW SUMAC

NOTES:

**ALL PARKWAY LANDSCAPING INCLUDING TREES, LAWNS, IRRIGATION, AND CONCRETE APRONS ARE RESPONSIBILITY OF EACH LOTS BUILDER, NOT THE DEVELOPER.

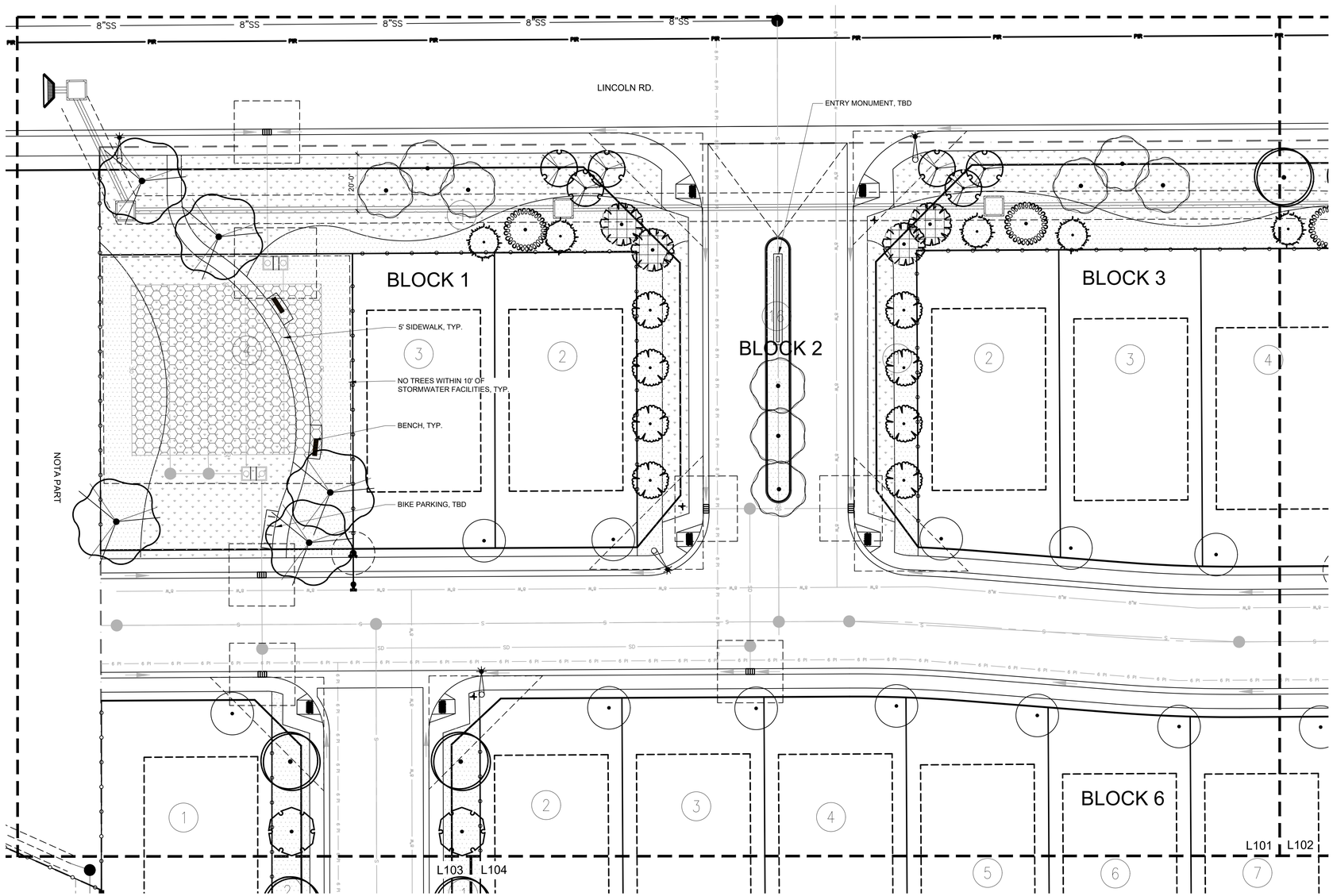
**ALL RESIDENTIAL LOTS TO HAVE TREES INSTALLED BY LOT OWNER/ LOT BUILDER AT TIME HOMES ARE BUILT ON EACH LOT. COORDINATE TREE LOCATION WITH HOMEOWNER.

**FENCING:
-6' CLOSED VISION PRIVACY FENCE AT ALL PERIMETER LOCATIONS, BETWEEN LOTS AND ARTERIALS/COLLECTOR STREETS, AND BLOCK ENDS
-4' OPEN VISION FENCE WROUGHT IRON AT ALL OTHER COMMON LOT AREAS

**AMENITIES WITHIN COMMON AREAS ARE CONCEPTUAL AND SUBJECT TO CHANGE
**FINAL PLACEMENT OF TREES ARE DEPENDENT ON FINAL PLACEMENTS OF SEEPAGE BEDS/DRAINAGE BASINS

** AT LEAST 75% OF THE TREES AND SHRUBS ARE REQUIRED TO BE RATED AS "LOW WATER" OR "MODERATE WATER" USAGE PER CITY CODE

LANDSCAPE PLAN - AREA 1:



NORTH

0 20 40 60 feet

SCALE: 1" = 20'

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EMILY M VOGES
LA-16892
05.20.25
LICENSED LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

HUNTERS PATH

CALDWELL, ID 83686

Revision No:	Date:	Desc:
Date:	05.20.2025	
Drawn By:	EV	

Drawing Title:

LANDSCAPE PLAN - AREA 1

Drawing No:

L101

LANDSCAPE MATERIALS LEGEND:

HYDROSEED - DRYLAND FESCUE/RYE SEED MIX. SEE PER MANUFACTURERS RECOMMENDATIONS

REFER TO CIVIL PLANS FOR BOTTOM OF DRAINAGE BASIN MATERIAL/TREATMENT, TBD

PLAYGROUND MULCH - TBD

SOD LAWN - SEE NOTE 5/L100

DRY RIVER BED - TBD

DECOMPOSED GRANITE - TBD

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SANDSTONE PAVER - TBD

LANDSCAPE BOULDERS, WEISER BROWN WITH WEATHERED SIDE UP. SEE DETAIL 3/L150. SEE DETAIL 8/L151 FOR RETAINING WALL

6' VINYL PRIVACY FENCE, BLACK FRAME WITH WOOD COLOR PANELS SEE DETAIL 1/L151

4' WROUGHT IRON FENCE, BLACK PICKETS, SEE DETAIL 2/L151

PLANT PALETTE: (REFERENCE SHEET L150)

SYM	COMMON NAME	SYM	COMMON NAME

SHADE/STREET TREES (CLASS II)
- EUROPEAN HORNBEAM
- HONEY LOCUST
- AUTUMN PURPLE ASH
- HERITAGE BIRCH

EVERGREEN TREES
- BLACK HILLS SPRUCE
- LAYERED BLUE SPRUCE
- GOLDEN DEODAR CEDAR

ORNAMENTAL TREES (CLASS I)
- ROBIN HILL SERVICEBERRY
- THUNDERCLOUD PLUM
- PRAIRIE FIRE CRABAPPLE

SHRUBS/ORNAMENTAL GRASSES/PERENNIALS
- BLACK EYED SUSAN
- GLOBE BLUE SPRUCE
- MUGO PINE
- KARL FOERSTER REED GRASS
- DOGWOOD, SPP.
- BURNING BUSH
- LAVENDER, SPP.
- BOXWOOD, SPP.
- JUNIPER, SPP.
- MANZANITA, SPP.
- CHOKEBERRY
- BARBERRY
- ZAGREB COREOPSIS
- SPIRAEA, SPP.
- BUTTERFLY BUSH, SPP.
- CAROL MACKIE DAPHNE
- FINE LINE BUCKTHORN
- ROSE, SPP.
- GOLD TIDE FORSYTHIA
- NINEBARK, SPP.
- FOUNTAIN GRASS, SPP.
- MAIDEN GRASS, SPP.
- BLANKET FLOWER, SPP.
- RUSSIAN SAGE
- HUMMINGBIRD MINT, SPP.
- LAUREL, SPP.
- NEST SPRUCE
- GRO-LOW SUMAC

NOTES:

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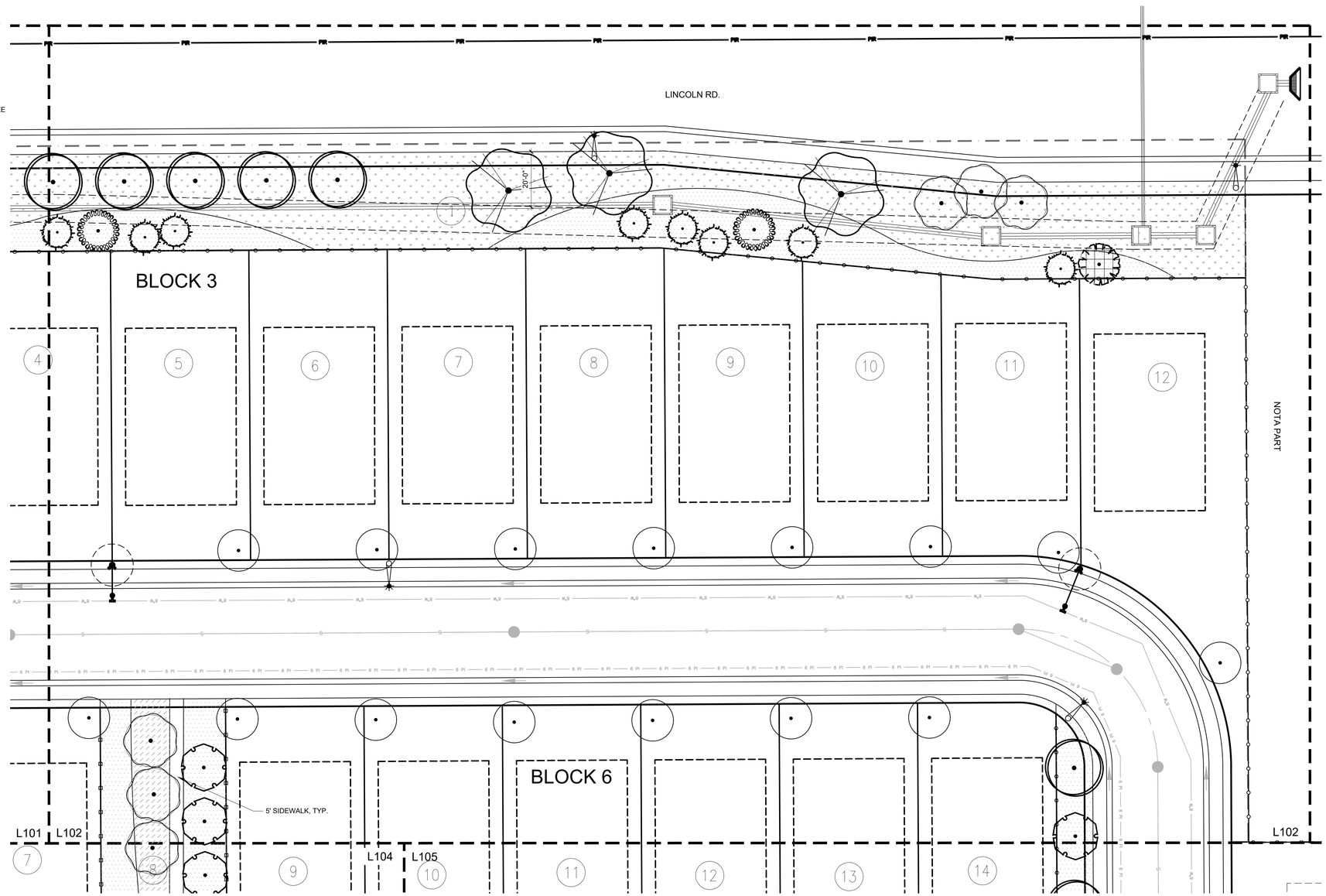
**FINAL PLACEMENT OF TREES ARE DEPENDENT ON FINAL PLACEMENTS OF SEEPAGE BEDS/DRAINAGE BASINS

** AT LEAST 75% OF THE TREES AND SHRUBS ARE REQUIRED TO BE RATED AS "LOW WATER" OR "MODERATE WATER" USAGE PER CITY CODE

LANDSCAPE PLAN - AREA 2:



NORTH

0 20 40 60 feet

SCALE: 1" = 20'

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818.983.5347

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STATE OF IDAHO · EMILY M VOGES · LA-16892 · 05.20.25 · LICENSED LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

HUNTERS PATH

CALDWELL, ID 83686

Revision No:	Date:	Desc:
Date:	05.20.2025	
Drawn By:	EV	

Drawing Title:

LANDSCAPE PLAN - AREA 2

Drawing No:

L102

LANDSCAPE MATERIALS LEGEND:

HYDROSEED - DRYLAND FESCUE/RYE SEED MIX. SEE PER MANUFACTURERS RECOMMENDATIONS

REFER TO CIVIL PLANS FOR BOTTOM OF DRAINAGE BASIN MATERIAL/TREATMENT, TBD

PLAYGROUND MULCH - TBD

SOD LAWN - SEE NOTE 5/L100

DRY RIVER BED - TBD

DECOMPOSED GRANITE - TBD

LOT TREE - PER BUILDER, SHOWN FOR REFERENCE ONLY, EXACT PLACEMENT TBD
LOT TREE TO BE ANY LISTED BELOW:
- PYRUS CALLERYANA 'REDSPIRE' - REDSPIRE CALLERY PEAR
- QUERCUS ROBUR X ALBA - OAK HYBRIDS 'COLUMNAR'
- LIRIODENDRON TULIPIFERA 'FASTIGATUM' - COLUMNAR TULIP TREE
- GINKGO BILBOA - MAIDENHAIR TREE
- CARPINUS BETULUS 'FRANS FONTAINE' - FRANS FONTAINE EUROPEAN HORNBEAM

SANDSTONE PAVER - TBD

LANDSCAPE BOULDERS, WEISER BROWN WITH WEATHERED SIDE UP. SEE DETAIL 3/L150. SEE DETAIL 8/L151 FOR RETAINING WALL

6' VINYL PRIVACY FENCE, BLACK FRAME WITH WOOD COLOR PANELS SEE DETAIL 1/L151

4' WROUGHT IRON FENCE, BLACK PICKETS, SEE DETAIL 2/L151

PLANT PALETTE: (REFERENCE SHEET L150)

SYM	COMMON NAME
SHADE/STREET TREES (CLASS II)	
	EUROPEAN HORNBEAM HONEY LOCUST AUTUMN PURPLE ASH HERITAGE BIRCH
ORNAMENTAL TREES (CLASS I)	
	ROBIN HILL SERVICEBERRY THUNDERCLOUD PLUM PRAIRIE FIRE CRABAPPLE

SYM	COMMON NAME
EVERGREEN TREES	
	BLACK HILLS SPRUCE LAYERED BLUE SPRUCE GOLDEN DEODAR CEDAR
SHRUBS/ORNAMENTAL GRASSES/PERENNIALS	
	BLACK EYED SUSAN GLOBE BLUE SPRUCE MUGO PINE KARL FOERSTER REED GRASS DOGWOOD, SPP. BURNING BUSH LAVENDER, SPP. BOXWOOD, SPP. JUNIPER, SPP. MANZANITA, SPP. CHOKEBERRY BARBERRY ZAGREB COREOPSIS SPIRAEA, SPP. BUTTERFLY BUSH, SPP. CAROL MACKIE DAPHINE FINE LINE BUCKTHORN ROSE, SPP. GOLD TIDE FORSYTHIA NINEBARK, SPP. FOUNTAIN GRASS, SPP. MAIDEN GRASS, SPP. BLANKET FLOWER, SPP. RUSSIAN SAGE HUMMINGBIRD MINT, SPP. LAUREL, SPP. NEST SPRUCE GRO-LOW SUMAC

NOTES:

**ALL PARKWAY LANDSCAPING INCLUDING TREES, LAWNS, IRRIGATION, AND CONCRETE APRONS ARE RESPONSIBILITY OF EACH LOTS BUILDER, NOT THE DEVELOPER.

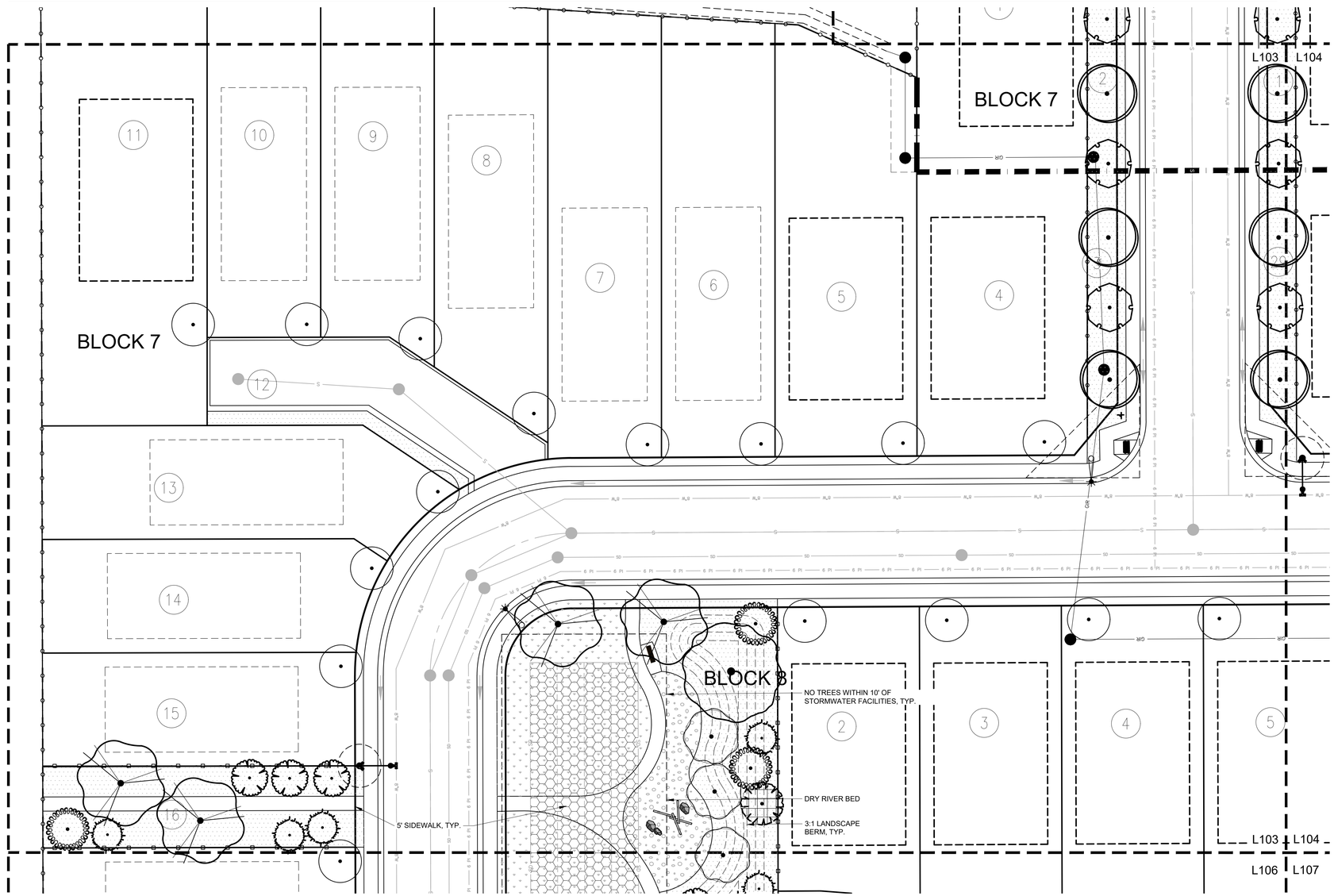
**ALL RESIDENTIAL LOTS TO HAVE TREES INSTALLED BY LOT OWNER/ LOT BUILDER AT TIME HOMES ARE BUILT ON EACH LOT. COORDINATE TREE LOCATION WITH HOMEOWNER.

**FENCING:
-6' CLOSED VISION PRIVACY FENCE AT ALL PERIMETER LOCATIONS, BETWEEN LOTS AND ARTERIALS/COLLECTOR STREETS, AND BLOCK ENDS
-4' OPEN VISION FENCE WROUGHT IRON AT ALL OTHER COMMON LOT AREAS

**AMENITIES WITHIN COMMON AREAS ARE CONCEPTUAL AND SUBJECT TO CHANGE
**FINAL PLACEMENT OF TREES ARE DEPENDENT ON FINAL PLACEMENTS OF SEEPAGE BEDS/DRAINAGE BASINS

** AT LEAST 75% OF THE TREES AND SHRUBS ARE REQUIRED TO BE RATED AS "LOW WATER" OR "MODERATE WATER" USAGE PER CITY CODE

LANDSCAPE PLAN - AREA 3:



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EMILY M VOGES
LA-16892
05.20.25
LICENSED LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

HUNTERS PATH

CALDWELL, ID 83686

Revision No:	Date:	Desc:

Date:	05.20.2025
Drawn By:	EV

Drawing Title:

LANDSCAPE PLAN - AREA 3

Drawing No:

L103

LANDSCAPE MATERIALS LEGEND:

HYDROSEED - DRYLAND FESCUE/RYE SEED MIX. SEE PER MANUFACTURERS RECOMMENDATIONS

REFER TO CIVIL PLANS FOR BOTTOM OF DRAINAGE BASIN MATERIAL/TREATMENT, TBD

PLAYGROUND MULCH - TBD

SOD LAWN - SEE NOTE 5/L100

DRY RIVER BED - TBD

DECOMPOSED GRANITE - TBD

LOT TREE - PER BUILDER, SHOWN FOR REFERENCE ONLY, EXACT PLACEMENT TBD
LOT TREE TO BE ANY LISTED BELOW:
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- QUERCUS ROBUR X ALBA - OAK HYBRIDS 'COLUMNAR'
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- GINKGO BILBOA - MAIDENHAIR TREE
- CARPINUS BETULUS 'FRANS FONTAINE' - FRANS FONTAINE EUROPEAN HORNBEAM

SANDSTONE PAVER - TBD

LANDSCAPE BOULDERS, WEISER BROWN WITH WEATHERED SIDE UP. SEE DETAIL 3/L150. SEE DETAIL 8/L151 FOR RETAINING WALL

6' VINYL PRIVACY FENCE, BLACK FRAME WITH WOOD COLOR PANELS SEE DETAIL 1/L151

4' WROUGHT IRON FENCE, BLACK PICKETS, SEE DETAIL 2/L151

PLANT PALETTE: (REFERENCE SHEET L150)

SYM	COMMON NAME	SYM	COMMON NAME

SHADE/STREET TREES (CLASS II)

EUROPEAN HORNBEAM
HONEY LOCUST
AUTUMN PURPLE ASH
HERITAGE BIRCH

EVERGREEN TREES

BLACK HILLS SPRUCE
LAYERED BLUE SPRUCE
GOLDEN DEODAR CEDAR

ORNAMENTAL TREES (CLASS I)

ROBIN HILL SERVICEBERRY
THUNDERCLOUD PLUM
PRAIRIE FIRE CRABAPPLE

SHRUBS/ORNAMENTAL GRASSES/PERENNIALS

BLACK EYED SUSAN
GLOBE BLUE SPRUCE
MUGO PINE
KARL FOERSTER REED GRASS
DOGWOOD, SPP.
BURNING BUSH
LAVENDER, SPP.
BOXWOOD, SPP.
JUNIPER, SPP.
MANZANITA, SPP.
CHOKEBERRY
BARBERRY
ZAGREB COREOPSIS
SPIRAEA, SPP.

BUTTERFLY BUSH, SPP.
CAROL MACKIE DAPHINE
FINE LINE BUCKTHORN
ROSE, SPP.
GOLD TIDE FORSYTHIA
NINEBARK, SPP.
FOUNTAIN GRASS, SPP.
MAIDEN GRASS, SPP.
BLANKET FLOWER, SPP.
RUSSIAN SAGE
HUMMINGBIRD MINT, SPP.
LAUREL, SPP.
NEST SPRUCE
GRO-LOW SUMAC

NOTES:

**ALL PARKWAY LANDSCAPING INCLUDING TREES, LAWNS, IRRIGATION, AND CONCRETE APRONS ARE RESPONSIBILITY OF EACH LOTS BUILDER, NOT THE DEVELOPER.

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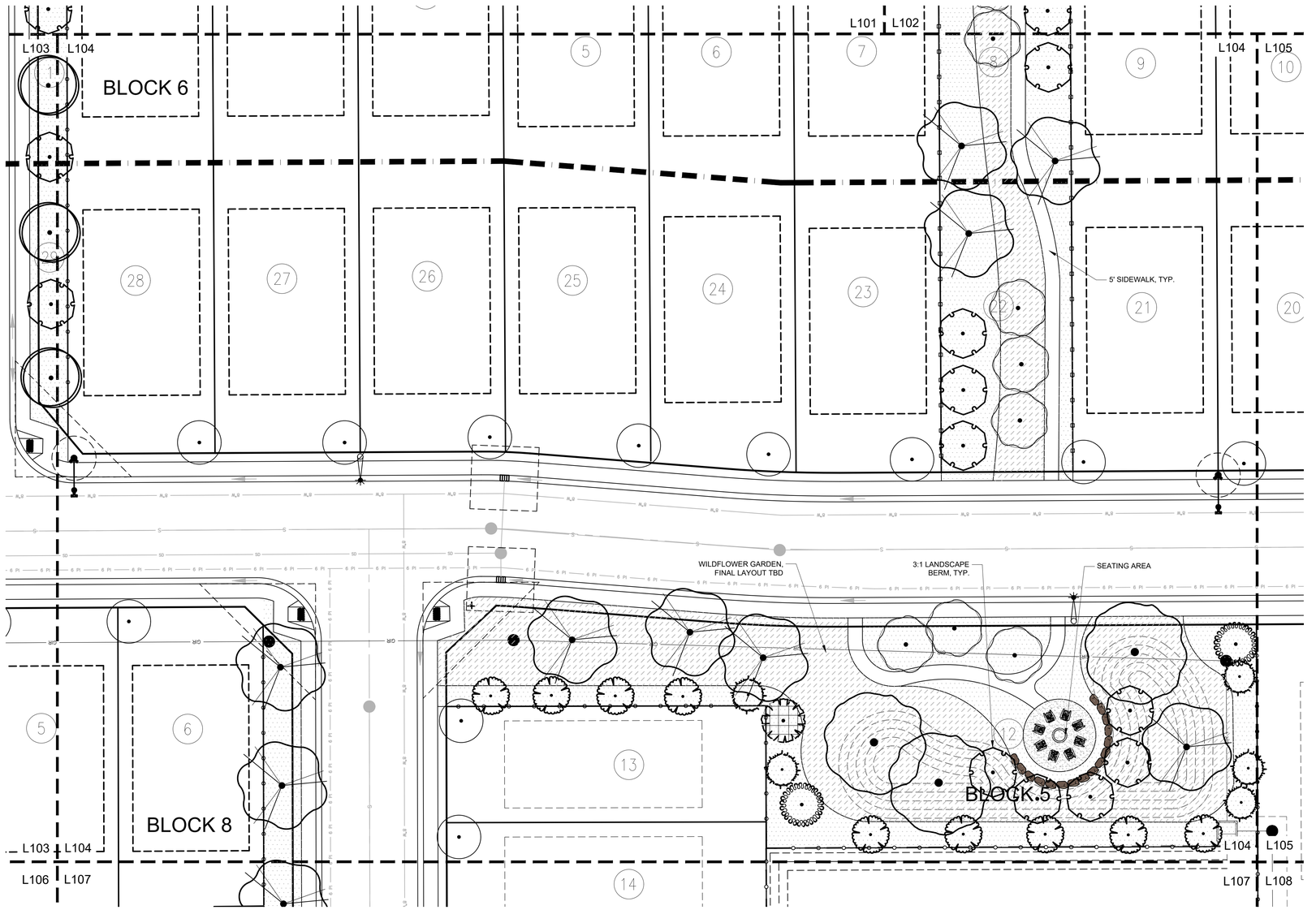
LANDSCAPE PLAN - AREA 4:



NORTH

0 20 40 60 feet

SCALE: 1" = 20'

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EMILY M VOGES
LA-16892
05.20.25
LICENSED LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

HUNTERS PATH

CALDWELL, ID 83686

Revision No:	Date:	Desc:
Date:	05.20.2025	
Drawn By:	EV	

Drawing Title:

LANDSCAPE PLAN - AREA 4

Drawing No:

L104

LANDSCAPE MATERIALS LEGEND:

HYDROSEED - DRYLAND FESCUE/RYE SEED MIX. SEE PER MANUFACTURERS RECOMMENDATIONS

REFER TO CIVIL PLANS FOR BOTTOM OF DRAINAGE BASIN MATERIAL/TREATMENT, TBD

PLAYGROUND MULCH - TBD

SOD LAWN - SEE NOTE 5/L100

DRY RIVER BED - TBD

DECOMPOSED GRANITE - TBD

LOT TREE - PER BUILDER, SHOWN FOR REFERENCE ONLY, EXACT PLACEMENT TBD

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SANDSTONE PAVER - TBD

LANDSCAPE BOULDERS, WEISER BROWN WITH WEATHERED SIDE UP. SEE DETAIL 3/L150. SEE DETAIL 8/L151 FOR RETAINING WALL

6' VINYL PRIVACY FENCE, BLACK FRAME WITH WOOD COLOR PANELS SEE DETAIL 1/L151

4' WROUGHT IRON FENCE, BLACK PICKETS, SEE DETAIL 2/L151

PLANT PALETTE: (REFERENCE SHEET L150)

SYM	COMMON NAME	SYM	COMMON NAME

SHADE/STREET TREES (CLASS II)

EUROPEAN HORNBEAM
HONEY LOCUST
AUTUMN PURPLE ASH
HERITAGE BIRCH

EVERGREEN TREES

BLACK HILLS SPRUCE
LAYERED BLUE SPRUCE
GOLDEN DEODAR CEDAR

ORNAMENTAL TREES (CLASS I)

ROBIN HILL SERVICEBERRY
THUNDERCLOUD PLUM
PRAIRIE FIRE CRABAPPLE

SHRUBS/ORNAMENTAL GRASSES/PERENNIALS

BLACK EYED SUSAN
GLOBE BLUE SPRUCE
MUGO PINE
KARL FOERSTER REED GRASS
DOGWOOD, SPP.
BURNING BUSH
LAVENDER, SPP.
BOXWOOD, SPP.
JUNIPER, SPP.
MANZANITA, SPP.
CHOKEBERRY
BARBERRY
ZAGREB COREOPSIS
SPIRAEA, SPP.

BUTTERFLY BUSH, SPP.
CAROL MACKIE DAPHINE
FINE LINE BUCKTHORN
ROSE, SPP.
GOLD TIDE FORSYTHIA
NINEBARK, SPP.
FOUNTAIN GRASS, SPP.
MAIDEN GRASS, SPP.
BLANKET FLOWER, SPP.
RUSSIAN SAGE
HUMMINGBIRD MINT, SPP.
LAUREL, SPP.
NEST SPRUCE
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NOTES:

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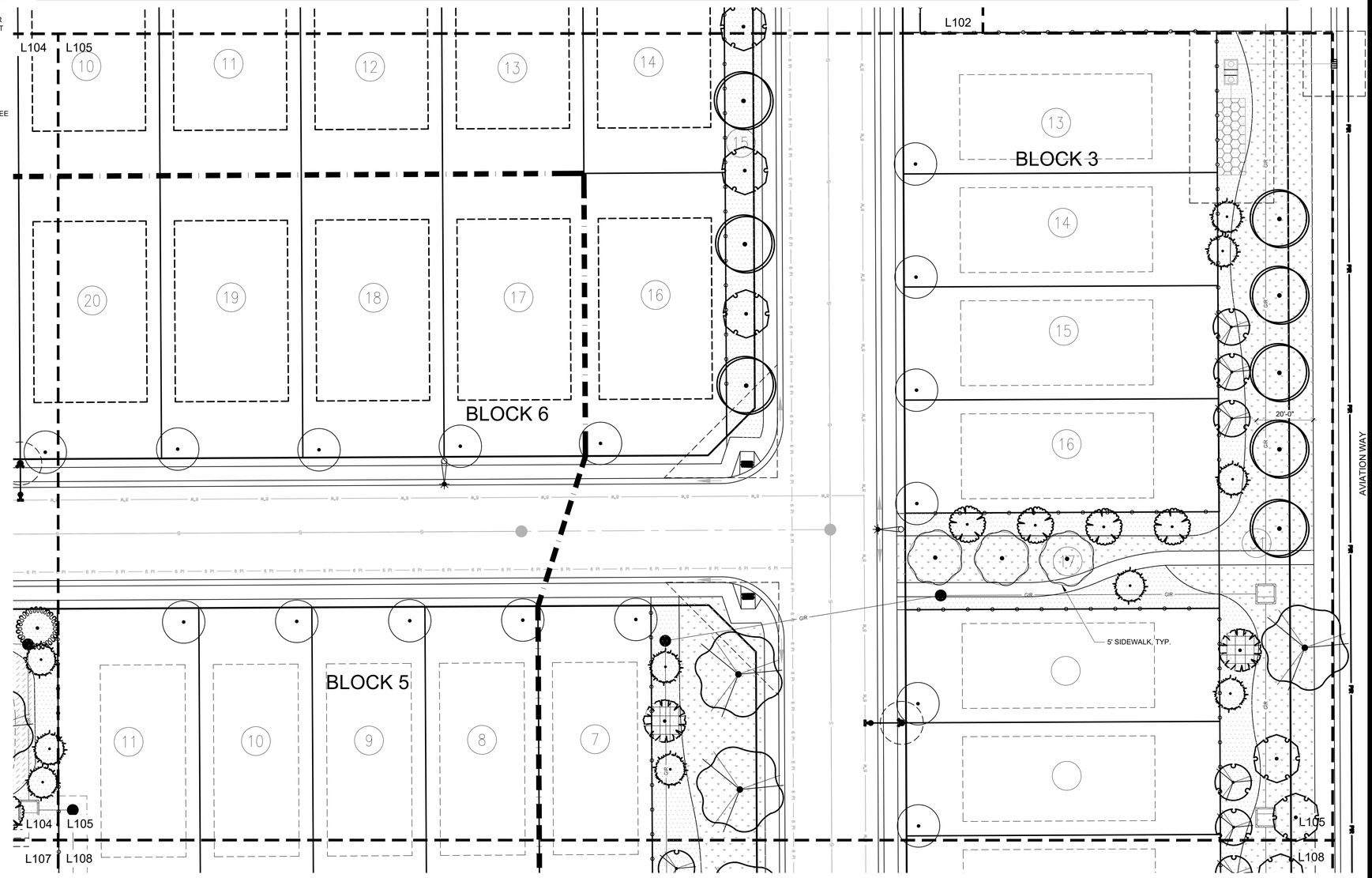
LANDSCAPE PLAN - AREA 5:



NORTH

0 20 40 60 feet

SCALE: 1" = 20'

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STATE OF IDAHO
EMILY M VOGES
LA - 16892
05.20.25
LICENSED LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

HUNTERS PATH

CALDWELL, ID 83686

Revision No:	Date:	Desc:

Date:	05.20.2025
Drawn By:	EV

Drawing Title:

LANDSCAPE PLAN - AREA 5

Drawing No:

L105

LANDSCAPE MATERIALS LEGEND:

HYDROSEED - DRYLAND FESCUE/RYE SEED MIX. SEE PER MANUFACTURERS RECOMMENDATIONS

REFER TO CIVIL PLANS FOR BOTTOM OF DRAINAGE BASIN MATERIAL/TREATMENT, TBD

PLAYGROUND MULCH - TBD

SOD LAWN - SEE NOTE 5/L100

DRY RIVER BED - TBD

DECOMPOSED GRANITE - TBD

LOT TREE - PER BUILDER, SHOWN FOR REFERENCE ONLY, EXACT PLACEMENT TBD

LOT TREE TO BE ANY LISTED BELOW:
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SANDSTONE PAVER - TBD

LANDSCAPE BOULDERS, WEISER BROWN WITH WEATHERED SIDE UP. SEE DETAIL 3/L150. SEE DETAIL 8/L151 FOR RETAINING WALL

6' VINYL PRIVACY FENCE, BLACK FRAME WITH WOOD COLOR PANELS SEE DETAIL 1/L151

4' WROUGHT IRON FENCE, BLACK PICKETS, SEE DETAIL 2/L151

PLANT PALETTE: (REFERENCE SHEET L150)

SYM	COMMON NAME	SYM	COMMON NAME

SHADE/STREET TREES (CLASS II)

EUROPEAN HORNBEAM
HONEY LOCUST
AUTUMN PURPLE ASH
HERITAGE BIRCH

EVERGREEN TREES

BLACK HILLS SPRUCE
LAYERED BLUE SPRUCE
GOLDEN DEODAR CEDAR

ORNAMENTAL TREES (CLASS I)

ROBIN HILL SERVICEBERRY
THUNDERCLOUD PLUM
PRAIRIE FIRE CRABAPPLE

SHRUBS/ORNAMENTAL GRASSES/PERENNIALS

BLACK EYED SUSAN
GLOBE BLUE SPRUCE
MUGO PINE
KARL FOERSTER REED GRASS
DOGWOOD, SPP.
BURNING BUSH
LAVENDER, SPP.
BOXWOOD, SPP.
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CHOKEBERRY
BARBERRY
ZAGREB COREOPSIS
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NOTES:

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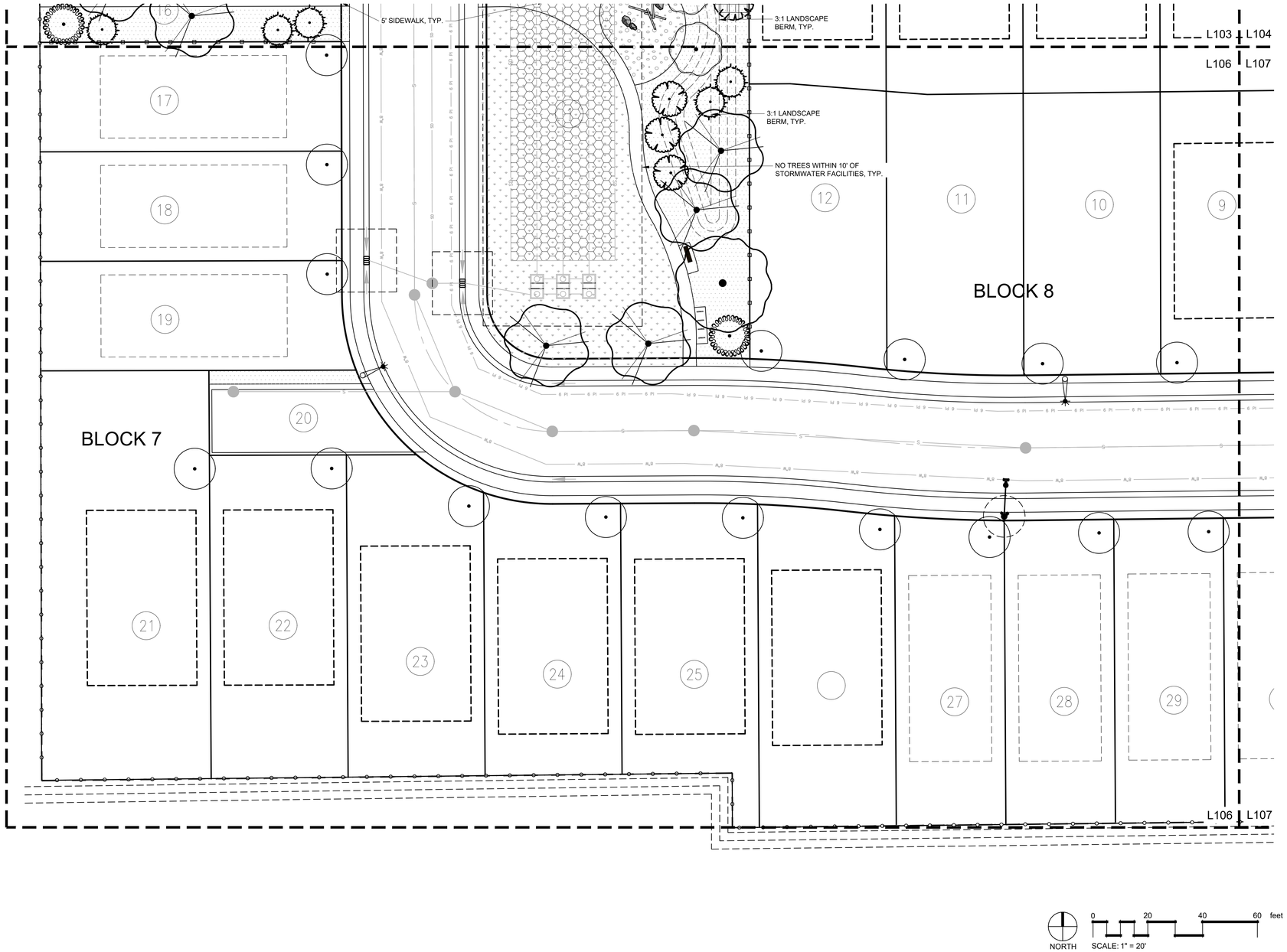
LANDSCAPE PLAN - AREA 6:



NORTH

0 20 40 60 feet

SCALE: 1" = 20'

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EMILY M VOGES
LA-16892
05.20.25
LICENSED LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

HUNTERS PATH

CALDWELL, ID 83686

Revision No:	Date:	Desc:

Date:	05.20.2025
Drawn By:	EV

Drawing Title:

LANDSCAPE PLAN - AREA 6

Drawing No:

L106

LANDSCAPE MATERIALS LEGEND:

HYDROSEED - DRYLAND FESCUE/RYE SEED MIX. SEE PER MANUFACTURERS RECOMMENDATIONS

REFER TO CIVIL PLANS FOR BOTTOM OF DRAINAGE BASIN MATERIAL/TREATMENT, TBD

PLAYGROUND MULCH - TBD

SOD LAWN - SEE NOTE 5/L100

DRY RIVER BED - TBD

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LOT TREE - PER BUILDER, SHOWN FOR REFERENCE ONLY, EXACT PLACEMENT TBD
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LANDSCAPE BOULDERS, WEISER BROWN WITH WEATHERED SIDE UP. SEE DETAIL 3/L150. SEE DETAIL 8/L151 FOR RETAINING WALL

6' VINYL PRIVACY FENCE, BLACK FRAME WITH WOOD COLOR PANELS SEE DETAIL 1/L151

4' WROUGHT IRON FENCE, BLACK PICKETS, SEE DETAIL 2/L151

PLANT PALETTE: (REFERENCE SHEET L150)

SYM	COMMON NAME	SYM	COMMON NAME

SHADE/STREET TREES (CLASS II)

EUROPEAN HORNBEAM
HONEY LOCUST
AUTUMN PURPLE ASH
HERITAGE BIRCH

EVERGREEN TREES

BLACK HILLS SPRUCE
LAYERED BLUE SPRUCE
GOLDEN DEODAR CEDAR

ORNAMENTAL TREES (CLASS I)

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THUNDERCLOUD PLUM
PRAIRIE FIRE CRABAPPLE

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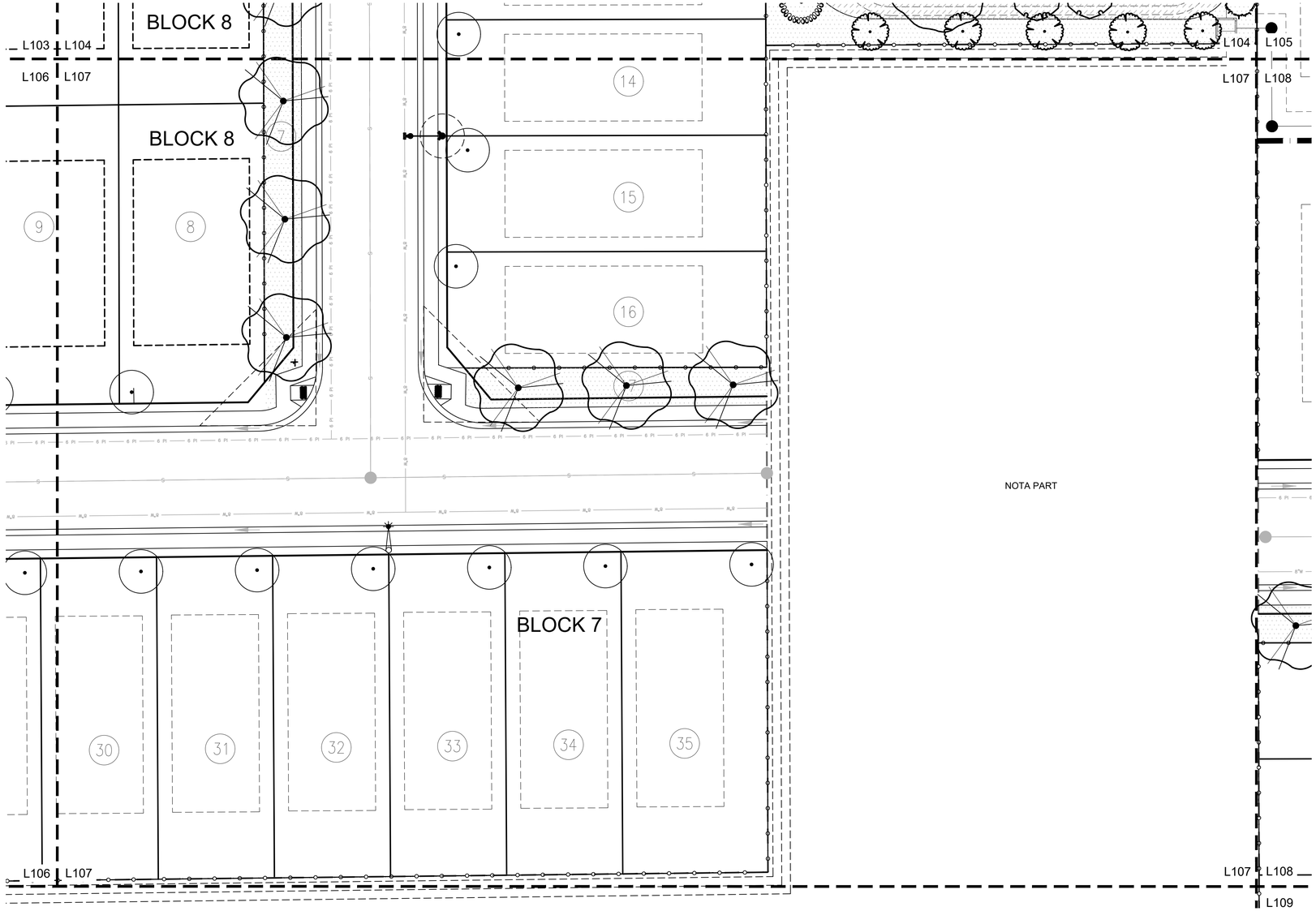
LANDSCAPE PLAN - AREA 7:



NORTH

0 20 40 60 feet

SCALE: 1" = 20'

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NOT FOR CONSTRUCTION

HUNTERS PATH

CALDWELL, ID 83686

Revision No:	Date:	Desc:
Date:	05.20.2025	
Drawn By:	EV	

Drawing Title:

LANDSCAPE PLAN - AREA 7

Drawing No:

L107

LANDSCAPE MATERIALS LEGEND:

HYDROSEED - DRYLAND FESCUE/RYE SEED MIX. SEE PER MANUFACTURERS RECOMMENDATIONS

REFER TO CIVIL PLANS FOR BOTTOM OF DRAINAGE BASIN MATERIAL/TREATMENT, TBD

PLAYGROUND MULCH - TBD

SOD LAWN - SEE NOTE 5/L100

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LOT TREE - PER BUILDER, SHOWN FOR REFERENCE ONLY, EXACT PLACEMENT TBD

LOT TREE TO BE ANY LISTED BELOW:
- PYRUS CALLERYANA 'REDSPIRE' - REDSPIRE CALLERY PEAR
- QUERCUS ROBUR X ALBA - OAK HYBRIDS 'COLUMNAR'
- LIRIODENDRON TULIPIFERA 'FASTIGATUM' - COLUMNAR TULIP TREE
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- CARPINUS BETULUS 'FRANS FONTAINE' - FRANS FONTAINE EUROPEAN HORNBEAM

SANDSTONE PAVER - TBD

LANDSCAPE BOULDERS, WEISER BROWN WITH WEATHERED SIDE UP. SEE DETAIL 3/L150. SEE DETAIL 8/L151 FOR RETAINING WALL

6' VINYL PRIVACY FENCE, BLACK FRAME WITH WOOD COLOR PANELS SEE DETAIL 1/L151

4' WROUGHT IRON FENCE, BLACK PICKETS, SEE DETAIL 2/L151

PLANT PALETTE: (REFERENCE SHEET L150)

SYM	COMMON NAME	SYM	COMMON NAME

SHADE/STREET TREES (CLASS II)

EUROPEAN HORNBEAM
HONEY LOCUST
AUTUMN PURPLE ASH
HERITAGE BIRCH

EVERGREEN TREES

BLACK HILLS SPRUCE
LAYERED BLUE SPRUCE
GOLDEN DEODAR CEDAR

ORNAMENTAL TREES (CLASS I)

ROBIN HILL SERVICEBERRY
THUNDERCLOUD PLUM
PRAIRIE FIRE CRABAPPLE

SHRUBS/ORNAMENTAL GRASSES/PERENNIALS

BLACK EYED SUSAN
GLOBE BLUE SPRUCE
MUGO PINE
KARL FOERSTER REED GRASS
DOGWOOD, SPP.
BURNING BUSH
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BOXWOOD, SPP.
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BARBERRY
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BLANKET FLOWER, SPP.
RUSSIAN SAGE
HUMMINGBIRD MINT, SPP.
LAUREL, SPP.
NEST SPRUCE
GRO-LOW SUMAC

NOTES:

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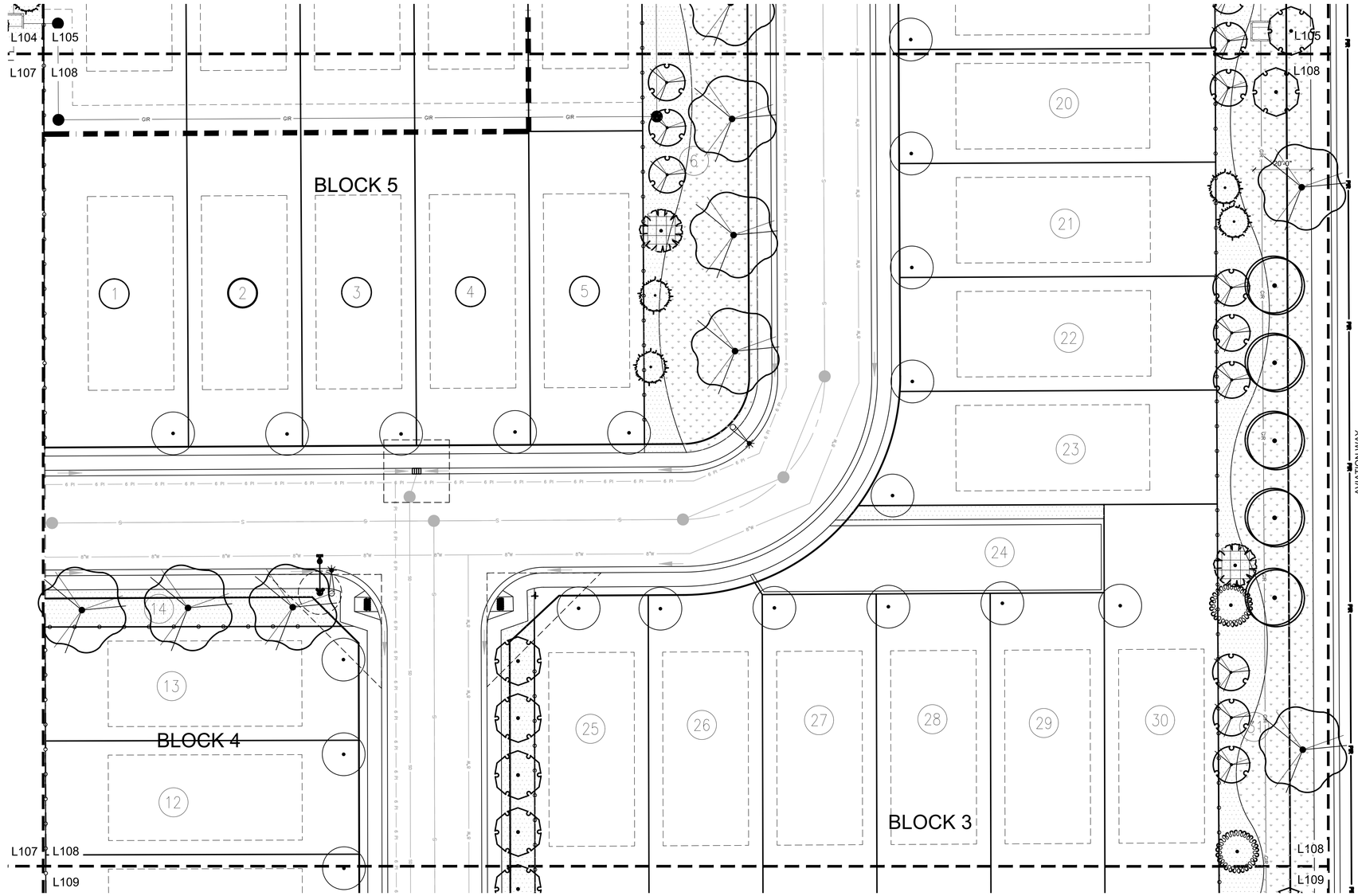
-6' CLOSED VISION PRIVACY FENCE AT ALL PERIMETER LOCATIONS, BETWEEN LOTS AND ARTERIALS/COLLECTOR STREETS, AND BLOCK ENDS
-4' OPEN VISION FENCE WROUGHT IRON AT ALL OTHER COMMON LOT AREAS

**AMENITIES WITHIN COMMON AREAS ARE CONCEPTUAL AND SUBJECT TO CHANGE
**FINAL PLACEMENT OF TREES ARE DEPENDENT ON FINAL PLACEMENTS OF SEEPAGE BEDS/DRAINAGE BASINS

** AT LEAST 75% OF THE TREES AND SHRUBS ARE REQUIRED TO BE RATED AS "LOW WATER" OR "MODERATE WATER" USAGE PER CITY CODE

LANDSCAPE PLAN - AREA 8:



NORTH

0 20 40 60 feet

SCALE: 1" = 20'

EMILY VOGES
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818.983.5347

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STATE OF IDAHO
EMILY M VOGES
LA-16892
05.20.25
LICENSED LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

HUNTERS PATH

CALDWELL, ID 83686

Revision No:	Date:	Desc:
Date:	05.20.2025	
Drawn By:	EV	

Drawing Title:

LANDSCAPE PLAN - AREA 8

Drawing No:

L108

LANDSCAPE MATERIALS LEGEND:

HYDROSEED - DRYLAND FESCUE/RYE SEED MIX. SEE PER MANUFACTURERS RECOMMENDATIONS

REFER TO CIVIL PLANS FOR BOTTOM OF DRAINAGE BASIN MATERIAL/TREATMENT, TBD

PLAYGROUND MULCH - TBD

SOD LAWN - SEE NOTE 5/L100

DRY RIVER BED - TBD

DECOMPOSED GRANITE - TBD

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SANDSTONE PAVER - TBD

LANDSCAPE BOULDERS, WEISER BROWN WITH WEATHERED SIDE UP. SEE DETAIL 3/L150. SEE DETAIL 8/L151 FOR RETAINING WALL

6' VINYL PRIVACY FENCE, BLACK FRAME WITH WOOD COLOR PANELS SEE DETAIL 1/L151

4' WROUGHT IRON FENCE, BLACK PICKETS, SEE DETAIL 2/L151

PLANT PALETTE: (REFERENCE SHEET L150)

SYM	COMMON NAME	SYM	COMMON NAME

SHADE/STREET TREES (CLASS II)

EUROPEAN HORNBEAM
HONEY LOCUST
AUTUMN PURPLE ASH
HERITAGE BIRCH

EVERGREEN TREES

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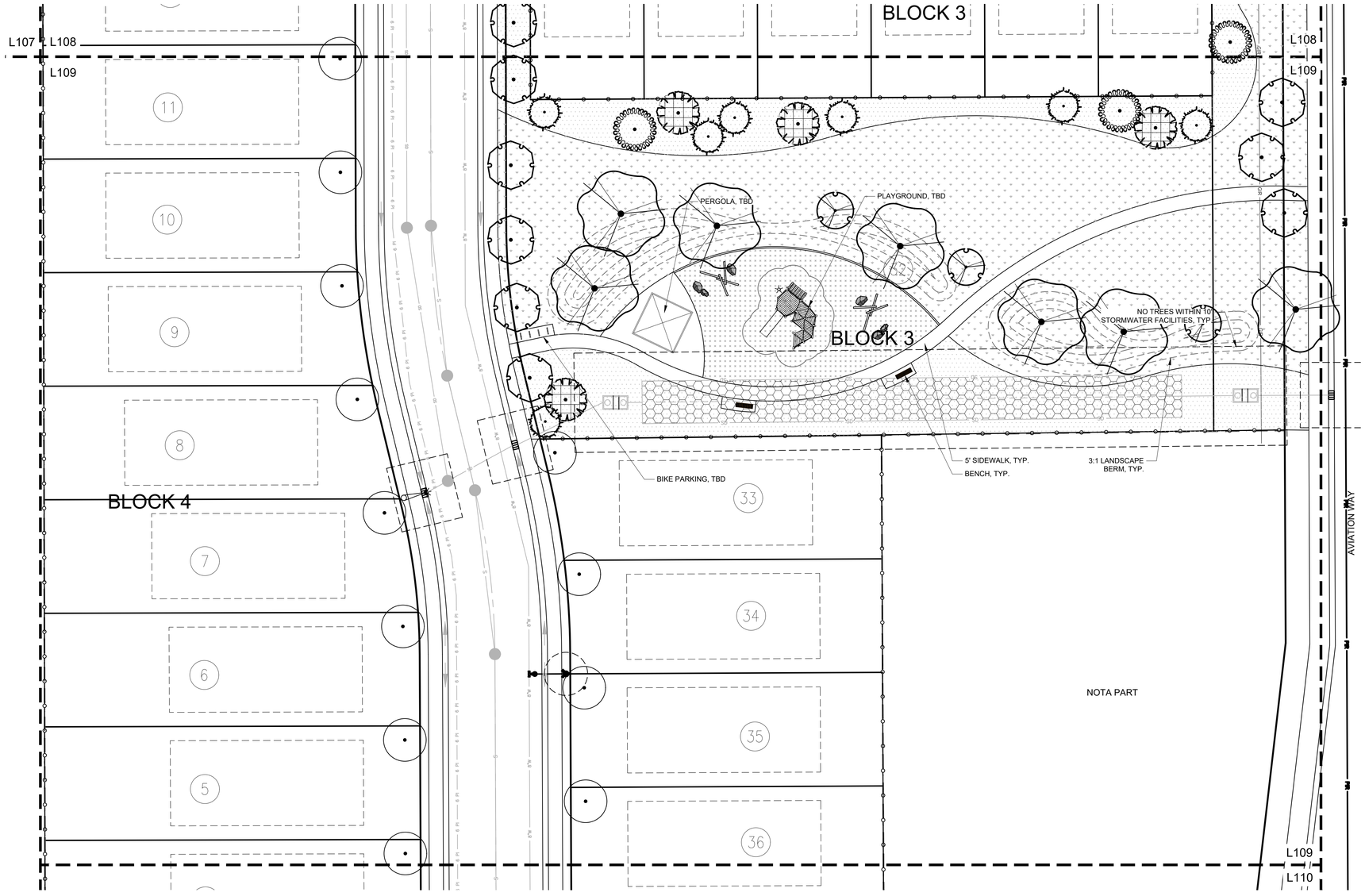
LANDSCAPE PLAN - AREA 1:



NORTH

0 20 40 60 feet

SCALE: 1" = 20'

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EMILY M VOGES
LA-16892
05.20.25
LICENSED LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

HUNTERS PATH

CALDWELL, ID 83686

Revision No:	Date:	Desc:
Date:	05.20.2025	
Drawn By:	EV	

Drawing Title:

LANDSCAPE PLAN - AREA 9

Drawing No:

L109

LANDSCAPE MATERIALS LEGEND:

HYDROSEED - DRYLAND FESCUE/RYE SEED MIX. SEE PER MANUFACTURERS RECOMMENDATIONS

REFER TO CIVIL PLANS FOR BOTTOM OF DRAINAGE BASIN MATERIAL/TREATMENT, TBD

PLAYGROUND MULCH - TBD

SOD LAWN - SEE NOTE 5/L100

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6' VINYL PRIVACY FENCE, BLACK FRAME WITH WOOD COLOR PANELS SEE DETAIL 1/L151

4' WROUGHT IRON FENCE, BLACK PICKETS, SEE DETAIL 2/L151

PLANT PALETTE: (REFERENCE SHEET L150)

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SHADE/STREET TREES (CLASS II)

