TRANSPORTATION PLANNERS AND ENGINEERS

Timber Ridge

Transportation Impact Assessment

Version 3

Prepared for

Truman Development Corp.

Date

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Bunt & Associates acknowledges and respects the Traditional Territories upon which our work spans, and from which we benefit. We are grateful for the unique cultures and histories of Indigenous Peoples that enrich our understanding and connection to the lands we call home. We honour learning, listening, and truth in our journey to reconciliation.

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Written with respect and gratitude for the Traditional Territories upon which we work and live.

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TABLE OF CONTENTS

1. EXECUTIVE SUMMARY 1

2. INTRODUCTION 2

2.1 Scope of Work 2
2.2 Site Context 2
2.3 Development 3

3. VEHICLES 5

3.1 Network 5
3.2 Volumes (2024) 9
3.3 Volumes (2048 Background) 11
3.4 Volume (2048 After Development) 12
3.5 Intersection Analysis 19
3.6 External Roadway Review 25
3.6.1 Daily Traffic Volumes 25
3.6.2 Vehicle Speeds 25
3.6.3 Access Spacing 26
3.7 Internal Roadways 27

4. ACTIVE TRANSPORTATION 31

4.1 Pedestrian 31
4.2 Cycling 32
4.3 Transit 34

APPENDIX A Scope of Work
APPENDIX B Signal Timing Plan
APPENDIX C Traffic Data (Counts)
APPENDIX D Traffic Data (Forecasts)
APPENDIX E Traffic Volumes
APPENDIX F NCHRP 8-51 Internal Trip Capture Estimation Tool
APPENDIX G Synchro Reports

EXHIBITS

Exhibit 3.1: Background Intersection Configurations 8
Exhibit 3.2: Existing Traffic Volumes 10
Exhibit 3.3: 2048 Select Zone Forecast Volumes 13
Exhibit 3.4: 2048 Background Traffic Volumes 14
Exhibit 3.5: Site Traffic Distribution - Residential 15
Exhibit 3.6: Site Traffic Distribution - School 16
Exhibit 3.7: Site Generated Traffic Volumes 17
Exhibit 3.8: 2048 After Development Traffic Volumes 18
Exhibit 3.9: After Development Intersection Configurations 20

FIGURES

Figure 2.1: Site Context 3
Figure 2.2: Outline Plan 4
Figure 3.1: ASP Street Network Map 5
Figure 3.2: Existing Roadway Characteristics 6
Figure 3.3: 85 Street SW Cross-Section (Timberline Estates) 7
Figure 3.4: 85 Street SW Existing (Mystic Ridge Gate – Timberline Point) 7
Figure 3.5: 85 Street SW Intersection Spacing 26
Figure 3.6: Internal Daily Volumes 27
Figure 3.7: Internal Access Spacing 28
Figure 3.8: Vehicle Connectivity Index 29
Figure 3.9: Pedestrian Connectivity Index 30
Figure 4.1: Existing Pedestrian Network 31
Figure 4.2: Existing Cycling Network 32
Figure 4.3: ASP Open Space Map 33
Figure 4.4: Existing Transit Network 34
Figure 4.5: ASP Transit Network Map 35
Figure 4.6: Bus Stop Locations 36

TABLES

Table 2.1: Proposed Development (Residential Densities) 3
Table 3.1: Existing Roadway Characteristics 6
Table 3.2: Traffic Data Summary 9
Table 3.3: 131 St. Moritz Drive – Trip Generation (Vehicle) 11
Table 3.4: Trip Generation Rates (Vehicle) 12
Table 3.5: Trip Generation 12
Table 3.6: Intersection Analysis Summary 19
Table 3.7: Intersection Analysis (17 Avenue SW – Cortina Drive to St. Moritz Drive) 21
Table 3.8: Intersection Analysis (Cortina Drive & St. Moritz Drive SW) 21
Table 3.9: Intersection Analysis (85 Street SW – 17 Avenue) 22
Table 3.10: Intersection Analysis (85 Street SW – 19 Avenue) 22
Table 3.11: Intersection Analysis (85 Street SW – Val Gardena Boulevard Accesses to North Road) 23
Table 3.12: Intersection Analysis (85 Street SW – Timberline Gates to South Road) 24
Table 3.13: Intersection Analysis (85 Street SW – Fortress Drive) 24
Table 3.14: Daily Volume Analysis 25
Table 3.15: Vehicle Speeds (85 Street SW) 25

Change Log

Version 3 (February 2026 Comments)

This report was updated to address a set of comments provided by the City of Calgary in relation to the Version 2 of this report dated November 17, 2025.

The study has also been updated to account for the revised Outline Plan and associated reduction in densities (1,572 units in Version 2; 1,124 units in Version 3).

City comments (identified in blue) and our responses are outlined below.

#1 – Section 3.3 The report states: "2048 forecast volumes were adjusted accordingly, and details are provided in Appendix B." However, Appendix B does not appear to include sufficient detail for Scenario 1 background traffic. Specifically, it is unclear where the site traffic from the previous forecast volumes—later zeroed out in the report—is documented.

Scenario 1 has been removed in this version. This scenario was based on an earlier 2015 forecast scenario, which is no longer valid. The Version 3 TIA only provides analysis with the City's current forecast scenario.

#2 – Table 3.21 - Please include in the appendix the site traffic assumed in 2048 forecast that you are zeroing out.

See Appendix E.

#3 – Table 3.22- Typo in # of units or trip gen values are incorrect.

This unit count typo has been fixed. This typo did not impact the analysis as the trip generation values were correct.

#4 – Section 3.5 - "The net development traffic volumes for Scenario 1 are calculated by subtracting the City's 2048 forecast turning volumes from the site generated traffic volumes." The forecast turning volumes likely include trips not associated with the subject TZ. Background traffic should be established by subtracting appropriate select zone plot volumes from the forecast turning movements. This also applies to Scenario 1 background traffic.

The traffic volume calibration methodology has been updated in this version of the report. All turning movement volumes obtained from the forecast were initially removed from the network, and a portion of these volumes was subsequently reassigned based on optimized routing. Details of this methodology are provided in the report.

#5 – Section 3.5 - Please expand on the following sentence: "For scenario 2, as the traffic zone include additional lands, and the major traffic connection is not considered in the forecast model, additional calibration were done to the intersections at the boundary of the proposed site and balanced through the traffic network." More detail is needed on this background traffic methodology.

The traffic volume calibration methodology has been updated. A portion of the TZ615 traffic has been incorporated into the study intersections to better reflect realistic operating conditions. The corresponding section has been revised accordingly.

#6 – *Section 3.5 - Similar to above, more detail is needed on zeroing out trips. Trip Generation Scenario 2 (not necessarily scenario 2 background traffic) is more appropriate and conservative for use throughout the remainder of the report. The methodology for Trip Generation for both scenarios appears to be removing trips not associated with the development which should be included in background traffic.*

Related section has been updated.

#7 – *Confirm with relevant school board the proposed school catchment area and that 50% internal capture for this specific school site is appropriate.*

School catchment details are not available at this time. The catchment assumptions used in this study were based on existing boundary areas as further described in the report.

#8 – *Please provide additional clarity on how post development volumes were established. Background traffic + site traffic is not equaling post development volumes presented. Addressing all of the above comments should resolve this.*

The traffic volume calibration methodology has been updated. After Development traffic volumes are now calculated as the sum of Background and site traffic volumes.

#9 – *Exhibit 3.5 - please include more details on the source for this figure.*

Related section has been updated.

#10 – *Provide commentary where existing traffic is higher than forecast volumes. This occurs on several east - west movements along 17 Ave SW. Alternative background traffic methodology may be required along this corridor.*

Resulting Background volumes (of sensitivity scenario, or the previous scenario 1) has now been balanced with existing volumes along 17 Avenue SW.

Version 2 (March 2025 Comments)

The Version 2 report was updated to address a set of comments provided by the City of Calgary in relation to Version 1 of this report dated November 12, 2024.

City comments (identified in blue) and our responses are outlined below.

- For table 3.16, we have had a recent land use application for the north half of the Dev B lands. While it hasn't been approved yet, the applicant is looking to update the zoning to allow for M-H1, which would translate to 288 multi-family units. Please update the table to take this into account.

  Table 3.16 and relevant content was updated in Version 2.

- For table 3.20, can you clarify why you are subtracting the City's assumed 2048 traffic forecast from the trip generation for the development? I feel we should have an additional table here, I get removing the RTM zone's traffic from a 2048 post development scenario, but removing the traffic directly from the trip generation from the development seems like it is artificially reducing the trips generated from the proposed development.

  Relevant rationale was added to Section 3.3.3 in Version 2.

- For Exhibit 3.2 (and all subsequent exhibits), there is a 4th leg to the intersection of 85th Street and the NE Access Road. It is part of LOC2022-0028, and is just a residential roadway that will ultimately connect with Timberline Pt SW, but there will be some traffic associated with it. Assume approximately 20 single family homes on this new roadway, however distribution of traffic will likely be split between this new road and Timberline Pt SW.

  Volume exhibits and analysis were updated.

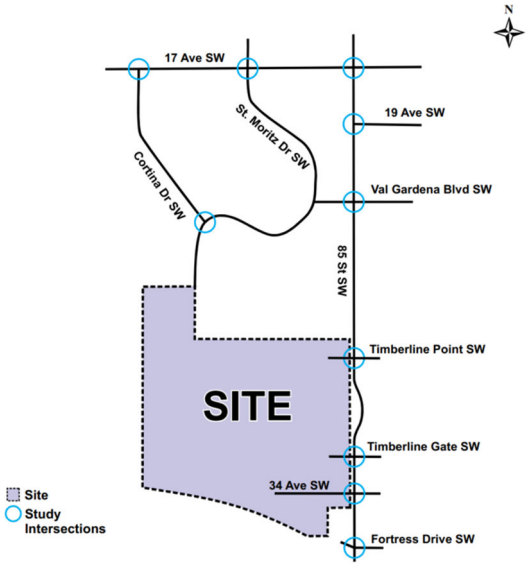
- For Exhibit 3.2 (and all subsequent exhibits), there is a 4th leg to the intersection of 84th Street and Val Gardena Bv SW, as part of the Shane Homes outline plan. The 4th leg is under construction currently (perhaps even open at the time of this e-mail). See the City's development map for an accurate count of single family lots as well as the townhome development DP2024-08507 that will utilize this access point.

  Volume exhibits and analysis were updated.

1. EXECUTIVE SUMMARY

An outline plan and land use redesignation are proposed to accommodate 1,124 residential units on a land assembly located in Springbank Hill west of 85 Street SW.

The City of Calgary requested a Transportation Impact Assessment (TIA) to review the transportation impacts of the proposed development. Study findings are outlined below.



Vehicles

Volumes	- 2048 horizon traffic volumes were identified at study intersections based on the City of Calgary's current forecast scenario and proposed Outline Plan densities. Volumes include traffic associated with the adjacent shadow planned parcel to the north.
Intersection Analysis	- Analysis was completed using currently planned intersection configurations. Intersection analysis identified the following additional mitigation measures are needed to accommodate the proposed outline plan: o **Cortina Drive & 17 Avenue SW** – Signal timing plan optimization (AM peak). o **All Other Study Intersections** – No additional mitigation required.
External Roadways	- **85 Street SW** – A continuation of the Collector cross-section as planned is appropriate because of the function of the roadway, results of intersection analysis, and expected daily traffic volumes remaining within guidelines. - **Fortress Drive SW** – Expected daily volumes will remain within the Collector cross-section guideline.
Internal Roadways	- Daily traffic volumes on all internal roadways are expected to remain within their proposed classifications/cross-sections.

Active Transportation

Walking & Cycling	- The proposed Outline Plan includes sidewalks on all internal roadways. Multi-use pathways will be provided on the proposed Collector roadways connecting to existing/planned external routes.
Transit	- The Springbank Hill ASP identifies a future transit route through the Outline Plan. This route can be accommodated on the proposed Collector roadway connecting to St. Moritz Drive SW.

2. INTRODUCTION

2.1 Scope of Work

Based on discussions with the City of Calgary (**Appendix A**), the scope of work for this study is:

Vehicles

- *Network* – Identify controls and lanes at the following study intersections:
  - Cortina Drive & 17 Avenue SW
  - St. Moritz Drive & 17 Avenue SW
  - Cortina Drive & St. Moritz Drive SW
  - 85 Street & 17 Avenue SW
  - 85 Street & 19 Avenue SW
  - 85 Street & Val Gardena Boulevard SW
  - 85 Street & Site Access/Timberline Point SW
  - 85 Street & Site Access/Timberline Gate SW
  - 85 Street & Site Access/34 Avenue SW
  - 85 Street & Fortress Drive SW
- *Volumes* – Identify weekday AM & PM peak hour traffic volumes for the following horizons:
  - Existing
  - 2048 Background
  - 2048 After Development
- *Analysis* – Complete intersection capacity, signal warrant, and roadway volume analysis.
- *Intersection Spacing* – Review proposed access spacing on 85 Street SW.
- *External Roadway* – Review roadway volumes and speeds.
- *Internal Roadways* – Review internal roadway classifications.
- *Mitigation* – Identify any mitigation measures needed to accommodate development traffic.

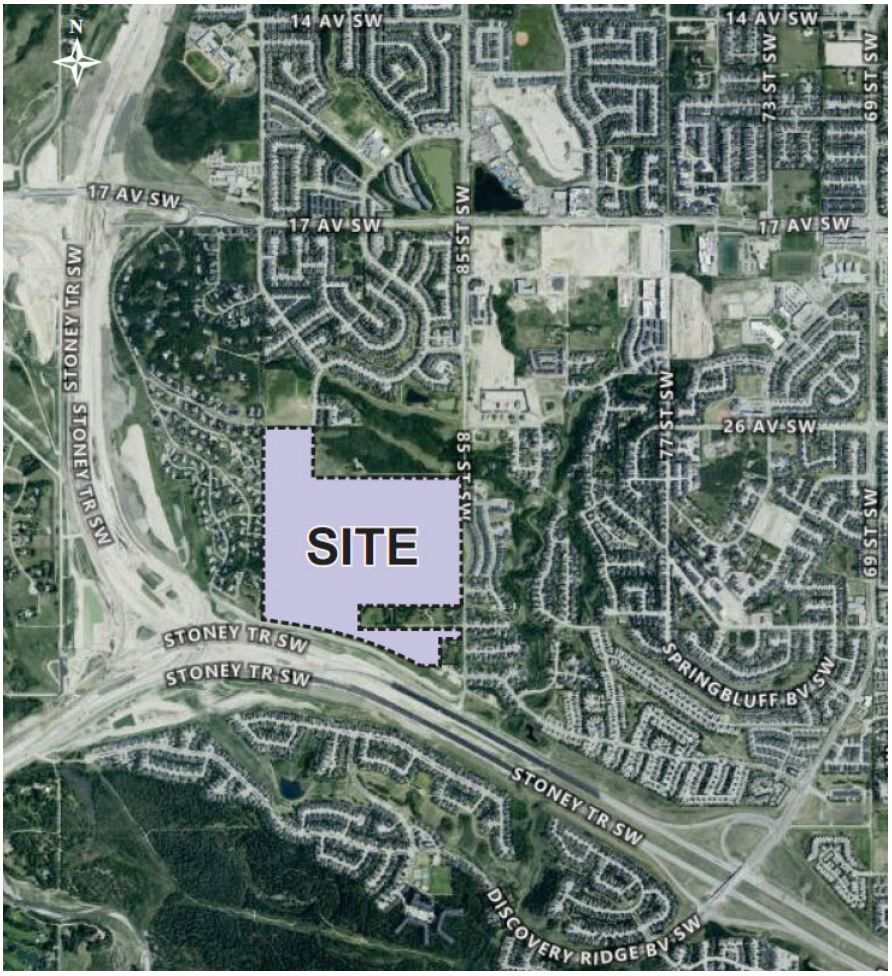
Active Transportation

- *Pedestrian* – Identify existing and planned facilities. Determine if any additional improvements are required.
- *Cycling* – Review connectivity to existing/planned cycling facilities.
- *Transit* – Identify planned transit routes.

2.2 Site Context

The site is in the community of Springbank Hill and bounded by existing residences/open space to the north, 85 Street SW to the east, Lower Springbank Road SW and existing residences (Spring Glen View SW) to the south, and existing residences (The Slopes) to the west. The site context is illustrated in **Figure 2.1**.

Figure 2.1: Site Context



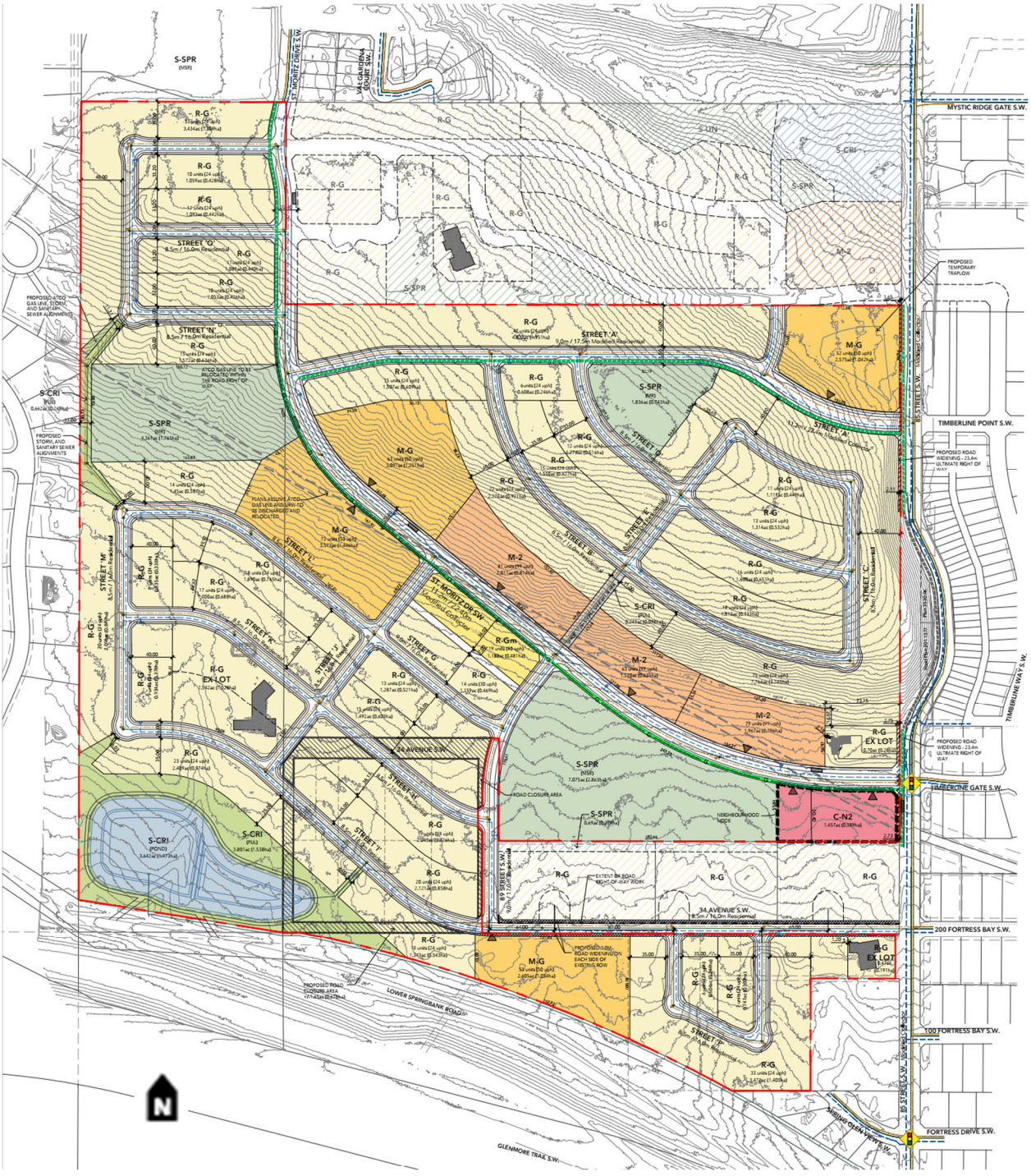
2.3 Development

Proposed residential land uses and densities are summarized in **Table 2.1**. The residential outline plan includes a C-N2 (Commercial – Neighbourhood 2) and a S-SPR (special purpose – school, parks, and community reserve) parcels. The anticipated commercial area is 1,400 m^2 (15,070 ft^2) for the C-N2 parcel, and a 500-student elementary school is assumed to occur within a S-SPR parcel. The outline plan proposal is illustrated in **Figure 2.2**.

Table 2.1: Proposed Development (Residential Densities)

LAND USE		DENSITY		
		Outline Plan	Shadow Plan	Total
R-G	Low Density – Mixed Housing	642 units	108 units	750 units
R-Gm	Low Density – Mixed Housing; Attached	19 units	-	19 units
M-G	Multi-Residential – At-Grade Housing	240 units	-	240 units
M-2	Multi-Residential – Medium Profile	223 units	79 units	302 units
TOTAL		1,124 UNITS	187 UNITS	1,311 UNITS

Figure 2.2: Outline Plan



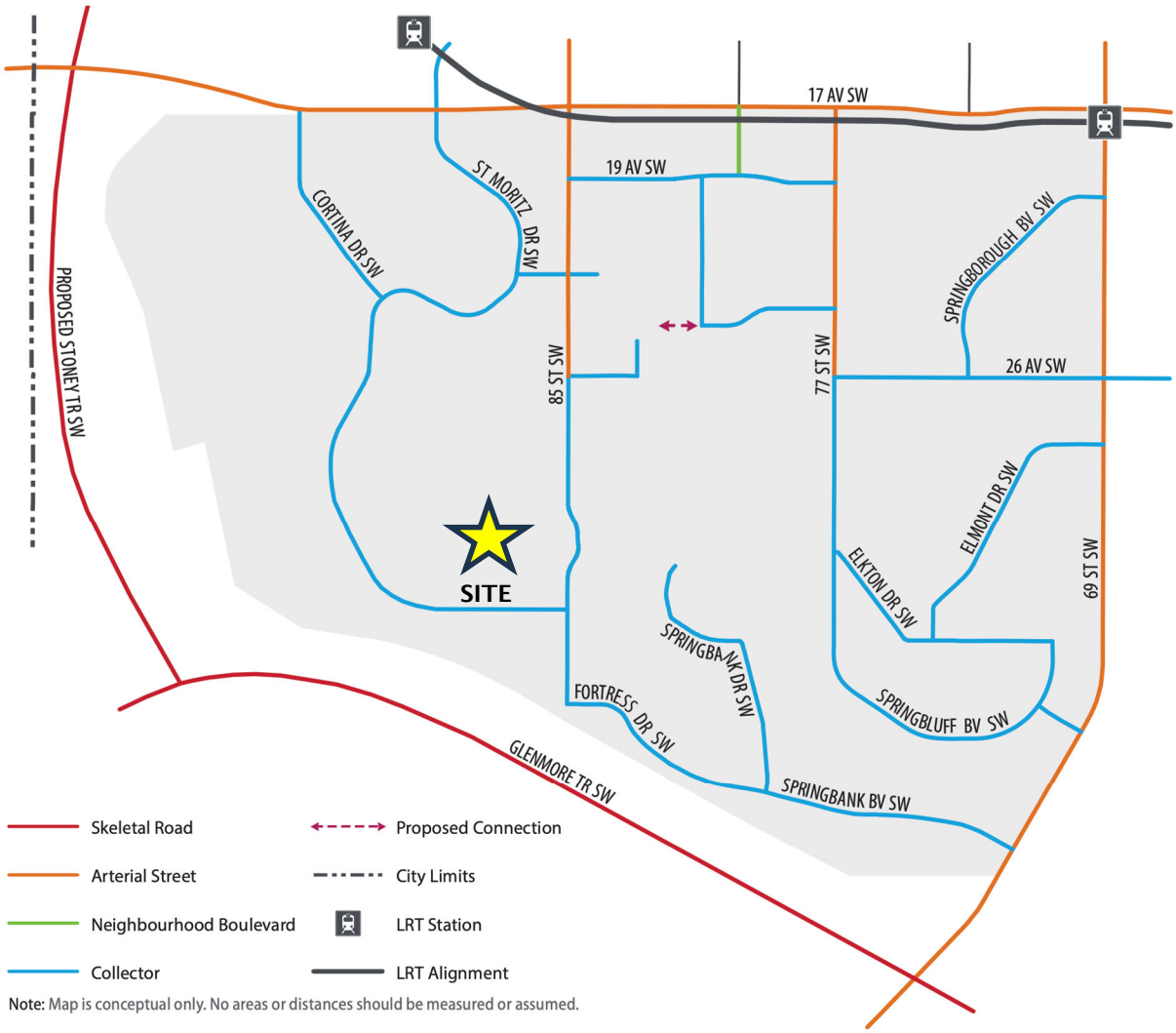
3. VEHICLES

3.1 Network

Road Network

The street network identified in the *Springbank Hill Area Structure Plan (ASP)*[1] is illustrated in **Figure 3.1**.

Figure 3.1: ASP Street Network Map



Existing roadway characteristics near the site are summarized in **Table 3.1** and illustrated in **Figure 3.2**.

[1] *Springbank Hill Area Structure Plan,* City of Calgary, May 2021.
https://publicaccess.calgary.ca/lldm01/livelink.exe?func=ccpa.general&msgID=NTTrAeygeeK&msgAction=Download

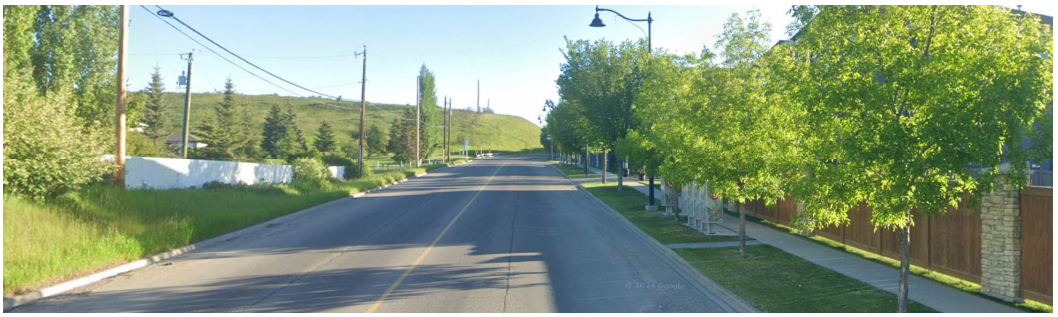
Table 3.1: Existing Roadway Characteristics

ROADWAY	TYPE	CROSS-SECTION		SPEED LIMIT	FACILITIES		
		# Lanes	Median		Parking	Bike Lanes	Bus Stops
85 Street SW	Collector	2	No	50 km/h	Yes	No	No
St. Moritz Drive SW	Collector	2	No	40-50 km/h	Yes	Pathway	Yes

Figure 3.2: Existing Roadway Characteristics

85 Street SW





St. Moritz Drive SW



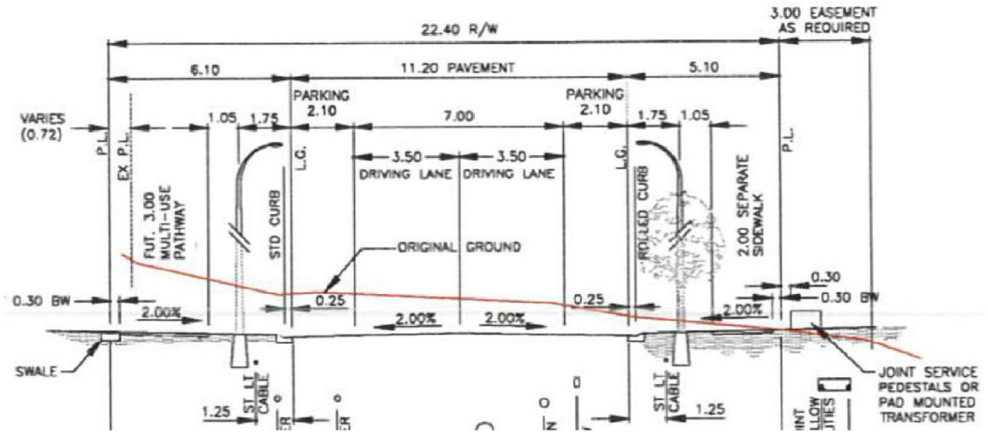
85 Street SW

The cross-section of 85 Street SW changes from an Arterial to a Collector between Val Gardena Boulevard and Mystic Ridge Gate SW. The developed Collector cross-section adjacent to Timberline Estates (Timberline Point to Timberline Gate) is illustrated in **Figure 3.3**.

A portion of 85 Street SW (Mystic Ridge Gate to Timberline Point SW) currently has a rural two-lane cross-section with no sidewalks or curbs (**Figure 3.4**). Right-of-way has been provided along the east boundary to accommodate the planned cross-section.

Figure 3.3: 85 Street SW Cross-Section (Timberline Estates)

Collector (Parking Both Sides)



Collector (Parking One Side)

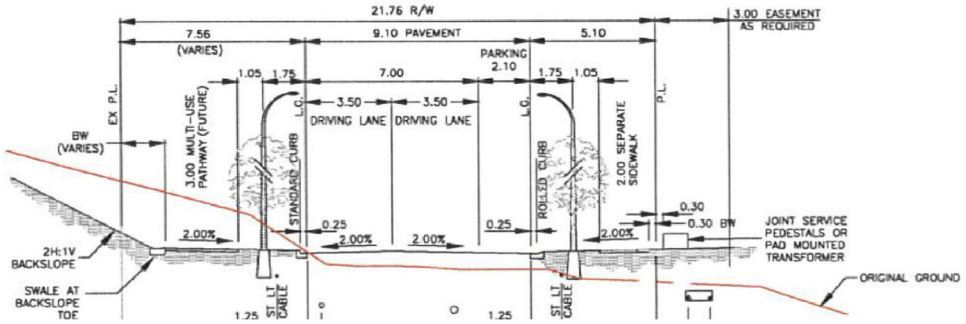


Figure 3.4: 85 Street SW Existing (Mystic Ridge Gate – Timberline Point)



Intersections

Existing signal timing plans are included in **Appendix B**.

Anticipated Background intersection controls and lane configurations are illustrated in **Exhibit 3.1**. These configurations include the completion of 85 Street SW to its ultimate 4-lane cross-section (17 Avenue to Val Gardena Boulevard).

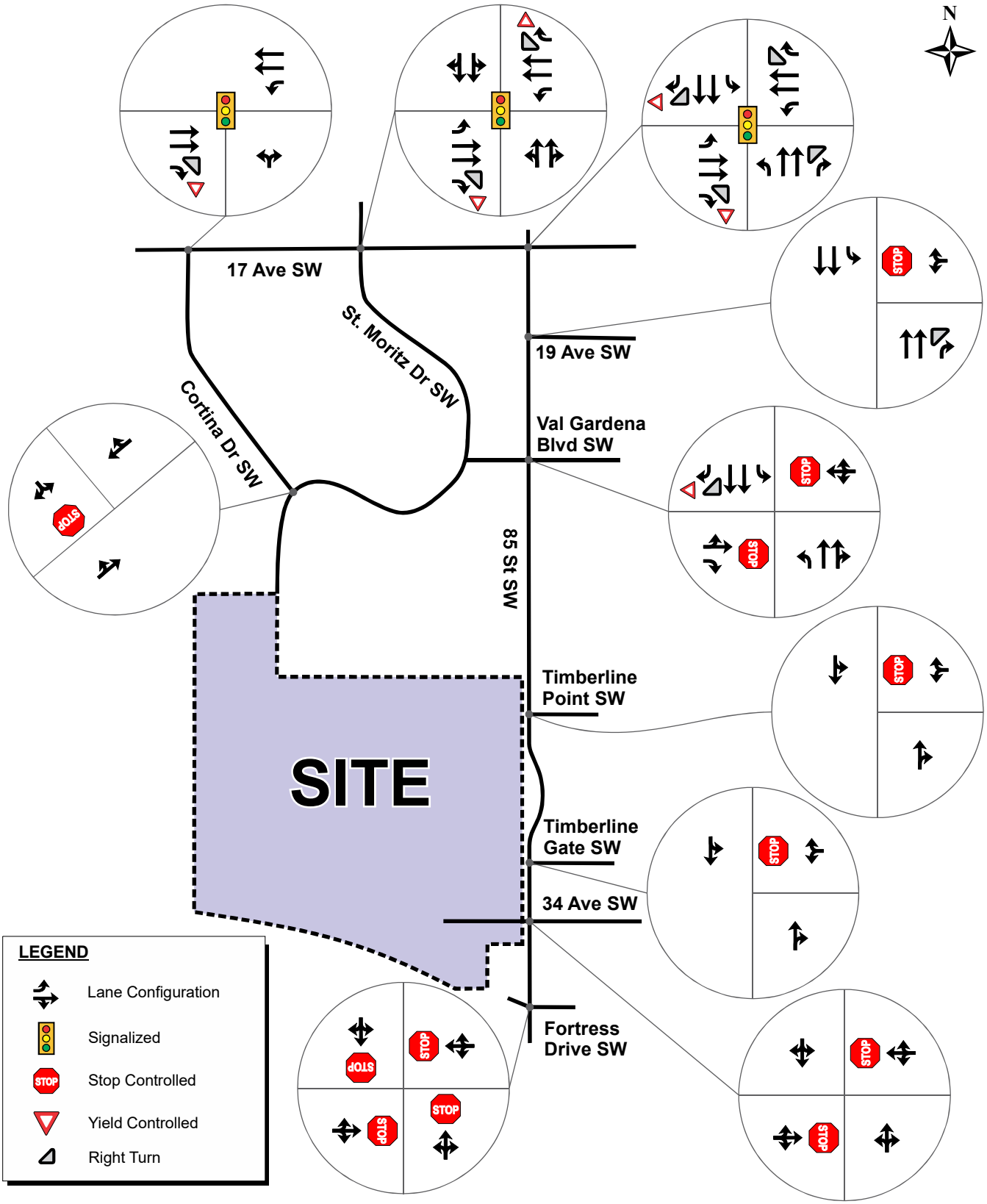


Exhibit 3.1

Background Intersection Configurations

3.2 Volumes (2024)

The traffic counts used are listed in **Table 3.2**. Traffic data is included in **Appendix C.** Observed 2024 traffic volumes are presented in **Exhibit 3.2**.

Table 3.2: Traffic Data Summary

INTERSECTION	COUNT DATE	DAY OF WEEK	SOURCE
Cortina Drive & 17 Avenue SW	2024-09-11	Wednesday	Bunt & Associates
St. Moritz Drive & 17 Avenue SW			
St. Moritz Drive & 17 Avenue SW			
85 Street & 17 Avenue SW	2024-04-08	Monday	City of Calgary
85 Street & Val Gardena Boulevard SW	2024-09-11	Wednesday	Bunt & Associates
85 Street & Timberline Gate SW			
85 Street & 34 Avenue SW			
85 Street & Fortress Drive SW			

*New traffic count not completed at 85 Street & 19 Avenue SW as turning movements impacted by construction.

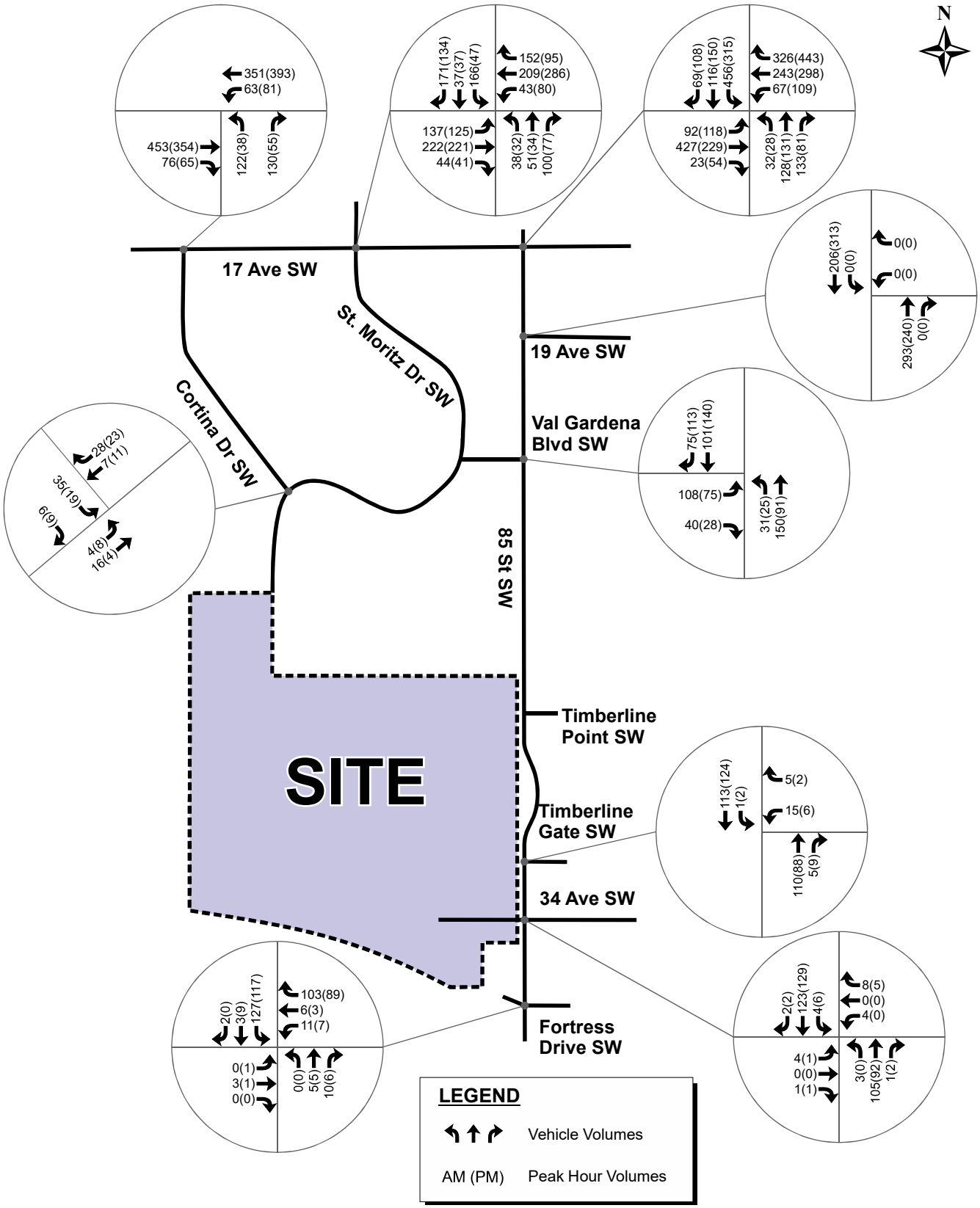


Exhibit 3.2

Existing Traffic Volumes

3.3 Volumes (2048 Background)

Recent updates to the City's Regional Transportation Model (RTM) resulted in a 2048 traffic forecast model that accounts for developments within the Springbank Hill ASP. The most recent version of 2048 forecast volumes are shown in **Exhibit 3.3**. Forecast volumes are provided in **Appendix D**.

TZ 615

The subject site is located within Traffic Zone 615, for which the City's 2048 forecast model included density assumptions (1027 population, 229 jobs). Traffic associated with this density assumption was included in provided forecast volumes. To provide baseline analysis, volumes associated with the subject site were removed from forecast volumes.

A comparison of 2048 and 2018 volumes indicated that approximately 37% of select zone forecast volumes are associated with existing land uses (The Slopes) accessed via either Lower Springbank Road SW or Slopeview Drive SW. To address this, all select zone (TZ 615) 2048 forecast volumes were initially removed from the 2048 forecast volumes. Then, 37% of the total volume was reassigned to reflect realistic routing to existing residential developments within TZ 615. The adjusted TZ 615 forecast traffic was subsequently added back to the 2048 forecast volumes, providing a more accurate estimate of local traffic conditions without the subject development or shadow parcel. Note, this may overestimate existing site traffic as the TZ forecast volume growth includes a significant jobs component.

TZ 614

Outside of the study area of this study, development LOC2024-0291 proposes the addition of 56 townhouse units at the southwest corner of the St. Moritz Drive SW / 17 Avenue SW intersection (131 St. Moritz Drive), as summarized in **Table 3.3**. The associated development-generated traffic volumes were assigned based on the trip distribution from the forecast model, with internal distribution adjusted accordingly at other study intersections which are not included in the forecast model.

Table 3.3: 131 St. Moritz Drive – Trip Generation (Vehicle)

USE	DENSITY	AM PEAK HOUR			PM PEAK HOUR			DATA SOURCE
		Total	In	Out	Total	In	Out	
Multi Family (Low-Rise)	56 units	22	5	17	29	18	11	ITE 220

Modified Volumes

The resulting 2048 Background traffic volumes are illustrated in **Exhibit 3.4**. Additional details are provided in **Appendix E**.

3.4 Volume (2048 After Development)

The trip generation rates used are listed in **Table 3.4** and based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual (12th Edition)*. Development (outline plan & shadow plan) generated vehicle trips are summarized in **Table 3.5**. Internal capture rate for residential and commercial developments is determined using NCHRP 8-51 Internal Trip Capture Estimation Tool, details are included in **Appendix F**.

Based on existing school boundaries, it was estimated 50% of Elementary school traffic would be associated with the local area (subject site and existing residences to the north accessed via Cortina Drive and St. Moritz Drive). The remaining 50% was applied as new external site traffic to adjacent major roadways (17 Avenue, 85 Street SW). This may provide a conservative assumption as school associated trips for external areas would have been included in the forecast and may instead be redistributed to the study area (redirected trips off 85 Street SW instead of new trips on 85 Stret SW).

Table 3.4: Trip Generation Rates (Vehicle)

USE	TRIP GENERATION (VEHICLE)		DATA SOURCE
	AM Peak Hour	PM peak Hour	
Commercial Retail	2.00 per 1,000 ft² *(60% In, 40 % Out)* 40% Pass-by	6.00 per 1,000 ft² *(50% In, 50% Out)* 40% Pass-by	City of Calgary
Single-Family Detached (R-G)	0.70 per unit *(27% In, 73% Out)*	0.93 per unit *(62% In, 38% Out)*	ITE 210
Single-Family Attached (R-Gm)	0.47 per unit *(25% In, 75% Out)*	0.51 per unit *(57% In, 43% Out)*	ITE 215
Multi-Family Low-Rise (M-G)	0.41 per unit *(24% In, 76% Out)*	0.52 per unit *(62% In, 38% Out)*	ITE 220
Multi-Family Mid-Rise (M-2)	0.38 per unit *(23% In, 77% Out)*	0.38 per unit *(64% In, 36% Out)*	ITE 221
Elementary School	0.74 per student *(54% In, 46% Out)* 50% internal	0.16 per student *(46% In, 54% Out)* 50% internal	ITE 520

Table 3.5: Trip Generation

USE	DENSITY	AM PEAK HOUR			PM PEAK HOUR		
		Total	In	Out	Total	In	Out
Single-Family Detached	750 units	525	142	383	698	433	265
Single-Family Attached	19 units	9	2	7	10	6	4
Multi-Family Low-Rise	240 units	98	24	74	125	78	47
Multi-Family Mid-Rise	302 units	115	26	89	115	74	41
Commercial Retail	15,070 ft²	30	18	12	90	45	45
Elementary School	500 students	370	200	170	80	37	43
Internal Capture (Residential & Commercial)		*-10*	*-5*	*-5*	*-36*	*-18*	*-18*
Internal Capture (School)		*-186*	*-93*	*-93*	*-40*	*-20*	*-20*
Pass-By (Commercial)		*-12*	*-6*	*-6*	*-34*	*-17*	*-17*
TOTAL NET TRIP GENERATION		**939**	**308**	**631**	**1008**	**618**	**390**

Trip distributions applied for residence, school and commercial are illustrated in **Exhibit 3.5** and **Exhibit 3.6**. Residential trips are distributed based on the most recent version of the 2048 City of Calgary select zone forecast. School trips are distributed based on expected local external draw from adjacent communities. Details of site generated traffic volumes are illustrated in **Exhibit 3.7**. Note, shadow plan trip generation destined to 85 Street SW was assigned via Street A to be conservative. Direct access onto 85 Street SW may occur when an outline plan for that parcel occurs. Resulting 2048 After Development (2048 Background + net development) traffic volumes are shown in **Exhibit 3.8.**

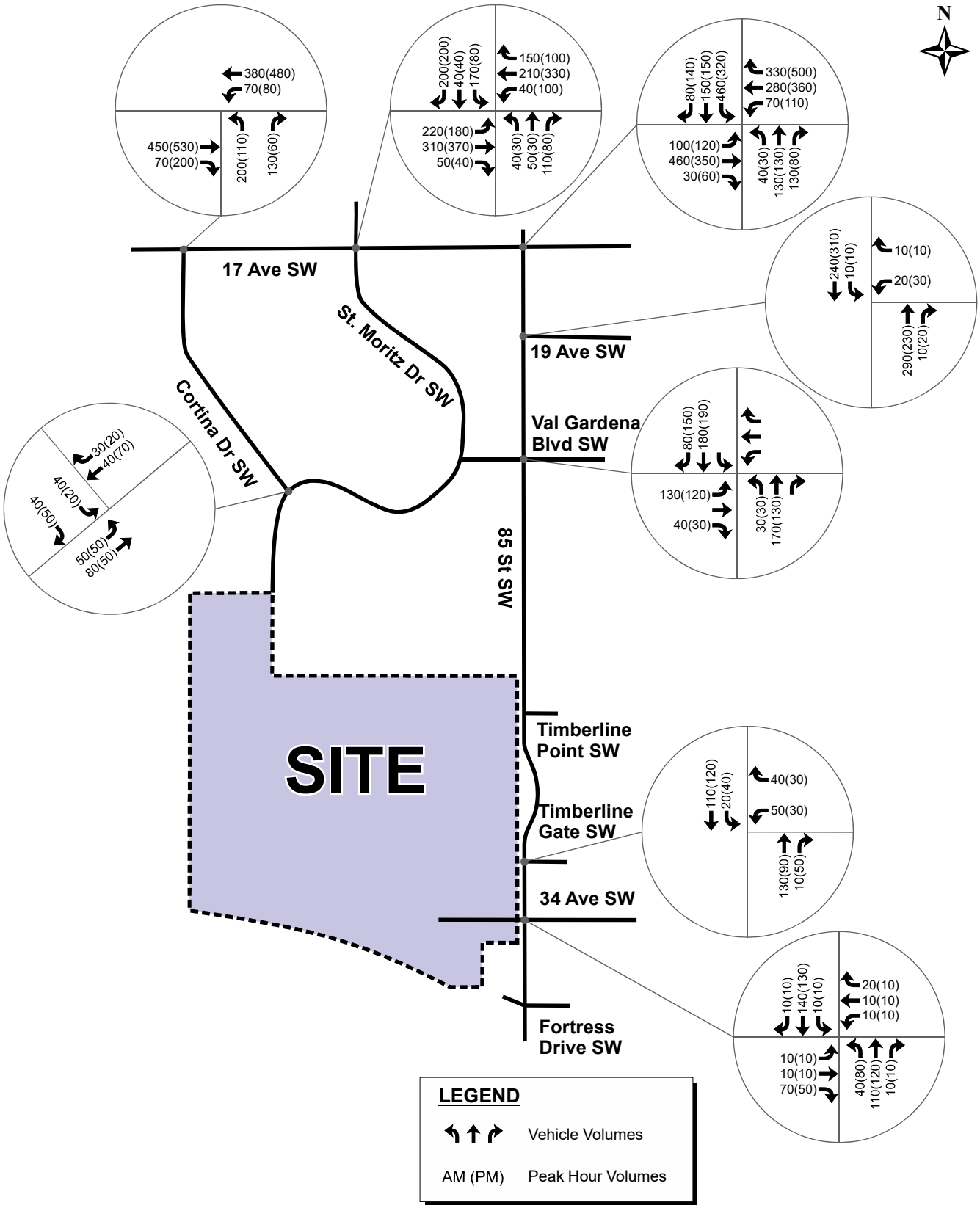


Exhibit 3.3

2048 Select Zone Forecast Traffic Volumes

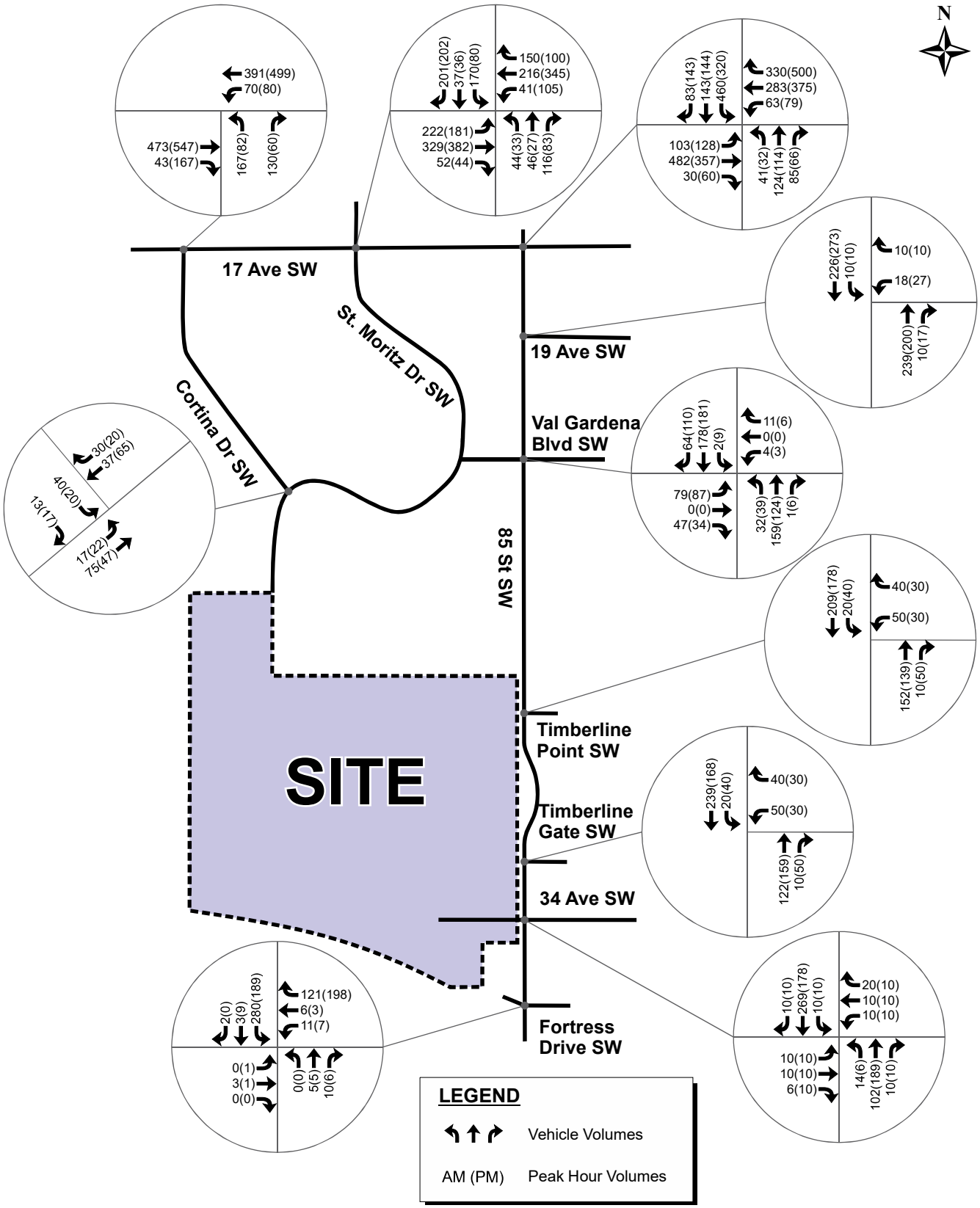


Exhibit 3.4

2048 Background Traffic Volumes

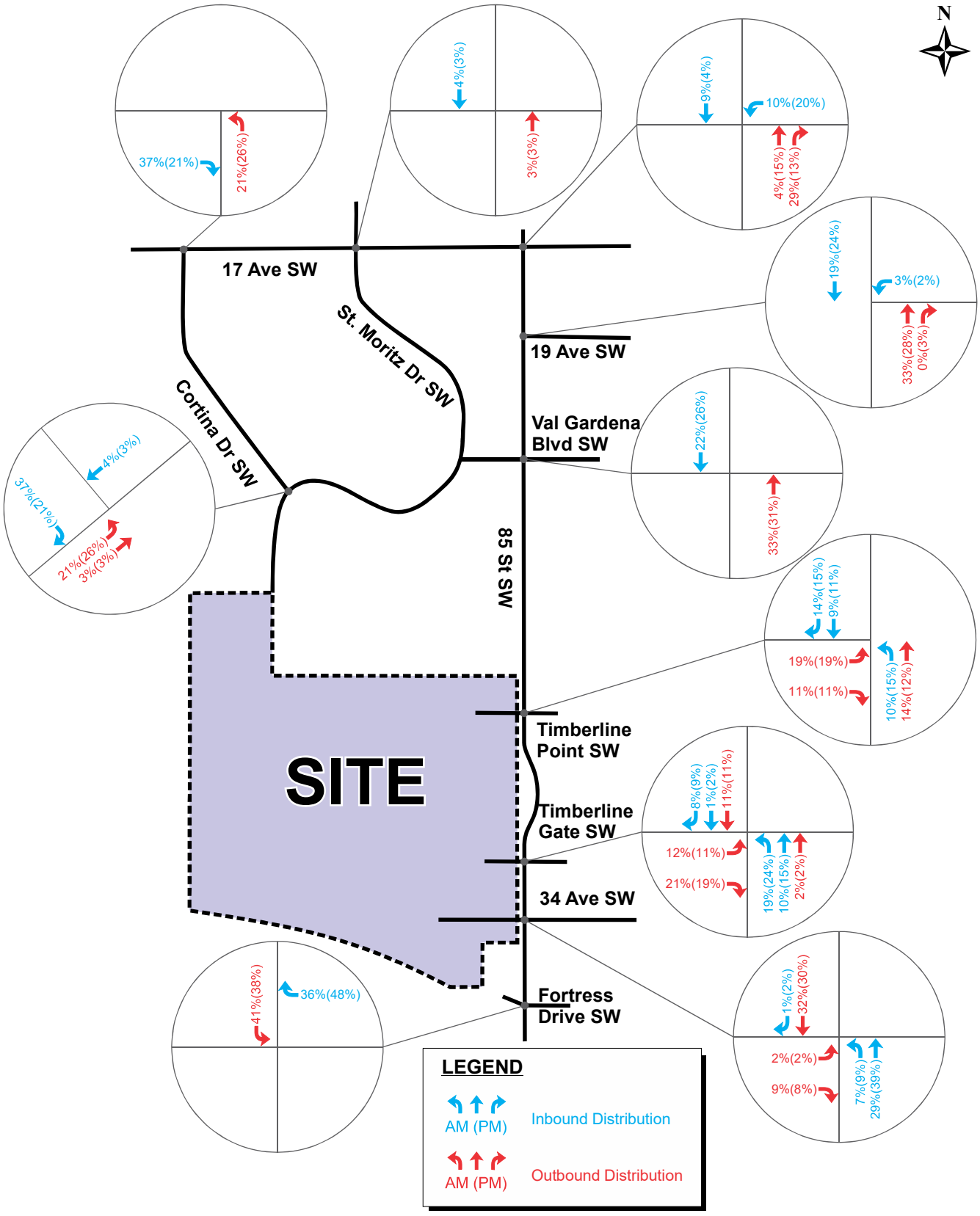


Exhibit 3.5

Site Traffic Distribution - Residential

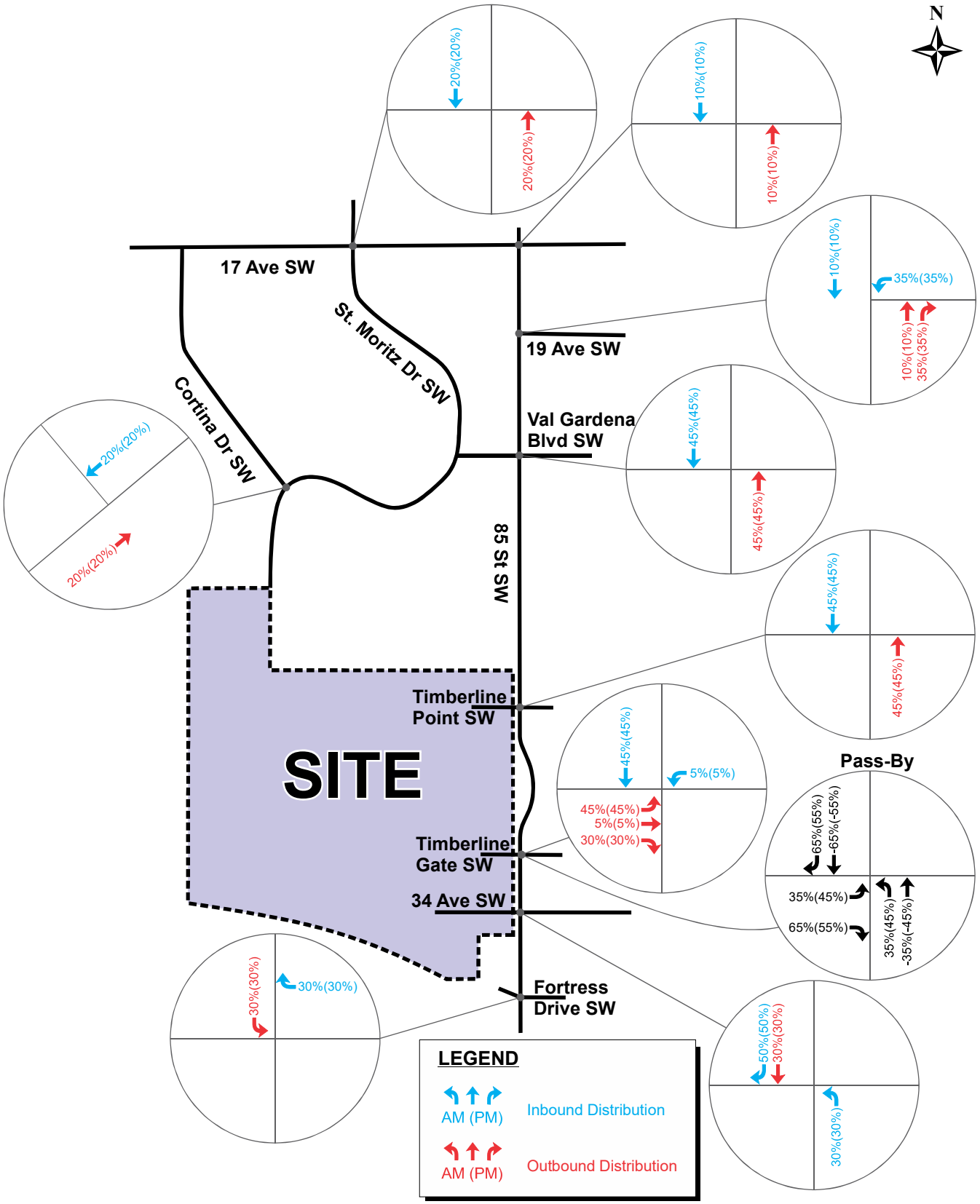


Exhibit 3.6

Site Traffic Distribution - School & Commercial

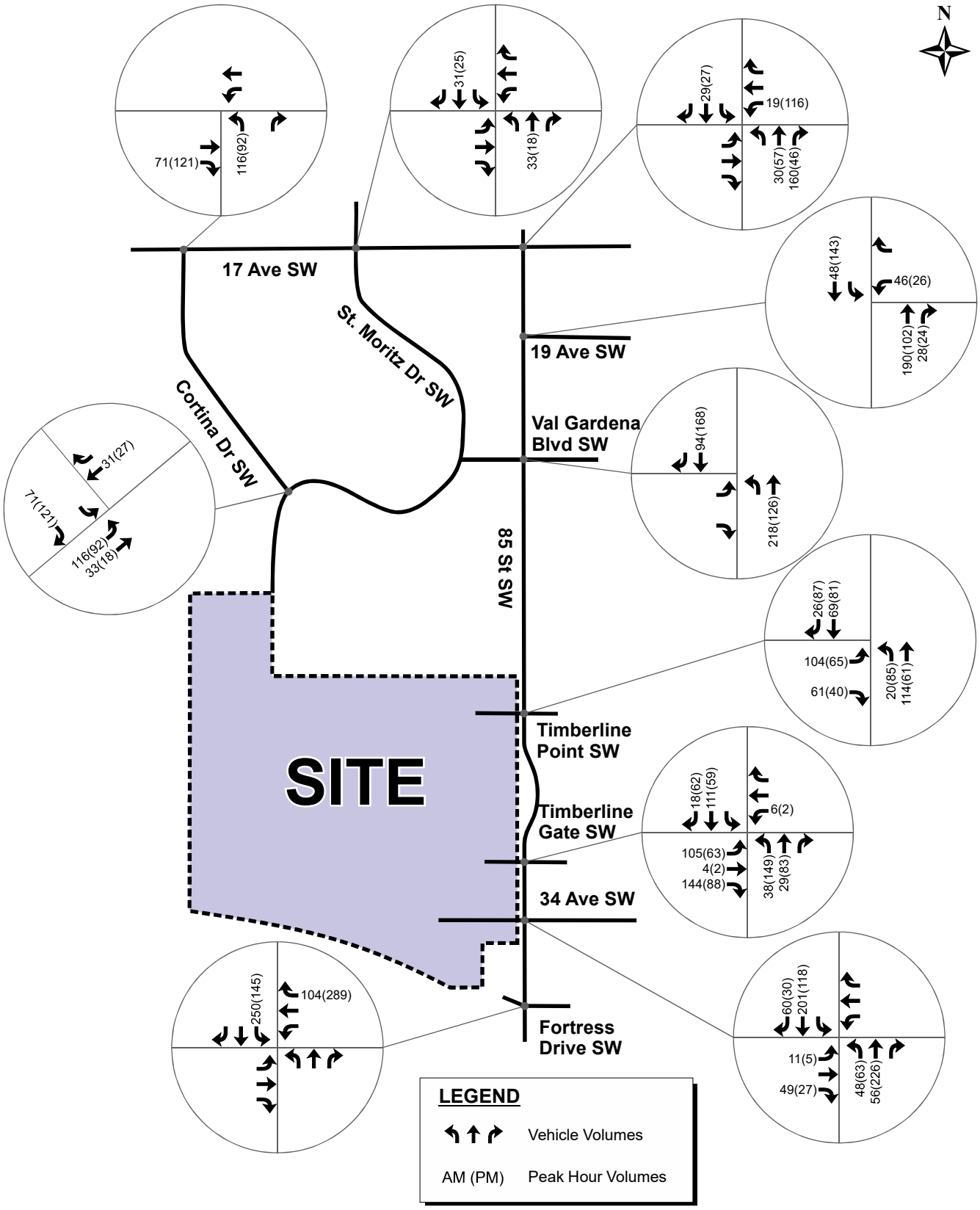


Exhibit 3.7

Site Generated Traffic Volumes

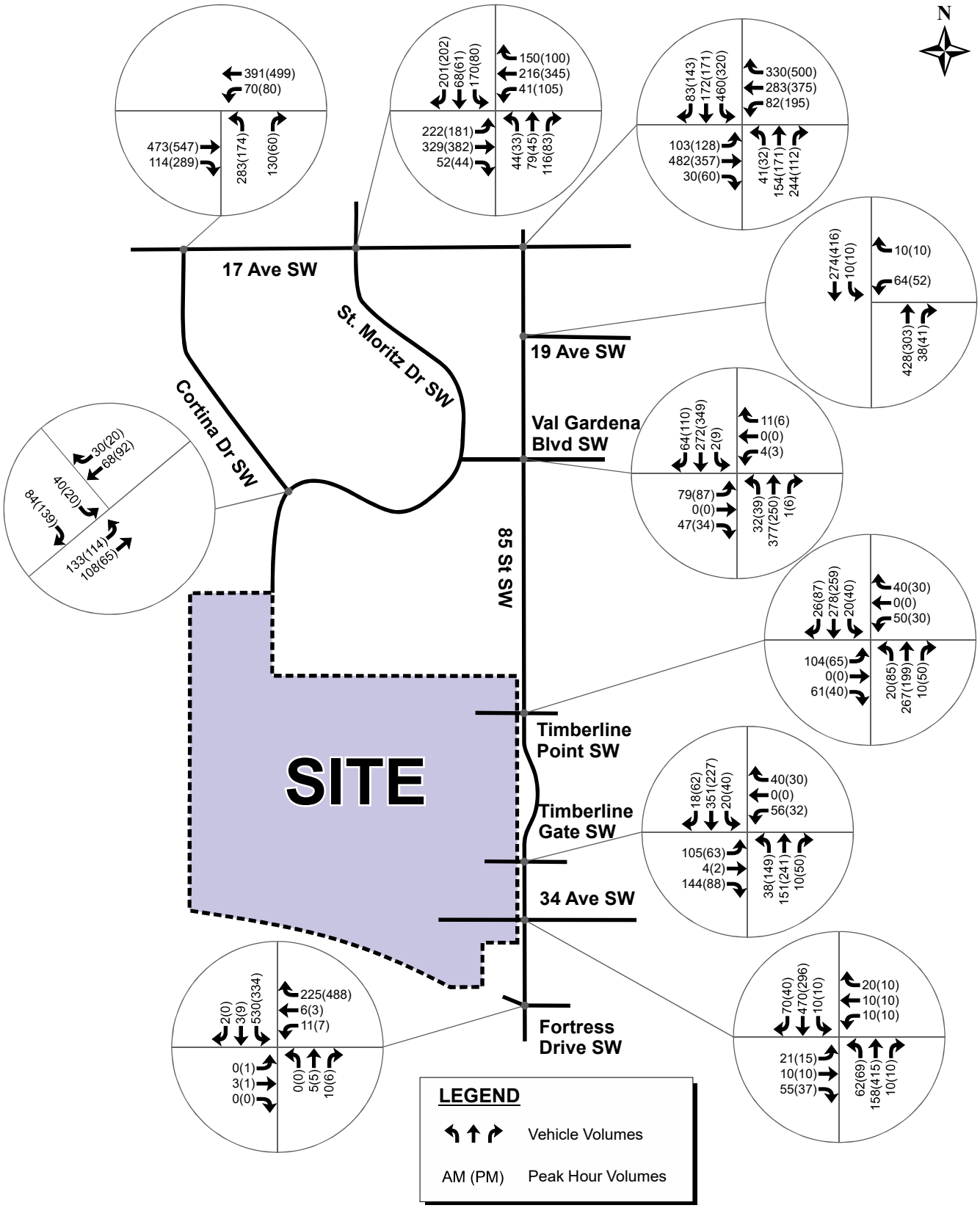


Exhibit 3.8

2048 After Development Traffic Volumes

3.5 Intersection Analysis

Synchro 11 traffic analysis software was used to complete intersection capacity analysis based on the Highway Capacity Manual (2000). Traffic operations were assessed using performance measures that include volume-to-capacity (v/c) and Level of Service (LOS). Analysis was completed per City of Calgary TIA guidelines. Synchro output reports are provided in **Appendix G**.

