

March 13, 2025

Jeremiah Fettig, AICP
City of Aurora
Planning Division
15151 E. Alameda Pkwy, Ste. 2300
Aurora, CO 80012

RE: Applicant Response to Comments Received on 02/26/2025 – 56th Avenue and Picadilly Road Marketplace at GVRE

Application Number: DA-1662-36

Case Numbers: 2024 3061 00; 2024 6050 00; 2024 6050 01; 2024-6050-02

Dear Mr. Fettig:

This letter has been prepared to provide a response to the written comments provided by the City of Aurora Development Review Staff on February 26, 2025, regarding the 56th Avenue and Picadilly Road Marketplace at GVRE project. To facilitate your review of this resubmittal, we have provided a summary of the comments received and a response to each comment in **bold and blue** below.

Planning Department Comments

1. Community Questions, Comments, and Concerns

- a. Review comments were received by one (1) outside agency and have been incorporated into this letter.

RESPONSE: Thank you.

2. Completeness and Clarity of the Application

- a. The addition of the pharmacy driver-through criteria responses are acknowledged. However, as both CUP items will be voted on separately by the Planning Commission, please revise the narrative by separating the conditional use permit criteria responses for the pharmacy drive-through and gas station.

RESPONSE: The narrative has been revised in order to break out the pharmacy drive-through from the gas station CUP criteria responses.

- b. For the Gas Station CUP narrative/operations plan, add if any diesel will be available at this facility, along with the scale or size of trucks that could use the facility.

RESPONSE: The CUP narrative/operations plan has been updated to include fuel options and fuel tanker truck size.

3. Site Plan Comments

- a. Sheet 1: Remove proposed signage, leaving only the total permitted, separating retail and fueling station signage based on building or canopy length.

RESPONSE: Removed this section from table and added information for each use.

- b. Sheet 1: See UDO Section 4.10.5.D for sign-specific allowances for large format retailers. Add the number of permitted signs.

RESPONSE: Number of permitted signs has been added to table



- c. Sheet 1: Max is 100'. Provide proposed heights for buildings, and fuel canopy in the table.
RESPONSE: Updated to 100' and added heights of buildings.
- d. Sheet 1: Bicycle parking is based on the gross floor area of the convenience store. Revise required spaces.
RESPONSE: Updated Required column in the table.
- e. Sheet 1: Parking counts appear to be off please review and correct. Staff counted 684 spaces – excluding the 16 pick up spaces (700 total).
RESPONSE: Total parking has been recounted and updated in the table.
- f. Sheet 1: Remove highlighted text for sheets 35 & 36 in the sheet list table.
RESPONSE: Highlighted text has been removed.
- g. Sheet 1: Repeat Comment: Remove the Recorder's Certificate.
RESPONSE: Certificate removed.
- h. Sheet 1: Repeat Comment: Increase amendment box size, using space vacated from the recorder's certificate.
RESPONSE: revised size of amendment box and have left space vacated
- i. Sheet 1: Add adjustment and adjustment justification to the cover sheet, not in the amendment box. This space is reserved for future amendments to the site plan.
RESPONSE: Added as its own note outside of the amendment box.
- j. Sheet 2: Add (38TH TO 56TH AVE) after RD. Remove the RSN. Revise "ISP" to "Case Number" All sheets and instances.
RESPONSE: Annotation has been added.
- k. Sheet 2: Update to – MARKETPLACE AT GVRE OFFSITE IMPROVEMENT SITE PLAN and remove the RSN. Revise "ISP" to "Case Number" All sheets and instances.
RESPONSE: Annotation has been revised.
- l. Sheet 2: Case number will be provided once available for E. 56th Avenue improvement site plan.
RESPONSE: Case number found on Aurora Maps and added to plans.
- m. Sheet 3: Revise parking count. Should be 5.
RESPONSE: Parking count revised.
- n. Sheet 3: Cart coral is still being counted as parking space, revise space total.
RESPONSE: Cart Corral not counted in parking count
- o. Sheet 3: Repeat Comment: Provide details for air tank, propane cage, and DEF dispenser (elevations and dimensions). The provision of the slab/foundation is noted.
RESPONSE: Comment has been coordinated with client and cut sheets will be provided at a future submittal to address this comment.
- p. Sheet 3: Provide cart coral detail.
RESPONSE: Added details to site details.
- q. Sheet 4: This access should be shared access with Lot 4.
RESPONSE: Comment is acknowledged and design intent is to allow lot 4 to have its own access further west in future and not limit access to sharing with fuel lot.

- r. Sheet 4: Add a sidewalk to the frontage of Lot 4 to connect to the pedestrian walkway. The interim condition could be asphalt if approved by Engineering.
RESPONSE: Sidewalk and ramps have been added.
- s. Sheet 5: Repeat Comment: Provide dimensions and total square footage for outdoor amenity areas.
RESPONSE: Dimensions provided.
- t. Sheet 5: Provide raised planters along the front of the store. See Landscaping Comments. Increase sidewalk width if needed.
RESPONSE: Updated front of building to provide raised planters in this area. Coordination with Kelly Bish has been completed week of March 5th to confirm design intent is adequate.
- u. Sheet 6: Dimension stacking spaces – Stacking spaces shall be a minimum of 8.5x19
RESPONSE: Queue has been shown with dimension stacking
- v. Sheet 29: Add a second note below all three monument sign details “Signage must meet standards defined in the UDO”
RESPONSE: Note has been added.
- w. Sheet 32: Staff previously asked for the signed envelopes on the site plan. After further discussion, please remove the sign envelope dimensions. Dashed lines may still remain showing potential future signage.
RESPONSE: Sign envelope dimensions have been removed from the elevations.
- x. Sheet 32: Repeat Comment: While additional articulation has been incorporated in the building architecture, specific façade articulation standards are not being met: façade articulation. Each façade greater than 100 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least 3 percent of the length of the façade (2 feet minimum), and extending at least 20 percent the length of the facade. No uninterrupted length of any façade shall exceed 100 horizontal feet.
RESPONSE: The pilasters along the left, rear and right elevations are 12” deep with a varying width. We are not able to make these pilasters any depth than 12” in these locations due to drive thru traffic against the building on the left elevation and loading dock clearances on the rear elevation. In the revised submittal, floor plans have been included to show the recesses and floor plan features that meet this requirement.
- y. Sheet 32: Repeat Comment: While additional roofline articulation has been introduced with this submittal, specific requirements are still not being met: Where flat roofs are used, the design or height of the parapet shall include at least one change in setback or height of at least three feet along each 60 linear feet of façade. Dimension heights and setbacks or roof line breaks.
RESPONSE: The heights are already 4 to 6’ above the roof in locations along the left, right and rear elevations of the building and are designed to fully screen the RTU equipment from view. Adding additional height to the long expanses of already elevated parapet greatly increase the cost and structural complexity of the building for no visible benefit. In the current design, we believe this meets the intent of creating visual interest on all 4 sides of the building. We are open to other suggestions that might be an applicable alternative to meet the 3’ change in parapet height every 60’.

- z. Sheet 32: Building-mounted electrical transformers to be painted to match the building.
RESPONSE: Transformer note updated to paint enclosure to match CMU color BL-01.
- aa. Sheet 32: Chain-link enclosure/screening not permitted.
RESPONSE: Chain link enclosure has been replaced with an 8'-0" cedar fence enclosure and gate. Stain color added to finish legend.
- bb. Sheet 32: Remove "sheet of" leaving only the page number. The page number is also incorrect.
RESPONSE: Sheet numbering has been revised.
- cc. Sheet 33: Add missing key information for the door color/material. Two instances.
RESPONSE: Missing material callouts have been updated.
- dd. Sheet 33: Remove the red painted accent as it would qualify as a sign.
RESPONSE: Accent paint removed; outline show similar to the wall mounted signage as requested previously.
- ee. Sheet 33: Remove "sheet of" leaving only the page number. The page number is also incorrect.
RESPONSE: Sheet numbering has been revised
- ff. Sheet 34: Remove signage from graphic renderings.
RESPONSE: Signage has been removed from renderings.
- gg. Sheet 34: Remove "sheet of" leaving only the page number. The page number is also incorrect.
RESPONSE: Sheet numbering has been revised.
- hh. Sheet 35: Revise to "Signage approved by separate permit."
RESPONSE: Note has been added
- ii. Sheet 35: The scroll-style signage type is permitted. Remove the sign from the site plan set and add the same note as the west elevation.
RESPONSE: Same note has been added.
- jj. Sheet 35: Fueling signage is calculated depending on street classification. For arterial streets, two square feet of sign area for each linear foot of building frontage for the first 100 feet, then one-half square feet of sign area for each linear foot of building frontage thereafter as measured along the building frontage (the longest building frontage with a public entrance). Choose either the primary linear frontage of the canopy or building for calculating the maximum sign area, but not both. On all other street frontages, one square foot of sign area for each linear foot of building frontage for the first 200 feet of building frontage; then one-half square feet of sign area for each linear foot of building frontage thereafter. Maximum total sign area. The maximum total sign area shall not exceed 600 square feet. Maximum Individual Sign Area. No individual sign shall exceed 200 square feet.
RESPONSE: Updated signage information has been added to the Site Plan Cover Sheet.
- kk. Sheet 35: Add sheet number to match the site plan set.
RESPONSE: Sheet number added matching cover sheet.
- ll. Sheet 36: Add sheet number to match the site plan set.
RESPONSE: Sheet number added matching cover sheet.

4. Plat Comments

- a. No additional plat comments at this time.
RESPONSE: Acknowledged. Thank you.

5. Landscaping Comments

- a. While staff acknowledges that an adjustment is being requested for building perimeter landscaping along the north side of the building, for staff to support the adjustment, please provide some above-grade planters along the building face where there are no patron access doors to the grocery store.
RESPONSE: Revised. Raised planters have been added to the store frontage accordingly.
- b. The larger parking lot islands that are 9'x38' are still deficient in the required shrubs. Required are 12. When ornamental grasses are provided they are three one-gallon to one five-gallon shrub. It appears as if the one-gallon grasses are being counted as one for one.
RESPONSE: Revised. Shrubs have been added and grasses at a 3:1 ratio has been accounted for in the requirement counts.
- c. Several of the larger north/south medians within the parking lot do not have the correct number of shrubs and have too much ornamental grasses. Please correct the deficiencies.
RESPONSE: Revised. Shrubs have been added and grasses at a 3:1 ratio has been accounted for in the requirement counts.
- d. Several plants have been identified that will not provide the necessary screening of the parking areas. Please provide an alternative shrub species.
RESPONSE: Revised. Identified plants have been replaced with larger deciduous shrub species.

6. Site Plan

- a. Sheet 25: Measure the street frontage buffer from the back of walk in the narrowest location along the street.
RESPONSE: Revised landscape measurements accordingly
- b. Sheet 25: Please show the exterior sidewalk darker and as a solid line despite being provided as part of a separate infrastructure plan.
RESPONSE: Updated to show as darker.
- c. Sheet 25: Parking lot screening is not being achieved relative to the gas station parcel. Please provide alternative plant species where indicated to achieve the required screening.
RESPONSE: Revised.
- d. Sheet 25: Is it possible to shift the transformer south and provide screening around it? The UDO requires all ground-mounted mechanical equipment to be screened.
RESPONSE: Transformer moved to provided screening.
- e. Sheet 25: Provide plant labels for the identified shrubs.
RESPONSE: Labels have been provided.

- f. Sheet 26: While 50% of trees along this buffer shall be evergreen, all the trees provided are required to be upsized. All deciduous canopy trees are required to be upsized to 2.5" caliper where a commercial development abuts residential.

RESPONSE: Trees have been upsized in the buffer accordingly.

- g. Sheet 28: The UMLO trees being proposed along the southern property line adjacent to future residential are required to be 2.5" calipers. All others throughout the site can be 2.00"

RESPONSE: Trees have been upsized in the buffer accordingly.

- h. Sheet 28: Update the Landscape Requirements Table per any comment provided.

RESPONSE: The Landscape Table has been updated.

7. Addressing

- a. Repeat Comment: Please submit a preliminary digital addressing .SHP or .DWG file as soon as possible. This digital file is used for street naming, addressing, and preliminary GIS analysis. Include the following layers as a minimum: parcels, street lines, building footprints if available.

RESPONSE: File to be provided at a future date when parcel sizes and street names have been finalized.

- b. Repeat Comment: Please ensure that the digital file is provided in NAD 83 feet, state plane, Central Colorado projection so it will display correctly in our GIS system. Please provide a CAD .dwg file that is a 2013 CAD version. Please eliminate any line work outside of the target area.

RESPONSE: Digital file to be provided on datum and only applicable linework to be included at future date when near approval.

8. Civil Engineering

- a. Advisory Comment: The ISP's for Picadilly, 56th, and adjacent local streets are required to be approved prior to the approval of this site plan.

RESPONSE: Comment is acknowledged.

- b. Sheet 2: Repeat Comment: Provide private sidewalks with this application along the private drives. If the preference is to leave flexibility for future lots 11 and 12 to have curb cuts without removing the sidewalk, the sidewalk can be provided on the opposite side. The intent is to provide pedestrian access to the grocery anchor for residential to the south.

RESPONSE: Per additional coordination with Julie Bingham the sidewalk will be required and has been provided as part of this site plan set.

- c. Sheet 4: A receiving ramp is required for this ramp.

RESPONSE: Ramp has been provided.

- d. Sheet 5: This appears to connect at the bottom of the ramp. It should connect at the top of the ramp.

RESPONSE: Revised connections to public sidewalks along all frontages.

- e. Sheet 5: Label the radii of the fire lane easement (typical).

RESPONSE: Fire lane radius has been labeled

- f. Sheet 6: This appears to connect at the bottom of the ramp. It should connect at the top of the ramp.
RESPONSE: Revised connections to public sidewalks along all frontages.
- g. Sheet 8: Remove cross pan detail: cross pans will be reviewed with the civil plans.
RESPONSE: Detail has been removed.
- h. Sheet 8: Remove catch curb detail: private curb detail will be reviewed with the civil plans.
RESPONSE: Detail has been removed.
- i. Sheet 8: Remove ramp detail: Ramps will be reviewed with the civil plans.
RESPONSE: Detail has been removed.
- j. Sheet 10: Repeat Comment: Minimum slope is 2% on unpaved areas per 3.J.4 of the 2025 Roadway Manual.
RESPONSE: Outlot grading has been revised to accommodate 2% minimum.
- k. Sheet 12: Unless an area requires ADA compliance, minimum slopes are required for the following (4.B.1.c of the 2025 COA Roadway Manual)
- Landscaped/previous/non-paved: 5%
 - Impervious directly abutting a building: 2% (or 1.8% preferred for ADA compliance)
 - Overlot grading: 2% unless existing slopes are less than 2%
 - Concrete: 0.50% (minimum 1% around gutters, unless turning water)
 - Asphalt: 1%
 - If less than 1%, concrete shall be used
 - Grass-lined swales: 2%
- RESPONSE: Areas have been revised to match the minimum city standards**
- l. Sheet 13: Slope values
RESPONSE: Slope values have been revised.

9. Traffic Engineering

- a. Sheet 5: Fix duplication for crosswalk.
RESPONSE: Duplication has been resolved.
- b. Sheet 5: The stop bar must be set back 4' from the crosswalk.
RESPONSE: The Stop bar has been moved.
- c. Sheet 5: Applicant will be responsible for providing ¾ SB movement opening of ARTA constructed median, per the understanding between the City Engineer and ARTA.
RESPONSE: AECOM is in for final mylar approvals and therefore is unable to adjust current plans to accommodate 3/4 movement. Galloway coordinated with AECOM March 7th and determined that the SBL Turn movement can be added in the future as part of an ISP Amendment for Picadilly RD (RSN: 1821819) dependent on coordination progress with developer and ARTA. The TIS for the Marketplace has investigated the interim condition (RI/RO) as well as the potential future 3/4 movement.
- d. Sheet 5: The Stop bar must be set back 4' from the crosswalk.
RESPONSE: Stop bar has been moved.
- e. Sheet 6: The Stop bar must be set back 4' from the crosswalk.
RESPONSE: Stop bar has been moved.

- f. Sheet 7: Applicant will be responsible for providing $\frac{3}{4}$ SB movement opening of ARTA constructed median, per the understanding between the City Engineer and ARTA.
RESPONSE: AECOM is in for final mylar approvals and therefore is unable to adjust current plans to accommodate $\frac{3}{4}$ movement. Galloway coordinated with AECOM March 7th and determined that the SBL Turn movement can be added in the future as part of an ISP Amendment for Picadilly RD (RSN: 1821819) dependent on coordination progress with developer and ARTA. The TIS for the Marketplace has investigated the interim condition (RI/RO) as well as the potential future $\frac{3}{4}$ movement.
- g. Sheet 7: STOP sign required.
RESPONSE: Stop sign has been added.
- h. Page 1:
- Document has no page numbers
 - Fig 1-2 does not identify $\frac{3}{4}$ access
 - Note additional bike lanes on Maxwell PI (Sheet 13)
 - Fig 3-1 missing STOP signs for 56th existing volumes
 - Tables 3-1, 3-2, add STOP condition for Picadilly approaches.
 - V. Site analysis section, add text for distance to $\frac{3}{4}$ movement access along Picadilly.
 - Sheet 48, add text regarding Background traffic signal warrants met per GVRE TIS.
 - Full-size site plan in the appendix, noted that ARTA and City Engineer agreed that the Site Developer is responsible for median opening once the arterial is built.
- RESPONSE: These comments were addressed individually below.**
- i. Page 5: Lost all your Page Numbers
RESPONSE: Page numbers included in updated submittal.
- j. Page 10: Being revised to $\frac{3}{4}$ movement correct? The text identifies it, just not shown here.
RESPONSE: The $\frac{3}{4}$ movement is not being shown within the site plan since roadway design for Picadilly is still in process.
- k. Page 13: Add Denver's review comment about existing bike lanes.
RESPONSE: Information about the existing bike lanes was included.
- l. Page 16: Not illustrating STOP signs still.
RESPONSE: The stop signs were added to Figure 3-1.
- m. Page 18: Add 'STOP'.
RESPONSE: Table updated.
- n. Page 19: Add 'STOP'.
RESPONSE: Table updated.
- o. Page 38: Add "400 feet south of proposed RIRO access to the north."
RESPONSE: This was added.

- p. Page 48: Please just note this in text for 54th & Picadilly that GVRE identified Warrants met for background growth conditions. We would typically want to still see that in this report, but text will suffice.
RESPONSE: This language was included.
- q. Page 48: Please just note this in text for 54th & Picadilly that GVRE identified Warrants met for background growth conditions. We would typically want to still see that in this report, but text will suffice.
RESPONSE: This language was included.
- r. Page 58: Note, per discussions with ARTA and city engineers as of 2/21/25, this SB left turn lane/median opening must be constructed by this application.
RESPONSE: The $\frac{3}{4}$ movement is not being shown within the site plan since roadway design for Picadilly is still in process.

10. Fire/Life Safety Comments

- a. Sheet 5: Please label the Fire Riser Room as "Fire Sprinkler Riser Toom" TYP.
RESPONSE: Updated label
- b. Sheet 5: Please show the locations of the Knox Box using the symbol provided
RESPONSE: Symbol updated to be legible on plan and legend
- c. Sheet 6: Please label the Fire Riser Room as "Fire Sprinkler Riser Toom" TYP.
RESPONSE: Updated label
- d. Sheet 6: Please show the locations of the Knox Box using the symbol provided
RESPONSE: Symbol updated to be legible on plan and legend
- e. Sheet 15: Please label the Fire Riser Room as "Fire Sprinkler Riser Toom" TYP.
RESPONSE: Updated label
- f. Sheet 15: Please show the locations of the Knox Box using the symbol provided
RESPONSE: Symbol updated to be legible on plan and legend
- g. Sheet 15: Please label the piping of the fire service water line supporting the interior automatic fire sprinkler system. Example: 4" Fire Line DIP (Private)
RESPONSE: label added to utility plans

11. Aurora Water Comments

- a. Sheet 15: Private fire lines and water services should enter into the riser room of the building.
RESPONSE: Updated to enter room.
- b. Sheet 15: Show the water meter locations with the required easements. Water meters must be in a landscaped area, two-feet from any hardscapes.
RESPONSE: Meters and easements have been added.
- c. Sheet 15: Advisory Comment: Grease interceptor sizing and location to be included with the MEP plans under the building permit.
RESPONSE: Comment is acknowledged, and the grease interceptor will be sized during the building permit.
- d. Sheet 16: Call out all water meter easements.
RESPONSE: Easements called out.

- e. Sheet 16: Private storm lines crossing AW utility easements must be covered with a license agreement.
RESPONSE: Team is beginning to work on Agreement and exhibits for all crossing will be approved prior to final Civil CDs.
- f. Sheet 17: Advisory Comment: All stubs not utilized must be disconnected at the main.
RESPONSE: Comment is acknowledged and applicable to all outlots.
- g. Sheet 17: Show the water meter locations with the required easements. Water meters must be in a landscaped area, 2 feet from any hardscapes.
RESPONSE: Water meter added in landscaping and within an easement
- h. Sheet 17: Place the water meter on the landscaped island, with a 10' water easement. The easement for the water meter is to be separated from the water easement for the main. Swap the water and sewer lines servicing the gas station.
RESPONSE: Water meter added in landscaping and within an easement
- i. Sheet 18: Call out all water meter easements. Easements to be included on the plat.
RESPONSE: Easements for water meters have been added to plan and plat.
- j. Sheet 19: Show the water meter locations with the required easements. Water meters must be in a landscaped area, 2 feet from any hardscapes. For water meters 3" and larger, an 18' water easement is required. A water fixture unit table is required with civil plans to determine water meter sizes.
RESPONSE: Water meter locations have been shown and included in easements.
- k. Sheet 20: Conflict with light. 5' minimum separation required. Show water meter easements.
RESPONSE: Light has been moved.

12. Aurora Water/Taps Comments

- a. Storm drain development of \$36,256.46 due prior to recording of plat and site plan.
RESPONSE: understood client has been made aware of fees and will take care of prior to recording.

13. Land Development Services Comments

- a. Sheet 1: Provide the street name for Road A.
RESPONSE: The street name is in process of being coordinated by Martin & Martin with City
- b. Sheet 3: Easement should be reflected on the Plat, two instances.
RESPONSE: Easements now match site plan and plat.
- c. Sheet 4: Easement should be reflected on the Plat.
RESPONSE: Easements now match site plan and plat.
- d. Sheet 5: This should be reflected on the Plat, in two instances.
RESPONSE: Easements now match site plan and plat.
- e. Sheet 5: Show the lot line as a thicker solid line
RESPONSE: Lot line to be made thicker to meet comment.
- f. Sheet 6: Label Easement.
RESPONSE: label added.

- g. Sheet 6: Easement should be reflected on the Plat, in two instances.
RESPONSE: Easements now match site plan and plat.
- h. Sheet 7: Easement should be reflected on the Plat, in two instances.
RESPONSE: Easements now match site plan and plat.
- i. Sheet 16: This easement name does not match the Plat easement name, in two instances.
RESPONSE: Easements now match site plan and plat.
- j. Sheet 17: This easement name does not match the Plat easement name, in two instances.
RESPONSE: Easements now match site plan and plat.
- k. Sheet 18: This easement name does not match the Plat easement name, in three instances.
RESPONSE: Easements now match site plan and plat.
- l. Sheet 19: This easement name does not match the Plat easement name, in three instances.
RESPONSE: Easements now match site plan and plat.
- m. Sheet 20: This easement name does not match the Plat easement name.
RESPONSE: Easements now match site plan and plat.

14. Subdivision Plat

- a. Sheet 1: Advisory Comment: Send in the updated Title Commitment to be dated within 30 calendar days of the plat approval date. (This Commitment should be submitted at the time of your final submittal of the electronic Plat for recording).
RESPONSE: Acknowledged. Thank you.
- b. Sheet 1: Advisory Comment: Send in the Certificate of Taxes Due show they are paid in full up to and through the plat approval date of recording. Obtained from the County Treasurer's office. (This Certificate of Taxes should be submitted at the time of your final submittal of the electronic Plat for recording.)
RESPONSE: Acknowledged. Thank you.
- c. Sheet 1: Advisory Comment: (Advisory Comment) Be advised — sometimes the margins or scale factor may not match the County or City standards as stated in the Subdivision Plat Checklist. If any of these factors are misaligned or scale does not match the drawing information, then this may cause the plat to be sent back and corrected and thus adding time to your submittal. And in turn, you may need to update the Title Commitment to bring it within the 30-day time limit. Please check these items before sending the plat in for recording. There may be some items that were not shown or pointed out in this review. The Subdivision Plat checklist is to be utilized as a guide. Any items not adhering to the Checklist may be pointed out in this or the subsequent reviews, then it is up to the Surveyor to have those changes made prior to the final submission of the plat for electronic recording.
RESPONSE: Acknowledged. Thank you.

- d. Sheet 1: There may be some items that were not shown or pointed out in this review. The subdivision plat checklist is to be utilized as a guide. Any items not adhering to the checklist may be pointed out in this or the subsequent reviews, then it is up to the surveyor to have those changes made prior to the final submission of the plat for electronic recording
RESPONSE: Acknowledged. Thank you.
- e. Sheet 1: Add the Water Covenant and the Sanitary Sewer Covenant language - they are both used in the platted area.
RESPONSE: Water and Sanitary Sewer Covenant Added.
- f. Sheet 1: Please send in a Statement of Authority showing the Owner and the person authorized to sign for the owner. Please contact Grace Gray with questions.
RESPONSE: A Statement of Authority is included with this submittal.
- g. Sheet 2: Change to Traffic Signalization Easement.
RESPONSE: Easement label changed.
- h. Sheet 2: Add tic marks at the change of directions on the R.O.W. line
RESPONSE: Tic Marks added.
- i. Sheet 2: Change to Traffic Signalization Easement.
RESPONSE: Easement label changed.
- j. Sheet 2: Add Lot line distance.
RESPONSE: Distance added.
- k. Sheet 2: Add bearing.
RESPONSE: Bearing added.
- l. Sheet 2: Add Lot line distance.
RESPONSE: Distance added.
- m. Sheet 2: Update to 30 days of the plat recording date.
RESPONSE: Updated title note to reflect most recent title report.
- n. Sheet 2: Add tic marks at the change of directions on the R.O.W. line
RESPONSE: Tic Marks added.
- o. Sheet 2: Add the street name.
RESPONSE: Coordination for Street name ongoing; Street Name to be added when known.
- p. Sheet 2: Tie to other Lot Corner- add Bearing & Distance.
RESPONSE: Tie to lot corner added.
- q. Sheet 2: Tie out a couple of these Lot Corners to other Lot Corners.
RESPONSE: Ties to lot corners added.
- r. Sheet 2: Tie to other Lot Corner- add Bearing & Distance.
RESPONSE: Tie to lot corner added.
- s. Sheet 2: Are there other water objects in this easement?
RESPONSE: Yes, easement updated to reflect water use.

- t. Sheet 2: Confirm this easement name with Aurora Water Dept. - is there a Water line in this easement?
RESPONSE: Yes, easement name updated to reflect water use.
- u. Sheet 2: Add the street name.
RESPONSE: Coordination for Street name ongoing; Street Name to be added when known.
- v. Sheet 2: Add "to be" to note 10.
RESPONSE: added "to be" to note 10.
- w. Sheet 2: Change the R.O.W. line to a solid/continuous line.
RESPONSE: R.O.W. lines are now shown as continuous.
- x. Sheet 3: Change to Traffic Signalization Easement.
RESPONSE: Easement label changed.
- y. Sheet 3: Add this easement name.
RESPONSE: Added
- z. Sheet 3: Change to Traffic Signalization Easement.
RESPONSE: Easement label changed.
- aa. Sheet 3: There are water items in the easement.
RESPONSE: Yes, easement updated to reflect water use.
- bb. Sheet 3: Is this the correct easement name?
RESPONSE: No, easement name updated to reflect all intended uses.
- cc. Sheet 3: Add a line of delineation between the two types of easements.
RESPONSE: Line of delineation added.
- dd. Sheet 3: Add easement name.
RESPONSE: Added
- ee. Sheet 3: Change the R.O.W. line to a solid/continuous line.
RESPONSE: R.O.W. lines are now shown as continuous.

15. Land Development Services – Easements

- a. All new easements are to be dedicated by plat.
Easement releases to be submitted to
releaseeasements@auroragov.org.
RESPONSE: Acknowledged. Thank you.

Referral Comments from Other Agencies

1. Denver International Airport – Planning

- a. Please reference the DRCOG 2050 Metro Vision RTP - Piccadilly Road is to be a six-lane road from 56th Avenue to 70th Avenue and continue north as a six-lane road.
RESPONSE: Acknowledged. Thank you.
- b. The proposed development is in the "5-Mile 'Known - Wildlife Attractant Separation Area" for the final build-out of future DEN Runways, as defined by the Federal Aviation Administration (FAA). The USDA Wildlife Biologists assigned to DEN (#dia-operations-

usdawildlife@flydenver.com) assist in implementing DEN's Wildlife Hazard Management Plan and have requested coordination as this project progresses. USDA and DEN will assist with the requirements outlined in the current version of FAA Advisory Circular 150/5200-33C (see link below). DEN also requests that the landscape plan include the maintenance of trees and grasses to reduce attractants for wildlife such as raptor species, blackbirds/starlings, and geese. Fruit-producing trees and shrubs should be avoided. Water quality ponds/detention structures must be designed to meet a 48-hour drain time following a 100-year event.

https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentnumber/150_5200-33.

RESPONSE: Acknowledged. Fruiting and shedding species have been avoided for ease of maintenance and to reduce wildlife attractants.

- c. The site is found within/under the navigable airspace associated with DEN, as promulgated and regulated by the Federal Aviation Administration (FAA) under 14 CFR Part 77, Objects Affecting the Navigable Airspace. Based on Part 77 and the development site location, the proponent is required to file a notice with the FAA, via the FAA Form 7460-1 process (Notice of Proposed Construction or Alteration), of any structure or temporary construction equipment (e.g., cranes) that penetrate Part 77 surfaces. The FAA website from which the need for the 7460 process can be determined ("Notice Criteria Tool") and/or the filing can be initiated is: <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>.

RESPONSE: Acknowledged. Thank you.

Sincerely,
GALLOWAY

Nate Abbott
Principal, Sr. Development Services Project Manager
nathanabbott@GallowayUS.com

56TH & PICADILLY MARKETPLACE AT GVRE

A PORTION OF THE NW 1/4 OF SEC 13, T3S, R66W OF THE 6TH P.M.
CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

SITE PLAN & CONDITIONAL USE

DA-1662-36

The ISP's for Picadilly, 56th, and adjacent local streets are required to be approved prior to the approval of this site plan.

Comment is acknowledged and the ISP's are to be approved before SP approval

Comment is acknowledged and coordination has been started with Steve on design.

Please contact Steve DeKoskie for comments or questions regarding Water's comments in red. sdekoski@auroragov.org

CITY OF AURORA SITE PLAN NOTES

- THE DEVELOPER, SUCCESSORS OR ASSIGNS, INCLUDING THE HOMEOWNERS OR MERCHANTS ASSOCIATION, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL FIRE LANE SIGNS AS REQUIRED BY THE CITY OF AURORA.
- RIGHT-OF-WAY FOR INGRESS AND EGRESS FOR EMERGENCY VEHICLES IS GRANTED OVER, ACROSS, ON, AND THROUGH ANY AND ALL PRIVATE ROADS, WAYS, FIRE LANES EASEMENTS OR FIRE LANE CORRIDORS NOW OR HEREAFTER ESTABLISHED ON THE DESCRIBED PROPERTY, WHERE DEDICATED AS A FIRE LANE EASEMENT OR DESIGNATED AS A FIRE LANE CORRIDOR, THE ROADWAY SHALL BE POSTED "NO PARKING - FIRE LANE".
- "ACCESSIBLE EXTERIOR ROUTES" SHALL BE PROVIDED FROM PUBLIC TRANSPORTATION STOPS, ACCESSIBLE PARKING, ACCESSIBLE PASSENGER LOADING ZONES AND PUBLIC SIDEWALKS TO THE ACCESSIBLE BUILDING ENTRANCE THEY SERVE. AT LEAST 50% OF ALL BUILDING ENTRANCES SHALL BE THE MOST PRACTICAL DIRECT ROUTE. NO SLOPE ALONG THIS ROUTE MAY EXCEED 1:20 WITHOUT PROVIDING A RAMP WITH A MAXIMUM SLOPE OF 1:12 AND HANDRAILS. CROSSWALKS ALONG THIS ROUTE SHALL BE WIDE ENOUGH TO WHOLLY CONTAIN THE CURB RAMP WITH A MINIMUM WIDTH OF 36" AND SHALL BE PAINTED WITH WHITE STRIPES. REQUIRED ACCESSIBLE MEANS OF EGRESS SHALL BE CONTINUOUS FROM EACH REQUIRED ACCESSIBLE OCCUPIED AREA TO THE PUBLIC WAY. THE "ACCESSIBLE EXTERIOR ROUTES" SHALL COMPLY WITH IBC CHAPTER 11, AND ICC A117.1.
- THE DEVELOPER, SUCCESSORS OR ASSIGNS, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL LANDSCAPING MATERIALS SHOWN OR INDICATED ON THE APPROVED SITE PLAN OR LANDSCAPE PLAN ON FILE IN THE PLANNING AND DEVELOPMENT SERVICES DEPARTMENT. ALL LANDSCAPING WILL BE INSTALLED PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY.
- ALL CROSSINGS OR ENCROACHMENTS BY PRIVATE LANDSCAPE IRRIGATION LINES OR SYSTEMS AND/OR PRIVATE UTILITIES INTO EASEMENTS AND STREET RIGHTS-OF-WAY OWNED BY THE CITY OF AURORA ARE ACKNOWLEDGED BY THE UNDERSIGNED AS BEING SUBJECT TO CITY OF AURORA'S USE AND OCCUPANCY OF THE SAID EASEMENTS OR RIGHTS-OF-WAY. THE UNDERSIGNED, THEIR SUCCESSORS AND ASSIGNS, HEREBY AGREE TO INDEMNIFY THE CITY OF AURORA FOR ANY LOSS, DAMAGE OR REPAIR TO CITY FACILITIES THAT MAY RESULT FROM THE INSTALLATION, OPERATION OR MAINTENANCE OF SAID PRIVATE IRRIGATION LINES OR SYSTEMS AND/OR PRIVATE UTILITIES.
- THE APPROVAL OF THIS DOCUMENT DOES NOT CONSTITUTE FINAL APPROVAL OF GRADING, DRAINAGE, UTILITY, PUBLIC IMPROVEMENTS AND BUILDING PLANS. CONSTRUCTION PLANS MUST BE REVIEWED AND APPROVED BY THE APPROPRIATE AGENCY PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
- ALL BUILDING ADDRESS NUMBERS SHALL COMPLY WITH SECTIONS 126-271 AND 126-278 OF THE AURORA CITY CODE.
- ALL ROOFTOP MECHANICAL EQUIPMENT AND VENTS GREATER THAN EIGHT (8) INCHES IN DIAMETER MUST BE SCREENED. SCREENING MAY BE DONE EITHER WITH AN EXTENDED PARAPET WALL OR A FREESTANDING SCREEN WALL. SCREENS SHALL BE AT LEAST AS HIGH AS THE EQUIPMENT THEY HIDE. IF EQUIPMENT IS VISIBLE BECAUSE SCREENS DON'T MEET THIS MINIMUM HEIGHT REQUIREMENT, THE DIRECTOR OF PLANNING AND DEVELOPMENT SERVICES MAY REQUIRE CONSTRUCTION MODIFICATIONS PRIOR TO THE ISSUANCE OF A PERMANENT CERTIFICATE OF OCCUPANCY.
- NOTWITHSTANDING ANY SURFACE IMPROVEMENTS, LANDSCAPING, PLANTING OR CHANGES SHOWN IN THESE SITE OR CONSTRUCTION PLANS, OR ACTUALLY CONSTRUCTED OR PUT IN PLACE, ALL UTILITY EASEMENTS MUST REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH TO ALLOW FOR ADEQUATE MAINTENANCE EQUIPMENT. ADDITIONALLY, NO INSTALLATION, PLANTING, CHANGE IN THE SURFACE, ETC., SHALL INTERFERE WITH THE OPERATION OF THE UTILITY LINES PLACED WITHIN THE EASEMENT. BY SUBMITTING THESE SITE OR CONSTRUCTION PLANS FOR APPROVAL, THE LANDOWNER RECOGNIZES AND ACCEPTS THE TERMS, CONDITIONS AND REQUIREMENTS OF THIS NOTE.
- FINAL GRADE SHALL BE AT LEAST SIX (6) INCHES BELOW ANY EXTERIOR WOOD SIDING ON THE PREMISES.
- ALL INTERESTED PARTIES ARE HEREBY ALERTED THAT THIS SITE PLAN IS SUBJECT TO ADMINISTRATIVE CHANGES AND AS SHOWN ON THE ORIGINAL SITE PLAN ON FILE IN THE AURORA CITY PLANNING AND DEVELOPMENT SERVICES DEPARTMENT. A COPY OF THE OFFICIAL CURRENT PLAN MAY BE OBTAINED THERE. LIKEWISE, SITE PLANS ARE REQUIRED TO AGREE WITH THE APPROVED SUBDIVISION PLAT OF RECORD AT THE TIME OF A BUILDING PERMIT; AND IF NOT, MUST BE AMENDED TO AGREE WITH THE PLAT AS NEEDED, OR VICE VERSA.
- ERRORS IN APPROVED SITE PLANS RESULTING FROM COMPUTATIONS OR INCONSISTENCIES IN THE DRAWINGS MADE BY THE APPLICANT ARE THE RESPONSIBILITY OF THE PROPERTY OWNER OF RECORD. WHERE FOUND, THE CURRENT MINIMUM CODE REQUIREMENTS WILL APPLY AT THE TIME OF BUILDING PERMIT. PLEASE BE SURE THAT ALL PLAN COMPUTATIONS ARE CORRECT.
- ALL REPRESENTATIONS AND COMMITMENTS MADE BY APPLICANTS AND

- PROPERTY OWNERS AT PUBLIC HEARINGS REGARDING THIS PLAN ARE BINDING UPON THE APPLICANT, PROPERTY OWNER, AND ITS HEIRS, SUCCESSORS, AND ASSIGNS.
- ARCHITECTURAL FEATURES, SUCH AS BAY WINDOWS, FIREPLACES, ROOF OVERHANGS, GUTTERS, EAVES, FOUNDATIONS, FOOTINGS, CANTILEVERED WALLS, ETC., ARE NOT ALLOWED TO ENCR OACH INTO ANY EASEMENT OR FIRE LANE.
- ATTENTION BUILDING DEPARTMENT: AN ACOUSTIC ANALYSIS, PREPARED BY AN ACOUSTIC EXPERT, AND WILL IDENTIFY BUILDING DESIGN FEATURES NECESSARY TO ACCOMPLISH EXTERIOR NOISE REDUCTION TO ACHIEVE INTERIOR NOISE LEVELS NOT EXCEEDING ____ (25/30 - REFER TO SECTION 146-2.6.2.C.) DECIBELS AS CALCULATED IN CHAPTER 22 OF THE AURORA MUNICIPAL CODE UNDER WORSE-CASE NOISE CONDITIONS.
- THE VENDOR OF ANY FUTURE SALE OF THE REAL PROPERTY SHALL PROVIDE THE REQUIRED NOTICE PER CITY CODE SECTION 146-1587(C) TO BE RECORDED WITH THE COUNTY CLERK AND RECORDER AND SHALL PROVIDE SUCH NOTICE TO EACH PROSPECTIVE PURCHASER OF ANY AND ALL SAID PROPERTY. SEE EXHIBIT C4 UNDER THE AIRPORT RELATED LAND USE RESTRICTIONS SECTION OF THIS GUIDEBOOK.
- THE DEVELOPER IS RESPONSIBLE FOR SIGNING AND STRIPING ALL PUBLIC STREETS. THE DEVELOPER IS REQUIRED TO PLACE TRAFFIC CONTROL, STREET NAME, AND GUIDE SIGNS ON ALL PUBLIC STREETS AND PRIVATE STREETS APPROACHING AN INTERSECTION WITH A PUBLIC STREET. SIGNS SHALL BE FURNISHED AND INSTALLED PER THE MOST CURRENT EDITIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND CITY STANDARDS, SHOWN ON THE SIGNING AND STRIPING PLAN FOR DEVELOPMENT.
- FIRE LANE AND HANDICAPPED PARKING SIGNS, SIGN DETAILS, HANDICAPPED PARKING STALL DETAILS, AND LOCATIONS SHALL BE APPROVED WITH THE CIVIL PLANS, "SIGNAGE AND STRIPING" PACKAGE.
- THIS SITE HAS THE FOLLOWING CONDITIONAL USE APPROVAL(S): (LIST ANY/ALL APPLICABLE USES AND THE DATE OF PLANNING COMMISSION APPROVAL - MULTITENANT BUILDINGS SHOULD LEAVE ROOM FOR MODIFICATIONS OR FUTURE ADDITIONS)
- THE APPLICANT HAS THE OBLIGATION TO COMPLY WITH ALL APPLICABLE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT
- THE 2021 INTERNATIONAL FIRE CODE (IFC), REQUIRES ALL BUILDINGS TO BE ASSESSED FOR ADEQUATE EMERGENCY RESPONDER RADIO COVERAGE (ERRC). AT THE TIME THE STRUCTURE IS AT FINAL FRAME AND FINAL ELECTRICAL INSPECTIONS, THE GENERAL CONTRACTOR (GC) WILL BE REQUIRED TO HIRE A QUALIFIED INDEPENDENT 3RD PARTY TO ASSESS THE RADIO FREQUENCY LEVEL WITHIN THE STRUCTURE. ONCE COMPLETED, THE 3RD PARTY WILL PROVIDE THE RESULTS OF THE TEST TO BOTH THE GC AND THE AURORA BUILDING DIVISION AS TO WHETHER THE STRUCTURE PASSES OR FAILED THE PRELIMINARY RADIO SURVEILLANCE. A STRUCTURE THAT HAS PASSED THIS SURVEILLANCE REQUIRES NO FURTHER ACTIONS BY THE GC. A FAILED RADIO SURVEILLANCE WILL REQUIRE A LICENSED CONTRACTOR TO SUBMITS PLANS TO THE AURORA BUILDING DIVISION TO OBTAIN A BUILDING PERMIT FOR THE INSTALLATION OF AN ERRC SYSTEM PRIOR TO INSTALLATION. THIS ASSESSMENT AND INSTALLATION IS AT THE OWNER OR DEVELOPERS EXPENSE. FUTURE INTERIOR OR EXTERIOR MODIFICATIONS TO THE STRUCTURE AFTER THE ORIGINAL CERTIFICATE OF OCCUPANCY IS ISSUED WILL REQUIRE A REASSESSMENT FOR ADEQUATE RADIO FREQUENCY COVERAGE

- ALL CROSSINGS OR ENCROACHMENTS INTO EASEMENTS AND RIGHTS-OF-WAY OWNED BY THE CITY OF AURORA ("CITY") IDENTIFIED AS BEING PRIVATELY-OWNED AND MAINTAINED HEREIN ARE ACKNOWLEDGED BY THE UNDERSIGNED AS BEING SUBJECT TO CITY'S USE AND OCCUPANCY OF SAID EASEMENTS OR RIGHTS-OF-WAY. THE UNDERSIGNED, ITS SUCCESSORS AND ASSIGNS, FURTHER AGREES TO REMOVE, REPAIR, REPLACE, RELOCATE, MODIFY, OR OTHERWISE ADJUST SAID CROSSINGS OR ENCROACHMENTS UPON REQUEST FROM THE CITY AND AT NO EXPENSE TO THE CITY. THE CITY RESERVES THE RIGHT TO MAKE FULL USE OF THE EASEMENTS AND RIGHTS-OF-WAY AS MAY BE NECESSARY OR CONVENIENT AND THE CITY RETAINS ALL RIGHTS TO INSTALL, REPAIR, REMOVE OR RELOCATE ANY CITY INFRASTRUCTURE WITHIN SAID EASEMENTS AND RIGHTS-OF-WAY AT ANY TIME AND IN SUCH A MANNER AS IT DEEMS NECESSARY OR CONVENIENT.

NOTE:

THE INFRASTRUCTURE SITE PLAN (ISP) AND CIVIL PLANS FOR THE ASSOCIATED INFRASTRUCTURE MUST BE APPROVED PRIOR TO THE ISSUANCE OF BUILDING PERMITS. CONSTRUCTION SHOWN ON THE CIVIL PLANS FOR THE ISP FOR ASSOCIATED INFRASTRUCTURE MUST BE INITIALLY ACCEPTED BY THE CITY PRIOR TO THE TEMPORARY CERTIFICATE OF OCCUPANCY (TCO) AND THE TEMPORARY CERTIFICATE OF OCCUPANCY (CO) PER THE APPROVED PUBLIC IMPROVEMENT PLAN.

SITE DATA TABLE

CONSTRUCTION TYPE	IIB
OCCUPANCY CLASSIFICATION	MERCANTILE
TOTAL SITE AREA	1,138,875 SF (26.14 ACRES)
GROCERY TOTAL LOT AREA	562,091 SF (12.90 ACRES)
RETAIL TOTAL LOT AREA	37,480 SF (0.86 ACRES)
FUEL TOTAL LOT AREA	44,513 SF (1.02 ACRES)
OUTLOTS TOTAL AREA (LOTS 2, 4-7 & 9-12)	491,306 SF (11.28 ACRES)
TRACT B AREA	3,485 SF (0.08 ACRES)
TOTAL BUILDING COVERAGE FOR GROCERY, FUEL & RETAIL	130,296 SF (2.99 ACRES)
GROCERY BUILDING COVERAGE	122,912 SF (2.82 ACRES)
FUEL BUILDING COVERAGE	184 SF (0.004 ACRES)
RETAIL BUILDING COVERAGE	7,200 SF (0.17 ACRES)
TOTAL HARD SURFACE AREA FOR GROCERY, FUEL & RETAIL	425,466 SF (9.76 ACRES)
GROCERY HARD SURFACE AREA	366,803 SF (8.42 ACRES)
FUEL HARD SURFACE AREA	30,187 SF (0.69 ACRES)
RETAIL HARD SURFACE AREA	28,475 SF (0.65 ACRES)
TOTAL LANDSCAPE AREA FOR GROCERY, FUEL & RETAIL	88,381 SF (2.03 ACRES)
GROCERY LANDSCAPE AREA	71,381 SF (1.61 ACRES)
FUEL LANDSCAPE AREA	1,785 SF (0.04 ACRES)
RETAIL LANDSCAPE AREA	1,785 SF (0.04 ACRES)
GROCERY MAXIMUM HEIGHT	137'-8"
FUEL MAXIMUM HEIGHT	100'
RETAIL MAXIMUM HEIGHT	100'
PRESENT ZONING CLASSIFICATION	MU-A
CONDITIONAL USE PERMIT	MOTOR VEHICLE FUEL DISPENSING STATION DRIVE THROUGH PHARMACY
TOTAL PROPOSED SIGNAGE	5 SIGNS 700 SQFT OF SIGNAGE
TOTAL PERMITTED SIGNAGE	1,200 SQFT

PARKING TABLE

	REQUIRED	PROVIDED
GROCERY ACCESSIBLE SPACES	8	20
RETAIL ACCESSIBLE SPACES	1	2
TOTAL ACCESSIBLE SPACES	9	11
GROCERY VAN ACCESSIBLE SPACES	1	10
FUEL VAN ACCESSIBLE SPACES	1	1
RETAIL VAN ACCESSIBLE SPACES	1	1
TOTAL VAN ACCESSIBLE SPACES	12	12
GROCERY BICYCLE PARKING SPACES	16 (5% OF REQUIRED MOTOR VEHICLE PARKING)	16
RETAIL BICYCLE PARKING SPACES	1 (5% OF REQUIRED MOTOR VEHICLE PARKING)	2
FUEL BICYCLE PARKING SPACES	1 (5% OF REQUIRED MOTOR VEHICLE PARKING)	1
TOTAL BICYCLE PARKING SPACES	17	18
GROCERY PICKUP PARKING SPACES	-	16
GROCERY PARKING SPACES	308 (2.5 SPACES/1,000 SF)	494
FUEL PARKING SPACES	5 (3 SPACES/1,000 SF)	5
RETAIL PARKING SPACES	18 (2.5 SPACES/1,000 SF)	51
TOTAL PARKING SPACES	329	550

PROPERTY OWNER

ADM ASOF IX AURORA
4100 E MISSISSIPPI AVE
DENVER, CO 80246
TEL: (303) 984-9800
CONTACT: SHERRY MACWILLIAM

ARCHITECT

NAOS
4949 SOUTH SYRACUSE STREET, SUITE 460
DENVER, COLORADO 80237
TEL: (303) 863-8100
CONTACT: PAUL GRAHAM
EMAIL: P.GRAHAM@NCR-ARCHITECTS.COM

ARCHITECT-FUEL

GALLOWAY & COMPANY, INC
5500 GREENWOOD VILLAGE BLVD, SUITE 200
GREENWOOD VILLAGE, CO 80111
TEL: (303) 770-8884
CONTACT: DAVE JONES
EMAIL: DAVE.JONES@GALLOWAYUS.COM

PHOTOMETRICS

COOPER CONTACT INFO:
ERICA LAWSON
LIGHTING APPLICATIONS
ERICA.LAWSON@COOPERLIGHTING.COM
+1 770 371-5571

FACTS

LANDSCAPE ARCHITECT

GALLOWAY & COMPANY, INC
5500 GREENWOOD PLAZA BLVD, SUITE 200
GREENWOOD VILLAGE, CO 80111
TEL: (303) 770-8884
CONTACT: TROY KELIS, PE
EMAIL: TROY.KELIS@GALLOWAYUS.COM

CIVIL ENGINEER

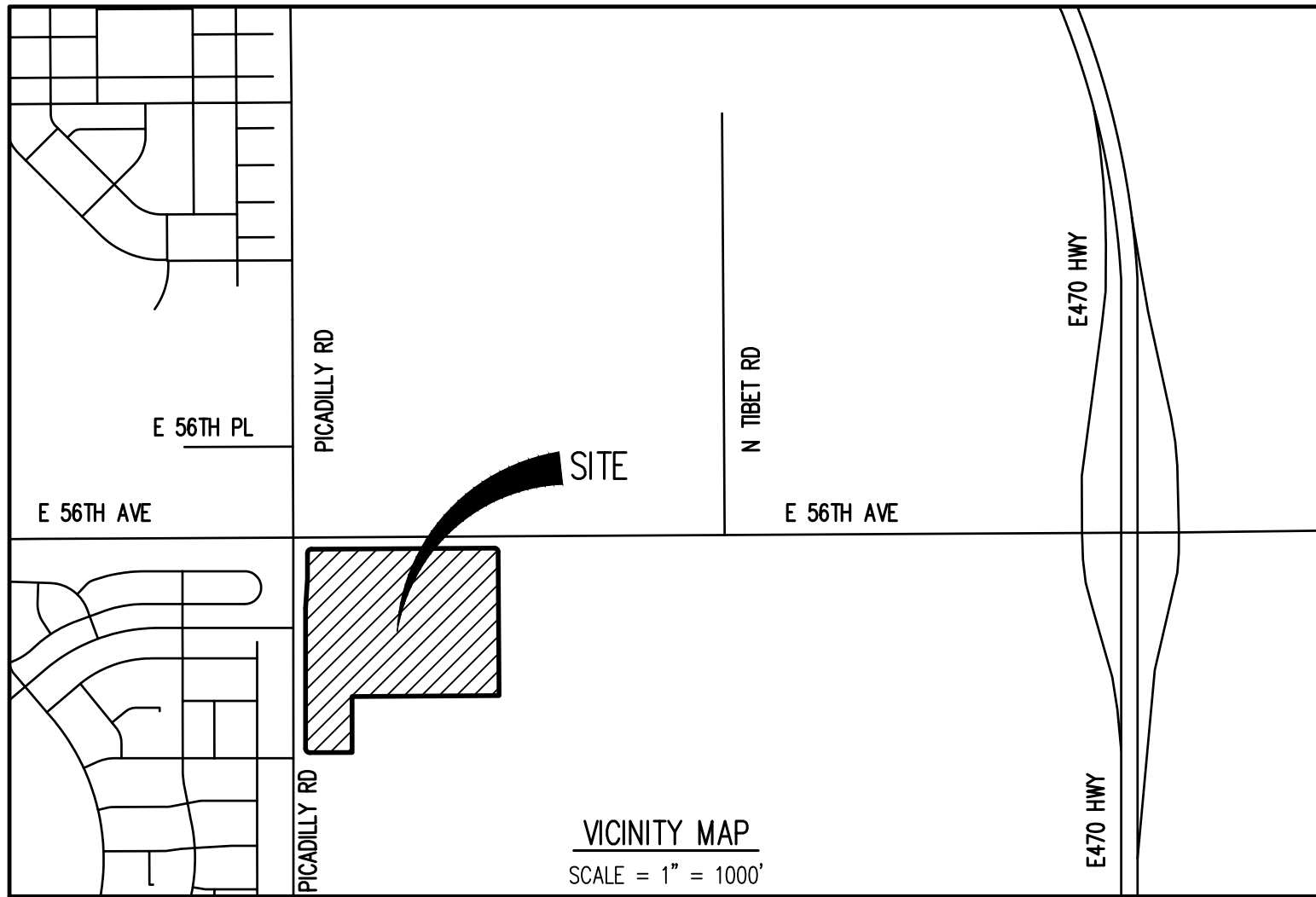
GALLOWAY & COMPANY, INC
5500 GREENWOOD PLAZA BLVD, SUITE 200
GREENWOOD VILLAGE, CO 80111
TEL: (303) 770-8884
CONTACT: DAVE JONES
EMAIL: DAVE.JONES@GALLOWAYUS.COM

GEOTECHNICAL ENGINEER

TERRACON CONSULTANTS, INC.
10625 W 170 FRONTAGE RD
WHEAT RIDGE, CO 80033-1729
TEL: (303) 423-3300
CONTACT: ABBAS A. AL EYOON, P.E.
EMAIL: ABBAS.ALEYOON@TERRACON.COM

SURVEYOR

GALLOWAY & COMPANY, INC
5500 GREENWOOD PLAZA BLVD, SUITE 200
GREENWOOD VILLAGE, CO 80111
TEL: (303) 770-8884
CONTACT: KEVIN REYNOLDS, PLS
EMAIL: KEVIN.REYNOLDS@GALLOWAYUS.COM



VICINITY MAP
SCALE = 1" = 1000'

SHEET LIST TABLE

SHEET NUMBER	Sheet Title
1	COVER SHEET
2	OVERALL SITE PLAN
3	NW SITE PLAN
4	NE SITE PLAN
5	WEST SITE PLAN
6	EAST SITE PLAN
7	SW SITE PLAN
8	SITE DETAILS
9	OVERALL GRADING PLAN
10	NW GRADING PLAN
11	NE GRADING PLAN
12	WEST GRADING PLAN
13	EAST GRADING PLAN
14	SW GRADING PLAN
15	OVERALL UTILITY PLAN
16	NW UTILITY PLAN
17	NE UTILITY PLAN
18	WEST UTILITY PLAN
19	EAST UTILITY PLAN
20	SW UTILITY PLAN
21	VEHICLE CIRCULATION PLAN
22	FIRE TRUCK CIRCULATION PLAN
23	OVERALL LANDSCAPE PLAN
24	LANDSCAPE PLAN
25	LANDSCAPE PLAN
26	LANDSCAPE PLAN
27	LANDSCAPE PLAN
28	LANDSCAPE NOTES & SCHEDULE
29	LANDSCAPE DETAILS
30	PHOTOMETRICS PLAN
31	PHOTOMETRICS DETAILS
32	EXTERIOR ELEVATIONS - KING SOOPERS
33	EXTERIOR ELEVATIONS - RETAIL AND TRASH ENCLOSURE
34	SIGHTLINE STUDY
35	FUEL CENTER EXTERIOR COLOR ELEVATIONS & SIGNAGE
36	FUEL CENTER EXTERIOR COLOR ELEVATIONS & SIGNAGE

sheet description has been updated

Remove highlighted text for sheets 35 & 36.

LEGAL DESCRIPTION

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 13; THENCE S73°19'59"E, A DISTANCE OF 75.17 FEET, TO A POINT ON A LINE 22.00 FEET SOUTH OF THE NORTH LINE OF SAID NORTHWEST QUARTER OF SECTION 13, SAID POINT ALSO BEING THE POINT OF BEGINNING.

THENCE 22.00 FEET SOUTH OF AND PARALLEL WITH SAID NORTH LINE, N89°38'53"E, A DISTANCE OF 1287.56 FEET;

THENCE S00°21'07"E, A DISTANCE OF 104.93 FEET;

THENCE S07°14'34"W, A DISTANCE OF 60.53 FEET;

THENCE S00°21'07"E, A DISTANCE OF 1201.92 FEET;

THENCE S89°58'10"W, A DISTANCE OF 1258.21 FEET TO A POINT ON A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 115°05'00", A RADIUS OF 25.00 FEET, A LENGTH OF 39.27 FEET (THE CHORD BEARS S44°48'32"W, A DISTANCE OF 35.36 FEET); TO A POINT ON SAID CURVE, BEARING S44°48'32"W, A DISTANCE OF 76.00 FEET EAST OF THE WEST LINE OF SAID NORTHWEST QUARTER OF SECTION 13;

THENCE S89°58'10"W, A DISTANCE OF 4.00 FEET, TO A POINT ON THE EAST RIGHT OF WAY LINE OF PICADILLY ROAD;

ON SAID EAST RIGHT OF WAY LINE, N00°01'50"W, A DISTANCE OF 76.00 FEET, TO THE POINT OF BEGINNING;

GROSS AREA: 1,750,877 SQUARE FEET OR 40.195 ACRES, MORE OR LESS.

LESS AND EXCEPT THE FOLLOWING PARCEL:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 13, THENCE N15°05'00"E, A DISTANCE OF 1381.33 FEET TO THE POINT OF BEGINNING (LESS AND EXCEPT);

THENCE N00°21'07"W, A DISTANCE OF 342.13 FEET;

THENCE N89°38'53"E, A DISTANCE OF 930.65 FEET;

THENCE S00°21'07"E, A DISTANCE OF 322.21 FEET, TO A POINT ON A CURVE TO THE RIGHT;

THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 90°19'17", A RADIUS OF 25.00 FEET, A LENGTH OF 39.41 FEET (THE CHORD OF SAID CURVE BEARS S44°48'32"W, A DISTANCE OF 35.45 FEET);

THENCE S89°58'10"W, A DISTANCE OF 905.52 FEET, TO THE POINT OF BEGINNING (LESS AND EXCEPT);

LESS AND EXCEPT AREA: 320,696 SQUARE FEET OR 7.36 ACRES, MORE OR LESS.

SAID PARCEL CONTAINS A NET AREA OF 1,430,181 SQUARE FEET OR 32.833 ACRES, MORE OR LESS.

ALL LINEAL DISTANCES ARE REPRESENTED IN U.S. SURVEY FEET.

SIGNATURE BLOCK

SIGNATURE BLOCK

_____, SITE PLAN * (OFFICIAL PROJECT NAME)

LEGAL DESCRIPTION: _____

THIS SITE PLAN AND ANY AMENDMENTS HERETO, UPON APPROVAL BY THE CITY OF AURORA AND RECORDING, SHALL BE BINDING UPON THE APPLICANTS THEREFORE, THEIR SUCCESSORS AND ASSIGNS. THIS PLAN SHALL LIMIT AND CONTROL THE ISSUANCE AND VALIDITY OF ALL BUILDING PERMITS, AND SHALL RESTRICT AND LIMIT THE CONSTRUCTION, LOCATION, USE, OCCUPANCY AND OPERATION OF ALL LAND AND STRUCTURES WITHIN THIS PLAN TO ALL CONDITIONS, REQUIREMENTS, LOCATIONS AND LIMITATIONS SET FORTH HEREIN. ABANDONMENT, WITHDRAWAL OR AMENDMENT OF THIS PLAN MAY BE PERMITTED ONLY UPON APPROVAL OF THE CITY OF AURORA.

IN WITNESS THEREOF,

_____, HAS CAUSED THESE

(CORPORATION, COMPANY, OR INDIVIDUAL)

PRESENTS TO BE EXECUTED THIS ____ DAY OF __AD, 2025.

BY:

(PRINCIPALS OR OWNERS) _____ SEAL _____ CORPORATE

STATE OF COLORADO _____)SS

COUNTY OF _____)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF __AD, 2025.

BY _____

(PRINCIPALS OR OWNERS)

WITNESS MY HAND AND OFFICIAL SEAL

(NOTARY PUBLIC)

SEAL

Remove highlighted text for sheets 35 & 36.

MY COMMISSION EXPIRES _____, NOTARY BUSINESS ADDRESS: _____

CITY OF AURORA APPROVAL

CITY OF AURORA APPROVALS

CITY ATTORNEY: _____ DATE: _____

PLANNING DIRECTOR: _____ DATE: _____

PLANNING COMMISSION: _____ DATE: _____ (CHAIRPERSON)

CITY COUNCIL: _____ DATE: _____ (MAYOR)

ATTEST: _____ DATE: _____ (CITY CLERK)

DATABASE APPROVAL DATE _____

RECORDER'S CERTIFICATE: _____

ACCEPTED FOR FILING IN THE OFFICE OF THE CLERK _____

COLORADO AT ____ O'CLOCK ____ M, THIS ____ DAY OF ____

DEPUTY: _____

CLERK AND RECORDER: _____

AMENDMENTS

AN ADMINISTRATIVE ADJUSTMENT HAS BEEN REQUESTED AS WE ARE UNABLE TO MEET THE BUILDING PERIMETER REQUIREMENT FOR THE NORTH BUILDING ELEVATION. WE ARE PROPOSING TO PLANT THE 14 REQUIRED TREES IN THE PARKING LOT BEDS AND TO PROVIDE ENHANCED LANDSCAPING IN THE PARKING LOT ISLAND END CAPS LOCATED DIRECTLY IN FRONT OF THE STORE.

Add adjustment and adjustment justification to the cover sheet, not in the amendment box. This space is reserved for future amendments to the approved site plan.

Galloway

5500 Greenwood Plaza Blvd., Suite 200
Greenwood Village, CO 80111
303.770.8884
GallowayUS.com

NOT FOR CONSTRUCTION

56TH & PICADILLY MARKETPLACE AT GVRE
SITE PLAN SET

DA-1662-36
AURORA, COLORADO

#	Date	Issue / Description	Init.
A	10/02/24	1ST SP SUBMITTAL	AJP
B	02/04/25	2ND SP SUBMITTAL	AJP
C			
D			
E			
F			
G			
H			
I			
J			
K			
L			
M			
N			
O			
P			
Q			
R			
S			
T			
U			
V			
W			
X			
Y			
Z			

Project No:	KSS000156
Drawn By:	AJS
Checked By:	TDK
Date:	FEBRUARY 2025

COVER SHEET

NOT FOR CONSTRUCTION

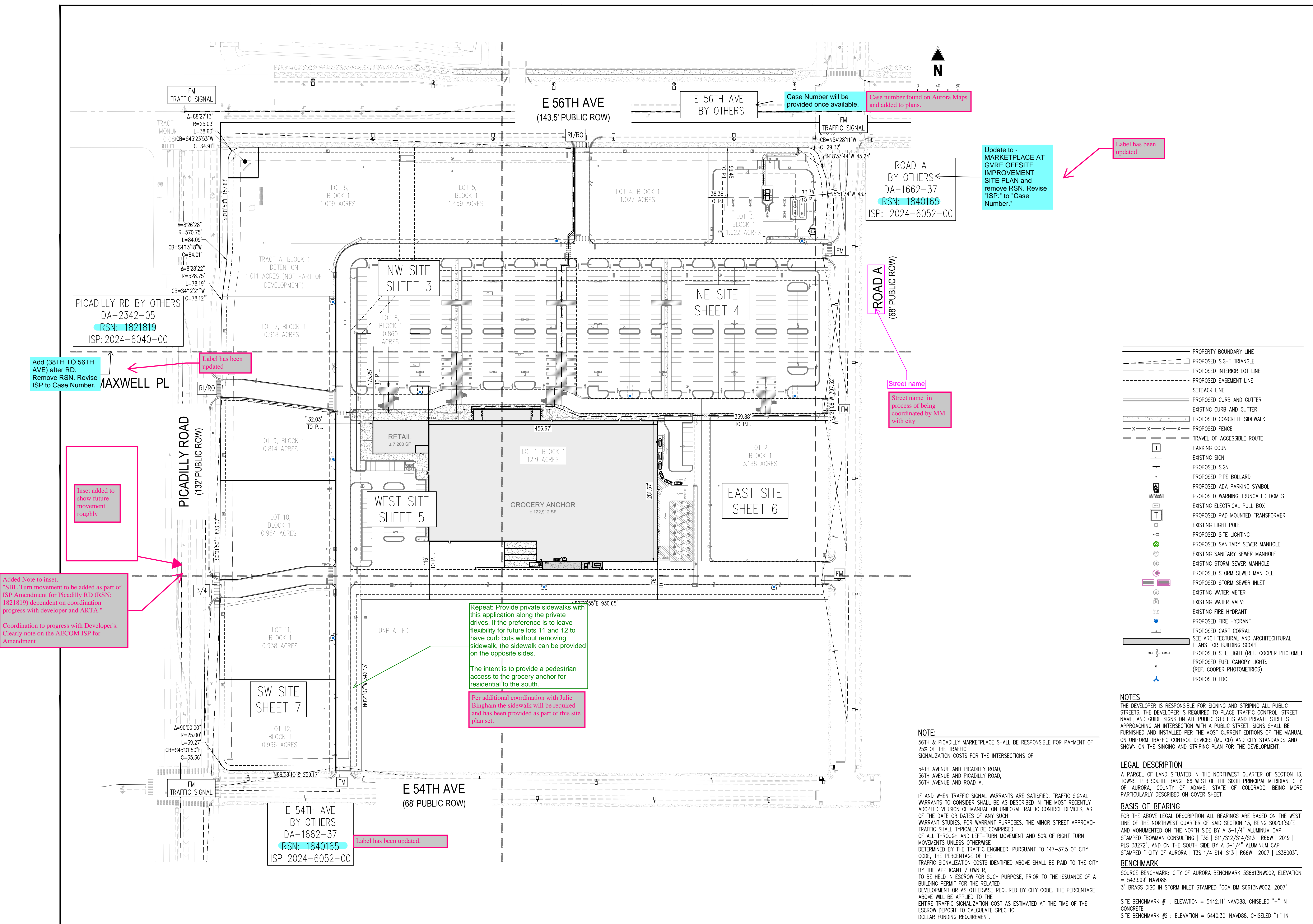
56TH & PICADILLY MARKETPLACE AT GVRE
SITE PLAN SET

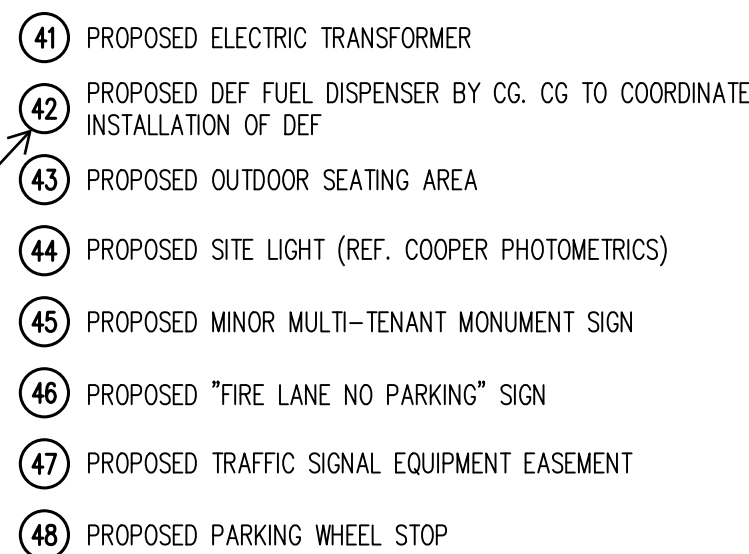
DA-1662-36
AURORA, COLORADO

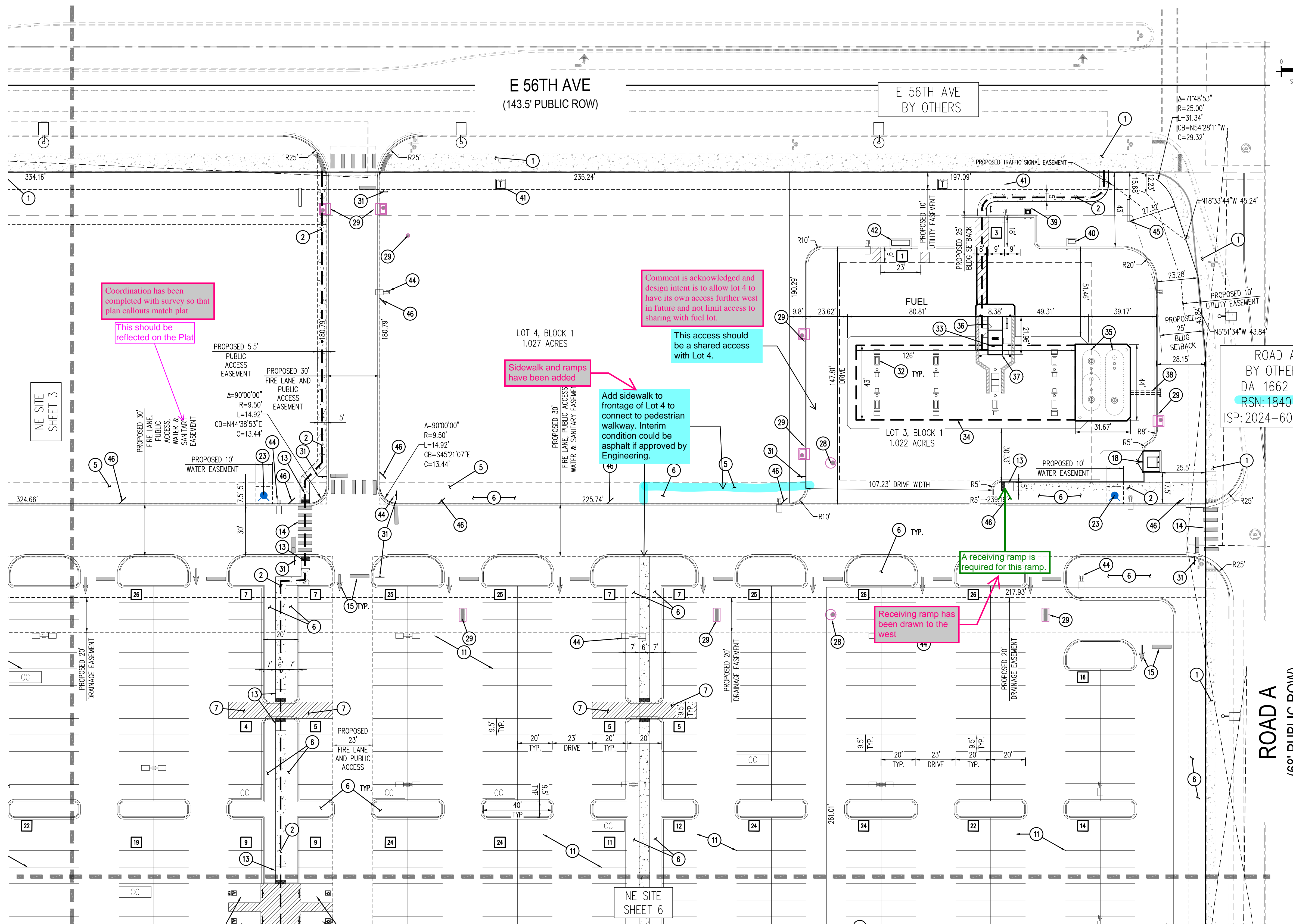
[illegible]

Project No:	KSS000156
Drawn By:	JKS
Checked By:	TDK
Date:	FEBRUARY 2025

OVERALL SITE PLAN







- 1 PROPOSED SIDEWALK (BY MASTER DEVELOPER)
- 2 PROPOSED CONCRETE SIDEWALK (SIZE AS NOTED ON PLAN)
- 3 PROPOSED FLUSH CONCRETE SIDEWALK
- 4 PROPOSED CONCRETE CROSS PAN
- 5 PROPOSED FUTURE SIDEWALK
- 6 PROPOSED LANDSCAPE AREA
- 7 PROPOSED CART PASSTHROUGH
- 8 PROPOSED BICYCLE RACKS
- 9 PROPOSED GROCERY PICKUP PARKING STALLS
- 10 PROPOSED PHARMACY DRIVE THRU

- 11 PROPOSED PARKING STALL
- 12 PROPOSED ADA ACCESSIBLE PARKING STALL
- 13 PROPOSED ADA ACCESSIBLE RAMP
- 14 PROPOSED PAINTED PEDESTRIAN CROSSWALK
- 15 PROPOSED PAINTED TRAFFIC MARKINGS AND SYMBOLS
- 16 PROPOSED PAINTED 4" SOLID WHITE STRIPING
- 17 PROPOSED TRASH COMPACTOR
- 18 PROPOSED TRASH ENCLOSURE
- 19 PROPOSED MAJOR MULTI TENANT MONUMENT SIGN
- 20 PROPOSED BUILDING FDC

- 21 PROPOSED BUILDING DOWNSPOUTS
- 22 EXISTING FIRE HYDRANT TO REMAIN
- 23 PROPOSED FIRE HYDRANT
- 24 PROPOSED GREASE INTERCEPTOR
- 25 PROPOSED MECHANICAL ENCLOSURE AREA
- 26 PROPOSED BOLLARDS
- 27 PROPOSED ELECTRICAL CABINET
- 28 PROPOSED STORM MANHOLE
- 29 PROPOSED STORM INLET
- 30 PROPOSED CONCRETE LOADING DOCK

- 31 PROPOSED STOP SIGN
- 32 PROPOSED MULTIPLE PRODUCT DISPENSER (TYP. 7)
- 33 PROPOSED KIOSK WITH EMPLOYEE RESTROOM
- 34 PROPOSED FUEL CANOPY
- 35 PROPOSED UNDERGROUND FUEL TANKS
- 36 PROPOSED KNOX BOX
- 37 EMERGENCY SHUT OFF
- 38 PROPOSED BLACK STEEL VENT RISERS
- 39 PROPOSED AIR TANK
- 40 PROPOSED PROPANE CAGE

- 41 PROPOSED ELECTRIC TRANSFORMER
- 42 PROPOSED DEF FUEL DISPENSER BY CG. CG TO COORDINATE INSTALLATION OF DEF
- 43 PROPOSED OUTDOOR SEATING AREA
- 44 PROPOSED SITE LIGHT (REF. COOPER PHOTOMETRICS)
- 45 PROPOSED MINOR MULTI-TENANT MONUMENT SIGN
- 46 PROPOSED "FIRE LANE NO PARKING" SIGN
- 47 PROPOSED TRAFFIC SIGNAL EQUIPMENT EASEMENT
- 48 PROPOSED PARKING WHEEL STOP

NOTES

THE DEVELOPER IS RESPONSIBLE FOR SIGNING AND STRIPING ALL PUBLIC STREETS. THE DEVELOPER IS REQUIRED TO PLACE TRAFFIC CONTROL, STREET NAME, AND GUIDE SIGNS ON ALL PUBLIC STREETS AND PRIVATE STREETS APPROACHING AN INTERSECTION WITH A PUBLIC STREET. SIGNS SHALL BE FURNISHED AND INSTALLED PER THE MOST CURRENT EDITIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND CITY STANDARDS AND SHOWN ON THE SIGNING AND STRIPING PLAN FOR THE DEVELOPMENT.

LEGAL DESCRIPTION

A PARCEL OF LAND SITUATED IN THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED ON COVER SHEET:

BASIS OF BEARING

FOR THE ABOVE LEGAL DESCRIPTION ALL BEARINGS ARE BASED ON THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 13, BEING S00°01'50"E AND MONUMENTED ON THE NORTH SIDE BY A 3-1/4" ALUMINUM CAP STAMPED "BOWMAN CONSULTING | T3S | S11/S12/S14/S13 | R66W | 2019 | PLS 38272", AND ON THE SOUTH SIDE BY A 3-1/4" ALUMINUM CAP STAMPED "CITY OF AURORA | T3S 1/4 S14-S13 | R66W | 2007 | LS38003".

BENCHMARK

SOURCE BENCHMARK: CITY OF AURORA BENCHMARK 356613NW002, ELEVATION = 5433.99' NAVD88
3" BRASS DISC IN STORM INLET STAMPED "COA BM 56613NW002, 2007".

SITE BENCHMARK #1 : ELEVATION = 5442.11' NAVD88, CHISELED "+" IN CONCRETE
SITE BENCHMARK #2 : ELEVATION = 5440.30' NAVD88, CHISELED "+" IN CONCRETE

Updated per overall comments

NE SITE SHEET 3

NE SITE THIS SHEET

WEST SITE SHEET 5 OF 30

EAST SITE SHEET 6 OF 30

SW SITE SHEET 7 OF 30

KEYMAP

SCALE: 1"=500'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

SCALE: 1"=30'

NOT FOR
CONSTRUCTION

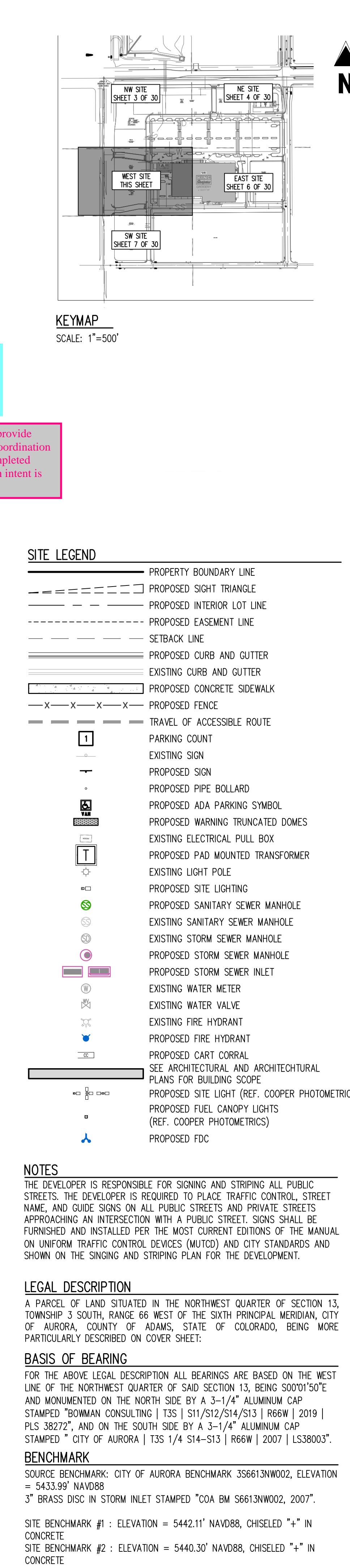
56TH & PICADILLY MARKETPLACE AT GVRE
SITE PLAN SET