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HONEY LOCUST
AUTUMN PURPLE ASH
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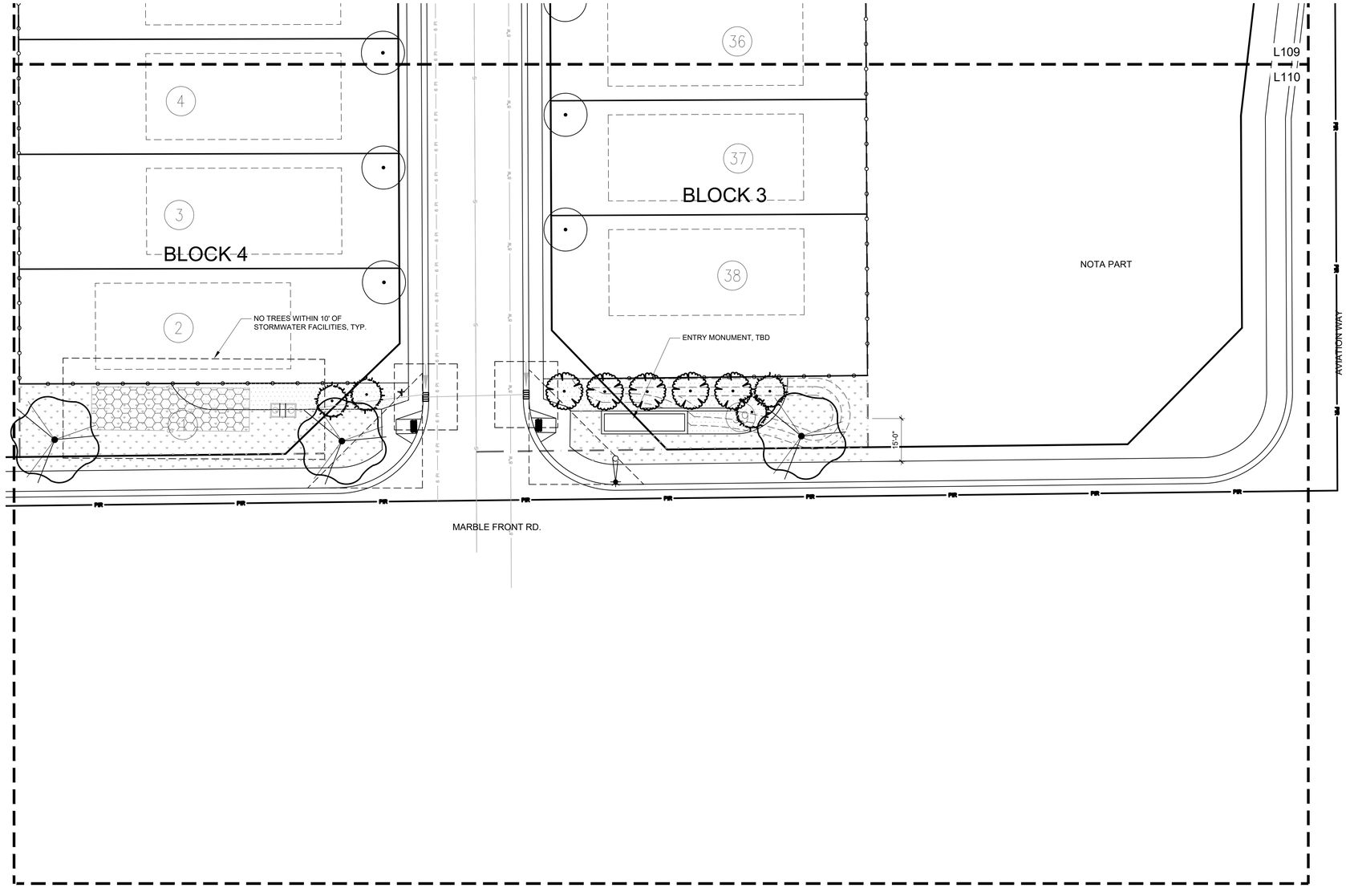

NORTH

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SCALE: 1" = 20'

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LICENSED LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

HUNTERS PATH

CALDWELL, ID 83686

Revision No:	Date:	Desc:
Date:	05.20.2025	
Drawn By:	EV	

Drawing Title:

LANDSCAPE PLAN - AREA 10

Drawing No:

L110

LANDSCAPE NOTES:

1. REGULATIONS & STANDARDS
   - 1.1. All contractor work shall be conducted in accordance with ISPWC (Idaho Standard Public Works Construction), 2023; and City of Caldwell, ID codes, standards and state and local regulations.
2. EXISTING CONDITIONS
   - 2.1. All utilities shall be located prior to construction and protected. Any damage to structures, utilities or concrete will be replaced at contractor's expense.
   - 2.2. The site has many existing improvements such as underground utilities, curb and gutter, light poles and sidewalks.
   - 2.3. See Civil Engineer's plans for information about existing features; all drainage pipes and locations. Protect and retain drainage at all times.
3. GRADING & SITE PREPARATION
   - 3.1. Prepare finish grades for planting by grubbing and removing weeds. If necessary apply Round-Up (or equivalent herbicide), using a certified applicator. Remove rocks and other materials over 2".
   - 3.2. All gravel overprep to be removed and disposed of off site.
   - 3.3. Finish grade to be smooth transition to allow for entire site to be a natural flowing space.
   - 3.4. Refer to Civil Engineer's plans for grading information & for all drainage pipes and locations. Protect and retain drainage at all times.
   - 3.5. No pooling or standing water will be accepted per industry standards.
4. SOILS
   - 4.1. All planter beds to receive a minimum of 18" depth of screened topsoil. Spread, compact, and fine grade to smooth and uniform grade 2.5" below adjacent surfaces.
   - 4.2. All lawn areas to receive a minimum of 12" depth of screened topsoil. Spread, compact, and fine grade topsoil to a smooth uniform grade 1" below adjacent surfaces.
   - 4.3. Reuse of existing topsoil that has been stockpiled on site is permitted if:
     - 4.3.1. Topsoil is tested and analyzed to ensure a proper growing medium. Provide additional amendments as determined by soil tests. And
     - 4.3.2. Topsoil is to be loose, friable sandy loam that is clean and free of toxic materials, noxious weeds, weed seeds, rocks, grass or other foreign materials.
     - 4.3.3. Topsoil should have a pH of 6.5 to 8.
     - 4.3.4. If on site topsoil does not meet these minimum standards contractor is responsible for providing approved imported topsoil or improving onsite topsoil per the approval of the project manager.
   - 4.4. If imported topsoil is used it must be from a local source and be screened free of any debris or foreign matter. Topsoil must not contain rocks, sticks, lumps, or toxic matter.
   - 4.5. Smooth, compact, and fine grade topsoil in lawn areas to smooth and uniform grade .5" below adjacent surfaces.
   - 4.6. Prepare finish grade of topsoil to elevations set by Civil Engineer's plans with positive drainage away from structures. Refer to Civil Engineer's plans for grading information.
   - 4.7. Amend all new plantings with 2 parts topsoil and 1 part compost.
5. PLANTER BED MULCH
   - 5.1. Planter beds to receive 3" depth shredded walk on bark mulch or approved other by landscape architect.
   - 5.2. Install over commercial grade weed barrier fabric.
   - 5.3. All planter beds shall be shovel edged to create a distinct separation to landscape types.
6. LAWN AREAS
   - 6.1. All lawn areas shall be sodded with tall turf type fescue.
   - 6.2. Sod shall be regionally harvested, laid within 24 hours of harvesting, and laid with tight fitting joints.
7. PLANTS
   - 7.1. All plant material shall be installed per industry standards.
   - 7.2. All plant material shall meet or exceed the minimum federal standards as regulated by ANSI z60.1, American Standard for Nursery Stock. Plants not meeting these standards for quality, or plants determined to be unhealthy by Owner's representative, will be rejected.
   - 7.3. All trees and shrubs to be installed per details.
   - 7.4. Fertiilize all trees and shrubs with 'Agriform' planting tablets or approved equal. Apply per manufacturer's recommendations.
   - 7.5. All plants shall adhere to plant schedule, species & sizes. Any necessary substitutions due to availability or alternatives shall be coordinated to the landscape architect via submittal.
8. IRRIGATION
   - 8.1. Irrigation system shall be built to the following specifications:
   - 8.2. Adhere to city codes when connecting to city water.
   - 8.3. All irrigation material to be new with manufacturers' warranty fully intact.
   - 8.4. Install outdoor rated controller in specified location on plan. Coordinate with project manager on exact location.
   - 8.5. Controller to include On/Off rain switch or other rain shut off device that does not alter program.
   - 8.6. Irrigation system piping in landscape areas to be minimum schedule 40 PVC or approved equal, sleeves to be double the size of pipes located within, all wires to be contained in separate sleeves 1-1/2" dia min.
   - 8.7. Coordinate all sleeving & pipe runs with owner (Local Construct) & Builder before installing.
   - 8.8. Use common trenching where possible.
   - 8.9. All wires to be 18 gauge direct, bury wire at a minimum of 12" below finished grade. Size wire for correct voltage loss.
   - 8.10. Supply a minimum of (2) spare wires to furthest valves from controller in all directions.
   - 8.11. Flow control device to be included on all remote control valves, including master control valve.
   - 8.12. Connect mainline to point of connection in approximate location shown on plan.
   - 8.13. Provide ¾" winterization port in location near POC. Winterization port to be located inside of its own standard valve box.
   - 8.14. Contractor is responsible complying with all codes and paying all permits necessary.
   - 8.15. Sprinkler heads shall have matched precipitation within each control circuit. Velocities shall not exceed 5 feet per second.
   - 8.16. Locate irrigation materials in planters when possible and screen with vegetation when possible.
9. CONTRACTOR RESPONSIBILITIES
   - 9.1. Estimated quantities are shown for general reference only. Contractor shall be responsible for all quantity estimates.
   - 9.2. All plant material and workmanship shall be guaranteed for a period of one year beginning at the date of Substantial Completion. Replace all dead or unhealthy plant material immediately with same type and size at no cost to Owner.
   - 9.3. Landscape contractor to turn in as built drawings at the end of project. Substantial Completion will not be granted until 2 copies @ 1" = 20' scale are turned in and approved by Owner's Representative.
10. In the event of a discrepancy, notify the Architect.

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REFER TO CIVIL PLANS FOR BOTTOM OF DRAINAGE BASIN MATERIAL/TREATMENT, TBD

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4' WROUGHT IRON FENCE, BLACK PICKETS, SEE DETAIL 2/L151

PLANT PALETTE: (REFERENCE SHEET L150)

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ORNAMENTAL TREES (CLASS I)		SHRUBS/ORNAMENTAL GRASSES/PERENNIALS	
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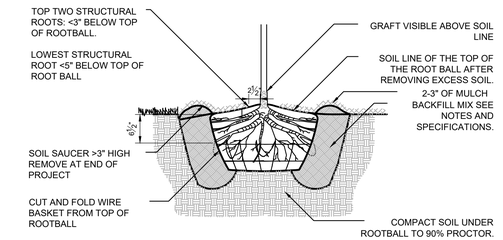
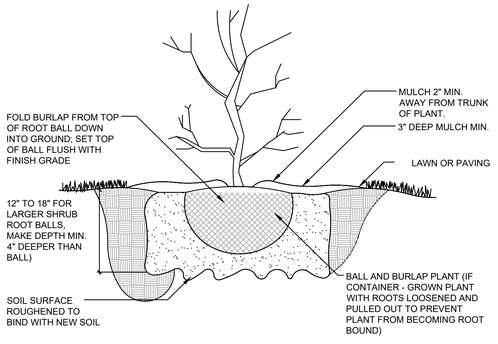
NOTES:
1. DO NOT DAMAGE OR CUT LEADER
2. DO NOT DISTURB ROOT OR DAMAGE ROOT BALL WHEN INSTALLING TREE OR TREE STAKES.
3. TREE STAKING SHALL BE AT THE DISCRETION OF CONTRACTOR. HOWEVER ANY TREES DISTURBED FROM PLUMB DURING THE PLANT WARRANTEE PERIOD WILL BE REPAIRED OR REPLACED AT CONTRACTOR'S EXPENSE.
4. WATER PLANTS THOROUGHLY IMMEDIATELY AFTER INSTILLATION.
5. REMOVE ALL BURLAP, TWINE, ROPE, OR MATERIAL FROM THE TOP ⅓ OF THE ROOTBALL.
6. 5' DIAMETER PLANTER BED/MULCH RING AROUND THE TRUNK OF THE TREE. 3" OF MULCH MIN. DO NOT PLACE MULCH WITHIN 2" OF TRUNK OF TREE.



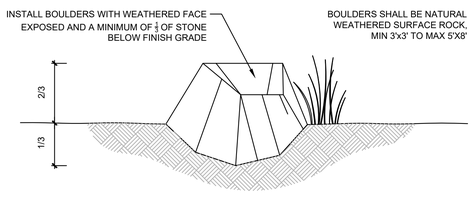
1 BALL & BURLAP TREE PLANTING
3/4" = 1'-0" 3293-01

NOTE:
REMOVE ALL TAGS, TWINE OR OTHER NON BIODEGRADABLE MATERIALS ATTACHED TO PLANT OR ROOT MASS.

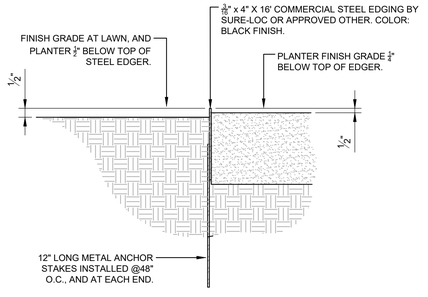
BACKFILL SHALL BE 100% TOPSOIL. WATER SETTLE ALL PLANTINGS TO ENSURE PLANT ROOTBALL MAINTAINS 2" HEIGHT ABOVE EXISTING SOILS WHEN COMPLETE.



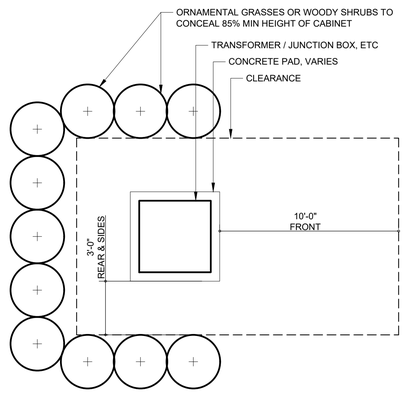
2 SHRUB PLANTING
1" = 1'-0" 329333-03



3 LANDSCAPE BOULDER PLACEMENT (TYP)
1" = 1'-0" DETAIL-FILE



4 STEEL LANDSCAPE EDGING
3" = 1'-0"



5 TRANSFORMER SCREENING
1/4" = 1'-0" 32 9339-01

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LA-16892
05.20.25
LICENSED LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

HUNTERS PATH
CALDWELL, ID 83686

Revision No:	Date:	Desc:
Date:	05.20.2025	
Drawn By:	EV	

Drawing Title:

LANDSCAPE DETAILS

Drawing No:

L150

QUALIFIED OPEN SPACE SUMMARY:

QUALIFIED OPEN SPACE INCLUDES:

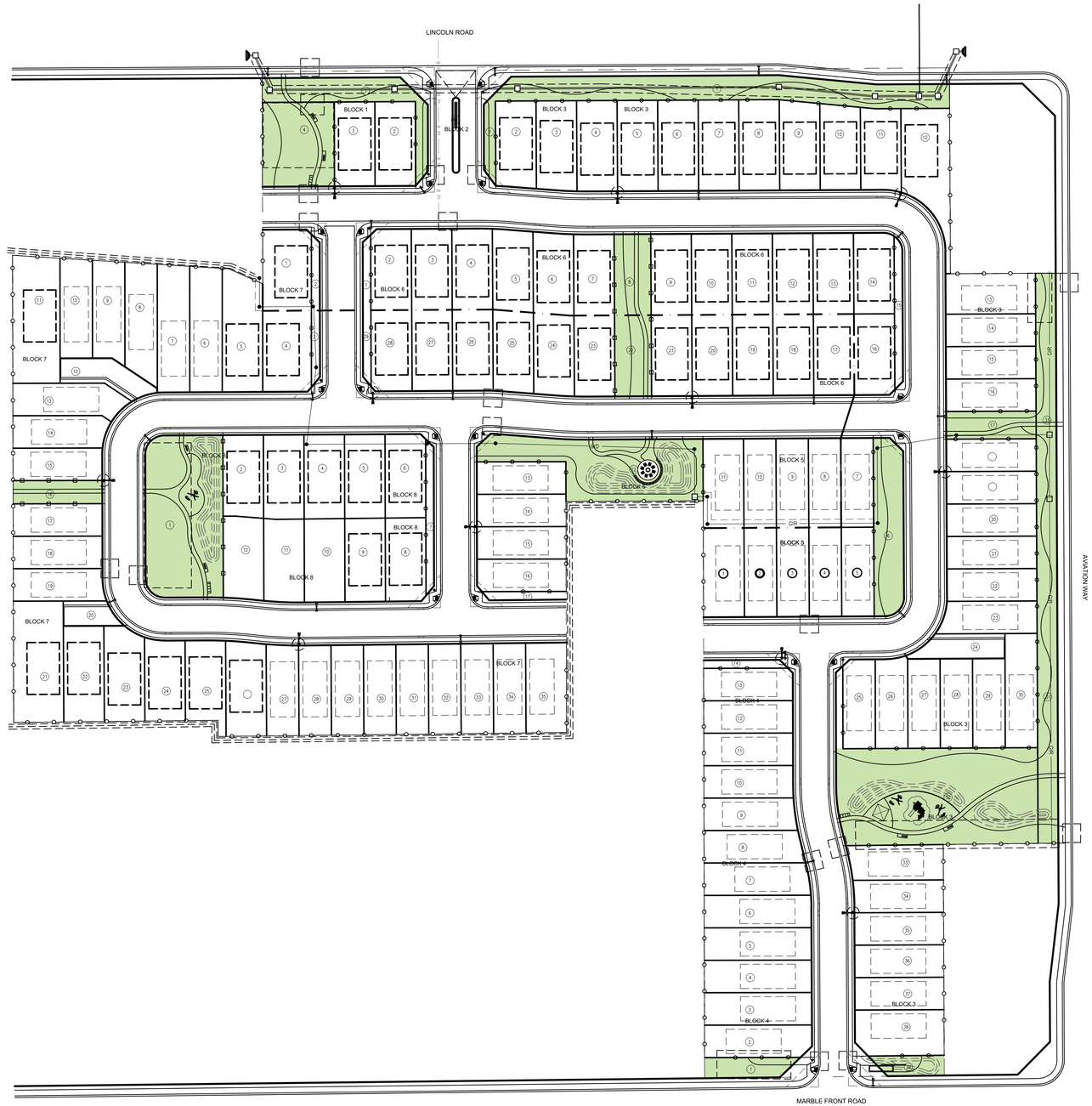
- OPEN PARK AREAS OF AT LEAST ONE THOUSAND FIVE HUNDRED (1,500) SQUARE FEET IN SIZE.
- COMMUNITY GARDENS.
- PONDS OR WATER FEATURES.
- PLAZAS.
- ADDITIONS TO A PUBLIC PARK OR OTHER PUBLIC OPEN SPACE AREA.
- CLUBHOUSE, FITNESS FACILITIES, ENCLOSED BIKE STORAGE, PICNIC AREAS, SWIMMING POOL, PLAY AREAS, OTHER GENERAL RECREATIONAL FACILITIES.
- BUFFERS BETWEEN DIFFERING LAND USES.
- ADDITIONAL STREET LANDSCAPE BUFFER WIDTH OVER AND ABOVE THE REQUIRED STREET LANDSCAPE BUFFERING.
- MICRO PATHWAYS (PAVED OR POROUS SURFACED PORTIONS AND LANDSCAPED PORTION). (ORD. 2661, 1-7-2008)
- MAJOR PATHWAYS (PAVED OR POROUS SURFACED PORTIONS AND LANDSCAPED PORTIONS). (ORD. 2805, 11-2-2009)
- 50% OF STREET BUFFERS ALONG COLLECTORS AND ARTERIALS
- STORMWATER AREAS TO COUNT IF SUBTERRANEAN AND COVERED IN GRASS (SAND/GRAVEL PITS WOULD NOT COUNT)

QUALIFIED OPEN SPACE	ACTUAL AREA (SF)	ACTUAL AREA (ACRES)
• LOT 1 BLOCK 1	@50% - 3,526 SQ.FT.	.08
• LOT 1 BLOCK 3	@50% - 9,040 SQ.FT.	.21
• LOT 4 BLOCK 1	9,219 SQ.FT.	.21
• LOT 8/22 BLOCK 6	9,061 SQ.FT.	.21
• LOT 16 BLOCK 7	3,166 SQ.FT.	.07
• LOT 1 BLOCK 8	19,020 SQ.FT.	.44
• LOT 12 BLOCK 5	16,226 SQ.FT.	.37
• LOT 6 BLOCK 5	7,875 SQ.FT.	.18
• LOT 17 BLOCK 3	3,790 SQ.FT.	.09
• LOT 31 BLOCK 3	@50% - 8,787 SQ.FT.	.20
• LOT 32 BLOCK 3	29,266 SQ.FT.	.67
• LOT 39 BLOCK 3	@50% - 1,019 SQ.FT.	.02
• LOT 1 BLOCK 4	@50% - 1,327 SQ.FT.	.03

TOTAL OPEN SPACE: 121,322 SQ.FT. / 2.8 ACRES OF OPEN SPACE

TOTAL QUALIFIED OPEN SPACE:

- SUBDIVISION IS 23.67 ACRES WITH AVERAGE LOT SIZE >6,000SF
- REQUIRED PERCENTAGE OF QUALIFIED OPEN SPACE IS 10%
- 12% OF OPEN SPACE IS PROVIDED



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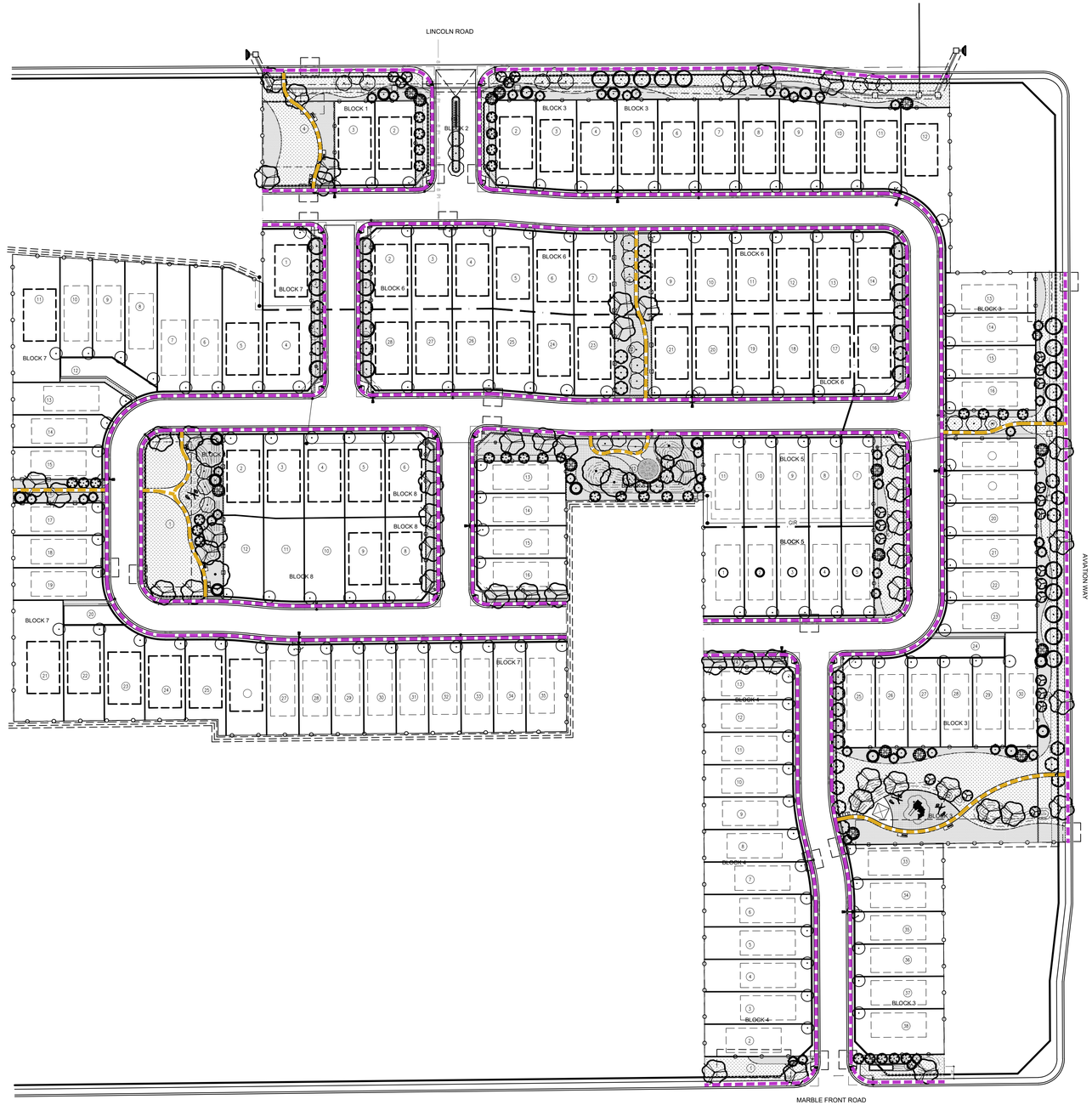
OPEN SPACE EXHIBIT

Drawing No:

EX 1.4

PATHWAY LEGEND:

- COMMUNITY SIDEWALK
- MICRO PATHWAY



NORTH

0 75 150 225 feet

SCALE: 1" = 75'

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Drawn By:	EV	

Drawing Title:

PATHWAY EXHIBIT

Drawing No:

EX 1.3

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06".Wide.Lot.Home.Renderings

❶6".Wide.Lot.Home.Renderings

❶6".Wide.Lot.Home.Renderings

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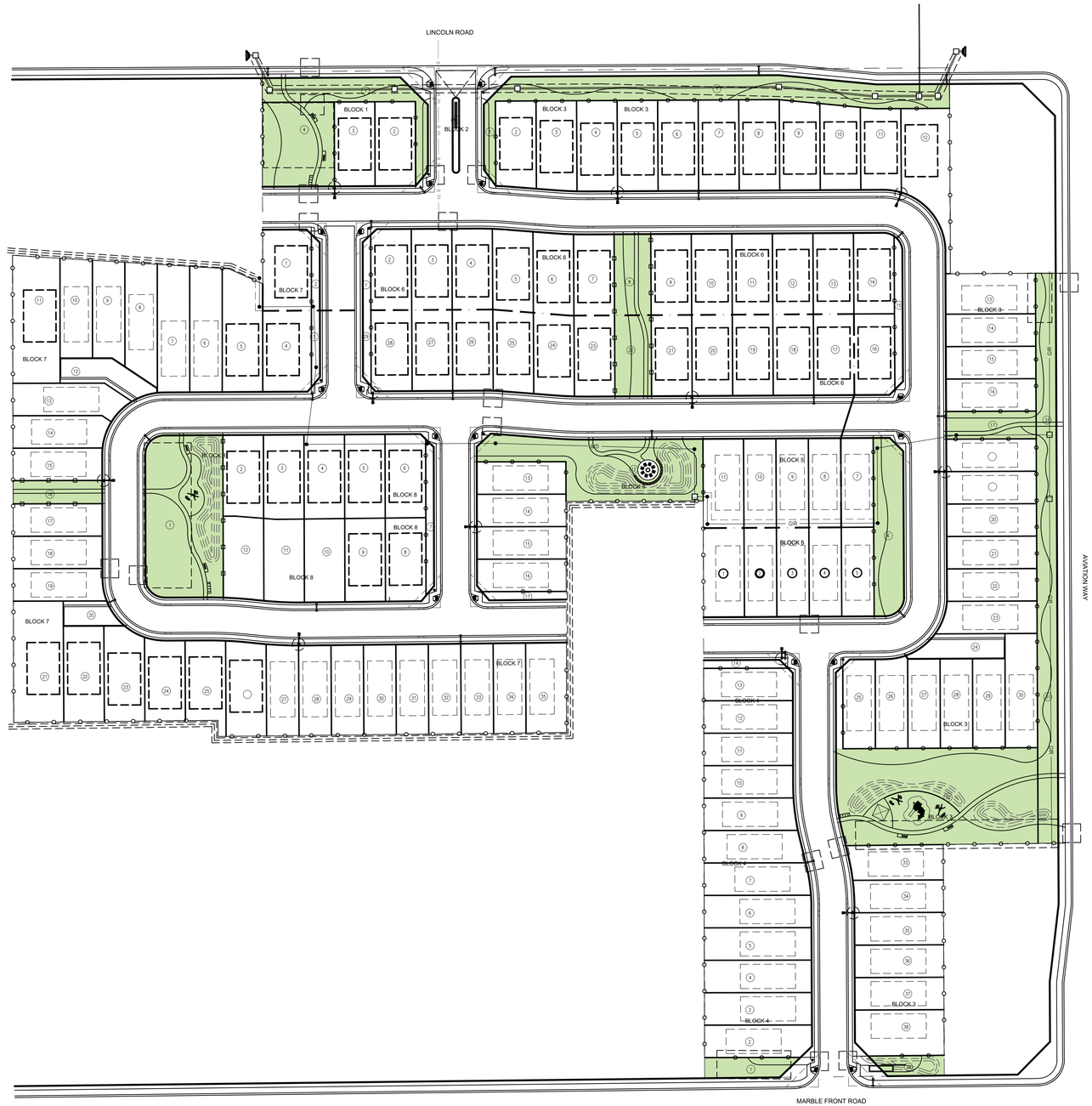

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HUNTERS PATH

CALDWELL, ID 83686

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Drawing Title:

OPEN SPACE EXHIBIT

Drawing No:

EX 1.4

KITTELSON & ASSOCIATES

HUNTER'S PATH SUBDIVISION

CALDWELL, IDAHO

March 28, 2025

Hunter's Path Subdivision

Caldwell, Idaho

Prepared for:
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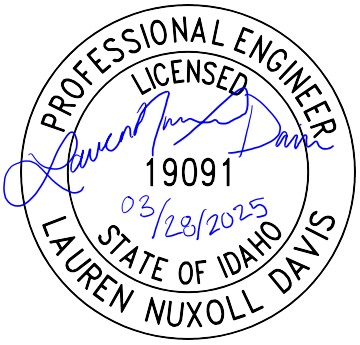
Boise, Idaho 83702

Prepared by:
Kittelson & Associates, Inc.
101 S Capitol Boulevard, Suite 600
Boise, ID 83702
208.338.2683



Project Staff:
Justin Delgado

Project Manager:
Rebecca Hoffman, EIT

Project Principal:
Lauren Nuxoll, PE, PTOE

PN: 31462

March 28, 2025

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Section 1
Executive Summary

EXECUTIVE SUMMARY

Kittelson & Associates, Inc. (Kittelson) has prepared a Transportation Impact Study (TIS) for the Hunter's Path Subdivision in Caldwell, Idaho. The Hunter's Path Subdivision is located between Lincoln Road and Marble Front, between Van Buren Elementary School to the west and the Aviation Way/Marble Front Road intersection to the east. The proposed site consists of approximately 24 acres and is currently undeveloped. 118 single family homes are proposed to be constructed on the site. The site is currently not zoned in the City of Caldwell but will be annexed with the development. The site is classified as Low Density Residential in the *City of Caldwell 2040 Comprehensive Plan Map.*

The findings of this analysis and recommendations are discussed below.

FINDINGS

YEAR 2025 EXISTING CONDITIONS

- Year 2025 existing conditions traffic analysis found that all study intersections are expected acceptably during the weekday AM and PM peak hours with the exception of:
    - **Aviation Way / US 20-26 (PM peak hour):** While the overall intersection operates within ITD standards, during the PM peak hour the eastbound left-turn movement exceeds ITD's LOS and v/c threshold.
        - To meet ITD standards, minor modifications to the traffic signal timing are needed.

YEAR 2030 BACKGROUND TRAFFIC CONDITIONS

- Year 2030 background conditions were developed by applying an annual compounded growth rate of 12% for Lincoln Road, 1% for Marble Front Road,11% for Aviation Way north of US 20-26, 2% for Aviation Way south of US 20-26, and 3% for US 20-26.

- Year 2030 background traffic analysis (without inclusion of site-generated traffic) found that all study intersections are expected acceptably during the weekday AM and PM peak hours with the exception of:
    - **Aviation Way / US 20-26 (AM and PM peak hour):** Similar to existing conditions, the overall intersection operates within ITD standards, however, during the AM and Peak Hours the southbound right lane group exceeds ITD's v/c threshold.
        - To meet ITD standards a southbound right-turn overlap is needed.
            - If this mitigation does not align with ITD's future plans, the intersection was constructed to include a second eastbound left-turn lane which is currently hatched out. Alternatively, to mitigate the intersection operations, ITD can restripe the eastbound approach to include the second left-turn lane and adjust the signal heads/timings accordingly.

TRIP GENERATION & DISTRIBUTION

- The development plan proposes to build approximately 118 single-family homes.
- The development is estimated to generate a total of 1,175 daily net new trip ends, of these 87 are estimated to occur in the weekday AM peak hour (22 inbound / 65 outbound), and 116 are estimated to occur in the weekday PM peak hour (73 inbound / 43 outbound).

YEAR 2030 TOTAL TRAFFIC CONDITIONS

- Year 2030 total traffic conditions found that the site generated trips did not impact any additional intersections or movements not previously identified in the year 2030 background traffic conditions.
- No additional mitigation needs beyond those identified under year 2030 background conditions are required to mitigate the impacts of the proposed development.

SITE ACCESS EVALUATION

- The turn lane analysis resulted in no turn lanes warranted at the site accesses.
- The intersection sight distance evaluation identified that intersections sight distance can be achieved at all the proposed site access locations.

MITIGATION TIMING & THRESHOLD EVALUATION

For each of the mitigations identified, the number of site development units and approximate year of need for the mitigation was evaluated. Table 1 shows the recommended mitigations and thresholds.

Table 1 Mitigation Threshold Evaluation

Intersection	2025 Existing Need?	2030 Background Need?	% of Peak Site Traffic at 2030 Buildout	Year: Operational Need	Proposed Mitigation	Approx. Year of Need / Warrant	Estimated Units Built at Time of Need
Aviation Way / US 20-26	No	Yes	AM – 1.5% PM – 1.7% Average – 1.6%	2030 (PM)	SBR overlap	2027 (PM)	48 (41%)

RECOMMENDATIONS

Based on the report's analyses and evaluation findings, recommendations were developed accordingly for the scenario's conditions

YEAR 2025 EXISTING CONDITIONS

- ITD to consider optimizing the traffic signal timing for the Aviation Way / US 20-26 intersection.

YEAR 2030 MITIGATIONS NEEDED WITHOUT THE HUNTER'S PATH SUBDIVISION

- ITD to consider installing a southbound right-turn overlap for the Aviation Way / US 20-26 intersection.

Section 2
Introduction

INTRODUCTION

Kittelson & Associates, Inc. (Kittelson) has conducted a Transportation Impact Study (TIS) for the proposed Hunter's Path Subdivision in Caldwell, Idaho. The study was prepared in accordance with requirements of the City of Caldwell *Municipal Code Section 10-10-01* (Reference 1) and the Idaho Transportation Department (ITD) *District 3 Operational Procedures Memorandum: Development Proportionate Share Contribution* (Reference 2). The TIS examines the current transportation network and addresses the transportation impacts associated with background growth and the proposed development.

PROJECT DESCRIPTION

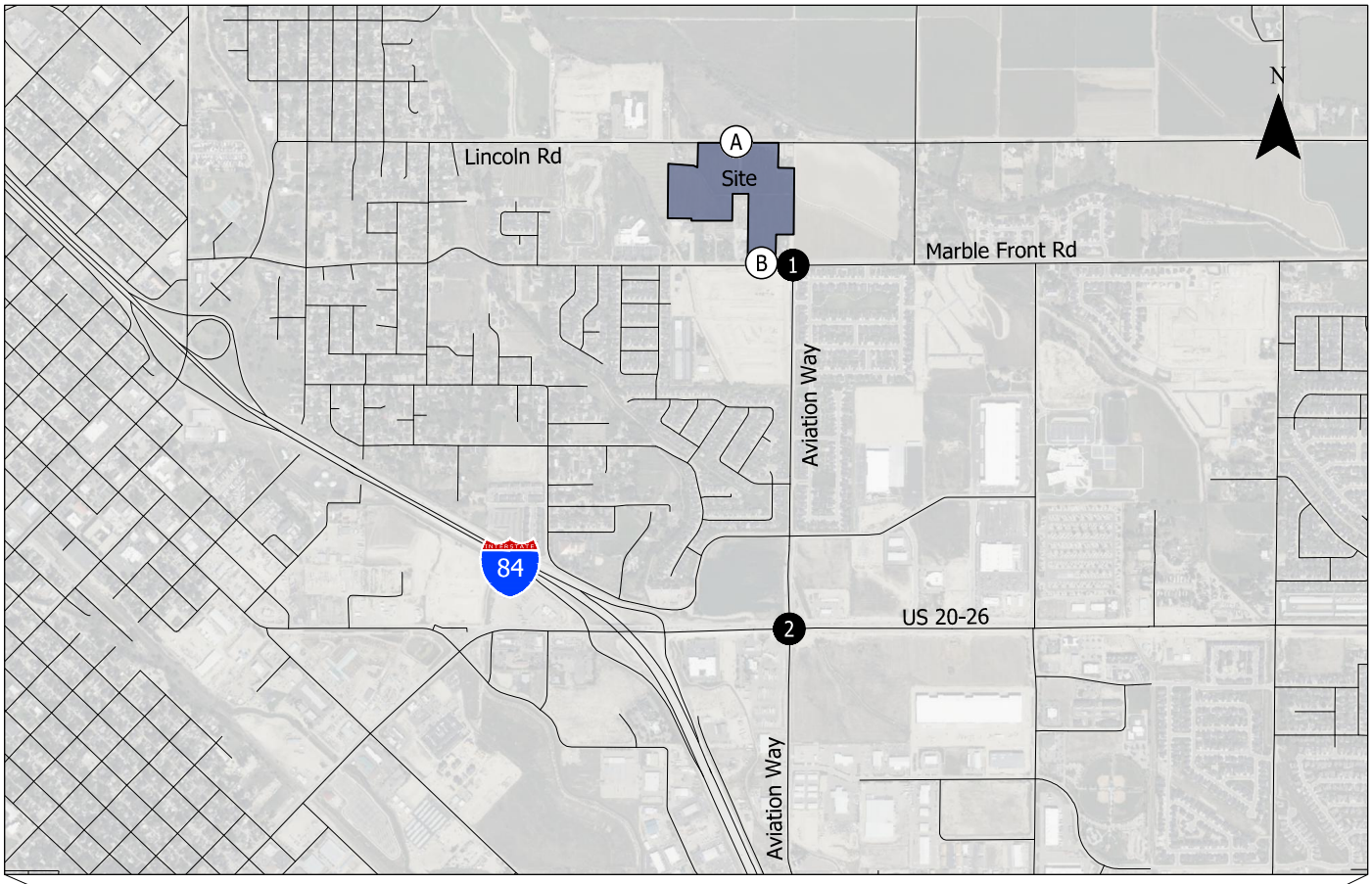
The Hunter's Path Subdivision is located between Lincoln Road and Marble Front, between Van Buren Elementary School to the west and the Aviation Way/Marble Front Road intersection to the east. The proposed site consists of approximately 24 acres and is currently undeveloped. The site is currently located on Canyon County's boundary with the City of Caldwell and is proposed to be annexed into the city with development. The site is currently zoned as Low Density Residential (LDR). The development plan proposes to build 118 single family homes. Figure 1 shows the site vicinity and project boundaries. Figure 2 illustrates the proposed development site plan.

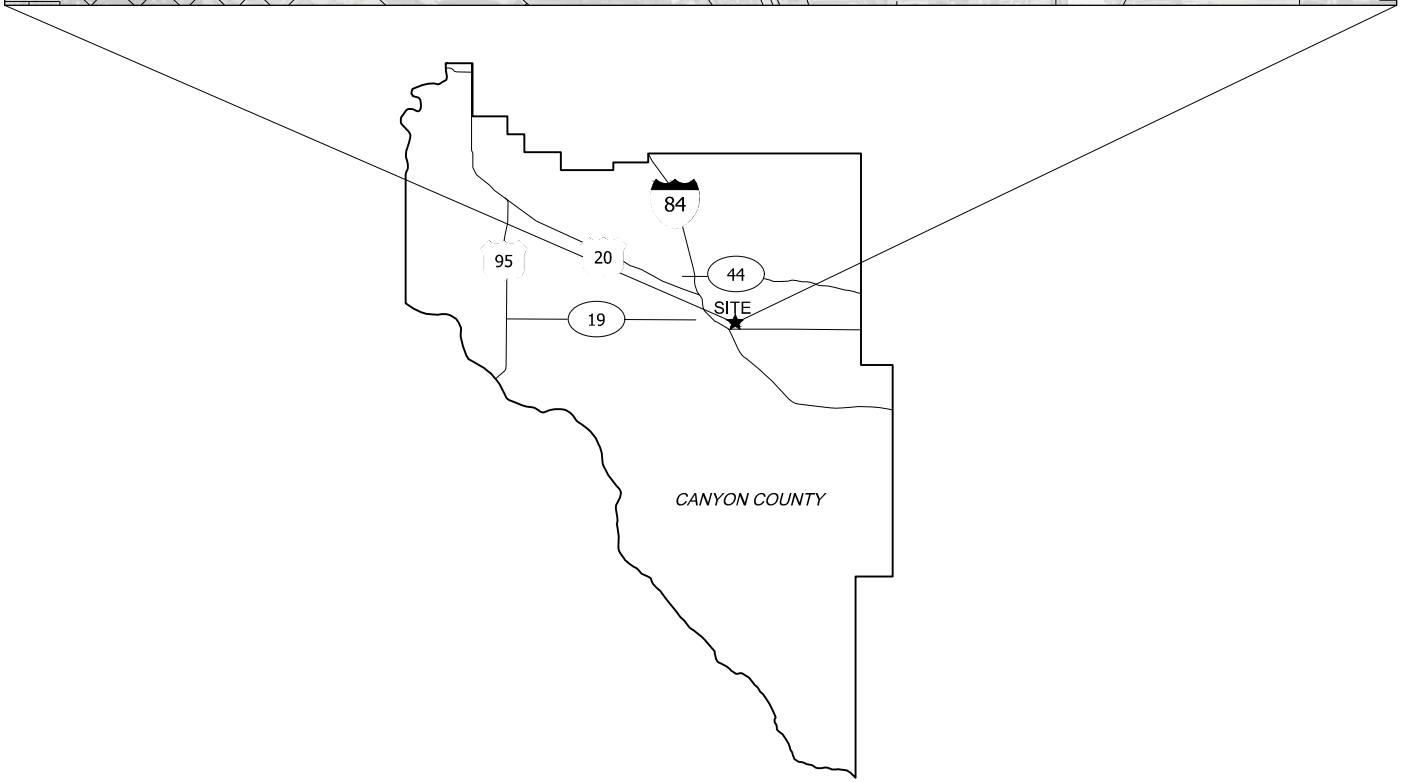
SCOPE OF THE REPORT

The City of Caldwell and ITD reviewed and agreed with the scope, methodology and key assumptions within this TIS in February/March 2025. *Appendix A includes the Proposed Scope of Work for the Transportation Impact Analysis memorandum and response emails from ITD and Caldwell staff*.

This report evaluates these transportation issues:

- Existing land use and transportation system conditions within the site vicinity for the typical weekday AM and PM peak periods;
- Estimated local and regional growth in the study area for future year background analyses based on an annual compounded growth rate;
- Intersection under year 2030 background traffic conditions (existing counts plus five years of regional growth but not including the project) during the weekday AM and PM peak periods;
- Trip generation and distribution estimates for the proposed project;
- Intersection under year 2030 total traffic conditions (year 2030 background traffic plus site-generated trips) during the weekday AM and PM peak periods;
- Identified transportation mitigations at the study intersections under existing, year 2030 background and year 2030 total traffic conditions;
- Evaluation of site access intersections; and
- Summary of findings and recommendations.





#- Study Intersection
(X)- Site Access Intersection

Site Vicinity Map
Caldwell, Idaho

Figure
1

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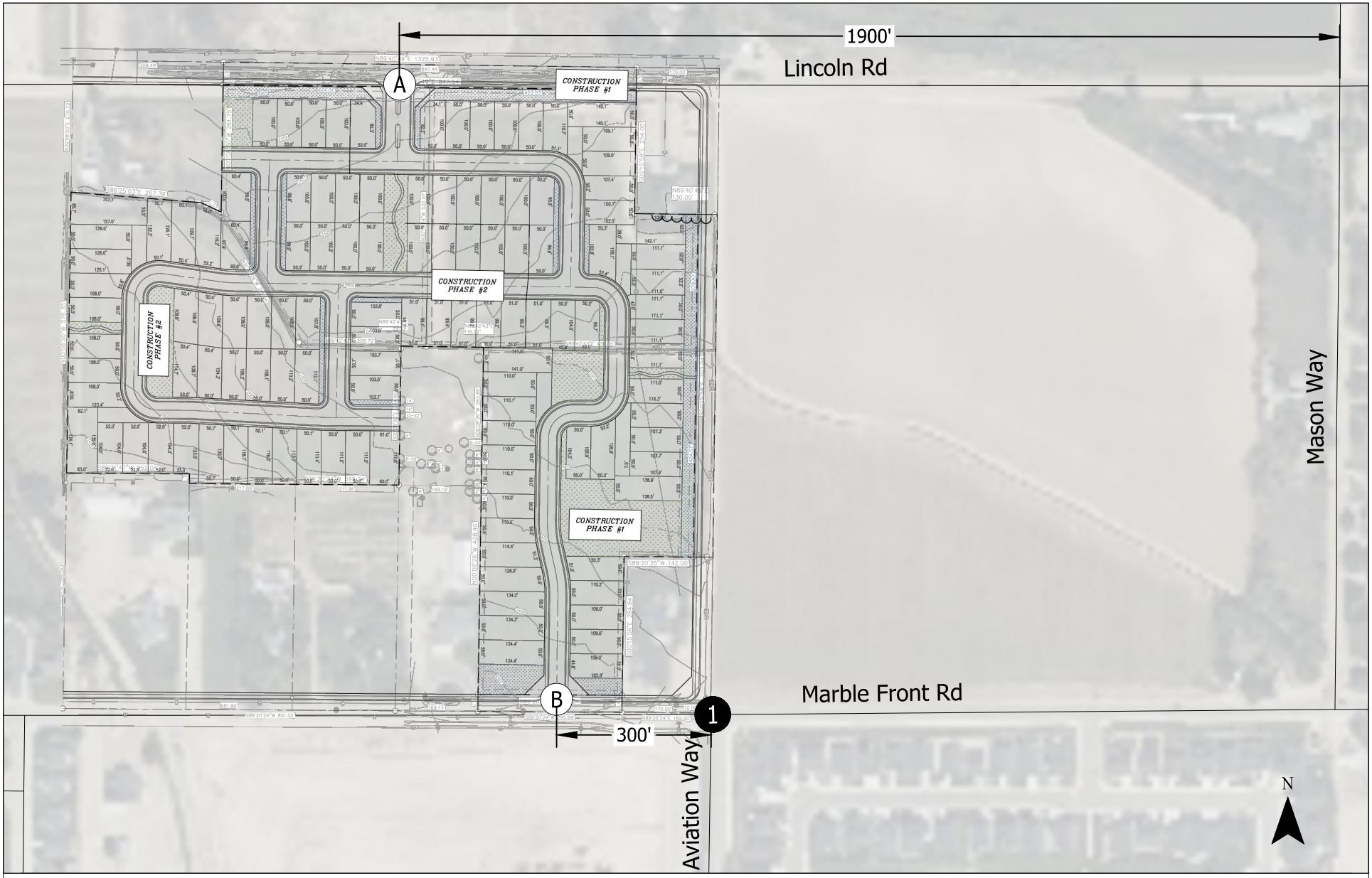

#- Study Intersection

(X)- Site Access Intersection

RECEIVED FROM KB HOME

Drawing is not to scale

Proposed Site Plan
Caldwell, Idaho

Figure
2

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KITTELSON & ASSOCIATES

STUDY AREA

The following study intersections and roadways were identified during the scoping process and included in the analysis:

- Existing Intersections
  - Marble Front Road / Aviation Way (*Two-Way Stop-Controlled*)
  - Aviation Way / US 20-26 (*Traffic Signal*)
- Future Intersections:
  - Site Access A / Lincoln Road (*Two-Way Stop-Controlled*)
  - Site Access B / Marble Front Road (*Two-Way Stop-Controlled*)

INTERSECTION PERFORMANCE MEASURES

Intersection performance measures reported in this study include level of service (LOS), volume-to-capacity ratio (V/C), delay and 95th percentile queues.

The performance measures are used to gauge the performance of the transportation system and overall quality of the travel experience through an intersection or roadway segment as it is perceived by the traveler:

- *Level-of-service (LOS)* is currently the most commonly used performance measure. LOS uses an "A" to "F" ranking based on the average control delay experienced by motorists. LOS "A" conditions have very low vehicles delay times (10 seconds or less), while LOS "F" conditions have high delay times (over 80 seconds on average per vehicle at the signalized intersection) that are considered unacceptable to most drivers.
- *Volume-to-capacity (v/c)* compares the volume of traffic to the theoretical capacity of the facility to accommodate traffic. A v/c ratio of 1.0 indicates an intersection, or movement at an intersection, is operating at capacity. A v/c ratio over 1.0 indicates the intersection's capacity is exceeded.
- *95th percentile queue* is the queue length that has only a 5 percent probability of being exceeded during the analysis time-period. It is used to help determine turn lane storage, but not what the typical driver would experience. This performance measure is helpful in assessing access spacing from adjacent unsignalized and signalized intersections.

Overall intersection performance is calculated for signalized intersections. For two-way stop-controlled intersections, performance measures are reported for the critical movement.

TRAFFIC ANALYSIS METHODOLOGY

The intersection operational analysis was performed using the *Highway Capacity Manual (HCM) 6th Edition* analysis procedures (Reference 3). To ensure that this analysis is based on a reasonable worst-case scenario, the peak 15-minute flow rate during all peak hours was used in the evaluation of all intersection LOS and V/C ratios. This analysis reflects conditions that are only likely to occur for 15-minutes out of each average peak hour. The transportation system will likely operate better than the conditions described in this report during all other time periods. The intersection operations analyses conducted for the TIS were prepared using Synchro 11.

The *HCM 2000* (Reference 4) was utilized due to the ability to report overall intersection V/C ratios for a signalized intersection as, since the *HCM 6th Edition* does not report overall intersection V/C ratio.

PERFORMANCE MEASURES

The operating standards of the City of Caldwell and ITD were used to assess the traffic operations of the study intersections and roadways.

CITY OF CALDWELL STANDARDS

City of Caldwell's target operating standards are LOS D or better for all intersections and a V/C ratio less than 1.0 for the overall intersection as well as each lane group.

ITD INTERSECTION STANDARDS

Although not policy, ITD's desired thresholds are LOS D or better for all intersections and a V/ ratio of 0.90 or better for the overall intersections, and V/C ratio greater than 0.90 for critical lane groups.

Table 2 summarizes the LOS standards for the study area intersections (signalized and unsignalized).

Table 2. Study Intersections and Corresponding Operational Standards

ID	Study Intersection	Agency	Traffic Control	City of Caldwell Operating Standard[1]	ITD Operating Standard[2]
1	Marble Front Rd / Aviation Way	City of Caldwell	Two-way, stop-control (TWSC)	• LOS D or better • Critical Lane Group V/C Ratio ≤ 1.0	• N/A
2	Aviation Way / US 20-26	ITD	Traffic Signal	• LOS D or better • Critical Lane Group V/C Ratio ≤ 1.0	• Intersection LOS D and V/C ≤ 0.90 • Lane Group V/C Ratio ≤ 0.90

[1]City of Caldwell Municipal Code Section 10-10-01(Reference 1)
[2]District 3 Operational Procedures Memorandum: Development Proportionate Share Contribution (Reference 2)

Section 3
Existing Conditions

YEAR 2025 EXISTING CONDITIONS

The existing conditions analysis identifies the site conditions and current operational and geometric characteristics of the roadways within the study area. These conditions will be compared with future conditions later in this report. Information regarding site conditions, adjacent land uses, existing traffic operations and transportation facilities in the study area was collected.

SITE CONDITIONS AND ADJACENT LAND USES

The proposed development is not currently zoned in the City of Caldwell but will be annexed into the city with development. The site is classified as Low Density Residential in the *City of Caldwell 2040 Comprehensive Plan Map* (Reference 5), and is located between Lincoln Road and Marble Front, between Van Buren Elementary School to the west and the Aviation Way/Marble Front Road intersection to the east. The surrounding land uses include an in-process residential development is located to the north, an existing RV park to the south, an existing school to the west, and agricultural land to the east.

TRANSPORTATION FACILITIES

The transportation system inventory identifies the current characteristics of roadways within the study area. Major roadways within the study area were identified and catalogued, including transit facilities and pedestrian and bicycle infrastructure.

ROADWAY FACILITIES

Table 3 provides a summary of the existing roadway facilities included in this study within the site vicinity.

Table 3. Existing Study Transportation Facilities and Roadways

Roadway	Functional Classification[1]	Number of Lanes	Posted Speed (MPH[2])	Sidewalks	Bicycle Lanes	On-Street Parking
Lincoln Road	Minor Arterial	2	45	No	No	No
Marble Front Road	Collector	2	35	Partial[3]	No	No
Aviation Way	Proposed Collector[4]	2	35	Partial[3]	No	No
US 20-26	Expressway	4	35	Yes	No	No

[1] Per *City of Caldwell Functional Street Classification Map* (Reference 6). [2] MPH represents miles per hour. [3] Along subdivision developments. [4]Aviation Way was not constructed at the time the Functional Street Classification Map was created.

PEDESTRIAN AND BICYCLE FACILITIES

Within the site's vicinity, sidewalks are present along roadways built as part of nearby recent development (Aviation Way, portions of Marble Front Road, and the recently reconstructed US 20-26). Roadways like Lincoln Road are rural in nature and do not have pedestrian and bicycle facilities.

TRANSIT FACILITIES

Valley Regional Transit (VRT) is a public transportation service provider that provides fixed route buses and paratransit services within Ada and Canyon County. VRT's central bus station is located downtown Boise and provides county and intercounty connections within the Treasure Valley.

There is one bus route servicing the vicinity of the site – Nampa/Caldwell on Demand (Route 150). The on-demand model allows people in Canyon County to book a ride when needed and get picked up/dropped off at the closest bus stop or virtual stop.

SIGNAL TIMING

The intersection of Aviation Way & US 20-26 is traffic signal controlled, and operated by ITD, who provided the signal timing, phasing, and lane configuration details. Lane configuration details were requested to confirm the built configuration, as the intersection was recently reconstructed. *Appendix B contains correspondence with ITD, lane configuration assumptions, and traffic signal timing.*

YEAR 2025 EXISTING TRAFFIC OPERATIONS

Peak hour turning movement counts were collected in February 2025 during weekday AM peak (7:00 AM – 9:00 AM) and weekday PM peak (4:00 PM – 6:00 PM) periods. Tube counts were collected along Lincoln Road where the future Site Access A will be located.

Appendix C includes the weekday AM and PM period counts utilized at each of the study intersections and tube counts utilized for Lincoln Road.

YEAR 2025 EXISTING INTERSECTION OPERATIONS

Existing peak hour traffic operations were analyzed for a typical mid-weekday AM peak period and PM peak period. Individual peak hours for each intersection were used to provide a conservative analysis.

Table 4 presents the traffic operation results for each intersection and its corresponding lane groups during existing weekday AM and PM peak periods. Figure 3 presents lane configurations, traffic control devices and the AM and PM peak hour traffic volumes at each of the study intersections. *Appendix D includes the year 2025 existing conditions Synchro worksheets*.

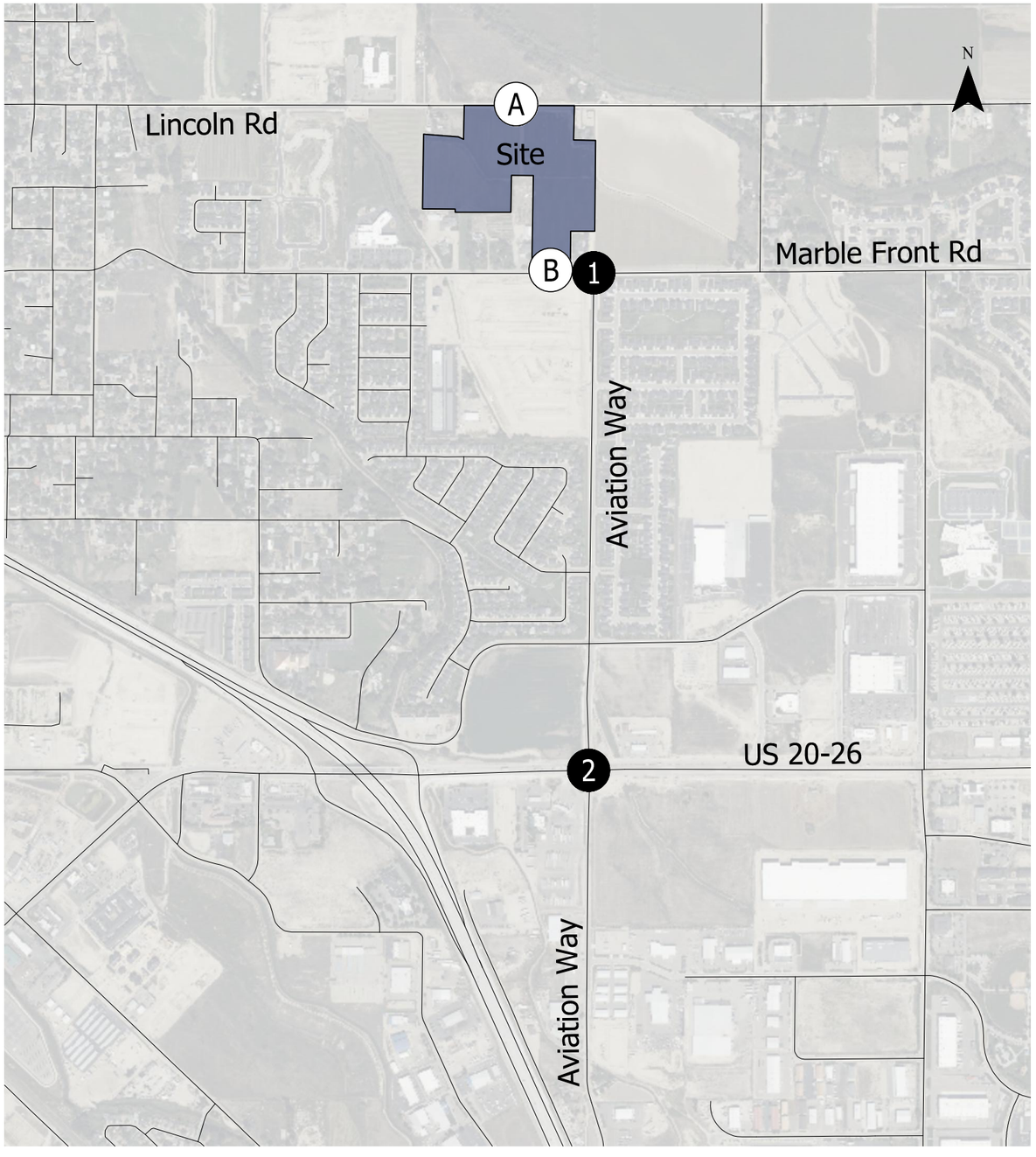
Table 4. Year 2025 Existing Intersection Operations

No.	Intersection	Intersection Control	Intersection AM/PM			Lane Group	Weekday AM Peak Hour			Weekday PM Peak Hour		
			V/C	LOS	Delay		V/C	LOS	Delay	V/C	LOS	Delay
1	Marble Front Road / Aviation Way	TWSC	-	-	-	WBTL	0.04	A	7.7	0.03	A	7.6
						NBL	0.17	B	11.9	0.13	B	10.9
						NBR	0.04	A	8.9	0.04	A	9.0
2	Aviation Way / US 20-26	Traffic Signal	0.56 / 0.72	C / C	22.0 / 33.1	EBL	0.82	C	32.4	***0.99***	***F***	***80.8***
						EBTR	0.52	B	17.5	0.53	B	18.1
						WBL	0.67	D	42.5	0.52	D	40.8
						WBT	0.61	C	22.6	0.65	C	26.1
						WBR	0.04	B	19.0	0.06	C	21.6
						NBL	0.35	C	21.0	0.45	C	23.4
						NBTR	0.28	C	22.1	0.19	C	24.3
						SBL	0.12	C	22.0	0.06	C	27.9
						SBT	0.16	C	24.2	0.21	C	29.9
						SBR	0.80	C	29.5	0.80	D	35.1

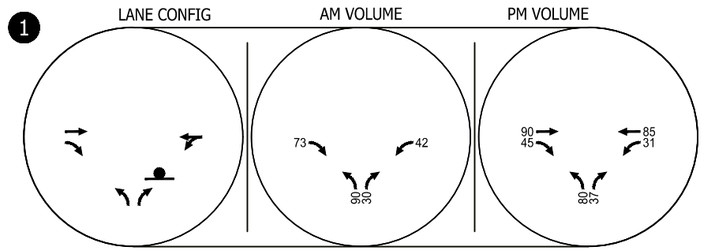
V/C ratio is defined as vehicle-to-capacity ratio, which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour. LOS stand for Level of Service. Delay is reported in seconds per vehicle. Cells in the table above that are **bolded**, *italicized*, and highlighted indicate an intersection and/or lane group operating below the jurisdictional standards.