The volume-to-capacity (v/c) ratio of an intersection movement represents the ratio between the demand volume and available lane capacity. A v/c ratio over 1.0 indicates a congested intersection where drivers may have to wait through more than one signal cycle. The Level of Service (LOS) rating is based on average vehicle delays, which ranges from LOS A (minimal delay) to LOS F (significant delay). The After Development configurations are illustrated in **Exhibit 3.9**.

The intersection analysis results are summarized in **Table 3.6**. Volume to capacity (v/c) ratios, levels of service, average control delays (seconds), and 95th percentile queues (metres) are summarized for each intersection in **Table 3.7** to **Table 3.13**.

Table 3.6: Intersection Analysis Summary

INTERSECTION	HORIZON	
	2048 Background	2048 After Development
Cortina Drive & 17 Avenue SW	Operates acceptably.	Require traffic signal timing optimization for AM Peak hour.
St. Moritz Drive & 17 Avenue SW	Operates acceptably.	
Cortina Drive & St. Moritz Drive SW	Operates acceptably.	
85 Street & 17 Avenue SW	Operates acceptably with ultimate configuration.	
85 Street & 19 Avenue SW	Operates acceptably with stop control.	
85 Street & Val Gardena Boulevard SW	Operates acceptably with stop control.	
85 Street & Street A/ Timberline Point SW	N/A	Operates acceptably.
85 Street & St. Moritz Drive/Timberline Gate SW	Operates acceptably.	
85 Street & South Road/ 34 Avenue SW	Operates acceptably.	
85 Street & Fortress Drive SW	Operates acceptably.	

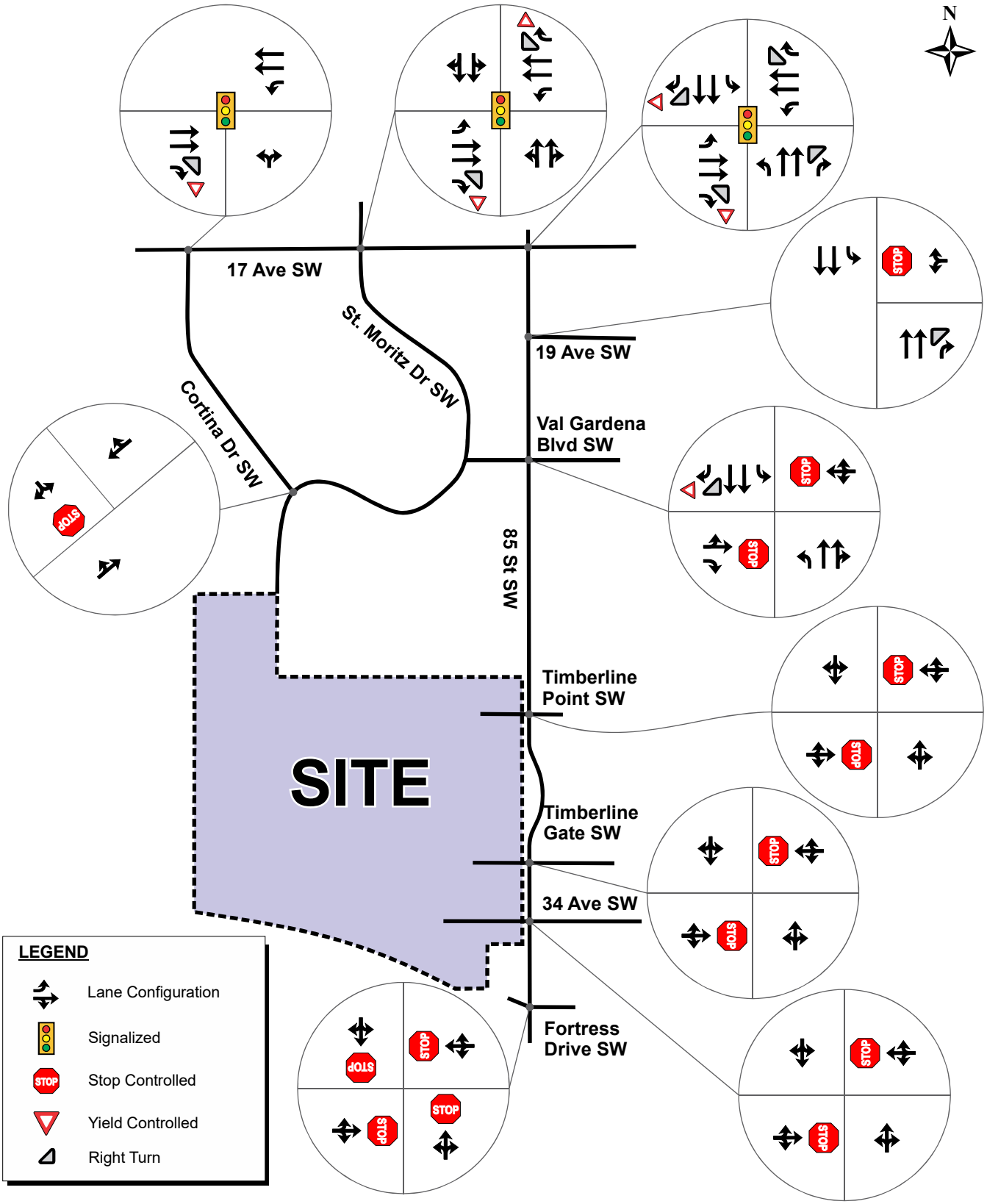


Exhibit 3.9

After Development Intersection Configurations

Table 3.7: Intersection Analysis (17 Avenue SW – Cortina Drive to St. Moritz Drive)

INTERSECTION	HORIZON	MOVEMENT & LANES		AM PEAK HOUR				PM PEAK HOUR			
				v/c	LOS	Delay	Queue	v/c	LOS	Delay	Queue
Cortina Drive & 17 Avenue SW *(Signal)*	2048 Background	EBT	2	0.40	B	15	37	0.35	B	14	40
		EBR	1	0.08	A	6	6	0.23	A	4	11
		WBL	1	0.16	A	7	8	0.15	A	5	8
		WBT	2	0.24	A	8	18	0.23	A	6	21
		NBL/R	1	0.71	C	29	67	0.42	B	19	24
		Overall		-	B	15	-	-	A	10	-
	2048 After Development	EBT	2	0.41	B	16	37	0.46	B	17	42
		EBR	1	0.21	A	5	10	0.43	A	5	15
		WBL	1	0.16	A	7	8	0.18	A	7	9
		WBT	2	0.24	A	8	18	0.28	A	7	23
		NBL/R	1	**0.98**	E	65	110	0.62	C	27	45
		Overall		-	C	26	-	-	B	13	-
	2048 After Development **(Signal Optimization – AM Only)**	EBT	2	0.47	C	23	53				
		EBR	1	0.24	A	9	16				
		WBL	1	0.18	B	12	15				
		WBT	2	0.26	B	12	33				
		NBL/R	1	0.80	C	30	81				
		Overall		-	C	21	-				
St. Moritz Drive & 17 Avenue SW *(Signal)*	2048 Background	EBL	1	0.69	C	27	40	0.64	C	25	31
		EBT	2	0.32	B	14	22	0.37	B	14	23
		EBR	1	0.11	A	4	<5	0.09	A	3	<5
		WBL	1	0.16	B	13	9	0.40	B	17	18
		WBT	2	0.21	B	13	15	0.34	B	13	21
		WBR	1	0.28	A	4	9	0.20	A	4	7
		NB	2	0.22	A	7	11	0.16	A	7	8
		SB	2	0.43	A	9	22	0.32	A	6	13
		Overall		-	B	12	-	-	B	12	-
	2048 After Development	EBL	1	0.69	C	27	40	0.64	C	25	31
		EBT	2	0.32	B	14	22	0.37	B	14	23
		EBR	1	0.11	A	4	<5	0.09	A	3	<5
		WBL	1	0.16	B	13	9	0.40	B	17	18
		WBT	2	0.21	B	13	15	0.34	B	13	21
		WBR	1	0.28	A	4	9	0.20	A	4	7
		NB	2	0.25	A	8	14	0.18	A	8	9
		SB	2	0.46	A	9	24	0.35	A	7	15
		Overall		-	B	12	-	-	B	12	-

Table 3.8: Intersection Analysis (Cortina Drive & St. Moritz Drive SW)

INTERSECTION	HORIZON	MOVEMENT & LANES		AM PEAK HOUR				PM PEAK HOUR			
				v/c	LOS	Delay	Queue	v/c	LOS	Delay	Queue
Cortina Drive & St. Moritz Drive SW *(One-Way stop)*	2048 Background	EB	1	<0.02	A	2	<5	0.02	A	3	<5
		WB	1	0.04	A	0	<5	0.05	A	0	<5
		SB	1	0.08	B	10	<5	0.05	A	10	<5
		Overall		-	A	3	-	-	A	3	-
	2048 After Development	EB	1	0.10	A	5	<5	0.09	A	5	<5
		WB	1	0.06	A	0	<5	0.07	A	0	<5
		SB	1	0.21	B	12	6	0.22	B	11	7
		Overall		-	A	6	-	-	A	6	-

Table 3.9: Intersection Analysis (85 Street SW – 17 Avenue)

INTERSECTION	HORIZON	MOVEMENT & LANES		AM PEAK HOUR				PM PEAK HOUR			
				v/c	LOS	Delay	Queue	v/c	LOS	Delay	Queue
85 Street & 17 Avenue SW *(Signal)*	2048 Background	EBL	1	0.22	B	16	24	0.24	B	13	27
		EBT	2	0.39	C	26	61	0.24	C	20	43
		EBR	1	0.05	A	0	<5	0.09	A	0	<5
		WBL	1	0.16	B	16	16	0.16	B	13	18
		WBT	2	0.25	C	25	36	0.28	C	23	48
		WBR	1	0.47	A	5	20	0.58	A	5	25
		NBL	1	0.16	C	21	12	0.13	C	25	11
		NBT	2	0.39	D	48	24	0.37	D	50	24
		NBR	1	0.34	A	6	<5	0.25	A	2	<5
		SBL	1	0.82	D	36	116	0.67	C	34	85
		SBT	2	0.14	C	26	21	0.16	C	31	23
		SBR	1	0.16	A	4	8	0.30	A	7	16
		Overall		-	C	23	-	-	B	19	-
	2048 After Development	EBL	1	0.22	B	18	27	0.25	B	14	28
		EBT	2	0.40	C	27	68	0.25	C	21	44
		EBR	1	0.05	A	0	<5	0.09	A	0	<5
		WBL	1	0.21	B	18	22	0.39	B	17	41
		WBT	2	0.25	C	26	40	0.28	C	24	50
		WBR	1	0.48	A	5	22	0.58	A	5	26
		NBL	1	0.15	B	20	12	0.13	C	24	11
		NBT	2	0.41	D	46	29	0.51	D	52	34
		NBR	1	0.73	C	23	38	0.40	A	7	8
		SBL	1	0.81	C	34	114	0.68	C	34	85
		SBT	2	0.16	C	25	24	0.19	C	31	26
		SBR	1	0.16	A	4	7	0.29	A	7	16
		Overall		-	C	24	-	-	C	20	-

Table 3.10: Intersection Analysis (85 Street SW – 19 Avenue)

INTERSECTION	HORIZON	MOVEMENT & LANES		AM PEAK HOUR				PM PEAK HOUR			
				v/c	LOS	Delay	Queue	v/c	LOS	Delay	Queue
85 Street & 19 Avenue SW *(One-Way Stop)*	2048 Background	WBL/R	1	0.05	B	11	<5	0.07	B	12	<5
		NBT	2	0.07	A	0	<5	0.06	A	0	<5
		NBR	1	<0.02	A	0	<5	<0.02	A	0	<5
		SBL	1	<0.02	A	8	<5	<0.02	A	8	<5
		SBT	2	0.07	A	0	<5	0.08	A	0	<5
		Overall		-	A	1	-	-	A	1	-
	2048 After Development	WBL/R	1	0.20	C	16	6	0.15	B	15	<5
		NBT	2	0.13	A	0	<5	0.09	A	0	<5
		NBR	1	0.02	A	0	<5	0.03	A	0	<5
		SBL	1	<0.02	A	8	<5	<0.02	A	8	<5
		SBT	2	0.09	A	0	<5	0.13	A	0	<5
		Overall		-	A	2	-	-	A	1	-

Table 3.11: Intersection Analysis (85 Street SW – Val Gardena Boulevard Accesses to North Road)

INTERSECTION	HORIZON	MOVEMENT & LANES		AM PEAK HOUR				PM PEAK HOUR			
				v/c	LOS	Delay	Queue	v/c	LOS	Delay	Queue
85 Street & Val Gardena Boulevard SW *(Two-Way Stop)*	2048 Background	EBL/T	1	0.20	B	15	6	0.21	B	15	6
		EBR	1	0.06	A	10	<5	0.04	A	10	<5
		WB	1	0.04	B	11	<5	0.03	B	11	<5
		NBL	1	0.03	A	8	<5	0.03	A	8	<5
		NBT/R	2	0.07	A	0	<5	0.05	A	0	<5
		SBL	1	<0.02	A	8	<5	<0.02	A	8	<5
		SBT	2	0.06	A	0	<5	0.06	A	0	<5
		SBR	1	0.04	A	0	<5	0.07	A	0	<5
		Overall		-	A	4	-	-	A	4	-
	2048 After Development	EBL/T	1	0.28	C	21	9	0.31	C	22	10
		EBR	1	0.06	A	10	<5	0.05	B	10	<5
		WB	1	0.05	B	14	<5	0.04	B	14	<5
		NBL	1	0.03	A	8	<5	0.04	A	8	<5
		NBT/R	2	0.16	A	0	<5	0.10	A	0	<5
		SBL	1	<0.02	A	8	<5	<0.02	A	8	<5
		SBT	2	0.09	A	0	<5	0.11	A	0	<5
		SBR	1	0.04	A	0	<5	0.07	A	0	<5
		Overall		-	A	3	-	-	A	3	-
85 Street SW & Street A/ Timberline Point SW *(Two-Way Stop)*	2048 Background	WB	1	0.15	B	12	<5	0.10	B	11	<5
		NB	1	0.10	A	0	<5	0.12	A	0	<5
		SB	1	<0.02	A	1	<5	0.03	A	2	<5
		Overall		-	A	3	-	-	A	2	-
	2048 After Development	EB	1	0.53	D	27	24	0.41	D	26	15
		WB	1	0.28	C	19	9	0.21	C	19	6
		NB	1	0.02	A	1	<5	0.08	A	3	<5
		SB	1	0.02	A	1	<5	0.03	A	1	<5
		Overall		-	A	8	-	-	A	6	-

Table 3.12: Intersection Analysis (85 Street SW – Timberline Gates to South Road)

INTERSECTION	HORIZON	MOVEMENT & LANES		AM PEAK HOUR				PM PEAK HOUR			
				v/c	LOS	Delay	Queue	v/c	LOS	Delay	Queue
85 Street & St. Moritz Drive/ Timberline Gate SW *(Two-Way Stop)*	2048 Background	WB	1	0.16	B	12	<5	0.11	B	12	<5
		NB	1	0.08	A	0	<5	0.13	A	0	<5
		SB	1	0.02	A	1	<5	0.03	A	2	<5
		Overall		-	A	3	-	-	A	2	-
	2048 After Development	EB	1	0.69	D	33	40	0.57	D	33	27
		WB	1	0.42	D	29	16	0.33	D	30	11
		NB	1	0.04	A	2	<5	0.13	A	4	<5
		SB	1	0.02	A	1	<5	0.03	A	1	<5
		Overall		-	B	12	-	-	A	9	-
85 Street & South Road/34 Ave SW *(Two-Way Stop)*	2048 Background	EB	1	0.07	B	14	<5	0.06	B	13	<5
		WB	1	0.08	B	12	<5	0.06	B	13	<5
		NB	1	<0.02	A	1	<5	<0.02	A	0	<5
		SB	1	<0.02	A	0	<5	<0.02	A	1	<5
		Overall		-	A	2	-	-	A	2	-
	2048 After Development	EB	1	0.30	C	22	10	0.20	C	19	6
		WB	1	0.15	C	19	<5	0.14	C	23	<5
		NB	1	0.07	A	3	<5	0.06	A	2	<5
		SB	1	<0.02	A	0	<5	<0.02	A	0	<5
		Overall		-	A	4	-	-	A	3	-

Table 3.13: Intersection Analysis (85 Street SW – Fortress Drive)

INTERSECTION	HORIZON	MOVEMENT & LANES		AM PEAK HOUR				PM PEAK HOUR			
				v/c	LOS	Delay	Queue	v/c	LOS	Delay	Queue
85 Street & Fortress Drive SW *(All-Way Stop)*	2048 Background	EB	1	0.02	A	8	6	0.02	A	8	6
		WB	1	0.18	A	8	18	0.24	A	8	23
		NB	1	0.03	A	8	14	0.02	A	8	11
		SB	1	0.39	B	10	25	0.27	A	9	20
		Overall		-	A	10	-	-	A	9	-
	2048 After Development	EB	1	0.02	A	9	6	0.02	A	9	7
		WB	1	0.36	B	11	25	0.66	C	16	45
		NB	1	0.03	A	9	14	0.03	A	9	11
		SB	1	0.78	C	23	39	0.55	C	15	28
		Overall		-	C	19	-	-	C	15	-

3.6 External Roadway Review

3.6.1 Daily Traffic Volumes

Daily vehicle traffic volumes on 85 Street SW and Fortress Drive SW are compared to City of Calgary environmental guidelines in **Table 3.14**. Average daily traffic volumes were determined by applying an observed factor of 4.87 to the sum of AM and PM peak hour traffic volumes. The observed factor was obtained from City of Calgary's 24-hour count at 17 Avenue & 85 Street SW on April 8, 2024.

Table 3.14: Daily Volume Analysis

ROADWAY	TYPE	SECTION	DAILY VOLUME GUIDELINE	DAILY VOLUMES	
				2048 Background	2048 After Development
85 Street SW	Arterial	North of 19 Ave	20,000 – 35,000	4,800	7,100
		South of 19 Ave		4,900	7,900
	Collector	South of 26 Ave	2,000 – 8,000	3,600	6,600
		South of 34 Ave		4,000	7,800
Fortress Drive SW	Collector	East of 85 St	2,000 – 8,000	4,100	7,900

The analysis identified that daily volumes on 85 Street SW and Fortress Drive SW will remain within their respective environmental daily volume guideline. A continuation of the existing built Collector cross-section as proposed is appropriate given the function of the roadway, results of intersection analysis, and expected daily traffic volumes.

3.6.2 Vehicle Speeds

Vehicle travel speeds along 85 Street SW are summarized in **Table 3.15**.

Table 3.15: Vehicle Speeds (85 Street SW)

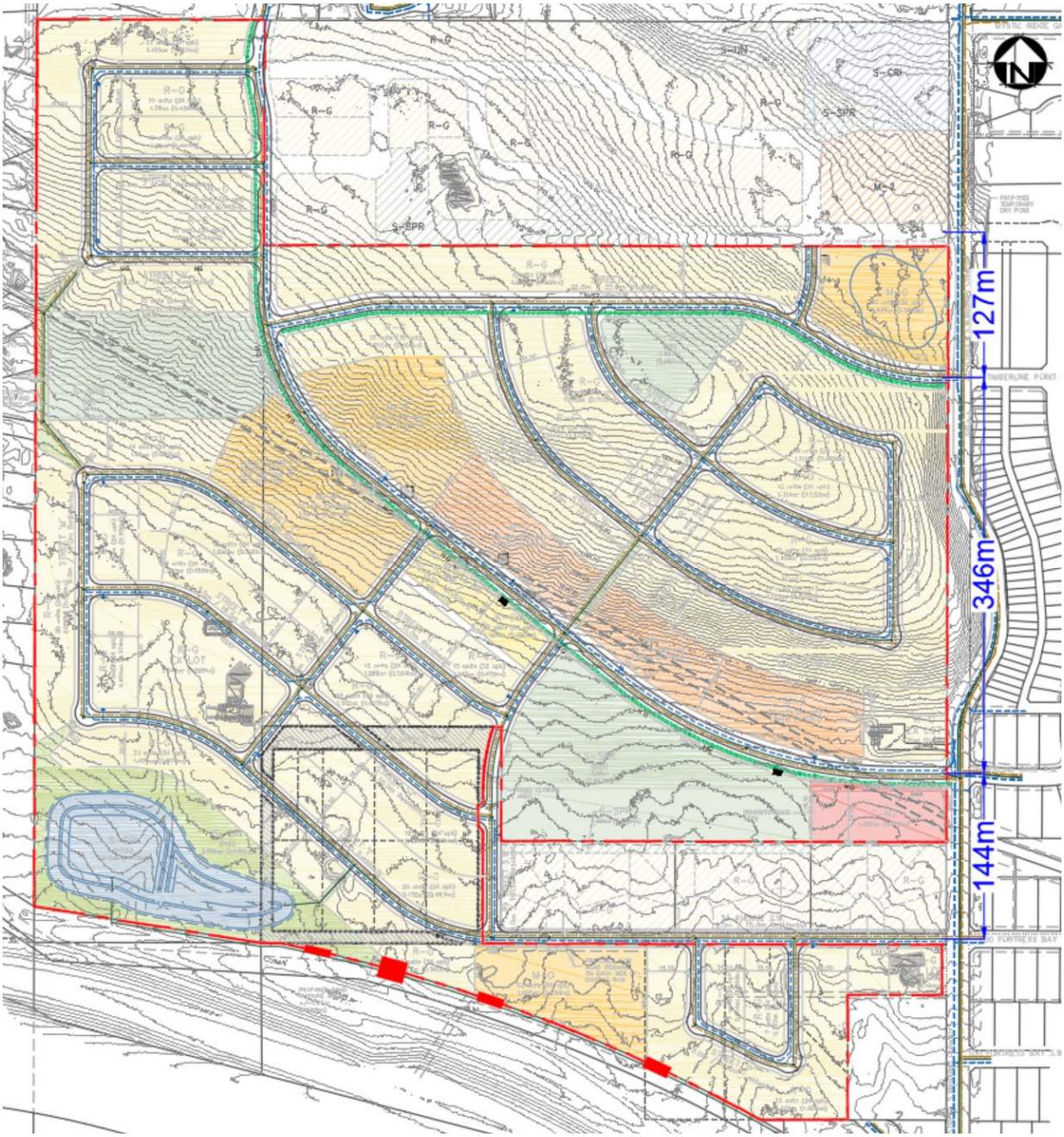
ROADWAY	LOCATION	DIRECTION	SPEED		
			Speed Limit	Average	85th Percentile
85 Street SW	50m south of Timberline Point	Southbound	50 km/h	48 km/h	57 km/h
		Northbound		45 km/h	53 km/h
	North of 34 Ave	Southbound	50 km/h	54 km/h	61 km/h
		Northbound		50 km/h	57 km/h
Fortress Drive SW	100m east of 85 St	Westbound	40 km/h	37 km/h	44 km/h
		Eastbound		37 km/h	43 km/h
	East of 400 Springbank Pl	Westbound	40 km/h	40 km/h	47 km/h
		Eastbound		40 km/h	47 km/h

Traffic calming is typically considered when 85th percentile vehicle speeds exceed the posted speed limit by 10 km/h. This occurs on 85 Street SW at one location (southbound near 34 Avenue SW). Vertical deflection measures (e.g. speed tables/humps) are not feasible due to the roadway's classification and grade. Curb extensions may be appropriate.

3.6.3 Access Spacing

85 Street SW is classified as a Collector. The City of Calgary requires a minimum public intersection spacing requirement of 60 metres. As illustrated in **Figure 3.5**, the proposed Outline Plan meets this spacing requirement.

Figure 3.5: 85 Street SW Intersection Spacing

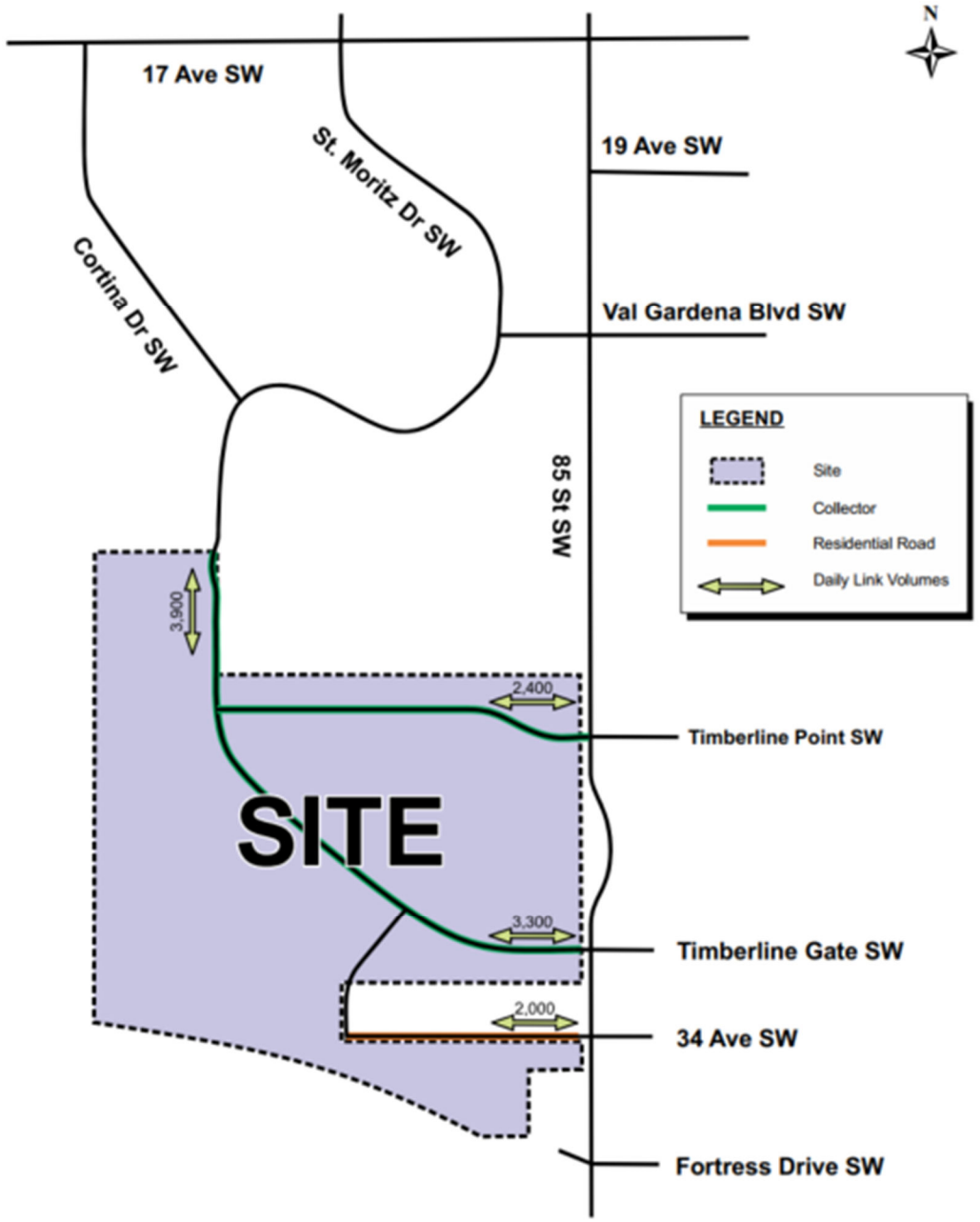


3.7 Internal Roadways

Daily Traffic Volumes (Internal)

Anticipated daily vehicle volumes on internal roadways are identified in **Figure 3.6**. All roadways are expected to carry traffic volumes within their respective guidelines.

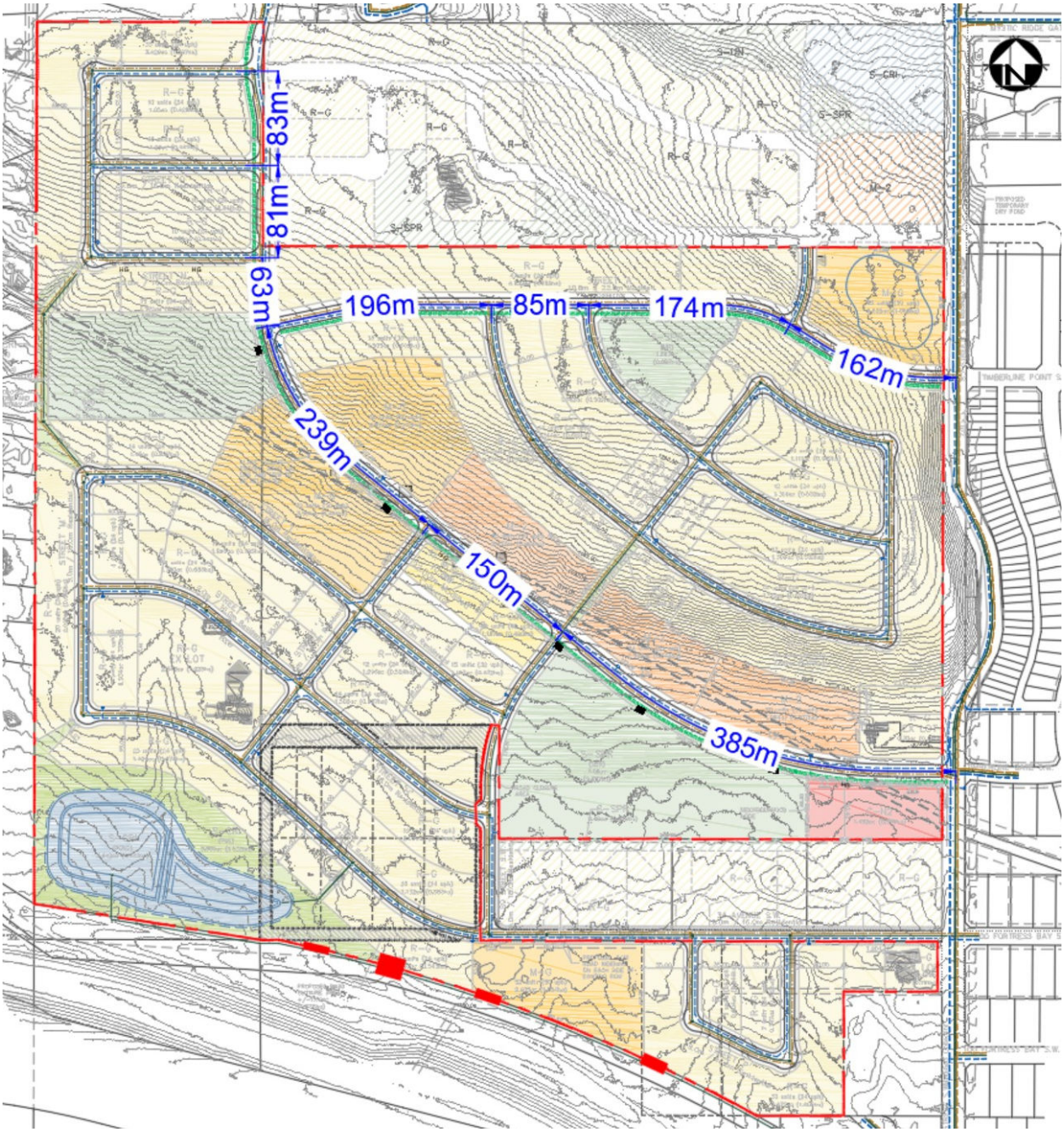
Figure 3.6: Internal Daily Volumes



Access Spacing (Internal Collectors)

Access spacing on internal Collector roadways is illustrated in **Figure 3.7**. City spacing guidelines are met.

Figure 3.7: Internal Access Spacing



Connectivity Index

Connectivity indexes are provided in **Figure 3.8** (vehicle) and **Figure 3.9** (pedestrian). The development exceeds the vehicle/street connectivity index target of 1.40 with a score of 1.63. The development also meets the active transportation connectivity index target of 1.70.

Figure 3.8: Vehicle Connectivity Index

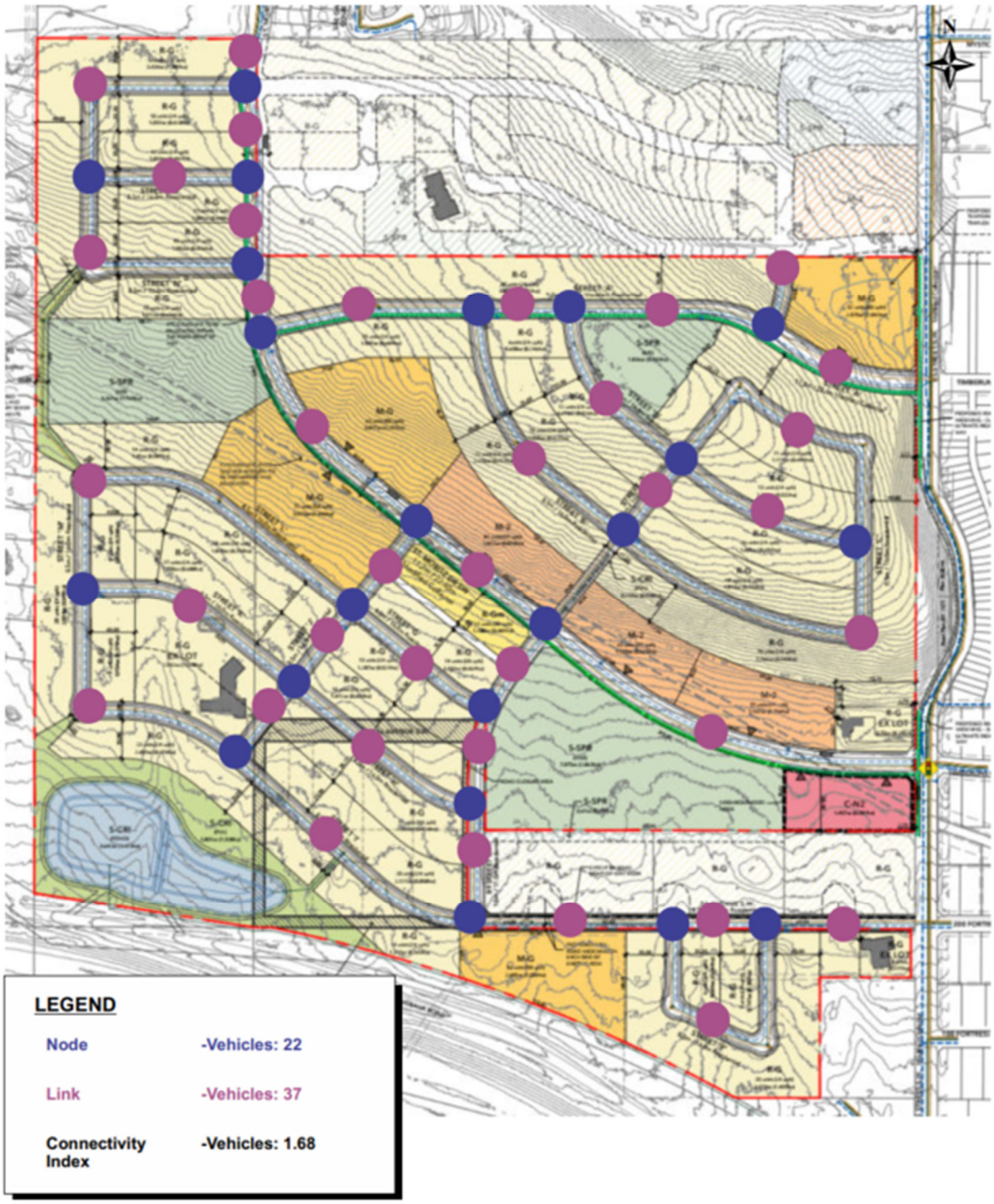
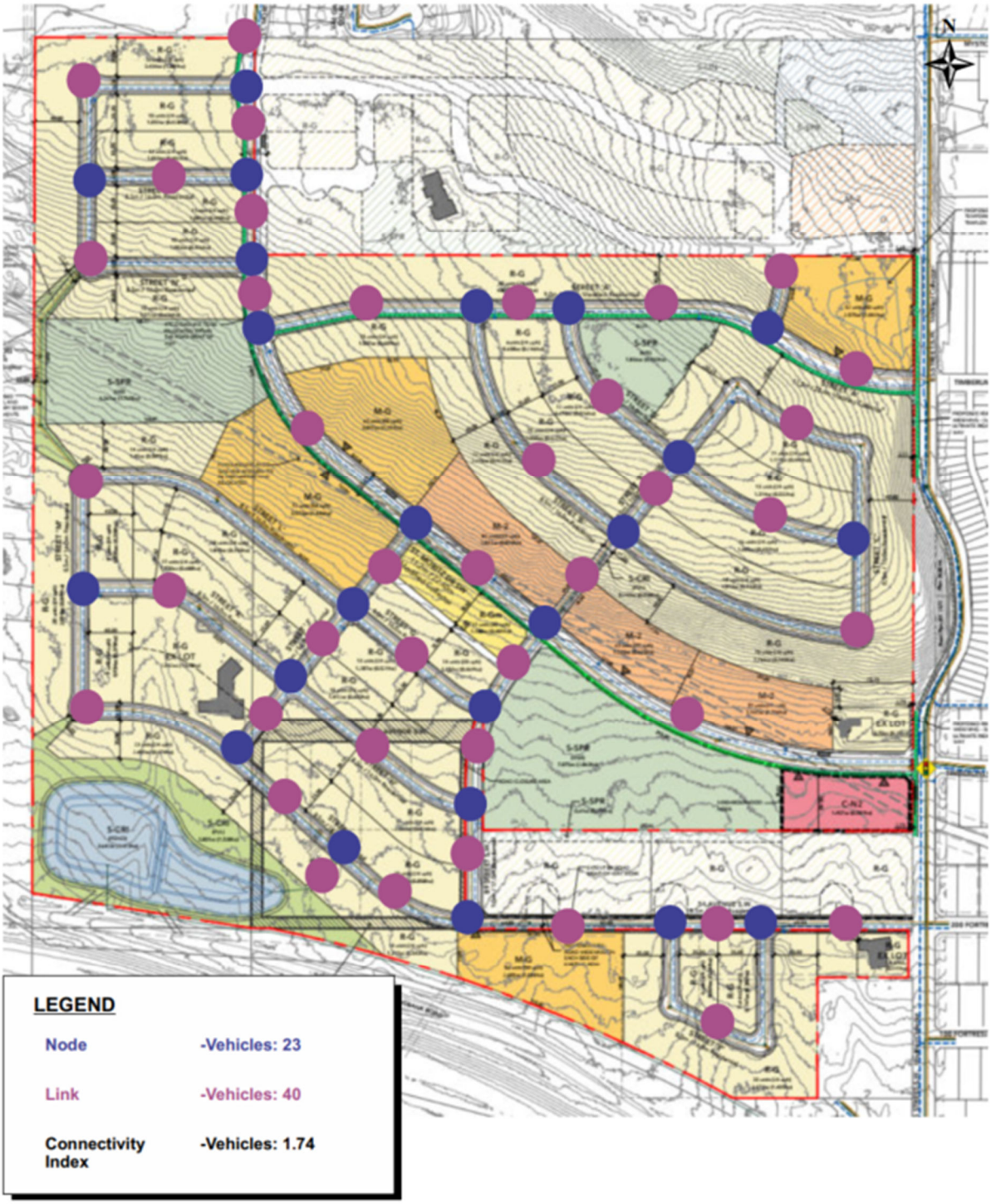


Figure 3.9: Pedestrian Connectivity Index



4. ACTIVE TRANSPORTATION

4.1 Pedestrian

Existing

Existing crossing controls are illustrated in **Figure 4.1**.

Figure 4.1: Existing Pedestrian Network



Future

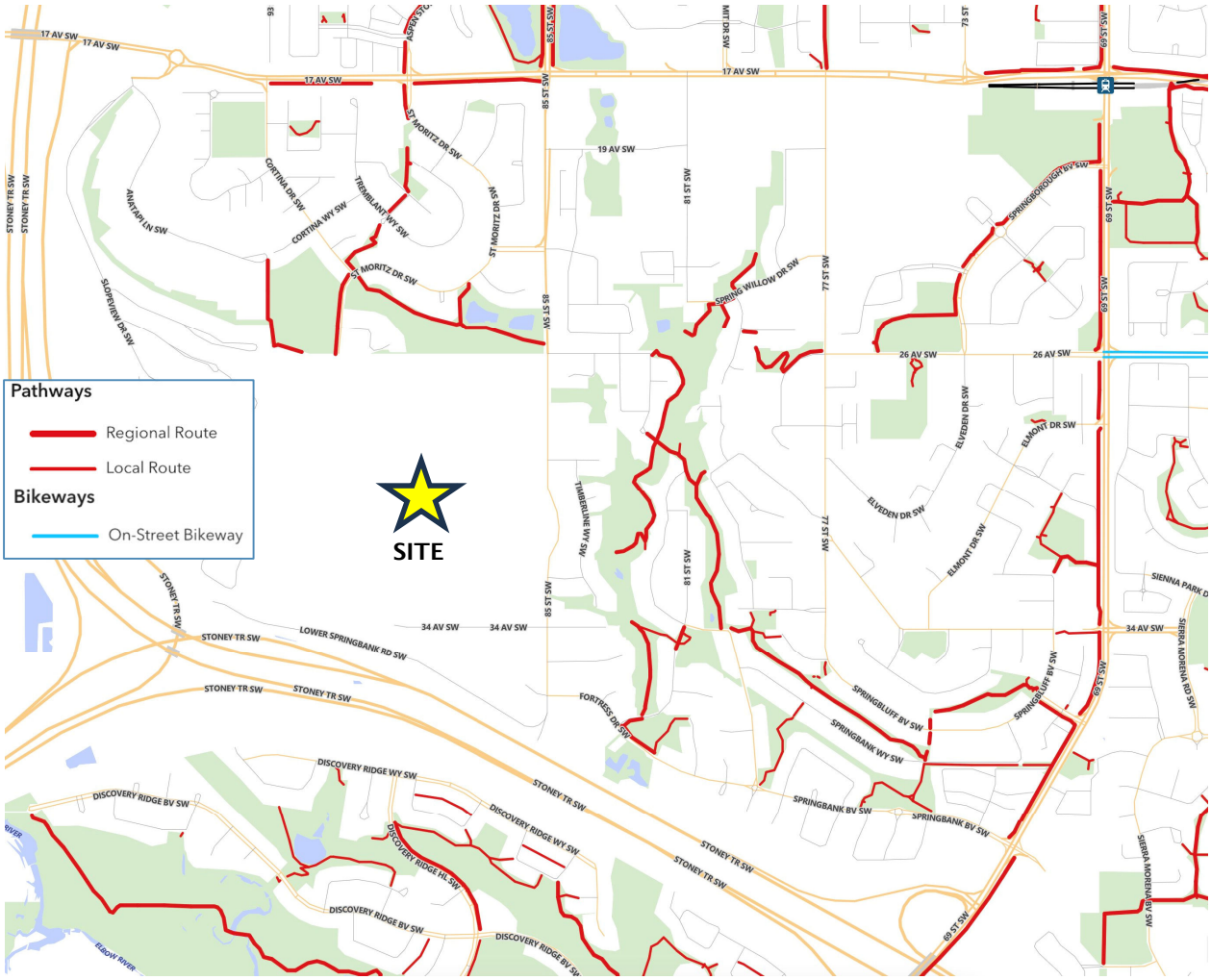
The proposed outline plan includes sidewalks on all internal roadways. Completion of facilities on the west side of 85 Street SW will occur through site/adjacent land use development.

4.2 Cycling

Existing

The existing cycling network near the site is illustrated in **Figure 4.2**.

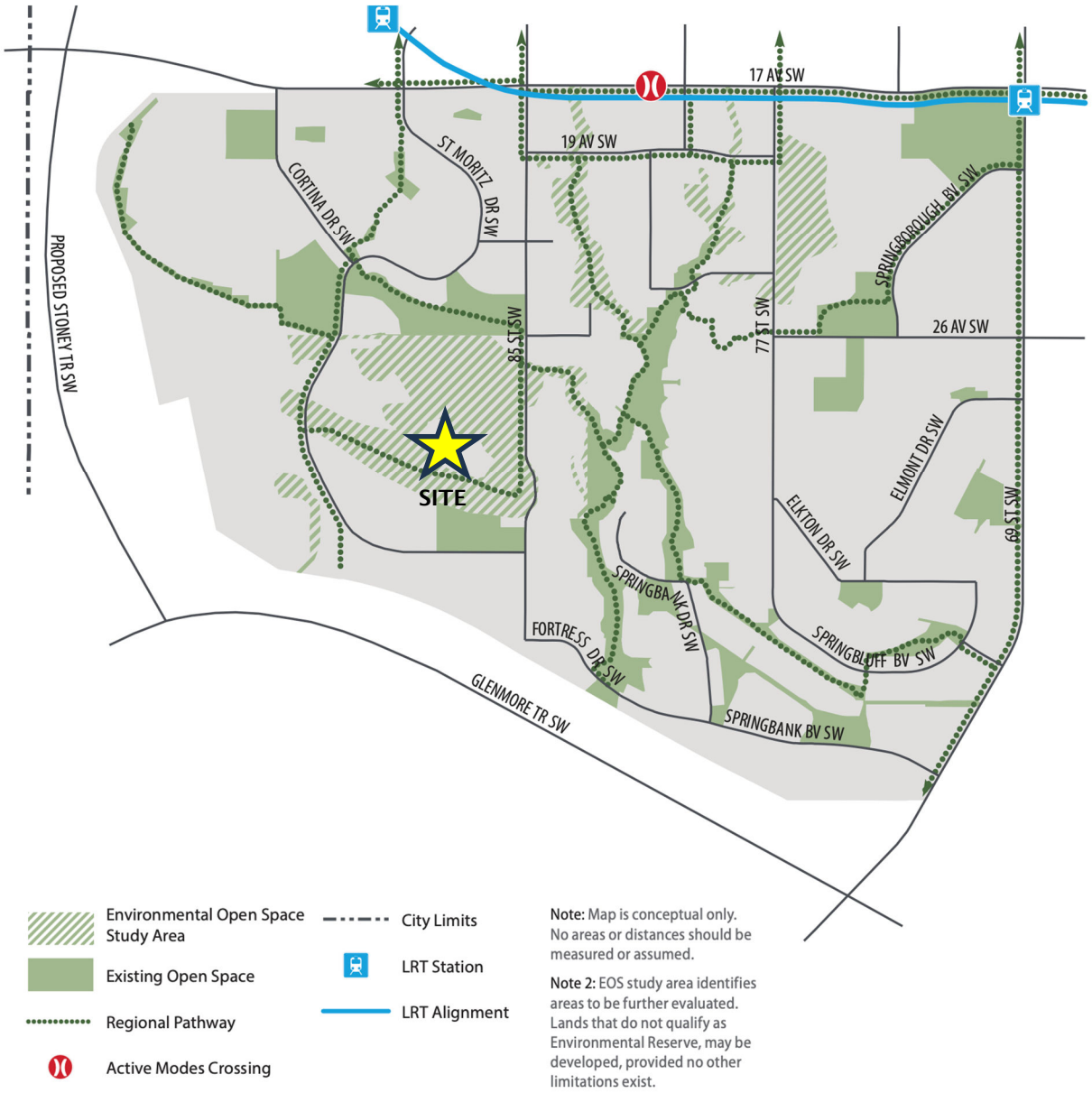
Figure 4.2: Existing Cycling Network



Future

The *Springbank Hill ASP* open space map is illustrated in **Figure 4.3**. The map identifies new cycling routes through the plan area. The proposed Outline Plan provides these routes on the new Collector roadways (pathways) within the plan area.

Figure 4.3: ASP Open Space Map

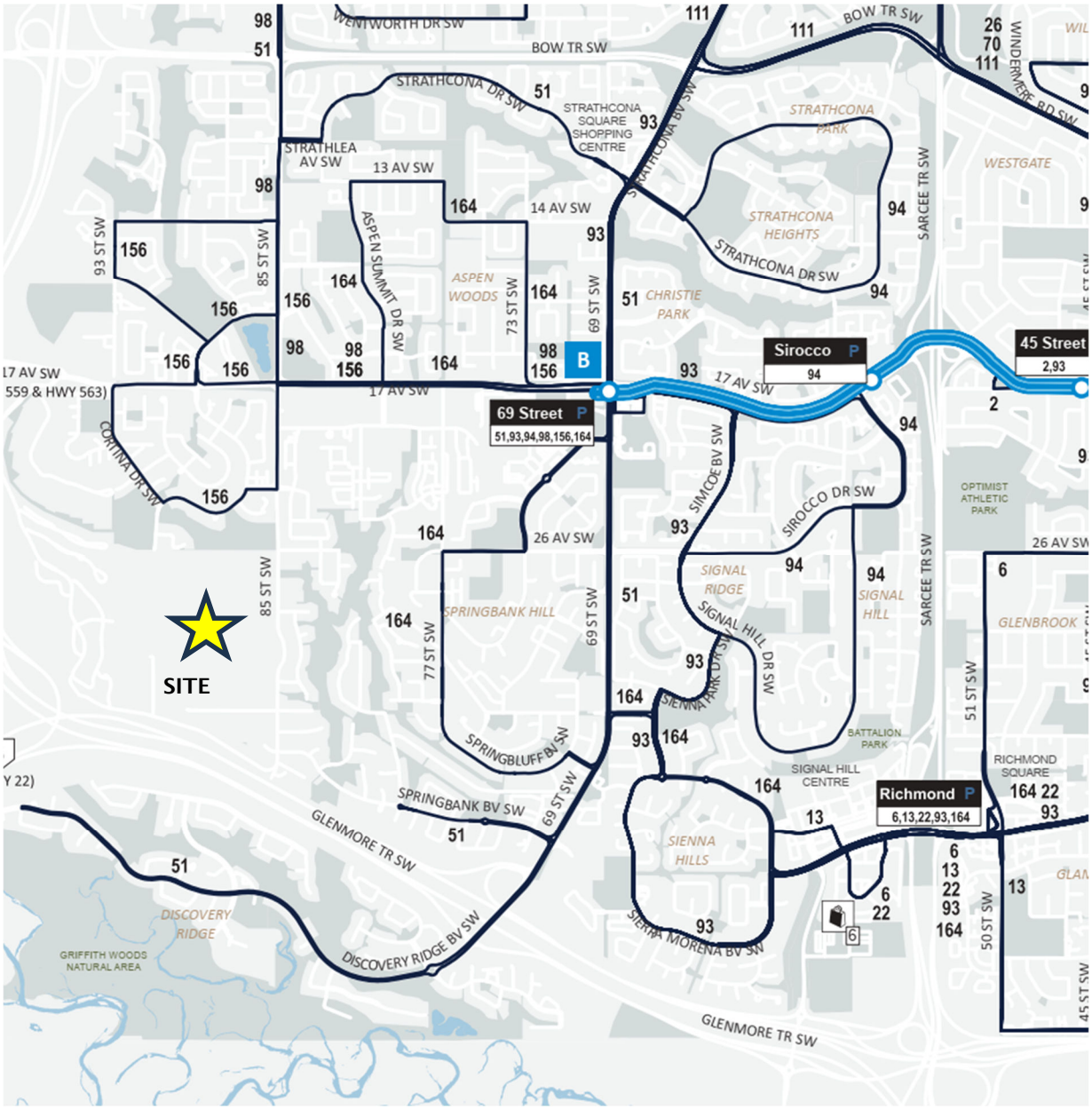


4.3 Transit

Existing

The existing transit network is illustrated in **Figure 4.4**. Route #156 is the only service provided in the vicinity of the site.

Figure 4.4: Existing Transit Network



Future

The *Springbank Hill ASP* identifies a future transit route on the internal site Collector road connecting to St. Moritz Drive SW to the north and 85 Street SW to the east. This future route is illustrated in **Figure 4.5**. Proposed Outline Plan bus stop locations are illustrated in **Figure 4.6**.

Figure 4.5: ASP Transit Network Map

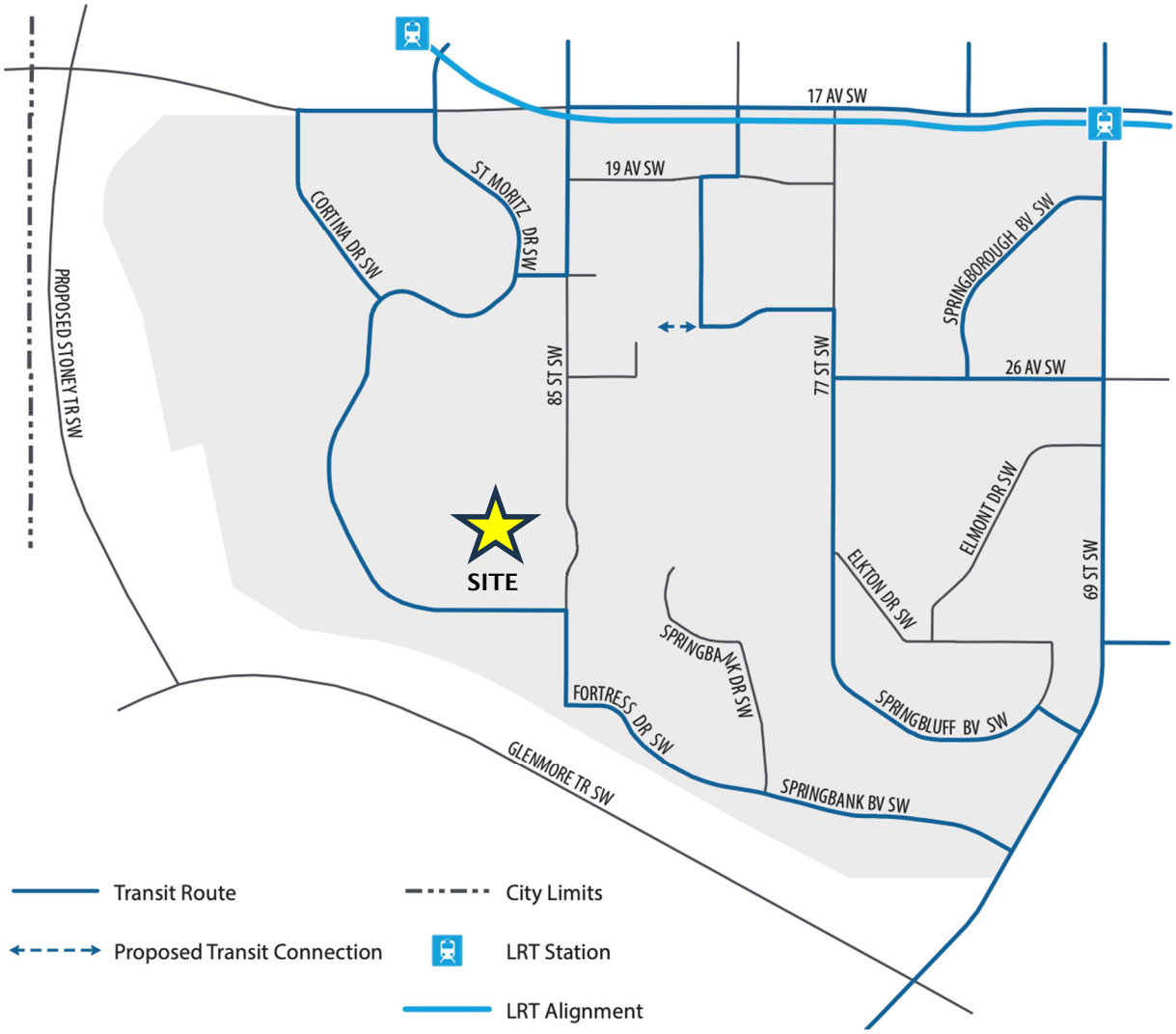
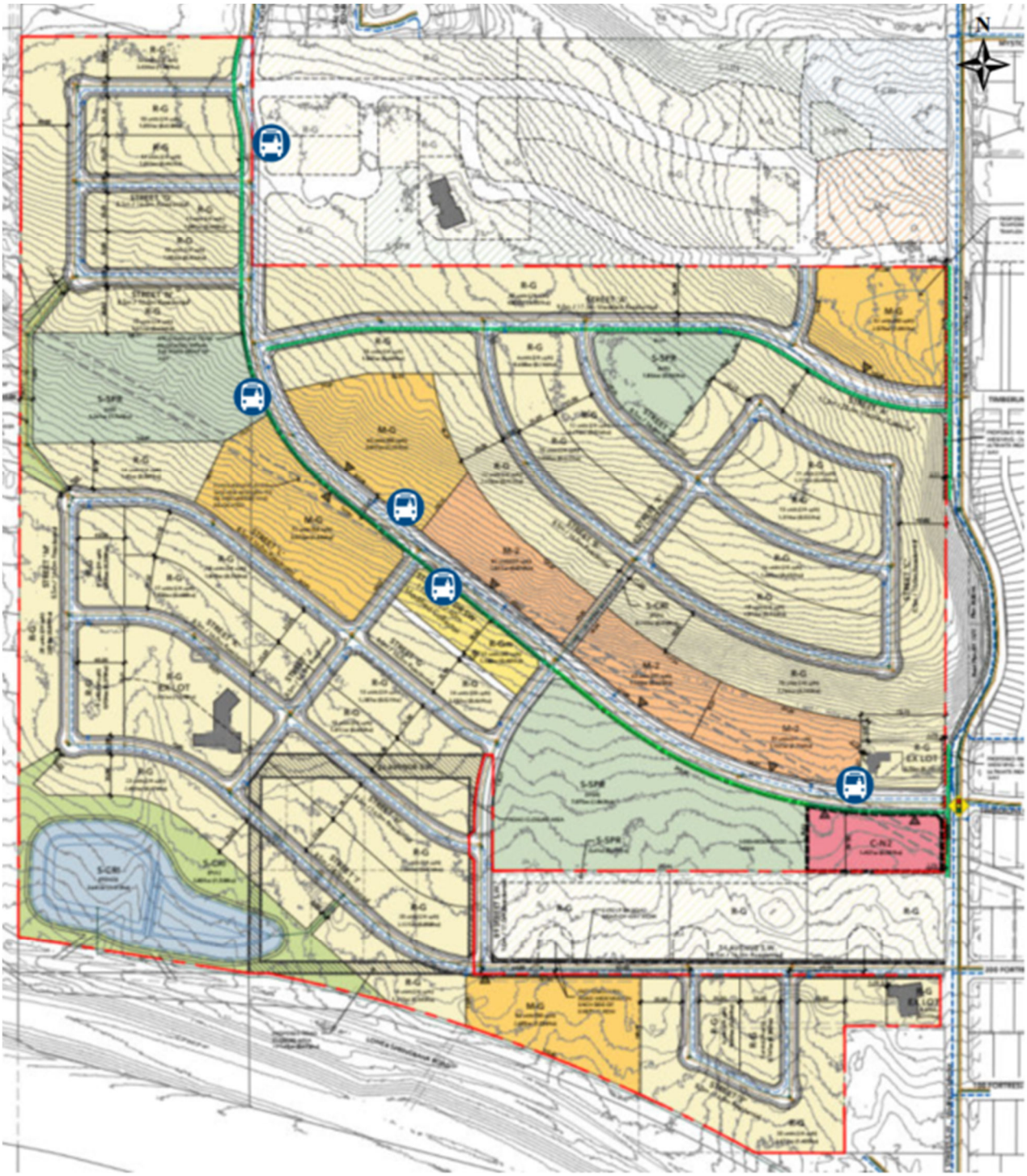


Figure 4.6: Bus Stop Locations



APPENDIX A

Scope of Work

Friday, September 20, 2024 at 16:32:35 Mountain Daylight Time

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Subject: RE: Montreux (Truman Springbank Hill) TIA Scope
Date: Tuesday, September 10, 2024 at 5:31:57 PM Mountain Daylight Saving Time
From: Sydenham, Michael T.
To: Amrit Uppal

Hi Amrit,

The scope looks good, thank you for preparing. No further comments on it from me.

Michael Sydenham, P.Eng
Senior Development Engineer – Mobility Specialist
Development Engineering I Community Planning
Michael.sydenham@calgary.ca
C: 587.224.8014 I calgary.ca

From: Amrit Uppal <auppal@bunteng.com>
Sent: Monday, September 9, 2024 11:40 AM
To: Sydenham, Michael T. <Michael.Sydenham@calgary.ca>
Subject: [External] Re: Montreux (Truman Springbank Hill) TIA Scope

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Michael,

Following up on our call, below is our proposed TIA scope. Please let me know if any changes are required.