DA-1662-36
AURORA, COLORADO

#	Date	Issue / Description	Init.
A	10/02/24	1ST SP SUBMITTAL	AJP
B	02/04/25	2ND SP SUBMITTAL	AJP

Project No:	KSS000156
Drawn By:	JKS
Checked By:	TDK
Date:	FEBRUARY 2025

NE SITE PLAN



NOT FOR CONSTRUCTION

56TH & PICADILLY MARKETPLACE AT GVRE
SITE PLAN SET

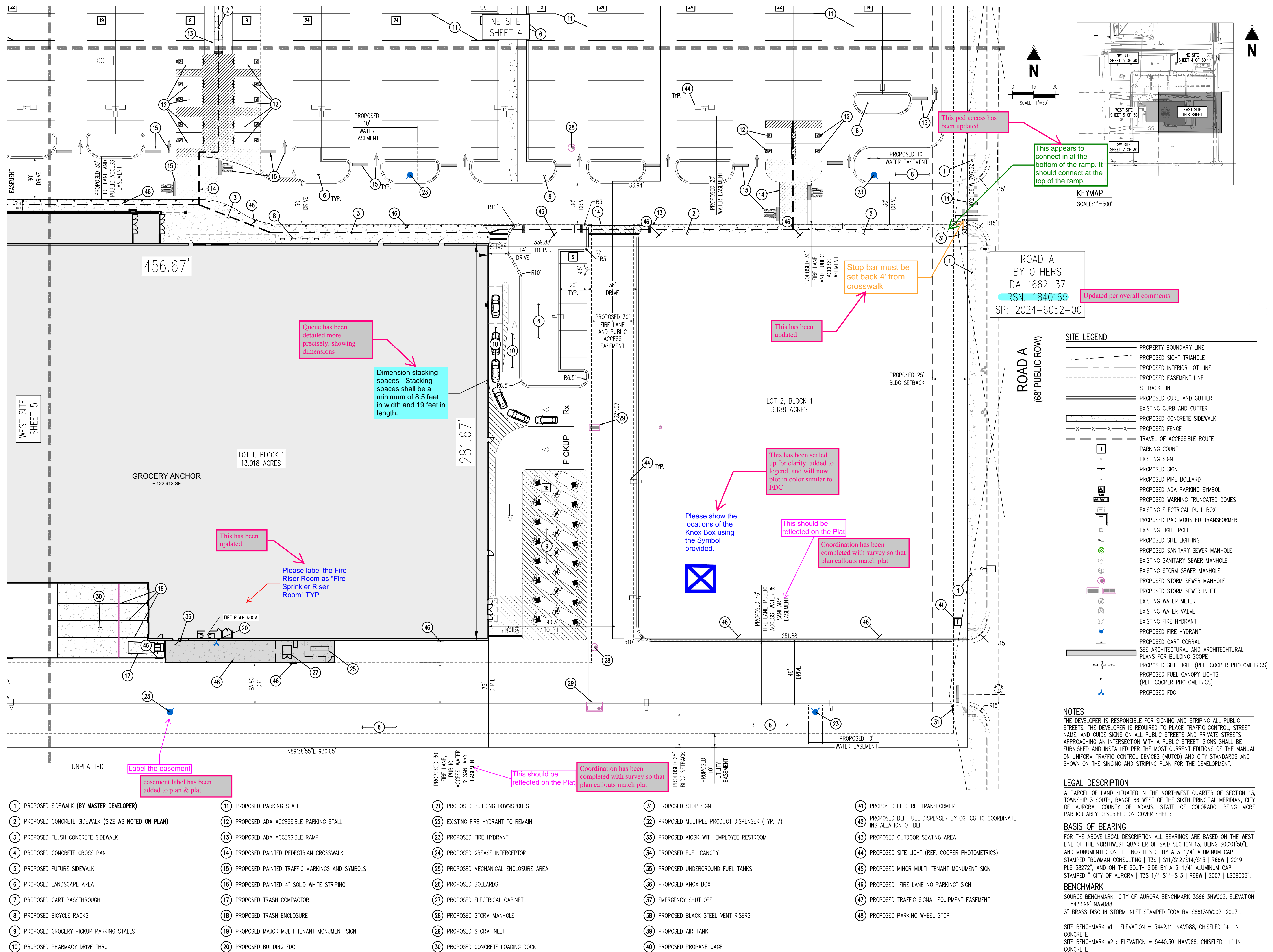
DA-166Z-36
AURORA, COLORADO

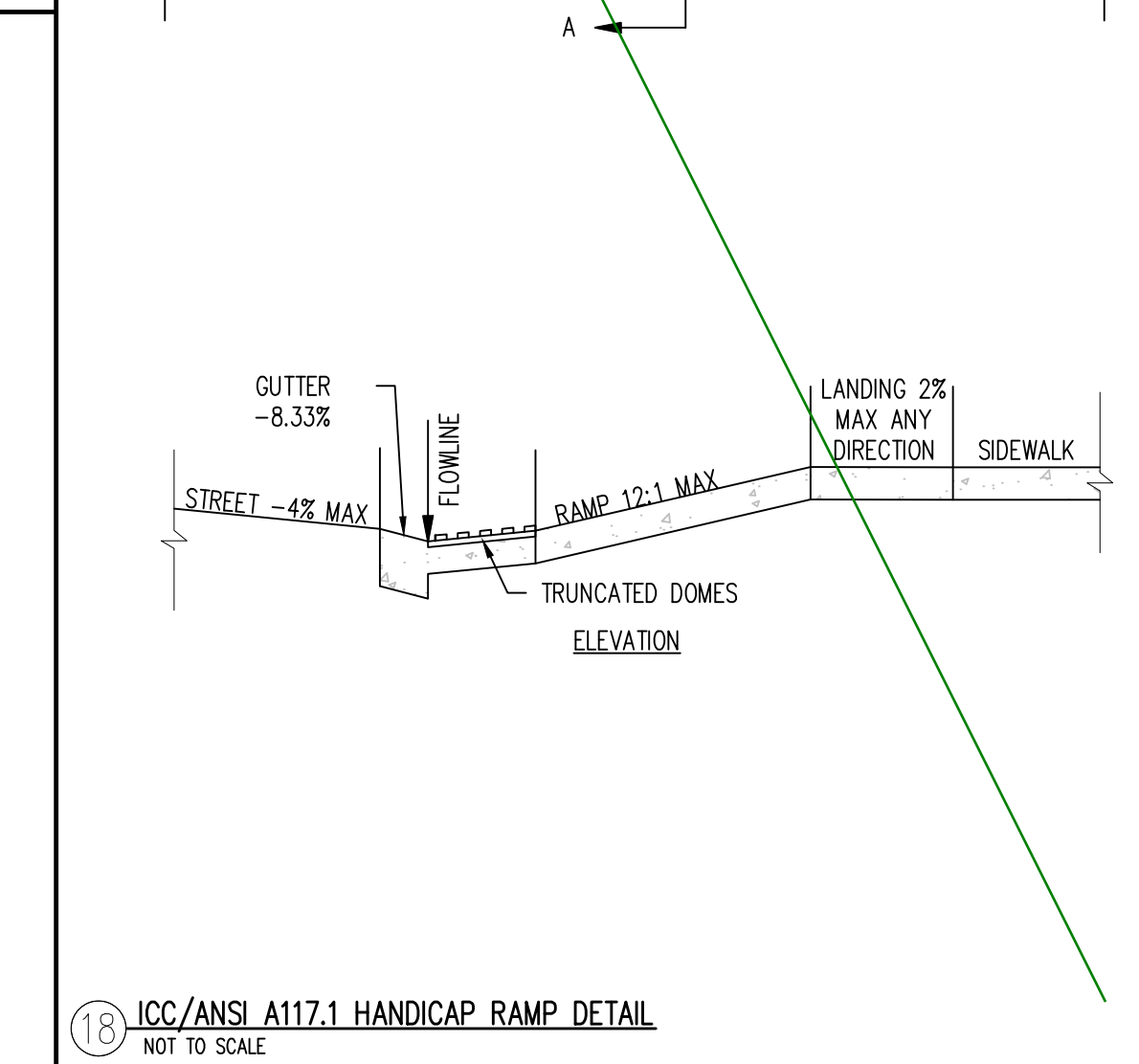
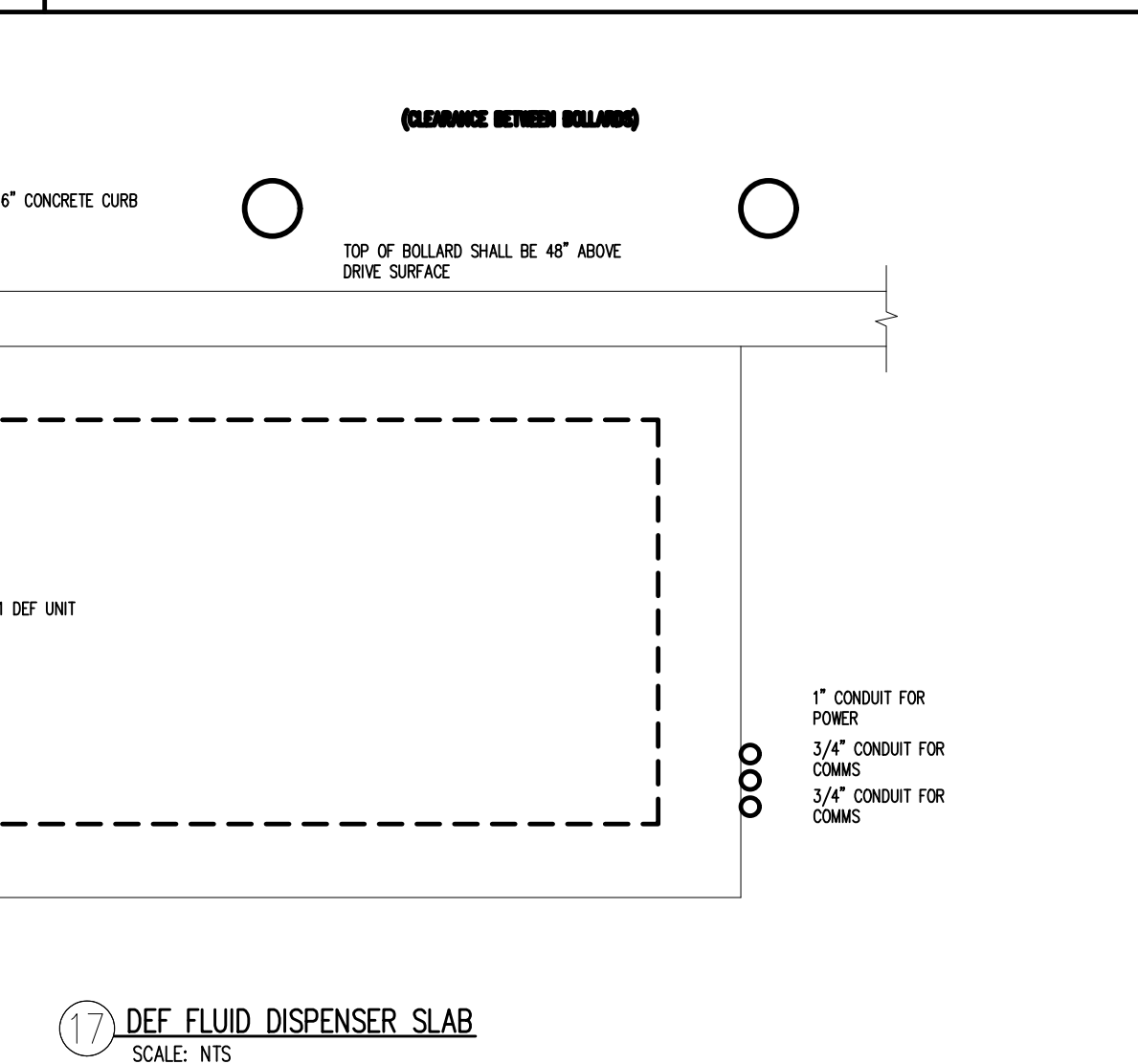
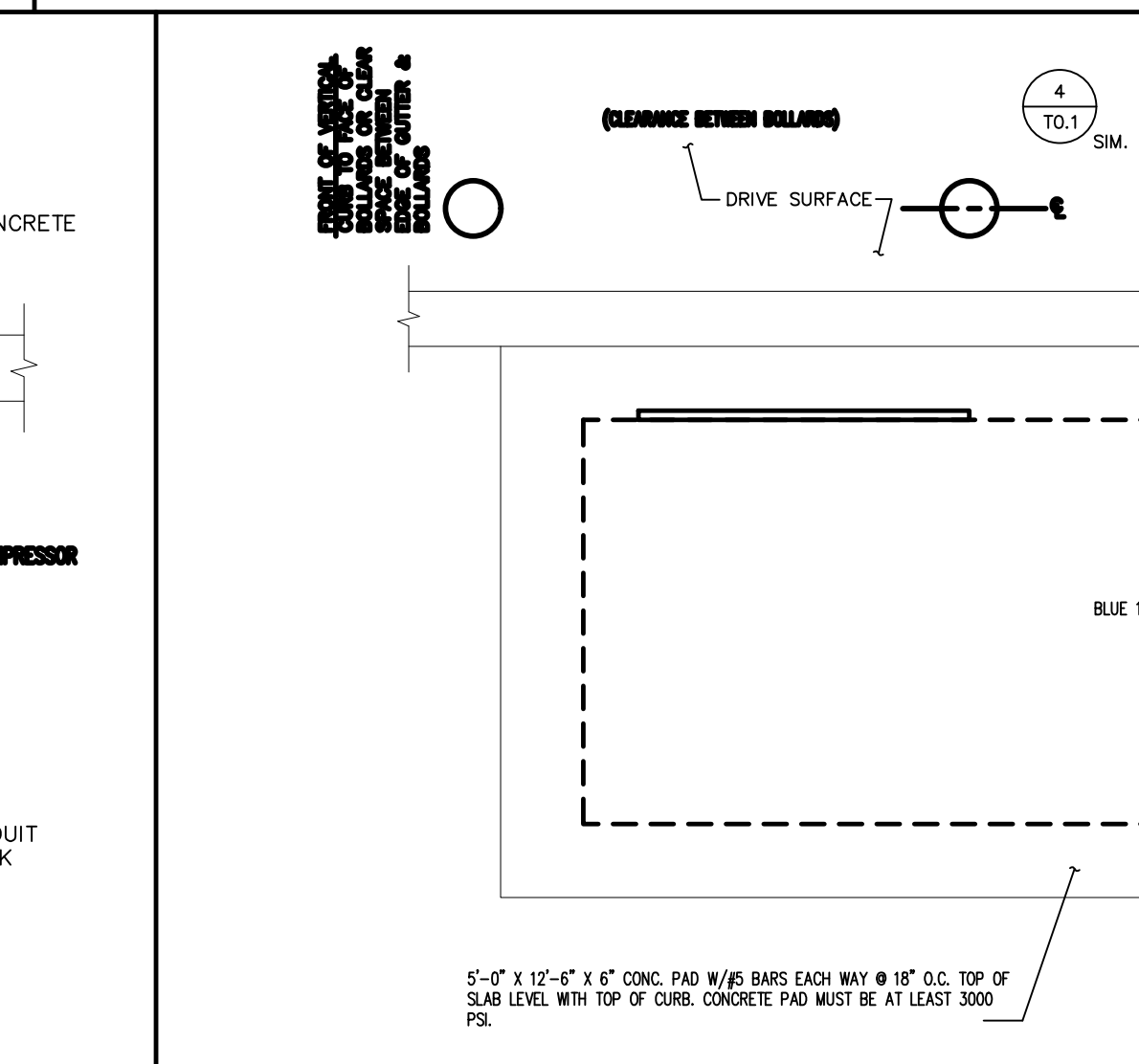
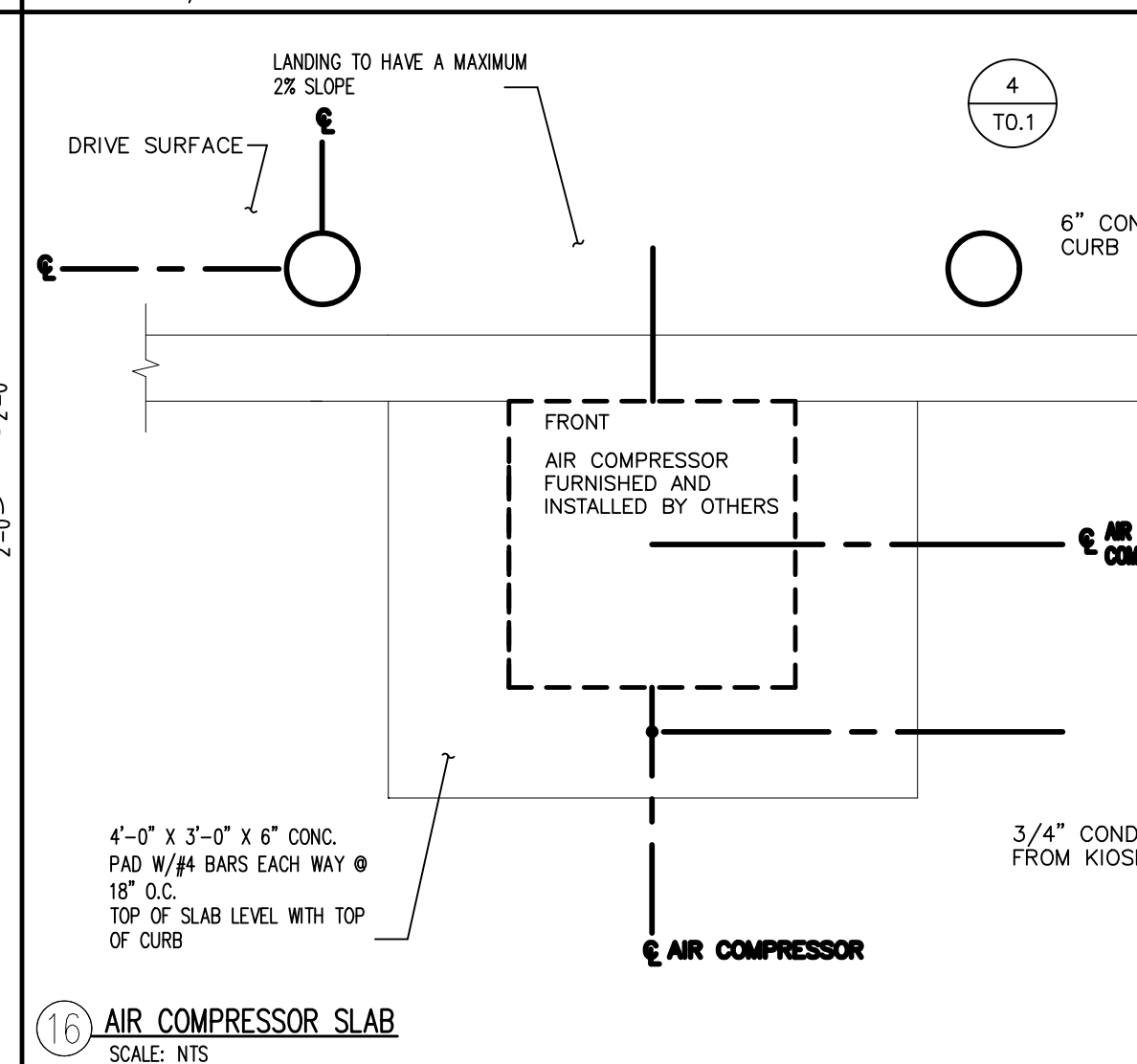
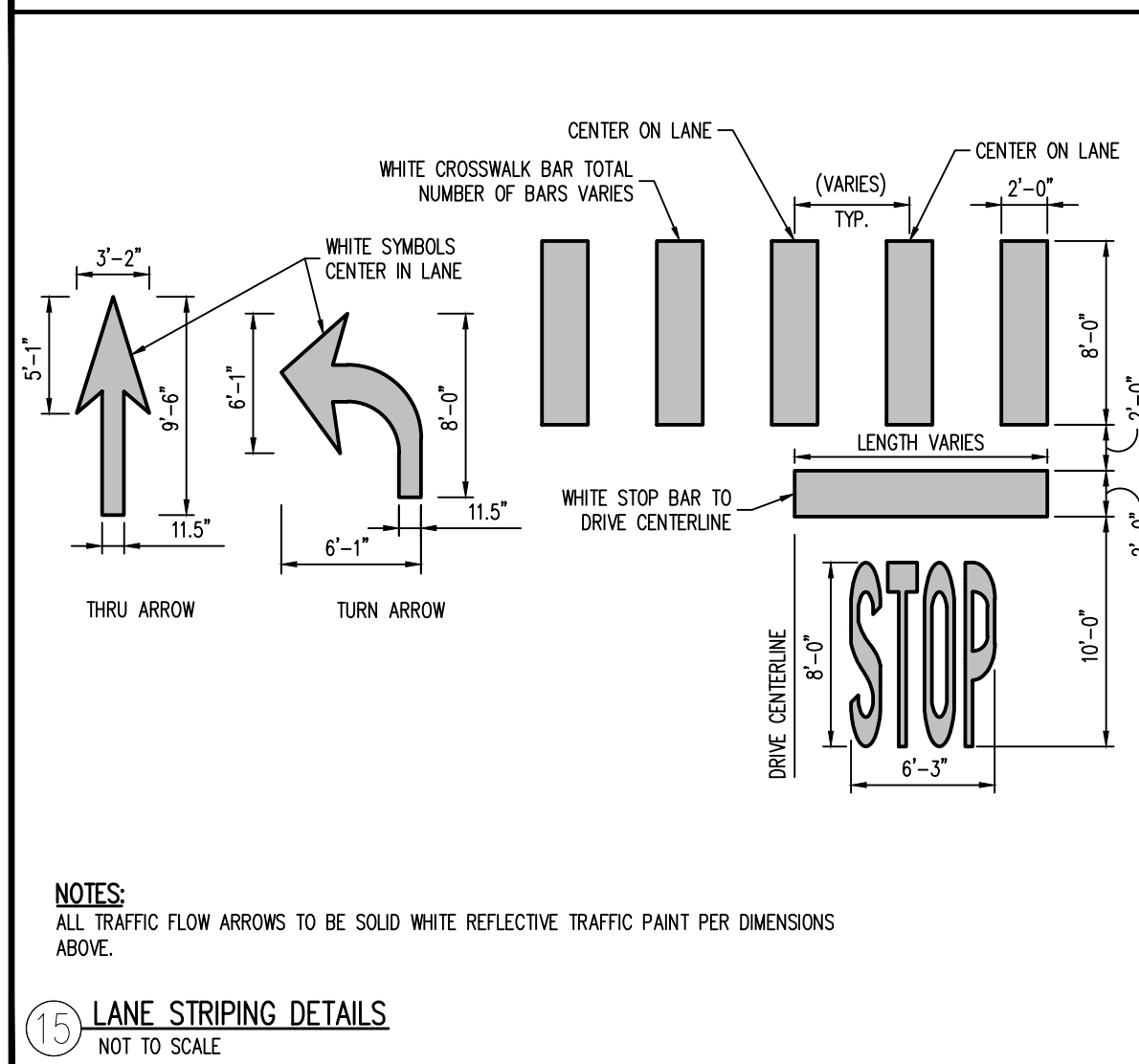
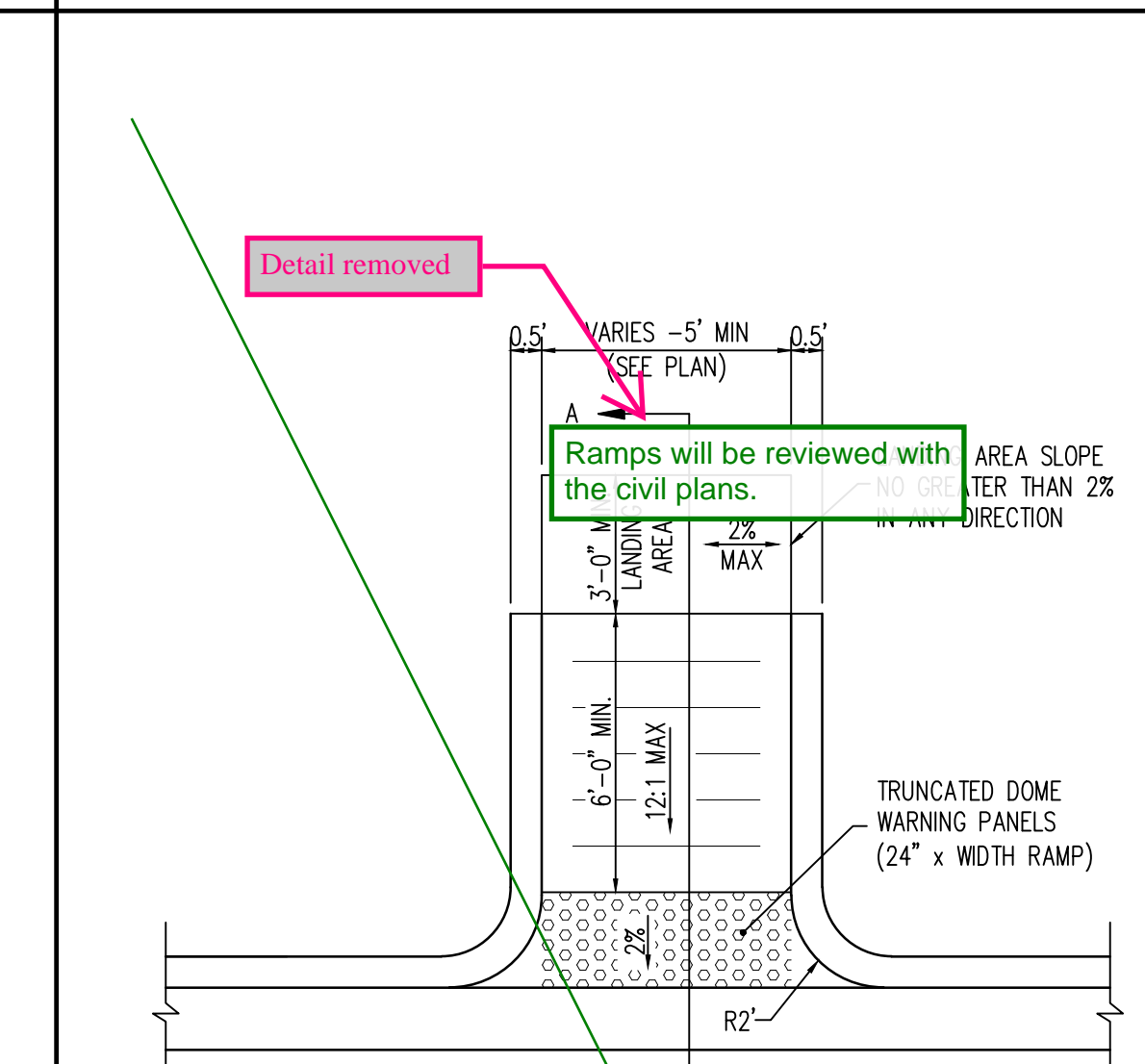
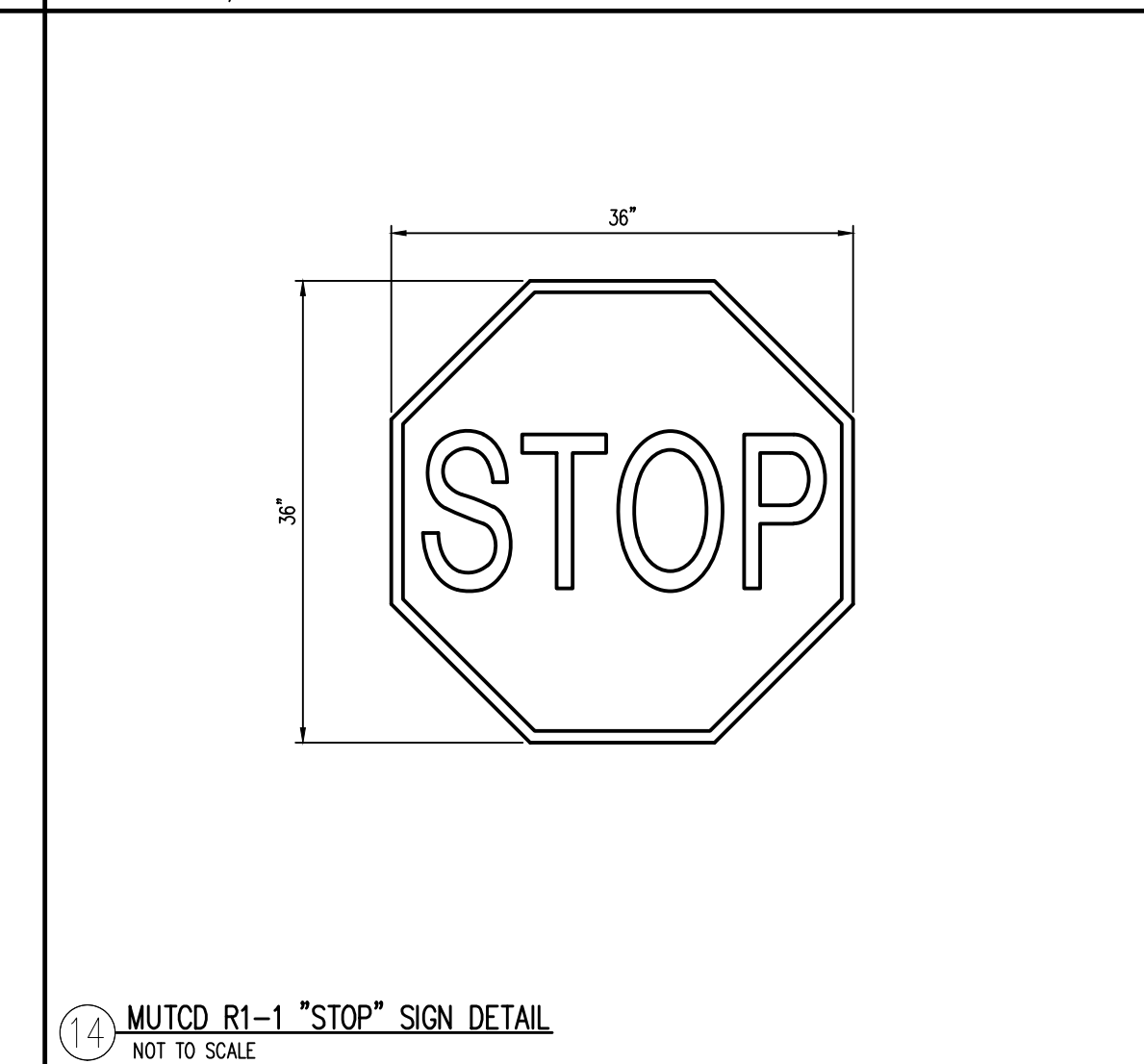
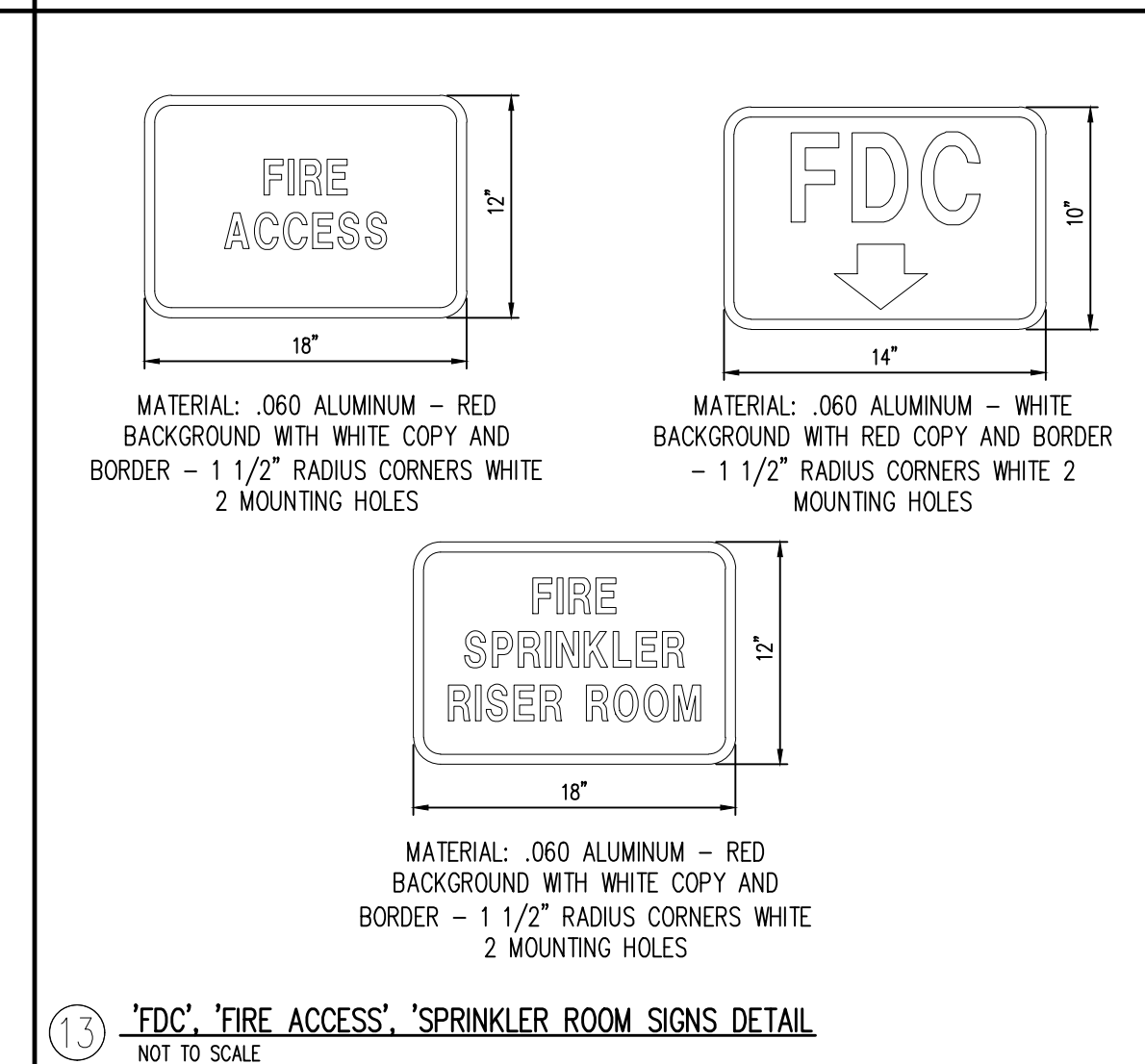
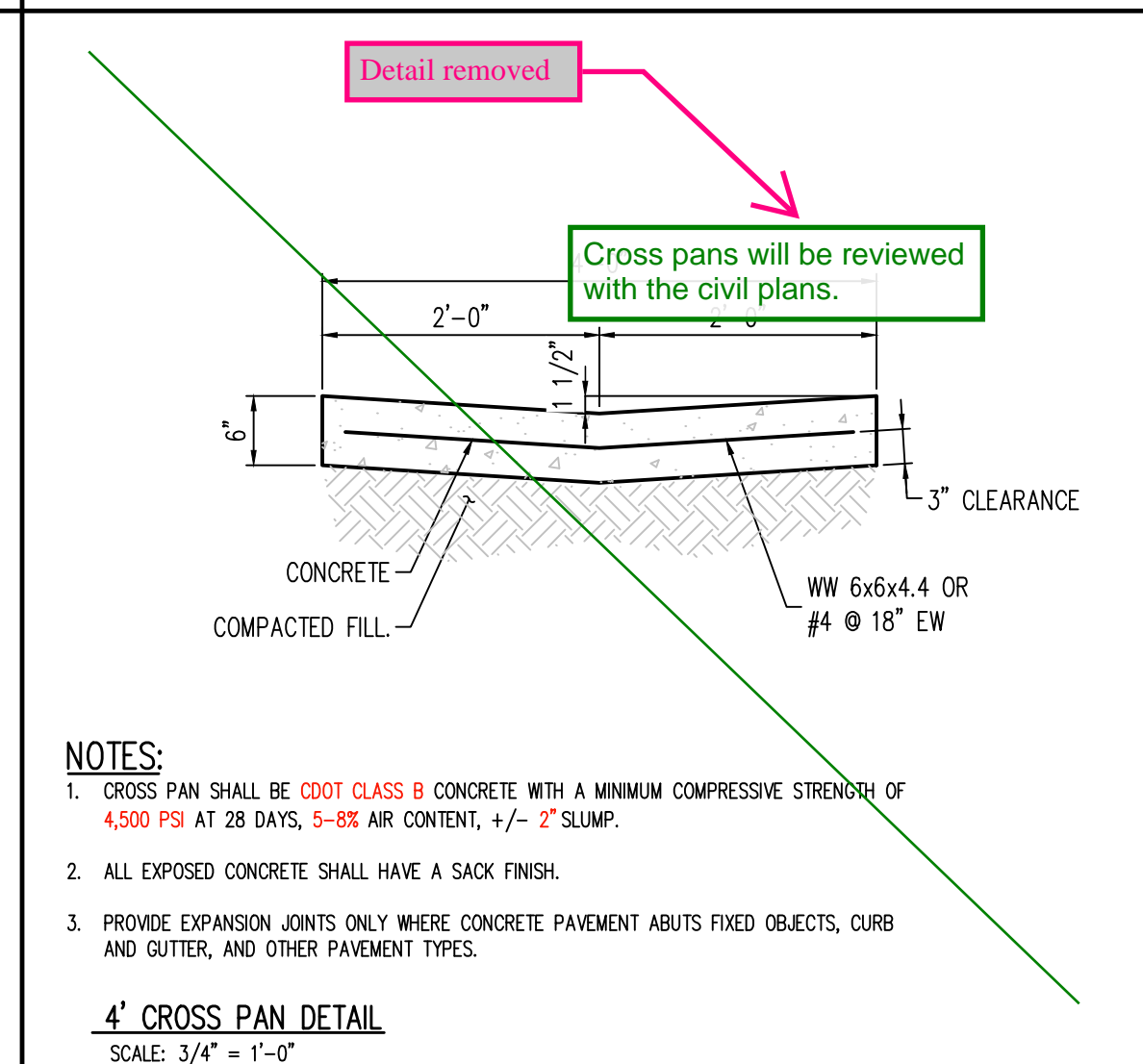
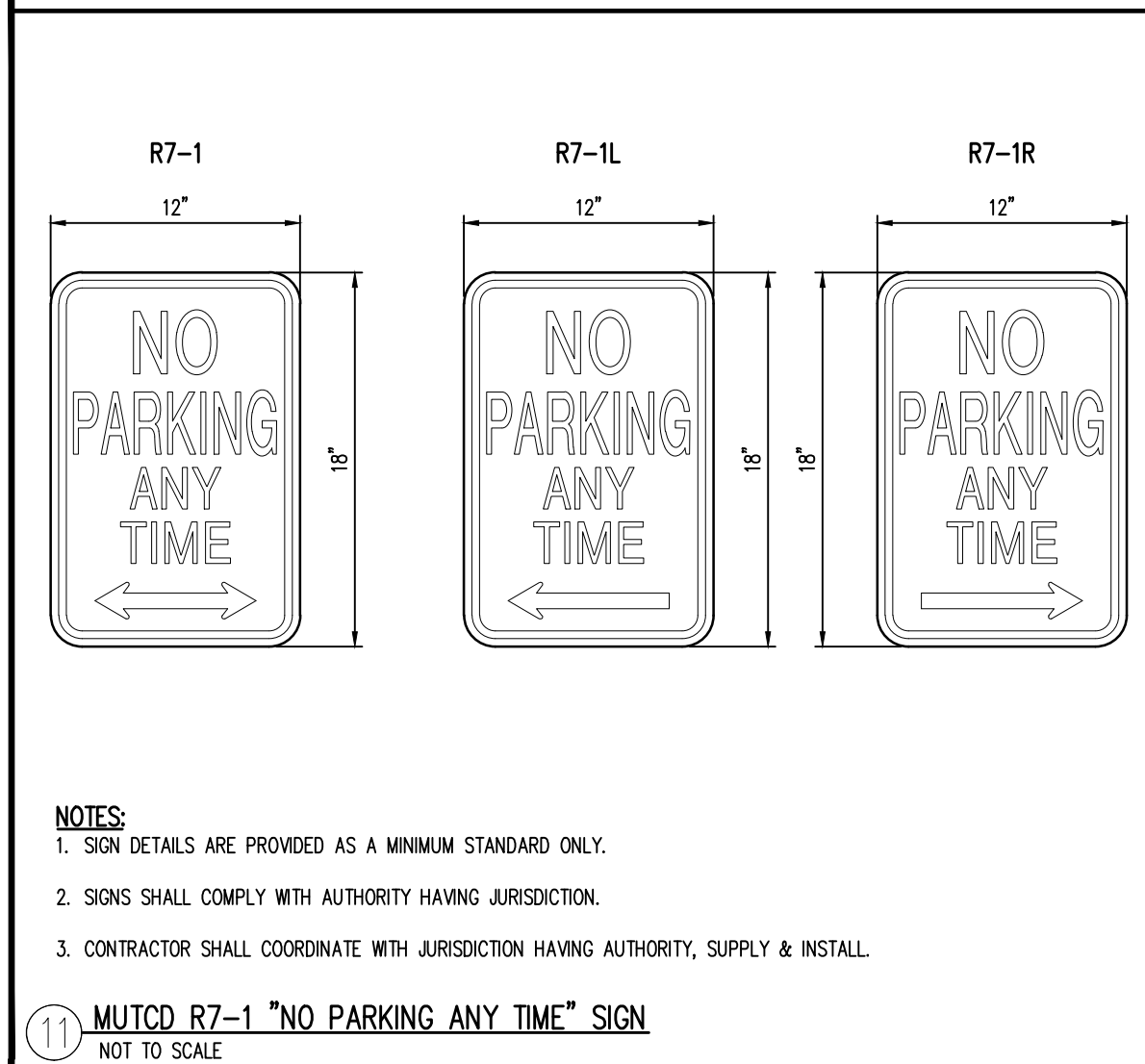
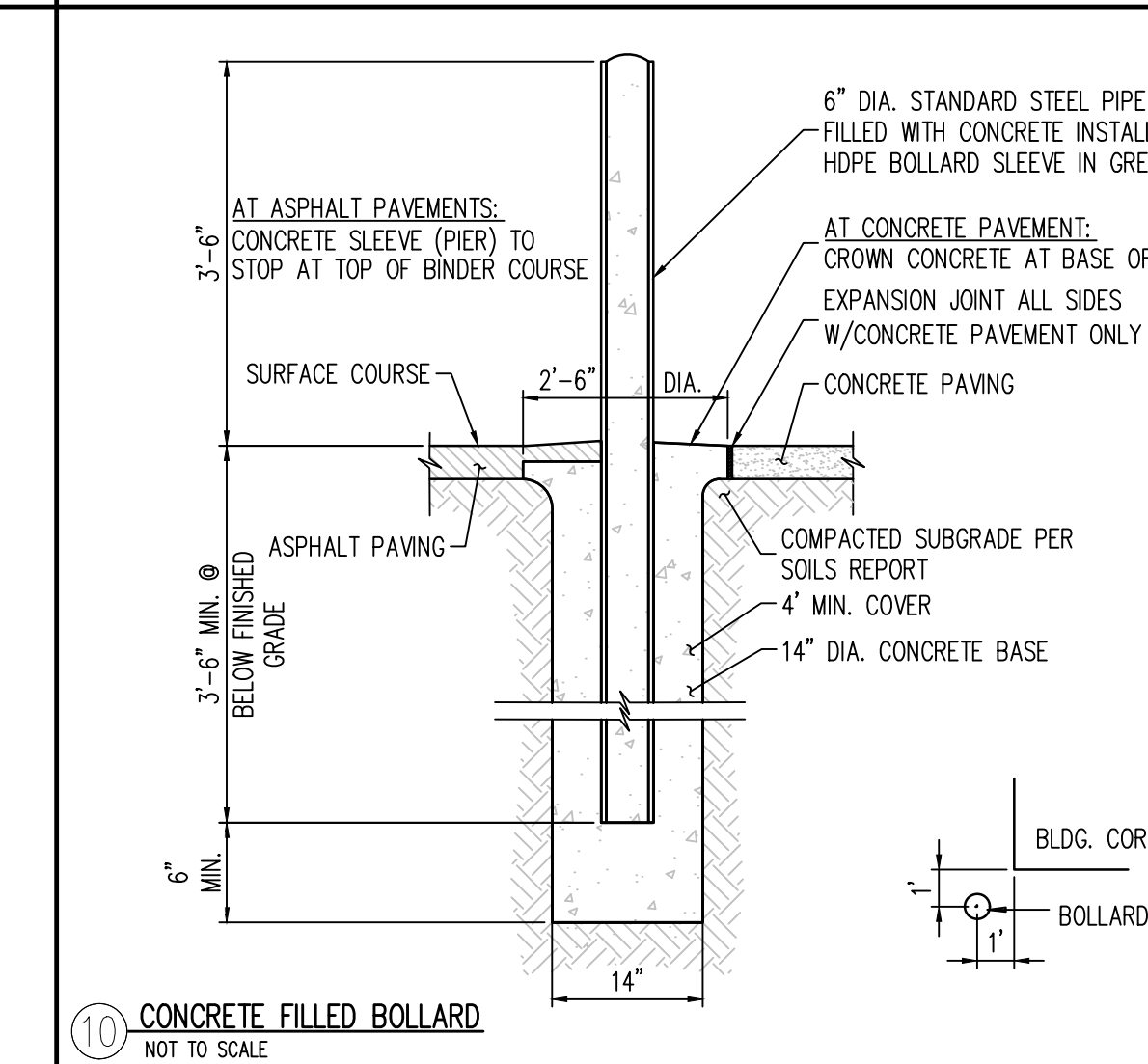
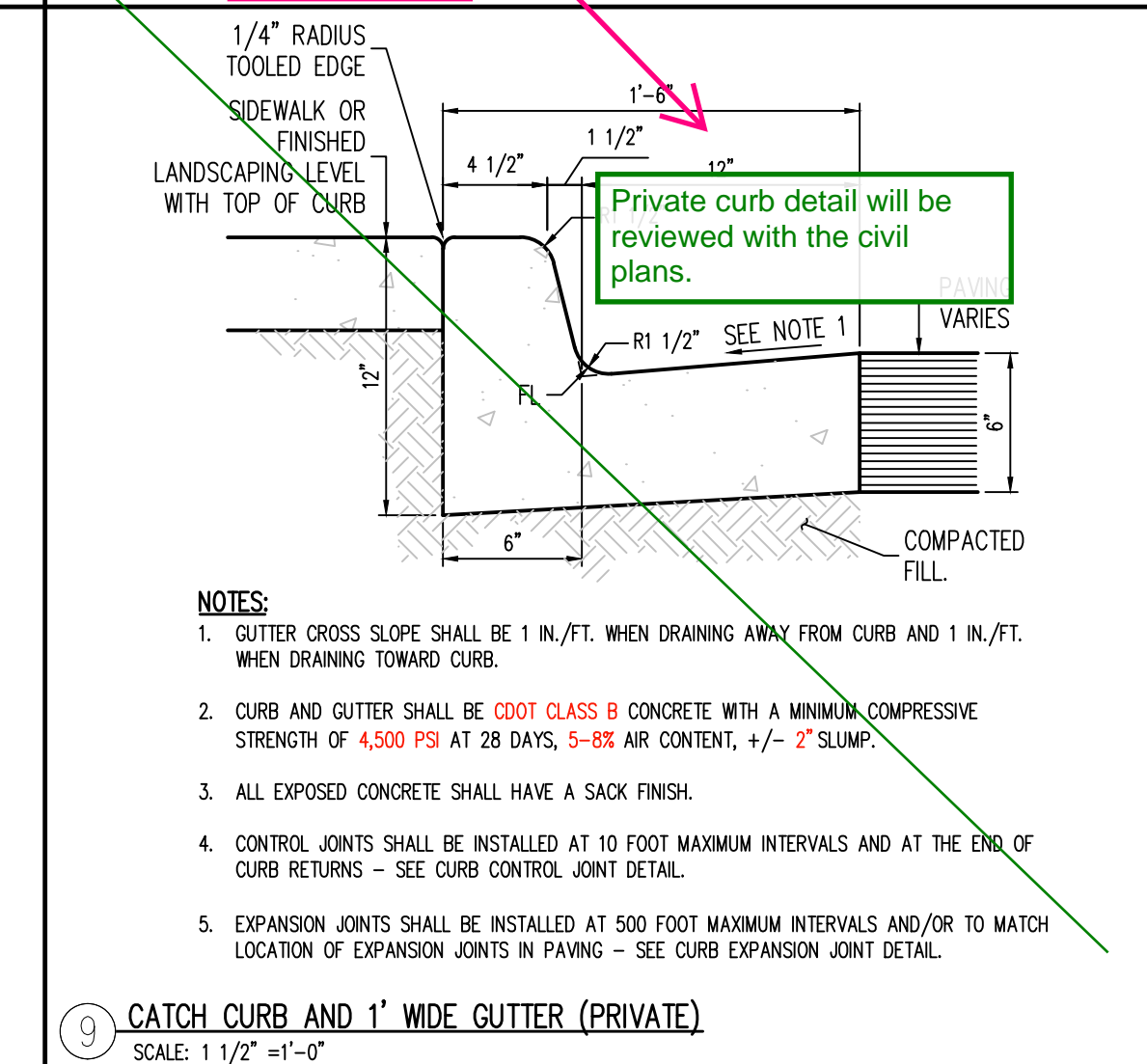
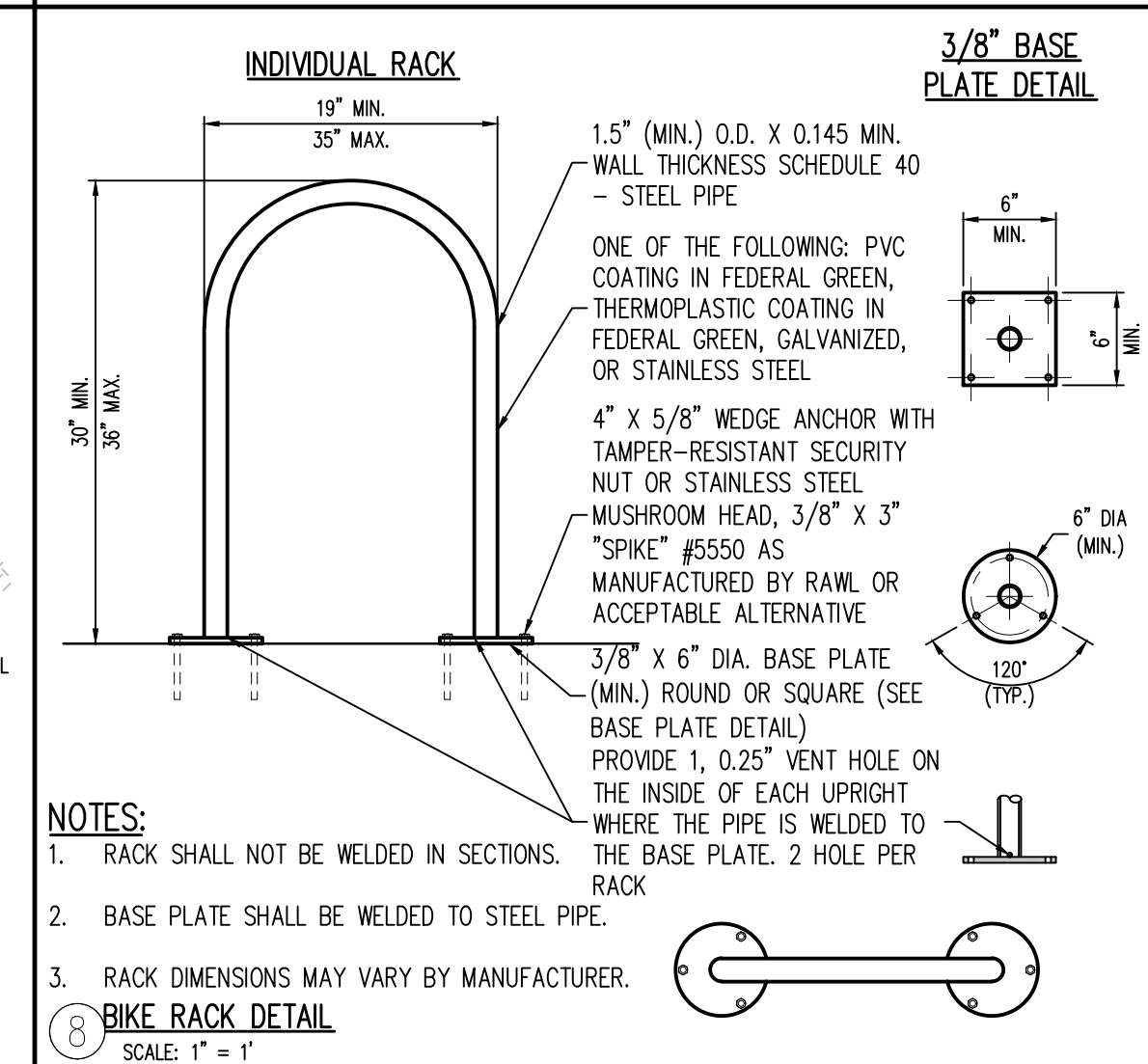
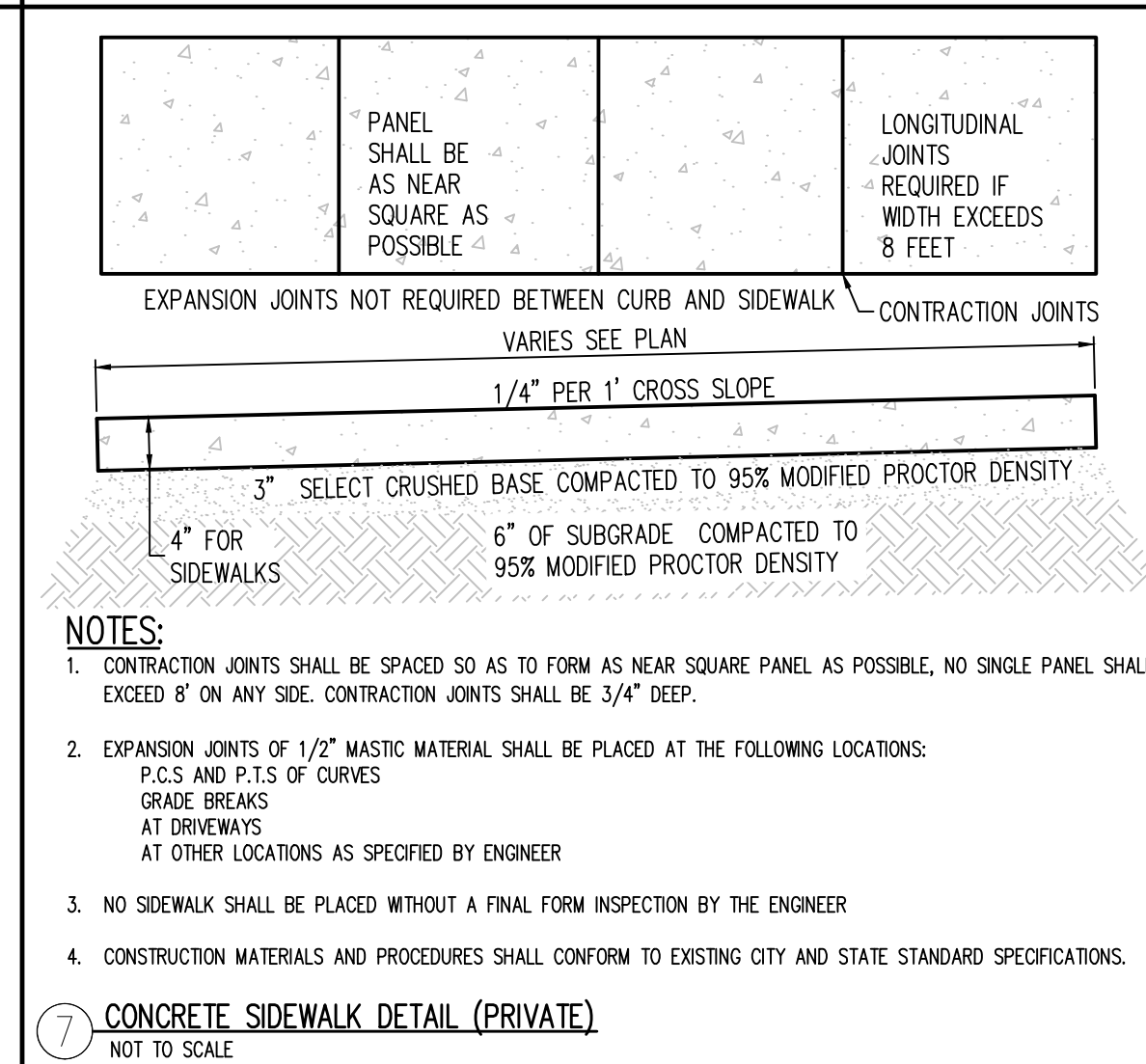
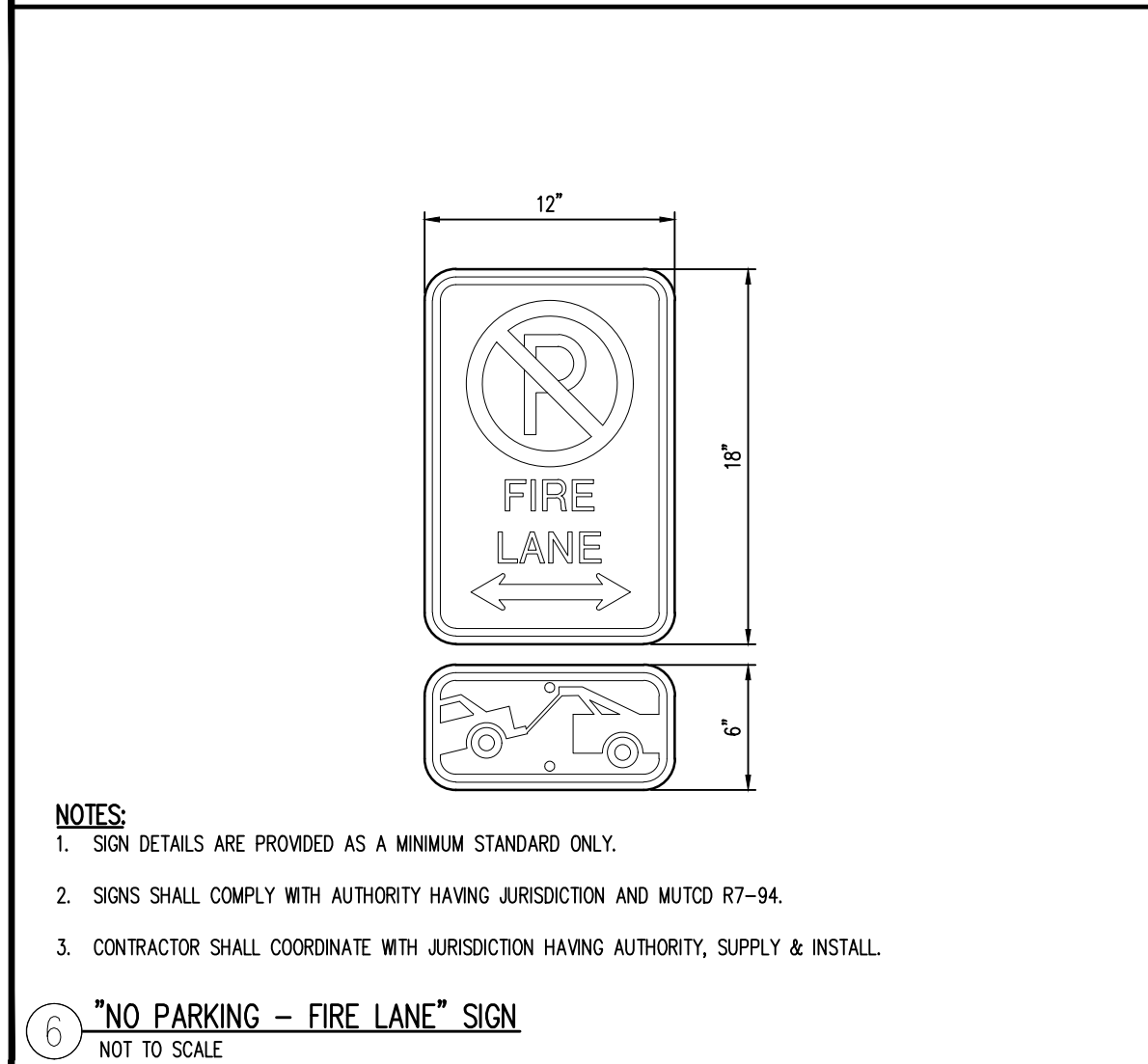
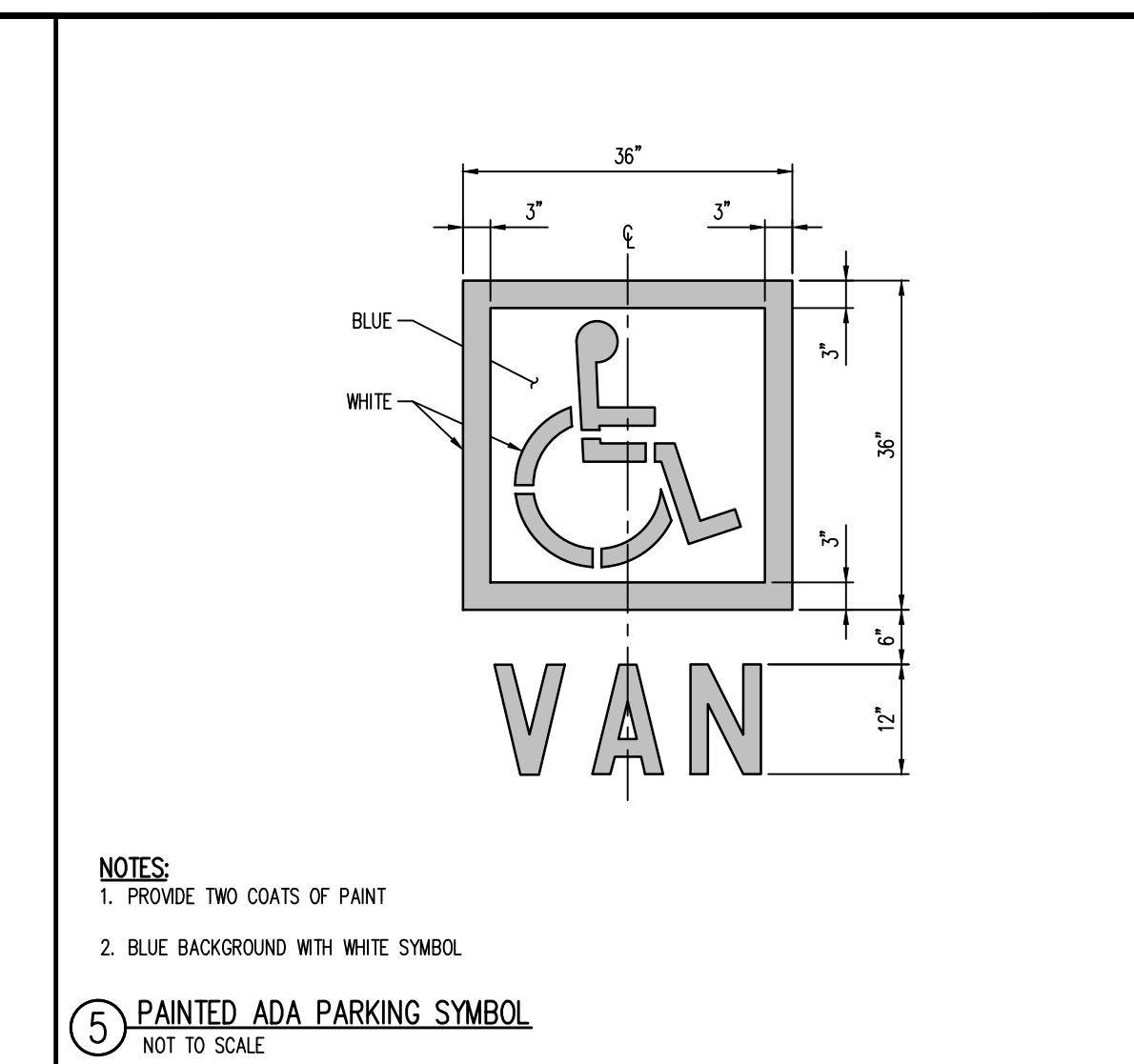
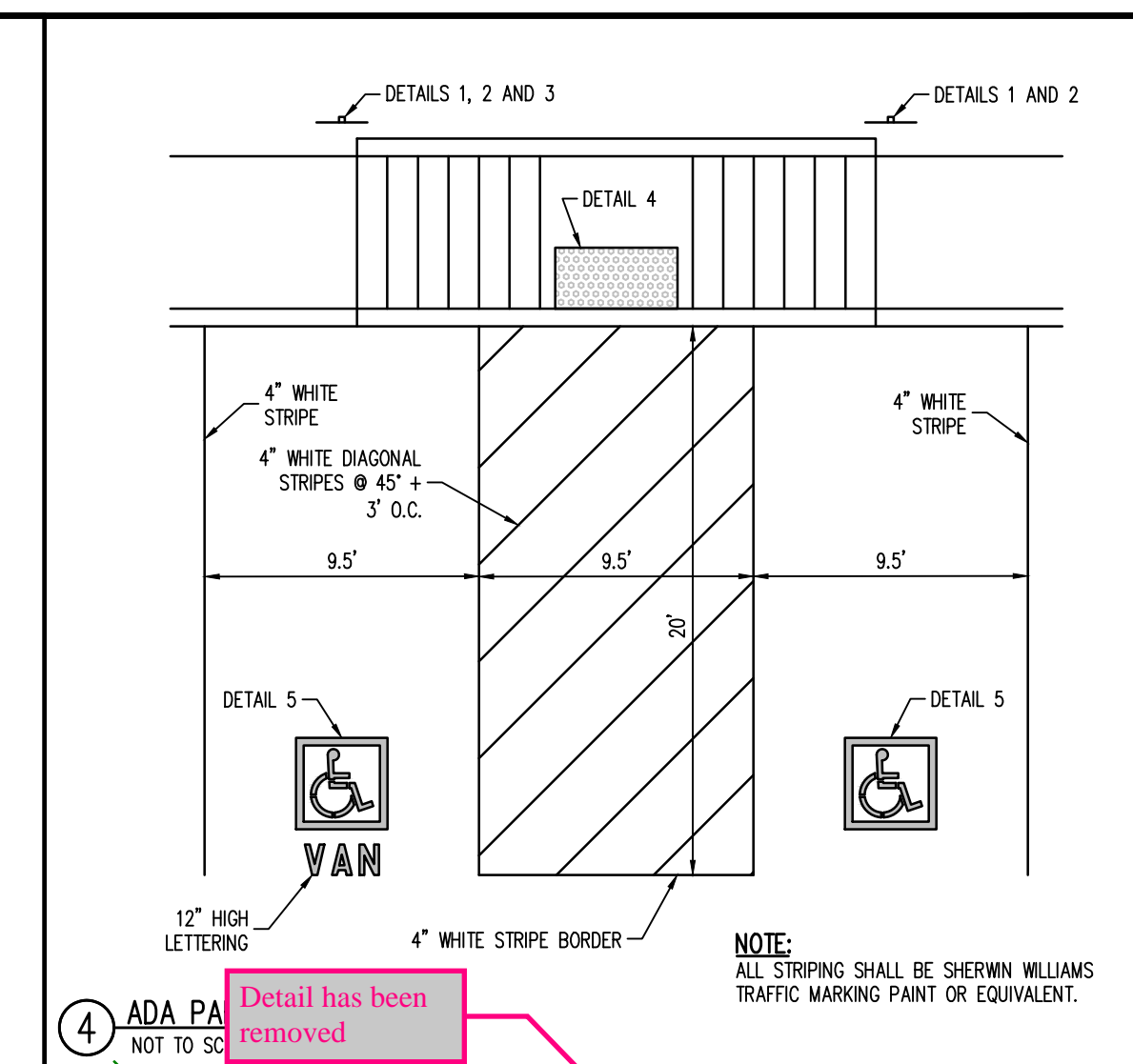
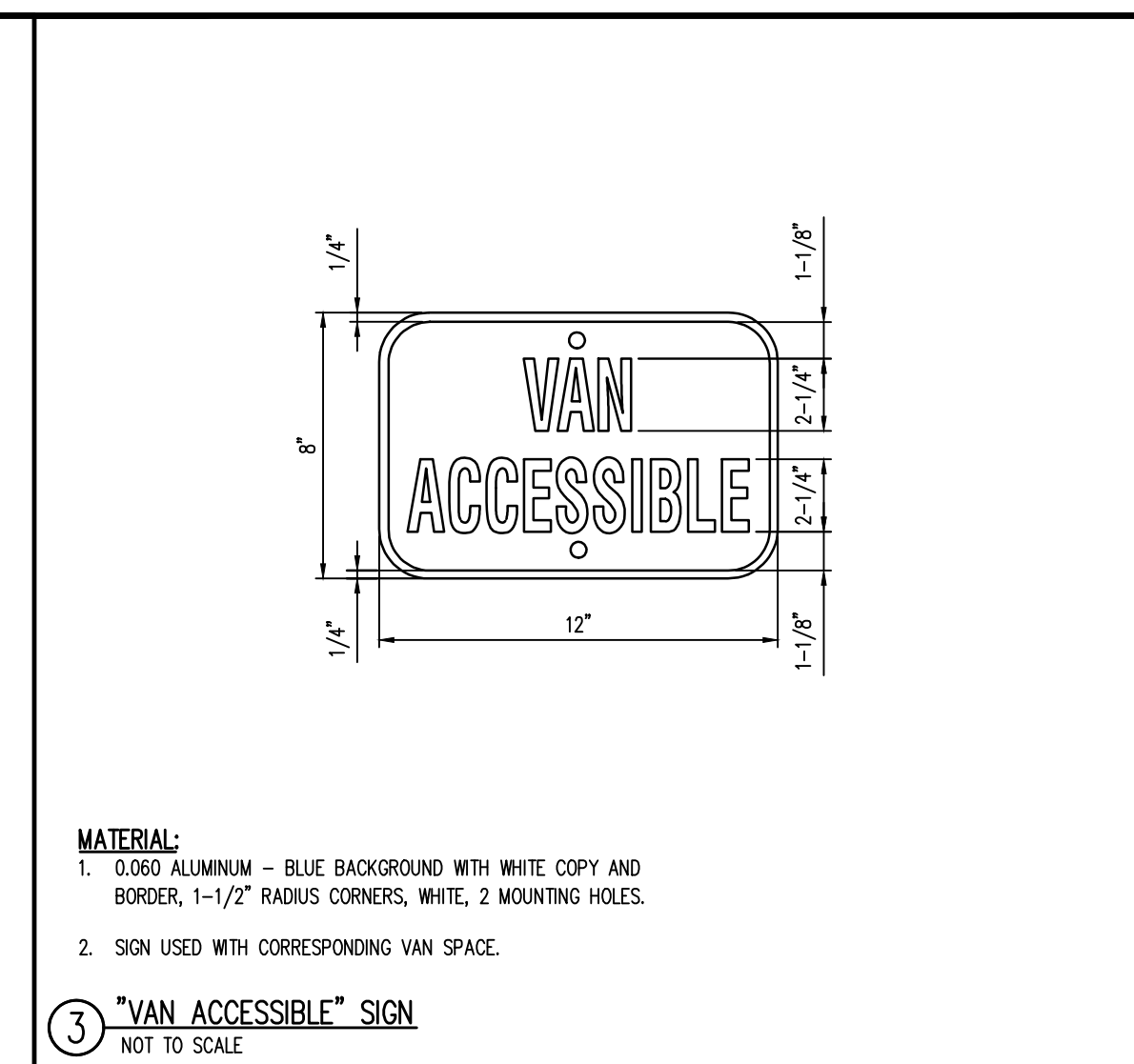
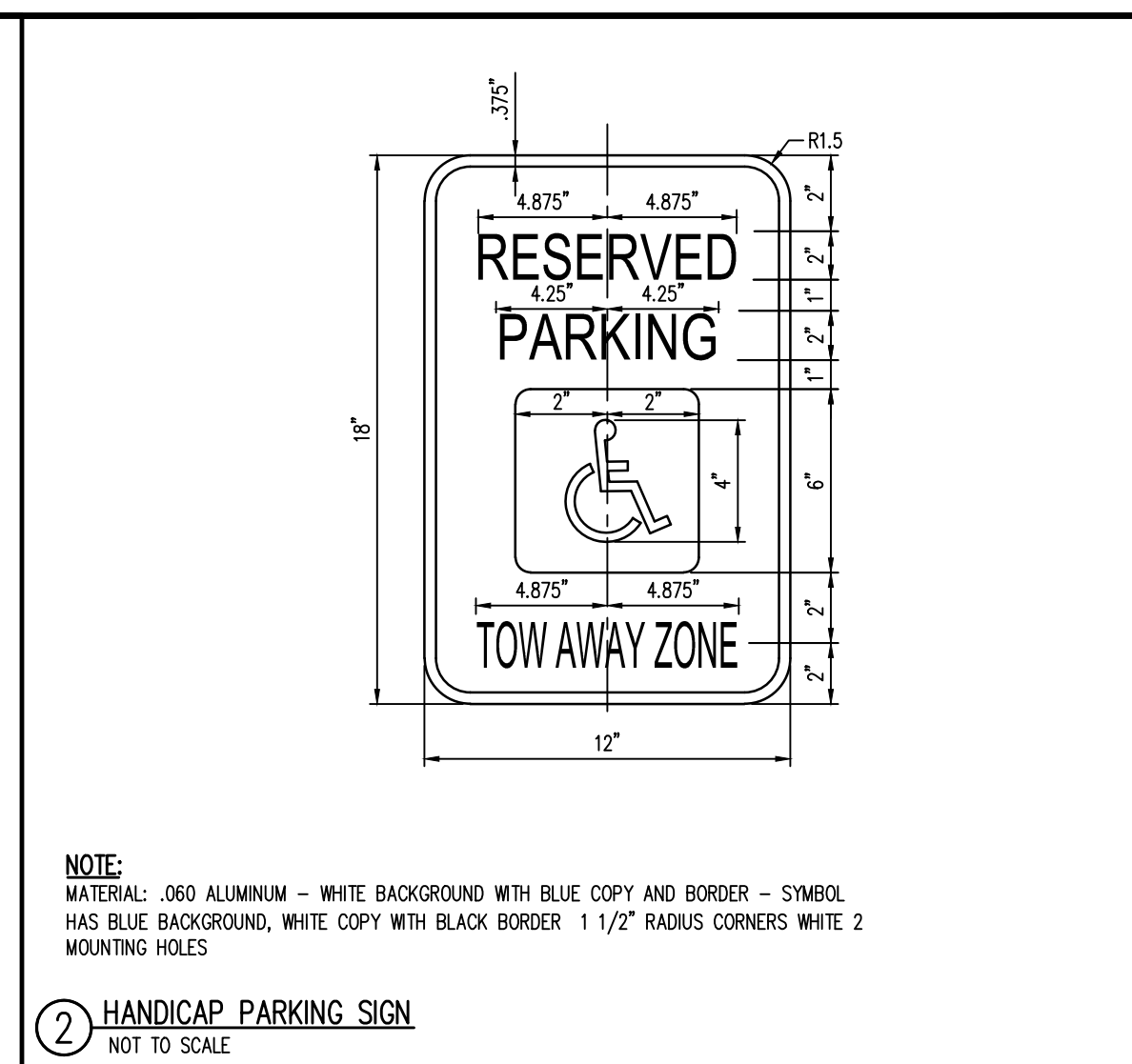
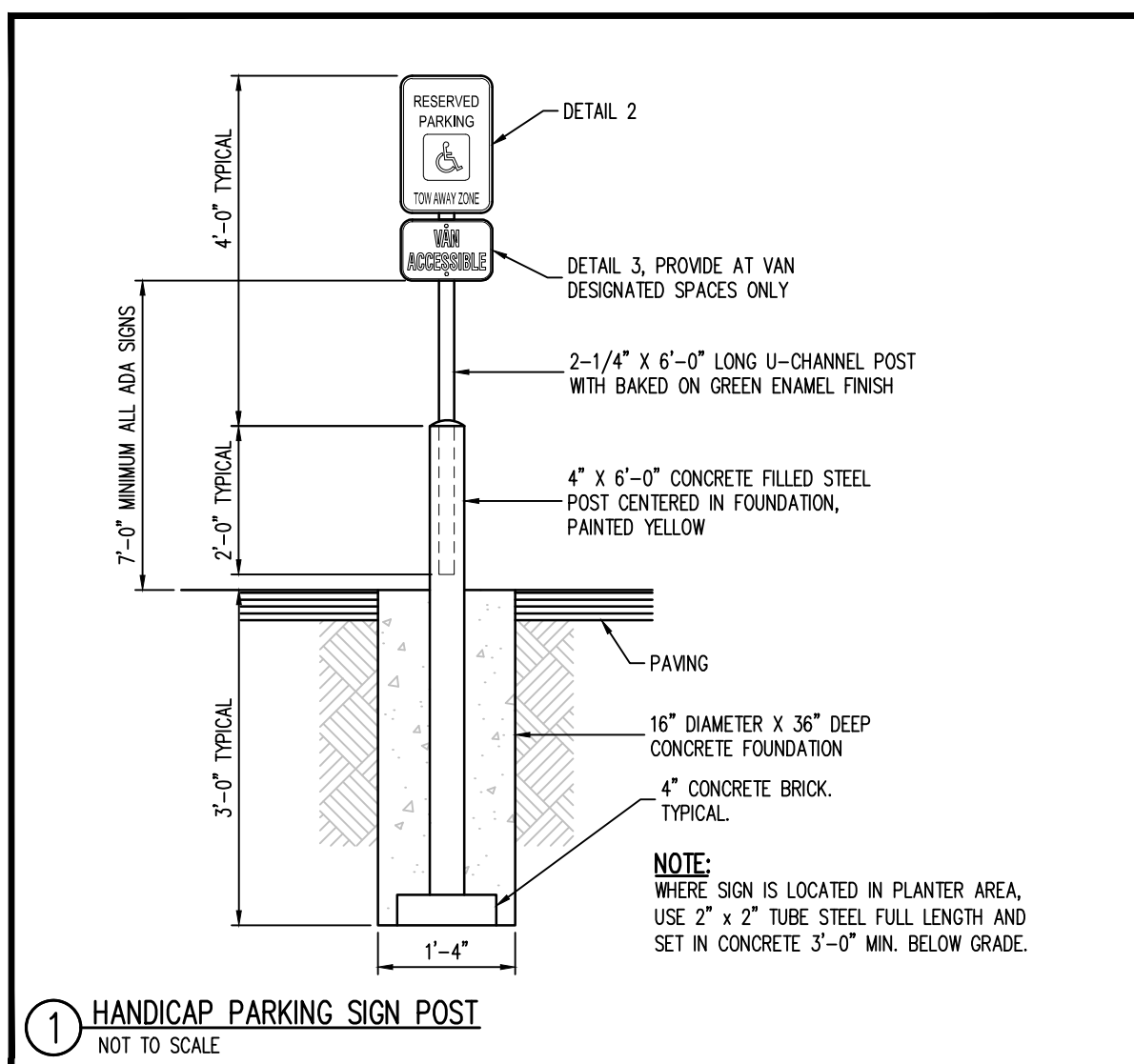
#	Date	Issue / Description	Init.
A	10/02/24	1ST SP SUBMITTAL	AJP
B	02/04/25	2ND SP SUBMITTAL	AJP
C			
D			
E			
F			
G			
H			
I			
J			
K			
L			
M			
N			
O			
P			
Q			
R			
S			
T			
U			
V			
W			
X			
Y			
Z			

Project No:	KSS000156
Drawn By:	JKS
Checked By:	TDK
Date:	FEBRUARY 2025

FAST SITE PLAN

;





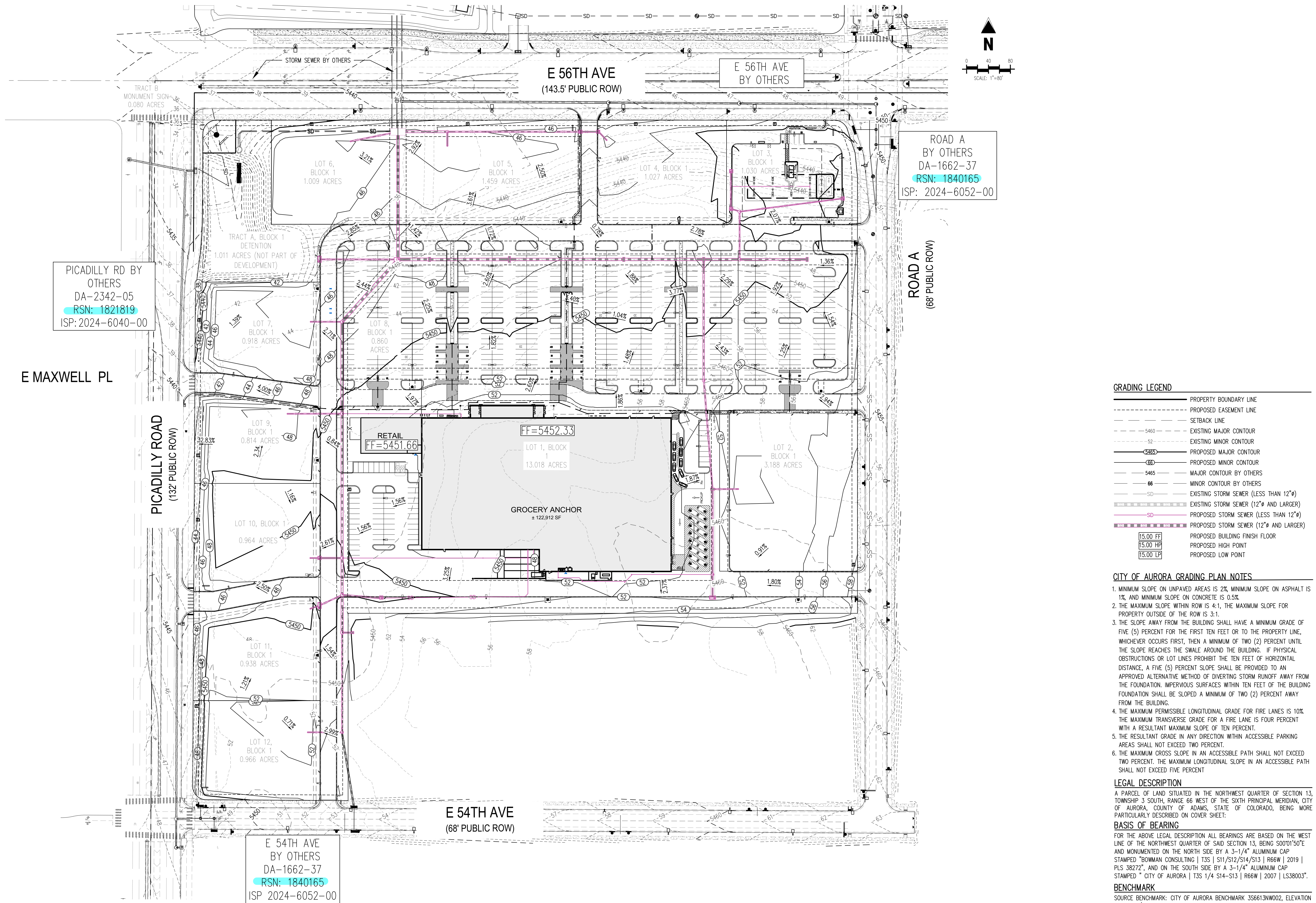
NOT FOR CONSTRUCTION

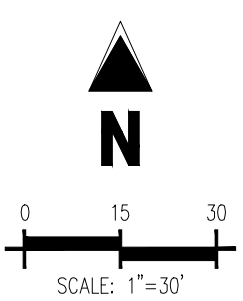
56TH & PICADILLY MARKETPLACE AT GVRE
SITE PLAN SETDA-166Z-38
AURORA, COLORADO

	Date	Issue / Description	Init.
A	10/02/24	1ST SP SUBMITTAL	AJP
B	02/04/25	2ND SP SUBMITTAL	AJP
C			
D			
E			
F			
G			
H			
I			
J			
K			
L			
M			
N			
O			
P			
Q			
R			
S			
T			
U			
V			
W			
X			
Y			
Z			

Project No:	KSS000156
Drawn By:	JKS
Checked By:	TDK
Date:	FEBRUARY 2025

OVERALL GRADING PLAN





KEYMAP

SCALE: 1"=50'

GRADING LEGEND

-
- PROPERTY BOUNDARY LINE
- PROPOSED EASEMENT LINE
- SETBACK LINE
- 5460 EXISTING MAJOR CONTOUR
- 52 EXISTING MINOR CONTOUR
- 5465 PROPOSED MAJOR CONTOUR
- 5465 PROPOSED MINOR CONTOUR
- 5465 MAJOR CONTOUR BY OTHERS
- 66 MINOR CONTOUR BY OTHERS
- 50 EXISTING STORM SEWER (LESS THAN 12")
- EXISTING STORM SEWER (12" AND LARGER)
- PROPOSED STORM SEWER (LESS THAN 12")
- PROPOSED STORM SEWER (12" AND LARGER)
- 15.00 FF PROPOSED BUILDING FINISH FLOOR
- 15.00 HP PROPOSED HIGH POINT
- 15.00 LP PROPOSED LOW POINT

CITY OF AURORA GRADING PLAN NOTES

1. MINIMUM SLOPE ON UNPAVED AREAS IS 2%, MINIMUM SLOPE ON ASPHALT IS 1%, AND MINIMUM SLOPE ON CONCRETE IS 0.5%.
2. THE MAXIMUM SLOPE WITHIN ROW IS 4:1, THE MAXIMUM SLOPE FOR PROPERTY OUTSIDE OF THE ROW IS 3:1.
3. THE SLOPE AWAY FROM THE BUILDING SHALL HAVE A MINIMUM GRADE OF FIVE (5) PERCENT FOR THE FIRST TEN FEET OR TO THE PROPERTY LINE, WHICHEVER OCCURS FIRST, THEN A MINIMUM OF TWO (2) PERCENT UNTIL THE SLOPE REACHES THE SWALE AROUND THE BUILDING. IF PHYSICAL OBSTRUCTIONS OR LOT LINES PROHIBIT THE TEN FEET OF HORIZONTAL DISTANCE, A FIVE (5) PERCENT SLOPE SHALL BE PROVIDED TO AN APPROVED ALTERNATIVE METHOD OF DIVERTING STORM RUNOFF AWAY FROM THE FOUNDATION. IMPERVIOUS SURFACES WITHIN TEN FEET OF THE BUILDING FOUNDATION SHALL BE SLOPED A MINIMUM OF TWO (2) PERCENT AWAY FROM THE BUILDING.
4. THE MAXIMUM PERMISSIBLE LONGITUDINAL GRADE FOR FIRE LANES IS 10%, THE MAXIMUM TRANSVERSE GRADE FOR A FIRE LANE IS FOUR PERCENT WITH A RESULTANT MAXIMUM SLOPE OF TEN PERCENT.
5. THE RESULTANT GRADE IN ANY DIRECTION WITHIN ACCESSIBLE PARKING AREAS SHALL NOT EXCEED TWO PERCENT.
6. THE MAXIMUM CROSS SLOPE IN AN ACCESSIBLE PATH SHALL NOT EXCEED TWO PERCENT. THE MAXIMUM LONGITUDINAL SLOPE IN AN ACCESSIBLE PATH SHALL NOT EXCEED FIVE PERCENT.

LEGAL DESCRIPTION

A PARCEL OF LAND SITUATED IN THE NORTHWEST QUARTER OF SECTION 13,
TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY
OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE
PARTICULARLY DESCRIBED ON COVER SHEET:

BASIS OF BEARING

FOR THE ABOVE LEGAL DESCRIPTION ALL BEARINGS ARE BASED ON THE WEST
LINE OF THE NORTHWEST QUARTER OF SAID SECTION 13, BEING 50°00'150"E
AND MONUMENTED ON THE NORTH SIDE BY A 3-1/4" ALUMINUM CAP
STAMPED "BOWMAN CONSULTING | T3S | S11/S12/S14/S13 | R66W | 2019 |
PLS 38272", AND ON THE SOUTH SIDE BY A 3-1/4" ALUMINUM CAP
STAMPED "CITY OF AURORA | T3S 1/4 | S14-S13 | R66W | 2007 | LS38003".

BENCHMARK

SOURCE BENCHMARK: CITY OF AURORA BENCHMARK 3S6613NW002, ELEVATION = 5433.99' NAVD88
3" BRASS DISC IN STORM INLET STAMPED "COA BM S6613NW002, 2007".

SITE BENCHMARK #1 : ELEVATION = 5442.11' NAVD88, CHISELED "+" IN CONCRETE
SITE BENCHMARK #2 : ELEVATION = 5440.30' NAVD88, CHISELED "+" IN CONCRETE

NOT FOR
CONSTRUCTION

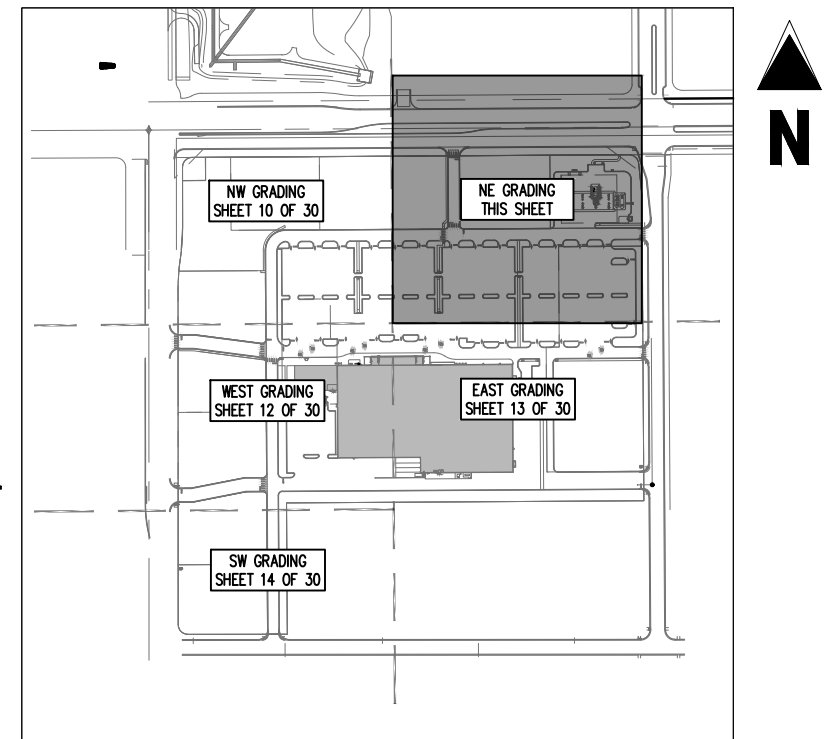
56TH & PICADILLY MARKETPLACE AT GVRE
SITE PLAN SET

DA-1662-36
AURORA, COLORADO

[illegible]

Project No:	KSS000156
Drawn By:	JKS
Checked By:	TDK
Date:	FEBRUARY 2025

NW GRADING PLAN



KEYMAP
SCALE: 1"=500'

ROAD A
BY OTHERS
DA-1662-37
RSN: 1840165
ISP: 2024-6052-00

GRADING LEGEND

-
- Diagram illustrating the proposed building footprint and setbacks. The diagram shows a rectangular building footprint with dimensions 15.00 LF (Length), 15.00 HP (Height), and 15.00 LP (Length). The setbacks are indicated by dashed lines: 5460' (Existing Major Contour), 52' (Existing Minor Contour), 5465' (Proposed Major Contour), 66' (Proposed Minor Contour), 5465' (Major Contour by Others), 66' (Minor Contour by Others), and SD (Existing Storm Sewer (Less Than 12"ø), Existing Storm Sewer (12"ø and Larger), Proposed Storm Sewer (Less Than 12"ø), Proposed Storm Sewer (12"ø and Larger)). The setbacks are also labeled as 15.00 LF, 15.00 HP, and 15.00 LP.

CITY OF AURORA GRADING PLAN NOTES

1. MINIMUM SLOPE ON UNPAVED AREAS IS 2% MINIMUM SLOPE ON ASPHALT IS 1% AND MINIMUM SLOPE ON CONCRETE IS 0.5%.
2. THE MAXIMUM SLOPE WITHIN ROW IS 4:1, THE MAXIMUM SLOPE FOR PROPERTY OUTSIDE OF THE ROW IS 3:1.
3. THE SLOPE AWAY FROM THE BUILDING SHALL HAVE A MINIMUM GRADE OF FIVE (5) PERCENT FOR THE FIRST TEN FEET OR TO THE PROPERTY LINE, WHICHEVER OCCURS FIRST, THEN A MINIMUM OF TWO (2) PERCENT UNTIL THE SLOPE REACHES THE SWALE ALONG THE BUILDING. IF PHYSICAL OBSTRUCTIONS OR LOT LINES PROHIBIT THE TEN FEET OF HORIZONTAL DISTANCE, A FIVE (5) PERCENT SLOPE SHALL BE PROVIDED TO AN APPROVED ALTERNATIVE METHOD OF DIVERTING STORM RUNOFF AWAY FROM THE FOUNDATION. IMPERVIOUS SURFACES WITHIN TEN FEET OF THE BUILDING FOUNDATION SHALL BE SLOPED A MINIMUM OF TWO (2) PERCENT AWAY FROM THE BUILDING.
4. THE MAXIMUM PERMISSIBLE LONGITUDINAL GRADE FOR FIRE LANES IS 10% THE MAXIMUM TRANSVERSE GRADE FOR A FIRE LANE IS FOUR PERCENT WITH A RESULTANT MAXIMUM SLOPE OF TEN PERCENT.
5. THE RESULTANT GRADE IN ANY DIRECTION WITHIN ACCESSIBLE PARKING AREAS SHALL NOT EXCEED TWO PERCENT.
6. THE MAXIMUM CROSS SLOPE IN AN ACCESSIBLE PATH SHALL NOT EXCEED TWO PERCENT. THE MAXIMUM LONGITUDINAL GRADE IN AN ACCESSIBLE PATH SHALL NOT EXCEED FIVE PERCENT.

LEGAL DESCRIPTION

A PARCEL OF LAND SITUATED IN THE NORTHWEST QUARTER OF SECTION 13,
TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY
OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE
PARTICULARLY DESCRIBED ON COVER SHEET:

BASIS OF BEARING

FOR THE ABOVE LEGAL DESCRIPTION ALL BEARINGS ARE BASED ON THE WEST
LINE OF THE NORTHWEST QUARTER OF SAID SECTION 13, BEING S00°11'50"E
AND MONUMENTED ON THE NORTH SIDE BY A 3-1/4" ALUMINUM CAP
STAMPED "BOWMAN CONSULTING | T3S | S11/S12/S14/S13 | R66W | 2019 |
PLS 38272" AND ON THE SOUTH SIDE BY A 3-1/4" ALUMINUM CAP
STAMPED "CITY OF AURORA | T3S 1/4 | S14-S13 | R66W | 2007 | L338003".

BENCHMARK

SOURCE BENCHMARK: CITY OF AURORA BENCHMARK 3S6613NW002, ELEVATION = 5433.99' NAVD88
3" BRASS DISC IN STORM INLET STAMPED "COA BM S6613NW002, 2007".

SITE BENCHMARK #1 : ELEVATION = 5442.11' NAVD88, CHISELED "+" IN CONCRETE
SITE BENCHMARK #2 : ELEVATION = 5440.30' NAVD88, CHISELED "+" IN CONCRETE

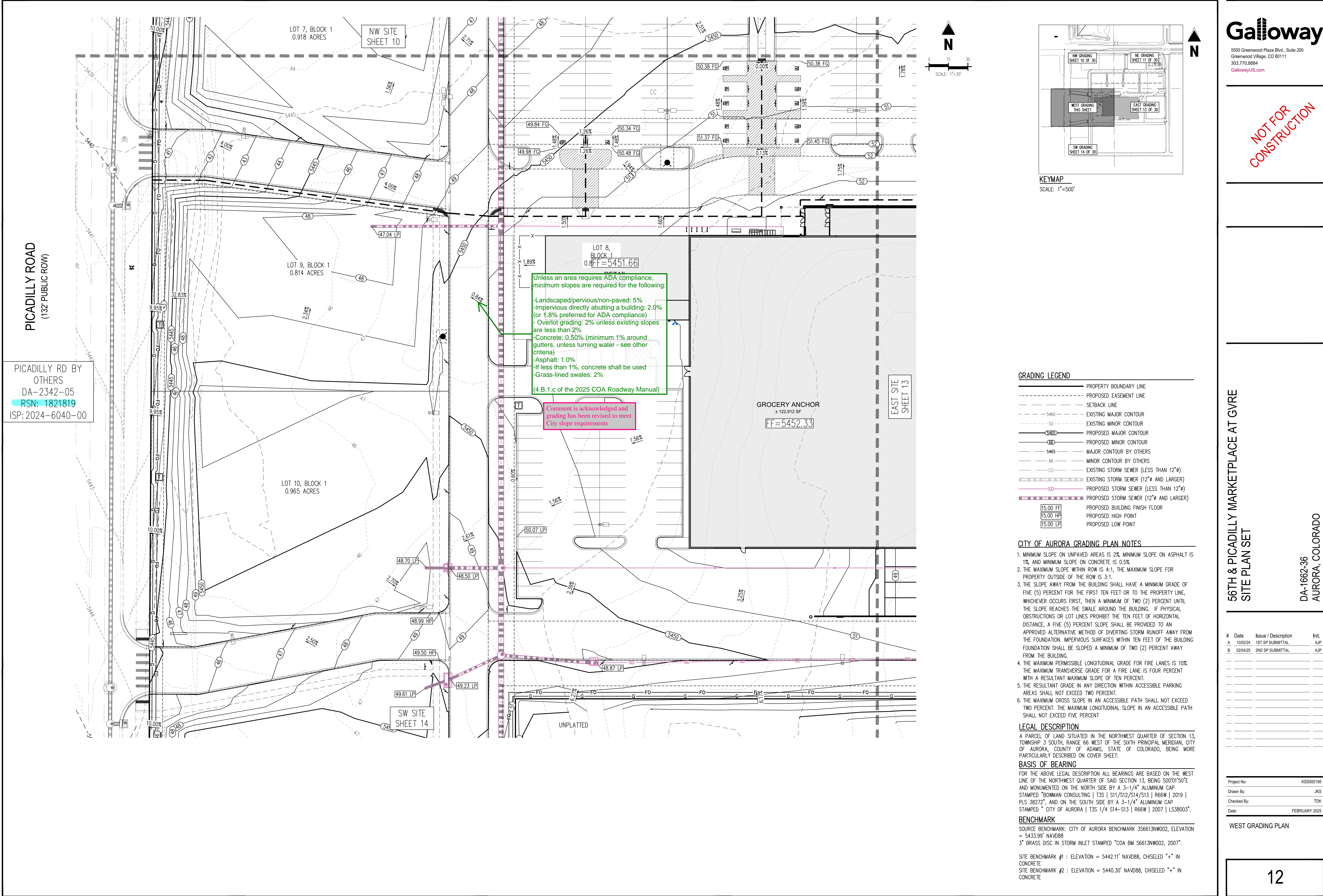
5500 Greenwood Plaza Blvd., Suite 200
Greenwood Village, CO 80111
303.770.8884
GallowayUS.com

NOT FOR
CONSTRUCTION

56TH & PICADILLY MARKETPLACE AT GVRE
SITE PLAN SETDA-1662-36
AURORA, COLORADO[illegible]

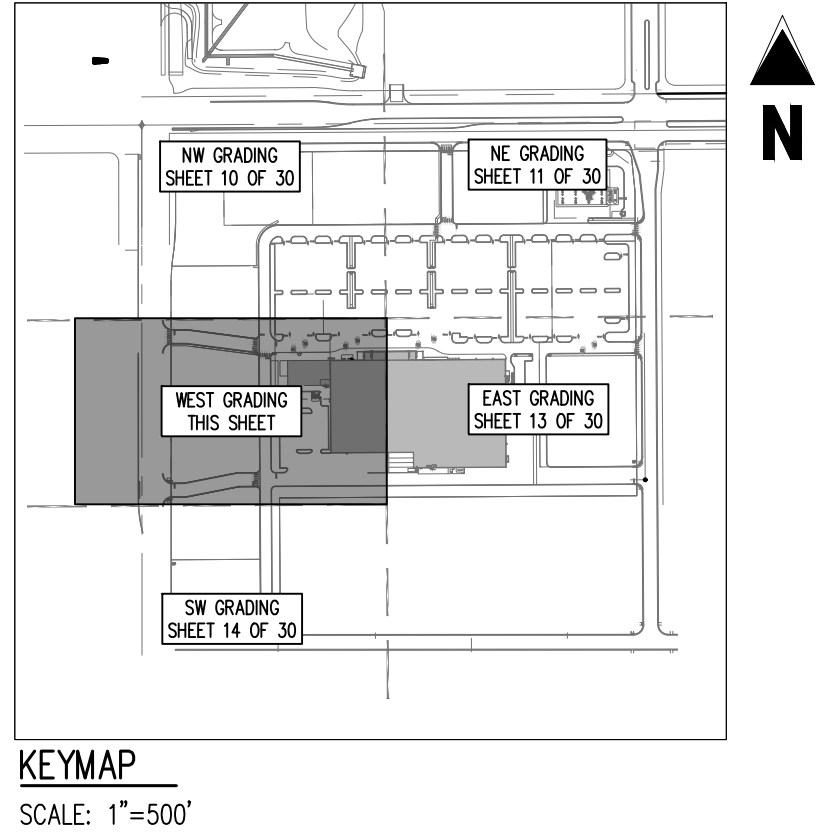
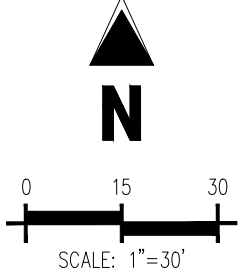
Project No:	KSS000156
Drawn By:	JKS
Checked By:	TDK
Date:	FEBRUARY 2025

NE GRADING PLAN



PICADILLY ROAD
(132' PUBLIC ROW)

PICADILLY RD BY
OTHERS
DA-2342-05
RSN: 1821819
ISP: 2024-6040-00



NOT FOR
CONSTRUCTION

GRADING LEGEND

- PROPERTY BOUNDARY LINE
- PROPOSED EASEMENT LINE
- SETBACK LINE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- MAJOR CONTOUR BY OTHERS
- MINOR CONTOUR BY OTHERS
- EXISTING STORM SEWER (LESS THAN 12"Ø)
- PROPOSED STORM SEWER (LESS THAN 12"Ø)
- PROPOSED STORM SEWER (12"Ø AND LARGER)
- PROPOSED BUILDING FINISH FLOOR
- PROPOSED HIGH POINT
- PROPOSED LOW POINT

CITY OF AURORA GRADING PLAN NOTES

- MINIMUM SLOPE ON UNPAVED AREAS IS 2%, MINIMUM SLOPE ON ASPHALT IS 1%, AND MINIMUM SLOPE ON CONCRETE IS 0.5%.
- THE MAXIMUM SLOPE WITHIN ROW IS 4:1, THE MAXIMUM SLOPE FOR PROPERTY OUTSIDE OF THE ROW IS 3:1.
- THE SLOPE AWAY FROM THE BUILDING SHALL HAVE A MINIMUM GRADE OF FIVE (5) PERCENT FOR THE FIRST TEN FEET OR TO THE PROPERTY LINE, WHICHEVER OCCURS FIRST, THEN A MINIMUM OF TWO (2) PERCENT UNTIL THE SLOPE REACHES THE SWALE AROUND THE BUILDING. IF PHYSICAL OBSTRUCTIONS OR LOT LINES PROHIBIT THE TEN FEET OF HORIZONTAL DISTANCE, A FIVE (5) PERCENT SLOPE SHALL BE PROVIDED TO AN APPROVED ALTERNATIVE METHOD OF DIVERTING STORM RUNOFF AWAY FROM THE FOUNDATION. IMPERVIOUS SURFACES WITHIN TEN FEET OF THE BUILDING FOUNDATION SHALL BE SLOPED A MINIMUM OF TWO (2) PERCENT AWAY FROM THE BUILDING.
- THE MAXIMUM PERMISSIBLE LONGITUDINAL GRADE FOR FIRE LANES IS 10%. THE MAXIMUM TRANSVERSE GRADE FOR A FIRE LANE IS FOUR PERCENT WITH A RESULTANT MAXIMUM SLOPE OF TEN PERCENT.
- THE RESULTANT GRADE IN ANY DIRECTION WITHIN ACCESSIBLE PARKING AREAS SHALL NOT EXCEED TWO PERCENT.
- THE MAXIMUM CROSS SLOPE IN AN ACCESSIBLE PATH SHALL NOT EXCEED TWO PERCENT. THE MAXIMUM LONGITUDINAL SLOPE IN AN ACCESSIBLE PATH SHALL NOT EXCEED FIVE PERCENT.

LEGAL DESCRIPTION

A PARCEL OF LAND SITUATED IN THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED ON COVER SHEET:

BASIS OF BEARING

FOR THE ABOVE LEGAL DESCRIPTION ALL BEARINGS ARE BASED ON THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 13, BEING S00°01'50"E AND MONUMENTED ON THE NORTH SIDE BY A 3-1/4" ALUMINUM CAP STAMPED "BOWMAN CONSULTING | T3S | S11/S12/S14/S13 | R66W | 2019 | PLS 38272", AND ON THE SOUTH SIDE BY A 3-1/4" ALUMINUM CAP STAMPED "CITY OF AURORA | T3S 1/4 S14-S13 | R66W | 2007 | LS38003".

BENCHMARK

SOURCE BENCHMARK: CITY OF AURORA BENCHMARK 356613NW002, ELEVATION = 5433.99' NAVD88
3" BRASS DISC IN STORM INLET STAMPED "COA BM 56613NW002, 2007".

SITE BENCHMARK #1 : ELEVATION = 5442.11' NAVD88, CHISELED "+" IN CONCRETE
SITE BENCHMARK #2 : ELEVATION = 5440.30' NAVD88, CHISELED "+" IN CONCRETE

56TH & PICADILLY MARKETPLACE AT GVIRE
SITE PLAN SET

DA-1662-36
AURORA, COLORADO

#	Date	Issue / Description	Init.
A	10/02/24	1ST SP SUBMITTAL	AJP
B	02/04/25	2ND SP SUBMITTAL	AJP

Project No:	KSS000156
Drawn By:	JKS
Checked By:	TDK
Date:	FEBRUARY 2025

WEST GRADING PLAN

NOT FOR
CONSTRUCTION

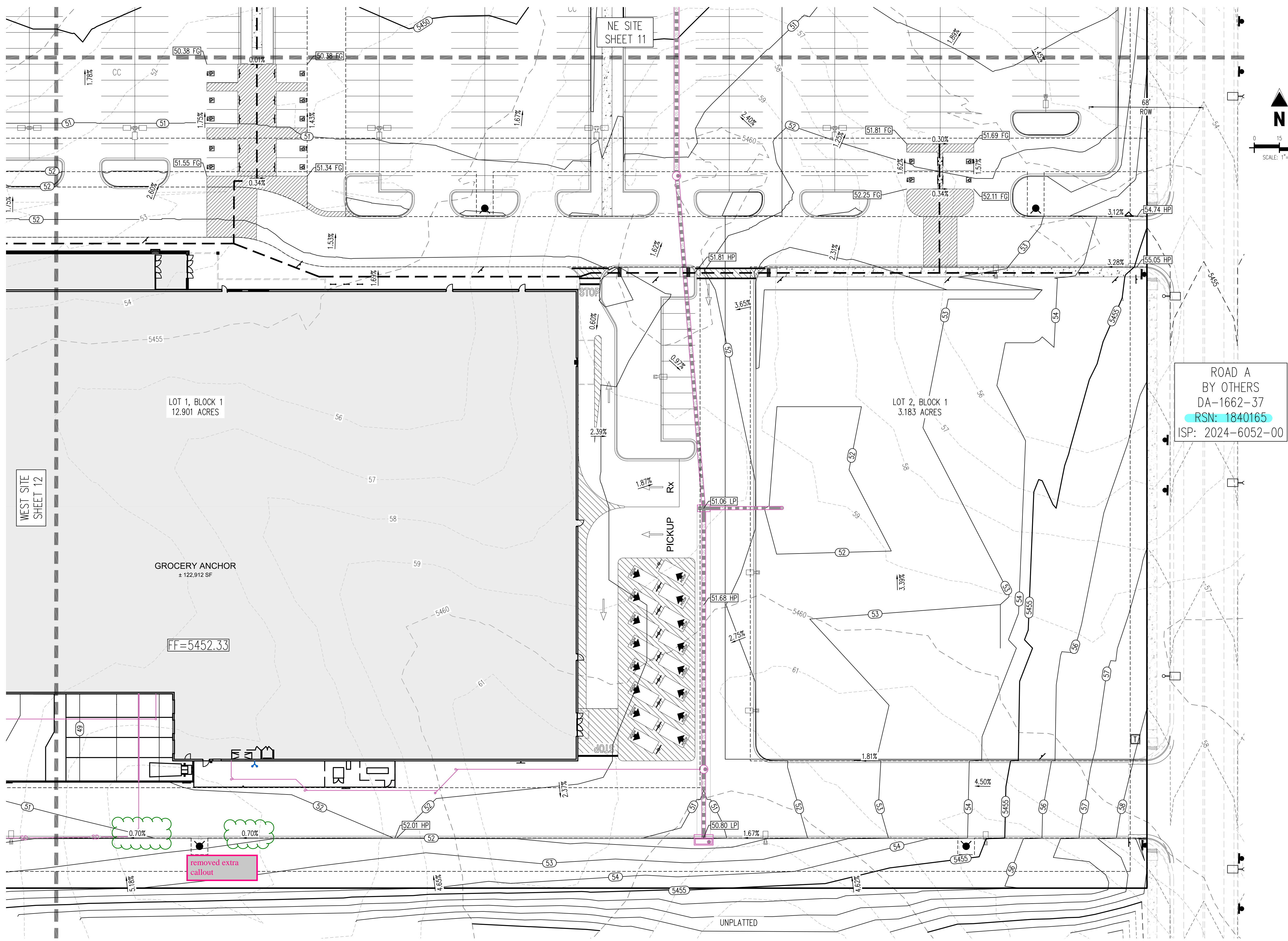
56TH & PICADILLY MARKETPLACE AT GVRE SITE PLAN SET

DA-1662-36
AURORA, COLORADO

[illegible]

Project No:	KSS000156
Drawn By:	JKS
Checked By:	TDK
Date:	FEBRUARY 2025

EAST GRADING PLAN



GRADING LEGEND

	PROPERTY BOUNDARY LINE
	PROPOSED EASEMENT LINE
	SETBACK LINE
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	PROPOSED MAJOR CONTOUR
	PROPOSED MINOR CONTOUR
	MAJOR CONTOUR BY OTHERS
	MINOR CONTOUR BY OTHERS
	EXISTING STORM SEWER (LESS THAN 12")
	EXISTING STORM SEWER (12" & LARGER)
	PROPOSED STORM SEWER (LESS THAN 12")
	PROPOSED STORM SEWER (12" & LARGER)
	PROPOSED BUILDING FINISH FLOOR
	PROPOSED HIGH POINT
	PROPOSED LOW POINT

CITY OF AURORA GRADING PLAN NOTES

1. MINIMUM SLOPE ON UNPAVED AREAS IS 2%, MINIMUM SLOPE ON ASPHALT IS 1%, AND MINIMUM SLOPE ON CONCRETE IS 0.5%.
2. THE MAXIMUM SLOPE WITHIN ROW IS 4:1, THE MAXIMUM SLOPE FOR PROPERTY OUTSIDE OF THE ROW IS 3:1.
3. THE SLOPE AWAY FROM THE BUILDING SHALL HAVE A MINIMUM GRADE OF FIVE (5) PERCENT FOR THE FIRST TEN FEET OR TO THE PROPERTY LINE, WHICHEVER OCCURS FIRST, THEN A MINIMUM OF TWO (2) PERCENT UNTIL THE SLOPE REACHES THE SWALE ALONG THE BUILDING. IF PHYSICAL OBSTRUCTIONS OR LOT LINES PROHIBIT THE TEN FEET OF HORIZONTAL DISTANCE, A FIVE (5) PERCENT SLOPE SHALL BE PROVIDED TO AN APPROVED ALTERNATIVE METHOD OF DIVERTING STORM RUNOFF AWAY FROM THE FOUNDATION. IMPERVIOUS SURFACES WITHIN TEN FEET OF THE BUILDING FOUNDATION SHALL BE SLOPED A MINIMUM OF TWO (2) PERCENT AWAY FROM THE BUILDING.
4. THE MAXIMUM PERMISSIBLE LONGITUDINAL GRADE FOR FIRE LANES IS 10%. THE MAXIMUM TRANSVERSE GRADE FOR A FIRE LANE IS FOUR PERCENT WITH A RESULTANT MAXIMUM SLOPE OF TEN PERCENT.
5. THE RESULTANT GRADE IN ANY DIRECTION WITHIN ACCESSIBLE PARKING AREAS SHALL NOT EXCEED TWO PERCENT.
6. THE MAXIMUM CROSS SLOPE IN AN ACCESSIBLE PATH SHALL NOT EXCEED TWO PERCENT. THE MAXIMUM LONGITUDINAL SLOPE IN AN ACCESSIBLE PATH SHALL NOT EXCEED FIVE PERCENT.

LEGAL DESCRIPTION

A PARCEL OF LAND SITUATED IN THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED ON COVER SHEET:

BASIS OF BEARING

FOR THE ABOVE LEGAL DESCRIPTION ALL BEARINGS ARE BASED ON THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 13, BEING S00°11'50"E AND MONUMENTED ON THE NORTH SIDE BY A 3-1/4" ALUMINUM CAP STAMPED "BOWMAN CONSULTING | T3S | S11/S12/S14/S13 | R66W | 2019 | PLS 38272", AND ON THE SOUTH SIDE BY A 3-1/4" ALUMINUM CAP STAMPED "CITY OF AURORA | T3S 1/4 S14-S13 | R66W | 2007 | LS38003".

BENCHMARK
SOURCE BENCHMARK: CITY OF AURORA BENCHMARK 3S6613NW002, ELEVATION
= 5433.99' NAVD88
3" BRASS DISC IN STORM INLET STAMPED "COA BM S6613NW002, 2007".

SITE BENCHMARK #1 : ELEVATION = 5442.11' NAVD88, CHISELED "+" IN CONCRETE
SITE BENCHMARK #2 : ELEVATION = 5440.30' NAVD88, CHISELED "+" IN CONCRETE

NOT FOR CONSTRUCTION

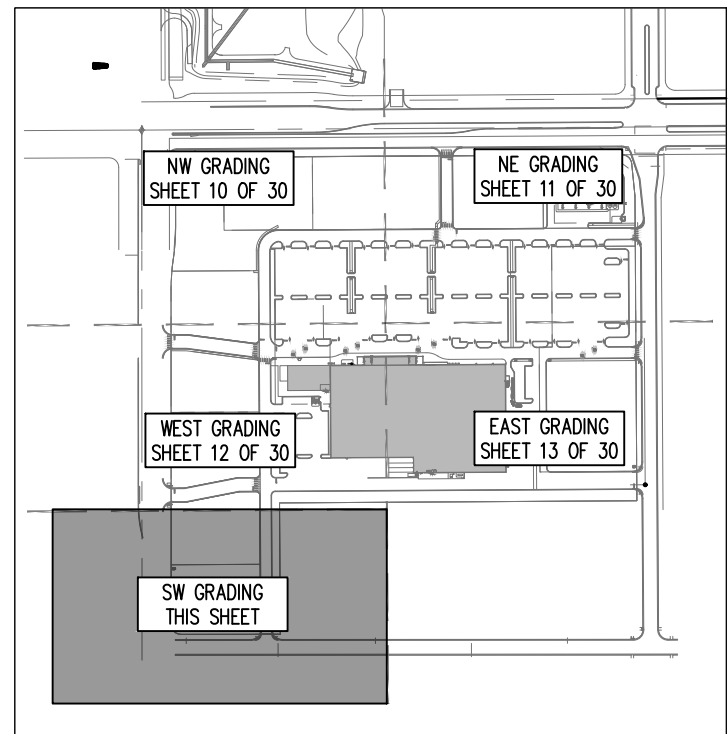
56TH & PICADILLY MARKETPLACE AT GVRE
SITE PLAN SET

DA-166Z-36
AURORA, COLORADO

	Date	Issue / Description	Inlt.
A	10/02/24	1ST SP SUBMITTAL	AJP
B	02/04/25	2ND SP SUBMITTAL	AJP
C			
D			
E			
F			
G			
H			
I			
J			
K			
L			
M			
N			
O			
P			
Q			
R			
S			
T			
U			
V			
W			
X			
Y			
Z			

Project No:	KSS000156
Drawn By:	JKS
Checked By:	TDK
Date:	FEBRUARY 2025

W GRADING PLAN



KEYMAP
SCALE: 1"=500'

GRADING LEGEND

- | | |
|--|--|
| | PROPERTY BOUNDARY LINE |
| | PROPOSED EASEMENT LINE |
| | SETBACK LINE |
| | EXISTING MAJOR CONTOUR |
| | EXISTING MINOR CONTOUR |
| | PROPOSED MAJOR CONTOUR |
| | PROPOSED MINOR CONTOUR |
| | MAJOR CONTOUR BY OTHERS |
| | MINOR CONTOUR BY OTHERS |
| | EXISTING STORM SEWER (LESS THAN 12"ø) |
| | EXISTING STORM SEWER (12"ø AND LARGER) |
| | PROPOSED STORM SEWER (LESS THAN 12"ø) |
| | PROPOSED STORM SEWER (12"ø AND LARGER) |
| | PROPOSED BUILDING FINISH FLOOR |
| | PROPOSED HIGH POINT |
| | PROPOSED LOW POINT |

CITY OF AURORA GRADING PLAN NOTES

1. MINIMUM SLOPE ON UNPAVED AREAS IS 2% MINIMUM SLOPE ON ASPHALT IS 1%, AND MINIMUM SLOPE ON CONCRETE IS 0.5%.
2. THE MAXIMUM SLOPE WITHIN ROW IS 4:1, THE MAXIMUM SLOPE FOR PROPERTY OUTSIDE OF THE ROW IS 3:1.
3. THE SLOPE AWAY FROM THE BUILDING SHALL HAVE A MINIMUM GRADE OF FIVE (5) PERCENT FOR THE FIRST TEN FEET OR TO THE PROPERTY LINE, WHICHEVER OCCURS FIRST, THEN A MINIMUM OF TWO (2) PERCENT UNTIL THE SLOPE REACHES THE SWALE ALONG THE BUILDING. IF PHYSICAL OBSTRUCTIONS OR LOT LINES PROHIBIT THE TEN FEET OF HORIZONTAL DISTANCE, A FIVE (5) PERCENT SLOPE SHALL BE PROVIDED TO AN APPROVED ALTERNATIVE METHOD OF DIVERTING STORM RUNOFF AWAY FROM THE FOUNDATION. IMPERVIOUS SURFACES WITHIN TEN FEET OF THE BUILDING FOUNDATION SHALL BE SLOPED A MINIMUM OF TWO (2) PERCENT AWAY FROM THE BUILDING.
4. THE MAXIMUM PERMISSIBLE LONGITUDINAL GRADE FOR FIRE LANES IS 10%. THE MAXIMUM TRANSVERSE GRADE FOR A FIRE LANE IS FOUR PERCENT WITH A RESULTANT MAXIMUM SLOPE OF TEN PERCENT.
5. THE RESULTANT GRADE IN ANY DIRECTION WITHIN ACCESSIBLE PARKING AREAS SHALL NOT EXCEED TWO PERCENT.
6. THE MAXIMUM CROSS SLOPE IN AN ACCESSIBLE PATH SHALL NOT EXCEED TWO PERCENT. THE MAXIMUM LONGITUDINAL SLOPE IN AN ACCESSIBLE PATH SHALL NOT EXCEED FIVE PERCENT.