As Table 4 shows, all study intersections operate acceptably during the year 2025 existing weekday AM and PM peak hours except for:

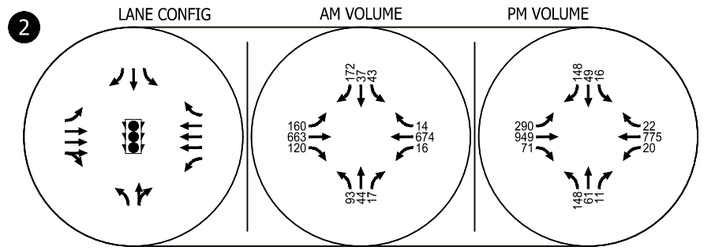
- **Aviation Way / US 20-26 (PM peak hour):** While the overall intersection operates within ITD standards, during the weekday PM peak hour the eastbound left turn movement exceeds ITD's v/c thresholds.



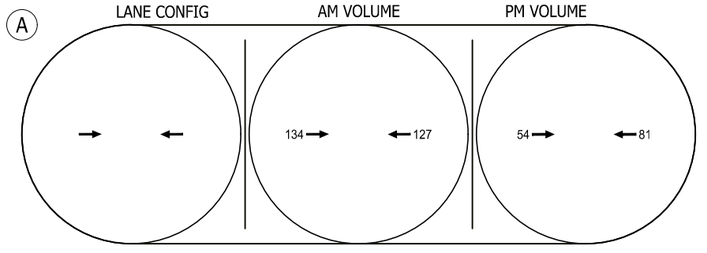
MARBLE FRONT ROAD/ AVIATION WAY



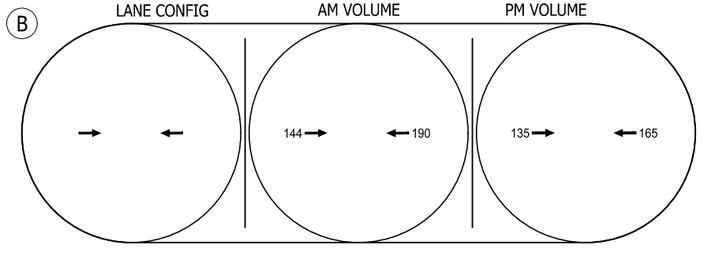
AVIATION WAY/ US 20-26



SITE ACCESS A/ LINCOLN ROAD



SITE ACCESS B/ MARBLE FRONT ROAD



#- Study Intersection
X- Site Access Intersection
- Stop Sign
- Traffic Signal

Year 2025 Existing Lane Configurations, Traffic Control Devices, and Traffic Volumes
Weekday AM & PM Peak Hours
Caldwell, Idaho

Figure
3

H:\31\31462 - Hunter's Path Subdivision\report\figs\31462_Figures_v2.dwg Mar 24, 2025 - 5:20pm - jdelgado Layout Tab: Figure 3 - Existing Traffic

YEAR 2025 EXISTING CONDITIONS MITIGATION

This section highlights the mitigations needed to address each of the intersections not meeting traffic operation standards under the year 2025 existing traffic conditions. *Appendix E contains the year 2025 mitigated existing traffic operational worksheets.*

Aviation Way / US 20-26

Under year 2025 existing conditions, the overall intersection of Aviation Way / US 20-26 operates within ITD's LOS and v/c standards. However, during the weekday PM peak hour the eastbound left movement operates with a v/c of 0.99, exceeding ITD's v/c threshold.

To meet ITD standards, minor modifications to the signal timing were evaluated, including reallocating time to the EBL movement from the WBT movement while maintaining the existing cycle length. Table 5 summarizes the projected operations of the intersection with the adjusted signal timing in place. The weekday AM peak hour did not require signal timing adjustments to mitigate any movements and therefore is not presented in Table 5. As shown, with minor signal timing modifications in place all movements during the weekday PM peak hour operate within ITD's desired LOS and v/c thresholds.

Table 5. Year 2025 Mitigated Existing Conditions at Aviation Way / US 20-26 Intersection

No.	Intersection	Intersection Control	Intersection AM/PM			Lane Group	Weekday PM Peak Hour		
			V/C	LOS	Delay		V/C	LOS	Delay
2	Aviation Way / US 20-26	Traffic Signal	0.56 / 0.70	C / C	22.5 / 26.9	EBL	0.89	D	47.3
						EBTR	0.51	B	17.7
						WBL	0.52	D	42.0
						WBT	0.67	C	27.5
						WBR	0.07	C	22.8
						NBL	0.46	C	24.5
						NBTR	0.20	C	25.3
						SBL	0.06	C	28.8
						SBT	0.21	C	30.9
						SBR	0.80	D	36.3

V/C ratio is defined as vehicle-to-capacity ratio, which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour. LOS stands for Level of Service. Delay is reported in seconds per vehicle. Cells in the table above that are **bolded**, *italicized*, and highlighted indicate an intersection and/or lane group operating below the jurisdictional standards.

CRASH HISTORY

Crash data for the study intersections and roadways was provided by ITD for the previous five years on record (2019-2023). This data was used to evaluate and document any potential crash trends occurring at study intersections and along study roadways. No crashes were recorded at the Marble Front Rd & Aviation Way intersection in the last five years. *Appendix F contains the crash data reports provided by ITD.*

Table 6 presents the number of crashes, by crash type and severity, at the intersection of Aviation Way / US 20-26.

Table 6. Study Intersection Crash Type and Severity Summary, 2019-2023

Intersection	Crash Type					Total	Severity			Crash Rate (Crashes/ MEV)
	Rear-End	Fixed Object	Side Swipe	Angle	Other		PDO	Injury	Fatality	
Aviation Way / US 20-26	23	1	4	8	3	**39**	25	14	0	0.83

As shown in Table 6, the most common crash type recorded at the Aviation Way & US 20-26 intersection was rear-ends. Rear-ends are frequently the most observed crash type at signalized intersections.

Section 4
Transportation Impact Analysis

TRANSPORTATION IMPACT ANALYSIS

The transportation impact analysis identifies how the study area's transportation system will operate in the year the proposed development is expected to be fully built, year 2030. An evaluation of the impact of traffic generated by the proposed project during the typical weekday AM and PM peak hours as follows:

- Transportation improvements planned in the site vicinity were identified.
- Background weekday AM and PM peak hour traffic conditions for build-out year 2030 were analyzed at each of the study intersections.
- Background conditions were developed by applying an annual compounded growth rate.
- Site-generated trips were estimated for the build-out of the site.
- Site trip distribution patterns were estimated for the site-generated trips based on the existing traffic patterns, the major trip origins and destinations in the Treasure Valley area, and COMPASS modeling.
- The build-out year 2030 total traffic conditions were analyzed at each of the study intersections and site-access points during the weekday AM and PM peak hours.
- On-site circulation issues and site-access operations were evaluated.

YEAR 2030 BACKGROUND TRAFFIC CONDITIONS

The year 2030 background traffic analysis identifies how the study area's transportation system will operate in the future year without the proposed Hunter's Path Subdivision in place. This analysis includes traffic attributed to planned developments within the study area and to general growth in the region but does not include traffic from the proposed development.

PLANNED INTERSECTION AND ROADWAY IMPROVEMENTS

Based on a review of ITD's Statewide Transportation Improvement Program (Reference 7) and Idaho Transportation Investment Program (Reference 8), and the Caldwell Area Capital Improvement Plan & Traffic Impact Fee Program (Reference 9), the following improvements are planned in the study area:

ITD's Statewide Transportation Improvement Program (STIP)

No specific projects listed within the study area.

ITD's Idaho Transportation Investment Program (ITIP)

No specific projects listed within the study area.

Caldwell Area Capital Improvement Plan & Traffic Impact Fee Program (CIP & TIF)

- Aviation Way / Muller Drive
    - Project I-11, installation of all way stop control at the intersection.
        - This improvement will not occur at either of the study intersections, therefore, it was not included in the 2030 background or total conditions analysis.

BACKGROUND GROWTH

The growth used for the year 2030 background traffic volumes was based on the COMPASS regional demand model. The COMPASS model accounts for anticipated growth in the area including approved developments that are yet to be constructed. A review of the model showed the following growth rates:

- 12% for Lincoln Road
- 1% for Marble Front Road
- 11% for Aviation Way north of US 20-26
- 2% for Aviation Way south of US 20-26
- 3% for US 20-26

These growth rates have been applied to the corresponding study roadways. These assumptions were confirmed with the City of Caldwell and ITD in the scoping memorandum in February and March 2025.

IN-PROCESS DEVELOPMENTS

No additional developments beyond the ones included in the COMPASS model were identified.

YEAR 2030 BACKGROUND TRAFFIC VOLUMES

Year 2030 background traffic volumes reflect existing traffic counts plus five years of background growth.

YEAR 2030 BACKGROUND INTERSECTION OPERATIONS

Table 7 presents the traffic operations results for each study intersection and its lane groups under year 2030 background conditions during the weekday AM and PM peak hours. Figure 4 presents the lane configurations; traffic control devices and the year 2030 background weekday AM and PM traffic volumes at each of the study intersections. *Appendix G includes the year 2030 background conditions Synchro worksheets.*

Signal timing splits were optimized prior to assessing intersection operations. This reflects the standard ITD operation procedures of regularly adjusting signal timing to meet changing traffic demands associated with regional growth. Total cycle length was not adjusted.

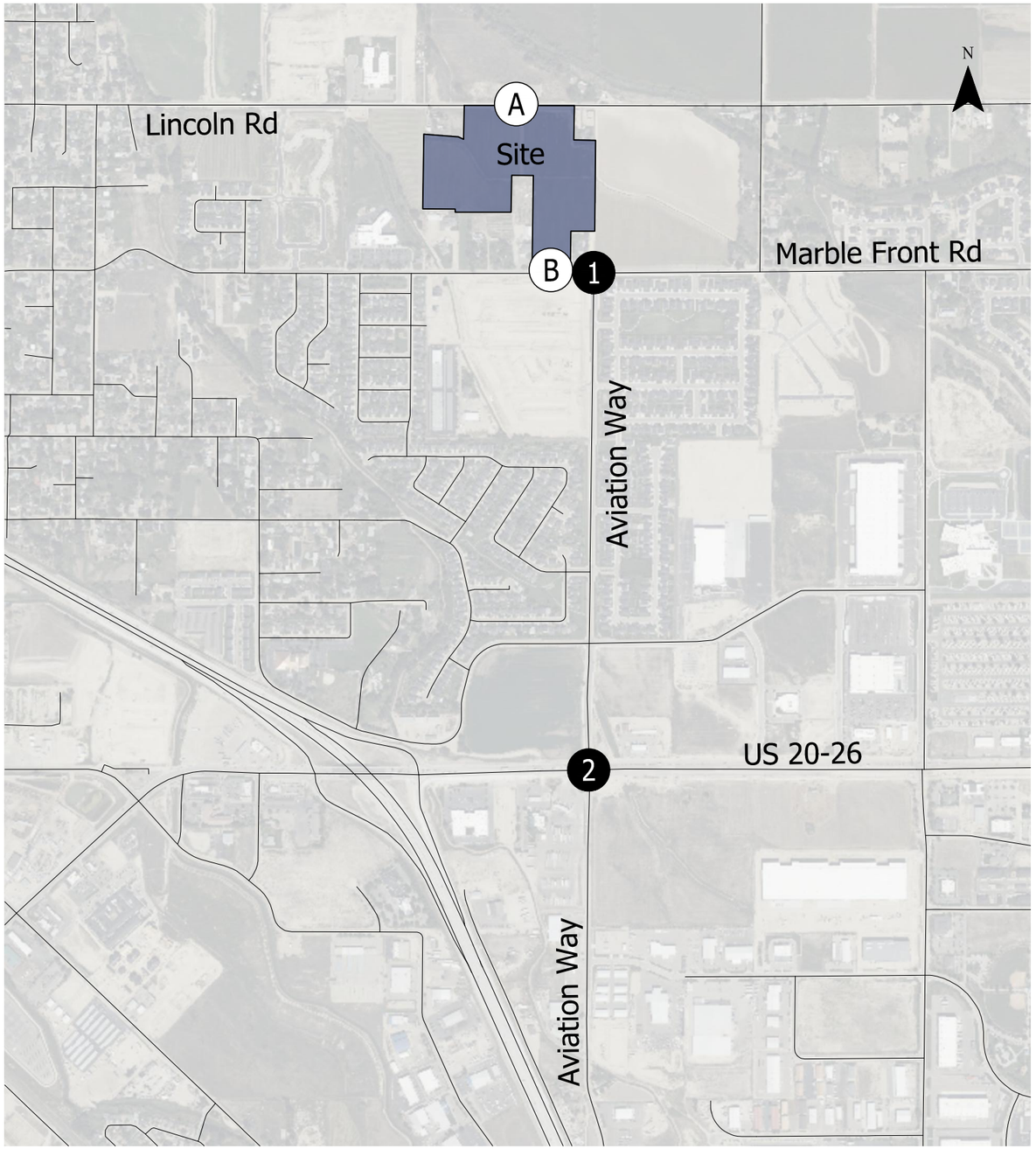
Table 7. Year 2030 Background Intersection Operations

No.	Intersection	Intersection Control	Intersection AM/PM			Lane Group	Weekday AM Peak Hour			Weekday PM Peak Hour		
			V/C	LOS	Delay		V/C	LOS	Delay	V/C	LOS	Delay
1	Marble Front Road / Aviation Way	TWSC	-	-	-	WBTL	0.04	A	7.7	0.03	A	7.6
						NBL	0.26	B	12.5	0.22	B	11.7
						NBR	0.06	A	9.0	0.07	A	9.1
2	Aviation Way / US 20-26	Traffic Signal	0.60 / 0.77	C / C	23.2 / 29.6	EBL	0.85	E	44.6	0.90	C	35.0
						EBTR	0.58	C	23.4	0.60	C	20.2
						WBL	0.72	D	54.1	0.55	D	44.9
						WBT	0.71	C	30.6	0.89	D	41.0
						WBR	0.04	C	25.0	0.09	C	26.6
						NBL	0.38	C	22.5	0.54	C	25.9
						NBTR	0.17	C	24.0	0.21	C	26.4
						SBL	0.17	C	23.8	0.08	C	28.4
						SBT	0.17	C	27.0	0.30	C	31.6
						SBR	***0.91***	D	51.7	***1.10***	***F***	***122.3***

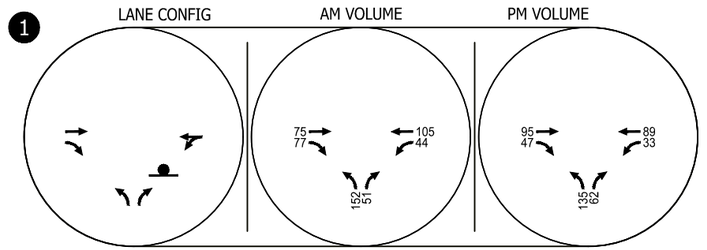
V/C ratio is defined as vehicle-to-capacity ratio, which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour. LOS stands for Level of Service. Delay is reported in seconds per vehicle. Cells in the table above that are **bolded**, *italicized*, and highlighted indicate an intersection and/or lane group operating below the jurisdictional standards.

As Table 7 shows, all study intersections operate acceptably during the year 2030 background weekday AM and PM peak hours except for:

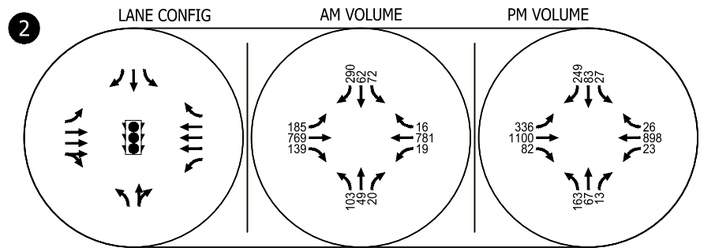
- **Aviation Way / US 20-26 (AM and PM peak hour):** Similar to existing conditions, the overall intersection operates within ITD standards, however during the weekday AM and PM peak hours the southbound right-turn movement exceeds ITD's v/c thresholds.



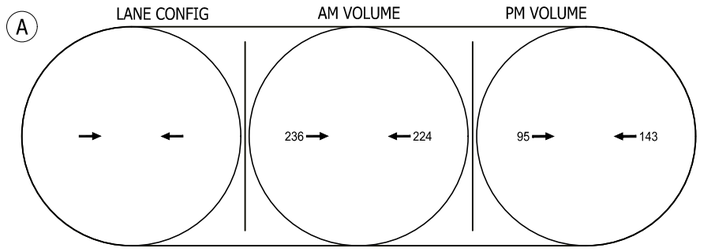
MARBLE FRONT ROAD/ AVIATION WAY



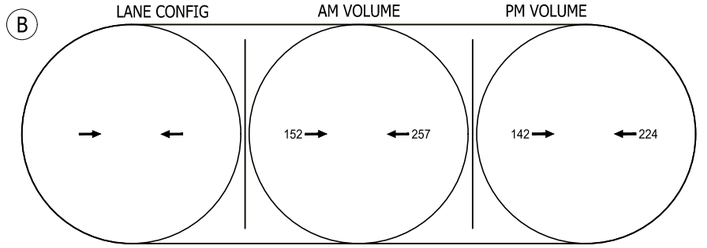
AVIATION WAY/ US 20-26



SITE ACCESS A/ LINCOLN ROAD



SITE ACCESS B/ MARBLE FRONT ROAD



#- Study Intersection
XSite Access Intersection
- Stop Sign
- Traffic Signal

Year 2030 Background Lane Configurations, Traffic Control Devices, and Traffic Volumes
Weekday AM & PM Peak Hours
Caldwell, Idaho

Figure
4

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KITTELSON & ASSOCIATES

YEAR 2030 BACKGROUND CONDITIONS MITIGATION

This section highlights the mitigations needed to address each of the intersections not meeting traffic operation standards under the year 2030 background traffic conditions. *Appendix H contains the year 2030 mitigated background traffic operational worksheets.*

Aviation Way / US 20-26

Similar to year 2025 existing conditions, the overall intersection of Aviation Way / US 20-26 operates within ITD's LOS and v/c standards. However, during the weekday AM and PM peak hours the southbound right-turn movement operates with a v/c ratio of 0.91 and 1.10, respectively, exceeding ITD's v/c threshold.

To meet ITD standards, a southbound right-turn overlap was evaluated. Table 8 summarizes the projected operations of the intersection with a southbound right-turn overlap in place. As shown, with a southbound right-turn overlap in place all movements during the weekday AM and PM peak hours operate within ITD's desired LOS and v/c thresholds.

Table 8. Year 2030 Mitigated Background Traffic Conditions at Aviation Way / US 20-26 Intersection

No.	Intersection	Intersection Control	Intersection AM/PM			Lane Group	Weekday AM Peak Hour			Weekday PM Peak Hour		
			V/C	LOS	Delay		V/C	LOS	Delay	V/C	LOS	Delay
2	Aviation Way / US 20-26	Traffic Signal	0.60 / 0.79	C / C	21.6 / 29.4	EBL	0.85	D	40.0	0.90	C	34.7
						EBTR	0.57	C	21.6	0.60	B	20.0
						WBL	0.71	D	51.1	0.55	D	44.5
						WBT	0.69	C	28.4	0.88	D	40.3
						WBR	0.04	C	23.2	0.09	C	26.3
						NBL	0.39	C	22.7	0.54	C	26.0
						NBTR	0.29	C	24.3	0.21	C	26.4
						SBL	0.18	C	24.0	0.08	C	28.5
						SBT	0.20	C	27.3	0.30	C	31.7
						SBR	0.60	C	22.6	0.46	B	19.7

V/C ratio is defined as vehicle-to-capacity ratio, which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour. LOS stands for Level of Service. Delay is reported in seconds per vehicle. Cells in the table above that are **bolded**, *italicized*, and highlighted indicate an intersection and/or lane group operating below the jurisdictional standards.

If the southbound right-turn overlap does not align with ITD's future plans and goals for the US 20-26 corridor, or the Aviation Way / US 20-26 intersection, the intersection of Aviation Way / US 20-26 was constructed to include a second eastbound left-turn lane, which is currently hatched out. Alternatively, to mitigate the intersection operations, ITD can restripe the eastbound approach to include the second left-turn lane and adjust the signal heads/timings accordingly.

PROPOSED DEVELOPMENT PLAN

The Hunter's Path subdivision is located between Lincoln Road and Marble Front, between Van Buren Elementary School to the west and the Aviation Way/Marble Front Road intersection to the east. The proposed site consists of approximately 24 acres and is currently undeveloped. The site is currently located on Canyon County's boundary with the City of Caldwell and is proposed to be annexed into the city with development. The site is currently zoned as Low Density Residential (LDR). The development plan proposes to build 118 single family homes.

TRIP GENERATION

The projected weekday daily, AM and PM peak hour vehicle trips for the proposed development were estimated based on the *Trip Generation Manual, 11th Edition* (Reference 10). Table 9 summarizes the estimated trip generation for the proposed Hunter's Path Subdivision.

Table 9. Estimated Hunter's Path Subdivision Trip Generation

Land Use	ITE Code	Size (units)	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Single Family House	210	118	1,175	87	22	65	116	73	43

As shown in Table 9, the proposed Hunter's Path Subdivision is estimated to generate a total of 1,175 daily net new trip ends, of these 87 are estimated to occur in the weekday AM peak hour (22 inbound / 65 outbound), and 116 are estimated to occur in the weekday PM peak hour (73 inbound / 43 outbound).

SITE TRIP DISTRIBUTION/TRIP ASSIGNMENT

The distribution of site generated trips onto the roadway system was based on the area of impact model run by COMPASS that included in process developments, a review of the roadway system, and knowledge of travel patterns the area. The proposed trip distribution is shown in Figure 5.

The trip assignment for the year 2030 build out of the project is provided in Figure 6. These trips reflect the trip generation of the proposed development during a typical weekday AM and PM peak hour.

#- Study Intersection
(X)- Site Access Intersection
XX%- Trip Distribution Percentage

Site Vicinity Map
Caldwell, Idaho

Figure
5

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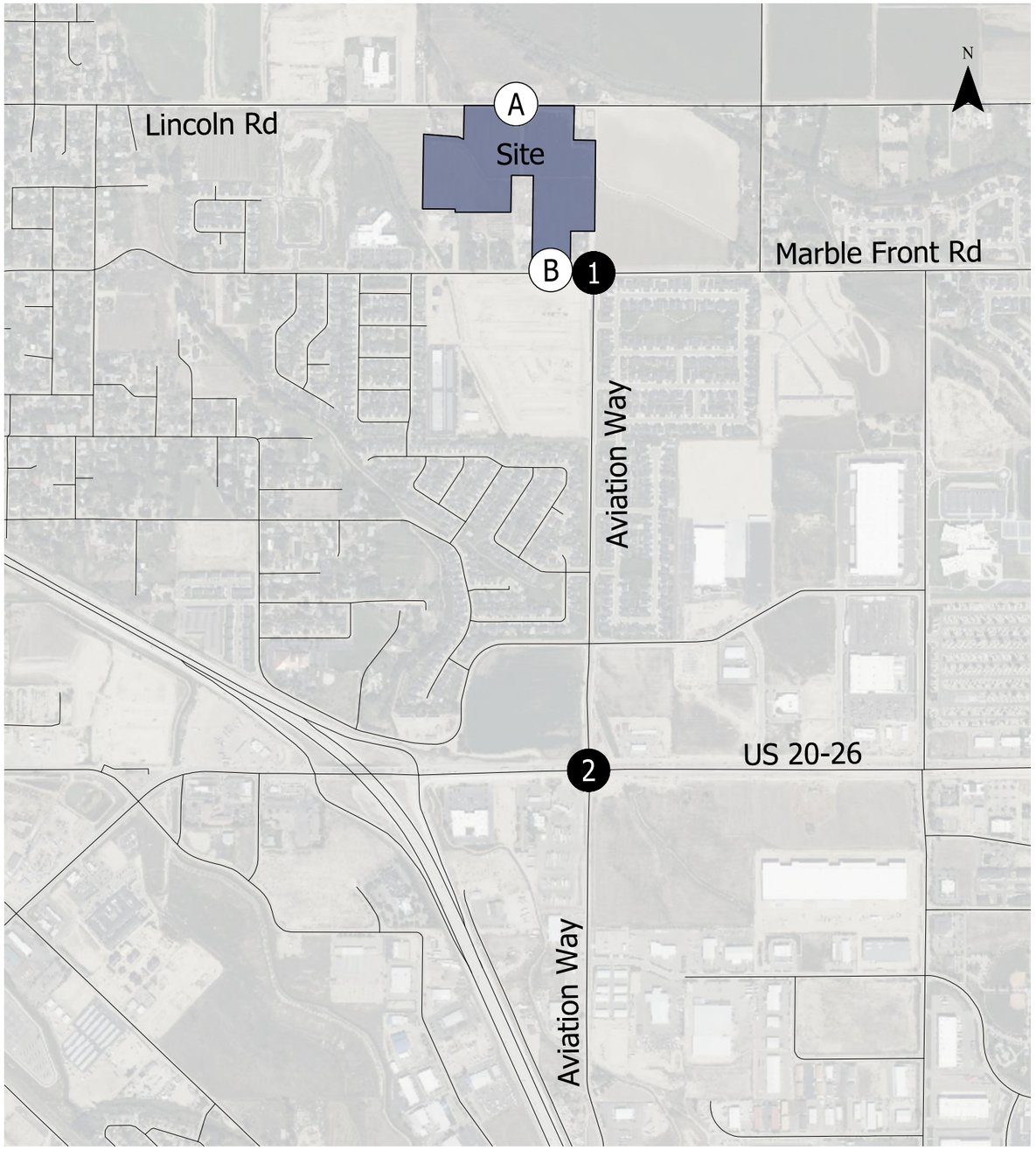
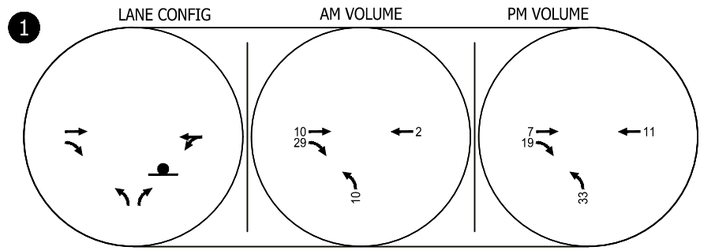
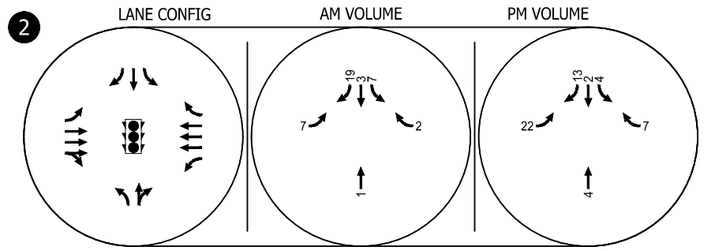
KITTELSON & ASSOCIATES



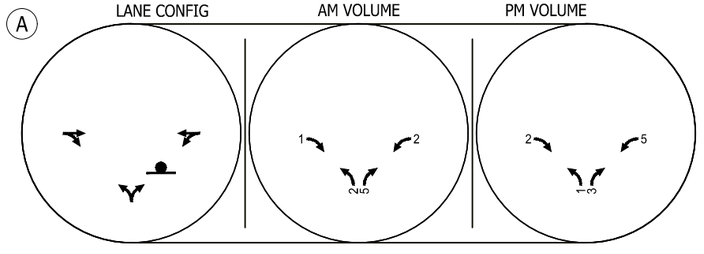
MARBLE FRONT ROAD/ AVIATION WAY



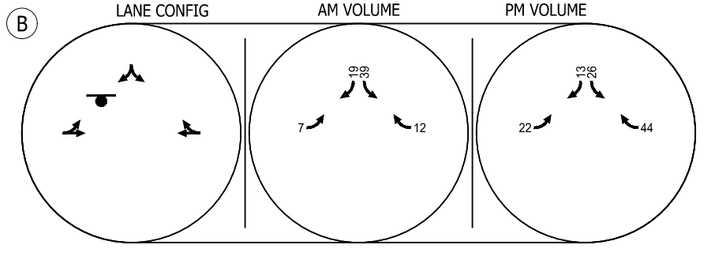
AVIATION WAY/ US 20-26



SITE ACCESS A/ LINCOLN ROAD



SITE ACCESS B/ MARBLE FRONT ROAD



#- Study Intersection
XSite Access Intersection
- Stop Sign
- Traffic Signal

Year 2030 Trip Assignment, Lane Configuration, Traffic Control, and Traffic Volumes
Weekday AM & PM Peak Hours
Caldwell, Idaho

Figure
6

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YEAR 2030 TOTAL TRAFFIC CONDITIONS

The year 2030 total traffic conditions analysis forecasts how the study area's transportation system will operate with the traffic generated by the proposed Hunter's Path Subdivision. The 2030 background traffic volumes (Figure 4) were added to the site-generated traffic (Figure 6) to arrive at the year 2030 total traffic volumes that are shown in Figure 7.

YEAR 2030 TOTAL TRAFFIC CONDITIONS INTERSECTION OPERATIONS

Table 10 presents the traffic operations results for each study intersection and its corresponding lane groups under 2030 total traffic conditions during the weekday AM and PM peak hours. Figure 7 shows the lane configurations, traffic control, and traffic volumes for Year 2030 total traffic conditions. *Appendix I contains the Year 2030 total traffic conditions Synchro worksheets.*

Signal timing splits were optimized prior to assessing intersection operations. This reflects the standard ITD operation procedures of regularly adjusting signal timing to meet changing traffic demands associated with regional growth. Total cycle length was not adjusted.

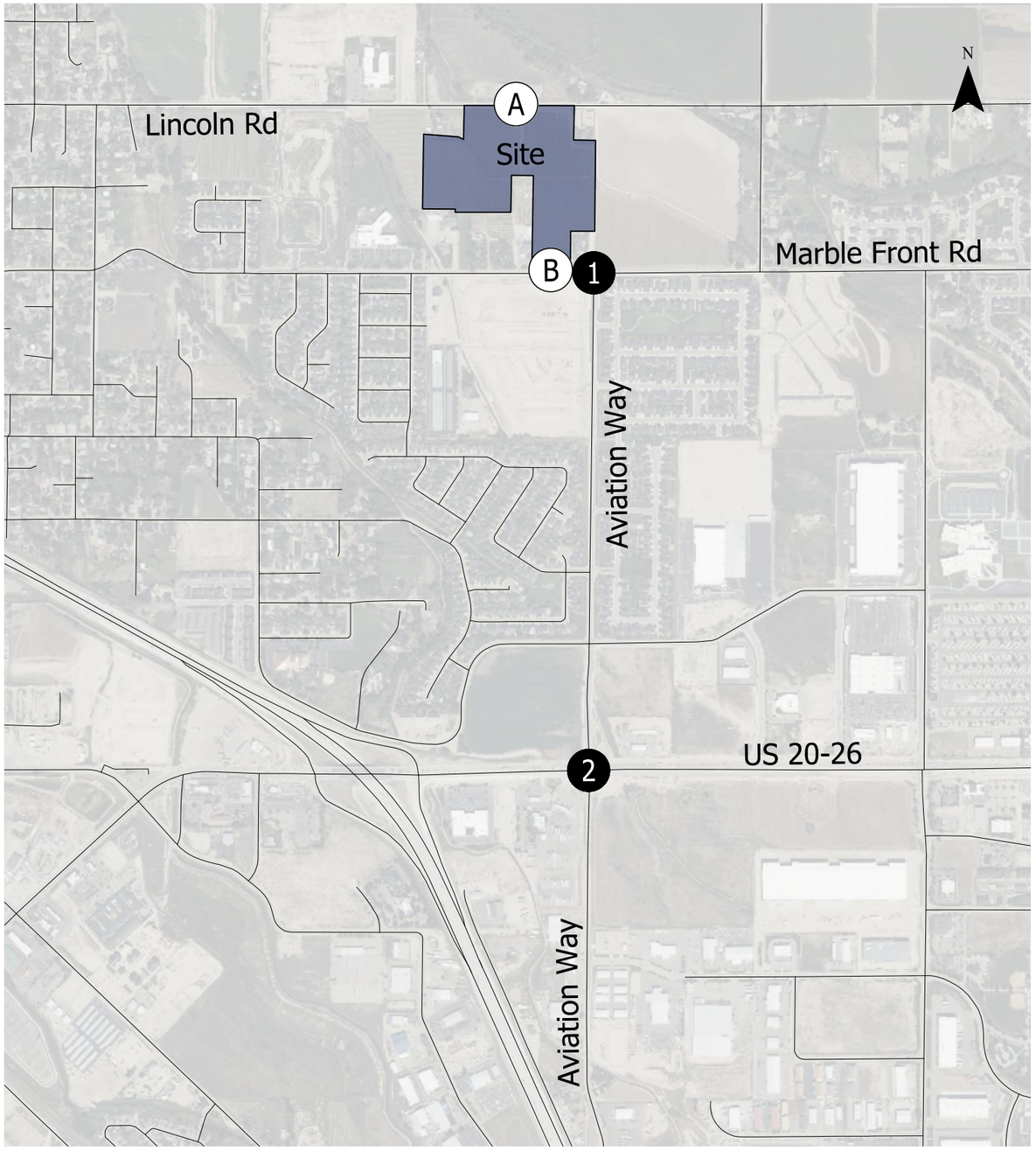
Table 10. Year 2030 Total Traffic Intersection Operations

No.	Intersection	Intersection Control	Intersection AM/PM			Lane Group	Weekday AM Peak Hour			Weekday PM Peak Hour		
			V/C	LOS	Delay		V/C	LOS	Delay	V/C	LOS	Delay
1	Marble Front Road / Aviation Way	TWSC	-	-	-	WBTL	0.04	A	7.8	0.03	A	7.7
						NBL	0.28	B	12.9	0.28	B	12.4
						NBR	0.06	A	9.1	0.07	A	9.2
2	Aviation Way / US 20-26	Traffic Signal	0.60 / 0.80	C / C	23.6 / 29.6	EBL	0.86	D	48.8	0.90	D	35.1
						EBTR	0.58	C	24.2	0.58	B	19.8
						WBL	0.73	E	56.2	0.55	D	45.7
						WBT	0.72	C	32.1	0.90	D	43.0
						WBR	0.05	C	26.2	0.12	C	27.5
						NBL	0.38	C	22.6	0.55	C	27.4
						NBTR	0.17	C	24.5	0.22	C	27.5
						SBL	0.18	C	23.8	0.10	C	29.0
						SBT	0.17	C	27.3	0.31	C	32.5
						SBR	***0.92***	E	57.2	***1.18***	***F***	***151.3***
3	Site Access A / Lincoln Rd	TWSC	-	-	-	WBTL	0.01	A	7.8	0.01	A	7.4
						NBLR	0.01	B	10.4	0.01	A	9.1
4	Site Access B / Marble Front Road	TWC	-	-	-	EBTL	0.01	A	7.9	0.02	A	7.9
						SBLR	0.11	B	11.8	0.07	B	11.5

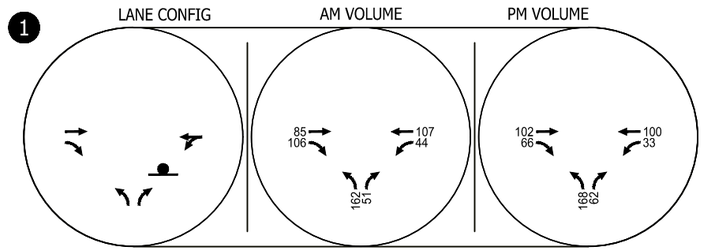
V/C ratio is defined as vehicle-to-capacity ratio, which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour. LOS stands for Level of Service. Delay is reported in seconds per vehicle. Cells in the table above that are **bolded**, *italicized*, and highlighted indicate an intersection and/or lane group operating below the jurisdictional standards.

As Table 10 shows, all study intersections operate acceptably during the year 2030 total traffic weekday AM and PM peak hours except for:

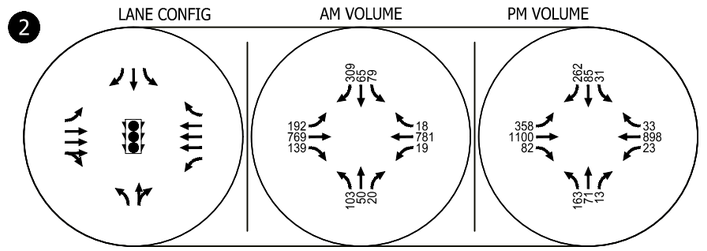
- **Aviation Way / US 20-26 (AM and PM peak hour):** As under the 2030 background conditions, the overall intersection operates within ITD standards, however during the weekday AM and PM peak hour the southbound right-turn movement exceeds ITD's v/c thresholds.



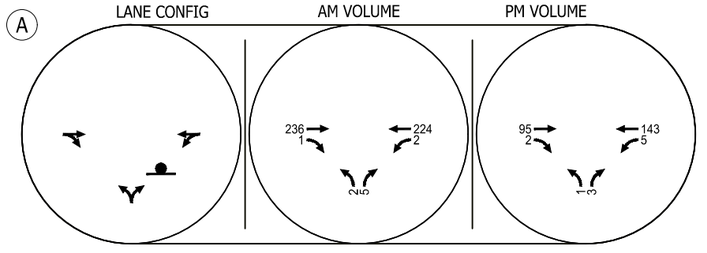
MARBLE FRONT ROAD/ AVIATION WAY



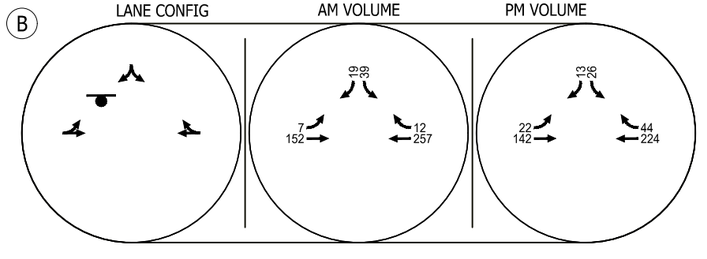
AVIATION WAY/ US 20-26



SITE ACCESS A/ LINCOLN ROAD



SITE ACCESS B/ MARBLE FRONT ROAD



#- Study Intersection
XSite Access Intersection
- Stop Sign
- Traffic Signal

Year 2030 Total Lane Configurations, Traffic Control Devices, and Traffic Volumes
Weekday AM & PM Peak Hours
Caldwell, Idaho

Figure
7

H:\31\31462 - Hunter's Path Subdivision\report\figs\31462_Figures_v2.dwg Mar 24, 2025 - 5:26pm - jdelgado Layout Tab: Figure 7 - Total Traffic

YEAR 2030 TOTAL TRAFFIC CONDITIONS MITIGATION

This section highlights the mitigations needed to address each of the intersections not meeting traffic operation standards under the year 2030 total traffic conditions. *Appendix J contains the year 2030 mitigated total traffic operational worksheets.*

Aviation Way / US 20-26

Similar to year 2030 background conditions, the overall intersection operates within ITD's LOS and v/c standards. However, during the weekday AM and PM peak hours the southbound right-turn movement operates with a v/c ratio of 0.92 and 1.18, respectively, exceeding ITD's v/c threshold.

To meet ITD standards, the same mitigation as shown in background traffic, a southbound right-turn overlap, was evaluated. Table 11 summarizes the projected operations of the intersection with a southbound right-turn overlap in place. As shown, with a southbound right-turn overlap in place all movements during the weekday AM and PM peak hours operate within ITD's desired LOS and v/c thresholds.

Table 11. Year 2030 Mitigated Total Traffic Conditions at Aviation Way / US 20-26 Intersection

No.	Intersection	Intersection Control	Intersection AM/PM			Lane Group	Weekday AM Peak Hour			Weekday PM Peak Hour		
			V/C	LOS	Delay		V/C	LOS	Delay	V/C	LOS	Delay
2	Aviation Way / US 20-26	Traffic Signal	0.61 / 0.82	C / C	21.9 / 26.9	EBL	0.85	D	43.4	0.90	D	35.1
						EBTR	0.57	C	22.2	0.58	B	19.8
						WBL	0.72	D	52.6	0.55	D	45.7
						WBT	0.70	C	29.6	0.90	D	43.0
						WBR	0.05	C	24.1	0.12	C	27.5
						NBL	0.39	C	22.9	0.55	C	27.4
						NBTR	0.28	C	24.7	0.22	C	27.5
						SBL	0.19	C	24.1	0.10	C	29.0
						SBT	0.19	C	27.5	0.31	C	32.5
						SBR	0.62	C	23.0	0.47	B	19.6

V/C ratio is defined as vehicle-to-capacity ratio, which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour. LOS stands for Level of Service. Delay is reported in seconds per vehicle. Cells in the table above that are **bolded**, *italicized*, and highlighted indicate an intersection and/or lane group operating below the jurisdictional standards.

SITE ACCESS EVALUATION

This section evaluates the need for turn lanes and intersection sight distance. All analyses and evaluations in this section is based on full build-out of the site in year 2030. *Appendix K contains the worksheets for the turn lane warrants and additional operation analyses for site access evaluation.*

TURN LANE WARRANT ANALYSIS

Turn lane warrants were analyzed for the site accesses along Moss Lane and Celeste Avenue. The warrant analysis used were sourced from NCHRP Report 279 and 457.

Table 12 shows the results of the turn lane analysis at the site access locations.

Table 12. Turn Lane Analysis Results

Site Access	Proposed Access Type	Turn Lane	Warranted
Site Access A / Lincoln Road	Full-movement, stop-control	EB Right Turn Lane WB Left-Turn Lane	No No
Site Access B / Marble Front Road	Full-movement, Stop-control	WB Right Turn Lane EB Left-Turn Lane	No No

Based on the analysis, no turn lanes are warranted at the site access intersections.

INTERSECTION SIGHT DISTANCE

Intersection sight distance was reviewed at the proposed access locations on Lincoln Road and Marble Front Road. Intersection sight distances were compared against guidance provided by the American Associate of State Highway and Transportation Officials (AASHTO) in *A Policy on Geometric Design of Highways and Streets* (Reference 11)

Site Access A / Lincoln Road

Site Access A is located approximately 1900 feet west of the Lincoln Road / Mason Road intersection and approximately 975 feet east of the eastern access to the Mosaics Public School. Looking west on Lincoln Road there is more than 1,000 feet of intersection site distance, which exceeds the 430 feet required by AASHTO for the posted speed limit of 45 mph along Lincoln Road. Looking east on Lincoln Road there is more than 1,000 feet of intersection site distance, which exceeds the 500 feet required by AASHTO for the posted speed limit of 45 mph along Lincoln Road.

Site Access B / Marble Front Road

Site Access B is located approximately 300 feet west of the Aviation Way / Marble Front Road intersection, and 1,150 feet east of the Marble Front Road / Bridgeport Ave intersection. Looking west on Marble Front Road there is more than1,500' of sight distance, which exceeds the 390 feet required by AASHTO for the posted speed limit of 35 mph. Looking east on Marble Front Road there is more than 1,000 feet of intersection site distance, which exceeds the 335 feet required by AASHTO for the posted speed limit of 35 mph along Marble Front Road.

General Recommendations for All Site Accesses

In addition to the above sight distance evaluation, the following recommendations have been identified to ensure adequate safety and operations at the site access points, internal intersections, and roadways:

- Remove miscellaneous vegetation and shrubbery, and potential obstructions along roadways as necessary to obtain and maintain adequate intersection sight distance.
- Site accesses are assumed to match the existing grade of the connected roadway at the intersection and back at least one car length. Significant changes to the approach grade could impact the sight distances.
- Shrubbery, weeds, and landscaping near the internal intersections and site access points should be maintained to ensure adequate sight distance.
- If widening occurs along any of the site access road, care should be taken to ensure adequate grades and intersection sight distance is maintained.
- Intersection sight distance should be analyzed as part of the final access design and roadway widening.

Section 5
References

REFERENCES

1. City of Caldwell Municipal Code Section 10-10-01.
2. Idaho Transportation Department District 3 Operational Procedures Memorandum: Development Proportionate Share Contribution.
3. Transportation Research Board. *Highway Capacity Manual, 6th Edition.* April 2016.
4. Transportation Research Board. Highway Capacity Manual 2000
5. City of Caldwell. 2040 Comprehensive Plan Map.
6. City of Caldwell. Functional Street Classification Map. 2019.
7. Idaho Transportation Department. Idaho's Statewide Transportation Improvement Program. January 2016.
8. Idaho Transportation Department. Idaho's Transportation Improvement Program.
9. City of Caldwell. Caldwell Area Capital Improvement Program & Traffic Impact Fee Program. 2024.
10. Institute of Transportation Engineers. *Trip Generation Manual, 11th Edition.* September 2021.
11. American Association of State Highway and Transportation Officials (AASHTO). *A Policy on Geometric Design of Highways and Streets, 7th Edition.* 2018.

Section 6
Appendices

Appendix A
Proposed Scope of Work Memo and Confirmation Emails

Becca Hoffman

From: Hallie Hart <hhart@cityofcaldwell.org>
Sent: Wednesday, March 5, 2025 10:25 AM
To: Becca Hoffman; Niki Benyakhlef
Cc: Lauren Nuxoll; Justin Delgado
Subject: RE: Hunter's Path TIS Scoping Memorandum

[External Sender]

Becca,

This scope looks great to me.

Thank you,

CALDWELL™
ENGINEERING
Hallie Hart, PE
City Engineer
205 S 6th Ave • Caldwell, Idaho 83605
www.cityofcaldwell.org • (208) 455-3006

From: Becca Hoffman <rhoffman@kittelson.com>
Sent: Tuesday, March 4, 2025 4:32 PM
To: Niki Benyakhlef <Niki.Benyakhlef@itd.idaho.gov>; Hallie Hart <hhart@cityofcaldwell.org>
Cc: Lauren Nuxoll <lnuxoll@kittelson.com>; Justin Delgado <jdelgado@kittelson.com>
Subject: RE: Hunter's Path TIS Scoping Memorandum

Hi Niki – Thanks for confirming.

Hallie – Does the City of Caldwell have any comments on the scope?

Let me know if you have any questions. Thank you both!

Rebecca Hoffman, EIT
Engineering Associate
(*she/her*)

Kittelson & Associates, Inc.
Transportation Engineering / Planning
208.472.9825 (direct)
925.785.4553 (mobile)

From: Niki Benyakhlef <Niki.Benyakhlef@itd.idaho.gov>
Sent: Thursday, February 27, 2025 12:20 PM
To: Becca Hoffman <rhoffman@kittelson.com>; Hallie Hart <hhart@cityofcaldwell.org>
Cc: Lauren Nuxoll <lnuxoll@kittelson.com>; Justin Delgado <jdelgado@kittelson.com>
Subject: RE: Hunter's Path TIS Scoping Memorandum

[External Sender]

Hello Becca –

Thank you for providing the scope of the TIS. ITD accepts the scope with no additional comments.

Niki Benyakhlef
Development Services Coordinator

District 3 Development Services
O: 208.334.8337 | C: 208.296.9750
Email: niki.benyakhlef@itd.idaho.gov
Website: itd.idaho.gov

From: Becca Hoffman <rhoffman@kittelson.com>
Sent: Tuesday, February 25, 2025 5:16 PM
To: Niki Benyakhlef <Niki.Benyakhlef@itd.idaho.gov>; Hallie Hart <hhart@cityofcaldwell.org>
Cc: Lauren Nuxoll <lnuxoll@kittelson.com>; Justin Delgado <jdelgado@kittelson.com>
Subject: Hunter's Path TIS Scoping Memorandum

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Hi Niki and Hallie,

Attached please find the TIS scoping memorandum for the proposed Hunter's Path project located between Marble Front Road and Lincoln Road to the northwest of the Marble Front Road / Aviation Way intersection in Caldwell. This scoping memo was prepared based on the COMPASS model and our review of applicable ITD and City of Caldwell policies and plans.

Please review the scoping memo and let us know if you have any additional comments or items that need to be addressed in the project TIS.

Thank you!

Rebecca Hoffman, EIT
Engineering Associate
(*she/her*)

Kittelson & Associates, Inc.
Transportation Engineering / Planning

101 South Capitol Boulevard, Suite 600
Boise, ID 83702
208.338.2683
208.472.9825 (direct)
925.785.4553 (mobile)

This email has been scanned for spam and viruses by Proofpoint Essentials. Click here to report this email as spam.

KITTELSON & ASSOCIATES
101 South Capitol Boulevard, Suite 600
Boise, ID 83702
P 208.338.2683

Technical Memorandum

February 21, 2025 Project# 31462

To: Robb MacDonald & Hallie Hart – City of Caldwell
Niki Benyakhlef – Idaho Transportation Department

From: Becca Hoffman; Justin Delgado; Lauren Nuxoll, PE, PTOE

Project: Hunter's Path Subdivision – Caldwell, Idaho

Subject: Proposed Scope of Work for the Transportation Impact Study

This memorandum documents the proposed scope and summarizes the assumptions for a Transportation Impact Study (TIS) for the proposed Hunter's Path Subdivision located on Marble Front Road and Lincoln Road in Caldwell, Idaho. This project site will span between Lincoln Road and Marble Front, between Van Buren Elementary School to the west and the Aviation Way/Marble Front Road intersection to the east. Figure 1 shows the site vicinity and project boundaries.

The information presented in this memorandum was developed based our familiarity with the study area, specific details provided by the developer (KB Home), modeling prepared by COMPASS and our experience with City of Caldwell and Idaho Transportation Department (ITD) policies.

This scoping memorandum addresses the following items:

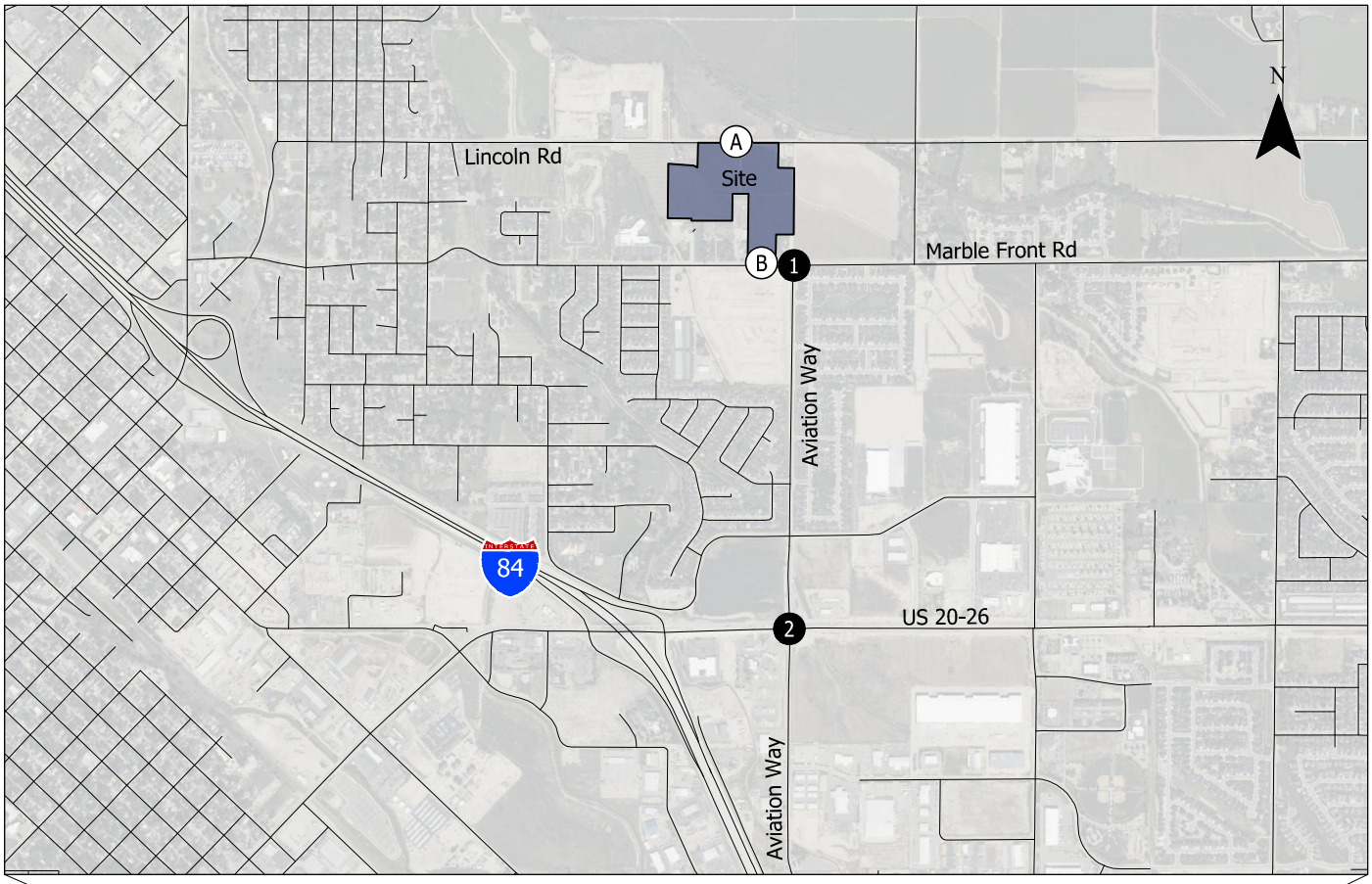
- Project Description
- Project Trip Generation
- Project Trip Distribution
- Study Scope & Assumptions
- Analysis Tools & Operating Standards
- Next Steps

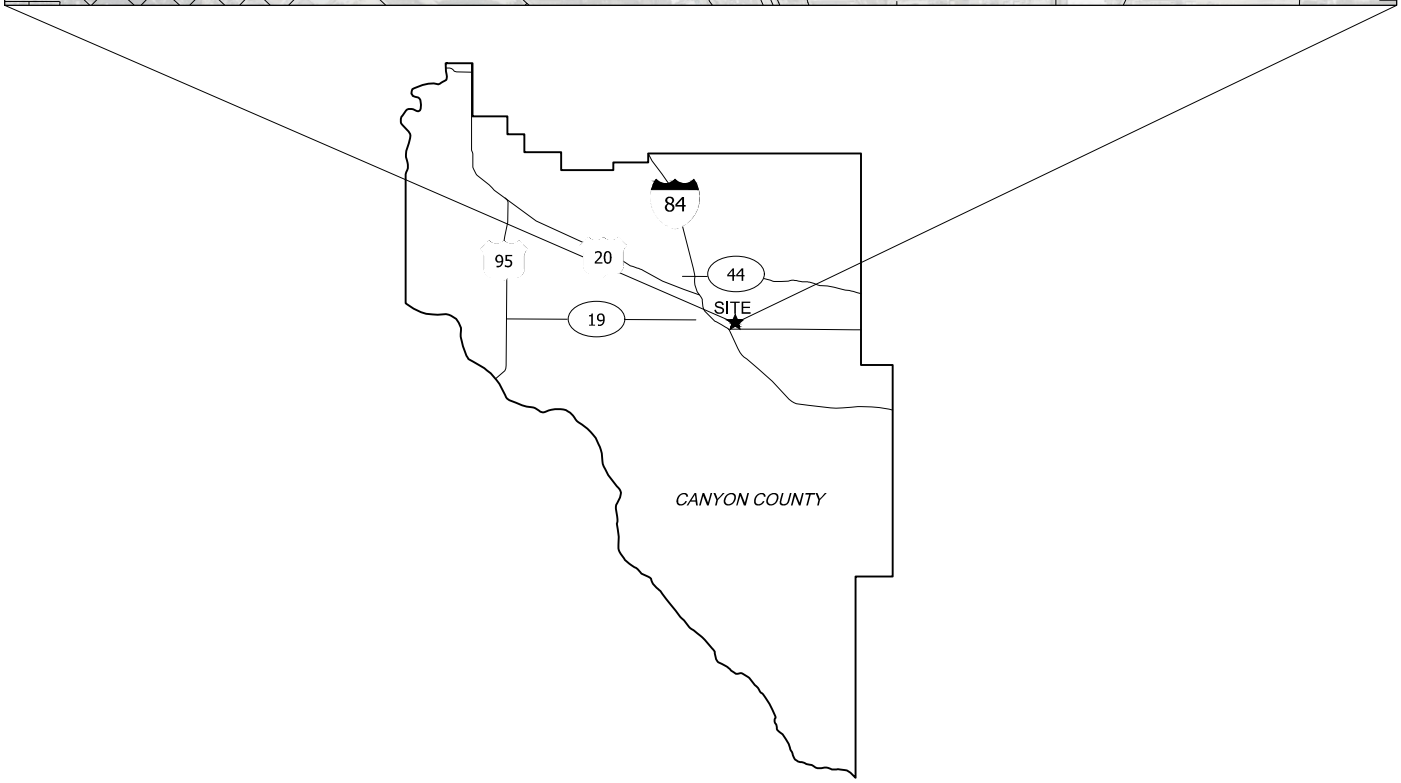
Project Description

The Hunter's Path subdivision will span between Lincoln Road and Marble Front, between Van Buren Elementary School to the west and the Aviation Way/Marble Front Road intersection to the east. The proposed site consists of approximately 24 acres and is currently undeveloped. The site is currently located on Canyon County's boundary with the City of Caldwell and is proposed to be annexed into the city. The site is currently zoned as Low Density Residential (LDR). The development plan proposes to build 118 single family homes. Figure 2 illustrates the proposed development site plan.

Access to the development is proposed via the following accesses:

- **Site Access A / Lincoln Road**
  - One full access to Lincoln Road located approximately 1900' west of the Lincoln Road/Mason Road intersection and approximately 975' east of the eastern access to the Mosaics Public School.
  -
- **Site Access B / Marble Front Road**
  - One full access on Marble Front Road, approximately 300' west of the Aviation Way/Marble Front Road intersection





#- Study Intersection
(X)- Site Access Intersection

Site Vicinity Map
Caldwell, Idaho

Figure
1

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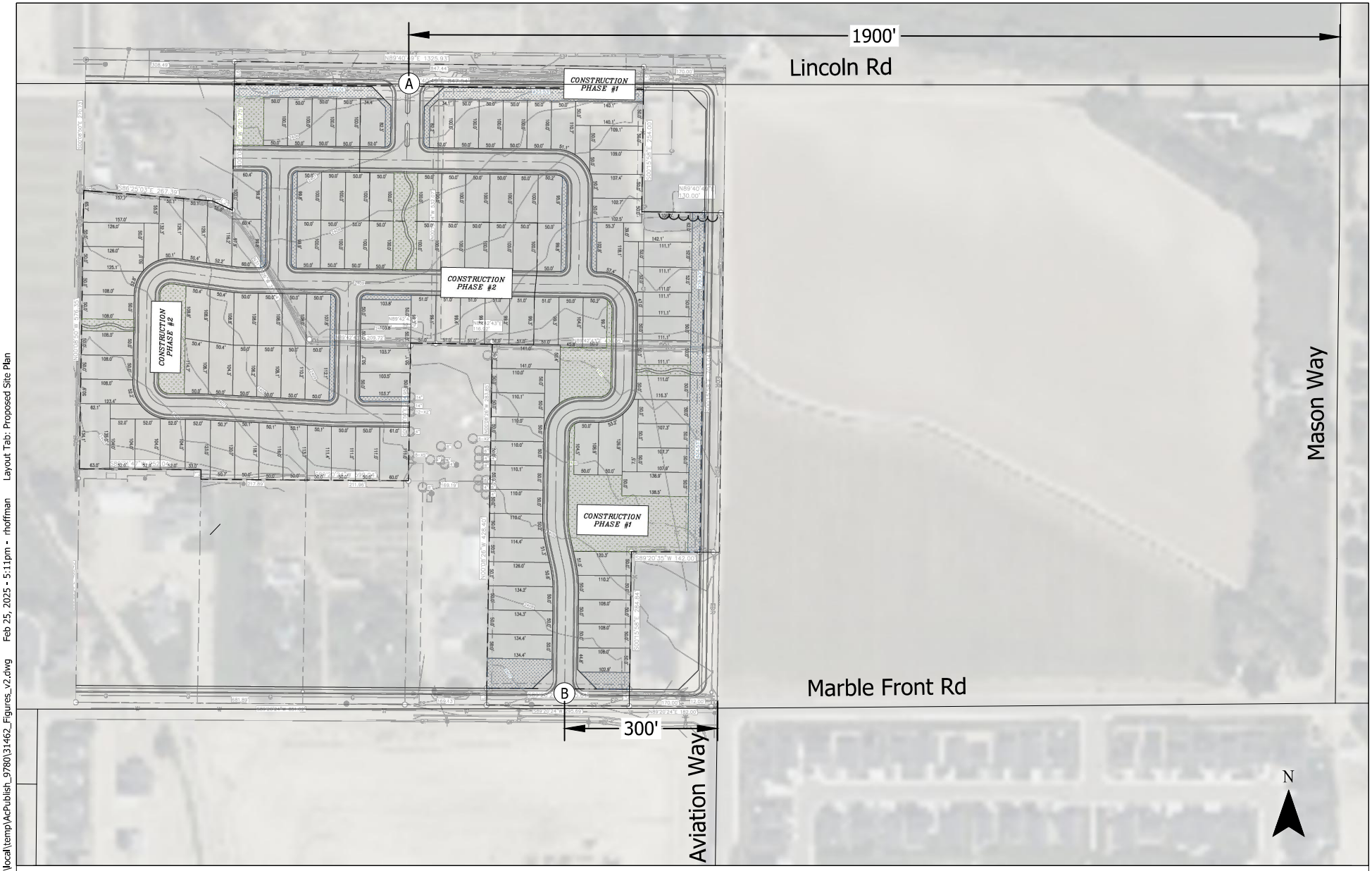
KITTELSON & ASSOCIATES



Ⓧ - Site Access Intersection

RECEIVED FROM KB HOME

Proposed Site Plan
Caldwell, Idaho

Figure
2

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KITTELSON & ASSOCIATES

Project Trip Generation

The projected weekday daily, AM and PM peak hour vehicle trips for the proposed development were estimated based on the *Trip Generation Manual, 11th Edition* (Reference 1). Table 1 summarizes the estimated trip generation for the proposed Hunter's Path Subdivision.