Study Intersections

- Cortina Drive & 17 Avenue SW
- St. Moritz Drive & 17 Avenue SW
- St. Moritz Drive & Cortina Drive SW
- 85 Street & 17 Avenue SW
- 85 Street & 19 Avenue SW
- 85 Street & Val Gardena Boulevard SW
- 85 Street & Site Access/ Timberline Gate SW
- 85 Street & 34 Avenue SW
- 85 Street & Fortress Drive SW

Horizons

- **Existing** – 2024 traffic counts
- **2048 Background** – Applying 2048 Post Development volumes from the Cobalt TIA with the following adjustments:
    - *Springbank Hill Revisions* – Accounting for recent changes in Springbank Hill development densities.
    - *Study Intersections* – Carrying traffic growth through to new study intersections (e.g. St. Moritz Drive &

17 Avenue SW).

- **2048 After Development** – Adding net new traffic associated with the site based on 2048 select zone traffic distributions and the following ITE trip generation rates:
    - Single-Family Detached (R-G) 0.70 AM & 0.94 PM trips per unit (ITE 210 – general urban/suburban)
    - Single-Family Attached (R-Gm) 0.48 AM & 0.57 PM trips per unit (ITE 215 – general urban/suburban)
    - Multi-Family Low-Rise (M-G) 0.40 AM & 0.51 PM trips per unit (ITE 220 – general urban/suburban; no rail transit)
    - Multi-Family Mid-Rise (M-2) 0.37 AM & 0.39 PM trips per unit (ITE 221 – general urban/suburban; no rail transit)

Traffic Analysis

- **Intersection Capacity** – Study intersections (peak hour)
- **Signal Warrants** – 85 Street SW study intersections
- **Intersection Spacing** – 85 Street SW site accesses and internal
- **Daily Volumes** – External and internal

Active Transportation

- **Walking** – Sidewalk connectivity and crossing controls
- **Cycling** – Proposed connectivity compared with ASP maps
- **Transit** – Review internal routing consistency with ASP maps

Amrit Uppal, P.Eng. I Associate I Senior Transportation Engineer
Bunt & Associates Engineering Ltd.
Suite 113 - 334 11 Avenue SE, Calgary, AB T2G 0Y2
587.349.7576 I www.bunteng.com

From: "Sydenham, Michael T." <Michael.Sydenham@calgary.ca>
Date: Friday, September 6, 2024 at 1:42 PM
To: Amrit Uppal <auppal@bunteng.com>
Subject: RE: Montreux (Truman Springbank Hill) TIA Scope

Does now work for you? Just a phone call or do you want to do a teams meeting?

Michael Sydenham, P.Eng
Senior Development Engineer – Mobility Specialist
Development Engineering I Community Planning
Michael.sydenham@calgary.ca
C: 587.224.8014 I calgary.ca

From: Amrit Uppal <auppal@bunteng.com>
Sent: Friday, September 6, 2024 11:37 AM
To: Sydenham, Michael T. <Michael.Sydenham@calgary.ca>
Subject: [External] Montreux (Truman Springbank Hill) TIA Scope

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Michael,

Truman will be submitting an outline plan/LOC application for their land consolidation at 85 Street & 34 Avenue SW. The current draft is attached. The anticipated density is 1,439 units (746 single + 693 multi). They've asked us to go ahead with a TIA for this application, which will be coming in this fall.

Do you have 15-30 minutes for TIA scoping discussion? Primary items to discuss are:

- External Study Intersections – 17 Avenue SW, 85 Street SW, St. Moritz Drive, others.
- Horizons – New forecasts or/and building on the Springbank Hill studies.

Amrit Uppal, P.Eng. I Associate I Senior Transportation Engineer
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587.349.7576 I www.bunteng.com

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APPENDIX B

Signal Timing Plan

SIGNAL TIMING SUMMARY

Location: 17 Ave & 93 St / Cortina Dr SW **Int #:** 1269

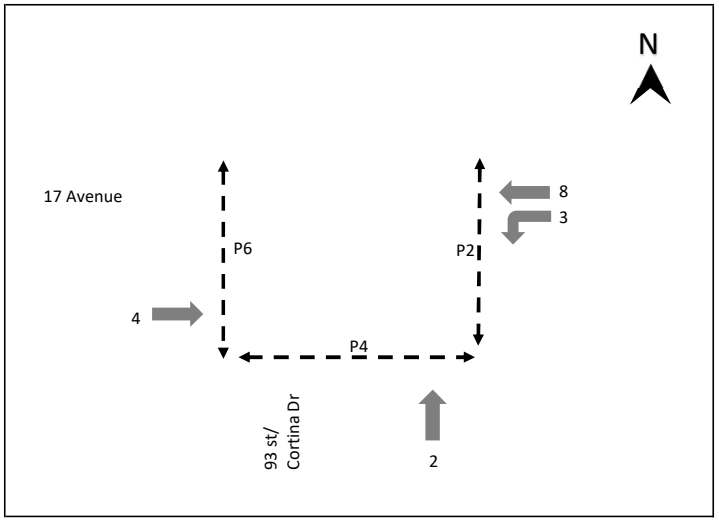
Date Coded: June 26, 2023 **Date Installed:**

	Pro Only	Pro/ Per	Per Only
NBLT			x
SBLT			
EBLT			
WBLT		x	

NOTES:
- phase 4 and 8 ped times are matched
- LPI on E/W Crosswalks

Phase	1	2	3	4
Ring 1				
Min Green		10	7	20
Pedestrian		8+22		8+ 11
Yellow		3	3.1	4.6
Red		2.1	2.9	2.7
Recall				PED+WR
Phase	**5**	**6**	**7**	**8**
Ring 2		PED		
Min Green		10		20
Pedestrian		8+ 22		8+ 11
Yellow		3		4.6
Red		2.1		2.7
Recall				VEH

Barrier Barrier



									1	2	3	4	5	6	7	8			
Day	**Pattern**	**Description**	**Start Time**	**Type**	**Cycle**	**Offset**	**Coord ph**	**Ref ph**											**Notes**
1 (M-S)	**2**	**Overnight**	**0:00**	**Uncoord - Green Max**						15	10	30		15		30			
	1	**Peak**	**6:00**	**Uncoord - Green Max**						20	15	40		20		40			
	2	**Overnight**	**18:30**	**Uncoord - Green Max**						15	10	30		15		30			
Manual																			

Notes:
If the max time is less than the split time (in coordination), the extra unused split time is passed to the main street unless otherwise noted.
If the split time shown is shorter than ped time, the signal will transition after serving an actuated pedestrian phase.
If any of the summary is unclear, please contact the Signals Division with the City of Calgary, by phoning 311.

SIGNAL TIMING SUMMARY

Location: 17 Avenue - Aspen Stone Bv/St Moritz Dr SW **Int #:** 1192

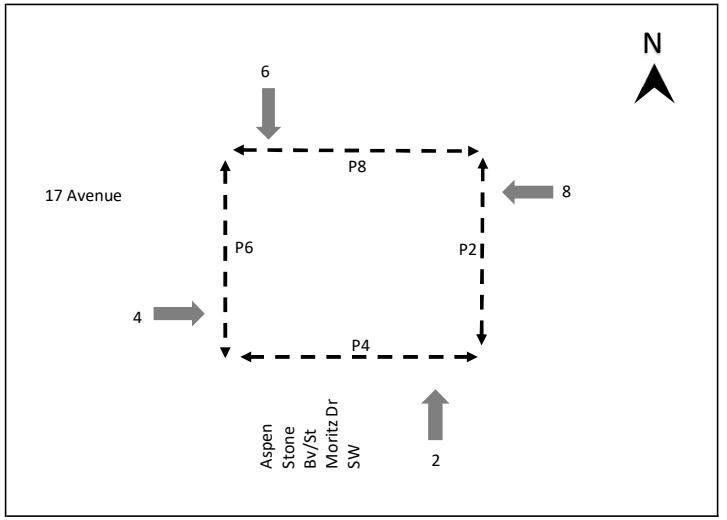
Date Coded: December 18, 2023 **Date Installed:** December 18, 2023

	Pro Only	Pro/ Per	Per Only
NBLT			X
SBLT			X
EBLT			X
WBLT			X

NOTES:

Phase	1	2	3	4
Ring 1		↑		→
Min Green		20		10
Pedestrian		8+19		8+14
Yellow		4.4		4.7
Red		3.4		3.1
Recall				Ped+WR
Phase	**5**	**6**	**7**	**8**
Ring 2		↓		←
Min Green		20		10
Pedestrian		8+19		8+14
Yellow		4.4		4.7
Red		3.4		3.1
Recall				Ped+WR

Barrier Barrier



										1	2	3	4	5	6	7	8			
Day	**Pattern**	**Description**	**Start Time**	**Type**	**Cycle**	**Offset**	**Coord ph**	**Ref ph**			↑		→		↓		←			**Notes**
1 (M-F)	**2**	**Off Peak**	**0:00**	**Uncoord - Green Max**	**Max= 88.6**						28		45		28		45			
	1	**A.M. Peak**	**6:00**	**Uncoord - Green Max**	**Max= 93.6**						28		50		28		50			
	2	**Off Peak**	**9:00**	**Uncoord - Green Max**	**Max= 88.6**						28		45		28		45			
	3	**P.M. Peak**	**15:00**	**Uncoord - Green Max**	**Max= 95.6**						25		55		25		55			
	2	**Off Peak**	**18:30**	**Uncoord - Green Max**	**Max= 88.6**						28		45		28		45			
2 (Sa/Su)	**2**	**Off Peak**	**0:00**	**Uncoord - Green Max**	**Max= 88.6**						28		45		28		45			
Manual																				

Notes:
If the max time is less than the split time (in coordination), the extra unused split time is passed to the main street unless otherwise noted.
If the split time shown is shorter than ped time, the signal will transition after serving an actuated pedestrian phase.
If any of the summary is unclear, please contact the Signals Division with the City of Calgary, by phoning 311.

SIGNAL TIMING SUMMARY

Location: 17 Avenue - 85 Street SW **Int #:** 559

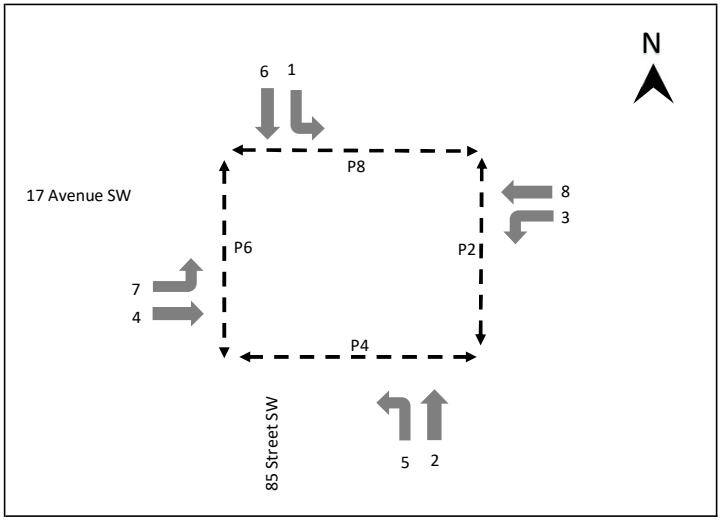
Date Coded: December 18, 2023 **Date Installed:**

	Pro Only	Pro/ Per	Per Only
NBLT		X	
SBLT		X	
EBLT		X	
WBLT		X	

NOTES:

Phase	1	2	3	4
Ring 1				
Min Green	7	10	7	22
Pedestrian		8+14		8+14
Yellow	3.1	4.4	3.6	4.9
Red	3.1	3.1	3.4	3.4
Recall				Ped+WR
Phase	**5**	**6**	**7**	**8**
Ring 2				
Min Green	7	10	7	22
Pedestrian		8+14		8+14
Yellow	3.1	4.4	3.6	4.9
Red	3.1	3.1	3.4	3.4
Recall				Ped+WR

Barrier Barrier



									1	2	3	4	5	6	7	8			
Day	**Pattern**	**Description**	**Start Time**	**Type**	**Cycle**	**Offset**	**Coord ph**	**Ref ph**											**Notes**
1 (M-F)	**4**	**Night**	**0:00**	**Uncoord - Green Max**	**Max 119**				20	30	10	40	10	30	10	40			
	1	**AM Peak**	**5:00**	**Uncoord - Green Max**	**Max 128**				33	26	10	45	15	49	10	45			
	2	**Off Peak**	**9:00**	**Uncoord - Green Max**	**Max 122**				21	29	11	42	10	40	11	42			
	3	**PM Peak**	**15:00**	**Uncoord - Green Max**	**Max 128**				31	33	10	50	10	54	15	50			
	4	**Night**	**18:30**	**Uncoord - Green Max**	**Max 119**				20	30	10	40	10	30	10	40			
2 (Sa/Su)	**4**	**Weekend**	**0:00**	**Uncoord - Green Max**	**Max 119**				20	30	10	40	15	30	10	40			
Manual																			

Notes:
If the max time is less than the split time (in coordination), the extra unused split time is passed to the main street unless otherwise noted.
If the split time shown is shorter than ped time, the signal will transition after serving an actuated pedestrian phase.
If any of the summary is unclear, please contact the Signals Division with the City of Calgary, by phoning 311.

APPENDIX C

Traffic Data (Counts)

Traffic Count Reports

Intersection Id: 9549

Status: Valid

Study Name: Miovision TMC

Study Date: Monday, 08 April 2024

Location: 17 AV SW & 85 ST SW

Weather: Sunny; 10.0°C

	North Approach						South Approach						East Approach						West Approach						Vehicle Total
Period Begining	North Left	North Straight	North Right	North Truck	North Ped	North Bike	South Left	South Straight	South Right	South Truck	South Ped	South Bike	East Left	East Straight	East Right	East Truck	East Ped	East Bike	West Left	West Straight	West Right	West Truck	West Ped	West Bike	
00:00	2	2	3	0	0	0	0	2	1	0	0	0	1	5	6	0	0	0	0	3	0	0	0	0	25
00:15	3	1	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	2	1	1	0	0	0	18
00:30	1	0	1	0	0	0	0	0	1	0	0	0	0	4	4	0	0	0	1	3	0	0	0	0	15
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	1	4	0	0	0	0	9
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	1	1	0	0	1	0	6
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	3	1	0	0	0	8
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	7
01:45	4	0	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9
02:00	2	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	11
02:15	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	5
02:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:45	1	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	1	1	0	0	0	0	7
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	5
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	0	0	10
03:30	0	0	0	0	0	0	0	1	0	0	0	0	0	3	5	0	0	0	0	1	0	0	0	0	10
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00	2	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	7
04:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3
04:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
04:45	5	0	0	1	0	0	0	0	1	0	0	0	1	2	1	0	0	0	0	1	1	0	1	0	12
05:00	1	1	0	0	0	0	0	0	2	0	0	0	0	2	1	2	0	0	0	4	0	0	0	0	11
05:15	14	1	0	1	0	0	0	3	5	1	0	0	0	0	3	0	0	0	0	11	0	0	0	0	37
05:30	5	1	1	0	0	0	1	1	7	0	0	0	1	2	3	2	0	0	1	10	0	0	0	0	33
05:45	28	9	0	1	0	0	1	5	11	1	0	0	5	0	3	0	0	0	4	15	3	0	0	0	84
06:00	14	2	2	0	0	0	1	3	7	0	0	0	2	5	5	2	0	0	2	11	0	0	0	0	54
06:15	27	7	4	2	0	0	3	2	14	1	0	0	10	10	15	0	0	0	5	25	3	0	0	0	125
06:30	40	13	2	1	2	0	2	7	13	0	0	0	10	6	11	2	9	0	10	37	8	2	2	0	159
06:45	72	15	6	0	1	0	2	14	22	2	0	0	12	15	28	1	1	0	11	53	12	2	0	0	262
07:00	63	7	7	3	0	0	3	14	23	1	0	0	11	12	25	5	1	0	12	47	5	2	0	0	229
07:15	85	26	9	1	0	0	5	14	26	2	0	0	10	19	30	4	2	0	11	61	3	3	0	0	299
07:30	92	14	11	3	3	0	12	25	27	4	1	0	7	25	52	2	0	1	15	104	6	5	0	0	390
07:45	102	24	13	2	2	0	12	42	48	1	1	0	17	62	80	7	2	0	21	114	5	2	1	0	540
08:00	121	35	25	5	3	0	14	42	31	7	2	0	19	62	75	3	4	0	27	114	6	1	0	0	571
08:15	111	32	24	2	2	0	3	25	19	1	1	1	17	70	80	5	2	0	23	99	5	3	1	0	508
08:30	122	25	7	7	0	0	3	19	35	4	1	0	14	49	91	2	1	0	21	100	7	3	2	0	493
08:45	51	24	19	3	0	0	2	22	17	0	1	0	18	56	72	5	0	0	30	58	7	1	0	0	376
09:00	71	23	14	3	2	0	5	17	11	3	0	0	12	25	55	5	0	0	14	51	4	3	1	0	302
09:15	50	15	8	2	0	0	1	21	10	2	0	0	21	26	40	4	2	0	24	34	6	4	2	0	256
09:30	38	16	11	2	0	0	6	22	19	1	2	0	10	25	31	5	3	0	15	24	3	1	0	0	220
09:45	47	19	10	5	1	0	3	23	13	3	1	0	11	31	33	3	1	0	18	27	7	1	3	0	242
10:00	41	23	11	1	3	0	4	11	9	2	0	0	13	27	27	3	0	0	24	29	2	0	2	0	221
10:15	52	12	15	5	0	0	2	16	13	4	1	0	9	34	50	4	0	0	18	26	7	2	2	0	254
10:30	36	15	7	0	1	0	4	13	11	1	1	0	10	23	48	3	2	0	11	28	2	2	2	0	208
10:45	49	20	12	2	2	0	3	15	15	1	0	0	19	18	51	2	0	0	26	30	6	1	1	0	264
11:00	40	14	9	3	0	0	5	17	14	2	0	0	9	26	45	6	0	0	16	23	3	0	2	0	221
11:15	61	13	13	5	1	0	3	17	15	3	1	0	7	22	43	3	0	1	18	28	0	0	3	0	240
11:30	42	14	8	1	7	1	4	12	12	2	0	0	17	33	41	3	0	0	17	42	9	2	4	0	251
11:45	48	16	17	0	0	0	5	18	7	4	0	0	18	38	67	6	0	0	16	45	5	1	4	0	300
TOTAL	1548	443	273	61	30	1	110	449	459	53	13	1	313	762	1138	89	30	2	418	1283	127	41	34	0	**7323**
PEAK	456	116	69	16	7	0	32	128	133	13	5	1	67	243	326	17	9	0	92	427	23	9	4	0	**2112**
PHF	0.89	Peak Total	641				PHF	0.72	Peak Total	293			PHF	0.95	Peak Total	636			PHF	0.92	Peak Total	542			
Total Flow	11.1%						Total Flow	5%					Total Flow	10.9%					Total Flow	9%					
Truck Flow	2.69%						Truck Flow	5.21%					Truck Flow	4.02%					Truck Flow	2.24%					
Total Volume	2264						Total Volume	1018					Total Volume	2213					Total Volume	1828					
12:00	61	25	11	5	4	0	4	17	18	3	4	0	11	32	68	3	4	0	18	49	4	0	1	0	318
12:15	64	18	16	2	2	0	2	24	17	2	1	0	13	27	63	6	1	0	12	40	4	1	0	0	300
12:30	50	18	11	4	2	0	6	22	14	4	2	0	22	31	70	3	1	0	22	31	5	2	4	0	302
12:45	47	18	16	3	3	0	4	16	9	1	0	0	14	30	46	2	0	0	18	32	2	2	1	1	252
13:00	41	15	11	3	2	0	3	14	11	3	0	0	11	33	48	0	0	0	24	23	1	0	3	0	235
13:15	38	15	9	1	1	0	4	8	12	1	2	0	9	35	42	3	2	0	16	32	4	2	2	0	224
13:30	50	20	12	2	2	0	4	20	10	1	3	0	17	26	49	4	3	1	16	31	1	1	2	0	256
13:45	46	14	6	1	4	0	1	18	7	0	1	0	17	38	51	4	0	0	23	45	0	2	1	0	266
14:00	55	15	10	2	2	0	5	15	8	4	0	0	13	29	68	1	2	0	16	35	5	0	1	0	274
14:15	45	26	15	0	5	1	4	19	10	1	1	0	12	37	53	2	0	0	18	36	8	0	7	0	283
14:30	65	23	9	1	0	0	1	20	14	1	0	0	12	46	56	3	0	0	18	50	4	2	3	0	318
14:45	41	16	14	3	2	0	7	18	4	1	0	0	25	53	66	5	0	0	25	36	2	3	4	0	307
15:00	60	16	12	4	2	0	9	25	13	3	1	0	17	58	75	1	1	0	14	47	1	0	2	0	347
15:15	77	20	21	3	5	0	7	23	23	5	1	1	21	81	111	2	0	0	21	75	5	1	0	0	485
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15:45	89	44	25	5	4	0	3	29	19	1	4	0	29	77	119	4	7	0	33	54	14	4	4	0	535
16:00	74	44	26	3	6	0	10	39	24	4	0	1	23	64	99	8	0	0	25	64	15	2	5	0	507
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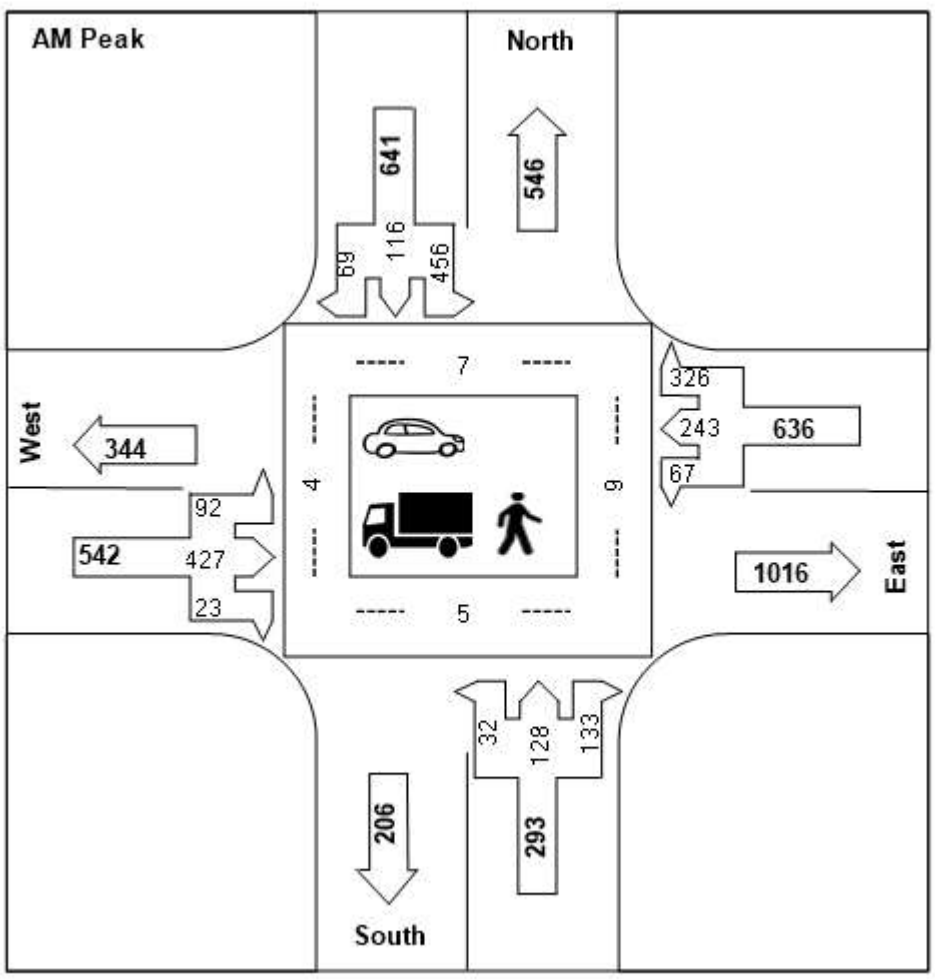
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21:45	13	8	6	1	0	0	1	1	4	1	1	0	8	19	31	0	0	0	4	13	1	0	0	0	109
22:00	11	2	5	0	1	0	0	4	4	0	0	0	4	9	23	2	0	0	4	14	1	0	1	0	81
22:15	6	4	3	1	0	1	0	2	4	1	0	0	3	16	12	0	0	0	5	8	1	0	2	0	64
22:30	9	2	3	1	0	0	0	2	1	0	0	0	5	10	7	0	0	0	2	10	2	0	0	0	53
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23:15	5	3	4	0	0	0	0	2	2	0	0	0	2	11	11	1	0	0	1	1	1	0	0	0	43
23:30	2	1	3	1	0	0	0	2	2	0	0	0	1	17	16	0	0	0	1	4	1	0	0	0	50
23:45	2	2	4	0	0	0	0	0	1	0	0	0	1	11	6	0	0	0	1	3	0	0	0	0	31
TOTAL	2046	920	609	71	111	4	146	821	555	57	39	3	823	1927	2671	91	47	3	751	1540	199	28	85	4	**13008**
PEAK	315	150	108	15	19	0	28	131	81	8	7	1	109	298	443	16	15	0	118	229	54	8	13	1	**2064**
	PHF 0.91		Peak Total 573				PHF 0.82		Peak Total 240				PHF 0.94		Peak Total 850				PHF 0.96		Peak Total 401				
	Total Flow 17.6%						Total Flow 7.5%						Total Flow 26.7%						Total Flow 12.2%						
	Truck Flow 1.99%						Truck Flow 3.75%						Truck Flow 1.68%						Truck Flow 1.12%						
	Total Volume 3575						Total Volume 1522						Total Volume 5421						Total Volume 2490						
24 Hour Total	**3594**	**1363**	**882**	**132**	**141**	**5**	**256**	**1270**	**1014**	**110**	**52**	**4**	**1136**	**2689**	**3809**	**180**	**77**	**5**	**1169**	**2823**	**326**	**69**	**119**	**4**	**20331**
6 Hour Total	1684	607	399	Total:	2690		132	600	481	Total:	1213		482	1160	1734	Total:	3376		484	1355	157	Total:	1996		9275

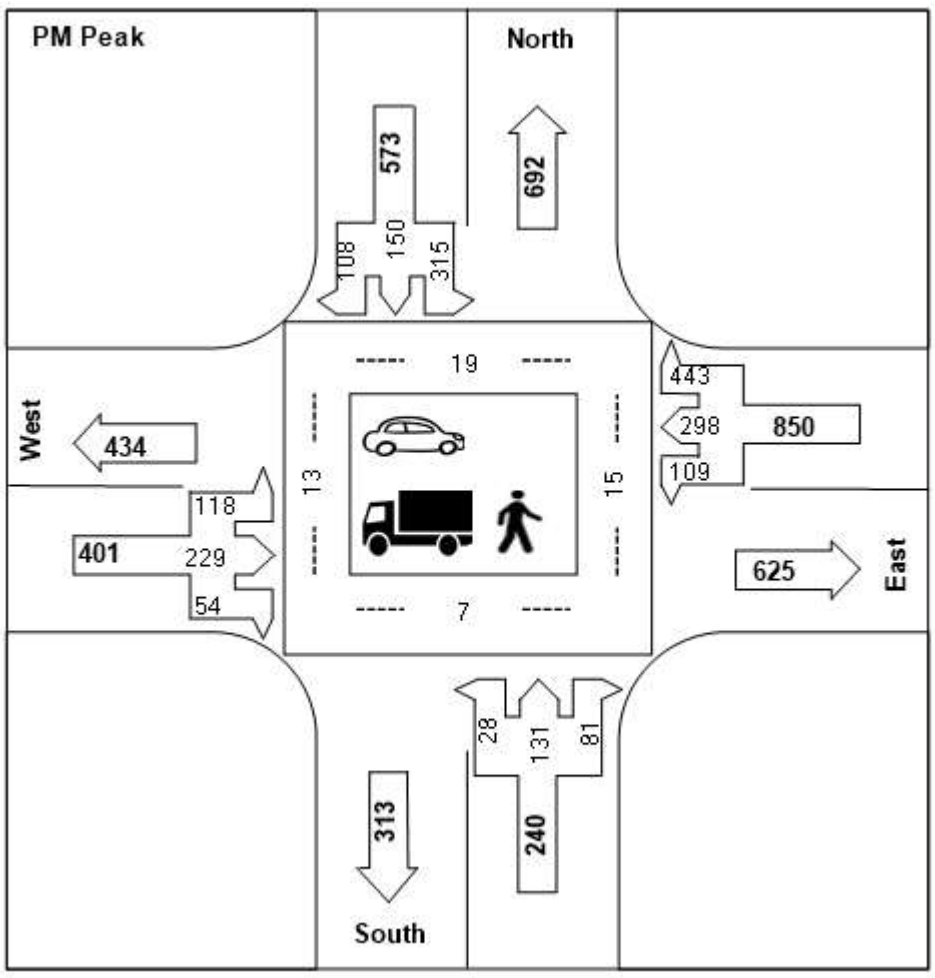
North Bound: 6248 - 52%	South Bound: 2825 - 53%	East Bound: 7431 - 49%	West Bound: 3827 - 47%
South Bound: 5839 - 48%	North Bound: 2540 - 47%	West Bound: 7634 - 51%	East Bound: 4318 - 53%
Total: 12087	Total: 5365	Total: 15065	Total: 8145

24hr study.

Intersection Id: 9549
Status: Valid
Study Name: Peak Hour TMC Diagrams

Study Date: Tuesday, 09 April 2024
Location: 17 AV SW & 85 ST SW
Weather: Sunny; 10.0°C





Information contained herein is intended, designed, and collected for specific municipal purposes and may not be suitable for other applications. The City of Calgary accepts no responsibility or liability which may arise from any incorrect or incomplete data or results, or for any improper or inappropriate use or interpretation made by any person

Intersection Turning Movement Count Summary: Cortina Drive SW & 17 Avenue SW

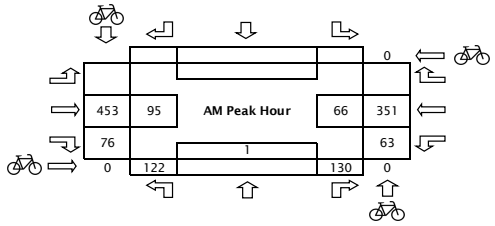
N/S Road: Cortina Drive SW
E/W Road: 17 Avenue SW
Count Date: September 11, 2024 Wednesday
Weather: Cloudy
Road Condition: Dry
Project #: 02-24-0141

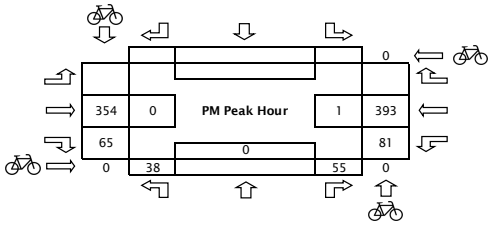
AM Peak Hour: 7:30 AM to 8:30 AM
PM Peak Hour: 4:45 PM to 5:45 PM

PHF (AM Peak Hour): 0.86
PHF (PM Peak Hour): 0.95

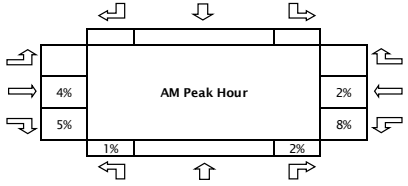
	Cortina Drive SW												17 Avenue SW																			
	Northbound (South Leg)						Southbound (North Leg)						Westbound (East Leg)						Eastbound (West Leg)								Pedestrians				Cyclists			
Time Starting	Left		Through		Right		Left		Through		Right		Left		Through		Right		Left		Through		Right		Total Vehicles		West Side	East Side	North Side	South Side	NB	SB	WB	EB
	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	15 Min	Hourly								
7:00	6	0			11	0							5	0	41	0					27	3	2	0	95		0	0		0	0		0	0
7:15	18	0			25	0							3	0	49	0					51	1	2	0	149		0	4		0	0		0	0
7:30	22	0			32	2							5	1	76	0					93	1	1	0	233		0	3		0	0		0	0
7:45	24	1			34	1							4	2	82	1					160	8	13	2	332	809	2	7		0	0		0	0
8:00	40	0			27	0							36	1	94	3					99	7	39	1	347	1061	66	42		0	0		0	0
8:15	35	0			34	0							13	1	93	2					83	2	19	1	283	1195	27	14		1	0		0	0
8:30	14	0			23	1							15	1	74	2					60	2	16	1	209	1171	0	0		0	0		0	0
8:45	9	0			10	0							16	0	62	3					52	2	5	0	159	998	0	0		0	0		0	0
2 Hour Total	168	1			196	4							97	6	571	11					625	26	97	5			95	70		1	0		0	0
	169				200								103		582						651		102		1807									
Peak Hour Total	**121**	**1**			**127**	**3**							**58**	**5**	**345**	**6**					**435**	**18**	**72**	**4**			**95**	**66**		**1**	**0**		**0**	**0**
	122				**130**								**63**		**351**						**453**		**76**			**1195**								
16:00	14	0			12	2							17	2	121	1					70	0	14	0	253		2	0		0	0		0	0
16:15	11	1			9	0							12	2	99	5					73	2	21	0	235		0	5		0	0		0	0
16:30	11	0			11	0							17	2	94	2					87	0	12	0	236		0	2		0	0		0	0
16:45	9	0			9	0							14	1	109	0					80	1	18	0	241	965	0	0		0	0		0	0
17:00	7	0			16	0							16	0	99	3					89	1	16	0	247	959	0	1		0	0		0	0
17:15	10	0			18	1							23	1	86	2					86	0	12	0	239	963	0	0		0	0		0	0
17:30	12	0			11	0							25	1	93	1					97	0	18	1	259	986	0	0		0	0		0	0
17:45	8	0			15	1							16	1	56	0					103	2	16	0	218	963	1	1		0	0		0	0
2 Hour Total	82	1			101	4							140	10	757	14					685	6	127	1			3	9		0	0		0	0
	83				105								150		771						691		128		1928									
Peak Hour Total	**38**	**0**			**54**	**1**							**78**	**3**	**387**	**6**					**352**	**2**	**64**	**1**			**0**	**1**		**0**	**0**		**0**	**0**
	38				**55**								**81**		**393**						**354**		**65**			**986**								
6 Hour Total	**250**	**2**			**297**	**8**							**237**	**16**	**1328**	**25**					**1310**	**32**	**224**	**6**			**98**	**79**		**1**	**0**		**0**	**0**
	252				**305**								**253**		**1353**						**1342**		**230**			**3735**								

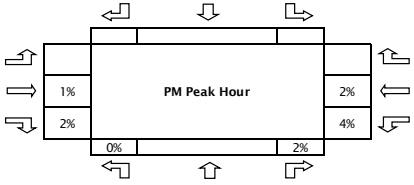
Volume Summaries





Heavy Vehicle Percentage





Intersection Turning Movement Count Summary: St Moritz Drive SW & 17 Avenue SW

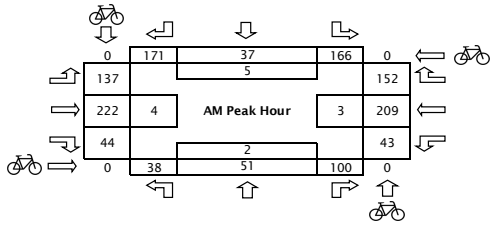
N/S Road: St Moritz Drive SW
E/W Road: 17 Avenue SW
Count Date: September 11, 2024 Wednesday
Weather: Cloudy
Road Condition: Dry
Project #: 02-24-0141

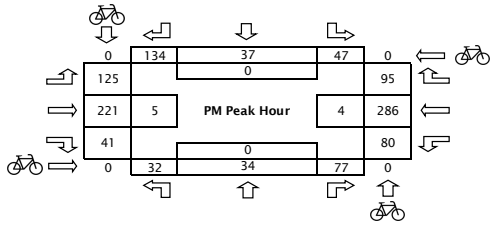
AM Peak Hour: 7:45 AM to 8:45 AM
PM Peak Hour: 4:30 PM to 5:30 PM

PHF (AM Peak Hour): 0.83
PHF (PM Peak Hour): 0.97

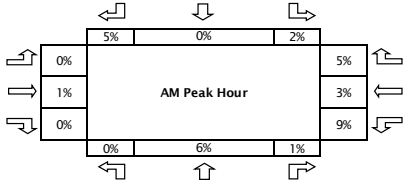
	St Moritz Drive SW												17 Avenue SW																			
	Northbound (South Leg)						Southbound (North Leg)						Westbound (East Leg)						Eastbound (West Leg)								Pedestrians				Cyclists			
Time Starting	Left		Through		Right		Left		Through		Right		Left		Through		Right		Left		Through		Right		Total Vehicles		West Side	East Side	North Side	South Side	NB	SB	WB	EB
	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	15 Min	Hourly								
7:00	7	0	8	0	19	0	15	0	2	0	17	0	4	0	23	0	8	0	27	0	50	2	10	0	192		0	0	0	0	0	0	0	0
7:15	13	0	4	1	18	1	15	1	6	1	27	0	5	1	13	0	4	1	27	0	43	2	13	0	196		0	1	1	1	0	0	0	0
7:30	13	0	1	0	35	1	23	0	3	0	36	1	5	0	31	0	17	2	24	0	55	0	11	0	258		1	2	0	0	0	0	0	0
7:45	14	0	19	2	35	0	31	1	5	0	51	1	4	2	23	4	42	3	37	0	47	1	9	0	331	977	1	0	1	2	0	0	0	0
8:00	10	0	20	1	24	0	45	1	15	0	37	2	14	1	80	2	61	2	33	0	60	1	4	0	413	1198	2	0	1	0	0	0	0	0
8:15	9	0	2	0	26	0	52	1	12	0	44	3	8	1	49	0	22	2	31	0	56	1	17	0	336	1338	1	1	2	0	0	0	0	0
8:30	5	0	7	0	14	1	35	0	5	0	30	3	13	0	50	1	19	1	36	0	56	0	14	0	290	1370	0	2	1	0	0	0	0	0
8:45	8	2	6	0	17	0	23	2	5	0	21	1	7	1	46	1	19	1	35	0	62	3	14	0	274	1313	2	4	0	0	0	0	0	0
2 Hour Total	79	2	67	4	188	3	239	6	53	1	263	11	60	6	315	8	192	12	250	0	429	10	92	0			7	10	6	3	0	0	0	0
	81		71		191		245		54		274		66		323		204		250		439		92		2290									
Peak Hour Total	**38**	**0**	**48**	**3**	**99**	**1**	**163**	**3**	**37**	**0**	**162**	**9**	**39**	**4**	**202**	**7**	**144**	**8**	**137**	**0**	**219**	**3**	**44**	**0**			**4**	**3**	**5**	**2**	**0**	**0**	**0**	**0**
	38		**51**		**100**		**166**		**37**		**171**		**43**		**209**		**152**		**137**		**222**		**44**			**1370**								
16:00	11	0	6	0	14	0	15	0	9	0	45	2	24	1	74	1	20	2	27	0	50	2	10	0	313		0	5	0	1	0	0	0	0
16:15	7	0	7	0	20	0	18	0	5	0	34	4	19	0	63	5	20	1	27	0	43	2	13	0	288		0	2	2	0	0	0	0	0
16:30	8	0	15	0	22	2	12	0	13	0	32	1	22	0	70	3	20	2	24	0	55	0	11	0	312		1	0	0	0	0	0	0	0
16:45	8	0	10	1	15	1	8	0	7	0	42	1	16	1	61	0	18	0	37	0	47	1	9	0	283	1196	1	1	0	0	0	0	0	0
17:00	7	0	4	0	22	0	16	1	10	0	32	0	18	1	73	3	22	0	33	0	60	1	4	0	307	1190	2	0	0	0	0	0	0	0
17:15	9	0	4	0	14	1	10	0	6	1	25	1	22	0	74	2	32	1	31	0	56	1	17	0	307	1209	1	3	0	0	0	0	0	0
17:30	7	1	6	0	19	0	9	0	1	0	29	0	14	0	82	1	22	0	36	0	56	0	14	0	297	1194	0	0	0	0	0	0	0	0
17:45	4	0	2	0	17	0	14	0	8	0	14	1	10	0	57	0	28	1	35	0	62	3	14	0	270	1181	2	0	1	0	0	0	0	0
2 Hour Total	61	1	54	1	143	4	102	1	59	1	253	10	145	3	554	15	182	7	250	0	429	10	92	0			7	11	3	1	0	0	0	0
	62		55		147		103		60		263		148		569		189		250		439		92		2377									
Peak Hour Total	**32**	**0**	**33**	**1**	**73**	**4**	**46**	**1**	**36**	**1**	**131**	**3**	**78**	**2**	**278**	**8**	**92**	**3**	**125**	**0**	**218**	**3**	**41**	**0**			**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**
	32		**34**		**77**		**47**		**37**		**134**		**80**		**286**		**95**		**125**		**221**		**41**			**1209**								
6 Hour Total	**140**	**3**	**121**	**5**	**331**	**7**	**341**	**7**	**112**	**2**	**516**	**21**	**205**	**9**	**869**	**23**	**374**	**19**	**500**	**0**	**858**	**20**	**184**	**0**			**14**	**21**	**9**	**4**	**0**	**0**	**0**	**0**
	143		**126**		**338**		**348**		**114**		**537**		**214**		**892**		**393**		**500**		**878**		**184**		**4667**									

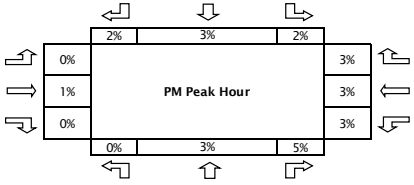
Volume Summaries





Heavy Vehicle Percentage





Intersection Turning Movement Count Summary: St Moritz Drive SW & Cortina Drive SW

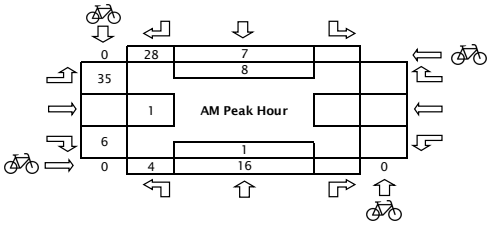
N/S Road: St Moritz Drive SW
E/W Road: Cortina Drive SW
Count Date: September 11, 2024 Wednesday
Weather: Cloudy
Road Condition: Dry
Project #: 02-24-0141

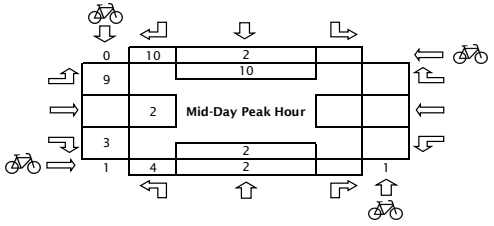
AM Peak Hour: 7:45 AM to 8:45 AM
Mid-day Peak Hour: 11:00 AM to 12:00 PM
PM Peak Hour: 5:00 PM to 6:00 PM

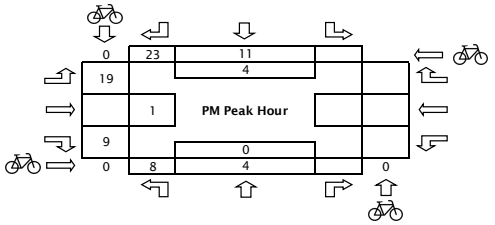
PHF (AM Peak Hour): 0.83
PHF (Mid-day Peak Hour): 0.68
PHF (PM Peak Hour): 0.88

	St Moritz Drive SW												Cortina Drive SW																			
	Northbound (South Leg)						Southbound (North Leg)						Westbound (East Leg)						Eastbound (West Leg)						Total Vehicles		Pedestrians				Cyclists			
Time Starting	Left		Through		Right		Left		Through		Right		Left		Through		Right		Left		Through		Right		15 Min	Hourly	West Side	East Side	North Side	South Side	NB	SB	WB	EB
	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV										
7:00	0	0	1	0					1	0	1	0							2	1			1	0	7		0		0	0	0	0		0
7:15	2	0	2	0					1	0	9	1							1	1			0	0	17		0		3	0	0	0		0
7:30	2	0	2	0					1	0	8	1							7	1			0	0	22		0		3	0	0	0		0
7:45	2	0	6	0					0	0	2	1							4	3			0	0	18	64	0		0	0	0	0		0
8:00	1	0	3	0					3	0	8	1							6	2			2	1	27	84	0		4	1	0	0		0
8:15	0	0	2	1					2	0	6	0							8	1			2	0	22	89	1		0	0	0	0		0
8:30	1	0	4	0					2	0	8	2							9	2			1	0	29	96	0		4	0	0	0		0
8:45	3	0	0	0					3	0	2	0							5	1			1	0	15	93	1		1	2	0	0		0
2 Hour Total	11	0	20	1					13	0	44	6							42	12			7	1			2		15	3	0	0		0
		11		21						13		50								54				8	157									
Peak Hour Total	**4**	**0**	**15**	**1**					**7**	**0**	**24**	**4**							**27**	**8**			**5**	**1**			**1**		**8**	**1**	**0**	**0**		**0**
		4		**16**						**7**		**28**								**35**				**6**		**96**								
11:00	0	0	1	1					0	0	3	1							1	0			1	0	8		2		2	0	0	0		0
11:15	1	0	0	0					1	0	2	0							1	1			1	0	7		0		4	1	0	0		0
11:30	2	0	0	0					1	0	2	1							4	0			1	0	11		0		4	1	0	0		0
11:45	1	0	0	0					0	0	1	0							1	1			0	0	4	30	0		0	0	1	0		1
12:00	2	0	0	0					0	0	1	0							1	0			0	0	4	26	0		2	1	0	0		0
12:15	2	0	1	1					1	1	2	0							0	1			1	0	10	29	0		4	1	0	0		0
12:30	0	0	0	0					1	0	1	1							1	0			0	0	4	22	2		0	0	0	0		0
12:45	0	0	3	0					0	0	0	0							3	0			2	0	8	26	1		2	3	0	0		0
2 Hour Total	8	0	5	2					4	1	12	3							12	3			6	0			5		18	7	1	0		1
		8		7						5		15								15				6	56									
Peak Hour Total	**4**	**0**	**1**	**1**					**2**	**0**	**8**	**2**							**7**	**2**			**3**	**0**			**2**		**10**	**2**	**1**	**0**		**1**
		4		**2**						**2**		**10**								**9**				**3**		**30**								
16:00	0	0	3	0					2	0	7	1							4	2			1	0	20		1		1	2	0	0		0
16:15	1	0	1	0					0	0	5	1							5	2			0	0	15		3		0	1	0	0		0
16:30	1	0	1	0					1	0	4	1							5	1			2	0	16		0		3	0	0	0		0
16:45	1	0	1	0					2	0	0	0							2	1			1	0	8	59	0		0	1	0	0		0
17:00	4	0	2	0					2	0	6	0							4	0			2	1	21	60	0		0	0	0	0		0
17:15	1	0	1	0					3	0	7	0							5	1			1	0	19	64	1		1	0	0	0		0
17:30	3	0	1	0					0	0	5	0							2	0			3	0	14	62	0		3	0	0	0		0
17:45	0	0	0	0					6	0	5	0							6	1			2	0	20	74	0		0	0	0	0		0
2 Hour Total	11	0	10	0					16	0	39	3							33	8			12	1			5		8	4	0	0		0
		11		10						16		42								41				13	133									
Peak Hour Total	**8**	**0**	**4**	**0**					**11**	**0**	**23**	**0**							**17**	**2**			**8**	**1**			**1**		**4**	**0**	**0**	**0**		**0**
		8		**4**						**11**		**23**								**19**				**9**		**74**								
6 Hour Total	**30**	**0**	**35**	**3**					**33**	**1**	**95**	**12**							**87**	**23**			**25**	**2**			**12**		**41**	**14**	**1**	**0**		**1**
		30		**38**						**34**		**107**								**110**				**27**		**346**								

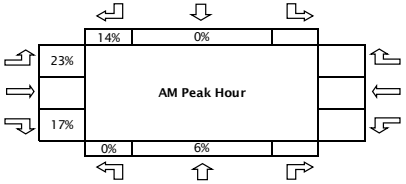
Volume Summaries

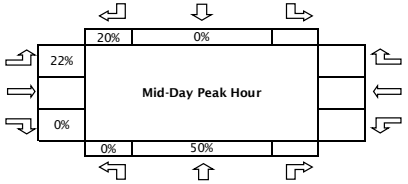


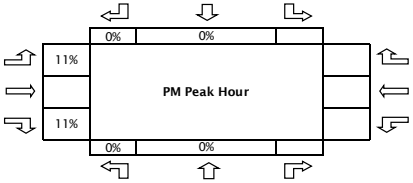




Heavy Vehicle Percentage







Intersection Turning Movement Count Summary: 85 Street SW & Val Gardena Boulevard SW

N/S Road: 85 Street SW
E/W Road: Val Gardena Boulevard SW
Count Date: September 11, 2024 Wednesday
Weather: Cloudy
Road Condition: Dry
Project #: 02-24-0141

AM Peak Hour: 7:45 AM to 8:45 AM
Mid-day Peak Hour: 11:00 AM to 12:00 PM
PM Peak Hour: 4:00 PM to 5:00 PM

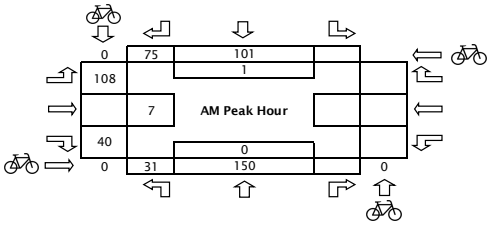
PHF (AM Peak Hour): 0.90
PHF (Mid-day Peak Hour): 0.86
PHF (PM Peak Hour): 0.94

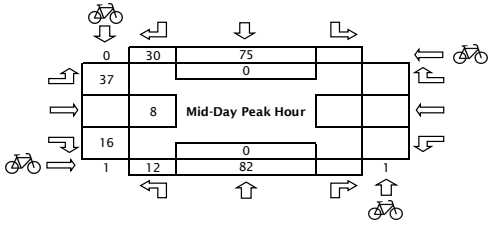
U-Turns (6-Hour Total): *6*

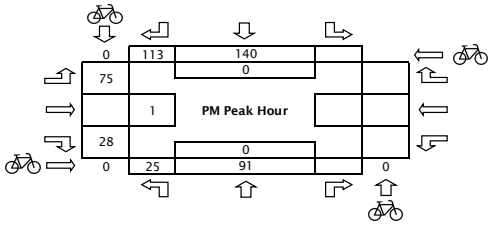
bunt & associates

	85 Street SW								Val Gardena Boulevard SW														Pedestrians				Cyclists			
	Northbound (South Leg)						Southbound (North Leg)						Westbound (East Leg)						Eastbound (West Leg)				Total Vehicles		West	East	North	South				
Time Starting	Left		Through		Right		Left		Through		Right		Left		Through		Right		Left		Through		Right		15 Min	Hourly	Side	Side	Side	Side	NB	SB	WB	EB
	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV										
7:00	3	0	18	0					4	1	7	0							13	1			4	0	51		4		0	0	0	0		0
7:15	2	1	15	1					9	2	7	1							16	1			6	2	63		0		0	0	0	0		0
7:30	2	1	45	0					5	1	9	0							18	2			9	0	92		0		0	0	0	0		0
7:45	11	0	50	1					19	1	19	1							30	2			5	0	139	345	1		1	0	0	0		0
8:00	7	1	38	2					29	1	17	1							25	2			16	1	140	434	0		0	0	0	0		0
8:15	7	0	13	2					24	0	17	1							15	3			13	0	95	466	5		0	0	0	0		0
8:30	4	1	41	3					24	3	19	0							28	3			5	0	131	505	1		0	0	0	0		0
8:45	2	1	15	2					28	4	13	0							10	1			5	0	81	447	0		0	0	0	0		0
2 Hour Total	38	5	235	11					142	13	108	4							155	15			63	3			11		1	0	0	0		0
		43		246						155		112								170				66	792									
Peak Hour Total	**29**	**2**	**142**	**8**					**96**	**5**	**72**	**3**							**98**	**10**			**39**	**1**			**7**		**1**	**0**	**0**	**0**		**0**
		31		**150**						**101**		**75**								**108**				**40**		**505**								
11:00	1	0	23	1					14	0	5	0							9	0			6	0	59		2		0	0	1	0		0
11:15	4	1	21	1					20	3	5	1							10	3			4	0	73		2		0	0	0	0		0
11:30	2	0	19	3					17	2	8	0							4	0			2	1	58		4		0	0	0	0		0
11:45	4	0	14	0					16	3	11	0							9	2			3	0	62	252	0		0	0	0	0		1
12:00	2	0	12	2					16	4	8	0							5	0			3	0	52	245	1		0	0	0	0		0
12:15	4	0	13	0					20	2	10	0							7	2			2	1	61	233	2		0	0	0	0		0
12:30	5	1	20	3					14	2	5	0							8	1			9	0	68	243	2		0	0	0	0		0
12:45	3	0	17	4					21	4	10	1							6	0			2	0	68	249	1		0	0	0	0		0
2 Hour Total	25	2	139	14					138	20	62	2							58	8			31	2			14		0	0	1	0		1
		27		153						158		64								66				33	501									
Peak Hour Total	**11**	**1**	**77**	**5**					**67**	**8**	**29**	**1**							**32**	**5**			**15**	**1**			**8**		**0**	**0**	**1**	**0**		**1**
		12		**82**						**75**		**30**								**37**				**16**		**252**								
16:00	8	0	27	4					30	1	23	0							22	1			8	1	125		1		0	0	0	0		0
16:15	9	0	17	5					31	2	28	1							17	1			2	1	114		0		0	0	0	0		0
16:30	4	0	22	0					36	2	28	1							19	0			7	0	119		0		0	0	0	0		0
16:45	4	0	15	1					37	1	32	0							14	1			9	0	114	472	0		0	0	0	0		0
17:00	5	0	16	3					23	1	34	0							17	0			6	0	105	452	0		0	0	0	0		0
17:15	5	0	14	0					24	0	37	0							23	1			10	0	114	452	0		0	0	0	0		0
17:30	8	0	12	1					34	0	27	0							17	0			6	0	105	438	2		0	0	0	0		0
17:45	4	0	20	0					20	0	43	0							14	1			4	0	106	430	0		0	0	0	1		0
2 Hour Total	47	0	143	14					235	7	252	2							143	5			52	2			3		0	0	0	1		0
		47		157						242		254								148				54	902									
Peak Hour Total	**25**	**0**	**81**	**10**					**134**	**6**	**111**	**2**							**72**	**3**			**26**	**2**			**1**		**0**	**0**	**0**	**0**		**0**
		25		**91**						**140**		**113**								**75**				**28**		**472**								
6 Hour Total	**110**	**7**	**517**	**39**					**515**	**40**	**422**	**8**							**356**	**28**			**146**	**7**			**28**		**1**	**0**	**1**	**1**		**1**
		117		**556**						**555**		**430**								**384**				**153**		**2195**								

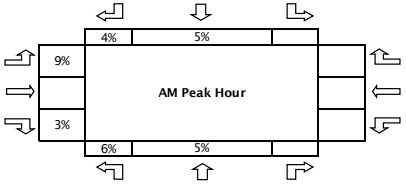
Volume Summaries

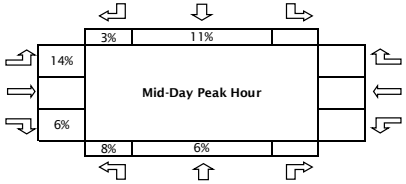


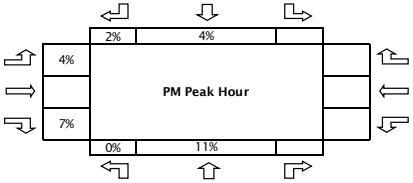




Heavy Vehicle Percentage







Intersection Turning Movement Count Summary: 85 Street SW & 26 Avenue SW

N/S Road: 85 Street SW
E/W Road: 26 Avenue SW
Count Date: September 11, 2024 Wednesday
Weather: Cloudy
Road Condition: Dry
Project #: 02-24-0141

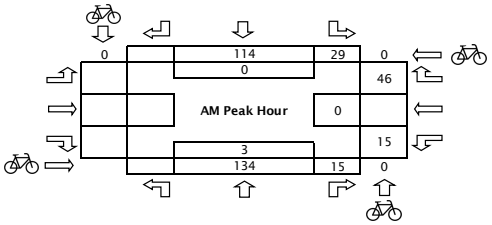
AM Peak Hour: 7:45 AM to 8:45 AM
Mid-day Peak Hour: 12:00 PM to 1:00 PM
PM Peak Hour: 4:00 PM to 5:00 PM

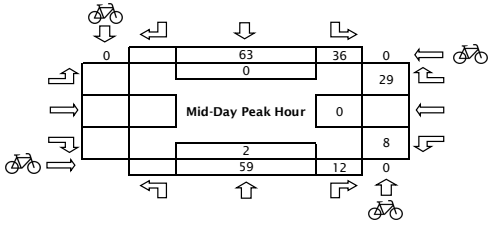
PHF (AM Peak Hour): 0.88
PHF (Mid-day Peak Hour): 0.89
PHF (PM Peak Hour): 0.93

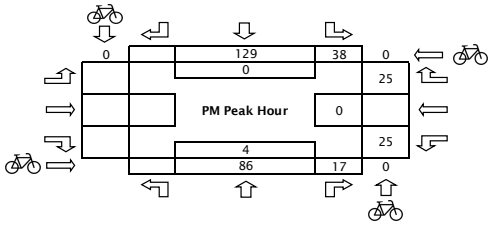
bunt & associates

	85 Street SW												26 Avenue SW														Pedestrians				Cyclists			
	Northbound (South Leg)						Southbound (North Leg)						Westbound (East Leg)						Eastbound (West Leg)						Total Vehicles								
Time Starting	Left		Through		Right		Left		Through		Right		Left		Through		Right		Left		Through		Right		15 Min	Hourly	West Side	East Side	North Side	South Side	NB	SB	WB	EB
	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV										
7:00			17	0	3	0	1	0	8	1			0	0			4	0							34			0	0	0	0	0	0	
7:15			14	1	3	0	6	1	9	3			4	0			3	1							45			0	0	0	0	0	0	
7:30			36	1	4	0	1	0	13	1			2	0			13	0							71			0	0	2	0	0	0	
7:45			48	1	2	1	2	0	20	1			7	1			13	0							96	246		0	0	1	0	0	0	
8:00			35	2	3	1	11	2	33	0			1	1			10	1							100	312		0	0	0	0	0	0	
8:15			13	3	5	0	4	1	36	0			3	0			5	0							70	337		0	0	1	0	0	0	
8:30			29	3	3	0	6	3	24	0			1	1			16	1							87	353		0	0	1	0	0	0	
8:45			13	1	4	1	11	3	21	1			1	0			5	2							63	320		0	0	4	0	1	0	
2 Hour Total			205	12	27	3	42	10	164	7			19	3			69	5										0	0	9	0	1	0	
				217		30		52		171				22				74							566									
Peak Hour Total			**125**	**9**	**13**	**2**	**23**	**6**	**113**	**1**			**12**	**3**			**44**	**2**										**0**	**0**	**3**	**0**	**0**	**0**	
				134		**15**		**29**		**114**				**15**				**46**								**353**								
11:00			17	0	3	1	6	0	15	0			3	0			7	1							53			1	0	2	1	0	0	
11:15			21	1	0	0	2	3	21	0			5	0			3	3							59			0	0	1	0	0	0	
11:30			16	0	1	1	2	2	18	1			1	0			5	2							49			0	0	0	0	0	1	
11:45			13	0	3	0	4	2	15	1			1	0			5	0							44	205		0	1	1	0	1	0	
12:00			9	1	3	1	6	2	14	1			2	1			5	1							46	198		0	0	1	0	0	0	
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12:30			19	2	3	0	9	2	15	0			0	0			6	2							58	194		0	0	0	0	0	0	
12:45			17	0	2	1	7	3	15	1			3	0			4	4							57	207		0	0	1	0	0	0	
2 Hour Total			123	4	17	4	41	16	129	5			15	3			41	14										1	1	6	1	1	1	
				127		21		57		134				18				55							412									
Peak Hour Total			**56**	**3**	**10**	**2**	**27**	**9**	**60**	**3**			**5**	**3**			**21**	**8**										**0**	**0**	**2**	**0**	**0**	**0**	
				59		**12**		**36**		**63**				**8**				**29**								**207**								
16:00			29	1	7	0	9	1	29	1			3	0			4	2							86			0	0	1	0	0	0	
16:15			19	2	4	0	10	0	21	3			7	3			5	3							77			0	0	1	0	0	0	
16:30			21	0	3	0	12	2	30	0			8	0			6	0							82			0	0	2	0	0	0	
16:45			14	0	3	0	3	1	45	0			2	2			4	1							75	320		0	0	0	0	0	0	
17:00			15	0	2	0	4	0	26	0			7	0			8	2							64	298		0	0	0	0	0	0	
17:15			14	0	0	1	8	0	26	0			3	0			4	0							56	277		0	0	0	0	0	0	
17:30			18	0	2	0	10	0	29	0			3	0			2	1							65	260		0	0	2	0	0	0	
17:45			17	0	4	0	7	0	17	0			4	0			7	0							56	241		0	0	1	0	1	0	
2 Hour Total			147	3	25	1	63	4	223	4			37	5			40	9										0	0	7	0	1	0	
				150		26		67		227				42				49							561									
Peak Hour Total			**83**	**3**	**17**	**0**	**34**	**4**	**125**	**4**			**20**	**5**			**19**	**6**										**0**	**0**	**4**	**0**	**0**	**0**	
				86		**17**		**38**		**129**				**25**				**25**								**320**								
6 Hour Total			**475**	**19**	**69**	**8**	**146**	**30**	**516**	**16**			**71**	**11**			**150**	**28**										**1**	**1**	**22**	**1**	**3**	**1**	
				494		**77**		**176**		**532**				**82**				**178**								**1539**								

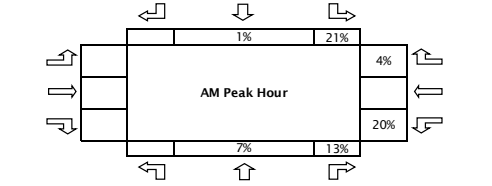
Volume Summaries

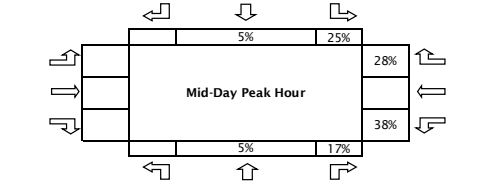


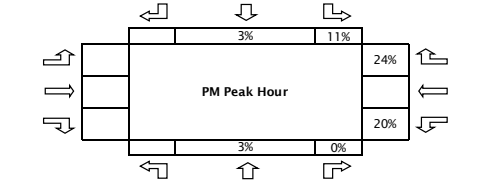




Heavy Vehicle Percentage







Intersection Turning Movement Count Summary: 85 Street SW & Timberline Gate SW

N/S Road: 85 Street SW
E/W Road: Timberline Gate SW
Count Date: September 11, 2024 Wednesday
Weather: Cloudy
Road Condition: Dry
Project #: 02-24-0141

AM Peak Hour: 7:45 AM to 8:45 AM
Mid-day Peak Hour: 11:00 AM to 12:00 PM
PM Peak Hour: 4:00 PM to 5:00 PM

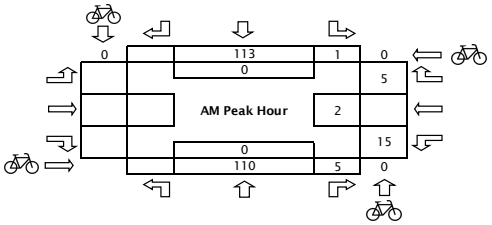
U-Turns (6-Hour Total): *16*

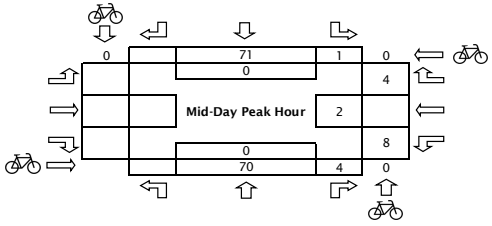
PHF (AM Peak Hour): 0.93
PHF (Mid-day Peak Hour): 0.77
PHF (PM Peak Hour): 0.98