LEGAL DESCRIPTION

A PARCEL OF LAND SITUATED IN THE NORTHWEST QUARTER OF SECTION 13,
TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY
OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE
PARTICULARLY DESCRIBED ON COVER SHEET:

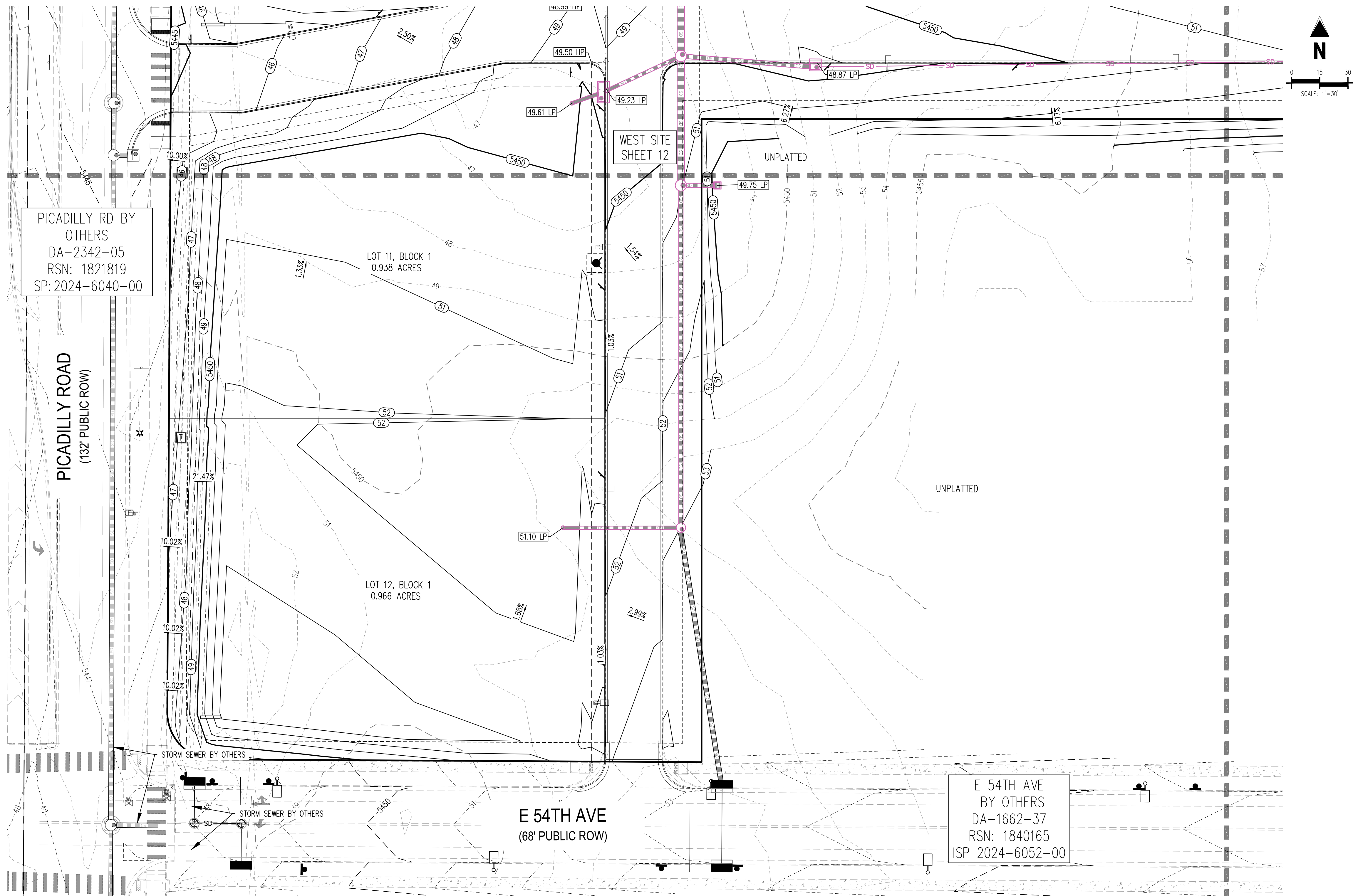
BASIS OF BEARING

FOR THE ABOVE LEGAL DESCRIPTION ALL BEARINGS ARE BASED ON THE WEST
LINE OF THE NORTHWEST QUARTER OF SAID SECTION 13, BEING S00°11'50"E
AND MONUMENTED ON THE NORTH SIDE BY A 3-1/4" ALUMINUM CAP
STAMPED "BOWMAN CONSULTING | T3S | S11/S12/S14/S13 | R66W | 2019 |
PLS 38272", AND ON THE SOUTH SIDE BY A 3-1/4" ALUMINUM CAP
STAMPED "CITY OF AURORA | T3S 1/4 S14-S13 | R66W | 2007 | LS38003".

BENCHMARK

SOURCE BENCHMARK: CITY OF AURORA BENCHMARK 3S6613NW002, ELEVATION = 5433.99' NAVD88
3" BRASS DISC IN STORM INLET STAMPED "COA BM S6613NW002, 2007".

SITE BENCHMARK #1 : ELEVATION = 5442.11' NAVD88, CHISELED "+" IN CONCRETE
SITE BENCHMARK #2 : ELEVATION = 5440.30' NAVD88, CHISELED "+" IN CONCRETE



NOT FOR CONSTRUCTION

- ON SITE UTILITIES SHALL MEET OR EXCEED THE FOLLOWING KROGER SPECIFICATION SECTIONS (DATED 9/30/16): 33 11 00, 33 31 00, 33 41 00.
2. ALL WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS FOR CITY, COUNTY, STATE AND REGULATORY AGENCIES, CURRENT EDITION.
3. THE CONTRACTOR SHALL NOTIFY THE CITY, COUNTY AND REGULATORY AGENCY WORKING HOURS PRIOR TO BEGINNING CONSTRUCTION.
4. THE CONTRACTOR SHALL HAVE ONE SIGNED COPY OF THE APPROVED PLANS, ONE COPY OF THE APPROPRIATE STANDARDS AND SPECIFICATIONS AND A COPY OF ANY PERMITS AND EXTENSION AGREEMENTS NEEDED AT THE JOB SITE AT ALL TIMES.
5. DISTANCES FOR UTILITY LINES ARE THE HORIZONTAL DISTANCES BETWEEN CENTER OF FITTING/CLEANOUT TO CENTER OF FITTING/CLEANOUT. THEREFORE, DISTANCES SHOWN ON THE PLANS ARE APPROXIMATE AND COULD VARY DUE TO VERTICAL ALIGNMENT AND FITTING DIMENSIONS.
6. PROVIDE A MINIMUM OF 4.5 FEET OF COVER OVER WATER LINES.
7. MAINTAIN 18 INCH MINIMUM VERTICAL CLEAR DISTANCE BETWEEN SEWER AND WATER LINES.
8. MAINTAIN 10 FEET MINIMUM HORIZONTAL DISTANCE BETWEEN SEWER AND WATER LINES.
9. ALL WATER SERVICE LINES SHALL BE TYPE K COPPER.
10. CONTRACTOR TO VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES, WHETHER SHOWN OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY CONFLICTS TO THE ENGINEER.
11. REFER TO BUILDING PLANS FOR EXACT LOCATION OF ALL UTILITY STUDS.
12. CONTRACTOR IS RESPONSIBLE FOR ALL SURFACE RESTORATION (I.E. LANDSCAPE, ASPHALT, CONCRETE, ETC.).
13. ALL TRENCH EXCAVATION SHALL BE PROPERLY SLOPED, SHORED, OR OTHERWISE SUPPORTED IN A MANNER REQUIRED BY OSHA OR AS REQUIRED BY STATE OR LOCAL LAWS.
14. WATERLINE AND WATER SERVICE SHALL BE THE SAME SIZE FROM TAP. METERS SHALL BE AT LEAST 2- FEET FROM CONCRETE. METERS NOT IN R.O.W. SHOULD HAVE A DEDICATED EXPOSED PER C.O.A. SPEC 5.04.
15. MAINTAIN 2-FOOT MINIMUM VERTICAL CLEARANCE DISTANCE WHEN WATER CROSSES OVER SANITARY SEWER.
- ALL STORM SEWER IS PRIVATE AND IS SIZED FOR THE 100-YR EVENT, UNLESS OTHERWISE NOTED.

	PROPERTY BOUNDARY LINE
	ADJACENT PROPERTY BOUNDARY LINE
	RIGHT OF WAY BOUNDARY LINE
	EXISTING EASEMENT LINE
	PROPOSED EASEMENT LINE
	SETBACK LINE
	PROPOSED CURB AND GUTTER
	EXISTING CURB AND GUTTER
	PROPOSED SIDEWALK
	EXISTING WATER LINE
	PROPOSED WATER LINE
	EXISTING SANITARY SEWER
	PROPOSED SANITARY SEWER
	EXISTING STORM SEWER (LESS THAN 12")
	EXISTING STORM SEWER (12" AND LARGER)
	PROPOSED STORM SEWER (LESS THAN 12")
	PROPOSED STORM SEWER (12" AND LARGER)
	PROPOSED UNDERGROUND ELECTRICAL
	EXISTING FIBER OPTIC LINE
	PROPOSED FIBER OPTIC LINE
	EXISTING GAS LINE
	PROPOSED GAS LINE
	EXISTING ELECTRIC SWITCH BOX
	EXISTING FIBER OPTIC PEDESTAL
	EXISTING FIBER OPTIC MANHOLE
	EXISTING FIBER OPTIC PULLBOX
	EXISTING SANITARY SEWER MANHOLE
	PROPOSED SANITARY SEWER MANHOLE
	EXISTING SANITARY STORM MANHOLE
	PROPOSED STORM SEWER MANHOLE
	PROPOSED STORM INLET
	EXISTING WATER VALVE
	EXISTING FIRE HYDRANT
	EXISTING WATER METER
	EXISTING WATER MANHOLE
	PROPOSED WATER VALVE
	PROPOSED WATER METER
	PROPOSED FIRE HYDRANT
	PROPOSED SITE LIGHT (REF. COOPER PHOTOMET)
	PROPOSED FUEL CANOPY LIGHTS (REF. COOPER PHOTOMETRICS)

A PARCEL OF LAND SITUATED IN THE NORTHWEST QUARTER OF SECTION 13,
TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY
OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE
PARTICULARLY DESCRIBED ON COVER SHEET:

FOR THE ABOVE LEGAL DESCRIPTION ALL BEARINGS ARE BASED ON THE WEST
LINE OF THE NORTHWEST QUARTER OF SAID SECTION 13, BEING S00°11'50"E
AND MONUMENTED ON THE NORTH SIDE BY A 3-1/4" ALUMINUM CAP
STAMPED "BOWMAN CONSULTING | T3S | S11/S12/S14/S13 | R66W | 2019 |
PLS 38272", AND ON THE SOUTH SIDE BY A 3-1/4" ALUMINUM CAP
STAMPED "CITY OF AURORA | T3S | S14/S14-S13 | R66W | 2007 | LS38003".

SOURCE BENCHMARK: CITY OF AURORA BENCHMARK 3S6613NW002, ELEVATION = 5433.99' NAVD88
3" BRASS DISC IN STORM INLET STAMPED "COA BM 56613NW002, 2007".

SITE BENCHMARK #1 : ELEVATION = 5442.11' NAVD88, CHISELED "+" IN CONCRETE
SITE BENCHMARK #2 : ELEVATION = 5440.30' NAVD88, CHISELED "+" IN CONCRETE

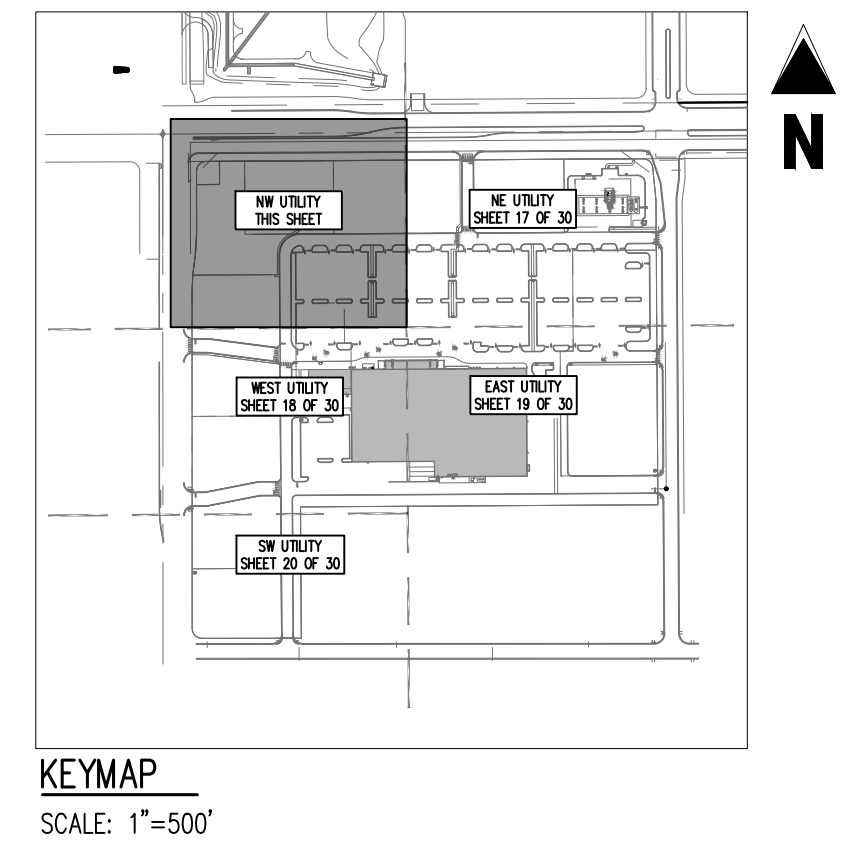
56TH & PICADILLY MARKETPLACE AT GVRE
SITE PLAN SET

DA-1662-36
AURORA, COLORADO

[illegible]

Project No:	KSS000156
Drawn By:	JKS
Checked By:	TDK
Date:	SEPTEMEBER 2024

OVERALL UTILITY PLAN



	PROPERTY BOUNDARY LINE
	ADJACENT PROPERTY BOUNDARY LINE
	RIGHT OF WAY BOUNDARY LINE
	EXISTING EASEMENT LINE
	PROPOSED EASEMENT LINE
	SETBACK LINE
	PROPOSED CURB AND GUTTER
	EXISTING CURB AND GUTTER
	PROPOSED SIDEWALK
	EXISTING WATER LINE
	PROPOSED WATER LINE
	EXISTING SANITARY SEWER
	PROPOSED SANITARY SEWER
	EXISTING STORM SEWER (LESS THAN 12")
	EXISTING STORM SEWER (12" AND LARGER)
	PROPOSED STORM SEWER (LESS THAN 12")
	PROPOSED STORM SEWER (12" AND LARGER)
	PROPOSED UNDERGROUND ELECTRICAL
	EXISTING FIBER OPTIC LINE
	PROPOSED FIBER OPTIC LINE
	EXISTING GAS LINE
	PROPOSED GAS LINE
	EXISTING ELECTRIC SWITCH BOX
	EXISTING FIBER OPTIC PEDESTAL
	EXISTING FIBER OPTIC MANHOLE
	EXISTING FIBER OPTIC PULLBOX
	EXISTING SANITARY SEWER MANHOLE
	PROPOSED SANITARY SEWER MANHOLE
	EXISTING SANITARY SEWER MANHOLE
	PROPOSED STORM SEWER MANHOLE
	PROPOSED STORM INLET
	EXISTING WATER VALVE
	EXISTING FIRE HYDRANT
	EXISTING WATER METER
	EXISTING WATER MANHOLE
	PROPOSED WATER VALVE
	PROPOSED WATER METER
	PROPOSED FIRE HYDRANT
	PROPOSED SITE LIGHT (REF. COOPER PHOTOMETER)
	PROPOSED FUEL CANOPY LIGHTS (REF. COOPER PHOTOMETRICS)

A PARCEL OF LAND SITUATED IN THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED ON COVER SHEET:

FOR THE ABOVE LEGAL DESCRIPTION ALL BEARINGS ARE BASED ON THE WEST
LINE OF THE NORTHWEST QUARTER OF SAID SECTION 13, BEING S00°01'50"E
AND MONUMENTED ON THE NORTH SIDE BY A 3-1/4" ALUMINUM CAP
STAMPED "BOWMAN CONSULTING | T3S | S11/S12/S14/S13 | R66W | 2019 |
PLS 38272", AND ON THE SOUTH SIDE BY A 3-1/4" ALUMINUM CAP
STAMPED "CITY OF AURORA | T3S 1/4 S14-S13 | R66W | 2007 | LS38003".

SOURCE BENCHMARK: CITY OF AURORA BENCHMARK 3S6613NW002, ELEVATION = 5433.99' NAVD88
3" BRASS DISC IN STORM INLET STAMPED "COA BM S6613NW002, 2007".

SITE BENCHMARK #1 : ELEVATION = 5442.11' NAVD88, CHISELED "+" IN CONCRETE
SITE BENCHMARK #2 : ELEVATION = 5440.30' NAVD88, CHISELED "+" IN CONCRETE

- 1 PROPOSED STORM CONNECTION TO MASTER DEVELOPER STUB
- 2 PROPOSED WATER CONNECTION TO MASTER DEVELOPER STUB
- 3 PROPOSED SANITARY CONNECTION TO MASTER DEVELOPER STUB
- 4 PROPOSED STORM SEWER
- 5 PROPOSED STORM SEWER STUB
- 6 PROPOSED STORM MANHOLE
- 7 PROPOSED STORM INLET
- 8 PROPOSED STORM ROOF DRAIN
- 9 PROPOSED 8" PVC WATER LINE
- 10 PROPOSED 6" PVC WATER LINE
- 11 PROPOSED WATER SERVICE LINE

12. PROPOSED WATER VALVE
13. PROPOSED FIRE HYDRANT
14. PROPOSED 4" FIRE LINE DIP (PRIVATE)
15. PROPOSED 8" PVC SANITARY SEWER
16. PROPOSED 4" PVC SANITARY SERVICE LINE
17. PROPOSED GREASE INTERCEPTOR
18. PROPOSED SANITARY MANHOLE
19. PROPOSED MULTIPLE PRODUCT DISPENSER (TYP. 7)
20. PROPOSED KIOSK WITH EMPLOYEE RESTROOM
21. PROPOSED FUEL CANOPY
22. PROPOSED UNDERGROUND FUEL TANKS

23. PROPOSED KNOX BOX
24. EMERGENCY SHUT OFF
25. PROPOSED BLACK STEEL VENT RISERS
26. PROPOSED AIR TANK
27. PROPOSED PROPANE CAGE
28. PROPOSED ELECTRIC TRANSFORMER
29. PROPOSED ELECTRIC LINE
30. PROPOSED GAS LINE
31. PROPOSED FIBER OPTIC LINE
32. PROPOSED CONCRETE PAD FOR DEF DISPENSER BY GC. GC TO COORDINATE INSTALLATION OF DEF DISPENSER WITH VENDOR
33. PROPOSED SITE LIGHT (REF. COOPER PHOTOMETRICS)

- 34 PROPOSED KNOX BOX
- 35 PROPOSED FDC

NOT FOR CONSTRUCTION

56TH & PICADILLY MARKETPLACE AT GVRE SITE PLAN SET

DA-1662-36
AURORA, COLORADO

[illegible]

Project No:	KSS000175
Drawn By:	JKS
Checked By:	TDK
Date:	AUGUST 2024

NW UTILITY PLAN

NOT FOR CONSTRUCTION

56TH & PICADILLY MARKETPLACE AT GVRE
SITE PLAN SET

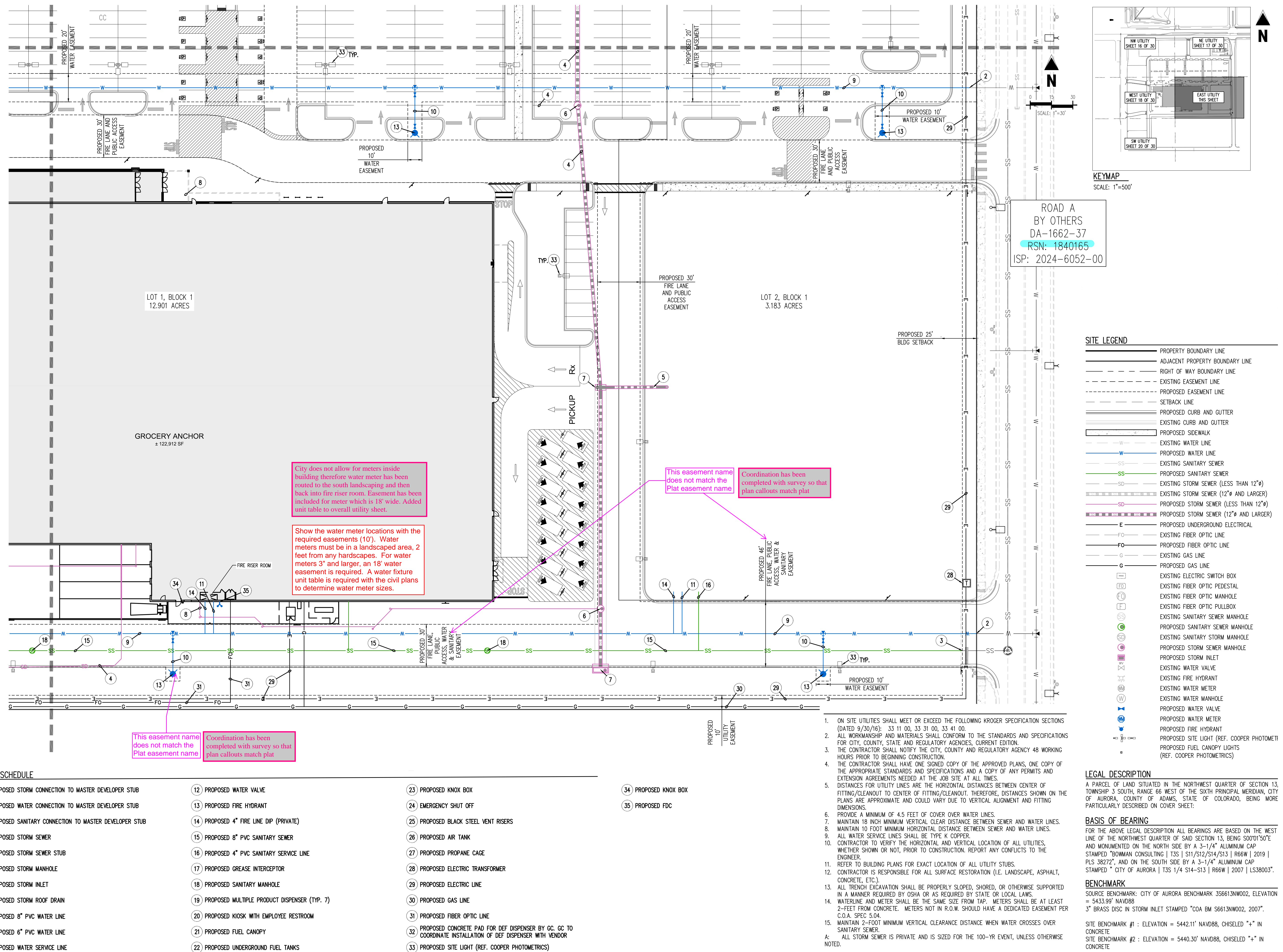
DA-166Z-36
AURORA, COLORADO

	Date	Issue / Description	Init.
F A	10/02/24	1ST SP SUBMITTAL	AJP
B	02/04/25	2ND SP SUBMITTAL	AJP
C			
D			
E			
F			
G			
H			
I			
J			
K			
L			
M			
N			
O			
P			
Q			
R			
S			
T			
U			
V			
W			
X			
Y			
Z			

Project No:	KSS000175
Drawn By:	JKS
Checked By:	TDK
Date:	AUGUST 2024

FAST UTILITY PLAN

9

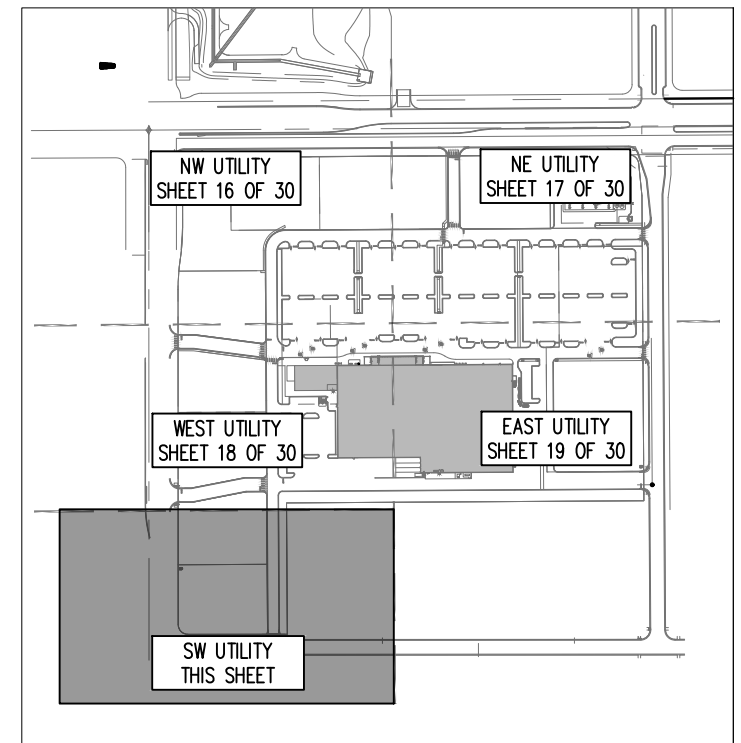


NOT FOR CONSTRUCTION

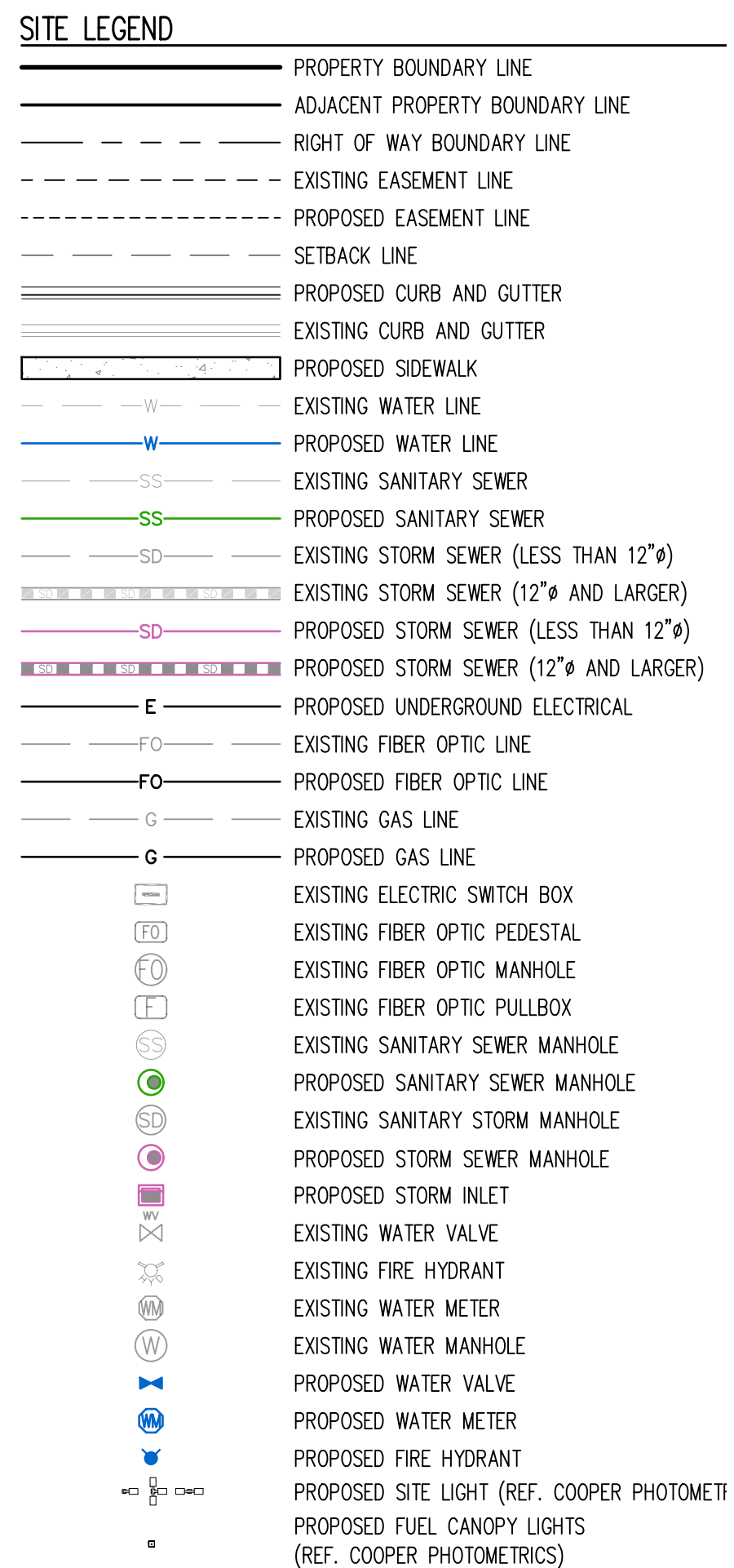
	Date	Issue / Description	Init.
A	10/02/24	1ST SP SUBMITTAL	AJP
B	02/04/25	2ND SP SUBMITTAL	AJP
C			
D			
E			
F			
G			
H			
I			
J			
K			
L			
M			
N			
O			
P			
Q			
R			
S			
T			
U			
V			
W			
X			
Y			
Z			

Project No:	KSS000175
Drawn By:	JKS
Checked By:	TDK
Date:	AUGUST 2024

W UTILITY PLAN



KEYMAP
SCALE: 1"=500'

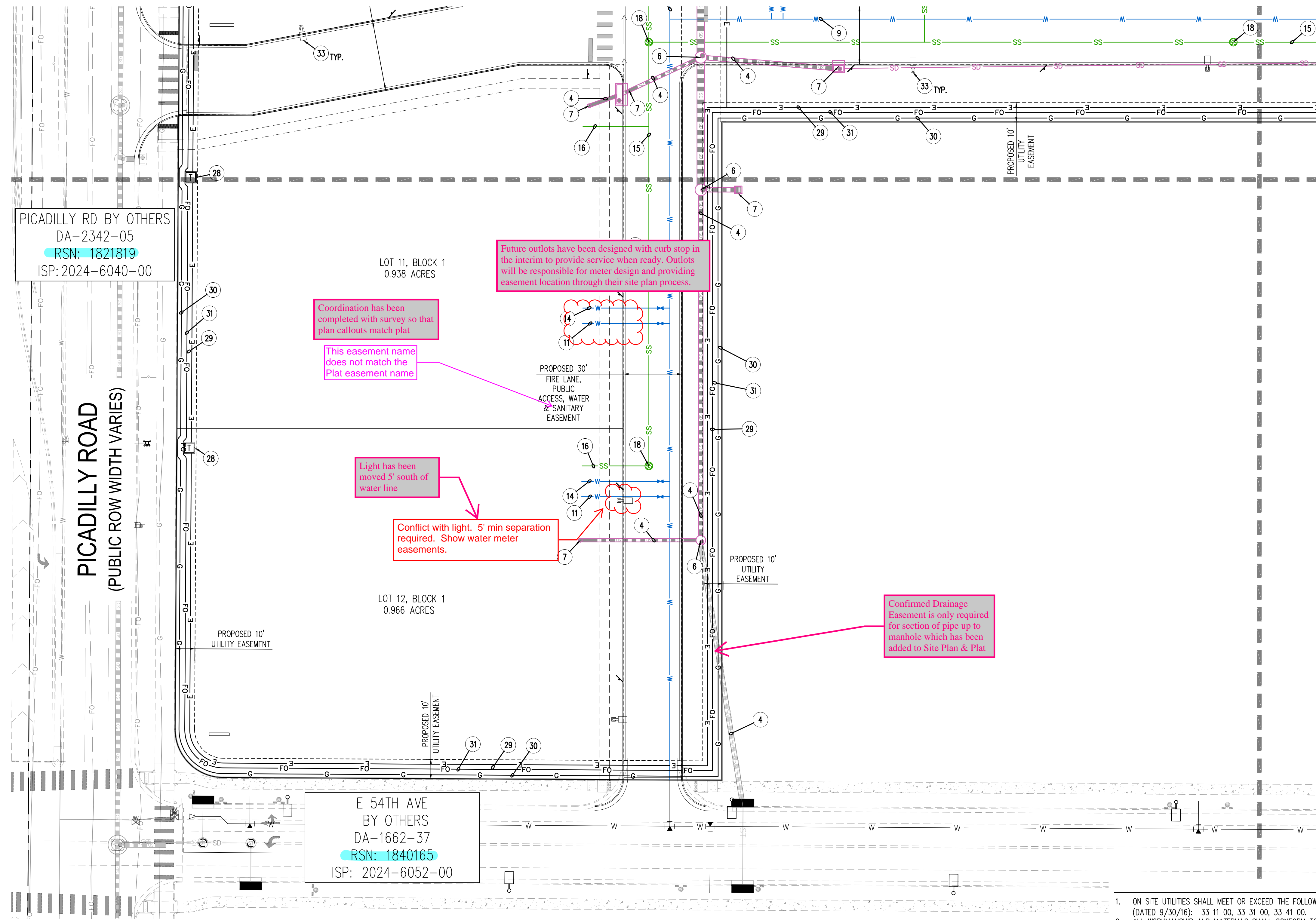


A PARCEL OF LAND SITUATED IN THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED ON COVER SHEET:

FOR THE ABOVE LEGAL DESCRIPTION ALL BEARINGS ARE BASED ON THE WEST
LINE OF THE NORTHWEST QUARTER OF SAID SECTION 13, BEING S00°01'50"E
AND MONUMENTED ON THE NORTH SIDE BY A 3-1/4" ALUMINUM CAP
STAMPED "BOWMAN CONSULTING | T3S | S11/S12/S14/S13 | R66W | 2019 |
PLS 38272", AND ON THE SOUTH SIDE BY A 3-1/4" ALUMINUM CAP
STAMPED "CITY OF AURORA | T3S 1/4 S14-S13 | R66W | 2007 | LS38003".

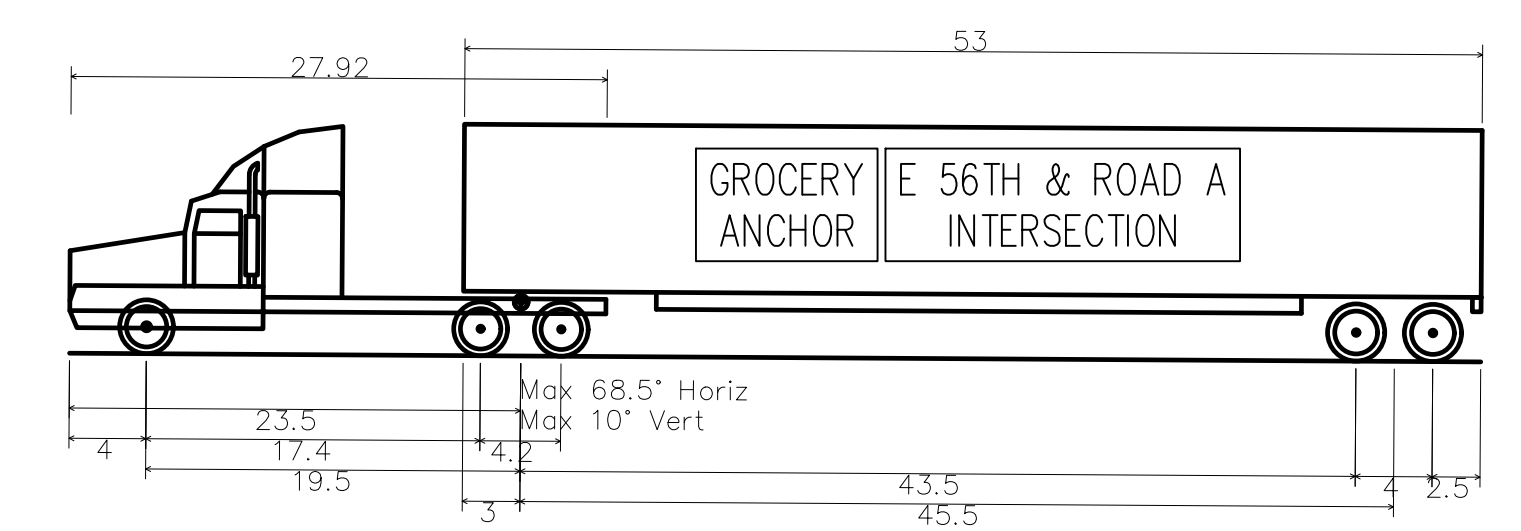
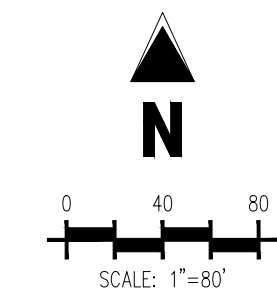
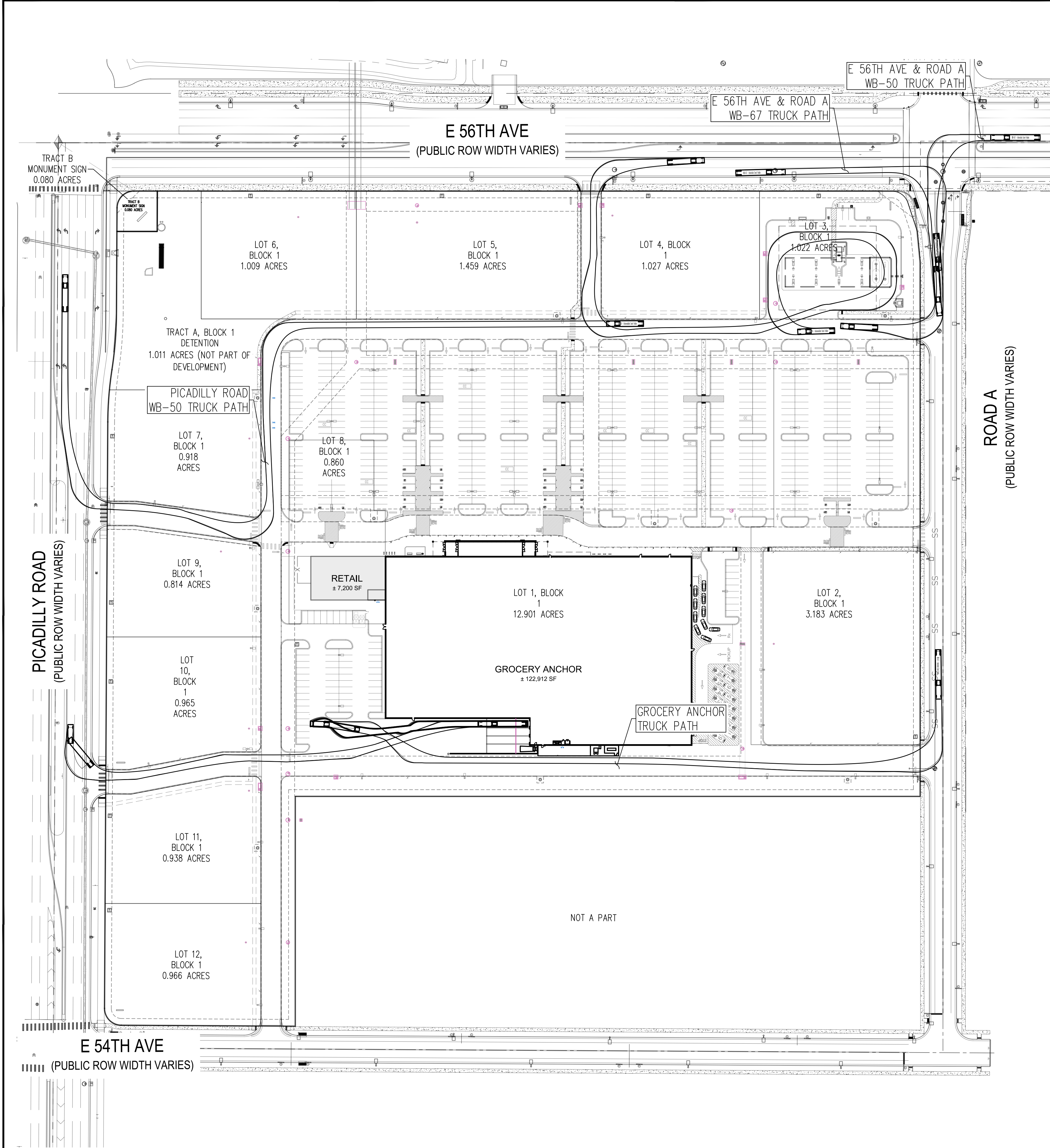
SOURCE BENCHMARK: CITY OF AURORA BENCHMARK 3S6613NW002, ELEVATION = 5433.99' NAVD88
3" BRASS DISC IN STORM INLET STAMPED "COA BM S6613NW002, 2007".

SITE BENCHMARK #1 : ELEVATION = 5442.11' NAVD88, CHISELED "+" IN CONCRETE
SITE BENCHMARK #2 : ELEVATION = 5440.30' NAVD88, CHISELED "+" IN CONCRETE

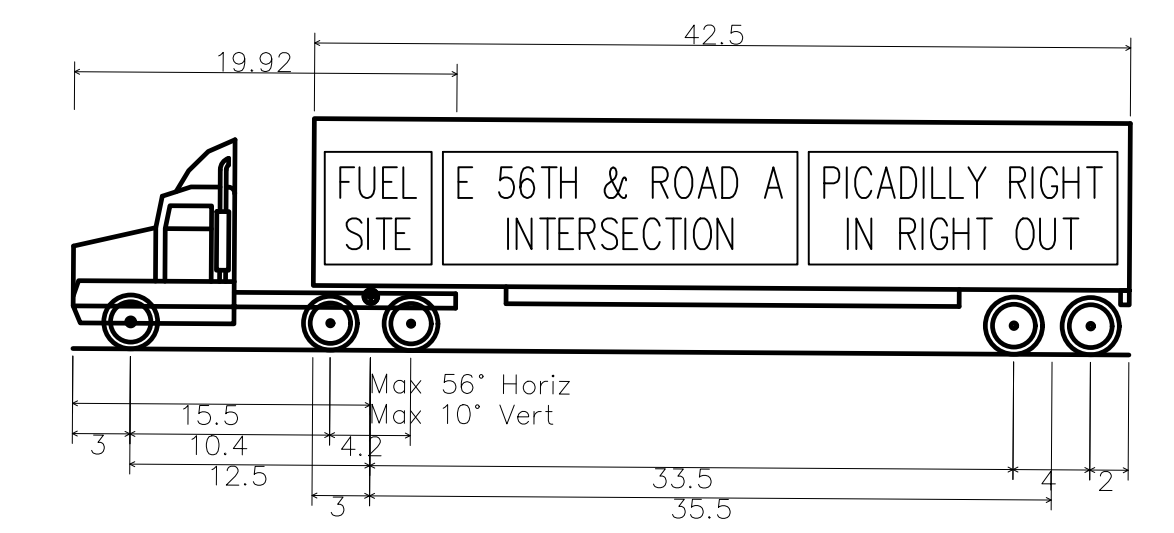


1	PROPOSED STORM CONNECTION TO MASTER DEVELOPER STUB	12	PROPOSED WATER VALVE	23	PROPOSED KNOX BOX
2	PROPOSED WATER CONNECTION TO MASTER DEVELOPER STUB	13	PROPOSED FIRE HYDRANT	24	EMERGENCY SHUT OFF
3	PROPOSED SANITARY CONNECTION TO MASTER DEVELOPER STUB	14	PROPOSED 4" FIRE LINE DIP (PRIVATE)	25	PROPOSED BLACK STEEL VENT RISERS
4	PROPOSED STORM SEWER	15	PROPOSED 8" PVC SANITARY SEWER	26	PROPOSED AIR TANK
5	PROPOSED STORM SEWER STUB	16	PROPOSED 4" PVC SANITARY SERVICE LINE	27	PROPOSED PROPANE CAGE
6	PROPOSED STORM MANHOLE	17	PROPOSED GREASE INTERCEPTOR	28	PROPOSED ELECTRIC TRANSFORMER
7	PROPOSED STORM INLET	18	PROPOSED SANITARY MANHOLE	29	PROPOSED ELECTRIC LINE
8	PROPOSED STORM ROOF DRAIN	19	PROPOSED MULTIPLE PRODUCT DISPENSER (TYP. 7)	30	PROPOSED GAS LINE
9	PROPOSED 8" PVC WATER LINE	20	PROPOSED KIOSK WITH EMPLOYEE RESTROOM	31	PROPOSED FIBER OPTIC LINE
10	PROPOSED 6" PVC WATER LINE	21	PROPOSED FUEL CANOPY	32	PROPOSED CONCRETE PAD FOR DEF DISPENSER BY GC. GC TO COORDINATE INSTALLATION OF DEF DISPENSER WITH VENDOR
11	PROPOSED WATER SERVICE LINE	22	PROPOSED UNDERGROUND FUEL TANKS	33	PROPOSED SITE LIGHT (REF. COOPER PHOTOMETRICS)

1. ON SITE UTILITIES SHALL MEET OR EXCEED THE FOLLOWING KROGER SPECIFICATION SECTIONS (DATED 9/30/16): 33 11 00, 33 31 00, 33 41 00.
 2. ALL WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS FOR CITY, COUNTY, STATE AND REGULATORY AGENCIES, CURRENT EDITION.
 3. THE CONTRACTOR SHALL NOTIFY THE CITY, COUNTY AND REGULATORY AGENCY 48 WORKING HOURS PRIOR TO BEGINNING CONSTRUCTION.
 4. THE CONTRACTOR SHALL HAVE ONE SIGNED COPY OF THE APPROVED PLANS, ONE COPY OF THE APPROPRIATE STANDARDS AND SPECIFICATIONS AND A COPY OF ANY PERMITS AND EXTENSION AGREEMENTS NEEDED AT THE JOB SITE AT ALL TIMES.
 5. DISTANCES FOR UTILITY LINES ARE THE HORIZONTAL DISTANCES BETWEEN CENTER OF FITTING/CLEANOUT TO CENTER OF FITTING/CLEANOUT. THEREFORE, DISTANCES SHOWN ON THE PLANS ARE APPROXIMATE AND COULD VARY DUE TO VERTICAL ALIGNMENT AND FITTING DIMENSIONS.
 6. PROVIDE A MINIMUM OF 4.5 FEET OF COVER OVER WATER LINES.
 7. MAINTAIN 18 INCH MINIMUM VERTICAL CLEAR DISTANCE BETWEEN SEWER AND WATER LINES.
 8. MAINTAIN 10 FOOT MINIMUM HORIZONTAL DISTANCE BETWEEN SEWER AND WATER LINES.
 9. ALL WATER SERVICE LINES SHALL BE TYPE K COPPER.
 10. CONTRACTOR TO VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES, WHETHER SHOWN OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY CONFLICTS TO THE ENGINEER.
 11. REFER TO BUILDING PLANS FOR EXACT LOCATION OF ALL UTILITY STUBS.
 12. CONTRACTOR IS RESPONSIBLE FOR ALL SURFACE RESTORATION (I.E. LANDSCAPE, ASPHALT, CONCRETE, ETC.).
 13. ALL TRENCH EXCAVATION SHALL BE PROPERLY SLOPED, SHORED, OR OTHERWISE SUPPORTED IN A MANNER REQUIRED BY OSHA OR AS REQUIRED BY STATE OR LOCAL LAWS.
 14. WATERLINE AND METER SHALL BE THE SAME SIZE FROM TAP. METERS SHALL BE AT LEAST 2-FEET FROM CONCRETE. METERS NOT IN R.O.W. SHOULD HAVE A DEDICATED EASEMENT PER UTILITY 5.04.
 15. MAINTAIN 2-FOOT MINIMUM VERTICAL CLEARANCE DISTANCE WHEN WATER CROSSES OVER SANITARY SEWER.
- A: ALL STORM SEWER IS PRIVATE AND IS SIZED FOR THE 100-YR EVENT, UNLESS OTHERWISE NOTED.



WB-67 – Interstate Semi-Trailer
Overall Length 73.500ft
Overall Width 8.500ft
Overall Body Height 12.052ft
Min Body Ground Clearance 1.334ft
Max Track Width 8.500ft
Lock-to-lock time 6.00s
Max Steering Angle (Virtual) 28.40°



WB-50 – Intermediate Semi-Trailer
Overall Length 55.000ft
Overall Width 8.500ft
Overall Body Height 12.052ft
Min Body Ground Clearance 1.334ft
Max Track Width 8.500ft
Lock-to-lock time 6.00s
Max Steering Angle (Virtual) 17.90°

NOT FOR
CONSTRUCTION

56TH & PICADILLY MARKETPLACE AT GYRE
SITE PLAN SET

DA-1662-36
AURORA, COLORADO

#	Date	Issue / Description	Init.
A	10/02/24	1ST SP SUBMITTAL	AJP
B	02/04/25	2ND SP SUBMITTAL	AJP

Project No:	KSS000156
Drawn By:	JKS
Checked By:	TDK
Date:	FEBRUARY 2025

VEHICLE CIRCULATION PLAN

NOT FOR
CONSTRUCTION

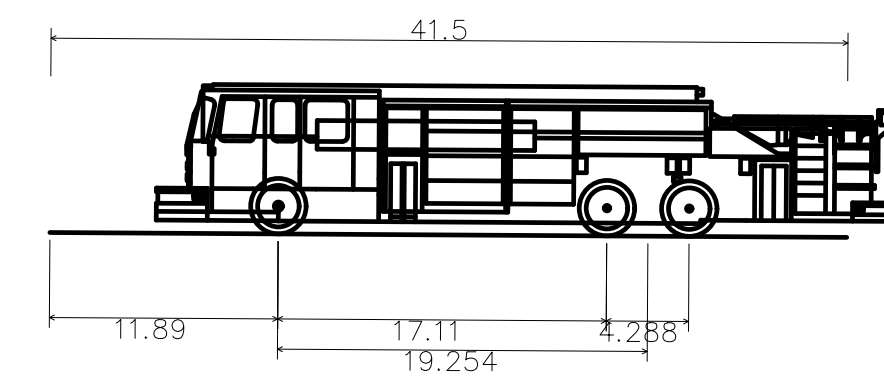
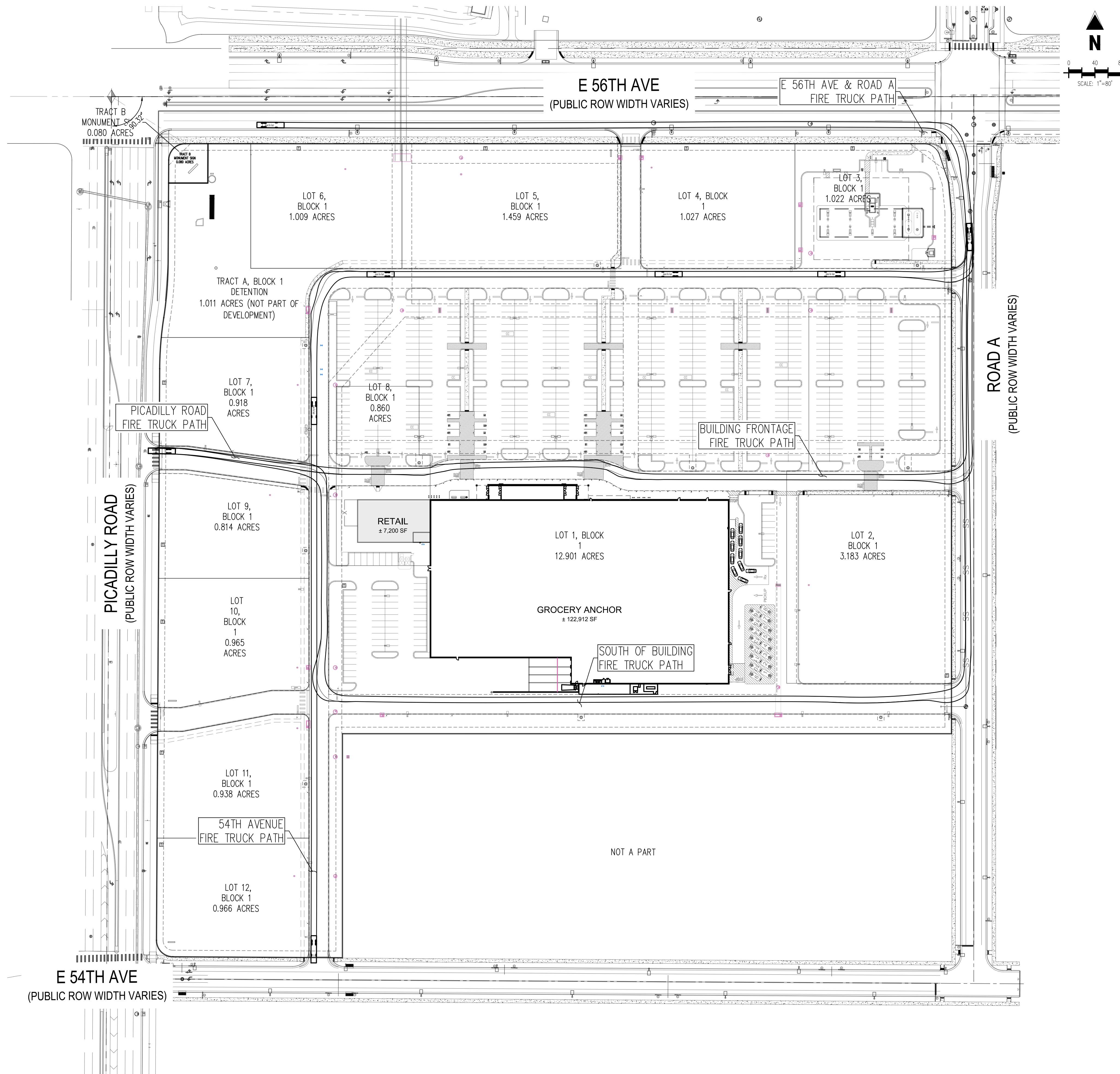
56TH & PICADILLY MARKETPLACE AT GVRE
SITE PLAN SET

DA-1662-36
AURORA, COLORADO

[illegible]

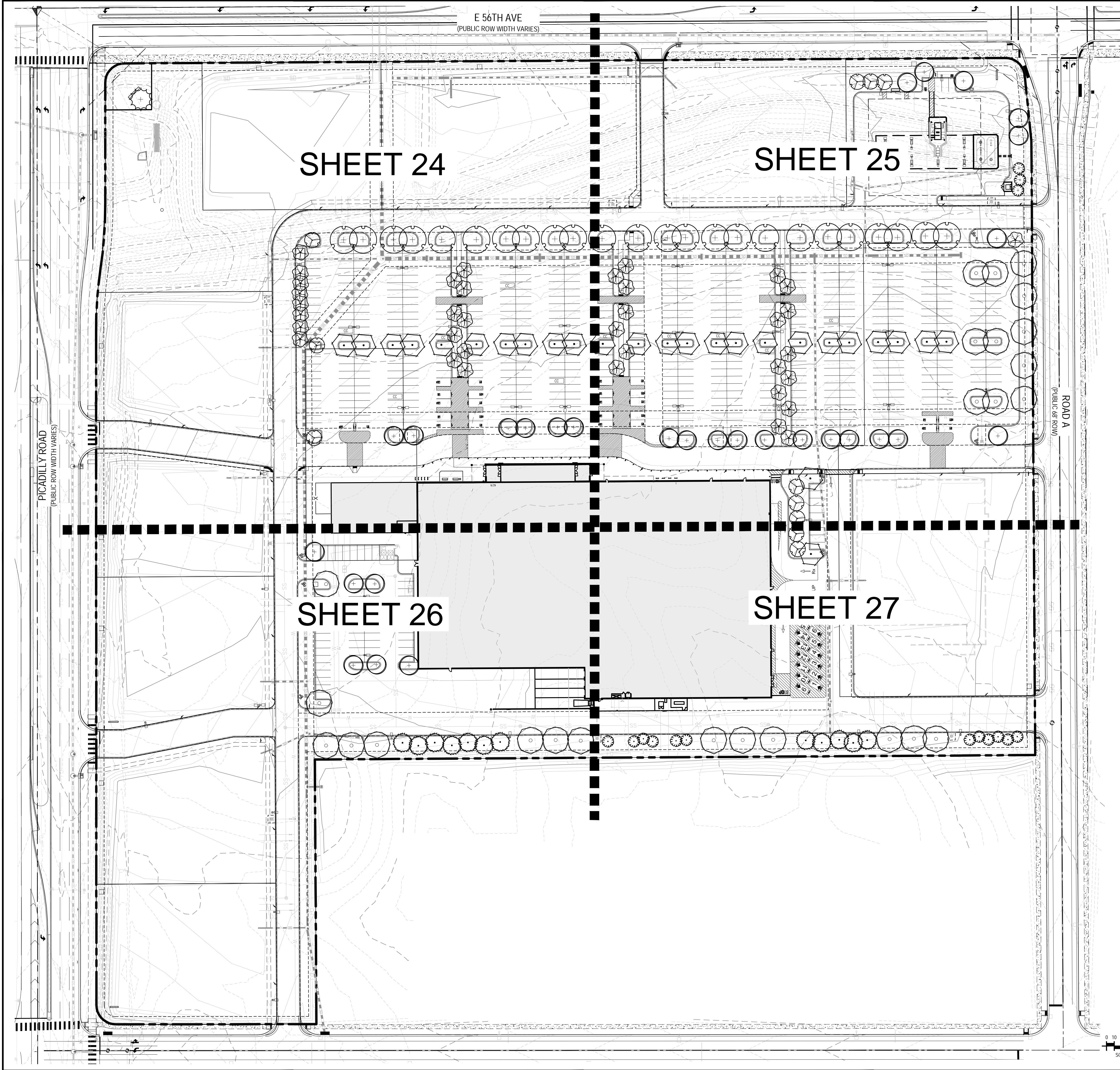
Project No:	KSS000156
Drawn By:	JKS
Checked By:	TDK
Date:	FEBRUARY 2025

FIRE TRUCK CIRCULATION PLAN



Aurora Fire Truck	
Overall Length	41.500ft
Overall Width	8.330ft
Overall Body Height	7.759ft
Min Body Ground Clearance	0.670ft
Track Width	8.250ft
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	47.500ft

CITY OF AURORA
FIRE TRUCK



CAUTION – NOTICE TO CONTRACTOR

1. ALL UTILITY LOCATIONS SHOWN ARE BASED ON MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANY AND FIELD SURFACE EVIDENCE AT THE TIME OF SURVEY AND IS TO BE CONSIDERED AN APPROXIMATE LOCATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF ALL UTILITIES, PUBLIC OR PRIVATE, WHETHER SHOWN ON THE PLANS OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO CONSTRUCTION.

2. WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY, EITHER THROUGH POT-HOLING OR ALTERNATIVE METHOD. REPORT INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.

811
Know what's below.
Call before you dig.

NOT FOR
CONSTRUCTION

56TH & PICADILLY MARKETPLACE AT GVRE
SITE PLAN SET

DA-1662-36
AURORA, COLORADO

#	Date	Issue / Description	Init.
A	10/02/24	1ST SP SUBMITTAL	AJP
B	02/04/25	2ND SP SUBMITTAL	AJP

Project No: KSS000156
Drawn By: KLD
Checked By: SRM
Date: FEBRUARY 2025

OVERALL LANDSCAPE PLAN

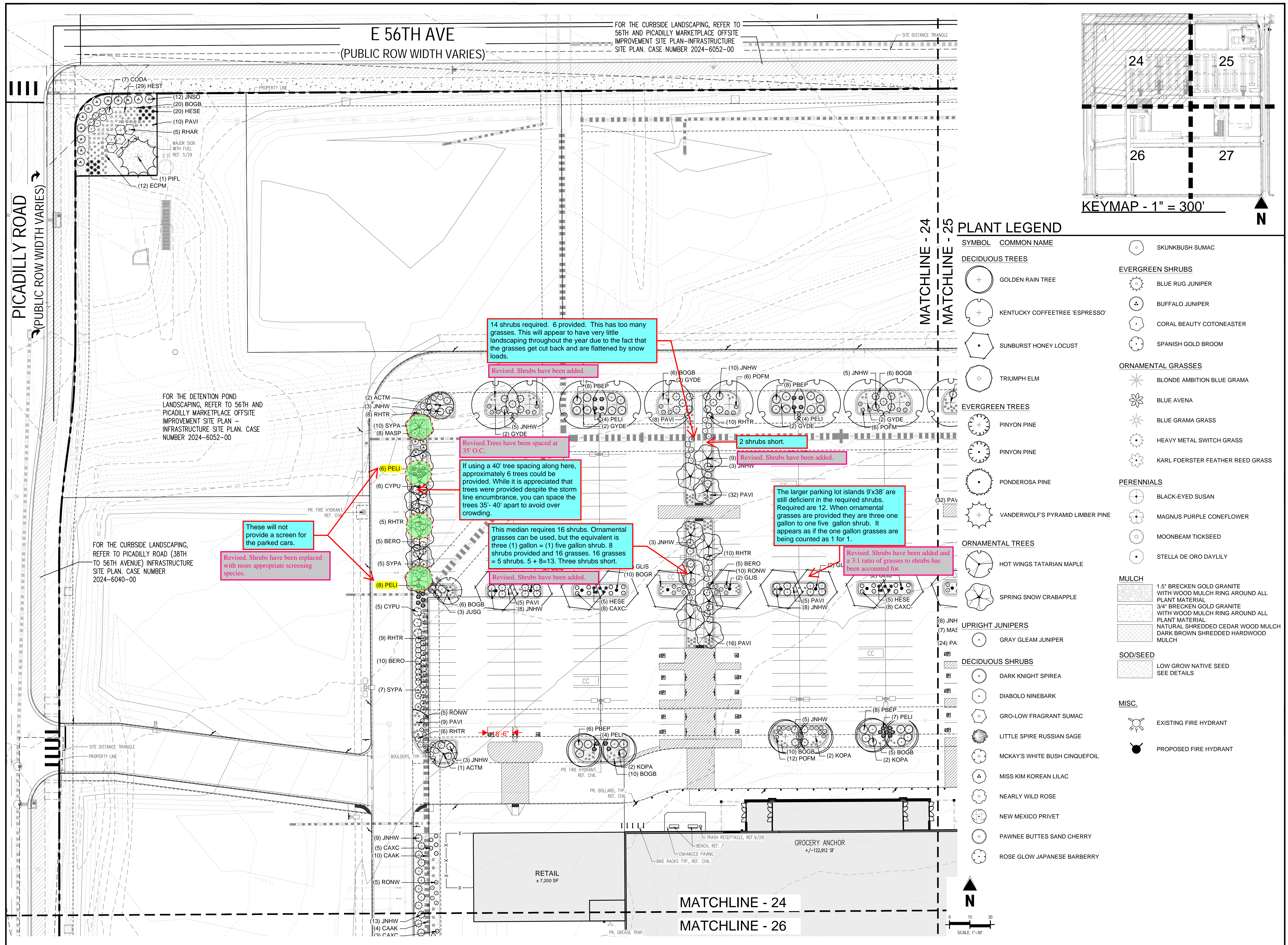
NOT FOR
CONSTRUCTION

DA-1002-30
AURORA, COLORADO

	Date	Issue / Description	Init.
A	10/02/24	1ST SP SUBMITTAL	AJP
B	02/04/25	2ND SP SUBMITTAL	AJP
C			
D			
E			
F			
G			
H			
I			
J			
K			
L			
M			
N			
O			
P			
Q			
R			
S			
T			
U			
V			
W			
X			
Y			
Z			

Project No:	KSS000156
Drawn By:	KLD
Checked By:	SRM
Date:	FEBRUARY 2025

LANDSCAPE PLAN

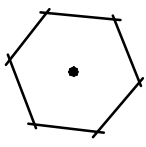
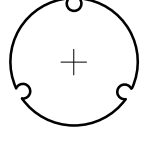
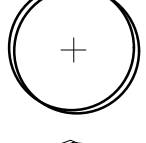
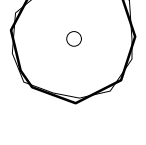
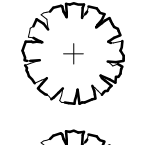
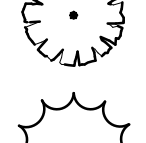
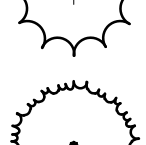

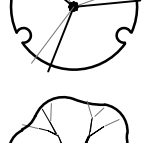
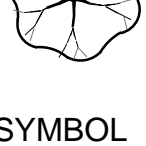
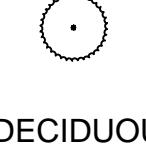
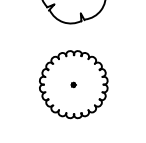
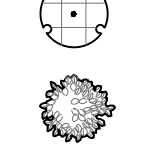
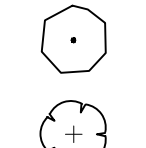
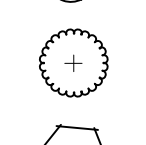
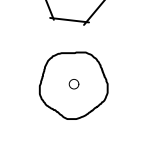
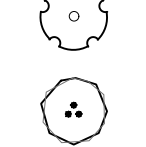

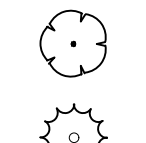
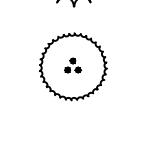
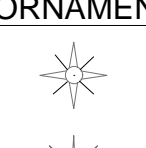
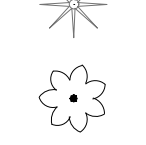
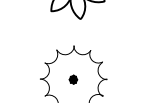




NOT FOR
CONSTRUCTION





#	Date	Issue / Description	Init.
A	10/02/24	1ST SP SUBMITTAL	AJP
B	02/04/25	2ND SP SUBMITTAL	AJP
C			
D			
E			
F			
G			
H			
I			
J			
K			
L			
M			
N			
O			
P			
Q			
R			
S			
T			
U			
V			
W			
X			
Y			
Z			

Project No:	KSS000156
Drawn By:	KLD
Checked By:	SRM
Date:	FEBRUARY 2025





PLANT SCHEDULE

SYMBOL	CODE	QTY	COMMON NAME	BOTANICAL NAME	CONT.	CAL / SIZE	HT. X SPD.	WATER USE
DECIDUOUS TREES								
	GLIS	26	SUNBURST HONEY LOCUST	GLEDTISIA TRIACANTHOS INERMIS 'SUNBURST'	B&B	2" CAL	35' X30'	X
	GYDE	24	KENTUCKY COFFEETREE 'ESPRESSO'	GYMNOCLADUS DIOICA 'ESPRESSO'	B&B	2" CAL	50' X35'	X
	KOPA	29	<div>The ULMO being proposed along the southern property line adjacent to the future residential are required to be 2.5" caliper. All others throughout the site can be 2".</div> <div>Revised. ULMO trees have been substituted with 2.5" Autumn Blaze Maples within this buffer.</div>	ERIA PANICULATA	B&B	2" CAL	30' X25'	X
	ULMO	19		ULMUS X 'TRIUMPH'	<div>Minimum 2"</div> <div>Revised.</div> B&B	1.5" CAL	50' X35'	XX
EVERGREEN TREES								
	PIED	3	PINYON PINE	PINUS EDULIS	B&B	6' HT	25' X15'	X
	PIED2	12	PINYON PINE	PINUS EDULIS	B&B	8' HT	25' X15'	X
	PIFL	1	VANDERWOLF'S PYRAMID LIMBER PINE	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID'	B&B	6' HT	50' X30'	X
	POI2	12	PONDEROSA PINE	PINUS PONDEROSA	B&B	8' HT	40' X25'	X
ORNAMENTAL TREES								
	ACTM	11	HOT WINGS TATARIAN MAPLE	ACER TATARICUM 'GARANN' TM	B&B	2" CAL	25' X20'	XX
	MASP	36	SPRING SNOW CRABAPPLE	MALUS X 'SPRING SNOW'	B&B	2" CAL	20' X20'	X
SYMBOL	CODE	QTY	COMMON NAME	BOTANICAL NAME	CONT.	HT. X SPD.	WATER USE	
UPRIGHT JUNIPERS								
	JUSG	17	GRAY GLEAM JUNIPER	JUNIPERUS SCOPULORUM 'GRAY GLEAM'	#15 GAL	15' X6'	X	
DECIDUOUS SHRUBS								
	BERO	79	ROSE GLOW JAPANESE BARBERRY	BERBERIS THUNBERGII 'ROSE GLOW'	#5 CONT.	5' X6'	X	
	CAXC	99	DARK KNIGHT SPIREA	CARYOPTERIS X CLANDONENSIS 'DARK KNIGHT'	#5 CONT.	3' X3'	X	
	FONE	10	NEW MEXICO PRIVET	FORESTIERA NEOMEXICANA	#5 CONT.	10' X6'	X	
	PELI	100	LITTLE SPIRE RUSSIAN SAGE	PEROVSKIA ATRIPLICIFOLIA 'LITTLE SPIRE'	#5 CONT.	2' X3'	X	
	PHOM	40	DIABOLO NINEBARK	PHYSOCARPUS OPULIFOLIUS 'MONLO' TM	#5 CONT.	8' X8'	X	
	POFM	96	MCKAY'S WHITE BUSH CINQUEFOIL	POTENTILLA FRUTICOSA 'MCKAY'S WHITE'	#5 CONT.	2' X3'	X	
	PBEP	102	PAWNEE BUTTES SAND CHERRY	PRUNUS BESSEYI 'P011S' TM	#5 CONT.	1.5' X6'	X	
	RHAR	32	GRO-LOW FRAGRANT SUMAC	RHUS AROMATICA 'GRO-LOW'	#5 CONT.	3' X8'	X	
	RHTR	169	SKUNKBUSH SUMAC	RHUS TRILOBATA	#5 CONT.	4' X4'	X	
	RONW	66	NEARLY WILD ROSE	ROSA X 'NEARLY WILD'	#5 CONT.	2' X3'	X	
	SYPA	81	MISS KIM KOREAN LILAC	SYRINGA PATULA 'MISS KIM'	#5 CONT.	5' X5'	VERY LOW	
EVERGREEN SHRUBS								
	CODA	64	CORAL BEAUTY COTONEASTER	COTONEASTER DAMMERI 'CORAL BEAUTY'	#5 CONT.	1' X5'	XX	
	CYPU	43	SPANISH GOLD BROOM	CYTISUS PURGANS 'SPANISH GOLD'	#5 CONT.	4' X6'	X	
	JNHW	238	BLUE RUG JUNIPER	JUNIPERUS HORIZONTALIS 'WILTONII'	#5 CONT.	6' X6'	X	
	JNSO	70	BUFFALO JUNIPER	JUNIPERUS SABINA 'BUFFALO'	#5 CONT.	1' X6'	X	
ORNAMENTAL GRASSES								
	BOGR	20	BLUE GRAMA GRASS	BOUTELOUA GRACILIS	#1 CONT.	1.5' X1.5'	X	
	BOGB	140	BLONDE AMBITION BLUE GRAMA	BOUTELOUA GRACILIS 'BLONDE AMBITION'	#1 CONT.	2' X2'	X	
	CAAK	14	KARL FOERSTER FEATHER REED GRASS	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	#1 CONT.	5' X2'	X	
	HESE	94	BLUE AVENA	HELICOTRICHON SEMPERVIRENS	#1 CONT.	2.5' X2.5'	X	
	PAVI	296	HEAVY METAL SWITCH GRASS	PANICUM VIRGATUM 'HEAVY METAL'	#1 CONT.	4' X1.5'	X	



PERENNIALS

	COVM	33	MOONBEAM TICKSEED	COREOPSIS VERTICILLATA 'MOONBEAM'	#1 CONT.	2'X1.5'	X
	ECPM	49	MAGNUS PURPLE CONEFLOWER	ECHINACEA PURPUREA 'MAGNUS'	#1 CONT.	3'X2'	X
	HEST	60	STELLA DE ORO DAYLILY	HEMEROCALLIS X 'STELLA DE ORO'	#1 CONT.	1.5'X1.5'	X
	RUFU	30	BLACK-EYED SUSAN	RUDBECKIA FULGIDA SULLIVANTII 'GOLDSTURM'	#1 CONT.	3'X2'	XX

GROUND COVER SCHEDULE

<u>SYMBOL</u>	<u>QTY</u>	<u>COMMON NAME</u>
MULCH		
	28,224 SF	1.5" BRECKEN GOLD GRANITE WITH WOOD MULCH RING AROUND ALL PLANT MATERIAL
	30,230 SF	3/4" BRECKEN GOLD GRANITE WITH WOOD MULCH RING AROUND ALL PLANT MATERIAL
	17,400 SF	NATURAL SHREDDED CEDAR WOOD MULCH DARK BROWN SHREDDED HARDWOOD MULCH
SOD/SEED		
	15,737 SF	LOW GROW NATIVE SEED SEE DETAILS

MISC.

 EXISTING FIRE HYDRANT
 PROPOSED FIRE HYDRANT

WATER USE TABLE	
NON-WATER CONSERVING	0 SF
WATER CONSERVING	90,946 SF
NON-WATER USING	0 SF

CITY OF AURORA NOTES

1. ALL LANDSCAPE AREA ARE TO RECEIVE ORGANIC SOIL PREPARATION AT 4 CU. YDS / 1,000 SF.
2. ALL FREE STANDING LIGHTS WITHIN THIS PLAN ARE POLE MOUNTED FIXTURES PER THE PHOTOMETRIC PLANS AND DETAILS.
3. THE SURFACE MATERIAL OF WALKS AND PLAZAS ARE TO BE MEDIUM BROOM FINISHED STANDARD GRAY CONCRETE AND COLORED CONCRETE WITH SAND FINISH. VEHICULAR DRIVES AND PARKING LOTS ARE TO BE CONCRETE AND ASPHALT (REFER TO CIVIL PLANS)
4. ALL UTILITY EASEMENTS SHALL REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH FOR THE MAINTENANCE EQUIPMENT ENTRY.
5. THE OWNER / DEVELOPER, HIS SUCCESSORS, AND ASSIGNS, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL LANDSCAPING MATERIALS SHOWN OR INDICATED ON THE APPROVED SITE PLAN OR LANDSCAPE PLAN ON FILE IN THE PLANNING DEPARTMENT. ALL LANDSCAPING WILL BE INSTALLED AS DELINEATED ON THE PLAN, PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY.
6. ALL LANDSCAPED AREAS AND PLANT MATERIAL, EXCEPT FOR NON-IRRIGATED NATIVE, RESTORATIVE AND DRYLAND GRASS AREAS MUST BE WATERED BY AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. IRRIGATION SYSTEM DESIGN, INSTALLATION, OPERATION AND MAINTENANCE SHALL CONFORM TO REQUIREMENTS FOUND IN THE CITY OF AURORA IRRIGATION ORDINANCE.
7. LANDSCAPE MATERIAL PLACEMENT SHALL NOT BE PLACED OR KEPT NEAR FIRE HYDRANTS, FIRE DEPARTMENT INLET CONNECTIONS OR FIRE PROTECTION CONTROL VALVES IN A MANNER THAT WOULD PREVENT SUCH EQUIPMENT OR FIRE HYDRANTS FROM BEING IMMEDIATELY DISCERNABLE. THE FIRE DEPARTMENT SHALL NOT BE DETERRED OR HINDERED FROM GAINING IMMEDIATE ACCESS TO FIRE PROTECTION EQUIPMENT OR HYDRANTS.
8. LANDSCAPING MATERIAL SHOWN WITHIN THE SITE PLAN CANNOT ENCROACH INTO ROADWAYS THAT ARE DEDICATED (OR DESIGNATED) AS FIRE LANE EASEMENTS (OR CORRIDORS).
9. TREES MAY NOT BE PLACED WITHIN 8 FT OF ANY PUBLIC UTILITY.
10. ALL PROPOSED LANDSCAPING WITHIN THE SIGHT TRIANGLE SHALL BE IN COMPLIANCE WITH COA ROADWAY SPECIFICATIONS, SECTION 4.04.2.10
11. ALL CROSSINGS OR ENCROACHMENTS BY PRIVATE LANDSCAPE IRRIGATION LINES OR SYSTEMS INTO EASEMENTS AND STREET RIGHTS-OF-WAY OWNED BY THE CITY OF AURORA ARE ACKNOWLEDGED BY THE OWNER AS BEING SUBJECT TO CITY OF AURORA'S USE AND OCCUPANCY OF THE SAID EASEMENTS OR RIGHTS-OF-WAY. THE OWNER, THEIR SUCCESSORS AND ASSIGNS, HEREBY AGREE TO INDEMNIFY THE CITY OF AURORA FOR ANY LOSS, DAMAGE OR REPAIR TO CITY FACILITIES THAT MAY RESULT FROM THE INSTALLATION, OPERATION, OR MAINTENANCE OF SAID PRIVATE IRRIGATION LINES OR SYSTEMS.
12. ALL PLANT BEDS SHALL BE CONTAINED WITH STEEL EDGER. STEEL EDGER IS NOT REQUIRED ALONG CURBS, WALKS OR BUILDING FOUNDATIONS. ALL EDGING SHALL OVERLAP AT JOINTS A MINIMUM OF 6-INCHES, AND SHALL BE FASTENED WITH A MINIMUM OF 4 PINS PER EACH 10 FOOT SECTION. THE TOP OF ALL EDGING MATERIAL SHALL BE A ROLLED TOP AND 1/2 INCH ABOVE THE FINISHED GRADE OF ADJACENT LAWN OR MULCH AREAS. COLOR: GREEN.
13. AFTER ALL PLANTING IS COMPLETE, THE CONTRACTOR SHALL INSTALL A MINIMUM 4" THICK LAYER OF MULCH AS SPECIFIED IN THE LANDSCAPING PLAN. AND, INSTALL A 4" THICK RING OF DOUBLE SHREDDED CEDAR BARK MULCH AROUND ALL PLANT MATERIAL IN ROCK MULCH BEDS WHERE LANDSCAPING IS SHOWN ON THE PLAN. WOOD MULCH RING SIZE SHALL BE THE CONTAINER SIZE OF THE SHRUBS, PERENNIALS, AND ORNAMENTAL GRASSES. TREE RING SIZE SHALL A MIN OF 3" Update accordingly. Update per comment

LANDSCAPE REQUIREMENTS

CODE SECTION	CATEGORY	FORMULA	CALCULATION	REQUIRED	PROVIDED
146-4.7.5.D	STREET FRONTAGE LANDSCAPE BUFFER (E. 56TH AVE)	1 TREE / 40 LF	226 LF / 40	6 TREES 20' REQUIRED BUFFER	6 TREES 41' BUFFER
146-4.7.5.D	STREET FRONTAGE LANDSCAPE BUFFER (E. 56TH AVE)	10 SHRUBS / 40 LF	226 LF / 40 x 10	57 SHRUBS 20' REQUIRED BUFFER	57 SHRUBS 41' BUFFER
146-4.7.5.D	STREET FRONTAGE LANDSCAPE BUFFER (ROAD A)	(10' REQUIRED BUFFER) 1 TREE / 40 LF	466 / 40	12 TREES 10' REQUIRED BUFFER	12 TREES 17'-28' BUFFER
146-4.7.5.D	STREET FRONTAGE LANDSCAPE BUFFER (ROAD A)	10 SHRUBS / 40 LF	466 / 40 X 10	117 SHRUBS 10' REQUIRED BUFFER	117 SHRUBS 17'-28' BUFFER
146-4.7.5.D	NON-STREET LANDSCAPE BUFFER ABUTING RESIDENTIAL (SOUTH)	1 TREE / 25 LF	908 LF / 25	36 TREES 25' REQUIRED BUFFER	24 EVERGREEN TREES 12 DECIDUOUS TREES 29.5' BUFFER
146-4.7.5.D	NON-STREET LANDSCAPE BUFFER ABUTING RESIDENTIAL (SOUTH)	5 SHRUBS / 25 LF	908 LF / 25 x 5	181 SHRUBS 25' REQUIRED BUFFER	181 SHRUBS 29.5' BUFFER
146-4.7.5.J.	BUILDING PERIMETER LANDSCAPE - NORTH ELEVATION	1 TREE / 40 LF	560 LF / 40	14 TREES*	14 TREES*
146-4.7.5.J.	BUILDING PERIMETER LANDSCAPE - EAST ELEVATION	1 TREE / 40 LF	280 LF / 40	7 TREES	7 TREES
146-4.7.5.J.	BUILDING PERIMETER LANDSCAPE - SOUTH ELEVATION	1 TREE / 40 LF	560 LF / 40	14 TREES	14 TREES
146-4.7.5.J.	BUILDING PERIMETER LANDSCAPE - WEST ELEVATION	1 TREE / 40 LF	280 LF / 40	7 TREES	7 TREES

*PER THE ADMINISTRATIVE ADJUSTMENT REQUEST 14 TREES HAVE BEEN PLACED IN THE PARKING LOT AND ENHANED LANDSCAPING IN 5 PARKING LOT ISLAND ENDCAPS HAS BEEN PROVIDED

NOT FOR
CONSTRUCTION

56TH & PICADILLY MARKETPLACE AT GVRE
SITE PLAN SET

DA-1662-36
AURORA, COLORADO

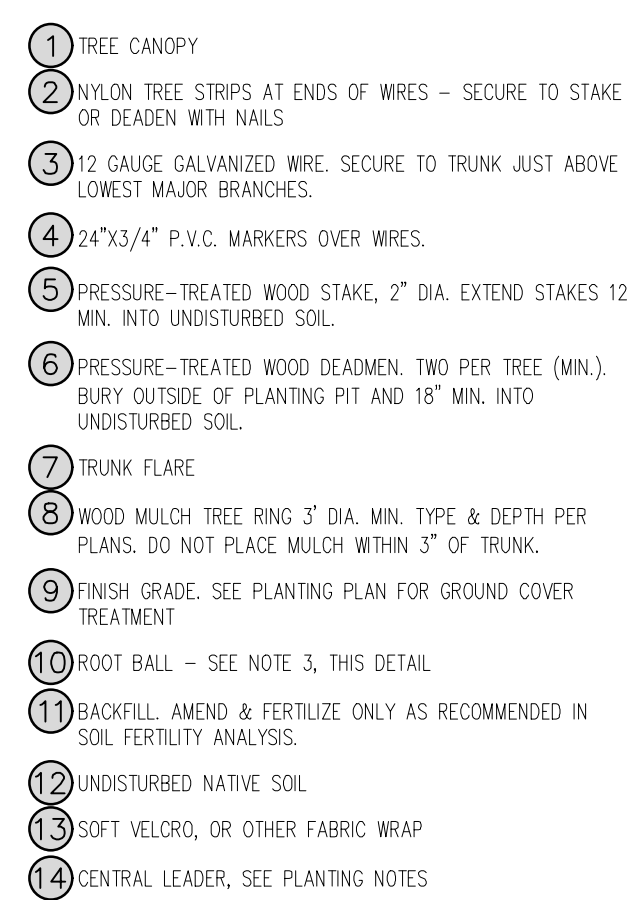
#	Date	Issue / Description	Init.
A	10/02/24	1ST SP SUBMITTAL	AJP
B	02/04/25	2ND SP SUBMITTAL	AJP
C			
D			
E			
F			
G			
H			
I			
J			
K			
L			
M			
N			
O			
P			
Q			
R			
S			
T			
U			
V			
W			
X			
Y			
Z			

comment on
shape plan. Two
short.

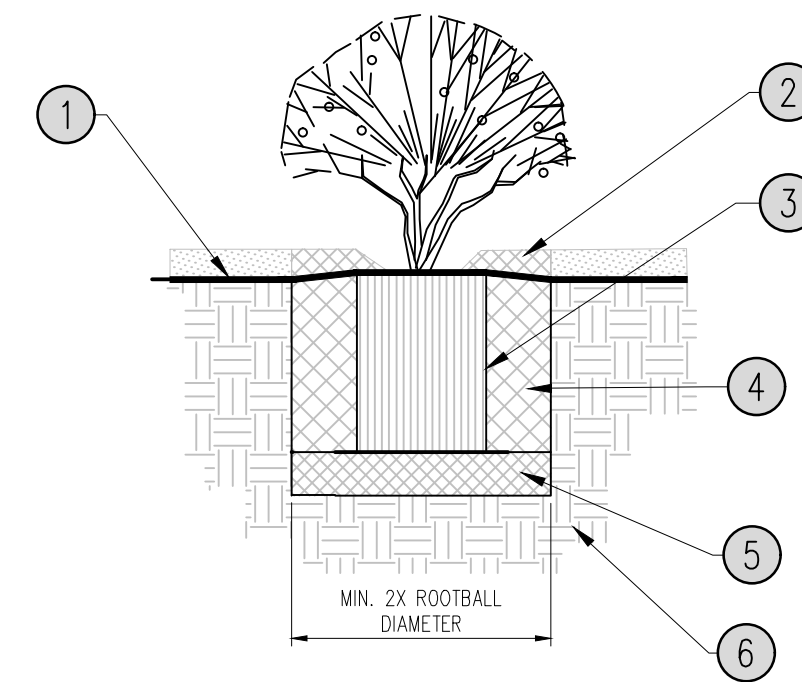
Two trees have been added

Project No:	KSS000156
Drawn By:	KLD
Checked By:	SRM
Date:	FEBRUARY 2025

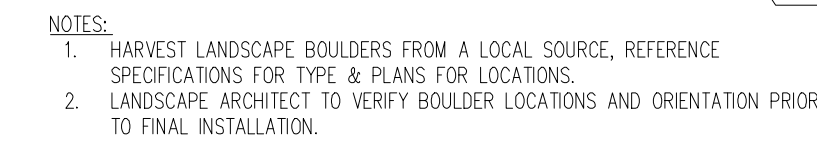
LANDSCAPE NOTES & SCHEDULE



1. SCAREY SITES OF PLANTING PIT PRIOR TO SETTING TREE.
2. REMOVE EXCESS SOIL APPLIED ON TOP OF THE DOORBATH THAT COVERS THE ROOT FLARE. THE PLANTING HOLE DEPTH SHALL BE SUCH THAT THE DOORBATH RESTS ON UNDISTURBED SOIL.
3. REMOVE ROOT FLARE FROM PLANTING PIT.
4. CUT OFF BOTTOM 1/3 OF WIRE BASKET BEFORE PLACING TREE IN HOLE, CUT OFF AND REMOVE REMAINDER OF BASKET AFTER TREE IS SET. IN CASE, REMOVE ALL NYLON TIES, TIE ROPS, AND OTHER STRAPPING MATERIAL. REMOVE ALL BURLAP FROM AROUND ROOTBALL.
5. TREE WRAP IS NOT TO BE USED ON ALL NEW PLANTINGS, EXCEPT IN LATE FALL PLANTING SITUATIONS, AND ONLY WHEN THERE IS COOPERATION WITH PLANTING CONTRACTOR. WHEN WRAPPING TREE, WRAP FROM TRUNK FLARE TO LOWEST MAJOR BRANCH.
6. REMOVE ALL NURSERY STAKES AFTER PLANTING.
7. FOR TREES OVER 1" CALIPER, USE THREE STAKES OR DEADEN (AS APPROPRIATE), SPACED EVENLY AROUND TREE.
8. DO NOT ALLOW AIR POCKETS TO FORM WHEN BACKFILLING.



- ① FINISH GRADE. SEE PLANTING PLAN FOR GROUND COVER TREATMENT
- ② SHREDDED BARK MULCH, 3" MIN. DEPTH, ROUGHLY THE EXTENTS OF ROOTBALL
- ③ PLANT ROOT BALL. SET TOP ROOTBALL 2" ABOVE ADJACENT GRADE. IN BERMED AREAS SET ROOTBALL 2" ABOVE LOWER ADJACENT GRADE - INSTALL WATER RING (2 - 3" HT.)
- ④ BACKFILL MIX (PER PLANTING SPECIFICATIONS). AMEND AND FERTILIZE ONLY AS RECOMMENDED IN SOIL FERTILITY ANALYSIS. SET BACKFILL WITH WATER TO ELIMINATE VOIDS.
- ⑤ COMPACTED BACKFILL MIX (75%).
- ⑥ UNDISTURBED NATIVE SOIL.



- ① 3/16" x 4" RYERSON STEEL EDGING OR EQUAL
- ② FINISH GRADE
- ③ 16" STAKES AT 30" O.C.
- ④ 4" DEPTH MULCH

WAUSAU TILE FLAT STEEL 6 FT BENCH W/ BACK AND CENTER ARM
COLOR: BLACK POWDER COAT
MODEL: MF2203
INSTALL PER MANUFACTURER'S SPECIFICATIONS
SURFACE MOUNT
LANDSCAPE ARCHITECT TO VERIFY FINISHES & PRODUCT PRIOR TO ORDERING
LANDSCAPE ARCHITECT TO VERIFY/APPROVE LOCATIONS PRIOR TO INSTALLING



P-CO-KIN1-323253-04

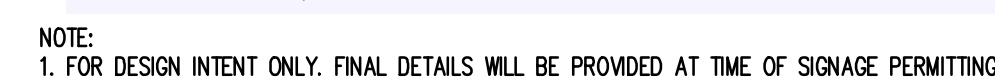
WAUSAU TILE FLAT STEEL 24 GALLON LINER TRASH RECEPTACLE ALUMINUM RAIN HOOD LID & SIDE DOOR
COLOR: BLACK POWDER COAT
MODEL: MF3214
INSTALL PER MANUFACTURER'S SPECIFICATIONS
SURFACE MOUNT
LANDSCAPE ARCHITECT TO VERIFY FINISHES & PRODUCT PRIOR TO ORDERING
LANDSCAPE ARCHITECT TO VERIFY/APPROVE LOCATIONS PRIOR TO INSTALLING



P-CO-KIN1-323253-03

Add second note below all three monument sign details "Signage must meet standards defined in the UDO."

Note has been provided.



P-CO-KIN1-323253-02

[illegible]

Project No:	KSS000154
Drawn By:	KLEC
Checked By:	SRM
Date:	FEBRUARY 2025

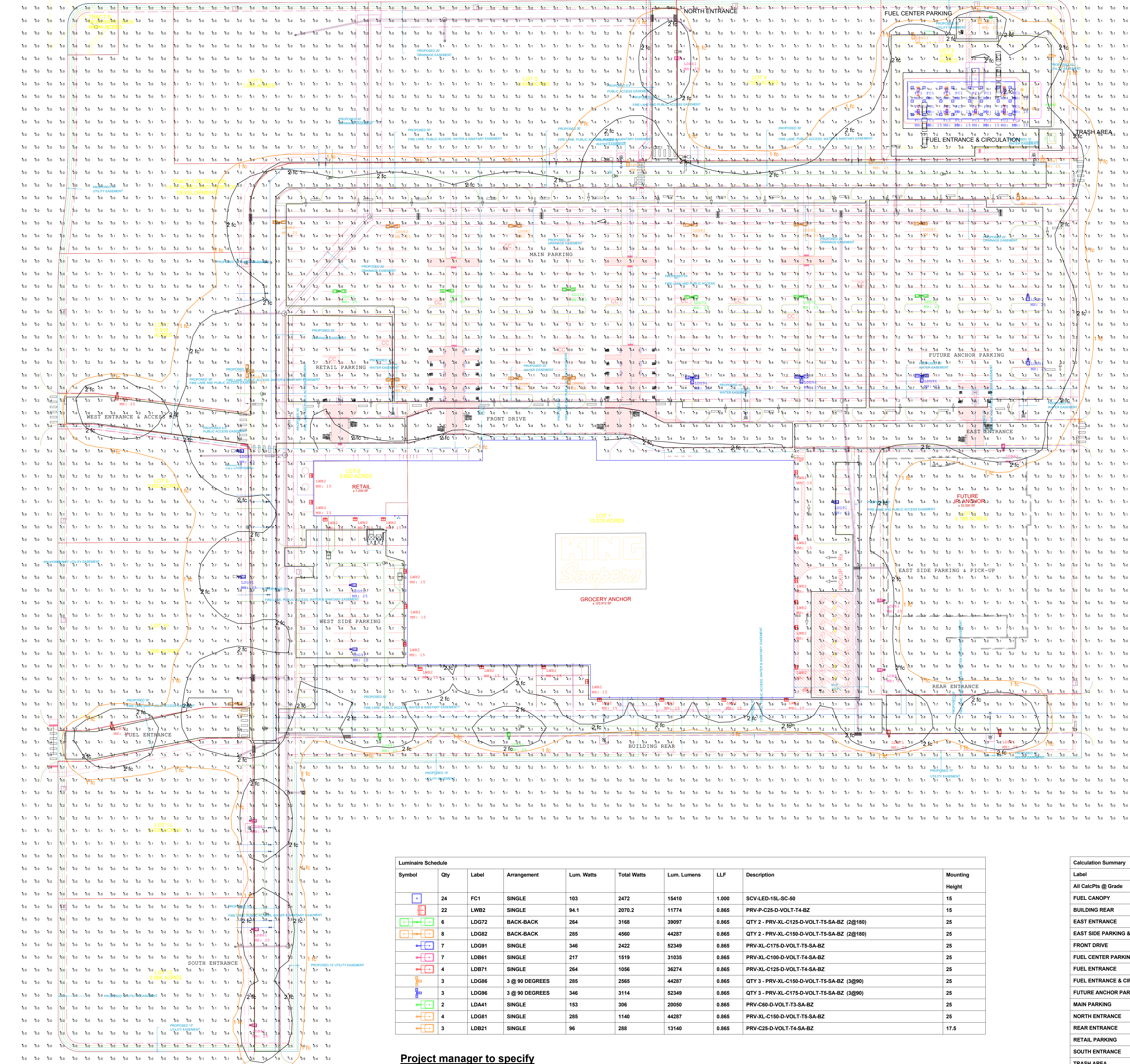
LANDSCAPE DETAILS

9 LITTER RECEPTACLE
N.T.S.

NOT FOR
CONSTRUCTION

56TH & PICADILLY MARKETPLACE AT GVRE
SITE PLAN SET

DA-1662-36
AURORA, COLORADO



Luminaire Schedule										
Symbol	Qty	Label	Arrangement	Lum. Watts	Total Watts	Lum. Lumens	LLF	Description	Mounting Height	
	24	FC1	SINGLE	103	2472	15410	1.000	SCV-LED-1SL-SC-50	15	
	22	LWB2	SINGLE	94.1	2070.2	11774	0.865	PRV-P-C25-D-VOLT-TA-BZ	15	
	6	LDG72	BACK-BACK	264	3168	39007	0.865	QTY 2 - PRV-L-C150-D-VOLT-T5-SA-BZ (2@180)	25	
	8	LDG62	BACK-BACK	285	4560	44287	0.865	QTY 2 - PRV-L-C150-D-VOLT-T5-SA-BZ (2@180)	25	
	7	LDG91	SINGLE	346	2422	52349	0.865	PRV-LL-C175-D-VOLT-T5-SA-BZ	25	
	7	LDB61	SINGLE	217	1519	31035	0.865	PRV-LL-C100-D-VOLT-T4-SA-BZ	25	
	4	LDB71	SINGLE	264	1056	36274	0.865	PRV-LL-C125-D-VOLT-T4-SA-BZ	25	
	3	LDG66	3 @ 90 DEGREES	285	2565	44287	0.865	QTY 3 - PRV-L-C150-D-VOLT-T5-SA-BZ (3@90)	25	
	3	LDG96	3 @ 90 DEGREES	346	3114	52349	0.865	QTY 3 - PRV-L-C175-D-VOLT-T5-SA-BZ (3@90)	25	
	2	LDA41	SINGLE	153	306	20050	0.865	PRV-C60-D-VOLT-T3-SA-BZ	25	
	4	LDB81	SINGLE	285	1140	44287	0.865	PRV-LL-C150-D-VOLT-T5-SA-BZ	25	
	3	LDB21	SINGLE	96	288	13140	0.865	PRV-C25-D-VOLT-T4-SA-BZ	17.5	

Total Watts = 24680.19

Laminar Location Summary							
LamNo	Label	X	Y	Z	Orient	Tilt	
1	L0R21	1102.56	956.58	17.5	270	0	
2	L0R21	1024	938.25	17.5	270	0	
3	L0R21	1192.75	910.5	17.5	180	0	
4	L0R61	749.07	907.47	25	180	0	
5	FC1	1022.7	872.92	15	0	0	
6	FC1	1036.7	872.92	15	0	0	
7	FC1	1056.7	872.92	15	0	0	
8	FC1	1070.7	872.92	15	0	0	
9	FC1	1090.7	872.92	15	0	0	
10	FC1	1104.7	872.92	15	0	0	
11	FC1	1124.7	872.92	15	0	0	
12	FC1	1138.7	872.92	15	0	0	
13	FC1	1022.7	856.92	15	0	0	
14	FC1	1036.7	856.92	15	0	0	
15	FC1	1056.7	856.92	15	0	0	
16	FC1	1070.7	856.92	15	0	0	
17	FC1	1090.7	856.92	15	0	0	
18	FC1	1104.7	856.92	15	0	0	
19	FC1	1124.7	856.92	15	0	0	
20	FC1	1138.7	856.92	15	0	0	
21	FC1	1022.7	840.92	15	0	0	
22	FC1	1036.7	840.92	15	0	0	
23	FC1	1056.7	840.92	15	0	0	
24	FC1	1070.7	840.92	15	0	0	
25	FC1	1090.7	840.92	15	0	0	
26	FC1	1104.7	840.92	15	0	0	
27	FC1	1124.7	840.92	15	0	0	
28	FC1	1138.7	840.92	15	0	0	
29	L0D61	1177	792.25	25	270	0	
30	L0D61	973.34	790.49	25	270	0	
31	L0D61	685.81	787.79	25	270	0	
32	L0D61	1148.34	748.03	25	270	0	
33	L0D62	272.83	713.52	25	0	0	
34	L0D62	230.7	711.68	25	0	0	
35	L0D62	207.7	710.51	25	0	0	
36	L0D62	759.52	710.17	25	0	0	
37	L0D62	555.05	709.23	25	0	0	
38	L0D62	407.21	708.74	25	0	0	
39	L0D72	615.9	633.93	25	0	0	
40	L0D72	471.5	632	25	0	0	
41	L0D72	344	631.5	25	0	0	
42	L0D72	1153.98	628.19	25	270	0	
43	L0D72	1039.91	625.84	25	0	0	
44	L0D72	890.34	625	25	0	0	
45	L0D72	760.84	624.28	25	0	0	
46	L0D91	1164.23	552.63	25	270	0	
47	L0D91	230.7	551.68	25	0	0	
48	L0D96	1033.92	531.51	25	270	0	
49	L0D96	691.37	530.34	25	270	0	
50	L0D96	761.87	529.34	25	270	0	
51	L0D96	615.77	529.63	25	270	0	
52	L0D96	552.22	528.31	25	180, 526	0	
53	L0D96	407	526.5	25	270	0	
54	L0B71	80.5	510.5	25	265, 389	0	
55	L0D91	222.5	442	25	0	0	
56	L0D91	1130.5	442.5	25	90	0	
57	LW2	882.5	417	15	0	0	
58	LW2	313	413	15	180	0	
59	LW2	313	381.5	15	180	0	
60	L0D91	926.23	351.5	25	0	0	
61	LW2	362.5	364	15	270	0	
62	LW2	396	364	15	270	0	
63	LW2	327	363.5	15	270	0	
64	LW2	882.5	340	15	0	0	
65	LW2	424.5	299.5	15	180	0	
66	L0D91	224.5	293	25	0	0	
67	LW2	882.5	288.5	15	0	0	
68	L0D91	356	283	25	0	0	
69	L0D61	989.5	245	25	180	0	
70	LW2	882.5	263	15	0	0	
71	LW2	425	258	15	180	0	
72	LW2	882.5	233	15	0	0	
73	LW2	424	213	15	180	0	
74	L0D91	1126.5	104	25	90	0	
75	LW2	512.5	108.5	15	270	0	
76	LW2	586	108.5	15	270	0	
77	LW2	439.5	186.5	15	270	0	
78	LW2	882.5	186	15	0	0	
79	L0D61	989.5	182.5	25	180	0	
80	LW2	640	169	15	180	0	
81	LW2	652	150	15	270	0	
82	LW2	726	150	15	270	0	
83	LW2	799.5	150	15	270	0	
84	LW2	873.5	150	15	270	0	
85	L0D92	221	142.5	25	0	0	
86	L0B71	73.5	120	25	280, 561	0	
87	L0D91	1126.5	104	25	90	0	
88	L0B71	99.5	103.5	25	90	0	
89	L0D41	544.5	101	25	90	0	
90	L0D41	391.5	99.5	25	90	0	
91	L0D61	237.67	3.74	25	0	0	
92	L0D61	240.14	-124.97	25	0	0	
93	L0D61	237.98	-238.67	25	0	0	

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
All Cais Canopy @ Grade	Illuminance	Fc	2.08	14.6	0.0	N.A.	N.A.
FUEL CANOPY	Illuminance	Fc	44.15	54.2	0.0	N.A.	N.A.
BUILDING REAR	Illuminance	Fc	2.48	5.8	1.1	2.25	5.27
EAST ENTRANCE	Illuminance	Fc	3.66	5.2	2.5	1.46	2.08
EAST SIDE PARKING & PICK-UP	Illuminance	Fc	3.26	4.7	2.0	1.63	2.35
FRONT DRIVE	Illuminance	Fc	3.86	8.1	2.1	1.84	3.86
FUEL CENTER PARKING	Illuminance	Fc	3.18	3.8	2.4	1.33	1.58
FUEL ENTRANCE	Illuminance	Fc	3.50	5.9	1.5	2.33	3.93
FUEL ENTRANCE & CIRCULATION	Illuminance	Fc	4.22	8.6	1.6	2.64	5.38
FUTURE ANCHOR PARKING	Illuminance	Fc	5.70	11.5	2.6	2.19	4.42
MAIN PARKING	Illuminance	Fc	6.23	13.2	2.0	3.12	6.60
NORTH ENTRANCE	Illuminance	Fc	2.59	3.8	1.5	1.73	2.53
REAR ENTRANCE	Illuminance	Fc	3.07	5.3	1.5	2.05	3.53
RETAIL PARKING	Illuminance	Fc	6.07	9.8	2.2	2.30	4.45
SOUTH ENTRANCE	Illuminance	Fc	2.78	4.0	1.5	1.85	2.67
TRASH AREA	Illuminance	Fc	3.43	4.0	2.7	1.27	1.48
WEST ENTRANCE & ACCESS RD	Illuminance	Fc	3.32	9.2	1.5	2.21	6.13
WEST SIDE PARKING	Illuminance	Fc	4.64	8.3	2.3	2.02	3.61

COOPER
Lighting Solutions

Applications Engineering
1121 Highway 74 South
Peachtree City, GA 30269

tel no: 770-486-45xx

fax no: 770-486-4599

e-mail:
mkt-lightingapplications@
cooperlighting.com

COOPER
Lighting Solutions

We make no representation as to its completeness, currency or accuracy because of reasons inherent to CAD and the additional digital data used to produce a lighting application. The use of the data takes full responsibility for the accuracy and correctness of all measurements, area, inventories or other data extracted from this, either manually or with the use of a computer. This light level analysis is an estimate only, and is based on estimated reflectance values for interior applications or estimated pole actual light levels obtained. This analysis is a mathematical model and can be only as accurate as is permitted by the third party software and the IES standards used. In addition calculated values may vary from actual measurements in certain situations due to variations, such as but not limited to, lamp output, input voltage, ballast efficiencies, manufacturing tolerances, etc. The drawings are not intended to be used as a design tool and are only given as a guide. Some drawings may be subject to change without notice.