Table 1. Estimated Hunter's Path Subdivision Trip Generation

Land Use	ITE Code	Size (units)	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Single Family Home	210	118	1,175	87	22	65	116	73	43
Total			**1,175**	**87**	**22**	**65**	**116**	**73**	**43**

As shown in Table 1, the proposed Hunter's Path Subdivision is estimated to generate a total of 1,175 daily net new trip ends, of these 87 are estimated to occur in the weekday AM peak hour (22 inbound / 65 outbound), and 116 are estimated to occur in the weekday PM peak hour (73 inbound / 43 outbound).

Project Trip Distribution

The distribution of site generated trips onto the roadway system was based on the area of impact model run by COMPASS that included in process developments, a review of the roadway system, and knowledge of travel patterns the area. The proposed trip distribution is shown in Figure 3. *Attachment A contains the COMPASS Model Run Results.*

#- Study Intersection
X- Site Access Intersection
XX%- Trip Distribution Percentage

Site Vicinity Map
Caldwell, Idaho

Figure
3

C:\Users\rhoffman\appdata\local\temp\AcPublish_9780\31462_Figures_v2.dwg Feb 25, 2025 - 5:11pm - rhoffman Layout Tab: Trip Distribution

KITTELSON & ASSOCIATES

Study Scope & Assumptions

Based on the size of the proposed development and the number of external trips generated by the proposed development, the development is required to complete a Traffic Impact Study as outlined in the *City of Caldwell – Transportation Impact Study Requirements* (Reference 2). Based on this, we propose the following TIS assumptions and study scenarios:

- **Study Years:**
  - Existing traffic conditions (Year 2025)
  - Buildout year (2030) background traffic conditions (includes regional growth and in-process developments, but no site development traffic)
  - Buildout year (Year 2030) total traffic conditions (includes background traffic volumes plus site-generated trips from the proposed development)
- **Time Periods:**
  - Weekday AM Peak Hour (7:00 AM - 9:00 AM)
  - Weekday PM Peak Hour (4:00 PM - 6:00 PM)
- **Study Intersections:**
  - Aviation Way / Marble Front Road (Two-way stop-control)
  - Aviation Way / US-20-26 (Traffic Signal)
  - Site Access A / Lincoln Road (Two-way stop-control)
  - Site Access B / Marble Front Road (Two-way stop-control)
- **Data Collection:**
  - Turning movement counts will be collected during a typical midweek (Tuesday through Thursday) AM peak period (7:00 AM – 9:00 AM) and PM peak period (4:00 PM – 6:00 PM).
    - Due to the proximity of two schools, counts will be collected during the school year.
  - For crash data, Kittelson will obtain historical crash data from ITD for the last 5 years on record.
  - For signal timing, Kittelson will obtain existing signal timing from ITD for the Aviation Way / US-20-26 intersection.
- **Background Growth Rate and In-Process Developments:**
  - Based on the COMPASS model, the following growth rates have been identified by segment:
    - A 12% compound growth rate is proposed for Lincoln Road;
    - A 1% compound growth rate is proposed for Marble Front Road;
    - A 11% compound growth rate is proposed for Aviation Way north of US 20-26;
    - A 2% compound growth rate is proposed for Aviation Way south of US 20-26;
    - A 3% compound growth rate is proposed for US 20-26.
  - The COMPASS Model identified and included the following in-process developments:
    - Huntington Ridge 1 of 2
    - Huntington Ridge 2 of 2
    - River Bluff
    - Huntington Ridge East
    - Liberty Springs
    - El Monterrey
    - Suncreek Point RV Park
    - Marblefront West
  - Kittelson requests that any additional in-process developments not captured by the COMPASS Model be identified by the reviewing agencies in the confirmation of this scope.
- **Access Spacing & Needs:**
  - Access locations will be evaluated with respect to City of Caldwell policy, spacing requirements, and sight distance.
  - The need for traffic control and turn lanes will also be evaluated at each site access.
  - Turn lanes at the access points will be evaluated using NCHRP 457 methodology.

- **Planned Transportation Improvements:**
  - Based on our review of ITD's Idaho Transportation Investment Program (Reference 3), and Statewide Transportation Improvements Plan (Reference 4) found no project are planned to occur in the study area.
  - Based on our review of the Caldwell Area Capital Improvements Plan & Traffic Impact Fee Program (Reference 5) the following projects are planned to occur in the study area:
    - **Aviation Way / Muller Drive (2025-2030)**
      - Project I-11, installation of all way stop control at the intersection.

Analysis Tools & Operating Standards

The intersection operational analysis will be performed using the *Highway Capacity Manual (HCM), 6th Edition* analysis procedures (Reference 6). To ensure that this analysis is based on a reasonable worst-case scenario, the peak 15-minute flow rate during the weekday AM and PM peak hours will be used in the evaluation of all intersection level-of-service (LOS) and volume-to-capacity (V/C) ratios. The signalized and stop-controlled intersection operations analyses will be completed using Synchro 11 software, and if needed for supplemental analysis, HCS 7 software (version 7.40). For signalized intersection overall V/C ratios, the HCM 2000 procedure (Reference 7) will be used because the HCM 6th Edition procedure does not produce an intersection overall V/C ratio. Roundabout intersection operations analyses will be completed using Sidra 9.

Per the *District 3 Operational Procedures Memorandum: Development Proportionate Share Contribution* (Reference 8), ITD's desired thresholds are LOS E and v/c ratio of 0.90 or better for all intersections. Mitigations will only be required for intersections/individual movements at LOS F or with a v/c greater than 0.90.

City of Caldwell's target operating standards are LOS D or better for all intersections and a v/c ratio less than 1.0 for the overall intersection as well as each lane group.

Next Steps

We request the City of Caldwell and ITD to review this scoping memo and provide a response on the assumptions so that we can move forward with the study. Please contact Becca Hoffman at 208.472.9825 or rhoffman@kittelson.com if you have any questions or comments on the information presented in this memorandum.

Attachments

A. COMPASS Model Run Results

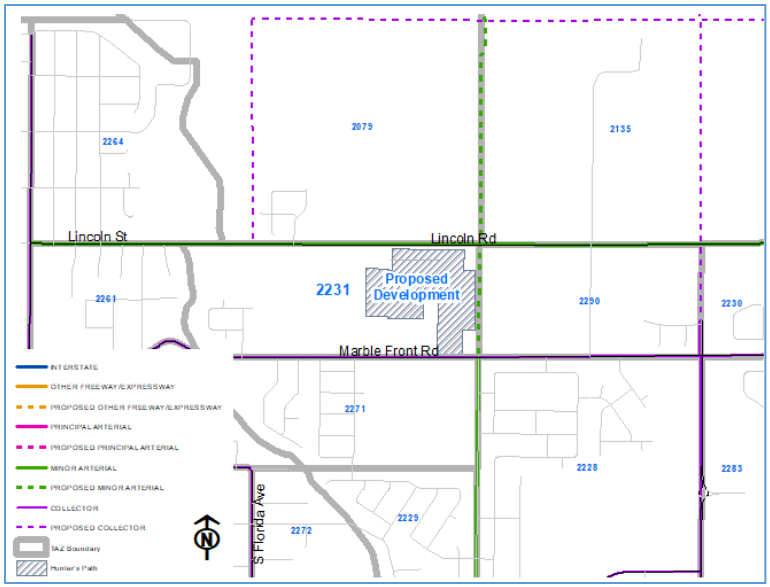
References

1. Institute of Transportation Engineers. Trip Generation Manual, 11th Edition. September 2017.
2. City of Caldwell. *Traffic Impact Study Requirements*. 2021.
3. Idaho Transportation Department. *Idaho Transportation Investment Program (STIP) – FY25 to FY31*. October 2, 2024.
4. Idaho Transportation Department. *Idaho Statewide Transportation Investment Program (STIP) – FY25 to FY31*. September 23, 2024.
5. City of Caldwell. *Caldwell Area Capital Improvements Plan & Traffic Impact Fee Program*. December 12, 2024.
6. Transportation Research Board. *Highway Capacity Manual 6th Edition*. Washington D.C. 2015.
7. Transportation Research Board. *Highway Capacity Manual 2000*. 2000.
8. Idaho Transportation Department. *District 3 Operational Procedures Memorandum: Development Proportionate Share Contribution*. November 2020.

Appendix A COMAPASS Model Run

Hunter's Path Proposed Development

The following summarizes the results of an area of influence model run for a proposed development located northeast of Marble Front Road and Aviation Way. The proposed development shown in Figure 1 will consist of 118 single-family units. Buildout is estimated by 2030.



used to isolate the potential impacts of this proposed development.

Table 1Table 1 provides the existing demographics for TAZ 2231 and the proposed development's demographics used for the area of influence model run. A temporary TAZ was used to isolate the potential impacts of this proposed development.

Table 1

	2024		2030*(Proposed)		2050	
	HH	Jobs	HH	Jobs	HH	Jobs
TAZ 2231	48	55	195	60	200	70
Temporary TAZ	*n/a*	*n/a*	*118*	*0*	*n/a*	*n/a*
Surrounding TAZs	541	20	1,029	243	784	1,215
Total	589	75	1,342	303	984	1,285
*The 2030 without project includes approved entitlements in TAZ 2079 and 2231 that were not yet accounted for in the official demographic data set.						

Note to Reviewers: *The primary purpose of this report is to help agencies determine the scope of a Traffic Impact Study (TIS) and to assist TIS preparers in establishing trip distributions. New demand forecasted by the regional model for a proposed development may not match ITE Trip Generation estimates and they are not intended to replace the trip generation process of the TIS.*

Disclaimer Regarding Updated Model: *The results documented in this report are based on the latest regional model, maintained by COMPASS, released in October of 2021, and based on the COMPASS 2050 Vision adopted in August 2021. Due to changes in demographics, TAZs, model network and model parameters, results should not be compared to those provided prior to October of 2021.*

Figure 2: Area of Influence
Figure 3: Peak Hour Demand with Proposed Development
Figure 4: Peak Hour Demand without Proposed Development
Figure 5: Surrounding Area TAZs Official Demographics
Figure 6, Figure 6, and Figure 7: Compounded Annual Growth Rates

Note to Reviewers: *The primary purpose of this report is to help agencies determine the scope of a Traffic Impact Study (TIS) and to assist TIS preparers in establishing trip distributions. New demand forecasted by the regional model for a proposed development may not match ITE Trip Generation estimates and they are not intended to replace the trip generation process of the TIS.*

Disclaimer Regarding Updated Model: *The results documented in this report are based on the latest regional model, maintained by COMPASS, released in October of 2021, and based on the COMPASS 2050 Vision adopted in August 2021. Due to changes in demographics, TAZs, model network and model parameters, results should not be compared to those provided prior to October of 2021.*

Figure 1: Area of Influence (percent contribution to the total peak hour demand)

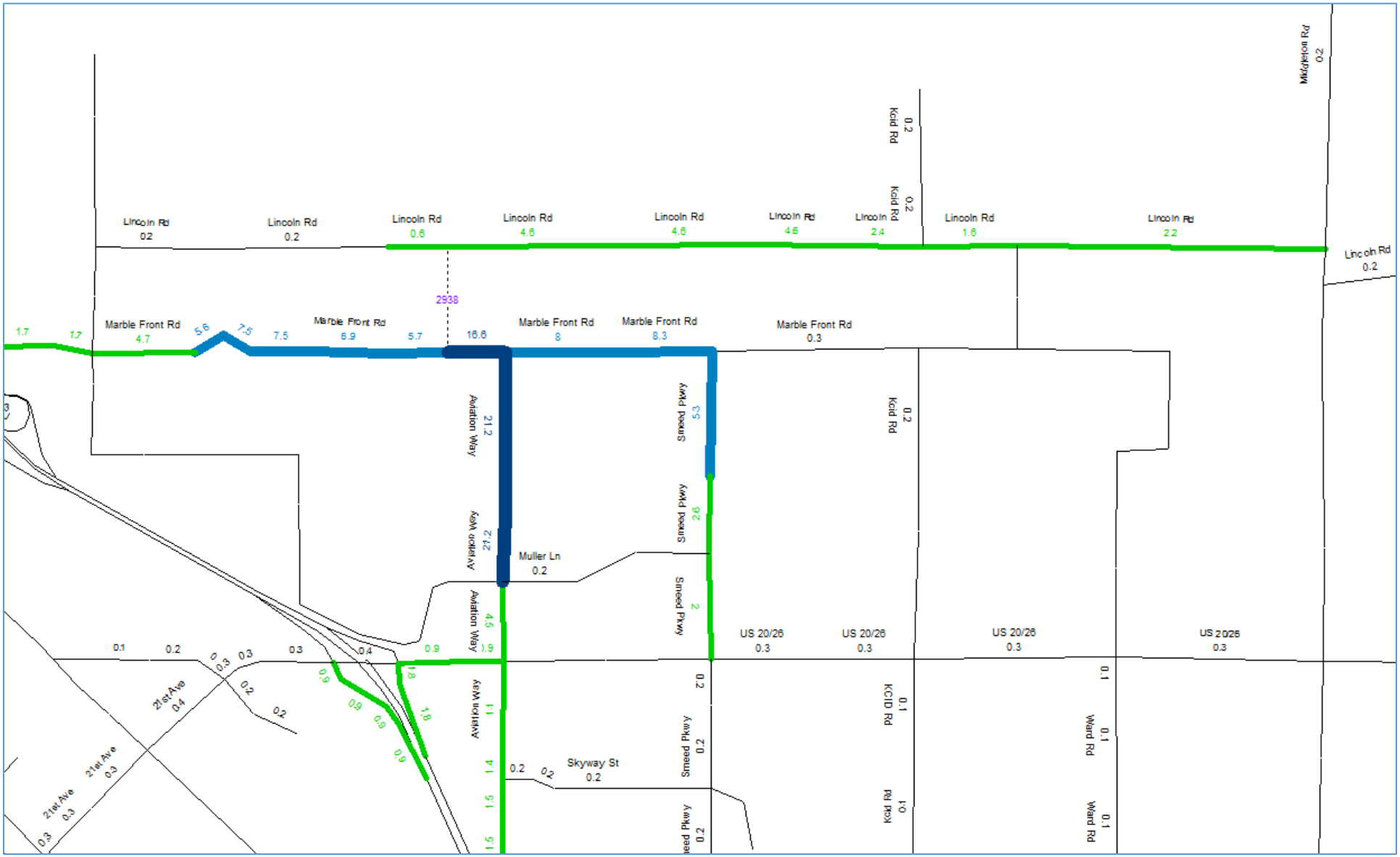


Figure 2: Peak Hour Demand with Proposed Development

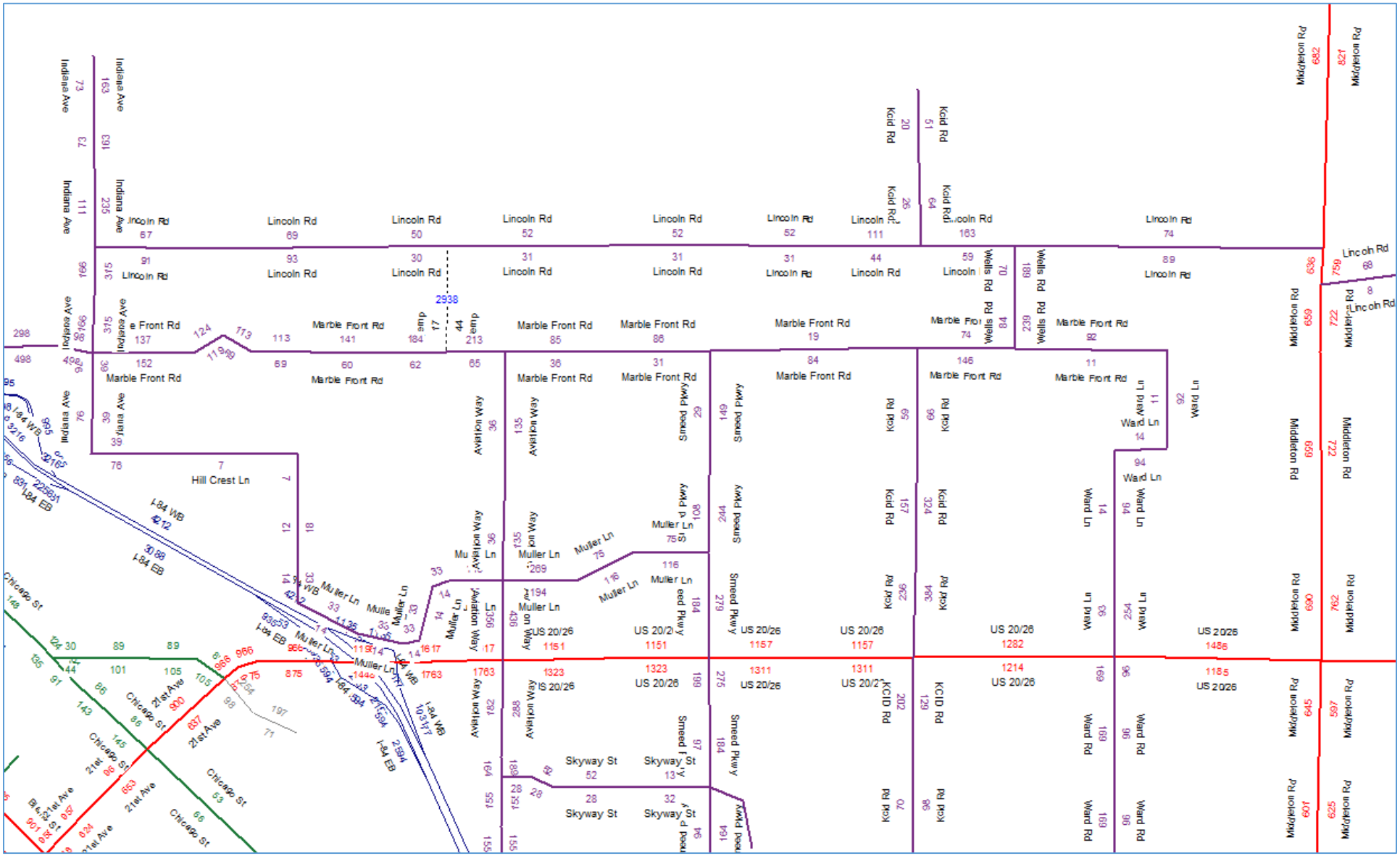


Figure 3: Peak Hour Demand without Proposed Development *includes entitlement noted on page 1*

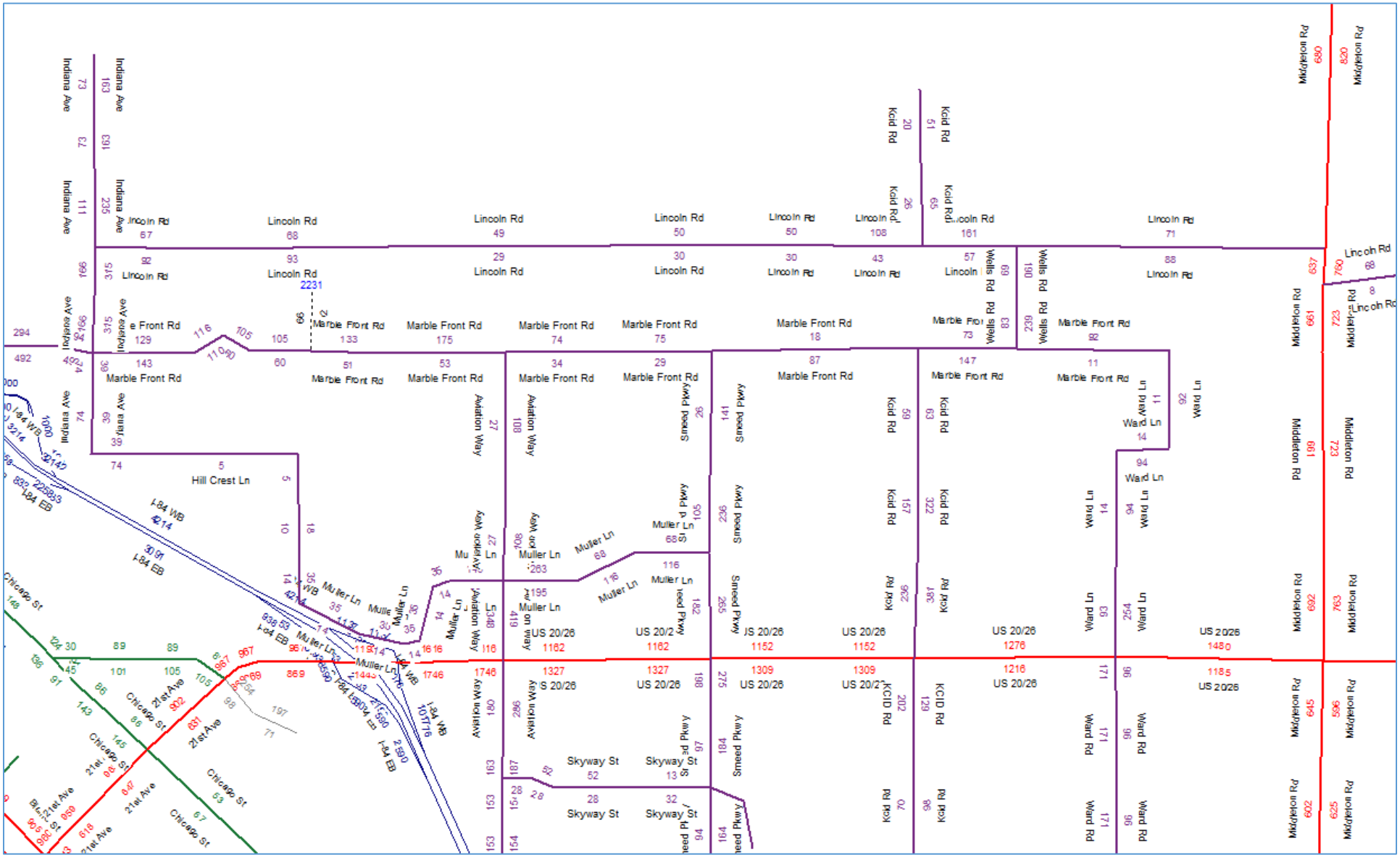
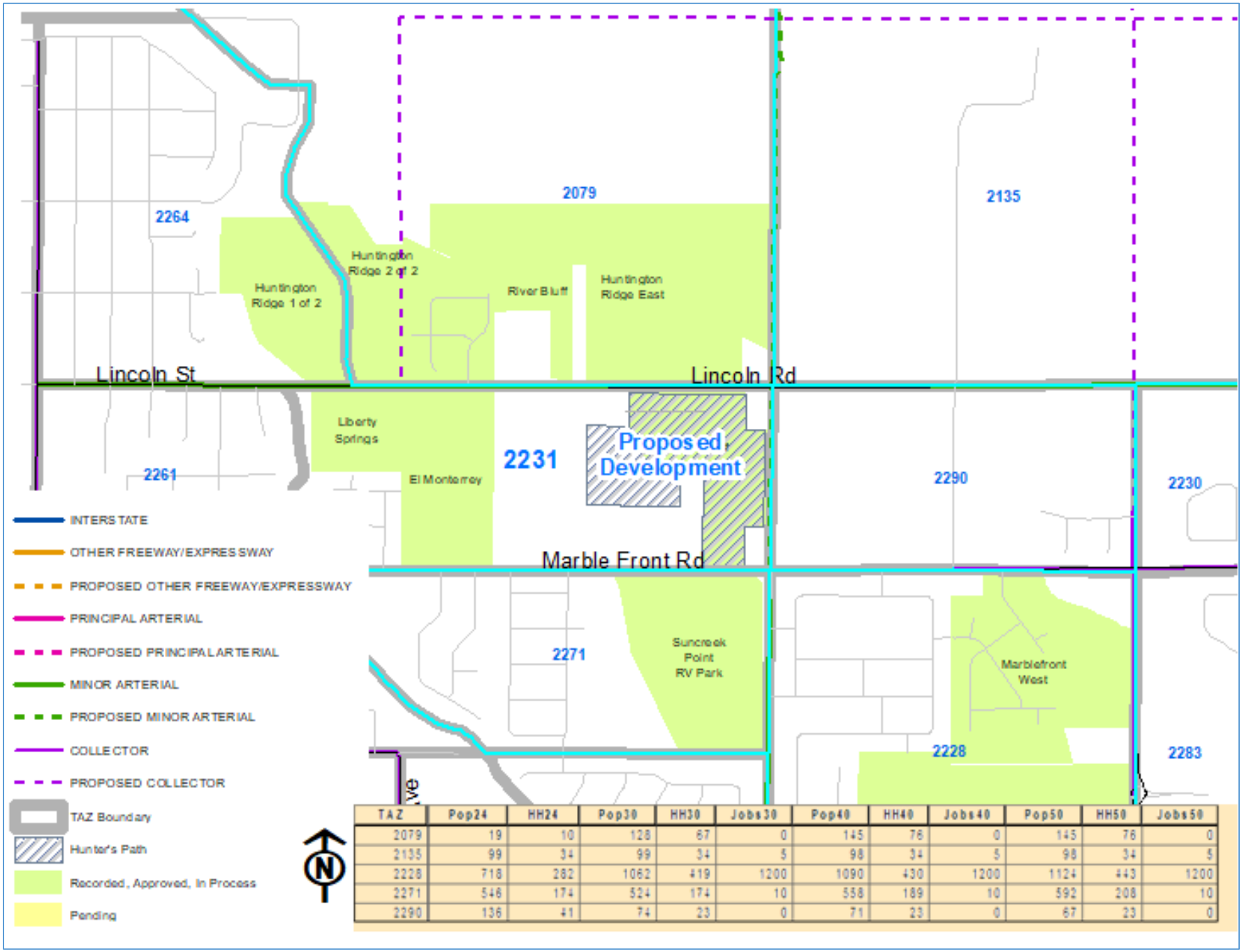


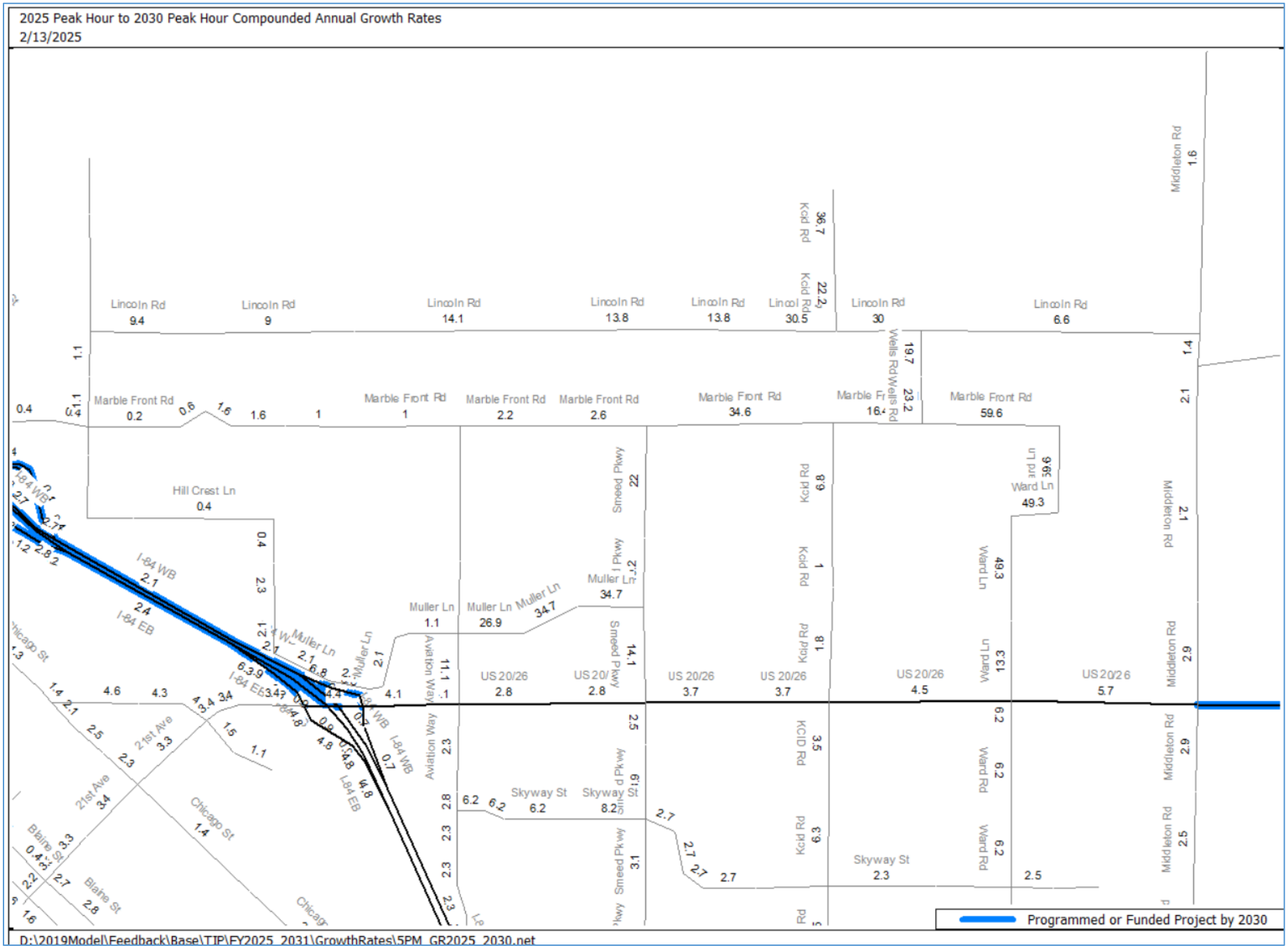
Figure 4: Surrounding Area TAZs – Official Demographics



TAZ	Pop24	HH24	Pop30	HH30	Jobs30	Pop40	HH40	Jobs40	Pop50	HH50	Jobs50
2079	19	10	128	67	0	145	76	0	145	76	0
2135	99	34	99	34	5	98	34	5	98	34	5
2228	718	282	1062	419	1200	1090	430	1200	1124	443	1200
2271	546	174	524	174	10	558	189	10	592	208	10
2290	136	41	74	23	0	71	23	0	67	23	0

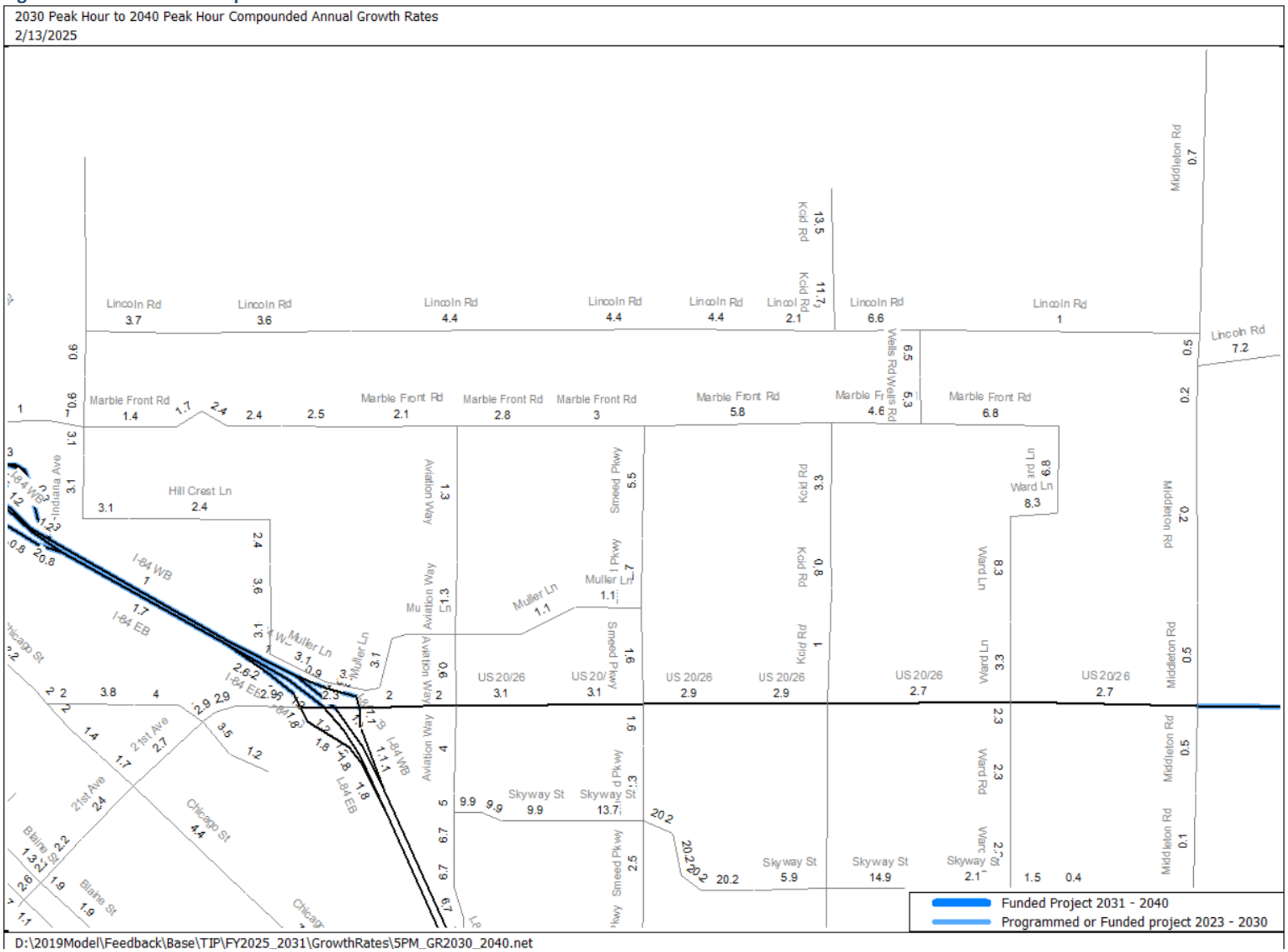
Note: *Links without numbers indicate that negligible growth is assumed during the indicated time frame.*

Figure 5: 2025 to 2030 Compounded Annual Growth Rates



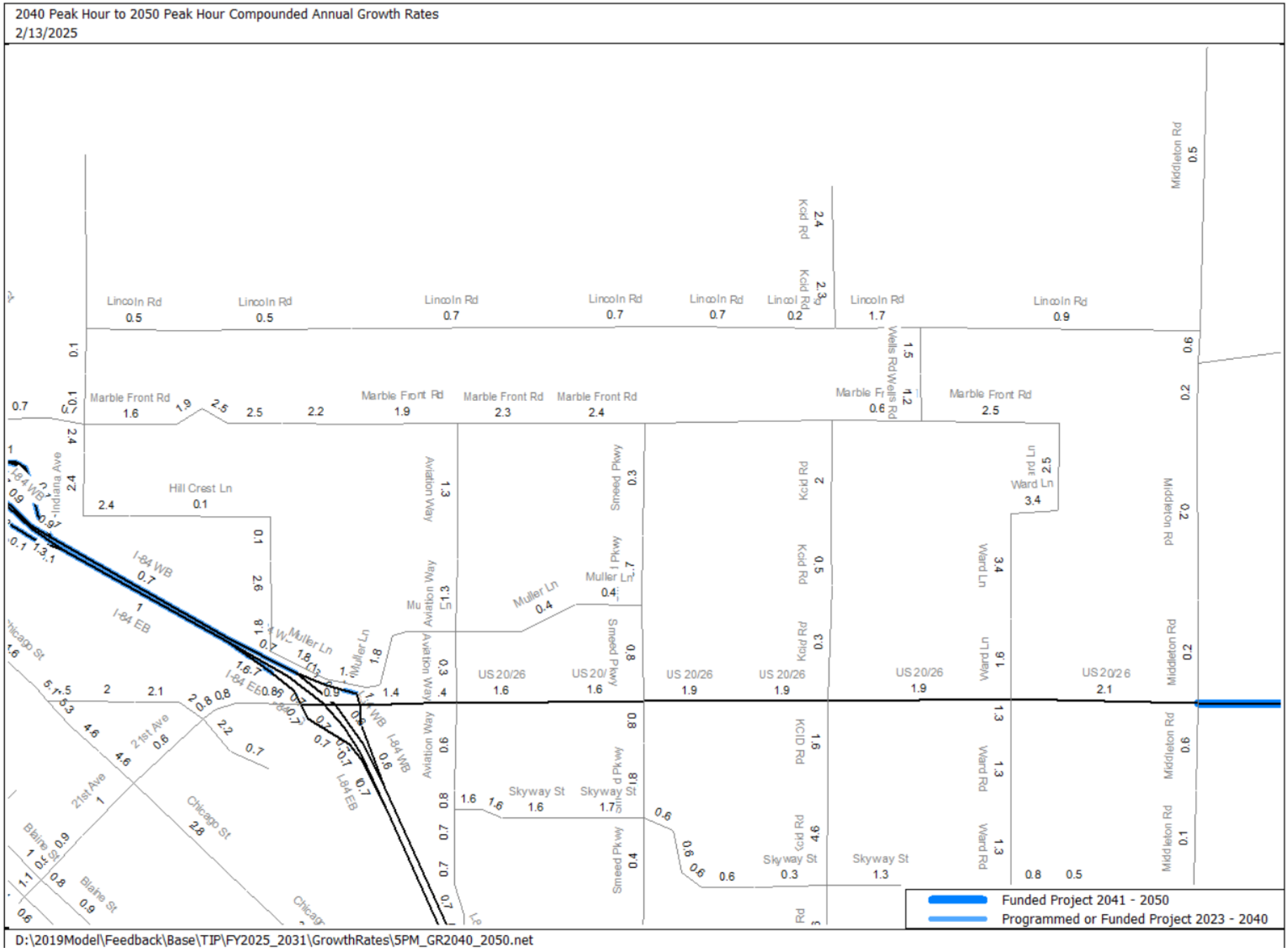
Note: *Links without numbers indicate that negligible growth is assumed during the indicated time frame.*

Figure 6: 2030 to 2040 Compounded Annual Growth Rates



Note: *Links without numbers indicate that negligible growth is assumed during the indicated time frame.*

Figure 7: 2040 to 2050 Compounded Annual Growth Rates



Note: *Links without numbers indicate that negligible growth is assumed during the indicated time frame.*

Appendix B
ITD Email, Lane Configuration, and Signal Timing Sheets

Becca Hoffman

From: Justin Delgado
Sent: Tuesday, February 18, 2025 12:21 PM
To: Becca Hoffman
Subject: FW: Signal Timing Request
Attachments: ITD_TMC_Request.zip

I did not realize you were not CC'ed on Regan's response.

See our correspondence below, for you records.

Justin Delgado
Transportation Analyst

Kittelson & Associates, Inc.
Transportation Engineering / Planning
101 South Capitol Boulevard, Suite 600
Boise, ID 83702
208.338.2683
208.472.9829 (direct)

From: Justin Delgado
Sent: Tuesday, February 18, 2025 12:16 PM
To: Regan Hansen <Regan.Hansen@itd.idaho.gov>
Subject: RE: Signal Timing Request

Hello Regan,

Thank you for sending that along. Attached you will find our AM and PM peak hour count data for the Aviation Way/ US 20/26 intersection. I hope it proves useful for you and your team.

Regards,

Justin Delgado
Transportation Analyst

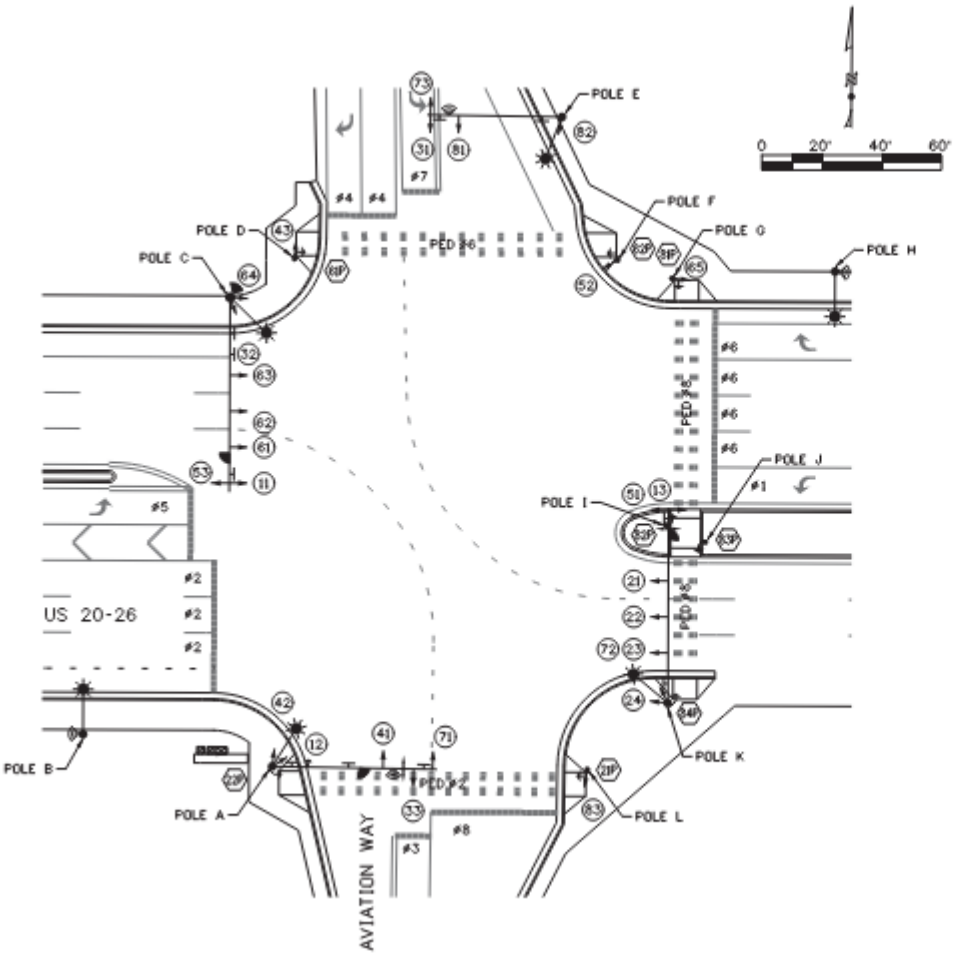
Kittelson & Associates, Inc.
Transportation Engineering / Planning
101 South Capitol Boulevard, Suite 600
Boise, ID 83702
208.338.2683
208.472.9829 (direct)

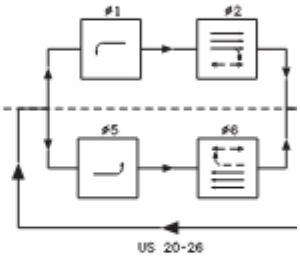
From: Regan Hansen <Regan.Hansen@itd.idaho.gov>
Sent: Friday, February 14, 2025 9:01 AM
To: Justin Delgado <jdelgado@kittelson.com>
Subject: RE: Signal Timing Request

[External Sender]

Hi Justin,

See attached for the timing. Lane configuration and phase numbering are below:





PHASIN

1. THE PROPOSED TRAF FROM THE OCTOBER FOUR-SECTION LEFT- WIRING ARE SHOWN FLEXIBILITY TO IMP PROTECTED/PERMISS US-20/26 AS DETER TIMING ENGINEER.

2. PEDESTRIANS CROSS PUSHBUTTONS AND R RAISED MEDIANS TO IMPLEMENT ONE- OR CROSSINGS, AS DETE TIMING ENGINEER.

I'm sure I'll get to see them eventually, but if it's not too much trouble could you also send me turn counts when you get them? We're collecting continuous counts with the detection and the more validation data we have the more confident we can be in them.

Thank you!

Regan Hansen, P.E.
Traffic Signal Engineer
District 3 Traffic Section
Idaho Transportation Department
P: 208-332-7170 | E: Regan.Hansen@itd.idaho.gov

YOUR *Safety* • • • ▶ YOUR *Mobility* • • • ▶ YOUR *Economic Opportunity*

From: Justin Delgado <jdelgado@kittelson.com>
Sent: Thursday, February 13, 2025 2:38 PM

To: Regan Hansen <Regan.Hansen@itd.idaho.gov>
Cc: Becca Hoffman <rhoffman@kittelson.com>
Subject: Signal Timing Request

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Hello Regan,

As part of a transportation impact study, Kittelson would like to request the following Caldwell, Idaho intersection's most up to date signal timing phasing plans, and lane configuration.

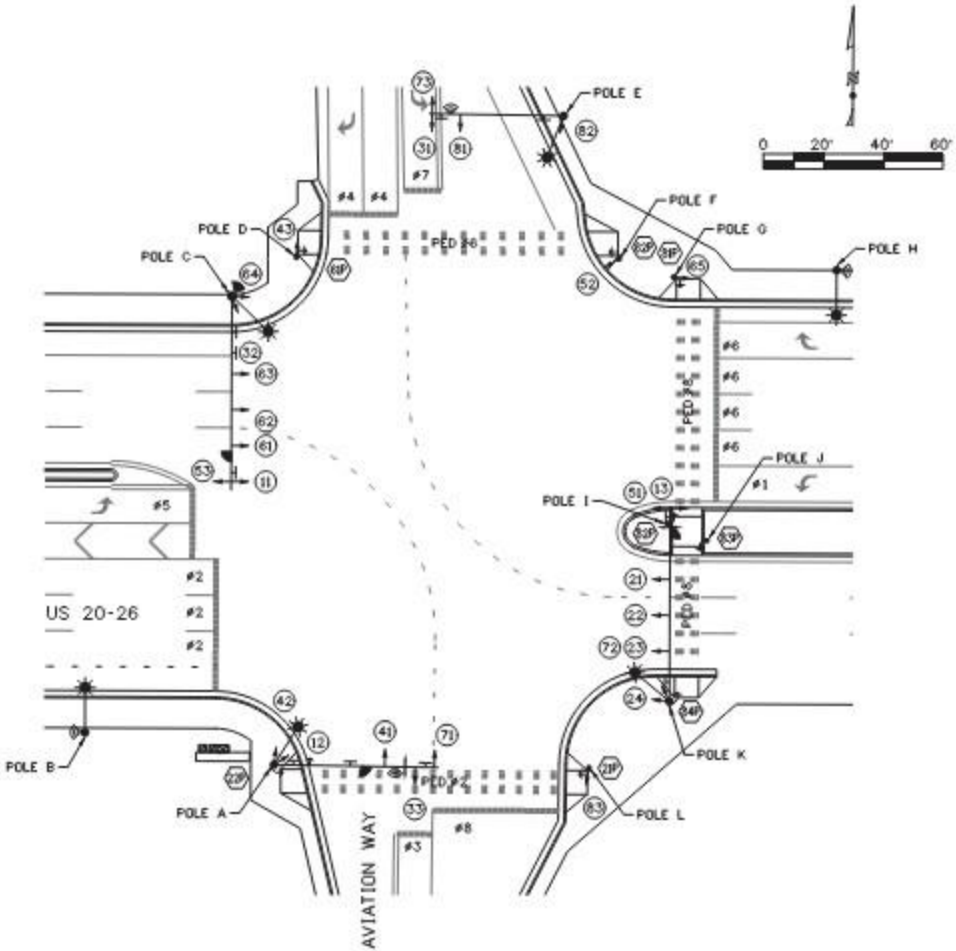
- US 20-26 / Aviation Way

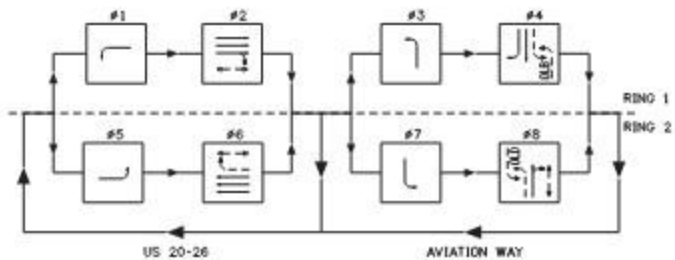
I know construction recently completed at this intersection, so if you are able to confirm the final (constructed) lane configuration, I would appreciate it.

Thank you,

Justin Delgado
Transportation Analyst

Kittelson & Associates, Inc.
Transportation Engineering / Planning
101 South Capitol Boulevard, Suite 600
Boise, ID 83702
208.338.2683
208.472.9829 (direct)





PHASING DIAGRAM

1. THE PROPOSED TRAFFIC SIGNAL PHASING IS FROM THE OCTOBER 2019 TRAFFIC REPORT. FOUR-SECTION LEFT-TURN SIGNAL HEADS AND WIRING ARE SHOWN IN THE DESIGN TO PROVIDE FLEXIBILITY TO IMPLEMENT PROTECTED OR PROTECTED/PERMISSIVE LEFT-TURN PHASING ON US-20/26 AS DETERMINED BY THE SIGNAL TIMING ENGINEER.

2. PEDESTRIANS CROSSING US-20/26 HAVE PUSHBUTTONS AND REFUGE AREAS IN THE RAISED MEDIANS TO PROVIDE FLEXIBILITY TO IMPLEMENT ONE- OR TWO-STAGE PEDESTRIAN CROSSINGS, AS DETERMINED BY THE SIGNAL TIMING ENGINEER.

ECONOLITE CONTROL PRODUCTS, INC.

EOS-1000
Copyright (c) 2020

US-20/26 & AVIATION

CITY 0 INTERSECTION 0

SOFTWARE VERSION 03.02.23

CONFIGURATION L3000

SOFTWARE MODULES

NAME	PART NUMBER	VERSION
EB U-BOOT	119-1046-205	05.05.00
O/S	119-1047-217	06.17.00
APPLICATION	119-1051-202	03.02.23
CONFIGURATION	100-1049-001	L3000,91
EB CONTROLLER	119-1049-208	07.08.00
BGC CONTROLLER	140-1033-208	09.08.00
BGC RESOURCE	140-1033-204	18.04.00
PIO CONTROLLER	140-1021-204	10.04.00
PS CONTROLLER	140-1022-204	11.04.00
AGC U-BOOT		
AGC O/S		
AGC APPLICATION		
TELEMETRY	N/A	N/A

CABINET [TS2-1]

	1234
BIU TERMINAL & FACILITY	12..
BIU DETECTOR	1.34
CRITICAL BIU	....

ENABLE SDLC STOP TIME	NO
LATCH 3 CRITICAL ERRORS	YES
MMU TO CU SDLC EXTERNAL START	YES

PIN	I/O	DESCRIPTION	NUM	DFLT
DET C2	IN	VEH DETECTOR	22	YES
DET A2	IN	VEH DETECTOR	18	YES
DET A1	IN	VEH DETECTOR	17	YES
DET C1	IN	VEH DETECTOR	21	YES
DET B1	IN	VEH DETECTOR	19	YES
Spare 2	IN	TLM SPARE INPU	2	YES
DET D1	IN	VEH DETECTOR	23	YES
DET D2	IN	VEH DETECTOR	24	YES
Spec Fn 1	OUT	TLM SPEC FUNC	1	YES
Spec Fn 3	OUT	TLM SPEC FUNC	3	YES
Tx1		UNMAPPED		
Tx2		UNMAPPED		
Spare 1	IN	TLM SPARE INPU	1	YES
Ext Addr	IN	TLM EXT ADD EN		YES
Maint Req	IN	TLM MAINT REQ		YES
Alarm 1	IN	ALARM	1	YES
Flash	IN	FL STAT - CAB		YES
DET B2	IN	VEH DETECTOR	20	YES
CMU Flash	IN	MMU ST CMU FLS		YES
Alarm 2	IN	ALARM	2	YES
Spec Fn 2	OUT	TLM SPEC FUNC	2	YES
Spec Fn 4	OUT	TLM SPEC FUNC	4	YES

SECONDARY TO SECONDARY ADDRESSING

This feature does not apply to the cabinet selected

ETHERNET MAC 00:04:81:04:31:A1
DHCP ENABLE NO
CONTROLLER IP 10. 70. 10. 51
SUBNET MASK 255.255.255. 0
DEFAULT GATEWAY IP 10. 70. 10. 1
SERVER IP 10. 70. 10. 1
LINK SPEED/DUPLEX 100/FULL
ENET-2 IP 172.30.30.30
DROP-OUT TIME 300
ENABLE WEB FRONT PANEL NO

COMM PORT 2

NOT INSTALLED COMM MODULE- NONE

US-20/26 & AVIATION

CITY 0 INTERSECTION 0

SOFTWARE VERSION 03.02.23

CONFIGURATION L3000

SOFTWARE MODULES

NAME	PART NUMBER	VERSION
EB U-BOOT	119-1046-205	05.05.00
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BGC RESOURCE	140-1033-204	18.04.00
PIO CONTROLLER	140-1021-204	10.04.00
PS CONTROLLER	140-1022-204	11.04.00
AGC U-BOOT		
AGC O/S		
AGC APPLICATION		
TELEMETRY	N/A	N/A

TIMING PLAN [1]

MINIMUM GREEN

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
GREEN	5	10	5	7	5	10	5	7	5	5	5	5	5	5	5	5
BIKE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COND SRV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

VARIABLE INITIAL

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LANE	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
#ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIMING PLAN [2]
MINIMUM GREEN

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
GREEN	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BIKE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COND SRV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

VARIABLE INITIAL

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LANE	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
#ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIMING PLAN [3]
MINIMUM GREEN

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
GREEN	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BIKE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COND SRV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

VARIABLE INITIAL

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LANE	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
#ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIMING PLAN [4]
MINIMUM GREEN

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
GREEN	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BIKE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COND SRV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

VARIABLE INITIAL

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LANE	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
#ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIMING PLAN [1]
VEHICLE PASSAGE

EXTEND2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

VOLUME OCCUPANCY

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
BEFORE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#CARS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#STEP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
REDUCE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TIMING PLAN [1]

MAX GREEN DATA

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MAX1	20	45	15	30	20	45	15	30	35	35	35	35	35	35	35	35
MAX2	20	45	20	35	20	45	20	35	40	40	40	40	40	40	40	40
MAX3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DYNAMIC MAX

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TIMING PLAN [2]

MAX GREEN DATA

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MAX1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
MAX2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
MAX3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DYNAMIC MAX

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TIMING PLAN [3]

MAX GREEN DATA

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MAX1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
MAX2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
MAX3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DYNAMIC MAX

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TIMING PLAN [4]

MAX GREEN DATA

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MAX1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
MAX2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
MAX3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DYNAMIC MAX

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TIMING PLAN [1]

PEDESTRIAN

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DELAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	7	0	0	0	7	0	16	0	10	0	10	0	10	0	10
CLEAR	0	25	0	0	0	26	0	20	0	16	0	16	0	16	0	16
ADVANCED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALTERNATE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CLEAR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PEDESTRIAN CARRY OVER

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TO PHASE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MAX EXTENSION

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
WALK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CLEAR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

HAWK

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
INGRES PH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAVL TM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIMING PLAN [2]

PEDESTRIAN

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DELAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
CLEAR	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
ADVANCED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALTERNATE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CLEAR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PEDESTRIAN CARRY OVER

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TO PHASE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MAX EXTENSION

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
WALK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CLEAR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

HAWK

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
INGRES PH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAVL TM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIMING PLAN [3]

PEDESTRIAN

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DELAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
CLEAR	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
ADVANCED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALTERNATE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CLEAR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PEDESTRIAN CARRY OVER

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TO PHASE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MAX EXTENSION

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
WALK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CLEAR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

HAWK

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
INGRES PH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAVL TM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIMING PLAN [4]

PEDESTRIAN

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DELAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
CLEAR	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
ADVANCED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALTERNATE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CLEAR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PEDESTRIAN CARRY OVER

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TO PHASE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MAX EXTENSION

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
WALK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CLEAR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

HAWK

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
INGRES PH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAVL TM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIMING PLAN [1]

CLEARANCE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PRECLEAR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.9	4.8	3.2	3.7	3.9	4.8	3.0	4.1	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED	3.0	0.6	3.1	2.4	2.5	1.0	3.4	1.9	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
REVERT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

MAX EXTENSION

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HAWK FLASH

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
YELLOW	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
RED DLY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TIMING PLAN [2]

CLEARANCE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PRECLEAR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

REVERT 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0

MAX EXTENSION

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HAWK FLASH

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
YELLOW	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
RED DLY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TIMING PLAN [3]

CLEARANCE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PRECLEAR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
REVERT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

MAX EXTENSION

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HAWK FLASH

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
YELLOW	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
RED DLY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TIMING PLAN [4]

CLEARANCE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PRECLEAR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
REVERT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

MAX EXTENSION

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HAWK FLASH

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
YELLOW	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
RED DLY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TIMING PLAN [1]

```
         PHASE  12345678 90123456
LOCK DETECTOR  ........ ........
VEH RECALL     ........ ........
PED RECALL     ........ ........
MAX RECALL     ........ ........
SOFT RECALL    .2...6.. ........
NO REST        ........ ........


           TIMING PLAN [  2]

         PHASE  12345678 90123456
LOCK DETECTOR  12345678 90123456
VEH RECALL     ........ ........
PED RECALL     ........ ........
MAX RECALL     ........ ........
SOFT RECALL    ........ ........
NO REST        ........ ........


           TIMING PLAN [  3]

         PHASE  12345678 90123456
LOCK DETECTOR  12345678 90123456
VEH RECALL     ........ ........
PED RECALL     ........ ........
MAX RECALL     ........ ........
SOFT RECALL    ........ ........
NO REST        ........ ........


           TIMING PLAN [  4]

         PHASE  12345678 90123456
LOCK DETECTOR  12345678 90123456
VEH RECALL     ........ ........
PED RECALL     ........ ........
MAX RECALL     ........ ........
SOFT RECALL    ........ ........
NO REST        ........ ........


           TIMING PLAN [1]
           START OF GREEN
 OVERLAP   A   B   C   D   E   F   G   H
ADVANCE  0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
DELAY    2.0 2.0 2.0 2.0 0.0 0.0 0.0 0.0
ADV PED    0   0   0   0   0   0   0   0

 OVERLAP   I   J   K   L   M   N   O   P
```

ADVANCE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DELAY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADV PED	0	0	0	0	0	0	0	0

TRAILING

OVERLAP	A	B	C	D	E	F	G	H
GREEN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP	I	J	K	L	M	N	O	P
GREEN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TIMING PLAN [2]
START OF GREEN

OVERLAP	A	B	C	D	E	F	G	H
ADVANCE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DELAY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADV PED	0	0	0	0	0	0	0	0

OVERLAP	I	J	K	L	M	N	O	P
ADVANCE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DELAY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADV PED	0	0	0	0	0	0	0	0

TRAILING

OVERLAP	A	B	C	D	E	F	G	H
GREEN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP	I	J	K	L	M	N	O	P
GREEN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TIMING PLAN [3]
START OF GREEN

OVERLAP	A	B	C	D	E	F	G	H
ADVANCE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DELAY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADV PED	0	0	0	0	0	0	0	0

OVERLAP	I	J	K	L	M	N	O	P
ADVANCE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DELAY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ADV PED	0	0	0	0	0	0	0	0

TRAILING

OVERLAP	A	B	C	D	E	F	G	H
GREEN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP	I	J	K	L	M	N	O	P
GREEN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TIMING PLAN [4]
START OF GREEN

OVERLAP	A	B	C	D	E	F	G	H
ADVANCE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DELAY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADV PED	0	0	0	0	0	0	0	0

OVERLAP	I	J	K	L	M	N	O	P
ADVANCE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DELAY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADV PED	0	0	0	0	0	0	0	0

TRAILING

OVERLAP	A	B	C	D	E	F	G	H
GREEN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP	I	J	K	L	M	N	O	P
GREEN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TIMING PLAN [1]
DOUBLE SERVE

DBL SRV	1	2	3	4	5	6	7	8
WITH PH	0	0	0	0	0	0	0	0

DBL SRV	9	10	11	12	13	14	15	16
WITH PH	0	0	0	0	0	0	0	0

TIMING PLAN [2]
DOUBLE SERVE

```
DBL SRV  1   2   3   4   5   6   7   8
WITH PH  0   0   0   0   0   0   0   0


DBL SRV  9  10  11  12  13  14  15  16
WITH PH  0   0   0   0   0   0   0   0


           TIMING PLAN [3]
             DOUBLE SERVE
DBL SRV  1   2   3   4   5   6   7   8
WITH PH  0   0   0   0   0   0   0   0


DBL SRV  9  10  11  12  13  14  15  16
WITH PH  0   0   0   0   0   0   0   0


           TIMING PLAN [4]
             DOUBLE SERVE
DBL SRV  1   2   3   4   5   6   7   8
WITH PH  0   0   0   0   0   0   0   0


DBL SRV  9  10  11  12  13  14  15  16
WITH PH  0   0   0   0   0   0   0   0


   OVERLAP [A]      TYPE[PPLT/FYA]

 PROTECTED TURN           PHASE   1
 PERMISSIVE THROUGH       PHASE   2

 OUTPUT MODE           CH13 ISOLATE
 INHIBIT WITH PED .2...... ........
 EARLY FYA ENABLE               NO
 SPECIAL FUNCTION  BIT DISABLE   1


   OVERLAP [B]      TYPE[PPLT/FYA]

 PROTECTED TURN           PHASE   3
 PERMISSIVE THROUGH       PHASE   4

 OUTPUT MODE           CH14 ISOLATE
 INHIBIT WITH PED ...4.... ........
 EARLY FYA ENABLE               NO
 SPECIAL FUNCTION  BIT DISABLE   0
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```
    OVERLAP [C]      TYPE[PPLT/FYA]

  PROTECTED TURN           PHASE   5
  PERMISSIVE THROUGH       PHASE   6

  OUTPUT MODE           CH15 ISOLATE
  INHIBIT WITH PED .....6.. ........
  EARLY FYA ENABLE                NO
  SPECIAL FUNCTION  BIT DISABLE   1


    OVERLAP [D]      TYPE[PPLT/FYA]

  PROTECTED TURN           PHASE   7
  PERMISSIVE THROUGH       PHASE   8

  OUTPUT MODE           CH16 ISOLATE
  INHIBIT WITH PED .......8 ........
  EARLY FYA ENABLE                NO
  SPECIAL FUNCTION  BIT DISABLE   0


    OVERLAP [E]      TYPE[ OVERLAP]

                     12345678 90123456
INCLUDED PHASE       ........ ........
PROTECTED PHASE      ........ ........
INHIBIT WITH PED     ........ ........
INHIBIT WITH PHASE   ........ ........
INHIBIT WITH GREEN   ........ ........
TRAILING WHEN EXIT   ........ ........
TRAILING WHEN NEXT   ........ ........
TRAILING PHASE ALLOW ........ ........
GREEN WHEN NEXT      ........ ........

                     ABCDEFGH IJKLMNOP
INHIBIT WITH OVERLAP ........ ........

  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
FLSH GRN . . . . . . . . . . . . . . . .


    OVERLAP [F]      TYPE[ OVERLAP]

                     12345678 90123456
INCLUDED PHASE       ........ ........
PROTECTED PHASE      ........ ........
INHIBIT WITH PED     ........ ........
INHIBIT WITH PHASE   ........ ........
INHIBIT WITH GREEN   ........ ........
```

```
TRAILING WHEN EXIT   ........ ........
TRAILING WHEN NEXT   ........ ........
TRAILING PHASE ALLOW ........ ........
GREEN WHEN NEXT      ........ ........

                     ABCDEFGH IJKLMNOP
INHIBIT WITH OVERLAP ........ ........

  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
FLSH GRN . . . . . . . . . . . . . . . .


                  VEH/PED OVERLAPS
INCLUDED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
VEH OL A X X . . . . . . . . . . . . . .
VEH OL B . . X X . . . . . . . . . . . .
VEH OL C . . . . X X . . . . . . . . . .
VEH OL D . . . . . . X X . . . . . . . .
VEH OL E . . . . . . . . . . . . . . . .
VEH OL F . . . . . . . . . . . . . . . .
VEH OL G . . . . . . . . . . . . . . . .
VEH OL H . . . . . . . . . . . . . . . .
VEH OL I . . . . . . . . . . . . . . . .
VEH OL J . . . . . . . . . . . . . . . .
VEH OL K . . . . . . . . . . . . . . . .
VEH OL L . . . . . . . . . . . . . . . .
VEH OL M . . . . . . . . . . . . . . . .
VEH OL N . . . . . . . . . . . . . . . .
VEH OL O . . . . . . . . . . . . . . . .
VEH OL P . . . . . . . . . . . . . . . .
PD OL 01 . . . . . . . . . . . . . . . .
PD OL 02 . . . . . . . . . . . . . . . .
PD OL 03 . . . . . . . . . . . . . . . .
PD OL 04 . . . . . . . . . . . . . . . .
PD OL 05 . . . . . . . . . . . . . . . .
PD OL 06 . . . . . . . . . . . . . . . .
PD OL 07 . . . . . . . . . . . . . . . .
PD OL 08 . . . . . . . . . . . . . . . .
PD OL 09 . . . . . . . . . . . . . . . .
PD OL 10 . . . . . . . . . . . . . . . .
PD OL 11 . . . . . . . . . . . . . . . .
PD OL 12 . . . . . . . . . . . . . . . .
PD OL 13 . . . . . . . . . . . . . . . .
PD OL 14 . . . . . . . . . . . . . . . .
PD OL 15 . . . . . . . . . . . . . . . .
PD OL 16 . . . . . . . . . . . . . . . .


      GUARANTEED MINIMUM TIME DATA
  PHASE  A01 B02 C03 D04 E05 F06 G07 H08
```

MIN GRN	5	5	5	5	5	5	5	5
WALK	0	0	0	0	0	0	0	0
PED CLR	7	7	7	7	7	7	7	7
YELLOW	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OVL GRN	5	5	5	5	5	5	5	5
PHASE	I09	J10	K11	L12	M13	N14	O15	P16
MIN GRN	5	5	5	5	5	5	5	5
WALK	0	0	0	0	0	0	0	0
PED CLR	7	7	7	7	7	7	7	7
YELLOW	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OVL GRN	5	5	5	5	5	5	5	5

POWER START UP

	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
FLASH Y	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
START PH	.	G	.	.	.	G	.	.	.	.	.	.	.	.	.	.
START OL	.	X	.	X	.	.	.	.	.	.	.	.	.	.	.	.
CYCLE OL	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

FLASH MINIMUM TIME	5	SEQUENCE	1
FLASH THROUGH CVM	NO	TIMING PL	0
ALL RED TIME	5	CLEAR FL Y	NO

AUTOMATIC FLASH

PHASE	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
ENTRY	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
WIG/WAG	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
COLOR	R	R	R	R	R	R	R	R	.	.	.	.	.	.	.	.
EXIT	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.