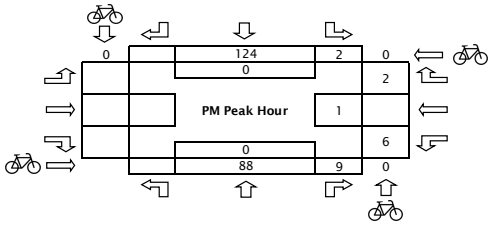
bunt & associates

	85 Street SW												Timberline Gate SW																			
	Northbound (South Leg)						Southbound (North Leg)						Westbound (East Leg)						Eastbound (West Leg)								Pedestrians				Cyclists			
	Left		Through		Right		Left		Through		Right		Left		Through		Right		Left		Through		Right										
Time Starting	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Total Vehicles 15 Min	Total Vehicles Hourly	West Side	East Side	North Side	South Side	NB	SB	WB	EB
7:00			14	0	0	0	0	0	5	1			3	0			1	0							24			0	0	0	0	0	0	
7:15			8	1	0	1	0	0	10	4			0	0			1	0							25			0	0	0	0	0	0	
7:30			26	0	0	0	0	0	14	1			6	0			4	1							52			0	0	0	0	0	0	
7:45			35	3	1	0	1	0	23	1			2	0			1	0							67	168		1	0	0	0	0	0	
8:00			28	2	0	0	0	0	31	1			3	0			1	0							66	210		0	0	0	0	0	0	
8:15			16	4	2	0	0	0	34	0			6	1			0	0							63	248		0	0	0	0	0	0	
8:30			19	3	2	0	0	0	22	1			3	0			3	0							53	249		1	0	0	0	0	0	
8:45			15	2	2	0	3	0	18	1			2	0			1	0							44	226		1	0	0	0	0	0	
2 Hour Total			161	15	7	1	4	0	157	10			25	1			12	1										3	0	0	0	0	0	
				176		8		4		167				26				13							394									
Peak Hour Total			**98**	**12**	**5**	**0**	**1**	**0**	**110**	**3**			**14**	**1**			**5**	**0**										**2**	**0**	**0**	**0**	**0**	**0**	
				110		**5**		**1**		**113**				**15**				**5**								**249**								
11:00			16	1	0	0	0	0	18	0			3	0			0	0							38			0	0	0	0	0	0	
11:15			21	0	3	0	0	0	23	0			3	0			1	0							51			2	0	0	0	0	0	
11:30			14	1	0	0	1	0	13	1			2	0			3	0							35			0	0	0	0	0	0	
11:45			16	1	1	0	0	0	15	1			0	0			0	0							34	158		0	0	0	0	0	0	
12:00			10	2	1	0	1	0	15	3			0	0			1	0							33	153		1	0	0	0	0	0	
12:15			12	0	1	1	1	0	13	3			2	0			2	0							35	137		0	0	0	0	0	0	
12:30			20	1	2	0	0	0	18	0			2	0			0	0							43	145		0	0	0	0	0	0	
12:45			18	1	2	0	0	0	12	1			3	0			4	0							41	152		2	0	0	0	0	0	
2 Hour Total			127	7	10	1	3	0	127	9			15	0			11	0										5	0	0	0	0	0	
				134		11		3		136				15				11							310									
Peak Hour Total			**67**	**3**	**4**	**0**	**1**	**0**	**69**	**2**			**8**	**0**			**4**	**0**										**2**	**0**	**0**	**0**	**0**	**0**	
				70		**4**		**1**		**71**				**8**				**4**								**158**								
16:00			26	2	3	0	0	0	24	1			2	0			1	0							59			0	0	0	0	0	0	
16:15			21	1	2	0	0	0	29	5			1	0			0	0							59			0	0	0	0	0	0	
16:30			20	1	2	0	2	0	28	0			2	0			1	0							56			1	0	0	0	0	0	
16:45			17	0	2	0	0	0	35	2			1	0			0	0							57	231		0	0	0	0	0	0	
17:00			14	0	4	0	2	0	30	0			0	0			0	0							50	222		1	0	0	0	0	0	
17:15			11	1	3	0	1	0	20	0			0	0			1	0							37	200		0	0	0	0	0	0	
17:30			16	0	1	0	2	0	27	0			1	0			2	0							49	193		1	0	0	0	0	0	
17:45			19	0	1	0	1	0	17	0			0	0			0	0							38	174		0	0	0	0	0	0	
2 Hour Total			144	5	18	0	8	0	210	8			7	0			5	0										3	0	0	0	0	0	
				149		18		8		218				7				5							405									
Peak Hour Total			**84**	**4**	**9**	**0**	**2**	**0**	**116**	**8**			**6**	**0**			**2**	**0**										**1**	**0**	**0**	**0**	**0**	**0**	
				88		**9**		**2**		**124**				**6**				**2**								**231**								
6 Hour Total			**432**	**27**	**35**	**2**	**15**	**0**	**494**	**27**			**47**	**1**			**28**	**1**										**11**	**0**	**0**	**0**	**0**	**0**	
				459		**37**		**15**		**521**				**48**				**29**								**1109**								

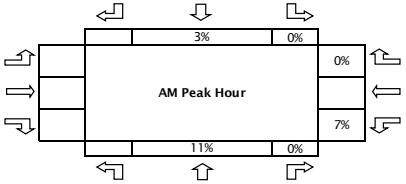
Volume Summaries

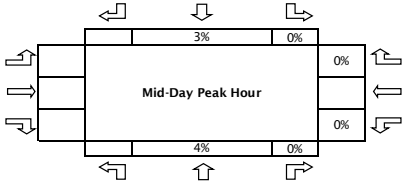


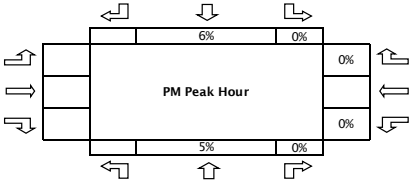




Heavy Vehicle Percentage







Intersection Turning Movement Count Summary: 85 Street SW & 34 Avenue SW

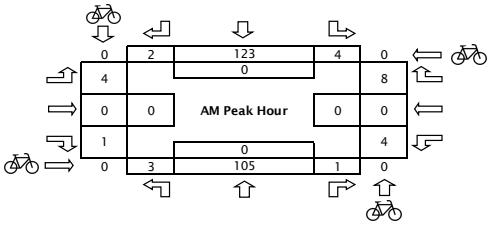
N/S Road: 85 Street SW
E/W Road: 34 Avenue SW
Count Date: September 11, 2024 Wednesday
Weather: Sunny, Rain PM
Road Condition: Clear, Wet PM
Project #: 02-24-0141

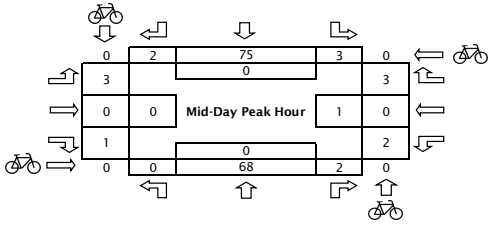
AM Peak Hour: 7:45 AM to 8:45 AM
Mid-day Peak Hour: 11:00 AM to 12:00 PM
PM Peak Hour: 4:00 PM to 5:00 PM

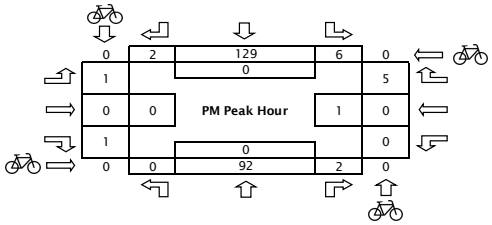
PHF (AM Peak Hour): 0.94
PHF (Mid-day Peak Hour): 0.76
PHF (PM Peak Hour): 0.93

	85 Street SW												34 Avenue SW														Pedestrians				Cyclists			
	Northbound (South Leg)						Southbound (North Leg)						Westbound (East Leg)						Eastbound (West Leg)						Total Vehicles									
Time Starting	Left		Through		Right		Left		Through		Right		Left		Through		Right		Left		Through		Right		15 Min	Hourly	West Side	East Side	North Side	South Side	NB	SB	WB	EB
	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV										
7:00	0	0	13	0	0	0	0	0	8	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	23		0	0	0	0	0	0	0	0
7:15	0	0	6	1	0	1	0	0	12	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	25		0	0	0	0	0	0	0	0
7:30	0	0	21	0	1	0	1	0	19	1	0	0	1	0	0	0	5	0	0	0	0	0	0	0	49		0	1	0	0	0	0	0	0
7:45	2	0	33	2	1	0	1	0	23	0	0	0	2	0	0	0	3	0	1	0	0	0	0	0	68	165	0	0	0	0	0	0	0	0
8:00	1	0	27	1	0	0	0	0	34	0	2	0	0	0	0	0	3	0	0	0	0	0	0	0	68	210	0	0	0	0	0	0	0	0
8:15	0	0	20	1	0	0	2	1	38	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	66	251	0	0	0	0	0	0	0	0
8:30	0	0	20	1	0	0	0	0	27	1	0	0	0	0	0	0	2	0	1	0	0	0	1	0	53	255	0	0	0	0	0	0	0	0
8:45	0	0	17	1	1	0	1	0	20	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	41	228	0	1	0	0	0	0	0	0
2 Hour Total	3	0	157	7	3	1	5	1	181	5	2	0	5	1	0	0	16	1	2	2	0	0	1	0			0	2	0	0	0	0	0	0
	3		164		4		6		186		2		6		0		17		4		0		1		393									
Peak Hour Total	**3**	**0**	**100**	**5**	**1**	**0**	**3**	**1**	**122**	**1**	**2**	**0**	**3**	**1**	**0**	**0**	**8**	**0**	**2**	**2**	**0**	**0**	**1**	**0**			**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	3		**105**		**1**		**4**		**123**		**2**		**4**		**0**		**8**		**4**		**0**		**1**			**255**								
11:00	0	0	13	1	0	0	0	0	21	0	0	0	1	0	0	0	2	0	1	0	0	0	0	0	39		0	0	0	0	0	0	0	0
11:15	0	0	23	0	0	0	1	0	25	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	52		0	0	0	0	0	0	0	0
11:30	0	0	14	0	0	0	2	0	14	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	32		0	0	0	0	0	0	0	0
11:45	0	0	17	0	2	0	0	0	15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	36	159	0	1	0	0	0	0	0	0
12:00	0	0	11	1	0	0	0	0	16	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30	150	0	0	0	0	0	0	0	0
12:15	1	0	13	1	0	0	1	0	16	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	35	133	0	0	0	0	0	0	0	0
12:30	0	0	22	0	0	0	1	0	19	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	45	146	0	3	0	0	0	0	0	0
12:45	1	0	19	0	2	0	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	37	147	0	1	0	0	0	0	0	0
2 Hour Total	2	0	132	3	4	0	5	0	139	3	2	0	5	0	0	0	4	0	3	0	0	0	4	0			0	5	0	0	0	0	0	0
	2		135		4		5		142		2		5		0		4		3		0		4		306									
Peak Hour Total	**0**	**0**	**67**	**1**	**2**	**0**	**3**	**0**	**75**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**1**	**0**			**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
	0		**68**		**2**		**3**		**75**		**2**		**2**		**0**		**3**		**3**		**0**		**1**			**159**								
16:00	0	0	28	3	1	0	2	0	28	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	64		0	0	0	0	0	0	0	0
16:15	0	0	21	1	0	0	2	0	31	1	1	0	0	0	0	0	3	0	0	0	0	0	0	0	60		0	0	0	0	0	0	0	0
16:30	0	0	19	1	0	0	0	0	31	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	53		0	1	0	0	0	0	0	0
16:45	0	0	19	0	1	0	2	0	36	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	61	238	0	0	0	0	0	0	0	0
17:00	1	0	16	0	1	0	0	0	29	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	50	224	0	1	0	0	0	0	0	0
17:15	0	0	15	0	0	0	0	0	19	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	36	200	0	0	0	0	0	0	0	0
17:30	0	0	16	0	1	0	4	0	23	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	46	193	0	0	0	0	0	0	0	0
17:45	0	0	18	0	1	0	1	0	16	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	38	170	0	0	0	0	0	0	0	0
2 Hour Total	1	0	152	5	5	0	11	0	213	3	4	0	2	0	0	0	6	0	5	0	0	0	1	0			0	2	0	0	0	0	0	0
	1		157		5		11		216		4		2		0		6		5		0		1		408									
Peak Hour Total	**0**	**0**	**87**	**5**	**2**	**0**	**6**	**0**	**126**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**1**	**0**			**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
	0		**92**		**2**		**6**		**129**		**2**		**0**		**0**		**5**		**1**		**0**		**1**			**238**								
6 Hour Total	**6**	**0**	**441**	**15**	**12**	**1**	**21**	**1**	**533**	**11**	**8**	**0**	**12**	**1**	**0**	**0**	**26**	**1**	**10**	**2**	**0**	**0**	**6**	**0**			**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**
	6		**456**		**13**		**22**		**544**		**8**		**13**		**0**		**27**		**12**		**0**		**6**			**1107**								

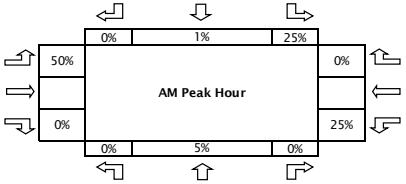
Volume Summaries

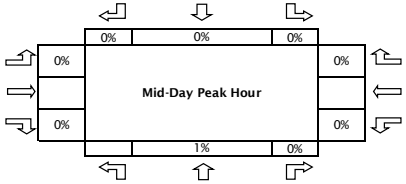


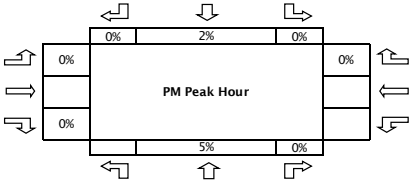




Heavy Vehicle Percentage







Intersection Turning Movement Count Summary: 85 Street SW & Fortress Drive SW

N/S Road: 85 Street SW
E/W Road: Fortress Drive SW
Count Date: September 11, 2024 Wednesday
Weather: Sunny, Rain PM
Road Condition: Clear, Rain PM
Project #: 02-24-0141

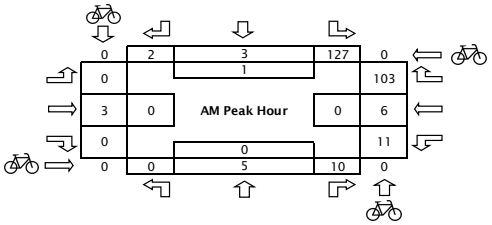
AM Peak Hour: 7:45 AM to 8:45 AM
Mid-day Peak Hour: 11:00 AM to 12:00 PM
PM Peak Hour: 4:00 PM to 5:00 PM

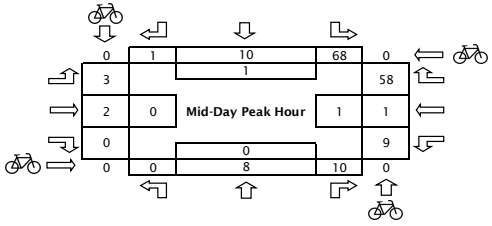
PHF (AM Peak Hour): 0.96
PHF (Mid-day Peak Hour): 0.72
PHF (PM Peak Hour): 0.94

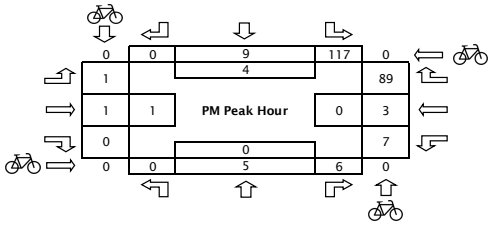
bunt & associates

	85 Street SW												Fortress Drive SW														Pedestrians				Cyclists			
	Northbound (South Leg)						Southbound (North Leg)						Westbound (East Leg)						Eastbound (West Leg)						Total Vehicles									
Time Starting	Left		Through		Right		Left		Through		Right		Left		Through		Right		Left		Through		Right		15 Min	Hourly	West Side	East Side	North Side	South Side	NB	SB	WB	EB
	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV	Car	HV										
7:00	0	0	0	0	2	0	8	0	0	1	0	0	0	1	0	0	12	0	0	0	0	0	0	0	24		0	0	0	0	0	0	0	0
7:15	0	0	0	2	2	0	15	1	1	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	28		0	1	1	0	0	0	2	0
7:30	0	0	3	0	3	1	27	1	0	0	0	0	0	0	0	0	19	0	0	0	1	0	0	0	55		0	0	0	0	0	0	0	0
7:45	0	0	2	0	1	0	26	0	0	0	0	0	1	0	2	0	33	3	0	0	1	0	0	0	69	176	0	0	0	0	0	0	0	0
8:00	0	0	1	0	3	0	35	0	0	0	0	0	1	0	1	0	24	1	0	0	2	0	0	0	68	220	0	0	0	0	0	0	0	0
8:15	0	0	0	1	3	0	37	0	1	0	1	1	4	1	1	0	20	0	0	0	0	0	0	0	70	262	0	0	1	0	0	0	0	0
8:30	0	0	1	0	2	1	28	1	2	0	0	0	4	0	2	0	21	1	0	0	0	0	0	0	63	270	0	0	0	0	0	0	0	0
8:45	0	0	1	0	4	0	17	1	0	0	0	0	1	0	0	0	16	2	1	0	0	0	0	0	43	244	0	0	0	0	0	0	0	0
2 Hour Total	0	0	8	3	20	2	193	4	4	2	1	1	11	2	6	0	151	7	1	0	4	0	0	0			0	1	2	0	0	0	2	0
	0		11		22		197		6		2		13		6		158		1		4		0		420									
Peak Hour Total	**0**	**0**	**4**	**1**	**9**	**1**	**126**	**1**	**3**	**0**	**1**	**1**	**10**	**1**	**6**	**0**	**98**	**5**	**0**	**0**	**3**	**0**	**0**	**0**			**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
	0		**5**		**10**		**127**		**3**		**2**		**11**		**6**		**103**		**0**		**3**		**0**			**270**								
11:00	0	0	2	0	3	0	17	0	3	0	1	0	2	0	0	0	10	1	2	0	0	0	0	0	41		0	0	0	0	0	0	0	0
11:15	0	0	3	0	4	0	24	0	4	0	0	0	3	0	1	0	18	0	1	0	1	0	0	0	59		0	0	0	0	0	0	0	0
11:30	0	0	1	0	2	0	14	0	1	0	0	0	4	0	0	0	11	0	0	0	1	0	0	0	34		0	1	1	0	0	0	0	0
11:45	0	0	2	0	1	0	13	0	2	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	36	170	0	0	0	0	0	0	0	0
12:00	0	0	0	0	2	0	17	0	1	0	0	0	1	0	1	0	9	1	0	0	0	0	0	0	32	161	0	0	0	0	0	0	0	0
12:15	0	0	0	0	2	0	14	3	2	1	0	0	3	0	2	0	13	1	0	0	3	0	0	0	44	146	0	1	0	0	0	0	0	0
12:30	0	0	0	0	3	0	16	0	2	0	1	0	2	0	1	0	24	0	1	0	1	0	0	0	51	163	0	0	3	0	0	0	0	0
12:45	0	0	2	0	2	0	15	0	0	0	0	1	0	0	0	0	19	1	0	0	0	0	0	0	41	167	0	0	0	0	0	0	0	0
2 Hour Total	0	0	10	0	19	0	130	3	15	1	2	1	15	0	5	0	122	4	4	0	6	0	0	0			0	2	4	0	0	0	0	0
	0		10		19		133		16		3		15		5		126		4		6		0		337									
Peak Hour Total	**0**	**0**	**8**	**0**	**10**	**0**	**68**	**0**	**10**	**0**	**1**	**0**	**9**	**0**	**1**	**0**	**57**	**1**	**3**	**0**	**2**	**0**	**0**	**0**			**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
	0		**8**		**10**		**68**		**10**		**1**		**9**		**1**		**58**		**3**		**2**		**0**			**170**								
16:00	0	0	2	0	1	0	26	1	1	0	0	0	1	0	2	0	27	2	0	0	0	0	0	0	63		0	0	3	0	0	0	0	0
16:15	0	0	1	0	3	0	31	0	1	1	0	0	0	0	1	0	21	1	1	0	1	0	0	0	62		0	0	0	0	0	0	0	0
16:30	0	0	1	0	1	0	31	0	0	0	0	0	3	0	0	0	19	1	0	0	0	0	0	0	56		1	0	1	0	0	0	0	0
16:45	0	0	1	0	1	0	27	1	6	0	0	0	3	0	0	0	18	0	0	0	0	0	0	0	57	238	0	0	0	0	0	0	0	0
17:00	0	0	1	0	3	0	22	0	7	0	0	0	4	0	0	0	16	0	0	0	0	0	0	0	53	228	0	0	0	0	0	0	0	0
17:15	0	0	0	0	1	0	17	0	0	0	0	0	1	0	1	0	14	1	0	0	0	0	0	0	35	201	0	1	0	0	0	0	0	0
17:30	0	0	1	0	0	0	22	0	1	0	0	0	3	0	0	0	21	0	0	0	0	0	0	0	48	193	0	0	0	0	0	0	0	0
17:45	0	0	1	0	2	0	17	0	0	0	0	0	5	0	0	0	18	0	0	0	1	0	0	0	44	180	0	0	0	0	0	0	0	0
2 Hour Total	0	0	8	0	12	0	193	2	16	1	0	0	20	0	4	0	154	5	1	0	2	0	0	0			1	1	4	0	0	0	0	0
	0		8		12		195		17		0		20		4		159		1		2		0		418									
Peak Hour Total	**0**	**0**	**5**	**0**	**6**	**0**	**115**	**2**	**8**	**1**	**0**	**0**	**7**	**0**	**3**	**0**	**85**	**4**	**1**	**0**	**1**	**0**	**0**	**0**			**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
	0		**5**		**6**		**117**		**9**		**0**		**7**		**3**		**89**		**1**		**1**		**0**			**238**								
6 Hour Total	**0**	**0**	**26**	**3**	**51**	**2**	**516**	**9**	**35**	**4**	**3**	**2**	**46**	**2**	**15**	**0**	**427**	**16**	**6**	**0**	**12**	**0**	**0**	**0**			**1**	**4**	**10**	**0**	**0**	**0**	**2**	**0**
	0		**29**		**53**		**525**		**39**		**5**		**48**		**15**		**443**		**6**		**12**		**0**			**1175**								

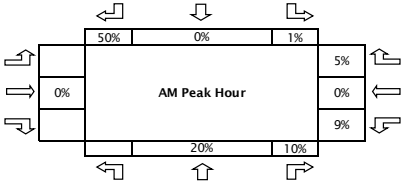
Volume Summaries

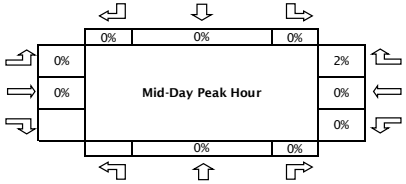


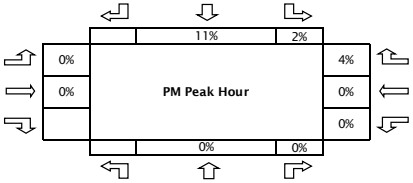




Heavy Vehicle Percentage







APPENDIX D

Traffic Data (Forecasts)

Select Zone Distribution

R2737-85 Street SW Land Assembly TIA

Client: Amrit Uppal, P. Eng.
Bunt & Associates

Prepared By: Xiaolin Qin, P. Eng.
May 21, 2025

Notes:
Databank: 2048 041025-INT Scenario Series

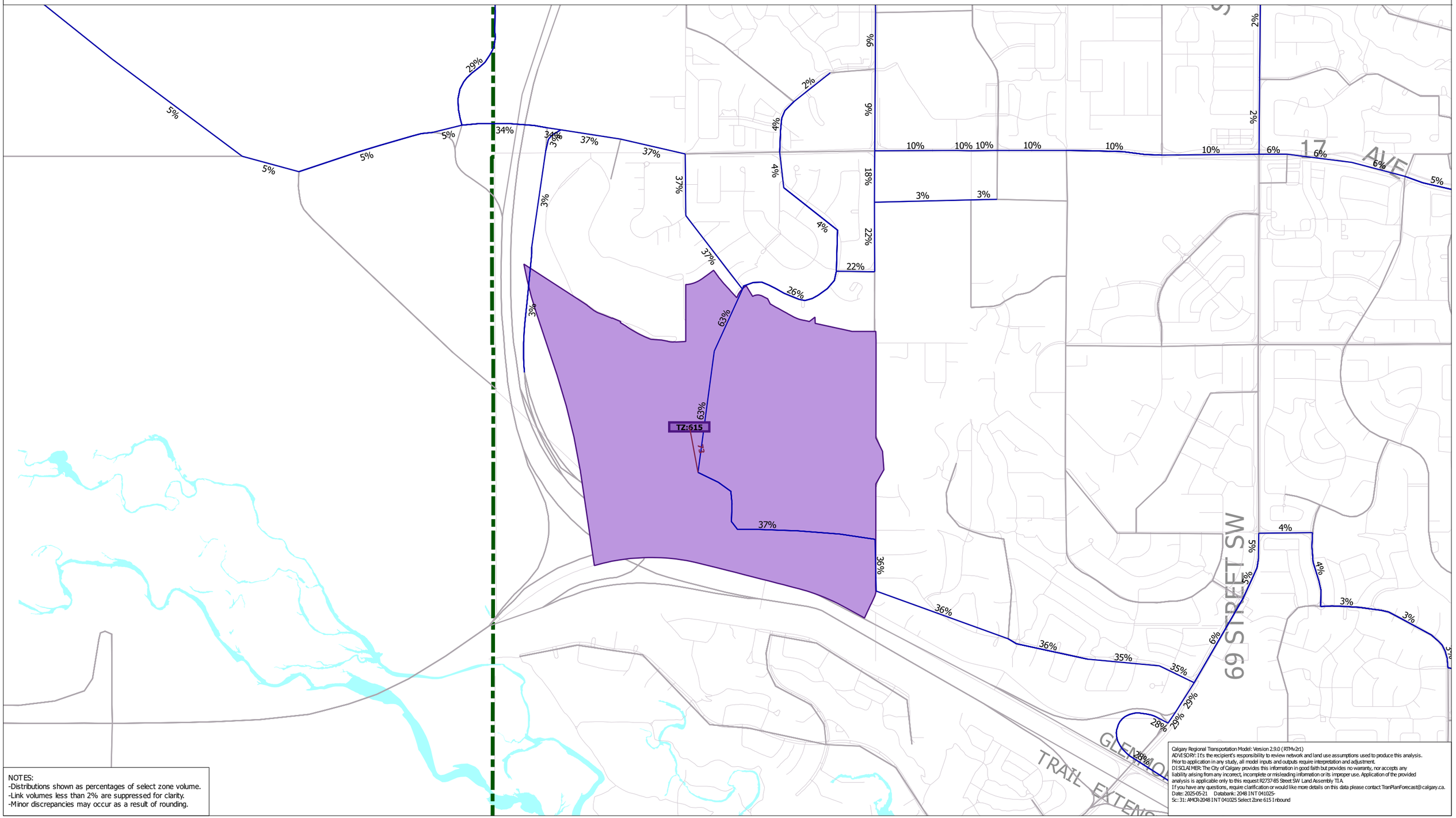
If you have questions or would like additional details please contact TranPlanForecast@calgary.ca.

ADVISORY: It's the recipient's responsibility to review network and land use assumptions used to produce this analysis. Prior to application in any study, all model inputs and outputs require interpretation and adjustment.
DISCLAIMER: The City of Calgary provides this information in good faith but provides no warranty, nor accepts any liability arising from any incorrect, incomplete or misleading information or its improper use. Application of the provided analysis is applicable only to this request R2737-85 Street SW Land Assembly TIA.

Inbound Distribution for Zone(s): 615
2048 INT - AM Crown

Project: R2737-85 Street SW Land Assembly TIA
Total Inbound Select Zone Volume = 73 veh/hr

Standard Scenario: INT Scenario Series (Run ID: 041025)



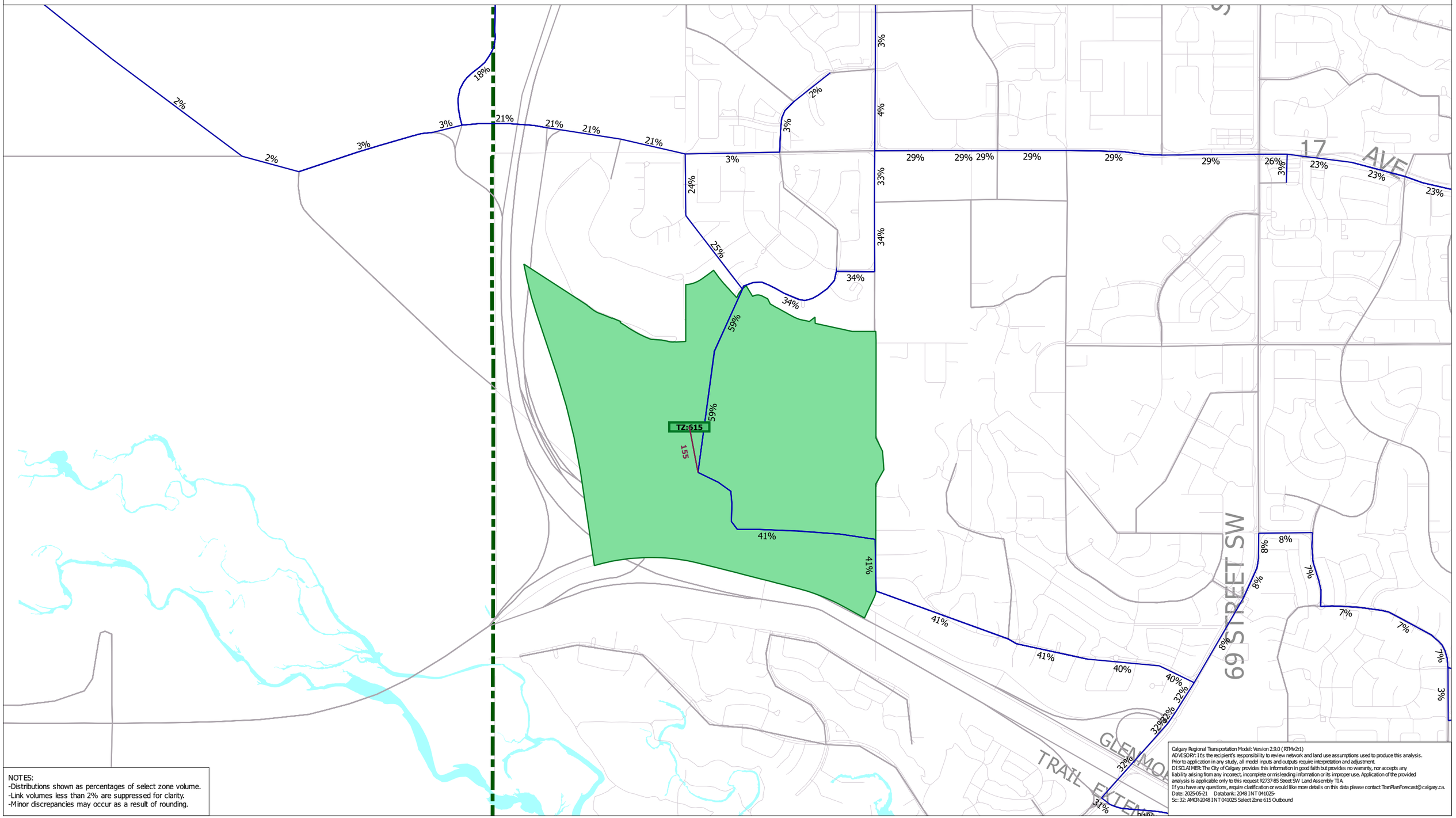
NOTES:
-Distributions shown as percentages of select zone volume.
-Link volumes less than 2% are suppressed for clarity.
-Minor discrepancies may occur as a result of rounding.

Calgary Regional Transportation Model: Version 2.9.0 (RTMv2r1)
ADVISORY: It's the recipient's responsibility to review network and land use assumptions used to produce this analysis. Prior to application in any study, all model inputs and outputs require interpretation and adjustment.
DISCLAIMER: The City of Calgary provides this information in good faith but provides no warranty, nor accepts any liability arising from any incorrect, incomplete or misleading information or its improper use. Application of the provided analysis is applicable only to this request R2737-85 Street SW Land Assembly TIA
If you have any questions, require clarification or would like more details on this data please contact TranPlanForecast@calgary.ca.
Date: 2025-05-21 Databank: 2048 INT 041025-
Sc: 31: AMCR-2048 INT 041025 Select Zone 615 Inbound

Outbound Distribution for Zone(s): 615
2048 INT - AM Crown

Project: R2737-85 Street SW Land Assembly TIA
Total Outbound Select Zone Volume = 156 veh/hr

Standard Scenario: INT Scenario Series (Run ID: 041025)



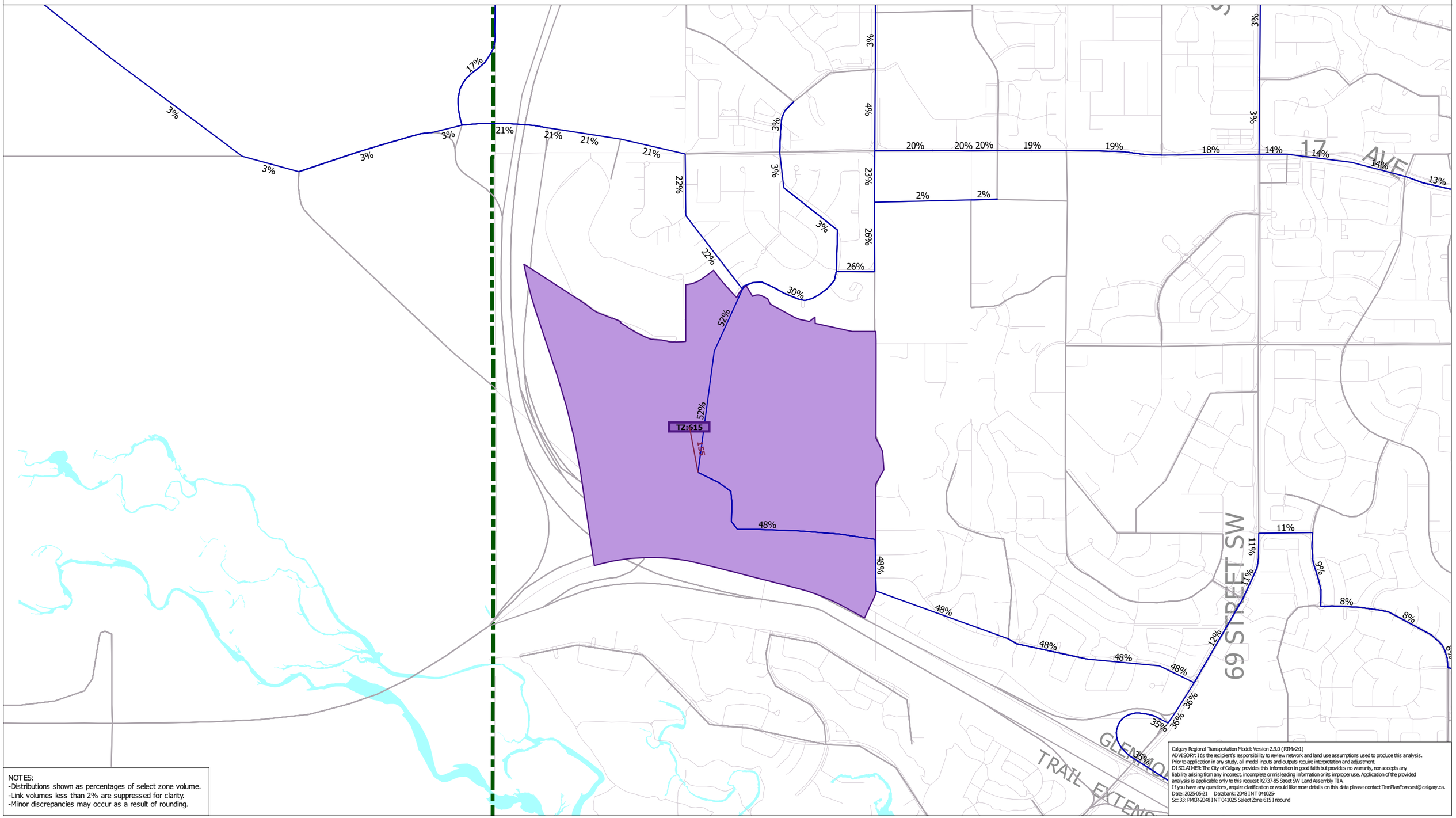
NOTES:
-Distributions shown as percentages of select zone volume.
-Link volumes less than 2% are suppressed for clarity.
-Minor discrepancies may occur as a result of rounding.

Calgary Regional Transportation Model: Version 2.9.0 (RTMv2r1)
ADVISORY: It's the recipient's responsibility to review network and land use assumptions used to produce this analysis. Prior to application in any study, all model inputs and outputs require interpretation and adjustment.
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If you have any questions, require clarification or would like more details on this data please contact TranPlanForecast@calgary.ca.
Date: 2025-05-21 Databank: 2048 INT 041025-
Sc: 32: AMCR-2048 INT 041025 Select Zone 615 Outbound

Inbound Distribution for Zone(s): 615
2048 INT - PM Crown

Project: R2737-85 Street SW Land Assembly TIA
Total Inbound Select Zone Volume = 155 veh/hr

Standard Scenario: INT Scenario Series (Run ID: 041025)



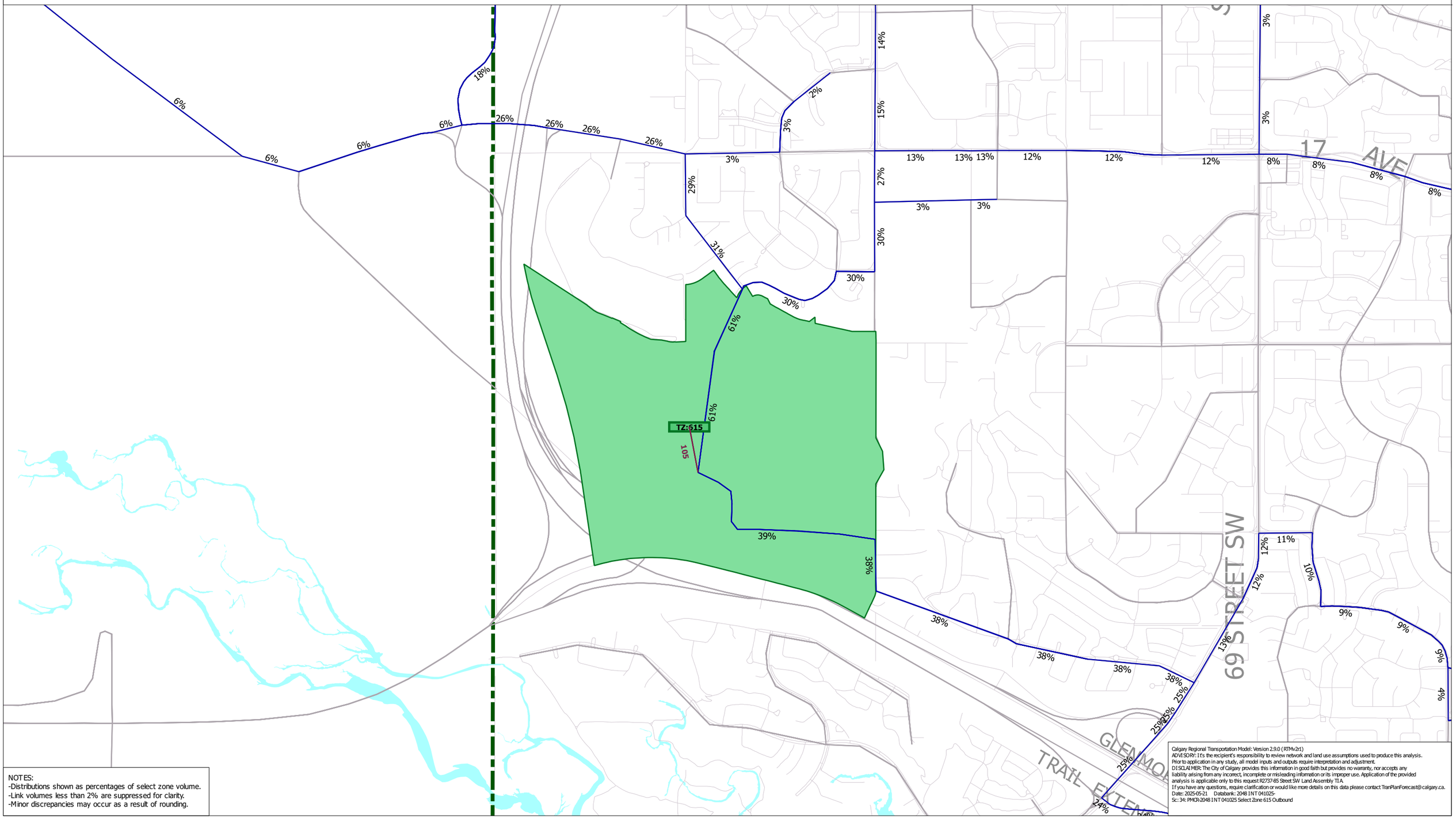
NOTES:
-Distributions shown as percentages of select zone volume.
-Link volumes less than 2% are suppressed for clarity.
-Minor discrepancies may occur as a result of rounding.

Calgary Regional Transportation Model: Version 2.9.0 (RTMv2r1)
ADVISORY: It's the recipient's responsibility to review network and land use assumptions used to produce this analysis. Prior to application in any study, all model inputs and outputs require interpretation and adjustment.
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If you have any questions, require clarification or would like more details on this data please contact TranPlanForecast@calgary.ca.
Date: 2025-05-21 Databank: 2048 INT 041025-
Sc: 33: PMCR-2048 INT 041025 Select Zone 615 Inbound

Outbound Distribution for Zone(s): 615
2048 INT - PM Crown

Project: R2737-85 Street SW Land Assembly TIA
Total Outbound Select Zone Volume = 106 veh/hr

Standard Scenario: INT Scenario Series (Run ID: 041025)



NOTES:
-Distributions shown as percentages of select zone volume.
-Link volumes less than 2% are suppressed for clarity.
-Minor discrepancies may occur as a result of rounding.

Calgary Regional Transportation Model: Version 2.9.0 (RTMv2r1)
ADVISORY: It's the recipient's responsibility to review network and land use assumptions used to produce this analysis. Prior to application in any study, all model inputs and outputs require interpretation and adjustment.
DISCLAIMER: The City of Calgary provides this information in good faith but provides no warranty, nor accepts any liability arising from any incorrect, incomplete or misleading information or its improper use. Application of the provided analysis is applicable only to this request R2737-85 Street SW Land Assembly TIA
If you have any questions, require clarification or would like more details on this data please contact TranPlanForecast@calgary.ca.
Date: 2025-05-21 Databank: 2048 INT 041025-
Sc: 34: PMCR-2048 INT 041025 Select Zone 615 Outbound

R2737-85 St SW Land Assembly TIA
Transportation Forecast
ISC: Unrestricted
May 27,2025
RTM Database Used:
2018 041025 - INT Scenario Series
2048 041025 - INT Scenario Series

Understanding turning movement diagrams:

NB	Northbound	I	In (entering intersection)
SB	Southbound	O	Out (leaving intersection)
EB	Eastbound	R	Right turn
WB	Westbound	T	Through
Trucks	Inbound Truck %	L	Left Turn



AM Peak Hour Forecast (2048 Horizon)

Cortina Drive SW

Trucks	SBI	SBR	SBT	SBL	NBO	
0%						5% Trucks
WBO 580			N/A			450 WBI
EBL 0						0 WBR
17 Avenue SW EBT 450		Freeflow		Freeflow		380 WBT 17 Avenue SW
EBR 70						70 WBL
EBI 520			Stop			580 EBO
Trucks 2%						
	140	200	0	130	330	2% Trucks
	SBO	NBL	NBT	NBR	NBI	

Cortina Drive SW

St. Moritz Drive SW

Trucks	SBI	SBR	SBT	SBL	NBO	
4%	410	200	40	170	420	2% Trucks
WBO 450			Signal			400 WBI
EBL 220						150 WBR
17 Avenue SW EBT 310		Signal		Signal		210 WBT 17 Avenue SW
EBR 50						40 WBL
EBI 580			Signal			590 EBO
Trucks 2%						
	130	40	50	110	200	3% Trucks
	SBO	NBL	NBT	NBR	NBI	

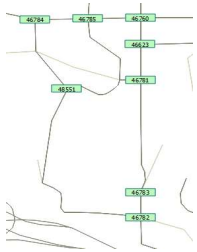
St. Moritz Drive SW

85 Street SW

Trucks	SBI	SBR	SBT	SBL	NBO	
2%	690	80	150	460	560	3% Trucks
WBO 400			Signal			680 WBI
EBL 100						330 WBR
17 Avenue SW EBT 460		Signal		Signal		280 WBT 17 Avenue SW
EBR 30						70 WBL
EBI 590			Signal			1,050 EBO
Trucks 1%						
	250	40	130	130	300	4% Trucks
	SBO	NBL	NBT	NBR	NBI	

85 Street SW

Intersection locations



85 Street SW

Trucks	SBI	SBR	SBT	SBL	NBO	
2%	250	0	240	10	300	1% Trucks
WBO			Freeflow			30 WBI
EBL						10 WBR
19 Avenue SW EBT		N/A		Stop		0 WBT 19 Avenue SW
EBR						20 WBL
EBI			Freeflow			20 EBO
Trucks 0%						
	260	0	290	10	300	3% Trucks
	SBO	NBL	NBT	NBR	NBI	

85 Street SW

St. Moritz Drive SW

Trucks	SBI	SBR	SBT	SBL	NBO	
14%	70	30	40	0	120	0% Trucks
WBO 80			Freeflow			WBI
EBL 40						WBR
Cortina Drive SW EBT 0		Stop		N/A		WBT Cortina Drive SW
EBR 40						WBL
EBI 80			Freeflow			EBO
Trucks 15%						
	80	50	80	0	130	6% Trucks
	SBO	NBL	NBT	NBR	NBI	

St. Moritz Drive SW

85 Street SW

Trucks	SBI	SBR	SBT	SBL	NBO	
2%	260	80	180	0	300	0% Trucks
WBO 110			Freeflow			WBI
EBL 130						WBR
Val Gardena Boulevard SW/Spring G EBT 0		Stop		N/A		WBT loulevard SW/Spring Greek Green SW
EBR 40						WBL
EBI 170			Freeflow			EBO
Trucks 6%						
	220	30	170	0	200	1% Trucks
	SBO	NBL	NBT	NBR	NBI	

85 Street SW

85 Street SW

Trucks	SBI	SBR	SBT	SBL	NBO	
3%	130	0	110	20	170	1% Trucks
WBO			Freeflow			90 WBI
EBL						40 WBR
Timberline Gate SW EBT		N/A		TZ Connector		0 WBT Timberline Gate SW
EBR						50 WBL
EBI			Freeflow			30 EBO
Trucks 0%						
	160	0	130	10	140	9% Trucks
	SBO	NBL	NBT	NBR	NBI	

85 Street SW

85 Street SW

Trucks	SBI	SBR	SBT	SBL	NBO	
1%	160	10	140	10	140	2% Trucks
WBO 60			Freeflow			40 WBI
EBL 10						20 WBR
34 Avenue SW/200 Fortress E EBT 10		Stop		TZ Connector		10 WBT nue SW/200 Fortress Bay SW
EBR 70						10 WBL
EBI 90			Freeflow			30 EBO
Trucks 8%						
	220	40	110	10	160	6% Trucks
	SBO	NBL	NBT	NBR	NBI	

85 Street SW

R2737-85 St SW Land Assembly TIA
Transportation Forecast
ISC: Unrestricted
May 27,2025
RTM Database Used:
2018 041025 - INT Scenario Series
2048 041025 - INT Scenario Series

Understanding turning movement diagrams:

NB	Northbound	I	In (entering intersection)
SB	Southbound	O	Out (leaving intersection)
EB	Eastbound	R	Right turn
WB	Westbound	T	Through
Trucks	Inbound Truck %	L	Left Turn

PM Peak Hour Forecast (2048 Horizon)

Cortina Drive SW

Trucks	SBI	SBR	SBT	SBL	NBO
0%					

					3%	Trucks
WBO	590		N/A		560	WBI
EBL	0				0	WBR
EBT	530	Freeflow		Freeflow	480	WBT
EBR	200				80	WBL
EBI	730		Stop		590	EBO
Trucks	1%					

280	110	0	60	170	3%	
SBO	NBL	NBT	NBR	NBI	Trucks	

17 Avenue SW — 17 Avenue SW

Cortina Drive SW

St. Moritz Drive SW

Trucks	SBI	SBR	SBT	SBL	NBO
6%	320	200	40	80	310

					1%	Trucks
WBO	560		Signal		530	WBI
EBL	180				100	WBR
EBT	370	Signal		Signal	330	WBT
EBR	40				100	WBL
EBI	590		Signal		530	EBO
Trucks	1%					

180	30	30	80	140	5%	
SBO	NBL	NBT	NBR	NBI	Trucks	

17 Avenue SW — 17 Avenue SW

St. Moritz Drive SW

85 Street SW

Trucks	SBI	SBR	SBT	SBL	NBO
2%	610	140	150	320	750

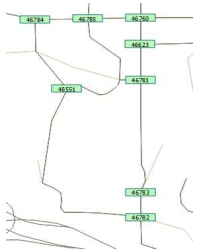
					2%	Trucks
WBO	530		Signal		970	WBI
EBL	120				500	WBR
EBT	350	Signal		Signal	360	WBT
EBR	60				110	WBL
EBI	530		Signal		750	EBO
Trucks	1%					

320	30	130	80	240	5%	
SBO	NBL	NBT	NBR	NBI	Trucks	

17 Avenue SW

85 Street SW

Intersection locations



St. Moritz Drive SW

Trucks	SBI	SBR	SBT	SBL	NBO
5%	90	20	70	0	70

					0%	Trucks
WBO	70		Freeflow			WBI
EBL	20					WBR
EBT	0	Stop		N/A		WBT
EBR	50					WBL
EBI	70		Freeflow			EBO
Trucks	8%					

120	50	50	0	100	7%	
SBO	NBL	NBT	NBR	NBI	Trucks	

Cortina Drive SW — Cortina Drive SW

St. Moritz Drive SW

85 Street SW

Trucks	SBI	SBR	SBT	SBL	NBO
1%	320	0	310	10	240

					1%	Trucks
WBO			Freeflow		40	WBI
EBL					10	WBR
EBT			N/A		0	WBT
EBR					30	WBL
EBI			Freeflow		30	EBO
Trucks	0%					

340	0	230	20	250	3%	
SBO	NBL	NBT	NBR	NBI	Trucks	

19 Avenue SW — 19 Avenue SW

85 Street SW

85 Street SW

Trucks	SBI	SBR	SBT	SBL	NBO
1%	340	150	190	0	250

					0%	Trucks
WBO	180		Freeflow			WBI
EBL	120					WBR
EBT	0	Stop		N/A		WBT
EBR	30					WBL
EBI	150		Freeflow			EBO
Trucks	6%					

220	30	130	0	160	1%	
SBO	NBL	NBT	NBR	NBI	Trucks	

Val Gardena Boulevard SW/Spring G — oulevard SW/Spring Greek Green SW

85 Street SW

85 Street SW

Trucks	SBI	SBR	SBT	SBL	NBO
6%	160	0	120	40	120

					1%	Trucks
WBO			Freeflow		60	WBI
EBL					30	WBR
EBT			N/A		0	WBT
EBR					30	WBL
EBI			Freeflow		90	EBO
Trucks	0%					

150	0	90	50	140	3%	
SBO	NBL	NBT	NBR	NBI	Trucks	

Timberline Gate SW — Timberline Gate SW

85 Street SW

85 Street SW

Trucks	SBI	SBR	SBT	SBL	NBO
2%	150	10	130	10	140

					1%	Trucks
WBO	100		Freeflow		30	WBI
EBL	10				10	WBR
EBT	10	Stop		TZ Connector	10	WBT
EBR	50				10	WBL
EBI	70		Freeflow		30	EBO
Trucks	8%					

190	80	120	10	210	4%	
SBO	NBL	NBT	NBR	NBI	Trucks	

34 Avenue SW/200 Fortress E — nue SW/200 Fortress Bay SW

85 Street SW

APPENDIX E

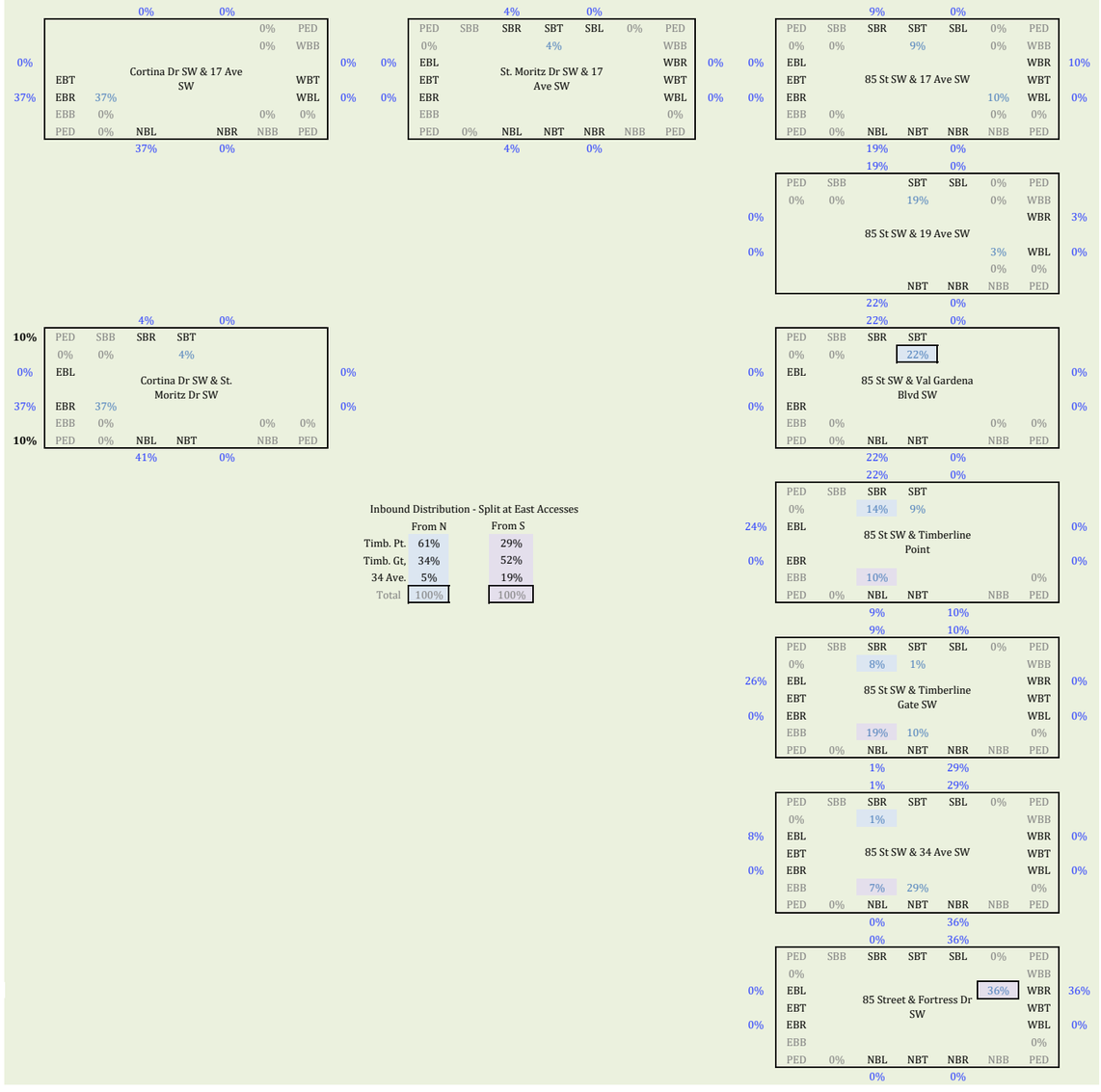
Traffic Volumes

Scenario: Opening Day 2048

Land Use	Density	Trip Rates						Trip Generation					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		Rate	In %	Out %	Rate	In %	Out %	Total	In	Out	Total	In	Out
Retail 1	15,070 sq. ft.	2.00	60%	40%	6.00	50%	50%	30	18	12	90	45	45
SF Detached (R-G)	750 units	0.70	27%	73%	0.93	62%	38%	525	142	383	698	433	265
SF Attached (R-Gm)	19 units	0.47	25%	75%	0.51	57%	43%	9	2	7	10	6	4
MF Low (M-G)	240 units	0.41	24%	76%	0.52	62%	38%	98	24	74	125	78	47
MF Mid (M-2)	302 units	0.38	23%	77%	0.38	64%	36%	115	26	89	115	74	41
Elementary School	500 studer	0.74	54%	46%	0.16	46%	54%	370	200	170	80	37	43
							Total Single-Use Trips	1147	412	735	1118	673	445
Residential Internal Capture			*1%*	*1%*		*2%*	*1%*	*-5*	*-2*	*-3*	*-18*	*-13*	*-5*
Commercial Internal Capture			*15%*	*14%*		*10%*	*25%*	*-5*	*-3*	*-2*	*-18*	*-5*	*-13*
Commercial Pass-By				*40%*			*40%*	*-12*	*-6*	*-6*	*-34*	*-17*	*-17*
School Internal Capture				*-50%*			*-50%*	*-186*	*-93*	*-93*	*-40*	*-20*	*-20*
							Total New External Trips	**939**	**308**	**631**	**1008**	**618**	**390**

