



Application Type:

<input type="checkbox"/> Conceptual Review	<input type="checkbox"/> Preliminary PUD	<input type="checkbox"/> Temporary Use
<input type="checkbox"/> Subdivision, Preliminary	<input type="checkbox"/> Final PUD	<input type="checkbox"/> Variance
<input type="checkbox"/> Subdivision, Final	<input checked="" type="checkbox"/> Rezone	<input type="checkbox"/> Conditional Use
<input checked="" type="checkbox"/> Plat Correction/ Vacation	<input type="checkbox"/> Special Use	<input type="checkbox"/> Other: _____

PROJECT NAME:

APPLICANT

Name(s): Phone #:

Address:

City, State, Zip:

2nd Phone #: Email:

OWNER

Name(s): Phone #:

Address:

City, State, Zip:

2nd Phone #: Email:

TECHNICAL REPRESENTATIVE (Consultant, Engineer, Surveyor, Architect, etc.)

Name: Phone #:

Address:

City, State, Zip:

2nd Phone #: Email:

DESCRIPTION OF SITE

Address:

City, State, Zip:

Area (acres or square feet):

Tax Assessor Parcel Number:

Existing Zoning:

Existing Land Use:

Proposed Land Use:

Have you attended a Conceptual Review? YES NO

If Yes, please list PRE#:

I hereby certify that I am making this application as owner of the above described property or acting under the authority of the owner (attached authorization, if not owner). I am familiar with all pertinent requirements, procedures, and fees of the County. I understand that the Application Review Fee is non-refundable. All statements made on this form and additional application materials are true to the best of my knowledge and belief.

Name: Date:

Owner's Printed Name

Name:

Owner's Signature

Moore, Mikaela

From: Mona Douillard <Mona.Douillard@uproperties.com>
Sent: Monday, July 24, 2023 1:27 PM
To: Moore, Mikaela
Subject: FW: 70th and Broadway - Replat Submittal Application Tire Shop
Attachments: 50 E. 70th Replat Submittal Application Signed 07242023.pdf

Categories: External

See below from George.

From: George Guzman-Cisneros <george.gzmcisn@gmail.com>
Sent: Monday, July 24, 2023 1:25 PM
To: Mona Douillard <Mona.Douillard@uproperties.com>
Subject: 70th and Broadway - Replat Submittal Application Tire Shop

I, George A. Guzman-Cisneros (LLC Manager Owner) of 50 E 70th Ave LLC authorize

"UNITED PROPERTIES (Mona/Jamie) Ownership/Permission to submit rezone and replat applications on my behalf."

Any questions please let me know.

Moore, Mikaela

From: Mona Douillard <Mona.Douillard@uproperties.com>
Sent: Monday, July 24, 2023 12:30 PM
To: Moore, Mikaela
Subject: FW: 70th & Broadway

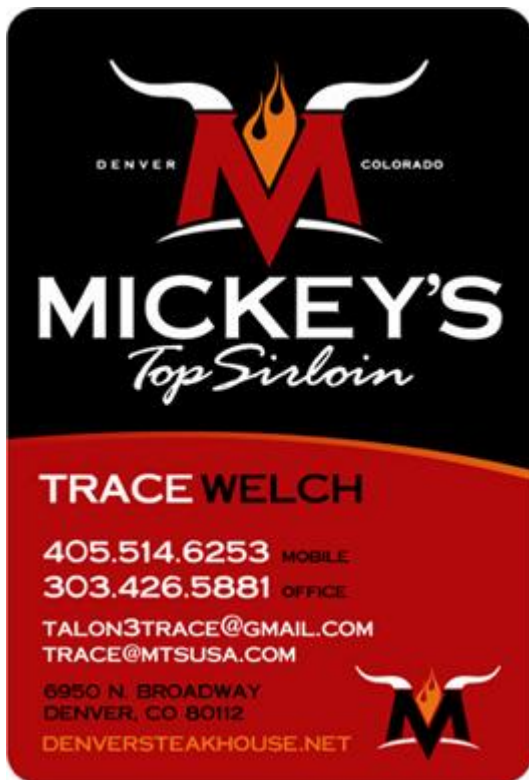
Categories: External

See below from Trace.

From: Trace Welch <talon3trace@gmail.com>
Sent: Monday, July 24, 2023 12:19 PM
To: Mona Douillard <Mona.Douillard@uproperties.com>; Jamie Pollock <jamie.pollock@uproperties.com>
Subject: 70th & Broadway

United Properties (Mona/Jamie) has ownership permission to submit rezone and replat applications on our behalf.

Trace A Welch





July 21, 2023

Adams County
Planning and Zoning Department
4430 S Adams County Pkwy
Brighton, CO 80601

Re: **Letter of Intent**
Convenience Store and Fueling Station
Southeast Corner of 70th Avenue and Broadway in Unincorporated Adams County, Colorado

To Whom It May Concern,

Kimley-Horn and Associates, Inc. is pleased to be submitting for the above-referenced project on behalf of United Properties (the "Site Developer"). General project information and anticipated scope of work related to the site improvements is further summarized below.

GENERAL PROJECT INFORMATION

The Overall Site is located at the southeast corner of 70th Avenue and Broadway in Unincorporated Adams County, Denver Colorado (the "Overall Site"). The Overall Site is bounded by a private development to the east and south, 70th Avenue to the north, and Broadway to the west. The Overall Site for the proposed development is composed of two parcels (#0182503103033 and #0182503103029), totaling approximately 3.2-acres.

The existing Liquor Store (Liquor Daddy) will be demolished as a part of this redevelopment. The existing auto-parts store (Junior's Auto), fronting 70th Avenue, will also be demolished, while the existing restaurant (Mickey's Top Sirloin) will remain in place.

The northeast corner of the Site is currently zoned Commercial 5 (C-5) based on the latest published Zoning Map for the County. Fueling stations and convenience stores are permitted land uses within this zoning district. However, the majority of the site (the larger parcel of the existing two parcels) is zoned Industrial 1 (I-1). Fueling stations and convenience stores are also permitted in I-1 zoning, but it is understood that the County's master plan identifies this area as commercial. Due to this, we are pursuing a re-zone to C-5. C-5 zoning permits fueling stations, convenience stores, restaurants, and auto parts stores. Development of the proposed fueling station and convenience store also requires a re-plat of the surrounding area. The re-plat would identify a northern parcel (the corner lot) for the fueling station and convenience store, with an additional parcel (or two) to the south for the restaurant, auto-parts store, and surrounding parking.

SITE IMPROVEMENTS

The current site (where the fueling station development will be located) has multiple existing buildings and a large asphalt surface parking lot. The Project is anticipated to remove all the existing structures on the northern ~1.4-acres and will consist of a new single-story Fuel Station Convenience Store, including detached pumps, drive aisles, parking, landscaping, trash enclosure, detention/water quality pond, and associated utility improvements. The proposed building and fueling canopies have been located outside of the 50' setback for both 70th Avenue and Broadway.

Roadway infrastructure proposed within the Project site will provide access from the Project to adjacent rights-of-way. The existing access location off Broadway is anticipated to remain and be widened to approximately 40'-wide. This access will serve both the fueling station and the restaurant/auto parts store, and act as the main entry for large vehicles accessing the fueling station. The existing access along 70th Avenue really close to the Broadway and 70th Avenue intersection will be closed (is already "closed" in the existing condition), and the existing approximately 50'-wide access along 70th Avenue further to the east will remain. This access will serve the fueling station and the neighboring property to the east. Large

widening of this access is not anticipated, only modifications necessary to improve the western half. Parking and drive aisles are proposed to loop around the detached pumps to provide internal traffic circulation as well as emergency access throughout the Project. Additionally, a small amount of ROW dedication along the north frontage is anticipated to accommodate the required right turn lane into the site from 70th Ave. Landscaping and irrigation will be proposed along the property boundary and throughout the Project. Signage for the Project will be provided per the County Code. Allowable signage for the Site will be coordinated with the County.

SITE STORMWATER

There is a large existing “hole” near the center of the Site which connects to infrastructure owned by the Large Clear Creek Ditch Company (LCC), including a box culvert and 72” storm pipe. In preliminary conversations the LCC has indicated they would be in favor of closing this hole, however the LCC infrastructure *cannot* take on any on-site stormwater flows. On-site stormwater is proposed to be routed through a proposed detention/water quality pond on-site, and further into existing storm infrastructure within Broadway right-of-way (proposed pond to outfall west).

PROJECT PROCESSES

The Project is anticipated to be processed through the following jurisdictions / submittals:

1. **Replat** – Adams County Planning
2. **Rezone** – Adams County Planning
3. **Civil CDs, Drainage Report, SWMP Report/Plan** – Adams County Public Works
4. **Landscape/Irrigation CDs** – Adams County Public Works
5. **North Pecos Water and Sanitation District & Denver Water** Approvals
6. **Adams County Fire Rescue** Review/Approval
7. **CDOT Roadway/SWMP Plans** – CDOT

We hope this Letter of Intent assists in your review of the application submittal. We are excited to work with the County on this project and look forward to delivering a project that the County and this project team are extremely proud of. If you have any questions or comments during your review, please do not hesitate to contact me at 303-974-3626.

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.



Mikaela Moore, P.E.

70th & BROADWAY 7-ELEVEN SUBDIVISION FILING NO. 1

Case No. _____

A REPLAT OF LOT 1, BRONCUCIA SUBDIVISION CORRECTION PLAT NO. 2 AND OF LOT 1, BRONCUCIA & SONS REPLAT OF PART OF LOT 14, WATERVLEIT, BEING PART OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M., COUNTY OF ADAMS, STATE OF COLORADO

OWNERS' CERTIFICATE AND LEGAL DESCRIPTION

KNOW ALL MEN BY THESE PRESENTS THAT WELCH 3 INVESTMENTS LLC AND 50 E. 70TH AVE. LLC, BEING THE SOLE OWNER OF THE FOLLOWING DESCRIBED TRACT OF LAND:

LOT 1, BRONCUCIA SUBDIVISION CORRECTION PLAT NO. 2, COUNTY OF ADAMS, STATE OF COLORADO,

TOGETHER WITH

LOT 1, BRONCUCIA & SONS REPLAT OF PART OF LOT 14, WATERVLEIT, COUNTY OF ADAMS, STATE OF COLORADO,

CONTAINING 144,215 SQUARE FEET, OR 3.311 ACRES, MORE OR LESS,

HAVE BY THESE PRESENTS LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO LOTS AS SHOWN ON THIS PLAT UNDER THE NAME AND STYLE OF 70th & BROADWAY 7-ELEVEN SUBDIVISION FILING NO. 1.