OVERLAP	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
WIG/WAG	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
COLOR	.	Y	.	Y	.	.	.	.	.	.	.	.	.	.	.	.

FL THRU CVM	NO
MINIMUM RECALL	NO
CYCLE THRU PHASE	NO
MINIMUM FLASH	8
EXIT FLASH	WALK

CONTROLLER PHASE OPTIONS

	12345678 90123456
PHASES IN USE	12345678 ....
DUAL ENTRY	.2.4.6.8 ....

```
SIMULTANEOUS GAP   ........ ........
LOCK PHASE NEXT    12345678 90123456

COND SERVICE TO    ........ ........
COND SERVICE FROM  ........ ........

LRT/BRT PHASE      ........ ........
PRE GREEN CLEAR    ........ ........
2 SECTION SIGNAL   ........ ........

ADV WARN WIG/WAG   ........ ........
PASSAGE AFTER INIT ........ ........

HAWK PHASE         ........ ........
DARK SIGNAL        12345678 90123456

GUARANTEED PASSAGE ........ ........
EXCLUSIVE PED      ........ ........
REST IN WALK       ........ ........
PED RESERVICE      ........ ........
FLASHING WALK      ........ ........
PED CLEAR THRU YEL ........ ........
PED CLEAR THRU RED ........ ........
PED OMIT           ........ ........

    UNIT RED REVERT          2.0
    PED CLEAR PROTECT         NO
    MUTCD 3 SEC DONT WALK     NO

    ENABLE PRETIMED MODE      NO
    FREE INPUT PRETIMED OFF   NO

PRETIMED           ........ ........
NON-ACTUATED I     ........ ........
NON-ACTUATED II    ........ ........

              1  2  3  4  5  6  7  8
FLASH GREEN   .  .  .  .  .  .  .  .

              9 10 11 12 13 14 15 16
FLASH GREEN   .  .  .  .  .  .  .  .


     CONTROLLER SEQUENCE [ 1]

       B  -  B  -  B  -  -  -  -  -  -  -  -  -  -  -  B
RING 1 | 1  2| 3  4| .  .  .  .  .  .  .  .  .  .  .  .|
RING 2 | 5  6| 7  8| .  .  .  .  .  .  .  .  .  .  .  .|
RING 3 | .  .| .  .| .  .  .  .  .  .  .  .  .  .  .  .|
RING 4 | .  .| .  .| .  .  .  .  .  .  .  .  .  .  .  .|
```

```
      INDEPENDENT RING GROUP   NO
      HARDWARE ALT SEQUENCE    NO
      SEQUENCE COMMANDS         .


      CONTROLLER SEQUENCE [ 2]

       B  -  B  -  B  -  -  -  -  -  -  -  -  -  -  -  B
RING 1 | 2  1| 3  4| .  .  .  .  .  .  .  .  .  .  .  .|
RING 2 | 5  6| 7  8| .  .  .  .  .  .  .  .  .  .  .  .|
RING 3 | .  .| .  .| .  .  .  .  .  .  .  .  .  .  .  .|
RING 4 | .  .| .  .| .  .  .  .  .  .  .  .  .  .  .  .|

      INDEPENDENT RING GROUP   NO
      HARDWARE ALT SEQUENCE    NO
      SEQUENCE COMMANDS         .


      CONTROLLER SEQUENCE [ 3]

       B  -  B  -  B  -  -  -  -  -  -  -  -  -  -  -  B
RING 1 | 1  2| 4  3| .  .  .  .  .  .  .  .  .  .  .  .|
RING 2 | 5  6| 7  8| .  .  .  .  .  .  .  .  .  .  .  .|
RING 3 | .  .| .  .| .  .  .  .  .  .  .  .  .  .  .  .|
RING 4 | .  .| .  .| .  .  .  .  .  .  .  .  .  .  .  .|

      INDEPENDENT RING GROUP   NO
      HARDWARE ALT SEQUENCE    NO
      SEQUENCE COMMANDS         .


      CONTROLLER SEQUENCE [ 4]

       B  -  B  -  B  -  -  -  -  -  -  -  -  -  -  -  B
RING 1 | 1  2| 3  4| .  .  .  .  .  .  .  .  .  .  .  .|
RING 2 | 6  5| 7  8| .  .  .  .  .  .  .  .  .  .  .  .|
RING 3 | .  .| .  .| .  .  .  .  .  .  .  .  .  .  .  .|
RING 4 | .  .| .  .| .  .  .  .  .  .  .  .  .  .  .  .|

      INDEPENDENT RING GROUP   NO
      HARDWARE ALT SEQUENCE    NO
      SEQUENCE COMMANDS         .


      CONTROLLER SEQUENCE [ 5]

       B  -  B  -  B  -  -  -  -  -  -  -  -  -  -  -  B
RING 1 | 1  2| 3  4| .  .  .  .  .  .  .  .  .  .  .  .|
RING 2 | 5  6| 8  7| .  .  .  .  .  .  .  .  .  .  .  .|
```

BACKUP PREVENT PLAN [1]

REST PHASE	BACKUP PHASE(S) 12345678	90123456	PREVENT METHOD	CALL PHASE
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0

BACKUP PREVENT PLAN [2]

REST PHASE	BACKUP PHASE(S) 12345678	90123456	PREVENT METHOD	CALL PHASE
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0
0	.....	.....		0

BACKUP PREVENT PLAN [3]

REST PHASE	BACKUP PHASE(S) 12345678	90123456	PREVENT METHOD	CALL PHASE
0	.....	.....		0

```
  0 ........ ........ ........ ........
  0 ........ ........ ........ ........
  0 ........ ........ ........ ........
  0 ........ ........ ........ ........
  0 ........ ........ ........ ........
  0 ........ ........ ........ ........
  0 ........ ........ ........ ........
  0 ........ ........ ........ ........
  0 ........ ........ ........ ........
```

PHASE MOVEMENTS

PHASE	1	2	3	4	5	6	7	8
HEADING	W	E	N	S	E	W	S	N
TURNS	L--	-T-	L--	-T-	L--	-T-	L--	-T-

PHASE	9	10	11	12	13	14	15	16
HEADING	N	N	N	N	N	N	N	N
TURNS	---	---	---	---	---	---	---	---

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CITY 0 INTERSECTION 0

SOFTWARE VERSION 03.02.23

CONFIGURATION L3000

SOFTWARE MODULES

NAME	PART NUMBER	VERSION
EB U-BOOT	119-1046-205	05.05.00
O/S	119-1047-217	06.17.00
APPLICATION	119-1051-202	03.02.23
CONFIGURATION	100-1049-001	L3000,91
EB CONTROLLER	119-1049-208	07.08.00

```
BGC CONTROLLER  140-1033-208  09.08.00
BGC RESOURCE    140-1033-204  18.04.00
PIO CONTROLLER  140-1021-204  10.04.00
PS CONTROLLER   140-1022-204  11.04.00
AGC U-BOOT
AGC O/S
AGC APPLICATION
TELEMETRY              N/A           N/A
```

```
          COORD UNIT OPTIONS
SYSTEM SOURCE    TBC ECPI COORD      YES
SPLITS IN    SECONDS OFFSET IN   SECONDS
TRANSITION    SMOOTH CAL USE PED TM  YES
DWELL/ADD TIME     0 PED RESERVE      NO
DLY COORD WK      NO FO ADD INI GRN   NO
OFFSET REF      LEAD RE-SYNC COUNT     0
BIND RING CLOCKS  NO CYCLE COUNT      UP
EARLY RETURN INHIBIT
```

```
   AUTO PERM MINIMUM GREEN (SECONDS)

          1   2   3   4   5   6   7   8
MIN GRN   0   0   0   0   0   0   0   0

          9  10  11  12  13  14  15  16
MIN GRN   0   0   0   0   0   0   0   0
```

```
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```

```
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   CITY       0  INTERSECTION       0
```

```
   SOFTWARE VERSION     .... 03.02.23
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PIO CONTROLLER	140-1021-204	10.04.00
PS CONTROLLER	140-1022-204	11.04.00
AGC U-BOOT		
AGC O/S		
AGC APPLICATION		
TELEMETRY	N/A	N/A

PREEMPT PLAN [1] ENABLE NO

VEH/PED	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
OVERLAP	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
TRKCLR V	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TRKCLR O	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
DWEL VEH	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
DWEL PED	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
DWEL OLP	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
CYC VEH	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
CYC PED	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
CYC OLP	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
EXIT PH	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
EXIT CAL	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ENTRANCE TIMING

MIN GREEN	5	YELLOW	4.0
WALK	0	RED	1.0
PED CLEAR	255		

MIN DURATION	0	OVERRIDE FLASH	X
CALL DELAY	0	PRIORITY OVERRIDE	X
MAX CALL	0	CALL LOCK	X

```
LINK PREEMPT     0 TERM OVERLAP      NO
INHIBIT          0 BACKUP PREVENT    NO
INH EXT TIME   0.0 CLEAR TO GREEN    NO
RE-SERVICE       0 PED CLR THRU YEL  NO
GATE DOWN FLT HARD INTERLOCK         NO
INTERLOCK FLT HARD

                      ABCDEFGH IJKLMNOP
 ALLOW TRAIL OVERLAP  12345678 90123456

     TRACK CLEARANCE TIMING/OPTION
     MIN GREEN    0  YELLOW    4.0
     EXT GREEN    0  RED       1.0
     MAX GREEN    0  RESERVE    NO

         DWELL/CYCLING OPTION
     MINIMUM DWELL/CYCLING       0
     DWELL/CYCLING EXTEND      0.0
     DWELL TMING PLAN            0
     PEDESTRIAN SIGNAL DARK     NO
     DWELL FLASH               OFF
     FLASH EXIT                RED

          EXIT TIMING/OPTION
     EXIT OPTION  OFF  YELLOW  4.0
     EXIT TMG PLAN  0  RED     1.0

         ACTIVE STATUS OUTPUT
     PREEMPT OUTPUT TYPE        ON
     DWELL INTERVAL            OFF
     NON-PRIORITY TYPE         OFF
     OTHER PRIORITY TYPE       OFF

                          12345678
     SPECIAL FUNCTIONS    ........


   PREEMPT PLAN [  2]   ENABLE    NO

 VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V . . . . . . . . . . . . . . . .
TRKCLR O . . . . . . . . . . . . . . . .

DWEL VEH . . . . . . . . . . . . . . . .
DWEL PED . . . . . . . . . . . . . . . .
DWEL OLP . . . . . . . . . . . . . . . .
CYC VEH  . . . . . . . . . . . . . . . .
CYC PED  . . . . . . . . . . . . . . . .
CYC OLP  . . . . . . . . . . . . . . . .
```

```
EXIT PH  . . . . . .
EXIT CAL . . . . . .
            ENTRANCE TIMING
     MIN GREEN   5  YELLOW    4.0
     WALK        0  RED       1.0
     PED CLEAR 255

MIN DURATION     0 OVERRIDE FLASH     X
CALL DELAY       0 PRIORITY OVERRIDE  X
MAX CALL         0 CALL LOCK          X
LINK PREEMPT     0 TERM OVERLAP      NO
INHIBIT          0 BACKUP PREVENT    NO
INH EXT TIME   0.0 CLEAR TO GREEN    NO
RE-SERVICE       0 PED CLR THRU YEL  NO
GATE DOWN FLT HARD INTERLOCK         NO
INTERLOCK FLT HARD

                      ABCDEFGH IJKLMNOP
 ALLOW TRAIL OVERLAP  12345678 90123456

     TRACK CLEARANCE TIMING/OPTION
     MIN GREEN    0  YELLOW    4.0
     EXT GREEN    0  RED       1.0
     MAX GREEN    0  RESERVE    NO

         DWELL/CYCLING OPTION
     MINIMUM DWELL/CYCLING       0
     DWELL/CYCLING EXTEND      0.0
     DWELL TMING PLAN            0
     PEDESTRIAN SIGNAL DARK     NO
     DWELL FLASH               OFF
     FLASH EXIT                GRN

          EXIT TIMING/OPTION
     EXIT OPTION  OFF  YELLOW  4.0
     EXIT TMG PLAN  0  RED     1.0

         ACTIVE STATUS OUTPUT
     PREEMPT OUTPUT TYPE        ON
     DWELL INTERVAL            OFF
     NON-PRIORITY TYPE         OFF
     OTHER PRIORITY TYPE       OFF

                          12345678
     SPECIAL FUNCTIONS    ........


   PREEMPT PLAN [  3]   ENABLE   YES
```

```
 VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V . . . . . . . . . . . . . . . .
TRKCLR O . . . . . . . . . . . . . . . .

DWEL VEH X . . . . X . . . . . . . . . .
DWEL PED . . . . . . . . . . . . . . . .
DWEL OLP . . . . . . . . . . . . . . . .
CYC VEH  . . . . . . . . . . . . . . . .
CYC PED  . . . . . . . . . . . . . . . .
CYC OLP  . . . . . . . . . . . . . . . .

EXIT PH  . X . . . X . . . . . . . . . .
EXIT CAL . . . . . . . . . . . . . . . .
             ENTRANCE TIMING
     MIN GREEN   5  YELLOW    4.0
     WALK        0  RED       1.0
     PED CLEAR 255

MIN DURATION     0 OVERRIDE FLASH     X
CALL DELAY       0 PRIORITY OVERRIDE  X
MAX CALL         0 CALL LOCK          X
LINK PREEMPT     0 TERM OVERLAP      NO
INHIBIT          0 BACKUP PREVENT    NO
INH EXT TIME   0.0 CLEAR TO GREEN    NO
RE-SERVICE       0 PED CLR THRU YEL  NO
GATE DOWN FLT HARD INTERLOCK         NO
INTERLOCK FLT HARD

                       ABCDEFGH IJKLMNOP
 ALLOW TRAIL OVERLAP   12345678 90123456

     TRACK CLEARANCE TIMING/OPTION
     MIN GREEN    0  YELLOW    4.0
     EXT GREEN    0  RED       1.0
     MAX GREEN    0  RESERVE    NO

         DWELL/CYCLING OPTION
     MINIMUM DWELL/CYCLING       5
     DWELL/CYCLING EXTEND      0.0
     DWELL TMING PLAN            0
     PEDESTRIAN SIGNAL DARK     NO
     DWELL FLASH               OFF
     FLASH EXIT                GRN

          EXIT TIMING/OPTION
     EXIT OPTION  OFF  YELLOW  4.0
     EXIT TMG PLAN  0  RED     1.0

         ACTIVE STATUS OUTPUT
```

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CONFIGURATION L3000

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PIO CONTROLLER	140-1021-204	10.04.00
PS CONTROLLER	140-1022-204	11.04.00
AGC U-BOOT		
AGC O/S		
AGC APPLICATION		
TELEMETRY	N/A	N/A

CLOCK OPTION
MANUAL EVENT PLAN[100]

02/14/2025 FRI 07:56:05

SYNC REF TIME 00:00 SYNC REF REF TIME

```
TIME FROM GMT   +00 DAYLIGHT SAVE     NO
TIME RESET INPUT SET TIME       03:30:00


   EVENT PLAN [  1]     TYPE[  AUTO]
TIMING PLAN        0 VEH DETECTOR PLAN 0
SEQUENCE           0 VEH DET DIAG PLN  0
SCP STRATEGY PLAN  0 PED DET DIAG PLN  0
SCP DET PLAN       0 DET LOG        NONE
BACKUP PVNT PLAN   0 RED REST         NO
SYS OVERRIDE      NO EXIT OPTION     OFF

                      12345678 90123456
 PEDESTRIAN RECALL    ........ ........
 WALK 2               ........ ........
 VEHICLE EXTENSION 2  ........ ........
 VEHICLE RECALL       ........ ........
 MAX RECALL           ........ ........
 USE MAX 2            ........ ........
 USE MAX 3            ........ ........
 COND SRV TO INHIBIT  ........ ........
 PHASE OMIT           ........ ........

                         12345678
   SPECIAL FUNCTION BIT  ........
       AUX FUNCTION BIT  ...

         1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 1-15  . . . . . . . . . . . . . . .
LP 16-30 . . . . . . . . . . . . . . .
LP 31-45 . . . . . . . . . . . . . . .
LP 46-60 . . . . . . . . . . . . . . .
LP 61-75 . . . . . . . . . . . . . . .
LP 76-90 . . . . . . . . . . . . . . .
LP91-100 . . . . . . . . . .


   EVENT PLAN [  2]     TYPE[  AUTO]
TIMING PLAN        0 VEH DETECTOR PLAN 0
SEQUENCE           0 VEH DET DIAG PLN  0
SCP STRATEGY PLAN  0 PED DET DIAG PLN  0
SCP DET PLAN       0 DET LOG        NONE
BACKUP PVNT PLAN   0 RED REST         NO
SYS OVERRIDE      NO EXIT OPTION     OFF

                      12345678 90123456
 PEDESTRIAN RECALL    ........ ........
 WALK 2               ........ ........
 VEHICLE EXTENSION 2  ........ ........
 VEHICLE RECALL       ........ ........
```

```
 MAX RECALL           ........ ........
 USE MAX 2            ........ ........
 USE MAX 3            ........ ........
 COND SRV TO INHIBIT  ........ ........
 PHASE OMIT           ........ ........

                        12345678
   SPECIAL FUNCTION BIT  ........
       AUX FUNCTION BIT  ...

         1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 1-15  . . . . . . . . . . . . . . .
LP 16-30 . . . . . . . . . . . . . . .
LP 31-45 . . . . . . . . . . . . . . .
LP 46-60 . . . . . . . . . . . . . . .
LP 61-75 . . . . . . . . . . . . . . .
LP 76-90 . . . . . . . . . . . . . . .
LP91-100 . . . . . . . . .


   EVENT PLAN [  3]     TYPE[  AUTO]
TIMING PLAN        0 VEH DETECTOR PLAN 0
SEQUENCE           0 VEH DET DIAG PLN  0
SCP STRATEGY PLAN  0 PED DET DIAG PLN  0
SCP DET PLAN       0 DET LOG        NONE
BACKUP PVNT PLAN   0 RED REST         NO
SYS OVERRIDE      NO EXIT OPTION     OFF

                     12345678 90123456
 PEDESTRIAN RECALL    ........ ........
 WALK 2               ........ ........
 VEHICLE EXTENSION 2  ........ ........
 VEHICLE RECALL       ........ ........
 MAX RECALL           ........ ........
 USE MAX 2            ........ ........
 USE MAX 3            ........ ........
 COND SRV TO INHIBIT  ........ ........
 PHASE OMIT           ........ ........

                        12345678
   SPECIAL FUNCTION BIT  ........
       AUX FUNCTION BIT  ...

         1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 1-15  . . . . . . . . . . . . . . .
LP 16-30 . . . . . . . . . . . . . . .
LP 31-45 . . . . . . . . . . . . . . .
LP 46-60 . . . . . . . . . . . . . . .
LP 61-75 . . . . . . . . . . . . . . .
LP 76-90 . . . . . . . . . . . . . . .
```

```
                        12345678
   SPECIAL FUNCTION BIT  ........
       AUX FUNCTION BIT  ...

         1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 1-15  . . . . . . . . . . . . . . .
LP 16-30 . . . . . . . . . . . . . . .
LP 31-45 . . . . . . . . . . . . . . .
LP 46-60 . . . . . . . . . . . . . . .
LP 61-75 . . . . . . . . . . . . . . .
LP 76-90 . . . . . . . . . . . . . . .
LP91-100 . . . . . . . . . .


      DAY PLAN [ 1]  IN EFFECT:    0
         EVENT PLAN  START TIME
          1      0        00:00
          2      0        00:00
          3      0        00:00
          4      0        00:00
          5      0        00:00
          6      0        00:00
          7      0        00:00
          8      0        00:00
          9      0        00:00
         10      0        00:00
         11      0        00:00
         12      0        00:00
         13      0        00:00
         14      0        00:00
         15      0        00:00
         16      0        00:00
         17      0        00:00
         18      0        00:00
         19      0        00:00
         20      0        00:00
         21      0        00:00
         22      0        00:00
         23      0        00:00
         24      0        00:00
         25      0        00:00
         26      0        00:00
         27      0        00:00
         28      0        00:00
         29      0        00:00
         30      0        00:00
         31      0        00:00
         32      0        00:00
         33      0        00:00
         34      0        00:00
```

35	0	00:00
36	0	00:00
37	0	00:00
38	0	00:00
39	0	00:00
40	0	00:00
41	0	00:00
42	0	00:00
43	0	00:00
44	0	00:00
45	0	00:00
46	0	00:00
47	0	00:00
48	0	00:00
49	0	00:00
50	0	00:00

DAY PLAN [2] IN EFFECT: 0

EVENT	PLAN	START TIME
1	0	00:00
2	0	00:00
3	0	00:00
4	0	00:00
5	0	00:00
6	0	00:00
7	0	00:00
8	0	00:00
9	0	00:00
10	0	00:00
11	0	00:00
12	0	00:00
13	0	00:00
14	0	00:00
15	0	00:00
16	0	00:00
17	0	00:00
18	0	00:00
19	0	00:00
20	0	00:00
21	0	00:00
22	0	00:00
23	0	00:00
24	0	00:00
25	0	00:00
26	0	00:00
27	0	00:00
28	0	00:00
29	0	00:00
30	0	00:00

31	0	00:00
32	0	00:00
33	0	00:00
34	0	00:00
35	0	00:00
36	0	00:00
37	0	00:00
38	0	00:00
39	0	00:00
40	0	00:00
41	0	00:00
42	0	00:00
43	0	00:00
44	0	00:00
45	0	00:00
46	0	00:00
47	0	00:00
48	0	00:00
49	0	00:00
50	0	00:00

DAY PLAN [3] IN EFFECT: 0

EVENT	PLAN	START TIME
1	0	00:00
2	0	00:00
3	0	00:00
4	0	00:00
5	0	00:00
6	0	00:00
7	0	00:00
8	0	00:00
9	0	00:00
10	0	00:00
11	0	00:00
12	0	00:00
13	0	00:00
14	0	00:00
15	0	00:00
16	0	00:00
17	0	00:00
18	0	00:00
19	0	00:00
20	0	00:00
21	0	00:00
22	0	00:00
23	0	00:00
24	0	00:00
25	0	00:00
26	0	00:00

27	0	00:00
28	0	00:00
29	0	00:00
30	0	00:00
31	0	00:00
32	0	00:00
33	0	00:00
34	0	00:00
35	0	00:00
36	0	00:00
37	0	00:00
38	0	00:00
39	0	00:00
40	0	00:00
41	0	00:00
42	0	00:00
43	0	00:00
44	0	00:00
45	0	00:00
46	0	00:00
47	0	00:00
48	0	00:00
49	0	00:00
50	0	00:00

DAY PLAN [4] IN EFFECT: 0

EVENT	PLAN	START TIME
1	0	00:00
2	0	00:00
3	0	00:00
4	0	00:00
5	0	00:00
6	0	00:00
7	0	00:00
8	0	00:00
9	0	00:00
10	0	00:00
11	0	00:00
12	0	00:00
13	0	00:00
14	0	00:00
15	0	00:00
16	0	00:00
17	0	00:00
18	0	00:00
19	0	00:00
20	0	00:00
21	0	00:00
22	0	00:00

23	0	00:00
24	0	00:00
25	0	00:00
26	0	00:00
27	0	00:00
28	0	00:00
29	0	00:00
30	0	00:00
31	0	00:00
32	0	00:00
33	0	00:00
34	0	00:00
35	0	00:00
36	0	00:00
37	0	00:00
38	0	00:00
39	0	00:00
40	0	00:00
41	0	00:00
42	0	00:00
43	0	00:00
44	0	00:00
45	0	00:00
46	0	00:00
47	0	00:00
48	0	00:00
49	0	00:00
50	0	00:00

DAY PLAN [5] IN EFFECT: 0

EVENT	PLAN	START TIME
1	0	00:00
2	0	00:00
3	0	00:00
4	0	00:00
5	0	00:00
6	0	00:00
7	0	00:00
8	0	00:00
9	0	00:00
10	0	00:00
11	0	00:00
12	0	00:00
13	0	00:00
14	0	00:00
15	0	00:00
16	0	00:00
17	0	00:00
18	0	00:00

19	0	00:00
20	0	00:00
21	0	00:00
22	0	00:00
23	0	00:00
24	0	00:00
25	0	00:00
26	0	00:00
27	0	00:00
28	0	00:00
29	0	00:00
30	0	00:00
31	0	00:00
32	0	00:00
33	0	00:00
34	0	00:00
35	0	00:00
36	0	00:00
37	0	00:00
38	0	00:00
39	0	00:00
40	0	00:00
41	0	00:00
42	0	00:00
43	0	00:00
44	0	00:00
45	0	00:00
46	0	00:00
47	0	00:00
48	0	00:00
49	0	00:00
50	0	00:00

DAY PLAN [6] IN EFFECT: 0

EVENT	PLAN	START TIME
1	0	00:00
2	0	00:00
3	0	00:00
4	0	00:00
5	0	00:00
6	0	00:00
7	0	00:00
8	0	00:00
9	0	00:00
10	0	00:00
11	0	00:00
12	0	00:00
13	0	00:00
14	0	00:00

15	0	00:00
16	0	00:00
17	0	00:00
18	0	00:00
19	0	00:00
20	0	00:00
21	0	00:00
22	0	00:00
23	0	00:00
24	0	00:00
25	0	00:00
26	0	00:00
27	0	00:00
28	0	00:00
29	0	00:00
30	0	00:00
31	0	00:00
32	0	00:00
33	0	00:00
34	0	00:00
35	0	00:00
36	0	00:00
37	0	00:00
38	0	00:00
39	0	00:00
40	0	00:00
41	0	00:00
42	0	00:00
43	0	00:00
44	0	00:00
45	0	00:00
46	0	00:00
47	0	00:00
48	0	00:00
49	0	00:00
50	0	00:00

DAY PLAN [7] IN EFFECT: 0

EVENT PLAN	START TIME
1	0	00:00
2	0	00:00
3	0	00:00
4	0	00:00
5	0	00:00
6	0	00:00
7	0	00:00
8	0	00:00
9	0	00:00
10	0	00:00

11	0	00:00
12	0	00:00
13	0	00:00
14	0	00:00
15	0	00:00
16	0	00:00
17	0	00:00
18	0	00:00
19	0	00:00
20	0	00:00
21	0	00:00
22	0	00:00
23	0	00:00
24	0	00:00
25	0	00:00
26	0	00:00
27	0	00:00
28	0	00:00
29	0	00:00
30	0	00:00
31	0	00:00
32	0	00:00
33	0	00:00
34	0	00:00
35	0	00:00
36	0	00:00
37	0	00:00
38	0	00:00
39	0	00:00
40	0	00:00
41	0	00:00
42	0	00:00
43	0	00:00
44	0	00:00
45	0	00:00
46	0	00:00
47	0	00:00
48	0	00:00
49	0	00:00
50	0	00:00

DAY PLAN [8] IN EFFECT: 0

EVENT	PLAN	START TIME
1	0	00:00
2	0	00:00
3	0	00:00
4	0	00:00
5	0	00:00
6	0	00:00

7	0	00:00
8	0	00:00
9	0	00:00
10	0	00:00
11	0	00:00
12	0	00:00
13	0	00:00
14	0	00:00
15	0	00:00
16	0	00:00
17	0	00:00
18	0	00:00
19	0	00:00
20	0	00:00
21	0	00:00
22	0	00:00
23	0	00:00
24	0	00:00
25	0	00:00
26	0	00:00
27	0	00:00
28	0	00:00
29	0	00:00
30	0	00:00
31	0	00:00
32	0	00:00
33	0	00:00
34	0	00:00
35	0	00:00
36	0	00:00
37	0	00:00
38	0	00:00
39	0	00:00
40	0	00:00
41	0	00:00
42	0	00:00
43	0	00:00
44	0	00:00
45	0	00:00
46	0	00:00
47	0	00:00
48	0	00:00
49	0	00:00
50	0	00:00

DAY PLAN [9] IN EFFECT: 0

EVENT	PLAN	START TIME
1	0	00:00
2	0	00:00

3	0	00:00
4	0	00:00
5	0	00:00
6	0	00:00
7	0	00:00
8	0	00:00
9	0	00:00
10	0	00:00
11	0	00:00
12	0	00:00
13	0	00:00
14	0	00:00
15	0	00:00
16	0	00:00
17	0	00:00
18	0	00:00
19	0	00:00
20	0	00:00
21	0	00:00
22	0	00:00
23	0	00:00
24	0	00:00
25	0	00:00
26	0	00:00
27	0	00:00
28	0	00:00
29	0	00:00
30	0	00:00
31	0	00:00
32	0	00:00
33	0	00:00
34	0	00:00
35	0	00:00
36	0	00:00
37	0	00:00
38	0	00:00
39	0	00:00
40	0	00:00
41	0	00:00
42	0	00:00
43	0	00:00
44	0	00:00
45	0	00:00
46	0	00:00
47	0	00:00
48	0	00:00
49	0	00:00
50	0	00:00

DAY PLAN [10] IN EFFECT: 0

	EVENT PLAN	START TIME
1	0	00:00
2	0	00:00
3	0	00:00
4	0	00:00
5	0	00:00
6	0	00:00
7	0	00:00
8	0	00:00
9	0	00:00
10	0	00:00
11	0	00:00
12	0	00:00
13	0	00:00
14	0	00:00
15	0	00:00
16	0	00:00
17	0	00:00
18	0	00:00
19	0	00:00
20	0	00:00
21	0	00:00
22	0	00:00
23	0	00:00
24	0	00:00
25	0	00:00
26	0	00:00
27	0	00:00
28	0	00:00
29	0	00:00
30	0	00:00
31	0	00:00
32	0	00:00
33	0	00:00
34	0	00:00
35	0	00:00
36	0	00:00
37	0	00:00
38	0	00:00
39	0	00:00
40	0	00:00
41	0	00:00
42	0	00:00
43	0	00:00
44	0	00:00
45	0	00:00
46	0	00:00
47	0	00:00
48	0	00:00

49	0	00:00
50	0	00:00

DAY PLAN [11] IN EFFECT: 0

EVENT	PLAN	START TIME
1	0	00:00
2	0	00:00
3	0	00:00
4	0	00:00
5	0	00:00
6	0	00:00
7	0	00:00
8	0	00:00
9	0	00:00
10	0	00:00
11	0	00:00
12	0	00:00
13	0	00:00
14	0	00:00
15	0	00:00
16	0	00:00
17	0	00:00
18	0	00:00
19	0	00:00
20	0	00:00
21	0	00:00
22	0	00:00
23	0	00:00
24	0	00:00
25	0	00:00
26	0	00:00
27	0	00:00
28	0	00:00
29	0	00:00
30	0	00:00
31	0	00:00
32	0	00:00
33	0	00:00
34	0	00:00
35	0	00:00
36	0	00:00
37	0	00:00
38	0	00:00
39	0	00:00
40	0	00:00
41	0	00:00
42	0	00:00
43	0	00:00
44	0	00:00

45	0	00:00
46	0	00:00
47	0	00:00
48	0	00:00
49	0	00:00
50	0	00:00

DAY PLAN [12] IN EFFECT: 0

EVENT	PLAN	START TIME
1	0	00:00
2	0	00:00
3	0	00:00
4	0	00:00
5	0	00:00
6	0	00:00
7	0	00:00
8	0	00:00
9	0	00:00
10	0	00:00
11	0	00:00
12	0	00:00
13	0	00:00
14	0	00:00
15	0	00:00
16	0	00:00
17	0	00:00
18	0	00:00
19	0	00:00
20	0	00:00
21	0	00:00
22	0	00:00
23	0	00:00
24	0	00:00
25	0	00:00
26	0	00:00
27	0	00:00
28	0	00:00
29	0	00:00
30	0	00:00
31	0	00:00
32	0	00:00
33	0	00:00
34	0	00:00
35	0	00:00
36	0	00:00
37	0	00:00
38	0	00:00
39	0	00:00
40	0	00:00

41	0	00:00
42	0	00:00
43	0	00:00
44	0	00:00
45	0	00:00
46	0	00:00
47	0	00:00
48	0	00:00
49	0	00:00
50	0	00:00

DAY PLAN [13] IN EFFECT: 0

EVENT	PLAN	START TIME
1	0	00:00
2	0	00:00
3	0	00:00
4	0	00:00
5	0	00:00
6	0	00:00
7	0	00:00
8	0	00:00
9	0	00:00
10	0	00:00
11	0	00:00
12	0	00:00
13	0	00:00
14	0	00:00
15	0	00:00
16	0	00:00
17	0	00:00
18	0	00:00
19	0	00:00
20	0	00:00
21	0	00:00
22	0	00:00
23	0	00:00
24	0	00:00
25	0	00:00
26	0	00:00
27	0	00:00
28	0	00:00
29	0	00:00
30	0	00:00
31	0	00:00
32	0	00:00
33	0	00:00
34	0	00:00
35	0	00:00
36	0	00:00

37	0	00:00
38	0	00:00
39	0	00:00
40	0	00:00
41	0	00:00
42	0	00:00
43	0	00:00
44	0	00:00
45	0	00:00
46	0	00:00
47	0	00:00
48	0	00:00
49	0	00:00
50	0	00:00

DAY PLAN [14] IN EFFECT: 0

EVENT	PLAN	START TIME
1	0	00:00
2	0	00:00
3	0	00:00
4	0	00:00
5	0	00:00
6	0	00:00
7	0	00:00
8	0	00:00
9	0	00:00
10	0	00:00
11	0	00:00
12	0	00:00
13	0	00:00
14	0	00:00
15	0	00:00
16	0	00:00
17	0	00:00
18	0	00:00
19	0	00:00
20	0	00:00
21	0	00:00
22	0	00:00
23	0	00:00
24	0	00:00
25	0	00:00
26	0	00:00
27	0	00:00
28	0	00:00
29	0	00:00
30	0	00:00
31	0	00:00
32	0	00:00

33	0	00:00
34	0	00:00
35	0	00:00
36	0	00:00
37	0	00:00
38	0	00:00
39	0	00:00
40	0	00:00
41	0	00:00
42	0	00:00
43	0	00:00
44	0	00:00
45	0	00:00
46	0	00:00
47	0	00:00
48	0	00:00
49	0	00:00
50	0	00:00

DAY PLAN [15] IN EFFECT: 0

EVENT	PLAN	START TIME
1	0	00:00
2	0	00:00
3	0	00:00
4	0	00:00
5	0	00:00
6	0	00:00
7	0	00:00
8	0	00:00
9	0	00:00
10	0	00:00
11	0	00:00
12	0	00:00
13	0	00:00
14	0	00:00
15	0	00:00
16	0	00:00
17	0	00:00
18	0	00:00
19	0	00:00
20	0	00:00
21	0	00:00
22	0	00:00
23	0	00:00
24	0	00:00
25	0	00:00
26	0	00:00
27	0	00:00
28	0	00:00

29	0	00:00
30	0	00:00
31	0	00:00
32	0	00:00
33	0	00:00
34	0	00:00
35	0	00:00
36	0	00:00
37	0	00:00
38	0	00:00
39	0	00:00
40	0	00:00
41	0	00:00
42	0	00:00
43	0	00:00
44	0	00:00
45	0	00:00
46	0	00:00
47	0	00:00
48	0	00:00
49	0	00:00
50	0	00:00

DAY PLAN [16] IN EFFECT: 0

EVENT	PLAN	START TIME
1	0	00:00
2	0	00:00
3	0	00:00
4	0	00:00
5	0	00:00
6	0	00:00
7	0	00:00
8	0	00:00
9	0	00:00
10	0	00:00
11	0	00:00
12	0	00:00
13	0	00:00
14	0	00:00
15	0	00:00
16	0	00:00
17	0	00:00
18	0	00:00
19	0	00:00
20	0	00:00
21	0	00:00
22	0	00:00
23	0	00:00
24	0	00:00

```
    25      0        00:00
    26      0        00:00
    27      0        00:00
    28      0        00:00
    29      0        00:00
    30      0        00:00
    31      0        00:00
    32      0        00:00
    33      0        00:00
    34      0        00:00
    35      0        00:00
    36      0        00:00
    37      0        00:00
    38      0        00:00
    39      0        00:00
    40      0        00:00
    41      0        00:00
    42      0        00:00
    43      0        00:00
    44      0        00:00
    45      0        00:00
    46      0        00:00
    47      0        00:00
    48      0        00:00
    49      0        00:00
    50      0        00:00


SCHEDULE NUMBER [  1]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [  2]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
```

```
MONTH . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [  3]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [  4]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [  5]  DAY PLAN [ 0]

            CLEAR ALL  .
```

```
ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [  6]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [  7]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [  8]  DAY PLAN [ 0]

            CLEAR ALL  .
```

```
ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [  9]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [ 10]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [ 11]  DAY PLAN [ 0]
```

```
            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [ 12]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [ 13]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [ 14]  DAY PLAN [ 0]
```

```
            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [ 15]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [ 16]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .
```

```
SCHEDULE NUMBER [ 17]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [ 18]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [ 19]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .
```

```
SCHEDULE NUMBER [ 20]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [ 21]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [ 22]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .
```

```
SCHEDULE NUMBER [ 23]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [ 24]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [ 25]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
```

```
ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


SCHEDULE NUMBER [200]  DAY PLAN [ 0]

            CLEAR ALL  .

ALL     J F M A M J J A S O N D
MONTH . . . . . . . . . . . . .

ALL     SUN MON TUE WED THU FRI SAT
WEEK  .  .   .   .   .   .   .   .

ALL     1-20  1234567890 1234567890
DAY   .       .......... ..........

        21-31 1234567890 1
              .......... .


           EXCEPTION DAYS
      FLOAT/  MON/  DOW/  WOM/  DAY
      FIXED   MON   DOM   YEAR PLAN
  1   FLOAT     0     0      0    0
  2   FLOAT     0     0      0    0
  3   FLOAT     0     0      0    0
  4   FLOAT     0     0      0    0
  5   FLOAT     0     0      0    0
  6   FLOAT     0     0      0    0
  7   FLOAT     0     0      0    0
  8   FLOAT     0     0      0    0
  9   FLOAT     0     0      0    0
 10   FLOAT     0     0      0    0
 11   FLOAT     0     0      0    0
 12   FLOAT     0     0      0    0
 13   FLOAT     0     0      0    0
 14   FLOAT     0     0      0    0
 15   FLOAT     0     0      0    0
 16   FLOAT     0     0      0    0
 17   FLOAT     0     0      0    0
 18   FLOAT     0     0      0    0
 19   FLOAT     0     0      0    0
```

20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0
23	FLOAT	0	0	0	0
24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0
30	FLOAT	0	0	0	0
31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0
33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0
35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0
37	FLOAT	0	0	0	0
38	FLOAT	0	0	0	0
39	FLOAT	0	0	0	0
40	FLOAT	0	0	0	0
41	FLOAT	0	0	0	0
42	FLOAT	0	0	0	0
43	FLOAT	0	0	0	0
44	FLOAT	0	0	0	0
45	FLOAT	0	0	0	0
46	FLOAT	0	0	0	0
47	FLOAT	0	0	0	0
48	FLOAT	0	0	0	0
49	FLOAT	0	0	0	0
50	FLOAT	0	0	0	0
51	FLOAT	0	0	0	0
52	FLOAT	0	0	0	0
53	FLOAT	0	0	0	0
54	FLOAT	0	0	0	0
55	FLOAT	0	0	0	0
56	FLOAT	0	0	0	0
57	FLOAT	0	0	0	0
58	FLOAT	0	0	0	0
59	FLOAT	0	0	0	0
60	FLOAT	0	0	0	0
61	FLOAT	0	0	0	0
62	FLOAT	0	0	0	0
63	FLOAT	0	0	0	0
64	FLOAT	0	0	0	0
65	FLOAT	0	0	0	0
66	FLOAT	0	0	0	0
67	FLOAT	0	0	0	0
68	FLOAT	0	0	0	0
69	FLOAT	0	0	0	0

70	FLOAT	0	0	0	0
71	FLOAT	0	0	0	0
72	FLOAT	0	0	0	0
73	FLOAT	0	0	0	0
74	FLOAT	0	0	0	0
75	FLOAT	0	0	0	0
76	FLOAT	0	0	0	0
77	FLOAT	0	0	0	0
78	FLOAT	0	0	0	0
79	FLOAT	0	0	0	0
80	FLOAT	0	0	0	0
81	FLOAT	0	0	0	0
82	FLOAT	0	0	0	0
83	FLOAT	0	0	0	0
84	FLOAT	0	0	0	0
85	FLOAT	0	0	0	0
86	FLOAT	0	0	0	0
87	FLOAT	0	0	0	0
88	FLOAT	0	0	0	0
89	FLOAT	0	0	0	0
90	FLOAT	0	0	0	0

ECONOLITE CONTROL PRODUCTS, INC.

EOS-1000

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CITY 0 INTERSECTION 0

SOFTWARE VERSION 03.02.23

CONFIGURATION L3000

SOFTWARE MODULES

NAME	PART NUMBER	VERSION
EB U-BOOT	119-1046-205	05.05.00
O/S	119-1047-217	06.17.00
APPLICATION	119-1051-202	03.02.23
CONFIGURATION	100-1049-001	L3000,91

EB CONTROLLER	119-1049-208	07.08.00
BGC CONTROLLER	140-1033-208	09.08.00
BGC RESOURCE	140-1033-204	18.04.00
PIO CONTROLLER	140-1021-204	10.04.00
PS CONTROLLER	140-1022-204	11.04.00
AGC U-BOOT		
AGC O/S		
AGC APPLICATION		
TELEMETRY	N/A	N/A

VEHICLE DETECTOR ASSIGNMENT PLAN [1]

DET	PH	PRIMARY 12345678	ADDITIONAL 90123456	TS2 DET
1	1	.....	.....	NO
2	2	.....	.....	NO
3	3	.....	.....	NO
4	4	.....	.....	NO
5	5	.....	.....	NO
6	6	.....	.....	NO
7	7	.....	.....	NO
8	8	.....	.....	NO
9	0	.....	.....	NO
10	0	.....	.....	NO
11	0	.....	.....	NO
12	0	.....	.....	NO
13	0	.....	.....	NO
14	0	.....	.....	NO
15	0	.....	.....	NO
16	0	.....	.....	NO
17	9	.....	.....	YES
18	9	.....	.....	YES
19	9	.....	.....	YES
20	9	.....	.....	YES
21	9	.....	.....	YES
22	9	.....	.....	YES
23	9	.....	.....	YES
24	9	.....	.....	YES
25	9	.....	.....	YES
26	9	.....	.....	YES
27	9	.....	.....	YES
28	9	.....	.....	YES
29	9	.....	.....	YES
30	9	.....	.....	YES
31	9	.....	.....	YES

32	9	.....	.....	YES
33	1	.....	.....	YES
34	6	.....	.....	YES
35	6	.....	.....	YES
36	6	.....	.....	YES
37	6	.....	.....	YES
38	6	.....	.....	YES
39	6	.....	.....	YES
40	6	.....	.....	YES
41	6	.....	.....	YES
42	3	...4..	.....	YES
43	3	.....	.....	YES
44	8	.....	.....	YES
45	8	.....	.....	YES
46	0	.....	.....	YES
47	8	.....	.....	YES
48	0	.....	.....	YES
49	5	.....	.....	YES
50	2	.....	.....	YES
51	2	.....	.....	YES
52	2	.....	.....	YES
53	2	.....	.....	YES
54	2	.....	.....	YES
55	2	.....	.....	YES
56	2	.....	.....	YES
57	0	.....	.....	YES
58	7	8	.....	YES
59	7	.....	.....	YES
60	4	.....	.....	YES
61	4	.....	.....	YES
62	0	.....	.....	YES
63	4	.....	.....	YES
64	0	.....	.....	YES

VEHICLE DETECTOR ASSIGNMENT PLAN [2]

	PRIMARY	ADDITIONAL		TS2 DET
DET	PH	12345678	90123456	
1	1	.....	.....	NO
2	2	.....	.....	NO
3	3	.....	.....	NO
4	4	.....	.....	NO
5	5	.....	.....	NO
6	6	.....	.....	NO
7	7	.....	.....	NO
8	8	.....	.....	NO
9	0	.....	.....	NO
10	0	.....	.....	NO
11	0	.....	.....	NO

12	0	.....	.....	NO
13	0	.....	.....	NO
14	0	.....	.....	NO
15	0	.....	.....	NO
16	0	.....	.....	NO
17	0	.....	.....	YES
18	0	.....	.....	YES
19	0	.....	.....	YES
20	0	.....	.....	YES
21	0	.....	.....	YES
22	0	.....	.....	YES
23	0	.....	.....	YES
24	0	.....	.....	YES
25	0	.....	.....	YES
26	0	.....	.....	YES
27	0	.....	.....	YES
28	0	.....	.....	YES
29	0	.....	.....	YES
30	0	.....	.....	YES
31	0	.....	.....	YES
32	0	.....	.....	YES
33	0	.....	.....	YES
34	0	.....	.....	YES
35	0	.....	.....	YES
36	0	.....	.....	YES
37	0	.....	.....	YES
38	0	.....	.....	YES
39	0	.....	.....	YES
40	0	.....	.....	YES
41	0	.....	.....	YES
42	0	.....	.....	YES
43	0	.....	.....	YES
44	0	.....	.....	YES
45	0	.....	.....	YES
46	0	.....	.....	YES
47	0	.....	.....	YES
48	0	.....	.....	YES
49	0	.....	.....	YES
50	0	.....	.....	YES
51	0	.....	.....	YES
52	0	.....	.....	YES
53	0	.....	.....	YES
54	0	.....	.....	YES
55	0	.....	.....	YES
56	0	.....	.....	YES
57	0	.....	.....	YES
58	0	.....	.....	YES
59	0	.....	.....	YES
60	0	.....	.....	YES
61	0	.....	.....	YES

62	0	.....	.....	YES
63	0	.....	.....	YES
64	0	.....	.....	YES

VEHICLE DETECTOR ASSIGNMENT PLAN [3]

DET	PH	PRIMARY 12345678	ADDITIONAL 90123456	TS2 DET
1	1	.....	.....	NO
2	2	.....	.....	NO
3	3	.....	.....	NO
4	4	.....	.....	NO
5	5	.....	.....	NO
6	6	.....	.....	NO
7	7	.....	.....	NO
8	8	.....	.....	NO
9	0	.....	.....	NO
10	0	.....	.....	NO
11	0	.....	.....	NO
12	0	.....	.....	NO
13	0	.....	.....	NO
14	0	.....	.....	NO
15	0	.....	.....	NO
16	0	.....	.....	NO
17	0	.....	.....	YES
18	0	.....	.....	YES
19	0	.....	.....	YES
20	0	.....	.....	YES
21	0	.....	.....	YES
22	0	.....	.....	YES
23	0	.....	.....	YES
24	0	.....	.....	YES
25	0	.....	.....	YES
26	0	.....	.....	YES
27	0	.....	.....	YES
28	0	.....	.....	YES
29	0	.....	.....	YES
30	0	.....	.....	YES
31	0	.....	.....	YES
32	0	.....	.....	YES
33	0	.....	.....	YES
34	0	.....	.....	YES
35	0	.....	.....	YES
36	0	.....	.....	YES
37	0	.....	.....	YES
38	0	.....	.....	YES
39	0	.....	.....	YES
40	0	.....	.....	YES
41	0	.....	.....	YES

42	0	.....	.....	YES
43	0	.....	.....	YES
44	0	.....	.....	YES
45	0	.....	.....	YES
46	0	.....	.....	YES
47	0	.....	.....	YES
48	0	.....	.....	YES
49	0	.....	.....	YES
50	0	.....	.....	YES
51	0	.....	.....	YES
52	0	.....	.....	YES
53	0	.....	.....	YES
54	0	.....	.....	YES
55	0	.....	.....	YES
56	0	.....	.....	YES
57	0	.....	.....	YES
58	0	.....	.....	YES
59	0	.....	.....	YES
60	0	.....	.....	YES
61	0	.....	.....	YES
62	0	.....	.....	YES
63	0	.....	.....	YES
64	0	.....	.....	YES

VEHICLE DETECTOR ASSIGNMENT PLAN [4]

	PRIMARY	ADDITIONAL	TS2 DET
DET	PH	12345678 90123456	
1	1	....	NO
2	2	....	NO
3	3	....	NO
4	4	....	NO
5	5	....	NO
6	6	....	NO
7	7	....	NO
8	8	....	NO
9	2	....	NO
10	2	....	NO
11	4	....	NO
12	4	....	NO
13	6	....	NO
14	6	....	NO
15	8	....	NO
16	8	....	NO
17	1	....	YES
18	2	....	YES
19	3	....	YES
20	4	....	YES
21	5	....	YES

```
    22  6  ........ ........   YES
    23  7  ........ ........   YES
    24  8  ........ ........   YES
    25  2  ........ ........   YES
    26  4  ........ ........   YES
    27  6  ........ ........   YES
    28  8  ........ ........   YES
    29  0  ........ ........   YES
    30  0  ........ ........   YES
    31  0  ........ ........   YES
    32  0  ........ ........   YES
    33  0  ........ ........   YES
    34  0  ........ ........   YES
    35  0  ........ ........   YES
    36  0  ........ ........   YES
    37  0  ........ ........   YES
    38  0  ........ ........   YES
    39  0  ........ ........   YES
    40  0  ........ ........   YES
    41  0  ........ ........   YES
    42  0  ........ ........   YES
    43  0  ........ ........   YES
    44  0  ........ ........   YES
    45  0  ........ ........   YES
    46  0  ........ ........   YES
    47  0  ........ ........   YES
    48  0  ........ ........   YES
    49  0  ........ ........   YES
    50  0  ........ ........   YES
    51  0  ........ ........   YES
    52  0  ........ ........   YES
    53  0  ........ ........   YES
    54  0  ........ ........   YES
    55  0  ........ ........   YES
    56  0  ........ ........   YES
    57  0  ........ ........   YES
    58  0  ........ ........   YES
    59  0  ........ ........   YES
    60  0  ........ ........   YES
    61  0  ........ ........   YES
    62  0  ........ ........   YES
    63  0  ........ ........   YES
    64  0  ........ ........   YES


      VEH DETECTOR [ 1]  PLAN [ 1]
        DET PH  12345678 90123456
         1    1 ........ ........

LOCK IN        NONE DELAY TIME      0.0
```

```
EXT OPTION  PASSAGE DELAY MODE  RED/YEL
CALL OPTION     YES EXTEND TIME     0.0
BIKE CALL        NO DISCONNECT TIME   0
RED EXTEND       NO CROSS SWITCH PH   0
ADDED INITIAL    NO

         DETECTOR LOG ENABLE
        NTCIP VOLUME       NO
        NTCIP OCCUPANCY    NO
        ECPI               NO


      VEH DETECTOR [ 2]  PLAN [ 1]
        DET PH  12345678 90123456
         2    2 ........ ........

LOCK IN        NONE DELAY TIME      0.0
EXT OPTION  PASSAGE DELAY MODE  RED/YEL
CALL OPTION     YES EXTEND TIME     0.0
BIKE CALL        NO DISCONNECT TIME   0
RED EXTEND       NO CROSS SWITCH PH   0
ADDED INITIAL    NO

         DETECTOR LOG ENABLE
        NTCIP VOLUME       NO
        NTCIP OCCUPANCY    NO
        ECPI               NO


      VEH DETECTOR [ 3]  PLAN [ 1]
        DET PH  12345678 90123456
         3    3 ........ ........

LOCK IN        NONE DELAY TIME      0.0
EXT OPTION  PASSAGE DELAY MODE  RED/YEL
CALL OPTION     YES EXTEND TIME     0.0
BIKE CALL        NO DISCONNECT TIME   0
RED EXTEND       NO CROSS SWITCH PH   0
ADDED INITIAL    NO

         DETECTOR LOG ENABLE
        NTCIP VOLUME       NO
        NTCIP OCCUPANCY    NO
        ECPI               NO


      VEH DETECTOR [ 4]  PLAN [ 1]
        DET PH  12345678 90123456
         4    4 ........ ........
```

```
LOCK IN        NONE DELAY TIME      0.0
EXT OPTION  PASSAGE DELAY MODE  RED/YEL
CALL OPTION     YES EXTEND TIME     0.0
BIKE CALL        NO DISCONNECT TIME   0
RED EXTEND       NO CROSS SWITCH PH   0
ADDED INITIAL    NO

         DETECTOR LOG ENABLE
        NTCIP VOLUME       NO
        NTCIP OCCUPANCY    NO
        ECPI               NO


      VEH DETECTOR [ 5]  PLAN [ 1]
        DET PH  12345678 90123456
         5    5 ........ ........

LOCK IN        NONE DELAY TIME      0.0
EXT OPTION  PASSAGE DELAY MODE  RED/YEL
CALL OPTION     YES EXTEND TIME     0.0
BIKE CALL        NO DISCONNECT TIME   0
RED EXTEND       NO CROSS SWITCH PH   0
ADDED INITIAL    NO

         DETECTOR LOG ENABLE
        NTCIP VOLUME       NO
        NTCIP OCCUPANCY    NO
        ECPI               NO


      VEH DETECTOR [ 6]  PLAN [ 1]
        DET PH  12345678 90123456
         6    6 ........ ........

LOCK IN        NONE DELAY TIME      0.0
EXT OPTION  PASSAGE DELAY MODE  RED/YEL
CALL OPTION     YES EXTEND TIME     0.0
BIKE CALL        NO DISCONNECT TIME   0
RED EXTEND       NO CROSS SWITCH PH   0
ADDED INITIAL    NO

         DETECTOR LOG ENABLE
        NTCIP VOLUME       NO
        NTCIP OCCUPANCY    NO
        ECPI               NO


      VEH DETECTOR [ 7]  PLAN [ 1]
        DET PH  12345678 90123456
         7    7 ........ ........
```

```
LOCK IN        NONE DELAY TIME      0.0
EXT OPTION  PASSAGE DELAY MODE  RED/YEL
CALL OPTION     YES EXTEND TIME     0.0
BIKE CALL        NO DISCONNECT TIME   0
RED EXTEND       NO CROSS SWITCH PH   0
ADDED INITIAL    NO

         DETECTOR LOG ENABLE
        NTCIP VOLUME       NO
        NTCIP OCCUPANCY    NO
        ECPI               NO


      VEH DETECTOR [ 8]  PLAN [ 1]
        DET PH  12345678 90123456
         8    8 ........ ........

LOCK IN        NONE DELAY TIME      0.0
EXT OPTION  PASSAGE DELAY MODE  RED/YEL
CALL OPTION     YES EXTEND TIME     0.0
BIKE CALL        NO DISCONNECT TIME   0
RED EXTEND       NO CROSS SWITCH PH   0
ADDED INITIAL    NO

         DETECTOR LOG ENABLE
        NTCIP VOLUME       NO
        NTCIP OCCUPANCY    NO
        ECPI               NO


      VEH DETECTOR [ 9]  PLAN [ 1]
        DET PH  12345678 90123456
         9    0 ........ ........

LOCK IN        NONE DELAY TIME      0.0
EXT OPTION  PASSAGE DELAY MODE  RED/YEL
CALL OPTION     YES EXTEND TIME     0.0
BIKE CALL        NO DISCONNECT TIME   0
RED EXTEND       NO CROSS SWITCH PH   0
ADDED INITIAL    NO

         DETECTOR LOG ENABLE
        NTCIP VOLUME       NO
        NTCIP OCCUPANCY    NO
        ECPI               NO


      VEH DETECTOR [10]  PLAN [ 1]
        DET PH  12345678 90123456
```

```
        10    0 ........ ........

LOCK IN        NONE DELAY TIME      0.0
EXT OPTION  PASSAGE DELAY MODE  RED/YEL
CALL OPTION     YES EXTEND TIME     0.0
BIKE CALL        NO DISCONNECT TIME   0
RED EXTEND       NO CROSS SWITCH PH   0
ADDED INITIAL    NO

         DETECTOR LOG ENABLE
        NTCIP VOLUME       NO
        NTCIP OCCUPANCY    NO
        ECPI               NO


      VEH DETECTOR [11]  PLAN [ 1]
        DET PH  12345678 90123456
        11    0 ........ ........

LOCK IN        NONE DELAY TIME      0.0
EXT OPTION  PASSAGE DELAY MODE  RED/YEL
CALL OPTION     YES EXTEND TIME     0.0
BIKE CALL        NO DISCONNECT TIME   0
RED EXTEND       NO CROSS SWITCH PH   8
ADDED INITIAL    NO

         DETECTOR LOG ENABLE
        NTCIP VOLUME       NO
        NTCIP OCCUPANCY    NO
        ECPI               NO


      VEH DETECTOR [12]  PLAN [ 1]
        DET PH  12345678 90123456
        12    0 ........ ........

LOCK IN        NONE DELAY TIME      0.0
EXT OPTION  PASSAGE DELAY MODE  RED/YEL
CALL OPTION     YES EXTEND TIME     0.0
BIKE CALL        NO DISCONNECT TIME   0
RED EXTEND       NO CROSS SWITCH PH   0
ADDED INITIAL    NO

         DETECTOR LOG ENABLE
        NTCIP VOLUME       NO
        NTCIP OCCUPANCY    NO
        ECPI               NO


      VEH DETECTOR [13]  PLAN [ 1]
```

```
        DET PH  12345678 90123456
        13    0 ........ ........

LOCK IN        NONE DELAY TIME      0.0
EXT OPTION  PASSAGE DELAY MODE  RED/YEL
CALL OPTION     YES EXTEND TIME     0.0
BIKE CALL        NO DISCONNECT TIME   0
RED EXTEND       NO CROSS SWITCH PH   4
ADDED INITIAL    NO

         DETECTOR LOG ENABLE
        NTCIP VOLUME       NO
        NTCIP OCCUPANCY    NO
        ECPI               NO


      VEH DETECTOR [14]  PLAN [ 1]
        DET PH  12345678 90123456
        14    0 ........ ........

LOCK IN        NONE DELAY TIME      0.0
EXT OPTION  PASSAGE DELAY MODE  RED/YEL
CALL OPTION     YES EXTEND TIME     0.0
BIKE CALL        NO DISCONNECT TIME   0
RED EXTEND       NO CROSS SWITCH PH   0
ADDED INITIAL    NO

         DETECTOR LOG ENABLE
        NTCIP VOLUME       NO
        NTCIP OCCUPANCY    NO
        ECPI               NO


      VEH DETECTOR [15]  PLAN [ 1]
        DET PH  12345678 90123456
        15    0 ........ ........

LOCK IN        NONE DELAY TIME      0.0
EXT OPTION  PASSAGE DELAY MODE  RED/YEL
CALL OPTION     YES EXTEND TIME     0.0
BIKE CALL        NO DISCONNECT TIME   0
RED EXTEND       NO CROSS SWITCH PH   8
ADDED INITIAL    NO

         DETECTOR LOG ENABLE
        NTCIP VOLUME       NO
        NTCIP OCCUPANCY    NO
        ECPI               NO
```

```
      VEH DETECTOR [16]  PLAN [ 1]
        DET PH  12345678 90123456
        16    0 ........ ........

LOCK IN        NONE DELAY TIME      0.0
EXT OPTION  PASSAGE DELAY MODE  RED/YEL
CALL OPTION     YES EXTEND TIME     0.0
BIKE CALL        NO DISCONNECT TIME   0
RED EXTEND       NO CROSS SWITCH PH   0
ADDED INITIAL    NO

         DETECTOR LOG ENABLE
        NTCIP VOLUME       NO
        NTCIP OCCUPANCY    NO
        ECPI               NO


      VEH DETECTOR [17]  PLAN [ 1]
        DET PH  12345678 90123456
        17    9 ........ ........

LOCK IN        NONE DELAY TIME      0.0
EXT OPTION  PASSAGE DELAY MODE  RED/YEL
CALL OPTION     YES EXTEND TIME     0.0
BIKE CALL        NO DISCONNECT TIME   0
RED EXTEND       NO CROSS SWITCH PH   0
ADDED INITIAL    NO

         DETECTOR LOG ENABLE
        NTCIP VOLUME       NO
        NTCIP OCCUPANCY    NO
        ECPI               NO


      VEH DETECTOR [18]  PLAN [ 1]
        DET PH  12345678 90123456
        18    9 ........ ........

LOCK IN        NONE DELAY TIME      0.0
EXT OPTION  PASSAGE DELAY MODE  RED/YEL
CALL OPTION     YES EXTEND TIME     0.0
BIKE CALL        NO DISCONNECT TIME   0
RED EXTEND       NO CROSS SWITCH PH   0
ADDED INITIAL    NO

         DETECTOR LOG ENABLE
        NTCIP VOLUME       NO
        NTCIP OCCUPANCY    NO
        ECPI               NO
```

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US-20/26 & AVIATION

CITY 0 INTERSECTION 0

SOFTWARE VERSION 03.02.23

CONFIGURATION L3000

SOFTWARE MODULES

NAME	PART NUMBER	VERSION
EB U-BOOT	119-1046-205	05.05.00
O/S	119-1047-217	06.17.00
APPLICATION	119-1051-202	03.02.23
CONFIGURATION	100-1049-001	L3000,91
EB CONTROLLER	119-1049-208	07.08.00
BGC CONTROLLER	140-1033-208	09.08.00
BGC RESOURCE	140-1033-204	18.04.00
PIO CONTROLLER	140-1021-204	10.04.00
PS CONTROLLER	140-1022-204	11.04.00
AGC U-BOOT		
AGC O/S		
AGC APPLICATION		
TELEMETRY	N/A	N/A

ECONOLITE CONTROL PRODUCTS, INC.