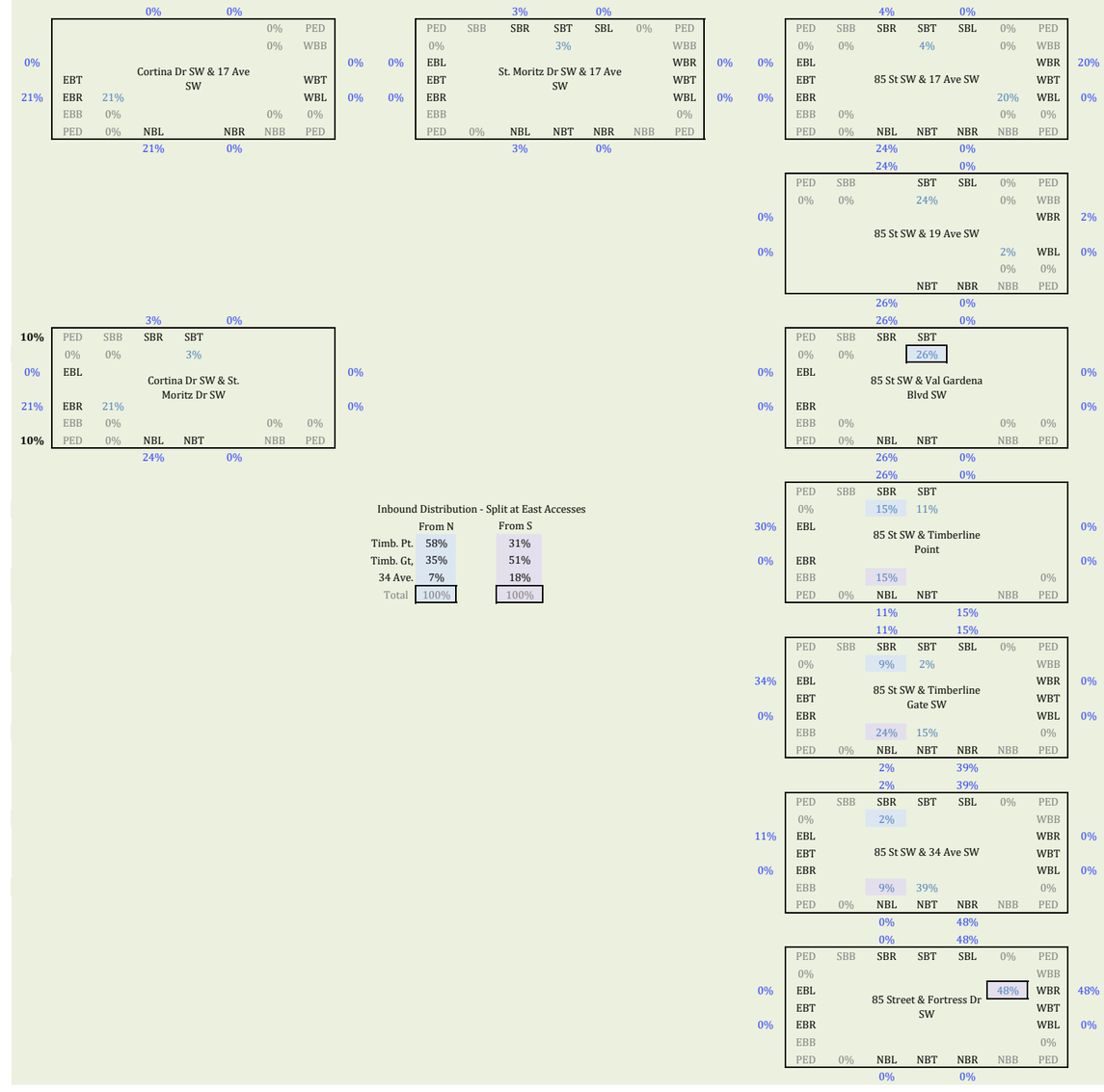
Site Traffic Distributions - Res In

99% 99%

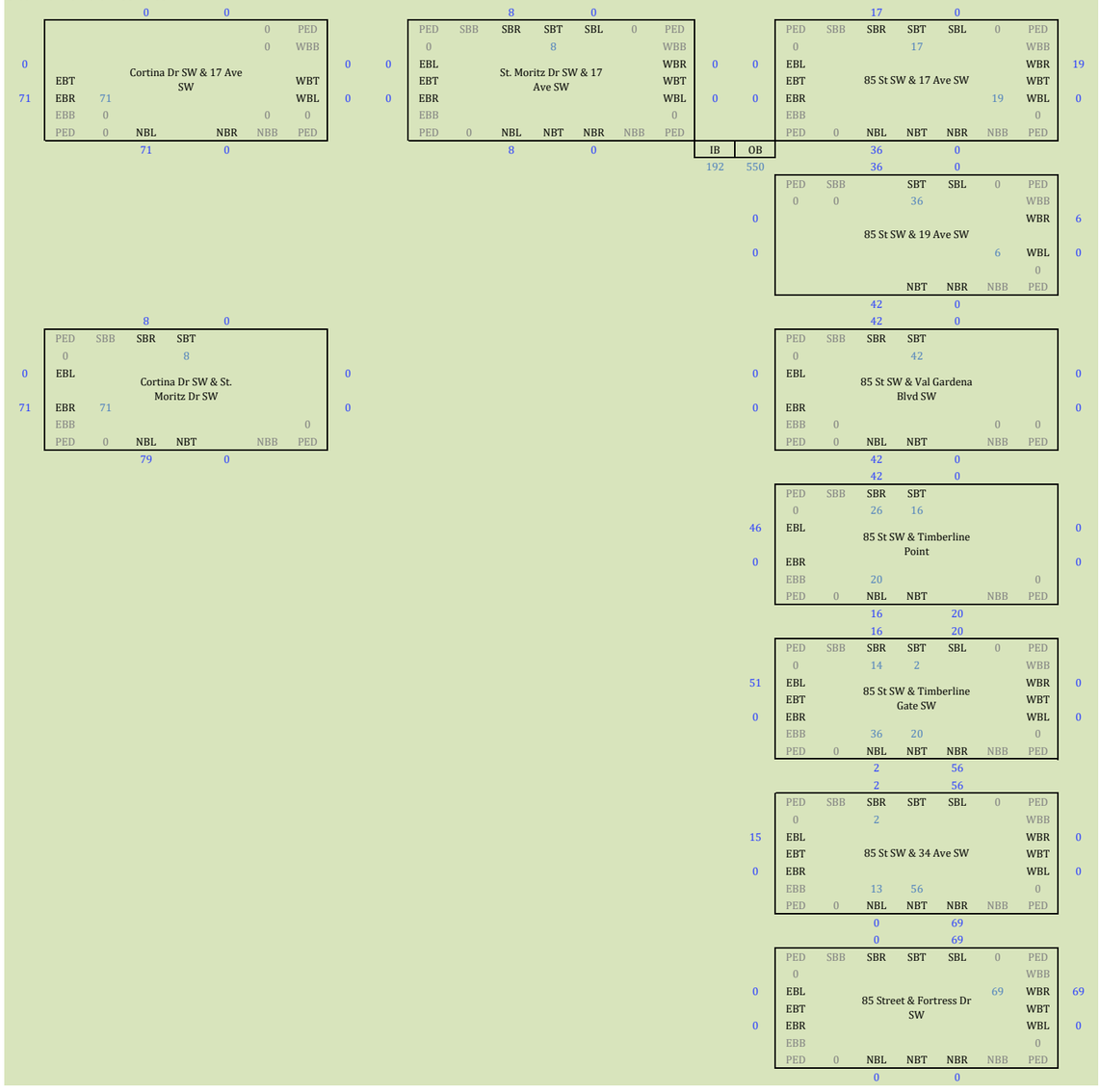


Site Traffic Distributions - Res In

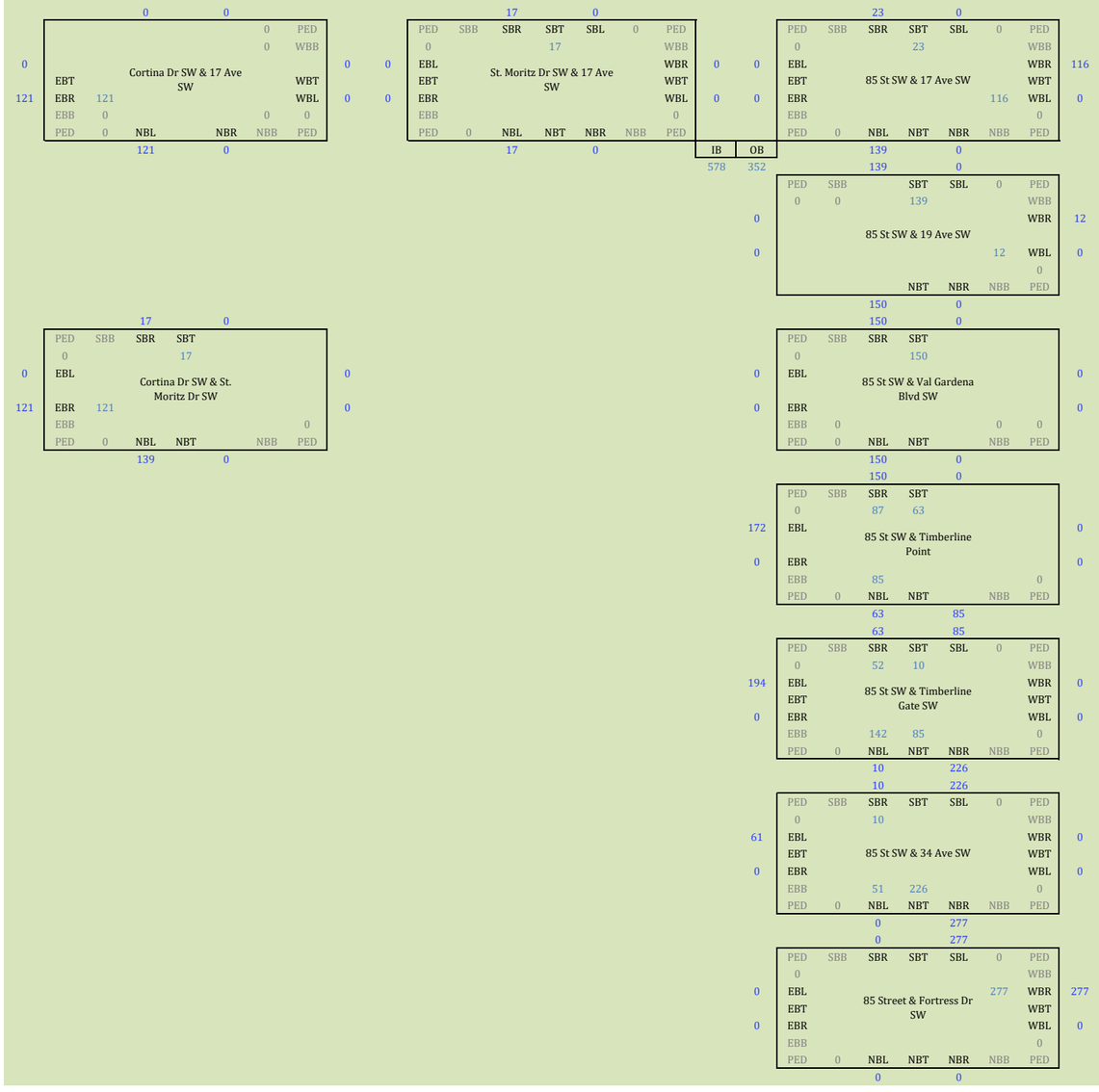
98% 98%



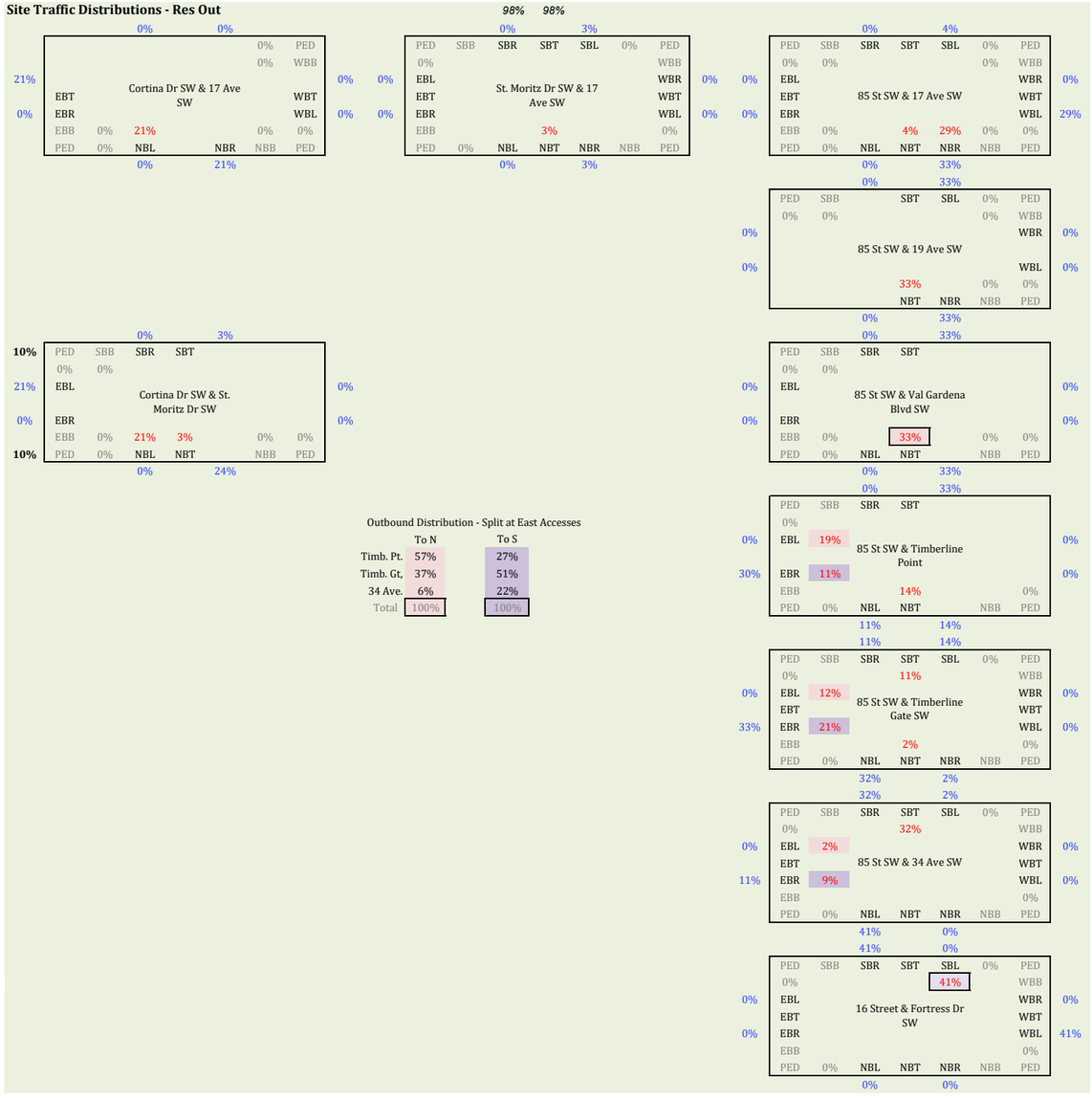
Site Traffic Volumes - Res In



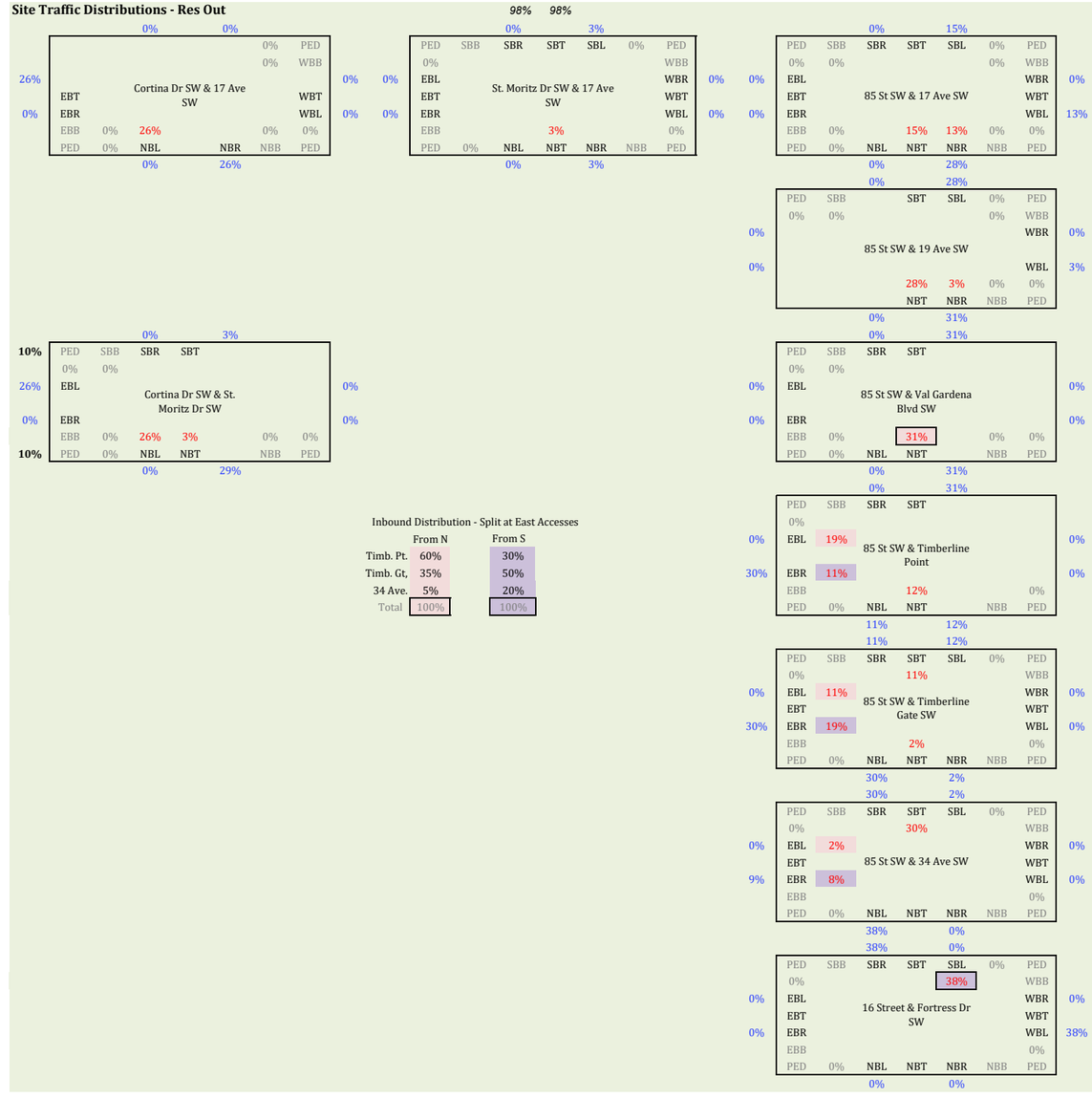
Site Traffic Volumes - Res In



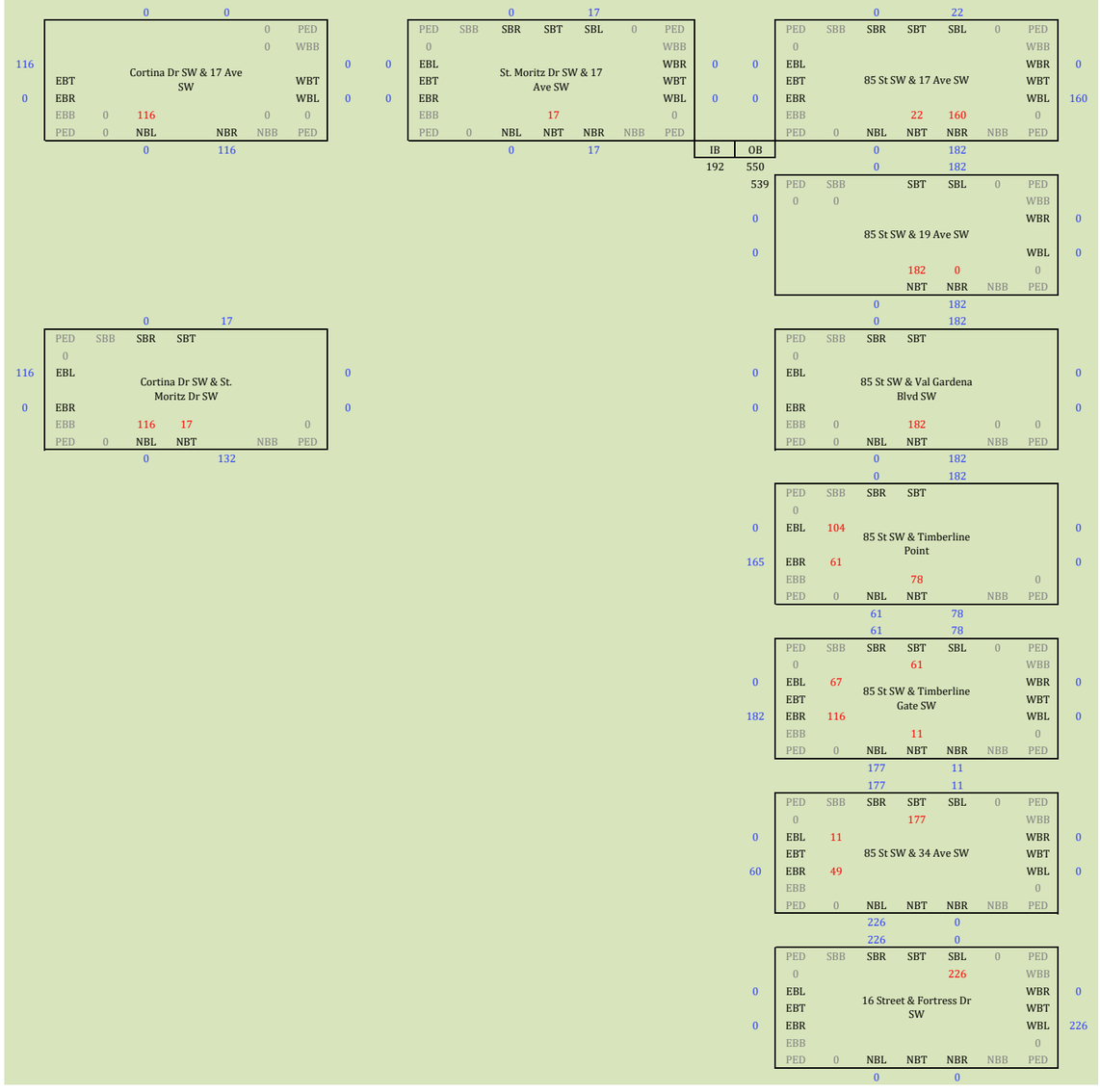
Site Traffic Distributions - Res Out



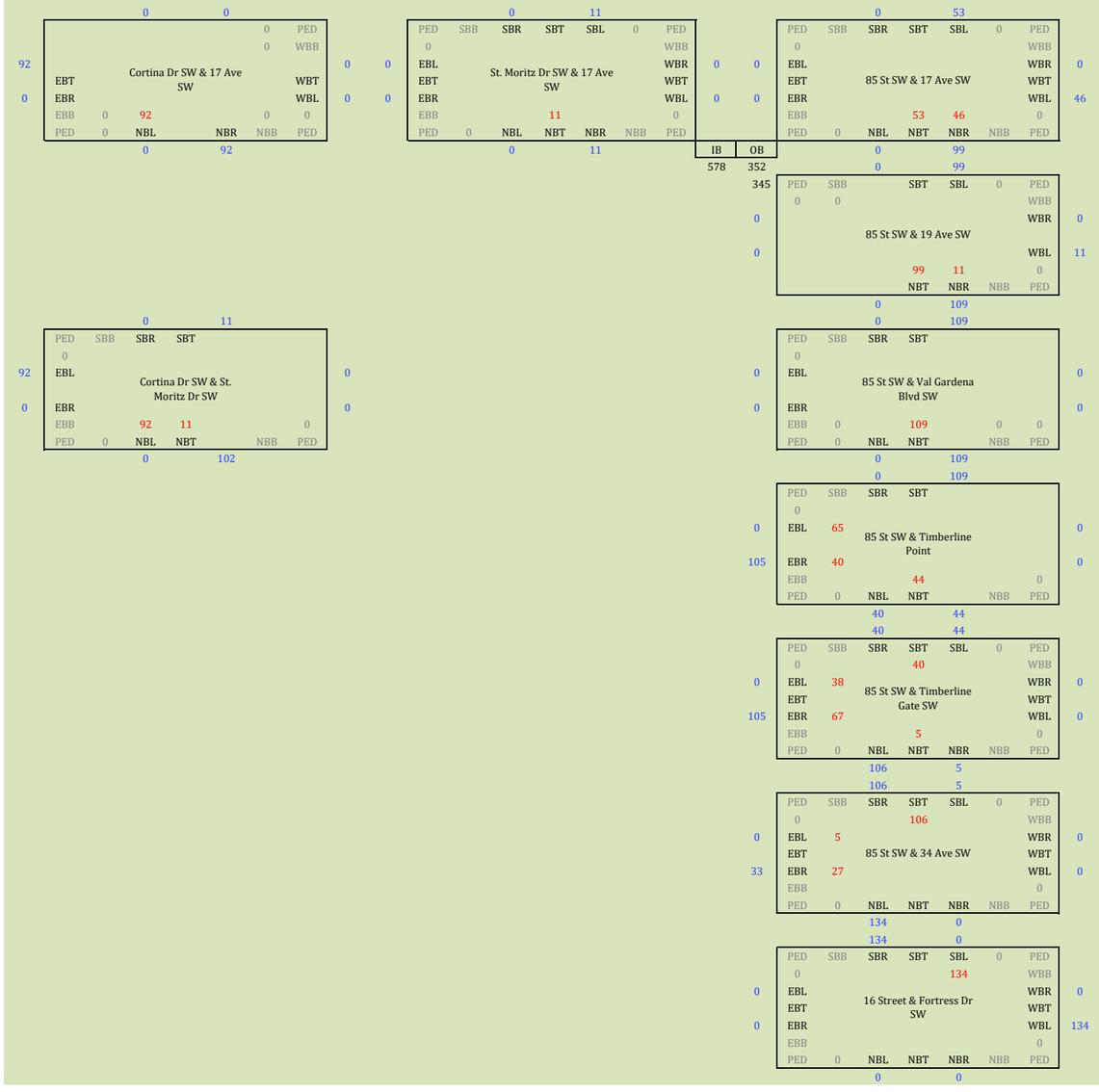
Site Traffic Distributions - Res Out



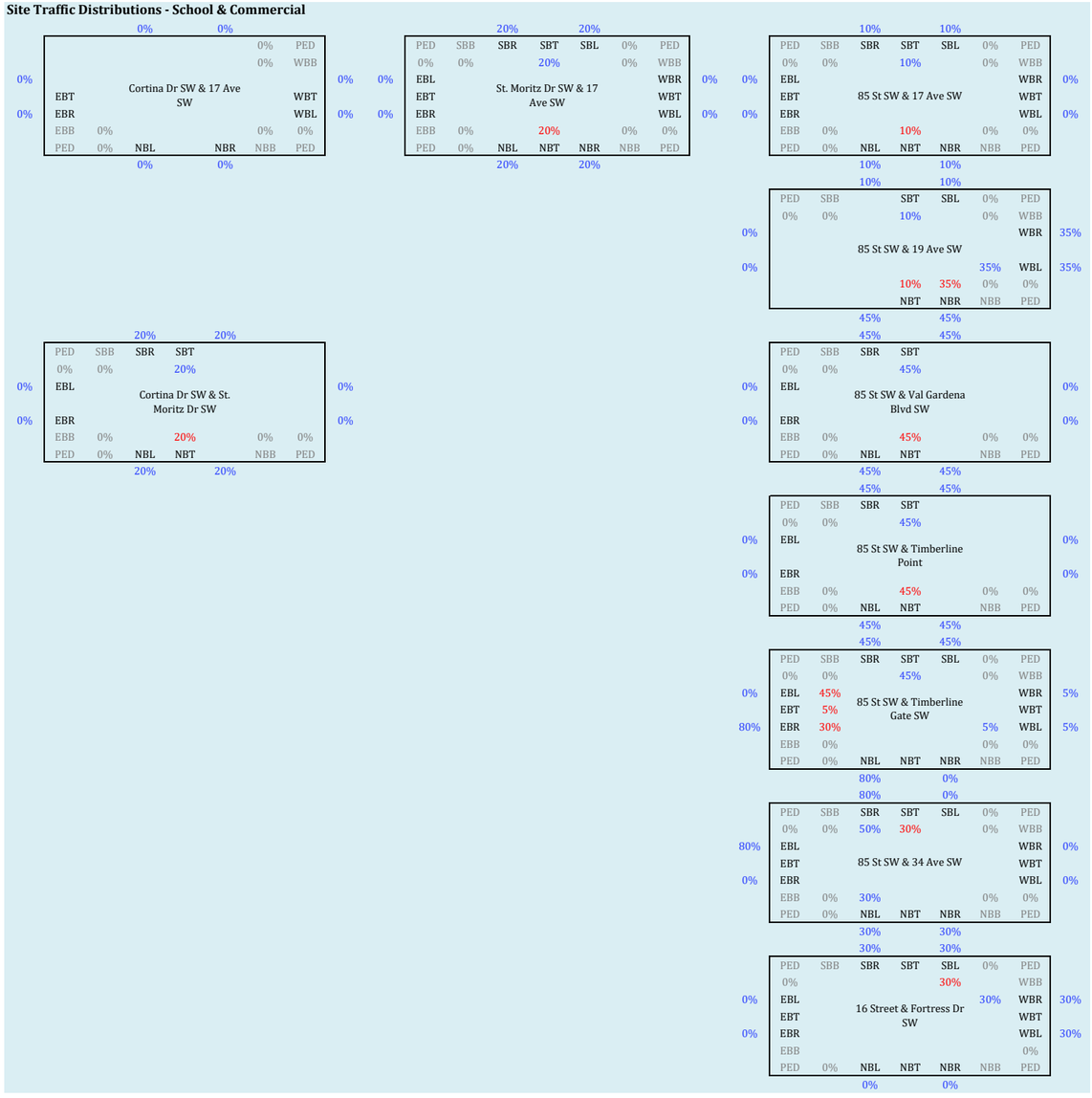
Site Traffic Volumes - Res Out



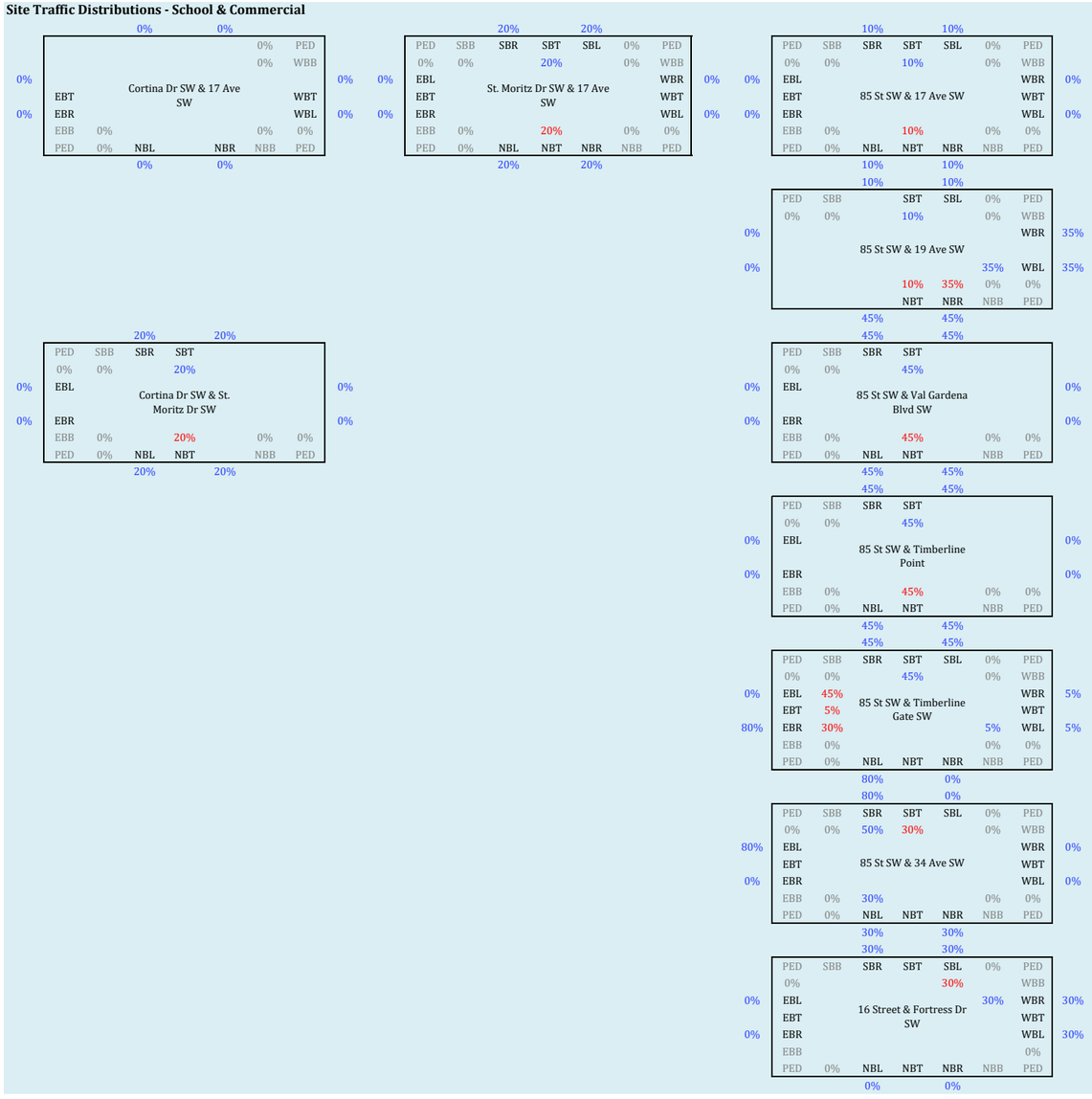
Site Traffic Volumes - Res Out



Site Traffic Distributions - School & Commercial



Site Traffic Distributions - School & Commercial



Site Traffic Volumes - School & Commercial

Cortina Dr SW & 17 Ave SW

	PED	SBB	SBR	SBT	SBL	0	PED
						0	WBB
0	EBL						WBR
	EBT						WBT
0	EBR						WBL
	EBB	0				0	0
	PED	0	NBL		NBR	NBB	PED

0 0

St. Moritz Dr SW & 17 Ave SW

	PED	SBB	SBR	SBT	SBL	0	PED
	0	0		23		0	WBB
0	EBL						WBR
	EBT						WBT
0	EBR						WBL
	EBB	0		16		0	0
	PED	0	NBL	NBT	NBR	NBB	PED

23 16

0 0

85 St SW & 17 Ave SW

	PED	SBB	SBR	SBT	SBL	0	PED
	0	0		12		0	WBB
0	EBL						WBR
	EBT						WBT
0	EBR						WBL
	EBB	0		8		0	0
	PED	0	NBL	NBT	NBR	NBB	PED

12 8

0 0

IB	OB
116	81
116	81

85 St SW & 19 Ave SW

	PED	SBB	SBR	SBT	SBL	0	PED
	0	0		12		0	WBB
0							WBR
0						41	WBL
				8	28	0	0
				NBT	NBR	NBB	PED

52 36

Cortina Dr SW & St. Moritz Dr SW

	PED	SBB	SBR	SBT			
	0	0		23			
0	EBL						0
0	EBR						0
	EBB	0		16		0	0
	PED	0	NBL	NBT		NBB	PED

23 16

52 36

85 St SW & Val Gardena Blvd SW

	PED	SBB	SBR	SBT			
	0	0		52			
0	EBL						0
0	EBR						0
	EBB	0		36		0	0
	PED	0	NBL	NBT		NBB	PED

52 36

85 St SW & Timberline Point

	PED	SBB	SBR	SBT			
	0	0		52			
0	EBL						0
0	EBR						0
	EBB	0		36		0	0
	PED	0	NBL	NBT		NBB	PED

52 36

85 St SW & Timberline Gate SW

	PED	SBB	SBR	SBT	SBL	0	PED
	0			52			WBB
0	EBL	36					WBR
	EBT	4					WBT
65	EBR	24				6	WBL
	EBB						0
	PED	0	NBL	NBT	NBR	NBB	PED

6
4
4

82 0

85 St SW & 34 Ave SW

	PED	SBB	SBR	SBT	SBL	0	PED
	0		58	24			WBB
93	EBL						WBR
	EBT						WBT
0	EBR						WBL
	EBB		35				0
	PED	0	NBL	NBT	NBR	NBB	PED

0
0
0

24 35

16 Street & Fortress Dr SW

	PED	SBB	SBR	SBT	SBL	0	PED
	0				24		WBB
0	EBL					35	WBR
	EBT						WBT
0	EBR						WBL
	EBB						0
	PED	0	NBL	NBT	NBR	NBB	PED

35
24
11

0 0

Site Traffic Volumes - School & Commercial

Cortina Dr SW & 17 Ave SW

	PED	SBB	SBR	SBT	SBL	0	PED
						0	WBB
0	EBL						WBR
	EBT						WBT
0	EBR						WBL
	EBB	0				0	0
	PED	0	NBL		NBR	NBB	PED

0 0

St. Moritz Dr SW & 17 Ave SW

	PED	SBB	SBR	SBT	SBL	0	PED
	0	0		8		0	WBB
0	EBL						WBR
	EBT						WBT
0	EBR						WBL
	EBB	0		8		0	0
	PED	0	NBL	NBT	NBR	NBB	PED

8 8

0 0

85 St SW & 17 Ave SW

	PED	SBB	SBR	SBT	SBL	0	PED
	0	0		4		0	WBB
0	EBL						WBR
	EBT						WBT
0	EBR						WBL
	EBB	0		4		0	0
	PED	0	NBL	NBT	NBR	NBB	PED

4 4

0 0

IB	OB
40	38
41	38

85 St SW & 19 Ave SW

	PED	SBB	SBR	SBT	SBL	0	PED
	0	0		4		0	WBB
0							WBR
0						14	WBL
				4	13	0	0
				NBT	NBR	NBB	PED

18 17

Cortina Dr SW & St. Moritz Dr SW

	PED	SBB	SBR	SBT			
	0	0		9			
0	EBL						0
0	EBR						0
	EBB	0		8		0	0
	PED	0	NBL	NBT		NBB	PED

9 8

18 17

85 St SW & Val Gardena Blvd SW

	PED	SBB	SBR	SBT			
	0	0		18			
0	EBL						0
0	EBR						0
	EBB	0		17		0	0
	PED	0	NBL	NBT		NBB	PED

18 17

85 St SW & Timberline Point

	PED	SBB	SBR	SBT			
	0	0		18			
0	EBL						0
0	EBR						0
	EBB	0		17		0	0
	PED	0	NBL	NBT		NBB	PED

18 17

85 St SW & Timberline Gate SW

	PED	SBB	SBR	SBT	SBL	0	PED
	0			18			WBB
0	EBL	17					WBR
	EBT	2					WBT
30	EBR	11				2	WBL
	EBB						0
	PED	0	NBL	NBT	NBR	NBB	PED

2
2
2

31 0

85 St SW & 34 Ave SW

	PED	SBB	SBR	SBT	SBL	0	PED
	0		20	11			WBB
32	EBL						WBR
	EBT						WBT
0	EBR						WBL
	EBB		12				0
	PED	0	NBL	NBT	NBR	NBB	PED

0
0
0

11 12

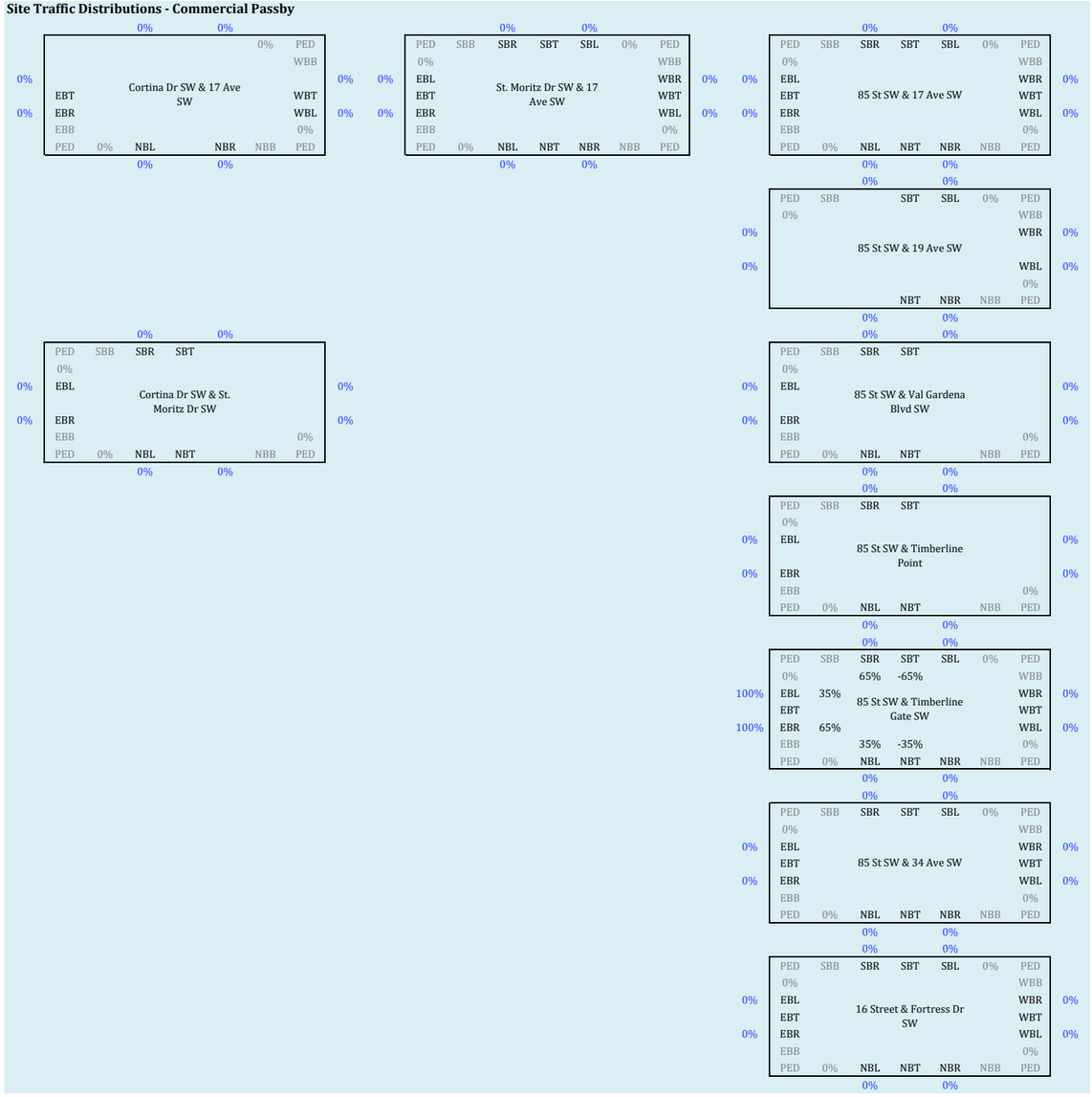
16 Street & Fortress Dr SW

	PED	SBB	SBR	SBT	SBL	0	PED
	0				11		WBB
0	EBL					12	WBR
	EBT						WBT
0	EBR						WBL
	EBB						0
	PED	0	NBL	NBT	NBR	NBB	PED

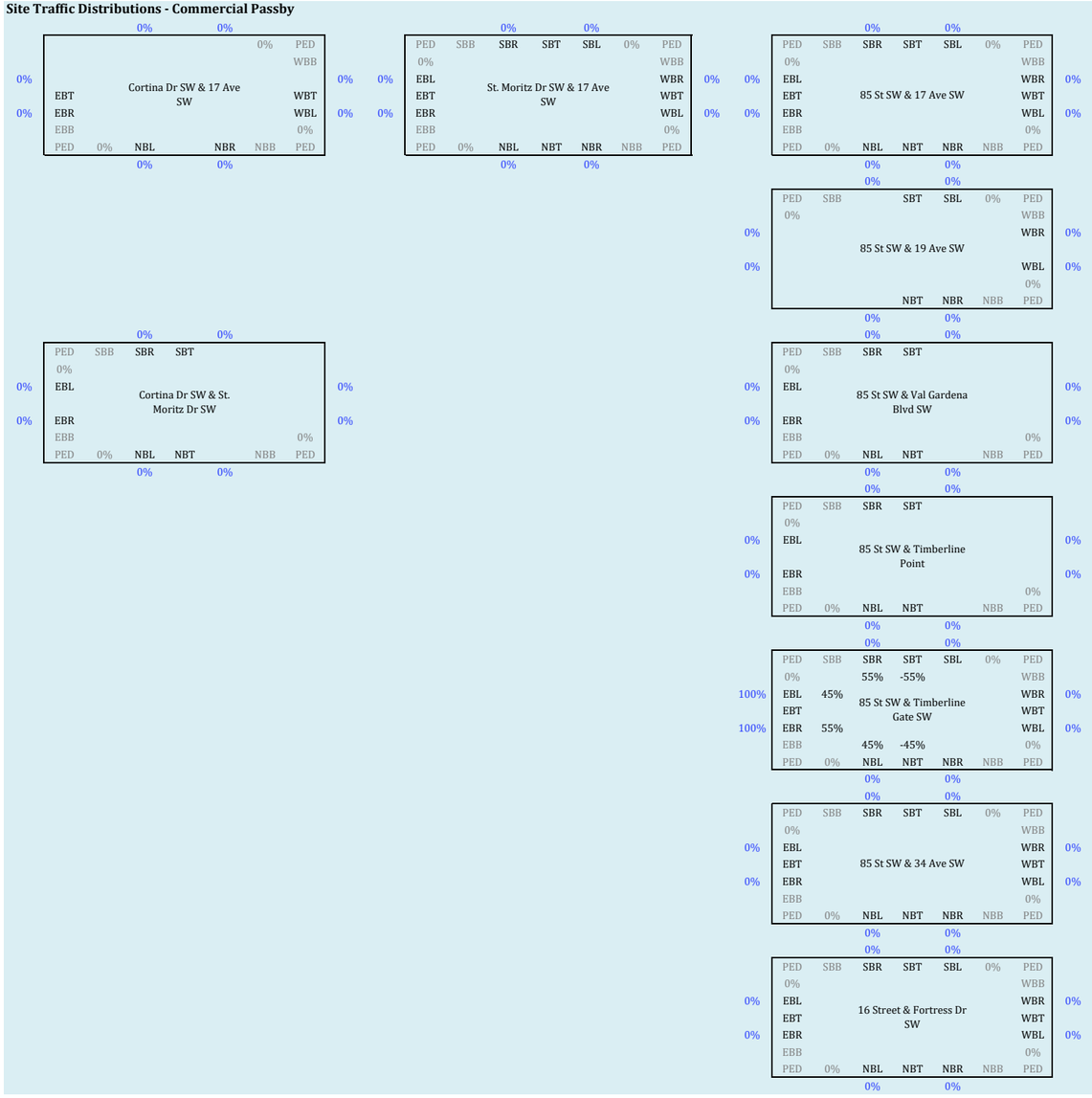
12
11
11

0 0

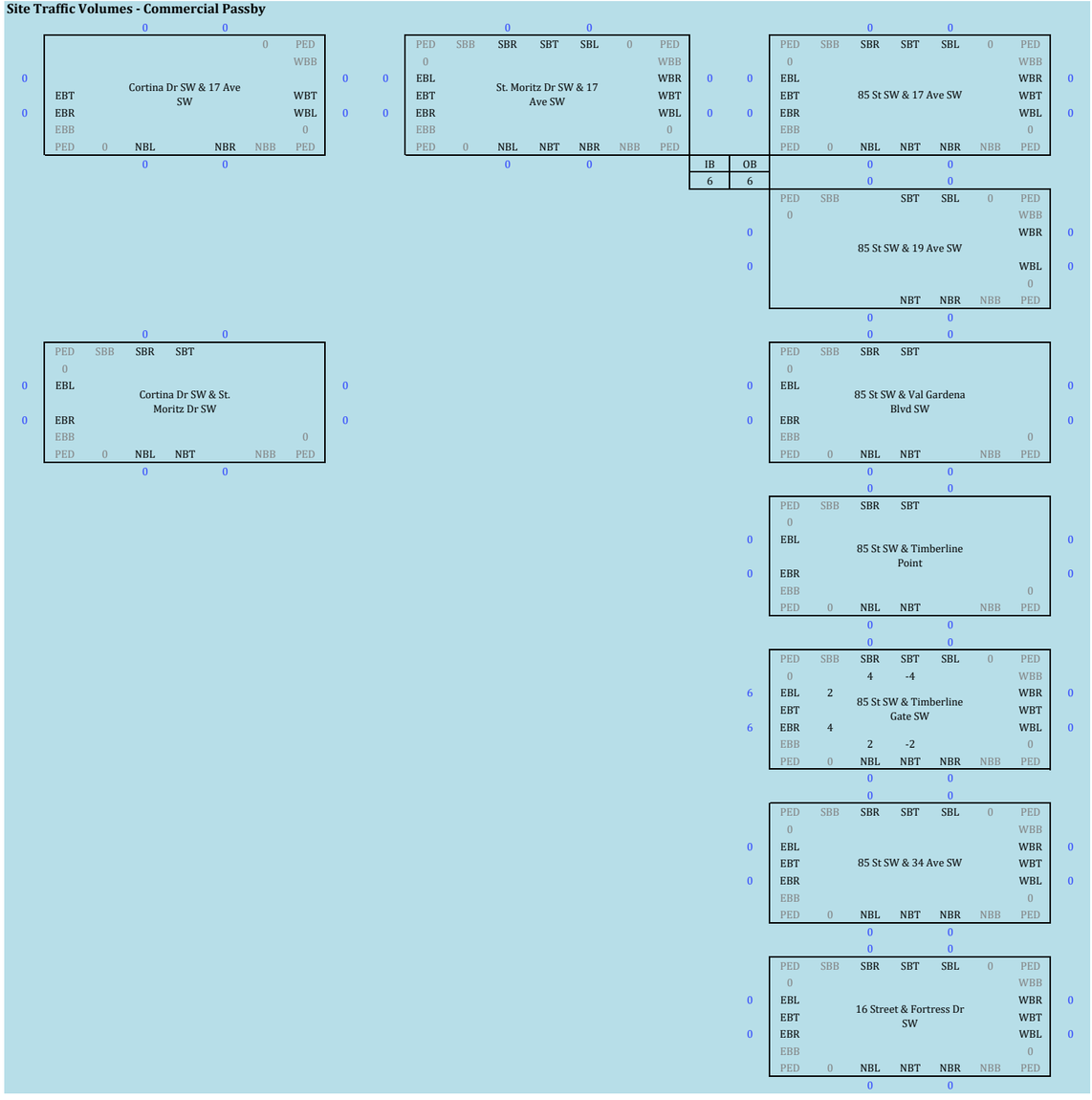
Site Traffic Distributions - Commercial Passby



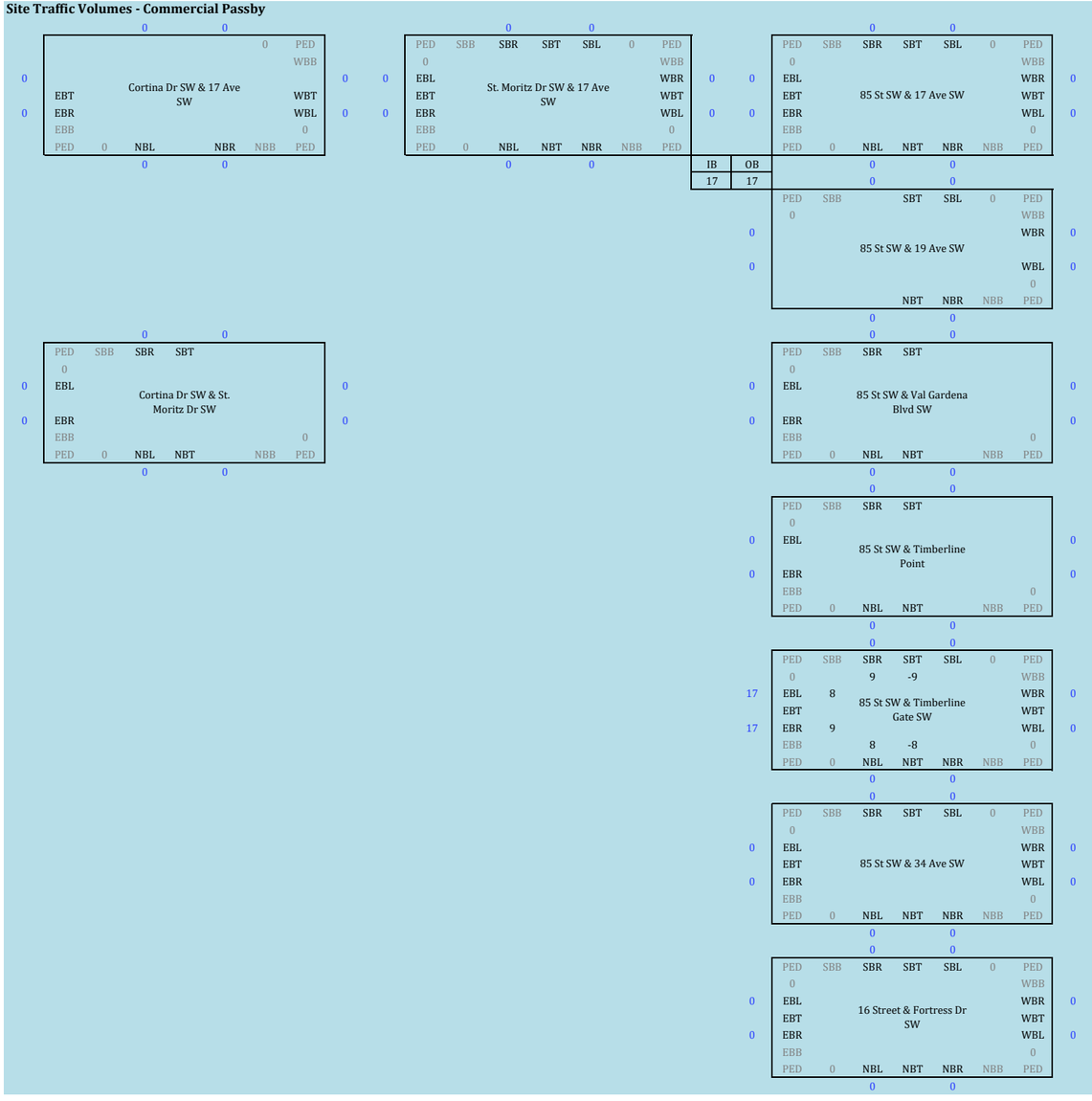
Site Traffic Distributions - Commercial Passby



Site Traffic Volumes - Commercial Passby



Site Traffic Volumes - Commercial Passby



Site Traffic Volumes - Total

Cortina Dr SW & 17 Ave SW

				0	0								
						0	PED	PED	SBB	SBR	SBT	SBL	0
						0	WBB	0	0	0	0	0	0
116								EBL	0				0
	EBT	0				0	WBT	EBT	0				0
71	EBR	71				0	WBL	EBR	0				0
	EBB	0	116		0	0	0	EBB	0	0	33	0	0
	PED	0	NBL		NBR	NBB	PED	PED	0	NBL	NBT	NBR	NBB
			71		116					31		33	

St. Moritz Dr SW & 17 Ave SW

				31	33								
PED	SBB	SBR	SBT	SBL	0	PED							
0	0	0	31	0	0	WBB							
EBL	0				0	WBR	0	0					
EBT	0				0	WBT							
EBR	0				0	WBL	0	0					
EBB	0	0	33	0	0	0							
PED	0	NBL	NBT	NBR	NBB	PED							
		31		33									

85 St SW & 17 Ave SW

				29	30								
PED	SBB	SBR	SBT	SBL	0	PED							
0	0	0	29	0	0	WBB							
EBL	0				0	WBR	19						
EBT	0	85 St SW & 17 Ave SW			0	WBT							
EBR	0				19	WBL	160						
EBB	0	0	30	160	0	0							
PED	0	NBL	NBT	NBR	NBB	PED							
		48		190									

85 St SW & 19 Ave SW

				48	190								
PED	SBB		SBT	SBL	0	PED							
0	0		48	0	0	WBB							
0					0	WBR	46						
		85 St SW & 19 Ave SW											
0					46	WBL	28						
			190	28	0	0							
			NBT	NBR	NBB	PED							
			94	218									

Cortina Dr SW & St. Moritz Dr SW

				31	33								
PED	SBB	SBR	SBT										
0	0	0	31										
EBL	0					0		0					
		Cortina Dr SW & St. Moritz Dr SW											
EBR	71					0		0					
EBB	0	116	33		0	0							
PED	0	NBL	NBT		NBB	PED							
		102	148										

85 St SW & Val Gardena Blvd SW

				94	218								
PED	SBB	SBR	SBT										
0	0	0	94										
EBL	0					0		0					
		85 St SW & Val Gardena Blvd SW											
EBR	0					0		0					
EBB	0	0	218		0	0							
PED	0	NBL	NBT		NBB	PED							
		94	218										

85 St SW & Timberline Point

				94	218								
PED	SBB	SBR	SBT										
0	0	26	69										
46	EBL	104				0							
		85 St SW & Timberline Point											
165	EBR	61				0							
EBB	0	20	114		0	0							
PED	0	NBL	NBT		NBB	PED							
		129	134										

85 St SW & Gate SW

				129	134								
PED	SBB	SBR	SBT	SBL	0	PED							
0	0	18	111	0	0	WBB							
57	EBL	105			0	WBR	6						
	EBT	4	85 St SW & Timberline Gate SW		0	WBT							
253	EBR	144			6	WBL	4						
EBB	0	38	29	0	0	0							
PED	0	NBL	NBT	NBR	NBB	PED							
		261		67									
		261		67									

85 St SW & 34 Ave SW

				261	67								
PED	SBB	SBR	SBT	SBL	0	PED							
0	0	60	201	0	0	WBB							
108	EBL	11			0	WBR	0						
	EBT	0	85 St SW & 34 Ave SW		0	WBT							
60	EBR	49			0	WBL	0						
EBB	0	48	56	0	0	0							
PED	0	NBL	NBT	NBR	NBB	PED							
		250		104									
		250		104									

16 Street & Fortress Dr SW

				250	104								
PED	SBB	SBR	SBT	SBL	0	PED							
0	0	0	0	250	0	WBB							
0	EBL	0			104	WBR	104						
	EBT	0	16 Street & Fortress Dr SW		0	WBT							
0	EBR	0			0	WBL	250						
EBB	0	0	0	0	0	0							
PED	0	NBL	NBT	NBR	NBB	PED							
		0		0									

Site Traffic Volumes - Total

Cortina Dr SW & 17 Ave SW

				0	0								
						0	PED	PED	SBB	SBR	SBT	SBL	0
						0	WBB	0	0	0	0	0	0
92								EBL	0				0
	EBT	0				0	WBT	EBT	0				0
121	EBR	121				0	WBL	EBR	0				0
	EBB	0	92		0	0	0	EBB	0	0	18	0	0
	PED	0	NBL		NBR	NBB	PED	PED	0	NBL	NBT	NBR	NBB
			121		92					25		18	

St. Moritz Dr SW & 17 Ave SW

				25	18								
PED	SBB	SBR	SBT	SBL	0	PED							
0	0	0	25	0	0	WBB							
EBL	0				0	WBR	0	0					
EBT	0				0	WBT							
EBR	0				0	WBL	0	0					
EBB	0	0	18	0	0	0							
PED	0	NBL	NBT	NBR	NBB	PED							
		25		18									

85 St SW & 17 Ave SW

				27	57								
PED	SBB	SBR	SBT	SBL	0	PED							
0	0	0	27	0	0	WBB							
EBL	0				0	WBR	116						
EBT	0	85 St SW & 17 Ave SW			0	WBT							
EBR	0				116	WBL	46						
EBB	0	0	57	46	0	0							
PED	0	NBL	NBT	NBR	NBB	PED							
		143		102									

85 St SW & 19 Ave SW

				143	102								
PED	SBB		SBT	SBL	0	PED							
0	0		143	0	0	WBB							
0					0	WBR	26						
		85 St SW & 19 Ave SW											
0					26	WBL	24						
			102	24	0	0							
			NBT	NBR	NBB	PED							
			168	126									

Cortina Dr SW & St. Moritz Dr SW

				27	18								
PED	SBB	SBR	SBT										
0	0	0	27										
EBL	0					0		0					
		Cortina Dr SW & St. Moritz Dr SW											
EBR	121					0		0					
EBB	0	92	18		0	0							
PED	0	NBL	NBT		NBB	PED							
		148	110										

85 St SW & Val Gardena Blvd SW

				168	126								
PED	SBB	SBR	SBT										
0	0	0	168										
EBL	0					0		0					
		85 St SW & Val Gardena Blvd SW											
EBR	0					0		0					
EBB	0	0	126		0	0							
PED	0	NBL	NBT		NBB	PED							
		168	126										

85 St SW & Timberline Point

				168	126								
PED	SBB	SBR	SBT										
0	0	87	81										
172	EBL	65				0							
		85 St SW & Timberline Point											
105	EBR	40				0							
EBB	0	85	61		0	0							
PED	0	NBL	NBT		NBB	PED							
		120	146										
		120	146										

85 St SW & Gate SW

				120	146								
PED	SBB	SBR	SBT	SBL	0	PED							
0	0	62	59	0	0	WBB							
211	EBL	63			0	WBR	2						
	EBT	2	85 St SW & Timberline Gate SW		0	WBT							
152	EBR	88			2	WBL	2						
EBB	0	149	83	0	0	0							
PED	0	NBL	NBT	NBR	NBB	PED							
		148		232									
		148		232									

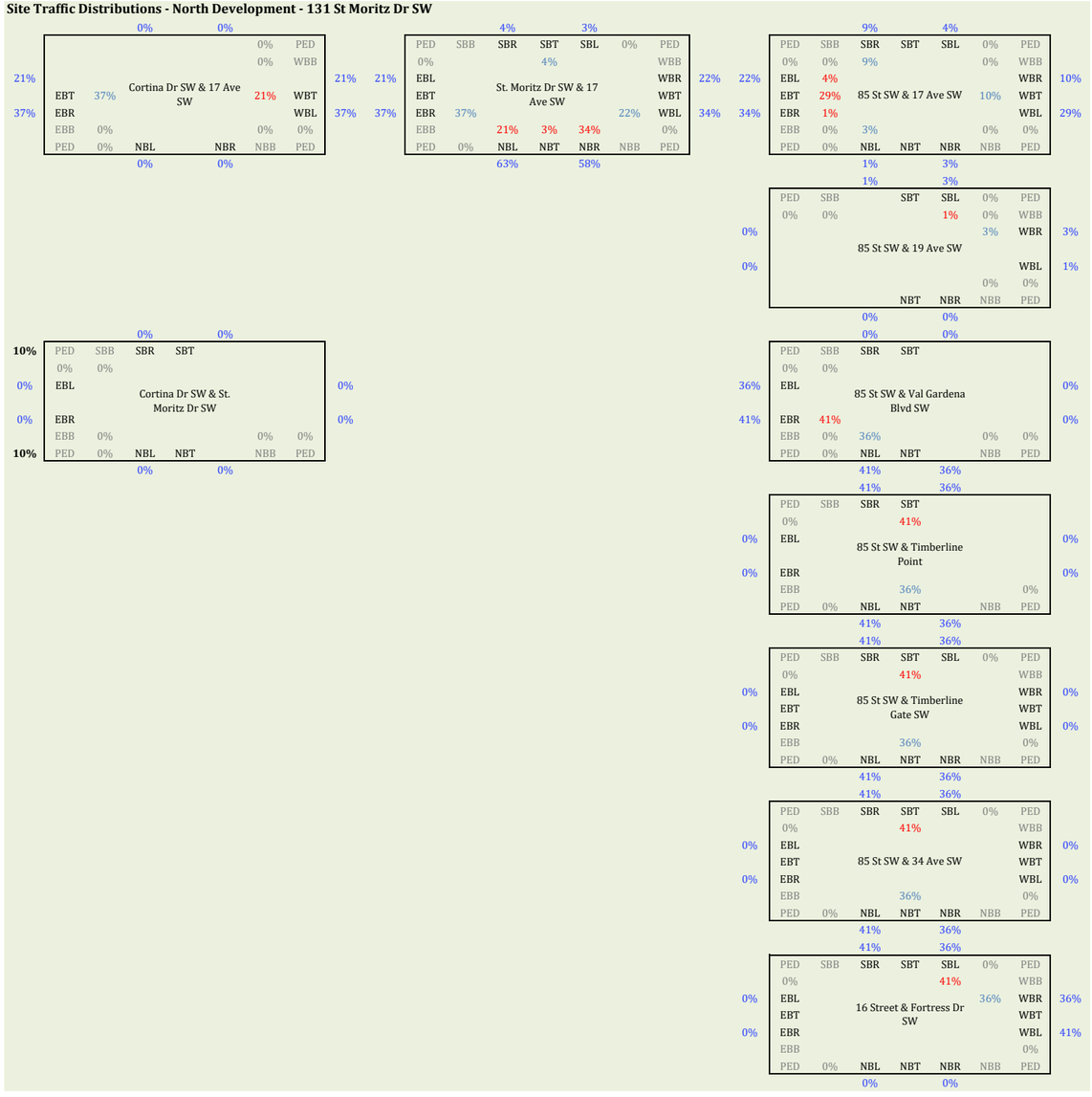
85 St SW & 34 Ave SW

				148	232								
PED	SBB	SBR	SBT	SBL	0	PED							
0	0	30	118	0	0	WBB							
93	EBL	5			0	WBR	0						
	EBT	0	85 St SW & 34 Ave SW		0	WBT							
33	EBR	27			0	WBL	0						
EBB	0	63	226	0	0	0							
PED	0	NBL	NBT	NBR	NBB	PED							
		145		289									
		145		289									

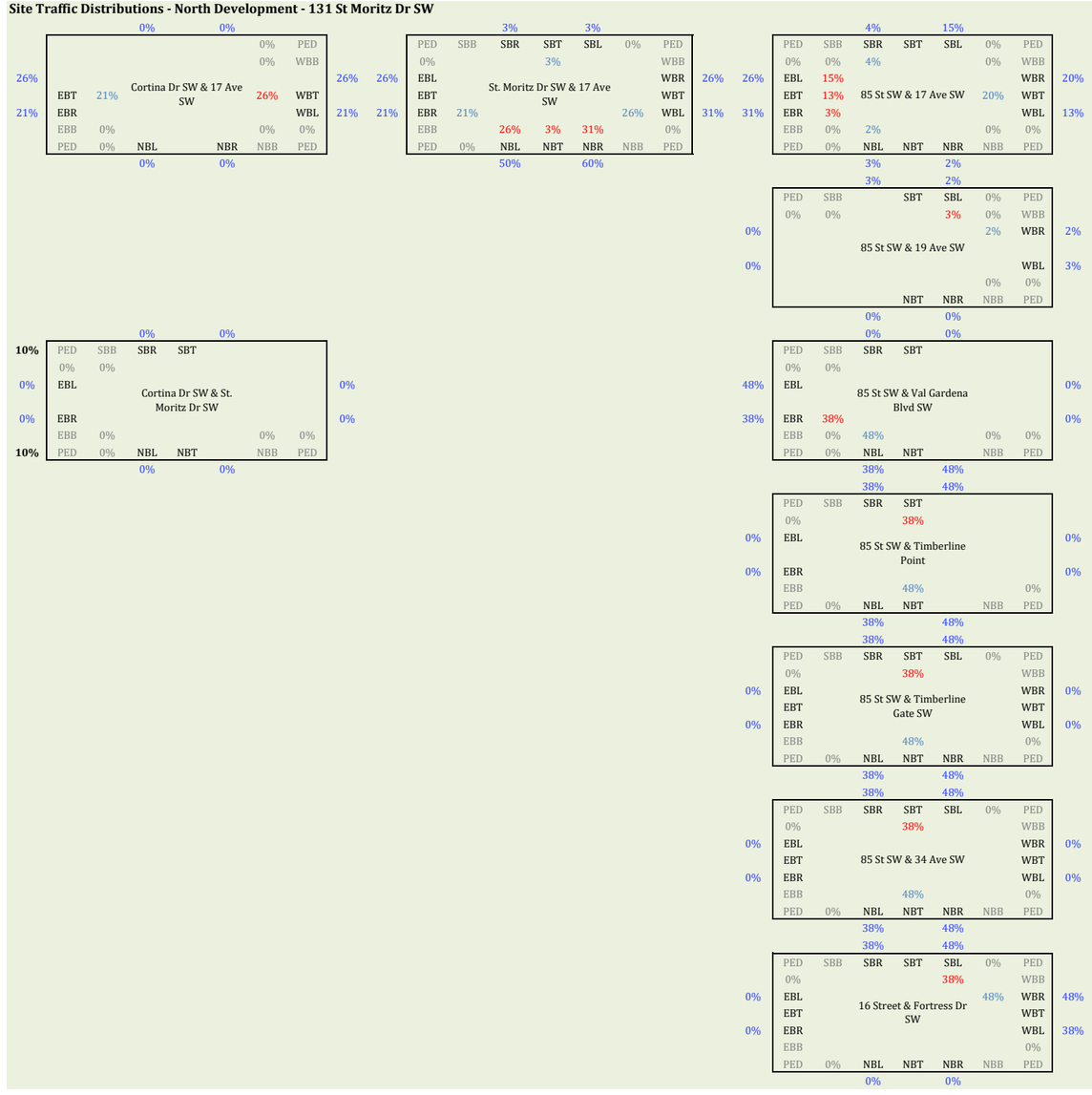
16 Street & Fortress Dr SW

				145	289								
PED	SBB	SBR	SBT	SBL	0	PED							
0	0	0	0	145	0	WBB							
0	EBL	0			289	WBR	289						
	EBT	0	16 Street & Fortress Dr SW		0	WBT							
0	EBR	0			0	WBL	145						
EBB	0	0	0	0	0	0							
PED	0	NBL	NBT	NBR	NBB	PED							
		0		0									