EXECUTED THIS _____ DAY OF _____, A.D. 2023.

OWNER:
WELCH 3 INVESTMENTS LLC

BY: _____ AS _____
NAME TITLE

OWNER:
50 E. 70TH AVE. LLC

BY: _____ AS _____
NAME TITLE

ACKNOWLEDGEMENTS

STATE OF COLORADO)
)SS.
COUNTY OF _____)

THE FOREGOING PLAT WAS ACKNOWLEDGED BEFORE ME THIS _____

DAY OF _____, 2023 BY

_____ AS _____
NAME TITLE

OF WELCH 3 INVESTMENTS LLC

NOTARY PUBLIC _____

ADDRESS _____

MY COMMISSION EXPIRES _____

STATE OF COLORADO)
)SS.
COUNTY OF _____)

THE FOREGOING PLAT WAS ACKNOWLEDGED BEFORE ME THIS _____

DAY OF _____, 2023 BY

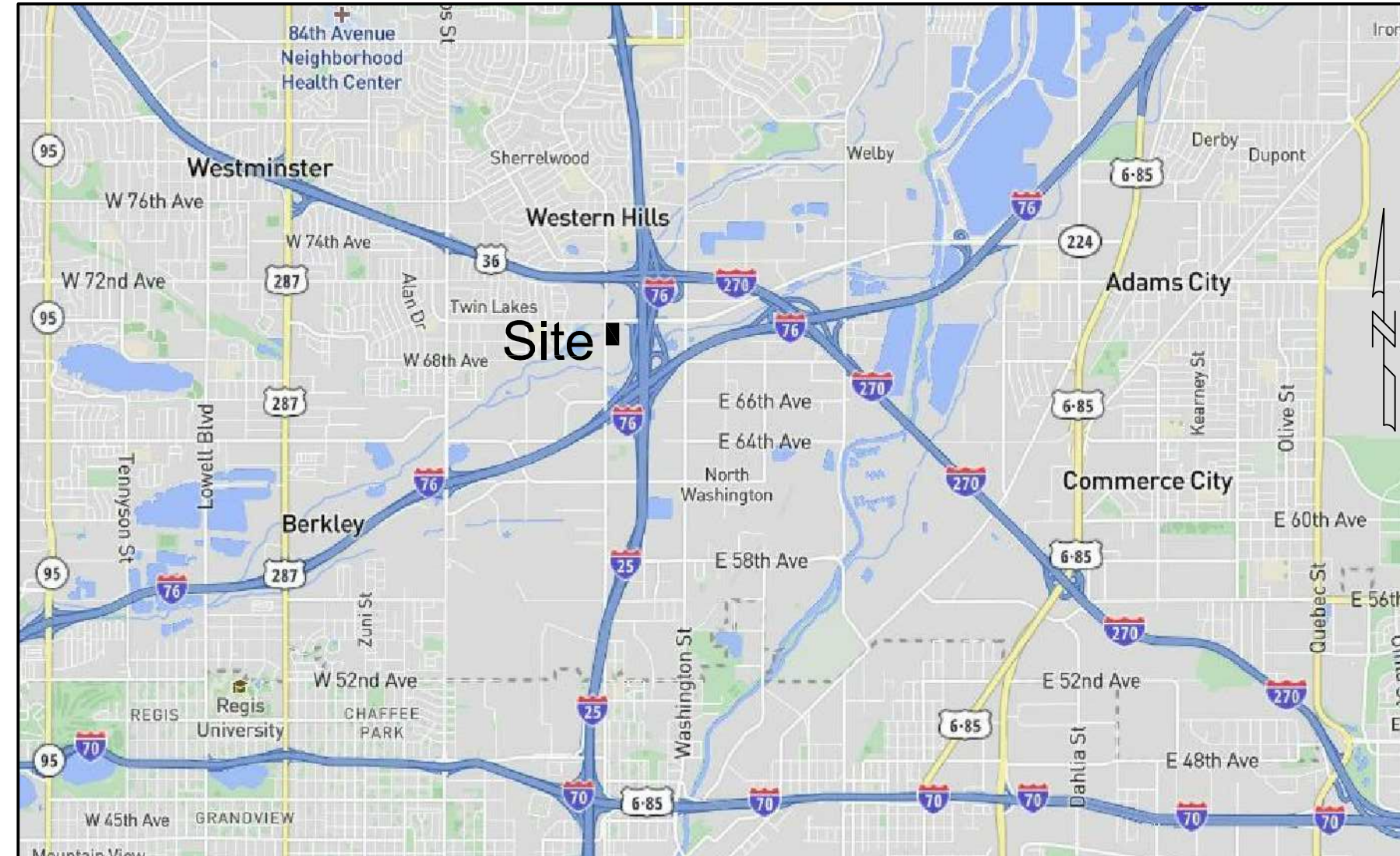
_____ AS _____
NAME TITLE

OF 50 E. 70TH AVE. LLC

NOTARY PUBLIC _____

ADDRESS _____

MY COMMISSION EXPIRES _____



VICINITY MAP 1" = 5000'

GENERAL NOTES:

1. STATUTE OF LIMITATIONS DISCLOSURE REQUIRED PER 13-80-105, C.R.S.: NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

2. STATEMENT OF LINEAL UNITS REQUIRED PER 38-51-106(1)(L), C.R.S.: LINEAL UNIT OF MEASURE USED IN THIS SURVEY IS U.S. SURVEY FOOT.

3. PRESERVATION OF BOUNDARY MONUMENTATION: ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT (DEFINED BY 38-53-103(18) C.R.S. AS ANY LAND BOUNDARY MONUMENT ESTABLISHED ON THE GROUND BY A CADASTRAL SURVEY OF THE UNITED STATES GOVERNMENT AND ANY MINERAL SURVEY MONUMENT ESTABLISHED BY A UNITED STATES MINERAL SURVEYOR AND MADE A PART OF THE UNITED STATES PUBLIC LAND RECORDS) OR ANY LAND SURVEY CORNER (DEFINED BY 38-53-103(6) C.R.S. AS ANY LAND SURVEY CORNER THE POSITION OF WHICH CONTROLS THE LOCATION OF THE BOUNDARIES OF A TRACT OR PARCEL OF LAND), OR A RESTORATION OF ANY SUCH MONUMENT, EVEN IF SAID PERSON HAS TITLE TO THE LAND ON WHICH SAID MONUMENT IS LOCATED, COMMITS A CLASS 2 MISDEMEANOR PUNISHABLE BY A FINE OF UP TO \$1,000 AND/OR 1 YEAR IN JAIL UNLESS, PRIOR TO SUCH REMOVAL, SAID PERSON HAS CAUSED A COLORADO PROFESSIONAL LAND SURVEYOR TO ESTABLISH AT LEAST TWO WITNESS CORNERS OR REFERENCE MARKS FOR EACH SUCH MONUMENT REMOVED AND HAS FILED OR CAUSED TO BE FILED A MONUMENT RECORD PURSUANT TO ARTICLE 53 OF TITLE 38, C.R.S. (18-4-508, C.R.S.)

4. TITLE POLICY REFERENCE: FOR ALL INFORMATION REGARDING RIGHT TO TITLE AND EASEMENTS, RIGHTS-OF-WAY OR OTHER TITLE BURDENS AFFECTING SUCH RIGHT TO TITLE TO THIS PROPERTY, THIS SURVEY RELIED UPON TITLE COMMITMENTS ISSUED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENTS NUMBER N0031890-020-CN1-ES AND N0034217-020-CN1-ES, WITH EFFECTIVE DATES OF APRIL 8, 2022 AND AUGUST 13, 2021, RESPECTIVELY.

5. BASIS OF BEARINGS STATEMENT REQUIRED PER 38-51-106(1)(E), C.R.S.: BEARINGS ARE BASED UPON THE WEST LINE OF LOT 1, BRONCUCIA SUBDIVISION CORRECTION PLAT NO 2, RECORDED SEPTEMBER 2, 2016 AT RECEPTION NO. 2016000073284. THE LINE BEARS NORTH 00°08'06" EAST AS SHOWN ON SAID PLAT AND IS MONUMENTED IN THE FIELD AS SHOWN HEREON.

PLANNING COMMISSION APPROVAL

APPROVED BY THE ADAMS COUNTY PLANNING COMMISSION THIS

_____ DAY OF _____, 2023.

_____ CHAIR

BOARD OF COUNTY COMMISSIONERS APPROVAL

APPROVED BY THE ADAMS COUNTY BOARD OF COMMISSIONERS

THIS _____ DAY OF _____, 2023.

_____ CHAIR

CLERK AND RECORDER

THIS FINAL PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE ADAMS COUNTY CLERK AND RECORDER IN THE STATE OF COLORADO

AT ___ M ON THE _____ DAY OF _____, 2023.

_____ CLERK AND RECORDER

BY DEPUTY: _____

RECEPTION NO. _____

SURVEYOR'S CERTIFICATION

I, LESTER J. LUDEMAN, A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS PLAT IS BASED UPON A SURVEY PERFORMED UNDER MY RESPONSIBLE CHARGE IN AUGUST OF 2021, THAT THE MONUMENTS DEPICTED HEREON EXISTED IN THE FIELD, AND THAT THE DIMENSIONS OF THE LOTS HEREBY CREATED ARE CORRECT.