Project Name: 56th Marketplace Aurora, CO	Client: Andrew Pires Galloway
Drawn By: EL	
Date: 2/3/2025	
Scale: 1" = 50'	
Project No: 2401022D.AGI	

The pilasters along the left, rear and right elevations are 12" deep with a varying width. We are not able to make these pilasters any depth than 12" in these locations due to drive thru traffic against the building on the left elevation and loading dock clearances on the rear elevation. In the revised submittal, floor plans have been included to show the recesses and floor plan features that meet this requirement.

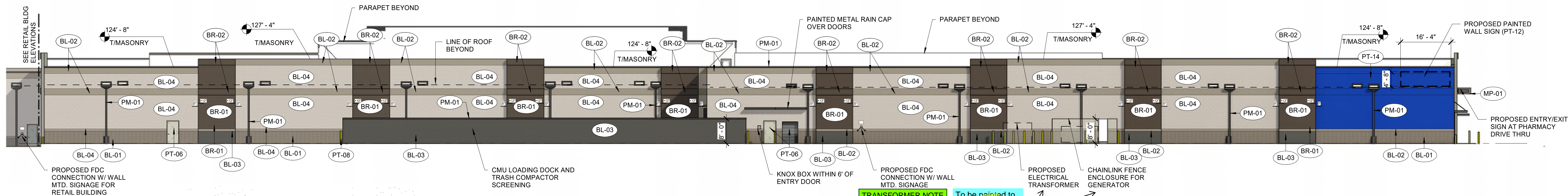
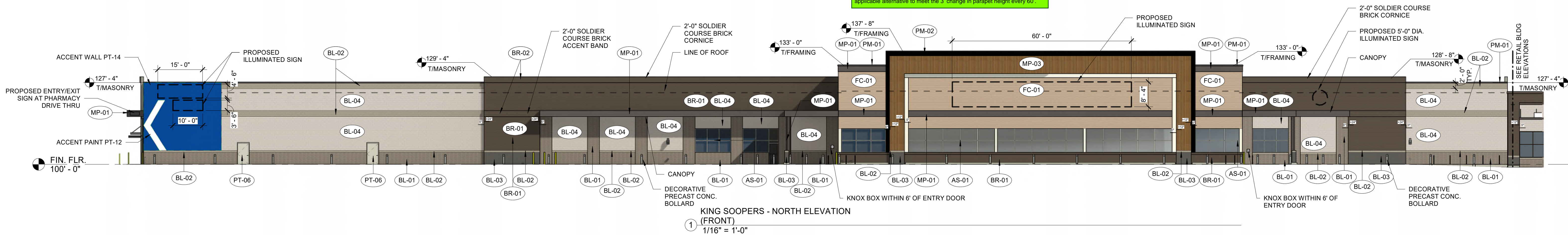
Façade Articulation. Each façade greater than 100 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least 3 percent of the length of the façade (or at least two feet), and extending at least 20 percent of the length of the façade. No uninterrupted length of any façade shall exceed 100 horizontal feet.

Where flat roofs are used, the design or height of the parapet shall include at least one change in setback or height of at least three feet along each 60 linear feet of façade.

The heights are already 4 to 6' above the roof in locations along the left, right and rear elevations of the building and are designed to fully screen the RTU equipment from view. Adding additional height to the long expanses of already elevated parapet greatly increase the cost and structural complexity of the building for no visible benefit. In the current design, we believe this meets the intent of creating visual interest on all 4 sides of the building. We are open to other suggestions that might be an applicable alternative to meet the 3' change in parapet height every 60'.

Staff previously asked for the sign envelopes on the site plan. After further discussion, please remove sign envelope dimensions. Dashed lines may still remain showing potential future signage.

NOTED - SIGN ENVELOPE DIMENSIONS HAVE BEEN REMOVED FROM THE ELEVATIONWS

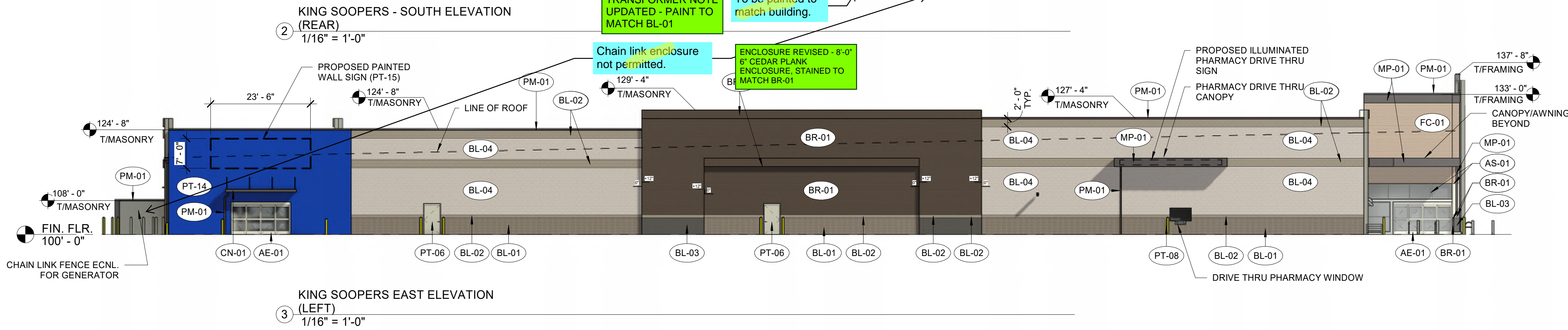


ROOF-MOUNTED MECHANICAL EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW FROM THE PROPERTY LINE BY A PARAPET OR MECHANICAL SCREEN THAT IS INTEGRATED INTO PART OF THE BUILDING'S ARCHITECTURAL DESIGN. PER UDO SECTION 146-4.8.11A

SIGNAGE AND WALL MOUNTED LIGHTING ARE SHOWN FOR REFERENCE ONLY. OWNER'S SIGN CONTRACTOR TO INSTALL NEW SIGNAGE. ALL SIGNS ARE UNDER SEPARATE PERMIT TO BE PULLED BY OWNER'S SIGNAGE CONTRACTOR.

SYMBOL INDICATES CHANGE IN VERTICAL PLANE

MATERIAL	DESCRIPTION	MANUFACTURER	FINISH
AE-01	PREFINISHED ALUMINUM STOREFRONT DOOR	STANLEY	CLEAR ANODIZED
AS-01	PREFINISHED ALUMINUM STOREFRONT		<varies>
BL-01	INTEGRALLY COLORED CMU - SPLIT FACE	BASALITE	870WR
BL-02	DECORATIVE, INTEGRALLY COLORED CMU - COMBED FACE	BASALITE	923WR
BL-03	DECORATIVE, INTEGRALLY COLORED CMU - SMOOTH FACE PRECISION	BASALITE	807WR
BL-04	DECORATIVE, INTEGRALLY COLORED CMU - SMOOTH FACE	BASALITE	721WR
BR-01	SPECBRIK MASONRY UNIT, RUNNING BOND	BASALITE	HOUSTON BLEND
BR-02	SPECBRICK MASONRY UNIT, SOLDIER COURSE	INTERSTATE BRICK	HOUSTON BLEND
CN-01	PREMANUFACTURED CANOPY	ARCHITECTURAL FABRICATIONS INC.	SLATE GRAY
FC-01	FIBER CEMENT LAP SIDING	SHERWIN WILLIAMS	PAINT SW7513 SANDERLING
MP-01	METAL PANEL - SMOOTH		SLATE GRAY
MP-03	CONCEALED FASTENER LAP-SEAM METAL WALL PANEL	LONGBOARD	LIGHT CHERRY
PM-01	PREFINISHED METAL		SLATE GRAY
PM-02	PREFINISHED METAL		MATTE BLACK
PM-03	PREFINISHED METAL		WHITE
PT-06	PAINT	SHERWIN WILLIAMS	SW 7016 MINDFUL GRAY
PT-07	PAINTED METAL	SHERWIN WILLIAMS	GAUNTLET GRAY SW7019
PT-08	PAINT	SHERWIN WILLIAMS	SW4084 SAFETY YELLOW
PT-12	PAINT	SHERWIN WILLIAMS	WHITE
PT-14	PAINT	SHERWIN WILLIAMS	KROGER BLUE PMS 2728C
PT-15	PAINT	SHERWIN WILLIAMS	KING SOOPERS RED
SO-01	VINYL SOFFIT PANEL	CERTAINTEED	GRANITE GRAY



SHEET NUMBERING HAS BEEN REVISED

Remove "sheet of" leaving only the page number. Page number is incorrect.



Naos Design Group, LLC
4949 S. SYRACUSE STREET
SUITE 460
DENVER, COLORADO 80237
(p) 303.759.5777 (f) 720.360.4281
www.naosdg.com

KING SOOPERS 156

56TH AND PICADILLY
AURORA, COLORADO

EXTERIOR ELEVATIONS - KING SOOPERS

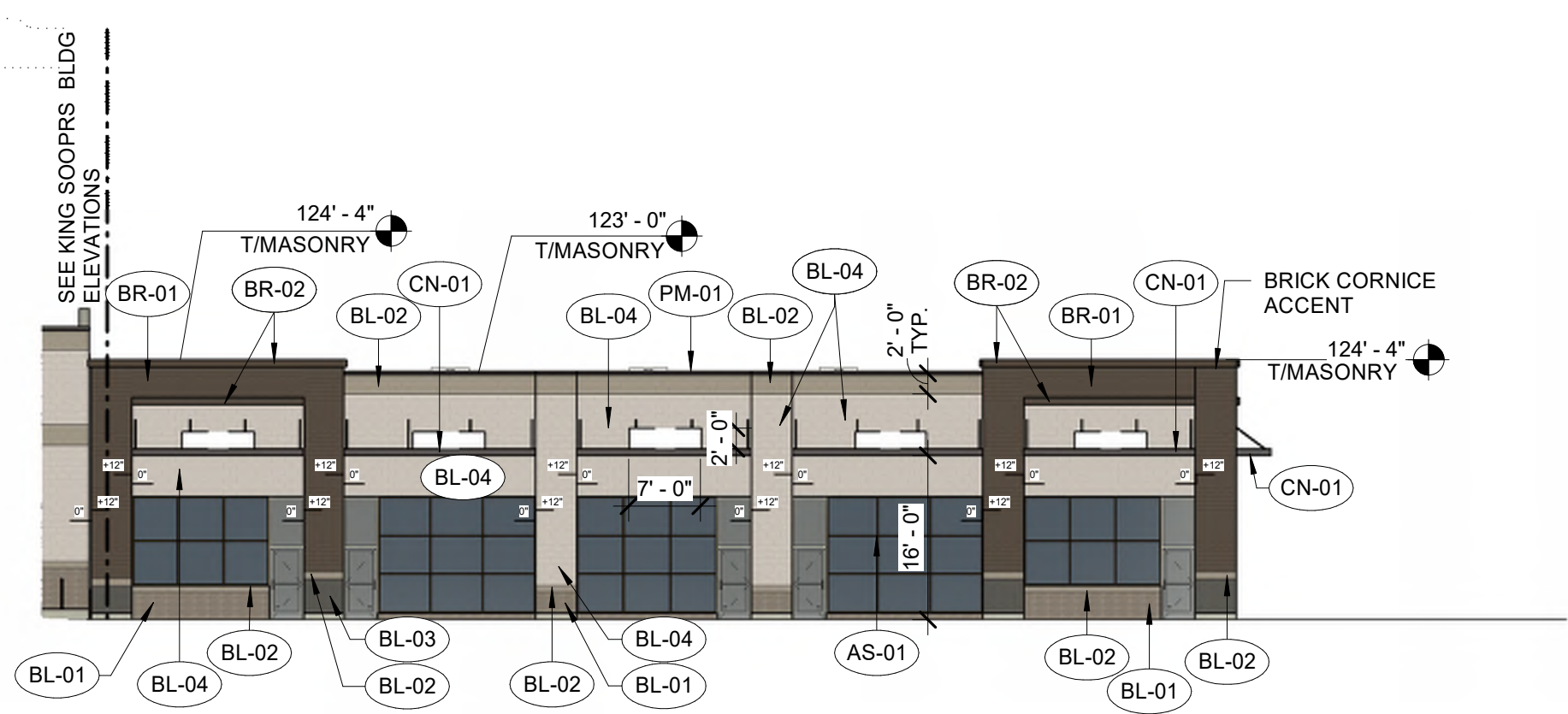
SHEET 29 OF 32

JOB #: 2024047

DATE: 11/01/2024

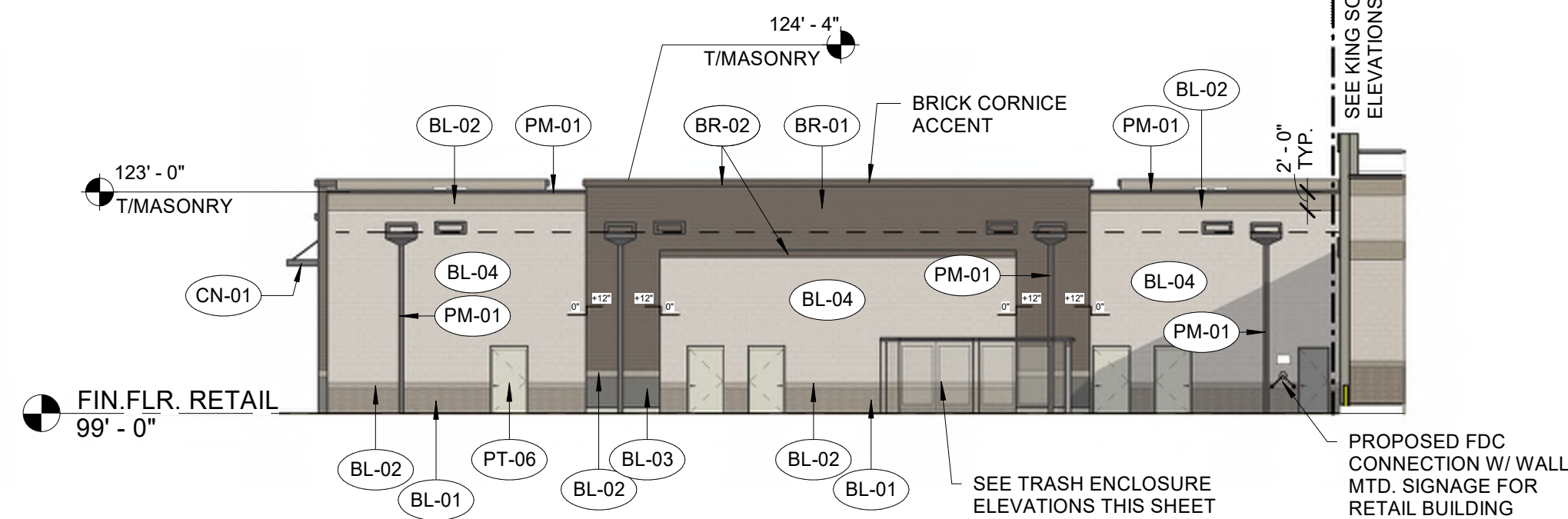
SCALE: 1/16" = 1'-0"

COPYRIGHT © 2025 NAOS DESIGN GROUP, LLC.
THESE DRAWINGS, OR PARTS THEREOF, MAY NOT BE REPRODUCED IN ANY FORM, BY ANY METHOD, FOR ANY PURPOSE, WITHOUT PRIOR WRITTEN CONSENT FROM NAOS



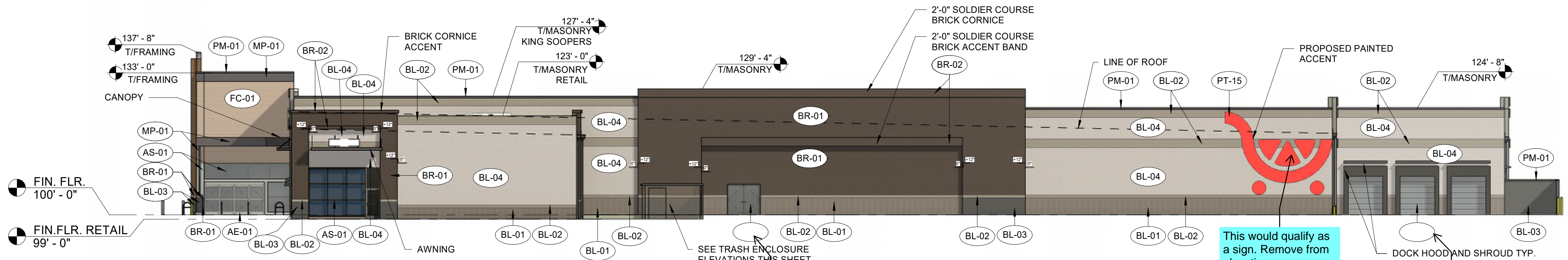
1
1/16" = 1'-0"

RETAIL BUILDING - NORTH ELEVATION
(FRONT)



2
1/16" = 1'-0"

RETAIL BUILDING - SOUTH ELEVATION
(REAR)



3
1/16" = 1'-0"

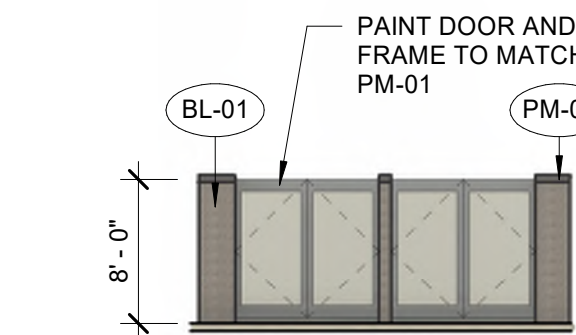
KING SOOPERS AND RETAIL BUILDING - WEST ELEVATION (RIGHT)

ROOF-MOUNTED MECHANICAL EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW FROM THE PROPERTY LINE BY A PARAPET OR MECHANICAL SCREEN THAT IS INTEGRATED INTO PART OF THE BUILDING'S ARCHITECTURAL DESIGN. PER UDO SECTION 146-4.8.11A

SIGNAGE AND WALL MOUNTED LIGHTING ARE SHOWN FOR REFERENCE ONLY. OWNER'S SIGN CONTRACTOR TO INSTALL NEW SIGNAGE. ALL SIGNS ARE UNDER SEPARATE PERMIT TO BE PULLED BY OWNER'S SIGNAGE CONTRACTOR.

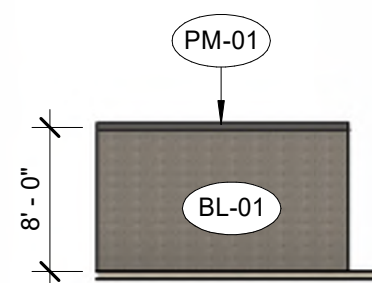
SYMBOL INDICATES CHANGE IN VERTICAL PLANE

EXTERIOR FINISHES			
MATERIAL	DESCRIPTION	MANUFACTURER	FINISH
AE-01	PREFINISHED ALUMINUM STOREFRONT DOOR	STANLEY	CLEAR ANODIZED
AS-01	PREFINISHED ALUMINUM STOREFRONT		<varies>
BL-01	INTEGRALLY COLORED CMU - SPLIT FACE	BASALITE	870WR
BL-02	DECORATIVE, INTEGRALLY COLORED CMU - COMBED FACE	BASALITE	923WR
BL-03	DECORATIVE, INTEGRALLY COLORED CMU - SMOOTH FACE PRECISION	BASALITE	807WR
BL-04	DECORATIVE, INTEGRALLY COLORED CMU - SMOOTH FACE	BASALITE	721WR
BR-01	SPECBRIK MASONRY UNIT, RUNNING BOND	BASALITE	HOUSTON BLEND
BR-02	SPECBRICK MASONRY UNIT, SOLDIER COURSE	INTERSTATE BRICK	HOUSTON BLEND
CN-01	PREMANUFACTURED CANOPY	ARCHITECTURAL FABRICATIONS INC.	SLATE GRAY
FC-01	FIBER CEMENT LAP SIDING	SHERWIN WILLIAMS	PAINT SW7513 SANDERLING
MP-01	METAL PANEL - SMOOTH		SLATE GRAY
MP-03	CONCEALED FASTENER LAP-SEAM METAL WALL PANEL	LONGBOARD	LIGHT CHERRY
PM-01	PREFINISHED METAL		SLATE GRAY
PM-02	PREFINISHED METAL		MATTE BLACK
PM-03	PREFINISHED METAL		WHITE
PT-06	PAINT	SHERWIN WILLIAMS	SW 7016 MINDFUL GRAY
PT-07	PAINTED METAL	SHERWIN WILLIAMS	GAUNTLET GRAY SW7019
PT-08	PAINT	SHERWIN WILLIAMS	SW4084 SAFETY YELLOW
PT-12	PAINT	SHERWIN WILLIAMS	WHITE
PT-14	PAINT	SHERWIN WILLIAMS	KROGER BLUE PMS 2728C
PT-15	PAINT	SHERWIN WILLIAMS	KING SOOPERS RED
SO-01	VINYL SOFFIT PANEL	CERTAINTeed	GRANITE GRAY



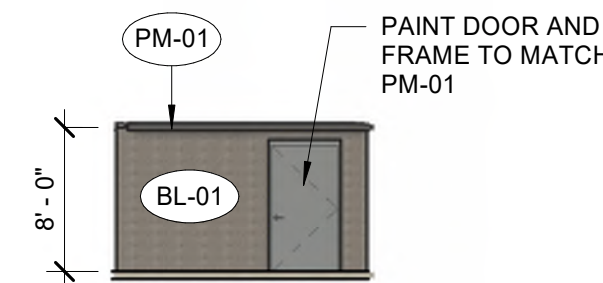
4
3/32" = 1'-0"

TRASH ENCLOSURE - SOUTH ELEVATION (REAR)



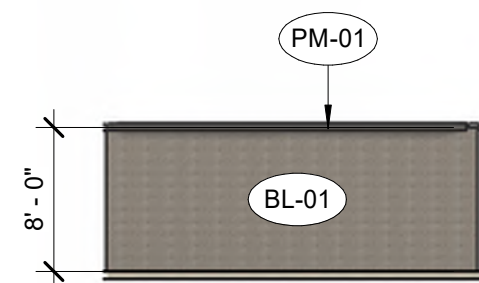
5
3/32" = 1'-0"

TRASH ENCLOSURE - EAST ELEVATION (LEFT)



6
3/32" = 1'-0"

TRASH ENCLOSURE - WEST ELEVATION (RIGHT)



7
3/32" = 1'-0"

TRASH ENCLOSURE - NORTH ELEVATION (FRONT)

Add key information.

MISSING KEYNOTE HAS BEEN ADDED

This would qualify as a sign. Remove from elevations.

REMOVED COLORED SIGN. PROVIDED OUTLINE TO MATCH OTHER SIGNAGE ON THE ELEVATIONS

Add key information.

MISSING KEYNOTE HAS BEEN ADDED

SHEET NUMBERING HAS BEEN REVISED

Remove "sheet of" leaving only the page number. Page number is incorrect.



Naos Design Group, LLC
4949 S. SYRACUSE STREET
SUITE 460
DENVER, COLORADO 80237
(P) 303.759.5777 (F) 720.360.4281
www.naosdg.com

KING SOOPERS 156

56TH AND PICADILLY
AURORA, COLORADO

EXTERIOR ELEVATIONS - RETAIL AND TRASH ENCLOSURE

SHEET 30 OF 32

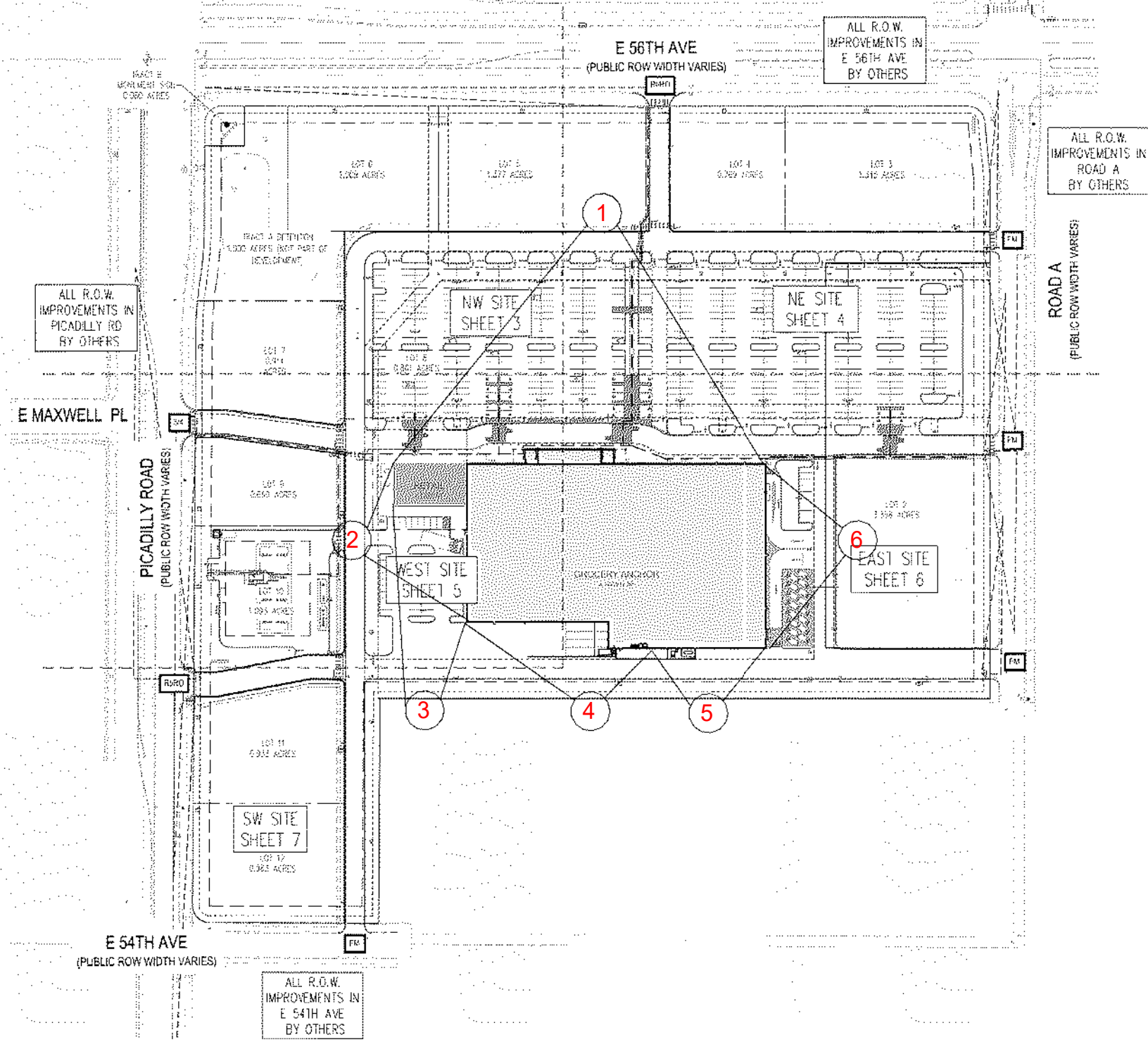
JOB #: 2024047

DATE: 11/01/2024

SCALE: As indicated

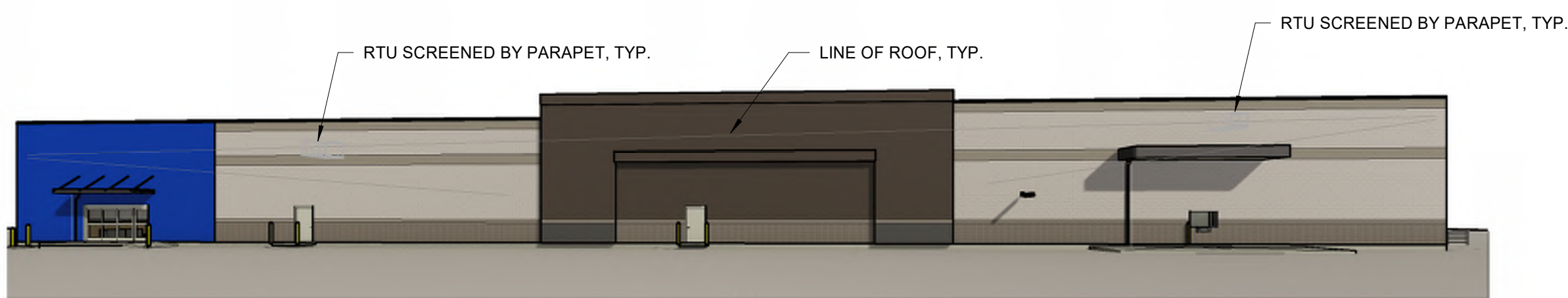
COPYRIGHT © 2025 NAOS DESIGN GROUP, LLC.
THESE DRAWINGS, OR PARTS THEREOF, MAY NOT BE REPRODUCED IN ANY FORM, BY ANY METHOD, FOR ANY PURPOSE, WITHOUT PRIOR WRITTEN CONSENT FROM NAOS

THESE DOCUMENTS ARE FOR REVIEW ONLY. DOCUMENTS MUST BE APPROVED BY THE JURISDICTION AND THE DEVELOPER. DIMENSIONS AND AREAS ARE APPROXIMATE.

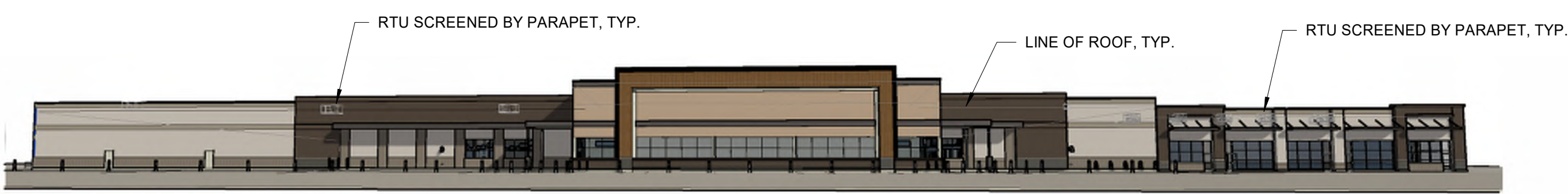


SIGHT LINE STUDY KEY PLAN - FFE 5452.33 (100'-0")

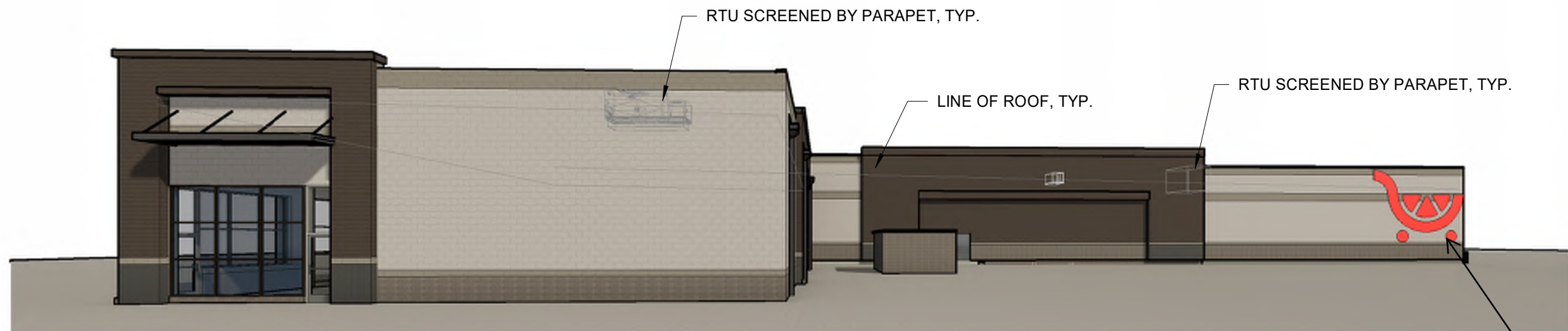
SCALE: N.T.S.
NOTE: SIGHT LINES ARE TAKEN AT A HIGHT OF 5'-6" ABOVE GRADE AT THE PROPERTY LINE LOCATION INDICATED



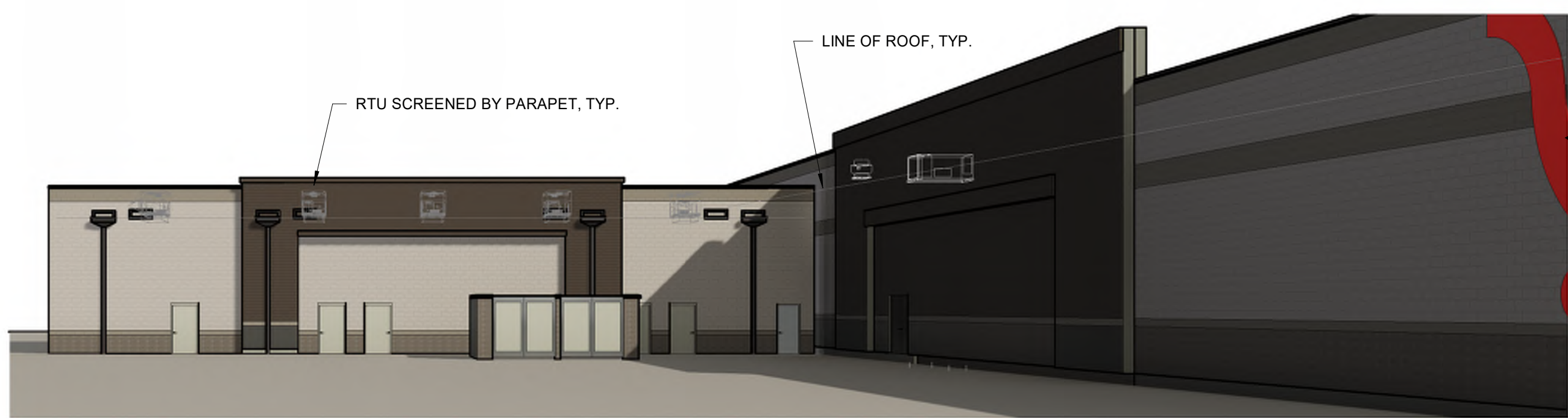
EAST PROPERTY LINE LOOKING WEST
TOWARDS KING SOOPERS AND
PHARMACY DRIVE THRU



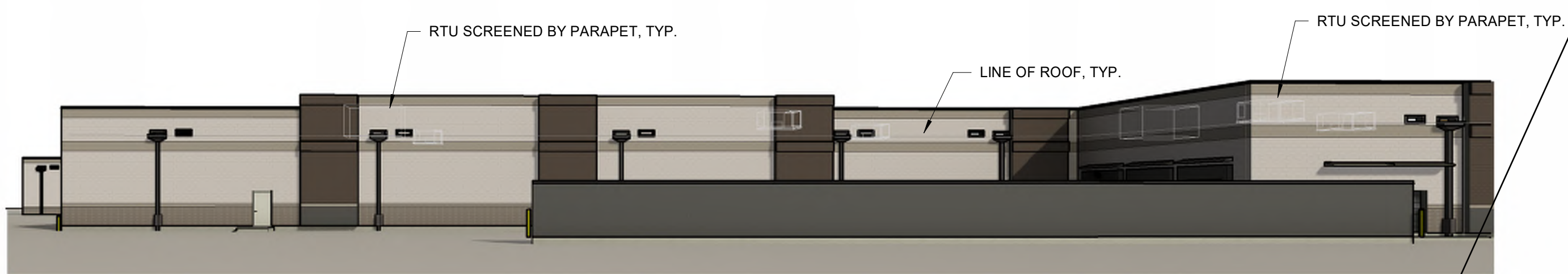
NORTH PROPERTY LINE LOOKING
SOUTH TOWARD FRONT ENTRY OF
KING SOOPERS AND RETAIL BUILDING



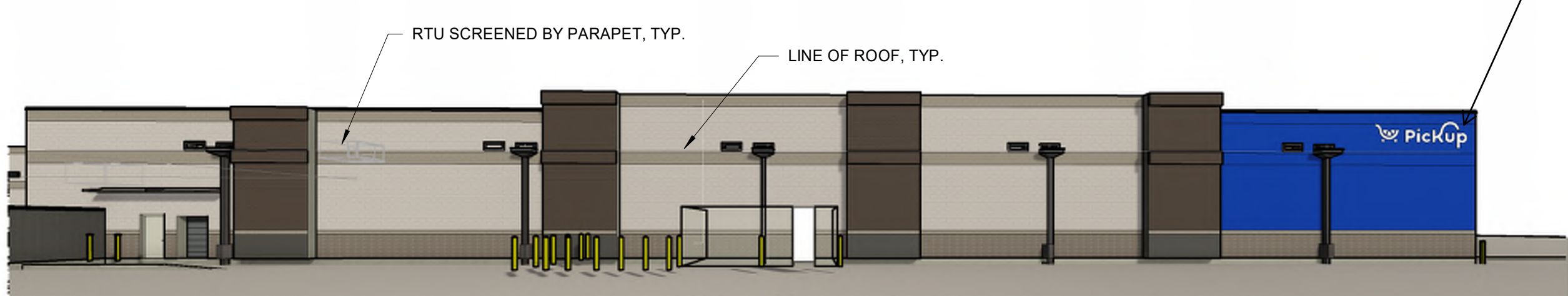
WEST PROPERTY LINE LOOKING EAST
TOWARD RETAIL AND KING SOOPERS



SOUTH PROPERTY LINE LOOKING
NORTH AT RETAIL BUILDING



SOUTH PROPERTY LINE, PARTIAL
STUDY LOOKING NORTH (WEST HALF)



SOUTH PROPERTY LINE PARTIAL
STUDY LOOKING NORTH (EAST HALF)

REMOVED COLORED SIGN,
PROVIDED OUTLINE TO
MATCH OTHER SIGNAGE ON
THE ELEVATIONS
Remove signage from
graphics.

SHEET NUMBERING
HAS BEEN REVISED

Remove "sheet of"
leaving only the page
number. Page
number is incorrect.



Naos Design Group, LLC
4949 S. SYRACUSE STREET
SUITE 460
DENVER, COLORADO 80237
(p) 303.759.5777 (f) 720.360.4281
www.naosdg.com

KING SOOPERS 156

56TH AND PICADILLY
AURORA, COLORADO

SIGHTLINE STUDY
SHEET 31 OF 32
JOB #: 2024047 DATE: 11/01/2024
SCALE:
COPYRIGHT © 2025 NAOS DESIGN GROUP, LLC.
THESE DRAWINGS, OR PARTS THEREOF, MAY NOT BE REPRODUCED IN
ANY FORM, BY ANY METHOD, FOR ANY PURPOSE, WITHOUT PRIOR
WRITTEN CONSENT FROM NAOS

NOT FOR CONSTRUCTION

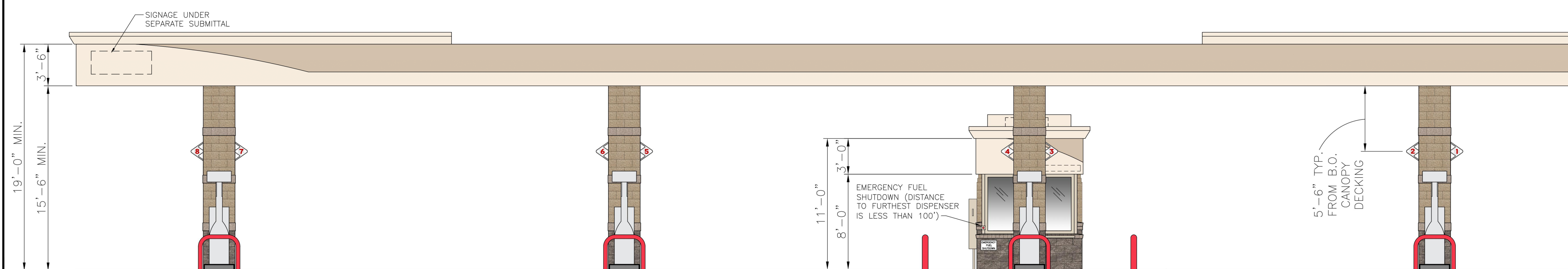
DA-1662-36
AURORA, COLORADO

[illegible]

Project No:	
Drawn By:	CF
Checked By:	DL
Date:	SEPTEMBER 2002

FUEL CENTER
EXTERIOR COLOR ELEVATIONS
& SIGNAGE

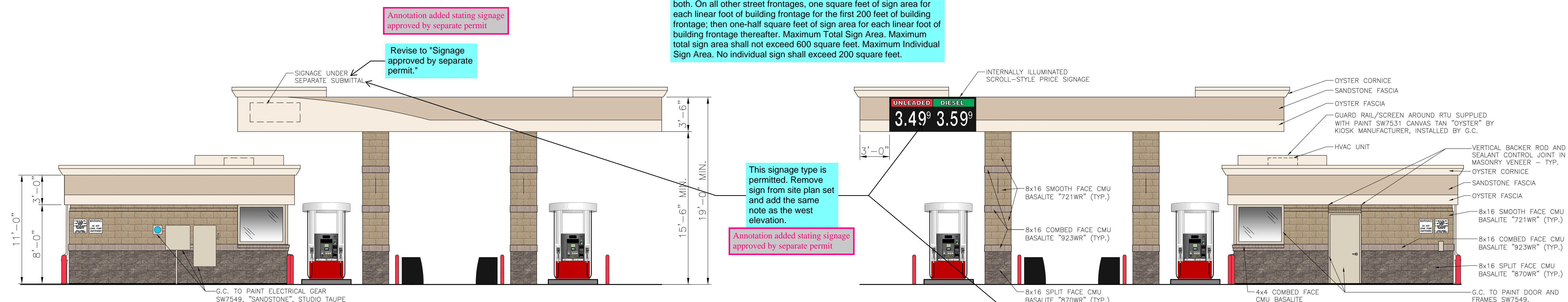
A0.0



1 FRONT (SOUTH) ELEVATION
SCALE: 3/16"=1'-0"

Fueling signage is calculated depending on street classification. For arterial streets, two square feet of sign area for each linear foot of building frontage for the first 100 feet, then one-half square feet of sign area for each linear foot of building frontage thereafter as measured along the building frontage (the longest building frontage with a public entrance)Choose either the primary linear frontage of the canopy or building for calculating the maximum sign area, but not both. On all other street frontages, one square feet of sign area for each linear foot of building frontage for the first 200 feet of building frontage; then one-half square feet of sign area for each linear foot of building frontage thereafter. Maximum Total Sign Area. Maximum total sign area shall not exceed 600 square feet. Maximum Individual Sign Area. No individual sign shall exceed 200 square feet.

Canopy length of 126' along 56th has been used to calculate the maximum sign area, which was $2 \text{ ft} \times 100 \text{ ft} + 1/2 \text{ ft} \times 26 \text{ ft} = 213 \text{ ft}$



2 LEFT (WEST) ELEVATION
SCALE: 3/16"=1'-0"

3 RIGHT (EAST) ELEVATION
SCALE: 3/16"=1'-0"



4 REAR (NORTH) ELEVATION
SCALE: 3/16"=1'-0"

Sheet number
has been modified

Add sheet number to match site plan set.

NOT FOR
CONSTRUCTION

56TH & PICADILLY MARKETPLACE AT GYRE
SITE PLAN SET

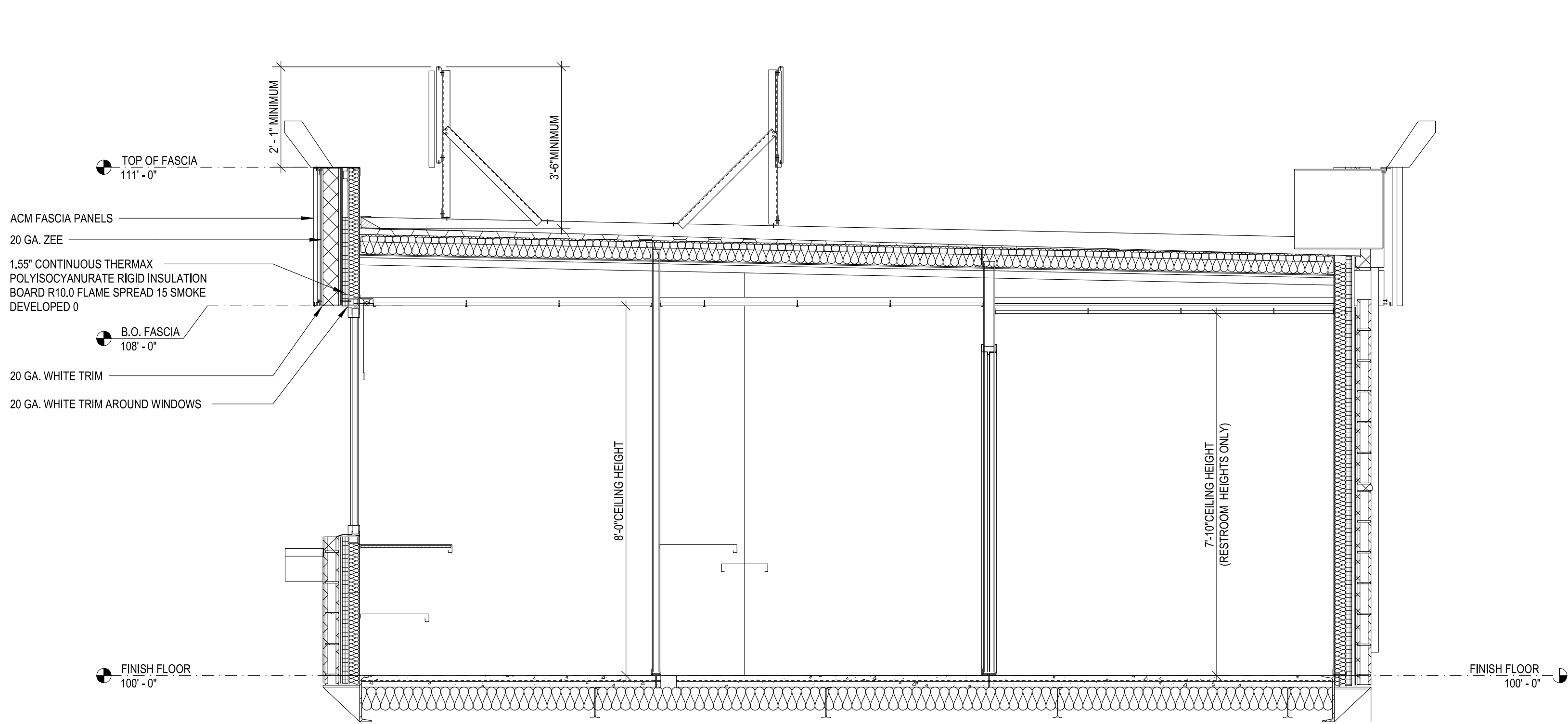
DA-1662-36
AURORA, COLORADO

#	Date	Issue / Description	Init.
A	10/02/24	1ST SP SUBMITTAL	AJP
B	02/04/25	2ND SP SUBMITTAL	AJP

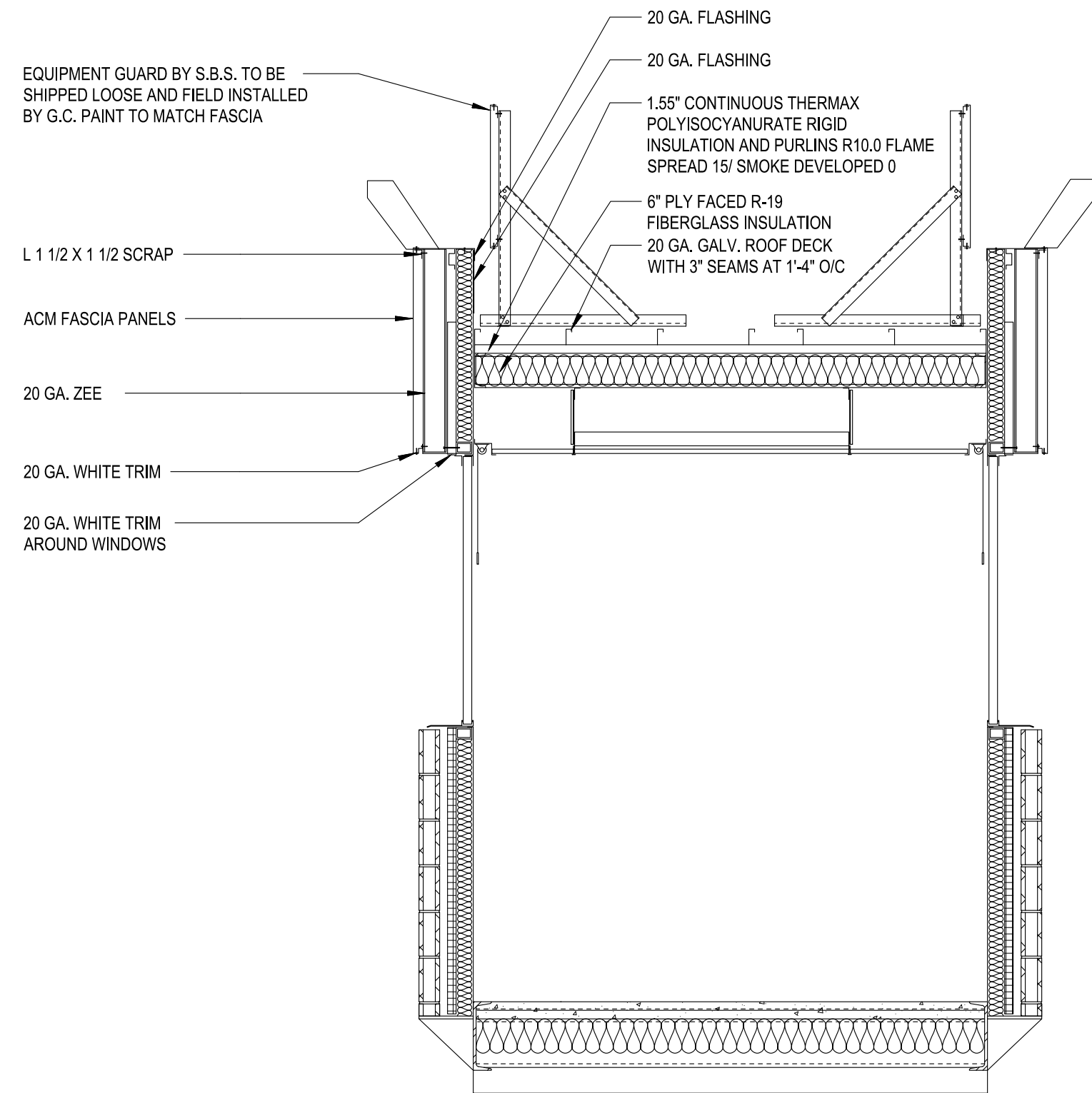
Project No:	
Drawn By:	CFS
Checked By:	DLJ
Date:	SEPTEMBER 2024

FUEL CENTER
EXTERIOR COLOR ELEVATIONS
& SIGNAGE

A0.1



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



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

Sheet number
updated to match
plan set.

Add sheet number to
match site plan set.

Galloway

TRAFFIC IMPACT

2025-02-21 (DJK) reviewed, comments include:

- doc has no pages numbers
- Fig 1-2 does not identify 3/4 access
- note additional bike lanes on Maxwell PI (sht 13)
- Fig 3-1 missing STOP signs for 56th existing volumes
- Tables 3-1, 3-2, add STOP condition for Picadilly approaches
- V. Site Analysis section, add text for distance to 3/4 movement access along Picadilly
- Sht 48, add text regarding Background traffic signal warrants met per GVRE TIS
- Full size site plan in appendix, noted that ARTA and City Engineer agreed that Site Developer responsible for median opening once arterial built

These comments were
addressed individually below

56TH & PICADILLY

Aurora, CO

PREPARED BY:

Brian Horan, PE, PTOE

Daniela Gonzalez

Cooper Riddell-Brosig

Galloway & Company, Inc.

5500 Greenwood Plaza Blvd, Suite 200

Greenwood Village, CO 80111

DATE:

October 2, 2024

REVISED: February 5, 2025

TABLE OF CONTENTS

Executive Summary	5
Site Location and Study Area	5
Description of Proposed Development	5
Conclusions and Recommendations	5
Conclusions	5
Recommendations	6
I. Introduction	7
Overview	7
Site Location and Study Area	7
Site Description and Access	8
Figure 1-1 Site Location	9
Figure 1-2 Site Plan	10
Figure 1-3 Existing Zoning	11
II. Background Information	12
Study Area	12
Study Assumptions	12
Study Methodology	12
Existing Roadway Network	12
Figure 2-1 Existing Lane Use and Traffic Control	14
III. Analysis of Existing Conditions	15
Traffic Volumes	15
Existing Level of Service	15
Existing Queueing	15
Figure 3-1 Existing Volumes	16
Figure 3-2 Existing Levels of Service	17
Table 3-1 Existing Levels of Service	18
Table 3-2 Existing Queues	19
IV. Analysis of Future Conditions without Site Development	20
Methodology	20
Regional Growth	20
Pipeline Developments	20
Background Future Lane Use and Traffic Control Improvements	21
Background Future Traffic Forecasts	23
Background Future Levels of Service	23

Background Future Queueing	23
Figure 4-1 Background Growth 2026	25
Figure 4-2 Background Growth 2050	26
Figure 4-3 Pipeline Locations	27
Figure 4-4 Pipeline Site Trips 2026.....	28
Figure 4-5 Pipeline Site Trips 2050.....	29
Figure 4-6 Background Lane Use and Traffic Control 2026	30
Figure 4-7 Background Lane Use and Traffic Control 2050	31
Figure 4-8 Background Forecasts 2026.....	32
Figure 4-9 Background Forecasts 2050.....	33
Figure 4-10 Background Levels of Service 2026	34
Figure 4-11 Background Levels of Service 2050	35
Table 4-1 Background Levels of Service	36
Table 4-2 Background Queues	37
V. Site Analysis	38
Overview	38
Proposed Site Access & Total Future Lane Use and Traffic Control.....	38
Trip Generation	39
Figure 5-1 Total Future Lane Use and Traffic Control 2026	41
Figure 5-2 Total Future Lane Use and Traffic Control 2050	42
Figure 5-3 Pass-by Trips.....	43
Figure 5-4 Site Trips.....	44
Table 5-1 Site Trip Generation.....	45
VI. Analysis of Future Conditions with Site Development.....	46
Total Future Traffic Forecasts.....	46
Total Future Levels of Service with Proposed Development.....	46
Total Future Queueing	46
Total Future Signal Warrants	47
Figure 6-1 Total Future Forecasts 2026	49
Figure 6-2 Total Future Forecasts 2050	50
Figure 6-3 Total Future Levels of Service 2026.....	51
Figure 6-4 Total Future Levels of Service 2050.....	52
Table 6-1 Future Levels of Service	53
Table 6-2 Future Queues.....	54
VII. Conclusions and Recommendations	55

Conclusions	55
Recommendations	56

Appendices:

- A. Full Sized Conceptual Site Plan
- B. LOS Descriptions
- C. Traffic Counts
- D. Existing Synchro Outputs
- E. Pipeline Development Excerpts
- F. Background (without site development) Synchro Outputs
- G. Future (with site development) Synchro Outputs
- H. Signal Warrant Analysis Tables & Figures

Executive Summary

Site Location and Study Area

The property that comprises the application area for the proposed development is approximately 26.95 acres in size and is identified as part of Adams County Parcel Number 182113200004. It is located south of E 56th Ave and east of Picadilly Rd in Aurora, CO. It is zoned Mixed-Use Airport (MU-A) and is currently vacant.

The study area is generally bounded by E 56th Ave to the north, Picadilly Rd to the west, and property lines to the east and south. The study area for the project includes intersections that could be affected by the proposed development:

- E 56th Ave & Picadilly Rd
- Maxwell PI & Picadilly Rd
- E 54th Ave & Picadilly Rd
- Future Site Accesses

Description of Proposed Development

The Applicant seeks to develop the property with a mix of commercial/retail uses anchored by a grocery store and gas station use. Site access is proposed via a right-in right-out (RIRO) access at Maxwell PI, a $\frac{3}{4}$ movement access on Picadilly Rd, a signalized full movement access at E 54th Ave & Picadilly Rd, a RIRO access on E 56th Ave, and a signalized full movement access on E 56th Ave.

Conclusions and Recommendations

Conclusions

Based on the results of this traffic impact study, the following may be concluded:

- Under existing traffic conditions, the unsignalized intersection movements within the study area currently operate at overall acceptable levels of service (LOS) "D" or better during the weekday AM and PM peak hours with the exception of the eastbound through, the northbound through/right, and southbound through/right movements at E 56th Ave & Picadilly Rd which operate at LOS "E" or "F". All queues remain within their respective storage lengths.
- Under background future 2026 conditions the unsignalized intersection movements would operate at acceptable LOS "B" or better and the signalized intersections would operate at acceptable overall LOS "C" or better. All queues would be contained within the available storage during background 2026 conditions.
- During background 2050 conditions, the unsignalized intersection movements would operate at acceptable LOS "D" or better with the exception of the eastbound right turn at Maxwell PI & Picadilly Rd which would operate at LOS "F" during the weekday peak hours as well as the eastbound left and southbound right movements at E 56th Ave & Skydance Access which would operate at LOS "F" during the weekday peak hours due to regional growth. The signalized intersections are forecasted to operate at acceptable overall LOS "D" or better in 2050 conditions with the exception of the E 56th Ave & Picadilly Rd intersection which would operate at LOS "F" during the weekday peak hours, the E 54th Ave & Picadilly Rd intersection which would operate at LOS "E" during the

AM peak hour, and the E 56th Ave & Road A intersection which would operate at LOS “E” during the AM peak hour and LOS “F” during the PM peak hour.

- During background 2050 conditions, all queues are expected to be contained in their respective storage with the exception of the eastbound left, westbound left, northbound left, northbound right, and southbound left movements at the E 56th Ave & Picadilly Rd intersection during weekday peak hours
- The proposed site development would generate, upon completion and full occupancy, 624 net new weekday AM and 955 net new weekday PM peak hour vehicle trips as well as 11,586 net new weekday daily trips.
- During total future 2026 conditions, the unsignalized intersection movements would operate at acceptable LOS “C” or better and the signalized intersections would operate at acceptable overall LOS “D” or better.
- During total future 2050 conditions, the signalized intersections would operate at LOS “F” during the weekday AM and PM peak hours. The unsignalized intersection movements would operate at acceptable LOS “D” or better with the exception of
 - The eastbound right and westbound right movements at Maxwell Pl & Picadilly Rd which would operate at LOS “F”.
 - The eastbound left, northbound right, and southbound right movements at E 56th Ave & Skydance/N Site Access which would operate at LOS “F”.
 - The westbound right and southbound left movements at W Site Access & Picadilly Rd which would operate at LOS “F”.
- Queues in total future conditions remain within their respective storage lengths except for the eastbound left, westbound left, northbound left, northbound right and southbound left movements at the intersection of E 56th Ave & Picadilly Rd during 2050 weekday peak hours as well as the westbound left movement at E 56th Ave & Road A during the 2050 PM peak hour.

Recommendations

- It is recommended that the Applicant provide access consistent with the site plan contained herein.
- Site access should be provided via:
 - Northbound through/right lane at Maxwell Pl & Picadilly Rd.
 - 100' southbound left lane, northbound through/right lane, and eastbound through/right lane at E 54th Ave & Picadilly Rd.
 - Eastbound through/right lane and 350' westbound left lane at E 56th Ave & Road A.
 - Eastbound through/right lane at E 56th Ave & N Site Access.
 - Northbound through/right lane at W Site Access & Picadilly Rd.

I. Introduction

Overview

This report presents the results of a Traffic Impact Study (TIS) conducted in support of a site plan to develop a mix of commercial/retail uses with a grocery store use and gas station use as an anchor in Aurora, CO. Currently the site is vacant. For planning and analysis purposes, Strip Retail, a Drive-In Bank, 3 Fast-Food Restaurants with Drive-Throughs, a Coffee Shop with Drive-Through, an Automobile Parts and Service Center, and an Automated Car Wash use were assumed for the mix of commercial/retail uses on site.

Per the requirements of the City of Aurora, a TIS is required to support the proposed development.

Site Location and Study Area

The property that comprises the application area for the proposed development is approximately 26.95 acres in size and is identified as portion of Adams County Parcel Number 182113200004. It is located south of E 56th Ave and east of Picadilly Rd in Aurora, CO, as shown in Figure 1-1. It is zoned Mixed-Use Airport (MU-A) and is currently vacant. Site access is proposed via a RIRO access at Maxwell Pl, a $\frac{3}{4}$ movement access on Picadilly Rd, a signalized full movement access at E 54th Ave & Picadilly Rd, a RIRO access on E 56th Ave, and a signalized full movement access on E 56th Ave.

The Applicant seeks to develop the property with a grocery store and gas station use. The remainder of the site would be available for out parcel development and these lots were assumed as Retail stores, a Drive-In Bank, 3 Fast-Food Restaurants with Drive-Throughs, a Coffee Shop with Drive-Through, an Automobile Parts and Service Center, and an Automated Car Wash use. A reduction of the Applicant's proposed conceptual site plan is provided in Figure 1-2. A full-size copy of the plan is provided in Appendix A.

The study area is generally bounded by E 56th Ave to the north, Picadilly Rd to the west, and property boundaries to the east and south.

Tasks undertaken during this study included the following:

1. Reviewed the Applicant's proposed development plans and other background data.
2. Conducted a virtual field reconnaissance of existing roadway and intersection geometries, traffic controls, and speed limits.
3. Collected peak hour turning movement counts at the key intersections.
4. Analyzed existing levels of service at each of the key study intersections based on the methodologies set forth in the Highway Capacity Guidelines (HCM) 7th Edition and reports generated by Synchro as reported by Synchro version 12.
5. Forecasted background future traffic volumes based on baseline traffic counts, pipeline projects, and regional traffic growth for 2026 (build-out) and 2050 (long-range) conditions.
6. Calculated background levels of service at each of the key study intersections for the projected build-out years based on background future traffic forecasts and the future lane use and traffic controls.
7. Estimated the number of AM and PM peak hour trips that would be generated by the proposed uses based on the Institute of Transportation Engineers (ITE) Trip Generation 11th Edition rates/equations and methodologies.

8. Prepared AM and PM peak hour total future traffic forecasts based on background traffic forecasts plus site traffic assignments for the 2026 (build-out) and 2050 (long-range) conditions.
9. Calculated total future levels of service for each of the key study intersections based on projected total future traffic forecasts along with existing/future traffic controls and intersection geometries.
10. Identified roadway improvements required to accommodate future traffic volumes, as necessary.

Sources of data for this analysis included the Institute of Transportation Engineers (ITE) Trip Generation, 11th edition, the Highway Capacity Guidelines HCM 7th, Synchro 12, City of Aurora, Colorado, Adams County, and the files/library of Galloway.

Site Description and Access

Site Conditions

The terrain proximate to and surrounding the site is generally classified as “level”.

Hazardous Conditions

Based on the field reconnaissance in the vicinity of the subject site, no hazardous features or constraints were identified.

Proposed Site Access

Access to the site is proposed via:

- An additional east leg of the Maxwell Pl & Picadilly Rd intersection which will operate as a right-in right-out (RIRO) stop-controlled intersection.
- An additional east leg of the E 54th Ave & Picadilly Rd intersection which will operate under signalized control.
- A new $\frac{3}{4}$ movement access on Picadilly Rd between Maxwell Pl and E 54th Ave that will operate under stop control.
- A new RIRO access on E 56th Ave that will operate under stop control.
- A new signalized full movement intersection on E 56th Ave.

Existing Zoning

The subject site is currently zoned Mixed-Use Airport (MU-A) and is currently vacant. Figure 1-3 depicts the existing zoning associated with the subject property, as well as neighboring properties as shown on the Town of Aurora zoning map.

Nearby Uses

The developed properties west and south of the subject site are mostly residential, and the other properties surrounding the subject site are generally planned to be developed with commercial and residential uses. The proposed uses would be consistent with area development.

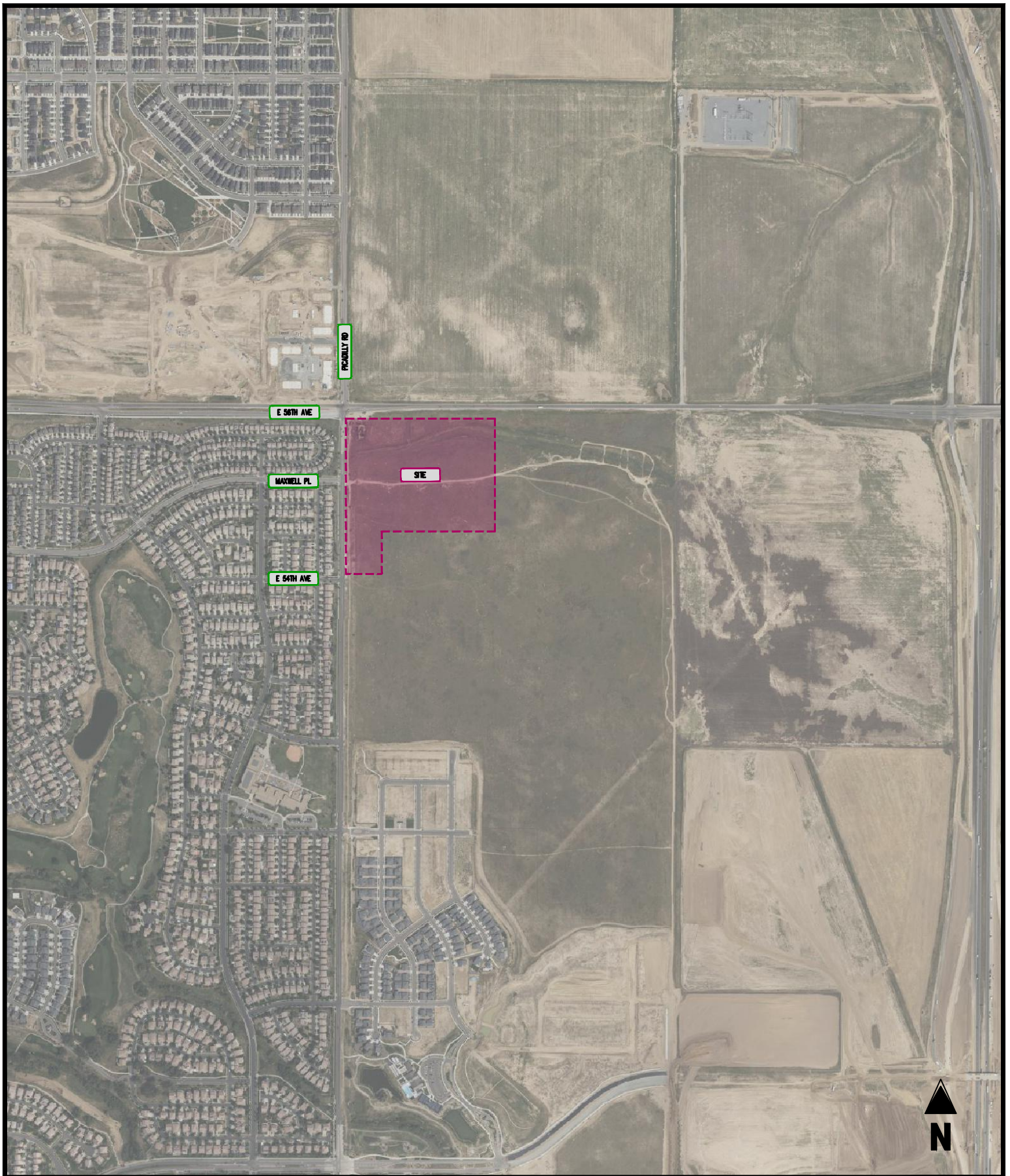


FIGURE 1-1
SITE LOCATION

56TH & PICADILLY
AURORA, CO



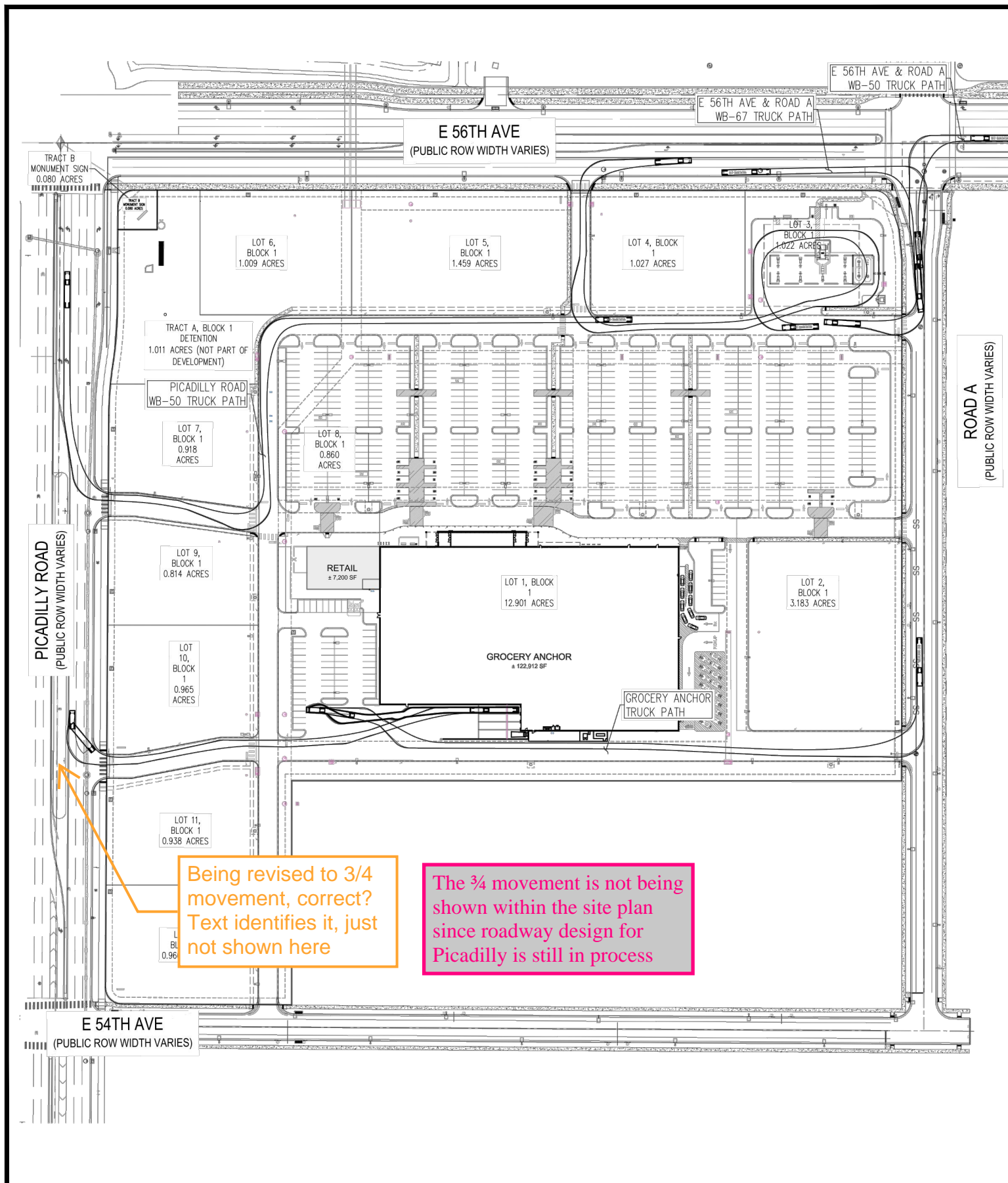


FIGURE 1-2
SITE PLAN



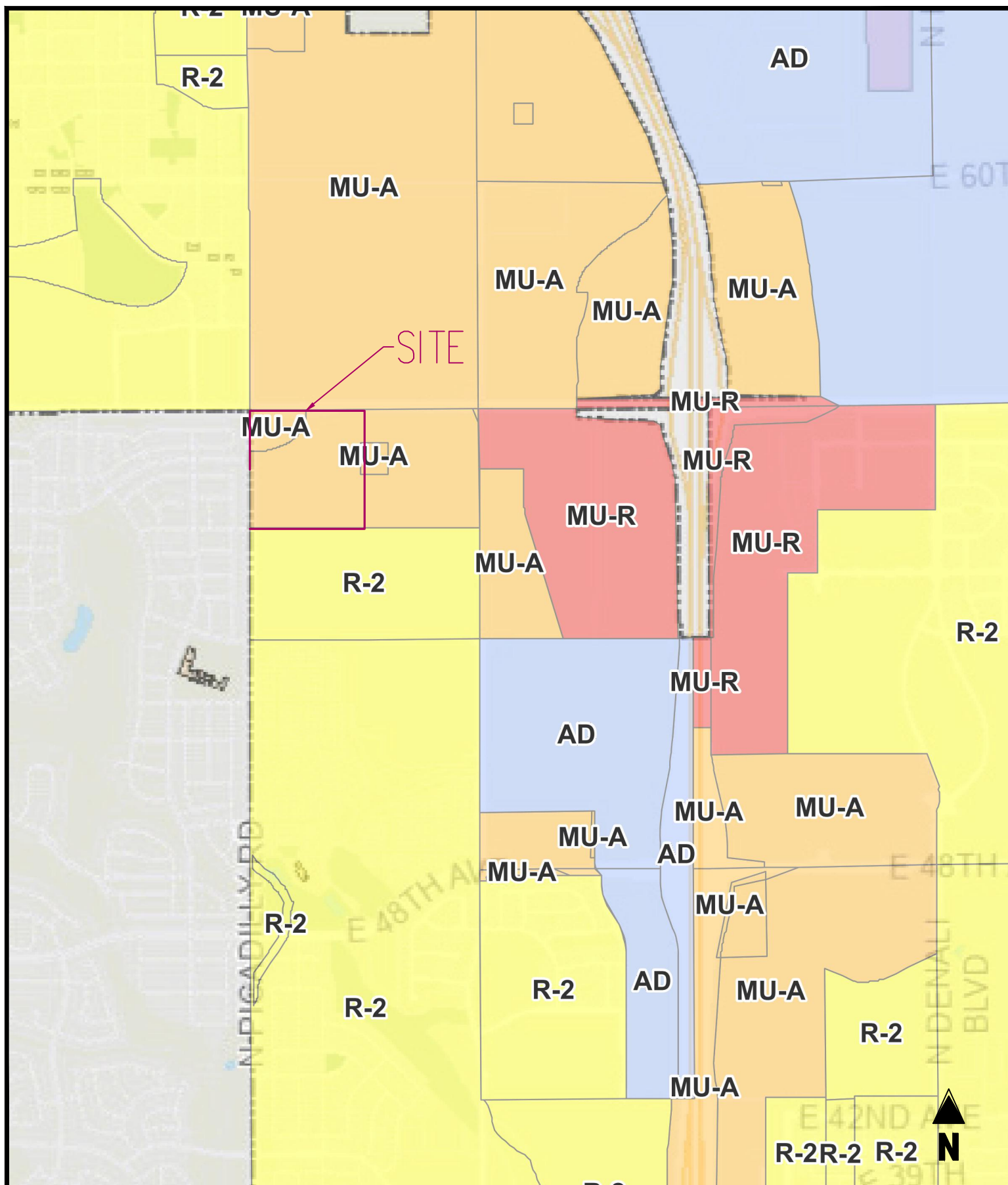


FIGURE 1-3
EXISTING ZONING

56TH & PICADILLY
AURORA, CO



II. Background Information

Study Area

The study area was determined by a review of intersections that would experience a significant portion of turning movement volumes generated by the site. As such, the traffic study focuses primarily on the following intersections:

Study Intersections

- E 56th Ave & Picadilly Rd
- Maxwell Pl & Picadilly Rd
- E 54th Ave & Picadilly Rd
- Future Site Accesses

Study Assumptions

For purposes of this analysis only, the proposed use was assumed to be built and occupied in one distinct phase. It was assumed that the use would be built and operational in the study year 2026. A long-term analysis of 2050 is also provided.

Study Methodology

Synchro software version 12 was used to evaluate levels of service at each of the study intersections during the weekday AM and PM peak hours. Synchro is a macroscopic model used for optimizing traffic signal timing and performing capacity analyses. The software can model existing traffic signal timings or optimize splits, offsets, and cycle lengths for individual intersections, an arterial, or a complete network. Synchro allows the user to evaluate the effects of changing intersection geometrics, traffic demands, traffic control, and/or traffic signal settings as well as optimize traffic signal timings.

The levels of service reported for the signalized and unsignalized intersections analyzed herein were taken from the Highway Capacity Manual (HCM) 7th and reports generated by Synchro. Level of service descriptions are included in Appendix B.

A default percent heavy vehicle (%HV) factor of 2% was used for all movements in the study area.

Existing Roadway Network

Regional access to the subject site is provided by E 56th Ave and local access is provided via Picadilly Rd. Maxwell Pl and E 54th Ave are local roads that connect the residential neighborhood to the west of the subject site to Picadilly Rd. Figure 2-1 depicts existing lane use and traffic controls in the vicinity of the subject site. The following provides a description of each of the roadways within the study network.

E 56th Ave

E 56th Ave is constructed as a four-lane median divided section to the west of the subject site and as a two-lane section to the east of the site with turn lanes at major intersections. The posted speed limit is 45 mph in the vicinity of the subject site. The roadway functions as a Major Arterial and provides east west connection through the region. The intersection with Picadilly Rd currently operates under STOP control.

Picadilly Rd

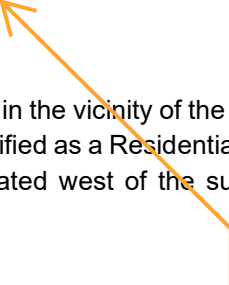
Picadilly Rd is constructed as a two-lane roadway. The posted speed limit is 40 mph in the vicinity of the subject site. The roadway functions as a Major Arterial providing north-south connection for a number of residential neighborhoods. The intersections in the vicinity of the site operate under STOP control.

Maxwell PI

Maxwell PI is constructed as a two-lane roadway in the vicinity of the subject site with a speed limit of 30 mph. The roadway is in the City of Denver and is classified as a Residential Collector street type. Maxwell PI provides connection to the residential neighborhood located west of the subject site. The intersections along its length operate under STOP control.

E 54th Ave

E 54th Ave is constructed as a two-lane roadway in the vicinity of the subject site with no posted speed limit. The roadway is in the City of Denver and is classified as a Residential Local street type. E 54th Ave provides connection to the residential neighborhood located west of the subject site. The intersections along its length operate under STOP control.



Add Denver's review
comment about
existing bike lanes

Information about the
existing bike lanes was
included

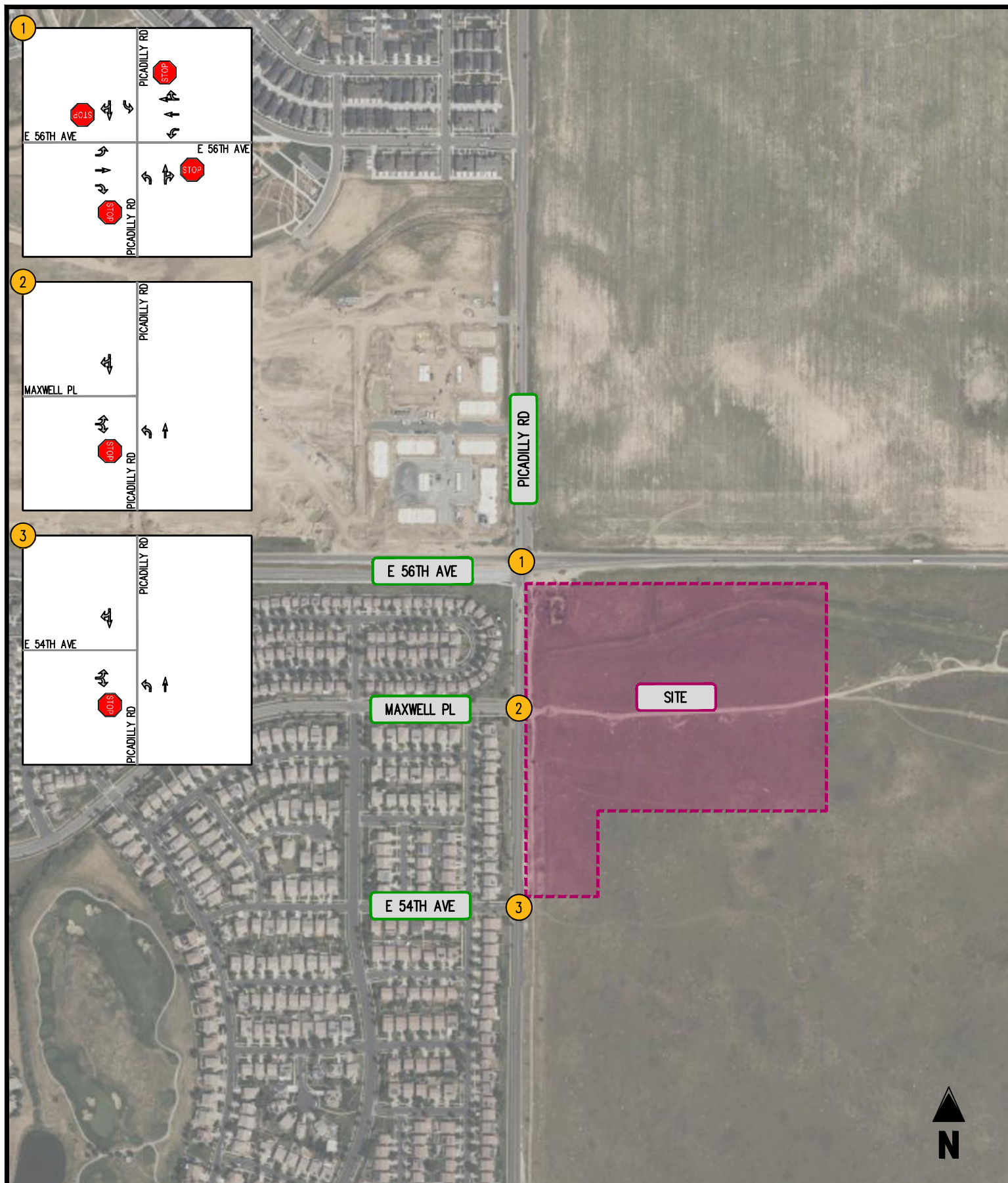






FIGURE 2-1
EXISTING LANE USE AND TRAFFIC CONTROL

56TH & PICADILLY
AURORA, CO

-  MOVEMENT
-  SIGNALIZED INTERSECTION
-  STOP SIGN
-  YIELD SIGN



III. Analysis of Existing Conditions

Traffic Volumes

Weekday AM and PM peak hour traffic volumes counts were conducted on Thursday September 12, 2024, from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM for the Maxwell Pl & Picadilly Rd intersection and from 7:00 AM to 7:00 PM for the E 56th Ave & Picadilly Rd and E 54th Ave & Picadilly Rd intersections by IDAX Data Solutions.

The existing peak hour volumes are summarized in Figure 3-1. Copies of traffic counts are included in Appendix C. Existing peak hour factors (PHF) were also computed by approach from the traffic counts and applied to the analysis with a minimum of 0.85 and a maximum of 0.92.

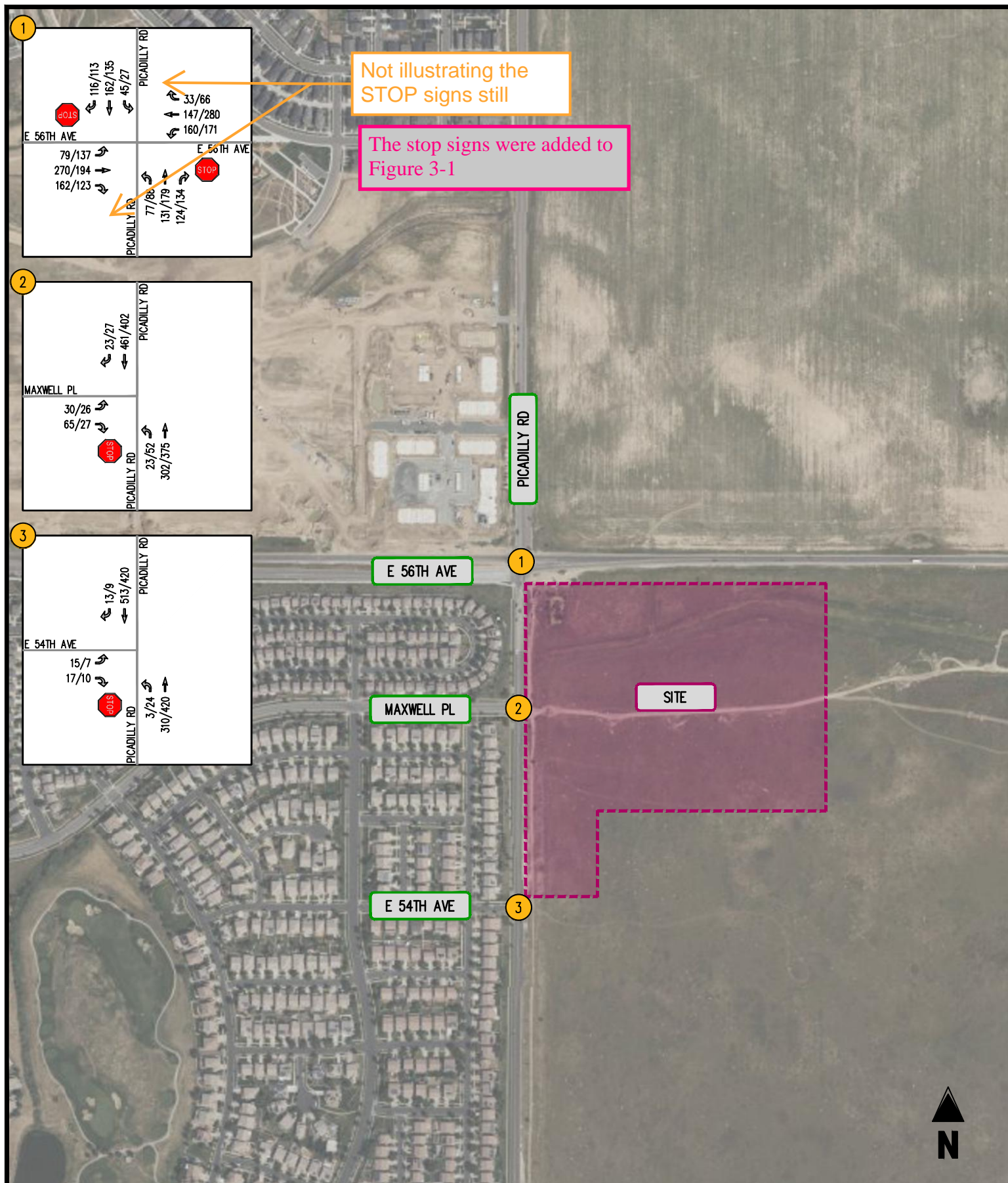
Existing Level of Service

Capacity/level of service (LOS) analyses were conducted at the study intersections based on the existing lane use and traffic controls shown in Figure 2-1 and existing baseline vehicular traffic volumes shown in Figure 3-1. The capacity analysis results are presented in Appendix D and summarized in Table 3-1 and in Figure 3-2.

As shown in Table 3-1, the unsignalized intersection movements operate at LOS "D" or better during the weekday peak hours with the exception of the eastbound through, the northbound through/right, and southbound through/right movements at E 56th Ave & Picadilly Rd which operate at LOS "E" or "F".

Existing Queueing

An analysis of intersection 95th-percentile queues was performed at key locations. The results of the queueing analysis, as reported by Synchro, are summarized in Table 3-2. As shown in the table, queues are contained within their respective storage.



Not illustrating the
STOP signs still

The stop signs were added to
Figure 3-1

FIGURE 3-1
EXISTING VOLUMES

56TH & PICADILLY
AURORA, CO

(A/A) INTERSECTION LOS

0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

← MOVEMENT

◫ SIGNALIZED INTERSECTION

STOP STOP SIGN

YIELD SIGN



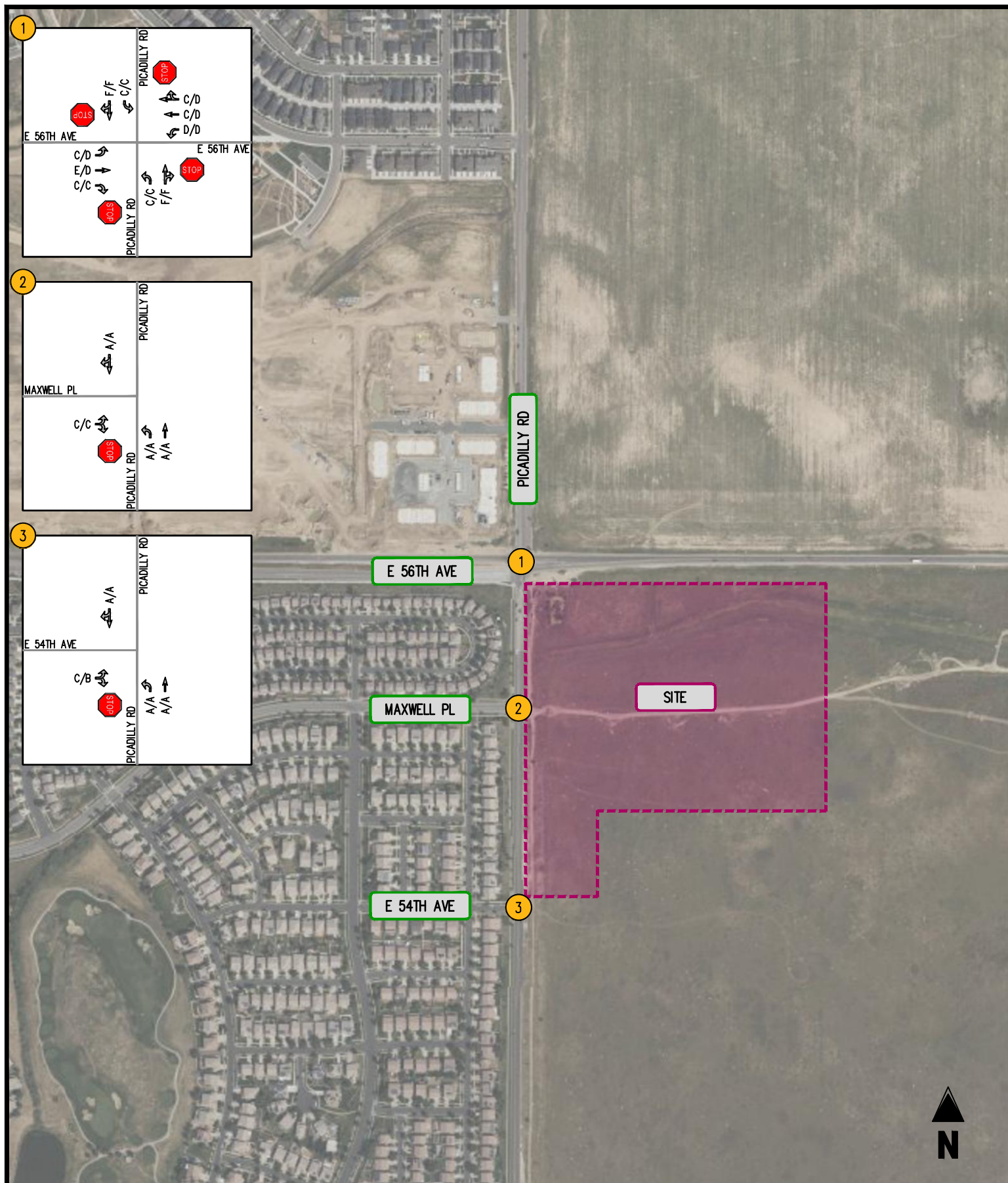


FIGURE 3-2
EXISTING LEVELS OF SERVICE

56TH & PICADILLY
AURORA, CO

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

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



Table 3-1
56th & Picadilly - Aurora, CO
Existing Intersection Level of Service Summary ⁽¹⁾ ⁽²⁾

Intersection	Operating Condition	Street Name	Approach/ Movement	Existing 2024	
				AM Peak Hour	PM Peak Hour
1 E 56th Ave & Picadilly Rd	STOP	E 56th Ave	EBL	C [17.0]	D [25.7]
			EBT	E [46.9]	D [34.6]
			EBR	C [19.9]	C [19.9]
			WBL	D [28.0]	D [31.0]
		E 56th Ave	WBT	C [18.6]	D [31.3]
			WBTR	C [16.8]	C [24.8]
			NBL	C [17.5]	C [19.6]
			NBTR	E [45.8]	F [105.6]
		Picadilly Rd	SBL	C [15.5]	C [16.0]
			SBTR	F [58.3]	F [54.9]
2 Maxwell Pl & Picadilly Rd	STOP	Maxwell Pl	EBLR	C [16.3]	C [17.0]
		Picadilly Rd	NBL	A [8.6]	A [8.5]
			NBT	A [0.0]	A [0.0]
		Picadilly Rd	SBT	A [0.0]	A [0.0]
			SBR	A [0.0]	A [0.0]
3 E 54th Ave & Picadilly Rd	STOP	E 54th Ave	EBLR	C [15.7]	B [14.5]
		Picadilly Rd	NBL	A [8.7]	A [8.4]
			NBT	A [0.0]	A [0.0]
		Picadilly Rd	SBTR	A [0.0]	A [0.0]

Notes : (1) Numbers in brackets [] represent delay at unsignalized intersections in seconds per vehicle.

(2) Numbers in parenthesis () represent delay at signalized intersections in seconds per vehicle.

Table 3-2
 56th & Picadilly - Aurora, CO
 Existing Intersection Queueing Summary ⁽¹⁾

Intersection	Operating Condition	Street Name	Approach/ Movement	Available Storage	Existing 2024	
					AM Peak Hour	PM Peak Hour
1 E 56th Ave & Picadilly Rd	STOP	E 56th Ave	EBL	400	25	68
			EBT	-	185	118
			EBR	-	60	48
			WBL	150	85	95
		E 56th Ave	WBT	-	38	105
			WBTR	-	28	75
			NBL	225	28	35
		Picadilly Rd	NBTR	-	183	340
			SBL	225	15	8
			SBTR	-	228	193
2 Maxwell Pl & Picadilly Rd	STOP	Maxwell Pl	EBLR	-	25	15
		Picadilly Rd	NBL	125	3	5
			NBT	-	0	0
			SBT	-	0	0
		Picadilly Rd	SBR	-	0	0
3 E 54th Ave & Picadilly Rd	STOP	E 54th Ave	EBLR	-	8	5
		Picadilly Rd	NBL	125	0	3
			NBT	-	0	0
			SBTR	-	0	0

Notes : (1) Queue length, in feet, is based on the 95th percentile queue as reported by Synchro, Version 12.

IV. Analysis of Future Conditions without Site Development

Methodology

The future traffic forecasts, without the proposed new use, were developed for 2026 and 2050 conditions based on a composite of existing baseline traffic volumes, pipeline developments, and regional traffic growth. An 8.5% growth factor per year was applied to movements of existing traffic on the study intersections.

Regional Growth

Increases in traffic associated with regional growth was assumed as 8.5 percent per year compounded for movements on study intersections up to 2026 as well as to 2050 per the Green Valley Master Plan (MP) Traffic Impact Study (TIS) performed by Felsburg Holt & Ullevig in November 2024. This growth accounts for increases in traffic resulting from influences outside of the immediate study area. The resulting increases in volumes within the study area are reflected in Figure 4-1 for 2026 conditions and Figure 4-2 for 2050 conditions.

Pipeline Developments

Approved but unbuilt/unoccupied (i.e., “pipeline”) developments were identified for consideration within the study. The location of the pipeline developments in relation to the Applicant’s property is shown in Figure 4-3. The Green Valley MP TIS was last updated in November 2024, and the Skydance Development TIS was last updated in October 2024.