EOS-1000

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CITY 0 INTERSECTION 0

SOFTWARE VERSION 03.02.23

CONFIGURATION L3000

SOFTWARE MODULES

NAME	PART NUMBER	VERSION
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O/S	119-1047-217	06.17.00
APPLICATION	119-1051-202	03.02.23
CONFIGURATION	100-1049-001	L3000,91
EB CONTROLLER	119-1049-208	07.08.00
BGC CONTROLLER	140-1033-208	09.08.00
BGC RESOURCE	140-1033-204	18.04.00
PIO CONTROLLER	140-1021-204	10.04.00
PS CONTROLLER	140-1022-204	11.04.00
AGC U-BOOT		
AGC O/S		
AGC APPLICATION		
TELEMETRY	N/A	N/A

PREEMPT INPUT FILTERING

FILTERED INPUT	SOLID	PULSING
1	BYPASSED	BYPASSED
2	BYPASSED	BYPASSED
3	PREEMPT 3	PREEMPT 7
4	PREEMPT 4	PREEMPT 8
5	PREEMPT 5	PREEMPT 9
6	PREEMPT 6	PREEMPT 10
7	BYPASSED	BYPASSED
8	BYPASSED	BYPASSED
9	BYPASSED	BYPASSED
10	BYPASSED	BYPASSED
11	BYPASSED	BYPASSED
12	BYPASSED	BYPASSED
13	BYPASSED	BYPASSED
14	BYPASSED	BYPASSED
15	BYPASSED	BYPASSED
16	BYPASSED	BYPASSED

SCP STRATEGY PLAN [1]

```
  COORD PTN IN FREE 120
  ALT SEQUENCE      ........ ........
  TIME TO LIVE      300
  MAX UPDATE       %  0

SCP PHASE         1    2    3    4
ENABLE           NO   NO   NO   NO
MAX QUEUE COMP   99   99   99   99
OBSTRUCTING PHS   0    0    0    0
RECOVER CYCLE     0    0    0    0
PREEMPT RECOVER  NO   NO   NO   NO
ADVANCE WARNING   0    0    0    0

SCP PHASE         5    6    7    8
ENABLE           NO   NO   NO   NO
MAX QUEUE COMP   99   99   99   99
OBSTRUCTING PHS   0    0    0    0
RECOVER CYCLE     0    0    0    0
PREEMPT RECOVER  NO   NO   NO   NO
ADVANCE WARNING   0    0    0    0

SCP PHASE         9   10   11   12
ENABLE           NO   NO   NO   NO
MAX QUEUE COMP   99   99   99   99
OBSTRUCTING PHS   0    0    0    0
RECOVER CYCLE     0    0    0    0
PREEMPT RECOVER  NO   NO   NO   NO
ADVANCE WARNING   0    0    0    0

SCP PHASE        13   14   15   16
ENABLE           NO   NO   NO   NO
MAX QUEUE COMP   99   99   99   99
OBSTRUCTING PHS   0    0    0    0
RECOVER CYCLE     0    0    0    0
PREEMPT RECOVER  NO   NO   NO   NO
ADVANCE WARNING   0    0    0    0


      SCP STRATEGY PLAN [ 2]
  COORD PTN IN FREE 120
  ALT SEQUENCE      ........ ........
  TIME TO LIVE      300
  MAX UPDATE       %  0

SCP PHASE         1    2    3    4
ENABLE           NO   NO   NO   NO
MAX QUEUE COMP   99   99   99   99
OBSTRUCTING PHS   0    0    0    0
RECOVER CYCLE     0    0    0    0
PREEMPT RECOVER  NO   NO   NO   NO
```

```
ADVANCE WARNING   0    0    0    0

SCP PHASE         5    6    7    8
ENABLE           NO   NO   NO   NO
MAX QUEUE COMP   99   99   99   99
OBSTRUCTING PHS   0    0    0    0
RECOVER CYCLE     0    0    0    0
PREEMPT RECOVER  NO   NO   NO   NO
ADVANCE WARNING   0    0    0    0

SCP PHASE         9   10   11   12
ENABLE           NO   NO   NO   NO
MAX QUEUE COMP   99   99   99   99
OBSTRUCTING PHS   0    0    0    0
RECOVER CYCLE     0    0    0    0
PREEMPT RECOVER  NO   NO   NO   NO
ADVANCE WARNING   0    0    0    0

SCP PHASE        13   14   15   16
ENABLE           NO   NO   NO   NO
MAX QUEUE COMP   99   99   99   99
OBSTRUCTING PHS   0    0    0    0
RECOVER CYCLE     0    0    0    0
PREEMPT RECOVER  NO   NO   NO   NO
ADVANCE WARNING   0    0    0    0


     SCP STRATEGY PLAN [ 3]
  COORD PTN IN FREE 120
  ALT SEQUENCE      ........ ........
  TIME TO LIVE      300
  MAX UPDATE       %  0

SCP PHASE         1    2    3    4
ENABLE           NO   NO   NO   NO
MAX QUEUE COMP   99   99   99   99
OBSTRUCTING PHS   0    0    0    0
RECOVER CYCLE     0    0    0    0
PREEMPT RECOVER  NO   NO   NO   NO
ADVANCE WARNING   0    0    0    0

SCP PHASE         5    6    7    8
ENABLE           NO   NO   NO   NO
MAX QUEUE COMP   99   99   99   99
OBSTRUCTING PHS   0    0    0    0
RECOVER CYCLE     0    0    0    0
PREEMPT RECOVER  NO   NO   NO   NO
ADVANCE WARNING   0    0    0    0

SCP PHASE         9   10   11   12
```

ENABLE	NO	NO	NO	NO
MAX QUEUE COMP	99	99	99	99
OBSTRUCTING PHS	0	0	0	0
RECOVER CYCLE	0	0	0	0
PREEMPT RECOVER	NO	NO	NO	NO
ADVANCE WARNING	0	0	0	0

SCP PHASE	13	14	15	16
ENABLE	NO	NO	NO	NO
MAX QUEUE COMP	99	99	99	99
OBSTRUCTING PHS	0	0	0	0
RECOVER CYCLE	0	0	0	0
PREEMPT RECOVER	NO	NO	NO	NO
ADVANCE WARNING	0	0	0	0

SCP STRATEGY PLAN [4]

COORD PTN IN FREE 120

ALT SEQUENCE ....

TIME TO LIVE 300

MAX UPDATE % 0

SCP PHASE	1	2	3	4
ENABLE	NO	NO	NO	NO
MAX QUEUE COMP	99	99	99	99
OBSTRUCTING PHS	0	0	0	0
RECOVER CYCLE	0	0	0	0
PREEMPT RECOVER	NO	NO	NO	NO
ADVANCE WARNING	0	0	0	0

SCP PHASE	5	6	7	8
ENABLE	NO	NO	NO	NO
MAX QUEUE COMP	99	99	99	99
OBSTRUCTING PHS	0	0	0	0
RECOVER CYCLE	0	0	0	0
PREEMPT RECOVER	NO	NO	NO	NO
ADVANCE WARNING	0	0	0	0

SCP PHASE	9	10	11	12
ENABLE	NO	NO	NO	NO
MAX QUEUE COMP	99	99	99	99
OBSTRUCTING PHS	0	0	0	0
RECOVER CYCLE	0	0	0	0
PREEMPT RECOVER	NO	NO	NO	NO
ADVANCE WARNING	0	0	0	0

SCP PHASE	13	14	15	16
ENABLE	NO	NO	NO	NO
MAX QUEUE COMP	99	99	99	99
OBSTRUCTING PHS	0	0	0	0

RECOVER CYCLE	0	0	0	0
PREEMPT RECOVER	NO	NO	NO	NO
ADVANCE WARNING	0	0	0	0

SCP SPLIT PATTERN [1]

PHASE	1	2	3	4	5	6	7	8
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	10	5	7	5	10	5	7
MAX EXTN	10	10	10	10	10	10	10	10

PHASE	9	10	11	12	13	14	15	16
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	5	5	5	5	5	5	5
MAX EXTN	10	10	10	10	10	10	10	10

Green refers to timing plan [1]

SCP SPLIT PATTERN [2]

PHASE	1	2	3	4	5	6	7	8
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	10	5	7	5	10	5	7
MAX EXTN	10	10	10	10	10	10	10	10

PHASE	9	10	11	12	13	14	15	16
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	5	5	5	5	5	5	5
MAX EXTN	10	10	10	10	10	10	10	10

Green refers to timing plan [1]

SCP SPLIT PATTERN [3]

PHASE	1	2	3	4	5	6	7	8
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	10	5	7	5	10	5	7
MAX EXTN	10	10	10	10	10	10	10	10

PHASE	9	10	11	12	13	14	15	16
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	5	5	5	5	5	5	5
MAX EXTN	10	10	10	10	10	10	10	10

Green refers to timing plan [1]

SCP SPLIT PATTERN [4]

PHASE	1	2	3	4	5	6	7	8
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	10	5	7	5	10	5	7
MAX EXTN	10	10	10	10	10	10	10	10

PHASE	9	10	11	12	13	14	15	16
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	5	5	5	5	5	5	5
MAX EXTN	10	10	10	10	10	10	10	10

Green refers to timing plan [1]

SCP SPLIT PATTERN [5]

PHASE	1	2	3	4	5	6	7	8
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	10	5	7	5	10	5	7
MAX EXTN	10	10	10	10	10	10	10	10

PHASE	9	10	11	12	13	14	15	16
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	5	5	5	5	5	5	5
MAX EXTN	10	10	10	10	10	10	10	10

Green refers to timing plan [1]

SCP SPLIT PATTERN [6]

PHASE	1	2	3	4	5	6	7	8
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	10	5	7	5	10	5	7
MAX EXTN	10	10	10	10	10	10	10	10

PHASE	9	10	11	12	13	14	15	16
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	5	5	5	5	5	5	5
MAX EXTN	10	10	10	10	10	10	10	10

Green refers to timing plan [1]

SCP SPLIT PATTERN [7]

PHASE	1	2	3	4	5	6	7	8
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	10	5	7	5	10	5	7

MAX EXTN	10	10	10	10	10	10	10	10

PHASE	9	10	11	12	13	14	15	16
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	5	5	5	5	5	5	5
MAX EXTN	10	10	10	10	10	10	10	10

Green refers to timing plan [1]

SCP SPLIT PATTERN [8]

PHASE	1	2	3	4	5	6	7	8
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	10	5	7	5	10	5	7
MAX EXTN	10	10	10	10	10	10	10	10

PHASE	9	10	11	12	13	14	15	16
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	5	5	5	5	5	5	5
MAX EXTN	10	10	10	10	10	10	10	10

Green refers to timing plan [1]

SCP SPLIT PATTERN [9]

PHASE	1	2	3	4	5	6	7	8
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	10	5	7	5	10	5	7
MAX EXTN	10	10	10	10	10	10	10	10

PHASE	9	10	11	12	13	14	15	16
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	5	5	5	5	5	5	5
MAX EXTN	10	10	10	10	10	10	10	10

Green refers to timing plan [1]

SCP SPLIT PATTERN [10]

PHASE	1	2	3	4	5	6	7	8
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	10	5	7	5	10	5	7
MAX EXTN	10	10	10	10	10	10	10	10

PHASE	9	10	11	12	13	14	15	16
MAX RDTN	10	10	10	10	10	10	10	10
SPLT GRN	5	5	5	5	5	5	5	5

Appendix C
Existing Traffic Count Data

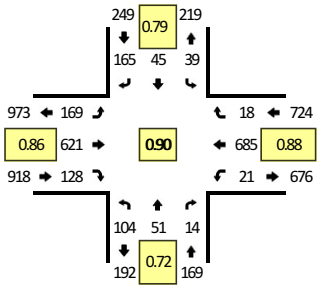
Type of peak hour being reported: Intersection Peak

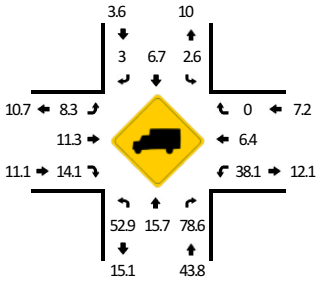
Method for determining peak hour: Total Entering Volume

LOCATION: Aviation Way -- US 20-26
CITY/STATE: Caldwell, ID

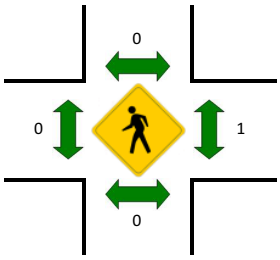
QC JOB #: 16908801
DATE: Tue, Feb 4 2025

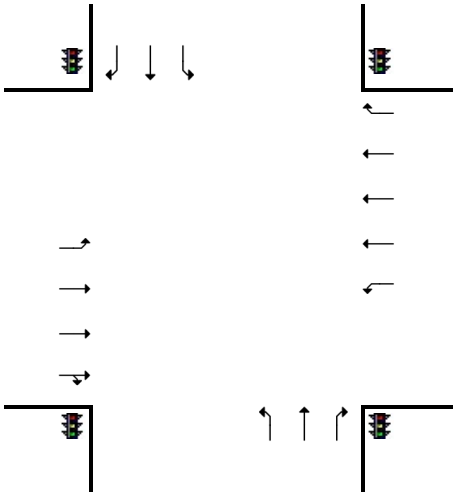
Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

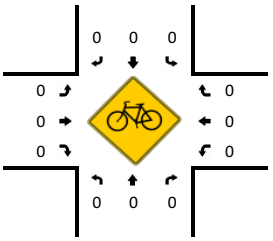


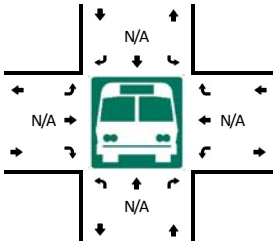


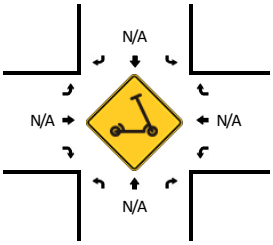
TRUE DATA TO IMPROVE MOBILITY











5-Min Count Period Beginning At	Aviation Way (Northbound)				Aviation Way (Southbound)				US 20-26 (Eastbound)				US 20-26 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	10	1	2	0	0	1	21	0	5	31	7	1	0	42	1	0	122	
7:05 AM	6	1	0	0	5	3	13	0	5	48	6	1	0	52	1	0	141	
7:10 AM	3	2	1	0	1	1	11	0	6	35	4	2	1	46	2	0	115	
7:15 AM	3	4	0	0	1	4	19	0	13	51	2	2	0	49	0	0	148	
7:20 AM	5	2	0	0	4	6	15	0	18	41	8	2	1	36	0	0	138	
7:25 AM	7	0	0	0	2	8	26	0	8	55	4	0	0	58	0	0	168	
7:30 AM	3	3	2	0	4	4	24	0	13	61	4	2	0	49	0	0	169	
7:35 AM	10	3	1	0	5	3	18	0	6	40	10	1	0	51	1	0	149	
7:40 AM	7	0	1	0	7	2	13	0	10	61	12	2	0	60	0	0	175	
7:45 AM	6	2	3	0	6	2	19	0	12	69	12	1	1	70	1	0	204	
7:50 AM	6	5	2	0	3	5	10	0	23	47	14	0	1	64	3	0	183	
7:55 AM	7	3	3	0	4	3	12	0	16	58	15	1	4	58	3	0	187	1899
8:00 AM	10	5	1	0	1	2	12	0	13	60	6	0	2	51	1	0	164	1941
8:05 AM	11	5	0	0	4	1	9	0	10	44	11	0	2	63	0	0	160	1960
8:10 AM	7	2	0	0	2	3	14	0	8	45	6	2	0	58	0	1	148	1993
8:15 AM	7	3	0	0	2	2	13	0	5	58	12	2	1	48	1	0	154	1999
8:20 AM	13	5	1	0	2	6	11	0	9	58	10	1	2	50	3	1	172	2033
8:25 AM	6	8	3	0	3	4	17	0	18	62	8	5	1	52	1	0	188	2053
8:30 AM	15	8	0	0	3	4	15	0	16	27	10	4	3	43	2	0	150	2034
8:35 AM	9	5	0	0	2	11	20	0	10	32	12	1	2	68	3	0	175	2060
8:40 AM	6	4	1	0	2	8	14	0	12	33	5	6	1	59	0	0	151	2036
8:45 AM	11	5	1	0	1	5	21	0	14	27	7	2	1	37	2	0	134	1966
8:50 AM	6	2	3	0	2	7	8	0	12	28	5	4	0	27	0	0	104	1887
8:55 AM	5	4	1	0	3	1	14	0	7	40	4	1	0	33	2	1	116	1816

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	76	40	32	0	52	40	164	0	204	696	164	8	24	768	28	0	2296
Heavy Trucks	28	12	24		0	8	0		20	72	16		8	40	0		228
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

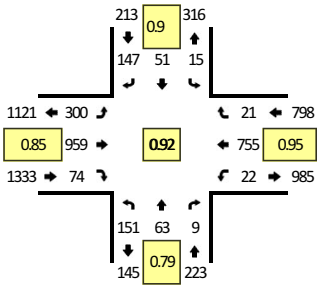
Report generated on 2/10/2025 9:23 AM

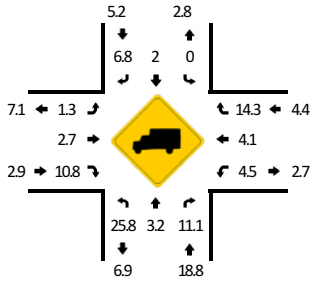
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

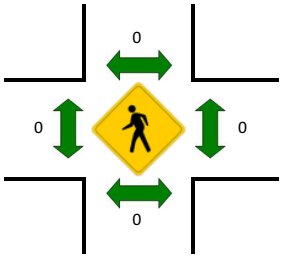
LOCATION: Aviation Way -- US 20-26 | **QC JOB #:** 16908802
CITY/STATE: Caldwell, ID | **DATE:** Tue, Feb 4 2025

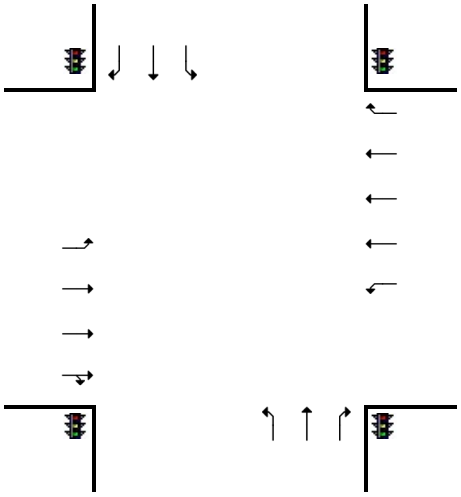
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

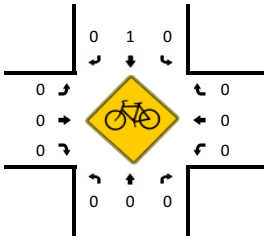


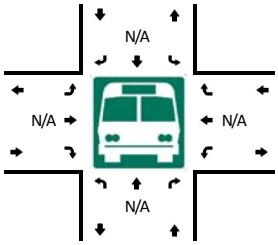


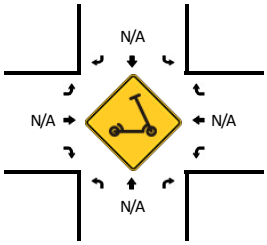
TRUE DATA TO IMPROVE MOBILITY











5-Min Count Period Beginning At	Aviation Way (Northbound)				Aviation Way (Southbound)				US 20-26 (Eastbound)				US 20-26 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	13	4	4	0	0	4	17	0	19	56	1	6	1	65	2	0	192	
4:05 PM	13	1	0	0	0	1	18	0	26	73	8	8	0	48	2	1	199	
4:10 PM	10	0	2	0	0	2	25	0	26	74	6	2	5	79	3	0	234	
4:15 PM	13	3	2	0	1	3	29	0	27	71	6	3	2	45	4	0	209	
4:20 PM	7	2	2	0	5	4	12	0	19	65	5	2	2	77	2	0	204	
4:25 PM	9	4	1	0	2	0	21	0	9	53	2	1	2	64	3	0	171	
4:30 PM	13	5	2	0	3	4	18	0	20	60	3	3	2	77	2	0	212	
4:35 PM	11	7	0	0	1	4	15	0	22	82	7	4	1	63	3	0	220	
4:40 PM	16	7	1	0	3	5	13	0	15	77	4	5	0	73	0	0	219	
4:45 PM	16	5	1	0	0	5	12	0	14	72	1	8	0	47	2	0	183	
4:50 PM	7	4	0	0	1	7	12	0	15	68	4	4	1	86	2	0	211	
4:55 PM	8	2	0	0	2	2	15	0	18	63	5	3	4	51	3	0	176	2430
5:00 PM	8	7	1	0	0	1	12	0	20	87	10	10	0	55	0	1	212	2450
5:05 PM	18	6	3	0	2	6	12	0	12	77	9	9	2	71	3	0	230	2481
5:10 PM	12	4	2	0	2	3	9	0	18	76	5	6	3	58	1	0	199	2446
5:15 PM	18	7	1	0	0	3	7	0	28	85	10	6	2	60	1	0	228	2465
5:20 PM	13	4	0	0	0	4	16	0	23	100	6	4	1	58	0	1	230	2491
5:25 PM	8	3	0	0	2	5	7	0	19	102	7	4	2	76	5	0	240	2560
5:30 PM	16	7	0	0	2	6	17	0	28	70	6	5	4	57	1	0	219	2567
5:35 PM	8	5	1	0	0	6	12	0	22	60	5	7	5	74	2	0	207	2554
5:40 PM	11	6	1	0	4	2	12	0	28	58	5	1	2	59	4	0	193	2528
5:45 PM	3	4	0	0	4	4	6	0	18	62	8	2	1	52	1	0	165	2510
5:50 PM	6	2	0	0	1	3	14	0	24	64	4	4	3	79	1	0	205	2504
5:55 PM	5	3	2	0	0	1	7	0	16	54	6	0	1	52	0	0	147	2475

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	156	56	4	0	8	48	120	0	280	1148	92	56	20	776	24	4	2792
Heavy Trucks	40	4	0		0	0	4		8	28	4		0	40	4		132
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/10/2025 9:23 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

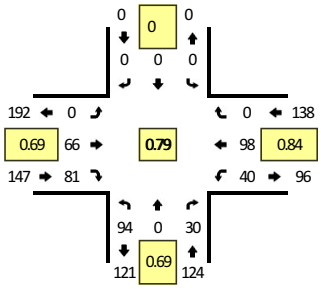
Type of peak hour being reported: Intersection Peak

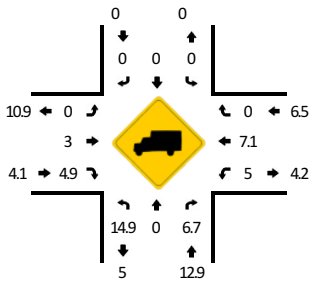
Method for determining peak hour: Total Entering Volume

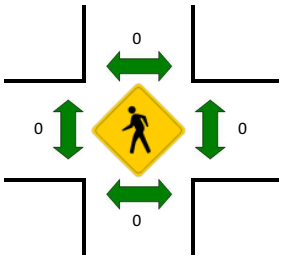
LOCATION: Aviation Way -- Marble Front Rd
CITY/STATE: Caldwell, ID

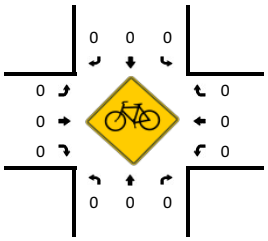
QC JOB #: 16908803
DATE: Tue, Feb 4 2025

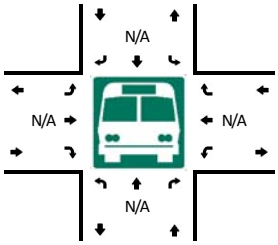
Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 8:25 AM -- 8:40 AM

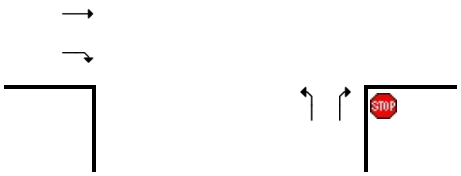


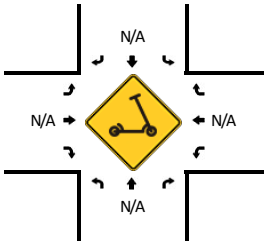












5-Min Count Period Beginning At	Aviation Way (Northbound)				Aviation Way (Southbound)				Marble Front Rd (Eastbound)				Marble Front Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	0	2	0	0	0	0	0	0	5	3	0	2	4	0	0	20	
7:05 AM	2	0	2	0	0	0	0	0	0	4	5	0	0	3	0	0	16	
7:10 AM	3	0	2	0	0	0	0	0	0	8	3	0	1	6	0	0	23	
7:15 AM	3	0	2	0	0	0	0	0	0	2	5	0	2	3	0	0	17	
7:20 AM	2	0	1	0	0	0	0	0	0	7	5	0	0	2	0	0	17	
7:25 AM	4	0	7	0	0	0	0	0	0	10	9	0	6	6	0	0	42	
7:30 AM	2	0	1	0	0	0	0	0	0	7	3	0	6	8	0	0	27	
7:35 AM	3	0	4	0	0	0	0	0	0	6	6	0	4	6	0	0	29	
7:40 AM	2	0	1	0	0	0	0	0	0	7	7	0	1	7	0	0	25	
7:45 AM	3	0	1	0	0	0	0	0	0	8	3	0	3	6	0	0	24	
7:50 AM	10	0	2	0	0	0	0	0	0	4	9	0	3	12	0	0	40	
7:55 AM	5	0	5	0	0	0	0	0	0	7	4	0	2	10	0	0	33	313
8:00 AM	7	0	5	0	0	0	0	0	0	4	2	0	3	11	0	0	32	325
8:05 AM	6	0	2	0	0	0	0	0	0	4	4	0	3	4	0	0	23	332
8:10 AM	8	0	3	0	0	0	0	0	0	5	5	0	5	10	0	0	36	345
8:15 AM	1	0	0	0	0	0	0	0	0	7	6	0	4	6	0	0	24	352
8:20 AM	6	0	4	0	0	0	0	0	0	8	5	0	5	5	0	0	33	368
8:25 AM	10	0	4	0	0	0	0	0	0	4	6	0	5	8	0	0	37	363
8:30 AM	16	0	1	0	0	0	0	0	0	5	5	0	3	12	0	0	42	378
8:35 AM	12	0	2	0	0	0	0	0	0	10	15	0	3	9	0	0	51	400
8:40 AM	6	0	1	0	0	0	0	0	0	5	9	0	3	7	0	0	31	406
8:45 AM	7	0	1	0	0	0	0	0	0	3	11	0	1	4	0	0	27	409
8:50 AM	6	0	1	0	0	0	0	0	0	8	4	0	4	2	0	0	25	394
8:55 AM	1	0	1	0	0	0	0	0	0	5	5	0	2	2	0	0	16	377

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	152	0	28	0	0	0	0	0	0	76	104	0	44	116	0	0	520
Heavy Trucks	24	0	4		0	0	0		0	0	4		0	8	0		40
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/10/2025 9:23 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

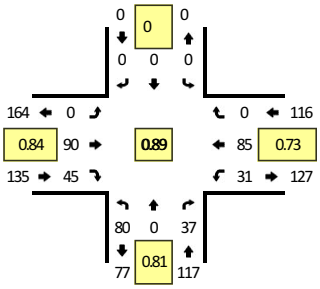
Type of peak hour being reported: Intersection Peak

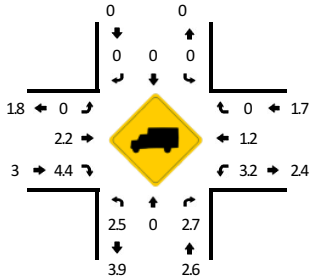
Method for determining peak hour: Total Entering Volume

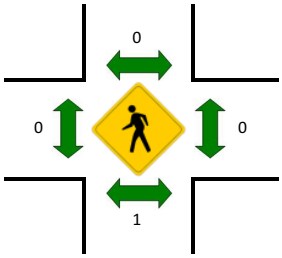
LOCATION: Aviation Way -- Marble Front Rd
CITY/STATE: Caldwell, ID

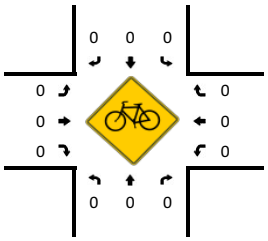
QC JOB #: 16908804
DATE: Tue, Feb 4 2025

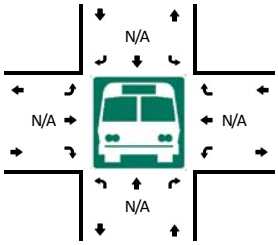
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

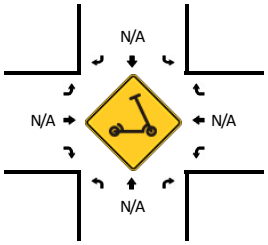












5-Min Count Period Beginning At	Aviation Way (Northbound)				Aviation Way (Southbound)				Marble Front Rd (Eastbound)				Marble Front Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	0	3	0	0	0	0	0	0	6	6	0	1	5	0	0	27	
4:05 PM	7	0	1	0	0	0	0	0	0	9	2	0	2	9	0	0	30	
4:10 PM	5	0	6	0	0	0	0	0	0	12	0	0	5	6	0	0	34	
4:15 PM	3	0	7	0	0	0	0	0	0	9	5	0	0	6	0	0	30	
4:20 PM	4	0	2	0	0	0	0	0	0	7	5	0	3	3	0	0	24	
4:25 PM	5	0	1	0	0	0	0	0	0	5	3	0	0	11	0	0	25	
4:30 PM	11	0	2	0	0	0	0	0	0	6	4	0	3	14	0	0	40	
4:35 PM	6	0	1	0	0	0	0	0	0	7	1	0	2	8	0	0	25	
4:40 PM	7	0	4	0	0	0	0	0	0	7	7	0	3	10	0	0	38	
4:45 PM	4	0	3	0	0	0	0	0	0	6	3	0	5	5	0	0	26	
4:50 PM	6	0	4	0	0	0	0	0	0	5	2	0	1	11	0	0	29	
4:55 PM	6	0	5	1	0	0	0	0	0	6	6	0	1	5	0	0	30	358
5:00 PM	0	0	1	0	0	0	0	0	0	10	2	0	1	5	0	0	19	350
5:05 PM	6	0	5	0	0	0	0	0	0	11	5	0	1	5	0	0	33	353
5:10 PM	5	0	4	0	0	0	0	0	0	8	2	0	6	9	0	0	34	353
5:15 PM	6	0	2	0	0	0	0	0	0	4	4	0	3	5	0	0	24	347
5:20 PM	14	0	5	0	0	0	0	0	0	11	4	0	5	1	0	0	40	363
5:25 PM	8	0	1	0	0	0	0	0	0	9	5	0	0	7	0	0	30	368
5:30 PM	6	0	4	0	0	0	0	0	0	6	2	0	2	4	0	0	24	352
5:35 PM	6	0	0	0	0	0	0	0	0	8	1	0	0	6	0	0	21	348
5:40 PM	3	0	4	0	0	0	0	0	0	8	6	0	1	10	0	0	32	342
5:45 PM	6	0	4	0	0	0	0	0	0	2	3	0	2	10	0	0	27	343
5:50 PM	8	0	4	0	0	0	0	0	0	4	5	0	4	6	0	0	31	345
5:55 PM	2	0	1	0	0	0	0	0	0	7	0	0	2	11	0	0	23	338

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	96	0	28	0	0	0	0	0	0	80	48	0	32	128	0	0	412
Heavy Trucks	4	0	0		0	0	0		0	4	4		0	0	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/10/2025 9:23 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of report: Tube Count - Volume Data

LOCATION: Lincoln Rd west of Mason Rd
QC JOB #: 16908805
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Canyon, ID
DATE: Feb 4 2025 - Feb 4 2025

Start Time	Mon	Tue 4 Feb 25	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		1				1			1	
12:30 AM		2				2			2	
12:45 AM		1				1			1	
01:00 AM		0				0			0	
01:15 AM		1				1			1	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		1				1			1	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		1				1			1	
03:45 AM		1				1			1	
04:00 AM		0				0			0	
04:15 AM		1				1			1	
04:30 AM		5				5			5	
04:45 AM		2				2			2	
05:00 AM		1				1			1	
05:15 AM		5				5			5	
05:30 AM		6				6			6	
05:45 AM		6				6			6	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 2/5/2025 2:38 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: Lincoln Rd west of Mason Rd
QC JOB #: 16908805
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06:15 AM		10				10			10	
06:30 AM		13				13			13	
06:45 AM		18				18			18	
07:00 AM		18				18			18	
07:15 AM		22				22			22	
07:30 AM		21				21			21	
07:45 AM		18				18			18	
08:00 AM		**48**				**48**			**48**	
08:15 AM		47				47			47	
08:30 AM		26				26			26	
08:45 AM		13				13			13	
09:00 AM		6				6			6	
09:15 AM		9				9			9	
09:30 AM		9				9			9	
09:45 AM		10				10			10	
10:00 AM		10				10			10	
10:15 AM		8				8			8	
10:30 AM		10				10			10	
10:45 AM		11				11			11	
11:00 AM		9				9			9	
11:15 AM		7				7			7	
11:30 AM		10				10			10	
11:45 AM		7				7			7	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

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12:15 PM		11				11			11	
12:30 PM		13				13			13	
12:45 PM		13				13			13	
01:00 PM		6				6			6	
01:15 PM		7				7			7	
01:30 PM		3				3			3	
01:45 PM		7				7			7	
02:00 PM		7				7			7	
02:15 PM		7				7			7	
02:30 PM		14				14			14	
02:45 PM		8				8			8	
03:00 PM		12				12			12	
03:15 PM		27				27			27	
03:30 PM		**44**				**44**			**44**	
03:45 PM		18				18			18	
04:00 PM		19				19			19	
04:15 PM		13				13			13	
04:30 PM		10				10			10	
04:45 PM		12				12			12	
05:00 PM		11				11			11	
05:15 PM		11				11			11	
05:30 PM		12				12			12	
05:45 PM		12				12			12	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

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06:00 PM		12				12			12	
06:15 PM		12				12			12	
06:30 PM		10				10			10	
06:45 PM		1				1			1	
07:00 PM		7				7			7	
07:15 PM		7				7			7	
07:30 PM		3				3			3	
07:45 PM		4				4			4	
08:00 PM		3				3			3	
08:15 PM		4				4			4	
08:30 PM		3				3			3	
08:45 PM		1				1			1	
09:00 PM		4				4			4	
09:15 PM		1				1			1	
09:30 PM		3				3			3	
09:45 PM		2				2			2	
10:00 PM		3				3			3	
10:15 PM		1				1			1	
10:30 PM		1				1			1	
10:45 PM		1				1			1	
11:00 PM		0				0			0	
11:15 PM		1				1			1	
11:30 PM		0				0			0	
11:45 PM		1				1			1	
Day Total		789				789			789	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		8:00 AM 48				8:00 AM 48			8:00 AM 48	
PM Peak 15-min Vol		3:30 PM 44				3:30 PM 44			3:30 PM 44	

Comments:

Report generated on 2/5/2025 2:38 PM

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TRUE DATA TO IMPROVE MOBILITY

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QC JOB #: 16908805
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Canyon, ID
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Start Time	Mon	Tue 4 Feb 25	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		2				2			2	
12:15 AM		1				1			1	
12:30 AM		3				3			3	
12:45 AM		4				4			4	
01:00 AM		0				0			0	
01:15 AM		1				1			1	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		2				2			2	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		1				1			1	
03:45 AM		2				2			2	
04:00 AM		0				0			0	
04:15 AM		2				2			2	
04:30 AM		5				5			5	
04:45 AM		2				2			2	
05:00 AM		1				1			1	
05:15 AM		7				7			7	
05:30 AM		7				7			7	
05:45 AM		8				8			8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 2/5/2025 2:38 PM

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06:15 AM		11				11			11	
06:30 AM		14				14			14	
06:45 AM		22				22			22	
07:00 AM		21				21			21	
07:15 AM		41				41			41	
07:30 AM		40				40			40	
07:45 AM		46				46			46	
08:00 AM		85				85			85	
08:15 AM		**90**				**90**			**90**	
08:30 AM		34				34			34	
08:45 AM		22				22			22	
09:00 AM		17				17			17	
09:15 AM		19				19			19	
09:30 AM		15				15			15	
09:45 AM		14				14			14	
10:00 AM		21				21			21	
10:15 AM		17				17			17	
10:30 AM		15				15			15	
10:45 AM		22				22			22	
11:00 AM		19				19			19	
11:15 AM		22				22			22	
11:30 AM		27				27			27	
11:45 AM		17				17			17	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

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12:00 PM		22				22			22	
12:15 PM		20				20			20	
12:30 PM		22				22			22	
12:45 PM		17				17			17	
01:00 PM		17				17			17	
01:15 PM		14				14			14	
01:30 PM		16				16			16	
01:45 PM		22				22			22	
02:00 PM		16				16			16	
02:15 PM		20				20			20	
02:30 PM		25				25			25	
02:45 PM		24				24			24	
03:00 PM		32				32			32	
03:15 PM		55				55			55	
03:30 PM		**70**				**70**			**70**	
03:45 PM		46				46			46	
04:00 PM		36				36			36	
04:15 PM		34				34			34	
04:30 PM		37				37			37	
04:45 PM		28				28			28	
05:00 PM		32				32			32	
05:15 PM		37				37			37	
05:30 PM		31				31			31	
05:45 PM		31				31			31	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 2/5/2025 2:38 PM

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LOCATION: Lincoln Rd west of Mason Rd
QC JOB #: 16908805
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Canyon, ID
DATE: Feb 4 2025 - Feb 4 2025

Start Time	Mon	Tue 4 Feb 25	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		21				21			21	
06:15 PM		26				26			26	
06:30 PM		23				23			23	
06:45 PM		9				9			9	
07:00 PM		14				14			14	
07:15 PM		20				20			20	
07:30 PM		7				7			7	
07:45 PM		9				9			9	
08:00 PM		7				7			7	
08:15 PM		9				9			9	
08:30 PM		7				7			7	
08:45 PM		4				4			4	
09:00 PM		4				4			4	
09:15 PM		2				2			2	
09:30 PM		4				4			4	
09:45 PM		4				4			4	
10:00 PM		7				7			7	
10:15 PM		2				2			2	
10:30 PM		2				2			2	
10:45 PM		2				2			2	
11:00 PM		1				1			1	
11:15 PM		1				1			1	
11:30 PM		0				0			0	
11:45 PM		1				1			1	
Day Total		1592				1592			1592	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		8:15 AM 90				8:15 AM 90			8:15 AM 90	
PM Peak 15-min Vol		3:30 PM 70				3:30 PM 70			3:30 PM 70	

Comments:

Report generated on 2/5/2025 2:38 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: Lincoln Rd west of Mason Rd | **QC JOB #:** 16908805

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Canyon, ID | **DATE:** Feb 4 2025 - Feb 4 2025

Start Time	Mon	Tue 4 Feb 25	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		0				0			0	
12:30 AM		1				1			1	
12:45 AM		3				3			3	
01:00 AM		0				0			0	
01:15 AM		0				0			0	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		1				1			1	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		0				0			0	
03:45 AM		1				1			1	
04:00 AM		0				0			0	
04:15 AM		1				1			1	
04:30 AM		0				0			0	
04:45 AM		0				0			0	
05:00 AM		0				0			0	
05:15 AM		2				2			2	
05:30 AM		1				1			1	
05:45 AM		2				2			2	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 2/5/2025 2:38 PM

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Start Time	Mon	Tue 4 Feb 25	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		0				0			0	
06:15 AM		1				1			1	
06:30 AM		1				1			1	
06:45 AM		4				4			4	
07:00 AM		3				3			3	
07:15 AM		19				19			19	
07:30 AM		19				19			19	
07:45 AM		28				28			28	
08:00 AM		37				37			37	
08:15 AM		**43**				**43**			**43**	
08:30 AM		8				8			8	
08:45 AM		9				9			9	
09:00 AM		11				11			11	
09:15 AM		10				10			10	
09:30 AM		6				6			6	
09:45 AM		4				4			4	
10:00 AM		11				11			11	
10:15 AM		9				9			9	
10:30 AM		5				5			5	
10:45 AM		11				11			11	
11:00 AM		10				10			10	
11:15 AM		15				15			15	
11:30 AM		17				17			17	
11:45 AM		10				10			10	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

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12:15 PM		9				9			9	
12:30 PM		9				9			9	
12:45 PM		4				4			4	
01:00 PM		11				11			11	
01:15 PM		7				7			7	
01:30 PM		13				13			13	
01:45 PM		15				15			15	
02:00 PM		9				9			9	
02:15 PM		13				13			13	
02:30 PM		11				11			11	
02:45 PM		16				16			16	
03:00 PM		20				20			20	
03:15 PM		**28**				**28**			**28**	
03:30 PM		26				26			26	
03:45 PM		28				28			28	
04:00 PM		17				17			17	
04:15 PM		21				21			21	
04:30 PM		27				27			27	
04:45 PM		16				16			16	
05:00 PM		21				21			21	
05:15 PM		26				26			26	
05:30 PM		19				19			19	
05:45 PM		19				19			19	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

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06:00 PM		9				9			9	
06:15 PM		14				14			14	
06:30 PM		13				13			13	
06:45 PM		8				8			8	
07:00 PM		7				7			7	
07:15 PM		13				13			13	
07:30 PM		4				4			4	
07:45 PM		5				5			5	
08:00 PM		4				4			4	
08:15 PM		5				5			5	
08:30 PM		4				4			4	
08:45 PM		3				3			3	
09:00 PM		0				0			0	
09:15 PM		1				1			1	
09:30 PM		1				1			1	
09:45 PM		2				2			2	
10:00 PM		4				4			4	
10:15 PM		1				1			1	
10:30 PM		1				1			1	
10:45 PM		1				1			1	
11:00 PM		1				1			1	
11:15 PM		0				0			0	
11:30 PM		0				0			0	
11:45 PM		0				0			0	
Day Total		803				803			803	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		8:15 AM 43				8:15 AM 43			8:15 AM 43	
PM Peak 15-min Vol		3:15 PM 28				3:15 PM 28			3:15 PM 28	

Comments:

Report generated on 2/5/2025 2:38 PM

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TRUE DATA TO IMPROVE MOBILITY

Appendix D
Year 2025 Existing Traffic Operation Worksheets

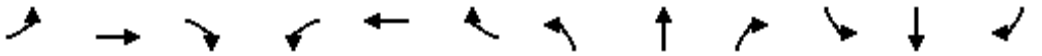
Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	71	73	42	100	90	30
Future Vol, veh/h	71	73	42	100	90	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	5	5	6	13	10
Mvmt Flow	87	89	51	122	110	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	176	0	311	87
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	224	-
Critical Hdwy	-	-	4.15	-	6.53	6.3
Critical Hdwy Stg 1	-	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-
Follow-up Hdwy	-	-	2.245	-	3.617	3.39
Pot Cap-1 Maneuver	-	-	1382	-	659	950
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1382	-	633	950
Mov Cap-2 Maneuver	-	-	-	-	633	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	756	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	11.2
HCM LOS			B

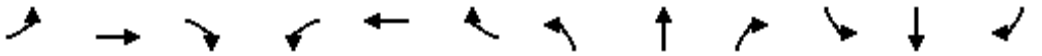
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	633	950	-	-	1382	-
HCM Lane V/C Ratio	0.173	0.039	-	-	0.037	-
HCM Control Delay (s)	11.9	8.9	-	-	7.7	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	663	120	16	674	14	93	44	17	43	37	172
Future Volume (vph)	160	663	120	16	674	14	93	44	17	43	37	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.1
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1671	4594		1308	4893	1615	1180	1349		1804	1712	1538
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.58	1.00		0.71	1.00	1.00
Satd. Flow (perm)	1671	4594		1308	4893	1615	714	1349		1354	1712	1538
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	180	745	135	18	757	16	104	49	19	48	42	193
RTOR Reduction (vph)	0	20	0	0	0	11	0	14	0	0	0	170
Lane Group Flow (vph)	180	860	0	18	757	5	104	54	0	48	42	23
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	8%	10%	12%	38%	6%	0%	53%	16%	82%	0%	11%	5%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	12.6	35.3		1.3	24.1	24.1	18.1	11.8		12.9	9.2	9.2
Effective Green, g (s)	12.6	35.3		1.3	24.1	24.1	18.1	11.8		12.9	9.2	9.2
Actuated g/C Ratio	0.16	0.46		0.02	0.31	0.31	0.24	0.15		0.17	0.12	0.12
Clearance Time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.1
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	274	2111		22	1535	506	206	207		249	205	184
v/s Ratio Prot	c0.11	0.19		0.01	c0.15		c0.04	0.04		0.01	0.02	
v/s Ratio Perm						0.00	c0.08			0.02		0.02
v/c Ratio	0.66	0.41		0.82	0.49	0.01	0.50	0.26		0.19	0.20	0.13
Uniform Delay, d1	30.1	13.8		37.6	21.4	18.1	24.6	28.7		27.3	30.5	30.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.3	0.1		105.7	0.3	0.0	0.7	0.2		0.1	0.2	0.1
Delay (s)	34.4	13.9		143.3	21.6	18.1	25.4	28.9		27.4	30.7	30.3
Level of Service	C	B		F	C	B	C	C		C	C	C
Approach Delay (s)		17.4			24.3			26.8			29.9	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	22.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	76.8	Sum of lost time (s)	24.7
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	663	120	16	674	14	93	44	17	43	37	172
Future Volume (veh/h)	160	663	120	16	674	14	93	44	17	43	37	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1752	1722	1337	1811	1900	1115	1663	685	1900	1737	1826
Adj Flow Rate, veh/h	180	745	135	18	757	16	104	49	19	48	42	193
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	8	10	12	38	6	0	53	16	82	0	11	5
Cap, veh/h	220	1434	257	27	1239	403	301	234	91	398	271	241
Arrive On Green	0.13	0.35	0.35	0.02	0.25	0.25	0.10	0.21	0.21	0.04	0.16	0.16
Sat Flow, veh/h	1697	4076	732	1273	4944	1610	1061	1140	442	1810	1737	1544
Grp Volume(v), veh/h	180	581	299	18	757	16	104	0	68	48	42	193
Grp Sat Flow(s),veh/h/ln	1697	1594	1620	1273	1648	1610	1061	0	1583	1810	1737	1544
Q Serve(g_s), s	6.9	9.7	9.8	0.9	9.1	0.5	5.4	0.0	2.4	1.5	1.4	8.1
Cycle Q Clear(g_c), s	6.9	9.7	9.8	0.9	9.1	0.5	5.4	0.0	2.4	1.5	1.4	8.1
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	220	1121	570	27	1239	403	301	0	325	398	271	241
V/C Ratio(X)	0.82	0.52	0.52	0.67	0.61	0.04	0.35	0.00	0.21	0.12	0.16	0.80
Avail Cap(c_a), veh/h	345	1890	960	250	2902	945	338	0	569	552	621	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	17.2	17.2	32.5	22.2	18.9	20.8	0.0	22.0	22.0	24.4	27.2
Incr Delay (d2), s/veh	4.1	0.4	0.8	9.9	0.5	0.0	0.3	0.0	0.1	0.0	0.1	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.2	3.4	0.3	3.3	0.2	1.3	0.0	0.8	0.6	0.5	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	17.5	18.0	42.4	22.6	19.0	21.0	0.0	22.1	22.0	24.5	29.5
LnGrp LOS	C	B	B	D	C	B	C	A	C	C	C	C
Approach Vol, veh/h		1060			791			172			283	
Approach Delay, s/veh		20.2			23.0			21.5			27.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	29.3	12.7	16.5	15.1	22.5	9.3	19.8
Change Period (Y+Rc), s	6.9	* 5.8	* 6.3	* 6.1	6.4	5.8	6.4	* 6.1
Max Green Setting (Gmax), s	13.1	* 40	* 8.7	* 24	13.6	39.2	8.6	* 24
Max Q Clear Time (g_c+I1), s	2.9	11.8	7.4	10.1	8.9	11.1	3.5	4.4
Green Ext Time (p_c), s	0.0	6.4	0.0	0.4	0.1	5.7	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

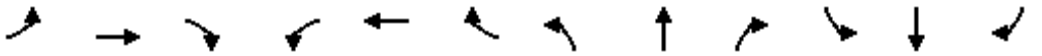
Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	45	31	85	80	37
Future Vol, veh/h	90	45	31	85	80	37
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	4	3	1	2	3
Mvmt Flow	101	51	35	96	90	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	153	0	268	102
Stage 1	-	-	-	-	102	-
Stage 2	-	-	-	-	166	-
Critical Hdwy	-	-	4.13	-	6.42	6.23
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.327
Pot Cap-1 Maneuver	-	-	1421	-	721	950
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	863	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1420	-	702	949
Mov Cap-2 Maneuver	-	-	-	-	702	-
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	841	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	10.3
HCM LOS			B

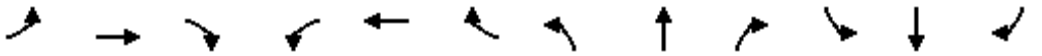
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	702	949	-	-	1420	-
HCM Lane V/C Ratio	0.128	0.044	-	-	0.025	-
HCM Control Delay (s)	10.9	9	-	-	7.6	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	949	71	20	775	22	148	61	11	16	49	148
Future Volume (vph)	290	949	71	20	775	22	148	61	11	16	49	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.1
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	4957		1719	4940	1417	1433	1786		1805	1863	1503
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.49	1.00		0.71	1.00	1.00
Satd. Flow (perm)	1787	4957		1719	4940	1417	739	1786		1342	1863	1503
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	1032	77	22	842	24	161	66	12	17	53	161
RTOR Reduction (vph)	0	7	0	0	0	17	0	6	0	0	0	136
Lane Group Flow (vph)	315	1102	0	22	842	7	161	72	0	17	53	25
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	3%	11%	5%	5%	14%	26%	3%	9%	0%	2%	6%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	13.7	35.6		2.5	24.5	24.5	27.9	20.4		14.3	13.2	13.2
Effective Green, g (s)	13.7	35.6		2.5	24.5	24.5	27.9	20.4		14.3	13.2	13.2
Actuated g/C Ratio	0.16	0.42		0.03	0.29	0.29	0.33	0.24		0.17	0.16	0.16
Clearance Time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.1
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	290	2093		50	1435	411	312	432		233	291	235
v/s Ratio Prot	c0.18	c0.22		0.01	0.17		c0.05	0.04		0.00	0.03	
v/s Ratio Perm						0.00	c0.12			0.01		0.02
v/c Ratio	1.09	0.53		0.44	0.59	0.02	0.52	0.17		0.07	0.18	0.11
Uniform Delay, d1	35.3	18.1		40.2	25.6	21.3	21.5	25.2		29.3	30.9	30.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	77.8	0.2		2.2	0.6	0.0	0.6	0.1		0.0	0.1	0.1
Delay (s)	113.1	18.3		42.5	26.2	21.3	22.1	25.3		29.4	31.0	30.6
Level of Service	F	B		D	C	C	C	C		C	C	C
Approach Delay (s)		39.3			26.5			23.2			30.6	
Approach LOS		D			C			C			C	

Intersection Summary					
HCM 2000 Control Delay	33.1	HCM 2000 Level of Service		C	
HCM 2000 Volume to Capacity ratio	0.72				
Actuated Cycle Length (s)	84.3	Sum of lost time (s)		24.7	
Intersection Capacity Utilization	61.1%	ICU Level of Service		B	
Analysis Period (min)	15				

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	949	71	20	775	22	148	61	11	16	49	148
Future Volume (veh/h)	290	949	71	20	775	22	148	61	11	16	49	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1856	1737	1826	1826	1693	1515	1856	1767	1900	1870	1811
Adj Flow Rate, veh/h	315	1032	77	22	842	24	161	66	12	17	53	161
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	3	11	5	5	14	26	3	9	0	2	6
Cap, veh/h	317	1942	145	42	1288	371	358	344	63	308	250	202
Arrive On Green	0.18	0.40	0.40	0.02	0.26	0.26	0.11	0.23	0.23	0.02	0.13	0.13
Sat Flow, veh/h	1795	4810	358	1739	4985	1434	1443	1528	278	1810	1870	1514
Grp Volume(v), veh/h	315	724	385	22	842	24	161	0	78	17	53	161
Grp Sat Flow(s),veh/h/ln	1795	1689	1791	1739	1662	1434	1443	0	1806	1810	1870	1514
Q Serve(g_s), s	13.5	12.6	12.6	1.0	11.6	1.0	7.1	0.0	2.7	0.6	1.9	8.0
Cycle Q Clear(g_c), s	13.5	12.6	12.6	1.0	11.6	1.0	7.1	0.0	2.7	0.6	1.9	8.0
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	317	1364	723	42	1288	371	358	0	407	308	250	202
V/C Ratio(X)	0.99	0.53	0.53	0.52	0.65	0.06	0.45	0.00	0.19	0.06	0.21	0.80
Avail Cap(c_a), veh/h	317	1734	920	295	2534	729	358	0	562	474	580	469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	17.4	17.5	37.2	25.5	21.6	23.1	0.0	24.2	27.9	29.8	32.4
Incr Delay (d2), s/veh	49.1	0.3	0.6	3.6	0.6	0.1	0.3	0.0	0.1	0.0	0.2	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	4.5	4.9	0.4	4.4	0.3	2.3	0.0	1.1	0.3	0.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.8	17.8	18.1	40.8	26.1	21.6	23.4	0.0	24.3	27.9	29.9	35.1
LnGrp LOS	F	B	B	D	C	C	C	A	C	C	C	D
Approach Vol, veh/h		1424			888			239			231	
Approach Delay, s/veh		31.8			26.3			23.7			33.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	36.9	15.0	16.4	20.0	25.7	7.9	23.5
Change Period (Y+Rc), s	6.9	* 5.8	* 6.3	* 6.1	6.4	5.8	6.4	* 6.1
Max Green Setting (Gmax), s	13.1	* 40	* 8.7	* 24	13.6	39.2	8.6	* 24
Max Q Clear Time (g_c+I1), s	3.0	14.6	9.1	10.0	15.5	13.6	2.6	4.7
Green Ext Time (p_c), s	0.0	8.0	0.0	0.4	0.0	6.3	0.0	0.2

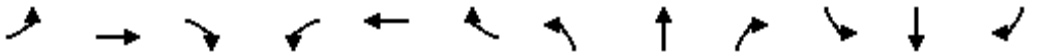
Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