LESTER J. LUDEMAN, P.L.S. No. 25636
Foresight West Surveying, Inc.
1309 S. Inca Street, Denver, CO 80223
(303) 504-4440

PRELIMINARY



DATE: July 19, 2023
FILE NUMBER: 100-N0031890-020-CN1, Amendment No. 4
PROPERTY ADDRESS: 6950 Broadway, Denver, CO 80221-2879
BUYER/BORROWER: United Properties Development, LLC, a Minnesota limited liability company
OWNER(S): Welch 3 Investments LLC, a colorado limited liability company
YOUR REFERENCE NUMBER:
ASSESSOR PARCEL NUMBER: R0190442 / 0182503103033

PLEASE TAKE NOTE OF THE FOLLOWING REVISED TERMS CONTAINED HEREIN:

Amendment No. 2 – updated effective date, added exceptions 23-28, deleted exceptions 12,13 and 16

WIRED FUNDS ARE REQUIRED ON ALL CASH PURCHASE TRANSACTIONS. FOR WIRING INSTRUCTIONS, PLEASE CONTACT YOUR ESCROW OFFICE AS NOTED ON THE TRANSMITTAL PAGE OF THIS COMMITMENT.

TO: Escrow Officer	ATTN: Chandra Nay PHONE: (303) 692-6787 FAX: (303) 628-1644 E-MAIL: cnay@fnf.com
Escrow Assistant	ATTN: Sarah Ratliff PHONE: (303) 244-9197 E-MAIL: Sarah.Ratliff@fnf.com
Title Officer	ATTN: Eric Stearns PHONE: (303) 692-6778 E-MAIL: estearns@fnf.com
Sales Executive	ATTN: Stephen Boyka E-MAIL: sboyka@fnf.com

TO: United Properties Development, LLC, a Minnesota limited liability company 1331 17th Street Suite 604 Denver, CO 80202	ATTN: Jamie Pollock PHONE: FAX: E-MAIL: jamie.pollock@uproperties.com
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TO: Welch 3 Investments LLC, a colorado limited liability company 6327 Braun Lane Arvada, CO 80004	ATTN: Trace Welch PHONE: FAX: E-MAIL: talon3trace@gmail.com
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TO: Senn Visciano Canges P.C. 1700 Lincoln Street Suite 4300 Denver, CO 80203	ATTN: Julia Koren PHONE: FAX: E-MAIL: jkoren@sennlaw.com
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Commitment Transmittal
(Continued)

TO:	OBrien Legal Services LLC 3900 E. Mexico Ave. Suite 300 Denver, CO 80210	ATTN:	Bradley J. OBrien
		PHONE:	(303) 648-1200
		FAX:	
		E-MAIL:	brad@olslaw.com

TO:	National Commercial Services Main 8055 E Tufts Ave Suite 900 Denver, CO 80237	ATTN:	Chandra Nay
		PHONE:	(303) 291-9977
		FAX:	(303) 633-7720
		E-MAIL:	cnay@fnf.com

END OF TRANSMITTAL



COMMITMENT FOR TITLE INSURANCE

Issued by

Commonwealth Land Title Insurance Company

NOTICE

IMPORTANT—READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRA CONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.


THE COMPANY’S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I—Requirements; Schedule B, Part II—Exceptions; and the Commitment Conditions, **Commonwealth Land Title Insurance Company**, a Florida Corporation (the “Company”), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Policy Amount and the name of the Proposed Insured.

If all of the Schedule B, Part I—Requirements have not been met within 180 Days after the Commitment Date, this Commitment terminates and the Company’s liability and obligation end.

Countersigned

By: 
John Miller
Authorized Signature

Commonwealth Land Title Insurance Company

By: 
Michael J. Nolan
President

ATTEST: 
Marjorie Nemzura
Secretary

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Commonwealth Land Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.



COMMITMENT CONDITIONS

1. DEFINITIONS

- (a) "Knowledge" or "Known": Actual or imputed knowledge, but not constructive notice imparted by the Public Records.
- (b) "Land": The land described in Schedule A and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
- (c) "Mortgage": A mortgage, deed of trust, or other security instrument, including one evidenced by electronic means authorized by law.
- (d) "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
- (e) "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
- (f) "Proposed Policy Amount": Each dollar amount specified in Schedule A as the Proposed Policy Amount of each Policy to be issued pursuant to this Commitment.
- (g) "Public Records": Records established under state statutes at the Commitment Date for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge.
- (h) "Title": The estate or interest described in Schedule A.

2. If all of the Schedule B, Part I—Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:

- (a) the Notice;
- (b) the Commitment to Issue Policy;
- (c) the Commitment Conditions;
- (d) Schedule A;
- (e) Schedule B, Part I—Requirements;
- (f) Schedule B, Part II—Exceptions; and
- (g) a counter-signature by the Company or its issuing agent that may be in electronic form.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company shall not be liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

- (a) The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
 - (i) comply with the Schedule B, Part I—Requirements;
 - (ii) eliminate, with the Company's written consent, any Schedule B, Part II—Exceptions; or
 - (iii) acquire the Title or create the Mortgage covered by this Commitment.

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- (b) The Company shall not be liable under Commitment Condition 5(a) if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
- (c) The Company will only have liability under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
- (d) The Company's liability shall not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Conditions 5(a)(i) through 5(a)(iii) or the Proposed Policy Amount.
- (e) The Company shall not be liable for the content of the Transaction Identification Data, if any.
- (f) In no event shall the Company be obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I—Requirements have been met to the satisfaction of the Company.
- (g) In any event, the Company's liability is limited by the terms and provisions of the Policy.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT

- (a) Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
- (b) Any claim must be based in contract and must be restricted solely to the terms and provisions of this Commitment.
- (c) Until the Policy is issued, this Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
- (d) The deletion or modification of any Schedule B, Part II—Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
- (e) Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
- (f) When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT HAS BEEN ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for the purpose of providing closing or settlement services.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. ARBITRATION

The Policy contains an arbitration clause. All arbitrable matters when the Proposed Policy Amount is \$2,000,000 or less shall be arbitrated at the option of either the Company or the Proposed Insured as the exclusive remedy of the parties. A Proposed Insured may review a copy of the arbitration rules at <http://www.alta.org/arbitration>.

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Transaction Identification Data for reference only:

Issuing Agent: Fidelity National Title, National Commercial Services
Issuing Office: 8055 E Tufts Ave, Suite 900, Denver, CO 80237
Loan ID Number:
Issuing Office File Number: 100-N0031890-020-CN1, Amendment No. 4
Property Address: 6950 Broadway, Denver, CO 80221-2879
Revision Number: Amendment No. 4, Amendment Date: March 10, 2023

SCHEDULE A

AMERICAN LAND TITLE ASSOCIATION COMMITMENT

1. Commitment Date: **March 7, 2023**
2. Policy to be issued:
 - (a) ALTA Owners Policy 6-17-06
Proposed Insured: United Properties Development, LLC, a Minnesota limited liability company
Proposed Policy Amount: \$4,250,000.00
 - (b) ALTA Loan Policy 6-17-06
Proposed Insured: Lender with contractual obligations under a Loan Agreement with the vested owner identified at item 4 below.
Proposed Policy Amount: \$0.00
 - (c) None
Proposed Insured:
Proposed Policy Amount: \$0.00
3. The estate or interest in the Land described or referred to in this Commitment is:
Fee simple
4. The Title is, at the Commitment Date, vested in:
[Welch 3 Investments LLC, a Colorado limited liability company](#)
5. The Land is described as follows:
See Exhibit A attached hereto and made a part hereof.

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EXHIBIT A
(Continued)

PREMIUMS:

ALTA Owners Policy 6-17-06	4,177.00
Delete 1-4 commercial upon requirements met and provided there is no recent, ongoing or anticipated construction on the land	75.00
39-06 Policy Authentication	0.00
Tax certificate	18.00

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EXHIBIT A
(Continued)

EXHIBIT A
LEGAL DESCRIPTION

Lot 1,
Broncucia Subdivision Correction Plat No. 2,
according to the plat recorded September 2, 2016 at [2016000073284](#),
County of Adams, State of Colorado.

NOTE: FOR INFORMATIONAL PURPOSES ONLY ASSESSOR PARCEL NO. R0190442 / 0182503103033

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Commonwealth Land Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

SCHEDULE B
PART I – REQUIREMENTS

All of the following Requirements must be met:

- a. Pay the agreed amounts for the interest in the land and/or for the mortgage to be insured.
- b. Pay us the premiums, fees and charges for the policy.
- c. Obtain a certificate of taxes due from the county treasurer or the county treasurer's authorized agent.
- d. Furnish for recordation a full release of deed of trust:

Amount: \$2,755,000.00
 Dated: September 30, 2016
 Trustor/Grantor: Welch 3 Investments LLC, a Colorado limited liability company
 Trustee: Public Trustee of Adams County, Colorado
 Beneficiary: KeyBank, National Association
 Loan No. 88661450-06
 Recording Date: October 04, 2016
 Recording No: [Reception No. 2016000083750](#)

- e. Deed sufficient to convey the fee simple estate or interest in the Land described or referred to herein, to the Proposed Insured Purchaser.
- f. Deed of Trust sufficient to encumber the estate or interest in the Land described or referred to herein for the benefit of the Proposed Insured Lender.
- g. The Company will require the following documents for review prior to the issuance of any title insurance predicated upon a conveyance or encumbrance from the entity named below:

Limited Liability Company: Welch 3 Investments LLC, a Colorado limited liability company

- a) A copy of its operating agreement, if any, and any and all amendments, supplements and/or modifications thereto, certified by the appropriate manager or member
- b) A current dated certificate of good standing from the proper governmental authority of the state in which the entity was created
- c) Recordation of Statement of Authority for Welch 3 Investments LLC, a Colorado limited liability company pursuant to Colorado Revised Statutes evidencing the existence of the entity and authority of the person(s) authorized to execute and deliver instruments affecting title to real property on behalf of the entity and containing other information required by Colorado Revised Statutes.

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Commonwealth Land Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.



SCHEDULE B
PART I – Requirements
(Continued)

h. The Company will require the following documents for review prior to the issuance of any title insurance predicated upon a conveyance or encumbrance from the entity named below:

Limited Liability Company: United Properties Development, LLC, a Minnesota limited liability company

- a) A copy of its operating agreement, if any, and any and all amendments, supplements and/or modifications thereto, certified by the appropriate manager or member
- b) A current dated certificate of good standing from the proper governmental authority of the state in which the entity was created
- c) Recordation of Statement of Authority for United Properties Development, LLC, a Minnesota limited liability company pursuant to Colorado Revised Statutes evidencing the existence of the entity and authority of the person(s) authorized to execute and deliver instruments affecting title to real property on behalf of the entity and containing other information required by Colorado Revised Statutes.

i. The Company will require that an Owner’s Affidavit be completed by the party(s) named below before the issuance of any policy of title insurance.