The Green Valley MP is the master study for the ~290-acre area which includes the current subject site that is being analyzed. The following pipeline development program was included in the background and total future analysis for 2026 and 2050 conditions:

Green Valley Master Plan (without planning areas from proposed subject site)

526	DU	Senior Housing Attached
1,322	DU	Multi-Family (Low-Rise)
33	DU	Single Family Detached
44	DU	Single Family Attached
1,800	SF	Fast-food Restaurant with Drive-Through
384,900	SF	General Office
35,500	SF	Shopping Plaza (40-150k)
311,500	SF	Strip Retail Plaza (<40k)
8	FP	Gas Station with Convenience Store
5,000	SF	High-Turnover Sit-Down Restaurant
100	Rooms	Hotel
111,000	SF	Hardware Store
9,100	SF	Medical Office Building
12,000	SF	Day Care

These pipeline development site trips were obtained from removing the assumed uses for the current subject site area from the Green Valley MP TIS. This site was accounted for in planning areas 47 and 54 in the Master Plan and had assumed uses of the following:

Proposed Site uses from Green Valley Master Plan

220	DU	Multi-Family (Low-Rise)
4,800	SF	Drive-in Bank

12,700	SF	Fast-food Restaurant with Drive-Through
1,500	SF	Coffee/Donut Shop with Drive-Thru
13,000	SF	Strip Retail Plaza (<40k)
16	FP	Gas Station with Convenience Store
7,200	SF	Automobile Parts Sales
1	TUNNEL	Car Wash
122,900	SF	Grocery Store/Supermarket
32,000	SF	Fitness Center

The trips for these uses were tabulated and removed from the total Master Plan trips and the pipeline trips were calculated for the trips to and from the other areas/sites of the master plan.

The Skydance development is located directly north of the site. The following pipeline development and development program was included in the background and total future analysis for 2050 conditions:

Skydance Development TIS

159	DU	Single-Family Homes (Detached)
227	DU	Single-Family Homes (Attached)
694	DU	Multi-Family Housing (Mid-Rise)
160,300	SF	Shopping Center (>150k)
64,000	SF	Supermarket
12	FP	Gas Station with Convenience Store Use
1	TUNNEL	Car Wash
4,800	SF	Fast-Food Restaurant with Drive-Through

The pipeline trips are shown in Figure 4-4 for 2026 conditions and Figure 4-5 for 2050 conditions. The intersections of E 56th Ave & Picadilly Rd, E 54th Ave & Picadilly Rd, and E 56th Ave & Road A were identified in the Pipeline TIS's to be signalized once developments are completed. Relevant excerpts from the pipeline developments TIS's are included in Appendix E.

Background Future Lane Use and Traffic Control Improvements

Overview

Background lane use and traffic control were determined based on the Picadilly Road Widening Project from 38th to E 56th Ave as well as the pipeline development's lane use and traffic control shown in the TIS reports. The assumed lane use and traffic control are described below.

Picadilly Road Widening Project

An infrastructure plan is being drafted for Picadilly Rd from 38th Ave to E 56th Ave. This is being done by the Aerotropolis Regional Transportation Authority (ARTA) and AECOM. The date of completion for this project is unknown, but it was assumed that these improvements would be completed by 2026 conditions. The lane use improvements for each intersection within our study area include:

- E 56th Ave & Picadilly Rd (*Signalized*)
 - Dual Northbound left turn lanes (250' storage)
 - Three northbound through lanes
 - Northbound right turn lane (175' storage)
- Maxwell Pl & Picadilly Rd
 - Eastbound right turn lane only
 - Two northbound through lanes
 - Northbound through/right lane
 - Two southbound through lanes
 - Southbound through/right lane

- E 54th Ave & Picadilly Rd (*Signalized*)
 - Eastbound left turn lane
 - Eastbound through/right lane
 - Westbound left turn lane
 - Westbound through/right lane
 - Northbound left turn lane (125' storage)
 - Two Northbound through lanes
 - Northbound through/right lane
 - Southbound left turn lane (100' storage)
 - Two Southbound through lanes
 - Southbound through/right lane

Green Valley MP TIS

The lane geometry shown in Figure 11 (2025) and Figure 12 (2040) in the Green Valley MP TIS were used to assume lane use and traffic control for the analysis of the proposed subject site. This information was used for intersections along E 56th Ave that the widening project did not cover. For 2026 conditions, with the Picadilly Road Widening Project, the following lane use was assumed for legs and intersections not included in the widening plan:

- E 56th Ave & Picadilly Rd
 - Eastbound left lane
 - Eastbound through lane
 - Eastbound right lane
 - Dual Westbound left lanes
 - Two Westbound through lanes
 - Westbound right lane
 - Southbound left lane
 - Southbound through lane
 - Southbound right lane
- E 56th Ave & Road A (*Signalized*)
 - Two Eastbound through lanes
 - Eastbound through/right lane
 - Westbound left lane
 - Two Westbound through lanes
 - Northbound left lane
 - Northbound right lane

For 2050 conditions, the lane use and traffic control was similar to 2025 conditions with a few changes shown in **bold** below. The following lane use was assumed for legs and intersections not included in the widening plan during 2050 conditions:

- E 56th Ave & Picadilly Rd
 - Eastbound left lane
 - **Three** Eastbound through lanes
 - Eastbound right lane
 - Dual Westbound left lanes
 - **Three** Westbound through lanes
 - Westbound right lane
 - Southbound left lane
 - **Three** Southbound through lanes
 - Southbound right lane
- E 56th Ave & Road A (*Signalized*)
 - Two Eastbound through lanes
 - Eastbound through/right lane
 - Westbound left lane
 - **Three** Westbound through lanes
 - Northbound left lane
 - Northbound right lane

Skydance TIS

The lane geometry shown in Figure 11A and Figure 11B in the Skydance TIS was used to assume lane use and traffic control for the analysis of the proposed subject site. This information was used for 2050 conditions at intersections along E 56th Ave that will have access to the Skydance development. At the intersections that overlap with the Green Valley MP TIS, the lane use was fairly consistent with the addition of the **bold** bullets below. For 2050 conditions the following lane use and traffic control was assumed:

- E 56th Ave & Picadilly Rd (*Signalized*)
 - **Dual** Eastbound left lanes
 - Three Eastbound through lanes
 - Eastbound right lane
 - Dual Westbound left lanes

- Three Westbound through lanes
 - Westbound right lane
 - **Dual** Southbound left lanes
- E 56th Ave & Road A (*Signalized*)
 - **Eastbound left turn lane**
 - Three Eastbound through lanes
 - Three Westbound through lanes
- E 56th Ave & Skydance/N Site Access
 - **Eastbound left turn lane (273' storage)**
 - Three Eastbound through lanes
- Three Southbound through lanes
 - Southbound right lane
- **Westbound right turn lane**
 - **Southbound left turn lane**
 - **Southbound right turn lane**
- Three Westbound through lanes
 - **Westbound right turn lane**
 - **Southbound right turn lane**

For any discrepancies in the lane use between the Picadilly Road Widening Project, Green Valley MP TIS, and the Skydance TIS, the greatest capacity improvement shown was used. The background future lane use and traffic control can be seen in Figure 4-6 for 2026 conditions and Figure 4-7 for 2050 conditions.

Background Future Traffic Forecasts

The existing traffic forecasts depicted in Figure 3-1, the regional growth shown in Figure 4-1 (2026) and Figure 4-2 (2050), and the pipeline development site trips shown in Figure 4-4 (2026) and Figure 4-5 (2050) were added together to yield the background future traffic forecasts shown in Figure 4-8 for 2026 conditions and Figure 4-9 for 2050 conditions.

Background Future Levels of Service

Capacity analyses of 2026 and 2050 future traffic conditions without the proposed development are provided in Appendix F and summarized in Table 4-1. The forecasted levels of service are also depicted graphically in Figure 4-10 for 2026 conditions and Figure 4-11 for 2050 conditions.

As shown on Table 4-1, during 2026 conditions the unsignalized intersection movements would operate at acceptable LOS "B" or better and the signalized intersections would operate at acceptable overall LOS "C" or better.

During 2050 conditions, the unsignalized intersection movements would operate at acceptable LOS "D" or better with the exception of the eastbound right turn at Maxwell PI & Picadilly Rd which would operate at LOS "F" during the weekday peak hours as well as the eastbound left and southbound right movements at E 56th Ave & Skydance Access which would operate at LOS "F" during the weekday peak hours due to regional growth. The signalized intersections are forecasted to operate at acceptable overall LOS "D" or better in 2050 conditions with the exception of the E 56th Ave & Picadilly Rd intersection which would operate at LOS "F" during the weekday peak hours, the E 54th Ave & Picadilly Rd intersection which would operate at LOS "E" during the AM peak hour, and the E 56th Ave & Road A intersection which would operate at LOS "E" during the AM peak hour and LOS "F" during the PM peak hour.

Background Future Queueing

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

As shown in the table, queues within the study network will increase due to regional traffic growth. All queues are expected to be contained in their respective storage during 2026 conditions. During 2050

conditions, all queues are expected to be contained in their respective storage with the exception of the following queues at the E 56th Ave & Picadilly Rd intersection:

- Eastbound left
- Westbound left
- Northbound left
- Northbound right
- Southbound left

These movements would exceed the available storage in both the AM and PM 2050 peak hours.

Operational and queueing deficiencies have been identified for 2050 long range conditions and suggests that further study should be required as growth/development occurs in the area.

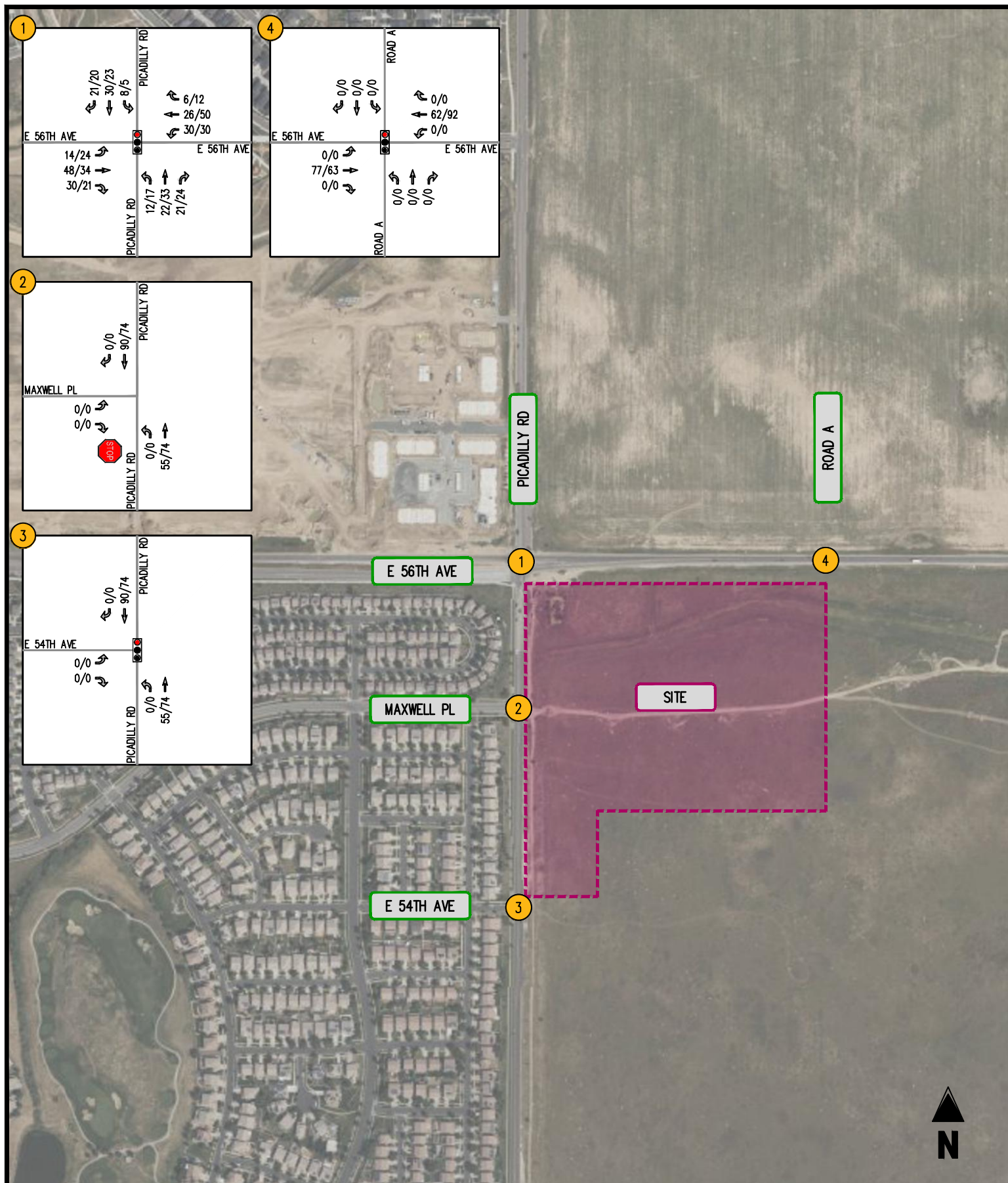



FIGURE 4-1
BACKGROUND GROWTH 2026

56TH & PICADILLY
AURORA, CO

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

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



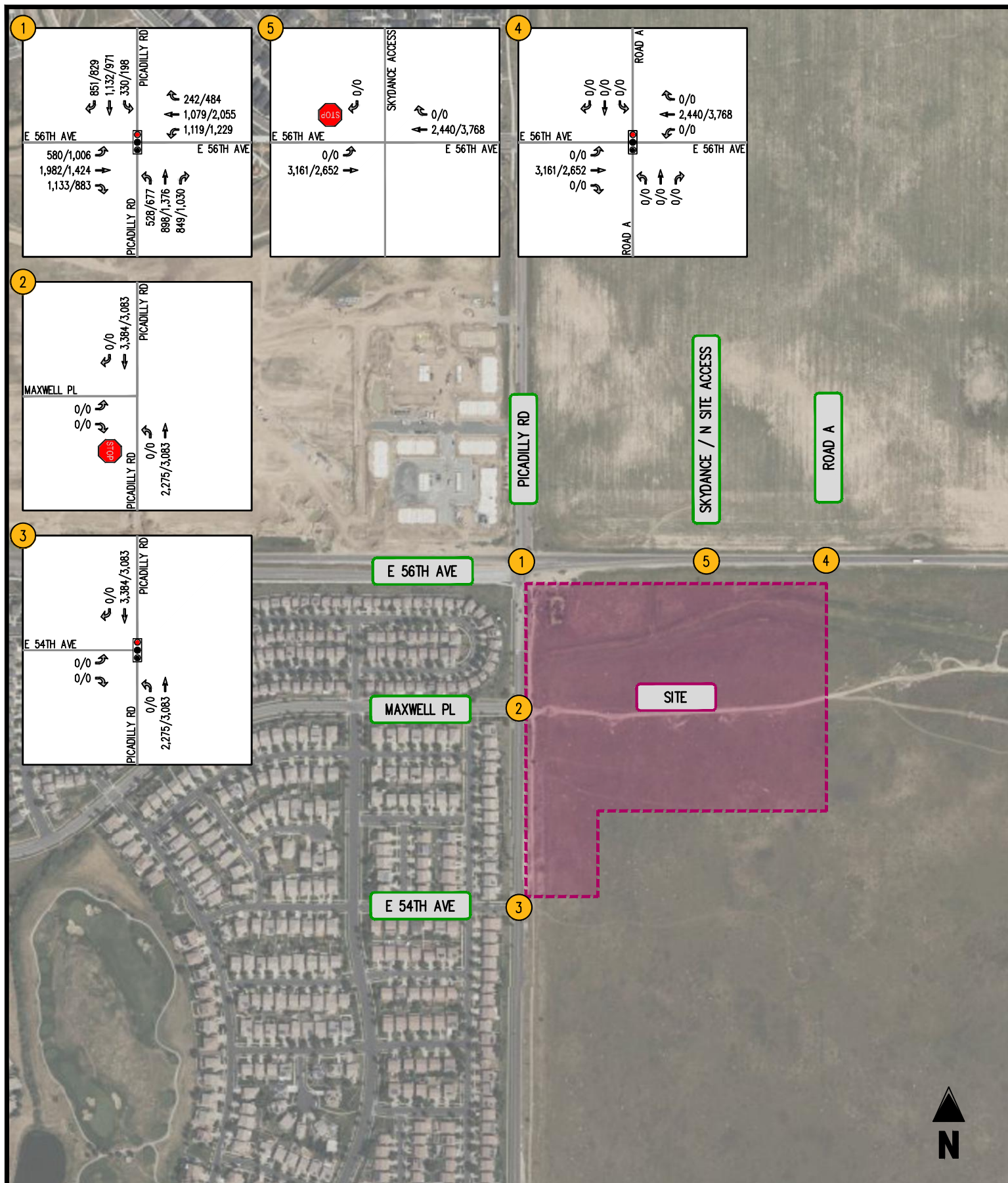


FIGURE 4-2
BACKGROUND GROWTH 2050

56TH & PICADILLY
AURORA, CO

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

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



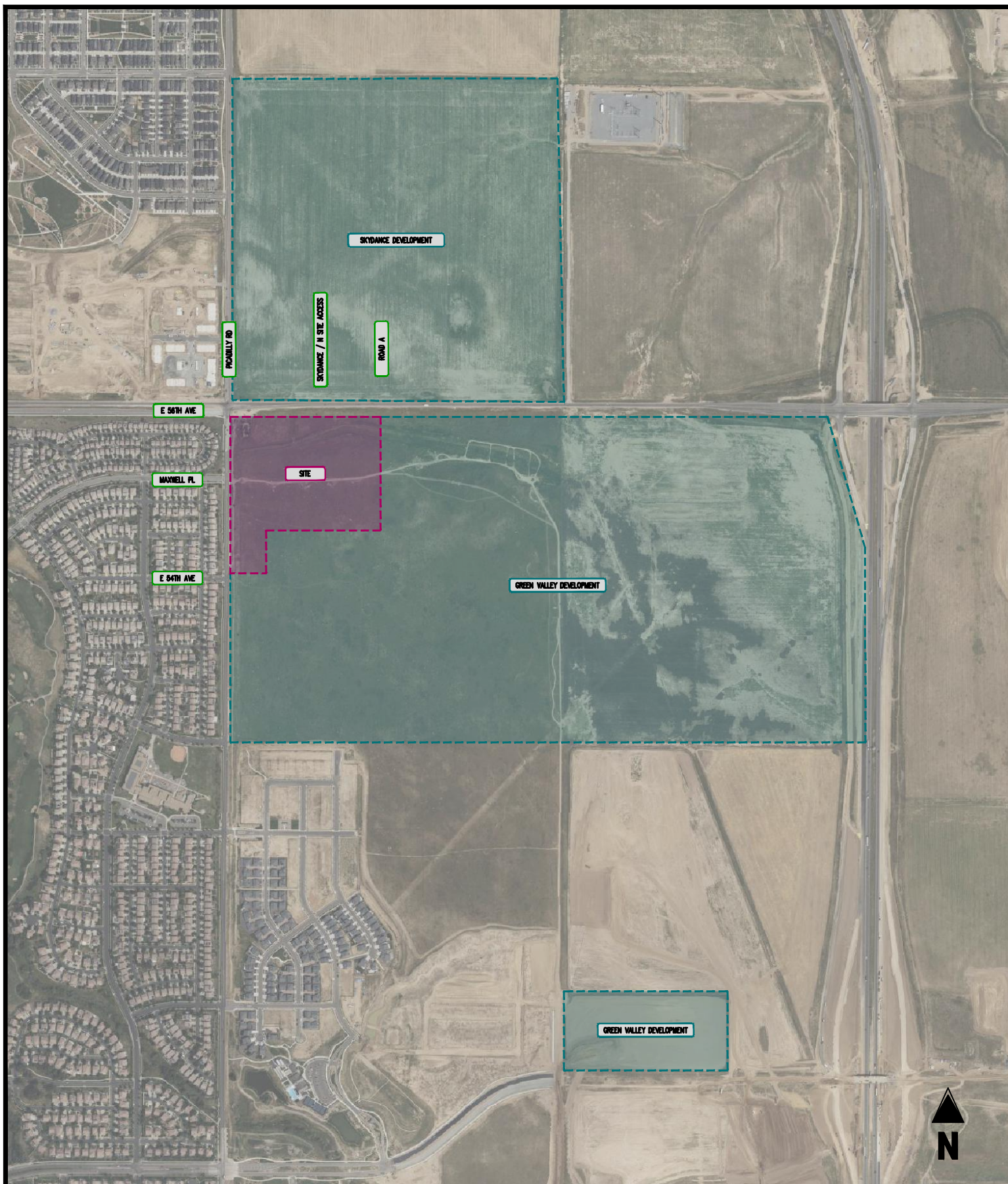


FIGURE 4-3
PIPELINE LOCATIONS

56TH & PICADILLY
AURORA, CO



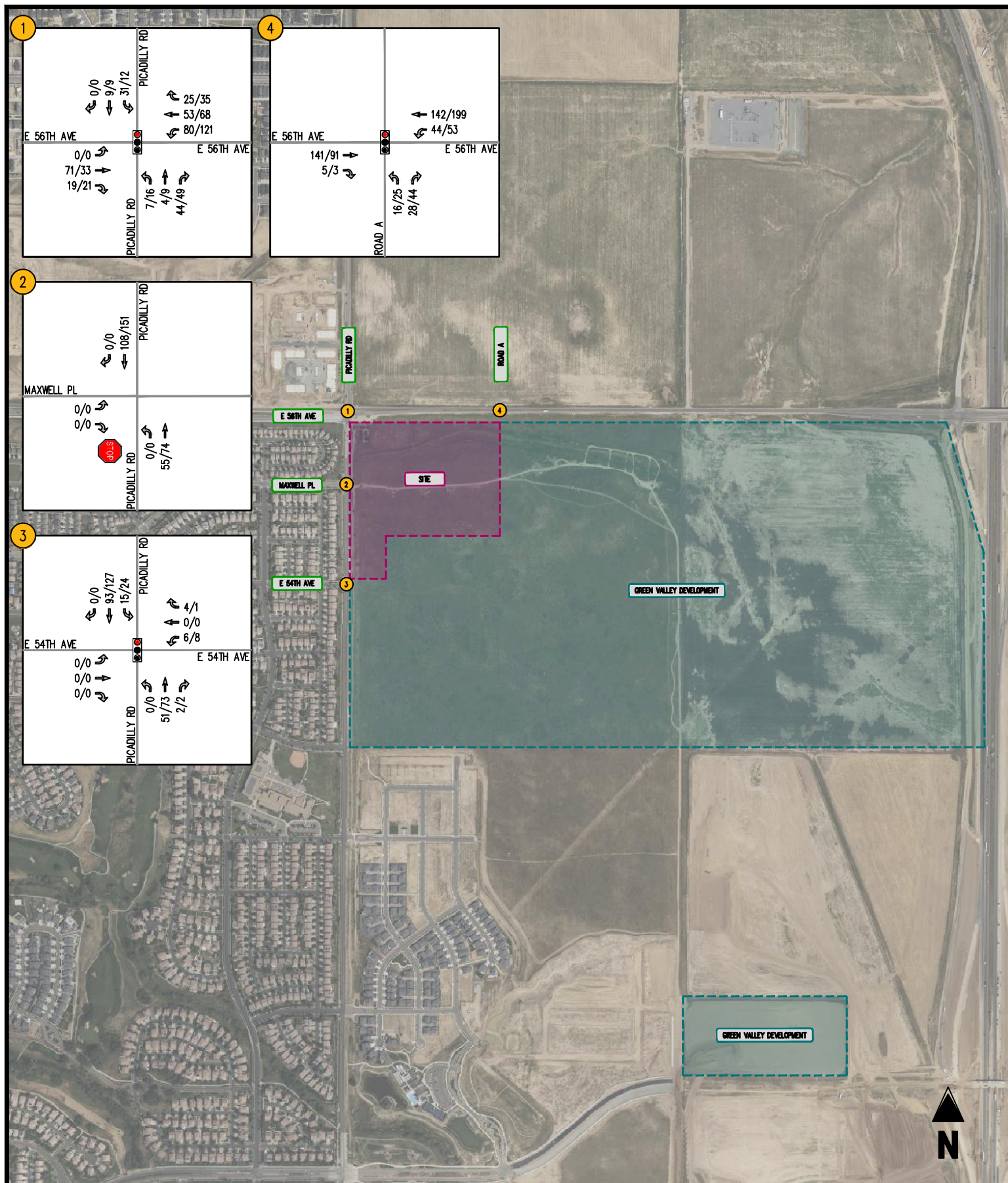


FIGURE 4-4
PIPELINE SITE TRIPS 2026

56TH & PICADILLY
AURORA, CO

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

← MOVEMENT
🚦 SIGNALIZED INTERSECTION
STOP SIGN
YIELD SIGN



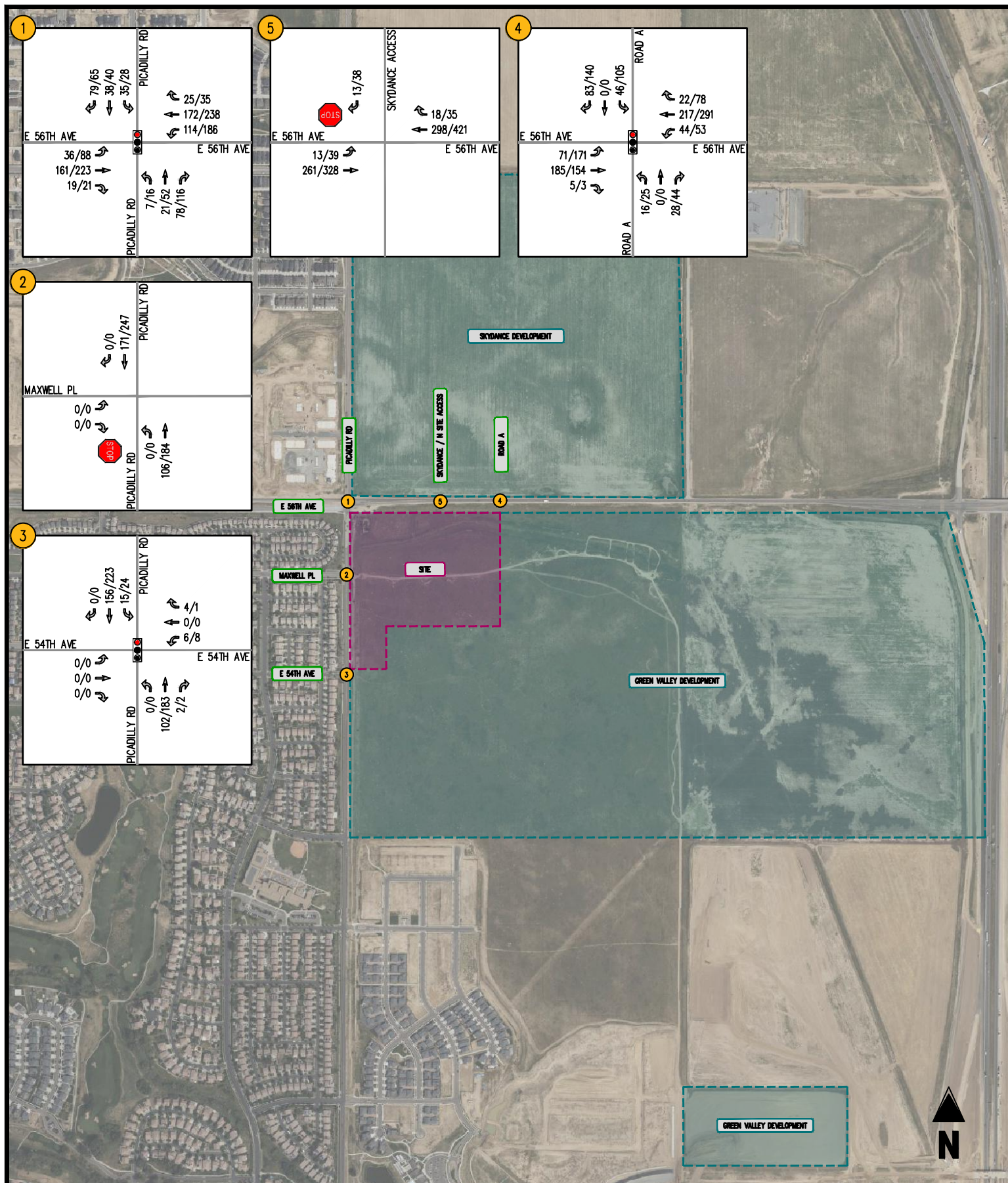


FIGURE 4-5
PIPELINE SITE TRIPS 2050

56TH & PICADILLY
AURORA, CO

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

- ← MOVEMENT
- 🚦 SIGNALIZED INTERSECTION
- 🛑 STOP SIGN
- 🚦 YIELD SIGN



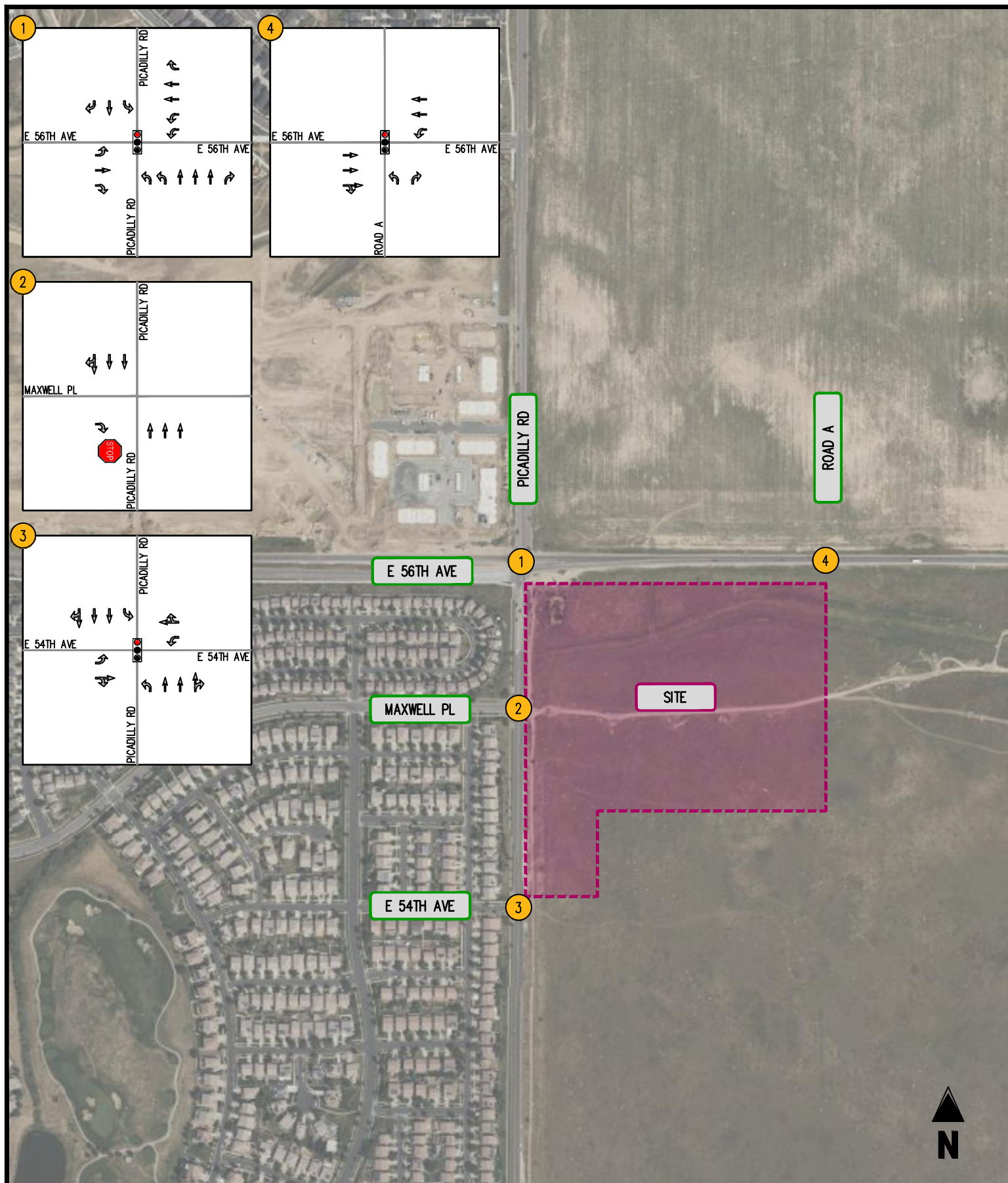


FIGURE 4-6
BACKGROUND LANE USE AND TRAFFIC CONTROL 2026

56TH & PICADILLY
 AURORA, CO

- ← MOVEMENT
- ◫ SIGNALIZED INTERSECTION
- STOP STOP SIGN
- YIELD YIELD SIGN



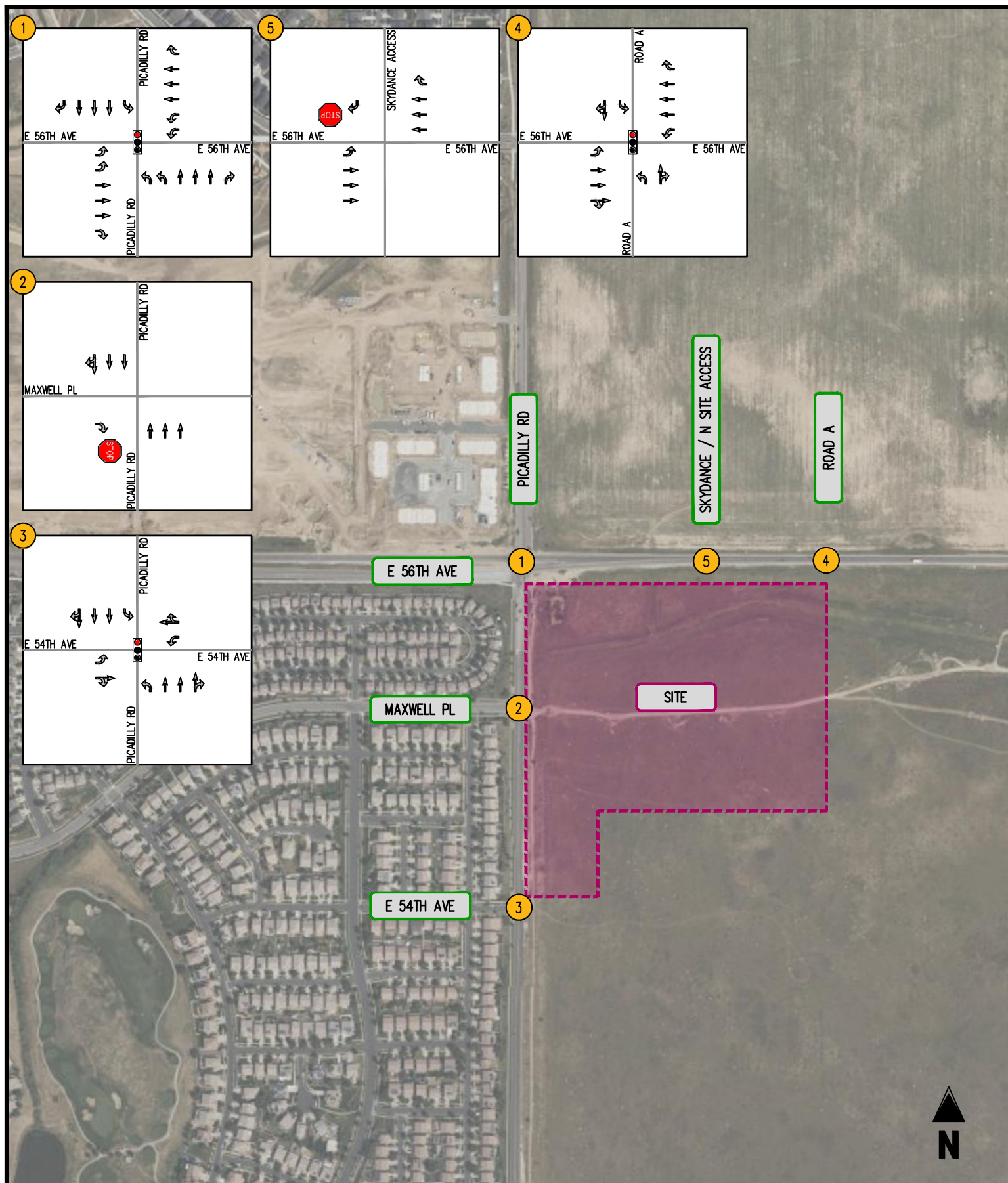


FIGURE 4-7
BACKGROUND LANE USE AND TRAFFIC CONTROL 2050

56TH & PICADILLY
 AURORA, CO

- MOVEMENT
- SIGNALIZED INTERSECTION
- STOP SIGN
- YIELD SIGN



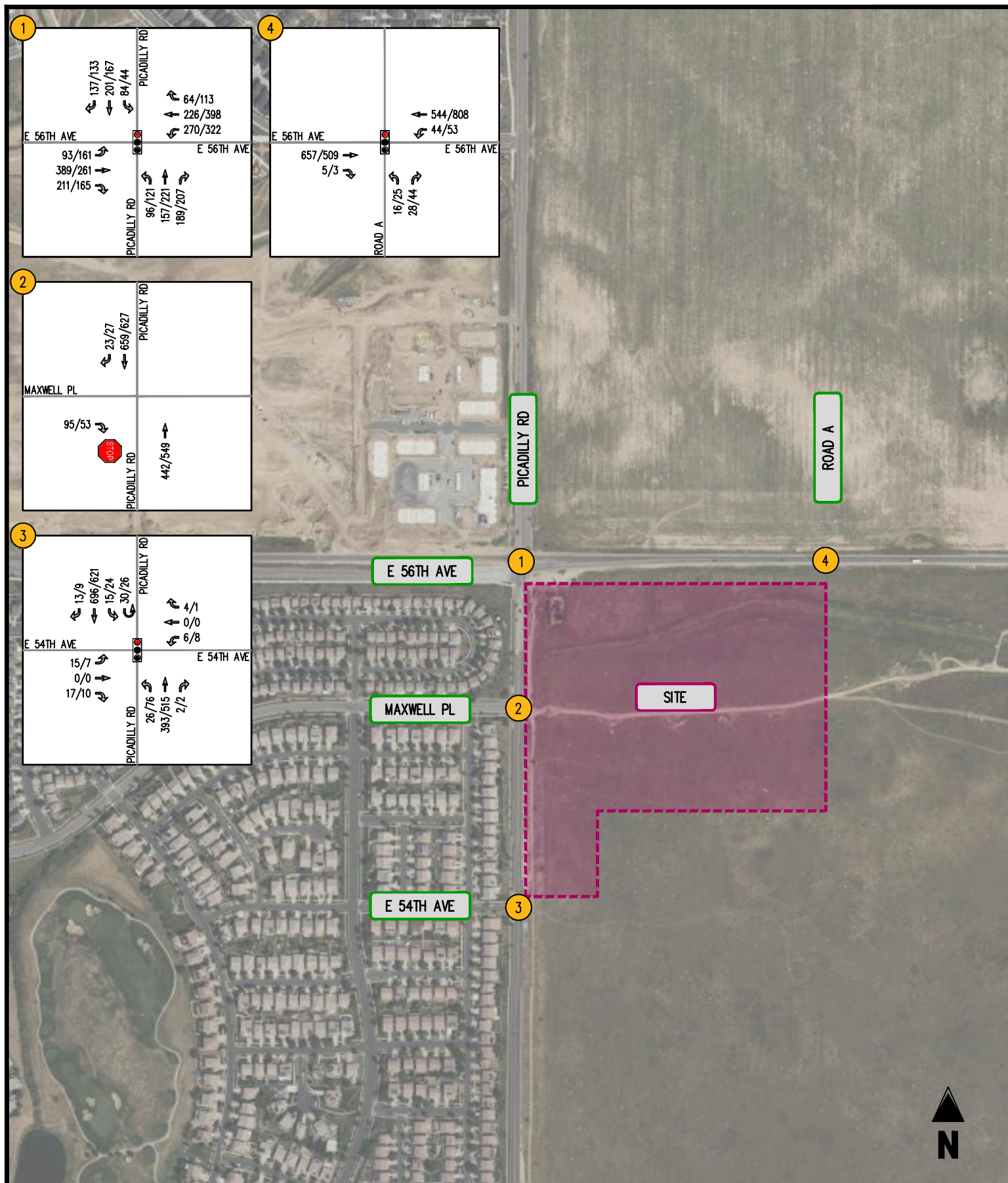


FIGURE 4-8
BACKGROUND FORECASTS 2026

56TH & PICADILLY
AURORA, CO

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

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



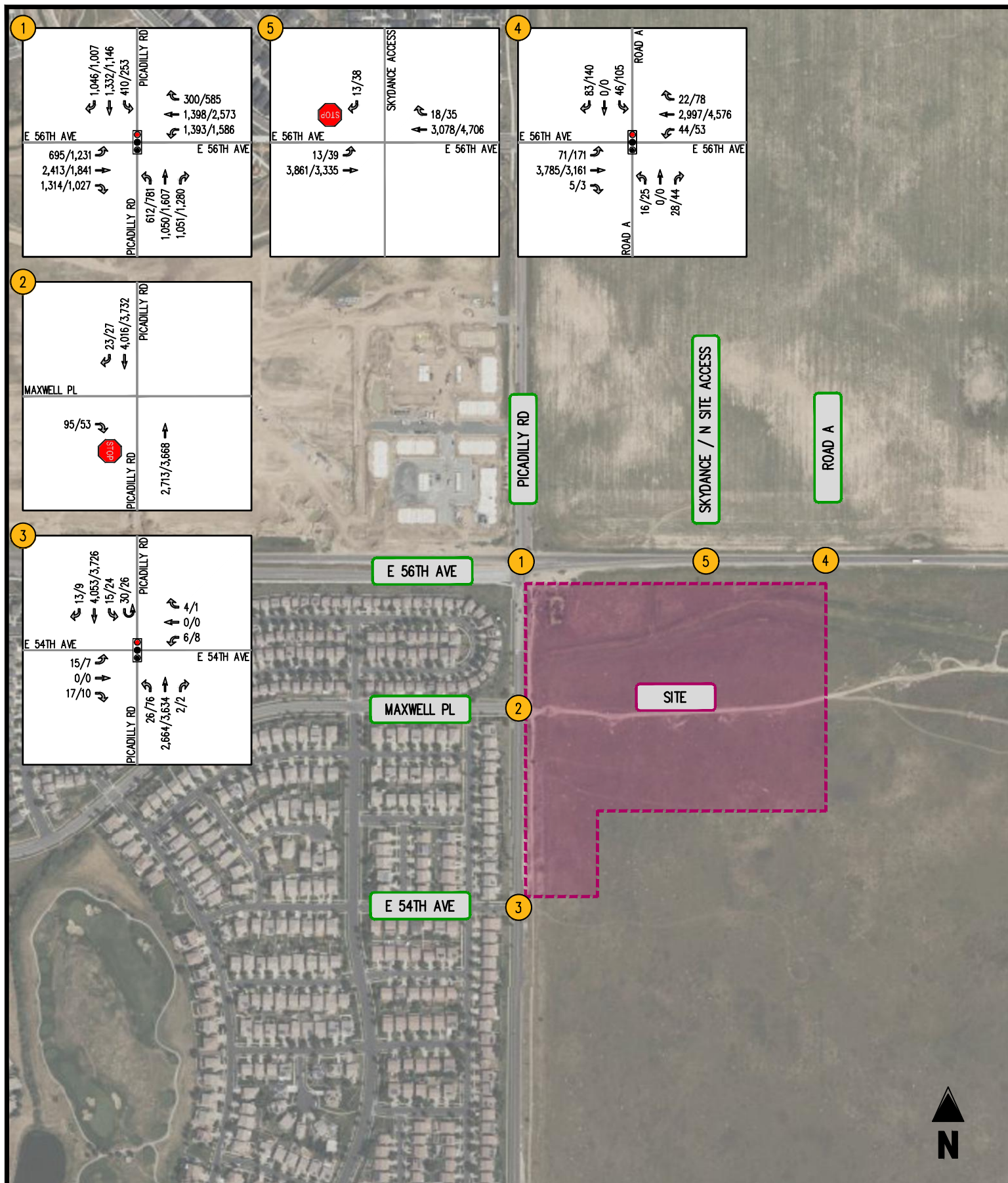


FIGURE 4-9
BACKGROUND FORECASTS 2050

56TH & PICADILLY
AURORA, CO

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

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



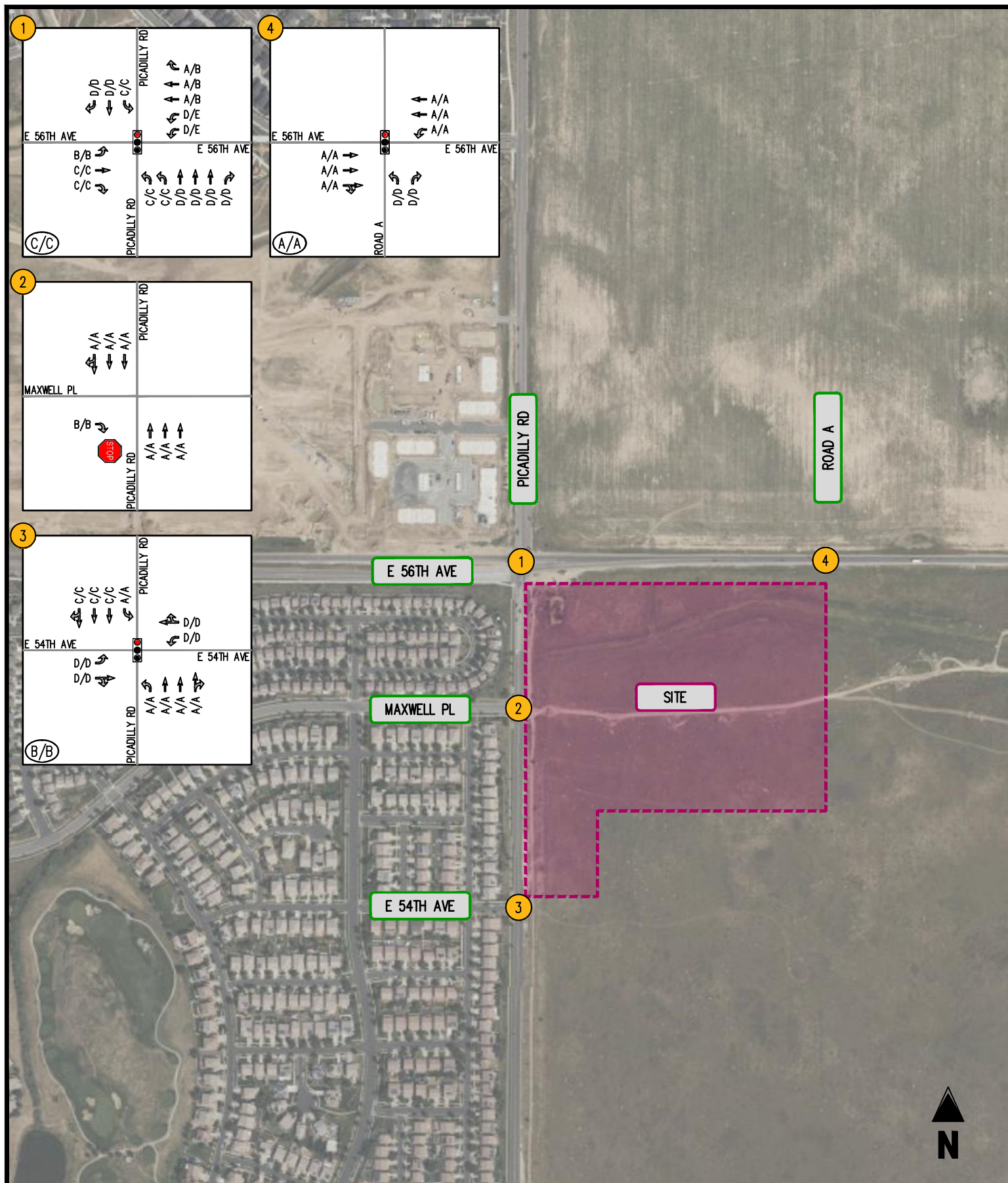


FIGURE 4-10
BACKGROUND LEVELS OF SERVICE 2026

56TH & PICADILLY
AURORA, CO



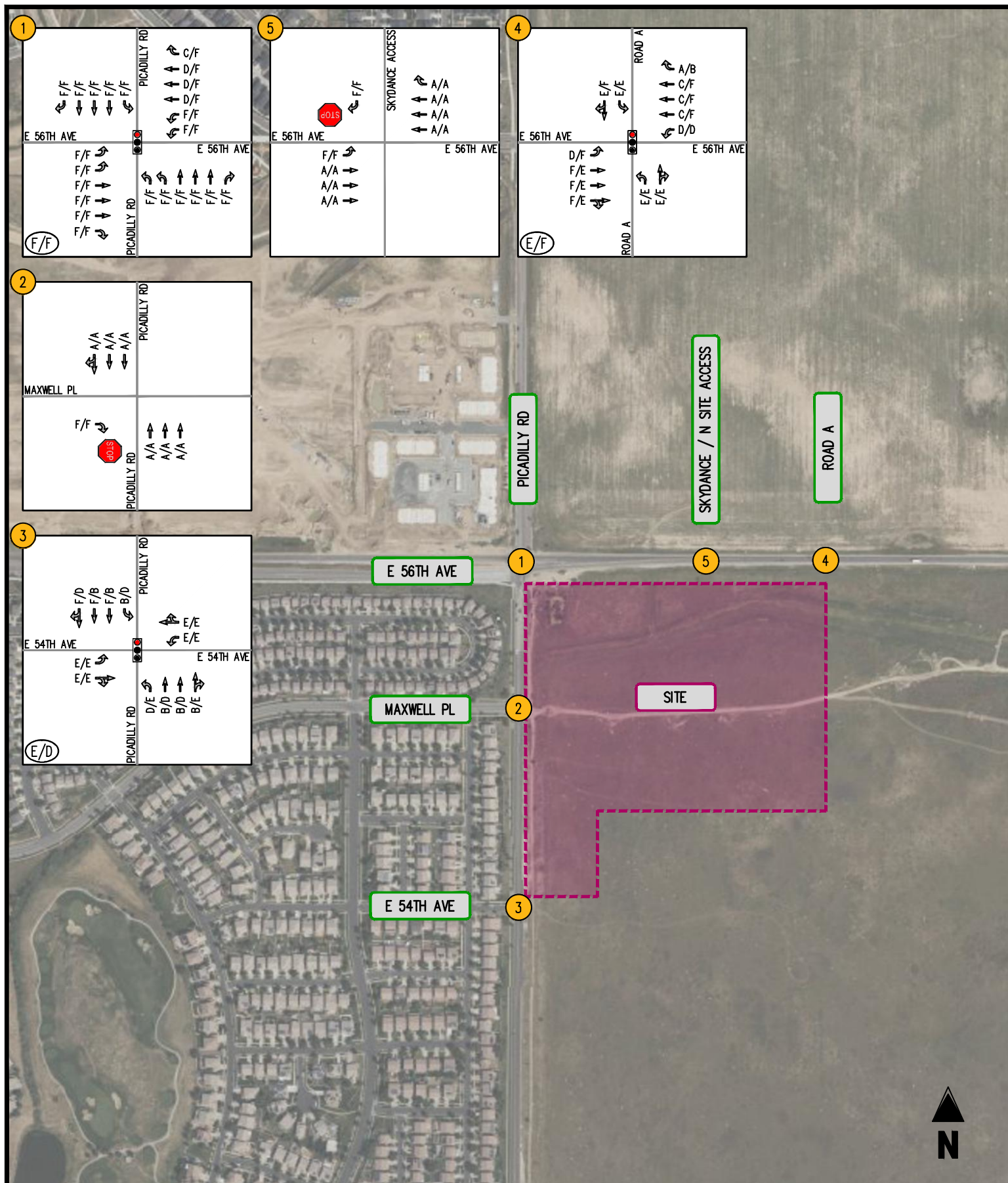


FIGURE 4-11
BACKGROUND LEVELS OF SERVICE 2050

56TH & PICADILLY
 AURORA, CO

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

- ← MOVEMENT
- 🚦 SIGNALIZED INTERSECTION
- 🛑 STOP SIGN
- 🚦 YIELD SIGN



Table 4-1
56th & Picadilly - Aurora, CO
Background Future Intersection Level of Service Summary^{(1) (2)}

Background Future Intersection Level of Service Summary				Existing 2024		Background 2026		Background 2050		
Intersection	Operating Condition	Street Name	Approach/ Movement	AM Peak Hour	PM Peak Hour	Peak Hour	Peak Hour	Peak Hour	Peak Hour	
1 E 56th Ave & Picadilly Rd	STOP	E 56th Ave	EBL	C [17.0]	D [25.7]	-	-	-	-	
			EBT	E [46.9]	D [34.6]	-	-	-	-	
			EBR	C [19.9]	C [19.9]	-	-	-	-	
			WBL	D [28.0]	D [31.0]	-	-	-	-	
		E 56th Ave	WBT	C [18.6]	D [31.3]	-	-	-	-	
			WBTR	C [16.8]	C [24.8]	-	-	-	-	
		Picadilly Rd	NBL	C [17.5]	C [19.6]	-	-	-	-	
			NBTR	E [45.8]	F [105.6]	-	-	-	-	
		Picadilly Rd	SBL	C [15.5]	C [16.0]	-	-	-	-	
			SBTR	F [58.3]	F [54.9]	-	-	-	-	
	Signalization + Lane Improvements	SIGNAL	E 56th Ave	EBL	-	-	B [15.6]	B [16.5]	F [214.5]	F [622.6]
				EBT	-	-	C [26.9]	C [24.2]	F [342.1]	F [223.1]
				EBR	-	-	C [23.1]	C [22.8]	F [579.9]	F [380.1]
				WBL	-	-	D [53.6]	E [66.9]	F [625.3]	F [660.3]
			E 56th Ave	WBT	-	-	A [8.5]	D [36.2]	F [349.7]	F [349.7]
				WBR	-	-	A [8.4]	C [30.8]	F [161.3]	F [161.3]
			Picadilly Rd	NBL	-	-	C [32.0]	C [33.2]	F [499.1]	F [551.7]
				NBT	-	-	D [36.8]	D [41.0]	F [122.3]	F [248.1]
			Picadilly Rd	NBR	-	-	D [47.0]	D [51.6]	F [417.1]	F [459.5]
				SBL	-	-	C [32.5]	C [32.2]	F [497.8]	F [368.1]
			Picadilly Rd	SBT	-	-	D [44.0]	D [41.0]	F [233.0]	F [186.7]
				SBR	-	-	D [41.5]	D [40.8]	F [467.9]	F [451.8]
			Overall			-	-	C [32.4]	C [33.3]	F [349.1]
2 Maxwell Pl & Picadilly Rd	STOP	Maxwell Pl	EBLR	C [16.3]	C [17.0]	-	-	-	-	
		Picadilly Rd	NBL	A [8.6]	A [8.5]	-	-	-	-	
		Picadilly Rd	NBT	A [0.0]	A [0.0]	-	-	-	-	
		Picadilly Rd	SBT	-	-	-	-	-	-	
		Picadilly Rd	SBR	A [0.0]	A [0.0]	-	-	-	-	
	Picadilly Road Widening Project	STOP	Maxwell Pl	EBR	-	-	B [13.3]	B [12.4]	F [1311.6]	F [458.2]
			Picadilly Rd	NBT	-	-	A [0.0]	A [0.0]	A [0.0]	A [0.0]
			Picadilly Rd	NBR	-	-	A [0.0]	A [0.0]	A [0.0]	A [0.0]
			Picadilly Rd	SBT	-	-	A [0.0]	A [0.0]	A [0.0]	A [0.0]
			Picadilly Rd	SBR	-	-	A [0.0]	A [0.0]	A [0.0]	A [0.0]
	3 E 54th Ave & Picadilly Rd	STOP	E 54th Ave	EBLR	C [15.7]	B [14.5]	-	-	-	-
			Picadilly Rd	NBL	A [8.7]	A [8.4]	-	-	-	-
			Picadilly Rd	NBT	A [0.0]	A [0.0]	-	-	-	-
Picadilly Rd			SBTR	A [0.0]	A [0.0]	-	-	-	-	
Added East Leg + Signal		SIGNAL	E 54th Ave	EBL	-	-	D [45.1]	D [46.8]	E [69.2]	E [70.8]
				EBTR	-	-	D [45.5]	D [47.5]	E [69.8]	E [71.7]
				WBL	-	-	D [49.0]	D [50.2]	E [73.3]	E [74.7]
				WBTR	-	-	D [48.5]	D [47.9]	E [72.7]	E [72.0]
			SW Site Access	NBL	-	-	A [7.7]	A [7.1]	D [44.0]	E [57.8]
				NBT	-	-	A [8.5]	A [8.3]	B [15.9]	D [49.0]
				NBR	-	-	A (8.6)	A (8.5)	B (17.7)	E (55.1)
				SBL	-	-	A (7.5)	A (7.3)	B (16.1)	D (42.8)
			Picadilly Rd	SBT	-	-	C (21.6)	C (21.1)	F (88.4)	B (16.4)
	SBTR			-	-	C (21.8)	C (21.3)	F (92.6)	D (52.0)	
	Overall			-	-	B [17.7]	B [15.4]	E [60.7]	D [49.9]	
4 E 56th Ave & Road A 3-Leg Intersection	SIGNAL	E 56th Ave	EBT	-	-	A (0.2)	A (0.1)	-	-	
			EBTR	-	-	A (0.3)	A (0.3)	-	-	
			WBL	-	-	A (3.6)	A (4.0)	-	-	
			WBT	-	-	A (2.9)	A (3.7)	-	-	
		Road A	NBL	-	-	D (43.8)	D (42.8)	-	-	
			NBR	-	-	D (45.0)	D (44.4)	-	-	
		Overall			-	-	A (2.9)	A (4.4)	-	-
	4-Leg Intersection	E 56th Ave	EBL	-	-	-	-	D (45.4)	F (279.1)	
			EBT	-	-	-	-	F (108.0)	E (57.2)	
			EBTR	-	-	-	-	F (112.1)	E (63.9)	
			WBL	-	-	-	-	D (41.8)	D (40.6)	
		E 56th Ave	WBT	-	-	-	-	C (33.0)	F (280.7)	
			WBR	-	-	-	-	A (8.8)	B (11.3)	
		Road A	NBL	-	-	-	-	E (63.3)	E (69.5)	
			NBTR	-	-	-	-	E (68.1)	E (64.6)	
		Road A	SBL	-	-	-	-	E (62.3)	E (62.1)	
			SBTR	-	-	-	-	E (72.7)	F (80.8)	
		Overall			-	-	-	-	E (74.8)	F (185.0)
5 E 56th Ave & Skydance/N Site Access 3-Leg Intersection (With North Leg for Skydance Development)	STOP	E 56th Ave	EBL	-	-	-	-	F [279.4]	F [9935.6]	
		E 56th Ave	EBT	-	-	-	-	A [0.0]	A [0.0]	
		E 56th Ave	WBT	-	-	-	-	A [0.0]	A [0.0]	
		E 56th Ave	WBR	-	-	-	-	A [0.0]	A [0.0]	
		Skydance Access	SBR	-	-	-	-	F [66.5]	F [1110.3]	

Notes : (1) Numbers in brackets [] represent delay at unsignalized intersections in seconds per vehicle.

(2) Numbers in parenthesis () represent delay at signalized intersections in seconds per vehicle.

Table 4-2
56th & Picadilly - Aurora, CO
Background Future Intersection Queueing Summary⁽¹⁾

Intersection	Operating Condition	Street Name	Approach/ Movement	Available Storage	Existing 2024		Background 2026		Background 2050	
					AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1 E 56th Ave & Picadilly Rd	STOP	E 56th Ave	EBL	400	25	68	-	-	-	-
			EBT	-	185	118	-	-	-	-
			EBR	-	60	48	-	-	-	-
			WBL	150	85	95	-	-	-	-
			WBT	-	38	105	-	-	-	-
		Picadilly Rd	WBTR	-	28	75	-	-	-	-
			NBL	225	28	35	-	-	-	-
			NBTR	-	183	340	-	-	-	-
		Picadilly Rd	SBL	225	15	8	-	-	-	-
			SBTR	-	228	193	-	-	-	-
	Signalization + Lane Improvements	E 56th Ave	EBL ⁽⁴⁾	400	-	-	64	96	619	1225
			EBT	-	-	-	416	241	1438	1037
			EBR	-	-	-	56	41	2359	1725
		E 56th Ave	WBL ⁽²⁾	375	-	-	136	129	1341	660
			WBT	-	-	-	93	162	497	497
			WBR	125	-	-	3	35	85	84
		Picadilly Rd	NBL ⁽³⁾	250	-	-	52	63	642	722
			NBT	-	-	-	63	87	569	917
			NBR	175	-	-	144	164	1772	2055
		Picadilly Rd	SBL	225	-	-	72	46	851	530
			SBT	-	-	-	194	171	783	657
			SBR	-	-	-	23	22	1818	1679
2 Maxwell Pl & Picadilly Rd	STOP	Maxwell Pl	EBLR	-	25	15	-	-	-	-
		Picadilly Rd	NBL	125	3	5	-	-	-	-
		Picadilly Rd	NBT	-	0	0	-	-	-	-
		Picadilly Rd	SBT	-	0	0	-	-	-	-
		Picadilly Rd	SBR	-	-	-	-	-	-	-
	Picadilly Road Widening Project	Maxwell Pl	EBR	-	-	-	18	10	305	148
		Picadilly Rd	NBT	-	-	-	0	0	0	0
		Picadilly Rd	NBR	-	-	-	0	0	0	0
		Picadilly Rd	SBT	-	-	-	0	0	0	0
		Picadilly Rd	SBR	-	-	-	0	0	0	0
3 E 54th Ave & Picadilly Rd	STOP	E 54th Ave	EBLR	-	8	5	-	-	-	-
		Picadilly Rd	NBL	125	0	3	-	-	-	-
		Picadilly Rd	NBT	-	0	0	-	-	-	-
		Picadilly Rd	SBTR	-	0	0	-	-	-	-
	Added East Leg + Signal	E 54th Ave	EBL	-	-	-	30	19	41	27
			EBTR	-	-	-	0	0	0	0
		E 54th Ave	WBL	-	-	-	18	21	24	28
			WBTR	-	-	-	0	0	0	0
		Picadilly Rd	NBL	125	-	-	18	42	16	25
			NBT	-	-	-	81	106	949	1817
		Picadilly Rd	NBR	-	-	-	0	0	0	0
			SBL	100	-	-	11	8	5	5
		Picadilly Rd	SBT	-	-	-	95	79	528	472
			SBTR	-	-	-	0	0	0	0
4 E 56th Ave & Road A	3-Leg Intersection	E 56th Ave	EBTR	-	-	-	145	104	-	-
		E 56th Ave	WBL	350	-	-	14	16	-	-
		E 56th Ave	WBT	-	-	-	62	98	-	-
		Road A	NBL	-	-	-	31	43	-	-
	4-Leg Intersection	Road A	NBR	-	-	-	28	34	-	-
		E 56th Ave	EBL	325	-	-	-	-	24	71
			EBTR	-	-	-	-	-	716	678
		E 56th Ave	WBL	350	-	-	-	-	41	50
			WBT	-	-	-	-	-	1307	2686
		Road A	WBR	-	-	-	-	-	0	5
			NBL	-	-	-	-	-	38	52
		Road A	NBTR	-	-	-	-	-	0	0
			SBL	-	-	-	-	-	85	164
		Road A	SBTR	-	-	-	-	-	0	79
5 E 56th Ave & Skydance/N Site Access	3-Leg Intersection (With North Leg for Skydance Development)	E 56th Ave	EBL	273 *	-	-	-	-	45	180
		E 56th Ave	EBT	-	-	-	-	-	0	0
		E 56th Ave	WBT	-	-	-	-	-	0	0
		E 56th Ave	WBR	200	-	-	-	-	0	0
		Skydance Access	SBR	-	-	-	-	-	18	143

Notes : (1) Queue length, in feet, is based on the 95th percentile queue as reported by Synchro, Version 12.

(2) Dual left in 2026 and 2050 Background Future and Total Future conditions

(3) Dual left in 2050 Background Future conditions and 2026 and 2050 Total Future conditions

(4) Dual left in 2050 Background Future and Total Future conditions

* Storage length per Skydance Development T1

V. Site Analysis

Overview



The Applicant is proposing to develop the approximately 26.95-acre site with a mix of commercial and retail uses. For purposes of this study, the site is assumed complete and occupied in 2026. For analysis purposes the following use and development programs were assumed:

Build-Out 2026:

168,112	SF	Shopping Center (>150k)
18	FP	Gas Station
4,750	SF	Drive-In Bank
4,500	SF	Fast-Food Restaurant w/Drive Thru
1,500	SF	Coffee Shop w/Drive-Thru
4,500	SF	Fast-Food Restaurant w/Drive Thru
3,700	SF	Fast-Food Restaurant w/Drive Thru
7,200	SF	Automobile Parts and Service Center
1	TUNNEL	Automated Car Wash

Proposed Site Access & Total Future Lane Use and Traffic Control

As shown on the Applicant's conceptual plan (Figure 1-2), access to the development is being proposed via:

- An additional east leg of the Maxwell PI & Picadilly Rd intersection which will operate as a stop-controlled RIRO access.
- An additional east leg of the E 54th Ave & Picadilly Rd intersection which will operate under signalized control.
- A $\frac{3}{4}$ movement access on Picadilly Rd between Maxwell PI and E 54th Ave that will operate under stop control. 
- A RIRO access on E 56th Ave that will operate under stop control.
- A signalized full movement intersection on E 56th Ave at Road A. 

Total Future lane use and traffic control were determined based on the background future lane use and traffic control along with the additional lanes necessary for the site accesses. The N Site Access and Road A intersections with E 56th Ave will have different lane use for 2026 conditions than 2050 conditions since the Skydance development to the north will not be constructed by 2026. The assumed lane use and traffic control for these intersections during 2026 conditions are described below:

- E 56th Ave & Road A (*Signalized*)
 - Two Eastbound through lanes
 - Eastbound through/right lane
 - Westbound left turn lane
 - Three Westbound through lanes
 - Northbound left turn lane
 - Northbound right turn lane
- E 56th Ave & N Site Access
 - Two Eastbound through lanes
 - Eastbound through/right lane
 - Three Westbound through lanes
 - Northbound right turn lane

The assumed lane use and traffic control for these intersections during 2050 conditions are shown below and are similar to 2026 conditions with additional north legs and turn lanes shown in **bold**:

- E 56th Ave & Road A (*Signalized*)
 - **Eastbound left turn lane**
 - Two Eastbound through lanes

- Eastbound through/right lane
 - Westbound left turn lane
 - Three Westbound through lanes
 - **Westbound right turn lane**
- E 56th Ave & N Site Access
 - **Eastbound left turn lane**
 - Two Eastbound through lanes
 - Eastbound through/right lane
 - Three Westbound through lanes
- Northbound left turn lane
 - Northbound **through**/right lane
 - **Southbound left turn lane**
 - **Southbound through/right lane**
- **Westbound right turn lane**
 - Northbound right turn lane
 - **Southbound right turn lane**

The proposed lane use and traffic control are shown in Figure 5-1 for 2026 and Figure 5-2 for 2050.

Trip Generation

Overview

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

Pass-by Trips

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

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

- Shopping Center: 0% AM / 29% PM
- Gas Station: 63% AM / 57% PM
- Drive-In Bank: 29% AM / 35% PM
- Fast-Food Restaurant w/Drive-Thru: 50% AM / 55% PM
- Coffee Shop w/Drive-Thru: 50% AM / 55% PM

As shown in Table 5-1, the site in total is anticipated to generate 433 weekday AM, and 610 weekday PM peak hour pass-by trips. Therefore, these trips would be drawn from the existing road network and assigned to the future site entrances accordingly. Pass-by trip assignments at key study intersections are shown in Figure 5-3.

Net Site Trips

The vehicle trips that would be generated by the proposed development plan are summarized in Table 5-1. As shown in Table 5-1, the site would generate upon completion and full occupancy 624 net new weekday AM and 955 net new weekday PM peak hour vehicle trips, as well as 11,586 net new weekday daily trips.

Site Trip Distributions

The distribution of the anticipated trips generated by the completion of the proposed development was based on the Green Valley MP. Existing travel patterns indicate the following distribution is appropriate in the forecasting of future site traffic:

- To/from the west on E 56th Ave: 10%
- To/from the east on E 56th Ave: 30%
- To/from the north on Picadilly Rd: 5%
- To/from the south on Picadilly Rd: 55%

Site Trip Assignments

The assignment of the new vehicle trips generated upon the future build-out of the development project was based on the above distribution. The net new trips assignments are depicted in Figure 5-4.

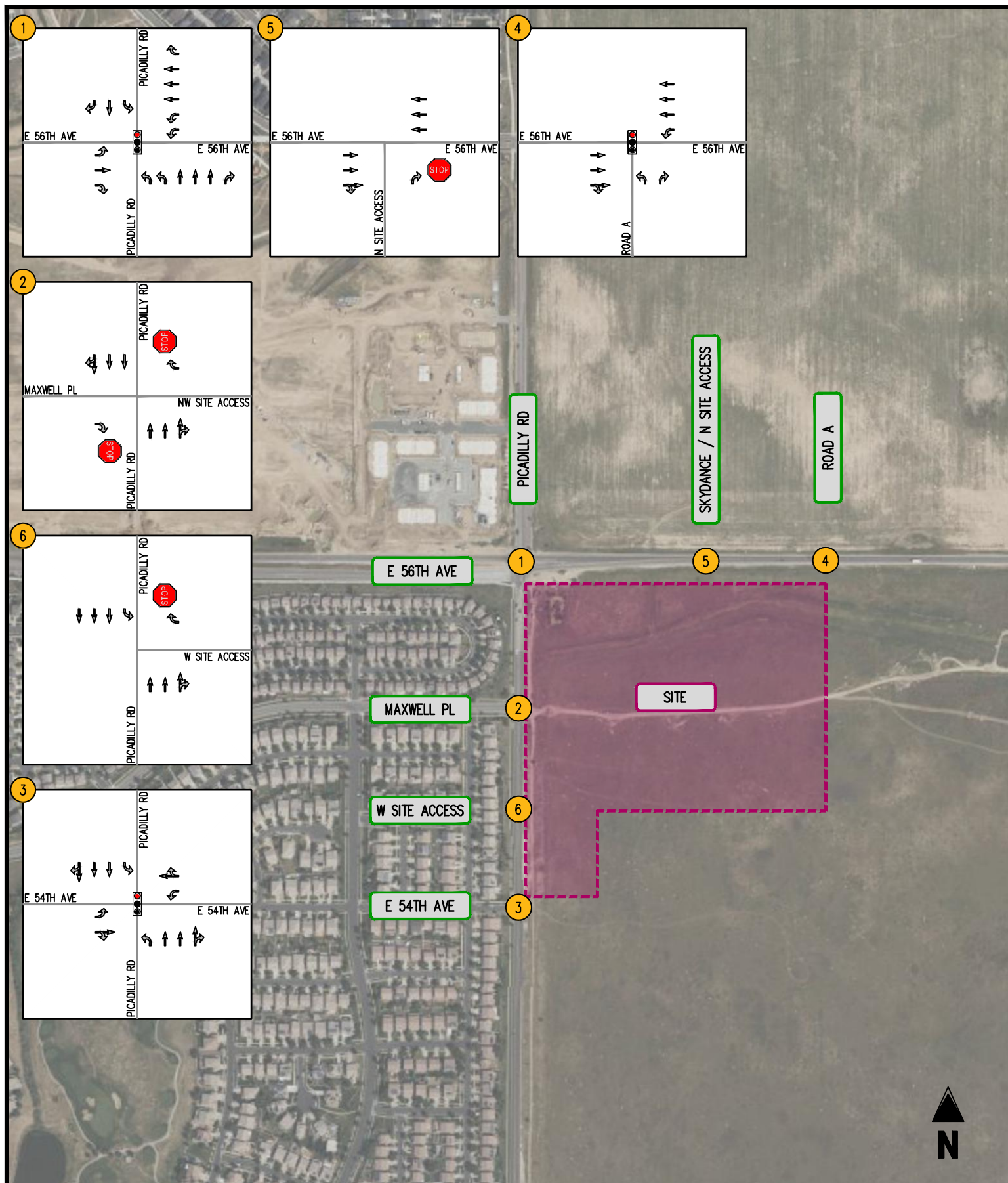


FIGURE 5-1
TOTAL FUTURE LANE USE AND TRAFFIC CONTROL 2026

56TH & PICADILLY
 AURORA, CO

- ← MOVEMENT
- ◫ SIGNALIZED INTERSECTION
- STOP STOP SIGN
- YIELD YIELD SIGN



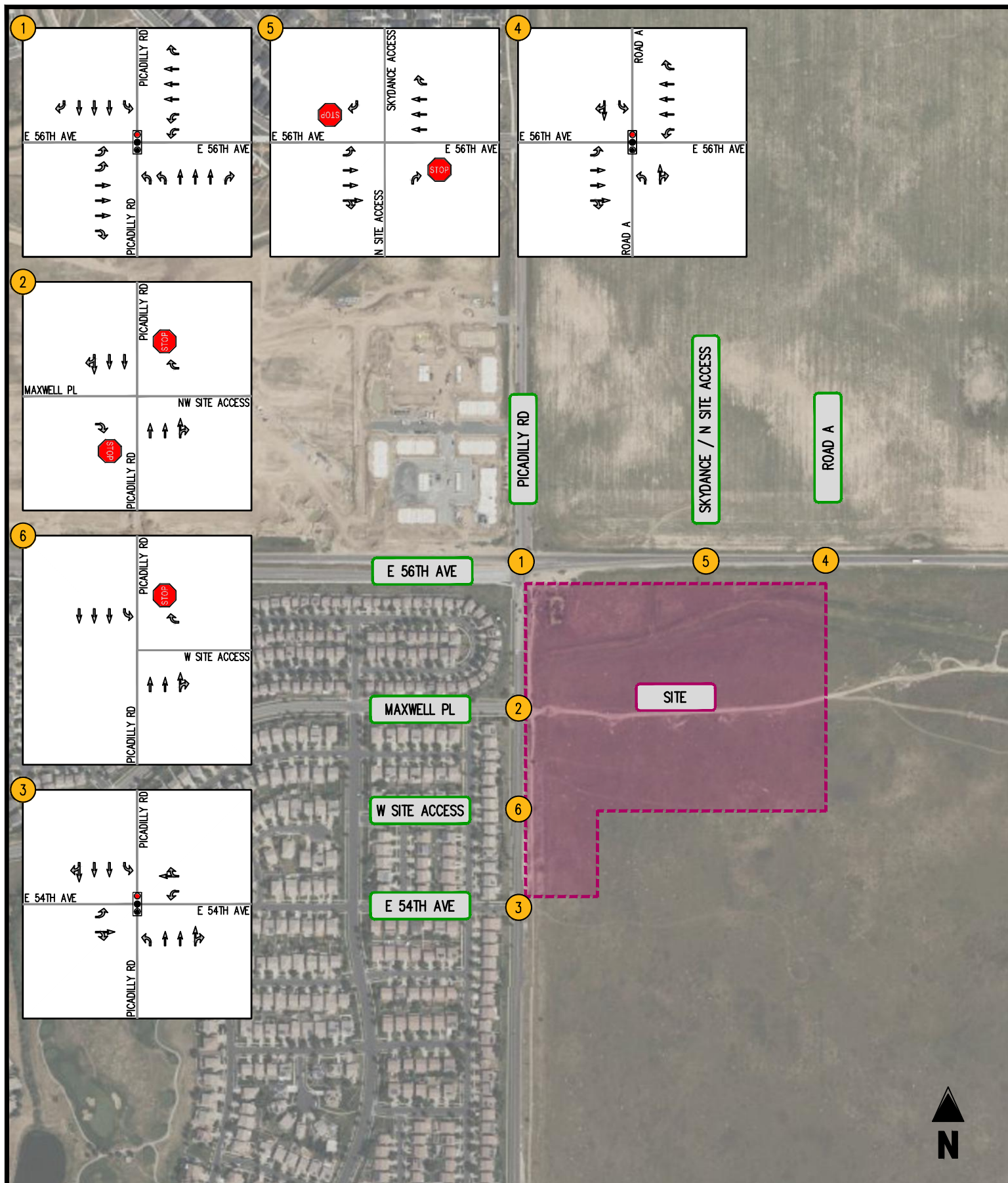


FIGURE 5-2
TOTAL FUTURE LANE USE AND TRAFFIC CONTROL 2050

56TH & PICADILLY
 AURORA, CO

- ← MOVEMENT
- ◫ SIGNALIZED INTERSECTION
- STOP STOP SIGN
- YIELD YIELD SIGN



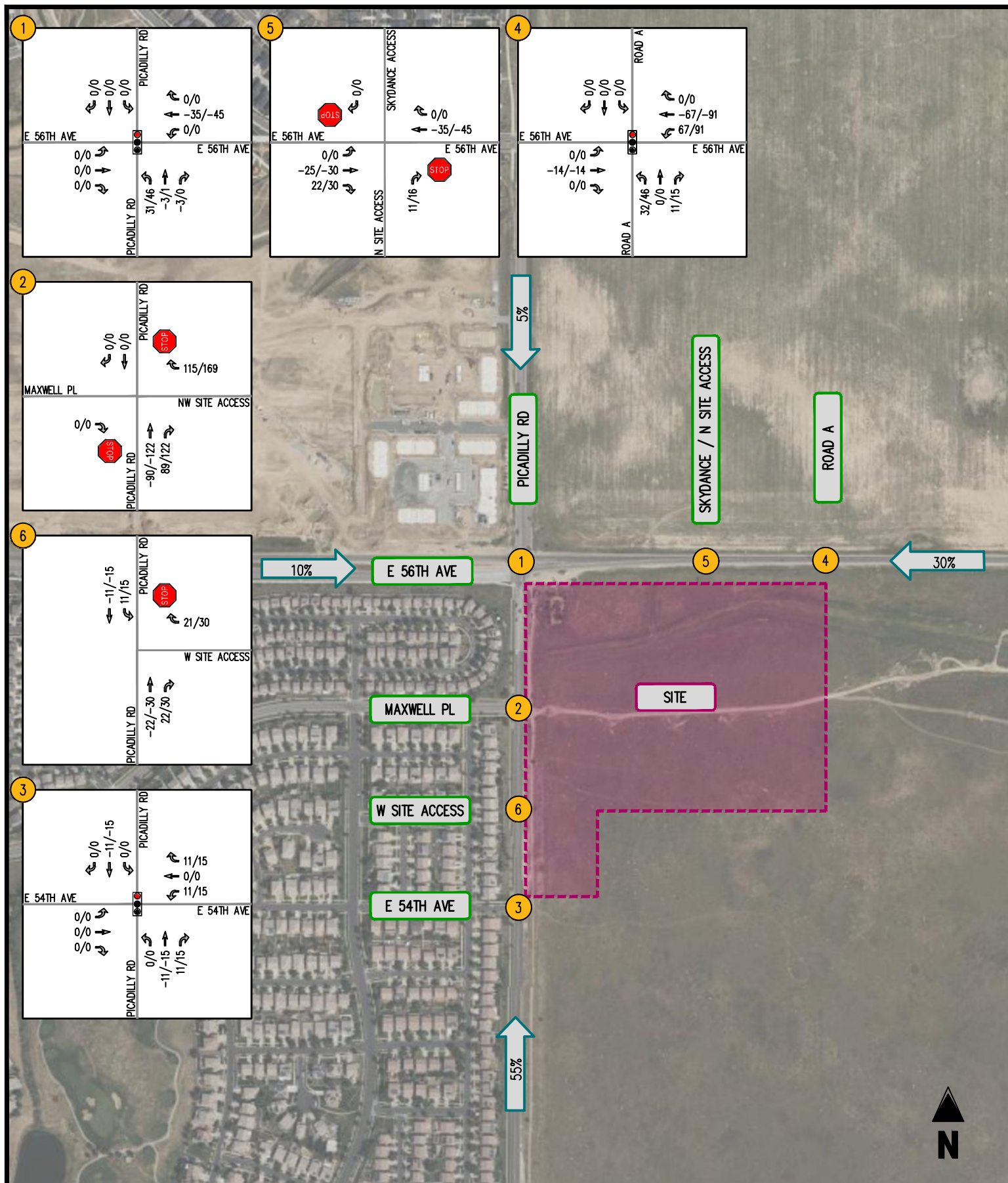


FIGURE 5-3
PASS-BY TRIPS

56TH & PICADILLY
AURORA, CO

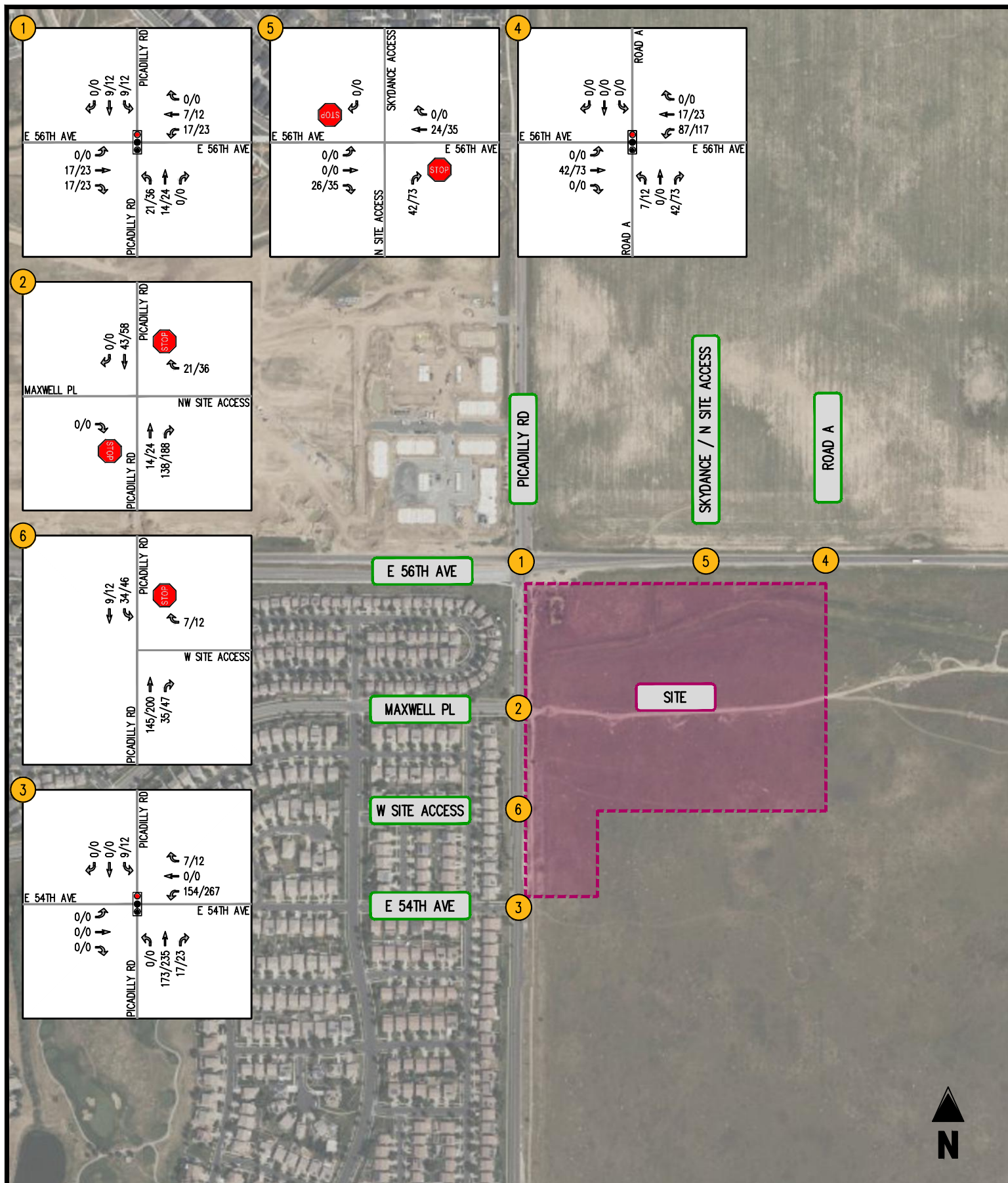


Table 5-1
56th & Picadilly - Aurora, CO
Site Trip Generation ⁽¹⁾

Land Use	Land Use Code	Amount	Units	AM Peak Hour			PM Peak Hour			Average Daily Trips
				In	Out	Total	In	Out	Total	
<u>Proposed</u>										
Shopping Center (>150k)	820	168,112	SF	144	89	233	394	426	820	10,253
Internal Capture (10%)				-14	-9	-23	-39	-43	-82	-1,025
External Trips				130	80	210	355	383	738	9,228
Pass-by (AM 0%/PM 29%)				0	0	0	-103	-111	-214	-2,676
Net New Trips				130	80	210	252	272	524	6,552
Gas Station	944	18	FP	93	92	185	125	125	250	3,096
Internal Capture (10%)				-9	-9	-19	-13	-13	-25	-310
External Trips				84	83	166	112	112	224	2,786
Pass-by (AM 63%/PM 57%)				-53	-52	-105	-64	-64	-128	-1,588
Net New Trips				31	31	61	48	48	96	1,198
Drive-In Bank	912	4,750	SF	27	20	47	50	50	100	477
Internal Capture (10%)				-3	-2	-5	-5	-5	-10	-48
External Trips				24	18	42	45	45	90	429
Pass-by (AM 29%/PM 35%)				-7	-5	-12	-16	-16	-32	-150
Net New Trips				17	13	30	29	29	58	279
Fast-Food Restaurant w/ Drive-Thru	934	4,500	SF	103	98	201	77	72	149	2,104
Internal Capture (10%)				-10	-10	-20	-8	-7	-15	-210
External Trips				93	88	181	69	65	134	1,894
Pass-by (AM 50%/PM 55%)				-47	-44	-91	-38	-36	-74	-1,042
Net New Trips				46	44	90	31	29	60	852
Coffee Shop w/Drive-Thru	937	1,500	SF	66	63	129	29	29	58	800
Internal Capture (10%)				-7	-6	-13	-3	-3	-6	-80
External Trips				59	57	116	26	26	52	720
Pass-by (AM 50%/PM 55%)				-30	-29	-59	-14	-14	-28	-378
Net New Trips				29	28	57	12	12	24	342
Fast-Food Restaurant w/ Drive-Thru	934	4,500	SF	103	98	201	77	72	149	2,104
Internal Capture (10%)				-10	-10	-20	-8	-7	-15	-210
External Trips				93	88	181	69	65	134	1,894
Pass-by (AM 50%/PM 55%)				-47	-44	-91	-38	-36	-74	-1,042
Net New Trips				46	44	90	31	29	60	852
Fast-Food Restaurant w/ Drive-Thru	934	3,700	SF	84	81	165	63	59	122	1,730
Internal Capture (10%)				-8	-8	-17	-6	-6	-12	-173
External Trips				76	73	148	57	53	110	1,557
Pass-by (AM 50%/PM 55%)				-38	-37	-75	-31	-29	-60	-856
Net New Trips				38	36	73	26	24	50	701
Automobile Parts and Service Center	943	7,200	SF	10	4	14	6	9	15	120
Internal Capture (10%)				-1	0	-1	-1	-1	-2	-12
Net New Trips				9	4	13	5	8	13	108
Automated Car Wash	948	1	TUNNEL	0	0	0	39	39	78	780
Internal Capture (10%)				0	0	0	-4	-4	-8	-78
Net New Trips				0	0	0	35	35	70	702
Total External Trips				568	491	1,057	773	792	1,565	19,318
Pass-by Total				-222	-211	-433	-304	-306	-610	-7,732
Net Total				346	280	624	469	486	955	11,586

Note(s):

(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 11th Edition

VI. Analysis of Future Conditions with Site Development

Total Future Traffic Forecasts

The 2026 and 2050 total future traffic forecasts associated with the proposed development were developed by combining the background future forecasts shown in Figure 4-8 (2026) and Figure 4-9 (2050), the pass-by trips shown in Figure 5-3, and the site trip assignments shown in Figure 5-4. The resulting total future traffic forecasts are provided in Figure 6-1 for 2026 conditions and Figure 6-2 for 2050 conditions.

Total Future Levels of Service with Proposed Development

Future levels of service with the proposed development plan were estimated at key study intersections based on the future traffic volumes shown in Figures 6-1 (2026) and Figure 6-2 (2050), the total future lane use in Figure 5-1 (2026) and Figure 5-2 (2050), and the HCM 7th methodologies for signalized and unsignalized intersections. The results of these analyses are provided in Appendix G and presented in Table 6-1. Total future levels of service are also presented graphically in Figure 6-3 (2026) and Figure 6-4 (2050).

As shown in Table 6-1, levels of service under future site development conditions would remain generally consistent with future background conditions (i.e., without site development). Overall delays would experience an increase due to site trips. During 2026 conditions, the unsignalized intersection movements would operate at acceptable LOS “C” or better and the signalized intersections would operate at acceptable overall LOS “D” or better.

During 2050 conditions, the unsignalized intersection movements would operate at acceptable LOS “D” or better with the exception of

- The eastbound right and westbound right movements at Maxwell PI & Picadilly Rd which would operate at LOS “F”.
- The eastbound left, northbound right, and southbound right movements at E 56th Ave & Skydance/N Site Access which would operate at LOS “F”.
- The westbound right and southbound left movements at W Site Access & Picadilly Rd which would operate at LOS “F”.

During 2050 conditions, the signalized intersections would operate at LOS “F” during the weekday AM and PM peak hours.

Total Future Queuing

Total future queues were forecasted using Synchro software. The results of the queuing analysis are summarized in Table 6-2. All queues are expected to be contained in their respective storage during 2026 conditions. During 2050 conditions, all queues are expected to be contained in their respective storage with the exception of the following queues:

- E 56th Ave & Picadilly Rd
 - Eastbound left
 - Westbound left
 - Northbound left
 - Northbound right
 - Southbound left
- E 56th Ave & Road A
 - Westbound left

The movements at E 56th Ave & Picadilly Rd would exceed the available storage in both the AM and PM 2050 peak hours and the westbound left movement at E 56th Ave & Road A would exceed the available storage during the PM peak hour.

Operational and queueing deficiencies have been identified for 2050 long range conditions and suggests that further study should be required as growth/development occurs in the area.

Total Future Signal Warrants

The Manual on Uniform Traffic Control Devices (MUTCD) contains nine traffic signal warrants that help determine if installing a traffic signal at a particular location is justified. The Signal Warrants are listed below.

- #1 – Eight-Hour Vehicular Volume
- #2 – Four-Hour Vehicular Volume
- #3 – Peak Hour
- #4 – Pedestrian Volume
- #5 – School Crossing
- #6 – Coordinated Signal System
- #7 – Crash Experience
- #8 – Roadway Network
- #9 – Intersection Near a (Railroad) Grade Crossing

The Eight-Hour Vehicular Volume (#1) and Four-Hour Vehicular Volume (#2) warrants were used to analyze the intersections of E 56th Ave & Picadilly Rd, E 54th Ave & Picadilly Rd, and E 56th Ave & Road A. The other Signal Warrants are either not applicable, or it is not possible at this time to accurately forecast the data needed to evaluate a particular Signal Warrant.

12-hour counts were taken at the intersections of E 56th Ave & Picadilly Rd and E 54th Ave & Picadilly Rd from 7:00 AM to 7:00 PM. Since the intersection of E 56th Ave & Road A is not yet constructed, the eastbound/westbound volumes were calculated using the 12-hour counts from the E 56th Ave & Picadilly Rd intersection. These existing volume counts were used along with the proposed new AADT of the site, the site trip distributions, and the hourly distribution of vehicle trips for Shopping Centers (Land Use Code 820) from the ITE Trip Generation Manual 11th Edition to forecast the hourly approach volumes at each intersection for an average day. These values were used for both warrants. Pipeline development trips were not considered in these warrant analyses. All signal warrant analysis tables and graphs are included in Appendix H.

E 56th Ave & Picadilly Rd

Warrant 1 (Eight-Hour Vehicular Volume) was met for this intersection in existing conditions due to the high volume of traffic on both E 56th Ave and Picadilly Rd. The existing volumes for every hour from 7:00 AM – 7:00 PM were calculated for the major road and each minor road approach and were compared to Table 4C-1 from the MUTCD. All twelve of the hours exceeded the requirements for Condition A-Minimum Vehicular Volume.

Warrant 2 (Four-Hour Vehicular Volume) was met for this intersection during existing conditions since there were over four hours that the major/minor street volumes fall above the '2 or More Lanes & 2 or More Lanes' curve in Figure 4C-2.

Please just note in this text for 54th & Picadilly that GVRE identified Warrants met for Background Growth conditions. We would typically want to still see that in this report, but text will suffice for this

E 54th Ave & Picadilly Rd

Warrant 1 (Eight-Hour Vehicular Volume) was met for this intersection in total future conditions with the site development in 2026 and 2050. The projected volumes for every hour from 7:00 AM – 7:00 PM were calculated for the major road and each minor road approach using the existing volumes, 8.5% growth, and subject site trips, and were compared to Table 4C-1 from the MUTCD. Eleven (11) of the hours exceeded requirements for Condition A – Minimum Vehicular Volume during both 2026 and 2050 total future conditions.

This language
was added

Warrant 2 (Four-Hour Vehicular Volume) was met for this intersection during total future conditions in 2026 and 2050 since there were over four hours that the major/minor street volumes fall above the '2 or More Lanes & 1 Lane' curve shown in Figure 4C-1. The graph for Warrant 2 is provided in Appendix H with volumes plotted for future conditions, but due to the high projected volumes for 2050 conditions, those plotted points do not appear on the graph provided.

E 56th Ave & Road A

Warrant 1 (Eight-Hour Vehicular Volume) was met for this intersection in total future conditions with the site development in 2026 and 2050. The projected volumes for every hour from 7:00 AM – 7:00 PM were calculated for the major and minor road approach using the existing volumes, 8.5% growth, and subject site trips, and were compared to Table 4C-1 from the MUTCD. Nine of the hours exceeded requirements for Condition B – Interruption of Continuous Traffic during both 2026 and 2050 total future conditions.

Warrant 2 (Four-Hour Vehicular Volume) was met for this intersection during total future conditions in 2026 and 2050 since there were over four hours that the major/minor street volumes fall above the '2 or More Lanes & 2 or More Lanes' curve in Figure 4C-2. The graph for Warrant 2 is provided in Appendix H with volumes plotted for future conditions, but due to high projected 2050 volumes, those plotted points do not appear on the graph provided.