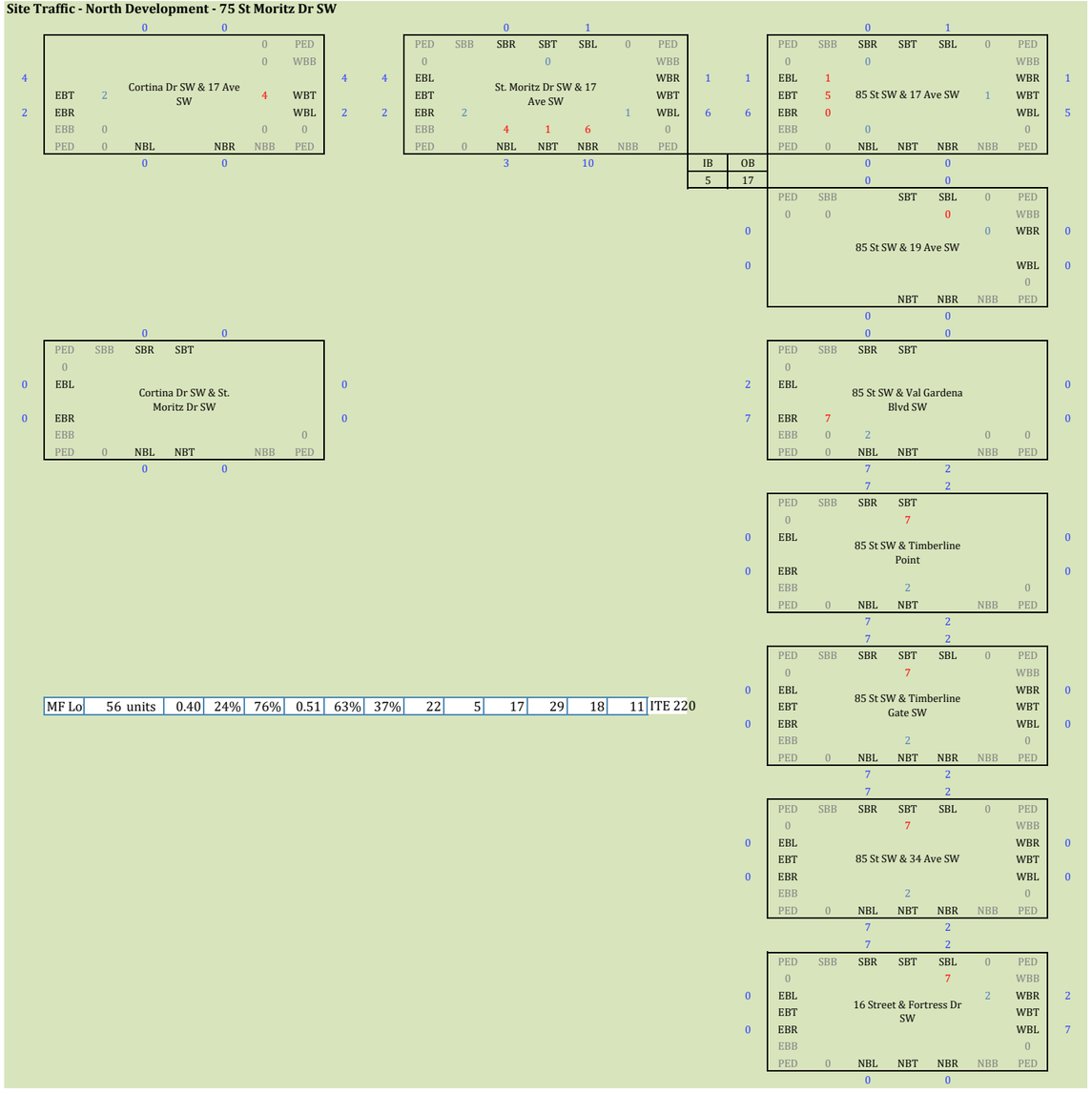
Site Traffic Distributions - North Development - 131 St Moritz Dr SW



Site Traffic Distributions - North Development - 131 St Moritz Dr SW

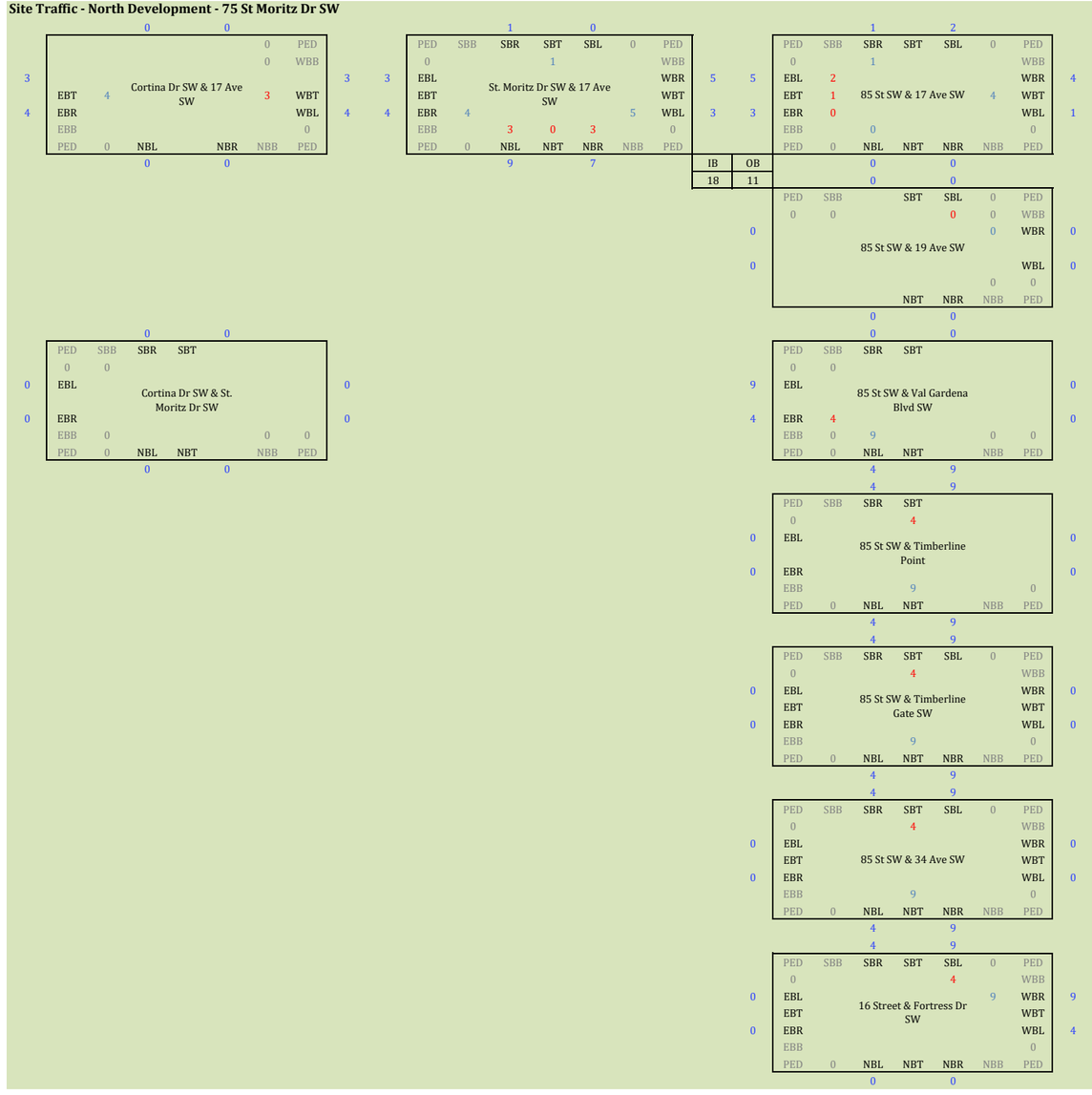


Site Traffic - North Development - 75 St Moritz Dr SW

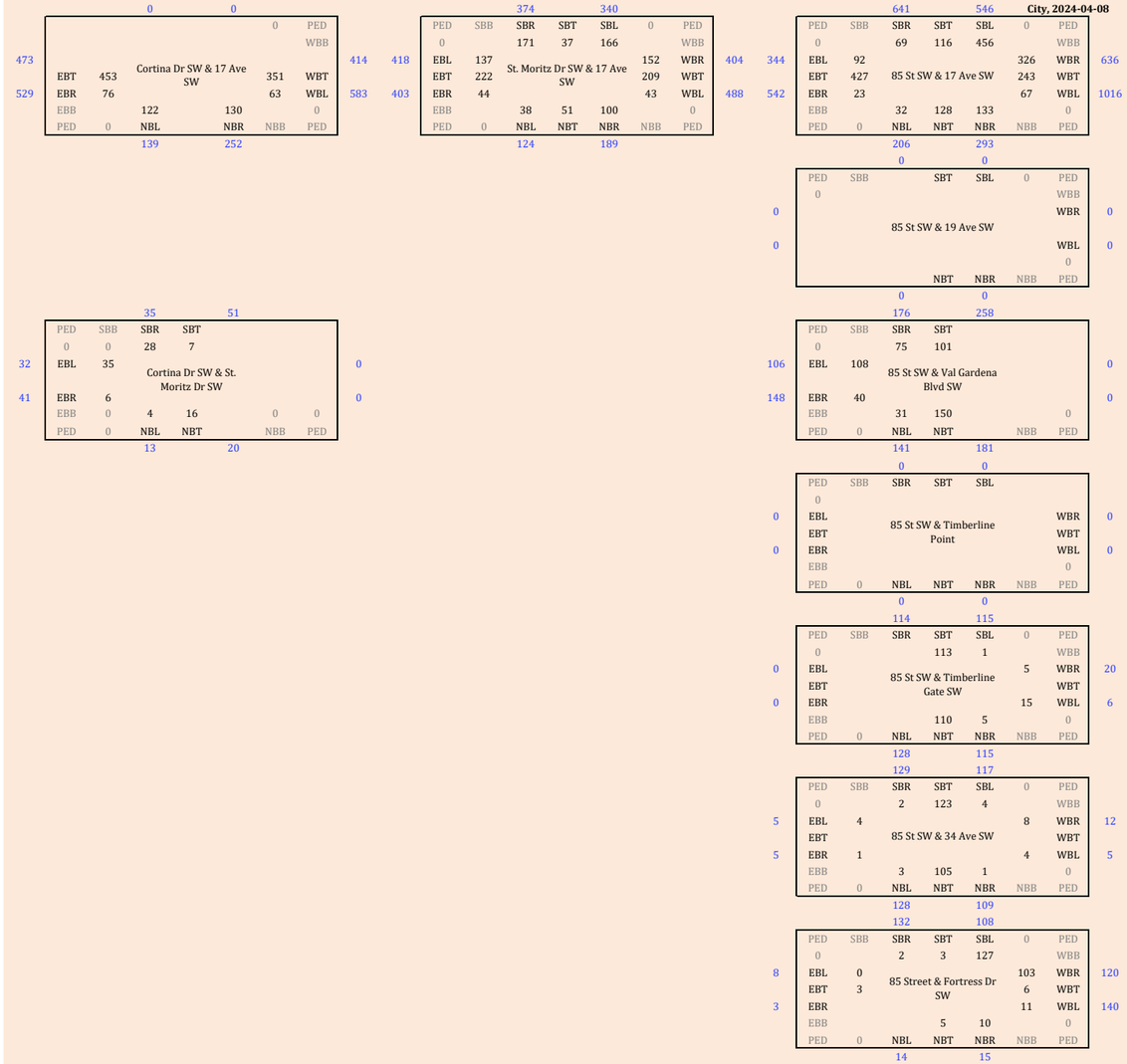


MF Lo	56 units	0.40	24%	76%	0.51	63%	37%	22	5	17	29	18	11	ITE 220

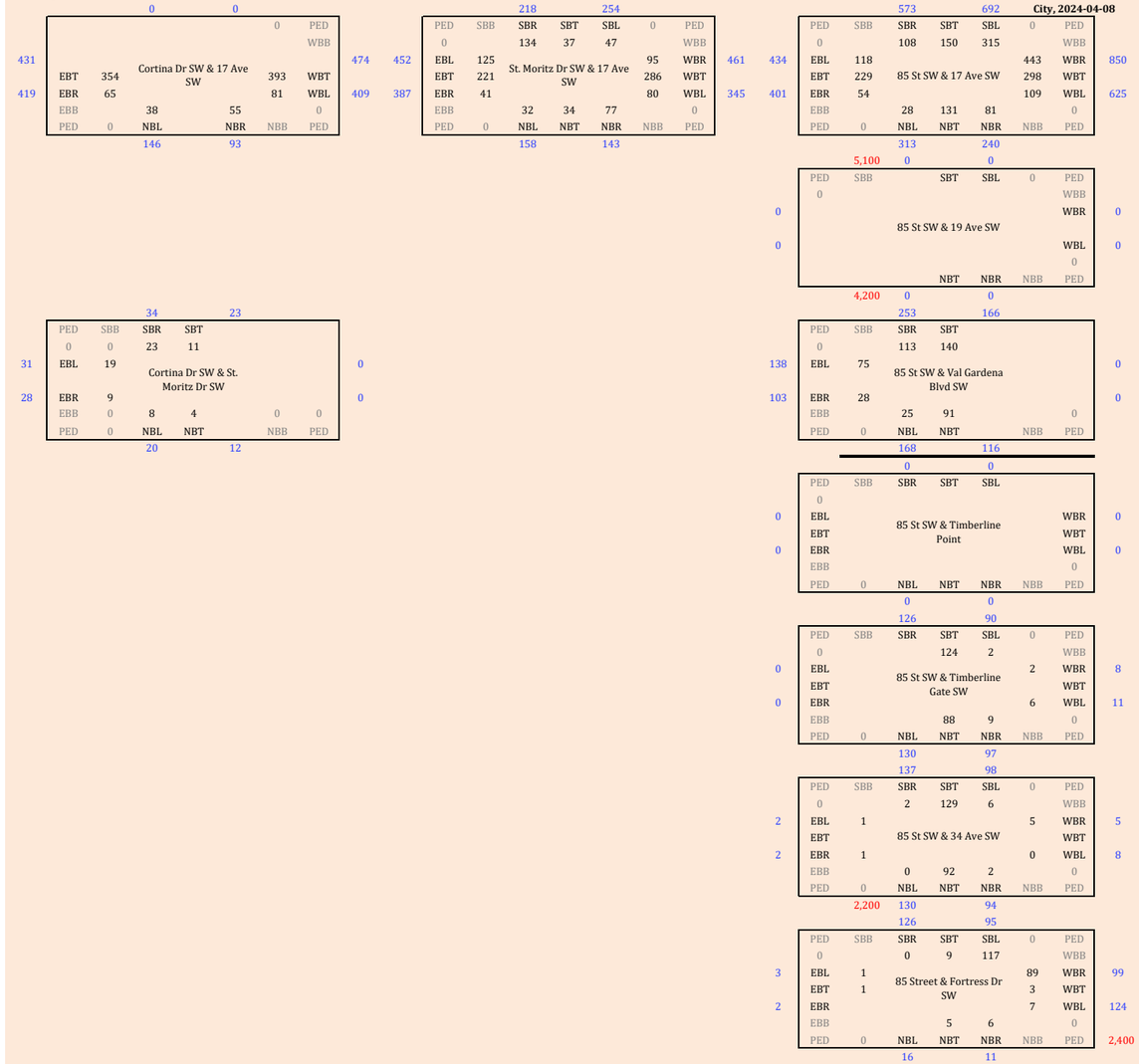
Site Traffic - North Development - 75 St Moritz Dr SW



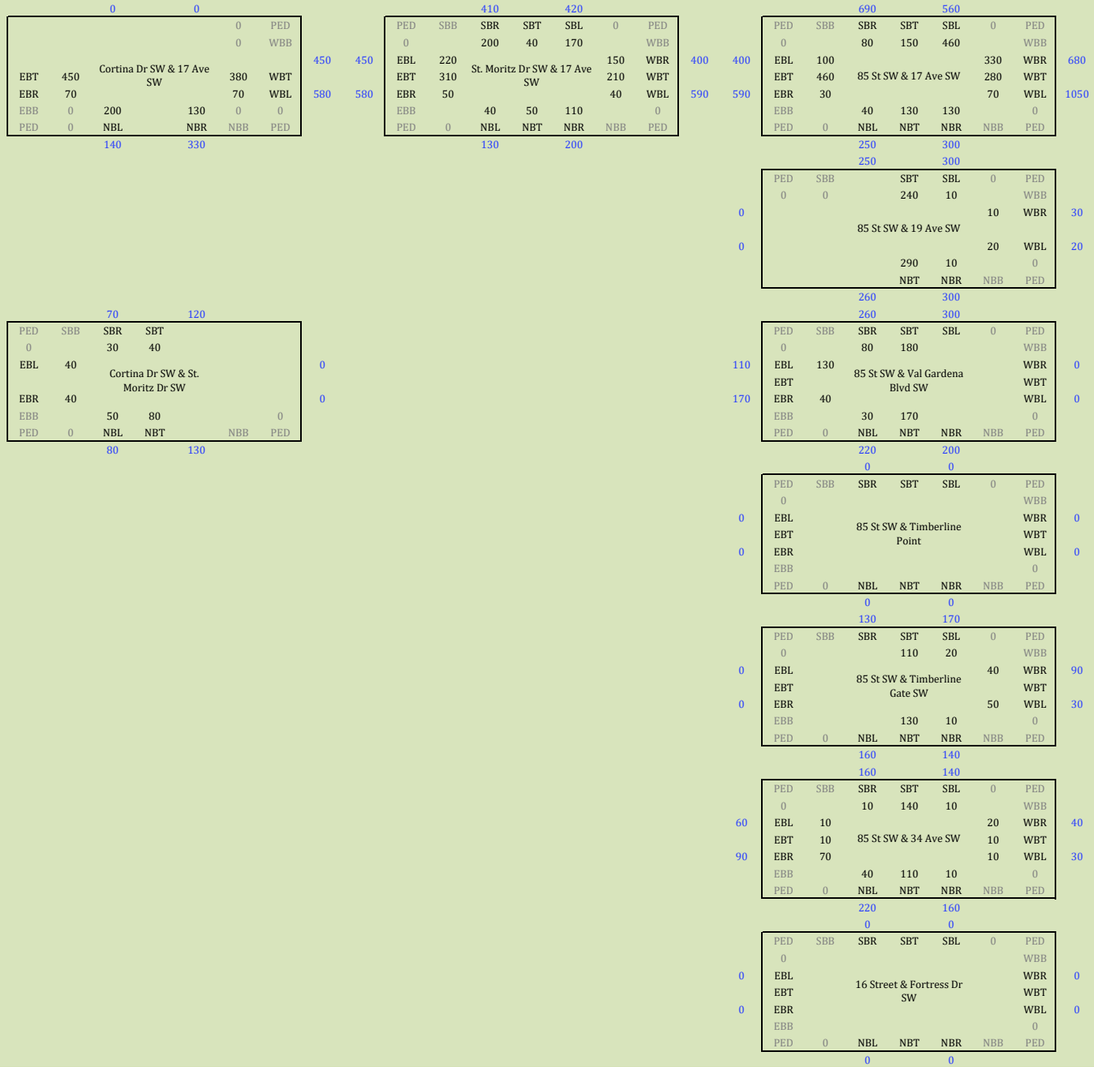
Existing



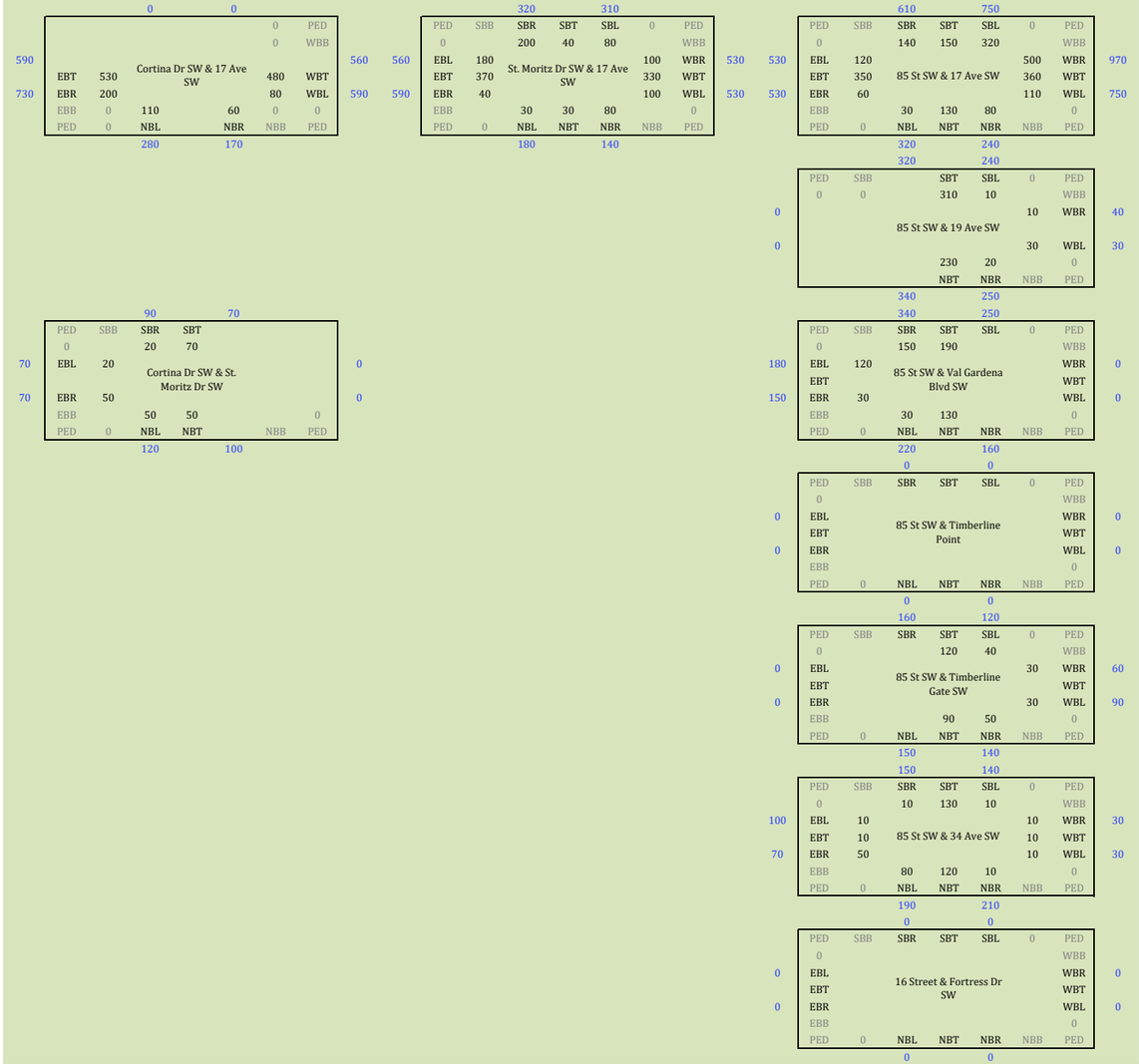
Existing



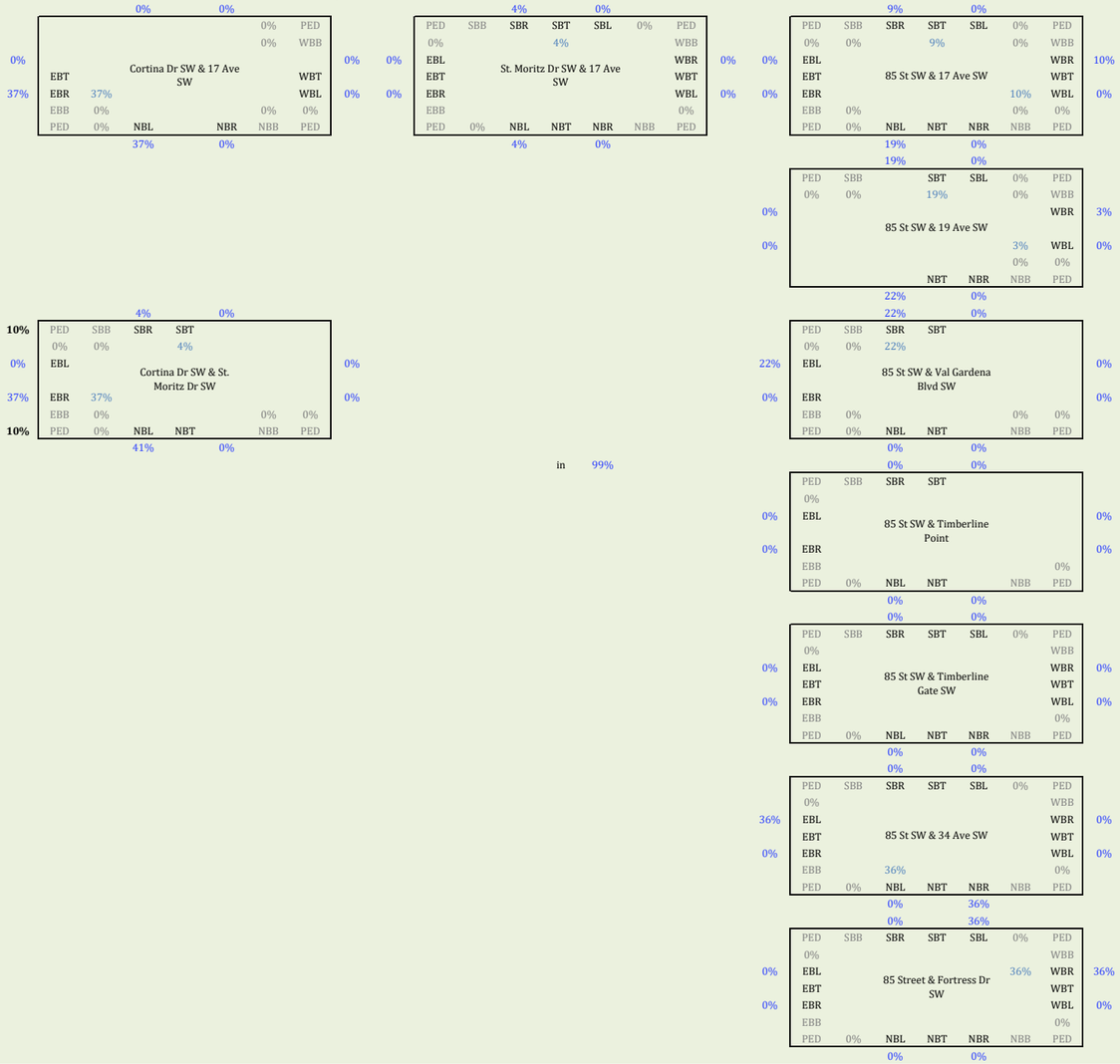
2048 Forecast Volumes



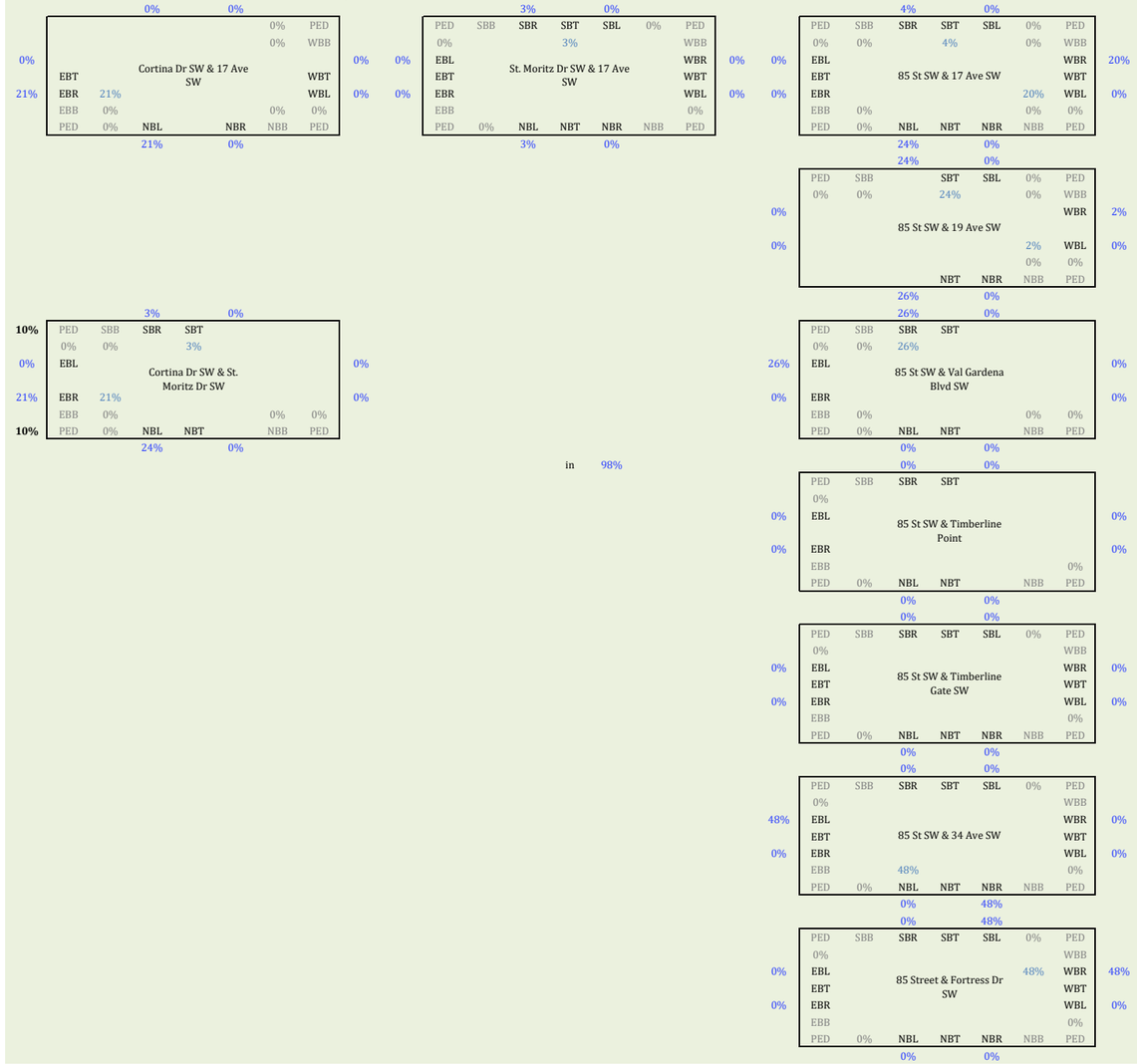
2048 Forecast Volumes



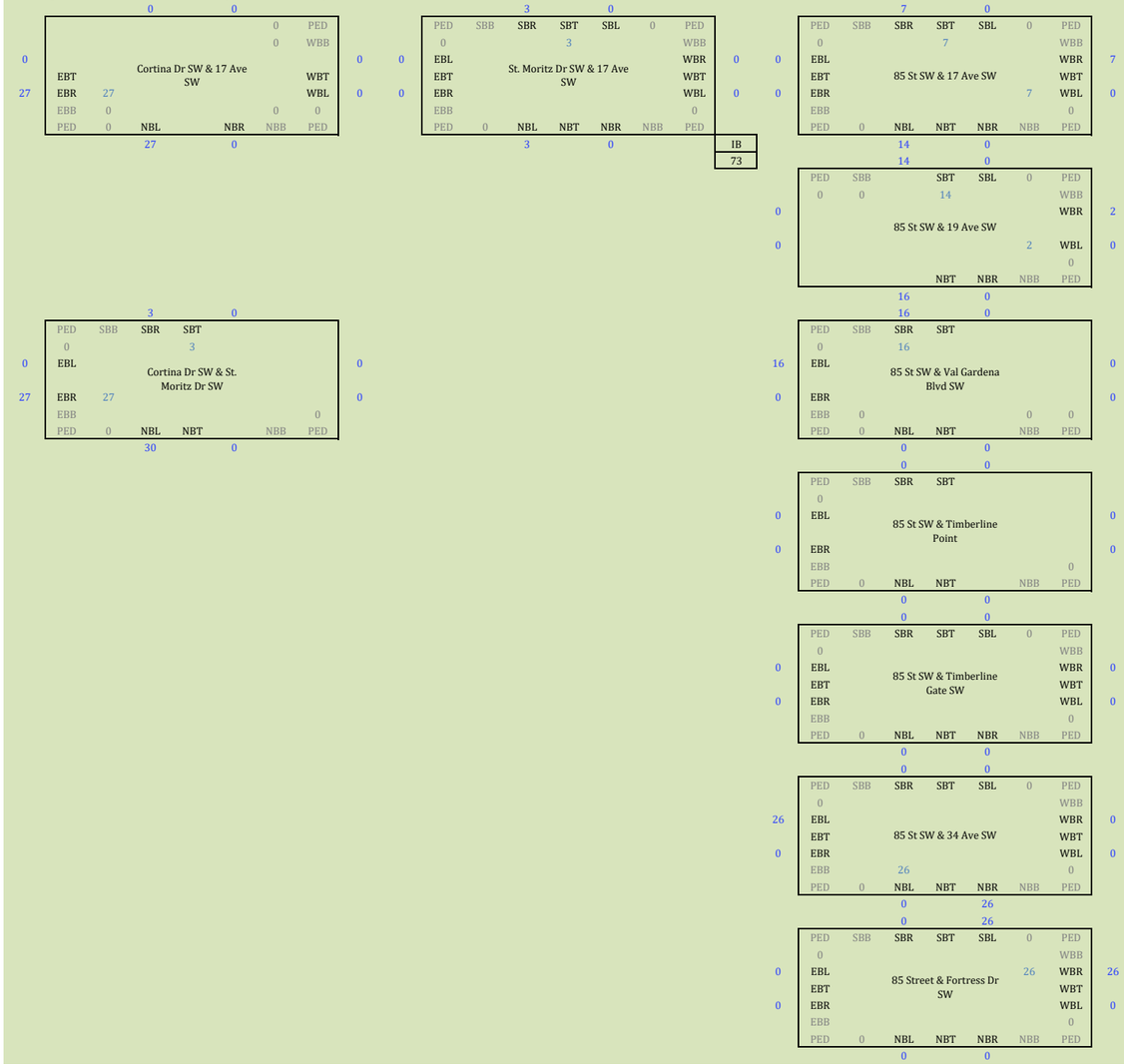
IB Site Traffic Distributions - Forecast (To Be Removed)



IB Site Traffic Distributions - Forecast (To Be Removed)



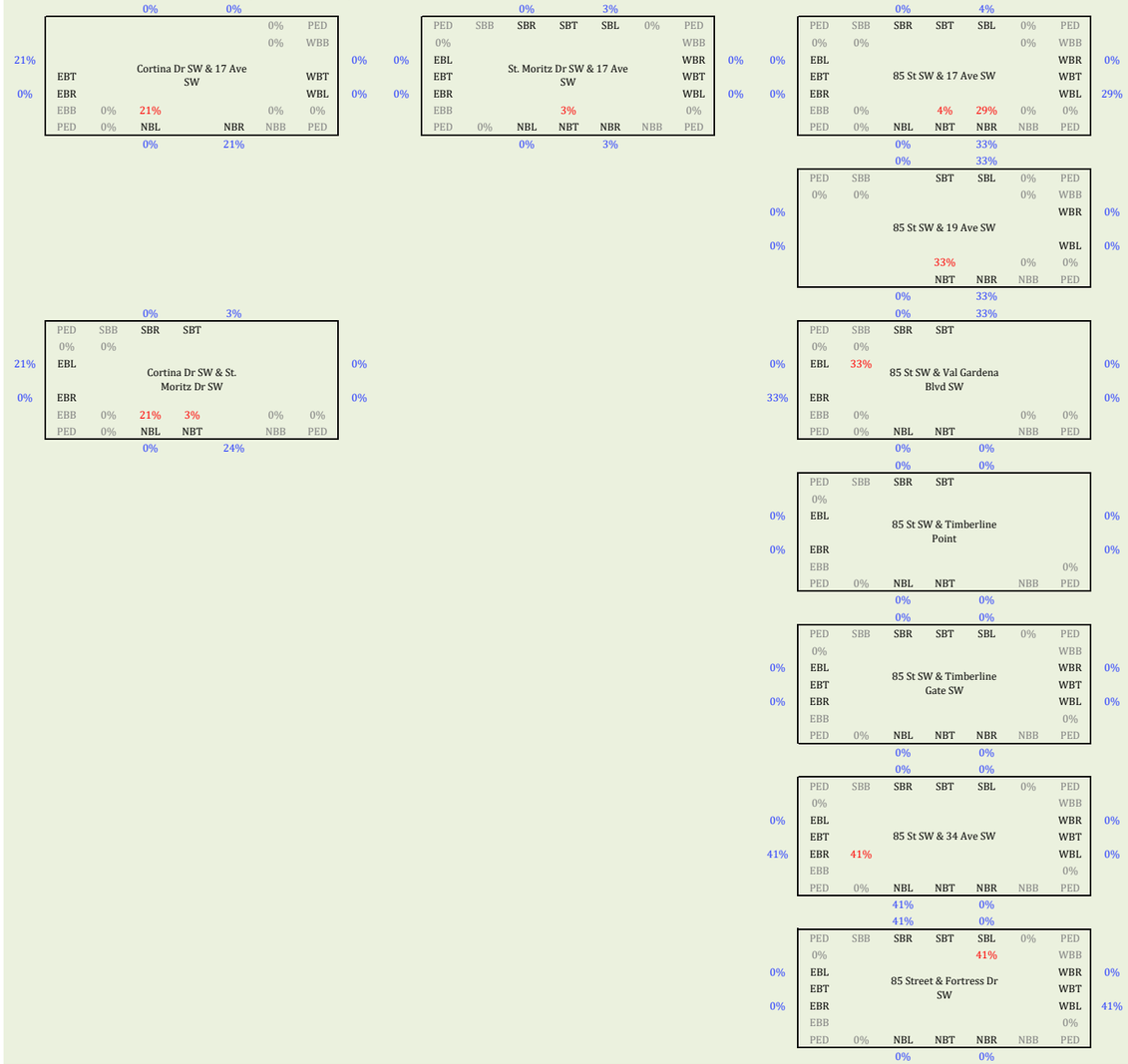
Turning Traffic Volumes - Forecast (To Be Removed)



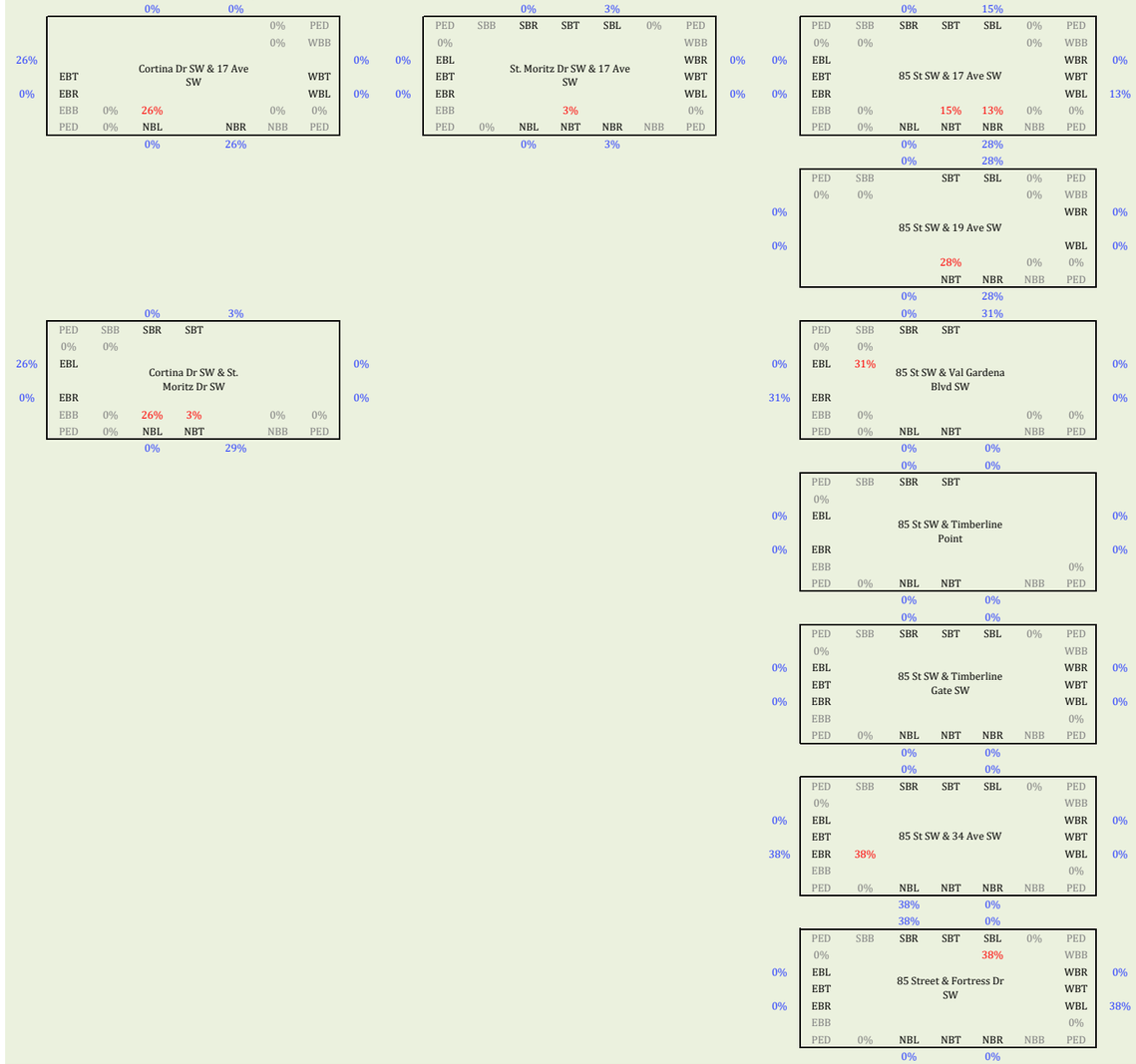
Turning Traffic Volumes - Forecast (To Be Removed)



OB Site Traffic Distributions - Forecast (To Be Removed)



OB Site Traffic Distributions - Forecast (To Be Removed)



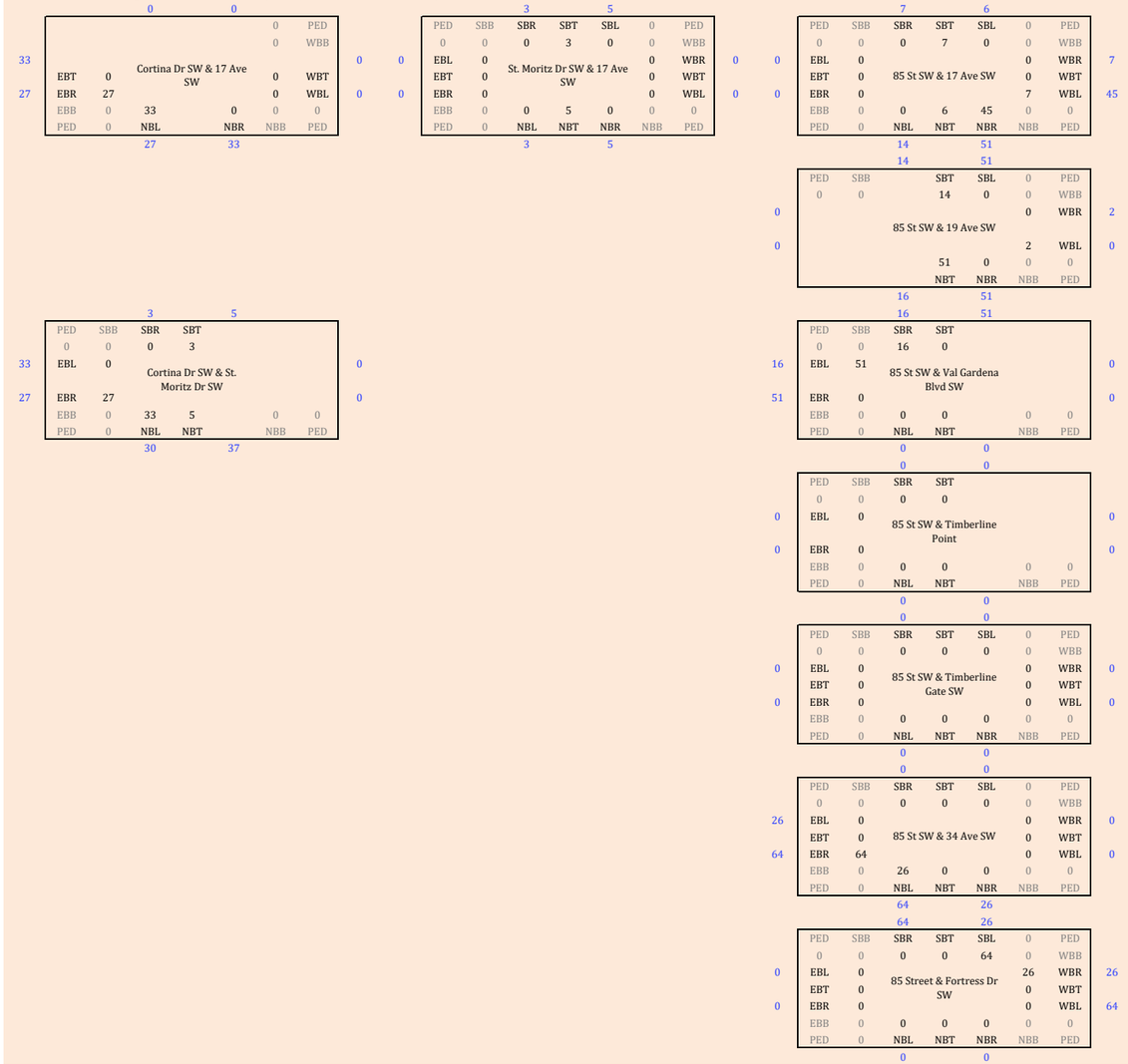
Turning Traffic Volumes - Forecast (To Be Removed)



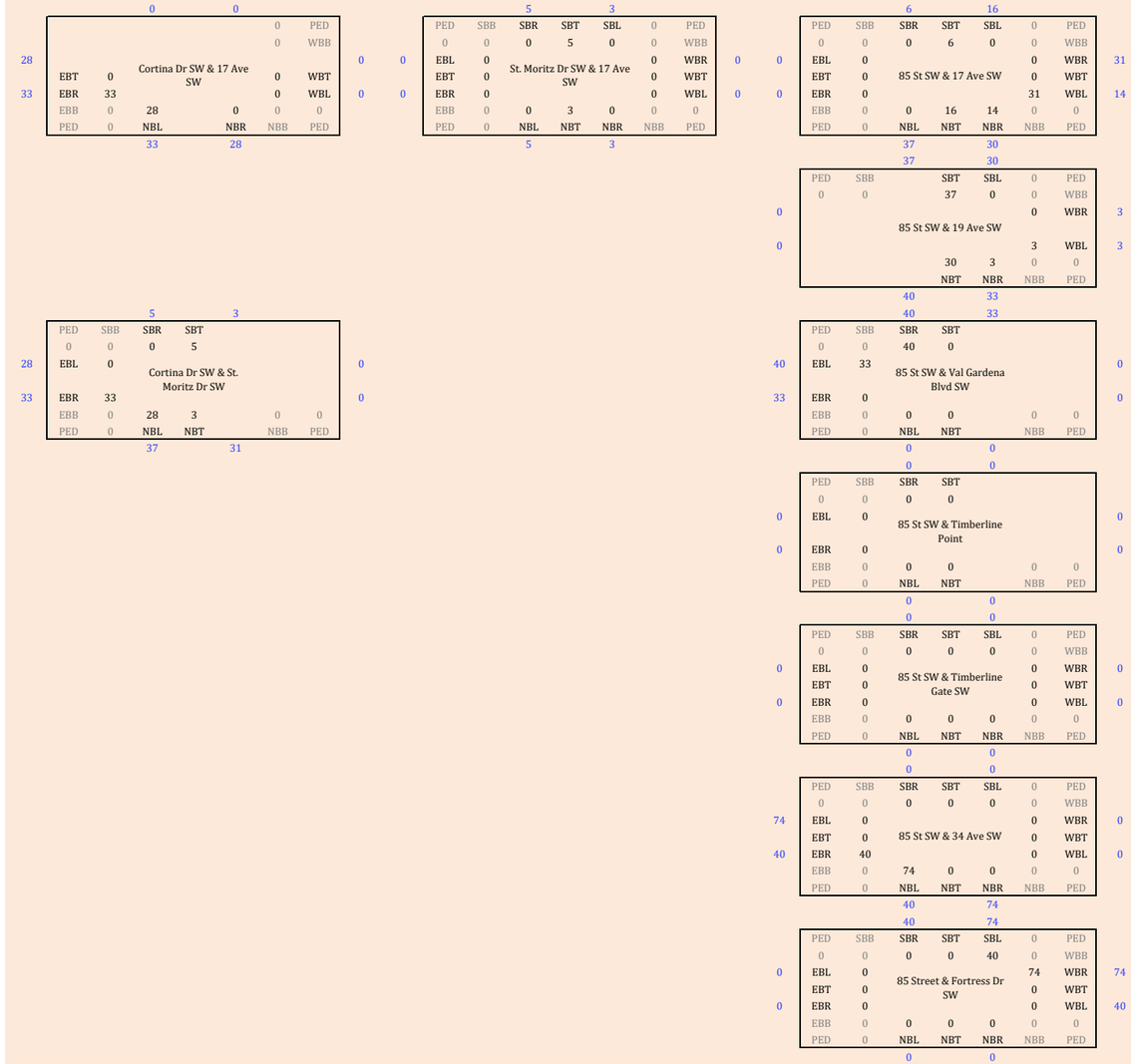
Turning Traffic Volumes - Forecast (To Be Removed)



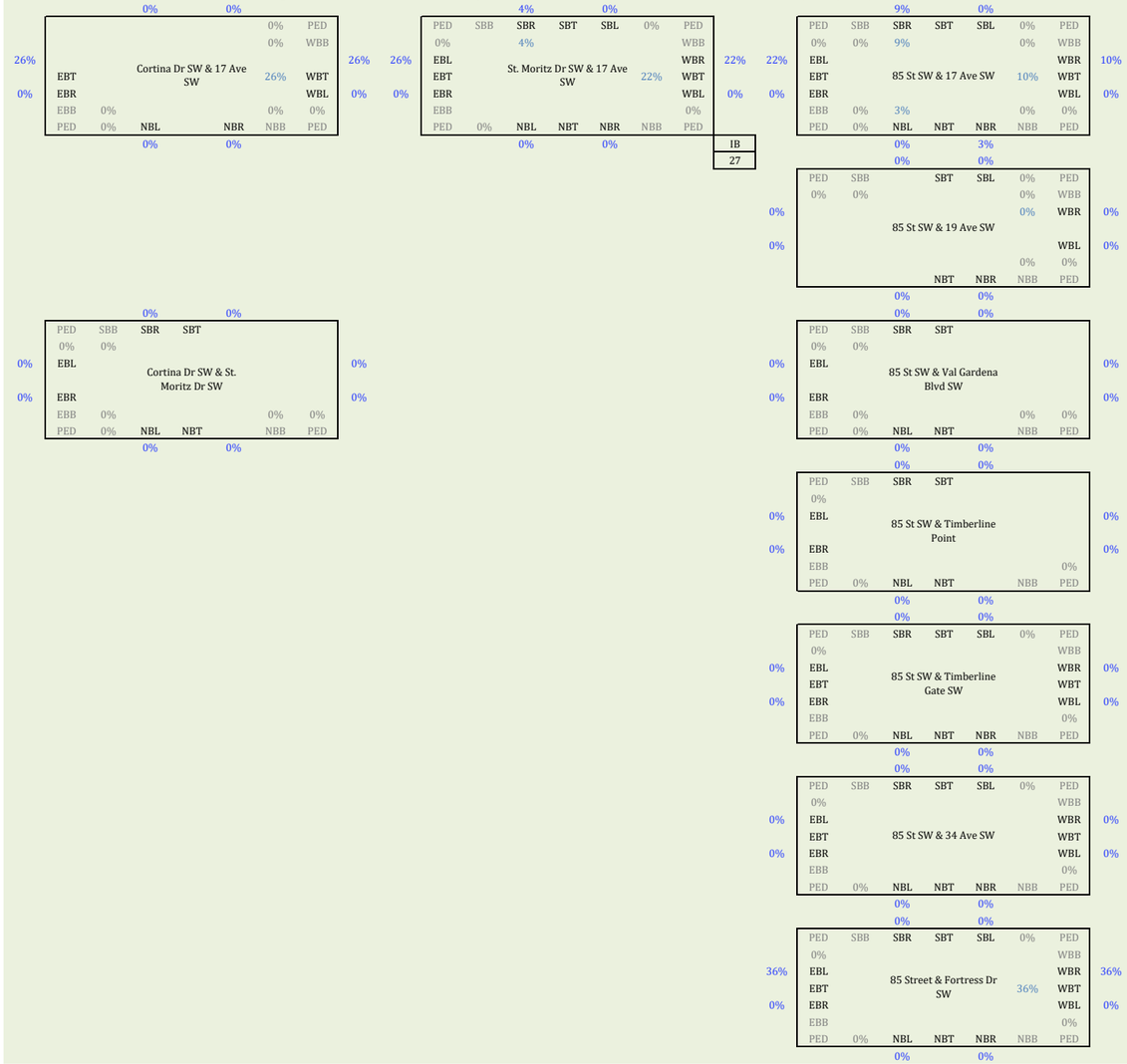
in + out Total Turning Volumes - Forecast (Unadjusted, to be Removed)



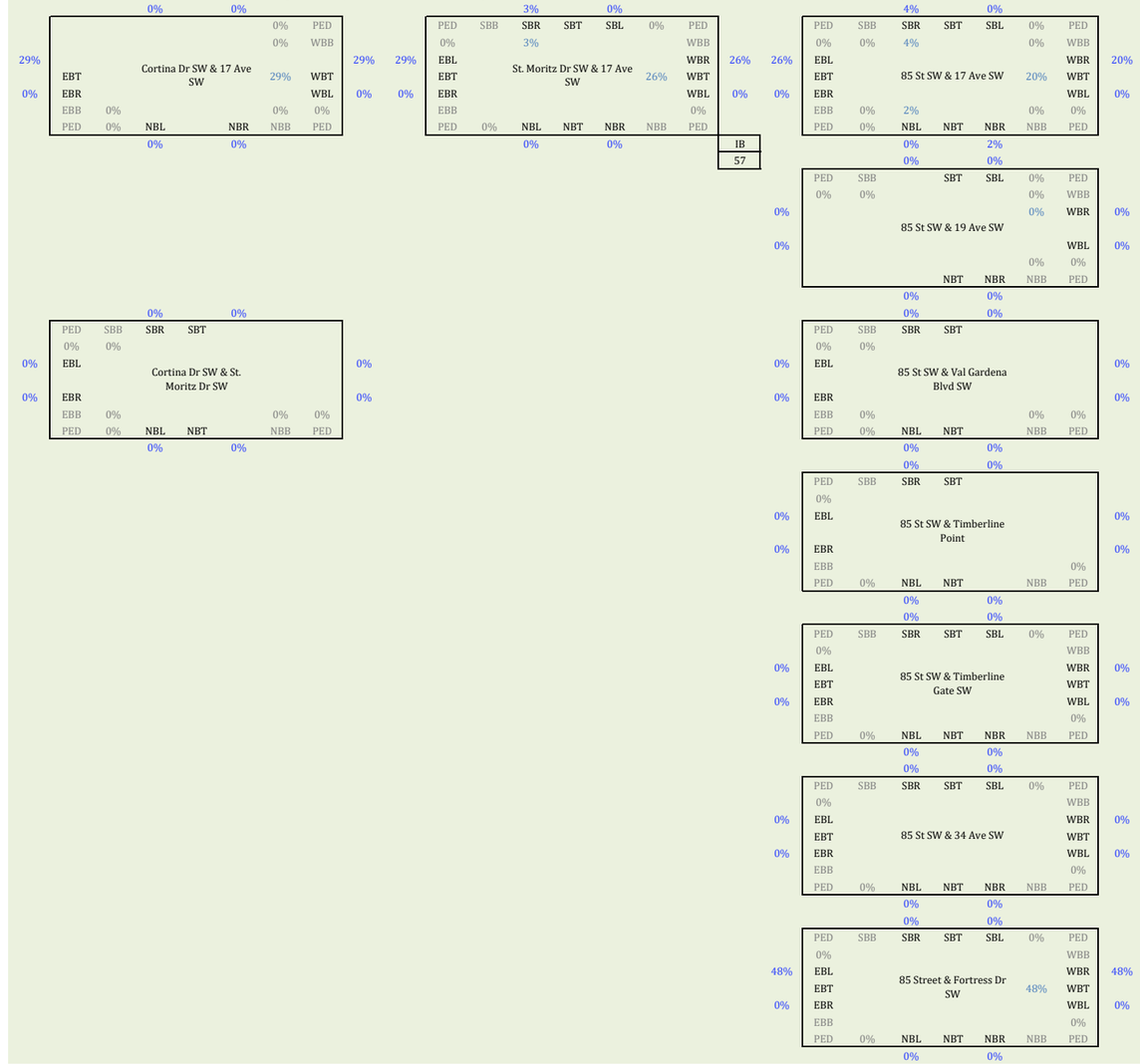
in + out Total Turning Volumes - Forecast (Unadjusted, to be Removed)



IB Site Traffic Distributions Forecast (Existing Dev., Adjusted and to be added) *Population assumption* *1027* *Current assumption (2018)* *378* *37%*



IB Site Traffic Distributions Forecast (Existing Dev., Adjusted and to be added) *Population assumption* *1027* *Current assumption (2018)* *378* *37%*



IB Turning Traffic Volumes - Forecast (To be Added)



IB Turning Traffic Volumes - Forecast (To be Added)



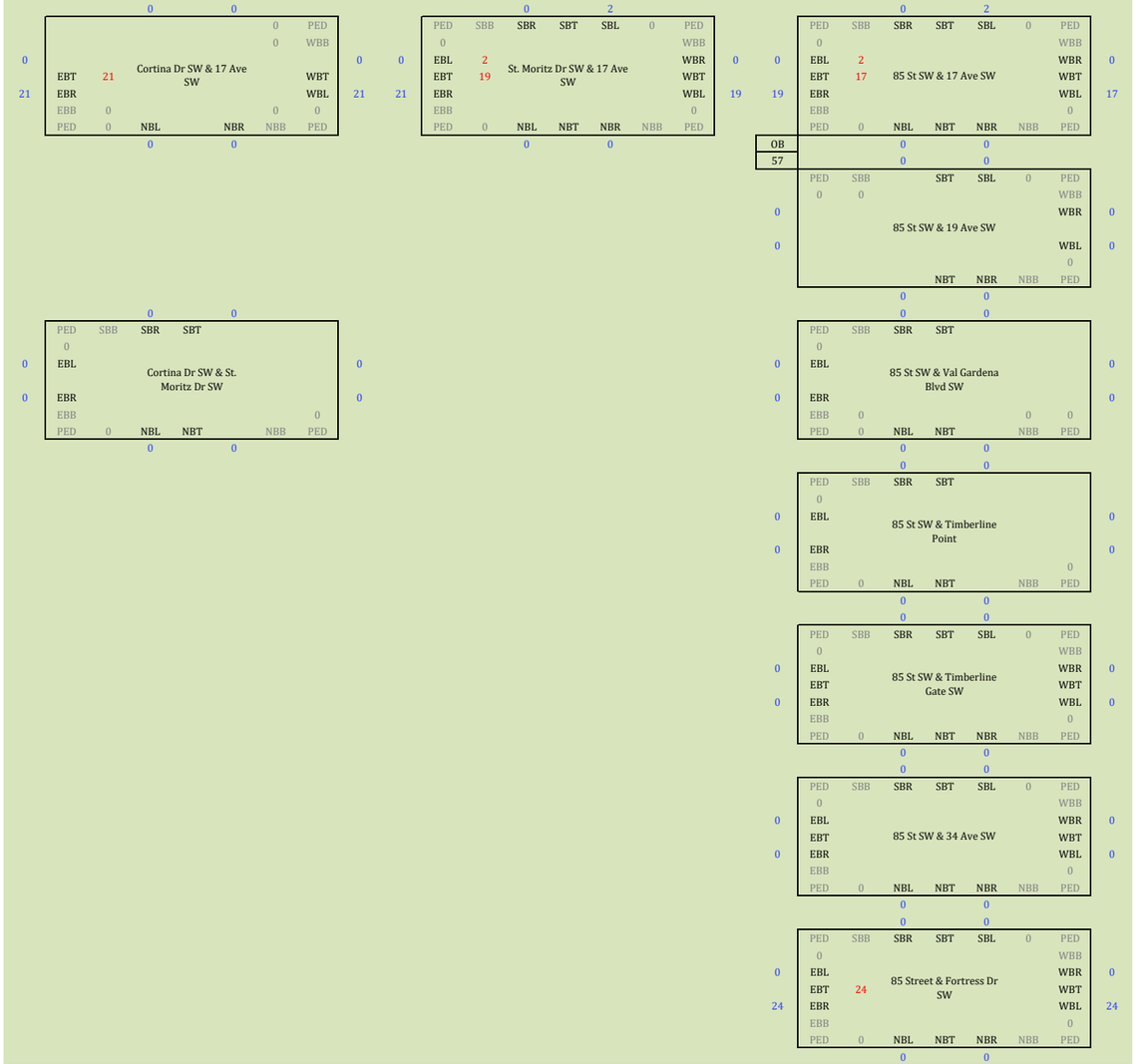
IB Site Traffic Distributions Forecast (Existing houses, Adjusted and to be added) *Population assumption* *1027* *Current assumption (2018)* *378* *37%*