Party(s): Welch 3 Investments LLC, a Colorado limited liability company

The Company reserves the right to add additional items or make further requirements after review of the requested Affidavit.

~~j. The Company will require a survey of the subject Land, which is in compliance with minimum technical standards, prepared by a duly registered and licensed surveyor. If the owner of the Land the subject of this transaction is in possession of a survey, the Company will require that said survey be submitted for review and approval; otherwise, a new survey, satisfactory to the Company, must be submitted to the Company for examination. In order to prevent delays, please furnish the survey at least 10 days prior to the close of this transaction.~~

~~If an existing survey is to be relied upon, an affidavit from the seller(s)/mortgagor(s) must be furnished to the Company stating that no improvements have been made on the Land the subject of this transaction or adjacent thereto subsequent to the survey presented to the Company.~~

~~The Company reserves the right to add additional items or make further requirements after review of the requested documentation.~~

NOTE: THIS REQUIREMENT HAS BEEN SATISFIED.

Note: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, manufacture or sale of marijuana, the Company is not able to close or insure any transaction involving Land that is associated with these activities.

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SCHEDULE B
PART I – Requirements
(Continued)

END OF REQUIREMENTS

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Commonwealth Land Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

81C165B Commitment for Title Insurance (Adopted 6-17-06 Revised 08-01-2016)

Page 8

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SCHEDULE B

PART II – EXCEPTIONS

THIS COMMITMENT DOES NOT REPUBLISH ANY COVENANT, CONDITION, RESTRICTION, OR LIMITATION CONTAINED IN ANY DOCUMENT REFERRED TO IN THIS COMMITMENT TO THE EXTENT THAT THE SPECIFIC COVENANT, CONDITION, RESTRICTION, OR LIMITATION VIOLATES STATE OR FEDERAL LAW BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, GENDER IDENTITY, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN.

The Policy will not insure against loss or damage resulting from the terms and provisions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

1. Any facts, rights, interests or claims that are not shown by the Public Records but which could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
2. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
3. Any encroachments, encumbrances, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by Public Records.
4. Any lien or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records.
5. Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the Public Records or attaching subsequent to the effective date hereof but prior to the date the proposed Insured acquires of record for the value the estate or interest or mortgage thereon covered by this Commitment.

NOTE: The above exception will not appear on policies where closing and settlement has been performed by the Company.

6. Water rights, claims of title to water, whether or not these matters are shown by the Public Records.
7. All taxes and assessments, now or heretofore assessed, due or payable.

NOTE: This tax exception will be amended at policy upon satisfaction and evidence of payment of taxes.
8. Any existing leases or tenancies, and any and all parties claiming by, through or under said lessees.
9. Any and all rights associated with the Lower Clear Creek Ditch as the same crosses the subject property.
10. Easements, notes, terms, conditions, provisions, agreements and obligations as shown on the plat of Watervleit recorded October 24, 1890 in [Plat 3 at Page 44](#).
11. 15Terms, conditions, provisions, agreements and obligations contained in the Notice of Underground Facilities by the North Pecos Water and Sanitation District as set forth below:

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Commonwealth Land Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

SCHEDULE B
PART II – Exceptions
(Continued)

Recording Date: March 15, 1993
Recording No.: [Book 4038 at Page 101](#)

12. Limitations on access as set forth in Reservation by the Department of Transportation, State of Colorado of each and every right of access to and from any part of State Highway 25 and East 70th Avenue along and across the access line or lines described in Exhibit "A" as courses 2, 3 and 4 as contained in Quitclaim Deed recorded June 23, 1998 in [Book 5374 at Page 206](#).
13. Limitations on access as set forth in Reservation by the Department of Transportation, State of Colorado of each and every right of access to and from any part of State Highway 25 and East 70th Avenue along or across the access line or lines described in Exhibit "A" as courses 4 and 5 as contained in Quitclaim Deed recorded July 5, 2001 at Reception No. [C0823177](#).
14. Easements, notes, terms, conditions and provisions as shown on the plat of Broncucia & Sons Replat of part of Lot 14, Watervleit recorded February 20, 2003 at Reception No. [1099014](#).
15. Terms, conditions, provisions, agreements and obligations specified under the Lower Clear Creek Ditch Company License Agreement recorded February 4, 2005 at Reception No. [20050204000126320](#).
16. ~~Intentionally Omitted Terms, conditions, provisions, agreements and obligations specified under the Zoning Hearing Decision recorded November 16, 2006 at Reception No. [2006001001628](#).~~
17. Terms, conditions and provisions specified under the Zoning Hearing Decision - Case #PRC2011-00001 Broncucia recorded April 21, 2011 at Reception No. [2011000025765](#).
18. Easements, notes, terms, conditions and provisions as shown on the plat of Broncucia Subdivision Correction Plat recorded June 30, 2011 at Reception No. [2011000041563](#).
19. Terms, conditions and provisions specified under the Resolution 2015-088 recorded February 25, 2015 at Reception No. [2015000013103](#).
20. Terms, conditions, provisions, agreements and obligations specified under the Memorandum of Land Lease Agreement recorded April 1, 2015 at Reception No. [2015000022722](#).
21. An easement for utility lines and all fixtures and incidental purposes granted to Public Service Company of Colorado by the instrument recorded July 1, 2015 at Reception No. [2015000051874](#).
22. Easements, notes, terms, conditions and provisions as shown on the plat of Broncucia Subdivision Correction Plat No. 2, recorded September 2, 2016 at Reception No. [2016000073284](#).
23. Terms, conditions, provisions, agreements and obligations contained in the Easement as set forth below:

Recording Date: March 22, 1963
Recording No.: [Book 1055 at Page 65](#)

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Commonwealth Land Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

SCHEDULE B
PART II – Exceptions
(Continued)

24. Easements, notes, terms, conditions, provisions, agreements and obligations as shown on the plat of Clear Creek Business Park recorded July 26, 1984 in Plat Book F-16 at Page 136.
25. Terms, conditions, provisions, agreements and obligations contained in the Right of Way Agreement as set forth below:
- Recording Date: January 10, 1985
Recording No.: [Book 2956 at Page 140](#)
Re-Recording Date: January 28, 1985
Re-Recording No.: [Book 2961 at Page 798](#)
26. Terms, conditions, provisions, agreements and obligations contained in the Right of Way Agreement as set forth below:
- Recording Date: June 30, 1987
Recording No.: [Book 3336 at Page 500](#)
27. Terms, conditions, provisions, agreements and obligations contained in the Easement for Construction and Maintenance of Irrigation Water Pipeline as set forth below:
- Recording Date: August 28, 2003
Recording No.: [Reception No. C1200568](#)
28. The following item as set forth on the ALTA/NSPS Land Title Survey prepared by Lester J. Ludeman, PLS 25636, dated August 31, 2021, as Job No. 2021132:
- a. Communications server riser located in the NE corner of subject property with no easement.
 - b. Parking spaces along the North and East boundary lines of subject property encroach into public rights of way.
 - c. Chain link fence along Southern boundary line of subject property do not coincide with platted lot lines.
 - d. Restaurant building encroaches onto easements described under exceptions 23 and 24.
 - e. Liquor store building encroaches onto easement described under exception 27.

END OF EXCEPTIONS

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Commonwealth Land Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

DISCLOSURE STATEMENT

- Pursuant to Section 38-35-125 of Colorado Revised Statutes and Colorado Division of Insurance Regulation 8-1-2 (Section 5), if the parties to the subject transaction request us to provide escrow-settlement and disbursement services to facilitate the closing of the transaction, then all funds submitted for disbursement must be available for immediate withdrawal.
- Colorado Division of Insurance Regulation 8-1-2, Section 5, Paragraph H, requires that "Every title insurance company shall be responsible to the proposed insured(s) subject to the terms and conditions of the title insurance commitment, other than the effective date of the title insurance commitment, for all matters which appear of record prior to the time of recording whenever the title insurance company, or its agent, conducts the closing and settlement service that is in conjunction with its issuance of an owners policy of title insurance and is responsible for the recording and filing of legal documents resulting from the transaction which was closed". Provided that Fidelity National Title, National Commercial Services conducts the closing of the insured transaction and is responsible for recording the legal documents from the transaction, exception No. 5 in Schedule B-2 will not appear in the Owner's Title Policy and Lender's Title Policy when issued.
- Colorado Division of Insurance Regulation 8-1-2, Paragraph M of Section 5, requires that prospective insured(s) of a single family residence be notified in writing that the standard exception from coverage for unfiled Mechanics or Materialmans Liens may or may not be deleted upon the satisfaction of the requirement(s) pertinent to the transaction. These requirements will be addressed upon receipt of a written request to provide said coverage, or if the Purchase and Sale Agreement/Contract is provided to the Company then the necessary requirements will be reflected on the commitment.
- Colorado Division of Insurance Regulation 8-1-3, Paragraph C. 11.f. of Section 5 - requires a title insurance company to make the following notice to the consumer: "A closing protection letter is available to be issued to lenders, buyers and sellers."
- If the sales price of the subject property exceeds \$100,000.00 the seller shall be required to comply with the Disclosure of Withholding Provisions of C.R.S. 39-22-604.5 (Nonresident Withholding).
- Section 39-14-102 of Colorado Revised Statutes requires that a Real Property Transfer Declaration accompany any conveyance document presented for recordation in the State of Colorado. Said Declaration shall be completed and signed by either the grantor or grantee.
- Recording statutes contained in Section 30-10-406(3)(a) of the Colorado Revised Statutes require that all documents received for recording or filing in the clerk and recorder's office shall contain a top margin of at least one inch and a left, right, and bottom margin of at least one-half of an inch. The clerk and recorder may refuse to record or file a document that does not conform to requirements of this paragraph.
- Section 38-35-109 (2) of the Colorado Revised Statutes, requires that a notation of the purchasers legal address, (not necessarily the same as the property address) be included on the face of the deed to be recorded.
- Regulations of County Clerk and Recorder's offices require that all documents submitted for recording must contain a return address on the front page of every document being recorded.
- Pursuant to Section 10-11-122 of the Colorado Revised Statutes, the Company is required to disclose the following information:
 - The subject property may be located in a special taxing district.
 - A Certificate of Taxes Due listing each taxing jurisdiction shall be obtained from the County Treasurer or the County Treasurer's authorized agent.
 - Information regarding special districts and the boundaries of such districts may be obtained from the Board of County Commissioners, the County Clerk and Recorder or the County Assessor.
- Pursuant to Section 10-11-123 of the Colorado Revised Statutes, when it is determined that a mineral estate has been severed from the surface estate, the Company is required to disclose the following information: that there is recorded evidence that a mineral estate has been severed, leased, or otherwise conveyed from the surface estate and that there is a substantial likelihood that a third party holds some or all interest in oil, gas, other minerals, or geothermal energy in the property; and that such mineral estate may include the right to enter and use the property without the surface owner's permission.