Please just note in this text for 56th & Road A that GVRE identified Warrants met for Background Growth conditions. We would typically want to still see that in this report, but text will suffice for this

This language
was added

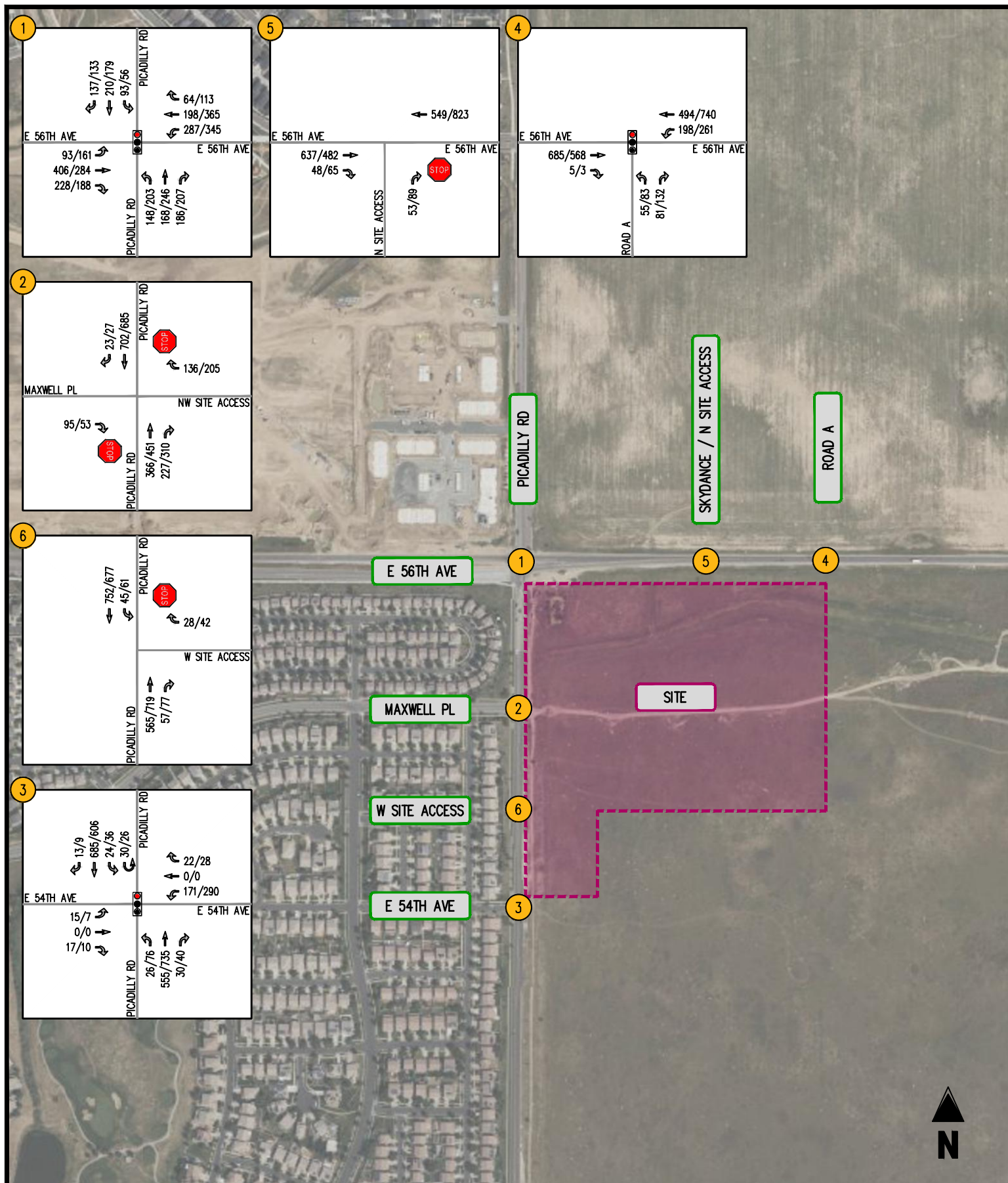


FIGURE 6-1
TOTAL FUTURE FORECASTS 2026

56TH & PICADILLY
 AURORA, CO

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

← MOVEMENT
 [Signalized Intersection Symbol] SIGNALIZED INTERSECTION
 [Stop Sign Symbol] STOP SIGN
 [Yield Sign Symbol] YIELD SIGN



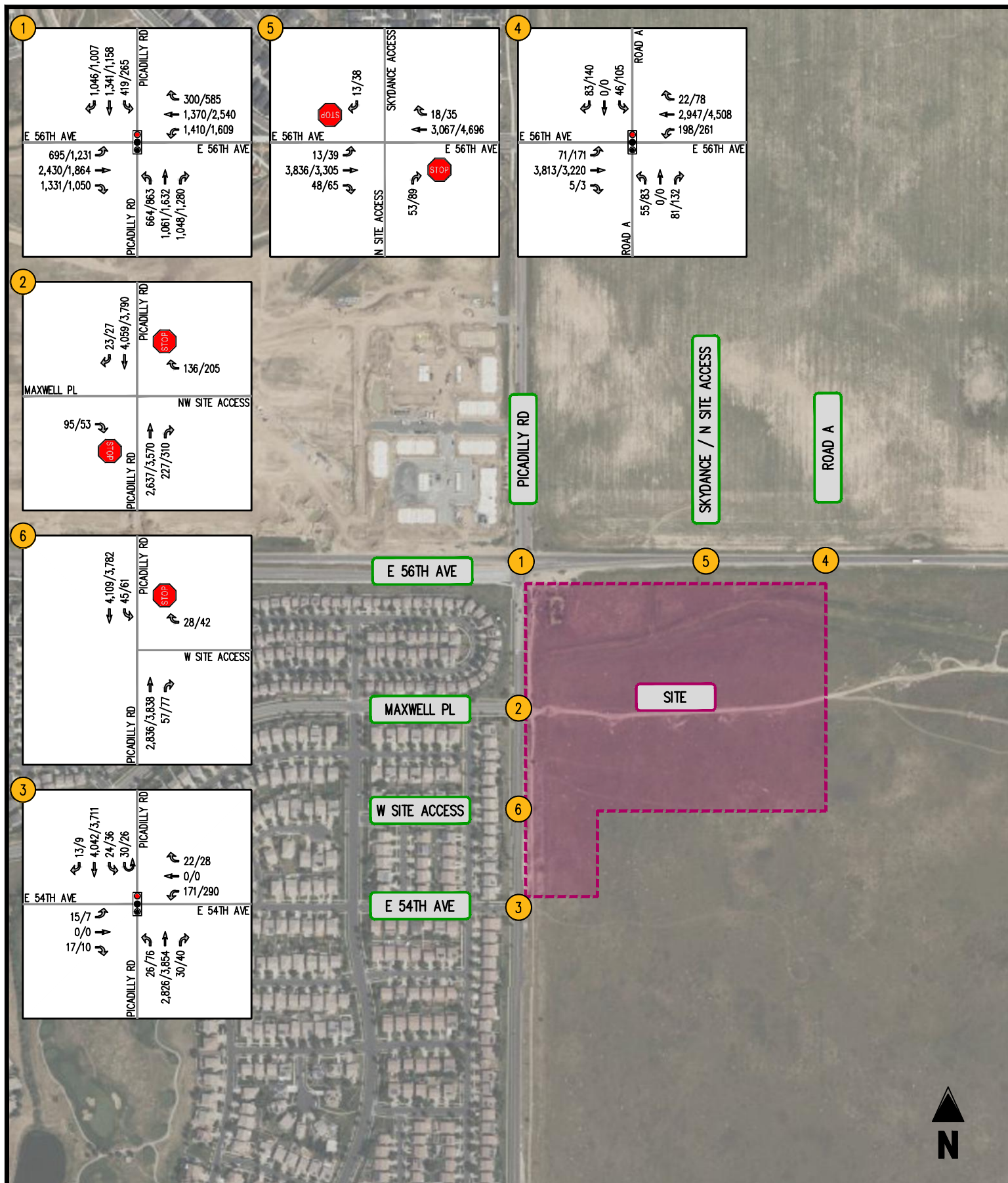


FIGURE 6-2
TOTAL FUTURE FORECASTS 2050

56TH & PICADILLY
AURORA, CO

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

← MOVEMENT
SIGNALIZED INTERSECTION
STOP SIGN
YIELD SIGN



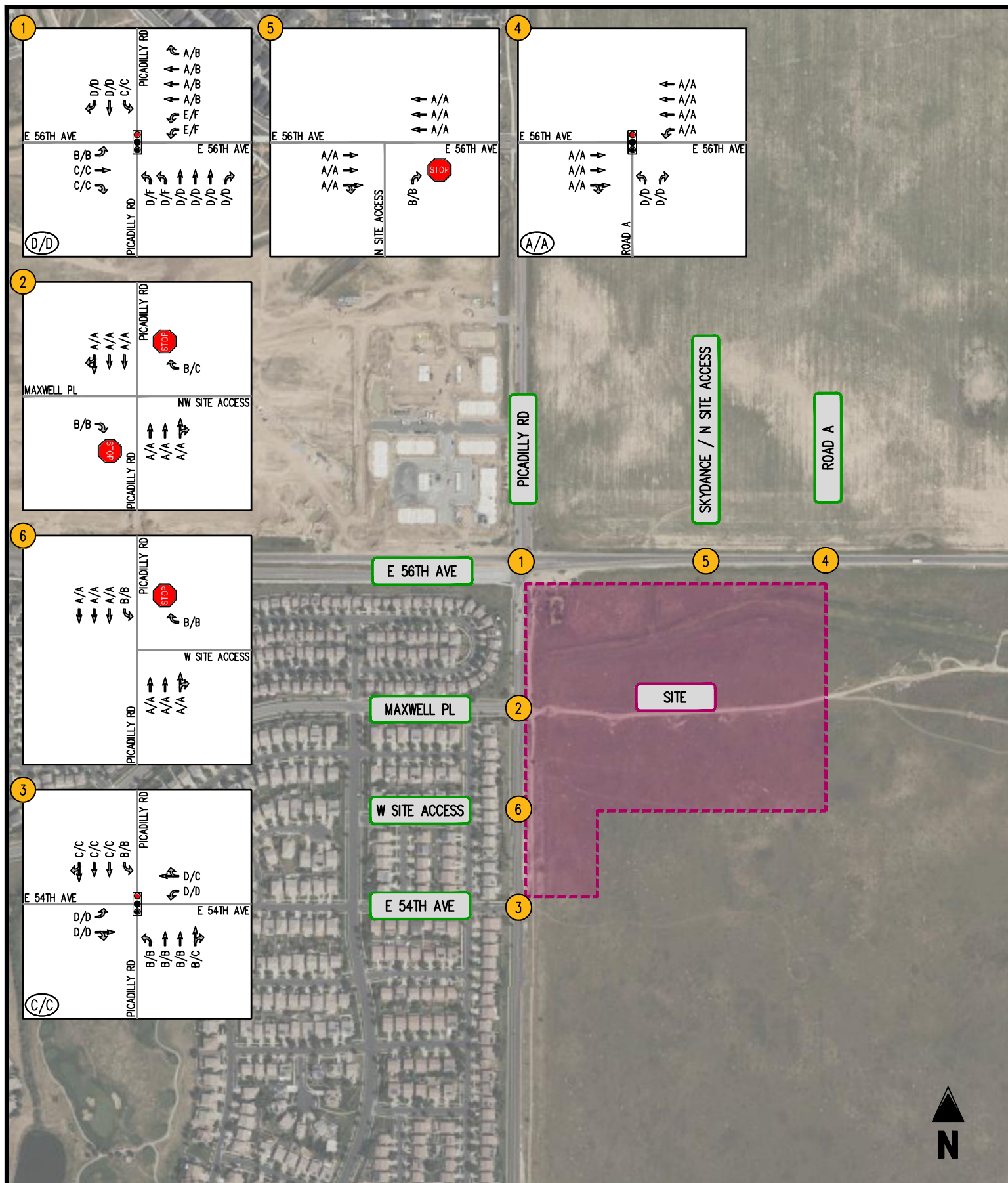


FIGURE 6-3
TOTAL FUTURE LEVELS OF SERVICE 2026

56TH & PICADILLY
 AURORA, CO

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

- ← MOVEMENT
- 🚦 SIGNALIZED INTERSECTION
- STOP SIGN
- YIELD SIGN



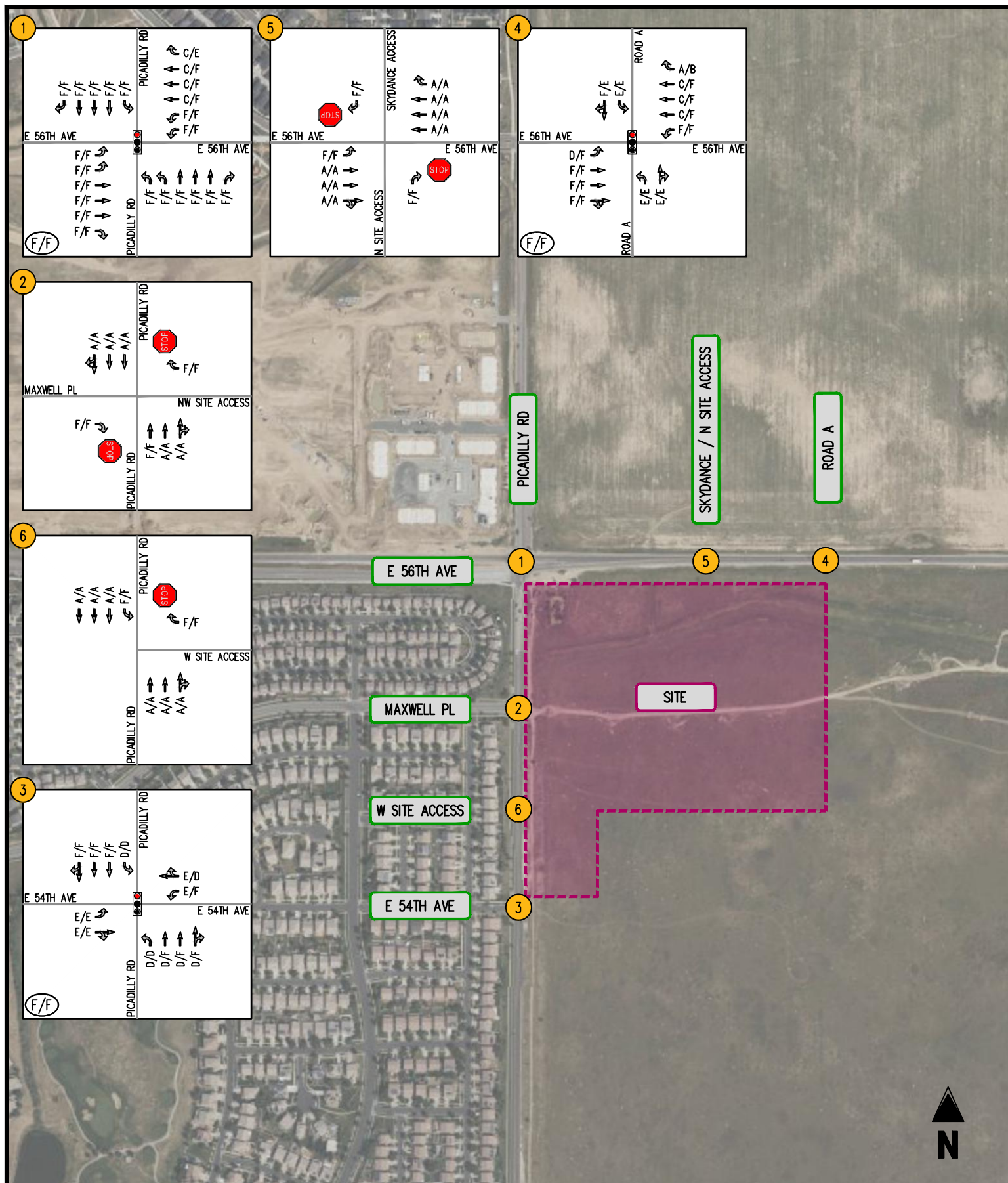


FIGURE 6-4
TOTAL FUTURE LEVELS OF SERVICE 2050

56TH & PICADILLY
AURORA, CO

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

- ← MOVEMENT
- 🚦 SIGNALIZED INTERSECTION
- 🛑 STOP SIGN
- 🚧 YIELD SIGN



Table 6-1
56th & Picadilly - Aurora, CO
Total Future Intersection Level of Service Summary^{(1) (2)}

				Background 2026		Background 2050		Total Future 2026		Total Future 2050				
Intersection	Operating Condition	Street Name	Approach/Movement	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
1 E 56th Ave & Picadilly Rd <i>Signalization + Lane Improvements</i>	SIGNAL	E 56th Ave	EBL	B (15.6)	B (16.5)	F (214.5)	F (622.6)	B (15.6)	B (16.9)	F (326.7)	F (663.3)			
			EBT	C (26.9)	C (24.2)	F (342.1)	F (223.1)	C (27.6)	C (25.4)	F (331.2)	F (245.9)			
			EBR	C (23.1)	C (22.8)	F (579.9)	F (380.1)	C (23.6)	C (24.0)	F (576.6)	F (397.4)			
			WBL	D (53.6)	E (66.9)	F (625.3)	F (660.3)	E (67.0)	F (83.2)	F (675.8)	F (675.5)			
			WBT	A (8.5)	B (10.4)	D (36.2)	F (349.7)	A (8.4)	B (10.3)	C (28.4)	F (340.0)			
			WBR	A (8.4)	B (10.2)	C (30.8)	F (161.3)	A (8.6)	B (10.7)	C (25.8)	F (161.3)			
			NBL	C (32.0)	C (33.2)	F (499.1)	F (551.7)	D (54.8)	F (84.1)	F (567.5)	F (593.8)			
			Picadilly Rd	NBT	D (36.8)	D (41.0)	F (122.3)	F (248.1)	D (41.5)	D (41.2)	F (116.0)	F (225.1)		
			NBR	D (47.0)	D (51.6)	F (417.1)	F (459.5)	D (51.4)	D (51.2)	F (423.9)	F (434.5)			
			SBL	C (32.5)	C (32.2)	F (497.8)	F (368.1)	C (32.7)	C (31.7)	F (515.4)	F (462.4)			
			Picadilly Rd	SBT	D (44.0)	D (41.0)	F (233.0)	F (186.7)	D (45.0)	D (41.0)	F (237.2)	F (192.3)		
			SBR	D (41.5)	D (40.8)	F (467.9)	F (451.8)	D (41.6)	D (40.1)	F (536.4)	F (468.0)			
			Overall	C (32.4)	C (33.3)	F (349.1)	F (388.0)	D (37.1)	D (40.5)	F (368.9)	F (397.1)			
			2 Maxwell Pl & Picadilly Rd <i>Picadilly Road Widening Project</i>	STOP	Maxwell Pl	EBR	B [13.3]	B [12.4]	F [1311.6]	F [458.2]	-	-	-	-
Picadilly Rd	NBT	A [0.0]			A [0.0]	A [0.0]	A [0.0]	-	-	-	-			
Picadilly Rd	NBR	A [0.0]			A [0.0]	A [0.0]	A [0.0]	-	-	-	-			
Picadilly Rd	SBT	A [0.0]			A [0.0]	A [0.0]	A [0.0]	-	-	-	-			
STOP	Maxwell Pl	EBR		-	-	-	-	B [13.7]	B [12.7]	F [1378.3]	F [498.7]			
	NW Site Access	WBR		-	-	-	-	B [13.4]	C [17.8]	F [441.1]	F [2571.6]			
	Picadilly Rd	NBT		-	-	-	-	A [0.0]	A [0.0]	A [0.0]	A [0.0]			
	Picadilly Rd	NBR		-	-	-	-	A [0.0]	A [0.0]	A [0.0]	A [0.0]			
	Picadilly Rd	SBT		-	-	-	-	A [0.0]	A [0.0]	A [0.0]	A [0.0]			
	Picadilly Rd	SBR		-	-	-	-	A [0.0]	A [0.0]	A [0.0]	A [0.0]			
3 E 54th Ave & Picadilly Rd <i>Added East Leg + Signal</i>	SIGNAL	E 54th Ave		EBL	D (45.1)	D (46.8)	E (69.2)	E (70.8)	D (45.1)	D (46.8)	E (64.3)	E (70.8)		
				EBTR	D (45.5)	D (47.5)	E (69.8)	E (71.7)	D (45.5)	D (47.5)	E (64.9)	E (71.7)		
				WBL	D (49.0)	D (50.2)	E (73.3)	E (74.7)	D (49.9)	D (52.1)	E (73.4)	F (106.6)		
				SW Site Access	WBTR	D (48.5)	D (47.9)	E (72.7)	E (72.0)	D (39.0)	C (32.8)	E (55.3)	D (51.6)	
			Picadilly Rd	NBL	A (7.7)	A (7.1)	D (44.0)	E (57.8)	B (12.0)	B (15.2)	D (35.8)	D (46.1)		
			NBT	A (8.5)	A (8.3)	B (15.9)	D (49.0)	B (14.8)	B (19.9)	D (45.2)	F (215.6)			
			NBR	A (8.6)	A (8.5)	B (17.7)	E (55.1)	B (15.1)	C (20.5)	D (53.6)	F (221.4)			
			SBL	A (7.5)	A (7.3)	B (16.1)	D (42.8)	B (11.8)	B (15.8)	D (35.8)	D (36.4)			
			Picadilly Rd	SBT	C (21.6)	C (21.1)	F (88.4)	B (16.4)	C (26.9)	C (30.7)	F (214.1)	F (164.1)		
			SBTR	C (21.8)	C (21.3)	F (92.6)	D (52.0)	C (27.3)	C (31.1)	F (217.5)	F (167.6)			
			Overall	B (17.7)	B (15.4)	E (60.7)	D (49.9)	C (25.1)	C (28.9)	F (143.1)	F (186.2)			
			4 E 56th Ave & Road A <i>3-Leg Intersection</i>	SIGNAL	E 56th Ave	EBT	A (0.2)	A (0.1)	-	-	A (0.3)	A (0.2)	-	-
						EBTR	A (0.3)	A (0.3)	-	-	A (0.5)	A (0.4)	-	-
						WBL	A (3.6)	A (4.0)	-	-	A (5.1)	A (5.9)	-	-
WBT	A (2.9)	A (3.7)				-	-	A (3.2)	A (4.0)	-	-			
Road A	NBL	D (43.8)				D (42.8)	-	-	D (43.2)	D (42.8)	-	-		
NBR	D (45.0)	D (44.4)				-	-	D (46.2)	D (50.6)	-	-			
Overall	A (2.9)	A (4.4)				-	-	A (5.9)	A (8.3)	-	-			
SIGNAL	E 56th Ave	EBL				-	-	D (45.4)	F (279.1)	-	-	D (45.0)	F (277.9)	
		EBT		-	-	F (108.0)	E (57.2)	-	-	F (145.5)	F (116.0)			
		EBTR		-	-	F (112.1)	E (63.9)	-	-	F (149.1)	F (120.9)			
		WBL		-	-	D (41.8)	D (40.6)	-	-	F (313.9)	F (344.4)			
		WBT		-	-	C (33.0)	F (280.7)	-	-	C (32.7)	F (290.6)			
		WBR		-	-	A (8.8)	B (11.3)	-	-	A (9.2)	B (12.3)			
SIGNAL	Road A	NBL		-	-	E (63.3)	E (59.5)	-	-	E (63.0)	E (62.6)			
		NBT	-	-	E (68.1)	E (64.6)	-	-	E (77.5)	E (73.7)				
		SBL	-	-	E (62.3)	E (62.1)	-	-	E (62.4)	E (73.5)				
		SBT	-	-	E (72.7)	F (80.8)	-	-	E (80.1)	E (79.3)				
		SBTR	-	-	E (74.8)	F (185.0)	-	-	F (101.3)	F (214.0)				
		Overall	-	-	-	-	-	-	-	-				
5 E 56th Ave & Skydance/N Site Access <i>3-Leg Intersection (With North Leg for Skydance Development)</i>	STOP	E 56th Ave	EBL	-	-	F (279.4)	F (9935.6)	-	-	-	-			
			EBT	-	-	A [0.0]	A [0.0]	-	-	-	-			
			WBT	-	-	A [0.0]	A [0.0]	-	-	-	-			
			WBR	-	-	A [0.0]	A [0.0]	-	-	-	-			
			SBR	-	-	F [66.5]	F [1110.3]	-	-	-	-			
			Skydance Access	-	-	-	-	-	-	-	-			
	STOP	E 56th Ave	EBTR	-	-	-	-	A [0.0]	A [0.0]	-	-			
			WBT	-	-	-	-	A [0.0]	A [0.0]	-	-			
			N Site Access	NBR	-	-	-	-	B [12.6]	B [12.2]	-	-		
				-	-	-	-	-	-	-	-			
				-	-	-	-	-	-	-	-			
				-	-	-	-	-	-	-	-			
	STOP	E 56th Ave	EBL	-	-	-	-	-	-	F [273.5]	F [9790.9]			
			EBT	-	-	-	-	-	-	A [0.0]	A [0.0]			
EBR			-	-	-	-	-	-	A [0.0]	A [0.0]				
WBT			-	-	-	-	-	-	A [0.0]	A [0.0]				
WBR			-	-	-	-	-	-	A [0.0]	A [0.0]				
N Site Access			NBR	-	-	-	-	-	-	F [548.6]	F [508.9]			
Skydance Access	SBR	-	-	-	-	-	-	F [65.8]	F [1097.2]					
6 W Site Access & Picadilly Rd	STOP	W Site Access	WBR	-	-	-	-	B [11.8]	B [13.1]	F [69.5]	F [437.7]			
			NBT	-	-	-	-	A [0.0]	A [0.0]	A [0.0]	A [0.0]			
			NBR	-	-	-	-	A [0.0]	A [0.0]	A [0.0]	A [0.0]			
			Picadilly Rd	SBL	-	-	-	-	B [12.1]	B [14.3]	F [546.6]	F [4232.4]		
			SBT	-	-	-	-	A [0.0]	A [0.0]	A [0.0]	A [0.0]			
				-	-	-	-	-	-	-	-			
	STOP	Picadilly Rd	NBT	-	-	-	-	-	-	-	-			
			NBR	-	-	-	-	-	-	-	-			
			SBL	-	-	-	-	-	-	-	-			
			SBT	-	-	-	-	-	-	-	-			
				-	-	-	-	-	-	-	-			
				-	-	-	-	-	-	-	-			
				-	-	-	-	-	-	-	-			
				-	-	-	-	-	-	-	-			

Notes : (1) Numbers in brackets [] represent delay at unsignalized intersections in seconds per vehicle.
(2) Numbers in parenthesis () represent delay at signalized intersections in seconds per vehicle.

Table 6-2
56th & Picadilly - Aurora, CO
Total Future Intersection Queueing Summary⁽¹⁾

Intersection	Operating Condition	Street Name	Approach/ Movement	Available Storage	Background 2026		Background 2050		Total Future 2026		Total Future 2050	
					AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1 E 56th Ave & Picadilly Rd <i>Signalization + Lane Improvements</i>	SIGNAL	E 56th Ave	EBL ⁽⁴⁾	400	64	96	619	1225	64	100	667	1238
			EBT	-	416	241	1438	1037	430	263	1438	1068
			EBR	-	56	41	2359	1725	57	63	2388	1776
		E 56th Ave	WBL ⁽²⁾	375	136	129	1341	660	147	131	1351	690
			WBT	-	93	162	497	497	58	103	419	501
			WBR	125	3	35	85	84	1	11	69	83
	Picadilly Rd	NBL ⁽³⁾	NBL	250	52	63	642	722	70	94	704	476
			NBT	-	63	87	569	917	56	67	563	475
			NBR	175	144	164	1772	2055	113	94	1792	1063
		Picadilly Rd	SBL	225	72	46	851	530	77	54	872	573
			SBT	-	194	171	783	657	201	178	790	668
			SBR	-	23	22	1818	1679	23	22	1857	1688
2 Maxwell Pl & Picadilly Rd <i>Picadilly Road Widening Project</i>	STOP	Maxwell Pl	EBR	-	18	10	305	148	-	-	-	-
			NBT	-	0	0	0	0	-	-	-	-
			NBR	-	0	0	0	0	-	-	-	-
			SBT	-	0	0	0	0	-	-	-	-
	Picadilly Road Widening Project Added East Leg	STOP	Maxwell Pl	EBR	-	-	-	-	18	10	308	150
			NW Site Access	WBR	-	-	-	-	25	55	305	663
			NBT	-	-	-	-	-	0	0	0	0
			Picadilly Rd	NBR	-	-	-	-	0	0	0	0
			SBT	-	-	-	-	-	0	0	0	0
			Picadilly Rd	SBR	-	-	-	-	0	0	0	0
3 E 54th Ave & Picadilly Rd <i>Added East Leg + Signal</i>	SIGNAL	E 54th Ave	EBL	-	30	19	41	27	30	19	39	27
			EBTR	-	0	0	0	0	0	0	0	0
			WBL	-	18	21	24	28	174	269	237	489
		E 54th Ave	WBTR	-	0	0	0	0	0	0	0	0
			NBL	125	18	42	16	25	24	63	24	103
			NBT	-	81	106	949	1817	149	214	1378	2215
	Picadilly Rd	NBR	NBR	-	0	0	0	0	0	0	0	0
			SBL	100	11	8	5	5	19	28	58	9
			SBT	-	95	79	528	472	121	105	2235	871
		Picadilly Rd	SBTR	-	0	0	0	0	0	0	0	0
4 E 56th Ave & Road A <i>3-Leg Intersection</i>	SIGNAL	E 56th Ave	EBTR	-	145	104	-	-	172	133	-	-
			WBL	350	14	16	-	-	56	82	-	-
			WBT	-	62	98	-	-	40	69	-	-
		Road A	NBL	-	31	43	-	-	75	101	-	-
			NBR	-	28	34	-	-	45	54	-	-
	4-Leg Intersection	SIGNAL	EBL	325	-	-	24	71	-	-	22	71
			EBTR	-	-	-	716	678	-	-	812	789
			WBL	350	-	-	41	50	-	-	235	397
			WBT	-	-	-	1307	2686	-	-	1278	2634
			WBR	-	-	-	0	5	-	-	0	5
			NBL	-	-	-	38	52	-	-	98	130
		Road A	NBTR	-	-	-	0	0	-	-	9	81
			SBL	-	-	-	85	164	-	-	85	189
			SBTR	-	-	-	0	79	-	-	14	93
5 E 56th Ave & Skydance/N Site Access <i>3-Leg Intersection (With North Leg for Skydance Development)</i>	STOP	E 56th Ave	EBL	273 *	-	-	45	180	-	-	-	-
			EBT	-	-	-	0	0	-	-	-	-
			WBT	-	-	-	0	0	-	-	-	-
			WBR	200	-	-	0	0	-	-	-	-
	Skydance Access	SBR	SBR	-	-	-	18	143	-	-	-	-
	3-Leg Intersection (With South Leg for Site Access)	STOP	E 56th Ave	EBTR	-	-	-	-	0	0	-	-
			E 56th Ave	WBT	-	-	-	-	0	0	-	-
			N Site Access	NBR	-	-	-	-	10	15	-	-
	4-Leg Intersection	STOP	EBL	273 *	-	-	-	-	-	-	43	180
			EBT	-	-	-	-	-	-	-	0	0
			EBR	-	-	-	-	-	-	-	0	0
			WBT	-	-	-	-	-	-	-	0	0
		E 56th Ave	WBR	200	-	-	-	-	-	-	0	0
			NBR	-	-	-	-	-	-	-	155	228
			Skydance Access	SBR	-	-	-	-	-	-	18	143
6 W Site Access & Picadilly Rd	STOP	W Site Access	WBR	-	-	-	-	-	5	8	35	123
			NBT	-	-	-	-	-	0	0	0	0
			Picadilly Rd	NBR	-	-	-	-	0	0	0	0
			SBL	250	-	-	-	-	8	13	138	245
			Picadilly Rd	SBT	-	-	-	-	0	0	0	0

Notes : (1) Queue length, in feet, is based on the 95th percentile queue as reported by Synchro, Version 12.

(2) Dual left in 2026 and 2050 Background Future and Total Future conditions

(3) Dual left in 2050 Background Future conditions and 2026 and 2050 Total Future conditions

(4) Dual left in 2050 Background Future and Total Future conditions

* Storage length per Skydance Development TIS

VII. Conclusions and Recommendations

Conclusions

Based on the results of this traffic impact study, the following may be concluded:

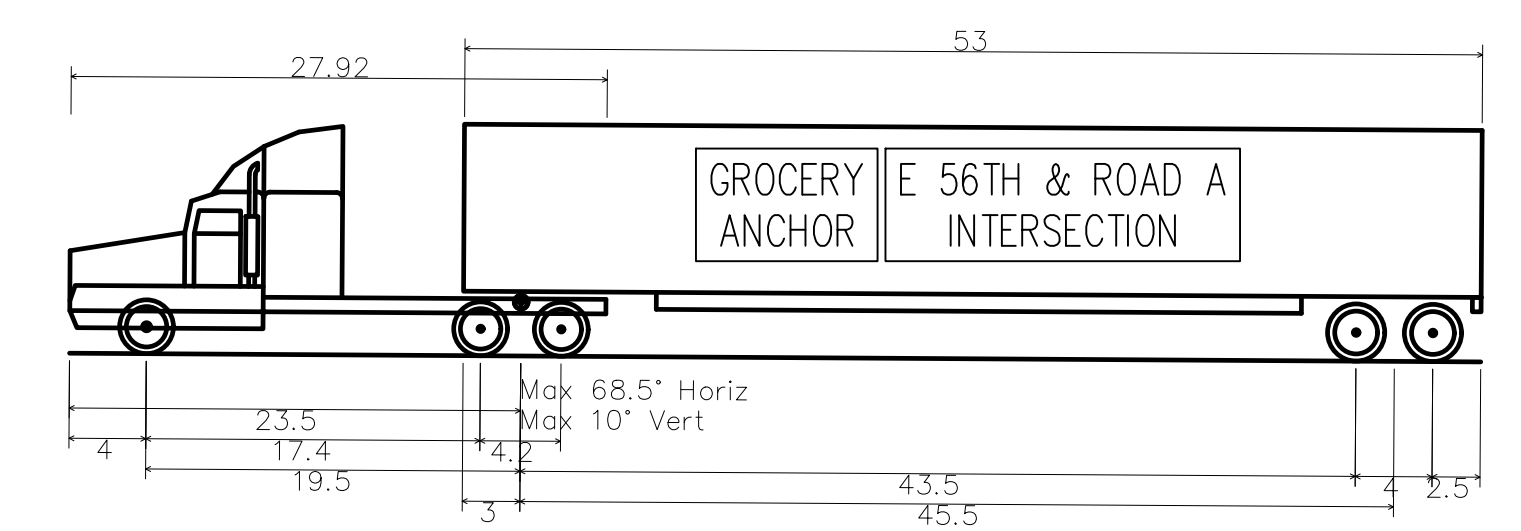
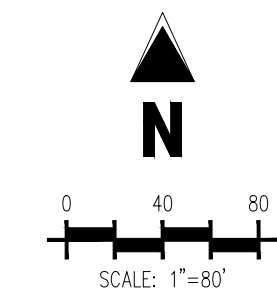
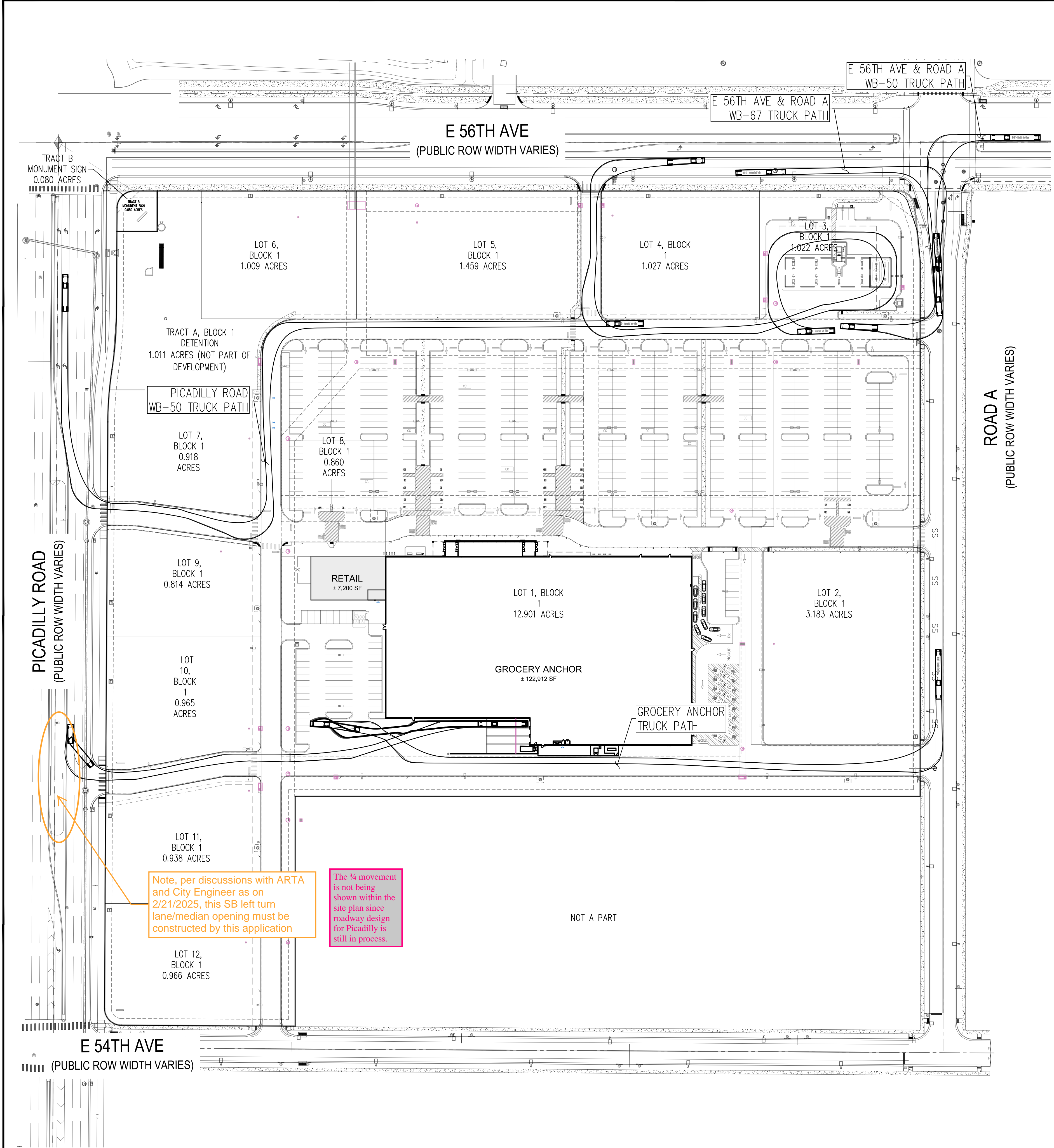
- Under existing traffic conditions, the unsignalized intersection movements within the study area currently operate at overall acceptable levels of service (LOS) “D” or better during the weekday AM and PM peak hours with the exception of the eastbound through, the northbound through/right, and southbound through/right movements at E 56th Ave & Picadilly Rd which operate at LOS “E” or “F”. All queues remain within their respective storage lengths.
- Under background future 2026 conditions the unsignalized intersection movements would operate at acceptable LOS “B” or better and the signalized intersections would operate at acceptable overall LOS “C” or better. All queues would be contained within the available storage during background 2026 conditions.
- During background 2050 conditions, the unsignalized intersection movements would operate at acceptable LOS “D” or better with the exception of the eastbound right turn at Maxwell PI & Picadilly Rd which would operate at LOS “F” during the weekday peak hours as well as the eastbound left and southbound right movements at E 56th Ave & Skydance Access which would operate at LOS “F” during the weekday peak hours due to regional growth. The signalized intersections are forecasted to operate at acceptable overall LOS “D” or better in 2050 conditions with the exception of the E 56th Ave & Picadilly Rd intersection which would operate at LOS “F” during the weekday peak hours, the E 54th Ave & Picadilly Rd intersection which would operate at LOS “E” during the AM peak hour, and the E 56th Ave & Road A intersection which would operate at LOS “E” during the AM peak hour and LOS “F” during the PM peak hour.
- During background 2050 conditions, all queues are expected to be contained in their respective storage with the exception of the eastbound left, westbound left, northbound left, northbound right, and southbound left movements at the E 56th Ave & Picadilly Rd intersection during weekday peak hours
- The proposed site development would generate, upon completion and full occupancy, 624 net new weekday AM and 955 net new weekday PM peak hour vehicle trips as well as 11,586 net new weekday daily trips.
- During total future 2026 conditions, the unsignalized intersection movements would operate at acceptable LOS “C” or better and the signalized intersections would operate at acceptable overall LOS “D” or better.
- During total future 2050 conditions, the signalized intersections would operate at LOS “F” during the weekday AM and PM peak hours. The unsignalized intersection movements would operate at acceptable LOS “D” or better with the exception of
 - The eastbound right and westbound right movements at Maxwell PI & Picadilly Rd which would operate at LOS “F”.
 - The eastbound left, northbound right, and southbound right movements at E 56th Ave & Skydance/N Site Access which would operate at LOS “F”.
 - The westbound right and southbound left movements at W Site Access & Picadilly Rd which would operate at LOS “F”.

- Queues in total future conditions remain within their respective storage lengths except for the eastbound left, westbound left, northbound left, northbound right and southbound left movements at the intersection of E 56th Ave & Picadilly Rd during 2050 weekday peak hours as well as the westbound left movement at E 56th Ave & Road A during the 2050 PM peak hour.

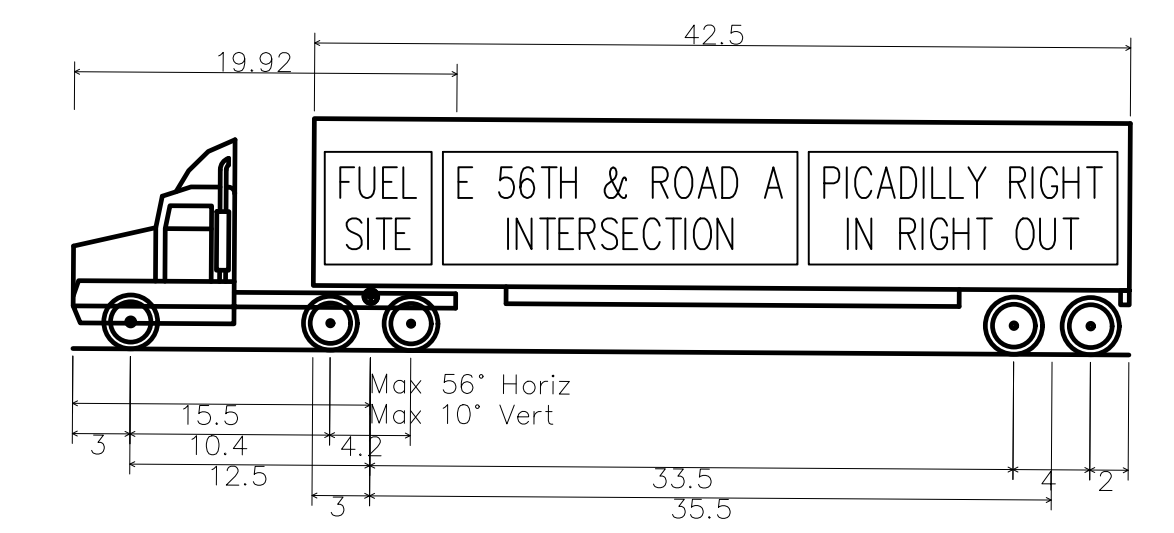
Recommendations

- It is recommended that the Applicant provide access consistent with the site plan contained herein.
- Site access should be provided via:
 - Northbound through/right lane at Maxwell Pl & Picadilly Rd.
 - 100' southbound left lane, northbound through/right lane, and eastbound through/right lane at E 54th Ave & Picadilly Rd.
 - Eastbound through/right lane and 350' westbound left lane at E 56th Ave & Road A.
 - Eastbound through/right lane at E 56th Ave & N Site Access.
 - Northbound through/right lane at W Site Access & Picadilly Rd.

APPENDIX A – Full Sized Conceptual Plan



WB-67 – Interstate Semi-Trailer
Overall Length 73.500ft
Overall Width 8.500ft
Overall Body Height 12.052ft
Min Body Ground Clearance 1.334ft
Max Track Width 8.500ft
Lock-to-lock time 6.00s
Max Steering Angle (Virtual) 28.40°



WB-50 – Intermediate Semi-Trailer
Overall Length 55.000ft
Overall Width 8.500ft
Overall Body Height 12.052ft
Min Body Ground Clearance 1.334ft
Max Track Width 8.500ft
Lock-to-lock time 6.00s
Max Steering Angle (Virtual) 17.90°

NOT FOR
CONSTRUCTION

56TH & PICADILLY MARKETPLACE AT GYRE
SITE PLAN SET

DA-1662-36
AURORA, COLORADO

#	Date	Issue / Description	Init.
A	10/02/24	1ST SP SUBMITTAL	AJP
B	02/04/25	2ND SP SUBMITTAL	AJP

Project No:	KSS000156
Drawn By:	JKS
Checked By:	TDK
Date:	FEBRUARY 2025

VEHICLE CIRCULATION PLAN

APPENDIX B – LOS Descriptions

Level of Service for Signalized Intersections

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Specifically, level-of-service (LOS) criteria are stated in terms of the average stopped delay per vehicle for a 15-min analysis period. The criteria are given in Exhibit 16-2. Delay may be measured in the field or estimated using procedures presented later in this chapter. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group in question.

LOS A describes operations with very low delay, up to 10 sec per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

LOS B describes operations with delay greater than 10 and up to 20 sec per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.

Exhibit 16-2. Level-of-Service Criteria for Signalized Intersections

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	> 80.0

LOS C describes operations with delay greater than 20 and up to 35 sec per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with delay greater than 35 and up to 55 sec per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with delay greater than 55 and up to 80 sec per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with delay in excess of 80 sec per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: Highway Capacity Manual, 2000. Transportation Research Board, National Research Council

Level of Service Criteria for Stop Sign Controlled Intersections

The level of service criteria are given in Table 17-2. As used here, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in queue.

The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. . . .

Table 17-2. Level of Service Criteria for TWSC Intersections

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (sec/veh)
A	≤ 10
B	$> 10 \text{ and } \leq 15$
C	$> 15 \text{ and } \leq 25$
D	$> 25 \text{ and } \leq 35$
E	$> 35 \text{ and } \leq 50$
F	> 50

Average total delay less than 10 sec/veh is defined as Level of Service (LOS) A. Follow-up times of less than 5 sec have been measured when there is no conflicting traffic for a minor street movement, so control delays of less than 10 sec/veh are appropriate for low flow conditions. To remain consistent with the AWSC intersection analysis procedure described later in this chapter, a total delay of 50 sec/veh is assumed as the break point between LOS E and F.

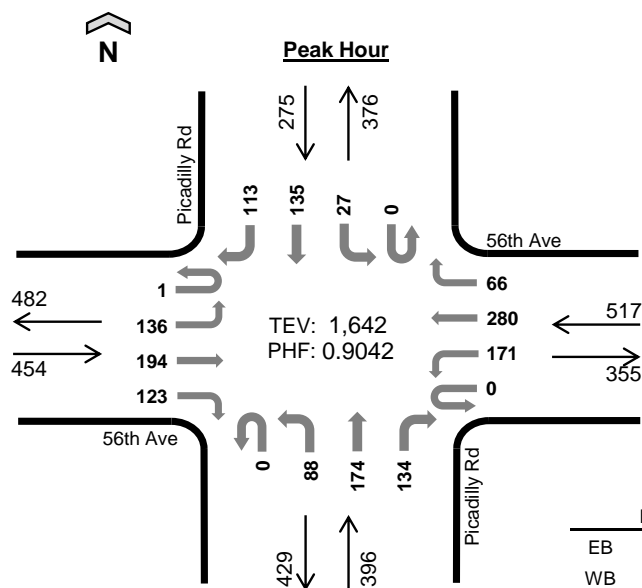
The proposed level of service criteria for TWSC intersections are somewhat different from the criteria used in Chapter 16 for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, several driver behavior considerations combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, where drivers on the minor approaches to unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized than signalized intersections. For these reasons, it is considered that the total delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. . . .

LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to cross safely through a major street traffic stream. This level of service is generally evident from extremely long total delays experienced by side street traffic and by queueing on the minor approaches. The method, however, is based on a constant critical gap size - that is, the critical gap remains constant, no matter how long the side street motorist waits. LOS F may also appear in the form of side street vehicles' selecting smaller-than-usual gaps. In such cases, safety may be a problem and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior. The latter is more difficult to observe on the field than queueing, which is more obvious.

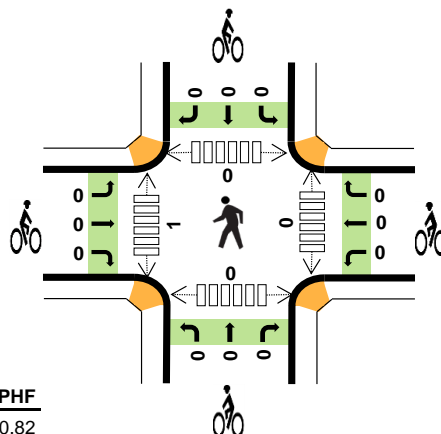
Source: Highway Capacity Manual, 2000. Transportation Research Board, National Research Council

APPENDIX C – Traffic Counts

Picadilly Rd 56th Ave



Date: 9/12/2024
Count Period: 7:00 AM to 7:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	6%	0.82
WB	8%	0.85
NB	7%	0.85
SB	3%	0.87
TOTAL	6%	0.90

Peak Hour Count Summaries

Peak Hour Interval Start		56th Ave				56th Ave				Picadilly Rd				Picadilly Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	32	35	37	0	44	55	10	0	25	41	24	0	7	35	29	374	0
4:45 PM		0	26	51	28	0	49	59	13	0	20	46	33	0	4	37	29	395	0
5:00 PM		0	36	45	26	0	40	86	26	0	30	39	47	0	13	37	29	454	0
5:15 PM		1	42	63	32	0	38	80	17	0	13	48	30	0	3	26	26	419	1,642
Pk Hr	All	1	136	194	123	0	171	280	66	0	88	174	134	0	27	135	113	1,642	
	HV	0	2	23	4	0	18	21	1	0	9	8	12	0	2	4	2	106	
	HV%	0%	1%	12%	3%	-	11%	8%	2%	-	10%	5%	9%	-	7%	3%	2%	6%	

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

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

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:30 PM	7	12	8	2	29	0	0	0	0	0	0	0	0	0	0
4:45 PM	7	12	6	2	27	0	0	0	0	0	0	0	0	0	0
5:00 PM	7	7	9	1	24	0	0	0	0	0	0	0	0	0	0
5:15 PM	8	9	6	3	26	0	0	0	0	0	0	1	0	0	1
Peak Hour	29	40	29	8	106	0	0	0	0	0	0	1	0	0	1

Count Summaries - All Vehicles																			
Interval Start		56th Ave				56th Ave				Picadilly Rd				Picadilly Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	25	67	27	0	14	35	5	0	14	29	37	0	4	46	27	330	0
	7:15 AM	0	23	65	30	0	37	26	6	0	11	24	28	0	14	47	38	349	0
	7:30 AM	0	17	66	32	0	36	32	11	0	24	43	35	0	12	44	25	377	0
	7:45 AM	0	22	76	41	0	45	42	11	0	23	36	34	0	12	27	24	393	1,449
	8:00 AM	0	17	63	54	0	37	47	5	0	19	28	27	0	7	39	29	372	1,491
	8:15 AM	0	24	38	43	0	25	42	7	0	32	23	25	0	7	24	17	307	1,449
	8:30 AM	1	27	53	29	0	21	35	6	0	26	30	25	0	7	31	19	310	1,382
	8:45 AM	0	23	51	29	0	20	45	7	0	8	19	27	0	3	27	26	285	1,274
	9:00 AM	0	22	45	18	0	20	44	6	0	9	19	19	0	5	12	24	243	1,145
	9:15 AM	0	12	46	19	0	12	35	1	0	18	20	19	1	4	19	21	227	1,065
	9:30 AM	0	22	47	15	0	12	33	5	0	10	12	19	3	3	17	35	233	988
	9:45 AM	0	21	33	14	0	11	44	2	0	9	14	17	0	4	10	17	196	899
	10:00 AM	2	20	44	19	0	19	33	1	0	14	19	14	0	7	12	29	233	889
	10:15 AM	1	19	27	17	0	10	38	4	0	10	17	19	0	5	19	30	216	878
	10:30 AM	0	8	34	10	0	13	25	2	0	8	12	17	0	4	16	11	160	805
	10:45 AM	0	21	44	18	0	14	32	2	0	7	20	19	0	4	17	26	224	833
	11:00 AM	0	18	37	17	0	11	47	5	0	13	20	20	0	3	16	25	232	832
	11:15 AM	0	16	48	18	0	12	39	5	0	16	17	23	0	1	19	25	239	855
	11:30 AM	0	13	56	17	0	21	38	5	0	12	15	17	0	1	29	23	247	942
	11:45 AM	0	22	56	25	0	22	46	4	0	5	13	24	0	3	17	20	257	975
	12:00 PM	1	21	46	19	0	22	53	3	0	13	18	19	0	6	21	34	276	1,019
	12:15 PM	1	22	41	19	0	16	35	3	0	20	23	14	0	7	26	31	258	1,038
	12:30 PM	0	35	39	21	0	19	41	10	0	12	16	14	0	1	17	16	241	1,032
	12:45 PM	1	22	45	12	0	27	42	5	0	16	26	27	0	9	11	17	260	1,035
	1:00 PM	0	18	50	23	0	21	45	3	0	8	18	28	0	9	23	34	280	1,039
	1:15 PM	0	27	42	16	0	28	53	3	0	16	19	24	0	1	19	28	276	1,057
	1:30 PM	0	25	44	25	0	16	68	2	0	17	17	26	0	3	20	33	296	1,112
	1:45 PM	1	26	49	19	0	33	34	3	0	16	22	24	0	2	24	21	274	1,126
	2:00 PM	1	16	44	20	0	39	64	6	0	21	20	11	0	4	35	21	302	1,148
	2:15 PM	0	21	45	25	0	21	52	2	0	17	30	17	0	7	29	27	293	1,165
	2:30 PM	0	25	32	32	0	21	72	5	0	17	36	23	0	8	38	14	323	1,192
	2:45 PM	1	20	31	24	0	28	60	9	0	22	43	10	0	5	35	34	322	1,240
	3:00 PM	0	26	28	50	0	40	52	5	0	12	30	27	0	4	37	34	345	1,283
	3:15 PM	0	25	34	43	0	39	63	5	0	30	35	28	0	5	47	25	379	1,369
	3:30 PM	0	19	50	34	0	32	66	9	0	34	42	25	0	8	35	29	383	1,429
	3:45 PM	0	20	47	36	0	47	78	5	0	8	41	37	0	0	35	24	378	1,485
	4:00 PM	0	17	44	36	0	46	61	12	0	19	36	19	0	11	41	19	361	1,501
	4:15 PM	0	33	49	35	0	29	57	9	0	18	44	30	0	2	35	30	371	1,493
	4:30 PM	0	32	35	37	0	44	55	10	0	25	41	24	0	7	35	29	374	1,484
	4:45 PM	0	26	51	28	0	49	59	13	0	20	46	33	0	4	37	29	395	1,501
	5:00 PM	0	36	45	26	0	40	86	26	0	30	39	47	0	13	37	29	454	1,594
	5:15 PM	1	42	63	32	0	38	80	17	0	13	48	30	0	3	26	26	419	1,642
	5:30 PM	0	23	39	42	0	37	53	13	0	26	39	22	0	6	37	29	366	1,634
	5:45 PM	0	32	27	27	0	36	52	6	0	38	49	19	0	5	23	20	334	1,573
	6:00 PM	0	32	40	24	0	28	52	9	0	24	51	26	0	2	30	28	346	1,465
	6:15 PM	0	26	28	35	0	32	33	6	0	17	27	16	0	6	27	19	272	1,318
	6:30 PM	2	37	25	27	0	17	53	3	0	15	34	18	0	2	18	25	276	1,228
	6:45 PM	0	39	55	25	0	24	36	1	0	9	25	17	0	7	28	20	286	1,180
Count Total		13	1,135	2,164	1,284	0	1,281	2,313	303	0	821	1,345	1,120	4	257	1,314	1,216	14,570	
Pk Hr	All	1	136	194	123	0	171	280	66	0	88	174	134	0	27	135	113	1,642	
	HV	0	2	23	4	0	18	21	1	0	9	8	12	0	2	4	2	106	
	HV%	0%	1%	12%	3%	-	11%	8%	2%	-	10%	5%	9%	-	7%	3%	2%	6%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	8	5	7	5	25	0	0	0	0	0	0	0	0	0	0
7:15 AM	9	7	5	2	23	0	0	0	0	0	0	0	0	0	0
7:30 AM	8	8	6	1	23	0	0	0	0	0	0	0	0	0	0
7:45 AM	13	12	5	3	33	0	0	0	0	0	0	0	0	0	0
8:00 AM	6	8	10	1	25	0	0	0	0	0	0	0	0	0	0
8:15 AM	12	13	10	2	37	0	0	0	0	0	0	0	0	0	0
8:30 AM	12	10	8	5	35	0	0	0	0	0	0	0	0	0	0
8:45 AM	9	9	5	5	28	0	0	0	0	0	0	0	1	0	1
9:00 AM	7	10	6	4	27	0	0	0	0	0	0	0	0	0	0
9:15 AM	9	15	9	1	34	0	0	0	0	0	0	0	0	0	0
9:30 AM	14	20	4	6	44	0	0	0	0	0	0	0	0	0	0
9:45 AM	7	24	6	1	38	0	0	0	0	0	0	0	0	0	0
10:00 AM	8	13	7	3	31	0	0	0	0	0	0	0	0	0	0
10:15 AM	6	14	6	5	31	0	0	0	0	0	0	0	0	0	0
10:30 AM	7	9	3	2	21	0	0	0	0	0	0	1	0	0	1
10:45 AM	8	9	8	3	28	0	0	0	0	0	2	1	0	0	3
11:00 AM	10	11	3	2	26	0	0	0	0	0	2	0	0	0	2
11:15 AM	10	14	7	4	35	0	0	0	0	0	1	0	3	0	4
11:30 AM	9	6	8	4	27	0	0	0	0	0	0	1	0	0	1
11:45 AM	9	12	10	6	37	0	0	0	0	0	0	1	0	0	1
12:00 PM	3	8	9	3	23	0	0	0	0	0	0	0	0	0	0
12:15 PM	8	5	7	0	20	0	0	0	0	0	0	0	0	0	0
12:30 PM	12	8	9	1	30	0	0	0	0	0	0	1	0	0	1
12:45 PM	10	10	8	2	30	0	0	0	0	0	0	1	0	0	1
1:00 PM	9	12	6	3	30	0	0	0	0	0	0	0	0	0	0
1:15 PM	8	10	10	2	30	0	0	0	0	0	0	1	0	0	1
1:30 PM	1	7	6	3	17	0	0	0	0	0	0	0	0	0	0
1:45 PM	11	10	8	4	33	0	0	0	0	0	0	0	0	0	0
2:00 PM	10	6	5	2	23	0	0	0	0	0	0	0	0	0	0
2:15 PM	10	7	11	2	30	0	0	0	0	0	0	1	0	0	1
2:30 PM	6	9	6	4	25	0	0	0	0	0	0	0	0	0	0
2:45 PM	9	7	6	5	27	0	0	0	0	0	0	0	0	0	0
3:00 PM	9	7	3	5	24	0	0	0	0	0	0	0	0	0	0
3:15 PM	5	15	6	3	29	0	0	0	0	0	0	0	0	0	0
3:30 PM	10	10	12	3	35	0	0	0	0	0	0	1	0	0	1
3:45 PM	7	11	4	2	24	0	0	0	0	0	0	1	0	0	1
4:00 PM	5	9	2	8	24	0	0	0	0	0	0	2	0	0	2
4:15 PM	6	3	3	2	14	0	0	0	0	0	0	0	0	0	0
4:30 PM	7	12	8	2	29	0	0	0	0	0	0	0	0	0	0
4:45 PM	7	12	6	2	27	0	0	0	0	0	0	0	0	0	0
5:00 PM	7	7	9	1	24	0	0	0	0	0	0	0	0	0	0
5:15 PM	8	9	6	3	26	0	0	0	0	0	0	1	0	0	1
5:30 PM	5	4	6	2	17	0	0	0	0	0	0	0	0	0	0
5:45 PM	2	4	2	0	8	0	0	0	0	0	0	0	0	0	0
6:00 PM	3	5	4	1	13	0	0	1	0	1	1	1	0	0	2
6:15 PM	4	0	3	0	7	0	0	0	0	0	0	0	0	0	0
6:30 PM	1	10	3	1	15	0	0	0	0	0	0	0	0	0	0
6:45 PM	9	2	4	0	15	0	0	0	0	0	0	1	0	0	1
Count Total	373	448	305	131	1257	0	0	1	0	1	6	15	4	0	25
Peak Hour	29	40	29	8	106	0	0	0	0	0	0	1	0	0	1

Count Summaries - Heavy Vehicles

Interval Start	56th Ave				56th Ave				Picadilly Rd				Picadilly Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	3	3	0	2	3	0	0	0	2	5	0	1	4	0	25	0
7:15 AM	0	5	2	2	0	2	4	1	0	1	3	1	0	0	1	1	23	0
7:30 AM	0	0	6	2	0	4	3	1	0	2	1	3	0	0	1	0	23	0
7:45 AM	0	1	10	2	0	6	6	0	0	0	1	4	0	1	1	1	33	104
8:00 AM	0	0	5	1	0	5	3	0	0	0	4	6	0	0	0	1	25	104
8:15 AM	0	2	7	3	0	4	8	1	0	3	3	4	0	0	1	1	37	118
8:30 AM	0	1	9	2	0	1	7	2	0	0	2	6	0	0	3	2	35	130
8:45 AM	0	4	3	2	0	5	3	1	0	0	2	3	0	0	3	2	28	125
9:00 AM	0	1	5	1	0	2	8	0	0	0	2	4	0	1	3	0	27	127
9:15 AM	0	1	4	4	0	2	13	0	0	1	5	3	0	1	0	0	34	124
9:30 AM	0	2	6	6	0	3	15	2	0	1	0	3	0	1	4	1	44	133
9:45 AM	0	0	5	2	0	3	21	0	0	2	2	2	0	0	1	0	38	143
10:00 AM	0	0	8	0	0	3	10	0	0	2	2	3	0	2	0	1	31	147
10:15 AM	0	1	4	1	0	4	7	3	0	2	1	3	0	1	3	1	31	144
10:30 AM	0	0	5	2	0	2	7	0	0	0	1	2	0	0	2	0	21	121
10:45 AM	0	1	6	1	0	3	5	1	0	1	4	3	0	0	2	1	28	111
11:00 AM	0	2	6	2	0	2	9	0	0	0	0	3	0	0	2	0	26	106
11:15 AM	0	0	7	3	0	5	8	1	0	4	0	3	0	0	3	1	35	110
11:30 AM	0	0	3	6	0	2	4	0	0	2	1	5	0	0	4	0	27	116
11:45 AM	0	1	4	4	0	2	10	0	0	0	5	5	0	1	5	0	37	125
12:00 PM	0	0	0	3	0	4	4	0	0	1	3	5	0	1	2	0	23	122
12:15 PM	0	2	2	4	0	0	4	1	0	1	4	2	0	0	0	0	20	107
12:30 PM	0	1	8	3	0	1	5	2	0	2	2	5	0	0	1	0	30	110
12:45 PM	0	1	8	1	0	4	4	2	0	4	1	3	0	1	1	0	30	103
1:00 PM	0	2	6	1	0	7	5	0	0	0	1	5	0	1	0	2	30	110
1:15 PM	0	0	6	2	0	3	6	1	0	4	2	4	0	0	0	2	30	120
1:30 PM	0	0	1	0	0	2	5	0	0	1	1	4	0	0	2	1	17	107
1:45 PM	0	1	7	3	0	6	2	2	0	2	2	4	0	0	3	1	33	110
2:00 PM	0	0	8	2	0	4	1	1	0	1	1	3	0	0	1	1	23	103
2:15 PM	0	0	8	2	0	0	7	0	0	5	5	1	0	1	1	0	30	103
2:30 PM	0	0	5	1	0	4	5	0	0	1	2	3	0	2	1	1	25	111
2:45 PM	0	1	6	2	0	4	3	0	0	2	2	2	0	1	3	1	27	105
3:00 PM	0	0	3	6	0	5	0	2	0	1	2	0	0	0	3	2	24	106
3:15 PM	0	0	3	2	0	8	5	2	0	2	2	2	0	0	3	0	29	105
3:30 PM	0	0	6	4	0	3	7	0	0	1	3	8	0	1	2	0	35	115
3:45 PM	0	0	5	2	0	5	5	1	0	1	1	2	0	0	2	0	24	112
4:00 PM	0	1	2	2	0	6	3	0	0	0	1	1	0	3	5	0	24	112
4:15 PM	0	1	4	1	0	2	1	0	0	1	2	0	0	0	0	2	14	97
4:30 PM	0	0	6	1	0	6	6	0	0	3	3	2	0	0	1	1	29	91
4:45 PM	0	2	3	2	0	4	8	0	0	2	1	3	0	1	1	0	27	94
5:00 PM	0	0	7	0	0	2	4	1	0	3	3	3	0	1	0	0	24	94
5:15 PM	0	0	7	1	0	6	3	0	0	1	1	4	0	0	2	1	26	106
5:30 PM	0	0	4	1	0	1	2	1	0	0	2	4	0	0	2	0	17	94
5:45 PM	0	0	2	0	0	2	1	1	0	1	0	1	0	0	0	0	8	75
6:00 PM	0	0	2	1	0	3	2	0	0	0	1	3	0	0	1	0	13	64
6:15 PM	0	1	2	1	0	0	0	0	0	0	1	2	0	0	0	0	7	45
6:30 PM	0	0	0	1	0	6	4	0	0	1	0	2	0	0	1	0	15	43
6:45 PM	0	0	7	2	0	2	0	0	0	1	0	3	0	0	0	0	15	50
Count Total	0	37	236	100	0	162	256	30	0	63	90	152	0	22	81	28	1,257	
Pk Hr Heavy	0	2	23	4	0	18	21	1	0	9	8	12	0	2	4	2	106	

Count Summaries - Bikes

Interval Start	56th Ave				56th Ave				Picadilly Rd				Picadilly Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

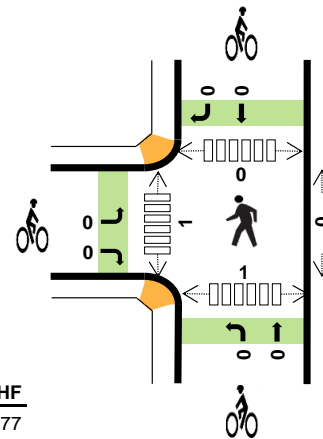
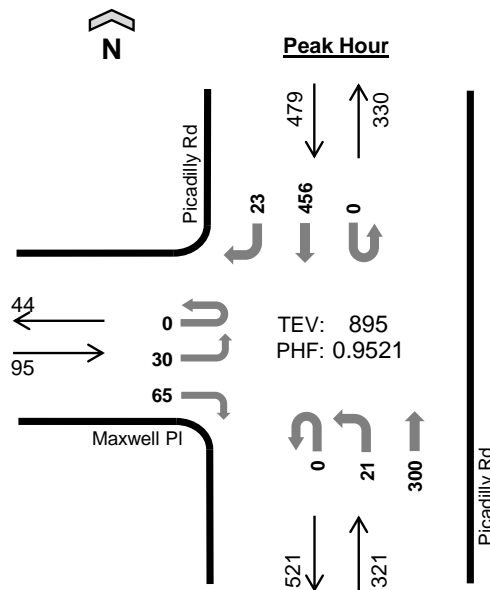
**Picadilly Rd
Maxwell PI**



Date: 9/12/2024

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:15 AM to 8:15 AM



	HV%	PHF
EB	5%	0.77
WB	--	--
NB	8%	0.83
SB	6%	0.91
TOTAL	7%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		Maxwell Pl				n/a				Picadilly Rd				Picadilly Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	10	0	21	0	0	0	0	0	4	59	0	0	0	108	3	205	0
7:30 AM		0	7	0	17	0	0	0	0	0	5	86	0	0	0	108	7	230	0
7:45 AM		0	7	0	9	0	0	0	0	0	6	91	0	0	0	114	8	235	0
8:00 AM		0	6	0	18	0	0	0	0	0	6	64	0	0	0	126	5	225	895
Pk Hr	All	0	30	0	65	0	0	0	0	0	21	300	0	0	0	456	23	895	
	HV	0	1	0	4	0	0	0	0	0	0	27	0	0	0	24	3	59	
	HV%	-	3%	-	6%	-	-	-	-	-	0%	9%	-	-	-	5%	13%	7%	

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

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

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:15 AM	0	0	5	5	10	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	0	6	7	15	0	0	0	0	0	0	0	0	0	0
7:45 AM	2	0	5	9	16	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	11	6	18	0	0	0	0	0	0	1	0	1	2
Peak Hour	5	0	27	27	59	0	0	0	0	0	0	1	0	1	2

Count Summaries - All Vehicles

Interval Start		Maxwell PI				n/a				Picadilly Rd				Picadilly Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	6	0	8	0	0	0	0	0	3	71	0	0	0	70	5	163	0
7:15 AM		0	10	0	21	0	0	0	0	0	4	59	0	0	0	108	3	205	0
7:30 AM		0	7	0	17	0	0	0	0	0	5	86	0	0	0	108	7	230	0
7:45 AM		0	7	0	9	0	0	0	0	0	6	91	0	0	0	114	8	235	833
8:00 AM		0	6	0	18	0	0	0	0	0	6	64	0	0	0	126	5	225	895
8:15 AM		0	8	0	12	0	0	0	0	0	4	71	0	0	0	99	0	194	884
8:30 AM		0	8	0	9	0	0	0	0	0	6	76	0	0	0	74	5	178	832
8:45 AM		0	3	0	8	0	0	0	0	0	1	55	0	0	0	74	2	143	740
Count Total		0	55	0	102	0	0	0	0	0	35	573	0	0	0	773	35	1,573	
P k Hr	All	0	30	0	65	0	0	0	0	0	21	300	0	0	0	456	23	895	
	HV	0	1	0	4	0	0	0	0	0	0	27	0	0	0	24	3	59	
	HV%	-	3%	-	6%	-	-	-	-	-	0%	9%	-	-	-	5%	13%	7%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	7	9	16	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	5	5	10	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	0	6	7	15	0	0	0	0	0	0	0	0	0	0
7:45 AM	2	0	5	9	16	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	11	6	18	0	0	0	0	0	0	1	0	1	2
8:15 AM	0	0	10	7	17	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	6	7	13	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	6	10	17	0	0	0	0	0	0	0	0	0	0
Count Total	6	0	56	60	122	0	0	0	0	0	0	2	0	1	3
Peak Hour	5	0	27	27	59	0	0	0	0	0	0	1	0	1	2

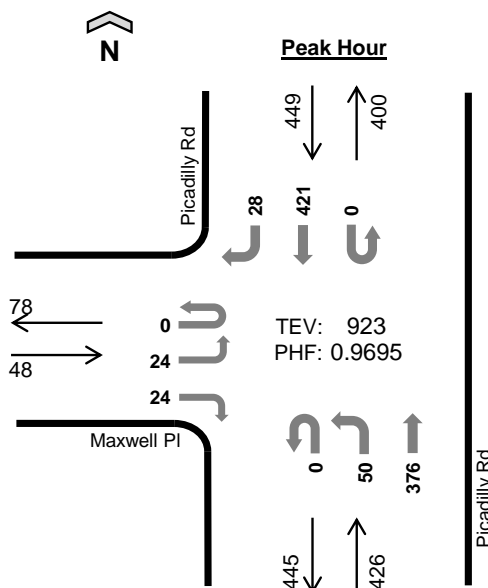
Count Summaries - Heavy Vehicles

Interval Start	Maxwell PI				n/a				Picadilly Rd				Picadilly Rd				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	9	0	16	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	10	0	
7:30 AM	0	1	0	1	0	0	0	0	0	0	6	0	0	0	7	0	15	0	
7:45 AM	0	0	0	2	0	0	0	0	0	0	5	0	0	0	8	1	16	57	
8:00 AM	0	0	0	1	0	0	0	0	0	0	11	0	0	0	4	2	18	59	
8:15 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	17	66	
8:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	13	64	
8:45 AM	0	0	0	1	0	0	0	0	0	0	5	0	0	0	10	0	17	65	
Count Total	0	1	0	5	0	0	0	0	0	0	1	55	0	0	0	57	3	122	
Pk Hr Heavy	0	1	0	4	0	0	0	0	0	0	0	27	0	0	0	24	3	59	

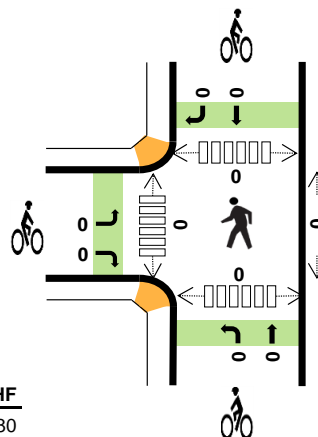
Count Summaries - Bikes

Interval Start	Maxwell PI				n/a				Picadilly Rd				Picadilly Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Picadilly Rd Maxwell PI



Date: 9/12/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV%	PHF
EB	2%	0.80
WB	--	--
NB	7%	0.87
SB	5%	0.97
TOTAL	6%	0.97

Peak Hour Count Summaries

Peak Hour Interval Start		Maxwell PI				n/a				Picadilly Rd				Picadilly Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	4	0	5	0	0	0	0	0	12	87	0	0	0	108	8	224	0
4:30 PM		0	7	0	8	0	0	0	0	0	13	82	0	0	0	105	9	224	0
4:45 PM		0	6	0	7	0	0	0	0	0	13	97	0	0	0	111	4	238	0
5:00 PM		0	7	0	4	0	0	0	0	0	12	110	0	0	0	97	7	237	923
Pk Hr	All	0	24	0	24	0	0	0	0	0	50	376	0	0	0	421	28	923	
	HV	0	0	0	1	0	0	0	0	0	0	29	0	0	0	24	0	54	
	HV%	-	0%	-	4%	-	-	-	-	-	0%	8%	-	-	-	6%	0%	6%	

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

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

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:15 PM	0	0	3	6	9	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	8	7	15	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	7	8	16	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	11	3	14	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	0	29	24	54	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles

Interval Start		Maxwell PI				n/a				Picadilly Rd				Picadilly Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	3	0	8	0	0	0	0	0	10	70	0	0	0	100	4	195	0
4:15 PM		0	4	0	5	0	0	0	0	0	12	87	0	0	0	108	8	224	0
4:30 PM		0	7	0	8	0	0	0	0	0	13	82	0	0	0	105	9	224	0
4:45 PM		0	6	0	7	0	0	0	0	0	13	97	0	0	0	111	4	238	881
5:00 PM		0	7	0	4	0	0	0	0	0	12	110	0	0	0	97	7	237	923
5:15 PM		0	6	0	8	0	0	0	0	0	14	83	0	0	0	94	7	212	911
5:30 PM		0	5	0	10	0	0	0	0	0	11	84	0	0	0	103	4	217	904
5:45 PM		0	5	0	7	0	0	0	0	0	6	97	0	0	0	92	3	210	876
Count Total		0	43	0	57	0	0	0	0	0	91	710	0	0	0	810	46	1,757	
Pk Hr	All	0	24	0	24	0	0	0	0	0	50	376	0	0	0	421	28	923	
	HV	0	0	0	1	0	0	0	0	0	0	29	0	0	0	24	0	54	
	HV%	-	0%	-	4%	-	-	-	-	-	0%	8%	-	-	-	6%	0%	6%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	1	12	13	0	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	3	6	9	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	8	7	15	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	7	8	16	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	11	3	14	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	6	7	13	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0
Count Total	1	0	43	48	92	0	0	0	0	0	0	2	0	0	2
Peak Hour	1	0	29	24	54	0	0	0	0	0	0	0	0	0	0

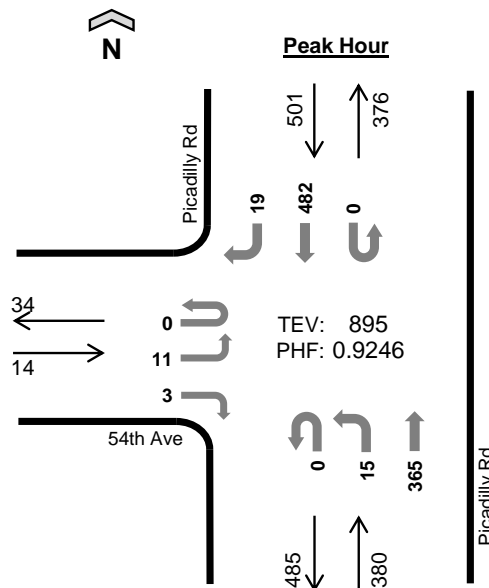
Count Summaries - Heavy Vehicles

Interval Start	Maxwell PI				n/a				Picadilly Rd				Picadilly Rd				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	12	0	13	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	9	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0	15	0	
4:45 PM	0	0	0	1	0	0	0	0	0	0	7	0	0	0	8	0	16	53	
5:00 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	3	0	14	54	
5:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	13	58	
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8	51	
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	1	4	39	
Count Total	0	0	0	1	0	0	0	0	0	0	1	42	0	0	0	48	0	92	
Pk Hr Heavy	0	0	0	1	0	0	0	0	0	0	0	29	0	0	0	24	0	54	

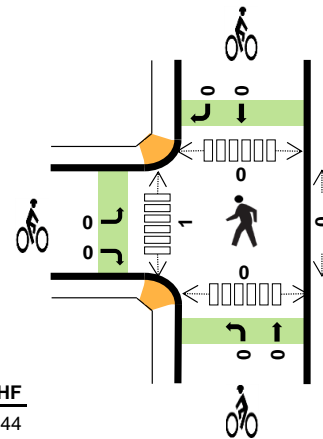
Count Summaries - Bikes

Interval Start	Maxwell PI				n/a				Picadilly Rd				Picadilly Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Picadilly Rd 54th Ave



Date: 9/12/2024
Count Period: 7:00 AM to 7:00 PM
Peak Hour: 3:15 PM to 4:15 PM



	HV%	PHF
EB	0%	0.44
WB	--	--
NB	7%	0.90
SB	9%	0.94
TOTAL	8%	0.92

Peak Hour Count Summaries

Peak Hour Interval Start		54th Ave				n/a				Picadilly Rd				Picadilly Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		0	6	0	2	0	0	0	0	0	5	96	0	0	0	133	0	242	0
3:30 PM		0	3	0	0	0	0	0	0	0	2	103	0	0	0	111	5	224	0
3:45 PM		0	2	0	0	0	0	0	0	0	4	87	0	0	0	122	6	221	0
4:00 PM		0	0	0	1	0	0	0	0	0	4	79	0	0	0	116	8	208	895
Pk Hr	All	0	11	0	3	0	0	0	0	0	15	365	0	0	0	482	19	895	
	HV	0	0	0	0	0	0	0	0	0	1	24	0	0	0	42	2	69	
	HV%	-	0%	-	0%	-	-	-	-	-	7%	7%	-	-	-	9%	11%	8%	

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

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

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
3:15 PM	0	0	7	12	19	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	10	10	20	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	5	11	16	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	3	11	14	0	0	0	0	0	0	1	0	0	1
Peak Hour	0	0	25	44	69	0	0	0	0	0	0	1	0	0	1

Count Summaries - All Vehicles																			
Interval Start		54th Ave				n/a				Picadilly Rd				Picadilly Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:00 AM	0	3	0	6	0	0	0	0	0	0	71	0	0	0	74	3	157	0
	7:15 AM	0	4	0	5	0	0	0	0	0	0	57	0	0	0	136	2	204	0
	7:30 AM	0	1	0	3	0	0	0	0	0	0	99	0	0	0	117	5	225	0
	7:45 AM	0	6	0	6	0	0	0	0	0	2	84	0	0	0	114	4	216	802
	8:00 AM	0	4	0	3	0	0	0	0	0	1	70	0	0	0	146	2	226	871
	8:15 AM	0	5	0	4	0	0	0	0	0	2	70	0	0	0	100	2	183	850
	8:30 AM	0	5	0	4	0	0	0	0	0	2	76	0	0	0	86	3	176	801
	8:45 AM	0	1	0	3	0	0	0	0	0	3	51	0	0	0	75	2	135	720
	9:00 AM	0	0	0	2	0	0	0	0	0	1	45	0	0	0	57	2	107	601
	9:15 AM	0	2	0	2	0	0	0	0	0	0	59	0	0	0	50	2	115	533
	9:30 AM	0	0	0	0	0	0	0	0	0	1	44	0	0	0	45	0	90	447
	9:45 AM	0	3	0	2	0	0	0	0	0	0	34	0	0	0	38	2	79	391
	10:00 AM	0	0	0	4	0	0	0	0	0	1	47	0	0	0	49	1	102	386
	10:15 AM	0	0	0	0	0	0	0	0	0	1	45	0	0	0	47	1	94	365
	10:30 AM	0	0	0	1	0	0	0	0	0	0	37	0	0	0	46	1	85	360
	10:45 AM	0	2	0	0	0	0	0	0	0	1	45	0	0	0	47	1	96	377
	11:00 AM	0	2	0	0	0	0	0	0	0	1	52	0	1	0	38	0	94	369
	11:15 AM	0	2	0	3	0	0	0	0	0	2	50	0	0	0	45	4	106	381
	11:30 AM	0	3	0	4	0	0	0	0	0	8	40	0	1	0	62	6	124	420
	11:45 AM	0	3	0	1	0	0	0	0	0	6	44	0	0	0	64	4	122	446
	12:00 PM	0	1	0	4	0	0	0	0	0	6	38	0	0	0	67	3	119	471
	12:15 PM	0	2	0	5	0	0	0	0	0	3	55	0	0	0	59	3	127	492
	12:30 PM	0	1	0	4	0	0	0	0	0	1	33	0	0	0	52	1	92	460
	12:45 PM	0	3	0	2	0	0	0	0	0	2	68	0	0	0	50	1	126	464
	1:00 PM	0	1	0	0	0	0	0	0	0	1	51	0	0	0	55	5	113	458
	1:15 PM	0	3	0	1	0	0	0	0	0	1	53	0	0	0	58	5	121	452
	1:30 PM	0	4	0	3	0	0	0	0	0	0	17	0	0	0	58	3	85	445
	1:45 PM	0	2	0	2	0	0	0	0	0	2	57	0	0	0	67	2	132	451
	2:00 PM	0	2	0	0	0	0	0	0	0	3	50	0	0	0	87	3	145	483
	2:15 PM	0	1	0	5	0	0	0	0	0	2	66	0	0	0	83	1	158	520
	2:30 PM	0	2	0	3	0	0	0	0	0	2	75	0	0	0	89	6	177	612
	2:45 PM	0	1	0	3	0	0	0	0	0	1	67	0	0	0	84	1	157	637
	3:00 PM	0	0	0	2	0	0	0	0	0	0	68	0	0	0	114	4	188	680
	3:15 PM	0	6	0	2	0	0	0	0	0	5	96	0	0	0	133	0	242	764
	3:30 PM	0	3	0	0	0	0	0	0	0	2	103	0	0	0	111	5	224	811
	3:45 PM	0	2	0	0	0	0	0	0	0	4	87	0	0	0	122	6	221	875
	4:00 PM	0	0	0	1	0	0	0	0	0	4	79	0	0	0	116	8	208	895
	4:15 PM	0	3	0	0	0	0	0	0	0	2	97	0	0	0	101	1	204	857
	4:30 PM	0	3	0	4	0	0	0	0	0	6	103	0	0	0	110	2	228	861
	4:45 PM	0	1	0	2	0	0	0	0	0	3	99	0	0	0	111	3	219	859
	5:00 PM	0	3	0	1	0	0	0	0	0	6	116	0	0	0	96	2	224	875
	5:15 PM	0	0	0	3	0	0	0	0	1	8	102	0	0	0	103	2	219	890
	5:30 PM	0	1	0	0	0	0	0	0	0	5	91	0	0	0	106	8	211	873
	5:45 PM	0	2	0	4	0	0	0	0	0	1	104	0	0	0	90	5	206	860
	6:00 PM	0	4	0	1	0	0	0	0	0	6	101	0	0	0	79	5	196	832
	6:15 PM	0	2	0	8	0	0	0	0	0	5	64	0	0	0	84	2	165	778
	6:30 PM	0	3	0	4	0	0	0	0	0	2	61	0	0	0	62	1	133	700
	6:45 PM	0	0	0	3	0	0	0	0	0	1	46	0	0	0	74	1	125	619
Count Total		0	102	0	120	0	0	0	0	1	116	3,167	0	2	0	3,857	136	7,501	
Pk Hr	All	0	11	0	3	0	0	0	0	0	15	365	0	0	0	482	19	895	
	HV	0	0	0	0	0	0	0	0	0	1	24	0	0	0	42	2	69	
	HV%	-	0%	-	0%	-	-	-	-	-	7%	7%	-	-	-	9%	11%	8%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	6	9	15	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	5	6	11	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	7	9	16	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	5	8	13	0	0	0	0	0	0	2	0	0	2
8:00 AM	0	0	11	6	17	0	0	0	0	0	0	2	0	0	2
8:15 AM	0	0	9	5	14	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	8	8	16	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	5	11	16	0	0	0	0	0	0	1	0	0	1
9:00 AM	1	0	6	5	12	0	0	0	0	0	0	2	0	0	2
9:15 AM	0	0	10	7	17	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	4	14	18	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	7	6	13	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	6	3	9	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	6	8	14	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	4	8	12	0	0	0	0	0	0	1	0	0	1
10:45 AM	1	0	6	7	14	0	0	0	0	0	0	1	0	0	1
11:00 AM	0	0	3	5	8	0	0	0	0	0	0	2	0	0	2
11:15 AM	0	0	6	10	16	0	0	0	0	0	0	1	0	0	1
11:30 AM	0	0	12	10	22	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	10	14	24	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	6	10	16	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	8	7	15	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	7	5	12	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	11	7	18	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	7	9	16	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	10	5	15	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	7	4	11	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	7	12	19	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	5	8	13	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	9	5	14	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	7	6	13	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	5	8	13	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	4	15	19	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	7	12	19	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	10	10	20	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	5	11	16	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	3	11	14	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	3	3	6	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	8	9	17	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	6	6	12	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	9	5	14	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	7	8	15	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	4	6	10	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	4	1	5	0	0	0	0	0	0	2	0	0	2
6:00 PM	0	0	4	6	10	0	0	0	0	0	0	1	0	0	1
6:15 PM	0	0	3	3	6	0	0	0	0	0	0	5	0	0	5
6:30 PM	0	0	3	7	10	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	2	4	6	0	0	0	0	0	0	1	0	0	1
Count Total	2	0	307	362	671	0	0	0	0	0	0	28	0	0	28
Peak Hour	0	0	25	44	69	0	0	0	0	0	0	1	0	0	1

Count Summaries - Heavy Vehicles																		
Interval Start	54th Ave				n/a				Picadilly Rd				Picadilly Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	8	1	15	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	6	0	11	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	9	0	16	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	13	55
8:00 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	6	0	17	57
8:15 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	5	0	14	60
8:30 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	16	60
8:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	11	0	16	63
9:00 AM	0	0	0	1	0	0	0	0	0	0	6	0	0	0	5	0	12	58
9:15 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	17	61
9:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	14	0	18	63
9:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	13	60
10:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	9	57
10:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	14	54
10:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0	12	48
10:45 AM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	7	0	14	49
11:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8	48
11:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	10	0	16	50
11:30 AM	0	0	0	0	0	0	0	0	0	2	10	0	1	0	9	0	22	60
11:45 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	14	0	24	70
12:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	10	0	16	78
12:15 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0	15	77
12:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0	12	67
12:45 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	7	0	18	61
1:00 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	9	0	16	61
1:15 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	5	0	15	61
1:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0	11	60
1:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	12	0	19	61
2:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	1	13	58
2:15 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	5	0	14	57
2:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	13	59
2:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	13	53
3:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	15	0	19	59
3:15 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	12	0	19	64
3:30 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	20	71
3:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	10	1	16	74
4:00 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	10	1	14	69
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	56
4:30 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	9	0	17	53
4:45 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	12	49
5:00 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	5	0	14	49
5:15 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	8	0	15	58
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	10	51
5:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	44
6:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	10	40
6:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	31
6:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	7	0	10	31
6:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	32
Count Total	0	1	0	1	0	0	0	0	0	0	3	304	0	1	0	357	4	671
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	1	24	0	0	0	42	2	69










Count Summaries - Bikes																		
Interval Start	54th Ave				n/a				Picadilly Rd				Picadilly Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

APPENDIX D – Existing Synchro Outputs

HCM 7th AWSC
1: Picadilly Rd & E 56th Ave

01/23/2025

Intersection												
Intersection Delay, s/veh	36.5											
Intersection LOS	E											






Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	270	162	160	147	33	77	131	124	45	162	116
Future Vol, veh/h	79	270	162	160	147	33	77	131	124	45	162	116
Peak Hour Factor	0.91	0.91	0.91	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	297	178	188	173	39	91	154	146	53	191	136
Number of Lanes	1	1	1	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay, s/veh	33.7	22.6	39.2	52.3
HCM LOS	D	C	E	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	51%	0%	100%	0%	0%	100%	60%	0%	58%
Vol Right, %	0%	49%	0%	0%	100%	0%	0%	40%	0%	42%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	255	79	270	162	160	98	82	45	278
LT Vol	77	0	79	0	0	160	0	0	45	0
Through Vol	0	131	0	270	0	0	98	49	0	162
RT Vol	0	124	0	0	162	0	0	33	0	116
Lane Flow Rate	91	300	87	297	178	188	115	96	53	327
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.271	0.825	0.255	0.829	0.461	0.578	0.337	0.274	0.158	0.903
Departure Headway (Hd)	10.765	9.901	10.585	10.06	9.324	11.048	10.52	10.223	10.749	9.936
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	333	366	339	359	386	326	341	351	334	366
Service Time	8.536	7.672	8.356	7.83	7.094	8.823	8.295	7.998	8.52	7.706
HCM Lane V/C Ratio	0.273	0.82	0.257	0.827	0.461	0.577	0.337	0.274	0.159	0.893
HCM Control Delay, s/veh	17.5	45.8	17	46.9	19.9	28	18.6	16.8	15.5	58.3
HCM Lane LOS	C	E	C	E	C	D	C	C	C	F
HCM 95th-tile Q	1.1	7.3	1	7.4	2.4	3.4	1.5	1.1	0.6	9.1

HCM 7th TWSC
2: Picadilly Rd & Maxwell PI

01/23/2025

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	65	23	302	461	23
Future Vol, veh/h	30	65	23	302	461	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	76	27	355	507	25






Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	929	519	532	0	-	0
Stage 1	519	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	297	557	1036	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	289	557	1036	-	-	-
Mov Cap-2 Maneuver	289	-	-	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	670	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v16.25		0.61	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1036	-	431	-	-
HCM Lane V/C Ratio	0.026	-	0.259	-	-
HCM Control Delay (s/veh)	8.6	-	16.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

HCM 7th TWSC
3: Picadilly Rd & E 54th Ave

01/23/2025

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	17	3	310	513	13
Future Vol, veh/h	15	17	3	310	513	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	20	4	365	576	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	955	584	591	0	-	0
Stage 1	584	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	286	512	985	-	-	-
Stage 1	558	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	285	512	985	-	-	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	697	-	-	-	-	-










Approach	EB	NB	SB
HCM Control Delay, s/v15.73		0.08	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	985	-	373	-	-
HCM Lane V/C Ratio	0.004	-	0.101	-	-
HCM Control Delay (s/veh)	8.7	-	15.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

HCM 7th AWSC
1: Picadilly Rd & E 56th Ave

01/23/2025

Intersection												
Intersection Delay, s/veh	46.5											
Intersection LOS	E											






Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	137	194	123	171	280	66	88	179	134	27	135	113
Future Vol, veh/h	137	194	123	171	280	66	88	179	134	27	135	113
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	161	228	145	201	329	78	104	211	158	31	155	130
Number of Lanes	1	1	1	1	2	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay, s/veh	27.9	29.2	86.7	51.1
HCM LOS	D	D	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	57%	0%	100%	0%	0%	100%	59%	0%	54%
Vol Right, %	0%	43%	0%	0%	100%	0%	0%	41%	0%	46%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	313	137	194	123	171	187	159	27	248
LT Vol	88	0	137	0	0	171	0	0	27	0
Through Vol	0	179	0	194	0	0	187	93	0	135
RT Vol	0	134	0	0	123	0	0	66	0	113
Lane Flow Rate	104	368	161	228	145	201	220	187	31	285
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.328	1.081	0.503	0.679	0.401	0.616	0.641	0.531	0.1	0.858
Departure Headway (Hd)	11.395	10.572	11.705	11.176	10.434	11.485	10.955	10.648	11.996	11.15
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	317	346	309	326	347	316	332	341	300	328
Service Time	9.111	8.288	9.405	8.876	8.134	9.185	8.655	8.348	9.696	8.85
HCM Lane V/C Ratio	0.328	1.064	0.521	0.699	0.418	0.636	0.663	0.548	0.103	0.869
HCM Control Delay, s/veh	19.6	105.6	25.7	34.6	19.9	31	31.3	24.8	16	54.9
HCM Lane LOS	C	F	D	D	C	D	D	C	C	F
HCM 95th-tile Q	1.4	13.6	2.7	4.7	1.9	3.8	4.2	3	0.3	7.7

HCM 7th TWSC
2: Picadilly Rd & Maxwell PI

01/23/2025

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	27	52	375	402	27
Future Vol, veh/h	26	27	52	375	402	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	87	87	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	31	60	431	437	29





Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1002	452	466
Stage 1	452	-	-
Stage 2	551	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	269	608	1095
Stage 1	641	-	-
Stage 2	578	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	254	608	1095
Mov Cap-2 Maneuver	254	-	-
Stage 1	606	-	-
Stage 2	578	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v16.95		1.03	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1095	-	361	-	-
HCM Lane V/C Ratio	0.055	-	0.167	-	-
HCM Control Delay (s/veh)	8.5	-	17	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

HCM 7th TWSC
3: Picadilly Rd & E 54th Ave

01/23/2025

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	10	24	420	420	9
Future Vol, veh/h	7	10	24	420	420	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	91	91	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	12	26	462	457	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	976	461	466
Stage 1	461	-	-
Stage 2	514	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	279	600	1095
Stage 1	635	-	-
Stage 2	600	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	272	600	1095
Mov Cap-2 Maneuver	272	-	-
Stage 1	619	-	-
Stage 2	600	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.45	0.45	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1095	-	401	-	-
HCM Lane V/C Ratio	0.024	-	0.05	-	-
HCM Control Delay (s/veh)	8.4	-	14.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

APPENDIX E – Pipeline Development Excerpts

The "Comments" shown in this Appendix are from the review of the pipeline development TIS'. These are not comments on our information, this was the information given to us by the City already with the comments

GREEN VALLEY MP AMENDMENT 2

TRAFFIC IMPACT STUDY

Prepared for:

Oakwood Homes
4908 Tower Rd.
Denver, CO 80249

Prepared by:

Felsburg Holt & Ullevig
6400 S Fiddlers Green Circle, Suite 1500
Greenwood Village, CO 80111
303.721.1440

Project Manager: Lyle E. DeVries, PE, PTOE
Project Engineer: Faith Burkey, EI



FHU Reference No. 121372-01

Original Report: December 2021

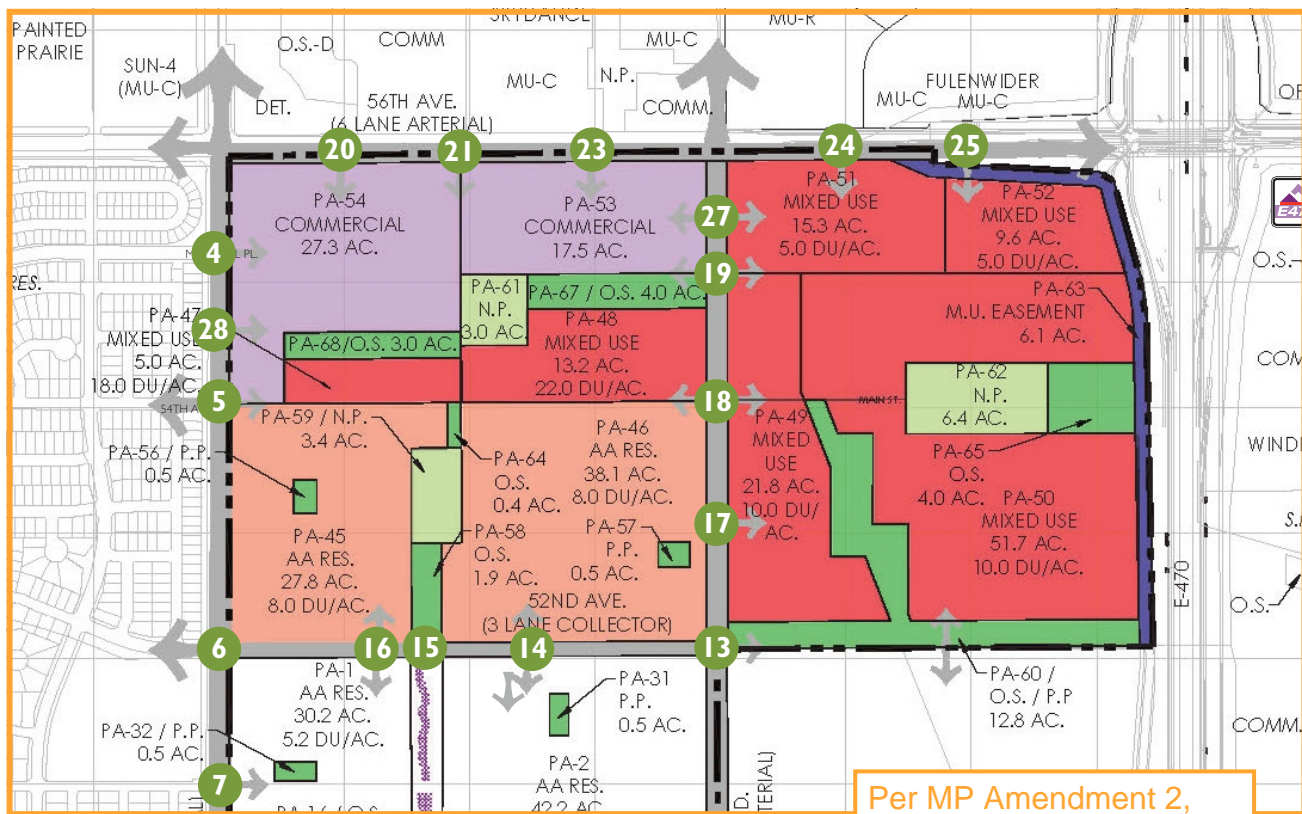
Second Edition: February 2022

Third Edition: June 2022

Fourth Edition: December 2022

Fifth Edition: July 2023

Current Edition: September 2023



Per MP Amendment 2,
this would be the PAs
attributing to future GVRE
development

Table 2. Trip Generation

Planning Area	Land Use	ITE Code	Unit	Quantity	Daily	AM Peak			PM Peak		
						In	Out	Total	In	Out	Total
45	Senior Housing Attached	251	DU	222	1,167	23	48	71	51	32	83
46	Senior Housing Attached	251	DU	304	1,525	30	60	90	65	41	106
47	Multi-Family (Low-Rise)	220	DU	90	652	12	39	51	37	22	59
48	Multi-Family (Low-Rise)	220	DU	281	1,877	26	84	110	89	52	141
49	Single Family Detached	210	DU	33	364	7	20	27	22	13	35
	Single Family Attached	215	DU	44	285	4	13	17	13	9	22
	Multi-Family (Low-Rise)	220	DU	141	979	16	51	67	51	30	81
	Drive-Thru Restaurant	934	KSF	1.8	840	41	39	80	31	28	59
	General Office	710	KSF	45.3	491	61	8	69	11	54	65
	Shopping Center	822	KSF	12.1	742	17	12	29	40	40	80
	General Office	710	KSF	11.3	123	15	2	17	3	13	16
	Gas Station	945	FP	8	2,121	64	64	128	74	73	147
Subtotal					5,945	225	209	434	245	260	505
50	Multi-Family (Low-Rise)	220	DU	517	3,389	44	139	183	153	90	243
	Shopping Center	821	KSF	140.8	9,504	151	93	244	358	373	731
	General Office	710	KSF	281.5	3,052	377	51	428	69	336	405
	Subtotal				15,945	572	283	855	580	799	1,379
51	Multi-Family (Low-Rise)	220	DU	77	569	11	36	47	34	20	54
	High-Turnover Sit-Down Restaurant	932	KSF	5.0	535	26	22	48	27	18	45
	Shopping Center	821	KSF	112.2	7,577	120	74	194	285	297	582
	Subtotal				8,681	157	132	289	346	335	681

Quantity reduced, all
totals incorrect

Planning Area	Land Use	ITE Code	Unit	Quantity	Daily	AM Peak			PM Peak		
						In	Out	Total	In	Out	Total
52	Multi-Family (Low-Rise)	220	DU	48	383	9	29	38	26	15	41
	Hotel	310	Rooms	100	799	26	20	46	30	29	59
	Subtotal				1,496	39	60	99	69	52	121
53	Hardware Store	862	KSF	111	3,412	96	72	168	124	130	254
	Shopping Center	821	KSF	58.5	3,948	63	38	101	148	155	303
	Medical Office Building	720	KSF	9.1	283	22	6	28	10	24	34
	Day Care	565	KSF	12	571	70	62	132	63	70	133
	Subtotal				8,214	251	178	429	345	379	724
54	Drive-in Bank	912	KSF	4.8	482	28	20	48	51	50	101
	Fast-Food Restaurant with Drive-Thru	934	KSF	4.5	2,104	103	98	201	77	72	149
	Coffee/Donut Shop with Drive-Thru	937	KSF	1.5	800	66	63	129	29	29	58
	Fast-Food Restaurant with Drive-Thru	934	KSF	4.5	2,104	103	98	201	77	72	149
	Strip Retail Plaza	822	KSF	6.0	483	8	6	14	20	20	40
	Fast-Food Restaurant with Drive-Thru	934	KSF	3.7	1,730	84	81	165	63	59	122
	Gas Station	945	FP	16	4,242	129	128	257	148	147	295
	Automobile Parts Sales	843	KSF	7.2	384	10	8	18	17	18	35
	Car Wash	948	Tunnels	1	780	0	0	0	39	39	78
	Strip Retail Plaza	822	KSF	7.0	525	10	7	17	23	23	46
	Grocery Store	850	KSF	122.9	11,533	207	144	351	550	550	1,100
	Fitness Center	492	KSF	32.0	42	21	21	42	63	47	110
	Subtotal				25,209	769	674	1,443	1,157	1,126	2,283

Planning Area	Land Use	ITE Code	Unit	Quantity	Daily	AM Peak			PM Peak		
						In	Out	Total	In	Out	Total
55	Multi-Family (Low-Rise)	220	DU	258	1,729	25	78	103	83	48	131
	Shopping Center	822	KSF	23.4	1,218	33	22	55	77	77	154
	General Office	710	KSF	46.8	508	62	9	71	11	56	67
	Subtotal				3,455	120	109	229	171	181	352
Subtotal Trips					73,852	2,220	1,865	4,085	3,142	3,271	6,413
Total Internal Trips					10,432	446	446	892	954	954	1,908
Total Passby Trips					7,844	247	247	494	735	735	1,470
Total New External Trips					55,576	1,527	1,172	2,699	1,453	1,582	3,035

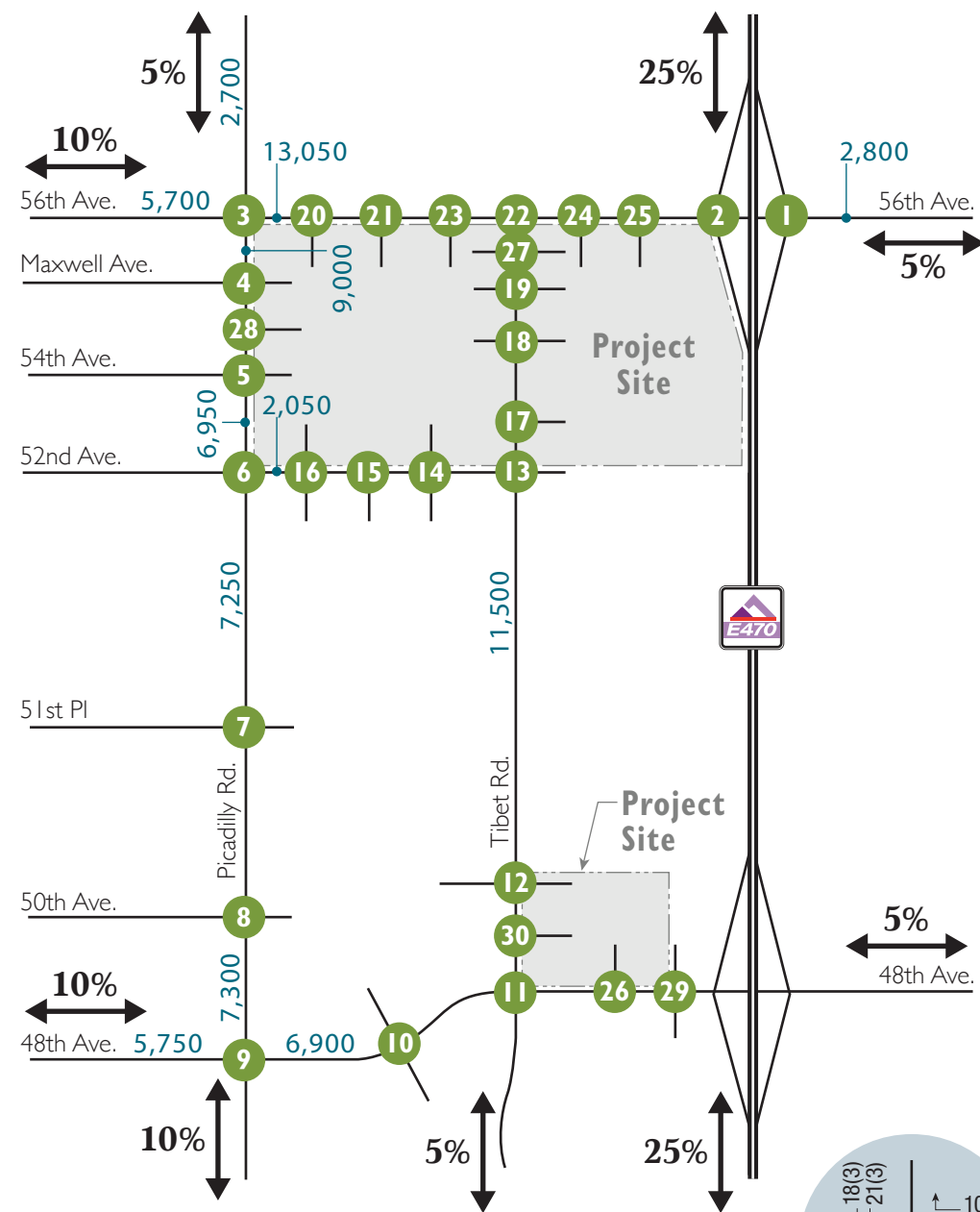
III.B. Site Trip Distribution and Site-Generated Traffic Assignment

For the Short-Range Future scenario, it is expected that the Green Valley Ranch East MP Amendment 1 development will include construction (partial cross-sections) of the roadways immediately adjacent to the Green Valley MP Amendment 2 site, including 48th Avenue, Tibet Street, and 52nd Avenue. It is estimated that the existing two-lane cross-section on Picadilly Road would remain sufficient in the near term for purposes of this study.