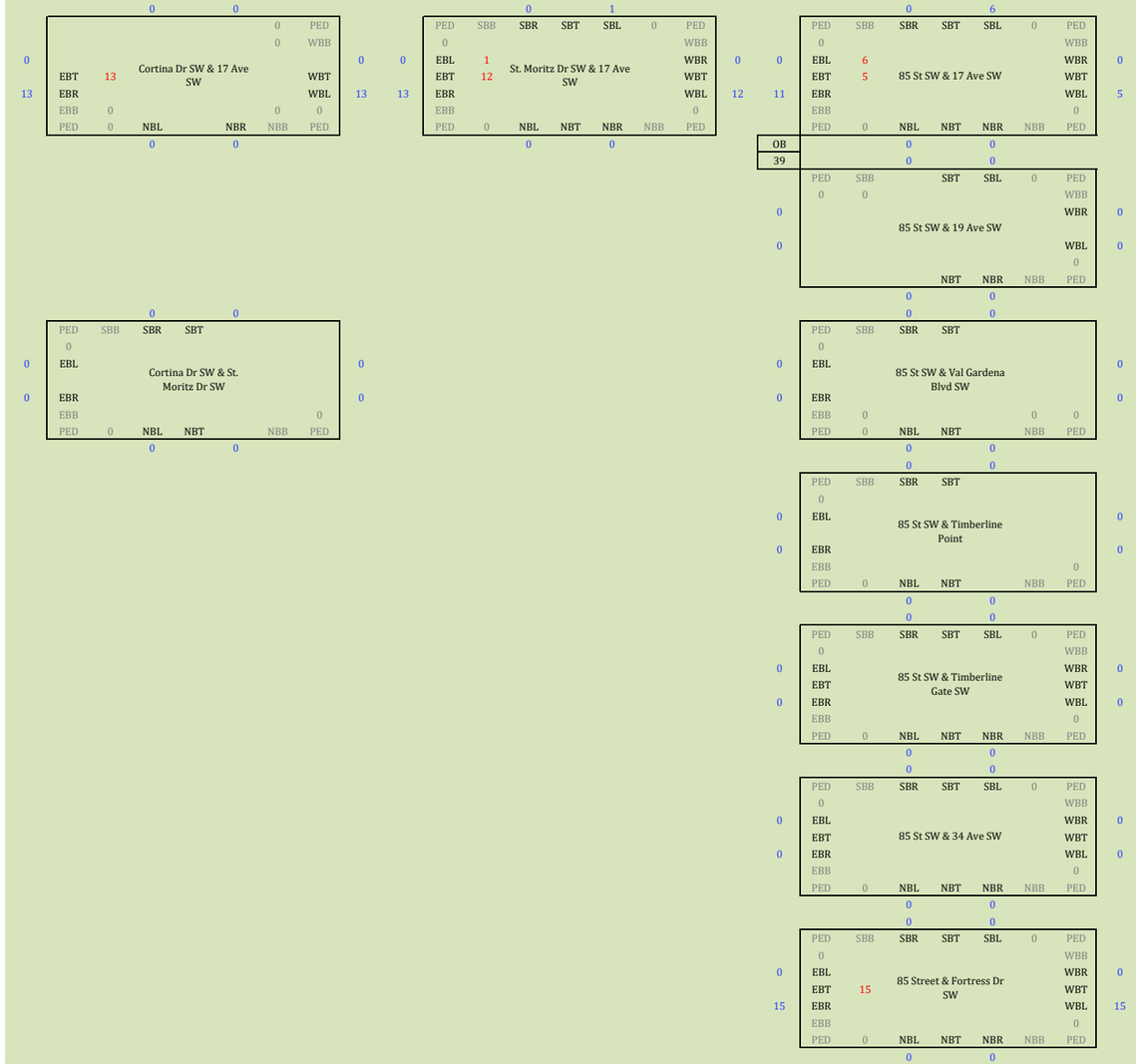
IB Site Traffic Distributions Forecast (Existing houses, Adjusted and to be added) *Population assumption* *1027* *Current assumption (2018)* *378* *37%*



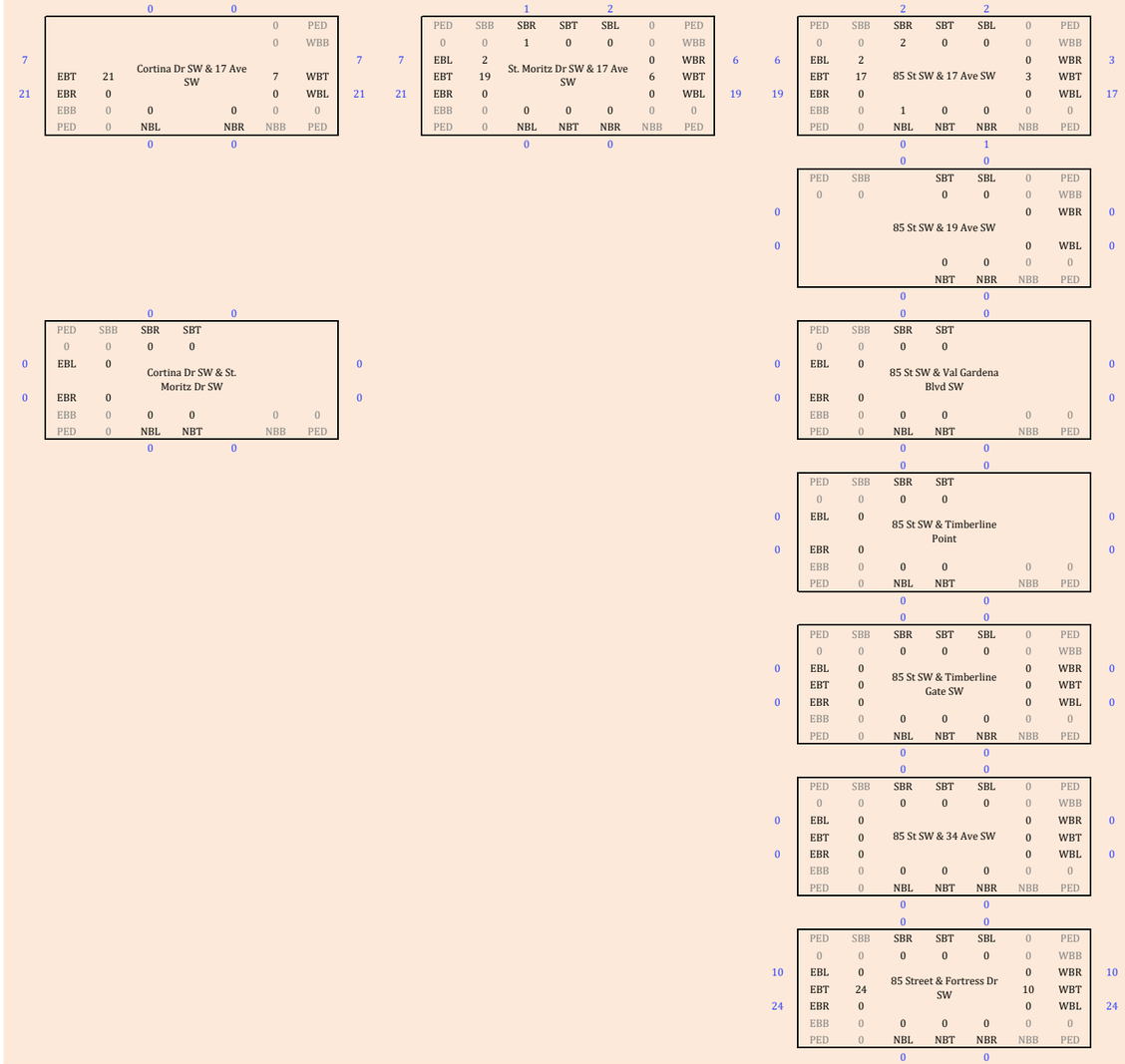
OB Turning Traffic Volumes - Forecast (To be Added)



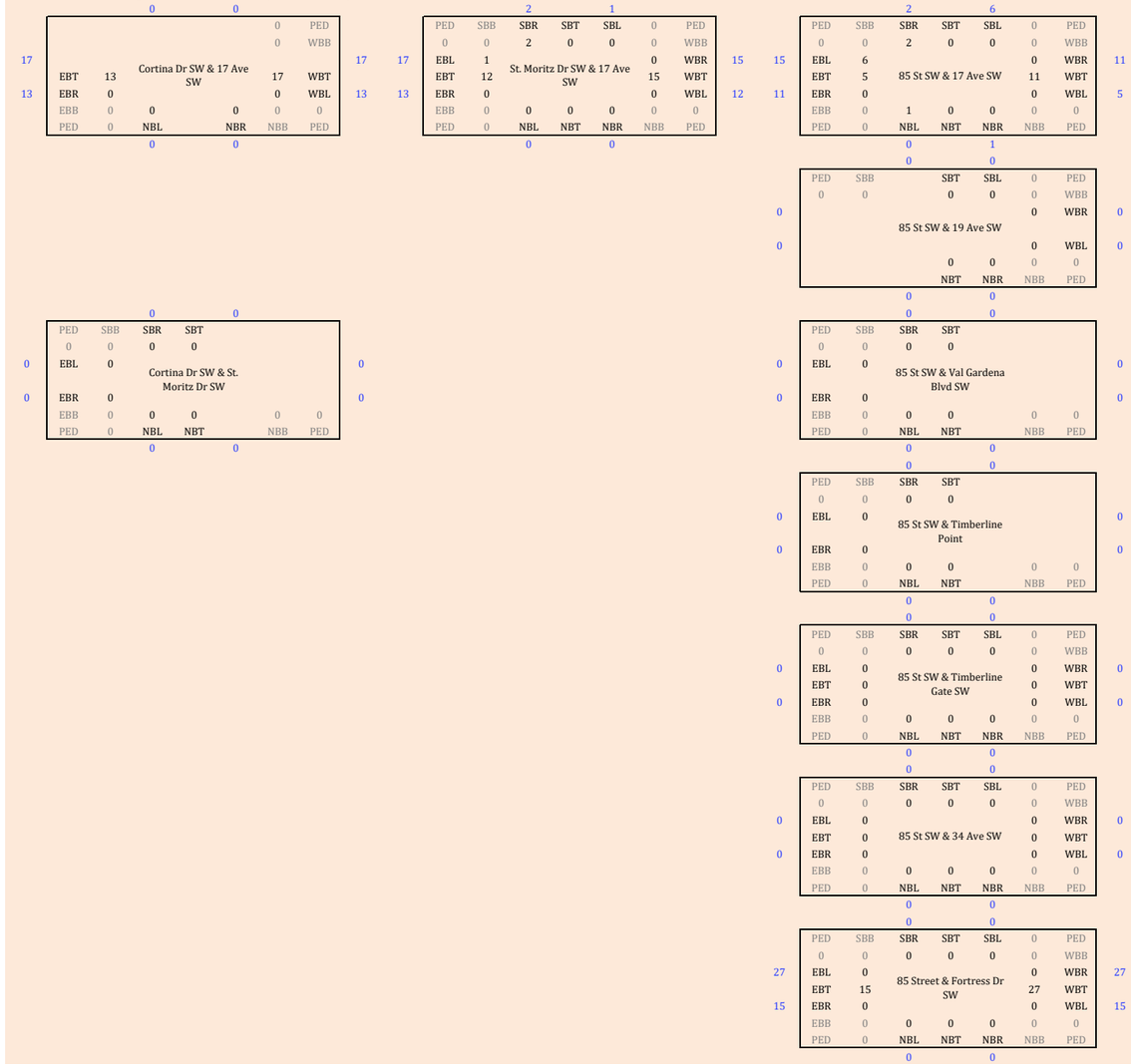
OB Turning Traffic Volumes - Forecast (To be Added)



in + out Total Turning Volumes - Forecast (To be Added)



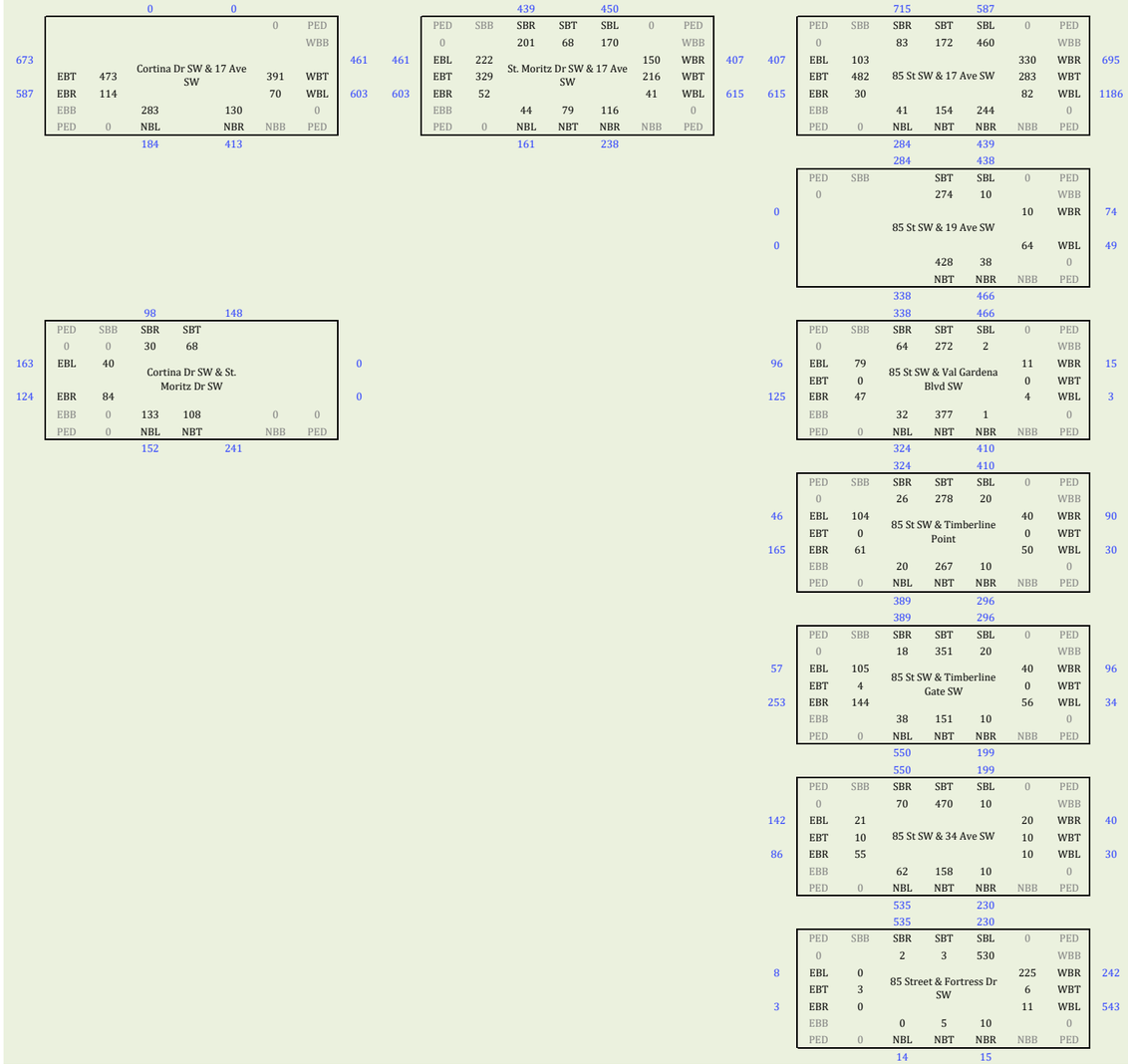
in + out Total Turning Volumes - Forecast (To be Added)



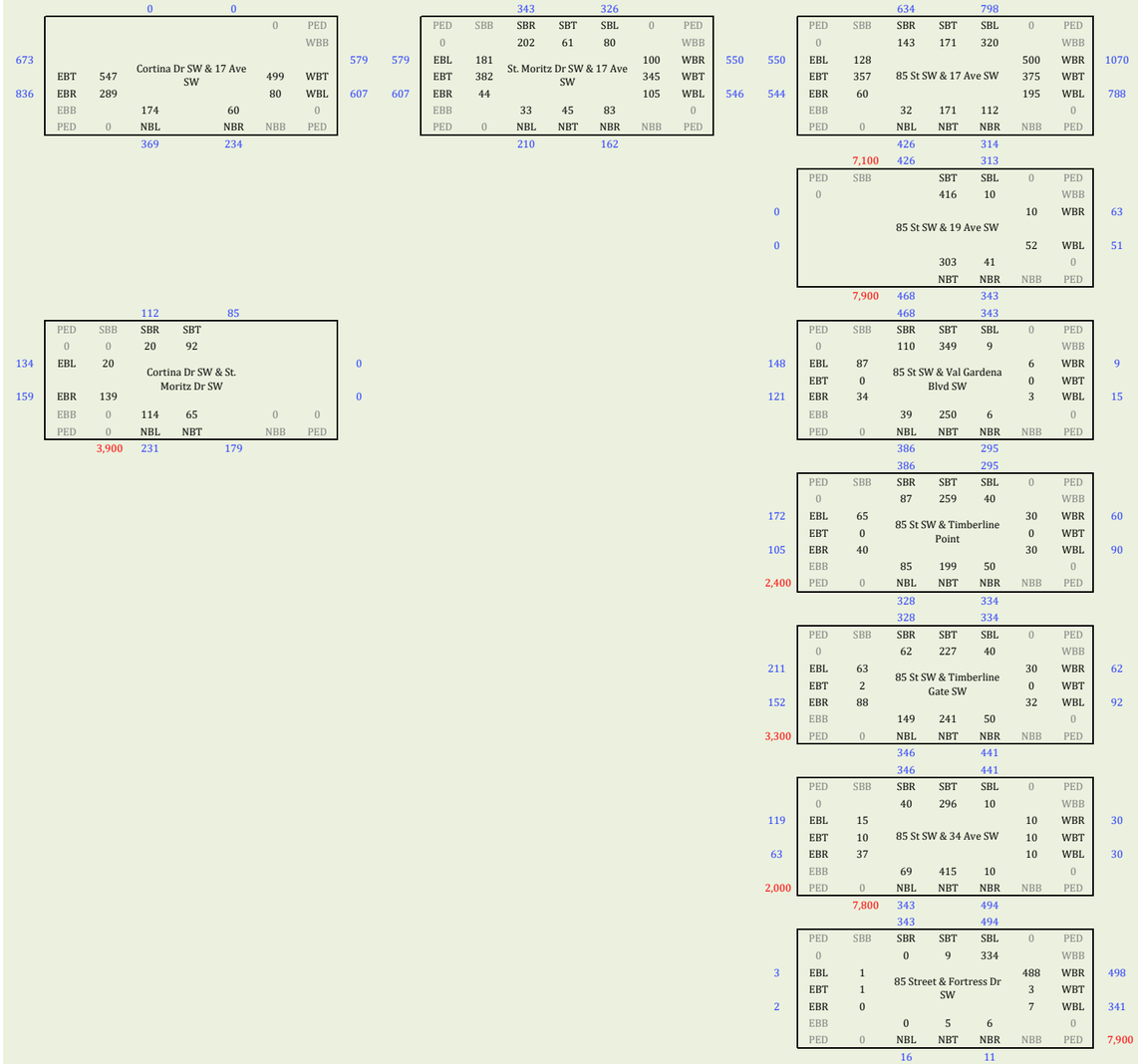
2048 BG = Forecast Volume + 131 St Moritz + 37% Adjusted Turning Movement Forecast - 100% Original Turning Movement Forecast

| | | |

2048 AD = 2048 BG + Site Traffic



2048 AD = 2048 BG + Site Traffic



APPENDIX F

NCHRP 8-51 Internal Trip Capture Estimation Tool

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Number:	02-24-0141	**Organization:**	Bunt & Associates Engineering
Project Name:	Timber Ridge TIA	**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:			
Analysis Period:	**AM Street Peak Hour**		

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0	0	0
Retail				30	18	12
Restaurant				0	0	0
Cinema/Entertainment				0	0	0
Residential				747	194	553
Hotel				0	0	0
All Other Land Uses[2]				370	200	170
Total				1147	412	735

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,147	412	735
Internal Capture Percentage	1%	1%	1%
External Vehicle-Trips[3]	1,137	407	730
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	17%	17%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	1%	1%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Number:	02-24-0141	**Organization:**	Bunt & Associates Engineering
Project Name:	Timber Ridge TIA	**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:			
Analysis Period:	**PM Street Peak Hour**		

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0	0	0
Retail				90	45	45
Restaurant				0	0	0
Cinema/Entertainment				0	0	0
Residential				948	591	357
Hotel				0	0	0
All Other Land Uses[2]				80	37	43
Total				1118	673	445

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	12	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	5	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,118	673	445
Internal Capture Percentage	3%	3%	4%
External Vehicle-Trips[3]	1,084	656	428
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	11%	27%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

APPENDIX G

Synchro Reports

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	453	76	63	351	122	130
Future Volume (vph)	453	76	63	351	122	130
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.92	0.98		0.93	
Frt		0.850			0.930	
Flt Protected			0.950		0.976	
Satd. Flow (prot)	3380	1498	1627	3446	1586	0
Flt Permitted			0.369		0.976	
Satd. Flow (perm)	3380	1383	619	3446	1531	0
Satd. Flow (RTOR)		81			64	
Confl. Peds. (#/hr)		25	25		95	66
Confl. Bikes (#/hr)		10				10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	5%	8%	2%	2%	2%
Adj. Flow (vph)	482	81	67	373	130	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	482	81	67	373	268	0
Turn Type	NA	Perm	pm+pt	NA	Perm	
Protected Phases	4		3	8		
Permitted Phases		4	8		2	
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	20.0	20.0	7.0	20.0	10.0	
Minimum Split (s)	27.3	27.3	13.0	27.3	35.1	
Total Split (s)	40.0	40.0	15.0	55.0	20.0	
Total Split (%)	53.3%	53.3%	20.0%	73.3%	26.7%	
Maximum Green (s)	32.7	32.7	9.0	47.7	14.9	
Yellow Time (s)	4.6	4.6	3.1	4.6	3.0	
All-Red Time (s)	2.7	2.7	2.9	2.7	2.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.3	7.3	6.0	7.3	5.1	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Min	Min	None	Min	None	
Walk Time (s)	8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	11.0	11.0		11.0	22.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	20.6	20.6	29.0	27.6	12.7	
Actuated g/C Ratio	0.39	0.39	0.55	0.52	0.24	
v/c Ratio	0.37	0.14	0.14	0.21	0.65	
Control Delay	14.6	5.0	6.5	7.1	23.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	14.6	5.0	6.5	7.1	23.2	
LOS	B	A	A	A	C	
Approach Delay	13.3			7.0	23.2	
Approach LOS	B			A	C	
Queue Length 50th (m)	21.8	0.0	2.9	9.8	20.7	

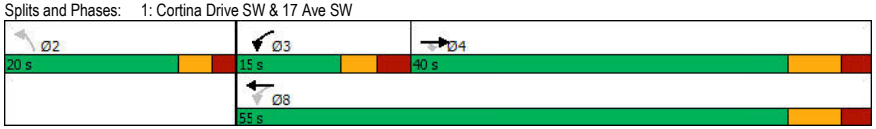
1: Cortina Drive SW & 17 Ave SW
03/25/2026
Existing
AM Peak Hour

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (m)	35.0	8.0	7.5	16.5	#45.0	
Internal Link Dist (m)	35.6			389.8	215.7	
Turn Bay Length (m)		20.0	70.0			
Base Capacity (vph)	2144	907	513	3017	488	
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	0.22	0.09	0.13	0.12	0.55	

Intersection Summary

Cycle Length: 75
Actuated Cycle Length: 53.1
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 13.2 — Intersection LOS: B
Intersection Capacity Utilization 62.0% — ICU Level of Service B
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Cortina Drive SW & 17 Ave SW



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Synchro 11 Report
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	222	44	43	209	152	38	51	100	166	37	171
Future Volume (vph)	137	222	44	43	209	152	38	51	100	166	37	171
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	0.98		0.93	0.97		0.96		0.98			0.97	
Frt			0.850			0.850		0.920			0.931	
Flt Protected	0.950			0.950				0.990			0.978	
Satd. Flow (prot)	1723	3446	1542	1612	3413	1498	0	3037	0	0	3037	0
Flt Permitted	0.613			0.605				0.817			0.746	
Satd. Flow (perm)	1090	3446	1434	994	3413	1435	0	2500	0	0	2300	0
Satd. Flow (RTOR)			67			162		106			182	
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	9%	3%	5%	2%	6%	2%	2%	2%	5%
Adj. Flow (vph)	146	236	47	46	222	162	40	54	106	177	39	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	146	236	47	46	222	162	0	200	0	0	398	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	20.0	20.0		20.0	20.0	
Minimum Split (s)	29.8	29.8	29.8	29.8	29.8	29.8	34.8	34.8		34.8	34.8	
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	28.0	28.0		28.0	28.0	
Total Split (%)	64.1%	64.1%	64.1%	64.1%	64.1%	64.1%	35.9%	35.9%		35.9%	35.9%	
Maximum Green (s)	42.2	42.2	42.2	42.2	42.2	42.2	20.2	20.2		20.2	20.2	
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7	4.4	4.4		4.4	4.4	
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	3.4	3.4		3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	7.8	7.8	7.8	7.8	7.8	7.8		7.8			7.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	Min	Min	Min	None	None		None	None	
Walk Time (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	14.0	14.0	14.0	14.0	14.0	14.0	19.0	19.0		19.0	19.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)	12.1	12.1	12.1	12.1	12.1	12.1		20.1			20.1	
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.25	0.25		0.42			0.42	
v/c Ratio	0.53	0.27	0.11	0.18	0.26	0.33		0.18			0.37	
Control Delay	23.0	14.9	3.7	15.5	14.8	5.1		5.5			6.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Delay	23.0	14.9	3.7	15.5	14.8	5.1		5.5			6.6	
LOS	C	B	A	B	B	A		A			A	
Approach Delay		16.4			11.2			5.5			6.6	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	11.1	8.7	0.0	3.2	8.2	0.0		2.3			5.7	

2: St. Moritz Dr SW/Aspen Stone Blvd SW & 17 Ave SW
03/25/2026

Existing
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (m)	24.8	15.6	4.1	9.4	14.9	10.2		8.4			15.8	
Internal Link Dist (m)		389.8			378.5			76.3			65.5	
Turn Bay Length (m)	70.0		35.0	70.0		35.0						
Base Capacity (vph)	965	3051	1277	880	3022	1289		1120			1079	
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	0.15	0.08	0.04	0.05	0.07	0.13		0.18			0.37	

Intersection Summary		
Cycle Length: 78		
Actuated Cycle Length: 47.8		
Natural Cycle: 65		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.53		
Intersection Signal Delay: 10.7	Intersection LOS: B	
Intersection Capacity Utilization 88.3%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 2: St. Moritz Dr SW/Aspen Stone Blvd SW & 17 Ave SW



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Synchro 11 Report
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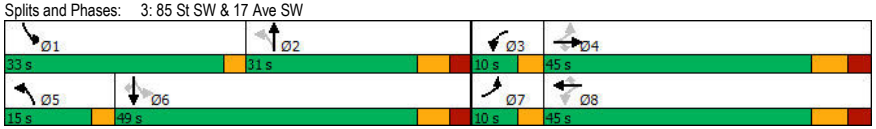
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	427	23	67	243	326	32	128	133	456	116	69
Future Volume (vph)	92	427	23	67	243	326	32	128	133	456	116	69
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.95		0.91	0.97		0.91	0.97	0.97		0.98		0.95
Frt			0.850			0.850		0.924				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1723	3446	1542	1690	3380	1512	1674	1578	0	1706	1796	1527
Flt Permitted	0.570			0.464			0.678			0.291		
Satd. Flow (perm)	985	3446	1409	799	3380	1382	1154	1578	0	511	1796	1448
Satd. Flow (RTOR)			131			347		39				110
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	3%	3%	3%
Adj. Flow (vph)	98	454	24	71	259	347	34	136	141	485	123	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	454	24	71	259	347	34	277	0	485	123	73
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	6.4	22.0	22.0	6.4	22.0	22.0	7.0	10.0		7.0	10.0	10.0
Minimum Split (s)	10.0	30.3	30.3	10.0	30.3	30.3	10.1	25.5		10.1	29.5	29.5
Total Split (s)	10.0	45.0	45.0	10.0	45.0	45.0	15.0	31.0		33.0	49.0	49.0
Total Split (%)	8.4%	37.8%	37.8%	8.4%	37.8%	37.8%	12.6%	26.1%		27.7%	41.2%	41.2%
Maximum Green (s)	6.4	36.7	36.7	6.4	36.7	36.7	11.9	23.5		29.9	41.5	41.5
Yellow Time (s)	3.6	4.9	4.9	3.6	4.9	4.9	3.1	4.4		3.1	4.4	4.4
All-Red Time (s)	0.0	3.4	3.4	0.0	3.4	3.4	0.0	3.1		0.0	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.6	8.3	8.3	3.6	8.3	8.3	3.1	7.5		3.1	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	None
Walk Time (s)		8.0	8.0		8.0	8.0		8.0			8.0	8.0
Flash Dont Walk (s)		14.0	14.0		14.0	14.0		10.0			14.0	14.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	48.8	39.1	39.1	48.0	36.9	36.9	32.3	20.6		55.3	44.9	44.9
Actuated g/C Ratio	0.43	0.34	0.34	0.42	0.32	0.32	0.28	0.18		0.49	0.39	0.39
v/c Ratio	0.21	0.38	0.04	0.18	0.24	0.51	0.09	0.87		0.91	0.17	0.11
Control Delay	21.1	31.3	0.1	20.9	30.0	6.1	18.1	66.0		44.7	24.0	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	21.1	31.3	0.1	20.9	30.0	6.1	18.1	66.0		44.7	24.0	1.9
LOS	C	C	A	C	C	A	B	E		D	C	A
Approach Delay		28.3			16.8			60.7			36.4	
Approach LOS		C			B			E			D	
Queue Length 50th (m)	14.2	46.6	0.0	10.1	25.0	0.0	4.0	56.8		78.5	19.6	0.0
Queue Length 95th (m)	25.7	62.5	0.0	19.6	36.5	22.9	9.5	#101.3		#136.6	34.0	3.8

3: 85 St SW & 17 Ave SW
03/25/2026
Existing
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		378.5			192.5			188.6			110.1	
Turn Bay Length (m)	60.0		35.0	65.0		30.0	30.0					30.0
Base Capacity (vph)	464	1185	571	387	1095	682	430	358		564	723	648
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.21	0.38	0.04	0.18	0.24	0.51	0.08	0.77		0.86	0.17	0.11

Intersection Summary	
Cycle Length: 119	
Actuated Cycle Length: 113.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 31.8	Intersection LOS: C
Intersection Capacity Utilization 85.9%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: 85 St SW & 17 Ave SW



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4: St. Moritz Dr SW & Cortina Drive SW

Existing
03/25/2026
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	6	5	16	7	28
Future Volume (Veh/h)	35	6	5	16	7	28
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	37	6	5	17	7	30
Pedestrians	25			25	25	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	2			2	2	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	99	72	62			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	99	72	62			
tC, single (s)	6.6	6.4	4.1			
tC, 2 stage (s)						
tF (s)	3.7	3.5	2.2			
p0 queue free %	95	99	100			
cM capacity (veh/h)	813	911	1509			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	43	22	37
Volume Left	37	5	0
Volume Right	6	0	30
cSH	826	1509	1700
Volume to Capacity	0.05	0.00	0.02
Queue Length 95th (m)	1.3	0.1	0.0
Control Delay (s)	9.6	1.7	0.0
Lane LOS	A	A	
Approach Delay (s)	9.6	1.7	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	24.9%	ICU Level of Service	A
Analysis Period (min)	15		

5: 85 St SW & 19 Ave SW

Existing
03/25/2026
AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	5	293	5	5	206
Future Volume (Veh/h)	5	5	293	5	5	206
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	5	5	312	5	5	219
Pedestrians	25		25			25
Lane Width (m)	3.6		3.6			3.6
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	2		2			2
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						213
pX, platoon unblocked	0.98					
vC, conflicting volume	594	364			342	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	576	364			342	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			100	
cM capacity (veh/h)	449	652			1192	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	10	317	224
Volume Left	5	0	5
Volume Right	5	5	0
cSH	532	1700	1192
Volume to Capacity	0.02	0.19	0.00
Queue Length 95th (m)	0.5	0.0	0.1
Control Delay (s)	11.9	0.0	0.2
Lane LOS	B		A
Approach Delay (s)	11.9	0.0	0.2
Approach LOS	B		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		

6: 85 St SW & Val Gardena Blvd SW

Existing
AM Peak Hour
03/25/2026



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	108	40	31	150	101	75
Future Volume (Veh/h)	108	40	31	150	101	75
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	115	43	33	160	107	80
Pedestrians	25			25	25	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	2			2	2	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	383	157	132			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	383	157	132			
tC, single (s)	6.5	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.3			
p0 queue free %	80	95	98			
cM capacity (veh/h)	567	849	1399			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2
Volume Total	115	43	193	107	80
Volume Left	115	0	33	0	0
Volume Right	0	43	0	0	80
cSH	567	849	1399	1700	1700
Volume to Capacity	0.20	0.05	0.02	0.06	0.05
Queue Length 95th (m)	6.0	1.3	0.6	0.0	0.0
Control Delay (s)	13.0	9.5	1.5	0.0	0.0
Lane LOS	B	A	A		
Approach Delay (s)	12.0		1.5	0.0	
Approach LOS	B				

Intersection Summary				
Average Delay	4.1			
Intersection Capacity Utilization	33.4%	ICU Level of Service	A	
Analysis Period (min)	15			

8: 85 St SW & Timberline Gate SW

Existing
AM Peak Hour
03/25/2026



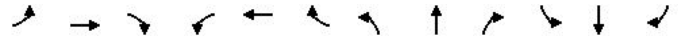
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	5	110	5	5	113
Future Volume (Veh/h)	15	5	110	5	5	113
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	16	5	117	5	5	120
Pedestrians	25		25			25
Lane Width (m)	3.6		3.6			3.6
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	2		2			2
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	300	170			147	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	300	170			147	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	98	99			100	
cM capacity (veh/h)	651	838			1405	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	21	122	125
Volume Left	16	0	5
Volume Right	5	5	0
cSH	688	1700	1405
Volume to Capacity	0.03	0.07	0.00
Queue Length 95th (m)	0.8	0.0	0.1
Control Delay (s)	10.4	0.0	0.3
Lane LOS	B		A
Approach Delay (s)	10.4	0.0	0.3
Approach LOS	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	26.0%	ICU Level of Service	A
Analysis Period (min)	15		

9: 85 St SW & 34 Ave SW/100 Fortress Bay SW

Existing
03/25/2026
AM Peak Hour



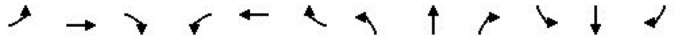
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	5	5	5	8	5	105	5	5	123	5
Future Volume (Veh/h)	5	5	5	5	5	8	5	105	5	5	123	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	5	5	5	5	5	9	5	112	5	5	131	5
Pedestrians		25			25			25			25	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	330	320	184	326	320	164	161			142		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	330	320	184	326	320	164	161			142		
tC, single (s)	7.6	6.5	6.2	7.3	6.5	6.2	4.1			4.3		
tC, 2 stage (s)												
tF (s)	4.0	4.0	3.3	3.7	4.0	3.3	2.2			2.4		
p0 queue free %	99	99	99	99	99	99	100			100		
cM capacity (veh/h)	492	568	823	534	568	844	1388			1284		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	15	19	122	141
Volume Left	5	5	5	5
Volume Right	5	9	5	5
cSH	599	659	1388	1284
Volume to Capacity	0.03	0.03	0.00	0.00
Queue Length 95th (m)	0.6	0.7	0.1	0.1
Control Delay (s)	11.2	10.6	0.3	0.3
Lane LOS	B	B	A	A
Approach Delay (s)	11.2	10.6	0.3	0.3
Approach LOS	B	B		

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	27.1%	ICU Level of Service	A	
Analysis Period (min)	15			

10: 85 St SW & Spring Glen View SW/Fortress Dr SW

Existing
03/25/2026
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	5	5	5	11	6	103	5	5	10	127	5	5
Future Volume (vph)	5	5	5	11	6	103	5	5	10	127	5	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	5	5	5	12	6	110	5	5	11	135	5	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	15	128	21	145
Volume Left (vph)	5	12	5	135
Volume Right (vph)	5	110	11	5
Hadj (s)	-0.10	-0.41	-0.09	0.23
Departure Headway (s)	4.3	3.9	4.3	4.5
Degree Utilization, x	0.02	0.14	0.02	0.18
Capacity (veh/h)	792	885	800	784
Control Delay (s)	7.4	7.5	7.4	8.4
Approach Delay (s)	7.4	7.5	7.4	8.4
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.9			
Level of Service	A			
Intersection Capacity Utilization	33.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	354	65	81	393	38	55
Future Volume (vph)	354	65	81	393	38	55
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.92	0.98		0.97	
Frt		0.850			0.920	
Flt Protected			0.950		0.980	
Satd. Flow (prot)	3446	1542	1690	3446	1595	0
Flt Permitted			0.424		0.980	
Satd. Flow (perm)	3446	1424	736	3446	1583	0
Satd. Flow (RTOR)		68			58	
Confl. Peds. (#/hr)		25	25		25	25
Confl. Bikes (#/hr)		10				10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	2%
Adj. Flow (vph)	373	68	85	414	40	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	373	68	85	414	98	0
Turn Type	NA	Perm	pm+pt	NA	Perm	
Protected Phases	4		3	8		
Permitted Phases		4	8		2	
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	20.0	20.0	7.0	20.0	10.0	
Minimum Split (s)	27.3	27.3	13.0	27.3	35.1	
Total Split (s)	40.0	40.0	15.0	55.0	20.0	
Total Split (%)	53.3%	53.3%	20.0%	73.3%	26.7%	
Maximum Green (s)	32.7	32.7	9.0	47.7	14.9	
Yellow Time (s)	4.6	4.6	3.1	4.6	3.0	
All-Red Time (s)	2.7	2.7	2.9	2.7	2.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.3	7.3	6.0	7.3	5.1	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Min	Min	None	Min	None	
Walk Time (s)	8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	11.0	11.0		11.0	22.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	25.8	25.8	35.3	35.8	10.1	
Actuated g/C Ratio	0.49	0.49	0.67	0.68	0.19	
v/c Ratio	0.22	0.09	0.14	0.18	0.28	
Control Delay	12.4	4.3	4.8	5.0	12.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.4	4.3	4.8	5.0	12.8	
LOS	B	A	A	A	B	
Approach Delay	11.1			4.9	12.8	
Approach LOS	B			A	B	
Queue Length 50th (m)	14.3	0.0	3.0	9.0	3.6	

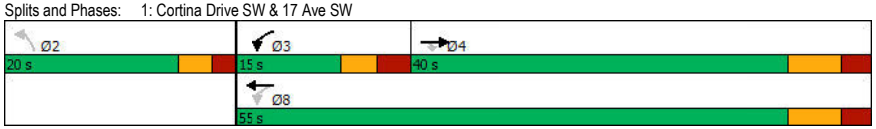
1: Cortina Drive SW & 17 Ave SW
03/25/2026

Existing
PM Peak Hour

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (m)	23.6	6.5	7.1	14.3	14.5	
Internal Link Dist (m)	35.6			389.8	215.7	
Turn Bay Length (m)		20.0	70.0			
Base Capacity (vph)	2312	977	655	3056	492	
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	0.07	0.13	0.14	0.20	

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 52.9	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.28	
Intersection Signal Delay: 8.3	Intersection LOS: A
Intersection Capacity Utilization 55.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Cortina Drive SW & 17 Ave SW



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	221	41	80	286	95	32	34	77	47	37	134
Future Volume (vph)	125	221	41	80	286	95	32	34	77	47	37	134
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	0.98		0.93	0.97		0.96		0.97			0.97	
Frt			0.850			0.850		0.920			0.908	
Flt Protected	0.950			0.950				0.989			0.989	
Satd. Flow (prot)	1723	3446	1542	1706	3413	1527	0	3007	0	0	3006	0
Flt Permitted	0.568			0.607				0.843			0.854	
Satd. Flow (perm)	1012	3446	1433	1054	3413	1462	0	2554	0	0	2586	0
Satd. Flow (RTOR)			65			100		81			141	
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	3%	5%	2%	3%	2%
Adj. Flow (vph)	132	233	43	84	301	100	34	36	81	49	39	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	233	43	84	301	100	0	151	0	0	229	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	20.0	20.0		20.0	20.0	
Minimum Split (s)	29.8	29.8	29.8	29.8	29.8	29.8	34.8	34.8		34.8	34.8	
Total Split (s)	55.0	55.0	55.0	55.0	55.0	55.0	25.0	25.0		25.0	25.0	
Total Split (%)	68.8%	68.8%	68.8%	68.8%	68.8%	68.8%	31.3%	31.3%		31.3%	31.3%	
Maximum Green (s)	47.2	47.2	47.2	47.2	47.2	47.2	17.2	17.2		17.2	17.2	
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7	4.4	4.4		4.4	4.4	
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	3.4	3.4		3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	7.8	7.8	7.8	7.8	7.8	7.8		7.8			7.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	Min	Min	Min	None	None		None	None	
Walk Time (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	14.0	14.0	14.0	14.0	14.0	14.0	19.0	19.0		19.0	19.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)	11.7	11.7	11.7	11.7	11.7	11.7		17.2			17.2	
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26	0.26		0.39			0.39	
v/c Ratio	0.50	0.26	0.10	0.30	0.34	0.22		0.15			0.21	
Control Delay	21.1	13.6	3.3	16.2	14.3	4.8		5.8			5.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Delay	21.1	13.6	3.3	16.2	14.3	4.8		5.8			5.0	
LOS	C	B	A	B	B	A		A			A	
Approach Delay		14.9			12.7			5.8			5.0	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	9.1	7.8	0.0	5.4	10.3	0.0		1.6			2.1	

2: St. Moritz Dr SW/Aspen Stone Blvd SW & 17 Ave SW
03/25/2026
Existing
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (m)	21.5	14.3	3.6	14.1	18.0	7.7		6.8			8.4	
Internal Link Dist (m)		389.8			378.5			76.3			65.5	
Turn Bay Length (m)	70.0		35.0	70.0		35.0						
Base Capacity (vph)	1006	3427	1426	1048	3395	1455		1038			1087	
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	0.03	0.08	0.09	0.07		0.15			0.21	

Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 44.5		
Natural Cycle: 65		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.50		
Intersection Signal Delay: 11.2	Intersection LOS: B	
Intersection Capacity Utilization 73.1%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 2: St. Moritz Dr SW/Aspen Stone Blvd SW & 17 Ave SW



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	229	54	109	298	443	28	131	81	315	150	108
Future Volume (vph)	118	229	54	109	298	443	28	131	81	315	150	108
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.96		0.91	0.95		0.91	0.96	0.98		0.98		0.94
Frt			0.850			0.850		0.943				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1723	3446	1542	1723	3446	1542	1690	1642	0	1723	1814	1542
Flt Permitted	0.525			0.602			0.657			0.371		
Satd. Flow (perm)	911	3446	1400	1035	3446	1400	1127	1642	0	656	1814	1457
Satd. Flow (RTOR)			121			466		21				132
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	124	241	57	115	314	466	29	138	85	332	158	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	241	57	115	314	466	29	223	0	332	158	114
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	22.0	22.0	6.4	22.0	22.0	6.9	10.0		7.0	10.0	10.0
Minimum Split (s)	10.6	30.3	30.3	10.0	30.3	30.3	10.0	29.5		10.1	29.5	29.5
Total Split (s)	15.0	55.0	55.0	10.0	50.0	50.0	10.0	33.0		31.0	54.0	54.0
Total Split (%)	11.6%	42.6%	42.6%	7.8%	38.8%	38.8%	7.8%	25.6%		24.0%	41.9%	41.9%
Maximum Green (s)	11.4	46.7	46.7	6.4	41.7	41.7	6.9	25.5		27.9	46.5	46.5
Yellow Time (s)	3.6	4.9	4.9	3.6	4.9	4.9	3.1	4.4		3.1	4.4	4.4
All-Red Time (s)	0.0	3.4	3.4	0.0	3.4	3.4	0.0	3.1		0.0	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.6	8.3	8.3	3.6	8.3	8.3	3.1	7.5		3.1	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	None
Walk Time (s)		8.0	8.0		8.0	8.0		8.0			8.0	8.0
Flash Dont Walk (s)		14.0	14.0		14.0	14.0		14.0			14.0	14.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	60.7	47.0	47.0	55.2	44.1	44.1	30.2	18.8		47.6	37.5	37.5
Actuated g/C Ratio	0.52	0.40	0.40	0.48	0.38	0.38	0.26	0.16		0.41	0.32	0.32
v/c Ratio	0.23	0.17	0.09	0.22	0.24	0.57	0.09	0.79		0.72	0.27	0.20
Control Delay	17.0	24.3	0.3	17.7	27.4	5.8	21.8	62.5		33.8	30.9	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
Total Delay	17.0	24.3	0.3	17.7	27.4	5.8	21.8	62.5		33.8	30.9	4.1
LOS	B	C	A	B	C	A	C	E		C	C	A
Approach Delay		18.9			14.9			57.9			27.5	
Approach LOS		B			B			E			C	
Queue Length 50th (m)	14.6	19.3	0.0	13.5	27.1	0.0	4.1	47.0		56.8	29.4	0.0
Queue Length 95th (m)	30.8	33.4	0.0	28.7	45.6	27.7	9.8	79.5		81.8	47.0	9.5

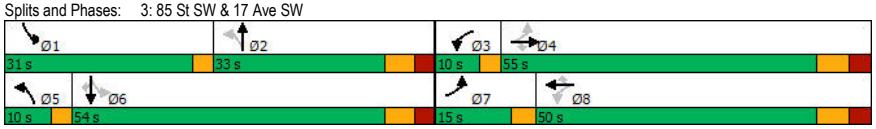
3: 85 St SW & 17 Ave SW
03/25/2026

Existing
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		378.5			192.5			188.6			110.1	
Turn Bay Length (m)	60.0		35.0	65.0		30.0	30.0					30.0
Base Capacity (vph)	565	1394	638	530	1306	820	326	379		526	731	666
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.22	0.17	0.09	0.22	0.24	0.57	0.09	0.59		0.63	0.22	0.17

Intersection Summary	
Cycle Length: 129	
Actuated Cycle Length: 116.2	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 24.2	Intersection LOS: C
Intersection Capacity Utilization 78.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: 85 St SW & 17 Ave SW



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4: St. Moritz Dr SW & Cortina Drive SW

Existing
03/25/2026
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	9	8	5	11	23
Future Volume (Veh/h)	19	9	8	5	11	23
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	20	9	8	5	12	24
Pedestrians	25			25	25	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	2			2	2	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	95	74	61			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	95	74	61			
tC, single (s)	6.5	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	98	99	99			
cM capacity (veh/h)	842	923	1510			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	29	13	36
Volume Left	20	8	0
Volume Right	9	0	24
cSH	866	1510	1700
Volume to Capacity	0.03	0.01	0.02
Queue Length 95th (m)	0.8	0.1	0.0
Control Delay (s)	9.3	4.6	0.0
Lane LOS	A	A	
Approach Delay (s)	9.3	4.6	0.0
Approach LOS	A		

Intersection Summary				
Average Delay	4.2			
Intersection Capacity Utilization	24.8%	ICU Level of Service	A	
Analysis Period (min)	15			

5: 85 St SW & 19 Ave SW

Existing
03/25/2026
PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	5	240	5	5	313
Future Volume (Veh/h)	5	5	240	5	5	313
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	5	253	5	5	329
Pedestrians	25		25			25
Lane Width (m)	3.6		3.6			3.6
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	2		2			2
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						213
pX, platoon unblocked	0.94					
vC, conflicting volume	644	306			283	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	586	306			283	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			100	
cM capacity (veh/h)	422	704			1253	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	10	258	334
Volume Left	5	0	5
Volume Right	5	5	0
cSH	528	1700	1253
Volume to Capacity	0.02	0.15	0.00
Queue Length 95th (m)	0.5	0.0	0.1
Control Delay (s)	11.9	0.0	0.2
Lane LOS	B		A
Approach Delay (s)	11.9	0.0	0.2
Approach LOS	B		

Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	36.7%	ICU Level of Service	A	
Analysis Period (min)	15			

6: 85 St SW & Val Gardena Blvd SW

Existing
PM Peak Hour
03/25/2026



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	28	25	91	140	113
Future Volume (Veh/h)	75	28	25	91	140	113
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	79	29	26	96	147	119
Pedestrians	25			25	25	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	2			2	2	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	345	197	172			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	345	197	172			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	87	96	98			
cM capacity (veh/h)	609	797	1376			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2
Volume Total	79	29	122	147	119
Volume Left	79	0	26	0	0
Volume Right	0	29	0	0	119
cSH	609	797	1376	1700	1700
Volume to Capacity	0.13	0.04	0.02	0.09	0.07
Queue Length 95th (m)	3.6	0.9	0.5	0.0	0.0
Control Delay (s)	11.8	9.7	1.8	0.0	0.0
Lane LOS	B	A	A		
Approach Delay (s)	11.2		1.8	0.0	
Approach LOS	B				

Intersection Summary				
Average Delay	2.9			
Intersection Capacity Utilization	36.6%	ICU Level of Service	A	
Analysis Period (min)	15			

8: 85 St SW & Timberline Gate SW

Existing
PM Peak Hour
03/25/2026



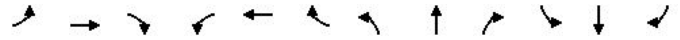
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	5	88	9	5	124
Future Volume (Veh/h)	6	5	88	9	5	124
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	5	93	9	5	131
Pedestrians	25		25			25
Lane Width (m)	3.6		3.6			3.6
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	2		2			2
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	288	148			127	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	288	148			127	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			100	
cM capacity (veh/h)	671	862			1429	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	11	102	136
Volume Left	6	0	5
Volume Right	5	9	0
cSH	746	1700	1429
Volume to Capacity	0.01	0.06	0.00
Queue Length 95th (m)	0.4	0.0	0.1
Control Delay (s)	9.9	0.0	0.3
Lane LOS	A		A
Approach Delay (s)	9.9	0.0	0.3
Approach LOS	A		

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	26.5%	ICU Level of Service	A	
Analysis Period (min)	15			

9: 85 St SW & 34 Ave SW/100 Fortress Bay SW

Existing
03/25/2026
PM Peak Hour



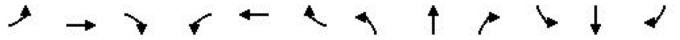
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	5	5	5	5	5	92	5	6	129	5
Future Volume (Veh/h)	5	5	5	5	5	5	5	92	5	6	129	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	5	5	5	5	5	5	97	5	6	136	5
Pedestrians		25			25			25			25	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	318	312	188	318	312	150	166			127		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	318	312	188	318	312	150	166			127		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	99	99	99	99	100			100		
cM capacity (veh/h)	579	573	818	579	573	860	1383			1429		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	15	15	107	147
Volume Left	5	5	5	6
Volume Right	5	5	5	5
cSH	639	647	1383	1429
Volume to Capacity	0.02	0.02	0.00	0.00
Queue Length 95th (m)	0.6	0.6	0.1	0.1
Control Delay (s)	10.8	10.7	0.4	0.3
Lane LOS	B	B	A	A
Approach Delay (s)	10.8	10.7	0.4	0.3
Approach LOS	B	B		

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	27.3%	ICU Level of Service	A	
Analysis Period (min)	15			

10: 85 St SW & Spring Glen View SW/Fortress Dr SW

Existing
03/25/2026
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	5	5	5	7	5	89	5	5	6	117	9	5
Future Volume (vph)	5	5	5	7	5	89	5	5	6	117	9	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	5	5	7	5	94	5	5	6	123	9	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	15	106	16	137
Volume Left (vph)	5	7	5	123
Volume Right (vph)	5	94	6	5
Hadj (s)	-0.10	-0.45	-0.13	0.20
Departure Headway (s)	4.3	3.8	4.2	4.4
Degree Utilization, x	0.02	0.11	0.02	0.17
Capacity (veh/h)	806	906	823	802
Control Delay (s)	7.3	7.3	7.2	8.2
Approach Delay (s)	7.3	7.3	7.2	8.2
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.8			
Level of Service	A			
Intersection Capacity Utilization	32.1%	ICU Level of Service	A	
Analysis Period (min)	15			

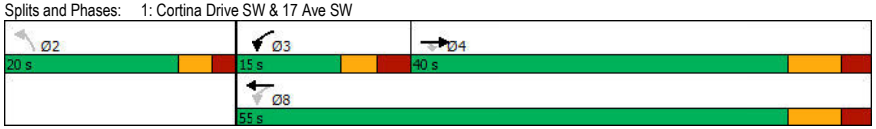
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	473	43	70	391	167	130
Future Volume (vph)	473	43	70	391	167	130
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.92	0.98		0.93	
Frt		0.850			0.941	
Flt Protected			0.950		0.973	
Satd. Flow (prot)	3380	1498	1627	3446	1609	0
Flt Permitted			0.361		0.973	
Satd. Flow (perm)	3380	1383	606	3446	1545	0
Satd. Flow (RTOR)		46			46	
Confl. Peds. (#/hr)		25	25		95	66
Confl. Bikes (#/hr)		10				10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	5%	8%	2%	2%	2%
Adj. Flow (vph)	503	46	74	416	178	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	503	46	74	416	316	0
Turn Type	NA	Perm	pm+pt	NA	Perm	
Protected Phases	4		3	8		
Permitted Phases		4	8		2	
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	20.0	20.0	7.0	20.0	10.0	
Minimum Split (s)	27.3	27.3	13.0	27.3	35.1	
Total Split (s)	40.0	40.0	15.0	55.0	20.0	
Total Split (%)	53.3%	53.3%	20.0%	73.3%	26.7%	
Maximum Green (s)	32.7	32.7	9.0	47.7	14.9	
Yellow Time (s)	4.6	4.6	3.1	4.6	3.0	
All-Red Time (s)	2.7	2.7	2.9	2.7	2.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.3	7.3	6.0	7.3	5.1	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Min	Min	None	Min	None	
Walk Time (s)	8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	11.0	11.0		11.0	22.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	20.4	20.4	28.9	27.6	14.5	
Actuated g/C Ratio	0.37	0.37	0.53	0.50	0.27	
v/c Ratio	0.40	0.08	0.16	0.24	0.71	
Control Delay	15.4	5.8	6.9	7.8	28.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	15.4	5.8	6.9	7.8	28.8	
LOS	B	A	A	A	C	
Approach Delay	14.6			7.6	28.8	
Approach LOS	B			A	C	
Queue Length 50th (m)	23.7	0.0	3.4	11.7	29.0	

1: Cortina Drive SW & 17 Ave SW 2048 Background
03/26/2026 AM Peak Hour

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (m)	36.7	6.0	8.2	18.3	#67.3	
Internal Link Dist (m)	35.6			389.8	215.7	
Turn Bay Length (m)		20.0	70.0			
Base Capacity (vph)	2060	861	491	3005	462	
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	0.24	0.05	0.15	0.14	0.68	

Intersection Summary		
Cycle Length: 75		
Actuated Cycle Length: 54.7		
Natural Cycle: 80		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.71		
Intersection Signal Delay: 15.4	Intersection LOS: B	
Intersection Capacity Utilization 62.3%	ICU Level of Service B	
Analysis Period (min) 15		
# 95th percentile volume exceeds capacity, queue may be longer.		
Queue shown is maximum after two cycles.		