Note: Notwithstanding anything to the contrary in this Commitment, if the policy to be issued is other than an ALTA Owner's Policy (6/17/06), the policy may not contain an arbitration clause, or the terms of the arbitration clause may be different from those set forth in this Commitment. If the policy does contain an arbitration clause, and the Amount of Insurance is less than the amount, if any, set forth in the arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties.

Wire Fraud Alert

This Notice is not intended to provide legal or professional advice. If you have any questions, please consult with a lawyer.

All parties to a real estate transaction are targets for wire fraud and many have lost hundreds of thousands of dollars because they simply relied on the wire instructions received via email, without further verification. **If funds are to be wired in conjunction with this real estate transaction, we strongly recommend verbal verification of wire instructions through a known, trusted phone number prior to sending funds.**

In addition, the following non-exclusive self-protection strategies are recommended to minimize exposure to possible wire fraud.

- **NEVER RELY** on emails purporting to change wire instructions. Parties to a transaction rarely change wire instructions in the course of a transaction.
- **ALWAYS VERIFY** wire instructions, specifically the ABA routing number and account number, by calling the party who sent the instructions to you. **DO NOT** use the phone number provided in the email containing the instructions, use phone numbers you have called before or can otherwise verify. **Obtain the phone number of relevant parties to the transaction as soon as an escrow account is opened.** **DO NOT** send an email to verify as the email address may be incorrect or the email may be intercepted by the fraudster.
- **USE COMPLEX EMAIL PASSWORDS** that employ a combination of mixed case, numbers, and symbols. Make your passwords greater than eight (8) characters. Also, change your password often and do **NOT** reuse the same password for other online accounts.
- **USE MULTI-FACTOR AUTHENTICATION** for email accounts. Your email provider or IT staff may have specific instructions on how to implement this feature.

For more information on wire-fraud scams or to report an incident, please refer to the following links:

Federal Bureau of Investigation:
<http://www.fbi.gov>

Internet Crime Complaint Center:
<http://www.ic3.gov>

FIDELITY NATIONAL FINANCIAL, INC. PRIVACY NOTICE

Effective January 1, 2021

Fidelity National Financial, Inc. and its majority-owned subsidiary companies (collectively, “FNF,” “our,” or “we”) respect and are committed to protecting your privacy. This Privacy Notice explains how we collect, use, and protect personal information, when and to whom we disclose such information, and the choices you have about the use and disclosure of that information.

A limited number of FNF subsidiaries have their own privacy notices. If a subsidiary has its own privacy notice, the privacy notice will be available on the subsidiary’s website and this Privacy Notice does not apply.

Collection of Personal Information

FNF may collect the following categories of Personal Information:

- contact information (e.g., name, address, phone number, email address);
- demographic information (e.g., date of birth, gender, marital status);
- identity information (e.g. Social Security Number, driver’s license, passport, or other government ID number);
- financial account information (e.g. loan or bank account information); and
- other personal information necessary to provide products or services to you.

We may collect Personal Information about you from:

- information we receive from you or your agent;
- information about your transactions with FNF, our affiliates, or others; and
- information we receive from consumer reporting agencies and/or governmental entities, either directly from these entities or through others.

Collection of Browsing Information

FNF automatically collects the following types of Browsing Information when you access an FNF website, online service, or application (each an “FNF Website”) from your Internet browser, computer, and/or device:

- Internet Protocol (IP) address and operating system;
- browser version, language, and type;
- domain name system requests; and
- browsing history on the FNF Website, such as date and time of your visit to the FNF Website and visits to the pages within the FNF Website.

Like most websites, our servers automatically log each visitor to the FNF Website and may collect the Browsing Information described above. We use Browsing Information for system administration, troubleshooting, fraud investigation, and to improve our websites. Browsing Information generally does not reveal anything personal about you, though if you have created a user account for an FNF Website and are logged into that account, the FNF Website may be able to link certain browsing activity to your user account.

Other Online Specifics

Cookies. When you visit an FNF Website, a “cookie” may be sent to your computer. A cookie is a small piece of data that is sent to your Internet browser from a web server and stored on your computer’s hard drive. Information gathered using cookies helps us improve your user experience. For example, a cookie can help the website load properly or can customize the display page based on your browser type and user preferences. You can choose whether or not to accept cookies by changing your Internet browser settings. Be aware that doing so may impair or limit some functionality of the FNF Website.

Web Beacons. We use web beacons to determine when and how many times a page has been viewed. This information is used to improve our websites.

Do Not Track. Currently our FNF Websites do not respond to “Do Not Track” features enabled through your browser.

Links to Other Sites. FNF Websites may contain links to unaffiliated third-party websites. FNF is not responsible for the privacy practices or content of those websites. We recommend that you read the privacy policy of every website you visit.

Use of Personal Information

FNF uses Personal Information for three main purposes:

- To provide products and services to you or in connection with a transaction involving you.
- To improve our products and services.
- To communicate with you about our, our affiliates’, and others’ products and services, jointly or independently.

When Information Is Disclosed

We may disclose your Personal Information and Browsing Information in the following circumstances:

- to enable us to detect or prevent criminal activity, fraud, material misrepresentation, or nondisclosure;
- to nonaffiliated service providers who provide or perform services or functions on our behalf and who agree to use the information only to provide such services or functions;

- to nonaffiliated third party service providers with whom we perform joint marketing, pursuant to an agreement with them to jointly market financial products or services to you;
- to law enforcement or authorities in connection with an investigation, or in response to a subpoena or court order; or
- in the good-faith belief that such disclosure is necessary to comply with legal process or applicable laws, or to protect the rights, property, or safety of FNF, its customers, or the public.

The law does not require your prior authorization and does not allow you to restrict the disclosures described above. Additionally, we may disclose your information to third parties for whom you have given us authorization or consent to make such disclosure. We do not otherwise share your Personal Information or Browsing Information with nonaffiliated third parties, except as required or permitted by law. We may share your Personal Information with affiliates (other companies owned by FNF) to directly market to you. Please see "Choices with Your Information" to learn how to restrict that sharing.

We reserve the right to transfer your Personal Information, Browsing Information, and any other information, in connection with the sale or other disposition of all or part of the FNF business and/or assets, or in the event of bankruptcy, reorganization, insolvency, receivership, or an assignment for the benefit of creditors. By submitting Personal Information and/or Browsing Information to FNF, you expressly agree and consent to the use and/or transfer of the foregoing information in connection with any of the above described proceedings.

Security of Your Information

We maintain physical, electronic, and procedural safeguards to protect your Personal Information.

Choices With Your Information

If you do not want FNF to share your information among our affiliates to directly market to you, you may send an "opt out" request as directed at the end of this Privacy Notice. We do not share your Personal Information with nonaffiliates for their use to direct market to you without your consent.

Whether you submit Personal Information or Browsing Information to FNF is entirely up to you. If you decide not to submit Personal Information or Browsing Information, FNF may not be able to provide certain services or products to you.

For California Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties, except as permitted by California law. For additional information about your California privacy rights, please visit the "California Privacy" link on our website (<https://fnf.com/pages/californiaprivacy.aspx>) or call (888) 413-1748.

For Nevada Residents: You may be placed on our internal Do Not Call List by calling (888) 934-3354 or by contacting us via the information set forth at the end of this Privacy Notice. Nevada law requires that we also provide you with the following contact information: Bureau of Consumer Protection, Office of the Nevada Attorney General, 555 E. Washington St., Suite 3900, Las Vegas, NV 89101; Phone number: (702) 486-3132; email: BCPINFO@ag.state.nv.us.

For Oregon Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties for marketing purposes, except after you have been informed by us of such sharing and had an opportunity to indicate that you do not want a disclosure made for marketing purposes.

For Vermont Residents: We will not disclose information about your creditworthiness to our affiliates and will not disclose your personal information, financial information, credit report, or health information to nonaffiliated third parties to market to you, other than as permitted by Vermont law, unless you authorize us to make those disclosures.

Information From Children

The FNF Websites are not intended or designed to attract persons under the age of eighteen (18). We do not collect Personal Information from any person that we know to be under the age of thirteen (13) without permission from a parent or guardian.

International Users

FNF's headquarters is located within the United States. If you reside outside the United States and choose to provide Personal Information or Browsing Information to us, please note that we may transfer that information outside of your country of residence. By providing FNF with your Personal Information and/or Browsing Information, you consent to our collection, transfer, and use of such information in accordance with this Privacy Notice.

FNF Website Services for Mortgage Loans

Certain FNF companies provide services to mortgage loan servicers, including hosting websites that collect customer information on behalf of mortgage loan servicers (the "Service Websites"). The Service Websites may contain links to both this Privacy Notice and the mortgage loan servicer or lender's privacy notice. The sections of this Privacy Notice titled When Information is Disclosed, Choices with Your Information, and Accessing and Correcting Information do not apply to the Service Websites. The mortgage loan servicer or lender's privacy notice governs use, disclosure, and access to your Personal Information. FNF does not share Personal Information collected through the Service Websites, except as required or authorized by contract with the mortgage loan servicer or lender, or as required by law or in the good-faith belief that such disclosure is necessary: to comply with a legal process or applicable law, to enforce this Privacy Notice, or to protect the rights, property, or safety of FNF or the public.

Your Consent To This Privacy Notice; Notice Changes; Use of Comments or Feedback

By submitting Personal Information and/or Browsing Information to FNF, you consent to the collection and use of the information in accordance with this Privacy Notice. We may change this Privacy Notice at any time. The Privacy Notice's effective date will show the last date changes were made. If you provide information to us following any change of the Privacy Notice, that signifies your assent to and acceptance of the changes to the Privacy Notice.