The trip generation estimates from **Table 2** were assigned to the adjacent roadway system based on existing travel patterns, travel demand modeling information, and engineering judgment. The following distribution percentages were used to assign the site generated trips to the roadway network:

- 5 percent oriented to/from the north on Picadilly Road
- 10 percent oriented to/from the west on 56th Avenue
- 25 percent oriented to/from the north on E-470
- 25 percent oriented to/from the south on E-470
- 5 percent oriented to/from the east on 48th Avenue
- 5 percent oriented to/from the south on Tibet Street
- 10 percent oriented to/from the south on Picadilly Road
- 10 percent oriented to/from the west on 48th Avenue
- 5 percent oriented to/from the east on 56th Avenue

Internal trips were deducted from the trip generation total before assignments and are not reflected in the site generated trips. It should be noted that some internal trips may cross Tibet Street to reach other planning areas; however, these trips were not accounted for and Tibet is anticipated to see more east-west through volumes at site accesses than shown. Pass-by trips were assumed to travel through on 56th Avenue, Picadilly Road, 48th Avenue, and Tibet Street. Using an industry software tool, VISTRO, net new site generated trips were assigned to the network along with pass-by trips. **Figure 4** shows the site trip distribution and resultant traffic assignment including pass-by trips. As indicated, Picadilly Road would carry between 2,600 and 7,900 VPD of site traffic, 56th Avenue would carry about 5,200 west of Picadilly Road and 11,650 VPD east of Picadilly Road. 48th Avenue would carry between 5,200 VPD west of Picadilly and 6,500 VPD east of Picadilly Road in site-generated traffic.

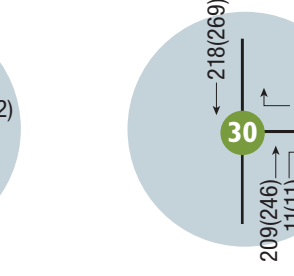
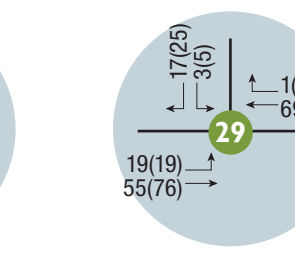
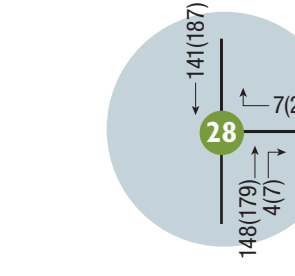
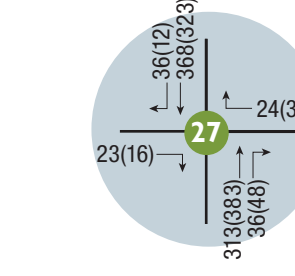
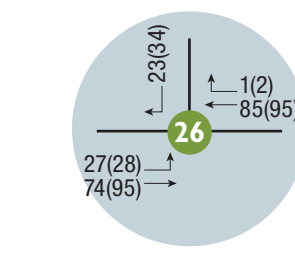
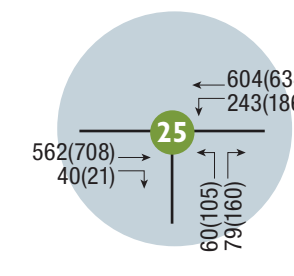
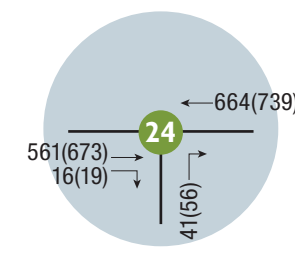
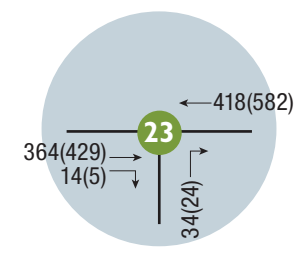
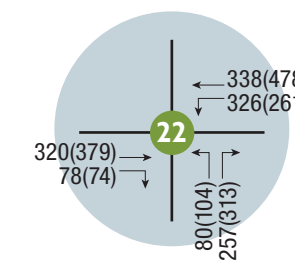
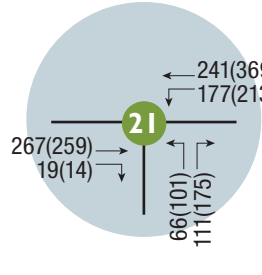
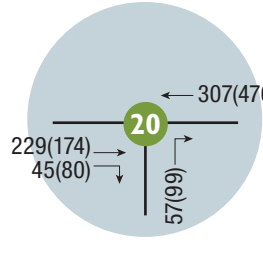
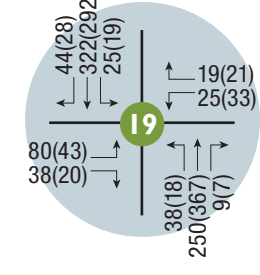
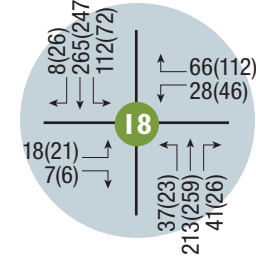
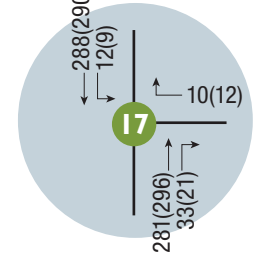
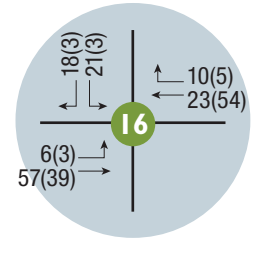
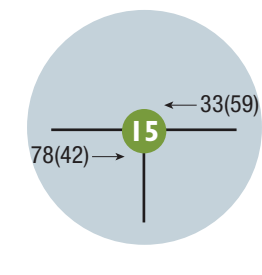
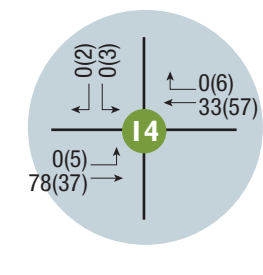
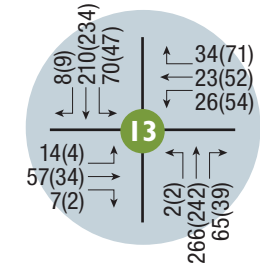
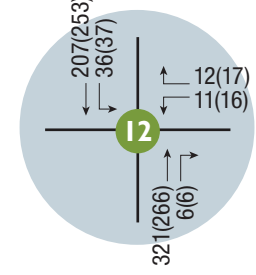
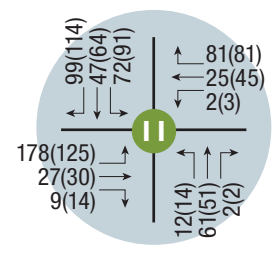
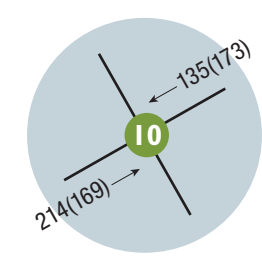
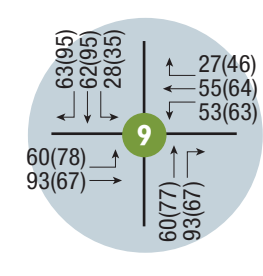
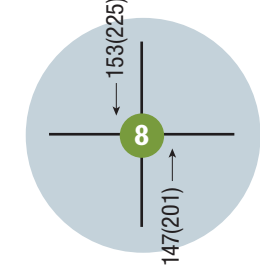
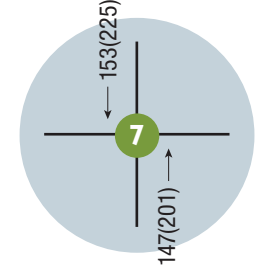
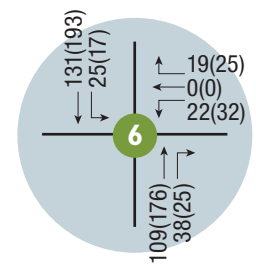
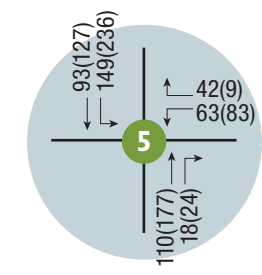
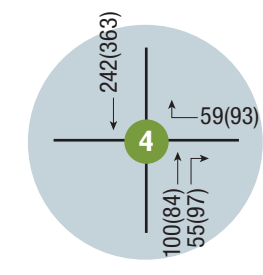
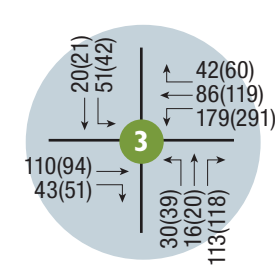
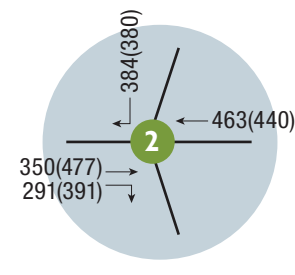
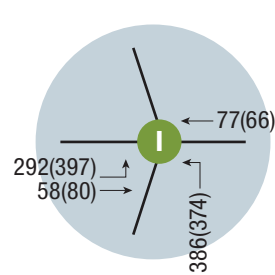


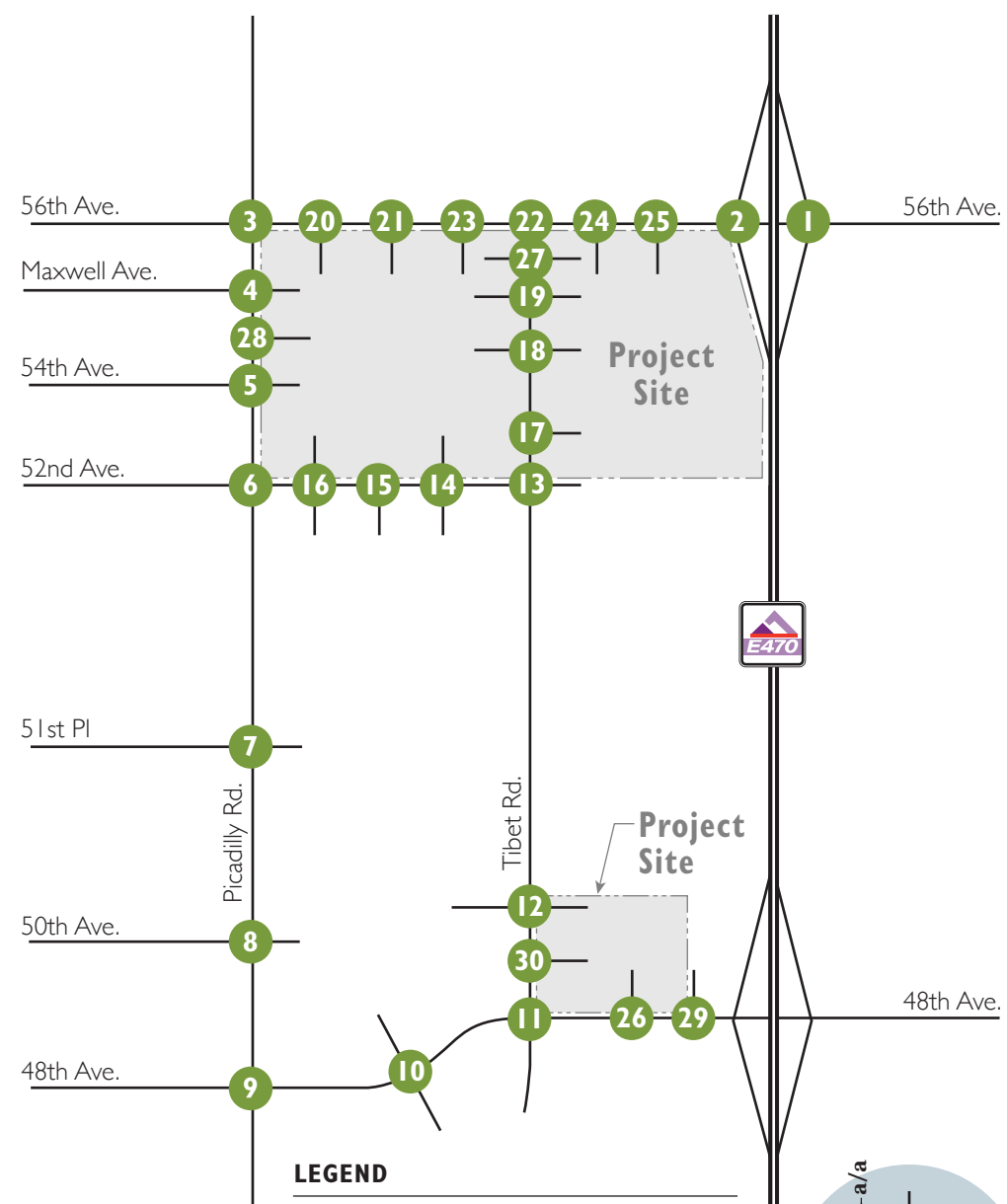
LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

XXXX = Daily Traffic Volumes

XX% = Site Trip Distribution






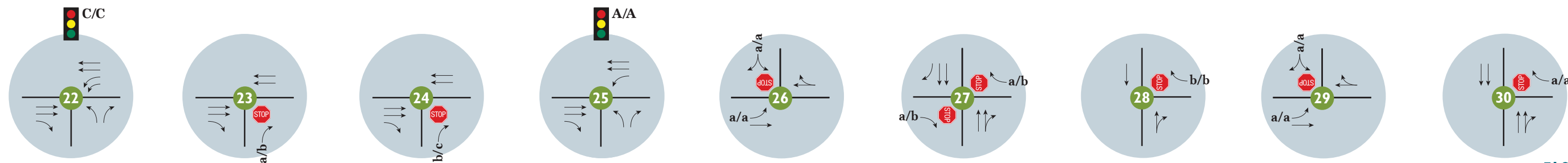
LEGEND

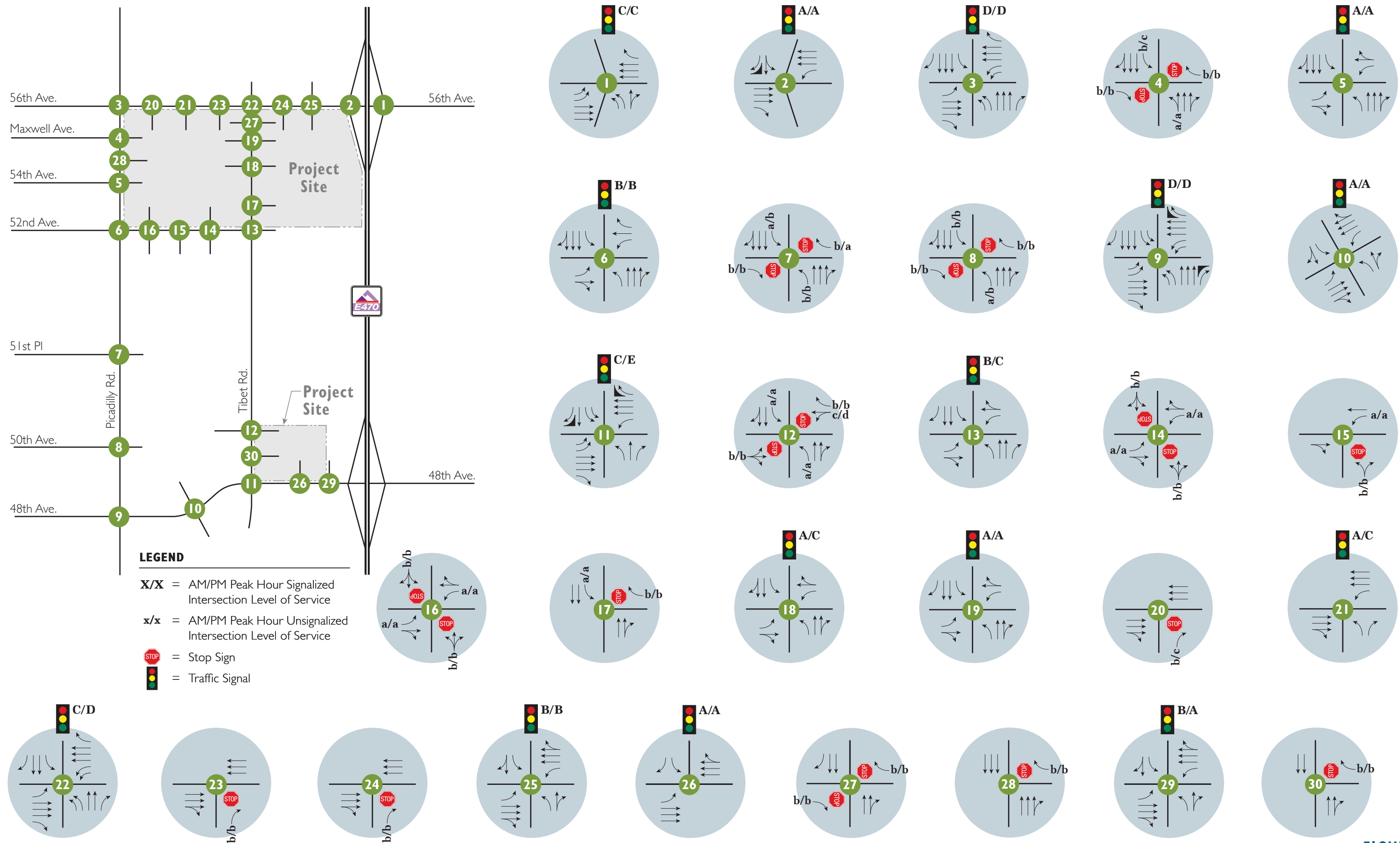
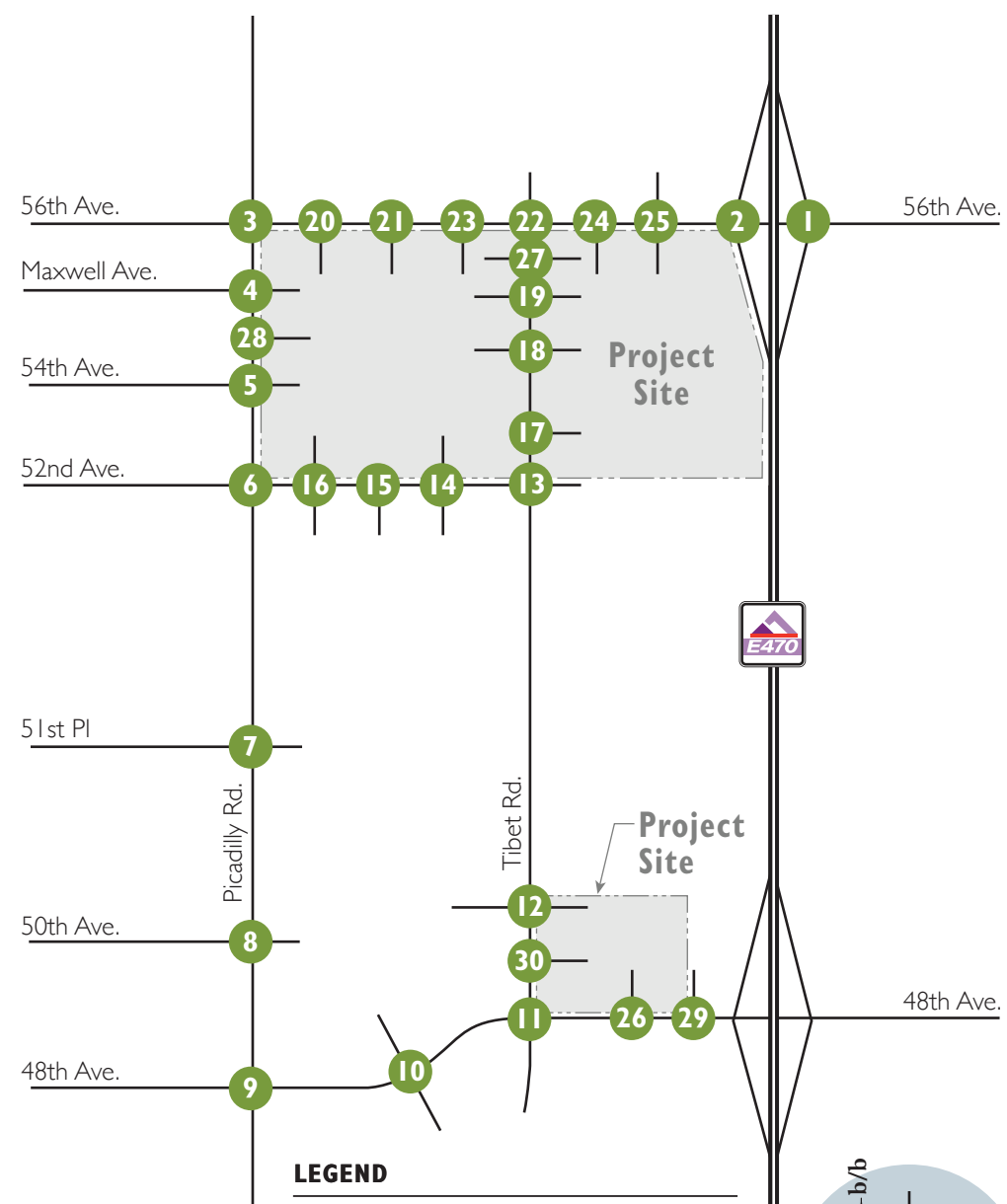
X/X = AM/PM Peak Hour Signalized Intersection Level of Service

x/x = AM/PM Peak Hour Unsignalized Intersection Level of Service

 = Stop Sign

 = Traffic Signal





Skydance Development

Traffic Impact Study



1st Submittal Date: July 21, 2021

2nd Submittal Date: November 16, 2021

Updated Date: February 2, 2022

Submitted To:

Westside Investment Partners, Inc.
4100 East Mississippi Avenue, Suite 500
Denver, CO 80246

Submitted By:

Fox Tuttle Transportation Group, LLC
1624 Market Street, Suite 202
Denver, CO 80202



5.2 Year 2030 Anticipated Transportation Network

For comparison purposes, this traffic study assumes that many of the planned roadways shown in the *NEATS Refresh* report and auxiliary lanes shown in other development traffic studies will be completed by Year 2030 background. If the future scenario was evaluated with the existing roadway network, then it would be difficult to compare intersection operates when many of the intersections will be altered and/or relocated and roadways widened which impacts the volumes, capacity, and routing. The following roadway and intersection improvements were assumed to be completed by Year 2030:

- **56th Avenue** – Widen to three lanes per direction.
- **64th Avenue** – Widen to three lanes per direction.
- **Picadilly Road** – Widen to three lanes per direction.
- **Tibet Road** – Constructed as a four-lane, minor arterial from south of 56th Avenue to north of 64th Avenue.
- **56th Avenue at Dunkirk Street** – Add second eastbound left-turn lane and add one eastbound right-turn lane. Add second westbound left-turn lane and add one westbound right-turn lane.
- **56th Avenue at Picadilly Road** – Signalize. Provide three through lanes on the east and west approaches (per *NEATS Refresh*). Provide three through lanes on the north and south approaches (per *NEATS Refresh*). Add dual left-turn lanes on each approach. Add one right-turn lane per approach.
- **56th Avenue at E-470 Southbound Ramps** – Signalize. Provide three through lanes on the east and west approaches (per *NEATS Refresh*). Add second westbound left-turn lane. Reconstruct off-ramp with dual southbound left-turn lanes and one southbound through lane.
- **56th Avenue at E-470 Southbound Ramps** – Signalize. Provide three through lanes on the east and west approaches (per *NEATS Refresh*). Reconstruct off-ramp with dual northbound left-turn lanes.
- **64th Avenue at Picadilly Road** – Signalize. Provide three through lanes on the east and west approaches (per *NEATS Refresh*). Provide three through lanes on the north and south approaches (per *NEATS Refresh*). Add dual left-turn lanes on each approach. Add one right-turn lane per approach.

Table 6 says 57

Table 5 - Trip Generation Summary

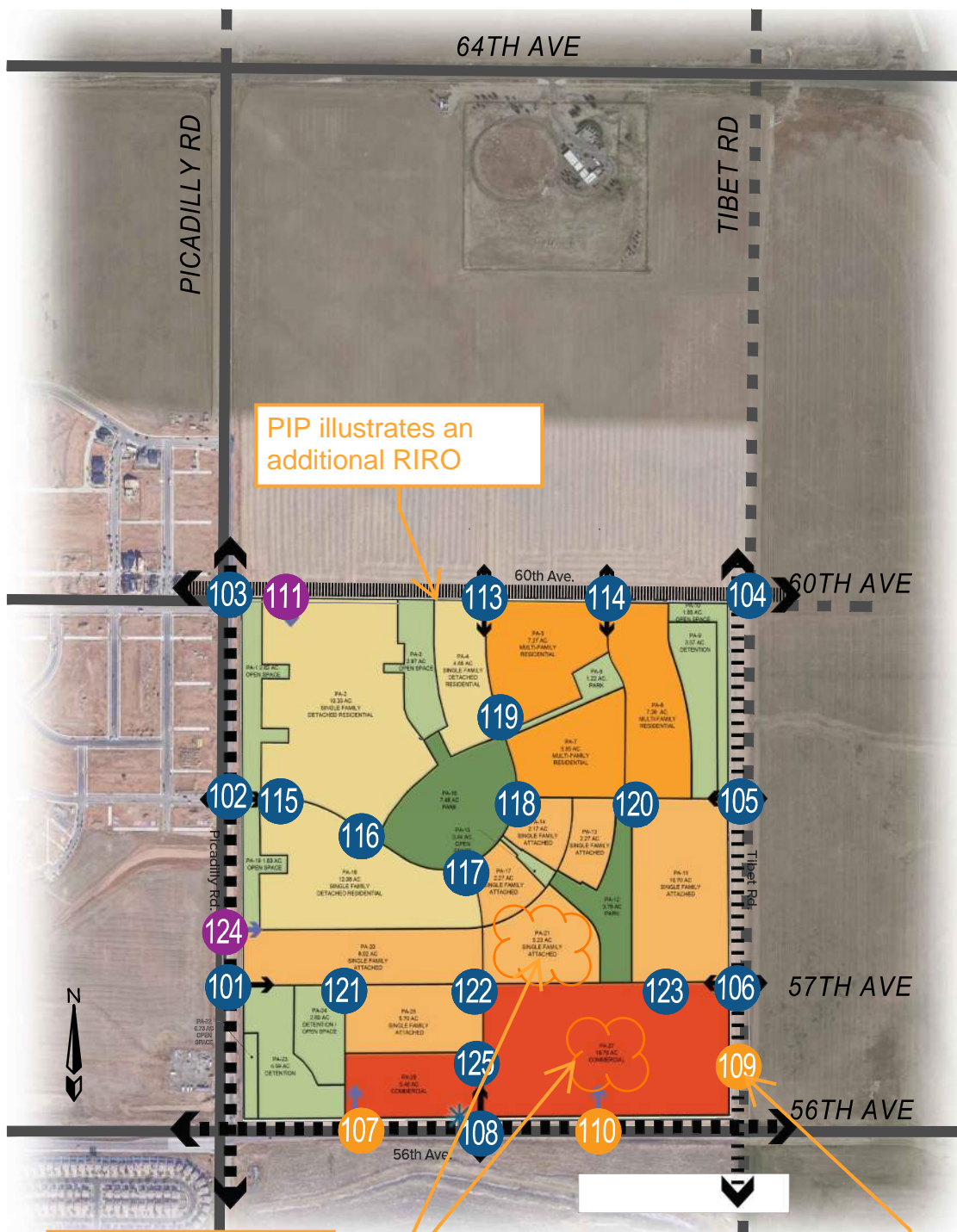
Planning Area	Land Use	Size	Unit	Internal Capture	Non-Auto Factor	Average Daily Trips				AM Peak Hour Trips				PM Peak Hour Trips			
						Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
PA-5, 7, 8	ITE 221 - Multi-Family Housing (Mid Rise)	400 ✓	DU	0.95	0.95	4.54	1,639 ✓	820	819	0.37	134 ✓	31	103	0.39	141 ✓	86	55
PA-4	ITE 210: Single-Family Detached Housing	22 ✓	DU	0.95	0.95	9.43	187 ✓	94	93	0.70	14 ✓	4	10	0.94	19 ✓	12	7
PA-2	ITE 210: Single-Family Detached Housing	86 ✓	DU	0.95	0.95	9.43	732 ✓	366	366	0.70	54 ✓	14	40	0.94	73 ✓	46	27
PA-13, 14, 17	ITE 215 - Single-Family Attached [duplexes]	50 ✓	DU	0.95	0.95	7.20	325 ✓	163	162	0.48	22 ✓	6	16	0.57	26 ✓	15	11
PA-18	ITE 210: Single-Family Detached Housing	51 ✓	DU	0.95	0.95	9.43	434 ✓	217	217	0.70	32 ✓	8	24	0.94	43 ✓	27	16
PA-20	ITE 215 - Single-Family Attached [duplexes]	62 ✓	DU	0.95	0.95	7.20	403 ✓	202	201	0.48	27 ✓	7	20	0.57	32 ✓	19	13
PA-21	ITE 215 - Single-Family Attached [duplexes]	34 ✓	DU	0.95	0.95	7.20	221 ✓	111	110	0.48	15 ✓	4	11	0.57	17 ✓	10	7
PA-25	ITE 215 - Single-Family Attached [duplexes]	58 ✓	DU	0.95	0.95	7.20	377 ✓	189	188	0.48	25 ✓	6	19	0.57	30 ✓	18	12
PA-26	ITE 820 - Shopping Center	44.40 ✓	ksf	0.95	0.95	37.01	1,483 ✓	742	741	0.84	34 ✓	21	13	3.40	136 ✓	65	71
	ITE 945 - Gas/Service Station w/ Convenience Market	12.00 ✓	fueling stations	0.75	1.00	265.12	2,386 ✓	1,193	1,193	16.06	145 ✓	73	72	18.42	166 ✓	83	83
	ITE 948 - Car Wash	1.00 ✓	tunnel	0.75	1.00		580	290	290		0	0	0	77.50	58 ✓	29	29
Subtotal of Trips							4,826	2,414	2,412		204	100	104		390	195	195
Pass-by Trips: Shopping Center (PM)						29% ✓	430	215	215		0	0	0		39	19	20
Pass-by Trips: Gas Station (AM)						76% ✓	1,813	907	906		110	55	55		0	0	0
Pass-by Trips: Gas Station (PM)						75% ✓	0	0	0		0	0	0		125	62	63
Subtotal of Pass-By Trips							2,243	1,122	1,121		110	55	55		164	81	83
Subtotal of New Trips (PA25 & PA-26)							2,583	1,292	1,291		94	45	49		226	114	112
PA-27 (west)	ITE 820 - Shopping Center	28.30 ✓	ksf	0.95	0.95	37.01	945 ✓	473	472	0.84	21 ✓	13	8	3.40	87 ✓	42	45
	ITE 850 - Supermarket	64.00 ✓	ksf	0.95	0.95	93.84	5,420 ✓	2,710	2,710	2.86	165 ✓	97	68	8.95	517 ✓	259	258
Subtotal of Trips							6,365	3,183	3,182		186	110	76		604	301	303
Pass-by Trips: Shopping Center						29% ✓	274	137	137		0	0	0		25	12	13
Pass-by Trips: Supermarket (AM)						24% ✓	0	0	0		5	3	2		0	0	0
Pass-by Trips: Supermarket (PM)						24% ✓	1,301	650	651		0	0	0		124	62	62
Subtotal of Pass-By Trips							1575	787	788		5	3	2		149	74	75
Subtotal of Commercial New Trips							4790	2396	2394		181	107	74		455	227	228
Subtotal of New Trips (PA-27 west)							4,790	2,396	2,394		181	107	74		455	227	228
PA-27 (east)	ITE 820 - Shopping Center	87.6 ✓	ksf	0.95	0.95	37.01	2,924 ✓	1,462	1,462	0.84	66 ✓	41	25	3.40	269 ✓	129	140
	ITE 934 - Fast-Food Restaurant with Drive-Thru Window	4.8 ✓	ksf	0.95	0.95	467.48	2,004 ✓	1,002	1,002	44.61	191 ✓	97	94	33.03	142 ✓	74	68
Subtotal of Trips							4,928	2,464	2,464		257	138	119		411	203	208
Pass-by Trips: Shopping Center						29% ✓	848	424	424		0	0	0		78	37	41
Pass-by Trips: Fast-Food (AM)						50% ✓	0	0	0		96	49	47		0	0	0
Pass-by Trips: Fast-Food (PM)						55% ✓	1102	551	551		0	0	0		78	41	37
Subtotal of Pass-By Trips							1950	975	975		96	49	47		156	78	78
Subtotal of Commercial New Trips							2978	1489	1489		161	89	72		255	125	130
Subtotal of New Trips (PA-27 east PA-29, PA-30)							2,978	1,489	1,489		161	89	72		255	125	130
PA-11	ITE 221 - Multi-Family Housing (Mid Rise)	294 ✓	DU	0.95	0.95	4.54	1,205 ✓	603	602	0.37	98 ✓	23	75	0.39	103 ✓	63	40
Subtotal of New Trips (PA-11)							1,205	603	602		98	23	75		103	63	40
Total New Trips:							15,497	7,753	7,744	AM >	832	338	494	PM >	1,390	744	646
Total Pass-By Trips:							5,768	2,884	2,884	AM >	211	107	104	PM >	469	233	236
Total Trips:							21,265	10,637	10,628	AM >	1,043	445	598	PM >	1,859	977	882

Source: ITE Trip Generation 11th Edition, 2021.

Update per trip gen revisions

Table 11 - Peak Hour Estimated Queues and Proposed Auxiliary Lanes

Intersection and Lanes Groups	2021 Existing		2030 Background		2030 Bkgrd + Project		2040 Background		2040 Bkgrd + Project		Max. Queue	CDOT SHAC Requirement (NR-B)				Proposed Future Storage
	95th % Q		95th % Q		95th % Q		95th % Q		95th % Q			Speed (mph)	Total (feet)	Storage (feet)	Taper (feet)	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM						
#107. 56th Avenue at PA-26 Access (3/4 mvmt)					Stop-Control (SB)				Stop-Control (SB)							
Eastbound Left					8'	23'			10'	43'	43'	45	435	273	162	273'
Southbound Right					5'	15'			5'	25'	25'	25	180	90	90	90'
#108. 56th Avenue at Street H					Signalized				Signalized							
Eastbound Left					142'	254'			127'	227'	227'	45	435	273	162	273'
Eastbound Through					116'	128'			216'	167'	-	-	-	-	-	-
Westbound Through					78'	111'			216'	384'	-	-	-	-	-	-
Westbound Right					7'	7'			26'	42'	42'	45	435	273	162	273'
Southbound Left					72'	122'			75'	120'	120'	30	250	154	96	154'
Southbound Right					44'	54'			46'	53'	53'	30	250	154	96	154'
#109. Tibet Road at PA-30 Access					Stop-Control (EB)				Stop-Control (EB)							
Eastbound Left+Right					3'	10'			5'	23'	23'	45	435	273	162	273'
Northbound Left					0'	3'			0'	3'	3'	30	250	154	96	154'
Northbound Through					0'	0'			0'	0'	0'	45	435	273	162	273'
Southbound Through+Right					0'	0'			0'	0'	0'	30	250	154	96	154'
#110. 56th Avenue at PA-30 Access (3/4 mvmt)					Stop-Control (SB)				Stop-Control (SB)							
Eastbound Left					3'	8'			5'	15'	15'	45	435	273	162	273'
Southbound Right					3'	5'			3'	8'	8'	30	250	154	96	154'
#111. 60th Avenue at Street A (RIRO)					Stop-Control (NB)				Stop-Control (NB)							
Northbound Right					0'	0'			0'	0'	-	-	-	-	-	-
#112. 60th Avenue at Street C (RIRO)					Stop-Control (NB/SB)				Stop-Control (NB/SB)							
Northbound Right					0'	0'			0'	0'	-	-	-	-	-	-
Southbound Right					5'	8'			13'	20'	-	-	-	-	-	-
#113. 60th Avenue at Street D					Stop-Control (NB/SB)				Stop-Control (NB/SB)							
Eastbound Left					0'	0'			0'	3'	3'	30	250	154	96	154'
Westbound Left					0'	0'			0'	0'	0'	30	250	154	96	154'
Northbound Left					3'	3'			5'	3'	5'	25	180	90	90	90'
Northbound Through+Right					0'	0'			3'	3'	-	-	-	-	-	-
Southbound Left					0'	0'			3'	0'	3'	25	180	90	90	90'
Southbound Through+Right					3'	3'			3'	3'	-	-	-	-	-	-
#114. 60th Avenue at PA-5 & PA-8 Access					Stop-Control (NB)				Stop-Control (NB)							
Westbound Left					0'	0'			0'	0'	0'	30	250	154	96	154'
Northbound Left+Right					3'	0'			3'	3'	-	-	-	-	-	-
#115. Street D at Street A					Stop-Control (SB)				Stop-Control (SB)							
Eastbound Left+Through+Right					0'	0'			0'	0'	-	-	-	-	-	-
Westbound Left+Through+Right					0'	0'			0'	0'	-	-	-	-	-	-
Northbound Left+Through+Right					3'	0'			3'	0'	-	-	-	-	-	-
Southbound Left+Through+Right					3'	0'			3'	0'	-	-	-	-	-	-
#116. Street D at Street I / Street E (offset)					Stop-Control (NB/SB)				Stop-Control (NB/SB)							
Eastbound Left+Through+Right					0'	0'			0'	0'	-	-	-	-	-	-
Westbound Left+Through+Right					0'	0'			0'	0'	-	-	-	-	-	-
Northbound Left+Through+Right					0'	0'			0'	0'	-	-	-	-	-	-
Southbound Left+Through+Right					3'	0'			3'	0'	-	-	-	-	-	-

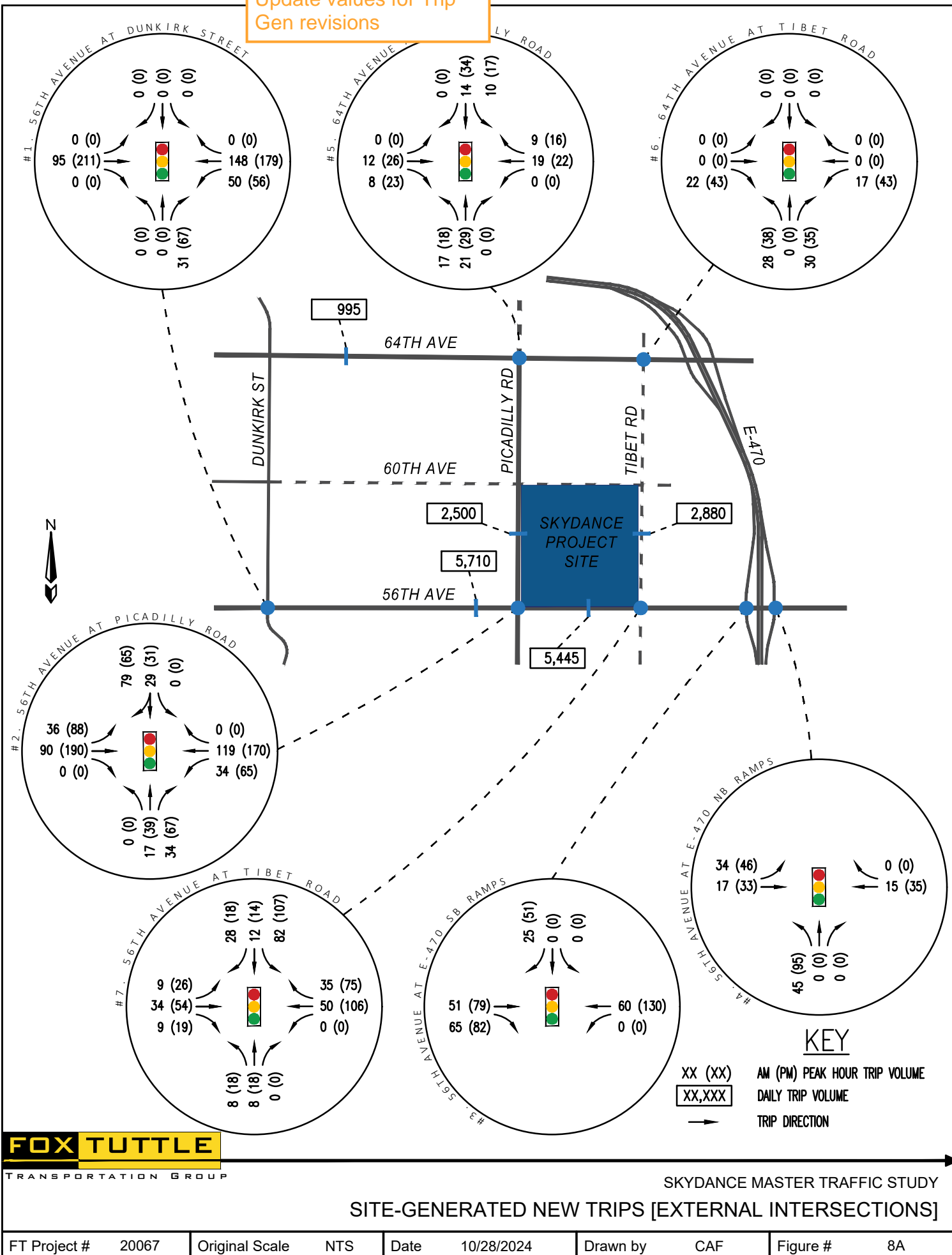


- PA-1 OPEN SPACE
- PA-2 SINGLE FAMILY DETACHED RESIDENTIAL
- PA-3 OPEN SPACE
- PA-4 SINGLE FAMILY DETACHED RESIDENTIAL
- PA-5 MULTI-FAMILY RESIDENTIAL
- PA-6 PARK
- PA-7 MULTI-FAMILY RESIDENTIAL
- PA-8 MULTI-FAMILY RESIDENTIAL
- PA-9 DETENTION
- PA-10 OPEN SPACE
- PA-11 SINGLE FAMILY DETACHED RESIDENTIAL
- PA-12 PARK
- PA-13 SINGLE FAMILY ATTACHED RESIDENTIAL
- PA-14 SINGLE FAMILY ATTACHED RESIDENTIAL
- PA-15 OPEN SPACE
- PA-16 PARK
- PA-17 SINGLE FAMILY ATTACHED RESIDENTIAL
- PA-18 SINGLE FAMILY DETACHED RESIDENTIAL
- PA-19 OPEN SPACE
- PA-20 SINGLE FAMILY ATTACHED RESIDENTIAL
- PA-21 SINGLE FAMILY ATTACHED RESIDENTIAL
- PA-22 OPEN SPACE
- PA-23 OPEN SPACE
- PA-24 DETENTION
- PA-25 SINGLE FAMILY ATTACHED RESIDENTIAL
- PA-26 COMMERCIAL
- PA-27 COMMERCIAL

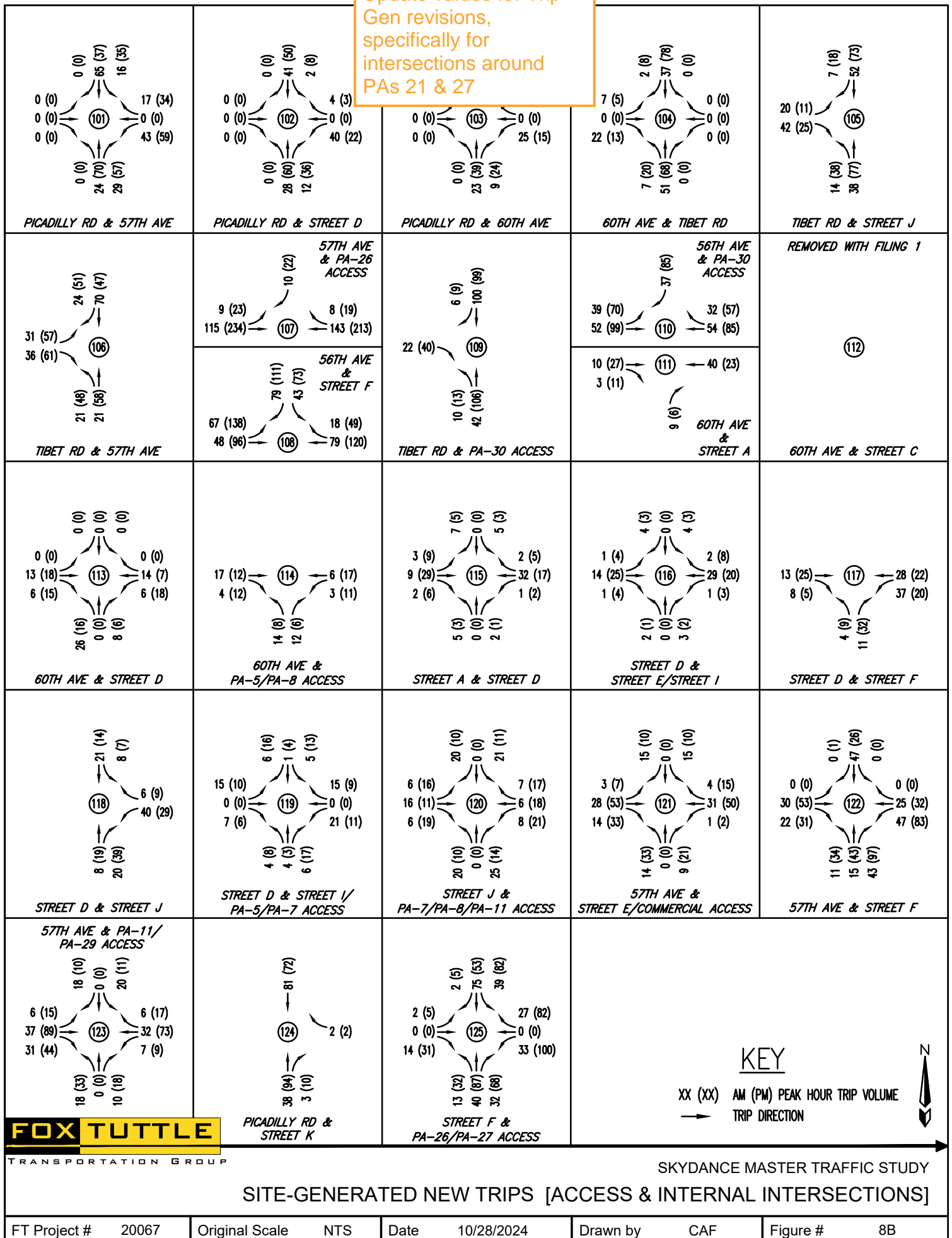
KEY

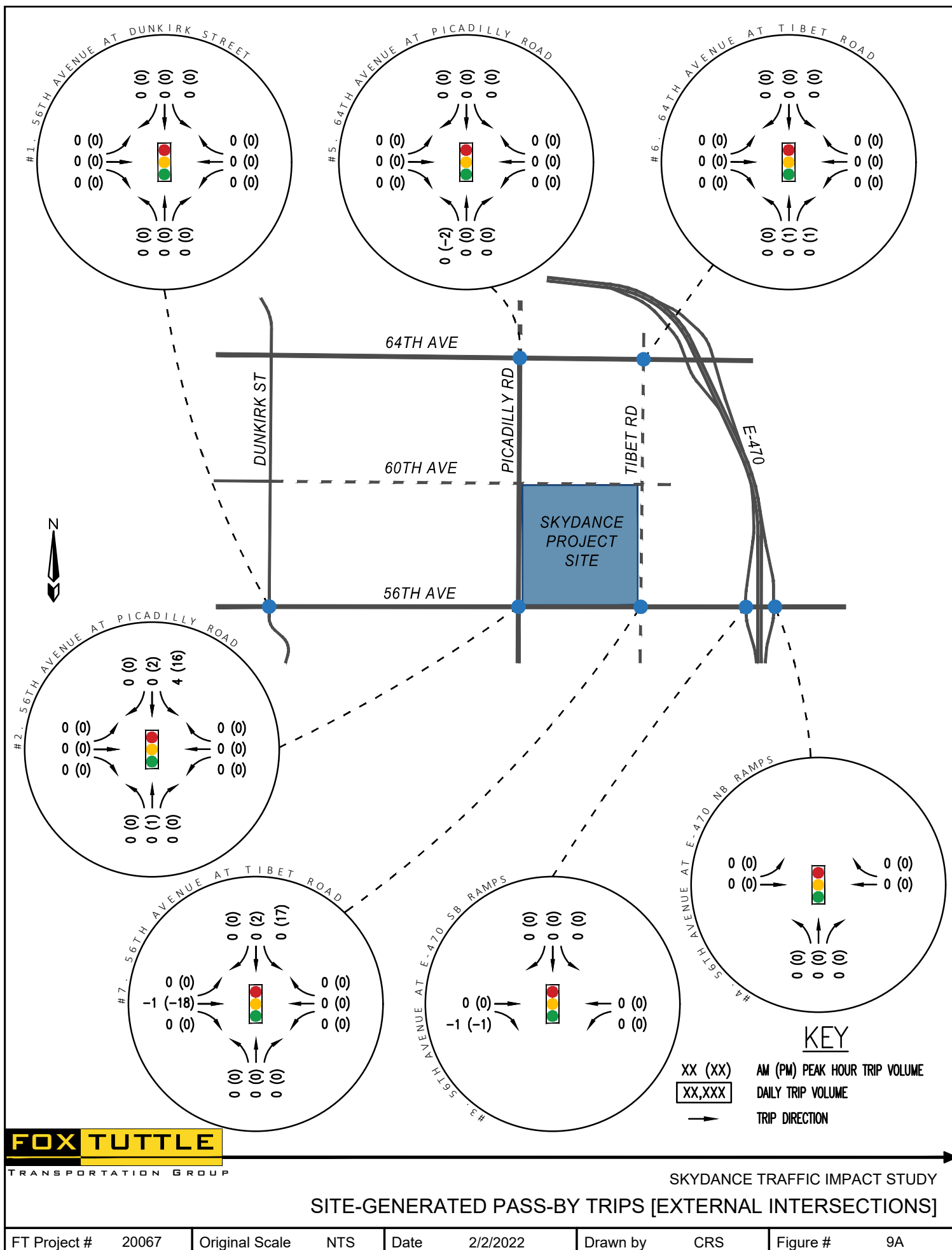
- # FULL MOVEMENT INTERSECTION
- # 3/4 MOVEMENT INTERSECTION
- # RI/RO MOVEMENT INTERSECTION

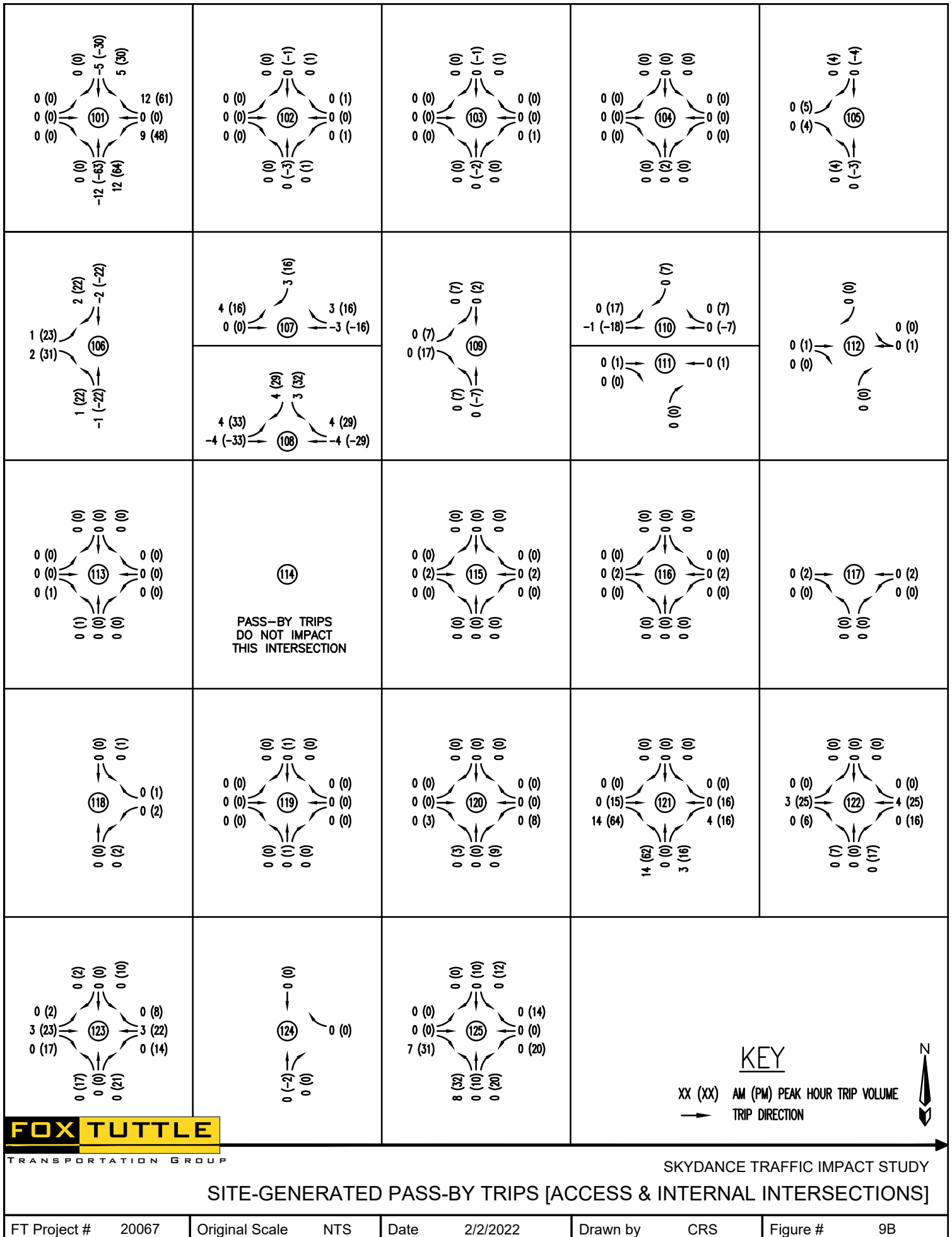
Update values for Trip
Gen revisions



Update values for Trip
Gen revisions,
specifically for
intersections around
PAs 21 & 27



















APPENDIX F – Background (without site development) Synchro Outputs

Queues

1: Picadilly Rd & E 56th Ave

02/04/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	101	423	229	293	246	70	104	171	205	91	218	149
v/c Ratio	0.18	0.61	0.31	0.64	0.15	0.09	0.21	0.20	0.47	0.29	0.68	0.34
Control Delay (s/veh)	13.5	33.5	5.1	44.6	18.2	2.0	26.4	38.3	22.5	26.8	49.4	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.5	33.5	5.1	44.6	18.2	2.0	26.4	38.3	22.5	26.8	49.4	4.1
Queue Length 50th (ft)	29	229	0	69	53	0	28	39	37	42	132	0
Queue Length 95th (ft)	64	#416	56	136	93	3	52	63	144	72	194	23
Internal Link Dist (ft)	2771			1527			510			1611		
Turn Bay Length (ft)	400				375	125	250				175	225
Base Capacity (vph)	564	694	734	463	1595	821	502	1372	577	310	503	570
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.61	0.31	0.63	0.15	0.09	0.21	0.12	0.36	0.29	0.43	0.26

Intersection Summary

























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

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

1: Picadilly Rd & E 56th Ave

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	389	211	270	226	64	96	157	189	84	201	137
Future Volume (veh/h)	93	389	211	270	226	64	96	157	189	84	201	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	423	229	293	246	70	104	171	205	91	218	149
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	609	738	625	355	1533	684	462	809	251	317	293	249
Arrive On Green	0.07	0.39	0.39	0.17	0.72	0.72	0.07	0.16	0.16	0.06	0.16	0.16
Sat Flow, veh/h	1781	1870	1585	3456	3554	1585	3456	5106	1585	1781	1870	1585
Grp Volume(v), veh/h	101	423	229	293	246	70	104	171	205	91	218	149
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1777	1585	1728	1702	1585	1781	1870	1585
Q Serve(g_s), s	3.2	17.7	10.2	8.2	2.2	1.3	2.4	2.9	12.5	4.2	11.1	8.7
Cycle Q Clear(g_c), s	3.2	17.7	10.2	8.2	2.2	1.3	2.4	2.9	12.5	4.2	11.1	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	609	738	625	355	1533	684	462	809	251	317	293	249
V/C Ratio(X)	0.17	0.57	0.37	0.83	0.16	0.10	0.23	0.21	0.82	0.29	0.74	0.60
Avail Cap(c_a), veh/h	616	738	625	380	1533	684	476	1379	428	327	505	428
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	23.7	21.4	40.6	8.3	8.1	31.8	36.6	40.7	32.0	40.2	39.2
Incr Delay (d2), s/veh	0.1	3.2	1.7	13.1	0.2	0.3	0.2	0.1	6.4	0.5	3.7	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	1.2	7.9	3.9	3.8	0.8	0.5	1.0	1.2	5.2	1.8	5.3	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.6	26.9	23.1	53.6	8.5	8.4	32.0	36.8	47.0	32.5	44.0	41.5
LnGrp LOS	B	C	C	D	A	A	C	D	D	C	D	D
Approach Vol, veh/h	753			609			480			458		
Approach Delay, s/veh	24.2			30.2			40.1			40.9		
Approach LOS	C			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.3	46.4	13.6	22.7	13.6	50.1	13.4	22.9				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	11.0	27.0	7.0	27.0	7.0	31.0	7.0	27.0				
Max Q Clear Time (g_c+I1), s	10.2	19.7	4.4	13.1	5.2	4.2	6.2	14.5				
Green Ext Time (p_c), s	0.1	1.9	0.1	1.4	0.0	1.6	0.0	1.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	32.4											
HCM 7th LOS	C											

HCM 7th TWSC
2: Picadilly Rd & Maxwell PI









02/04/2025

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑↑	↑↑↑↘	
Traffic Vol, veh/h	0	95	0	442	659	23
Future Vol, veh/h	0	95	0	442	659	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	103	0	480	716	25
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	371	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	535	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	535	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v13.33		0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 535		-	-		
HCM Lane V/C Ratio	- 0.193		-	-		
HCM Control Delay (s/veh)	- 13.3		-	-		
HCM Lane LOS	- B		-	-		
HCM 95th %tile Q(veh)	- 0.7		-	-		

Queues

3: Picadilly Rd & E 54th Ave/SW Site Access





















02/04/2025

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	16	18	7	4	28	429	49	771
v/c Ratio	0.09	0.03	0.04	0.01	0.05	0.12	0.07	0.21
Control Delay (s/veh)	42.3	0.1	41.3	0.0	5.8	8.7	2.8	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.3	0.1	41.3	0.0	5.8	8.7	2.8	3.9
Queue Length 50th (ft)	9	0	4	0	4	38	2	26
Queue Length 95th (ft)	30	0	18	0	18	81	m11	95
Internal Link Dist (ft)		571		430		580		707
Turn Bay Length (ft)					125		100	
Base Capacity (vph)	177	694	477	733	555	3525	737	3741
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03	0.01	0.01	0.05	0.12	0.07	0.21
Intersection Summary								
m Volume for 95th percentile queue is metered by upstream signal.								

HCM 7th Signalized Intersection Summary

3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	15	0	17	6	0	4	26	393	2	30	15	696
Future Volume (veh/h)	15	0	17	6	0	4	26	393	2	30	15	696
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	16	0	18	7	0	4	28	427	2		16	757
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	109	0	97	47	0	42	468	3186	15		666	3070
Arrive On Green	0.06	0.00	0.06	0.03	0.00	0.03	0.04	0.61	0.61		0.01	0.20
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	5245	25		1781	5162
Grp Volume(v), veh/h	16	0	18	7	0	4	28	277	152		16	499
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1866		1781	1702
Q Serve(g_s), s	0.9	0.0	1.1	0.4	0.0	0.2	0.6	3.5	3.5		0.3	12.4
Cycle Q Clear(g_c), s	0.9	0.0	1.1	0.4	0.0	0.2	0.6	3.5	3.5		0.3	12.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01		1.00	
Lane Grp Cap(c), veh/h	109	0	97	47	0	42	468	2068	1133		666	2024
V/C Ratio(X)	0.15	0.00	0.19	0.15	0.00	0.10	0.06	0.13	0.13		0.02	0.25
Avail Cap(c_a), veh/h	178	0	159	481	0	428	525	2068	1133		746	2024
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	44.5	0.0	44.6	47.6	0.0	47.5	7.7	8.4	8.4		7.4	21.3
Incr Delay (d2), s/veh	0.6	0.0	0.9	1.4	0.0	1.0	0.1	0.1	0.2		0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	0.2	0.0	0.1	0.2	1.2	1.3		0.1	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.1	0.0	45.5	49.0	0.0	48.5	7.7	8.5	8.6		7.5	21.6
LnGrp LOS	D		D	D		D	A	A	A		A	C
Approach Vol, veh/h	34			11			457			787		
Approach Delay, s/veh	45.3			48.8			8.5			21.4		
Approach LOS	D			D			A			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	67.7		13.1	10.8	66.5		9.6				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	7.0	28.0		10.0	7.0	28.0		27.0				
Max Q Clear Time (g_c+I1), s	2.3	5.5		3.1	2.6	14.4		2.4				
Green Ext Time (p_c), s	0.0	2.4		0.0	0.0	3.9		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	17.7											
HCM 7th LOS	B											
Notes												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary 3: Picadilly Rd & E 54th Ave/SW Site Access






02/04/2025

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	13
Future Volume (veh/h)	13
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	14
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	57
Arrive On Green	0.20
Sat Flow, veh/h	95
Grp Volume(v), veh/h	272
Grp Sat Flow(s),veh/h/ln	1853
Q Serve(g_s), s	12.4
Cycle Q Clear(g_c), s	12.4
Prop In Lane	0.05
Lane Grp Cap(c), veh/h	1102
V/C Ratio(X)	0.25
Avail Cap(c_a), veh/h	1102
HCM Platoon Ratio	0.33
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	21.3
Incr Delay (d2), s/veh	0.5
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	6.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	21.8
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Queues

4: Road A & E 56th Ave

02/04/2025

					
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	719	48	591	17	30
v/c Ratio	0.18	0.08	0.20	0.10	0.16
Control Delay (s/veh)	11.2	3.0	2.6	42.4	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.2	3.0	2.6	42.4	17.0
Queue Length 50th (ft)	129	6	46	10	0
Queue Length 95th (ft)	145	14	62	31	28
Internal Link Dist (ft)	1527		1121	547	
Turn Bay Length (ft)		325		75	
Base Capacity (vph)	3921	639	3029	495	464
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.18	0.08	0.20	0.03	0.06
Intersection Summary					

HCM 7th Signalized Intersection Summary

4: Road A & E 56th Ave













02/04/2025

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑	↘	↗
Traffic Volume (veh/h)	657	5	44	544	16	28
Future Volume (veh/h)	657	5	44	544	16	28
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	714	5	48	591	17	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3482	24	652	2797	130	116
Arrive On Green	1.00	1.00	0.05	0.79	0.07	0.07
Sat Flow, veh/h	5400	37	1781	3647	1781	1585
Grp Volume(v), veh/h	464	255	48	591	17	30
Grp Sat Flow(s),veh/h/ln	1702	1864	1781	1777	1781	1585
Q Serve(g_s), s	0.0	0.0	0.7	4.2	0.9	1.8
Cycle Q Clear(g_c), s	0.0	0.0	0.7	4.2	0.9	1.8
Prop In Lane		0.02	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2266	1240	652	2797	130	116
V/C Ratio(X)	0.21	0.21	0.07	0.21	0.13	0.26
Avail Cap(c_a), veh/h	2266	1240	756	2797	499	444
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	3.6	2.7	43.4	43.8
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.2	0.5	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.2	0.9	0.4	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.2	0.3	3.6	2.9	43.8	45.0
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h	719			639	47	
Approach Delay, s/veh	0.2			2.9	44.6	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.2	73.6			85.7	14.3
Change Period (Y+Rc), s	7.0	7.0			7.0	7.0
Max Green Setting (Gmax), s	11.0	40.0			58.0	28.0
Max Q Clear Time (g_c+I1), s	2.7	2.0			6.2	3.8
Green Ext Time (p_c), s	0.0	2.5			2.1	0.1
Intersection Summary						
HCM 7th Control Delay, s/veh			2.9			
HCM 7th LOS			A			

Queues

1: Picadilly Rd & E 56th Ave























02/04/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	175	284	179	350	433	123	132	240	225	48	182	145
v/c Ratio	0.35	0.45	0.27	0.64	0.31	0.17	0.24	0.23	0.44	0.16	0.65	0.36
Control Delay (s/veh)	14.3	30.4	4.4	40.9	20.2	3.0	27.8	37.6	21.5	25.8	50.1	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.3	30.4	4.4	40.9	20.2	3.0	27.8	37.6	21.5	25.8	50.1	4.3
Queue Length 50th (ft)	50	142	0	82	100	5	37	57	31	22	111	0
Queue Length 95th (ft)	96	241	41	129	162	35	63	87	164	46	171	22
Internal Link Dist (ft)	2771			1527			510			1611		
Turn Bay Length (ft)	400			375		125	250		175	225		
Base Capacity (vph)	514	629	664	550	1392	741	556	1372	591	291	503	570
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.45	0.27	0.64	0.31	0.17	0.24	0.17	0.38	0.16	0.36	0.25
Intersection Summary												

HCM 7th Signalized Intersection Summary

1: Picadilly Rd & E 56th Ave

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	261	165	322	398	113	121	221	207	44	167	133
Future Volume (veh/h)	161	261	165	322	398	113	121	221	207	44	167	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	175	284	179	350	433	123	132	240	225	48	182	145
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	524	713	605	380	1466	654	522	904	281	286	300	254
Arrive On Green	0.08	0.38	0.38	0.18	0.69	0.69	0.02	0.06	0.06	0.05	0.16	0.16
Sat Flow, veh/h	1781	1870	1585	3456	3554	1585	3456	5106	1585	1781	1870	1585
Grp Volume(v), veh/h	175	284	179	350	433	123	132	240	225	48	182	145
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1777	1585	1728	1702	1585	1781	1870	1585
Q Serve(g_s), s	5.9	11.1	7.9	10.0	4.8	2.8	3.1	4.5	14.0	2.2	9.1	8.5
Cycle Q Clear(g_c), s	5.9	11.1	7.9	10.0	4.8	2.8	3.1	4.5	14.0	2.2	9.1	8.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	524	713	605	380	1466	654	522	904	281	286	300	254
V/C Ratio(X)	0.33	0.40	0.30	0.92	0.30	0.19	0.25	0.27	0.80	0.17	0.61	0.57
Avail Cap(c_a), veh/h	561	713	605	380	1466	654	529	1379	428	319	505	428
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	22.6	21.6	40.4	9.9	9.6	32.9	40.9	45.3	32.0	39.1	38.8
Incr Delay (d2), s/veh	0.4	1.7	1.2	26.5	0.5	0.6	0.3	0.2	6.2	0.3	2.0	2.0
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	2.3	4.9	3.0	5.1	1.7	1.0	1.3	1.9	6.4	0.9	4.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.5	24.2	22.8	66.9	10.4	10.2	33.2	41.0	51.6	32.2	41.0	40.8
LnGrp LOS	B	C	C	E	B	B	C	D	D	C	D	D
Approach Vol, veh/h	638			906			597			375		
Approach Delay, s/veh	21.7			32.2			43.3			39.8		
Approach LOS	C			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	45.1	13.8	23.0	14.9	48.2	12.2	24.7				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	11.0	27.0	7.0	27.0	10.0	28.0	7.0	27.0				
Max Q Clear Time (g_c+I1), s	12.0	13.1	5.1	11.1	7.9	6.8	4.2	16.0				
Green Ext Time (p_c), s	0.0	1.8	0.1	1.2	0.1	2.9	0.0	1.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	33.3											
HCM 7th LOS	C											

HCM 7th TWSC
2: Picadilly Rd & Maxwell PI









02/04/2025

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	
Traffic Vol, veh/h	0	53	0	549	627	27
Future Vol, veh/h	0	53	0	549	627	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	58	0	597	682	29
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	355	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	547	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	547	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v12.35		0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 547		-	-		
HCM Lane V/C Ratio	- 0.105		-	-		
HCM Control Delay (s/veh)	- 12.4		-	-		
HCM Lane LOS	- B		-	-		
HCM 95th %tile Q(veh)	- 0.4		-	-		

Queues























3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	8	11	9	1	83	562	54	685
v/c Ratio	0.05	0.02	0.05	0.00	0.13	0.15	0.08	0.19
Control Delay (s/veh)	41.4	0.0	41.6	0.0	5.0	7.8	2.1	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.4	0.0	41.6	0.0	5.0	7.8	2.1	3.0
Queue Length 50th (ft)	5	0	5	0	1	24	1	8
Queue Length 95th (ft)	19	0	21	0	42	106	m8	79
Internal Link Dist (ft)		571		430		580		707
Turn Bay Length (ft)					125		100	
Base Capacity (vph)	177	696	477	722	625	3696	688	3681
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.02	0.02	0.00	0.13	0.15	0.08	0.19
Intersection Summary								
m Volume for 95th percentile queue is metered by upstream signal.								

HCM 7th Signalized Intersection Summary 3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations								 				 
Traffic Volume (veh/h)	7	0	10	8	0	1	76	515	2	26	24	621
Future Volume (veh/h)	7	0	10	8	0	1	76	515	2	26	24	621
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No			No			No				No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	8	0	11	9	0	1	83	560	2		26	675
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	73	0	65	43	0	38	549	3250	12		622	3067
Arrive On Green	0.04	0.00	0.04	0.02	0.00	0.02	0.06	0.62	0.62		0.01	0.20
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	5252	19		1781	5184
Grp Volume(v), veh/h	8	0	11	9	0	1	83	363	199		26	443
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1867		1781	1702
Q Serve(g_s), s	0.4	0.0	0.7	0.5	0.0	0.1	1.7	4.5	4.6		0.6	10.9
Cycle Q Clear(g_c), s	0.4	0.0	0.7	0.5	0.0	0.1	1.7	4.5	4.6		0.6	10.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01		1.00	
Lane Grp Cap(c), veh/h	73	0	65	43	0	38	549	2106	1155		622	2014
V/C Ratio(X)	0.11	0.00	0.17	0.21	0.00	0.03	0.15	0.17	0.17		0.04	0.22
Avail Cap(c_a), veh/h	178	0	159	481	0	428	561	2106	1155		683	2014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	46.2	0.0	46.3	47.8	0.0	47.6	6.9	8.1	8.1		7.2	20.8
Incr Delay (d2), s/veh	0.7	0.0	1.2	2.4	0.0	0.3	0.1	0.2	0.3		0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	0.2	0.0	0.0	0.6	1.5	1.7		0.2	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.8	0.0	47.5	50.2	0.0	47.9	7.1	8.3	8.5		7.3	21.1
LnGrp LOS	D		D	D		D	A	A	A		A	C
Approach Vol, veh/h	19			10			645			711		
Approach Delay, s/veh	47.2			50.0			8.2			20.7		
Approach LOS	D			D			A			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	68.9		11.1	13.3	66.2		9.4				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	7.0	28.0		10.0	7.0	28.0		27.0				
Max Q Clear Time (g_c+I1), s	2.6	6.6		2.7	3.7	13.0		2.5				
Green Ext Time (p_c), s	0.0	3.3		0.0	0.0	3.6		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	15.4											
HCM 7th LOS	B											
Notes												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary 3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025








Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	9
Future Volume (veh/h)	9
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	10
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	45
Arrive On Green	0.20
Sat Flow, veh/h	77
Grp Volume(v), veh/h	242
Grp Sat Flow(s),veh/h/ln	1857
Q Serve(g_s), s	11.0
Cycle Q Clear(g_c), s	11.0
Prop In Lane	0.04
Lane Grp Cap(c), veh/h	1099
V/C Ratio(X)	0.22
Avail Cap(c_a), veh/h	1099
HCM Platoon Ratio	0.33
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	20.8
Incr Delay (d2), s/veh	0.5
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	5.3
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	21.3
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Queues

4: Road A & E 56th Ave

02/04/2025

					
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	556	58	878	27	48
v/c Ratio	0.16	0.09	0.31	0.15	0.24
Control Delay (s/veh)	14.2	3.3	3.6	43.4	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.2	3.3	3.6	43.4	15.5
Queue Length 50th (ft)	94	8	77	16	0
Queue Length 95th (ft)	104	16	98	43	34
Internal Link Dist (ft)	1527		1121	547	
Turn Bay Length (ft)		325		75	
Base Capacity (vph)	3534	713	2859	548	523
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.08	0.31	0.05	0.09
Intersection Summary					

HCM 7th Signalized Intersection Summary

4: Road A & E 56th Ave













02/04/2025

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑	↘	↗
Traffic Volume (veh/h)	509	3	53	808	25	44
Future Volume (veh/h)	509	3	53	808	25	44
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	553	3	58	878	27	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3388	18	723	2745	156	139
Arrive On Green	1.00	1.00	0.06	0.77	0.09	0.09
Sat Flow, veh/h	5409	28	1781	3647	1781	1585
Grp Volume(v), veh/h	359	197	58	878	27	48
Grp Sat Flow(s), veh/h/ln	1702	1865	1781	1777	1781	1585
Q Serve(g_s), s	0.0	0.0	0.9	7.5	1.4	2.8
Cycle Q Clear(g_c), s	0.0	0.0	0.9	7.5	1.4	2.8
Prop In Lane		0.02	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2200	1206	723	2745	156	139
V/C Ratio(X)	0.16	0.16	0.08	0.32	0.17	0.35
Avail Cap(c_a), veh/h	2200	1206	855	2745	552	491
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	4.0	3.4	42.3	42.9
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.3	0.5	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.3	1.7	0.6	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.1	0.3	4.0	3.7	42.8	44.4
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h	556			936	75	
Approach Delay, s/veh	0.2			3.8	43.8	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.6	71.6			84.2	15.8
Change Period (Y+Rc), s	7.0	7.0			7.0	7.0
Max Green Setting (Gmax), s	13.0	35.0			55.0	31.0
Max Q Clear Time (g_c+I1), s	2.9	2.0			9.5	4.8
Green Ext Time (p_c), s	0.1	1.8			3.3	0.2
Intersection Summary						
HCM 7th Control Delay, s/veh			4.4			
HCM 7th LOS			A			

Queues

1: Picadilly Rd & E 56th Ave

02/04/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	755	2623	1428	1514	1520	326	665	1141	1142	446	1448	1137
v/c Ratio	1.32	1.65	1.85	2.28	0.88	0.52	1.94	1.09	1.52	1.97	1.38	1.60
Control Delay (s/veh)	202.8	327.1	414.0	608.0	37.3	14.1	459.0	113.1	271.4	479.2	219.8	305.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	202.8	327.1	414.0	608.0	37.3	14.1	459.0	113.1	271.4	479.2	219.8	305.4
Queue Length 50th (ft)	~490	~1357	~2087	~1236	445	74	~521	~469	~1499	~629	~685	~1548
Queue Length 95th (ft)	#619	#1438	#2359	m#1341	m497	m85	#641	#570	#1773	#851	#783	#1818
Internal Link Dist (ft)	2771				802				510			
Turn Bay Length (ft)	400			375			250			225		
Base Capacity (vph)	572	1593	771	663	1728	624	343	1050	751	226	1050	711
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.32	1.65	1.85	2.28	0.88	0.52	1.94	1.09	1.52	1.97	1.38	1.60

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

























Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary

1: Picadilly Rd & E 56th Ave

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	695	2413	1314	1393	1398	300	612	1050	1051	410	1332	1046
Future Volume (veh/h)	695	2413	1314	1393	1398	300	612	1050	1051	410	1332	1046
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	755	2623	1428	1514	1520	326	665	1141	1142	446	1448	1137
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	576	1600	655	668	1736	539	346	1055	634	226	1055	592
Arrive On Green	0.17	0.31	0.31	0.32	0.57	0.57	0.03	0.07	0.07	0.10	0.21	0.21
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	755	2623	1428	1514	1520	326	665	1141	1142	446	1448	1137
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1781	1702	1585
Q Serve(g_s), s	25.0	47.0	47.0	29.0	38.4	20.3	15.0	31.0	31.0	15.0	31.0	31.0
Cycle Q Clear(g_c), s	25.0	47.0	47.0	29.0	38.4	20.3	15.0	31.0	31.0	15.0	31.0	31.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	576	1600	655	668	1736	539	346	1055	634	226	1055	592
V/C Ratio(X)	1.31	1.64	2.18	2.27	0.88	0.60	1.92	1.08	1.80	1.97	1.37	1.92
Avail Cap(c_a), veh/h	576	1600	655	668	1736	539	346	1055	634	226	1055	592
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.5	51.5	44.0	50.8	29.7	25.8	72.5	69.9	50.3	44.7	59.5	47.0
Incr Delay (d2), s/veh	152.0	290.6	535.9	574.5	6.5	5.0	426.5	52.4	366.8	453.1	173.5	420.9
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	22.9	62.5	121.1	64.3	13.2	6.9	27.5	19.4	86.3	35.1	30.1	90.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	214.5	342.1	579.9	625.3	36.2	30.8	499.1	122.3	417.1	497.8	233.0	467.9
LnGrp LOS	F	F	F	F	D	C	F	F	F	F	F	F
Approach Vol, veh/h	4806			3360			2948			3031		
Approach Delay, s/veh	392.7			301.1			321.5			360.1		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.0	54.0	22.0	38.0	32.0	58.0	22.0	38.0				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	29.0	47.0	15.0	31.0	25.0	51.0	15.0	31.0				
Max Q Clear Time (g_c+l1), s	31.0	49.0	17.0	33.0	27.0	40.4	17.0	33.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	349.1											
HCM 7th LOS	F											

HCM 7th TWSC
2: Picadilly Rd & Maxwell PI

02/04/2025

Intersection						
Int Delay, s/veh	18.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	
Traffic Vol, veh/h	0	95	0	2713	4016	23
Future Vol, veh/h	0	95	0	2713	4016	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	103	0	2949	4365	25

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 2195	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 7.14	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.92	- -	- -
Pot Cap-1 Maneuver	0 ~ 31	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- ~ 31	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Control Delay, s/veh	18.2	0	0
HCM LOS	F		









Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 31	- -	- -
HCM Lane V/C Ratio	- 3.323	- -	- -
HCM Control Delay (s/veh)	\$ 1311.6	- -	- -
HCM Lane LOS	- F	- -	- -
HCM 95th %tile Q(veh)	- 12.2	- -	- -

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

Queues

3: Picadilly Rd & E 54th Ave/SW Site Access





















02/04/2025

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	16	18	7	4	28	2898	49	4419
v/c Ratio	0.14	0.04	0.06	0.02	0.21	0.74	0.35	1.08
Control Delay (s/veh)	68.8	0.2	67.0	0.3	8.9	15.9	23.6	57.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.8	0.2	67.0	0.3	8.9	15.9	23.6	57.4
Queue Length 50th (ft)	15	0	7	0	4	548	4	~1896
Queue Length 95th (ft)	41	0	24	0	16	949	m5	m528
Internal Link Dist (ft)		571		430		580		707
Turn Bay Length (ft)					125		100	
Base Capacity (vph)	118	403	318	392	135	3925	140	4081
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.04	0.02	0.01	0.21	0.74	0.35	1.08
Intersection Summary								
~ Volume exceeds capacity, queue is theoretically infinite.								
Queue shown is maximum after two cycles.								
m Volume for 95th percentile queue is metered by upstream signal.								

HCM 7th Signalized Intersection Summary

3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	15	0	17	6	0	4	26	2664	2	30	15	4053
Future Volume (veh/h)	15	0	17	6	0	4	26	2664	2	30	15	4053
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	16	0	18	7	0	4	28	2896	2		16	4405
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	90	0	80	44	0	39	105	3771	3		121	3711
Arrive On Green	0.05	0.00	0.05	0.02	0.00	0.02	0.03	0.72	0.72		0.05	1.00
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	5270	4		1781	5255
Grp Volume(v), veh/h	16	0	18	7	0	4	28	1870	1028		16	2852
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1870		1781	1702
Q Serve(g_s), s	1.3	0.0	1.6	0.6	0.0	0.4	0.6	52.0	52.1		0.4	105.9
Cycle Q Clear(g_c), s	1.3	0.0	1.6	0.6	0.0	0.4	0.6	52.0	52.1		0.4	105.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00		1.00	
Lane Grp Cap(c), veh/h	90	0	80	44	0	39	105	2436	1338		121	2404
V/C Ratio(X)	0.18	0.00	0.22	0.16	0.00	0.10	0.27	0.77	0.77		0.13	1.19
Avail Cap(c_a), veh/h	119	0	106	321	0	285	131	2436	1338		164	2404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	68.2	0.0	68.4	71.6	0.0	71.5	42.6	13.5	13.5		15.6	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.4	1.7	0.0	1.1	1.3	2.4	4.3		0.5	88.4
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
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.7	0.3	0.0	0.2	0.8	18.5	21.0		0.2	29.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.2	0.0	69.8	73.3	0.0	72.7	44.0	15.9	17.7		16.1	88.4
LnGrp LOS	E		E	E		E	D	B	B		B	F
Approach Vol, veh/h	34			11			2926			4435		
Approach Delay, s/veh	69.5			73.1			16.8			89.6		
Approach LOS	E			E			B			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	114.3		14.6	11.8	112.9		10.7				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	7.0	78.0		10.0	7.0	78.0		27.0				
Max Q Clear Time (g_c+I1), s	2.4	54.1		3.6	2.6	107.9		2.6				
Green Ext Time (p_c), s	0.0	21.2		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	60.7											
HCM 7th LOS	E											
Notes												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary 3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	13
Future Volume (veh/h)	13
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	14
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	12
Arrive On Green	1.00
Sat Flow, veh/h	17
Grp Volume(v), veh/h	1567
Grp Sat Flow(s),veh/h/ln	1867
Q Serve(g_s), s	105.9
Cycle Q Clear(g_c), s	105.9
Prop In Lane	0.01
Lane Grp Cap(c), veh/h	1319
V/C Ratio(X)	1.19
Avail Cap(c_a), veh/h	1319
HCM Platoon Ratio	2.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	92.6
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	33.9
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	92.6
LnGrp LOS	F
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Queues

4: Road A & E 56th Ave

02/04/2025



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	77	4119	48	3258	24	17	30	50	90
v/c Ratio	0.52	1.15	0.35	0.94	0.02	0.12	0.13	0.35	0.33
Control Delay (s/veh)	15.8	103.7	19.0	28.9	0.0	56.8	1.2	63.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.8	103.7	19.0	28.9	0.0	56.8	1.2	63.7	3.2
Queue Length 50th (ft)	44	~1794	11	1067	0	14	0	43	0
Queue Length 95th (ft)	m24	m716	41	#1307	0	38	0	85	0
Internal Link Dist (ft)		645		1121			547		102
Turn Bay Length (ft)	325		325		200	75			
Base Capacity (vph)	149	3594	139	3469	1121	139	394	143	409
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	1.15	0.35	0.94	0.02	0.12	0.08	0.35	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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


























Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary

4: Road A & E 56th Ave

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Traffic Volume (veh/h)	71	3785	5	44	2997	22	16	0	28	46	0	83
Future Volume (veh/h)	71	3785	5	44	2997	22	16	0	28	46	0	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	4114	5	48	3258	24	17	0	30	50	0	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	3506	4	120	3376	1048	127	0	105	188	0	133
Arrive On Green	0.04	0.67	0.67	0.04	0.66	0.66	0.02	0.00	0.07	0.04	0.00	0.08
Sat Flow, veh/h	1781	5267	6	1781	5106	1585	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	77	2658	1461	48	3258	24	17	0	30	50	0	90
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1702	1585	1781	0	1585	1781	0	1585
Q Serve(g_s), s	2.0	99.9	99.9	1.2	89.6	0.8	1.3	0.0	2.7	3.9	0.0	8.3
Cycle Q Clear(g_c), s	2.0	99.9	99.9	1.2	89.6	0.8	1.3	0.0	2.7	3.9	0.0	8.3
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	2266	1244	120	3376	1048	127	0	105	188	0	133
V/C Ratio(X)	0.59	1.17	1.17	0.40	0.96	0.02	0.13	0.00	0.28	0.27	0.00	0.68
Avail Cap(c_a), veh/h	135	2266	1244	131	3376	1048	168	0	285	198	0	285
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	0.00	1.00
Uniform Delay (d), s/veh	39.3	25.1	25.1	39.7	23.8	8.7	62.8	0.0	66.6	61.5	0.0	66.8
Incr Delay (d2), s/veh	6.1	83.0	87.0	2.1	9.2	0.0	0.5	0.0	1.5	0.8	0.0	6.0
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	2.1	63.6	71.2	1.2	34.6	0.3	0.6	0.0	1.1	1.8	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.4	108.0	112.1	41.8	33.0	8.8	63.3	0.0	68.1	62.3	0.0	72.7
LnGrp LOS	D	F	F	D	C	A	E		E	E		E
Approach Vol, veh/h	4196			3330			47			140		
Approach Delay, s/veh	108.3			33.0			66.3			69.0		
Approach LOS	F			C			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.1	106.9	13.1	17.0	13.7	106.2	10.6	19.5				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	7.0	81.0	7.0	27.0	7.0	81.0	7.0	27.0				
Max Q Clear Time (g_c+I1), s	3.2	101.9	5.9	4.7	4.0	91.6	3.3	10.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	74.8											
HCM 7th LOS	E											

HCM 7th TWSC
5: E 56th Ave & Skydance Access

02/04/2025

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↱	↑↑↑	↑↑↑	↱		↱
Traffic Vol, veh/h	13	3861	3078	18	0	13
Future Vol, veh/h	13	3861	3078	18	0	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	250	-	-	200	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	4197	3346	20	0	14

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	3365	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	5.34	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.12	-	-
Pot Cap-1 Maneuver	24	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	24	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-













Approach	EB	WB	SB
HCM Control Delay, s/v	0.94	0	66.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	24	-	-	-	72
HCM Lane V/C Ratio	0.585	-	-	-	0.195
HCM Control Delay (s/veh)	279.4	-	-	-	66.5
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	1.8	-	-	-	0.7

Queues

1: Picadilly Rd & E 56th Ave

02/04/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1338	2001	1116	1724	2797	636	849	1747	1391	275	1246	1095
v/c Ratio	2.25	1.37	1.47	2.36	1.68	1.00	2.07	1.39	1.65	1.65	1.27	1.50
Control Delay (s/veh)	594.4	212.7	247.2	640.2	335.7	33.4	508.4	224.1	324.6	343.9	176.1	260.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	594.4	212.7	247.2	640.2	335.7	33.4	508.4	224.1	324.6	343.9	176.1	260.7
Queue Length 50th (ft)	~1088	~945	~1456	~1414	~1450	363	~680	~854	~1930	~339	~560	~1410
Queue Length 95th (ft)	#1225	#1037	#1725	m#660	m497	m84	m#672	m#844	m#1899	#530	#657	#1679
Internal Link Dist (ft)	2771				762				510			
Turn Bay Length (ft)	400			375			125			175		
Base Capacity (vph)	595	1457	761	732	1661	639	411	1254	841	167	983	731
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.25	1.37	1.47	2.36	1.68	1.00	2.07	1.39	1.65	1.65	1.27	1.50

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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























Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary

1: Picadilly Rd & E 56th Ave

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1231	1841	1027	1586	2573	585	781	1607	1280	253	1146	1007
Future Volume (veh/h)	1231	1841	1027	1586	2573	585	781	1607	1280	253	1146	1007
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1338	2001	1116	1724	2797	636	849	1747	1391	275	1246	1095
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	599	1464	645	737	1668	518	415	1260	729	167	987	581
Arrive On Green	0.17	0.29	0.29	0.28	0.43	0.43	0.04	0.08	0.08	0.07	0.19	0.19
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	1338	2001	1116	1724	2797	636	849	1747	1391	275	1246	1095
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1781	1702	1585
Q Serve(g_s), s	26.0	43.0	43.0	32.0	49.0	49.0	18.0	37.0	37.0	10.0	29.0	29.0
Cycle Q Clear(g_c), s	26.0	43.0	43.0	32.0	49.0	49.0	18.0	37.0	37.0	10.0	29.0	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	599	1464	645	737	1668	518	415	1260	729	167	987	581
V/C Ratio(X)	2.23	1.37	1.73	2.34	1.68	1.23	2.05	1.39	1.91	1.65	1.26	1.88
Avail Cap(c_a), veh/h	599	1464	645	737	1668	518	415	1260	729	167	987	581
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.0	53.5	44.5	53.7	42.4	42.4	72.0	68.9	45.9	50.8	60.5	47.5
Incr Delay (d2), s/veh	560.6	169.6	335.6	606.6	307.2	118.9	479.6	179.2	413.6	317.4	126.2	404.3
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	57.8	40.9	83.3	75.0	65.9	34.6	36.0	37.9	107.4	16.1	23.9	86.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	622.6	223.1	380.1	660.3	349.7	161.3	551.7	248.1	459.5	368.1	186.7	451.8
LnGrp LOS	F	F	F	F	F	F	F	F	F	F	F	F
Approach Vol, veh/h	4455			5157			3987			2616		
Approach Delay, s/veh	382.4			430.3			386.5			316.7		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	39.0	50.0	25.0	36.0	33.0	56.0	17.0	44.0				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	32.0	43.0	18.0	29.0	26.0	49.0	10.0	37.0				
Max Q Clear Time (g_c+l1), s	34.0	45.0	20.0	31.0	28.0	51.0	12.0	39.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	388.0											
HCM 7th LOS	F											

HCM 7th TWSC
2: Picadilly Rd & Maxwell PI

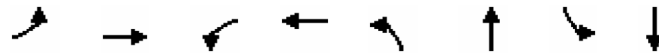
02/04/2025

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑↑	↑↑↑↗	
Traffic Vol, veh/h	0	53	0	3668	3732	27
Future Vol, veh/h	0	53	0	3668	3732	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	58	0	3987	4057	29
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	2043	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	~ 40	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	~ 40	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/veh	458.24		0		0	
HCM LOS	F					
Minor Lane/Major Mvmt	NBT		EBLn1		SBT	SBR
Capacity (veh/h)	-		40		-	-
HCM Lane V/C Ratio	-		1.446		-	-
HCM Control Delay (s/veh)	-		458.2		-	-
HCM Lane LOS	-		F		-	-
HCM 95th %tile Q(veh)	-		5.9		-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Queues

3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	8	11	9	1	83	3952	54	4060
v/c Ratio	0.07	0.03	0.08	0.00	0.54	1.01	0.38	1.08
Control Delay (s/veh)	67.1	0.1	67.4	0.0	37.5	37.0	25.8	55.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.1	0.1	67.4	0.0	37.5	37.0	25.8	55.7
Queue Length 50th (ft)	8	0	8	0	25	~1526	7	~1628
Queue Length 95th (ft)	27	0	28	0	90	#1817	m5	m472
Internal Link Dist (ft)		571		430		580		707
Turn Bay Length (ft)					125		100	
Base Capacity (vph)	118	399	318	404	153	3919	143	3747
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.03	0.03	0.00	0.54	1.01	0.38	1.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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






















Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary

3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	7	0	10	8	0	1	76	3634	2	26	24	3726
Future Volume (veh/h)	7	0	10	8	0	1	76	3634	2	26	24	3726
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No			No			No				No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	8	0	11	9	0	1	83	3950	2		26	4050
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	65	0	58	40	0	36	129	3813	2		103	3728
Arrive On Green	0.04	0.00	0.04	0.02	0.00	0.02	0.05	0.72	0.72		0.06	1.00
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	5271	3		1781	5259
Grp Volume(v), veh/h	8	0	11	9	0	1	83	2551	1401		26	2620
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1870		1781	1702
Q Serve(g_s), s	0.7	0.0	1.0	0.7	0.0	0.1	2.8	108.5	108.5		0.6	106.3
Cycle Q Clear(g_c), s	0.7	0.0	1.0	0.7	0.0	0.1	2.8	108.5	108.5		0.6	106.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00		1.00	
Lane Grp Cap(c), veh/h	65	0	58	40	0	36	129	2462	1352		103	2413
V/C Ratio(X)	0.12	0.00	0.19	0.22	0.00	0.03	0.65	1.04	1.04		0.25	1.09
Avail Cap(c_a), veh/h	119	0	106	321	0	285	131	2462	1352		131	2413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	69.9	0.0	70.1	72.0	0.0	71.7	47.6	20.8	20.8		41.5	0.0
Incr Delay (d2), s/veh	0.8	0.0	1.6	2.7	0.0	0.3	10.2	28.2	34.4		1.3	46.4
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
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.4	0.4	0.0	0.0	3.4	46.2	53.0		0.7	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.8	0.0	71.7	74.7	0.0	72.0	57.8	49.0	55.1		42.8	46.4
LnGrp LOS	E		E	E		E	E	F	F		D	F
Approach Vol, veh/h	19			10			4035			4086		
Approach Delay, s/veh	71.3			74.4			51.3			48.4		
Approach LOS	E			E			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	115.5		12.5	13.8	113.3		10.4				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	7.0	78.0		10.0	7.0	78.0		27.0				
Max Q Clear Time (g_c+I1), s	2.6	110.5		3.0	4.8	108.3		2.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	49.9											
HCM 7th LOS	D											
Notes												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary 3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	9
Future Volume (veh/h)	9
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	10
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	9
Arrive On Green	1.00
Sat Flow, veh/h	13
Grp Volume(v), veh/h	1440
Grp Sat Flow(s),veh/h/ln	1868
Q Serve(g_s), s	106.3
Cycle Q Clear(g_c), s	106.3
Prop In Lane	0.01
Lane Grp Cap(c), veh/h	1324
V/C Ratio(X)	1.09
Avail Cap(c_a), veh/h	1324
HCM Platoon Ratio	2.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	52.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	19.1
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	52.0
LnGrp LOS	F
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Queues

4: Road A & E 56th Ave

02/04/2025



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	186	3439	58	4974	85	27	48	114	152
v/c Ratio	0.54	0.99	0.41	1.78	0.09	0.19	0.20	0.72	0.55
Control Delay (s/veh)	30.5	42.7	25.6	379.1	0.6	56.0	2.0	84.1	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.5	42.7	25.6	379.1	0.6	56.0	2.0	84.1	19.4
Queue Length 50th (ft)	129	~1291	13	~2657	0	23	0	102	8
Queue Length 95th (ft)	m71	m678	50	#2686	5	52	0	#164	79
Internal Link Dist (ft)		685		1121			547		331
Turn Bay Length (ft)	325		325		200	75			
Base Capacity (vph)	342	3458	142	2790	928	139	392	158	403
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.99	0.41	1.78	0.09	0.19	0.12	0.72	0.38

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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


























Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary






4: Road A & E 56th Ave

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	171	3161	3	53	4576	78	25	0	44	105	0	140
Future Volume (veh/h)	171	3161	3	53	4576	78	25	0	44	105	0	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	3436	3	58	4974	85	27	0	48	114	0	152
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	3317	3	124	3193	991	123	0	150	221	0	174
Arrive On Green	0.05	0.63	0.63	0.04	0.63	0.63	0.03	0.00	0.09	0.05	0.00	0.11
Sat Flow, veh/h	1781	5269	5	1781	5106	1585	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	186	2219	1220	58	4974	85	27	0	48	114	0	152
Grp Sat Flow(s),veh/h/ln	1781	1702	1870	1781	1702	1585	1781	0	1585	1781	0	1585
Q Serve(g_s), s	7.0	94.4	94.4	1.7	93.8	3.2	2.0	0.0	4.2	7.0	0.0	14.2
Cycle Q Clear(g_c), s	7.0	94.4	94.4	1.7	93.8	3.2	2.0	0.0	4.2	7.0	0.0	14.2
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	2143	1177	124	3193	991	123	0	150	221	0	174
V/C Ratio(X)	1.42	1.04	1.04	0.47	1.56	0.09	0.22	0.00	0.32	0.52	0.00	0.87
Avail Cap(c_a), veh/h	131	2143	1177	131	3193	991	150	0	285	221	0	285
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	0.00	1.00
Uniform Delay (d), s/veh	52.2	27.8	27.8	37.9	28.1	11.1	58.6	0.0	63.4	60.0	0.0	65.7
Incr Delay (d2), s/veh	226.9	29.4	36.1	2.7	252.6	0.2	0.9	0.0	1.2	2.1	0.0	15.1
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	13.3	45.0	51.6	1.4	109.0	1.2	0.9	0.0	1.8	0.8	0.0	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	279.1	57.2	63.9	40.6	280.7	11.3	59.5	0.0	64.6	62.1	0.0	80.8
LnGrp LOS	F	F	F	D	F	B	E		E	E		F
Approach Vol, veh/h	3625			5117			75			266		
Approach Delay, s/veh	70.8			273.5			62.8			72.8		
Approach LOS	E			F			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	101.4	14.0	21.2	14.0	100.8	11.7	23.5				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	7.0	81.0	7.0	27.0	7.0	81.0	7.0	27.0				
Max Q Clear Time (g_c+I1), s	3.7	96.4	9.0	6.2	9.0	95.8	4.0	16.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	185.0											
HCM 7th LOS	F											