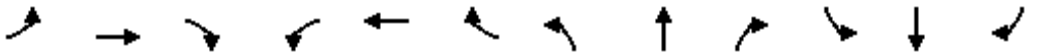
Appendix E
Year 2025 Mitigated Existing Traffic Operation Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	663	120	16	674	14	93	44	17	43	37	172
Future Volume (vph)	160	663	120	16	674	14	93	44	17	43	37	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.1
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1671	4594		1308	4893	1615	1180	1349		1804	1712	1538
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.58	1.00		0.71	1.00	1.00
Satd. Flow (perm)	1671	4594		1308	4893	1615	726	1349		1354	1712	1538
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	180	745	135	18	757	16	104	49	19	48	42	193
RTOR Reduction (vph)	0	20	0	0	0	11	0	14	0	0	0	169
Lane Group Flow (vph)	180	860	0	18	757	5	104	54	0	48	42	24
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	8%	10%	12%	38%	6%	0%	53%	16%	82%	0%	11%	5%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	12.4	35.8		1.2	24.7	24.7	18.3	12.1		13.3	9.6	9.6
Effective Green, g (s)	12.4	35.8		1.2	24.7	24.7	18.3	12.1		13.3	9.6	9.6
Actuated g/C Ratio	0.16	0.46		0.02	0.32	0.32	0.24	0.16		0.17	0.12	0.12
Clearance Time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.1
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	267	2122		20	1559	514	207	210		253	212	190
v/s Ratio Prot	c0.11	0.19		0.01	c0.15		c0.04	0.04		0.01	0.02	
v/s Ratio Perm						0.00	c0.08			0.02		0.02
v/c Ratio	0.67	0.41		0.90	0.49	0.01	0.50	0.26		0.19	0.20	0.13
Uniform Delay, d1	30.6	13.8		38.1	21.3	18.0	24.8	28.8		27.3	30.5	30.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.2	0.1		151.8	0.2	0.0	0.7	0.2		0.1	0.2	0.1
Delay (s)	35.8	13.9		189.9	21.5	18.1	25.5	29.0		27.5	30.7	30.3
Level of Service	D	B		F	C	B	C	C		C	C	C
Approach Delay (s)		17.7			25.3			26.9			29.9	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	22.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	77.5	Sum of lost time (s)	24.7
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	663	120	16	674	14	93	44	17	43	37	172
Future Volume (veh/h)	160	663	120	16	674	14	93	44	17	43	37	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1752	1722	1337	1811	1900	1115	1663	685	1900	1737	1826
Adj Flow Rate, veh/h	180	745	135	18	757	16	104	49	19	48	42	193
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	8	10	12	38	6	0	53	16	82	0	11	5
Cap, veh/h	222	1424	256	27	1223	398	302	235	91	399	271	241
Arrive On Green	0.13	0.35	0.35	0.02	0.25	0.25	0.10	0.21	0.21	0.04	0.16	0.16
Sat Flow, veh/h	1697	4076	732	1273	4944	1610	1061	1140	442	1810	1737	1544
Grp Volume(v), veh/h	180	581	299	18	757	16	104	0	68	48	42	193
Grp Sat Flow(s),veh/h/ln	1697	1594	1620	1273	1648	1610	1061	0	1583	1810	1737	1544
Q Serve(g_s), s	6.9	9.6	9.8	0.9	9.0	0.5	5.4	0.0	2.4	1.4	1.4	8.0
Cycle Q Clear(g_c), s	6.9	9.6	9.8	0.9	9.0	0.5	5.4	0.0	2.4	1.4	1.4	8.0
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	222	1114	566	27	1223	398	302	0	325	399	271	241
V/C Ratio(X)	0.81	0.52	0.53	0.66	0.62	0.04	0.34	0.00	0.21	0.12	0.15	0.80
Avail Cap(c_a), veh/h	475	1901	966	251	2546	829	340	0	572	554	625	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	17.2	17.2	32.3	22.2	19.0	20.6	0.0	21.9	21.8	24.2	27.0
Incr Delay (d2), s/veh	2.7	0.4	0.8	9.9	0.5	0.0	0.3	0.0	0.1	0.0	0.1	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.2	3.4	0.3	3.3	0.2	1.2	0.0	0.8	0.6	0.5	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	17.6	18.0	42.2	22.7	19.0	20.9	0.0	22.0	21.9	24.3	29.4
LnGrp LOS	C	B	B	D	C	B	C	A	C	C	C	C
Approach Vol, veh/h		1060			791			172			283	
Approach Delay, s/veh		19.9			23.1			21.3			27.3	
Approach LOS		B			C			C			C	

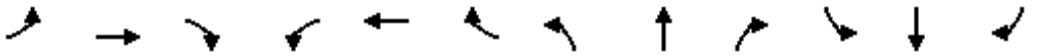
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	29.0	12.6	16.5	15.1	22.2	9.3	19.8
Change Period (Y+Rc), s	6.9	* 5.8	* 6.3	* 6.1	6.4	5.8	6.4	* 6.1
Max Green Setting (Gmax), s	13.1	* 40	* 8.7	* 24	18.6	34.2	8.6	* 24
Max Q Clear Time (g_c+I1), s	2.9	11.8	7.4	10.0	8.9	11.0	3.4	4.4
Green Ext Time (p_c), s	0.0	6.4	0.0	0.4	0.2	5.4	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

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

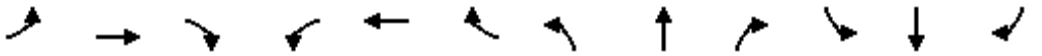
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	949	71	20	775	22	148	61	11	16	49	148
Future Volume (vph)	290	949	71	20	775	22	148	61	11	16	49	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.1
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	4957		1719	4940	1417	1433	1786		1805	1863	1503
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.49	1.00		0.71	1.00	1.00
Satd. Flow (perm)	1787	4957		1719	4940	1417	739	1786		1342	1863	1503
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	1032	77	22	842	24	161	66	12	17	53	161
RTOR Reduction (vph)	0	6	0	0	0	17	0	6	0	0	0	137
Lane Group Flow (vph)	315	1103	0	22	842	7	161	72	0	17	53	24
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	3%	11%	5%	5%	14%	26%	3%	9%	0%	2%	6%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	18.7	41.4		2.5	25.3	25.3	28.0	20.5		14.3	13.2	13.2
Effective Green, g (s)	18.7	41.4		2.5	25.3	25.3	28.0	20.5		14.3	13.2	13.2
Actuated g/C Ratio	0.21	0.46		0.03	0.28	0.28	0.31	0.23		0.16	0.15	0.15
Clearance Time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.1
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	370	2275		47	1385	397	294	405		218	272	219
v/s Ratio Prot	c0.18	0.22		0.01	c0.17		c0.05	0.04		0.00	0.03	
v/s Ratio Perm						0.00	c0.12			0.01		0.02
v/c Ratio	0.85	0.48		0.47	0.61	0.02	0.55	0.18		0.08	0.19	0.11
Uniform Delay, d1	34.4	17.0		43.2	28.1	23.5	24.4	28.1		32.2	33.8	33.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	16.3	0.2		2.7	0.8	0.0	1.1	0.1		0.1	0.1	0.1
Delay (s)	50.8	17.1		45.9	28.9	23.5	25.5	28.1		32.3	34.0	33.5
Level of Service	D	B		D	C	C	C	C		C	C	C
Approach Delay (s)		24.6			29.2			26.4			33.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	26.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.2	Sum of lost time (s)	24.7
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	949	71	20	775	22	148	61	11	16	49	148
Future Volume (veh/h)	290	949	71	20	775	22	148	61	11	16	49	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1856	1737	1826	1826	1693	1515	1856	1767	1900	1870	1811
Adj Flow Rate, veh/h	315	1032	77	22	842	24	161	66	12	17	53	161
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	3	11	5	5	14	26	3	9	0	2	6
Cap, veh/h	355	2009	150	42	1249	359	350	338	61	304	248	201
Arrive On Green	0.20	0.42	0.42	0.02	0.25	0.25	0.11	0.22	0.22	0.02	0.13	0.13
Sat Flow, veh/h	1795	4810	358	1739	4985	1434	1443	1528	278	1810	1870	1514
Grp Volume(v), veh/h	315	724	385	22	842	24	161	0	78	17	53	161
Grp Sat Flow(s),veh/h/ln	1795	1689	1791	1739	1662	1434	1443	0	1806	1810	1870	1514
Q Serve(g_s), s	13.6	12.6	12.7	1.0	12.1	1.0	7.3	0.0	2.8	0.6	2.0	8.2
Cycle Q Clear(g_c), s	13.6	12.6	12.7	1.0	12.1	1.0	7.3	0.0	2.8	0.6	2.0	8.2
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	355	1411	748	42	1249	359	350	0	399	304	248	201
V/C Ratio(X)	0.89	0.51	0.51	0.52	0.67	0.07	0.46	0.00	0.20	0.06	0.21	0.80
Avail Cap(c_a), veh/h	420	1683	892	287	2145	617	350	0	545	465	562	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	17.1	17.2	38.3	26.9	22.7	24.1	0.0	25.2	28.8	30.8	33.4
Incr Delay (d2), s/veh	16.3	0.3	0.5	3.7	0.6	0.1	0.4	0.0	0.1	0.0	0.2	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	4.5	4.9	0.5	4.6	0.3	2.4	0.0	1.2	0.3	0.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	17.4	17.7	42.0	27.5	22.8	24.5	0.0	25.3	28.8	30.9	36.3
LnGrp LOS	D	B	B	D	C	C	C	A	C	C	C	D
Approach Vol, veh/h		1424			888			239			231	
Approach Delay, s/veh		24.1			27.7			24.7			34.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	39.0	15.0	16.6	22.1	25.7	8.0	23.7
Change Period (Y+Rc), s	6.9	* 5.8	* 6.3	* 6.1	6.4	5.8	6.4	* 6.1
Max Green Setting (Gmax), s	13.1	* 40	* 8.7	* 24	18.6	34.2	8.6	* 24
Max Q Clear Time (g_c+I1), s	3.0	14.7	9.3	10.2	15.6	14.1	2.6	4.8
Green Ext Time (p_c), s	0.0	8.0	0.0	0.4	0.2	5.8	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix F
Crash Data

Crashes: 29 **Fatalities:** 0
Total Units: 83 **Total Injuries:** 21
Total People: 124

Report Criteria:

AVIATION WAY / US 20-26

Intersection Analysis Report

Accident #	Street1	Feet Distance	Direction From Intersection	Street2	Zone of Impact	Reference Street	Segment Code	Accident Date	Serial #	Agency Case #	Light	Weather	Wet/Dry	Other Surf Cond	Units	Fatalities	Injuries	Agency	Severity	UnitId	Direction	Unit Type	Action	Age	Injury	Res.	First-Dev	Ejection	Citation	FelAccidentYYYY	CountyName	Cityname	Image	Unit #	Person	Seating	Inact Related	Rdlinquit	Event	Location	Contrib Circ	Sec	Number Of Injuries	Work Zone Related	State Highway	Latitude	Longitude	View Accident Image
1	US 20			Aviation Way	51			12/8/2019 9:47	19OS16951	823003191	Day	Clear	Dry	None	2	0	0	Idaho State Police Dist 3 Boise	Property Dmg Report	25987388	W	Car	Going Straight	28	No Apparent Injury	Utah	Shoulder and Lap	Not Ejected		2020	Canyon	Caldwell	COMPLETE	1	2	Y			Rear-End	Nonjunction	Following Too Close	NB	0	N	US Route	43.66271281	-116.6535189	Select
	US 20			Aviation Way	51			12/8/2019 9:47	19OS16951	823003191	Day	Clear	Dry	None	2	0	0	Idaho State Police Dist 3 Boise	Property Dmg Report	25987389	W	Pickup	Going Straight	18	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2020	Canyon	Caldwell	COMPLETE	2	2	Y			Rear-End	In Intersection		NB	0	N	US Route	43.66271281	-116.6535189	Select
2	FRANKLIN Rd			KARCTON Way	51			12/6/2019 8:05	19OS15311	23-41728	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	25963686	N	Pickup	Changing Lanes	28	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected		2020	Canyon	Caldwell	COMPLETE	1	2	Y			Side Swipe Same	In Intersection		NB	0	N	US Route	43.66271872	-116.6535156	Select
	FRANKLIN Rd			KARCTON Way	51			12/6/2019 8:05	19OS15311	23-41728	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	25963687	S	SUV/Crossover	Stopped in Traffic	26	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected		2020	Canyon	Caldwell	COMPLETE	2	2	Y			Side Swipe Same	In Intersection		NB	0	N	US Route	43.66271872	-116.6535156	Select
3	FRANKLIN Rd			Aviation Way	51			9/28/2019 16:25	19OS14503	823002453	Day	Clear	Dry	None	2	0	0	Idaho State Police Dist 3 Boise	Property Dmg Report	24842180	N	Car	Turning Right	28	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected		2020	Canyon	Caldwell	COMPLETE	1	2	Y			Following Too Close	In Intersection		NB	0	N	US Route	43.66271872	-116.6535156	Select
	FRANKLIN Rd			Aviation Way	51			9/28/2019 16:25	19OS14503	823002453	Day	Clear	Dry	None	2	0	0	Idaho State Police Dist 3 Boise	Property Dmg Report	24842179	E	Tractor - 1 Trailer	Turning Right	18	No Apparent Injury	Utah	Shoulder and Lap	Not Ejected		2020	Canyon	Caldwell	COMPLETE	2	2	Y			Same Direction Turning	In Intersection		NB	0	N	US Route	43.66271281	-116.6535489	Select
4	Franklin Rd	178.0000 F	E		50	Aviation Way		4/13/2020 19:09	20OS17821	23-19185	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	24916303	W	Car	Going Straight	28	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2020	Canyon	Caldwell	COMPLETE	1	2	Y			Rear-End	In Intersection		NB	0	N	US Route	43.66274077	-116.6524867	Select
	Franklin Rd	178.0000 F	E		50	Aviation Way		4/13/2020 19:09	20OS17821	23-19185	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	24916304	W	SUV/Crossover	Stopped in Traffic	29	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2020	Canyon	Caldwell	COMPLETE	2	2	Y			Rear-End	Intersection Related		NB	0	N	US Route	43.66274077	-116.6524867	Select
	Franklin Rd	178.0000 F	E		50	Aviation Way		4/13/2020 19:09	20OS17821	23-19185	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	24916305	W	Pickup	Stopped in Traffic	42	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2020	Canyon	Caldwell	COMPLETE	3	2	Y			Rear-End	Intersection Related		NB	0	N	US Route	43.66274077	-116.6524867	Select
5	Aviation Way	90.0000 F	E		50	Franklin Rd		4/14/2020 19:56	20OS17970	23-20147	Day	Clear	Dry	None	2	0	1	Caldwell Police Dept	Property Dmg Report	24919371	N	Car	Going Straight	21	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	DRIVING/A A A Following too close	2020	Canyon	Caldwell	COMPLETE	1	2	Y			Rear-End	Intersection Related	Following Too Close	NB	0	N	US Route	43.66271281	-116.6535489	Select
	Aviation Way	90.0000 F	E		50	Franklin Rd		4/22/2020 19:06	20OS17970	23-20154	Day	Clear	Dry	None	2	0	1	Caldwell Police Dept	Property Dmg Report	24921972	N	SUV/Crossover	Stopped in Traffic	32	Possible Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2020	Canyon	Caldwell	COMPLETE	2	1	Y			Rear-End	Intersection Related		NB	1	N	Off Highway	43.6625.1147	-116.6535.462	Select
	US 20	165.0000 F	E		50	Aviation Way		4/19/2020 13:10	20OS18704	23-19960	Day	Clear	Dry	None	2	0	1	Caldwell Police Dept	Property Dmg Report	24929755	N	SUV/Crossover	Stopped in Traffic	42	No Apparent Injury	Idaho	None	Not Ejected	DRIVING/A A A following too close	2020	Canyon	Caldwell	COMPLETE	2	2	Y			Rear-End	Intersection Related	Following Too Close	NB	0	N	US Route	43.66274064	-116.6527868	Select
	US 20	165.0000 F	E		50	Aviation Way		3/31/2020 11:50	20OS18704	23-19460	Day	Clear	Dry	None	2	0	1	Caldwell Police Dept	Property Dmg Report	24929756	W	SUV/Crossover	Stopped in Traffic	66	Possible Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2020	Canyon	Caldwell	COMPLETE	1	2	Y			Rear-End	Nonjunction		US Route	43.66274064	-116.6527868	Select
7	Aviation Way			Franklin Rd	50			3/29/2020 20:44	20OS18704	23-19506	Dark, Street Lights On	Clear	Wet	None	2	0	0	Caldwell Police Dept	Property Dmg Report	24297368	W	Car	Turning Right	56	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected		2020	Canyon	Caldwell	COMPLETE	1	4	Y			Side Swipe Opposite	Intersection Related		NB	0	N	Off Highway	43.6639.9927	-116.6531.765	Select
	Aviation Way			Franklin Rd	50			3/29/2020 20:44	20OS18738	23-19505	Dark, Street Lights On	Clear	Wet	None	2	0	0	Caldwell Police Dept	Property Dmg Report	24297369	N	SUV/Crossover	Stopped in Traffic	42	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2020	Canyon	Caldwell	COMPLETE	2	4	Y			Side Swipe Opposite	Intersection Related		NB	0	N	Off Highway	43.6639.9927	-116.6531.765	Select
8	US 20	330.0000 F	E		51	AVIATION Way		4/6/2020 17:36	19OS18704	23-19374	Day	Cloudy	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	24297368	W	SUV/Crossover	Changing Lanes	49	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	DRIVING/A A A Use designated lane	2020	Canyon	Caldwell	COMPLETE	1	2	Y			Rear-End	Intersection Related	Improper Lane Change	NB	0	N	US Route	43.66278917	-116.6518.318	Select
	US 20	330.0000 F	E		51	AVIATION Way		4/6/2020 17:36	19OS18724	23-19374	Day	Cloudy	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	24297498	W	Tractor - 1 Trailer	Going Straight	27	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2020	Canyon	Caldwell	COMPLETE	2	4	Y			Rear-End	Intersection Related		NB	0	N	US Route	43.66278917	-116.6518.318	Select
9	FRANKLIN Rd	330.0000 F	W		50	AVIATION Way		3/16/2020 18:15	20OS16683	23-18264	Day	Clear	Dry	None	2	0	1	Caldwell Police Dept	Property Dmg Report	24297376	S	Car	Going Straight	53	Suspected Minor Injury	Idaho	Shoulder and Lap	Not Ejected		2020	Canyon	Caldwell	COMPLETE	1	2	Y			Rear-End	Nonjunction	Following Too Close	US Route	43.66272309	-116.6551976	Select
	FRANKLIN Rd	330.0000 F	W		50	AVIATION Way		3/16/2020 18:15	20OS16683	23-18264	Day	Clear	Dry	None	2	0	1	Caldwell Police Dept	Property Dmg Report	24297377	N	Car	Stopped in Traffic	48	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected		2020	Canyon	Caldwell	COMPLETE	2	2	Y			Rear-End	Nonjunction		US Route	43.66272309	-116.6551976	Select
10	FRANKLIN Rd			KARCTON Way	50			3/23/2020 12:24	20OS16683	23-18402	Day	Cloudy	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	24297352	N	Car	Going Straight	69	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2020	Canyon	Caldwell	COMPLETE	1	2	Y			Angle	In Intersection	Failed to Obey Signal	NB	0	N	Off Highway	43.66272281	-116.6519.689	Select
	FRANKLIN Rd			KARCTON Way	50			3/23/2020 12:24	20OS16683	23-18402	Day	Cloudy	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	24297353	S	Car	Going Straight	37	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2020	Canyon	Caldwell	COMPLETE	2	2	Y			Angle	In Intersection		NB	0	N	Off Highway	43.66272281	-116.6519.689	Select
11	Franklin Rd			Aviation Way	50			3/16/2020 20:00	20OS17272	23-18173	Dark, Street Lights On	Clear	Dry	None	2	0	1	Caldwell Police Dept	Property Dmg Report	24176395	N	Car	Going Straight	27	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	DRIVING/A A A Observe & obey traffic control d	2020	Canyon	Caldwell	COMPLETE	1	2	Y			Angle	In Intersection	Failed to Obey Signal	NB	0	N	US Route	43.66272681	-116.6519.689	Select
	Franklin Rd			Aviation Way	50			3/16/2020 20:00	20OS17272	23-18173	Dark, Street Lights On	Clear	Dry	None	2	0	1	Caldwell Police Dept	Property Dmg Report	24176396	W	SUV/Crossover	Stopped in Traffic	31	Suspected Minor Injury	Idaho	Shoulder and Lap	Not Ejected	DRIVING/A A A Inattentive or careless	2020	Canyon	Caldwell	COMPLETE	2	2	Y			Angle	In Intersection		NB	0	N	Off Highway	43.66272681	-116.6519.689	Select
12	AVIATION Way	90.0000 F	E		50	Franklin Rd		12/29/2022 7:52	22OS26588	22-28910	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	24081781	N	Car	Stopped in Traffic	20	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	DRIVING/A A A Inattentive or careless	2022	Canyon	Caldwell	COMPLETE	1	2	Y			Rear-End	Intersection Related	Inattention	NB	0	N	Off Highway	43.66305917	-116.6531.768	Select
	AVIATION Way	90.0000 F	E		50	Franklin Rd		12/29/2022 7:52	22OS26588	22-28910	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	24081783	S	Car	Stopped in Traffic	20	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected		2022	Canyon	Caldwell	COMPLETE	2	2	Y			Rear-End	Intersection Related		NB	0	N	Off Highway	43.66305917	-116.6531.768	Select
13	US 20	500.0000 F	E		51	AVIATION Way		1/14/2020 16:18	19OS24511	23-01297	Day	Cloudy	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	24081582	W	Pickup	Going Straight	26	No Apparent Injury	Unknown	Shoulder and Lap	Not Ejected	DRIVING/A A A Following too close	2020	Canyon	Caldwell	COMPLETE	1	2	Y			Rear-End	Intersection Related	Inattention	NB	0	N	US Route	43.66277096	-116.6529.94	Select
	US 20	490.0000 F	E		51	AVIATION Way		1/13/2020 16:18	19OS24511	23-01297	Day	Cloudy	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	24081584	W	SUV/Crossover	Starting in Traffic	40	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2020	Canyon	Caldwell	COMPLETE	2	2	Y			Rear-End	Intersection Related		NB	0	N	US Route	43.66277096	-116.6529.94	Select
14	US 20			Aviation Way	50			12/22/2022 17:10	22OS26582	22-28105	Dawn or Dusk	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	24081539	W	SUV/Crossover	Going Straight	69	No Apparent Injury	Unknown	Unknown	Not Ejected		2022	Canyon	Caldwell	COMPLETE	1	2	Y			Rear-End Turning	Intersection Related		LT	0	N	US Route	43.66270504	-116.6530.97	Select
	US 20			Aviation Way	50			12/22/2022 17:10	22OS26582	22-28105	Dawn or Dusk	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	24081538	N	SUV/Crossover	Stopped in Traffic	46	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected		2022	Canyon	Caldwell	COMPLETE	2	2	Y			Rear-End Turning	Intersection Related		LT	0	N	US Route	43.66270504	-116.6530.97	Select
15	Franklin Rd	60.0000 F	W		51	Aviation Way		10/20/2022 7:43	22OS15172	22-31897	Dark, Street Lights On	Clear	Dry	None	2	0	1	Caldwell Police Dept	Property Dmg Report	23756480	E	Tractor - 2 Trailers	Slowing in Traffic	56	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2022	Canyon	Caldwell	COMPLETE	1	2	Y			Rear-End	Intersection Related	Following Too Close	NB	0	N	US Route	43.66277858	-116.6534.007	Select
	Franklin Rd	60.0000 F	W		51	Aviation Way		10/20/2022 7:43	22OS15172	22-31897	Dark, Street Lights On	Clear	Dry	None	2	0	1	Caldwell Police Dept	Property Dmg Report	23756481	N	Car	Stopped in Traffic	33	Possible Injury	Idaho	Shoulder and Lap	Not Ejected		2022	Canyon	Caldwell	COMPLETE	2	2	Y			Rear-End	Intersection Related		NB	0	N	US Route	43.66277858	-116.6534.007	Select
16	FRANKLIN Rd	221.0000 F	W		51	AVIATION Way		9/23/2022 16:54	22OS16893	22-28833	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	23736846	W	Car	Going Straight	38	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	DRIVERS LICENSE/A A A Failure to have current	2022	Canyon	Caldwell	COMPLETE	1	2	Y			Rear-End	Intersection Related	Inattention	NB	0	N	US Route	43.66274311	-116.6543.825	Select
	FRANKLIN Rd	221.0000 F	W		51	AVIATION Way		9/23/2022 16:54	22OS16893	22-28833	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	23736847	N	Cargo Van	Stopped in Traffic	26	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected		2022	Canyon	Caldwell	COMPLETE	2	2	Y			Rear-End	Intersection Related	Previous Accident	NB	0	N	US Route	43.66274311	-116.6543.825	Select
17	FRANKLIN Rd	440.0000 F	W		51	AVIATION Way		9/23/2022 16:32	22OS16859	22-28831	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	23736785	W	Cargo Van	Going Straight	35	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2022	Canyon	Caldwell	COMPLETE	1	2	Y			Rear-End	Intersection Related	Inattention	NB	0	N	US Route	43.66274032	-116.6544.643	Select
	FRANKLIN Rd	440.0000 F	W		51	AVIATION Way		9/23/2022 16:32	22OS16859	22-28831	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	23736786	N	Pickup	Stopped in Traffic	29	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2022	Canyon	Caldwell	COMPLETE	2	2	Y			Rear-End	Intersection Related		NB	0	N	US Route	43.66274032	-116.6544.643	Select
18	US 20			KARCTON Way	50			9/14/2022 6:26	22OS15767	22-27651	Dark, Street Lights On	Cloudy	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	23671666	N	Car	Turning Right	20	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	DRIVERS LICENSE/A A A Failure to have current	2022	Canyon	Caldwell	COMPLETE	1	2	Y			Side Swipe Same	In Intersection	Failed to Obey Signal	NB	0	N	Off Highway	43.662.6887	-116.6535.536	Select
	US 20			KARCTON Way	50			9/14/2022 6:26	22OS15767	22-27651	Dark, Street Lights On	Cloudy	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	23671667	N	SUV/Crossover	Turning Left	41	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected		2022	Canyon	Caldwell	COMPLETE	2	2	Y			Side Swipe Same	In Intersection	Failed to Obey Signal	NB	0	N	Off Highway	43.662.6887	-116.6535.536	Select
19	US 20			Aviation Way	51			8/24/2022 15:42	22OS15075	22-25320	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	23588956	N	SUV/Crossover	Going Straight	25	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2022	Canyon	Caldwell	COMPLETE	1	4	Y			Rear-End	Intersection Related	Following Too Close	NB	0	N	US Route	43.66274887	-116.653578	Select
	US 20			Aviation Way	51			8/24/2022 15:42	22OS15075	22-25320	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	23588957	S	SUV/Crossover	Going Straight	30	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2022	Canyon	Caldwell	COMPLETE	2	4	Y			Rear-End	Intersection Related		NB	0	N	US Route	43.66274887	-116.653578	Select
20	Aviation Way			Franklin Rd	51			2/24/2022 11:13	22OS97681	22-04276	Day	Clear	Dry	None	2	2	0	Caldwell Police Dept	Property Dmg Report	23111375	W	Truck - 2+ Axle	Turning Left	52	Suspected Minor Injury	Idaho	None	Not Ejected	Not Cited		2022	Canyon	Caldwell	COMPLETE	1	2	Y			Side Swipe Opposite	In Intersection	Steering	NB	2	N	Off Highway	43.66274273	-116.6534.642	Select
	Aviation Way			Franklin Rd	51			2/24/2022 11:13	22OS97681	22-04276	Day	Clear	Dry	None	2	2	0	Caldwell Police Dept	Property Dmg Report	23111376	N	Car	Stopped in Traffic	40	Suspected Minor Injury	Idaho	None	Not Ejected	Not Cited		2022	Canyon	Caldwell	COMPLETE	2	2	Y			Side Swipe Opposite	In Intersection		NB	2	N	Off Highway	43.66274273	-116.6534.642	Select
21	US 20	65.0000 F	E		50	Aviation Way		12/21/2023 21:02	23OS19123	823001808	Dark, Street Lights On	Fog	Wet	None	2	0	2	Idaho State Police Dist 3 Boise	4-Injury Accident	23890364	W	Pickup	Going Straight	28	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2023	Canyon	Caldwell	COMPLETE	1	4	Y			Rear-End	Intersection Related	Alcohol Impaired	NB	2	N	US Route	43.66270063	-116.6527869	Select
	US 20	65.0000 F	E		50	Aviation Way		12/21/2023 21:02	23OS19123	823001808	Dark, Street Lights On	Fog	Wet	None	2	0	2	Idaho State Police Dist 3 Boise	4-Injury Accident	23890365	W	Car	Stopped in Traffic	23	Suspected Serious Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2023	Canyon	Caldwell	COMPLETE	2	4	Y			Rear-End	Intersection Related		NB	2	N	US Route	43.66270063	-116.6527869	Select
	US 20	65.0000 F	E		50	Aviation Way		12/21/2023 21:02	23OS19123	823001808	Dark, Street Lights On	Fog	Wet	None	2	0	2	Idaho State Police Dist 3 Boise	4-Injury Accident	23890366	W	Pickup	Stopped in Traffic	25	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2023	Canyon	Caldwell	COMPLETE	3	4	Y			Rear-End	Intersection Related		NB	2	N	US Route	43.66270063	-116.6527869	Select
22	FRANKLIN Rd	125.0000 F	W		51	AVIATION Way		9/28/2021 16:31	21OS18861	21-30273	Day	Clear	Dry	None	4	1	1	Caldwell Police Dept	4-Injury Accident	22760585	N	Car	Going Straight	32	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	DRIVING/A A A Following too close	2021	Canyon	Caldwell	COMPLETE	1	4	Y			Rear-End	In Intersection	Inattention	NB	0	N	US Route	43.66274705	-116.6536.736	Select
	FRANKLIN Rd	125.0000 F	W		51	AVIATION Way		9/28/2021 16:31	21OS18861	21-30273	Day	Clear	Dry	None	4	1	1	Caldwell Police Dept	4-Injury Accident	22760586	N	SUV/Crossover	Stopped in Traffic	20	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2021	Canyon	Caldwell	COMPLETE	2	4	Y			Rear-End	Intersection Related		NB	0	N	US Route	43.66274705	-116.6536.736	Select
	FRANKLIN Rd	125.0000 F	W		51	AVIATION Way		9/28/2021 16:31	21OS18861	21-30273	Day	Clear	Dry	None	4	1	1	Caldwell Police Dept	4-Injury Accident	22760587	N	Car	Stopped in Traffic	48	Possible Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2021	Canyon	Caldwell	COMPLETE	3	4	Y			Rear-End	Nonjunction		NB	0	N	US Route	43.66274705	-116.6536.736	Select
	FRANKLIN Rd	125.0000 F	W		51	AVIATION Way		9/28/2021 16:31	21OS18861	21-30273	Day	Clear	Dry	None	4	1	1	Caldwell Police Dept	4-Injury Accident	22760588	N	Pickup	Going Straight	32	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2021	Canyon	Caldwell	COMPLETE	4	4	Y			Rear-End	Nonjunction		NB	0	N	US Route	43.66274705	-116.6536.736	Select
23	FRANKLIN Rd			KARCTON Way	51			11/11/2021 15:19	21OS18833	21-35167	Day	Cloudy	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	22760473	N	SUV/Crossover	Going Straight	28	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2021	Canyon	Caldwell	COMPLETE	1	4	Y			Angle Turning	In Intersection	Failed to Obey Signal	NB	0	N	Off Highway	43.66272281	-116.6519.689	Select
	FRANKLIN Rd			KARCTON Way	50			11/11/2021 15:19	21OS18833	21-35167	Day	Cloudy	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	22760474	N	Car	Turning Left	36	No Apparent Injury	California	Shoulder and Lap	Not Ejected	Not Cited		2021	Canyon	Caldwell	COMPLETE	2	4	Y			Angle Turning	In Intersection		NB	0	N	Off Highway	43.66272281	-116.6519.689	Select
24	FRANKLIN Rd			KARCTON Way	50			9/30/2021 10:40	21OS18825	21-30441	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	22761087	S	Cargo Van	Right Turn on Red	64	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2021	Canyon	Caldwell	COMPLETE	1	2	Y			Angle Turning	In Intersection	Failed to Yield	NB	0	N	US Route	43.66271281	-116.6519.689	Select
	FRANKLIN Rd			KARCTON Way	50			9/30/2021 10:40	21OS18825	21-30441	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	22761088	W	Tractor - 1 Trailer	Going Straight	36	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2021	Canyon	Caldwell	COMPLETE	2	2	Y			Angle Turning	In Intersection		NB	0	N	US Route	43.66271281	-116.6519.689	Select
25	FRANKLIN Rd	0.2500 M	W		50	Aviation Way		9/22/2021 12:28	21OS18804	21-29507	Day	Clear	Dry	None	2	0	1	Caldwell Police Dept	3-Injury Accident	22761056	W	Car	Going Straight	45	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2021	Canyon	Caldwell	COMPLETE	1	2	Y			Rear-End	Intersection Related	Following Too Close	NB	1	N	Off Highway	43.6626.9618	-116.6585.798	Select
	FRANKLIN Rd	0.2500 M	W		50	Aviation Way		9/22/2021 12:28	21OS18804	21-29507	Day	Clear	Dry	None	2	0	1	Caldwell Police Dept	3-Injury Accident	22761057	W	SUV/Crossover	Slowing in Traffic	50	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2021	Canyon	Caldwell	COMPLETE	2	2	Y			Rear-End	Intersection Related		NB	1	N	Off Highway	43.6626.9618	-116.6585.798	Select
26	Franklin Rd	90.0000 F	E		51	Aviation Way		9/30/2021 11:36	21OS18051	21-34378	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	22429342	W	Car	Going Straight	32	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2021	Canyon	Caldwell	COMPLETE	1	3	Y			Rear-End	Intersection Related	Inattention	NB	0	N	US Route	43.66270979	-116.6528.278	Select
	Franklin Rd	90.0000 F	E		51	Aviation Way		9/30/2021 11:36	21OS18051	21-34378	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	22429343	W	Car	Slowing in Traffic	70	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2021	Canyon	Caldwell	COMPLETE	2	3	Y			Rear-End	Intersection Related		NB	0	N	US Route	43.66270979	-116.6528.278	Select
27	Franklin Rd	437.0000 F	W		50	Aviation Way		7/30/2021 15:51	21OS17664	21-21928	Day	Smoke/Smog	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	22282064	E	Car	Going Straight	21	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2021	Canyon	Caldwell	COMPLETE	1	2	Y			Rear-End	Intersection Related	Inattention	NB	0	N	US Route	43.66271015	-116.6548.176	Select
	Franklin Rd	437.0000 F	W		50	Aviation Way		7/30/2021 15:51	21OS17664	21-21928	Day	Smoke/Smog	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	22282065	E	Car	Stopped in Traffic	26	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	Not Cited		2021	Canyon	Caldwell	COMPLETE	2	2	Y			Rear-End	Intersection Related		NB	0	N	US Route	43.66271015	-116.6548.176	Select
28	Aviation Way	115.0000 F	S		51	Franklin Rd		6/30/2021 6:26	21OS17692	21-19516	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	22281951	S	Tractor - 1 Trailer	Backing	29	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected	DRIVING/A A A Improper, unsafe backing	2021	Canyon	Caldwell	COMPLETE	1	2	Y			Backed into	In Intersection	Vision Obstruction	NB	0	N	Off Highway	43.6624.9425	-116.6531.389	Select
	Aviation Way	115.0000 F	S		51	Franklin Rd		6/30/2021 6:26	21OS17692	21-19516	Day	Clear	Dry	None	2	0	0	Caldwell Police Dept	Property Dmg Report	22281952	N	Car	Stopped in Traffic	25	No Apparent Injury	Idaho	Shoulder and Lap	Not Ejected		2021	Canyon	Caldwell	COMPLETE	2	2	Y			Backed into	In Intersection		NB	0	N	Off Highway	43.6624.9425	-116.6531.389	Select
29	Aviation Way			US 20

Appendix G
Year 2030 Background Traffic Operation Worksheets

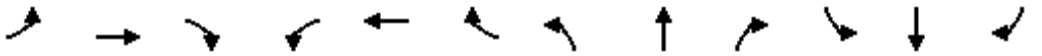
Intersection	
Int Delay, s/veh	5.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	77	44	105	152	51
Future Vol, veh/h	75	77	44	105	152	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	5	5	6	13	10
Mvmt Flow	83	86	49	117	169	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	169	0	298	83
Stage 1	-	-	-	-	83	-
Stage 2	-	-	-	-	215	-
Critical Hdwy	-	-	4.15	-	6.53	6.3
Critical Hdwy Stg 1	-	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-
Follow-up Hdwy	-	-	2.245	-	3.617	3.39
Pot Cap-1 Maneuver	-	-	1390	-	671	955
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1390	-	646	955
Mov Cap-2 Maneuver	-	-	-	-	646	-
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	765	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	11.6
HCM LOS			B

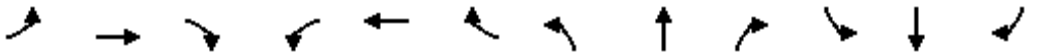
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	646	955	-	-	1390	-
HCM Lane V/C Ratio	0.261	0.059	-	-	0.035	-
HCM Control Delay (s)	12.5	9	-	-	7.7	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	1	0.2	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	769	139	19	781	16	103	49	20	72	62	290
Future Volume (vph)	185	769	139	19	781	16	103	49	20	72	62	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.1
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1671	4595		1308	4893	1615	1180	1340		1804	1712	1538
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.67	1.00		0.71	1.00	1.00
Satd. Flow (perm)	1671	4595		1308	4893	1615	832	1340		1344	1712	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	206	854	154	21	868	18	114	54	22	80	69	322
RTOR Reduction (vph)	0	19	0	0	0	12	0	15	0	0	0	285
Lane Group Flow (vph)	206	989	0	21	868	6	114	61	0	80	69	37
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	8%	10%	12%	38%	6%	0%	53%	16%	82%	0%	11%	5%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	14.3	38.6		2.5	26.9	26.9	16.4	10.1		15.0	9.4	9.4
Effective Green, g (s)	14.3	38.6		2.5	26.9	26.9	16.4	10.1		15.0	9.4	9.4
Actuated g/C Ratio	0.18	0.47		0.03	0.33	0.33	0.20	0.12		0.18	0.12	0.12
Clearance Time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.1
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	293	2176		40	1614	533	194	166		278	197	177
v/s Ratio Prot	c0.12	0.22		0.02	c0.18		c0.05	0.05		0.02	0.04	
v/s Ratio Perm						0.00	c0.07			0.03		0.02
v/c Ratio	0.70	0.45		0.53	0.54	0.01	0.59	0.37		0.29	0.35	0.21
Uniform Delay, d1	31.6	14.4		38.9	22.2	18.4	28.8	32.8		28.4	33.2	32.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.1	0.2		5.6	0.3	0.0	2.9	0.5		0.2	0.4	0.2
Delay (s)	37.7	14.5		44.5	22.6	18.4	31.8	33.3		28.6	33.6	32.9
Level of Service	D	B		D	C	B	C	C		C	C	C
Approach Delay (s)		18.5			23.0			32.4			32.3	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	81.5	Sum of lost time (s)	24.7
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	769	139	19	781	16	103	49	20	72	62	290
Future Volume (veh/h)	185	769	139	19	781	16	103	49	20	72	62	290
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1752	1722	1337	1811	1900	1115	1663	685	1900	1737	1826
Adj Flow Rate, veh/h	206	854	154	21	868	18	114	54	22	80	69	322
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
Percent Heavy Veh, %	8	10	12	38	6	0	53	16	82	0	11	5
Cap, veh/h	241	1478	265	29	1230	401	303	311	127	480	399	355
Arrive On Green	0.14	0.36	0.36	0.02	0.25	0.25	0.10	0.28	0.28	0.05	0.23	0.23
Sat Flow, veh/h	1697	4077	731	1273	4944	1610	1061	1123	457	1810	1737	1545
Grp Volume(v), veh/h	206	667	341	21	868	18	114	0	76	80	69	322
Grp Sat Flow(s),veh/h/ln	1697	1594	1620	1273	1648	1610	1061	0	1580	1810	1737	1545
Q Serve(g_s), s	10.3	14.7	14.9	1.4	14.0	0.7	7.1	0.0	3.2	2.9	2.8	17.7
Cycle Q Clear(g_c), s	10.3	14.7	14.9	1.4	14.0	0.7	7.1	0.0	3.2	2.9	2.8	17.7
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	241	1155	587	29	1230	401	303	0	438	480	399	355
V/C Ratio(X)	0.85	0.58	0.58	0.72	0.71	0.04	0.38	0.00	0.17	0.17	0.17	0.91
Avail Cap(c_a), veh/h	361	1446	735	191	1937	631	305	0	438	569	476	423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	22.4	22.5	42.4	29.9	24.9	22.2	0.0	24.0	23.7	27.0	32.7
Incr Delay (d2), s/veh	8.1	0.5	0.9	11.8	0.8	0.0	0.3	0.0	0.1	0.1	0.1	19.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	5.3	5.5	0.5	5.4	0.3	1.7	0.0	1.2	1.2	1.1	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.6	22.9	23.4	54.1	30.6	25.0	22.5	0.0	24.0	23.8	27.0	51.7
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	C	D
Approach Vol, veh/h		1214			907			190			471	
Approach Delay, s/veh		26.7			31.1			23.1			43.3	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	37.4	14.8	26.2	18.8	27.5	10.7	30.3
Change Period (Y+Rc), s	6.9	* 5.8	* 6.3	* 6.1	6.4	5.8	6.4	* 6.1
Max Green Setting (Gmax), s	13.1	* 40	* 8.7	* 24	18.6	34.2	8.6	* 24
Max Q Clear Time (g_c+I1), s	3.4	16.9	9.1	19.7	12.3	16.0	4.9	5.2
Green Ext Time (p_c), s	0.0	7.1	0.0	0.4	0.2	5.8	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

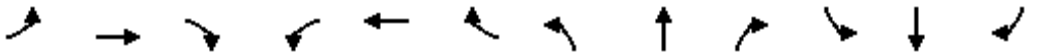
Intersection	
Int Delay, s/veh	5.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	47	33	89	135	62
Future Vol, veh/h	95	47	33	89	135	62
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	4	3	1	2	3
Mvmt Flow	106	52	37	99	150	69

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	159	0	280	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	-	-	4.13	-	6.42	6.23
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.327
Pot Cap-1 Maneuver	-	-	1414	-	710	944
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	857	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1413	-	689	943
Mov Cap-2 Maneuver	-	-	-	-	689	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	833	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	10.9
HCM LOS			B

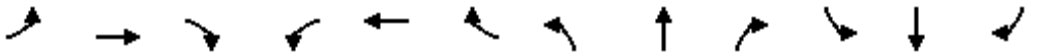
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	689	943	-	-	1413	-
HCM Lane V/C Ratio	0.218	0.073	-	-	0.026	-
HCM Control Delay (s)	11.7	9.1	-	-	7.6	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.8	0.2	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	336	1100	82	23	898	26	163	67	13	27	83	249
Future Volume (vph)	336	1100	82	23	898	26	163	67	13	27	83	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.1
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	4957		1719	4940	1417	1433	1783		1805	1863	1503
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.48	1.00		0.70	1.00	1.00
Satd. Flow (perm)	1787	4957		1719	4940	1417	725	1783		1331	1863	1503
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	365	1196	89	25	976	28	177	73	14	29	90	271
RTOR Reduction (vph)	0	7	0	0	0	21	0	6	0	0	0	233
Lane Group Flow (vph)	365	1278	0	25	976	7	177	81	0	29	90	38
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	3%	11%	5%	5%	14%	26%	3%	9%	0%	2%	6%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	26.4	48.4		2.5	24.6	24.6	29.0	20.3		16.1	13.8	13.8
Effective Green, g (s)	26.4	48.4		2.5	24.6	24.6	29.0	20.3		16.1	13.8	13.8
Actuated g/C Ratio	0.27	0.49		0.03	0.25	0.25	0.30	0.21		0.16	0.14	0.14
Clearance Time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.1
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	480	2443		43	1237	354	277	368		229	261	211
v/s Ratio Prot	c0.20	0.26		0.01	c0.20		c0.06	0.05		0.00	0.05	
v/s Ratio Perm						0.00	c0.13			0.02		0.03
v/c Ratio	0.76	0.52		0.58	0.79	0.02	0.64	0.22		0.13	0.34	0.18
Uniform Delay, d1	33.0	17.0		47.3	34.4	27.7	28.6	32.4		34.9	38.1	37.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.3	0.2		12.2	3.4	0.0	3.5	0.1		0.1	0.3	0.2
Delay (s)	39.3	17.2		59.6	37.8	27.7	32.1	32.5		35.0	38.4	37.4
Level of Service	D	B		E	D	C	C	C		C	D	D
Approach Delay (s)		22.1			38.1			32.3			37.4	
Approach LOS		C			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	29.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	98.2	Sum of lost time (s)	24.7
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	336	1100	82	23	898	26	163	67	13	27	83	249
Future Volume (veh/h)	336	1100	82	23	898	26	163	67	13	27	83	249
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1856	1737	1826	1826	1693	1515	1856	1767	1900	1870	1811
Adj Flow Rate, veh/h	365	1196	89	25	976	28	177	73	14	29	90	271
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	3	11	5	5	14	26	3	9	0	2	6
Cap, veh/h	407	1998	149	46	1100	316	331	355	68	354	304	246
Arrive On Green	0.23	0.42	0.42	0.03	0.22	0.22	0.10	0.23	0.23	0.03	0.16	0.16
Sat Flow, veh/h	1795	4810	358	1739	4985	1434	1443	1513	290	1810	1870	1514
Grp Volume(v), veh/h	365	840	445	25	976	28	177	0	87	29	90	271
Grp Sat Flow(s),veh/h/ln	1795	1689	1791	1739	1662	1434	1443	0	1803	1810	1870	1514
Q Serve(g_s), s	16.9	16.5	16.5	1.2	16.2	1.3	8.5	0.0	3.3	1.1	3.6	13.9
Cycle Q Clear(g_c), s	16.9	16.5	16.5	1.2	16.2	1.3	8.5	0.0	3.3	1.1	3.6	13.9
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	407	1402	744	46	1100	316	331	0	423	354	304	246
V/C Ratio(X)	0.90	0.60	0.60	0.55	0.89	0.09	0.54	0.00	0.21	0.08	0.30	1.10
Avail Cap(c_a), veh/h	917	1961	1040	267	1121	322	331	0	423	483	304	246
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	19.4	19.4	41.1	32.3	26.5	25.0	0.0	26.3	28.3	31.4	35.8
Incr Delay (d2), s/veh	2.9	0.4	0.8	3.8	8.8	0.1	0.9	0.0	0.1	0.0	0.2	86.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	6.1	6.5	0.6	7.1	0.4	2.9	0.0	1.4	0.5	1.6	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	19.8	20.2	44.9	41.0	26.6	25.9	0.0	26.4	28.4	31.6	122.3
LnGrp LOS	C	B	C	D	D	C	C	A	C	C	C	F
Approach Vol, veh/h		1650			1029			264			390	
Approach Delay, s/veh		23.3			40.7			26.1			94.4	
Approach LOS		C			D			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	41.3	15.0	20.0	25.8	24.6	8.9	26.1
Change Period (Y+Rc), s	6.9	* 5.8	* 6.3	* 6.1	6.4	5.8	6.4	* 6.1
Max Green Setting (Gmax), s	13.1	* 50	* 8.7	* 14	43.6	19.2	8.6	* 14
Max Q Clear Time (g_c+I1), s	3.2	18.5	10.5	15.9	18.9	18.2	3.1	5.3
Green Ext Time (p_c), s	0.0	10.4	0.0	0.0	0.5	0.6	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

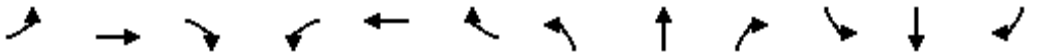
Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.

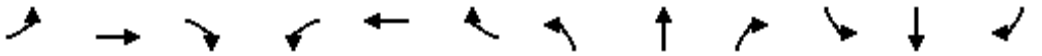
Appendix H
Year 2030 Mitigated Background Traffic Operation Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	769	139	19	781	16	103	49	20	72	62	290
Future Volume (vph)	185	769	139	19	781	16	103	49	20	72	62	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.4
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1671	4595		1308	4893	1615	1180	1340		1804	1712	1538
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.65	1.00		0.71	1.00	1.00
Satd. Flow (perm)	1671	4595		1308	4893	1615	812	1340		1344	1712	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	206	854	154	21	868	18	114	54	22	80	69	322
RTOR Reduction (vph)	0	18	0	0	0	12	0	15	0	0	0	99
Lane Group Flow (vph)	206	990	0	21	868	6	114	61	0	80	69	223
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	8%	10%	12%	38%	6%	0%	53%	16%	82%	0%	11%	5%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8		7	4	5
Permitted Phases						6	8			4		4
Actuated Green, G (s)	14.6	40.0		2.4	27.9	27.9	13.4	7.3		12.0	6.6	21.2
Effective Green, g (s)	14.6	40.0		2.4	27.9	27.9	13.4	7.3		12.0	6.6	21.2
Actuated g/C Ratio	0.18	0.50		0.03	0.35	0.35	0.17	0.09		0.15	0.08	0.27
Clearance Time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.4
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	305	2303		39	1710	564	164	122		233	141	408
v/s Ratio Prot	c0.12	0.22		0.02	c0.18		c0.05	0.05		0.02	0.04	0.10
v/s Ratio Perm						0.00	c0.06			0.03		0.05
v/c Ratio	0.68	0.43		0.54	0.51	0.01	0.70	0.50		0.34	0.49	0.55
Uniform Delay, d1	30.4	12.6		38.2	20.5	16.9	30.7	34.5		30.1	35.0	25.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.6	0.1		7.0	0.2	0.0	9.9	1.2		0.3	1.0	0.8
Delay (s)	35.0	12.8		45.1	20.8	17.0	40.5	35.7		30.5	36.0	26.0
Level of Service	C	B		D	C	B	D	D		C	D	C
Approach Delay (s)		16.5			21.2			38.6			28.2	
Approach LOS		B			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	21.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	79.8	Sum of lost time (s)	24.7
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	769	139	19	781	16	103	49	20	72	62	290
Future Volume (veh/h)	185	769	139	19	781	16	103	49	20	72	62	290
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1752	1722	1337	1811	1900	1115	1663	685	1900	1737	1826
Adj Flow Rate, veh/h	206	854	154	21	868	18	114	54	22	80	69	322
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
Percent Heavy Veh, %	8	10	12	38	6	0	53	16	82	0	11	5
Cap, veh/h	243	1503	269	29	1258	410	294	282	115	452	353	536
Arrive On Green	0.14	0.37	0.37	0.02	0.25	0.25	0.10	0.25	0.25	0.05	0.20	0.20
Sat Flow, veh/h	1697	4077	731	1273	4944	1610	1061	1123	457	1810	1737	1545
Grp Volume(v), veh/h	206	667	341	21	868	18	114	0	76	80	69	322
Grp Sat Flow(s),veh/h/ln	1697	1594	1620	1273	1648	1610	1061	0	1580	1810	1737	1545
Q Serve(g_s), s	9.7	13.7	13.9	1.3	13.1	0.7	6.9	0.0	3.1	2.8	2.7	14.2
Cycle Q Clear(g_c), s	9.7	13.7	13.9	1.3	13.1	0.7	6.9	0.0	3.1	2.8	2.7	14.2
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	243	1175	597	29	1258	410	294	0	397	452	353	536
V/C Ratio(X)	0.85	0.57	0.57	0.71	0.69	0.04	0.39	0.00	0.19	0.18	0.20	0.60
Avail Cap(c_a), veh/h	384	1535	780	203	2055	669	300	0	461	549	505	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	20.7	20.8	39.9	27.7	23.1	22.4	0.0	24.2	23.9	27.2	22.2
Incr Delay (d2), s/veh	5.6	0.4	0.9	11.1	0.7	0.0	0.3	0.0	0.1	0.1	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	4.8	5.0	0.5	5.0	0.3	1.7	0.0	1.1	1.2	1.1	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	21.2	21.6	51.1	28.4	23.2	22.7	0.0	24.3	24.0	27.3	22.6
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	C	C
Approach Vol, veh/h		1214			907			190			471	
Approach Delay, s/veh		24.5			28.8			23.4			23.5	
Approach LOS		C			C			C			C	

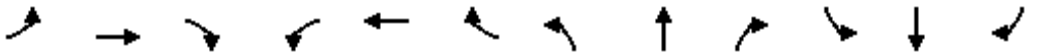
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	36.1	14.5	22.8	18.2	26.7	10.6	26.8
Change Period (Y+Rc), s	6.9	* 5.8	* 6.3	* 6.1	6.4	5.8	6.4	* 6.1
Max Green Setting (Gmax), s	13.1	* 40	* 8.7	* 24	18.6	34.2	8.6	* 24
Max Q Clear Time (g_c+I1), s	3.3	15.9	8.9	16.2	11.7	15.1	4.8	5.1
Green Ext Time (p_c), s	0.0	7.2	0.0	0.6	0.2	5.9	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C

Notes

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

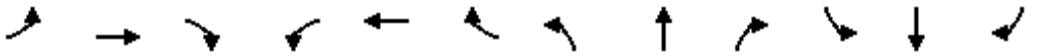
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	336	1100	82	23	898	26	163	67	13	27	83	249
Future Volume (vph)	336	1100	82	23	898	26	163	67	13	27	83	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.4
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	4957		1719	4940	1417	1433	1783		1805	1863	1516
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.49	1.00		0.70	1.00	1.00
Satd. Flow (perm)	1787	4957		1719	4940	1417	745	1783		1331	1863	1516
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	365	1196	89	25	976	28	177	73	14	29	90	271
RTOR Reduction (vph)	0	8	0	0	0	21	0	5	0	0	0	56
Lane Group Flow (vph)	365	1277	0	25	976	7	177	82	0	29	90	215
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	3%	11%	5%	5%	14%	26%	3%	9%	0%	2%	6%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8		7	4	5
Permitted Phases						6	8			4		4
Actuated Green, G (s)	21.3	42.6		2.6	24.0	24.0	29.9	21.2		17.3	14.9	36.2
Effective Green, g (s)	21.3	42.6		2.6	24.0	24.0	29.9	21.2		17.3	14.9	36.2
Actuated g/C Ratio	0.23	0.46		0.03	0.26	0.26	0.32	0.23		0.19	0.16	0.39
Clearance Time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.4
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	407	2258		47	1268	363	302	404		258	296	586
v/s Ratio Prot	c0.20	0.26		0.01	c0.20		c0.05	0.05		0.00	0.05	0.08
v/s Ratio Perm						0.01	c0.13			0.02		0.06
v/c Ratio	0.90	0.57		0.53	0.77	0.02	0.59	0.20		0.11	0.30	0.37
Uniform Delay, d1	35.0	18.7		44.8	32.2	26.0	25.1	29.3		31.6	34.7	20.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	21.2	0.3		5.7	2.9	0.0	1.9	0.1		0.1	0.2	0.1
Delay (s)	56.2	19.0		50.5	35.1	26.0	27.0	29.4		31.6	34.9	20.6
Level of Service	E	B		D	D	C	C	C		C	C	C
Approach Delay (s)		27.2			35.2			27.8			24.7	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	93.5	Sum of lost time (s)	24.7
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	336	1100	82	23	898	26	163	67	13	27	83	249
Future Volume (veh/h)	336	1100	82	23	898	26	163	67	13	27	83	249
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1856	1737	1826	1826	1693	1515	1856	1767	1900	1870	1811
Adj Flow Rate, veh/h	365	1196	89	25	976	28	177	73	14	29	90	271
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	3	11	5	5	14	26	3	9	0	2	6
Cap, veh/h	407	2003	149	46	1105	318	329	349	67	349	296	588
Arrive On Green	0.23	0.42	0.42	0.03	0.22	0.22	0.10	0.23	0.23	0.03	0.16	0.16
Sat Flow, veh/h	1795	4810	358	1739	4985	1434	1443	1513	290	1810	1870	1514
Grp Volume(v), veh/h	365	840	445	25	976	28	177	0	87	29	90	271
Grp Sat Flow(s),veh/h/ln	1795	1689	1791	1739	1662	1434	1443	0	1803	1810	1870	1514
Q Serve(g_s), s	16.7	16.4	16.4	1.2	16.1	1.3	8.5	0.0	3.3	1.1	3.6	11.4
Cycle Q Clear(g_c), s	16.7	16.4	16.4	1.2	16.1	1.3	8.5	0.0	3.3	1.1	3.6	11.4
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	407	1406	746	46	1105	318	329	0	416	349	296	588
V/C Ratio(X)	0.90	0.60	0.60	0.55	0.88	0.09	0.54	0.00	0.21	0.08	0.30	0.46
Avail Cap(c_a), veh/h	924	1977	1049	269	1130	325	329	0	416	479	307	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	19.2	19.2	40.7	31.9	26.2	25.1	0.0	26.3	28.4	31.5	19.5
Incr Delay (d2), s/veh	2.9	0.4	0.8	3.8	8.4	0.1	1.0	0.0	0.1	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	6.0	6.5	0.5	7.0	0.4	2.9	0.0	1.4	0.5	1.6	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	19.6	20.0	44.5	40.3	26.3	26.0	0.0	26.4	28.5	31.7	19.7
LnGrp LOS	C	B	B	D	D	C	C	A	C	C	C	B
Approach Vol, veh/h		1650			1029			264			390	
Approach Delay, s/veh		23.0			40.0			26.2			23.1	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	41.1	15.0	19.5	25.6	24.6	8.9	25.6
Change Period (Y+Rc), s	6.9	* 5.8	* 6.3	* 6.1	6.4	5.8	6.4	* 6.1
Max Green Setting (Gmax), s	13.1	* 50	* 8.7	* 14	43.6	19.2	8.6	* 14
Max Q Clear Time (g_c+I1), s	3.2	18.4	10.5	13.4	18.7	18.1	3.1	5.3
Green Ext Time (p_c), s	0.0	10.5	0.0	0.1	0.5	0.7	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

Appendix I
Year 2030 Total Traffic Operation Worksheets

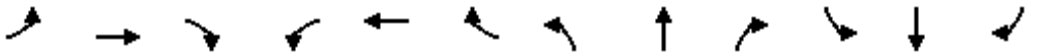
Intersection	
Int Delay, s/veh	5.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	106	44	107	162	51
Future Vol, veh/h	85	106	44	107	162	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	5	5	6	13	10
Mvmt Flow	94	118	49	119	180	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	212	0	311	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	217	-
Critical Hdwy	-	-	4.15	-	6.53	6.3
Critical Hdwy Stg 1	-	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-
Follow-up Hdwy	-	-	2.245	-	3.617	3.39
Pot Cap-1 Maneuver	-	-	1341	-	659	941
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	794	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1341	-	633	941
Mov Cap-2 Maneuver	-	-	-	-	633	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	763	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	12
HCM LOS			B

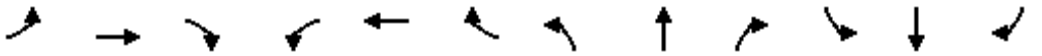
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	633	941	-	-	1341	-
HCM Lane V/C Ratio	0.284	0.06	-	-	0.036	-
HCM Control Delay (s)	12.9	9.1	-	-	7.8	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	1.2	0.2	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	769	139	19	781	18	103	50	20	79	65	309
Future Volume (vph)	192	769	139	19	781	18	103	50	20	79	65	309
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.1
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1671	4595		1308	4893	1615	1180	1347		1804	1712	1538
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.67	1.00		0.71	1.00	1.00
Satd. Flow (perm)	1671	4595		1308	4893	1615	838	1347		1341	1712	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	213	854	154	21	868	20	114	56	22	88	72	343
RTOR Reduction (vph)	0	19	0	0	0	13	0	14	0	0	0	303
Lane Group Flow (vph)	213	989	0	21	868	7	114	64	0	88	72	40
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	8%	10%	12%	38%	6%	0%	53%	16%	82%	0%	11%	5%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	14.7	39.1		2.5	27.0	27.0	16.4	10.1		15.2	9.5	9.5
Effective Green, g (s)	14.7	39.1		2.5	27.0	27.0	16.4	10.1		15.2	9.5	9.5
Actuated g/C Ratio	0.18	0.48		0.03	0.33	0.33	0.20	0.12		0.19	0.12	0.12
Clearance Time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.1
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	299	2188		39	1609	531	193	165		280	198	177
v/s Ratio Prot	c0.13	0.22		0.02	c0.18		c0.05	0.05		0.02	0.04	
v/s Ratio Perm						0.00	c0.07			0.04		0.03
v/c Ratio	0.71	0.45		0.54	0.54	0.01	0.59	0.39		0.31	0.36	0.22
Uniform Delay, d1	31.7	14.3		39.2	22.5	18.6	29.2	33.2		28.7	33.5	33.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.5	0.1		7.0	0.4	0.0	3.2	0.6		0.2	0.4	0.2
Delay (s)	38.2	14.5		46.2	22.8	18.6	32.4	33.7		28.9	33.9	33.2
Level of Service	D	B		D	C	B	C	C		C	C	C
Approach Delay (s)		18.6			23.3			32.9			32.5	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	82.1	Sum of lost time (s)	24.7
Intersection Capacity Utilization	55.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	769	139	19	781	18	103	50	20	79	65	309
Future Volume (veh/h)	192	769	139	19	781	18	103	50	20	79	65	309
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1752	1722	1337	1811	1900	1115	1663	685	1900	1737	1826
Adj Flow Rate, veh/h	213	854	154	21	868	20	114	56	22	88	72	343
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
Percent Heavy Veh, %	8	10	12	38	6	0	53	16	82	0	11	5
Cap, veh/h	247	1480	265	29	1213	395	302	323	127	497	419	373
Arrive On Green	0.15	0.36	0.36	0.02	0.25	0.25	0.10	0.28	0.28	0.05	0.24	0.24
Sat Flow, veh/h	1697	4077	731	1273	4944	1610	1061	1136	446	1810	1737	1545
Grp Volume(v), veh/h	213	667	341	21	868	20	114	0	78	88	72	343
Grp Sat Flow(s),veh/h/ln	1697	1594	1620	1273	1648	1610	1061	0	1582	1810	1737	1545
Q Serve(g_s), s	11.1	15.3	15.4	1.5	14.6	0.9	7.2	0.0	3.4	3.3	3.0	19.6
Cycle Q Clear(g_c), s	11.1	15.3	15.4	1.5	14.6	0.9	7.2	0.0	3.4	3.3	3.0	19.6
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	247	1157	588	29	1213	395	302	0	449	497	419	373
V/C Ratio(X)	0.86	0.58	0.58	0.73	0.72	0.05	0.38	0.00	0.17	0.18	0.17	0.92
Avail Cap(c_a), veh/h	348	1394	708	184	1867	608	302	0	449	575	458	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	23.2	23.3	44.0	31.3	26.1	22.3	0.0	24.4	23.8	27.2	33.5
Incr Delay (d2), s/veh	11.0	0.5	0.9	12.2	0.8	0.1	0.3	0.0	0.1	0.1	0.1	23.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	5.5	5.7	0.6	5.7	0.3	1.8	0.0	1.2	1.4	1.2	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	23.7	24.2	56.2	32.1	26.2	22.6	0.0	24.5	23.8	27.3	57.2
LnGrp LOS	D	C	C	E	C	C	C	A	C	C	C	E
Approach Vol, veh/h		1221			909			192			503	
Approach Delay, s/veh		28.2			32.5			23.4			47.1	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	38.7	15.0	28.0	19.6	28.0	11.1	31.8
Change Period (Y+Rc), s	6.9	* 5.8	* 6.3	* 6.1	6.4	5.8	6.4	* 6.1
Max Green Setting (Gmax), s	13.1	* 40	* 8.7	* 24	18.6	34.2	8.6	* 24
Max Q Clear Time (g_c+I1), s	3.5	17.4	9.2	21.6	13.1	16.6	5.3	5.4
Green Ext Time (p_c), s	0.0	7.0	0.0	0.3	0.1	5.7	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	236	1	2	224	2	5
Future Vol, veh/h	236	1	2	224	2	5
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	262	1	2	249	2	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	263	0	516	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1301	-	519	776
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1301	-	518	776
Mov Cap-2 Maneuver	-	-	-	-	518	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	679	-	-	1301	-
HCM Lane V/C Ratio	0.011	-	-	0.002	-
HCM Control Delay (s)	10.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	152	257	12	39	19
Future Vol, veh/h	7	152	257	12	39	19
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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	8	10	2	2	2
Mvmt Flow	8	169	286	13	43	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	299	0	-	0	478	293
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	185	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1262	-	-	-	546	746
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	847	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1262	-	-	-	542	746
Mov Cap-2 Maneuver	-	-	-	-	542	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	847	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1262	-	-	-	595
HCM Lane V/C Ratio	0.006	-	-	-	0.108
HCM Control Delay (s)	7.9	0	-	-	11.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