Accessing and Correcting Information; Contact Us

If you have questions, would like to correct your Personal Information, or want to opt-out of information sharing for affiliate marketing, visit FNF's [Opt Out Page](#) or contact us by phone at (888) 934-3354 or by mail to:

Fidelity National Financial, Inc.
601 Riverside Avenue
Jacksonville, Florida 32204
Attn: Chief Privacy Officer



DATE: July 19, 2023

FILE NUMBER: 100-N0034217-020-CN1, Amendment No. 4

PROPERTY ADDRESS: 50 East 70th Avenue, Denver, CO 80221-2954

BUYER/BORROWER: United Properties Development LLC, a Minnesota limited liability company

OWNER(S): 50 E. 70th Ave. LLC, a Colorado limited liability company

YOUR REFERENCE NUMBER:

ASSESSOR PARCEL NUMBER: R0153545

PLEASE TAKE NOTE OF THE FOLLOWING REVISED TERMS CONTAINED HEREIN:

Amendment No. 1 – updated effective date, deleted exceptions 11-14, added exception 19 and 20

WIRED FUNDS ARE REQUIRED ON ALL CASH PURCHASE TRANSACTIONS. FOR WIRING INSTRUCTIONS, PLEASE CONTACT YOUR ESCROW OFFICE AS NOTED ON THE TRANSMITTAL PAGE OF THIS COMMITMENT.

TO: Escrow Officer

ATTN: Chandra Nay
PHONE: (303) 692-6787
FAX: (303) 628-1644
E-MAIL: cnay@fnf.com

Escrow Assistant

ATTN: Sarah Ratliff
PHONE: (303) 244-9197
E-MAIL: Sarah.Ratliff@fnf.com

Title Officer

ATTN: Eric Stearns
PHONE: (303) 692-6778
E-MAIL: estearns@fnf.com

Sales Executive

ATTN: Stephen Boyka
E-MAIL: sboyka@fnf.com

**TO: United Properties Development LLC, a
Minnesota limited liability company
1331 17th Street
Suite 604
Denver, CO 80202**

ATTN: Alicia Rhymer
PHONE:
FAX:
E-MAIL: Alicia.Rhymer@uproPERTIES.com

**TO: 50 E. 70th Ave. LLC, a Colorado limited
liability company**

ATTN: George A. Guzman-Cisneros
PHONE: (303) 564-3041
FAX:
E-MAIL: george.gzmcisn@gmail.com

**TO: Senn Visciano Canges P.C.
1700 Lincoln St.
Suite 4300
Denver, CO 80203**

ATTN: Julia Koren
PHONE: (303) 291-4012
FAX: (000) 000-0000
E-MAIL: jkoren@sennlaw.com

**Commitment Transmittal
(Continued)**

TO:	National Commercial Services Main 8055 E Tufts Ave Suite 900 Denver, CO 80237	ATTN:	Chandra Nay
		PHONE:	(303) 291-9977
		FAX:	(303) 633-7720
		E-MAIL:	cnay@fnf.com

END OF TRANSMITTAL



COMMITMENT FOR TITLE INSURANCE

Issued by

Fidelity National Title Insurance Company

NOTICE

IMPORTANT—READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRA CONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.


THE COMPANY’S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I—Requirements; Schedule B, Part II—Exceptions; and the Commitment Conditions, **Fidelity National Title Insurance Company**, a Florida Corporation (the “Company”), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Policy Amount and the name of the Proposed Insured.

If all of the Schedule B, Part I—Requirements have not been met within 180 Days after the Commitment Date, this Commitment terminates and the Company’s liability and obligation end.

Countersigned

By: 
John Miller
Authorized Signature

Fidelity National Title Insurance Company

By: 
Michael J. Nolan
President

ATTEST: 
Marjorie Nemzura
Secretary

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Fidelity National Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.



COMMITMENT CONDITIONS

1. DEFINITIONS

- (a) "Knowledge" or "Known": Actual or imputed knowledge, but not constructive notice imparted by the Public Records.
- (b) "Land": The land described in Schedule A and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
- (c) "Mortgage": A mortgage, deed of trust, or other security instrument, including one evidenced by electronic means authorized by law.
- (d) "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
- (e) "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
- (f) "Proposed Policy Amount": Each dollar amount specified in Schedule A as the Proposed Policy Amount of each Policy to be issued pursuant to this Commitment.
- (g) "Public Records": Records established under state statutes at the Commitment Date for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge.
- (h) "Title": The estate or interest described in Schedule A.

2. If all of the Schedule B, Part I—Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:

- (a) the Notice;
- (b) the Commitment to Issue Policy;
- (c) the Commitment Conditions;
- (d) Schedule A;
- (e) Schedule B, Part I—Requirements;
- (f) Schedule B, Part II—Exceptions; and
- (g) a counter-signature by the Company or its issuing agent that may be in electronic form.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company shall not be liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

- (a) The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
 - (i) comply with the Schedule B, Part I—Requirements;
 - (ii) eliminate, with the Company's written consent, any Schedule B, Part II—Exceptions; or
 - (iii) acquire the Title or create the Mortgage covered by this Commitment.

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- (b) The Company shall not be liable under Commitment Condition 5(a) if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
- (c) The Company will only have liability under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
- (d) The Company's liability shall not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Conditions 5(a)(i) through 5(a)(iii) or the Proposed Policy Amount.
- (e) The Company shall not be liable for the content of the Transaction Identification Data, if any.
- (f) In no event shall the Company be obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I—Requirements have been met to the satisfaction of the Company.
- (g) In any event, the Company's liability is limited by the terms and provisions of the Policy.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT

- (a) Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
- (b) Any claim must be based in contract and must be restricted solely to the terms and provisions of this Commitment.
- (c) Until the Policy is issued, this Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
- (d) The deletion or modification of any Schedule B, Part II—Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
- (e) Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
- (f) When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT HAS BEEN ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for the purpose of providing closing or settlement services.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. ARBITRATION

The Policy contains an arbitration clause. All arbitrable matters when the Proposed Policy Amount is \$2,000,000 or less shall be arbitrated at the option of either the Company or the Proposed Insured as the exclusive remedy of the parties. A Proposed Insured may review a copy of the arbitration rules at <http://www.alta.org/arbitration>.

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Transaction Identification Data for reference only:

Issuing Agent: Fidelity National Title, National Commercial Services
Issuing Office: 8055 E Tufts Ave, Suite 900, Denver, CO 80237
Loan ID Number:
Issuing Office File Number: 100-N0034217-020-CN1, Amendment No. 4
Property Address: 50 East 70th Avenue, Denver, CO 80221-2954
Revision Number: Amendment No. 4, Amendment Date: July 19, 2023

SCHEDULE A

AMERICAN LAND TITLE ASSOCIATION COMMITMENT

1. Commitment Date: **July 12, 2023**
2. Policy to be issued:
 - (a) ALTA Owners Policy 6-17-06
Proposed Insured: United Properties Development LLC, a Minnesota limited liability company
Proposed Policy Amount: \$100,000.00
 - (b) ALTA Loan Policy 6-17-06
Proposed Insured: Lender or designee with contractual rights under a loan agreement with the borrower identified as the Proposed Owner
Proposed Policy Amount: \$100,000.00
 - (c) None
Proposed Insured:
Proposed Policy Amount: \$0.00
3. The estate or interest in the Land described or referred to in this Commitment is:
FEE SIMPLE
4. The Title is, at the Commitment Date, [vested in](#):
50 E. 70th Ave. LLC, a Colorado limited liability company
5. The Land is described as follows:
See [Exhibit A](#) attached hereto and made a part hereof.

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SCHEDULE A

(Continued)

PREMIUMS:

Owners Policy	579.00
Deletions of 1-4 upon requirements met and provided there is no recent, ongoing or anticipated construction on the land	75.00
ALTA 39-06 - Policy Authentication (Owners)	0.00
Lenders Policy	300.00
ALTA 39-06 - Policy Authentication (Loan)	0.00
Tax Certificate	18.00

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27C165 Commitment for Title Insurance (Adopted 6-17-06 Revised 08-01-2016)

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EXHIBIT A
LEGAL DESCRIPTION

Lot 1, Broncucia & Sons Replat of Part of Lot 14, Watervleit, County of Adams, State of Colorado.

For Informational Purposes:

Tax ID No.: R0153545

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27C165 Commitment for Title Insurance (Adopted 6-17-06 Revised 08-01-2016)

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SCHEDULE B

PART I – REQUIREMENTS

All of the following Requirements must be met:

- a. Pay the agreed amounts for the interest in the land and/or for the mortgage to be insured.
- b. Pay us the premiums, fees and charges for the policy.
- c. Obtain a certificate of taxes due from the county treasurer or the county treasurer's authorized agent.

Note: Any documents being executed in conjunction with this transaction must be signed in the presence of an authorized Company employee, an authorized employee of an agent, an authorized employee of the insured lender, or by using Bancserv or other approved third-party service. If the above requirement cannot be met, please call the Company at the number provided in this report.

- d. The Company will require the following documents for review prior to the issuance of any title insurance predicated upon a conveyance or encumbrance from the entity named below:

Limited Liability Company: 50 E. 70th Ave. LLC, a Colorado limited liability company

- a) A copy of its operating agreement, if any, and any and all amendments, supplements and/or modifications thereto, certified by the appropriate manager or member
- b) A current dated certificate of good standing from the proper governmental authority of the state in which the entity was created
- c) Recordation of a Statement of Authority
- d) Copies of resolution(s), agreements and/or other documentation necessary to establish the authority of parties executing on behalf of entities disclosed as part of an organizational structure managing said Limited Liability Company

The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

- e. Deed sufficient to convey the fee simple estate or interest in the Land described or referred to herein, to the Proposed Insured Purchaser.
- f. Deed of Trust sufficient to encumber the estate or interest in the Land described or referred to herein for the benefit of the Proposed Insured Lender.
- g. The Company will require the following documents for review prior to the issuance of any title insurance predicated upon a conveyance or encumbrance from the entity named below:

Limited Liability Company: United Properties Development LLC, a Minnesota limited liability company

- a) A copy of its operating agreement, if any, and any and all amendments, supplements and/or modifications thereto, certified by the appropriate manager or member
- b) A current dated certificate of good standing from the proper governmental authority of the state in

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SCHEDULE B
PART I – Requirements
(Continued)

which the entity was created

- c) Recordation of a Statement of Authority
- d) Copies of resolution(s), agreements and/or other documentation necessary to establish the authority of parties executing on behalf of entities disclosed as part of an organizational structure managing said Limited Liability Company

The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

- h. Satisfactory evidence must be furnished from the secretary or other duly qualified officer of the Association showing that all assessments and fees, including special assessments or payments due to others, such as master associations, are paid in full through the date of closing.
- i. The Company will require that an Owner’s Affidavit be completed by the party(s) named below before the issuance of any policy of title insurance.