HCM 7th TWSC
5: E 56th Ave & Skydance Access

02/04/2025













Intersection						
Int Delay, s/veh	52.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	3335	4706	35	0	38
Future Vol, veh/h	39	3335	4706	35	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	200	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	3625	5115	38	0	41
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	5153	0	-	0	-	2558
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	3.92
Pot Cap-1 Maneuver	~ 2	-	-	-	0	~ 17
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	~ 2	-	-	-	-	~ 17
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	SB			
HCM Control Delay, s/veh	14.85	0	\$ 1110.32			
HCM LOS			F			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	~ 2	-	-	-	17	
HCM Lane V/C Ratio	16.979	-	-	-	2.418	
HCM Control Delay (s/veh)	\$ 9935.6	-	-	-	\$ 1110.3	
HCM Lane LOS	F	-	-	-	F	
HCM 95th %tile Q(veh)	7.2	-	-	-	5.7	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

APPENDIX G – Future (with site development) Synchro Outputs

Queues

1: Picadilly Rd & E 56th Ave

02/04/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	101	441	248	312	215	70	161	183	202	101	228	149
v/c Ratio	0.19	0.71	0.36	0.64	0.10	0.09	0.67	0.18	0.42	0.31	0.70	0.34
Control Delay (s/veh)	14.2	38.6	5.3	42.8	18.6	2.0	47.4	29.7	14.4	26.2	49.4	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.2	38.6	5.3	42.8	18.6	2.0	47.4	29.7	14.4	26.2	49.4	3.9
Queue Length 50th (ft)	29	249	0	75	33	0	52	41	53	46	138	0
Queue Length 95th (ft)	64	#430	57	#147	58	1	#94	63	119	77	201	23
Internal Link Dist (ft)	2771			652			510			1611		
Turn Bay Length (ft)	400				375	125	250				175	225
Base Capacity (vph)	525	619	691	485	2130	777	240	1372	574	331	503	570
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.71	0.36	0.64	0.10	0.09	0.67	0.13	0.35	0.31	0.45	0.26

Intersection Summary
























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

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

1: Picadilly Rd & E 56th Ave

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	406	228	287	198	64	148	168	186	93	210	137
Future Volume (veh/h)	93	406	228	287	198	64	148	168	186	93	210	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	441	248	312	215	70	161	183	202	101	228	149
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	620	737	625	346	2188	679	239	817	254	315	293	248
Arrive On Green	0.07	0.39	0.39	0.17	0.72	0.72	0.02	0.05	0.05	0.07	0.16	0.16
Sat Flow, veh/h	1781	1870	1585	3456	5106	1585	3456	5106	1585	1781	1870	1585
Grp Volume(v), veh/h	101	441	248	312	215	70	161	183	202	101	228	149
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1702	1585	1728	1702	1585	1781	1870	1585
Q Serve(g_s), s	3.2	18.7	11.2	8.9	1.3	1.4	4.6	3.4	12.6	4.7	11.7	8.8
Cycle Q Clear(g_c), s	3.2	18.7	11.2	8.9	1.3	1.4	4.6	3.4	12.6	4.7	11.7	8.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	620	737	625	346	2188	679	239	817	254	315	293	248
V/C Ratio(X)	0.16	0.60	0.40	0.90	0.10	0.10	0.67	0.22	0.80	0.32	0.78	0.60
Avail Cap(c_a), veh/h	628	737	625	346	2188	679	242	1379	428	322	505	428
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	24.0	21.8	41.2	8.3	8.3	47.7	41.4	45.7	32.1	40.5	39.3
Incr Delay (d2), s/veh	0.1	3.6	1.9	25.8	0.1	0.3	7.0	0.1	5.7	0.6	4.5	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	1.2	8.4	4.3	4.6	0.5	0.5	2.2	1.4	5.7	2.0	5.6	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.6	27.6	23.6	67.0	8.4	8.6	54.8	41.5	51.4	32.7	45.0	41.6
LnGrp LOS	B	C	C	E	A	A	D	D	D	C	D	D
Approach Vol, veh/h	790			597			546			478		
Approach Delay, s/veh	24.8			39.0			49.1			41.3		
Approach LOS	C			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	46.4	13.9	22.7	13.6	49.8	13.6	23.0				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	10.0	28.0	7.0	27.0	7.0	31.0	7.0	27.0				
Max Q Clear Time (g_c+l1), s	10.9	20.7	6.6	13.7	5.2	3.4	6.7	14.6				
Green Ext Time (p_c), s	0.0	2.0	0.0	1.4	0.0	1.5	0.0	1.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	37.1											
HCM 7th LOS	D											

HCM 7th TWSC

2: Picadilly Rd & Maxwell PI/NW Site Access

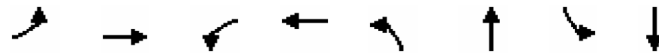
02/04/2025

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↗↗↗			↗↗↗	
Traffic Vol, veh/h	0	0	95	0	0	136	0	366	227	0	702	23
Future Vol, veh/h	0	0	95	0	0	136	0	366	227	0	702	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	103	0	0	148	0	398	247	0	763	25
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	394	-	-	322	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	517	0	0	575	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	517	-	-	575	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v13.69			13.42		0		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBT		NBR		EBLn1WBLn1		SBT		SBR			
Capacity (veh/h)	-		-		517 575		-		-			
HCM Lane V/C Ratio	-		-		0.2 0.257		-		-			
HCM Control Delay (s/veh)	-		-		13.7 13.4		-		-			
HCM Lane LOS	-		-		B B		-		-			
HCM 95th %tile Q(veh)	-		-		0.7 1		-		-			

Queues

3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	16	18	186	24	28	636	59	759
v/c Ratio	0.09	0.04	0.67	0.04	0.07	0.26	0.13	0.29
Control Delay (s/veh)	42.3	0.2	50.7	0.1	13.1	19.1	6.1	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.3	0.2	50.7	0.1	13.1	19.1	6.1	9.8
Queue Length 50th (ft)	9	0	113	0	8	100	7	96
Queue Length 95th (ft)	30	0	174	0	24	149	m19	121
Internal Link Dist (ft)		571		430		580		317
Turn Bay Length (ft)					125		100	
Base Capacity (vph)	177	457	477	695	425	2433	471	2611
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.04	0.39	0.03	0.07	0.26	0.13	0.29





















Intersection Summary

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

HCM 7th Signalized Intersection Summary

3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	15	0	17	171	0	22	26	555	30	30	24	685
Future Volume (veh/h)	15	0	17	171	0	22	26	555	30	30	24	685
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No			No			No				No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	16	0	18	186	0	24	28	603	33		26	745
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	109	0	97	226	0	201	399	2458	134		473	2550
Arrive On Green	0.06	0.00	0.06	0.13	0.00	0.13	0.04	0.50	0.50		0.01	0.16
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	4956	270		1781	5160
Grp Volume(v), veh/h	16	0	18	186	0	24	28	413	223		26	491
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1822		1781	1702
Q Serve(g_s), s	0.9	0.0	1.1	10.2	0.0	1.3	0.7	7.0	7.0		0.7	12.7
Cycle Q Clear(g_c), s	0.9	0.0	1.1	10.2	0.0	1.3	0.7	7.0	7.0		0.7	12.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15		1.00	
Lane Grp Cap(c), veh/h	109	0	97	226	0	201	399	1688	904		473	1682
V/C Ratio(X)	0.15	0.00	0.19	0.82	0.00	0.12	0.07	0.24	0.25		0.05	0.29
Avail Cap(c_a), veh/h	178	0	159	481	0	428	456	1688	904		534	1682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	44.5	0.0	44.6	42.6	0.0	38.7	12.0	14.5	14.5		11.7	26.5
Incr Delay (d2), s/veh	0.6	0.0	0.9	7.3	0.0	0.3	0.1	0.3	0.7		0.0	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
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	4.9	0.0	0.5	0.3	2.6	2.9		0.3	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.1	0.0	45.5	49.9	0.0	39.0	12.0	14.8	15.1		11.8	26.9
LnGrp LOS	D		D	D		D	B	B	B		B	C
Approach Vol, veh/h	34			210			664			785		
Approach Delay, s/veh	45.3			48.6			14.8			26.5		
Approach LOS	D			D			B			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	56.6		13.1	10.8	56.4		19.7				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	7.0	28.0		10.0	7.0	28.0		27.0				
Max Q Clear Time (g_c+I1), s	2.7	9.0		3.1	2.7	14.7		12.2				
Green Ext Time (p_c), s	0.0	3.6		0.0	0.0	3.8		0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	25.1											
HCM 7th LOS	C											
Notes												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary 3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025








Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	13
Future Volume (veh/h)	13
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	14
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	48
Arrive On Green	0.16
Sat Flow, veh/h	97
Grp Volume(v), veh/h	268
Grp Sat Flow(s),veh/h/ln	1853
Q Serve(g_s), s	12.7
Cycle Q Clear(g_c), s	12.7
Prop In Lane	0.05
Lane Grp Cap(c), veh/h	916
V/C Ratio(X)	0.29
Avail Cap(c_a), veh/h	916
HCM Platoon Ratio	0.33
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	26.5
Incr Delay (d2), s/veh	0.8
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	6.4
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	27.3
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Queues

4: Road A & E 56th Ave

02/04/2025

					
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	750	215	537	60	88
v/c Ratio	0.23	0.37	0.13	0.32	0.36
Control Delay (s/veh)	16.8	5.1	3.1	46.4	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.8	5.1	3.1	46.4	13.6
Queue Length 50th (ft)	126	31	27	36	0
Queue Length 95th (ft)	172	56	40	75	45
Internal Link Dist (ft)	795		1121	547	
Turn Bay Length (ft)		325		75	
Base Capacity (vph)	3200	668	4086	513	521
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.23	0.32	0.13	0.12	0.17
Intersection Summary					

HCM 7th Signalized Intersection Summary

4: Road A & E 56th Ave

02/04/2025

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘	↗
Traffic Volume (veh/h)	685	5	198	494	55	81
Future Volume (veh/h)	685	5	198	494	55	81
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	745	5	215	537	60	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3254	22	639	3889	175	156
Arrive On Green	1.00	1.00	0.07	0.76	0.10	0.10
Sat Flow, veh/h	5401	35	1781	5274	1781	1585
Grp Volume(v), veh/h	484	266	215	537	60	88
Grp Sat Flow(s),veh/h/ln	1702	1864	1781	1702	1781	1585
Q Serve(g_s), s	0.0	0.0	4.0	2.8	3.1	5.3
Cycle Q Clear(g_c), s	0.0	0.0	4.0	2.8	3.1	5.3
Prop In Lane		0.02	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2117	1159	639	3889	175	156
V/C Ratio(X)	0.23	0.23	0.34	0.14	0.34	0.56
Avail Cap(c_a), veh/h	2117	1159	818	3889	517	460
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	4.8	3.2	42.1	43.0
Incr Delay (d2), s/veh	0.3	0.5	0.3	0.1	1.2	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	1.1	0.6	1.4	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.3	0.5	5.1	3.2	43.2	46.2
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h	750			752	148	
Approach Delay, s/veh	0.3			3.8	45.0	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.0	69.2			83.2	16.8
Change Period (Y+Rc), s	7.0	7.0			7.0	7.0
Max Green Setting (Gmax), s	17.0	33.0			57.0	29.0
Max Q Clear Time (g_c+I1), s	6.0	2.0			4.8	7.3
Green Ext Time (p_c), s	0.4	5.5			3.7	0.4
Intersection Summary						
HCM 7th Control Delay, s/veh			5.9			
HCM 7th LOS			A			

HCM 7th TWSC
5: N Site Access & E 56th Ave

02/04/2025

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	637	48	0	549	0	53
Future Vol, veh/h	637	48	0	549	0	53
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	692	52	0	597	0	58

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	372
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	534
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	534
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	12.56
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	534	-	-	-
HCM Lane V/C Ratio	0.108	-	-	-
HCM Control Delay (s/veh)	12.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

HCM 7th TWSC
6: Picadilly Rd & W Site Access













02/04/2025

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↘ ↘	↗ ↘ ↘		↗ ↘ ↘	↗ ↘ ↘
Traffic Vol, veh/h	0	28	565	57	45	752
Future Vol, veh/h	0	28	565	57	45	752
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	614	62	49	817
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	338	0	0	676	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	0	561	-	-	559	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	561	-	-	559	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v11.78		0		0.68		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	561	559	-	
HCM Lane V/C Ratio	-	-	0.054	0.087	-	
HCM Control Delay (s/veh)	-	-	11.8	12.1	-	
HCM Lane LOS	-	-	B	B	-	
HCM 95th %tile Q(veh)	-	-	0.2	0.3	-	

Queues

1: Picadilly Rd & E 56th Ave

02/04/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	175	309	204	375	397	123	221	267	225	61	195	145
v/c Ratio	0.36	0.52	0.32	0.64	0.20	0.17	0.92	0.28	0.47	0.21	0.66	0.35
Control Delay (s/veh)	15.0	32.8	5.6	38.6	19.6	3.1	76.6	30.2	13.5	25.7	49.7	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.0	32.8	5.6	38.6	19.6	3.1	76.6	30.2	13.5	25.7	49.7	4.1
Queue Length 50th (ft)	51	161	0	89	64	0	73	62	36	28	118	0
Queue Length 95th (ft)	100	263	53	131	103	11	#134	89	131	54	178	22
Internal Link Dist (ft)	2771			652			510			1611		
Turn Bay Length (ft)	400			375		125	250		175	225		
Base Capacity (vph)	494	596	645	586	1968	733	240	1372	591	295	503	570
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.52	0.32	0.64	0.20	0.17	0.92	0.19	0.38	0.21	0.39	0.25

Intersection Summary























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

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

1: Picadilly Rd & E 56th Ave

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	284	188	345	365	113	203	246	207	56	179	133
Future Volume (veh/h)	161	284	188	345	365	113	203	246	207	56	179	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	175	309	204	375	397	123	221	267	225	61	195	145
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	544	701	594	380	2069	642	242	910	283	290	309	262
Arrive On Green	0.08	0.37	0.37	0.18	0.68	0.68	0.02	0.06	0.06	0.06	0.17	0.17
Sat Flow, veh/h	1781	1870	1585	3456	5106	1585	3456	5106	1585	1781	1870	1585
Grp Volume(v), veh/h	175	309	204	375	397	123	221	267	225	61	195	145
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1702	1585	1728	1702	1585	1781	1870	1585
Q Serve(g_s), s	5.9	12.4	9.2	10.8	2.9	2.9	6.4	5.0	14.0	2.8	9.7	8.4
Cycle Q Clear(g_c), s	5.9	12.4	9.2	10.8	2.9	2.9	6.4	5.0	14.0	2.8	9.7	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	544	701	594	380	2069	642	242	910	283	290	309	262
V/C Ratio(X)	0.32	0.44	0.34	0.99	0.19	0.19	0.91	0.29	0.80	0.21	0.63	0.55
Avail Cap(c_a), veh/h	563	701	594	380	2069	642	242	1379	428	313	505	428
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	23.4	22.4	40.7	10.1	10.1	48.5	41.0	45.3	31.4	38.9	38.3
Incr Delay (d2), s/veh	0.3	2.0	1.6	42.4	0.2	0.7	35.5	0.2	6.0	0.4	2.1	1.8
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	2.3	5.5	3.5	6.3	1.0	1.0	4.0	2.1	6.4	1.2	4.5	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.9	25.4	24.0	83.2	10.3	10.7	84.1	41.2	51.2	31.7	41.0	40.1
LnGrp LOS	B	C	C	F	B	B	F	D	D	C	D	D
Approach Vol, veh/h	688			895			713			401		
Approach Delay, s/veh	22.8			40.9			57.7			39.3		
Approach LOS	C			D			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	44.5	14.0	23.5	14.9	47.5	12.7	24.8				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	11.0	27.0	7.0	27.0	9.0	29.0	7.0	27.0				
Max Q Clear Time (g_c+l1), s	12.8	14.4	8.4	11.7	7.9	4.9	4.8	16.0				
Green Ext Time (p_c), s	0.0	1.9	0.0	1.3	0.0	2.8	0.0	1.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	40.5											
HCM 7th LOS	D											

HCM 7th TWSC

2: Picadilly Rd & Maxwell PI/NW Site Access

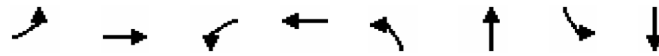
02/04/2025

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↑↑↑			↑↑↑	
Traffic Vol, veh/h	0	0	53	0	0	205	0	451	310	0	685	27
Future Vol, veh/h	0	0	53	0	0	205	0	451	310	0	685	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	58	0	0	223	0	490	337	0	745	29
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	387	-	-	414	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	522	0	0	502	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	522	-	-	502	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v12.74			17.76		0		0					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBT		NBR		EBLn1WBLn1		SBT		SBR			
Capacity (veh/h)	-		-		522 502		-		-			
HCM Lane V/C Ratio	-		-		0.11 0.444		-		-			
HCM Control Delay (s/veh)	-		-		12.7 17.8		-		-			
HCM Lane LOS	-		-		B C		-		-			
HCM 95th %tile Q(veh)	-		-		0.4 2.2		-		-			

Queues

3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	8	11	315	30	83	842	67	669
v/c Ratio	0.05	0.03	0.79	0.05	0.20	0.37	0.19	0.29
Control Delay (s/veh)	41.4	0.1	51.1	0.1	15.3	22.2	7.5	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.4	0.1	51.1	0.1	15.3	22.2	7.5	10.9
Queue Length 50th (ft)	5	0	189	0	19	114	5	41
Queue Length 95th (ft)	19	0	269	0	63	214	m28	105
Internal Link Dist (ft)		571		430		580		317
Turn Bay Length (ft)					125		100	
Base Capacity (vph)	177	387	495	711	425	2286	357	2288
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.03	0.64	0.04	0.20	0.37	0.19	0.29





















Intersection Summary

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

HCM 7th Signalized Intersection Summary

3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	7	0	10	290	0	28	76	735	40	26	36	606
Future Volume (veh/h)	7	0	10	290	0	28	76	735	40	26	36	606
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	8	0	11	315	0	30	83	799	43		39	659
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	73	0	65	356	0	316	416	2148	115		366	2157
Arrive On Green	0.04	0.00	0.04	0.20	0.00	0.20	0.06	0.43	0.43		0.02	0.14
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	4960	266		1781	5182
Grp Volume(v), veh/h	8	0	11	315	0	30	83	548	294		39	433
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1822		1781	1702
Q Serve(g_s), s	0.4	0.0	0.7	17.2	0.0	1.5	2.5	10.9	10.9		1.2	11.4
Cycle Q Clear(g_c), s	0.4	0.0	0.7	17.2	0.0	1.5	2.5	10.9	10.9		1.2	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15		1.00	
Lane Grp Cap(c), veh/h	73	0	65	356	0	316	416	1474	789		366	1417
V/C Ratio(X)	0.11	0.00	0.17	0.89	0.00	0.09	0.20	0.37	0.37		0.11	0.31
Avail Cap(c_a), veh/h	178	0	159	499	0	444	428	1474	789		408	1417
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	46.2	0.0	46.3	38.9	0.0	32.6	15.0	19.2	19.2		15.7	30.1
Incr Delay (d2), s/veh	0.7	0.0	1.2	13.2	0.0	0.1	0.2	0.7	1.4		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
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	8.7	0.0	0.6	1.0	4.2	4.7		0.5	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.8	0.0	47.5	52.1	0.0	32.8	15.2	19.9	20.5		15.8	30.7
LnGrp LOS	D		D	D		C	B	B	C		B	C
Approach Vol, veh/h	19			345			925			708		
Approach Delay, s/veh	47.2			50.4			19.7			30.0		
Approach LOS	D			D			B			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	50.3		11.1	13.3	48.6		27.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	7.0	27.0		10.0	7.0	27.0		28.0				
Max Q Clear Time (g_c+I1), s	3.2	12.9		2.7	4.5	13.5		19.2				
Green Ext Time (p_c), s	0.0	4.4		0.0	0.0	3.3		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	28.9											
HCM 7th LOS	C											
Notes												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary 3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	9
Future Volume (veh/h)	9
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	10
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	33
Arrive On Green	0.14
Sat Flow, veh/h	79
Grp Volume(v), veh/h	236
Grp Sat Flow(s),veh/h/ln	1856
Q Serve(g_s), s	11.5
Cycle Q Clear(g_c), s	11.5
Prop In Lane	0.04
Lane Grp Cap(c), veh/h	773
V/C Ratio(X)	0.31
Avail Cap(c_a), veh/h	773
HCM Platoon Ratio	0.33
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	30.1
Incr Delay (d2), s/veh	1.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	5.8
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	31.1
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Queues

4: Road A & E 56th Ave

02/04/2025

	→	↙	←	↘	↗
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	620	284	804	90	143
v/c Ratio	0.21	0.46	0.21	0.45	0.47
Control Delay (s/veh)	18.3	6.6	4.1	48.2	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.3	6.6	4.1	48.2	12.1
Queue Length 50th (ft)	98	43	44	55	0
Queue Length 95th (ft)	133	82	69	101	54
Internal Link Dist (ft)	795		1121	547	
Turn Bay Length (ft)		325		75	
Base Capacity (vph)	2899	711	3793	513	560
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.40	0.21	0.18	0.26
Intersection Summary					

HCM 7th Signalized Intersection Summary

4: Road A & E 56th Ave

02/04/2025

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘	↗
Traffic Volume (veh/h)	568	3	261	740	83	132
Future Volume (veh/h)	568	3	261	740	83	132
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	617	3	284	804	90	143
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3106	15	697	3809	203	181
Arrive On Green	1.00	1.00	0.08	0.75	0.11	0.11
Sat Flow, veh/h	5413	25	1781	5274	1781	1585
Grp Volume(v), veh/h	400	220	284	804	90	143
Grp Sat Flow(s),veh/h/ln	1702	1866	1781	1702	1781	1585
Q Serve(g_s), s	0.0	0.0	5.8	4.7	4.7	8.8
Cycle Q Clear(g_c), s	0.0	0.0	5.8	4.7	4.7	8.8
Prop In Lane		0.01	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2016	1105	697	3809	203	181
V/C Ratio(X)	0.20	0.20	0.41	0.21	0.44	0.79
Avail Cap(c_a), veh/h	2016	1105	886	3809	517	460
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	5.5	3.8	41.3	43.1
Incr Delay (d2), s/veh	0.2	0.4	0.4	0.1	1.5	7.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	1.7	1.2	2.1	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.2	0.4	5.9	4.0	42.8	50.6
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h	620			1088	233	
Approach Delay, s/veh	0.3			4.5	47.6	
Approach LOS	A			A	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	15.4	66.2			81.6	18.4
Change Period (Y+Rc), s	7.0	7.0			7.0	7.0
Max Green Setting (Gmax), s	19.0	31.0			57.0	29.0
Max Q Clear Time (g_c+I1), s	7.8	2.0			6.7	10.8
Green Ext Time (p_c), s	0.6	4.3			5.9	0.6
Intersection Summary						
HCM 7th Control Delay, s/veh			8.3			
HCM 7th LOS			A			

HCM 7th TWSC
5: N Site Access & E 56th Ave

02/04/2025

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	482	65	0	823	0	89
Future Vol, veh/h	482	65	0	823	0	89
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	524	71	0	895	0	97













Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	297
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	596
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	596
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	12.21
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	596	-	-	-
HCM Lane V/C Ratio	0.162	-	-	-
HCM Control Delay (s/veh)	12.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

HCM 7th TWSC
6: Picadilly Rd & W Site Access













02/04/2025

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		  	  		  	  
Traffic Vol, veh/h	0	42	719	77	61	677
Future Vol, veh/h	0	42	719	77	61	677
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	46	782	84	66	736
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	433	0	0	865	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	0	488	-	-	454	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	488	-	-	454	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v13.13		0		1.18		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	488	454	-	
HCM Lane V/C Ratio	-	-	0.093	0.146	-	
HCM Control Delay (s/veh)	-	-	13.1	14.3	-	
HCM Lane LOS	-	-	B	B	-	
HCM 95th %tile Q(veh)	-	-	0.3	0.5	-	

Queues

1: Picadilly Rd & E 56th Ave

02/04/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	755	2641	1447	1533	1489	326	722	1153	1139	455	1458	1137
v/c Ratio	1.57	1.62	1.85	2.40	0.80	0.49	2.10	1.10	1.54	2.01	1.39	1.69
Control Delay (s/veh)	307.7	316.8	414.0	657.3	31.6	12.1	537.2	112.6	277.9	496.4	223.7	347.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	307.7	316.8	414.0	657.3	31.6	12.1	537.2	112.6	277.9	496.4	223.7	347.4
Queue Length 50th (ft)	~538	~1357	~2117	~1269	387	55	~575	~466	~1523	~648	~693	~1588
Queue Length 95th (ft)	#667	#1438	#2388	m#1351	m419	m69	#704	#563	#1792	#872	#790	#1857
Internal Link Dist (ft)	2771				652				510			
Turn Bay Length (ft)	400			375		125	250		175	225		
Base Capacity (vph)	480	1627	781	640	1864	666	343	1050	741	226	1050	671
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.57	1.62	1.85	2.40	0.80	0.49	2.10	1.10	1.54	2.01	1.39	1.69

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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























Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary

1: Picadilly Rd & E 56th Ave

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	695	2430	1331	1410	1370	300	664	1061	1048	419	1341	1046
Future Volume (veh/h)	695	2430	1331	1410	1370	300	664	1061	1048	419	1341	1046
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	755	2641	1447	1533	1489	326	722	1153	1139	455	1458	1137
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	484	1634	666	645	1872	581	346	1055	623	226	1055	549
Arrive On Green	0.14	0.32	0.32	0.31	0.61	0.61	0.10	0.21	0.21	0.10	0.21	0.21
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	755	2641	1447	1533	1489	326	722	1153	1139	455	1458	1137
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1781	1702	1585
Q Serve(g_s), s	21.0	48.0	48.0	28.0	33.1	18.2	15.0	31.0	31.0	15.0	31.0	31.0
Cycle Q Clear(g_c), s	21.0	48.0	48.0	28.0	33.1	18.2	15.0	31.0	31.0	15.0	31.0	31.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	484	1634	666	645	1872	581	346	1055	623	226	1055	549
V/C Ratio(X)	1.56	1.62	2.17	2.38	0.80	0.56	2.09	1.09	1.83	2.01	1.38	2.07
Avail Cap(c_a), veh/h	484	1634	666	645	1872	581	346	1055	623	226	1055	549
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.5	51.0	43.5	51.6	24.8	21.9	67.5	59.5	45.5	44.7	59.5	49.0
Incr Delay (d2), s/veh	262.2	280.2	533.1	624.2	3.6	3.9	500.0	56.5	378.4	470.8	177.7	487.4
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	26.7	62.2	122.5	66.6	10.5	5.9	30.5	18.7	88.1	36.2	30.5	94.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	326.7	331.2	576.6	675.8	28.4	25.8	567.5	116.0	423.9	515.4	237.2	536.4
LnGrp LOS	F	F	F	F	C	C	F	F	F	F	F	F
Approach Vol, veh/h	4843			3348			3014			3050		
Approach Delay, s/veh	403.8			324.6			340.5			390.3		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.0	55.0	22.0	38.0	28.0	62.0	22.0	38.0				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	28.0	48.0	15.0	31.0	21.0	55.0	15.0	31.0				
Max Q Clear Time (g_c+I1), s	30.0	50.0	17.0	33.0	23.0	35.1	17.0	33.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	11.3	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	368.9											
HCM 7th LOS	F											

HCM 7th TWSC

2: Picadilly Rd & Maxwell PI/NW Site Access

02/04/2025

Intersection												
Int Delay, s/veh	26.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↱			↱		↱↱↱			↱↱↱	
Traffic Vol, veh/h	0	0	95	0	0	136	0	2637	227	0	4059	23
Future Vol, veh/h	0	0	95	0	0	136	0	2637	227	0	4059	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	103	0	0	148	0	2866	247	0	4412	25

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	2218	-	-	1557	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	-	-
Pot Cap-1 Maneuver	0	0	~ 30	0	0	~ 87	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	~ 30	-	-	~ 87	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay \$	1378.28	441.08	0	0
HCM LOS	F	F		

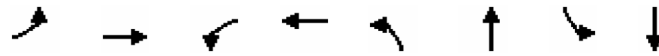
Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	30	87	-	-
HCM Lane V/C Ratio	-	-	3.453	1.699	-	-
HCM Control Delay (s/veh)	-	-	1378.3	441.1	-	-
HCM Lane LOS	-	-	F	F	-	-
HCM 95th %tile Q(veh)	-	-	12.3	12.2	-	-

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

Queues

3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	16	18	186	24	28	3105	59	4407
v/c Ratio	0.13	0.07	0.74	0.07	0.19	1.02	0.40	1.39
Control Delay (s/veh)	63.5	0.5	74.4	0.4	13.8	49.1	23.8	201.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.5	0.5	74.4	0.4	13.8	49.1	23.8	201.3
Queue Length 50th (ft)	14	0	165	0	9	~1214	19	~2107
Queue Length 95th (ft)	39	0	237	0	24	#1378	58	#2235
Internal Link Dist (ft)		571		430		580		317
Turn Bay Length (ft)					125		100	
Base Capacity (vph)	126	258	341	423	144	3059	147	3175
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.07	0.55	0.06	0.19	1.02	0.40	1.39

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.























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

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations								  				 
Traffic Volume (veh/h)	15	0	17	171	0	22	26	2826	30	30	24	4042
Future Volume (veh/h)	15	0	17	171	0	22	26	2826	30	30	24	4042
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No			No			No					No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	16	0	18	186	0	24	28	3072	33		26	4393
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	93	0	83	214	0	190	111	3103	33		109	3123
Arrive On Green	0.05	0.00	0.05	0.12	0.00	0.12	0.03	0.60	0.60		0.03	0.59
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	5209	56		1781	5255
Grp Volume(v), veh/h	16	0	18	186	0	24	28	2004	1101		26	2844
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1860		1781	1702
Q Serve(g_s), s	1.2	0.0	1.5	14.4	0.0	1.9	0.8	81.0	82.1		0.8	83.2
Cycle Q Clear(g_c), s	1.2	0.0	1.5	14.4	0.0	1.9	0.8	81.0	82.1		0.8	83.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03		1.00	
Lane Grp Cap(c), veh/h	93	0	83	214	0	190	111	2028	1108		109	2023
V/C Ratio(X)	0.17	0.00	0.22	0.87	0.00	0.13	0.25	0.99	0.99		0.24	1.41
Avail Cap(c_a), veh/h	127	0	113	344	0	306	140	2028	1108		141	2023
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
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	63.4	0.0	63.6	60.5	0.0	55.0	34.6	27.8	28.0		34.6	28.4
Incr Delay (d2), s/veh	0.9	0.0	1.3	12.9	0.0	0.3	1.2	17.4	25.6		1.1	185.7
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
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.6	7.3	0.0	0.8	0.6	35.1	41.4		0.5	83.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.3	0.0	64.9	73.4	0.0	55.3	35.8	45.2	53.6		35.8	214.1
LnGrp LOS	E		E	E		E	D	D	D		D	F
Approach Vol, veh/h	34				210				3133			
Approach Delay, s/veh	64.6				71.3				48.1			
Approach LOS	E				E				D			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	90.4		14.3	11.6	90.2		23.8				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	7.0	68.0		10.0	7.0	68.0		27.0				
Max Q Clear Time (g_c+I1), s	2.8	84.1		3.5	2.8	85.2		16.4				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	143.1											
HCM 7th LOS	F											
Notes												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary

3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025












Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	13
Future Volume (veh/h)	13
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	14
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	10
Arrive On Green	0.59
Sat Flow, veh/h	17
Grp Volume(v), veh/h	1563
Grp Sat Flow(s),veh/h/ln	1867
Q Serve(g_s), s	83.2
Cycle Q Clear(g_c), s	83.2
Prop In Lane	0.01
Lane Grp Cap(c), veh/h	1110
V/C Ratio(X)	1.41
Avail Cap(c_a), veh/h	1110
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	28.4
Incr Delay (d2), s/veh	189.1
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	92.3
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	217.5
LnGrp LOS	F
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Queues

4: Road A & E 56th Ave






















02/04/2025







									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	77	4150	215	3203	24	60	88	50	90
v/c Ratio	0.51	1.53	0.57	0.95	0.02	0.39	0.38	0.32	0.39
Control Delay (s/veh)	18.1	273.2	42.5	32.3	0.0	63.6	5.9	60.9	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.1	273.2	42.5	32.3	0.0	63.6	5.9	60.9	7.3
Queue Length 50th (ft)	42	~2052	142	1027	0	52	0	43	0
Queue Length 95th (ft)	m22	m812	235	#1278	0	98	9	85	14
Internal Link Dist (ft)		795		1121			547		506
Turn Bay Length (ft)	325		325		200	75			
Base Capacity (vph)	152	2712	379	3360	1090	154	398	155	394
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	1.53	0.57	0.95	0.02	0.39	0.22	0.32	0.23
Intersection Summary									
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.									
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.									
m Volume for 95th percentile queue is metered by upstream signal.									

HCM 7th Signalized Intersection Summary

4: Road A & E 56th Ave

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	3813	5	198	2947	22	55	0	81	46	0	83
Future Volume (veh/h)	71	3813	5	198	2947	22	55	0	81	46	0	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	4145	5	215	3203	24	60	0	88	50	0	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	3400	4	143	3339	1037	145	0	117	146	0	114
Arrive On Green	0.03	0.43	0.43	0.05	0.65	0.65	0.04	0.00	0.07	0.04	0.00	0.07
Sat Flow, veh/h	1781	5267	6	1781	5106	1585	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	77	2678	1472	215	3203	24	60	0	88	50	0	90
Grp Sat Flow(s),veh/h/ln	1781	1702	1869	1781	1702	1585	1781	0	1585	1781	0	1585
Q Serve(g_s), s	2.1	96.8	96.8	8.0	87.3	0.8	4.6	0.0	8.2	3.8	0.0	8.4
Cycle Q Clear(g_c), s	2.1	96.8	96.8	8.0	87.3	0.8	4.6	0.0	8.2	3.8	0.0	8.4
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	2197	1206	143	3339	1037	145	0	117	146	0	114
V/C Ratio(X)	0.58	1.22	1.22	1.50	0.96	0.02	0.41	0.00	0.75	0.34	0.00	0.79
Avail Cap(c_a), veh/h	136	2197	1206	143	3339	1037	152	0	285	156	0	285
HCM Platoon Ratio	0.67	0.67	0.67	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	0.00	1.00
Uniform Delay (d), s/veh	39.1	42.6	42.6	54.5	24.1	9.1	61.1	0.0	68.1	61.0	0.0	68.5
Incr Delay (d2), s/veh	5.9	102.9	106.6	259.4	8.6	0.0	1.9	0.0	9.4	1.4	0.0	11.6
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	2.1	73.4	81.9	15.7	33.8	0.3	2.2	0.0	3.6	1.8	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.0	145.5	149.1	313.9	32.7	9.2	63.0	0.0	77.5	62.4	0.0	80.1
LnGrp LOS	D	F	F	F	C	A	E		E	E		F
Approach Vol, veh/h	4227			3442			148			140		
Approach Delay, s/veh	144.9			50.1			71.6			73.8		
Approach LOS	F			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	103.8	13.1	18.1	13.7	105.1	13.4	17.8				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	8.0	80.0	7.0	27.0	7.0	81.0	7.0	27.0				
Max Q Clear Time (g_c+I1), s	10.0	98.8	5.8	10.2	4.1	89.3	6.6	10.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	101.3											
HCM 7th LOS	F											

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	3836	48	0	3067	18	0	0	53	0	0	13
Future Vol, veh/h	13	3836	48	0	3067	18	0	0	53	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	-	-	200	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	4170	52	0	3334	20	0	0	58	0	0	14
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3353	0	0	-	-	0	-	-	2111	-	-	1667
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	25	-	-	0	-	-	0	0	~ 36	0	0	73
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	25	-	-	-	-	-	-	-	~ 36	-	-	73
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.91			0			\$ 548.62			65.79		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1					
Capacity (veh/h)	36	25	-	-	-	-	73					
HCM Lane V/C Ratio	1.615	0.576	-	-	-	-	0.194					
HCM Control Delay (s/veh)	\$ 548.6	273.5	-	-	-	-	65.8					
HCM Lane LOS	F	F	-	-	-	-	F					
HCM 95th %tile Q(veh)	6.2	1.7	-	-	-	-	0.7					
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

HCM 7th TWSC
6: Picadilly Rd & W Site Access













02/04/2025

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗↗		↘	↘↘↘
Traffic Vol, veh/h	0	28	2836	57	45	4109
Future Vol, veh/h	0	28	2836	57	45	4109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	3083	62	49	4466
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1572	0	0	3145	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	0	85	-	-	~ 32	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	85	-	-	~ 32	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s/v	69.46		0		5.92	
HCM LOS	F					
Minor Lane/Major Mvmt	NBT		NBRWBLn1		SBL	SBT
Capacity (veh/h)	-		-		85	~ 32
HCM Lane V/C Ratio	-		-		0.359	1.542
HCM Control Delay (s/veh)	-		-		69.5	546.6
HCM Lane LOS	-		-		F	F
HCM 95th %tile Q(veh)	-		-		1.4	5.5
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Queues

1: Picadilly Rd & E 56th Ave

02/04/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1338	2026	1141	1749	2761	636	938	1774	1391	288	1259	1095
v/c Ratio	2.34	1.42	1.50	2.39	1.66	1.00	2.16	1.34	1.62	1.86	1.28	1.52
Control Delay (s/veh)	634.2	234.0	261.2	655.0	326.5	34.3	546.4	199.8	312.7	435.1	181.3	269.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	634.2	234.0	261.2	655.0	326.5	34.3	546.4	199.8	312.7	435.1	181.3	269.8
Queue Length 50th (ft)	~1100	~976	~1507	~1441	~1424	365	~764	~848	~1891	~378	~570	~1419
Queue Length 95th (ft)	#1238	#1068	#1776	m#690	m501	m83	m#485	m482	m#1087	#573	#668	#1688
Internal Link Dist (ft)	2771				652				510			
Turn Bay Length (ft)	400			375			125			175		
Base Capacity (vph)	572	1423	761	732	1661	639	434	1322	861	155	983	721
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.34	1.42	1.50	2.39	1.66	1.00	2.16	1.34	1.62	1.86	1.28	1.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

























Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary

1: Picadilly Rd & E 56th Ave

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1231	1864	1050	1609	2540	585	863	1632	1280	265	1158	1007
Future Volume (veh/h)	1231	1864	1050	1609	2540	585	863	1632	1280	265	1158	1007
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1338	2026	1141	1749	2761	636	938	1774	1391	288	1259	1095
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	576	1430	645	737	1668	518	438	1328	750	155	987	571
Arrive On Green	0.17	0.28	0.28	0.28	0.43	0.43	0.04	0.09	0.09	0.06	0.19	0.19
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	1338	2026	1141	1749	2761	636	938	1774	1391	288	1259	1095
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1702	1585	1781	1702	1585
Q Serve(g_s), s	25.0	42.0	42.0	32.0	49.0	49.0	19.0	39.0	39.0	9.0	29.0	29.0
Cycle Q Clear(g_c), s	25.0	42.0	42.0	32.0	49.0	49.0	19.0	39.0	39.0	9.0	29.0	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	576	1430	645	737	1668	518	438	1328	750	155	987	571
V/C Ratio(X)	2.32	1.42	1.77	2.37	1.66	1.23	2.14	1.34	1.85	1.86	1.28	1.92
Avail Cap(c_a), veh/h	576	1430	645	737	1668	518	438	1328	750	155	987	571
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.5	54.0	44.5	53.7	42.4	42.4	71.9	68.6	45.0	51.9	60.5	48.0
Incr Delay (d2), s/veh	600.8	191.9	352.9	621.8	297.6	118.9	521.9	156.5	389.5	410.5	131.8	420.0
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	58.8	42.9	86.4	76.6	64.5	34.6	40.6	37.1	105.0	19.1	24.4	87.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	663.3	245.9	397.4	675.5	340.0	161.3	593.8	225.1	434.5	462.4	192.3	468.0
LnGrp LOS	F	F	F	F	F	F	F	F	F	F	F	F
Approach Vol, veh/h	4505			5146			4103			2642		
Approach Delay, s/veh	408.2			431.9			380.4			336.0		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	39.0	49.0	26.0	36.0	32.0	56.0	16.0	46.0				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	32.0	42.0	19.0	29.0	25.0	49.0	9.0	39.0				
Max Q Clear Time (g_c+l1), s	34.0	44.0	21.0	31.0	27.0	51.0	11.0	41.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	397.1											
HCM 7th LOS	F											

HCM 7th TWSC

2: Picadilly Rd & Maxwell PI/NW Site Access

02/04/2025

Intersection												
Int Delay, s/veh	69.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↱			↱		↱↱↱			↱↱↱	
Traffic Vol, veh/h	0	0	53	0	0	205	0	3570	310	0	3790	27
Future Vol, veh/h	0	0	53	0	0	205	0	3570	310	0	3790	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	58	0	0	223	0	3880	337	0	4120	29

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	2074	-	-	2109	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	-	-
Pot Cap-1 Maneuver	0	0	~ 38	0	0	~ 36	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	~ 38	-	-	~ 36	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, \$/498.67		\$ 2571.57	0	0
HCM LOS	F	F		

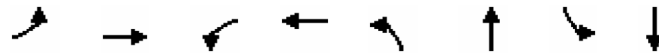
Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	38 36	-	-
HCM Lane V/C Ratio	-	-	1.522 6.226	-	-
HCM Control Delay (s/veh)	-	-	\$ 498.67 \$ 2571.6	-	-
HCM Lane LOS	-	-	F F	-	-
HCM 95th %tile Q(veh)	-	-	6 26.5	-	-

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

Queues

3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	8	11	315	30	83	4232	67	4044
v/c Ratio	0.07	0.05	0.88	0.07	0.62	1.46	0.50	1.44
Control Delay (s/veh)	67.1	0.4	83.5	0.3	43.2	238.0	28.5	224.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.1	0.4	83.5	0.3	43.2	238.0	28.5	224.8
Queue Length 50th (ft)	8	0	306	0	32	~2179	14	~2056
Queue Length 95th (ft)	27	0	#489	0	#103	#2215	m9	m871
Internal Link Dist (ft)		571		430		580		317
Turn Bay Length (ft)					125		100	
Base Capacity (vph)	141	247	357	452	134	2893	133	2801
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.04	0.88	0.07	0.62	1.46	0.50	1.44

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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





















Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary

3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	7	0	10	290	0	28	76	3854	40	26	36	3711
Future Volume (veh/h)	7	0	10	290	0	28	76	3854	40	26	36	3711
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870		1870	1870
Adj Flow Rate, veh/h	8	0	11	315	0	30	83	4189	43		39	4034
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2
Cap, veh/h	65	0	58	321	0	285	129	2985	31		115	2971
Arrive On Green	0.04	0.00	0.04	0.18	0.00	0.18	0.05	0.57	0.57		0.07	1.00
Sat Flow, veh/h	1781	0	1585	1781	0	1585	1781	5212	53		1781	5259
Grp Volume(v), veh/h	8	0	11	315	0	30	83	2731	1501		39	2610
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1861		1781	1702
Q Serve(g_s), s	0.7	0.0	1.0	26.4	0.0	2.4	2.9	85.9	85.9		1.3	84.8
Cycle Q Clear(g_c), s	0.7	0.0	1.0	26.4	0.0	2.4	2.9	85.9	85.9		1.3	84.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03		1.00	
Lane Grp Cap(c), veh/h	65	0	58	321	0	285	129	1950	1066		115	1923
V/C Ratio(X)	0.12	0.00	0.19	0.98	0.00	0.11	0.65	1.40	1.41		0.34	1.36
Avail Cap(c_a), veh/h	143	0	127	321	0	285	131	1950	1066		131	1923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	69.9	0.0	70.1	61.3	0.0	51.4	35.9	32.0	32.0		34.7	0.0
Incr Delay (d2), s/veh	0.8	0.0	1.6	45.3	0.0	0.2	10.2	183.6	189.3		1.7	164.1
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
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.4	16.0	0.0	1.0	2.0	82.7	92.1		0.8	43.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.8	0.0	71.7	106.6	0.0	51.6	46.1	215.6	221.4		36.4	164.1
LnGrp LOS	E		E	F		D	D	F	F		D	F
Approach Vol, veh/h	19			345			4315			4083		
Approach Delay, s/veh	71.3			101.8			214.4			164.1		
Approach LOS	E			F			F			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	92.9		10.5	13.8	91.8		34.0				
Change Period (Y+Rc), s	7.0	7.0		5.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	7.0	78.0		12.0	7.0	78.0		27.0				
Max Q Clear Time (g_c+I1), s	3.3	87.9		3.0	4.9	86.8		28.4				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	186.2											
HCM 7th LOS	F											
Notes												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary 3: Picadilly Rd & E 54th Ave/SW Site Access

02/04/2025












Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	9
Future Volume (veh/h)	9
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	10
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	7
Arrive On Green	1.00
Sat Flow, veh/h	13
Grp Volume(v), veh/h	1434
Grp Sat Flow(s),veh/h/ln	1868
Q Serve(g_s), s	84.8
Cycle Q Clear(g_c), s	84.8
Prop In Lane	0.01
Lane Grp Cap(c), veh/h	1055
V/C Ratio(X)	1.36
Avail Cap(c_a), veh/h	1055
HCM Platoon Ratio	2.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	167.6
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	49.1
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	167.6
LnGrp LOS	F
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Queues

4: Road A & E 56th Ave

02/04/2025

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	186	3503	284	4900	85	90	143	114	152
v/c Ratio	0.59	1.34	0.78	1.78	0.09	0.68	0.60	0.85	0.64
Control Delay (s/veh)	32.9	194.0	58.2	377.0	0.7	81.7	23.5	103.7	27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.9	194.0	58.2	377.0	0.7	81.7	23.5	103.7	27.1
Queue Length 50th (ft)	129	~1610	211	~2609	0	79	11	102	20
Queue Length 95th (ft)	m71	m789	#397	#2634	5	130	81	#189	93
Internal Link Dist (ft)		795		1121			547		506
Turn Bay Length (ft)	325		325		200	75			
Base Capacity (vph)	314	2610	365	2757	918	132	392	134	392
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	1.34	0.78	1.78	0.09	0.68	0.36	0.85	0.39

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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


























Queue shown is maximum after two cycles.

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

HCM 7th Signalized Intersection Summary

4: Road A & E 56th Ave

02/04/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	171	3220	3	261	4508	78	83	0	132	105	0	140
Future Volume (veh/h)	171	3220	3	261	4508	78	83	0	132	105	0	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	3500	3	284	4900	85	90	0	143	114	0	152
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	3066	3	179	3107	965	152	0	177	160	0	177
Arrive On Green	0.03	0.39	0.39	0.07	0.61	0.61	0.05	0.00	0.11	0.05	0.00	0.11
Sat Flow, veh/h	1781	5269	5	1781	5106	1585	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	186	2261	1242	284	4900	85	90	0	143	114	0	152
Grp Sat Flow(s),veh/h/ln	1781	1702	1870	1781	1702	1585	1781	0	1585	1781	0	1585
Q Serve(g_s), s	7.0	87.3	87.3	11.0	91.3	3.3	6.7	0.0	13.2	7.0	0.0	14.1
Cycle Q Clear(g_c), s	7.0	87.3	87.3	11.0	91.3	3.3	6.7	0.0	13.2	7.0	0.0	14.1
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	1981	1088	179	3107	965	152	0	177	160	0	177
V/C Ratio(X)	1.42	1.14	1.14	1.59	1.58	0.09	0.59	0.00	0.81	0.71	0.00	0.86
Avail Cap(c_a), veh/h	131	1981	1088	179	3107	965	152	0	285	160	0	285
HCM Platoon Ratio	0.67	0.67	0.67	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	0.00	1.00
Uniform Delay (d), s/veh	51.0	45.8	45.8	54.1	29.4	12.1	56.7	0.0	65.1	59.8	0.0	65.5
Incr Delay (d2), s/veh	226.9	70.3	75.2	290.3	261.2	0.2	5.9	0.0	8.6	13.7	0.0	13.8
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	13.4	57.5	64.6	21.1	108.9	1.3	3.3	0.0	5.8	1.5	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	277.9	116.0	120.9	344.4	290.6	12.3	62.6	0.0	73.7	73.5	0.0	79.3
LnGrp LOS	F	F	F	F	F	B	E		E	E		E
Approach Vol, veh/h	3689			5269			233			266		
Approach Delay, s/veh	125.8			289.0			69.4			76.8		
Approach LOS	F			F			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	94.3	14.0	23.7	14.0	98.3	14.0	23.7				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	11.0	77.0	7.0	27.0	7.0	81.0	7.0	27.0				
Max Q Clear Time (g_c+I1), s	13.0	89.3	9.0	15.2	9.0	93.3	8.7	16.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh	214.0											
HCM 7th LOS	F											

Intersection												
Int Delay, s/veh	56.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↱ ↑↑↑				↑↑↑	↱			↱			↱
Traffic Vol, veh/h	39	3305	65	0	4696	35	0	0	89	0	0	38
Future Vol, veh/h	39	3305	65	0	4696	35	0	0	89	0	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	-	-	200	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	3592	71	0	5104	38	0	0	97	0	0	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	5142	0	0	-	-	0	-	-	1832	-	-	2552
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	~ 3	-	-	0	-	-	0	0	~ 56	0	0	~ 17
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 3	-	-	-	-	-	-	-	~ 56	-	-	~ 17
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	12.01	0	\$ 508.88	\$ 1097.22
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	56	~ 3	-	-	-	-	17
HCM Lane V/C Ratio	1.725	16.741	-	-	-	-	2.396
HCM Control Delay (s/veh)	\$ 508.88	\$ 9790.9	-	-	-	-	\$ 1097.2
HCM Lane LOS	F	F	-	-	-	-	F
HCM 95th %tile Q(veh)	9.1	7.2	-	-	-	-	5.7

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

HCM 7th TWSC
6: Picadilly Rd & W Site Access

02/04/2025

Intersection						
Int Delay, s/veh	35.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↘ ↘	↗ ↘ ↘		↗ ↘ ↘	↗ ↘ ↘
Traffic Vol, veh/h	0	42	3838	77	61	3782
Future Vol, veh/h	0	42	3838	77	61	3782
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	46	4172	84	66	4111

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	2128	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.14	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.92	-
Pot Cap-1 Maneuver	0	~ 35	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	~ 35	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	437.65	0	67.18
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	35	~ 8
HCM Lane V/C Ratio	-	-	1.316	8.375
HCM Control Delay (s/veh)	-	-	\$ 437	\$ 4232.4
HCM Lane LOS	-	-	F	F
HCM 95th %tile Q(veh)	-	-	4.9	9.8

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

APPENDIX H – Signal Warrant Analysis Tables & Figures

Timeframe	Existing		
	Major	Minor - NB	Minor - SB
7:00 AM - 8:00 AM	791	338	320
8:00 AM - 9:00 AM	749	289	236
9:00 AM - 10:00 AM	539	185	175
10:00 AM - 11:00 AM	477	176	180
11:00 AM - 12:00 PM	598	195	182
12:00 PM - 1:00 PM	621	218	196
1:00 PM - 2:00 PM	674	235	217
2:00 PM - 3:00 PM	716	267	257
3:00 PM - 4:00 PM	853	349	283
4:00 PM - 5:00 PM	867	355	279
5:00 PM - 6:00 PM	919	400	254
6:00 PM - 7:00 PM	689	279	212

INTERSECTION: E 56th Ave & Picadilly Rd

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

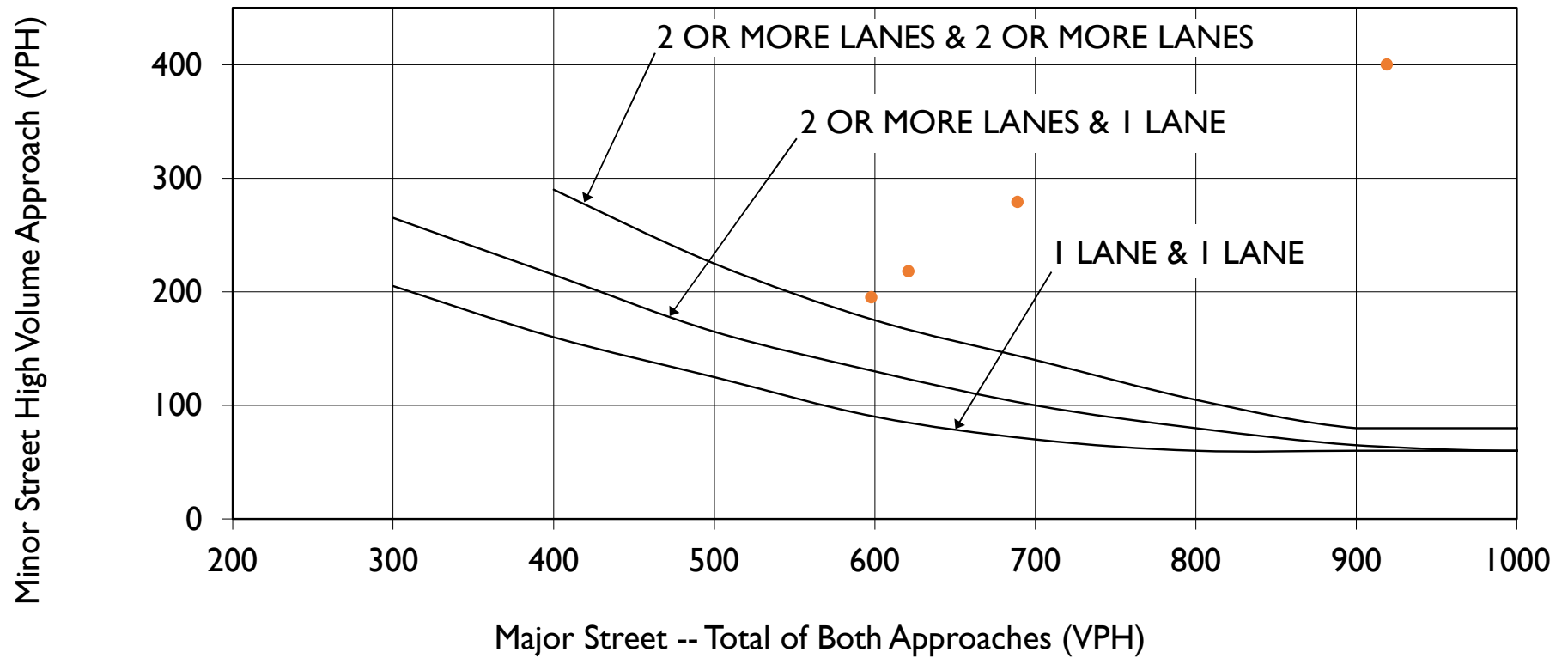
INPUT VOLUMES

Condition	Major Street (total of both approaches)	Minor Street (high volume approach)	Lane Types
Existing 11 am - 12 pm	598	195	2 or More Lanes & 2 or More Lanes
Existing 12 pm - 1 pm	621	218	2 or More Lanes & 2 or More Lanes
Existing 5pm - 6 pm	919	400	2 or More Lanes & 2 or More Lanes
Existing 6 pm - 7 pm	689	279	2 or More Lanes & 2 or More Lanes

INTERSECTION: E 56th Ave & Picadilly Rd

● Existing

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)



Timeframe	Total Future 2026			Total Future 2050		
	Major	Minor - EB	Minor - WB	Major	Minor - EB	Minor - WB
7:00 AM - 8:00 AM	1,063	40	129	6,566	284	129
8:00 AM - 9:00 AM	1,048	34	194	5,998	242	194
9:00 AM - 10:00 AM	848	13	330	3,571	92	330
10:00 AM - 11:00 AM	1,046	8	501	3,695	59	501
11:00 AM - 12:00 PM	1,287	21	643	4,354	150	643
12:00 PM - 1:00 PM	1,440	26	756	4,608	183	756
1:00 PM - 2:00 PM	1,395	19	724	4,510	133	724
2:00 PM - 3:00 PM	1,551	20	674	5,993	142	674
3:00 PM - 4:00 PM	1,837	18	677	7,996	125	677
4:00 PM - 5:00 PM	1,857	16	708	7,910	116	708
5:00 PM - 6:00 PM	1,876	16	721	7,935	117	721
6:00 PM - 7:00 PM	1,469	30	634	5,725	208	634

INTERSECTION: E 54th Ave & Picadilly Rd

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

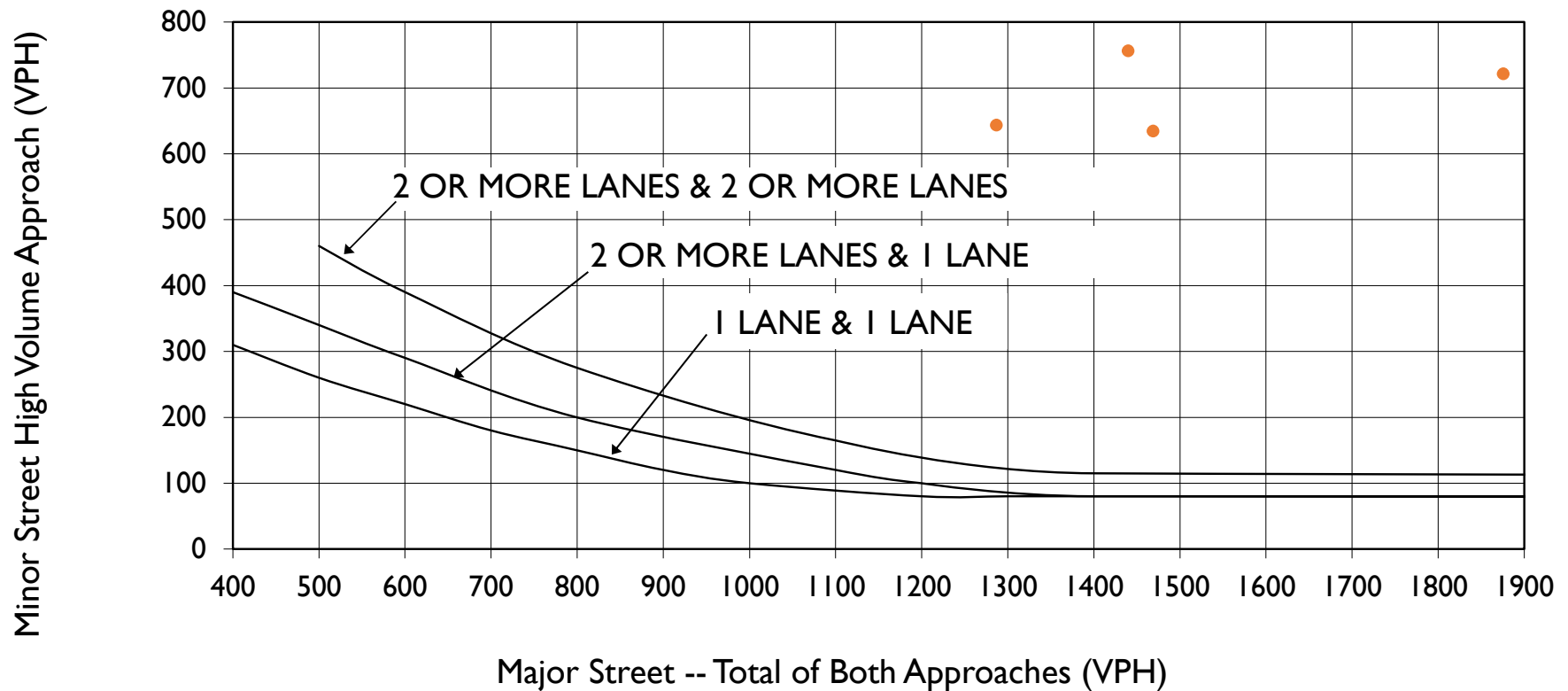
INPUT VOLUMES

Condition	Major Street (total of both approaches)	Minor Street (high volume approach)	Lane Types
TF 2026 11am - 12 pm	1,287	643	2 or More Lanes & 1 Lane
TF 2026 12 pm - 1 pm	1,440	756	2 or More Lanes & 1 Lane
TF 2026 5pm - 6 pm	1,876	721	2 or More Lanes & 1 Lane
TF 2026 6 pm - 7 pm	1,469	634	2 or More Lanes & 1 Lane
TF 2050 11am - 12 pm	4,354	643	2 or More Lanes & 1 Lane
TF 2050 12pm - 1 pm	4,608	756	2 or More Lanes & 1 Lane
TF 2050 5 pm - 6 pm	7,935	721	2 or More Lanes & 1 Lane
TF 2050 6 pm - 7 pm	5,725	634	2 or More Lanes & 1 Lane

INTERSECTION: E 54th Ave & Picadilly Rd

- TF 2026
- TF 2050

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



Timeframe	Total Future 2026		Total Future 2050	
	Major	Minor - NB	Major	Minor - NB
7:00 AM - 8:00 AM	1,017	29	6,389	29
8:00 AM - 9:00 AM	942	44	5,454	44
9:00 AM - 10:00 AM	911	74	4,393	74
10:00 AM - 11:00 AM	1,020	112	4,108	112
11:00 AM - 12:00 PM	1,301	144	5,198	144
12:00 PM - 1:00 PM	1,416	169	5,313	169
1:00 PM - 2:00 PM	1,463	162	5,839	162
2:00 PM - 3:00 PM	1,417	152	5,830	152
3:00 PM - 4:00 PM	1,559	152	6,817	152
4:00 PM - 5:00 PM	1,614	159	7,007	159
5:00 PM - 6:00 PM	1,687	162	7,439	162
6:00 PM - 7:00 PM	1,283	142	5,122	142

INTERSECTION: E 56th Ave & Road A

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

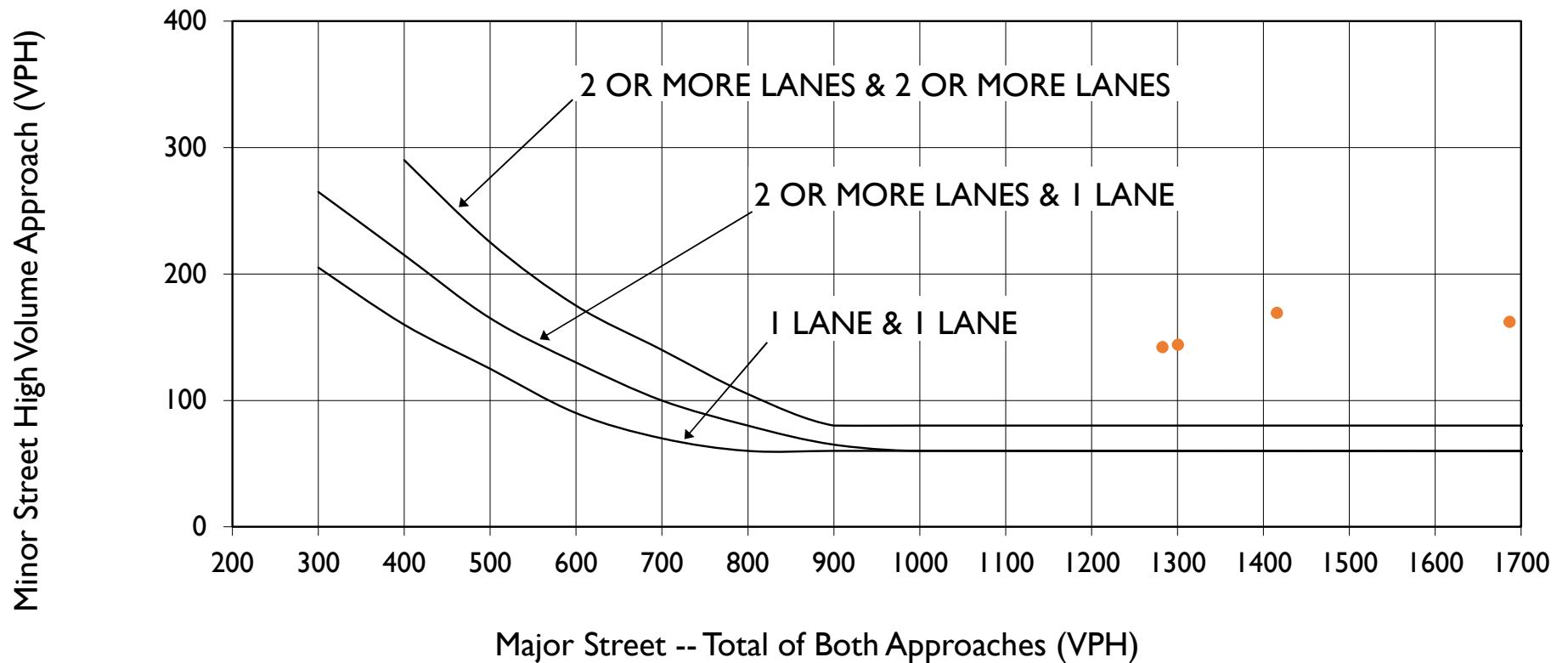
INPUT VOLUMES

Condition	Major Street (total of both approaches)	Minor Street (high volume approach)	Lane Types
TF 2026 11am - 12 pm	1,301	144	2 or More Lanes & 2 or More Lanes
TF 2026 12 pm - 1 pm	1,416	169	2 or More Lanes & 2 or More Lanes
TF 2026 5pm - 6 pm	1,687	162	2 or More Lanes & 2 or More Lanes
TF 2026 6 pm - 7 pm	1,283	142	2 or More Lanes & 2 or More Lanes
TF 2050 11am - 12 pm	5,198	144	2 or More Lanes & 2 or More Lanes
TF 2050 12pm - 1 pm	5,313	169	2 or More Lanes & 2 or More Lanes
TF 2050 5 pm - 6 pm	7,439	162	2 or More Lanes & 2 or More Lanes
TF 2050 6 pm - 7 pm	5,122	142	2 or More Lanes & 2 or More Lanes

INTERSECTION: E 56th Ave & Road A

- TF 2026
- TF 2050

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)



GREEN VALLEY RANCH EAST SUBDIVISION FILING NO. 23

A PARCEL OF LAND SITUATED IN THE NORTHWEST QUARTER OF SECTION 13,
TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH P.M.,

66

N

VICINITY MAP
1"=1000'

CITY OF AURORA APPROVALS:

THE FOREGOING INSTRUMENT IS APPROVED FOR FILING AND CONVEYANCE OF STREETS, AND EASEMENTS AS SHOWN HEREON AND IS ACCEPTED BY THE CITY OF AURORA, COLORADO, THIS _____ DAY OF _____, 20____ AD, SUBJECT TO THE CONDITION THAT THE CITY SHALL UNDERTAKE MAINTENANCE OF ANY SUCH STREETS ONLY AFTER CONSTRUCTION HAS BEEN COMPLETED BY THE SUBDIVIDER TO CITY OF AURORA SPECIFICATIONS.

CITY ENGINEER: _____ DATE: _____

PLANNING DIRECTOR: _____ DATE: _____

OWNER:

AURORA 310 PROPERTY LLC, A DELAWARE LIMITED LIABILITY COMPANY

BY: ACM ASOF IX AURORA 310 JV LLC, A DELAWARE LIMITED LIABILITY COMPANY, ITS SOLE MEMBER

SIGNATURE: _____

NAME: ANDREW R. KLEIN

TITLE

NOTARIAL:

STATE OF _____

COUNTY OF _____

THE FORGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2025 A.D.,

BY _____ AS _____ OF,

WITNESS MY HAND AND OFFICIAL SEAL _____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I WAS IN RESPONSIBLE CHARGE OF THE SURVEY WORK USED IN THE PREPARATION OF THIS PLAT; THE POSITIONS OF THE PLATTED POINTS SHOWN HEREON HAVE AN ACCURACY OF NOT LESS THAN ONE (1) FOOT IN TEN THOUSAND (10,000) FEET PRIOR TO ADJUSTMENTS, AND ALL BOUNDARY MONUMENTS AND CONTROL CORNERS SHOWN HEREON WERE IN PLACE AS DESCRIBED ON OCTOBER 03, 2024.

I FURTHER CERTIFY THAT THE INFORMATION CONTAINED HEREIN IS ACCURATE AND IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE TO MY KNOWLEDGE, INFORMATION AND BELIEF. THIS CERTIFICATION IS NOT A GUARANTY OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

KEVIN W REYNOLDS, PLS NO. 34581
EMAIL: KEVINREYNOLDS@GALLOWAYUS.COM
FOR AND ON BEHALF OF GALLOWAY & COMPANY, INC.
5500 GREENWOOD PLAZA BLVD, SUITE 200
GREENWOOD VILLAGE, CO 80111
PROJECT: KSS.156

GREEN VALLEY RANCH EAST
SUBDIVISION FILING NO. 23

CITY OF AURORA,
COUNTY OF ADAMS,
STATE OF COLORADO.

Galloway
Planning. Architecture. Engineering.
5500 Greenwood Plaza Blvd, Suite 200
Greenwood Village, CO 80111
303.770.8884
www.GallowayUS.com

#	DATE	ISSUE / DESCRIPTION	INIT.
1	02.03.25	1ST COMMENTS	RCE

SHEET

1 OF 3

DEDICATION AND LAND DESCRIPTION

KNOW ALL PEOPLE BY THESE PRESENTS THAT THE UNDERSIGNED WARRANT THAT THEY ARE THE OWNERS OF A PARCEL OF LAND SITUATED IN THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 13; THENCE S73°19'59"E, A DISTANCE OF 75.17 FEET, TO A POINT ON A LINE 22.00 FEET SOUTH OF THE NORTH LINE OF SAID NORTHWEST QUARTER OF SECTION 13, SAID POINT ALSO BEING THE POINT OF BEGINNING.

THENCE 22.00 FEET SOUTH OF AND PARALLEL WITH SAID NORTH LINE, N89°38'53"E, A DISTANCE OF 1287.56 FEET;

THENCE S00°21'07"E, A DISTANCE OF 104.93 FEET;

THENCE S07°14'34"W, A DISTANCE OF 60.53 FEET;

THENCE S00°21'07"E, A DISTANCE OF 1201.92 FEET;

THENCE S89°58'10"W, A DISTANCE OF 1258.21 FEET TO A POINT ON A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 90°00'00", A RADIUS OF 25.00 FEET, A LENGTH OF 39.27 FEET (THE CHORD OF SAID CURVE BEARS S44°58'10"W, A DISTANCE OF 35.36 FEET), TO A POINT ON A LINE 76.00 FEET EAST OF THE WEST LINE OF SAID NORTHWEST QUARTER OF SECTION 13;

THENCE ALONG SAID CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 90°00'00", A RADIUS OF 25.00 FEET, A LENGTH OF 39.27 FEET (THE CHORD OF SAID CURVE BEARS S44°58'10"W, A DISTANCE OF 35.36 FEET), TO A POINT ON A LINE 76.00 FEET EAST OF THE WEST LINE OF SAID NORTHWEST QUARTER OF SECTION 13;

THENCE S89°58'10"W, A DISTANCE OF 4.00 FEET, TO A POINT ON THE EAST RIGHT OF WAY LINE OF PICADILLY ROAD;

THENCE ON SAID EAST RIGHT OF WAY LINE, N00°01'50"W, A DISTANCE OF 1384.65 FEET, TO THE POINT OF BEGINNING;

GROSS AREA: 1,750,877 SQUARE FEET OR 40.195 ACRES, MORE OR LESS.

LESS AND EXCEPT THE FOLLOWING PARCEL:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 13, THENCE N15°05'00"E, A DISTANCE OF 1381.33 FEET TO THE POINT OF BEGINNING (LESS AND EXCEPT);

THENCE N00°21'07W, A DISTANCE OF 342.13 FEET;

THENCE N89°38'53"E, A DISTANCE OF 930.65 FEET;

THENCE S00°21'07"E, A DISTANCE OF 322.21 FEET, TO A POINT ON A CURVE TO THE RIGHT;

THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 90°19'17", A RADIUS OF 25.00 FEET, A LENGTH OF 39.41 FEET (THE CHORD OF SAID CURVE BEARS S44°48'32"W, A DISTANCE OF 35.45 FEET);

THENCE S89°58'10"W, A DISTANCE OF 905.52 FEET, TO THE POINT OF BEGINNING (LESS AND EXCEPT);

LESS AND EXCEPT AREA: 320,696 SQUARE FEET OR 7.362 ACRES MORE OR LESS.

SAID PARCEL CONTAINS A NET AREA OF 1,430,181 SQUARE FEET OR 32.833 ACRES, MORE OR LESS.

ALL LINEAL DISTANCES ARE REPRESENTED IN U.S. SURVEY FEET.

HAVE LAID OUT, PLATTED, AND SUBDIVIDED THE SAME INTO LOTS, BLOCK AND TRACTS AS SHOWN ON THIS PLAT UNDER THE NAME AND STYLE OF GREEN VALLEY RANCH EAST SUBDIVISION FILING NO. 23. AND BY THESE PRESENTS DO HEREBY DEDICATE TO THE CITY OF AURORA, COLORADO, FOR THE PERPETUAL USE OF THE PUBLIC, THE STREETS, AND EASEMENTS AS SHOWN HERON AND NOT PREVIOUSLY DEDICATED TO THE PUBLIC.

COVENANTS

THE UNDERSIGNED OWNER(S), FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS (COLLECTIVELY HEREAFTER "OWNER"), COVENANT AND AGREE WITH THE CITY OF AURORA (OR "CITY");

NO STRUCTURE CONSTRUCTED ON ANY PORTION OF THE PLATTED LAND SHOWN HEREIN SHALL BE OCCUPIED OR USED UNLESS AND UNTIL ALL PUBLIC IMPROVEMENTS, AS DEFINED BY CHAPTER 146 OF THE CITY CODE OF AURORA, COLORADO, ARE IN PLACE AND ACCEPTED BY THE CITY OR CASH FUNDS OR OTHER SECURITY FOR THE SAME ARE ESCROWED WITH THE CITY OF AURORA AND A CERTIFICATE OF OCCUPANCY HAS BEEN ISSUED BY THE CITY;

ALL ELECTRICAL, COMMUNITY UTILITY LINES AND SERVICES, AND STREET LIGHTING CIRCUITS, EXCEPT AS PROVIDED IN SECTION 126-505 OF THE CITY CODE AS THE SAME MAY BE AMENDED FROM TIME TO TIME, SHALL BE INSTALLED UNDERGROUND;

ALL CROSSINGS OR ENCROACHMENTS, INCLUDING BUT NOT LIMITED, TO PRIVATE LANDSCAPE IRRIGATION SYSTEMS, UNDERDRAINS, OR PRIVATE UTILITIES INTO EASEMENTS OWNED BY THE CITY OF AURORA ARE ACKNOWLEDGED BY THE UNDERSIGNED AS BEING SUBJECT TO THE CITY OF AURORA'S USE AND OCCUPANCY OF SAID EASEMENTS AND RIGHTS-OF-WAY. THE UNDERSIGNED, THEIR SUCCESSORS AND ASSIGNS, HEREBY AGREE TO INDEMNIFY AND HOLD HARMLESS THE CITY OF AURORA FOR ANY LOSS, DAMAGE, OR REPAIR TO PRIVATE LANDSCAPE IRRIGATION SYSTEMS, UNDERDRAINS, OR PRIVATE UTILITIES THAT MAY RESULT FROM THE CITY OF AURORA'S USE AND OCCUPANCY OR EXERCISE OF ITS RIGHTS IN SAID EASEMENTS AND RIGHTS OF WAY. THE UNDERSIGNED, ITS SUCCESSORS AND ASSIGNS, FURTHER AGREES TO REMOVE, REPAIR, REPLACE, RELOCATE, MODIFY, OR OTHERWISE ADJUST SAID PRIVATE LANDSCAPE IRRIGATION SYSTEMS, UNDERDRAINS, PRIVATE DETENTION POND AND DRAINAGE FEATURES, OR PRIVATE UTILITIES UPON REQUEST FROM THE CITY OF AURORA AND AT NO EXPENSE TO THE CITY OF AURORA.

BASIS OF BEARING

ALL BEARINGS ARE BASED ON THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 13, BEING S00°01'50"E AND MONUMENTED TO NORTH BY A FOUND 3-1/4" ALUMINUM CAP STAMPED "BOWMAN CONSULTING | T3S | S11/S12/S14/S13 | R66W | 2019 | PLS 38272", AND TO THE SOUTH BY A FOUND 3-1/4" ALUMINUM CAP STAMPED "CITY OF AURORA | T3S 1/4 S14-S13 | R66W | 2007 | LS38003".

PROJECT GEODETIC SYSTEM

BASED UPON COLORADO COORDINATE SYSTEM OF 1983 CENTRAL ZONE 0502 US SURVEY FEET, SCALED TO GROUND USING A COMBINED SCALE FACTOR OF 1.0002474573, AND APPLIED AT A BASE COORDINATE OF N 1,715,938.009, E 3,215,186.591.

AREA

GROSS LAND AREA: 1,750,875 SQUARE FEET, OR 40.195 ACRES.

COVENANTS CONTINUED

THE AREA(S) LABELED "DRAINAGE EASEMENT" ("DRAINAGE EASEMENT AREA") HEREON DEPICT EASEMENT(S) HEREBY DEDICATED BY THE OWNER TO THE CITY AS SET FORTH HEREIN. OWNER GRANTS THE RIGHT, PRIVILEGE AND AUTHORITY, BUT NOT THE OBLIGATION, TO THE CITY TO SURVEY, CONSTRUCT, RECONSTRUCT, OPERATE, MAINTAIN, REMOVE, REPLACE, UPGRADE AND STORM DRAINAGE FACILITIES, INCLUDING BUT NOT LIMITED TO FENCES, GATES, SIGNS, WALLS, CHANNELS, DROP STRUCTURES, TRICKLE CHANNELS, OUTLET STRUCTURES, FOREBAY, WEIR SECTIONS, INCLUDING ALL FIXTURES, DEVICES, THERETO WHATSOEVER NECESSARY OR USEFUL LOCATED BELOW GRADE LEVEL, AT GRADE LEVEL AREA (COLLECTIVELY AND INDIVIDUALLY HERE THE RIGHT OF INGRESS AND EGRESS OVER, AND THE RIGHT TO REMOVE OBJECTS OR STRUCT FACILITIES AS DETERMINED BY THE CITY IN ITS CITY. THE DRAINAGE EASEMENT TOGETHER DRAINAGE EASEMENT AREA ARE TO BE CONS APPLICABLE PORTION OF THE DRAINAGE EASEMENT RESPONSIBILITY AND LIABILITY FOR THE APPLIC MAINTENANCE. THE CITY, IN CITY'S SOLE DISC THE DRAINAGE EASEMENT AREA, DRAINAGE EASEMENT AREA FOR THE PURPOSES SET CONSTRUCTING, OR IMPROVING THE DRAINAGE APPLICABLE OWNER, FOLLOWING SUCH OWNER'S WRITTEN NOTICE OF THE SAME. SUCH OWNER EXPENSE RELATED THERETO (INCLUDING, BUT ATTORNEYS' FEES AND COSTS). FAILURE TO MECHANIC AND MATERIALMEN'S LIEN AGAINST THE RECORDS OF THE COUNTY CLERK AND LOCATED.

THE AREA(S) LABELED "FIRE LANE EASEMENT" ("FIRE LANE EASEMENT AREA") HEREON DEPICT EASEMENT(S) HEREBY DEDICATED BY THE OWNER TO THE CITY AS SET FORTH HEREIN. OWNER GRANTS THE RIGHT, PRIVILEGE AND AUTHORITY, BUT NOT THE OBLIGATION, TO THE CITY TO SURVEY, CONSTRUCT, RECONSTRUCT, OPERATE, MAINTAIN, REMOVE, REPLACE, UPGRADE AND STORM DRAINAGE FACILITIES, INCLUDING BUT NOT LIMITED TO FENCES, GATES, SIGNS, WALLS, CHANNELS, DROP STRUCTURES, TRICKLE CHANNELS, OUTLET STRUCTURES, FOREBAY, WEIR SECTIONS, INCLUDING ALL FIXTURES, DEVICES, THERETO WHATSOEVER NECESSARY OR USEFUL IN THE AREAS DEPICTED HEREON AS FIRE LANE EASEMENT AREA, AND THE RIGHT TO REMOVE OBJECTS OR STRUCT FACILITIES AS DETERMINED BY THE CITY IN ITS SOLE DISCRETION AND WITHOUT LIABILITY OR EXPENSE TO THE CITY. OWNER HAS RESPONSIBILITY AND LEGAL LIABILITY FOR THE FIRE LANE EASEMENT AREA, CONSTRUCTION OF FIRE LANE FACILITIES AND CONTINUOUS MAINTENANCE OF THE FIRE LANE EASEMENT AREA, FIRE LANE FACILITIES, AND ALL OTHER ITEMS LOCATED BELOW GRADE LEVEL, AT GRADE LEVEL AND ABOVE GRADE LEVEL WITHIN THE FIRE LANE EASEMENT AREA; ALL AT NO COST TO THE CITY. THE CITY, IN CITY'S SOLE DISCRETION AND WITHOUT ASSUMING RESPONSIBILITY OR LEGAL LIABILITY FOR THE FIRE LANE EASEMENT AREA, FIRE LANE FACILITIES OR THEIR MAINTENANCE, MAY ENTER THE FIRE LANE EASEMENT AREA FOR THE PURPOSES SET FORTH HEREIN AND FOR CLEANING, MAINTAINING, REPAIRING, CONSTRUCTING OR IMPROVING THE EASEMENT OR FIRE LANE FACILITIES AT THE EXPENSE OF THE APPLICABLE OWNER, FOLLOWING SUCH OWNER'S FAILURE TO REASONABLY CURE ANY DEFAULT UPON RECEIPT OF WRITTEN NOTICE OF THE SAME. SUCH OWNER SHALL PROMPTLY REIMBURSE THE CITY FOR ANY EXPENSE RELATED THERETO (INCLUDING, BUT NOT LIMITED TO REMOVAL, REMEDIATION, COURT, COLLECTION AND ATTORNEYS' FEES AND COSTS). FAILURE TO REIMBURSE THE CITY MAY RESULT IN THE CITY RECORDING A MECHANIC AND MATERIALMEN'S LIEN AGAINST THE APPLICABLE PORTION OF THE FIRE LANE EASEMENT AREA IN THE RECORDS OF THE COUNTY CLERK AND RECORDER'S OFFICE WHERE THE FIRE LANE EASEMENT AREA IS LOCATED.

THE AREA(S) LABELED AS "UTILITY EASEMENT" HEREON DEPICT EASEMENT(S) HEREBY DEDICATED BY THE OWNER TO THE CITY FOR USE BY PUBLIC UTILITY COMPANIES AUTHORIZED IN WRITING BY THE CITY FOR PROVISION OF SERVICES REQUIRED OR ORDINARILY PERFORMED WITHIN THE UTILITY EASEMENT BY THIRD PARTY PUBLIC UTILITY PROVIDERS OF ELECTRIC, TELEVISION, CABLE, TELECOMMUNICATION FACILITIES, AND OTHER PUBLIC UTILITIES TO SURVEY, INSTALL, CONSTRUCT, RECONSTRUCT, RELOCATE, REPLACE, MAINTAIN, ENLARGE, UPGRADE, REPAIR, USE, OPERATE, PATROL, CONTROL, IMPROVE, TEST, INSPECT OR REMOVE AT ANY TIME AND FROM TIME TO TIME AS MAY BE USEFUL TO, OR REQUIRED BY CITY, ANY AND ALL PIPES, CASINGS, WIRES, CONDUIT, CULVERTS, VALVES, VENTILATORS, MANHOLES, EQUIPMENT, OR MATERIAL AND ANY OTHER APPURTENANCES NECESSARY, AND TO MAKE ANY CUTS AND FILLS IN THE EARTH NEEDED ONLY IN, ON, UNDER, THROUGH, OVER AND ACROSS THE "UTILITY EASEMENT" FOR ONE OR MORE PUBLIC UTILITY IMPROVEMENTS INCLUDING ALL THINGS DEEMED BY THE CITY, IN ITS SOLE DISCRETION, TO BE NECESSARY OR CONVENIENT FOR THE OPERATION OF SUCH PUBLIC UTILITY. THE AUTHORIZED PUBLIC UTILITY SHALL MAINTAIN SAID IMPROVEMENTS INSTALLED BY THE PUBLIC UTILITY WITHIN, ACROSS, UNDER OR UPON THE UTILITY EASEMENT. HOWEVER, THE CITY SHALL HAVE THE PERPETUAL RIGHT, BUT NOT OBLIGATION, TO CUT, TRIM, CONTROL AND REMOVE TREES, BRUSH, AND OTHER OBSTRUCTIONS WHICH INJURE OR INTERFERE WITH THE CITY'S OR AUTHORIZED PUBLIC UTILITY'S IMPROVEMENTS, USE, OCCUPATION OR ENJOYMENT OF THE UTILITY EASEMENT, OR THEIR RIGHTS IN THE UTILITY EASEMENT, WITHOUT LIABILITY TO THE CITY FOR DAMAGES ARISING THEREFROM.

STATEMENT OF AUTHORITY
(Section 38-30-172, C.R.S.)

THIS MUST BE THE PROPERTY OWNER

1. This Statement of Authority relates to an entity named **AURORA 310 PROPERTY LLC**

2. The type of entity is a **LIMITED LIABILITY COMPANY**

3. The entity is formed under the laws of the State of **DELAWARE**

4. The mailing address for the entity is:
MAILING ADDRESS HERE

5. The name and position of each person authorized to execute instruments conveying, encumbering or otherwise affecting title to real property on behalf of the entity is:
ANDREW R. KLEIN AS AN AUTHORIZED SIGNATORY OF ACM ASOF IX AURORA 310 JV LLC, A DELAWARE LIMITED LIABILITY COMPANY AS SOLE MEMBER OF AURORA 310 PROPERTY LLC

6. The authority of the foregoing person(s) to bind the entity is not limited, or limited as follows:
ADD HERE WHAT THEIR LIMITS OF AUTHORITY ARE, IF THERE IS NO LIMIT TYPE 'NONE'

7. Other matters concerning the manner in which the entity deals with interests in real property:
THIS IS FOR REAL ESTATE ADD THEIR AUTHORITY FOR REAL ESTATE

8. This Statement of Authority is executed on behalf of the entity pursuant to the provisions of Section 38-30-172, C.R.S.

9. This Statement of Authority amends and supersedes in all respects any prior Statement of Authority executed on behalf of the entity.
AURORA 310 PROPERTY LLC, A DELAWARE LIMITED LIABILITY COMPANY

Executed on _____
by **BY: ACM ASOF IX AURORA 310 JV LLC, A DELAWARE LIMITED LIABILITY COMPANY AS SOLE MEMBER**

State of Colorado } ss. **ANDREW R. KLEIN AUTHORIZED SIGNATORY**
County of _____

The foregoing instrument was acknowledged before me this _____ day of _____, 20____, by _____

Witness my hand and official seal.

My commission expires: _____
Notary Public

add the Water Covenant and the Sanitary Sewer Covenant language - they are both used in the platted area

COVENANTS ADDED

Please send in a Statement of Authority showing the Owner and the person authorized to sign for the owner. Please contact Grace Gray with questions

UPDATED HEREON

Change to Traffic
Signalization Easement

Add tic marks at the
change of directions
on the R.O.W. line

TIC MARKS ADDED

GREEN VALLEY RANCH EAST SUBDIVISION FILING NO. 23

A PARCEL OF LAND SITUATED IN THE NORTHWEST QUARTER OF SECTION 13,
TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH P.M.,
CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

UPDATED HEREON

add Lot line distance

UPDATED HEREON

Change to Traffic
Signalization Easement

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

add Lot line distance

add bearing

LEGEND

●	FOUND MONUMENT AS NOTED	ROW	RIGHT OF WAY
○	SET 24" LONG #5 REBAR WITH ORANGE PLASTIC CAP PLS 34581	REC. NO.	RECEPTION NUMBER
◆	SECTION CORNER	---	BOUNDARY LINE
SF	SQUARE FEET	---	RIGHT OF WAY
AC	ACRES	---	LOT LINE
		---	EXISTING EASEMENT
		---	PROPOSED EASEMENT

GENERAL NOTES

- NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON PER STATE STATUTE 13-80-105(3)(A) C.R.S.
- ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR ACCESSORY COMMITS A CLASS 2 MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508 C.R.S.
- ALL DISTANCES SHOWN HEREON ARE GROUND DISTANCES AND MEASURED IN U.S. SURVEY FEET.
- ALL REFERENCES HEREON TO BOOKS, PAGES, MAPS AND RECEPTION NUMBERS ARE PUBLIC DOCUMENTS FILED IN THE ADAMS COUNTY RECORDER'S OFFICE OF COLORADO.
- THIS RESUBDIVISION PLAT DOES NOT CONSTITUTE A TITLE SEARCH BY GALLOWAY & COMPANY, INC. TO DETERMINE OWNERSHIP OF THESE TRACTS OR VERIFY EASEMENTS OF RECORD. FOR ALL INFORMATION REGARDING EASEMENTS, RIGHTS-OF-WAY OR TITLE OF RECORD, GALLOWAY & COMPANY, INC. RELIED UPON TITLE COMMITMENT ORDER NO. 00504476-201-7N7-ES, WITH A COMMITMENT DATE OF JANUARY 16, 2025, PREPARED BY FIDELITY NATIONAL TITLE INSURANCE CO..
- RIGHT-OF-WAY FOR INGRESS AND EGRESS FOR SERVICE AND EMERGENCY VEHICLES IS GRANTED OVER, ACROSS, ON, AND THROUGH ANY AND ALL PRIVATE ROADS, WAYS, AND FIRE LANES NOW OR HEREAFTER ESTABLISHED ON THE DESCRIBED PROPERTY. THE SAME ARE HEREBY DESIGNATED AS FIRE LANES AND EMERGENCY AND SERVICE VEHICLE ROADS, AND SHALL BE POSTED "NO PARKING - FIRE LANE".
- THE OWNERS OR OCCUPANTS OF THE LANDS HEREIN DESCRIBED SHALL HAVE NO RIGHT OR CAUSE OF ACTION, EITHER IN LAW OR IN EQUITY, FOR DAMAGES OR INJURY TO ANY PERSON OR PROPERTY ARISING OUT OF OR RESULTING DIRECTLY OR INDIRECTLY, FROM THE OVERFLIGHT OF AIRCRAFT, OR FOR DAMAGES OR INJURY TO ANY PERSON OR PROPERTY RESULTING FROM ANY NOISE, NUISANCE, VIBRATIONS OF ANY KIND OR DESCRIPTION RESULTING, DIRECTLY OR INDIRECTLY, FROM AIRCRAFT OVERFLIGHTS PROVIDED, THAT NOTHING CONTAINED IN THE FOREGOING EASEMENT SHALL DIVEST THE OWNERS OR OCCUPANTS, THEIR HEIRS, SUCCESSORS ADMINISTRATORS OR ASSIGNS, OF ANY RIGHT OR CAUSE OF ACTION FOR DAMAGES TO ANY PERSON OR PROPERTY RESULTING FROM THE NEGLIGENT OPERATION OF AIRCRAFT OVERFLIGHTS OVER THE DESCRIBED PREMISES AT ANY ALTITUDE ABOVE GROUND LEVEL.
- ALL OWNERS OF LOTS OR TRACTS ADJACENT TO E 56TH AVENUE AND PICADILLY ROAD SHALL BE REQUIRED TO COMPLY WITH REQUIREMENTS OF THE AURORA CITY CODE RESTRICTING THE ABILITY TO BUILD A FENCE ALONG THOSE STREETS OR THE TYPES AND SIZES OF FENCES THAT CAN BE BUILT ALONG THOSE STREETS.
- TRACTS A AND B ARE PRIVATELY OWNED AND MAINTAINED.

PARCEL CURVE SEGMENT TABLE					
UPDATED HEREON	A	LENGTH (FT)	RADIUS (FT)	CHORD BEARING	CHORD LENGTH (FT)
	C1	88'27'13"	38.63	S45'23'53"W	34.91
	C2	71'48'53"	31.34	N54'28'11"W	29.32
	C3	90'00'00"	39.27	S44'58'10"W	35.36
	C4	11'02'41"	2.02	N84'28'33"E	2.02
	C5	90'00'01"	14.92	S45'21'07"E	13.44
	C6	87'36'04"	14.52	S45'54'01"W	13.15
	C7	82'18'20"	13.65	N41'30'17"W	12.50
	C8	97'43'13"	16.20	S48'30'30"W	14.31
	C9	90'00'00"	82.47	S44'38'56"W	74.25
	C10	86'57'19"	14.45	S43'10'42"W	13.10
	C11	10'33'37"	4.50	S5'37'32"E	4.50
	C12	10'57'43"	4.50	N4'54'39"E	4.49
	C13	90'09'36"	14.93	N45'20'47"W	13.43
	C14	89'59'59"	39.27	S45'01'49"E	35.36

PARCEL LINE SEGMENT TABLE		
LINE TAG #	BEARING	LENGTH (FT)
L1	N0'20'22"W	60.51
L2	N89'38'53"E	35.07
L3	LINE CHANGED TO CONTINUOUS	

GREEN VALLEY RANCH EAST
SUBDIVISION FILING NO. 23
CITY OF AURORA,
COUNTY OF ADAMS,
STATE OF COLORADO.

PROJECT NO: KSS.156
DRAWN BY: RCE
CHECKED BY: KWR
DATE: DECEMBER 11, 2024

Galloway
Planning, Architecture, Engineering,
5500 Greenwood Plaza Blvd, Suite 200
Greenwood Village, CO 80111
303.770.8884
www.GallowayUS.com

#	DATE	ISSUE / DESCRIPTION	INIT.	SHEET
1	02.03.25	1ST COMMENTS	RCE	

2 OF 3

GREEN VALLEY RANCH EAST SUBDIVISION FILING NO. 23

A PARCEL OF LAND SITUATED IN THE NORTHWEST QUARTER OF SECTION 13,
TOWNSHIP 3 SOUTH, RANGE 66 WEST OF THE 6TH P.M.,
CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

LEGEND

- FOUND MONUMENT AS NOTED
○ SET 24" LONG #5 REBAR WITH ORANGE PLASTIC CAP PLS 34581
◆ SECTION CORNER
SF SQUARE FEET
AC ACRES
- ROW REC. NO.
--- BOUNDARY LINE
--- RIGHT OF WAY
--- LOT LINE
--- EXISTING EASEMENT
--- PROPOSED EASEMENT
- RIGHT OF WAY
RECEPTION NUMBER
BOUNDARY LINE
RIGHT OF WAY
LOT LINE
EXISTING EASEMENT
PROPOSED EASEMENT

PARCEL LINE SEGMENT TABLE		
LINE TAG #	BEARING	LENGTH (FT)
L4	S89°58'10"W	20.89
L5	S89°58'10"W	30.00
L6	N0°02'06"W	36.00
L7	N89°59'46"W	40.96
L8	N0°01'50"W	36.00
L9	S89°59'57"E	43.87
L10	N89°38'53"E	30.00
L11	N0°21'07"W	190.76
L12	N89°38'53"E	30.31
L13	S0°21'07"E	186.81
L14	S0°21'07"E	20.00
L15	S0°21'07"E	20.00
L16	S89°38'53"W	61.40
L17	S0°17'11"E	26.85
L18	S89°38'53"W	10.00
L19	N0°17'11"W	26.85
L20	S0°21'07"E	26.85
L21	S89°38'53"W	10.00
L22	N0°21'07"W	26.85
L23	S0°21'07"E	19.10
L24	S89°38'53"W	10.00

PARCEL LINE SEGMENT TABLE		
LINE TAG #	BEARING	LENGTH (FT)
L25	N0°21'07"W	19.10
L26	S89°38'53"W	133.10
L27	N0°21'07"W	20.00
L28	N89°41'51"E	10.03
L29	S0°21'07"E	30.00
L30	S89°41'51"W	10.00
L31	S89°38'53"W	236.87
L32	S89°38'53"W	102.99
L33	S0°21'07"E	10.00
L34	S89°38'53"W	10.00
L35	N0°21'07"W	10.00
L36	S0°21'07"E	10.00
L37	S89°38'53"W	10.00
L38	N0°21'07"W	10.00
L39	N89°38'53"E	0.89
L40	S89°59'54"W	36.99
L41	N89°59'54"E	34.50
L44	N44°38'53"E	14.14
L45	N0°21'08"W	14.28
L46	N0°21'07"W	161.53

PARCEL CURVE SEGMENT TABLE					
CURVE TAG #	DELTA	LENGTH (FT)	RADIUS (FT)	CHORD BEARING	CHORD LENGTH (FT)
C15	89°26'35"	81.20	52.02	N44°54'40"E	73.20
C16	91°08'13"	35.09	22.06	S46°33'22"W	31.51
C17	131°9'00"	4.52	19.44	N7°00'13"W	4.51
C18	34°35'38"	30.19	50.00	N73°03'18"W	29.73
C19	34°35'38"	30.19	50.00	N73°03'18"W	29.73
C20	32°37'23"	45.55	80.00	S74°02'25"E	44.94
C21	25°45'00"	35.95	80.00	N76°46'23"E	35.65
C22	25°45'00"	8.99	20.00	N76°46'23"E	8.91
C23	25°45'00"	22.47	50.00	S76°46'23"W	22.28
C24	25°45'00"	22.47	50.00	S76°46'23"W	22.28

GREEN VALLEY RANCH EAST
SUBDIVISION FILING NO. 23
CITY OF AURORA,
COUNTY OF ADAMS,
STATE OF COLORADO.

PROJECT NO: KSS.156
DRAWN BY:
CHECKED BY: KWR
DATE: DECEMBER 11, 2024

Galloway
Planning, Architecture, Engineering,
5500 Greenwood Plaza Blvd, Suite 200
Greenwood Village, CO 80111
303.770.8884
www.GallowayUS.com

#	DATE	ISSUE / DESCRIPTION	INIT.	SHEET
1	02.03.25	1ST COMMENTS	RCE	

Parcel Name:

Description:

Process segment order counterclockwise: False

Enable mapcheck across chord: False

North: 1,714,711.278'

East: 3,244,544.014'

Segment# 1: Line

Course: S0°21'06.68"E

Length: 1,201.920'

North: 1,713,509.380'

East: 3,244,551.395'

Segment# 2: Line

Course: S89°58'09.99"W

Length: 1,258.209'

North: 1,713,508.709'

East: 3,243,293.186'

Segment# 3: Curve

Length: 39.270'

Radius: 25.000'

Delta: 89.9999 (d)

Tangent: 25.000'

Chord: 35.355'

Course: S44°58'10.09"W

Course In: S0°01'50.01"E

Course Out: S89°58'10.20"W

RP North: 1,713,483.709'

East: 3,243,293.199'

End North: 1,713,483.696'

East: 3,243,268.199'

Segment# 4: Line

Course: S89°58'10.20"W

Length: 4.000'

North: 1,713,483.694'

East: 3,243,264.199'

Segment# 5: Line

Course: N0°01'49.80"W

Length: 1,384.653'

North: 1,714,868.347'

East: 3,243,263.462'

Segment# 6: Line

Course: N89°38'53.27"E

Length: 1,287.563'

North: 1,714,876.254'

East: 3,244,551.001'

Segment# 7: Line

Course: S0°21'06.96"E

Length: 104.930'

North: 1,714,771.326'

East: 3,244,551.645'

Segment# 8: Line

Course: S7°14'34.04"W
North: 1,714,711.278'

Length: 60.531'
East: 3,244,544.014'

Perimeter: 5,341.075'
Error Closure: 0.000
Error North : 0.0002

Area: 1,750,877.39Sq.Ft.
Course: N56°05'24.51"E
East: 0.0003

Precision 1: 5,341,076,000.000