Splits and Phases: 1: Cortina Drive SW & 17 Ave SW



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Synchro 11 Report AMT

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	222	329	52	41	216	150	44	46	116	170	37	201
Future Volume (vph)	222	329	52	41	216	150	44	46	116	170	37	201
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	0.98		0.93	0.97		0.96		0.97			0.97	
Frt			0.850			0.850		0.916			0.926	
Flt Protected	0.950			0.950				0.989			0.980	
Satd. Flow (prot)	1723	3446	1542	1612	3413	1498	0	3023	0	0	3019	0
Flt Permitted	0.608			0.542				0.789			0.746	
Satd. Flow (perm)	1081	3446	1434	895	3413	1435	0	2405	0	0	2283	0
Satd. Flow (RTOR)			67			160		123			214	
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	9%	3%	5%	2%	6%	2%	2%	2%	5%
Adj. Flow (vph)	236	350	55	44	230	160	47	49	123	181	39	214
Shared Lane Traffic (%)												
Lane Group Flow (vph)	236	350	55	44	230	160	0	219	0	0	434	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	20.0	20.0		20.0	20.0	
Minimum Split (s)	29.8	29.8	29.8	29.8	29.8	29.8	34.8	34.8		34.8	34.8	
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	28.0	28.0		28.0	28.0	
Total Split (%)	64.1%	64.1%	64.1%	64.1%	64.1%	64.1%	35.9%	35.9%		35.9%	35.9%	
Maximum Green (s)	42.2	42.2	42.2	42.2	42.2	42.2	20.2	20.2		20.2	20.2	
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7	4.4	4.4		4.4	4.4	
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	3.4	3.4		3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	7.8	7.8	7.8	7.8	7.8	7.8		7.8			7.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	Min	Min	Min	None	None		None	None	
Walk Time (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	14.0	14.0	14.0	14.0	14.0	14.0	19.0	19.0		19.0	19.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)	16.6	16.6	16.6	16.6	16.6	16.6		20.2			20.2	
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.32	0.32		0.38			0.38	
v/c Ratio	0.69	0.32	0.11	0.16	0.21	0.28		0.22			0.43	
Control Delay	26.7	13.9	3.5	13.4	13.0	3.9		7.0			8.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Delay	26.7	13.9	3.5	13.4	13.0	3.9		7.0			8.5	
LOS	C	B	A	B	B	A		A			A	
Approach Delay		17.7			9.7			7.0			8.5	
Approach LOS		B			A			A			A	
Queue Length 50th (m)	19.9	13.4	0.0	3.1	8.5	0.0		3.0			7.2	

2: St. Moritz Dr SW/Aspen Stone Blvd SW & 17 Ave SW 2048 Background
03/26/2026 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (m)	39.5	21.5	4.6	8.6	14.7	9.2		11.2			21.6	
Internal Link Dist (m)		389.8			378.5			76.3			65.5	
Turn Bay Length (m)	70.0		35.0	70.0		35.0						
Base Capacity (vph)	876	2793	1175	725	2767	1193		1008			1016	
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	0.27	0.13	0.05	0.06	0.08	0.13		0.22			0.43	

Intersection Summary		
Cycle Length: 78		
Actuated Cycle Length: 52.6		
Natural Cycle: 65		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.69		
Intersection Signal Delay: 12.0	Intersection LOS: B	
Intersection Capacity Utilization 92.5%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 2: St. Moritz Dr SW/Aspen Stone Blvd SW & 17 Ave SW



O:\Dept SAB\Projects\2024\02-24-0141 85th St SW & 134th Ave SW Land Assembly TIA\4.0 Analysis & Design\Synchro - Report V3\2048 BG.syn
Synchro 11 Report AMT

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	482	30	63	283	330	41	124	85	460	143	83
Future Volume (vph)	103	482	30	63	283	330	41	124	85	460	143	83
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.97		0.95	0.98		0.95	0.97		0.94	0.96		0.95
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1723	3446	1542	1690	3380	1512	1674	3348	1498	1706	3413	1527
Flt Permitted	0.548			0.440			0.656			0.529		
Satd. Flow (perm)	967	3446	1462	769	3380	1434	1118	3348	1407	914	3413	1448
Satd. Flow (RTOR)			131			351			138			110
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	3%	3%	3%
Adj. Flow (vph)	110	513	32	67	301	351	44	132	90	489	152	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	513	32	67	301	351	44	132	90	489	152	88
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.4	22.0	22.0	6.4	22.0	22.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	10.0	30.3	30.3	10.0	30.3	30.3	10.1	25.5	25.5	10.1	29.5	29.5
Total Split (s)	10.0	45.0	45.0	10.0	45.0	45.0	15.0	31.0	31.0	33.0	49.0	49.0
Total Split (%)	8.4%	37.8%	37.8%	8.4%	37.8%	37.8%	12.6%	26.1%	26.1%	27.7%	41.2%	41.2%
Maximum Green (s)	6.4	36.7	36.7	6.4	36.7	36.7	11.9	23.5	23.5	29.9	41.5	41.5
Yellow Time (s)	3.6	4.9	4.9	3.6	4.9	4.9	3.1	4.4	4.4	3.1	4.4	4.4
All-Red Time (s)	0.0	3.4	3.4	0.0	3.4	3.4	0.0	3.1	3.1	0.0	3.1	3.1
Lost Time Adjust (s)	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 Lost Time (s)	3.6	8.3	8.3	3.6	8.3	8.3	3.1	7.5	7.5	3.1	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0
Flash Dont Walk (s)		14.0	14.0		14.0	14.0		10.0	10.0		14.0	14.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	48.7	38.9	38.9	47.9	36.8	36.8	22.3	10.4	10.4	44.3	33.6	33.6
Actuated g/C Ratio	0.48	0.38	0.38	0.47	0.36	0.36	0.22	0.10	0.10	0.43	0.33	0.33
v/c Ratio	0.22	0.39	0.05	0.16	0.25	0.47	0.16	0.39	0.34	0.82	0.14	0.16
Control Delay	15.9	25.7	0.1	15.5	24.6	5.1	20.8	47.5	5.5	35.6	25.8	4.0
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	15.9	25.7	0.1	15.5	24.6	5.1	20.8	47.5	5.5	35.6	25.8	4.0
LOS	B	C	A	B	C	A	C	D	A	D	C	A
Approach Delay		22.8			14.2			28.9			29.7	
Approach LOS		C			B			C			C	
Queue Length 50th (m)	12.3	43.4	0.0	7.3	23.7	0.0	5.2	14.1	0.0	79.4	12.3	0.0
Queue Length 95th (m)	23.6	61.3	0.0	15.8	36.2	19.9	11.8	24.3	4.9	115.9	20.7	7.7

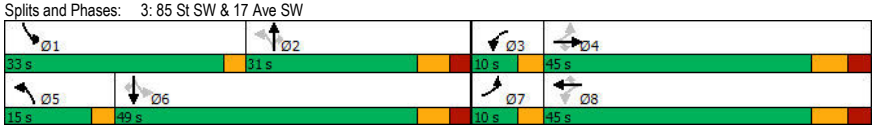
3: 85 St SW & 17 Ave SW
03/26/2026

2048 Background
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		378.5			192.5			188.6			110.1	
Turn Bay Length (m)	65.0		30.0	120.0		50.0	60.0		30.0	90.0		25.0
Base Capacity (vph)	506	1309	636	417	1212	739	356	769	429	626	1384	652
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	0.22	0.39	0.05	0.16	0.25	0.47	0.12	0.17	0.21	0.78	0.11	0.13

Intersection Summary	
Cycle Length: 119	
Actuated Cycle Length: 102.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 23.0	Intersection LOS: C
Intersection Capacity Utilization 82.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: 85 St SW & 17 Ave SW



O:\Dept SAB\Projects\2024\02-24-0141 85th St SW & 134th Ave SW Land Assembly TIA\4.0 Analysis & Design\Synchro - Report V3\2048 BG.syn
Synchro 11 Report
AMT



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	13	17	75	37	30
Future Volume (Veh/h)	40	13	17	75	37	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	43	14	18	80	39	32
Pedestrians	25			25	25	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	2			2	2	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	221	105	96			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	221	105	96			
tC, single (s)	6.6	6.4	4.1			
tC, 2 stage (s)						
tF (s)	3.7	3.5	2.2			
p0 queue free %	94	98	99			
cM capacity (veh/h)	684	873	1466			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	57	98	71
Volume Left	43	18	0
Volume Right	14	0	32
cSH	723	1466	1700
Volume to Capacity	0.08	0.01	0.04
Queue Length 95th (m)	2.0	0.3	0.0
Control Delay (s)	10.4	1.5	0.0
Lane LOS	B	A	
Approach Delay (s)	10.4	1.5	0.0
Approach LOS	B		

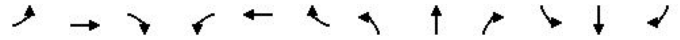
Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	18	10	239	10	10	226
Future Volume (Veh/h)	18	10	239	10	10	226
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	19	11	254	11	11	240
Pedestrians	25		25			25
Lane Width (m)	3.6		3.6			3.6
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	2		2			2
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						213
pX, platoon unblocked						
vC, conflicting volume	446	177			279	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	446	177			279	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			99	
cM capacity (veh/h)	514	801			1254	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	30	127	127	11	11	120	120
Volume Left	19	0	0	0	11	0	0
Volume Right	11	0	0	11	0	0	0
cSH	592	1700	1700	1700	1254	1700	1700
Volume to Capacity	0.05	0.07	0.07	0.01	0.01	0.07	0.07
Queue Length 95th (m)	1.3	0.0	0.0	0.0	0.2	0.0	0.0
Control Delay (s)	11.4	0.0	0.0	0.0	7.9	0.0	0.0
Lane LOS	B				A		
Approach Delay (s)	11.4	0.0			0.3		
Approach LOS	B						

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	26.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	5	47	5	5	11	32	159	5	5	178	64
Future Volume (Veh/h)	79	5	47	5	5	11	32	159	5	5	178	64
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	84	5	50	5	5	12	34	169	5	5	189	68
Pedestrians		25						25			25	
Lane Width (m)		3.6						3.6			3.6	
Walking Speed (m/s)		1.2						1.2			1.2	
Percent Blockage		2						2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	416	466	144	422	464	112	214			174		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	416	466	144	422	464	112	214			174		
tC, single (s)	7.7	6.5	7.0	7.5	6.5	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	82	99	94	99	99	99	97			100		
cM capacity (veh/h)	455	468	837	453	470	901	1297			1400		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	89	50	22	34	113	61	5	94	94	68
Volume Left	84	0	5	34	0	0	5	0	0	0
Volume Right	0	50	12	0	0	5	0	0	0	68
cSH	456	837	629	1297	1700	1700	1400	1700	1700	1700
Volume to Capacity	0.20	0.06	0.04	0.03	0.07	0.04	0.00	0.06	0.06	0.04
Queue Length 95th (m)	5.7	1.5	0.9	0.6	0.0	0.0	0.1	0.0	0.0	0.0
Control Delay (s)	14.8	9.6	10.9	7.9	0.0	0.0	7.6	0.0	0.0	0.0
Lane LOS	B	A	B	A			A			
Approach Delay (s)	12.9		10.9	1.3			0.1			
Approach LOS	B		B							

Intersection Summary					
Average Delay	3.7				
Intersection Capacity Utilization	35.6%	ICU Level of Service		A	
Analysis Period (min)	15				



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	50	40	152	10	20	209
Future Volume (Veh/h)	50	40	152	10	20	209
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	53	43	162	11	21	222
Pedestrians			25			25
Lane Width (m)			3.6			3.6
Walking Speed (m/s)			1.2			1.2
Percent Blockage			2			2
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	456	192			173	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	456	192			173	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	95			99	
cM capacity (veh/h)	542	831			1404	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	96	173	243
Volume Left	53	0	21
Volume Right	43	11	0
cSH	642	1700	1404
Volume to Capacity	0.15	0.10	0.01
Queue Length 95th (m)	4.2	0.0	0.4
Control Delay (s)	11.6	0.0	0.8
Lane LOS	B		A
Approach Delay (s)	11.6	0.0	0.8
Approach LOS	B		

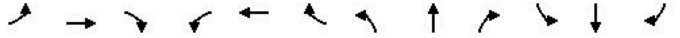
Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	36.6%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	50	40	122	10	20	239
Future Volume (Veh/h)	50	40	122	10	20	239
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	53	43	130	11	21	254
Pedestrians	25		25			25
Lane Width (m)	3.6		3.6			3.6
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	2		2			2
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	482	186			166	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	482	186			166	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	90	95			98	
cM capacity (veh/h)	505	821			1383	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	96	141	275
Volume Left	53	0	21
Volume Right	43	11	0
cSH	610	1700	1383
Volume to Capacity	0.16	0.08	0.02
Queue Length 95th (m)	4.4	0.0	0.4
Control Delay (s)	12.0	0.0	0.7
Lane LOS	B		A
Approach Delay (s)	12.0	0.0	0.7
Approach LOS	B		

Intersection Summary				
Average Delay		2.6		
Intersection Capacity Utilization		45.1%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	6	10	10	20	14	102	10	10	269	10
Future Volume (Veh/h)	10	10	6	10	10	20	14	102	10	10	269	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	11	11	6	11	11	21	15	109	11	11	286	11
Pedestrians		25			25			25			25	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	534	514	342	520	514	164	322			145		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	534	514	342	520	514	164	322			145		
tC, single (s)	7.6	6.5	6.2	7.3	6.5	6.2	4.1			4.3		
tC, 2 stage (s)												
tF (s)	4.0	4.0	3.3	3.7	4.0	3.3	2.2			2.4		
p0 queue free %	97	97	99	97	97	98	99			99		
cM capacity (veh/h)	341	436	672	384	436	844	1212			1281		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	28	43	135	308
Volume Left	11	11	15	11
Volume Right	6	21	11	11
cSH	421	546	1212	1281
Volume to Capacity	0.07	0.08	0.01	0.01
Queue Length 95th (m)	1.7	2.0	0.3	0.2
Control Delay (s)	14.1	12.2	1.0	0.4
Lane LOS	B	B	A	A
Approach Delay (s)	14.1	12.2	1.0	0.4
Approach LOS	B	B		

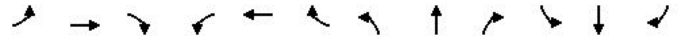
Intersection Summary				
Average Delay		2.3		
Intersection Capacity Utilization		33.1%	ICU Level of Service	A
Analysis Period (min)		15		

Intersection: 10: 85 St SW & Spring Glen View SW/Fortress Dr SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	5.7	21.9	18.4	30.3
Average Queue (m)	2.0	11.5	4.6	16.3
95th Queue (m)	6.3	18.2	13.9	24.7
Link Distance (m)	72.4	124.9	65.8	184.7
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

10: 85 St SW & Spring Glen View SW/Fortress Dr SW — 2048 Background

03/26/2026 — AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	5	5	5	11	6	121	5	5	10	280	5	5
Future Volume (vph)	5	5	5	11	6	121	5	5	10	280	5	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	5	5	5	12	6	129	5	5	11	298	5	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	15	147	21	308
Volume Left (vph)	5	12	5	298
Volume Right (vph)	5	129	11	5
Hadj (s)	-0.10	-0.42	-0.09	0.23
Departure Headway (s)	4.8	4.3	4.5	4.5
Degree Utilization, x	0.02	0.18	0.03	0.39
Capacity (veh/h)	688	777	745	767
Control Delay (s)	7.9	8.2	7.7	10.4
Approach Delay (s)	7.9	8.2	7.7	10.4
Approach LOS	A	A	A	B

Intersection Summary				
Delay			9.5	
Level of Service			A	
Intersection Capacity Utilization			42.2%	ICU Level of Service
Analysis Period (min)			15	

1: Cortina Drive SW & 17 Ave SW — 2048 Background

03/26/2026 — PM Peak Hour

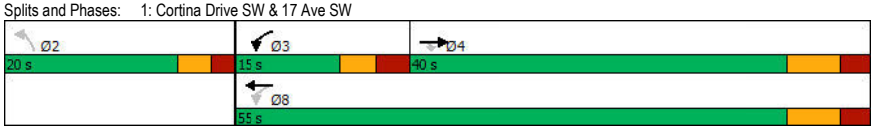


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	547	167	80	499	82	60
Future Volume (vph)	547	167	80	499	82	60
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.92	0.98		0.97	
Frt		0.850			0.943	
Flt Protected			0.950		0.972	
Satd. Flow (prot)	3446	1542	1690	3446	1633	0
Flt Permitted			0.348		0.972	
Satd. Flow (perm)	3446	1424	608	3446	1616	0
Satd. Flow (RTOR)		173			44	
Confl. Peds. (#/hr)		25	25		25	25
Confl. Bikes (#/hr)		10				10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	2%
Adj. Flow (vph)	576	176	84	525	86	63
Shared Lane Traffic (%)						
Lane Group Flow (vph)	576	176	84	525	149	0
Turn Type	NA	Perm	pm+pt	NA	Perm	
Protected Phases	4		3	8		
Permitted Phases		4	8		2	
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	20.0	20.0	7.0	20.0	10.0	
Minimum Split (s)	27.3	27.3	13.0	27.3	35.1	
Total Split (s)	40.0	40.0	15.0	55.0	20.0	
Total Split (%)	53.3%	53.3%	20.0%	73.3%	26.7%	
Maximum Green (s)	32.7	32.7	9.0	47.7	14.9	
Yellow Time (s)	4.6	4.6	3.1	4.6	3.0	
All-Red Time (s)	2.7	2.7	2.9	2.7	2.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.3	7.3	6.0	7.3	5.1	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Min	Min	None	Min	None	
Walk Time (s)	8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	11.0	11.0		11.0	22.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	25.9	25.9	35.4	36.0	10.7	
Actuated g/C Ratio	0.48	0.48	0.66	0.67	0.20	
v/c Ratio	0.35	0.23	0.15	0.23	0.42	
Control Delay	13.8	3.8	5.3	5.5	18.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	13.8	3.8	5.3	5.5	18.9	
LOS	B	A	A	A	B	
Approach Delay	11.5			5.5	18.9	
Approach LOS	B			A	B	
Queue Length 50th (m)	23.8	0.2	3.0	11.8	9.9	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (m)	40.1	11.2	8.1	21.1	24.2	
Internal Link Dist (m)	35.6			389.8	215.7	
Turn Bay Length (m)		20.0	70.0			
Base Capacity (vph)	2289	1004	586	3022	487	
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	0.25	0.18	0.14	0.17	0.31	

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 53.6	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Cortina Drive SW & 17 Ave SW



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	382	44	105	345	100	33	27	83	80	36	202
Future Volume (vph)	181	382	44	105	345	100	33	27	83	80	36	202
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	0.98		0.93	0.97		0.96		0.97			0.97	
Frt			0.850			0.850		0.913			0.905	
Flt Protected	0.950			0.950				0.988			0.988	
Satd. Flow (prot)	1723	3446	1542	1706	3413	1527	0	2974	0	0	2992	0
Flt Permitted	0.535			0.515				0.812			0.828	
Satd. Flow (perm)	954	3446	1433	901	3413	1462	0	2436	0	0	2496	0
Satd. Flow (RTOR)			65			105		87			213	
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	3%	5%	2%	3%	2%
Adj. Flow (vph)	191	402	46	111	363	105	35	28	87	84	38	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	191	402	46	111	363	105	0	150	0	0	335	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	20.0	20.0		20.0	20.0	
Minimum Split (s)	29.8	29.8	29.8	29.8	29.8	29.8	34.8	34.8		34.8	34.8	
Total Split (s)	55.0	55.0	55.0	55.0	55.0	55.0	25.0	25.0		25.0	25.0	
Total Split (%)	68.8%	68.8%	68.8%	68.8%	68.8%	68.8%	31.3%	31.3%		31.3%	31.3%	
Maximum Green (s)	47.2	47.2	47.2	47.2	47.2	47.2	17.2	17.2		17.2	17.2	
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7	4.4	4.4		4.4	4.4	
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	3.4	3.4		3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	7.8	7.8	7.8	7.8	7.8	7.8		7.8			7.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	Min	Min	Min	None	None		None	None	
Walk Time (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	14.0	14.0	14.0	14.0	14.0	14.0	19.0	19.0		19.0	19.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)	15.1	15.1	15.1	15.1	15.1	15.1		17.4			17.4	
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.31	0.31		0.36			0.36	
v/c Ratio	0.64	0.37	0.09	0.40	0.34	0.20		0.16			0.32	
Control Delay	24.6	13.5	2.9	17.0	13.2	3.9		6.9			6.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Delay	24.6	13.5	2.9	17.0	13.2	3.9		6.9			6.2	
LOS	C	B	A	B	B	A		A			A	
Approach Delay		16.0			12.2			6.9			6.2	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	14.2	14.2	0.0	7.6	12.7	0.0		1.7			3.5	

2: St. Moritz Dr SW/Aspen Stone Blvd SW & 17 Ave SW

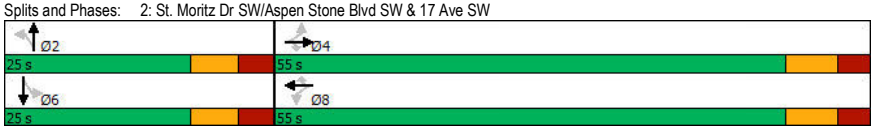
2048 Background
03/26/2026
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (m)	31.0	22.7	3.6	17.9	20.7	7.2		8.1			13.3	
Internal Link Dist (m)		389.8			378.5			76.3			65.5	
Turn Bay Length (m)	70.0		35.0	70.0		35.0						
Base Capacity (vph)	910	3287	1370	859	3256	1399		933			1036	
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	0.21	0.12	0.03	0.13	0.11	0.08		0.16			0.32	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 48.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 12.0 — Intersection LOS: B
Intersection Capacity Utilization 76.9% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: St. Moritz Dr SW/Aspen Stone Blvd SW & 17 Ave SW



3: 85 St SW & 17 Ave SW

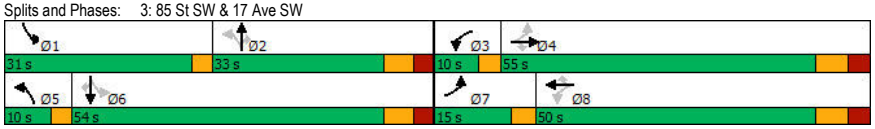
2048 Background
03/26/2026
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	357	60	79	375	500	32	114	66	320	144	143
Future Volume (vph)	128	357	60	79	375	500	32	114	66	320	144	143
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.98		0.94	0.97		0.94	0.96		0.94	0.97		0.94
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1723	3446	1542	1723	3446	1542	1690	3380	1512	1723	3446	1542
Flt Permitted	0.478			0.529			0.656			0.534		
Satd. Flow (perm)	848	3446	1457	934	3446	1457	1125	3380	1429	935	3446	1457
Satd. Flow (RTOR)			121			526			158			151
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	135	376	63	83	395	526	34	120	69	337	152	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	376	63	83	395	526	34	120	69	337	152	151
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	22.0	22.0	6.4	22.0	22.0	6.9	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	10.6	30.3	30.3	10.0	30.3	30.3	10.0	29.5	29.5	10.1	29.5	29.5
Total Split (s)	15.0	55.0	55.0	10.0	50.0	50.0	10.0	33.0	33.0	31.0	54.0	54.0
Total Split (%)	11.6%	42.6%	42.6%	7.8%	38.8%	38.8%	7.8%	25.6%	25.6%	24.0%	41.9%	41.9%
Maximum Green (s)	11.4	46.7	46.7	6.4	41.7	41.7	6.9	25.5	25.5	27.9	46.5	46.5
Yellow Time (s)	3.6	4.9	4.9	3.6	4.9	4.9	3.1	4.4	4.4	3.1	4.4	4.4
All-Red Time (s)	0.0	3.4	3.4	0.0	3.4	3.4	0.0	3.1	3.1	0.0	3.1	3.1
Lost Time Adjust (s)	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 Lost Time (s)	3.6	8.3	8.3	3.6	8.3	8.3	3.1	7.5	7.5	3.1	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0
Flash Dont Walk (s)		14.0	14.0		14.0	14.0		14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	60.1	48.1	48.1	54.3	43.1	43.1	21.7	10.3	10.3	39.3	29.2	29.2
Actuated g/C Ratio	0.56	0.45	0.45	0.51	0.40	0.40	0.20	0.10	0.10	0.37	0.27	0.27
v/c Ratio	0.24	0.24	0.09	0.16	0.28	0.58	0.13	0.37	0.25	0.67	0.16	0.30
Control Delay	13.0	20.0	0.2	12.6	23.2	5.1	24.7	50.0	2.1	33.6	31.2	6.8
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	13.0	20.0	0.2	12.6	23.2	5.1	24.7	50.0	2.1	33.6	31.2	6.8
LOS	B	C	A	B	C	A	C	D	A	C	C	A
Approach Delay		16.2			12.9			31.3			26.7	
Approach LOS		B			B			C			C	
Queue Length 50th (m)	13.0	27.0	0.0	7.8	30.0	0.0	4.8	13.3	0.0	57.9	14.2	0.0
Queue Length 95th (m)	26.5	42.6	0.2	17.5	48.3	25.0	11.4	24.1	0.0	85.4	23.0	15.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		378.5			192.5			188.6			110.1	
Turn Bay Length (m)	65.0		30.0	120.0		50.0	60.0		30.0	90.0		25.0
Base Capacity (vph)	575	1553	723	522	1392	902	265	810	462	551	1506	722
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	0.23	0.24	0.09	0.16	0.28	0.58	0.13	0.15	0.15	0.61	0.10	0.21

Intersection Summary			
Cycle Length: 129			
Actuated Cycle Length: 106.7			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 19.0		Intersection LOS: B	
Intersection Capacity Utilization 71.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: 85 St SW & 17 Ave SW



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	17	22	47	65	20
Future Volume (Veh/h)	20	17	22	47	65	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	21	18	23	49	68	21
Pedestrians	25			25	25	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	2			2	2	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	224	128	114			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	224	128	114			
tC, single (s)	6.5	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	97	98	98			
cM capacity (veh/h)	703	861	1444			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	39	72	89
Volume Left	21	23	0
Volume Right	18	0	21
cSH	768	1444	1700
Volume to Capacity	0.05	0.02	0.05
Queue Length 95th (m)	1.3	0.4	0.0
Control Delay (s)	9.9	2.5	0.0
Lane LOS	A	A	
Approach Delay (s)	9.9	2.5	0.0
Approach LOS	A		

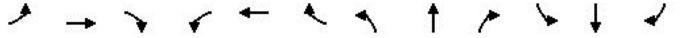
Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	26.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	27	10	200	17	10	273
Future Volume (Veh/h)	27	10	200	17	10	273
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	28	11	211	18	11	287
Pedestrians	25		25			25
Lane Width (m)	3.6		3.6			3.6
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	2		2			2
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						213
pX, platoon unblocked						
vC, conflicting volume	426	156			236	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	426	156			236	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	99			99	
cM capacity (veh/h)	529	827			1301	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	39	106	106	18	11	144	144
Volume Left	28	0	0	0	11	0	0
Volume Right	11	0	0	18	0	0	0
cSH	589	1700	1700	1700	1301	1700	1700
Volume to Capacity	0.07	0.06	0.06	0.01	0.01	0.08	0.08
Queue Length 95th (m)	1.7	0.0	0.0	0.0	0.2	0.0	0.0
Control Delay (s)	11.5	0.0	0.0	0.0	7.8	0.0	0.0
Lane LOS	B				A		
Approach Delay (s)	11.5	0.0			0.3		
Approach LOS	B						

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	25.7%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	5	34	5	5	6	39	124	6	9	181	110
Future Volume (Veh/h)	87	5	34	5	5	6	39	124	6	9	181	110
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	92	5	36	5	5	6	41	131	6	9	191	116
Pedestrians		25						25			25	
Lane Width (m)		3.6						3.6			3.6	
Walking Speed (m/s)		1.2						1.2			1.2	
Percent Blockage		2						2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	415	453	146	393	450	94	216			137		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	415	453	146	393	450	94	216			137		
tC, single (s)	7.6	6.5	7.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	80	99	96	99	99	99	97			99		
cM capacity (veh/h)	467	472	824	480	474	925	1323			1445		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	97	36	16	41	87	50	9	96	96	116
Volume Left	92	0	5	41	0	0	9	0	0	0
Volume Right	0	36	6	0	0	6	0	0	0	116
cSH	467	824	583	1323	1700	1700	1445	1700	1700	1700
Volume to Capacity	0.21	0.04	0.03	0.03	0.05	0.03	0.01	0.06	0.06	0.07
Queue Length 95th (m)	6.2	1.1	0.7	0.8	0.0	0.0	0.2	0.0	0.0	0.0
Control Delay (s)	14.7	9.6	11.3	7.8	0.0	0.0	7.5	0.0	0.0	0.0
Lane LOS	B	A	B	A			A			
Approach Delay (s)	13.3		11.3	1.8			0.2			
Approach LOS	B		B							

Intersection Summary				
Average Delay	3.6			
Intersection Capacity Utilization	35.8%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	30	30	139	50	40	178
Future Volume (Veh/h)	30	30	139	50	40	178
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	32	32	146	53	42	187
Pedestrians			25			25
Lane Width (m)			3.6			3.6
Walking Speed (m/s)			1.2			1.2
Percent Blockage			2			2
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	468	198			199	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	468	198			199	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	96			97	
cM capacity (veh/h)	525	826			1373	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	64	199	229
Volume Left	32	0	42
Volume Right	32	53	0
cSH	642	1700	1373
Volume to Capacity	0.10	0.12	0.03
Queue Length 95th (m)	2.6	0.0	0.8
Control Delay (s)	11.2	0.0	1.6
Lane LOS	B		A
Approach Delay (s)	11.2	0.0	1.6
Approach LOS	B		

Intersection Summary			
Average Delay		2.2	
Intersection Capacity Utilization		36.1%	ICU Level of Service A
Analysis Period (min)		15	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	30	30	159	50	40	168
Future Volume (Veh/h)	30	30	159	50	40	168
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	32	32	167	53	42	177
Pedestrians	25		25			25
Lane Width (m)	3.6		3.6			3.6
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	2		2			2
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	504	244			245	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	504	244			245	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	96			97	
cM capacity (veh/h)	489	763			1294	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	64	220	219
Volume Left	32	0	42
Volume Right	32	53	0
cSH	596	1700	1294
Volume to Capacity	0.11	0.13	0.03
Queue Length 95th (m)	2.9	0.0	0.8
Control Delay (s)	11.8	0.0	1.7
Lane LOS	B		A
Approach Delay (s)	11.8	0.0	1.7
Approach LOS	B		

Intersection Summary			
Average Delay		2.3	
Intersection Capacity Utilization		43.8%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	10	10	10	6	189	10	10	178	10
Future Volume (Veh/h)	10	10	10	10	10	10	6	189	10	10	178	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	11	11	11	11	11	11	6	199	11	11	187	11
Pedestrians		25			25			25			25	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	498	486	242	498	486	254	223			235		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	498	486	242	498	486	254	223			235		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	98	99	97	98	99	100			99		
cM capacity (veh/h)	430	455	763	430	455	752	1318			1305		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	33	33	216	209
Volume Left	11	11	6	11
Volume Right	11	11	11	11
cSH	514	513	1318	1305
Volume to Capacity	0.06	0.06	0.00	0.01
Queue Length 95th (m)	1.6	1.6	0.1	0.2
Control Delay (s)	12.5	12.5	0.3	0.5
Lane LOS	B	B	A	A
Approach Delay (s)	12.5	12.5	0.3	0.5
Approach LOS	B	B		

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	30.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	5	5	5	7	5	198	5	5	6	189	9	5
Future Volume (vph)	5	5	5	7	5	198	5	5	6	189	9	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	5	5	7	5	208	5	5	6	199	9	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	15	220	16	213
Volume Left (vph)	5	7	5	199
Volume Right (vph)	5	208	6	5
Hadj (s)	-0.10	-0.49	-0.13	0.21
Departure Headway (s)	4.6	4.0	4.5	4.6
Degree Utilization, x	0.02	0.24	0.02	0.27
Capacity (veh/h)	722	852	737	737
Control Delay (s)	7.7	8.3	7.6	9.4
Approach Delay (s)	7.7	8.3	7.6	9.4
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.7			
Level of Service	A			
Intersection Capacity Utilization	40.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection: 10: 85 St SW & Spring Glen View SW/Fortress Dr SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	5.7	28.6	10.1	22.3
Average Queue (m)	2.0	13.5	3.9	12.8
95th Queue (m)	6.3	22.7	11.2	19.8
Link Distance (m)	72.4	124.9	65.8	184.7
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	473	114	70	391	283	130
Future Volume (vph)	473	114	70	391	283	130
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.92	0.98		0.93	
Frt		0.850			0.958	
Flt Protected			0.950		0.967	
Satd. Flow (prot)	3380	1498	1627	3446	1643	0
Flt Permitted			0.361		0.967	
Satd. Flow (perm)	3380	1383	606	3446	1563	0
Satd. Flow (RTOR)		121			27	
Confl. Peds. (#/hr)		25	25		95	66
Confl. Bikes (#/hr)		10				10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	5%	8%	2%	2%	2%
Adj. Flow (vph)	503	121	74	416	301	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	503	121	74	416	439	0
Turn Type	NA	Perm	pm+pt	NA	Perm	
Protected Phases	4		3	8		
Permitted Phases		4	8		2	
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	20.0	20.0	7.0	20.0	10.0	
Minimum Split (s)	27.3	27.3	13.0	27.3	35.1	
Total Split (s)	40.0	40.0	15.0	55.0	20.0	
Total Split (%)	53.3%	53.3%	20.0%	73.3%	26.7%	
Maximum Green (s)	32.7	32.7	9.0	47.7	14.9	
Yellow Time (s)	4.6	4.6	3.1	4.6	3.0	
All-Red Time (s)	2.7	2.7	2.9	2.7	2.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.3	7.3	6.0	7.3	5.1	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Min	Min	None	Min	None	
Walk Time (s)	8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	11.0	11.0		11.0	22.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	20.3	20.3	28.9	27.6	15.1	
Actuated g/C Ratio	0.37	0.37	0.52	0.50	0.27	
v/c Ratio	0.41	0.21	0.16	0.24	0.98	
Control Delay	15.6	4.7	6.9	7.9	64.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	15.6	4.7	6.9	7.9	64.7	
LOS	B	A	A	A	E	
Approach Delay	13.5			7.8	64.7	
Approach LOS	B			A	E	
Queue Length 50th (m)	23.7	0.0	3.4	11.7	~56.6	

1: Cortina Drive SW & 17 Ave SW 2048 After Development
04/13/2026 AM Peak Hour

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (m)	36.7	9.6	8.2	18.3	#109.3	
Internal Link Dist (m)	35.6			389.8	215.7	
Turn Bay Length (m)		20.0	70.0			
Base Capacity (vph)	2028	878	485	3005	446	
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	0.25	0.14	0.15	0.14	0.98	

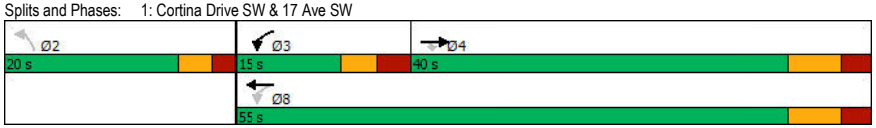
Intersection Summary

Cycle Length: 75
Actuated Cycle Length: 55.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 26.2 Intersection LOS: C
Intersection Capacity Utilization 63.6% ICU Level of Service B
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Cortina Drive SW & 17 Ave SW



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Synchro 11 Report AMT

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	222	329	52	41	216	150	44	79	116	170	68	201
Future Volume (vph)	222	329	52	41	216	150	44	79	116	170	68	201
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	0.98		0.93	0.97		0.96		0.98			0.98	
Frt			0.850			0.850		0.927			0.931	
Flt Protected	0.950			0.950				0.991			0.981	
Satd. Flow (prot)	1723	3446	1542	1612	3413	1498	0	3062	0	0	3046	0
Flt Permitted	0.608			0.542				0.797			0.743	
Satd. Flow (perm)	1081	3446	1434	895	3413	1435	0	2458	0	0	2294	0
Satd. Flow (RTOR)			67			160		123			214	
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	9%	3%	5%	2%	6%	2%	2%	2%	5%
Adj. Flow (vph)	236	350	55	44	230	160	47	84	123	181	72	214
Shared Lane Traffic (%)												
Lane Group Flow (vph)	236	350	55	44	230	160	0	254	0	0	467	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	20.0	20.0		20.0	20.0	
Minimum Split (s)	29.8	29.8	29.8	29.8	29.8	29.8	34.8	34.8		34.8	34.8	
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	28.0	28.0		28.0	28.0	
Total Split (%)	64.1%	64.1%	64.1%	64.1%	64.1%	64.1%	35.9%	35.9%		35.9%	35.9%	
Maximum Green (s)	42.2	42.2	42.2	42.2	42.2	42.2	20.2	20.2		20.2	20.2	
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7	4.4	4.4		4.4	4.4	
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	3.4	3.4		3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	7.8	7.8	7.8	7.8	7.8	7.8		7.8			7.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	Min	Min	Min	None	None		None	None	
Walk Time (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	14.0	14.0	14.0	14.0	14.0	14.0	19.0	19.0		19.0	19.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)	16.7	16.7	16.7	16.7	16.7	16.7		20.2			20.2	
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.32	0.32		0.38			0.38	
v/c Ratio	0.69	0.32	0.11	0.16	0.21	0.28		0.25			0.46	
Control Delay	26.6	13.9	3.5	13.3	13.0	3.9		7.8			9.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Delay	26.6	13.9	3.5	13.3	13.0	3.9		7.8			9.1	
LOS	C	B	A	B	B	A		A			A	
Approach Delay		17.7			9.7			7.8			9.1	
Approach LOS		B			A			A			A	
Queue Length 50th (m)	19.9	13.4	0.0	3.1	8.5	0.0		4.1			8.4	

2: St. Moritz Dr SW/Aspen Stone Blvd SW & 17 Ave SW 2048 After Development
04/13/2026 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (m)	39.5	21.5	4.6	8.6	14.7	9.2		13.5			24.4	
Internal Link Dist (m)		389.8			378.5			76.3			65.5	
Turn Bay Length (m)	70.0		35.0	70.0		35.0						
Base Capacity (vph)	876	2793	1175	725	2766	1193		1028			1020	
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	0.27	0.13	0.05	0.06	0.08	0.13		0.25			0.46	

Intersection Summary		
Cycle Length: 78		
Actuated Cycle Length: 52.7		
Natural Cycle: 65		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.69		
Intersection Signal Delay: 12.1	Intersection LOS: B	
Intersection Capacity Utilization 92.5%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 2: St. Moritz Dr SW/Aspen Stone Blvd SW & 17 Ave SW



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Synchro 11 Report AMT

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	482	30	82	283	330	41	154	244	460	172	83
Future Volume (vph)	103	482	30	82	283	330	41	154	244	460	172	83
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.97		0.95	0.98		0.95	0.97		0.94	0.96		0.95
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1723	3446	1542	1690	3380	1512	1674	3348	1498	1706	3413	1527
Flt Permitted	0.548			0.435			0.636			0.530		
Satd. Flow (perm)	967	3446	1462	761	3380	1434	1085	3348	1407	918	3413	1448
Satd. Flow (RTOR)			131			351			213			110
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	3%	3%	3%
Adj. Flow (vph)	110	513	32	87	301	351	44	164	260	489	183	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	513	32	87	301	351	44	164	260	489	183	88
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.4	22.0	22.0	6.4	22.0	22.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	10.0	30.3	30.3	10.0	30.3	30.3	10.1	25.5	25.5	10.1	29.5	29.5
Total Split (s)	10.0	45.0	45.0	10.0	45.0	45.0	15.0	31.0	31.0	33.0	49.0	49.0
Total Split (%)	8.4%	37.8%	37.8%	8.4%	37.8%	37.8%	12.6%	26.1%	26.1%	27.7%	41.2%	41.2%
Maximum Green (s)	6.4	36.7	36.7	6.4	36.7	36.7	11.9	23.5	23.5	29.9	41.5	41.5
Yellow Time (s)	3.6	4.9	4.9	3.6	4.9	4.9	3.1	4.4	4.4	3.1	4.4	4.4
All-Red Time (s)	0.0	3.4	3.4	0.0	3.4	3.4	0.0	3.1	3.1	0.0	3.1	3.1
Lost Time Adjust (s)	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 Lost Time (s)	3.6	8.3	8.3	3.6	8.3	8.3	3.1	7.5	7.5	3.1	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0
Flash Dont Walk (s)		14.0	14.0		14.0	14.0		10.0	10.0		14.0	14.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	48.8	39.1	39.1	48.0	36.9	36.9	24.4	12.6	12.6	46.4	35.8	35.8
Actuated g/C Ratio	0.47	0.37	0.37	0.46	0.35	0.35	0.23	0.12	0.12	0.44	0.34	0.34
v/c Ratio	0.22	0.40	0.05	0.21	0.25	0.48	0.15	0.41	0.73	0.81	0.16	0.16
Control Delay	17.6	27.4	0.2	17.6	26.2	5.4	20.0	46.2	23.2	34.2	25.2	3.5
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	17.6	27.4	0.2	17.6	26.2	5.4	20.0	46.2	23.2	34.2	25.2	3.5
LOS	B	C	A	B	C	A	B	D	C	C	C	A
Approach Delay		24.4			15.3			31.0			28.4	
Approach LOS		C			B			C			C	
Queue Length 50th (m)	12.3	43.5	0.0	9.6	23.8	0.0	5.2	17.7	9.5	79.4	15.1	0.0
Queue Length 95th (m)	26.9	68.2	0.0	22.3	40.3	22.1	11.7	28.7	37.6	113.7	23.9	7.4

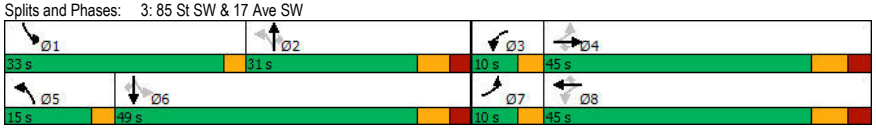
3: 85 St SW & 17 Ave SW
04/13/2026

2048 After Development
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		378.5			192.5			188.6			110.1	
Turn Bay Length (m)	65.0		30.0	120.0		50.0	60.0		30.0	90.0		25.0
Base Capacity (vph)	496	1285	627	405	1189	731	367	754	481	632	1357	642
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	0.22	0.40	0.05	0.21	0.25	0.48	0.12	0.22	0.54	0.77	0.13	0.14

Intersection Summary	
Cycle Length: 119	
Actuated Cycle Length: 104.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 24.2	Intersection LOS: C
Intersection Capacity Utilization 82.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: 85 St SW & 17 Ave SW



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Synchro 11 Report
AMT



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	84	133	108	68	30
Future Volume (Veh/h)	40	84	133	108	68	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	43	89	141	115	72	32
Pedestrians	25			25	25	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	2			2	2	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	535	138	129			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	535	138	129			
tC, single (s)	6.6	6.4	4.1			
tC, 2 stage (s)						
tF (s)	3.7	3.5	2.2			
p0 queue free %	89	89	90			
cM capacity (veh/h)	407	836	1426			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	132	256	104
Volume Left	43	141	0
Volume Right	89	0	32
cSH	623	1426	1700
Volume to Capacity	0.21	0.10	0.06
Queue Length 95th (m)	6.4	2.6	0.0
Control Delay (s)	12.3	4.7	0.0
Lane LOS	B	A	
Approach Delay (s)	12.3	4.7	0.0
Approach LOS	B		

Intersection Summary				
Average Delay	5.7			
Intersection Capacity Utilization	38.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	64	10	428	38	10	274
Future Volume (Veh/h)	64	10	428	38	10	274
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	68	11	455	40	11	291
Pedestrians	25		25			25
Lane Width (m)	3.6		3.6			3.6
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	2		2			2
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						213
pX, platoon unblocked						
vC, conflicting volume	672	278			480	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	672	278			480	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	82	98			99	
cM capacity (veh/h)	369	690			1056	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	79	228	228	40	11	146	146
Volume Left	68	0	0	0	11	0	0
Volume Right	11	0	0	40	0	0	0
cSH	395	1700	1700	1700	1056	1700	1700
Volume to Capacity	0.20	0.13	0.13	0.02	0.01	0.09	0.09
Queue Length 95th (m)	5.9	0.0	0.0	0.0	0.3	0.0	0.0
Control Delay (s)	16.4	0.0	0.0	0.0	8.4	0.0	0.0
Lane LOS	C				A		
Approach Delay (s)	16.4	0.0			0.3		
Approach LOS	C						

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	29.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	5	47	5	5	11	32	377	5	5	272	64
Future Volume (Veh/h)	79	5	47	5	5	11	32	377	5	5	272	64
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	84	5	50	5	5	12	34	401	5	5	289	68
Pedestrians		25						25			25	
Lane Width (m)		3.6						3.6			3.6	
Walking Speed (m/s)		1.2						1.2			1.2	
Percent Blockage		2						2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	632	798	194	704	796	228	314			406		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	632	798	194	704	796	228	314			406		
tC, single (s)	7.7	6.5	7.0	7.5	6.5	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	73	98	94	98	98	98	97			100		
cM capacity (veh/h)	314	301	778	281	302	759	1189			1149		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	89	50	22	34	267	139	5	144	144	68
Volume Left	84	0	5	34	0	0	5	0	0	0
Volume Right	0	50	12	0	0	5	0	0	0	68
cSH	313	778	439	1189	1700	1700	1149	1700	1700	1700
Volume to Capacity	0.28	0.06	0.05	0.03	0.16	0.08	0.00	0.09	0.09	0.04
Queue Length 95th (m)	9.2	1.6	1.3	0.7	0.0	0.0	0.1	0.0	0.0	0.0
Control Delay (s)	21.0	9.9	13.6	8.1	0.0	0.0	8.1	0.0	0.0	0.0
Lane LOS	C	A	B	A			A			
Approach Delay (s)	17.0		13.6	0.6			0.1			
Approach LOS	C		B							

Intersection Summary					
Average Delay	3.1				
Intersection Capacity Utilization	36.7%	ICU Level of Service		A	
Analysis Period (min)	15				

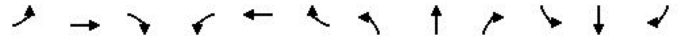
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	5	61	50	5	40	20	267	10	20	278	26
Future Volume (Veh/h)	104	5	61	50	5	40	20	267	10	20	278	26
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	111	5	65	53	5	43	21	284	11	21	296	28
Pedestrians		25						25			25	
Lane Width (m)		3.6						3.6			3.6	
Walking Speed (m/s)		1.2						1.2			1.2	
Percent Blockage		2						2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	779	714	360	776	722	314	349			295		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	779	714	360	776	722	314	349			295		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	58	99	90	80	99	94	98			98		
cM capacity (veh/h)	267	337	656	263	334	711	1185			1266		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	181	101	316	345
Volume Left	111	53	21	21
Volume Right	65	43	11	28
cSH	342	365	1185	1266
Volume to Capacity	0.53	0.28	0.02	0.02
Queue Length 95th (m)	23.5	8.9	0.4	0.4
Control Delay (s)	26.7	18.6	0.7	0.6
Lane LOS	D	C	A	A
Approach Delay (s)	26.7	18.6	0.7	0.6
Approach LOS	D	C		

Intersection Summary				
Average Delay	7.6			
Intersection Capacity Utilization	43.4%	ICU Level of Service	A	
Analysis Period (min)	15			

8: 85 St SW & Southeast Access/Timberline Gate SW — 2048 After Development

04/13/2026 — AM Peak Hour



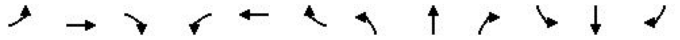
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	5	144	56	5	40	38	151	10	20	351	18
Future Volume (Veh/h)	105	5	144	56	5	40	38	151	10	20	351	18
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	112	5	153	60	5	43	40	161	11	21	373	19
Pedestrians		25			25			25			25	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	766	726	432	876	730	216	417			197		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	766	726	432	876	730	216	417			197		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	58	98	74	65	98	95	96			98		
cM capacity (veh/h)	266	319	597	173	318	789	1118			1347		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	270	108	212	413
Volume Left	112	60	40	21
Volume Right	153	43	11	19
cSH	390	259	1118	1347
Volume to Capacity	0.69	0.42	0.04	0.02
Queue Length 95th (m)	40.4	15.6	0.9	0.4
Control Delay (s)	32.6	28.5	1.8	0.5
Lane LOS	D	D	A	A
Approach Delay (s)	32.6	28.5	1.8	0.5
Approach LOS	D	D		

Intersection Summary				
Average Delay	12.4			
Intersection Capacity Utilization	48.9%	ICU Level of Service	A	
Analysis Period (min)	15			

9: 85 St SW & 34 Ave SW/100 Fortress Bay SW — 2048 After Development

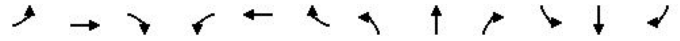
04/13/2026 — AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	10	55	10	10	20	62	158	10	10	470	70
Future Volume (Veh/h)	21	10	55	10	10	20	62	158	10	10	470	70
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	22	11	59	11	11	21	66	168	11	11	500	74
Pedestrians		25			25			25			25	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	941	920	587	979	952	224	599			204		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	941	920	587	979	952	224	599			204		
tC, single (s)	7.6	6.5	6.2	7.3	6.5	6.2	4.1			4.3		
tC, 2 stage (s)												
tF (s)	4.0	4.0	3.3	3.7	4.0	3.3	2.2			2.4		
p0 queue free %	87	95	88	93	95	97	93			99		
cM capacity (veh/h)	164	240	489	155	230	782	958			1216		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	92	43	245	585
Volume Left	22	11	66	11
Volume Right	59	21	11	74
cSH	306	295	958	1216
Volume to Capacity	0.30	0.15	0.07	0.01
Queue Length 95th (m)	9.9	4.0	1.8	0.2
Control Delay (s)	21.7	19.3	2.9	0.3
Lane LOS	C	C	A	A
Approach Delay (s)	21.7	19.3	2.9	0.3
Approach LOS	C	C		

Intersection Summary				
Average Delay	3.8			
Intersection Capacity Utilization	64.9%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	5	5	5	11	6	225	5	5	10	530	5	5
Future Volume (vph)	5	5	5	11	6	225	5	5	10	530	5	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	5	5	5	12	6	239	5	5	11	564	5	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	15	257	21	574
Volume Left (vph)	5	12	5	564
Volume Right (vph)	5	239	11	5
Hadj (s)	-0.10	-0.46	-0.09	0.23
Departure Headway (s)	5.8	5.0	5.3	4.9
Degree Utilization, x	0.02	0.36	0.03	0.78
Capacity (veh/h)	556	661	614	574
Control Delay (s)	8.9	10.8	8.5	23.0
Approach Delay (s)	8.9	10.8	8.5	23.0
Approach LOS	A	B	A	C

Intersection Summary				
Delay			18.8	
Level of Service			C	
Intersection Capacity Utilization			61.8%	ICU Level of Service
Analysis Period (min)			15	

Intersection: 10: 85 St SW & Spring Glen View SW/Fortress Dr SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	5.7	30.6	16.1	50.1
Average Queue (m)	1.9	15.5	4.8	23.4
95th Queue (m)	6.2	24.8	13.7	39.9
Link Distance (m)	72.4	124.9	65.8	184.7
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

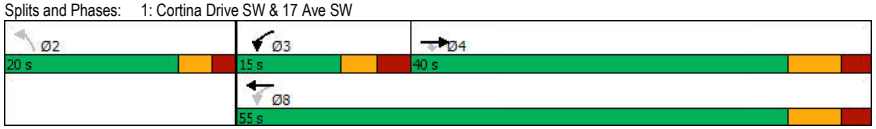
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	547	289	80	499	174	60
Future Volume (vph)	547	289	80	499	174	60
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.92	0.98		0.98	
Frt		0.850			0.965	
Flt Protected			0.950		0.964	
Satd. Flow (prot)	3446	1542	1690	3446	1669	0
Flt Permitted			0.334		0.964	
Satd. Flow (perm)	3446	1424	583	3446	1646	0
Satd. Flow (RTOR)		299			21	
Confl. Peds. (#/hr)		25	25		25	25
Confl. Bikes (#/hr)		10				10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	2%
Adj. Flow (vph)	576	304	84	525	183	63
Shared Lane Traffic (%)						
Lane Group Flow (vph)	576	304	84	525	246	0
Turn Type	NA	Perm	pm+pt	NA	Perm	
Protected Phases	4		3	8		
Permitted Phases		4	8		2	
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	20.0	20.0	7.0	20.0	10.0	
Minimum Split (s)	27.3	27.3	13.0	27.3	35.1	
Total Split (s)	40.0	40.0	15.0	55.0	20.0	
Total Split (%)	53.3%	53.3%	20.0%	73.3%	26.7%	
Maximum Green (s)	32.7	32.7	9.0	47.7	14.9	
Yellow Time (s)	4.6	4.6	3.1	4.6	3.0	
All-Red Time (s)	2.7	2.7	2.9	2.7	2.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.3	7.3	6.0	7.3	5.1	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Min	Min	None	Min	None	
Walk Time (s)	8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	11.0	11.0		11.0	22.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	20.4	20.4	31.8	30.5	12.9	
Actuated g/C Ratio	0.36	0.36	0.57	0.54	0.23	
v/c Ratio	0.46	0.43	0.18	0.28	0.62	
Control Delay	16.5	4.6	6.6	7.3	26.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	16.5	4.6	6.6	7.3	26.5	
LOS	B	A	A	A	C	
Approach Delay	12.4			7.2	26.5	
Approach LOS	B			A	C	
Queue Length 50th (m)	26.6	0.4	3.7	14.4	22.9	

1: Cortina Drive SW & 17 Ave SW 2048 After Development
04/13/2026 PM Peak Hour

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (m)	42.4	15.4	8.9	23.1	44.9	
Internal Link Dist (m)	35.6			389.8	215.7	
Turn Bay Length (m)		20.0	70.0			
Base Capacity (vph)	2049	968	512	2903	461	
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	0.28	0.31	0.16	0.18	0.53	

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 56	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 12.6	Intersection LOS: B
Intersection Capacity Utilization 58.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Cortina Drive SW & 17 Ave SW



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	382	44	105	345	100	33	45	83	80	61	202
Future Volume (vph)	181	382	44	105	345	100	33	45	83	80	61	202
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	0.98		0.93	0.97		0.96		0.97			0.97	
Frt			0.850			0.850		0.923			0.911	
Flt Protected	0.950			0.950				0.990			0.988	
Satd. Flow (prot)	1723	3446	1542	1706	3413	1527	0	3024	0	0	3016	0
Flt Permitted	0.535			0.515				0.817			0.830	
Satd. Flow (perm)	954	3446	1433	901	3413	1462	0	2489	0	0	2524	0
Satd. Flow (RTOR)			65			105		87			213	
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	3%	5%	2%	3%	2%
Adj. Flow (vph)	191	402	46	111	363	105	35	47	87	84	64	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	191	402	46	111	363	105	0	169	0	0	361	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	20.0	20.0		20.0	20.0	
Minimum Split (s)	29.8	29.8	29.8	29.8	29.8	29.8	34.8	34.8		34.8	34.8	
Total Split (s)	55.0	55.0	55.0	55.0	55.0	55.0	25.0	25.0		25.0	25.0	
Total Split (%)	68.8%	68.8%	68.8%	68.8%	68.8%	68.8%	31.3%	31.3%		31.3%	31.3%	
Maximum Green (s)	47.2	47.2	47.2	47.2	47.2	47.2	17.2	17.2		17.2	17.2	
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	4.7	4.4	4.4		4.4	4.4	
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	3.4	3.4		3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	7.8	7.8	7.8	7.8	7.8	7.8		7.8			7.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	Min	Min	Min	None	None		None	None	
Walk Time (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	14.0	14.0	14.0	14.0	14.0	14.0	19.0	19.0		19.0	19.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)	15.1	15.1	15.1	15.1	15.1	15.1		17.4			17.4	
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.31	0.31		0.36			0.36	
v/c Ratio	0.64	0.37	0.09	0.40	0.34	0.20		0.18			0.35	
Control Delay	24.6	13.5	2.9	17.0	13.2	3.9		7.5			6.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Delay	24.6	13.5	2.9	17.0	13.2	3.9		7.5			6.7	
LOS	C	B	A	B	B	A		A			A	
Approach Delay		16.0			12.2			7.5			6.7	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	14.2	14.2	0.0	7.6	12.7	0.0		2.3			4.3	

2: St. Moritz Dr SW/Aspen Stone Blvd SW & 17 Ave SW 2048 After Development
04/13/2026 PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (m)	31.0	22.7	3.6	17.9	20.7	7.2		9.2			14.9	
Internal Link Dist (m)		389.8			378.5			76.3			65.5	
Turn Bay Length (m)	70.0		35.0	70.0		35.0						
Base Capacity (vph)	910	3287	1370	859	3256	1399		952			1046	
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	0.21	0.12	0.03	0.13	0.11	0.08		0.18			0.35	

Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 48.2		
Natural Cycle: 65		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.64		
Intersection Signal Delay: 12.0	Intersection LOS: B	
Intersection Capacity Utilization 90.9%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 2: St. Moritz Dr SW/Aspen Stone Blvd SW & 17 Ave SW



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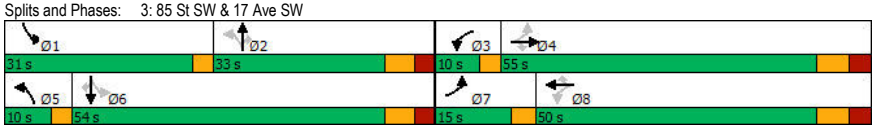
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	357	60	195	375	500	32	171	112	320	171	143
Future Volume (vph)	128	357	60	195	375	500	32	171	112	320	171	143
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.98		0.94	0.97		0.94	0.97		0.94	0.97		0.94
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1723	3446	1542	1723	3446	1542	1690	3380	1512	1723	3446	1542
Flt Permitted	0.484			0.529			0.638			0.514		
Satd. Flow (perm)	859	3446	1457	934	3446	1457	1096	3380	1429	903	3446	1457
Satd. Flow (RTOR)			121			526			158			151
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	135	376	63	205	395	526	34	180	118	337	180	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	376	63	205	395	526	34	180	118	337	180	151
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	22.0	22.0	6.4	22.0	22.0	6.9	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	10.6	30.3	30.3	10.0	30.3	30.3	10.0	29.5	29.5	10.1	29.5	29.5
Total Split (s)	15.0	55.0	55.0	10.0	50.0	50.0	10.0	33.0	33.0	31.0	54.0	54.0
Total Split (%)	11.6%	42.6%	42.6%	7.8%	38.8%	38.8%	7.8%	25.6%	25.6%	24.0%	41.9%	41.9%
Maximum Green (s)	11.4	46.7	46.7	6.4	41.7	41.7	6.9	25.5	25.5	27.9	46.5	46.5
Yellow Time (s)	3.6	4.9	4.9	3.6	4.9	4.9	3.1	4.4	4.4	3.1	4.4	4.4
All-Red Time (s)	0.0	3.4	3.4	0.0	3.4	3.4	0.0	3.1	3.1	0.0	3.1	3.1
Lost Time Adjust (s)	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 Lost Time (s)	3.6	8.3	8.3	3.6	8.3	8.3	3.1	7.5	7.5	3.1	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0
Flash Dont Walk (s)		14.0	14.0		14.0	14.0		14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	60.4	46.8	46.8	55.2	44.0	44.0	22.8	11.5	11.5	40.5	30.3	30.3
Actuated g/C Ratio	0.56	0.43	0.43	0.51	0.40	0.40	0.21	0.11	0.11	0.37	0.28	0.28
v/c Ratio	0.25	0.25	0.09	0.39	0.28	0.58	0.13	0.51	0.40	0.68	0.19	0.29
Control Delay	13.6	21.3	0.2	17.0	23.9	5.2	24.2	52.0	7.1	33.8	31.1	6.5
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	13.6	21.3	0.2	17.0	23.9	5.2	24.2	52.0	7.1	33.8	31.1	6.5
LOS	B	C	A	B	C	A	C	D	A	C	C	A
Approach Delay		17.2			13.9			33.2			26.9	
Approach LOS		B			B			C			C	
Queue Length 50th (m)	13.3	27.4	0.0	21.2	30.5	0.0	4.8	20.3	0.0	57.9	17.0	0.0
Queue Length 95th (m)	28.0	44.3	0.2	41.3	50.0	25.9	11.3	33.7	8.3	85.1	26.4	15.6

3: 85 St SW & 17 Ave SW
04/13/2026
2048 After Development
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		378.5			192.5			188.6			110.1	
Turn Bay Length (m)	65.0		30.0	120.0		50.0	60.0		30.0	90.0		25.0
Base Capacity (vph)	576	1483	696	520	1394	902	267	794	456	546	1477	710
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	0.23	0.25	0.09	0.39	0.28	0.58	0.13	0.23	0.26	0.62	0.12	0.21

Intersection Summary	
Cycle Length: 129	
Actuated Cycle Length: 108.8	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 20.2	Intersection LOS: C
Intersection Capacity Utilization 81.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: 85 St SW & 17 Ave SW



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	139	114	65	92	20
Future Volume (Veh/h)	20	139	114	65	92	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	21	146	120	68	97	21
Pedestrians	25			25	25	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	2			2	2	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	466	158	143			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	466	158	143			
tC, single (s)	6.5	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	96	82	91			
cM capacity (veh/h)	473	829	1410			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	167	188	118
Volume Left	21	120	0
Volume Right	146	0	21
cSH	757	1410	1700
Volume to Capacity	0.22	0.09	0.07
Queue Length 95th (m)	6.7	2.2	0.0
Control Delay (s)	11.1	5.2	0.0
Lane LOS	B	A	
Approach Delay (s)	11.1	5.2	0.0
Approach LOS	B		

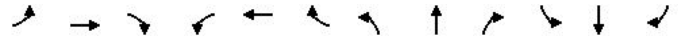
Intersection Summary			
Average Delay		6.0	
Intersection Capacity Utilization		36.1%	ICU Level of Service A
Analysis Period (min)		15	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	52	10	303	41	10	416
Future Volume (Veh/h)	52	10	303	41	10	416
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	55	11	319	43	11	438
Pedestrians	25		25			25
Lane Width (m)	3.6		3.6			3.6
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	2		2			2
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						213
pX, platoon unblocked	0.99					
vC, conflicting volume	610	210			344	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	596	210			344	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	87	99			99	
cM capacity (veh/h)	411	763			1186	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	66	160	160	43	11	219	219
Volume Left	55	0	0	0	11	0	0
Volume Right	11	0	0	43	0	0	0
cSH	445	1700	1700	1700	1186	1700	1700
Volume to Capacity	0.15	0.09	0.09	0.03	0.01	0.13	0.13
Queue Length 95th (m)	4.1	0.0	0.0	0.0	0.2	0.0	0.0
Control Delay (s)	14.5	0.0	0.0	0.0	8.1	0.0	0.0
Lane LOS	B				A		
Approach Delay (s)	14.5	0.0			0.2		
Approach LOS	B						

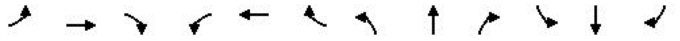
Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization		27.7%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	5	34	5	5	6	39	250	6	9	349	110
Future Volume (Veh/h)	87	5	34	5	5	6	39	250	6	9	349	110
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	92	5	36	5	5	6	41	263	6	9	367	116
Pedestrians		25						25			25	
Lane Width (m)		3.6						3.6			3.6	
Walking Speed (m/s)		1.2						1.2			1.2	
Percent Blockage		2						2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	657	761	234	613	758	160	392			269		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	657	761	234	613	758	160	392			269		
tC, single (s)	7.6	6.5	7.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	70	98	95	98	98	99	96			99		
cM capacity (veh/h)	310	313	722	330	314	840	1139			1292		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	97	36	16	41	175	94	9	184	184	116
Volume Left	92	0	5	41	0	0	9	0	0	0
Volume Right	0	36	6	0	0	6	0	0	0	116
cSH	310	722	418	1139	1700	1700	1292	1700	1700	1700
Volume to Capacity	0.31	0.05	0.04	0.04	0.10	0.06	0.01	0.11	0.11	0.07
Queue Length 95th (m)	10.4	1.3	1.0	0.9	0.0	0.0	0.2	0.0	0.0	0.0
Control Delay (s)	21.8	10.2	13.9	8.3	0.0	0.0	7.8	0.0	0.0	0.0
Lane LOS	C	B	B	A			A			
Approach Delay (s)	18.7		13.9	1.1			0.1			
Approach LOS	C		B							

Intersection Summary					
Average Delay	3.3				
Intersection Capacity Utilization	37.9%	ICU Level of Service		A	
Analysis Period (min)	15				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	5	40	30	5	30	85	199	50	40	259	87
Future Volume (Veh/h)	65	5	40	30	5	30	85	199	50	40	259	87
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	68	5	42	32	5	32	89	209	53	42	273	92
Pedestrians		25						25			25	
Lane Width (m)		3.6						3.6			3.6	
Walking Speed (m/s)		1.2						1.2			1.2	
Percent Blockage		2						2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	901	868	369	886	888	260	390			262		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	901	868	369	886	888	260	390			262		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	68	98	94	85	98	96	92			97		
cM capacity (veh/h)	212	254	649	216	247	762	1144			1302		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	115	69	351	407
Volume Left	68	32	89	42
Volume Right	42	32	53	92
cSH	283	328	1144	1302
Volume to Capacity	0.41	0.21	0.08	0.03
Queue Length 95th (m)	15.0	6.2	2.0	0.8
Control Delay (s)	26.1	18.9	2.7	1.1
Lane LOS	D	C	A	A
Approach Delay (s)	26.1	18.9	2.7	1.1
Approach LOS	D	C		

Intersection Summary				
Average Delay	6.1			
Intersection Capacity Utilization	54.9%	ICU Level of Service		A
Analysis Period (min)	15			

8: 85 St SW & Southeast Access/Timberline Gate SW — 2048 After Development

04/13/2026 — PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	5	88	32	5	30	149	241	50	40	227	62
Future Volume (Veh/h)	63	5	88	32	5	30	149	241	50	40	227	62
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	66	5	93	34	5	32	157	254	53	42	239	65
Pedestrians		25			25			25			25	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1034	1026	322	1096	1032	330	329			332		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1034	1026	322	1096	1032	330	329			332		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	59	97	87	74	97	95	87			97		
cM capacity (veh/h)	160	189	690	132	187	682	1205			1202		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	164	71	464	346
Volume Left	66	34	157	42
Volume Right	93	32	53	65
cSH	286	214	1205	1202
Volume to Capacity	0.57	0.33	0.13	0.03
Queue Length 95th (m)	26.5	11.0	3.6	0.9
Control Delay (s)	33.3	29.9	3.7	1.3
Lane LOS	D	D	A	A
Approach Delay (s)	33.3	29.9	3.7	1.3
Approach LOS	D	D		

Intersection Summary					
Average Delay	9.3				
Intersection Capacity Utilization	66.7%	ICU Level of Service		C	
Analysis Period (min)	15				

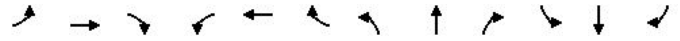
9: 85 St SW & 34 Ave SW/100 Fortress Bay SW — 2048 After Development

04/13/2026 — PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	10	37	10	10	10	69	415	10	10	296	40
Future Volume (Veh/h)	15	10	37	10	10	10	69	415	10	10	296	40
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	16	11	39	11	11	11	73	437	11	11	312	42
Pedestrians		25			25			25			25	
Lane Width (m)		3.6			3.6			3.6			3.6	
Walking Speed (m/s)		1.2			1.2			1.2			1.2	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1010	999	383	1038	1014	492	379			473		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1010	999	383	1038	1014	492	379			473		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	95	94	93	95	98	94			99		
cM capacity (veh/h)	180	216	637	166	212	553	1155			1066		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	66	33	521	365
Volume Left	16	11	73	11
Volume Right	39	11	11	42
cSH	329	239	1155	1066
Volume to Capacity	0.20	0.14	0.06	0.01
Queue Length 95th (m)	5.9	3.8	1.6	0.3
Control Delay (s)	18.7	22.5	1.8	0.4
Lane LOS	C	C	A	A
Approach Delay (s)	18.7	22.5	1.8	0.4
Approach LOS	C	C		

Intersection Summary					
Average Delay	3.1				
Intersection Capacity Utilization	66.4%	ICU Level of Service		C	
Analysis Period (min)	15				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	5	5	5	7	5	488	5	5	6	334	9	5
Future Volume (vph)	5	5	5	7	5	488	5	5	6	334	9	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	5	5	7	5	514	5	5	6	352	9	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	15	526	16	366
Volume Left (vph)	5	7	5	352
Volume Right (vph)	5	514	6	5
Hadj (s)	-0.10	-0.52	-0.13	0.22
Departure Headway (s)	5.6	4.5	5.7	5.5
Degree Utilization, x	0.02	0.66	0.03	0.55
Capacity (veh/h)	564	768	540	627
Control Delay (s)	8.8	15.8	8.9	15.0
Approach Delay (s)	8.8	15.8	8.9	15.0
Approach LOS	A	C	A	C

Intersection Summary				
Delay	15.3			
Level of Service	C			
Intersection Capacity Utilization	67.3%	ICU Level of Service	C	
Analysis Period (min)	15			

Intersection: 10: 85 St SW & Spring Glen View SW/Fortress Dr SW

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	8.0	53.1	9.0	31.8
Average Queue (m)	1.9	25.9	3.0	16.8
95th Queue (m)	6.4	43.1	9.9	26.1
Link Distance (m)	72.4	124.9	65.8	184.7
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

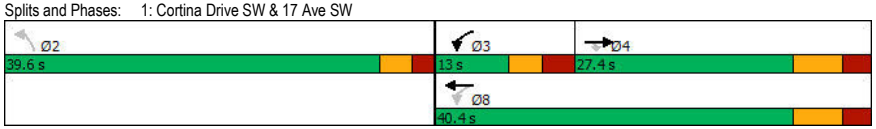
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	473	114	70	391	283	130
Future Volume (vph)	473	114	70	391	283	130
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.91	0.98		0.93	
Frt		0.850			0.958	
Flt Protected			0.950		0.967	
Satd. Flow (prot)	3380	1498	1627	3446	1644	0
Flt Permitted			0.353		0.967	
Satd. Flow (perm)	3380	1370	593	3446	1558	0
Satd. Flow (RTOR)		96			36	
Confl. Peds. (#/hr)		25	25		95	66
Confl. Bikes (#/hr)		10				10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	5%	8%	2%	2%	2%
Adj. Flow (vph)	503	121	74	416	301	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	503	121	74	416	439	0
Turn Type	NA	Perm	pm+pt	NA	Perm	
Protected Phases	4		3	8		
Permitted Phases		4	8		2	
Detector Phase	4	4	3	8	2	
Switch Phase						
Minimum Initial (s)	20.0	20.0	7.0	20.0	10.0	
Minimum Split (s)	27.3	27.3	13.0	27.3	35.1	
Total Split (s)	27.4	27.4	13.0	40.4	39.6	
Total Split (%)	34.3%	34.3%	16.3%	50.5%	49.5%	
Maximum Green (s)	20.1	20.1	7.0	33.1	34.5	
Yellow Time (s)	4.6	4.6	3.1	4.6	3.0	
All-Red Time (s)	2.7	2.7	2.9	2.7	2.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.3	7.3	6.0	7.3	5.1	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Min	Min	None	Min	None	
Walk Time (s)	8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	11.0	11.0		11.0	22.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	20.9	20.9	31.9	30.6	22.1	
Actuated g/C Ratio	0.32	0.32	0.49	0.47	0.34	
v/c Ratio	0.47	0.24	0.18	0.26	0.80	
Control Delay	22.7	9.3	12.4	12.4	30.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.7	9.3	12.4	12.4	30.2	
LOS	C	A	B	B	C	
Approach Delay	20.1			12.4	30.2	
Approach LOS	C			B	C	
Queue Length 50th (m)	29.0	2.4	4.8	16.0	48.5	

1: Cortina Drive SW & 17 Ave SW 2048 After Development - Improved
04/13/2026 AM Peak Hour

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 95th (m)	53.1	16.0	14.8	33.1	80.5	
Internal Link Dist (m)	35.6			389.8	215.7	
Turn Bay Length (m)		20.0	70.0			
Base Capacity (vph)	1081	503	403	1816	872	
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	0.47	0.24	0.18	0.23	0.50	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 65.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 20.5	Intersection LOS: C
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Cortina Drive SW & 17 Ave SW



O:\Dept SAB\Projects\2024\02-24-0141 85th St SW & 134th Ave SW Land Assembly TIA\4.0 Analysis & Design\Synchro - Report V3\2048 AD Sc 2- IMP.s
Synchro 11 Report AMT