Party(s): 50 E. 70th Ave. LLC, a Colorado limited liability company

The Company reserves the right to add additional items or make further requirements after review of the requested Affidavit.

- ~~j. The Company will require a survey of the subject Land, which is in compliance with minimum technical standards, prepared by a duly registered and licensed surveyor. If the owner of the Land the subject of this transaction is in possession of a survey, the Company will require that said survey be submitted for review and approval; otherwise, a new survey, satisfactory to the Company, must be submitted to the Company for examination. In order to prevent delays, please furnish the survey at least 10 days prior to the close of this transaction.~~

~~If an existing survey is to be relied upon, an affidavit from the seller(s)/mortgagor(s) must be furnished to the Company stating that no improvements have been made on the Land the subject of this transaction or adjacent thereto subsequent to the survey presented to the Company.~~

~~The Company reserves the right to add additional items or make further requirements after review of the requested documentation.~~

NOTE: THIS REQUIREMENT HAS BEEN SATISFIED.

Please be advised that our search did not disclose any open Deeds of Trust of record. If you should have knowledge of any outstanding obligation, please contact the Title Department immediately for further review prior to closing.

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SCHEDULE B
PART I – Requirements
(Continued)

Note: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, manufacture or sale of marijuana, the Company is not able to close or insure any transaction involving Land that is associated with these activities.

END OF REQUIREMENTS

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27C165 Commitment for Title Insurance (Adopted 6-17-06 Revised 08-01-2016)

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SCHEDULE B
PART II – EXCEPTIONS

THIS COMMITMENT DOES NOT REPUBLISH ANY COVENANT, CONDITION, RESTRICTION, OR LIMITATION CONTAINED IN ANY DOCUMENT REFERRED TO IN THIS COMMITMENT TO THE EXTENT THAT THE SPECIFIC COVENANT, CONDITION, RESTRICTION, OR LIMITATION VIOLATES STATE OR FEDERAL LAW BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, GENDER IDENTITY, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN.

The Policy will not insure against loss or damage resulting from the terms and provisions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

1. Any facts, rights, interests or claims that are not shown by the Public Records but which could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
2. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
3. Any encroachments, encumbrances, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by Public Records.
4. Any lien or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records.
5. Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the Public Records or attaching subsequent to the effective date hereof but prior to the date the proposed Insured acquires of record for the value the estate or interest or mortgage thereon covered by this Commitment.

NOTE: The above exception will not appear on policies where closing and settlement has been performed by the Company.

6. Water rights, claims of title to water, whether or not these matters are shown by the Public Records.
7. All taxes and assessments, now or heretofore assessed, due or payable.

NOTE: This tax exception will be amended at policy upon satisfaction and evidence of payment of taxes.
8. Any existing leases or tenancies, and any and all parties claiming by, through or under said lessees.
9. Any and all rights associated with the Lower Clear Creek Ditch as the same crosses the subject property.
10. Easements, notes, terms, conditions, provisions, agreements and obligations as shown on the plat of Watervleit recorded October 24, 1890 in Plat 3 at Page 44.
11. ~~Intentionally Omitted Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:~~

Granted to: _____ Public Service Company of Colorado

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SCHEDULE B
PART II – Exceptions
(Continued)

Purpose: _____ Electrical Transmission Facilities
Recording Date: _____ January 5, 1943
Recording No.: _____ Book 284 at Page 291

12. Intentionally Omitted Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: _____ Public Service Company of Colorado
Purpose: _____ Electrical Transmission Facilities
Recording Date: _____ January 5, 1943
Recording No.: _____ Book 284 at Page 292

13. Intentionally Omitted Terms, conditions, provisions, agreements and obligations contained in the Agreement by and between Joseph Anthony Broncucia and Patricia Ann Broncucia and Angelina Broncucia as set forth below:

Recording Date: _____ April 16, 1976
Recording No.: _____ Book 2057 at Page 605

14. Intentionally Omitted Terms, conditions, provisions, agreements and obligations contained in the Agreement by and between J.T. Broncucia and Angelina Broncucia and George O. Blair as set forth below:

Recording Date: _____ March 17, 1979
Recording No.: _____ Book 1585 at Page 108

15. Terms, conditions, provisions, agreements and obligations contained in the Notice of Underground Facilities by the North Pecos Water and Sanitation District as set forth below:

Recording Date: _____ March 15, 1993
Recording No.: _____ [Book 4038 at Page 101](#)

16. Conditions and stipulations as contained in the Zoning Hearing Decision – Case #071-93-ZPW, by the County Commissioners for Adams County, Colorado as set forth below:

Recording Date: _____ October 8, 1993
Recording No.: _____ [Book 4167 at Page 254](#)

17. Terms, conditions, provisions, agreements, easements and obligations contained in the Easement and Parking Agreement by and between Joseph A. Broncucia and Patricia A. Broncucia and Laura Broncucia as set forth below:

Recording Date: _____ November 15, 1995
Recording No.: _____ [Book 4193 at Page 871](#)

Note: upon recordation of a termination of said Easement said exception shall be deleted.

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SCHEDULE B
PART II – Exceptions
(Continued)

18. Easements, notes and rights-of-way contained in the Plat of Broncucia & Sons Replat of Part of Lot 14, Watervleit as set forth below:
- Recording Date: February 20, 2003
Recording No.: [Reception No. C1099014](#)
19. Easements, notes, terms, conditions, provisions, agreements and obligations as shown on the plat of Broncucia & Sons Replat of Part of Lot 14, Watervleit, recorded February 20, 2003 in Plat [Plat Book F-18 at Page 854](#).
20. The following item as set forth on the ALTA/NSPS Land Title Survey prepared by Lester J. Ludeman, PLS 25636, dated August 31, 2021, as Job No. 2021132:
- a. Parking spaces along the Northern boundary line encroach into public right of way.

END OF EXCEPTIONS

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DISCLOSURE STATEMENT

- Pursuant to Section 38-35-125 of Colorado Revised Statutes and Colorado Division of Insurance Regulation 8-1-2 (Section 5), if the parties to the subject transaction request us to provide escrow-settlement and disbursement services to facilitate the closing of the transaction, then all funds submitted for disbursement must be available for immediate withdrawal.
- Colorado Division of Insurance Regulation 8-1-2, Section 5, Paragraph H, requires that "Every title insurance company shall be responsible to the proposed insured(s) subject to the terms and conditions of the title insurance commitment, other than the effective date of the title insurance commitment, for all matters which appear of record prior to the time of recording whenever the title insurance company, or its agent, conducts the closing and settlement service that is in conjunction with its issuance of an owners policy of title insurance and is responsible for the recording and filing of legal documents resulting from the transaction which was closed". Provided that Fidelity National Title, National Commercial Services conducts the closing of the insured transaction and is responsible for recording the legal documents from the transaction, exception No. 5 in Schedule B-2 will not appear in the Owner's Title Policy and Lender's Title Policy when issued.
- Colorado Division of Insurance Regulation 8-1-2, Paragraph M of Section 5, requires that prospective insured(s) of a single family residence be notified in writing that the standard exception from coverage for unfiled Mechanics or Materialmans Liens may or may not be deleted upon the satisfaction of the requirement(s) pertinent to the transaction. These requirements will be addressed upon receipt of a written request to provide said coverage, or if the Purchase and Sale Agreement/Contract is provided to the Company then the necessary requirements will be reflected on the commitment.
- Colorado Division of Insurance Regulation 8-1-3, Paragraph C. 11.f. of Section 5 - requires a title insurance company to make the following notice to the consumer: "A closing protection letter is available to be issued to lenders, buyers and sellers."
- If the sales price of the subject property exceeds \$100,000.00 the seller shall be required to comply with the Disclosure of Withholding Provisions of C.R.S. 39-22-604.5 (Nonresident Withholding).
- Section 39-14-102 of Colorado Revised Statutes requires that a Real Property Transfer Declaration accompany any conveyance document presented for recordation in the State of Colorado. Said Declaration shall be completed and signed by either the grantor or grantee.
- Recording statutes contained in Section 30-10-406(3)(a) of the Colorado Revised Statutes require that all documents received for recording or filing in the clerk and recorder's office shall contain a top margin of at least one inch and a left, right, and bottom margin of at least one-half of an inch. The clerk and recorder may refuse to record or file a document that does not conform to requirements of this paragraph.
- Section 38-35-109 (2) of the Colorado Revised Statutes, requires that a notation of the purchasers legal address, (not necessarily the same as the property address) be included on the face of the deed to be recorded.
- Regulations of County Clerk and Recorder's offices require that all documents submitted for recording must contain a return address on the front page of every document being recorded.
- Pursuant to Section 10-11-122 of the Colorado Revised Statutes, the Company is required to disclose the following information:
 - The subject property may be located in a special taxing district.
 - A Certificate of Taxes Due listing each taxing jurisdiction shall be obtained from the County Treasurer or the County Treasurer's authorized agent.
 - Information regarding special districts and the boundaries of such districts may be obtained from the Board of County Commissioners, the County Clerk and Recorder or the County Assessor.
- Pursuant to Section 10-11-123 of the Colorado Revised Statutes, when it is determined that a mineral estate has been severed from the surface estate, the Company is required to disclose the following information: that there is recorded evidence that a mineral estate has been severed, leased, or otherwise conveyed from the surface estate and that there is a substantial likelihood that a third party holds some or all interest in oil, gas, other minerals, or geothermal energy in the property; and that such mineral estate may include the right to enter and use the property without the surface owner's permission.