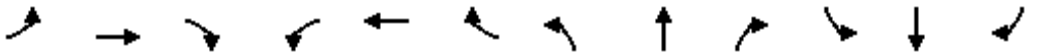
Intersection	
Int Delay, s/veh	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	102	66	33	100	168	62
Future Vol, veh/h	102	66	33	100	168	62
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	4	3	1	2	3
Mvmt Flow	113	73	37	111	187	69

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	187	0	299	114
Stage 1	-	-	-	-	114	-
Stage 2	-	-	-	-	185	-
Critical Hdwy	-	-	4.13	-	6.42	6.23
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.327
Pot Cap-1 Maneuver	-	-	1381	-	692	936
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	847	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1380	-	671	935
Mov Cap-2 Maneuver	-	-	-	-	671	-
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	822	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	11.5
HCM LOS			B

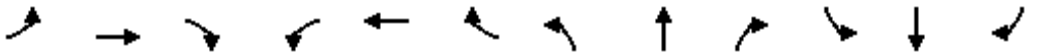
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	671	935	-	-	1380	-
HCM Lane V/C Ratio	0.278	0.074	-	-	0.027	-
HCM Control Delay (s)	12.4	9.2	-	-	7.7	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	1.1	0.2	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	358	1100	82	23	898	33	163	71	13	31	85	262
Future Volume (vph)	358	1100	82	23	898	33	163	71	13	31	85	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.1
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	4957		1719	4940	1417	1433	1786		1805	1863	1503
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.49	1.00		0.70	1.00	1.00
Satd. Flow (perm)	1787	4957		1719	4940	1417	744	1786		1326	1863	1503
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	389	1196	89	25	976	36	177	77	14	34	92	285
RTOR Reduction (vph)	0	7	0	0	0	27	0	6	0	0	0	248
Lane Group Flow (vph)	389	1278	0	25	976	9	177	85	0	34	92	37
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	3%	11%	5%	5%	14%	26%	3%	9%	0%	2%	6%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	8			4		4
Actuated Green, G (s)	22.7	43.9		2.6	23.9	23.9	25.8	17.1		15.6	12.0	12.0
Effective Green, g (s)	22.7	43.9		2.6	23.9	23.9	25.8	17.1		15.6	12.0	12.0
Actuated g/C Ratio	0.25	0.48		0.03	0.26	0.26	0.28	0.19		0.17	0.13	0.13
Clearance Time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.1
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	441	2367		48	1284	368	274	332		243	243	196
v/s Ratio Prot	c0.22	0.26		0.01	c0.20		c0.06	0.05		0.01	0.05	
v/s Ratio Perm						0.01	c0.12			0.02		0.02
v/c Ratio	0.88	0.54		0.52	0.76	0.03	0.65	0.26		0.14	0.38	0.19
Uniform Delay, d1	33.3	16.9		44.0	31.4	25.3	27.6	32.0		32.3	36.5	35.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	17.9	0.2		4.6	2.7	0.0	3.9	0.1		0.1	0.4	0.2
Delay (s)	51.2	17.1		48.7	34.1	25.4	31.5	32.1		32.4	36.9	35.8
Level of Service	D	B		D	C	C	C	C		C	D	D
Approach Delay (s)		25.0			34.1			31.7			35.8	
Approach LOS		C			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	29.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	91.9	Sum of lost time (s)	24.7
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	358	1100	82	23	898	33	163	71	13	31	85	262
Future Volume (veh/h)	358	1100	82	23	898	33	163	71	13	31	85	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1856	1737	1826	1826	1693	1515	1856	1767	1900	1870	1811
Adj Flow Rate, veh/h	389	1196	89	25	976	36	177	77	14	34	92	285
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	3	11	5	5	14	26	3	9	0	2	6
Cap, veh/h	430	2048	152	45	1087	313	322	346	63	353	299	242
Arrive On Green	0.24	0.43	0.43	0.03	0.22	0.22	0.10	0.23	0.23	0.03	0.16	0.16
Sat Flow, veh/h	1795	4810	358	1739	4985	1434	1443	1528	278	1810	1870	1514
Grp Volume(v), veh/h	389	840	445	25	976	36	177	0	91	34	92	285
Grp Sat Flow(s),veh/h/ln	1795	1689	1791	1739	1662	1434	1443	0	1806	1810	1870	1514
Q Serve(g_s), s	18.3	16.5	16.5	1.2	16.6	1.8	8.7	0.0	3.6	1.3	3.8	13.9
Cycle Q Clear(g_c), s	18.3	16.5	16.5	1.2	16.6	1.8	8.7	0.0	3.6	1.3	3.8	13.9
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	430	1438	763	45	1087	313	322	0	409	353	299	242
V/C Ratio(X)	0.90	0.58	0.58	0.55	0.90	0.12	0.55	0.00	0.22	0.10	0.31	1.18
Avail Cap(c_a), veh/h	899	1925	1021	262	1100	316	322	0	409	473	299	242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	19.1	19.1	41.9	33.1	27.3	26.2	0.0	27.4	29.0	32.3	36.6
Incr Delay (d2), s/veh	3.0	0.4	0.7	3.8	9.9	0.2	1.2	0.0	0.1	0.0	0.2	114.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	6.1	6.5	0.6	7.4	0.6	3.0	0.0	1.5	0.6	1.7	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	19.5	19.8	45.7	43.0	27.5	27.4	0.0	27.5	29.0	32.5	151.3
LnGrp LOS	D	B	B	D	D	C	C	A	C	C	C	F
Approach Vol, veh/h		1674			1037			268			411	
Approach Delay, s/veh		23.2			42.5			27.4			114.6	
Approach LOS		C			D			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	42.9	15.0	20.0	27.3	24.8	9.2	25.8
Change Period (Y+Rc), s	6.9	* 5.8	* 6.3	* 6.1	6.4	5.8	6.4	* 6.1
Max Green Setting (Gmax), s	13.1	* 50	* 8.7	* 14	43.6	19.2	8.6	* 14
Max Q Clear Time (g_c+I1), s	3.2	18.5	10.7	15.9	20.3	18.6	3.3	5.6
Green Ext Time (p_c), s	0.0	10.4	0.0	0.0	0.5	0.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	40.5
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	2	5	143	1	3
Future Vol, veh/h	95	2	5	143	1	3
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	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	106	2	6	159	1	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	108	0	278	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	171	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1483	-	712	947
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	859	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1483	-	709	947
Mov Cap-2 Maneuver	-	-	-	-	709	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	856	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	874	-	-	1483	-
HCM Lane V/C Ratio	0.005	-	-	0.004	-
HCM Control Delay (s)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

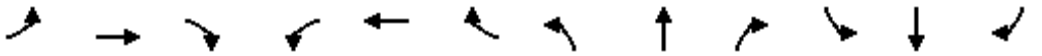
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	142	224	44	26	13
Future Vol, veh/h	22	142	224	44	26	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	2	2	2
Mvmt Flow	24	158	249	49	29	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	298	0	-	0	480	274
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	206	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1263	-	-	-	545	765
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	829	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1263	-	-	-	534	765
Mov Cap-2 Maneuver	-	-	-	-	534	-
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	829	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1263	-	-	-	594
HCM Lane V/C Ratio	0.019	-	-	-	0.073
HCM Control Delay (s)	7.9	0	-	-	11.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

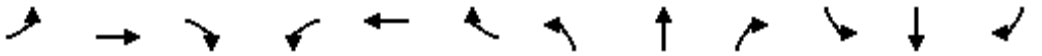
Appendix J
Year 2030 Mitigated Total Traffic Operation Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	769	139	19	781	18	103	50	20	79	65	309
Future Volume (vph)	192	769	139	19	781	18	103	50	20	79	65	309
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.4
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1671	4595		1308	4893	1615	1180	1347		1804	1712	1538
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.66	1.00		0.71	1.00	1.00
Satd. Flow (perm)	1671	4595		1308	4893	1615	821	1347		1341	1712	1538
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	213	854	154	21	868	20	114	56	22	88	72	343
RTOR Reduction (vph)	0	18	0	0	0	13	0	15	0	0	0	99
Lane Group Flow (vph)	213	990	0	21	868	7	114	63	0	88	72	244
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	8%	10%	12%	38%	6%	0%	53%	16%	82%	0%	11%	5%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8		7	4	5
Permitted Phases						6	8			4		4
Actuated Green, G (s)	15.0	40.5		2.4	28.0	28.0	13.4	7.3		12.2	6.7	21.7
Effective Green, g (s)	15.0	40.5		2.4	28.0	28.0	13.4	7.3		12.2	6.7	21.7
Actuated g/C Ratio	0.19	0.50		0.03	0.35	0.35	0.17	0.09		0.15	0.08	0.27
Clearance Time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.4
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	311	2314		39	1704	562	164	122		235	142	415
v/s Ratio Prot	c0.13	0.22		0.02	c0.18		c0.05	0.05		0.03	0.04	0.11
v/s Ratio Perm						0.00	c0.06			0.03		0.05
v/c Ratio	0.68	0.43		0.54	0.51	0.01	0.70	0.52		0.37	0.51	0.59
Uniform Delay, d1	30.5	12.6		38.5	20.8	17.1	31.0	34.9		30.4	35.3	25.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.9	0.1		7.0	0.2	0.0	9.9	1.8		0.4	1.0	1.4
Delay (s)	35.4	12.7		45.4	21.0	17.2	40.9	36.7		30.8	36.3	26.8
Level of Service	D	B		D	C	B	D	D		C	D	C
Approach Delay (s)		16.7			21.5			39.2			28.9	
Approach LOS		B			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	21.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	80.4	Sum of lost time (s)	24.7
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	769	139	19	781	18	103	50	20	79	65	309
Future Volume (veh/h)	192	769	139	19	781	18	103	50	20	79	65	309
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1752	1722	1337	1811	1900	1115	1663	685	1900	1737	1826
Adj Flow Rate, veh/h	213	854	154	21	868	20	114	56	22	88	72	343
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
Percent Heavy Veh, %	8	10	12	38	6	0	53	16	82	0	11	5
Cap, veh/h	249	1507	270	29	1243	405	293	292	115	467	369	556
Arrive On Green	0.15	0.37	0.37	0.02	0.25	0.25	0.10	0.26	0.26	0.05	0.21	0.21
Sat Flow, veh/h	1697	4077	731	1273	4944	1610	1061	1136	446	1810	1737	1545
Grp Volume(v), veh/h	213	667	341	21	868	20	114	0	78	88	72	343
Grp Sat Flow(s),veh/h/ln	1697	1594	1620	1273	1648	1610	1061	0	1582	1810	1737	1545
Q Serve(g_s), s	10.4	14.1	14.3	1.4	13.5	0.8	7.0	0.0	3.3	3.2	2.9	15.5
Cycle Q Clear(g_c), s	10.4	14.1	14.3	1.4	13.5	0.8	7.0	0.0	3.3	3.2	2.9	15.5
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	249	1178	599	29	1243	405	293	0	406	467	369	556
V/C Ratio(X)	0.85	0.57	0.57	0.72	0.70	0.05	0.39	0.00	0.19	0.19	0.19	0.62
Avail Cap(c_a), veh/h	372	1488	756	197	1992	649	297	0	447	553	489	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	21.3	21.4	41.2	28.8	24.1	22.6	0.0	24.6	24.0	27.4	22.4
Incr Delay (d2), s/veh	8.1	0.4	0.9	11.5	0.7	0.0	0.3	0.0	0.1	0.1	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	5.0	5.2	0.5	5.2	0.3	1.7	0.0	1.2	1.3	1.2	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	21.8	22.2	52.6	29.6	24.1	22.9	0.0	24.7	24.1	27.5	23.0
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	C	C
Approach Vol, veh/h		1221			909			192			503	
Approach Delay, s/veh		25.7			30.0			23.6			23.8	
Approach LOS		C			C			C			C	

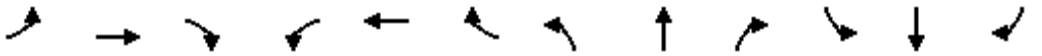
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	37.2	14.7	24.1	18.9	27.1	11.0	27.9
Change Period (Y+Rc), s	6.9	* 5.8	* 6.3	* 6.1	6.4	5.8	6.4	* 6.1
Max Green Setting (Gmax), s	13.1	* 40	* 8.7	* 24	18.6	34.2	8.6	* 24
Max Q Clear Time (g_c+I1), s	3.4	16.3	9.0	17.5	12.4	15.5	5.2	5.3
Green Ext Time (p_c), s	0.0	7.1	0.0	0.5	0.2	5.8	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

Notes

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

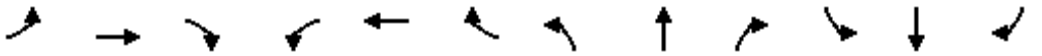
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	358	1100	82	23	898	33	163	71	13	31	85	262
Future Volume (vph)	358	1100	82	23	898	33	163	71	13	31	85	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.4
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	4957		1719	4940	1417	1433	1786		1805	1863	1518
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.43	1.00		0.70	1.00	1.00
Satd. Flow (perm)	1787	4957		1719	4940	1417	655	1786		1326	1863	1518
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	389	1196	89	25	976	36	177	77	14	34	92	285
RTOR Reduction (vph)	0	7	0	0	0	26	0	6	0	0	0	60
Lane Group Flow (vph)	389	1278	0	25	976	10	177	85	0	34	92	225
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	3%	11%	5%	5%	14%	26%	3%	9%	0%	2%	6%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8		7	4	5
Permitted Phases						6	8			4		4
Actuated Green, G (s)	22.1	44.1		2.5	24.6	24.6	22.6	13.8		12.0	8.5	30.6
Effective Green, g (s)	22.1	44.1		2.5	24.6	24.6	22.6	13.8		12.0	8.5	30.6
Actuated g/C Ratio	0.25	0.50		0.03	0.28	0.28	0.26	0.16		0.14	0.10	0.35
Clearance Time (s)	6.4	5.4		6.9	5.8	5.8	6.3	6.0		6.4	6.1	6.4
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	445	2467		48	1371	393	244	278		198	178	524
v/s Ratio Prot	c0.22	0.26		0.01	c0.20		c0.07	0.05		0.01	0.05	0.11
v/s Ratio Perm						0.01	c0.11			0.02		0.04
v/c Ratio	0.87	0.52		0.52	0.71	0.03	0.73	0.31		0.17	0.52	0.43
Uniform Delay, d1	31.9	15.1		42.5	28.8	23.3	28.5	33.2		33.7	38.1	22.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	16.6	0.2		4.6	1.8	0.0	8.7	0.2		0.2	1.1	0.2
Delay (s)	48.6	15.2		47.1	30.6	23.3	37.2	33.4		33.9	39.2	22.5
Level of Service	D	B		D	C	C	D	C		C	D	C
Approach Delay (s)		23.0			30.7			35.9			27.2	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	26.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	88.6	Sum of lost time (s)	24.7
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	358	1100	82	23	898	33	163	71	13	31	85	262
Future Volume (veh/h)	358	1100	82	23	898	33	163	71	13	31	85	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1856	1737	1826	1826	1693	1515	1856	1767	1900	1870	1811
Adj Flow Rate, veh/h	389	1196	89	25	976	36	177	77	14	34	92	285
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	3	11	5	5	14	26	3	9	0	2	6
Cap, veh/h	430	2048	152	45	1087	313	322	346	63	353	299	610
Arrive On Green	0.24	0.43	0.43	0.03	0.22	0.22	0.10	0.23	0.23	0.03	0.16	0.16
Sat Flow, veh/h	1795	4810	358	1739	4985	1434	1443	1528	278	1810	1870	1514
Grp Volume(v), veh/h	389	840	445	25	976	36	177	0	91	34	92	285
Grp Sat Flow(s),veh/h/ln	1795	1689	1791	1739	1662	1434	1443	0	1806	1810	1870	1514
Q Serve(g_s), s	18.3	16.5	16.5	1.2	16.6	1.8	8.7	0.0	3.6	1.3	3.8	12.1
Cycle Q Clear(g_c), s	18.3	16.5	16.5	1.2	16.6	1.8	8.7	0.0	3.6	1.3	3.8	12.1
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	430	1438	763	45	1087	313	322	0	409	353	299	610
V/C Ratio(X)	0.90	0.58	0.58	0.55	0.90	0.12	0.55	0.00	0.22	0.10	0.31	0.47
Avail Cap(c_a), veh/h	899	1925	1021	262	1100	316	322	0	409	473	299	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	19.1	19.1	41.9	33.1	27.3	26.2	0.0	27.4	29.0	32.3	19.3
Incr Delay (d2), s/veh	3.0	0.4	0.7	3.8	9.9	0.2	1.2	0.0	0.1	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	6.1	6.5	0.6	7.4	0.6	3.0	0.0	1.5	0.6	1.7	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	19.5	19.8	45.7	43.0	27.5	27.4	0.0	27.5	29.0	32.5	19.6
LnGrp LOS	D	B	B	D	D	C	C	A	C	C	C	B
Approach Vol, veh/h		1674			1037			268			411	
Approach Delay, s/veh		23.2			42.5			27.4			23.2	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	42.9	15.0	20.0	27.3	24.8	9.2	25.8
Change Period (Y+Rc), s	6.9	* 5.8	* 6.3	* 6.1	6.4	5.8	6.4	* 6.1
Max Green Setting (Gmax), s	13.1	* 50	* 8.7	* 14	43.6	19.2	8.6	* 14
Max Q Clear Time (g_c+I1), s	3.2	18.5	10.7	14.1	20.3	18.6	3.3	5.6
Green Ext Time (p_c), s	0.0	10.4	0.0	0.0	0.5	0.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

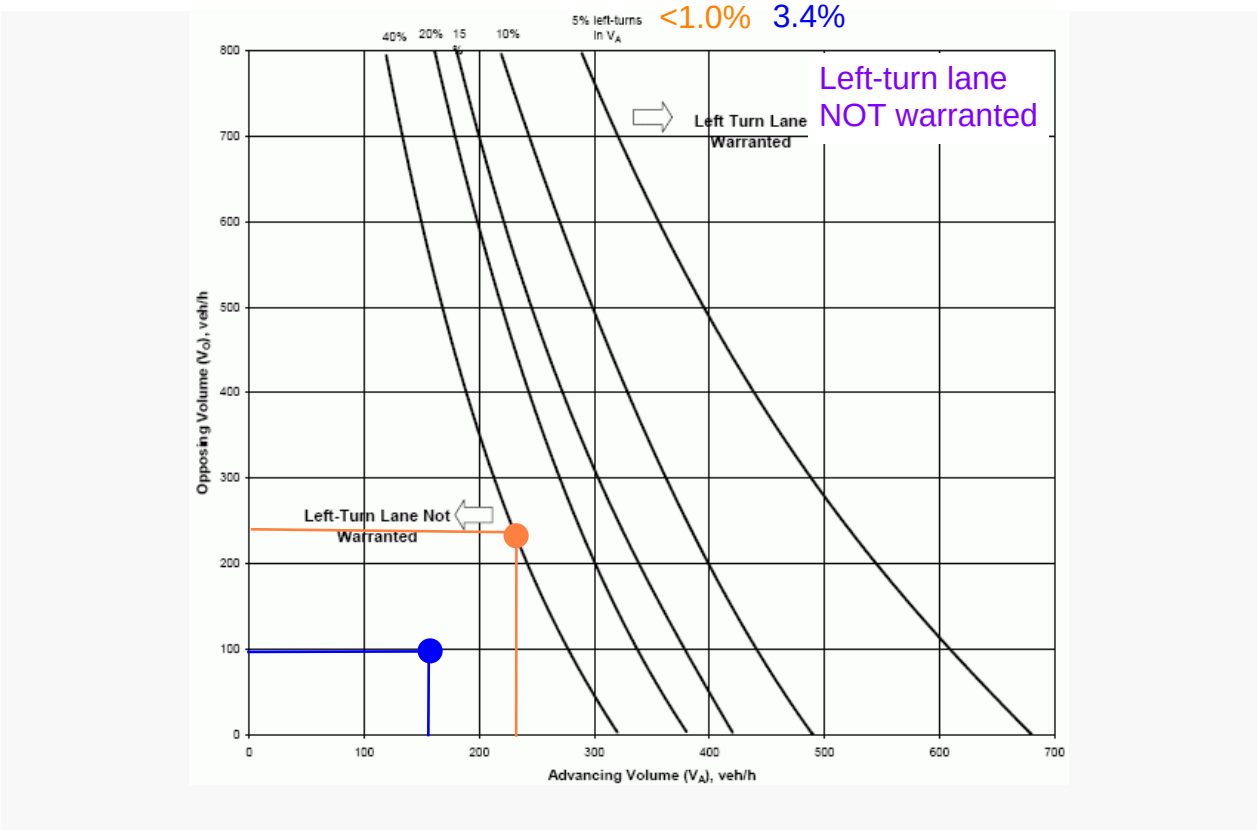
User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix K
Turn Lane Warrants

Lincoln Rd / Site Access A - WBL
Year 2030 Total Traffic Conditions - Full Movement
Weekday AM Peak Hour
Weekday PM Peak Hour

Figure 3 – Left-Turn Lane Guidelines for Two-Lane Roads, 50 mph



The following data are required:

1. Opposing Volume (veh/hr) - VO - The opposing volume is to include only the right-turn and through movements in the opposite direction of the left-turning vehicle.

2. Advancing Volume (veh/hr) - VA - The advancing volume is to include the right-turn, left-turn and through movements in the same direction as the left-turning vehicle.

3. Operating Speed (mph) - The greatest of anticipated operating speed, measured 85th percentile speed or posted speed.

4. Percentage of left-turns in VA

Left-turn lane is not needed for left-turn volume less than 10 vph. However, criteria other than volume, such as crash experience, may be used to justify a left-turn lane.

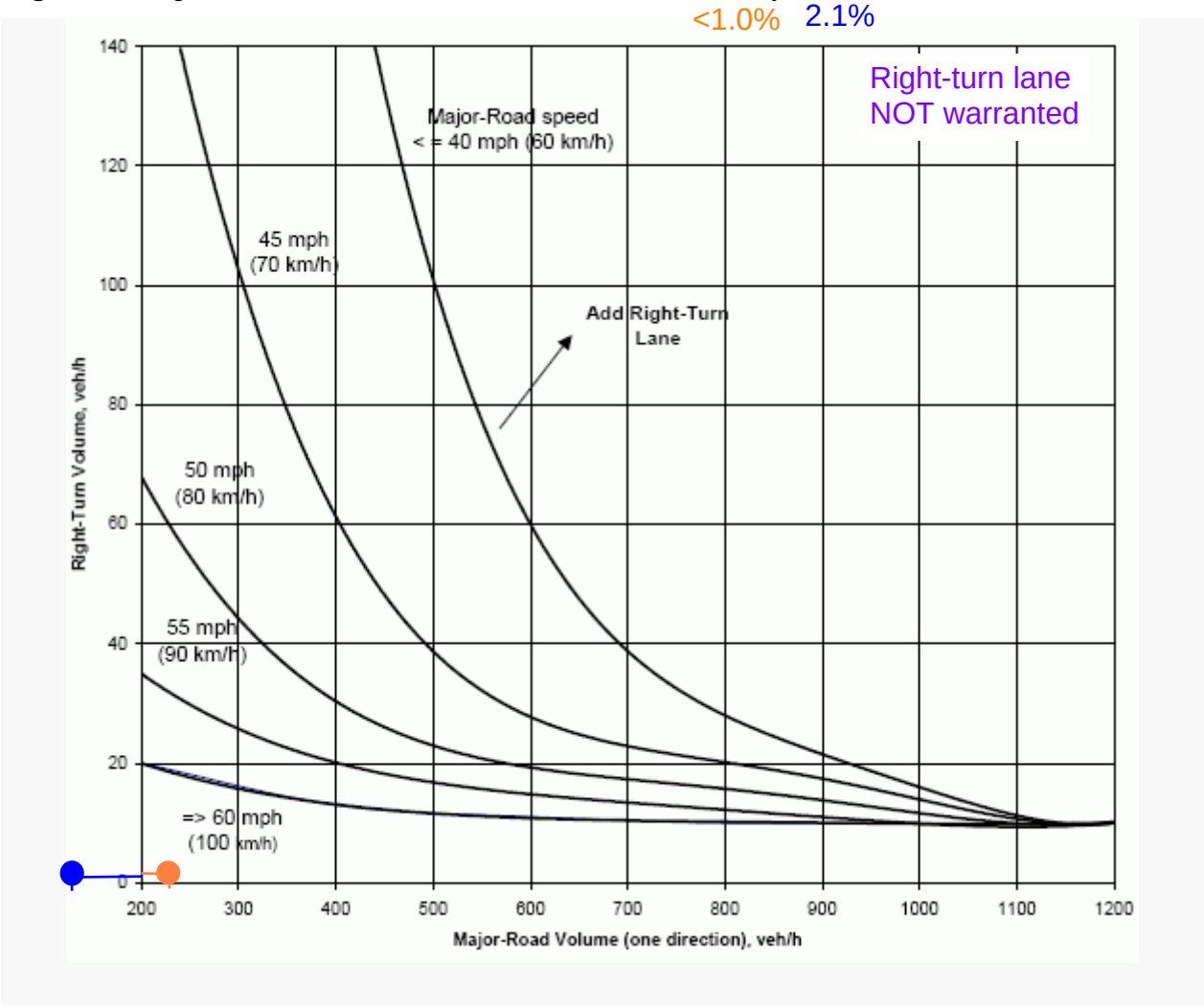
The appropriate trend line is identified on the basis of the percentage of left-turns in the advancing volume, rounded up to the nearest percentage trend line. If the advancing and opposing volume combination intersects above or to the right of this trend line, a left-turn lane is appropriate.

Source: NCHRP Report 279 and 457

Lincoln Rd / Site Access A - WBL
Year 2030 Total Traffic Conditions - Full Movement
Weekday AM Peak Hour
Weekday PM Peak Hour

Figure 6 – Right-Turn Lane Guidelines for Two-Lane Roadways

<1.0% 2.1%



The following data are required:

1. Advancing Volume (veh/hr) - The advancing volume is to include the right-turn, left-turn and through movements in the same direction as the right-turning vehicle.

2. Right-Turning Volume (veh/hr) - The right-turning volume is the number of advancing vehicles turning right.

3. Operating Speed (mph) - The greatest of anticipated operating speed, measured 85th percentile speed or posted speed.

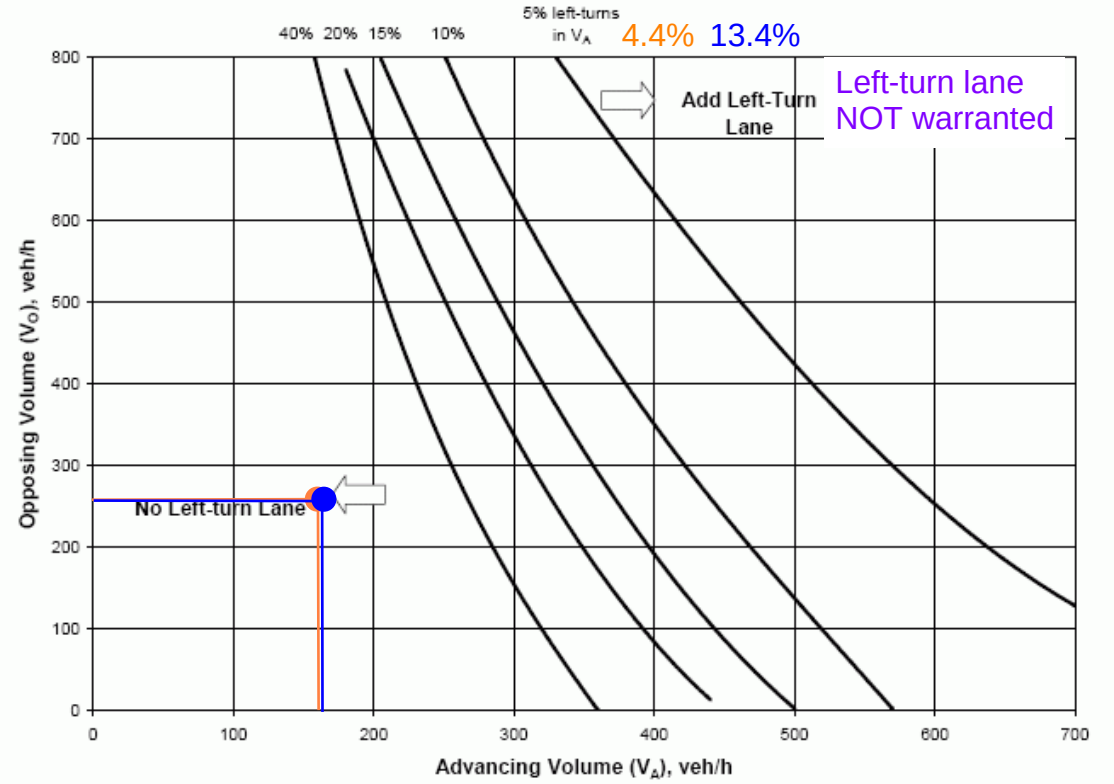
Note: Right-turn lane is not needed for right-turn volume less than 10 vph. However, criteria other than volume, e.g. crash experience, may be used to justify a right-turn lane.

If the combination of major road approach volume and right-turn volume intersects above or to the right of the speed trend line corresponding to the major road operating speed, then a right-turn lane is appropriate.

Source: NCHRP Report 279 and 457

Marble Front Rd / Site Access B - EBL
Year 2030 Total Traffic Conditions - Full Movement
Weekday AM Peak Hour
Weekday PM Peak Hour

Figure 1 – Left-Turn Lane Guidelines for Two-Lane Roads less than or equal to 40 mph



The following data are required:

1. Opposing Volume (veh/hr) - VO - The opposing volume is to include only the right-turn and through movements in the opposite direction of the left turning vehicle.

2. Advancing Volume (veh/hr) - VA - The advancing volume is to include the right-turn, left-turn and through movements in the same direction as the left turning vehicle.

3. Operating Speed (mph) - The greatest of anticipated operating speed, measured 85th percentile speed or posted speed.

4. Percentage of left turns in VA

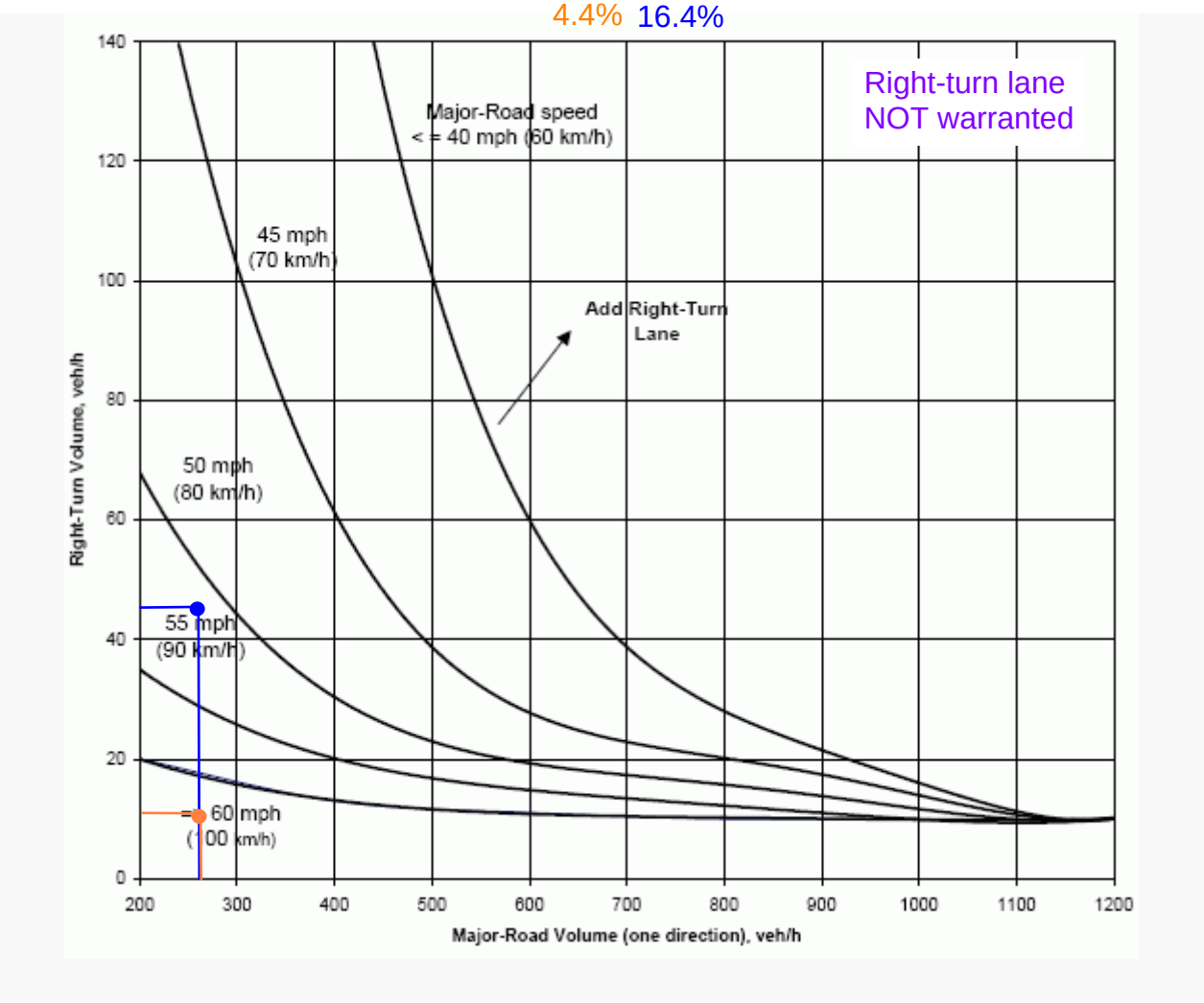
Left- turn lane is not needed for left turn volume less than 10 vph. However, criteria other than volume, such as crash experience, may be used to justify a left-turn lane.

The appropriate trend line is identified on the basis of the percentage of left-turns in the advancing volume, rounded up to the nearest percentage trend line. If the advancing and opposing volume combination intersects above or to the right of this trend line, a left-turn lane is appropriate.

Source: NCHRP Report 279 and 457

Figure 6 – Right-Turn Lane Guidelines for Two-Lane Roadways

4.4% 16.4%



The following data are required:

1. Advancing Volume (veh/hr) - The advancing volume is to include the right-turn, left-turn and through movements in the same direction as the right-turning vehicle.

2. Right-Turning Volume (veh/hr) - The right-turning volume is the number of advancing vehicles turning right.

3. Operating Speed (mph) - The greatest of anticipated operating speed, measured 85th percentile speed or posted speed.

Note: Right-turn lane is not needed for right-turn volume less than 10 vph. However, criteria other than volume, e.g. crash experience, may be used to justify a right-turn lane.

If the combination of major road approach volume and right-turn volume intersects above or to the right of the speed trend line corresponding to the major road operating speed, then a right-turn lane is appropriate.

Source: NCHRP Report 279 and 457

Street Name Request Form

Project Name: Hunters Path

Approved: ☐

Project Location: Lincoln and Marble Front

Resubmission Required: ☐

Submittal Number: Date: 5-27-25

Requested Street Name	FOR STAFF REVIEW				Notes
	Street Name		Street Suffix		
	Approved	Denied	Approved	Denied	
Jump Dog Street	☐	☐	☐	☐	
Antler Ave	☐	☐	☐	☐	
Hunters Path Way	☐	☐	☐	☐	
Blacktail Street	☐	☐	☐	☐	
Boar Ave	☐	☐	☐	☐	
Greenhead Street	✔	☐	☐	☐	
Airwashed Ave	☐	☐	☐	☐	
Kiner Drive	☐	☐	☐	☐	
Oakleaf Ave	☐	☐	☐	✔	
	☐	☐	☐	✔	
	☐	☐	☐	✔	Hunters Path Subdivision
	☐	☐	☐	☐	1200' west of intersection c
	✔	☐	☐	☐	
	☐	☐	☐	☐	
	☐	☐	☐	☐	
	☐	☐	☐	☐	
	☐	✔	☐	☐	
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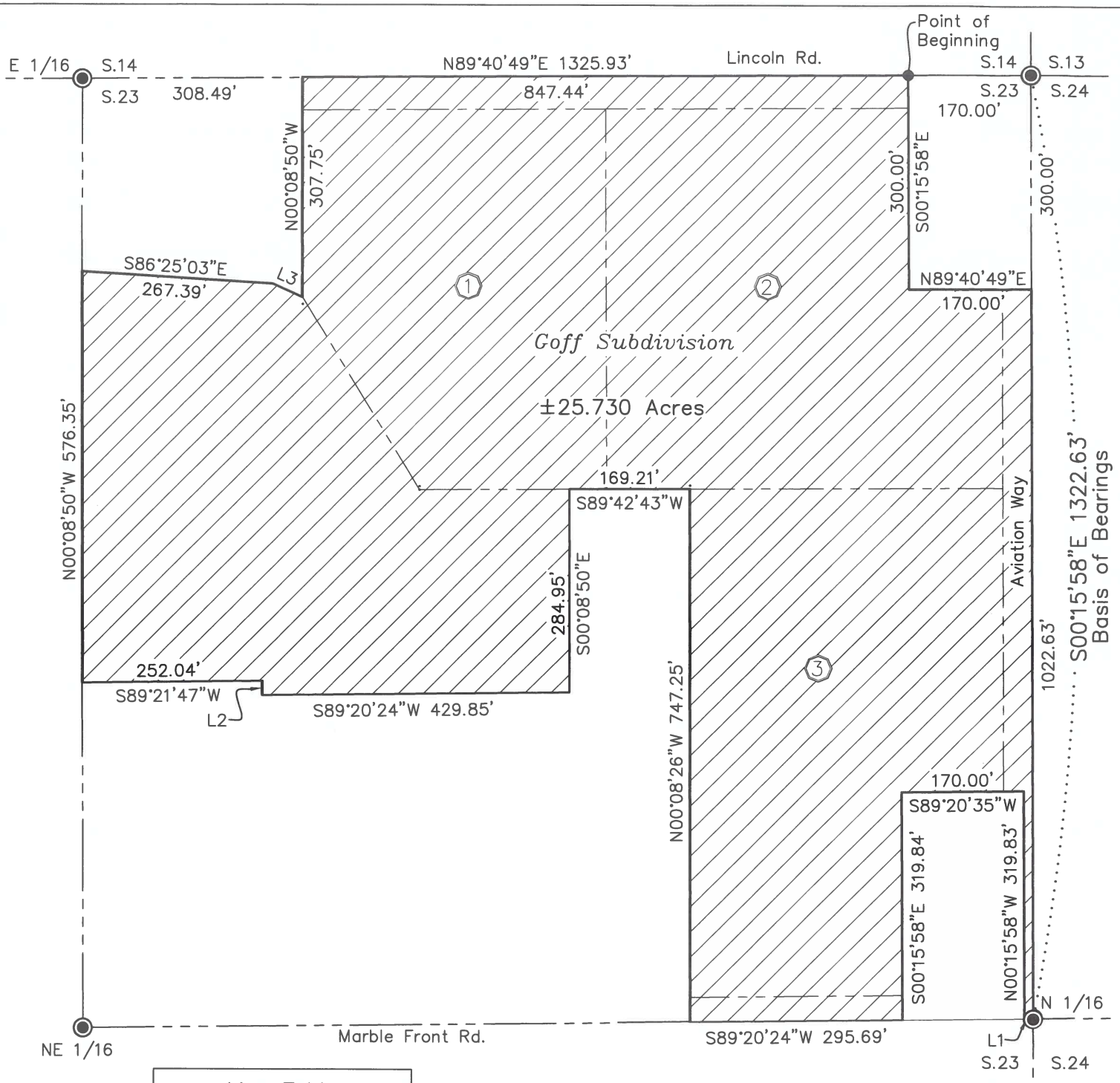


Line Table		
Line	Bearing	Length
L1	S89°20'24"W	12.00'
L2	N00°08'50"W	19.95'
L3	N65°58'50"W	45.66'

N

Scale: 1"=200'

0 50 100 200 400

PROFESSIONAL LAND SURVEYOR LICENSED 11779 STATE OF IDAHO CODY M. McCAMMON 5/15/2025

P:\Hunters Path 24-341-02\dwg\24-341 Annex.dwg 5/15/2025 6:45:21 PM

IDAHO SURVEY GROUP, LLC
9939 W. EMERALD ST.
BOISE, IDAHO 83704
(208) 846-8570

Exhibit Drawing for
Annexation
Hunters Path Subdivision

All of Lots 1, 2 and 3, Goff Subdivision and unplatted portions of the NE1/4 of the NE1/4 of Section 23, T.4N., R.3W., B.M., Canyon County, Idaho.

Job No. 24-341-02
Sheet No. 1
Dwg. Date 5/15/2025

Description for
Annexation
Hunters Path Subdivision
May 15, 2025

All of Lots 1, 2 and 3, Block 1, Goff Subdivision as filed in Book 51 of Plats at Page 49, records of Canyon County, Idaho and unplatted portions of the Northeast 1/4 of the Northeast 1/4 of Section 23, Township 4 North, Range 3 West, Boise Meridian, Canyon County, Idaho, more particularly described as follows:

Commencing at the Section corner common to Sections 13, 14, 23 and 24, T.4N., R.3W., B.M., from which the North 1/16 corner common to said Sections 23 and 24 bears South 00°15'58" East, 1,322.63 feet; thence on the north boundary line of said Section 23, South 89°40'49" West, 170.00 feet to the Northeast corner of said Goff Subdivision and the **POINT OF BEGINNING**;

thence on the exterior boundary line of said Goff Subdivision the following ten (10) courses and distances:

South 00°15'58" East, 300.00 feet;

North 89°40'49" East, 170.00 feet to the east boundary line of said Section 23;

South 00°15'58" East, 1,022.63 feet on said east boundary line to the south boundary line of the Northeast 1/4 of the Northeast 1/4 of said Section 23;

South 89°20'24" West, 12.00 feet on said south boundary line;

leaving said south boundary line, North 00°15'58" West, 319.83 feet;

South 89°20'35" West, 170.00 feet;

South 00°15'58" East, 319.84 feet to the south boundary line of the Northeast 1/4 of the Northeast 1/4 of said Section 23;

South 89°20'24" West, 295.69 feet on the said south boundary line;

leaving said south boundary line, North 00°08'26" West, 747.25 feet;

South 89°42'43" West, 169.21 feet;

thence leaving said exterior boundary line, South 00°08'50" East, 284.95 feet;

thence South 89°20'24" West, 429.85 feet;

thence North 00°08'50" West, 19.95 feet;

thence South 89°21'47" West, 252.04 feet to the west boundary line of the Northeast 1/4 of the Northeast 1/4 of said Section 23;

thence on the said west boundary line, North 00°08'50" West, 576.35 feet;

thence leaving the said west boundary line, South 86°25'03" East, 267.39 feet;

thence South 65°58'50" East, 45.66 feet to the exterior boundary line of said Goff Subdivision;

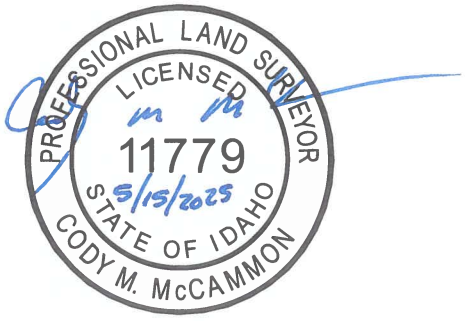
thence on the exterior boundary line of said Goff Subdivision the following two (2) courses and distances:

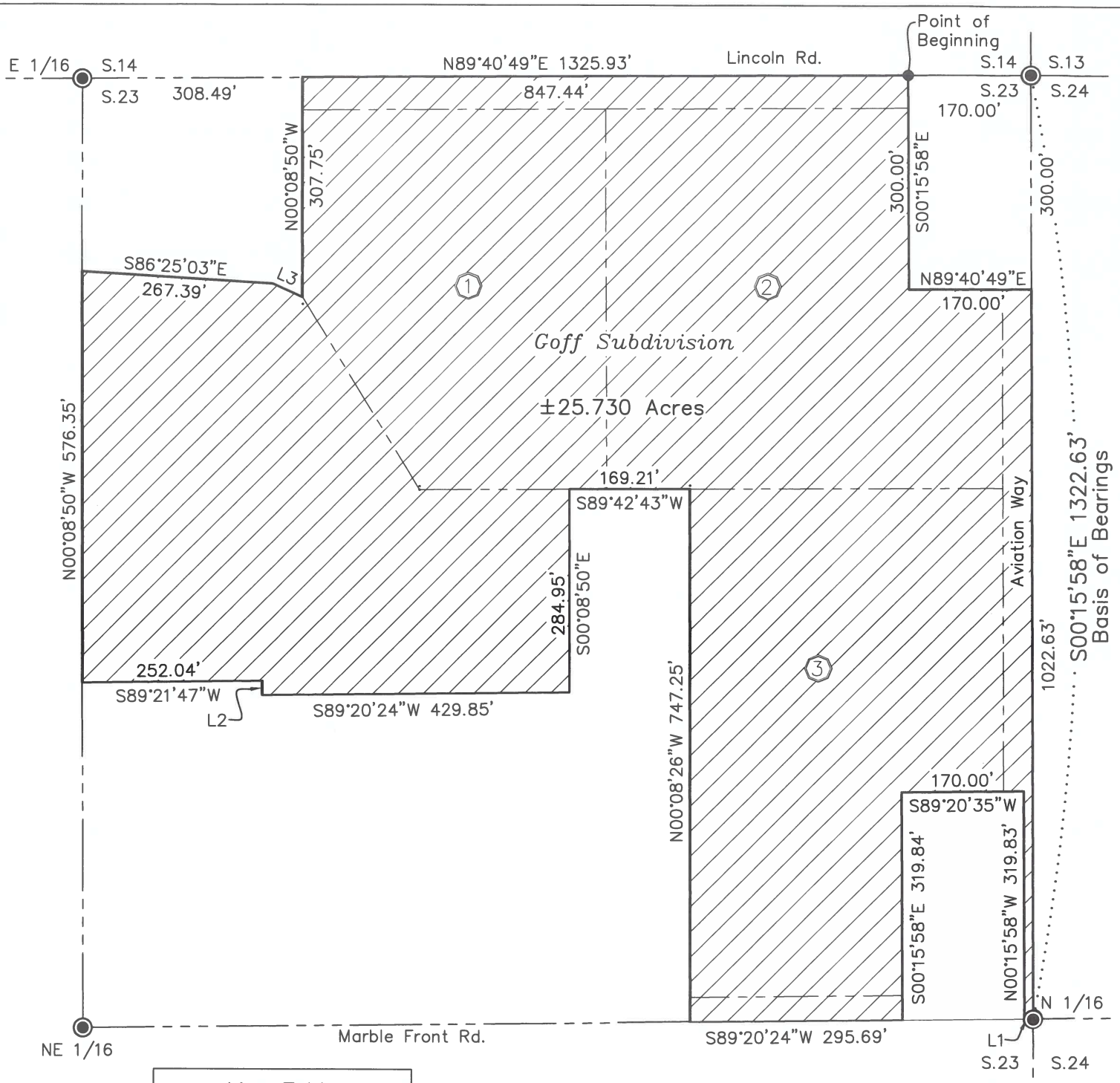
North 00°08'50" West, 307.75 feet to the north boundary line of Section 23;

North 89°40'49" East, 847.44 feet on said north boundary line to the **POINT OF BEGINNING**.

Containing 25.730 acres, more or less.

End of Description.





Line Table		
Line	Bearing	Length
L1	S89°20'24"W	12.00'
L2	N00°08'50"W	19.95'
L3	N65°58'50"W	45.66'

N

Scale: 1"=200'

0 50 100 200 400

PROFESSIONAL LAND SURVEYOR LICENSED 11779 STATE OF IDAHO CODY M. McCAMMON 5/15/2025

P:\Hunters Path 24-341-02\dwg\24-341 Annex.dwg 5/15/2025 6:45:21 PM

IDAHO SURVEY GROUP, LLC
9939 W. EMERALD ST.
BOISE, IDAHO 83704
(208) 846-8570

Exhibit Drawing for
Annexation
Hunters Path Subdivision

All of Lots 1, 2 and 3, Goff Subdivision and unplatted portions of the NE1/4 of the NE1/4 of Section 23, T.4N., R.3W., B.M., Canyon County, Idaho.

Job No. 24-341-02
Sheet No. 1
Dwg. Date 5/15/2025

2024-002810
RECORDED
01/31/2024 08:11 AM
CHRIS YAMAMOTO
CANYON COUNTY RECORDER
Pgs=4 NHANEY $15.00
TYPE: DEED
VENTURE TITLE & ESCROW COMPANY
ELECTRONICALLY RECORDED

VENTURE
TITLE & ESCROW

File Number:V2311955

Warranty Deed

For value received,

Ryan Goff, a married person, as their sole and separate property and Bradley S. Goff, a married person, as their sole and separate property and Roger Goff, an unmarried person and Roger S. Goff, as personal representative of the estate of Donna L. Goff, also shown of record as Donna Goff, deceased, in Canyon County, Probate Case No. CV14-23-11518

the grantor, does hereby grant, bargain, sell, and convey unto

Cantlon Holdings LLC, an Idaho limited liability company, as to an undivided 50% tenants-in-common interest, whose current address is 898 W. Stafford Drive, Eagle, ID 83616 and Boise Valley Land Holdings, LLC, an Idaho limited liability company, as to an undivided 50% tenants-in-common interest, whose current address is P.O. Box 550, Meridian, ID 83680

the grantee, the following described premises, in Canyon County, Idaho, to wit:

See Attached Exhibit A

To have and to hold the said premises, with their appurtenances unto the said Grantee, its heirs and assigns forever. And the said Grantor does hereby covenant to and with the said Grantee, that Grantor is the owner in fee simple of said premises; that they are free from all encumbrances except those to which this conveyance is expressly made subject and those made, suffered or done by the Grantee; and subject to all existing patent reservations, easements, right(s) of way, protective covenants, zoning ordinances, and applicable building codes, laws and regulations, general taxes and assessments, including irrigation and utility assessments (if any) for the current year, which are not due and payable, and that Grantor will warrant and defend the same from all lawful claims whatsoever. Whenever the context so requires, the singular number includes the plural.

Dated: January 17, 2024

Ryan Goff

Andrea Goff

Bradley S. Goff

Darci R. Goff

Roger Goff by Bradley S. Goff Attorney in Fact
Roger Goff by Bradley S. Goff, Attorney in Fact

The Estate of Donna L. Goff, also shown of record as Donna Goff, deceased, in Canyon County, Probate Case No. CV14-23-11518

By: _____
Roger S. Goff, Personal Representative

State of Idaho,
County of Canyon, ss:

This record was signed or acknowledged before me on this 23rd day of January 2024, by Ryan Goff and Andrea Goff and Bradley S. Goff and Darci R. Goff.

_____
Notary Public
Residing In: Meridian, ID
My Commission Expires: 10/28/29
(seal)

JUSTIN ROBERTSON
COMMISSION #45639
NOTARY PUBLIC
STATE OF IDAHO
MY COMMISSION EXPIRES 10/28/2029

State of Idaho,
County of Canyon, ss:

This record was signed or acknowledged before me on this 23rd day of January 2024, by Bradley S. Goff, as attorney in fact for Roger Goff.

Notary Public
Residing In: Meridian, ID
My Commission Expires: 10/28/29
(seal)

JUSTIN ROBERTSON
COMMISSION #45639
NOTARY PUBLIC
STATE OF IDAHO
MY COMMISSION EXPIRES 10/28/2029

State of Idaho,
County of Canyon, ss:

This record was signed or acknowledged before me on this 23rd day of January 2024, by Roger S. Goff, as Personal Representative of the Estate of Donna L. Goff.

Notary Public
Residing In: Meridian, ID
My Commission Expires: 10/28/29
(seal)

JUSTIN ROBERTSON
COMMISSION #45639
NOTARY PUBLIC
STATE OF IDAHO
MY COMMISSION EXPIRES 10/28/2029

Exhibit A

Legal Description of the Premises

Parcel 1:

Lot 1 in Block 1 of Goff Subdivision, according to the official plat thereof, filed in Book 51 of Plats at Page(s) 49, records of Canyon County, Idaho.

Parcel 2:

Lot 2 in Block 1 of Goff Subdivision, according to the official plat thereof, filed in Book 51 of Plats at Page(s) 49, records of Canyon County, Idaho.

Parcel 3:

Lot 3 in Block 1 of Goff Subdivision, according to the official plat thereof, filed in Book 51 of Plats at Page(s) 49, records of Canyon County, Idaho.

2024-002810
RECORDED
01/31/2024 08:11 AM
CHRIS YAMAMOTO
CANYON COUNTY RECORDER
Pgs=4 NHANEY $15.00
TYPE: DEED
VENTURE TITLE & ESCROW COMPANY
ELECTRONICALLY RECORDED

VENTURE
TITLE & ESCROW

File Number:V2311955

Warranty Deed

For value received,

Ryan Goff, a married person, as their sole and separate property and Bradley S. Goff, a married person, as their sole and separate property and Roger Goff, an unmarried person and Roger S. Goff, as personal representative of the estate of Donna L. Goff, also shown of record as Donna Goff, deceased, in Canyon County, Probate Case No. CV14-23-11518

the grantor, does hereby grant, bargain, sell, and convey unto

Cantlon Holdings LLC, an Idaho limited liability company, as to an undivided 50% tenants-in-common interest, whose current address is 898 W. Stafford Drive, Eagle, ID 83616 and Boise Valley Land Holdings, LLC, an Idaho limited liability company, as to an undivided 50% tenants-in-common interest, whose current address is P.O. Box 550, Meridian, ID 83680

the grantee, the following described premises, in Canyon County, Idaho, to wit:

See Attached Exhibit A

To have and to hold the said premises, with their appurtenances unto the said Grantee, its heirs and assigns forever. And the said Grantor does hereby covenant to and with the said Grantee, that Grantor is the owner in fee simple of said premises; that they are free from all encumbrances except those to which this conveyance is expressly made subject and those made, suffered or done by the Grantee; and subject to all existing patent reservations, easements, right(s) of way, protective covenants, zoning ordinances, and applicable building codes, laws and regulations, general taxes and assessments, including irrigation and utility assessments (if any) for the current year, which are not due and payable, and that Grantor will warrant and defend the same from all lawful claims whatsoever. Whenever the context so requires, the singular number includes the plural.

Dated: January 17, 2024

Ryan Goff

Andrea Goff

Bradley S. Goff

Darci R. Goff

Roger Goff by Bradley S. Goff Attorney in Fact
Roger Goff by Bradley S. Goff, Attorney in Fact

The Estate of Donna L. Goff, also shown of record as Donna Goff, deceased, in Canyon County, Probate Case No. CV14-23-11518

By: _____
Roger S. Goff, Personal Representative

State of Idaho,
County of Canyon, ss:

This record was signed or acknowledged before me on this 23rd day of January 2024, by Ryan Goff and Andrea Goff and Bradley S. Goff and Darci R. Goff.

_____
Notary Public
Residing In: Meridian, ID
My Commission Expires: 10/28/29
(seal)

JUSTIN ROBERTSON
COMMISSION #45639
NOTARY PUBLIC
STATE OF IDAHO
MY COMMISSION EXPIRES 10/28/2029

State of Idaho,
County of Canyon, ss:

This record was signed or acknowledged before me on this 23rd day of January 2024, by Bradley S. Goff, as attorney in fact for Roger Goff.

Notary Public
Residing In: Meridian, ID
My Commission Expires: 10/28/29
(seal)

JUSTIN ROBERTSON
COMMISSION #45639
NOTARY PUBLIC
STATE OF IDAHO
MY COMMISSION EXPIRES 10/28/2029

State of Idaho,
County of Canyon, ss:

This record was signed or acknowledged before me on this 23rd day of January 2024, by Roger S. Goff, as Personal Representative of the Estate of Donna L. Goff.

Notary Public
Residing In: Meridian, ID
My Commission Expires: 10/28/29
(seal)

JUSTIN ROBERTSON
COMMISSION #45639
NOTARY PUBLIC
STATE OF IDAHO
MY COMMISSION EXPIRES 10/28/2029

Exhibit A

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Lot 2 in Block 1 of Goff Subdivision, according to the official plat thereof, filed in Book 51 of Plats at Page(s) 49, records of Canyon County, Idaho.

Parcel 3:

Lot 3 in Block 1 of Goff Subdivision, according to the official plat thereof, filed in Book 51 of Plats at Page(s) 49, records of Canyon County, Idaho.

PROPERTY OWNER ACKNOWLEDGEMENT

COMMUNITY DEVELOPMENT – PLANNING & ZONING – 205 S 6TH AVE, CALDWELL ID

I, Michael Riggs with Boise Valley Holdings LLC, the recorded owner for real property addressed as PO Box 550, Suite #_____, City Meridian State ID Zip 83680, am aware of, in agreement with, and give my permission to Sabrina Durtschi with SD Land Consulting, to submit the accompanying application(s) pertaining to this property.

1. I agree to indemnify, defend and hold the City of Caldwell and its employees harmless from any claim or liability resulting from any dispute as to the statement(s) contained herein or as to the ownership of the property which is the subject of the application.
2. I hereby grant permission to City of Caldwell staff to enter the subject property for the purpose of site inspection(s) related to processing said application(s).

Dated this 21 day of April, 2025

(Signature)

CERTIFICATE OF VERIFICATION

STATE OF IDAHO)
) ss.
)

I, Lela M Brooks, a Notary Public, do hereby certify that on this 31st day of April, in the year, 2025, personally appeared before me Michael Riggs, known or identified to me to be the person whose name is subscribed to the foregoing instrument, who, being by me first duly sworn, declared that he/she/they signed the foregoing document, and that the statements therein contained are true.

NOTARY PUBLIC FOR IDAHO

Residing at Residing at Kuna, ID

My Commission Expires Commission Expires: 08/02/2027

LELA M BROOKS
COMMISSION #20213479
NOTARY PUBLIC
STATE OF IDAHO

PROPERTY OWNER ACKNOWLEDGEMENT

COMMUNITY DEVELOPMENT – PLANNING & ZONING – 205 S 6TH AVE, CALDWELL ID

I, Ryan Cantlon with Cantlon Holdings LLC, the recorded owner for real property addressed as 898 W Stafford Drive, Suite #_____, City Eagle State ID Zip ~~83605~~ 83616, am aware of, in agreement with, and give my permission to Sabrina Durtschi with SD Land Consulting, to submit the accompanying application(s) pertaining to this property.

1. I agree to indemnify, defend and hold the City of Caldwell and its employees harmless from any claim or liability resulting from any dispute as to the statement(s) contained herein or as to the ownership of the property which is the subject of the application.
2. I hereby grant permission to City of Caldwell staff to enter the subject property for the purpose of site inspection(s) related to processing said application(s).

Dated this 21st day of April, 2025

(Signature)

CERTIFICATE OF VERIFICATION

STATE OF IDAHO)
) ss.
)

I, Denice B. Thornton, a Notary Public, do hereby certify that on this 21 day of April, in the year, 2025, personally appeared before me Ryan Cantlon, known or identified to me to be the person whose name is subscribed to the foregoing instrument, who, being by me first duly sworn, declared that he/she/they signed the foregoing document, and that the statements therein contained are true.

NOTARY PUBLIC FOR IDAHO

Residing at _____

My Commission Expires _____

DENICE B THORNTON
~~Residing in: Meridian~~, ID
Commission Expires: 08/03/2028

DENICE B. THORNTON
COMMISSION #5662
NOTARY PUBLIC
STATE OF IDAHO