Note: Notwithstanding anything to the contrary in this Commitment, if the policy to be issued is other than an ALTA Owner's Policy (6/17/06), the policy may not contain an arbitration clause, or the terms of the arbitration clause may be different from those set forth in this Commitment. If the policy does contain an arbitration clause, and the Amount of Insurance is less than the amount, if any, set forth in the arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties.

Wire Fraud Alert

This Notice is not intended to provide legal or professional advice. If you have any questions, please consult with a lawyer.

All parties to a real estate transaction are targets for wire fraud and many have lost hundreds of thousands of dollars because they simply relied on the wire instructions received via email, without further verification. **If funds are to be wired in conjunction with this real estate transaction, we strongly recommend verbal verification of wire instructions through a known, trusted phone number prior to sending funds.**

In addition, the following non-exclusive self-protection strategies are recommended to minimize exposure to possible wire fraud.

- **NEVER RELY** on emails purporting to change wire instructions. Parties to a transaction rarely change wire instructions in the course of a transaction.
- **ALWAYS VERIFY** wire instructions, specifically the ABA routing number and account number, by calling the party who sent the instructions to you. **DO NOT** use the phone number provided in the email containing the instructions, use phone numbers you have called before or can otherwise verify. **Obtain the phone number of relevant parties to the transaction as soon as an escrow account is opened.** **DO NOT** send an email to verify as the email address may be incorrect or the email may be intercepted by the fraudster.
- **USE COMPLEX EMAIL PASSWORDS** that employ a combination of mixed case, numbers, and symbols. Make your passwords greater than eight (8) characters. Also, change your password often and do **NOT** reuse the same password for other online accounts.
- **USE MULTI-FACTOR AUTHENTICATION** for email accounts. Your email provider or IT staff may have specific instructions on how to implement this feature.

For more information on wire-fraud scams or to report an incident, please refer to the following links:

Federal Bureau of Investigation:
<http://www.fbi.gov>

Internet Crime Complaint Center:
<http://www.ic3.gov>

FIDELITY NATIONAL FINANCIAL, INC. PRIVACY NOTICE

Effective August 1, 2021

Fidelity National Financial, Inc. and its majority-owned subsidiary companies (collectively, “FNF,” “our,” or “we”) respect and are committed to protecting your privacy. This Privacy Notice explains how we collect, use, and protect personal information, when and to whom we disclose such information, and the choices you have about the use and disclosure of that information.

A limited number of FNF subsidiaries have their own privacy notices. If a subsidiary has its own privacy notice, the privacy notice will be available on the subsidiary’s website and this Privacy Notice does not apply.

Collection of Personal Information

FNF may collect the following categories of Personal Information:

- contact information (e.g., name, address, phone number, email address);
- demographic information (e.g., date of birth, gender, marital status);
- identity information (e.g. Social Security Number, driver’s license, passport, or other government ID number);
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Fidelity National Financial, Inc.
601 Riverside Avenue,
Jacksonville, Florida 32204
Attn: Chief Privacy Officer

Moore, Mikaela

From: Courtney Salazar <ar@northpecoswater.org>
Sent: Wednesday, July 19, 2023 4:32 PM
To: Moore, Mikaela; Manager
Cc: Phelps, Randall; Goetz, Riley
Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Categories: External

Hi Mikaela –

Unfortunately, we do not have any time this week for a pre-design meeting. I believe from the discussion that Jim and I had this morning we are currently out until the week of August 7th for meetings.

The water and sanitary sewer services for the existing auto/tire shop will have to be severed and appropriately capped at the main, which works for us. The problem comes in with the services for 6950 Broadway being tapped in 70th Avenue and running south the length of the parking lot. If the property is re-platted as proposed, there will be a water, sanitary sewer and potentially grease interceptor for another completed separate structure, with different ownership, that runs through the new proposed property. We are concerned about the impacts to existing services based on the proposed design.

I can issue the Will Serve for 50 East 70th as it currently exists, but I cannot issue it for the proposed re-plat, until the above is discussed and a solution is reached. Please let me know if you would like to have this Will Serve issued.

Thank you,

Courtney Salazar
Assistant District Manager
North Pecos Water & Sanitation District
6900 Pecos Street
Denver, Colorado 80221
(303) 429-5770

Actively coordinating with NPWSD to provide actual will serve letters. Cannot occur until our pre-submittal meeting which is not until August.

From: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>
Sent: Wednesday, July 19, 2023 4:20 PM
To: Courtney Salazar <ar@northpecoswater.org>; Manager <manager@northpecoswater.org>
Cc: Phelps, Randall <randall.phelps@kimley-horn.com>; Goetz, Riley <Riley.Goetz@kimley-horn.com>
Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Courtney,

We're prepared for a pre-design meeting as soon as your team has availability (attached is an overall site plan for your reference, and we anticipate having the North Pecos plans complete by end of week), which I think would clarify a lot of the questions below. But it's a little bit of a chicken and the egg situation because we do need the will serve letter in order to even get in the applications to the County for the re-plat and the re-zone.

Essentially the existing auto shop is being demolished along with all of their water/sanitary services. We're proposing a single new domestic and sanitary service from the north to the building, with no proposed crossings of the LCC. We're proposing a single fire hydrant to the west to serve the building, are working to confirm this covers us from a fire perspective, and anticipate a submittal to ACFR next week.

Is there any chance your team has an availability for a pre-design meeting Thursday or Friday this week?

Thanks!

Mikaela Moore, P.E. (CO)

Kimley-Horn | 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021

Direct: 303 974 3626 | Mobile: 303 396 7547

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From: Courtney Salazar <ar@northpecoswater.org>

Sent: Wednesday, July 19, 2023 4:12 PM

To: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>; Manager <manager@northpecoswater.org>

Cc: Phelps, Randall <randall.phelps@kimley-horn.com>; Goetz, Riley <Riley.Goetz@kimley-horn.com>

Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Hi Mikaela –

After meeting with Jim this morning, there are two options for the Will Serve letter:

1. I can issue a Will Serve letter that will be specific to 50 East 70th Avenue and parcel #; I cannot include anything to do with 6950 Broadway
2. We can wait to issue the Will Serve until after a pre-design meeting

There are several issues with issuing it for the property as it will potentially be re-platted, which include, but are not limited to:

- Both the water and sanitary sewer services for 6950 Broadway are tapped in 70th Avenue and run south through the parking lot, which makes them run through a portion of the property that is in the proposed replat. We cannot issue a Will Serve letter for a property, or a portion thereof, when we have knowledge that the existing service connections stand a high likelihood of being impacted. There is also a high likelihood that their grease interceptor will be impacted as well.
- This has not been reviewed by Adams County Fire yet. We do not know what they will require for fire protection. All fire protection on the north side of this lot, is on the north side of 70th Avenue. Have you opened any discussions with them to see what they may require?
- The LCC ditch is running through this property. We will need to have significant guarantees that there is zero risk of needing to cross.

Please let me know how you would like to proceed.

Thank you,

Courtney Salazar

Assistant District Manager

North Pecos Water & Sanitation District

6900 Pecos Street

Denver, Colorado 80221

(303) 429-5770

From: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>

Sent: Wednesday, July 19, 2023 9:11 AM

To: Courtney Salazar <ar@northpecoswater.org>; Manager <manager@northpecoswater.org>

Cc: Phelps, Randall <randall.phelps@kimley-horn.com>; Goetz, Riley <Riley.Goetz@kimley-horn.com>

Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Courtney,

We are re-platting the two properties below, but still into (2) properties. We will likely be assigned a new address but do not yet have one, potentially use the 50 E 70th Ave for now? Let me know if you need anything else.

- 6950 Broadway – contains the existing Mickey’s restaurant...this parcel will remain but will be smaller
- 50 E 70th Ave – contains the existing auto/tire shot...this will be going away and replaced with the gas station

Thanks,

Mikaela Moore, P.E. (CO)

Kimley-Horn | 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021

Direct: 303 974 3626 | Mobile: 303 396 7547

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From: Courtney Salazar <ar@northpecoswater.org>

Sent: Wednesday, July 19, 2023 8:43 AM

To: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>; Manager <manager@northpecoswater.org>

Cc: Phelps, Randall <randall.phelps@kimley-horn.com>; Goetz, Riley <Riley.Goetz@kimley-horn.com>

Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Hi Mikaela –

I also tried looking at Adams County and it looks like, based on the plans submitted, the area that is being proposed for development crosses two parcels, that have two separate owners. Is the property owner acquiring more property than just the single parcel?

Thank you,

Courtney Salazar

Assistant District Manager

North Pecos Water & Sanitation District

6900 Pecos Street

Denver, Colorado 80221

(303) 429-5770

From: Courtney Salazar

Sent: Wednesday, July 19, 2023 8:30 AM

To: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>; Manager <manager@northpecoswater.org>

Cc: Phelps, Randall <randall.phelps@kimley-horn.com>; Goetz, Riley <Riley.Goetz@kimley-horn.com>

Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Hi Mikaela –

Is there a designated address for this property?

Thank you,

Courtney Salazar

Assistant District Manager

North Pecos Water & Sanitation District

6900 Pecos Street

Denver, Colorado 80221
(303) 429-5770

From: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>
Sent: Tuesday, July 18, 2023 12:45 PM
To: Courtney Salazar <ar@northpecoswater.org>; Manager <manager@northpecoswater.org>
Cc: Phelps, Randall <randall.phelps@kimley-horn.com>; Goetz, Riley <Riley.Goetz@kimley-horn.com>
Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Courtney,

Sounds great, thank you very much! (*Apologies for leaving Nicole on the reply all, I've swapped her for Riley!*)

Thanks,

Mikaela Moore, P.E. (CO)

Kimley-Horn | 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021

Direct: 303 974 3626 | Mobile: 303 396 7547

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From: Courtney Salazar <ar@northpecoswater.org>
Sent: Tuesday, July 18, 2023 12:27 PM
To: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>; Manager <manager@northpecoswater.org>
Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>
Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Hi Mikaela –

I have it on my list for today. I should have it to you by COB today or first thing tomorrow morning.

Thank you!

Courtney Salazar

Assistant District Manager

North Pecos Water & Sanitation District

6900 Pecos Street

Denver, Colorado 80221

(303) 429-5770

From: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>
Sent: Tuesday, July 18, 2023 12:25 PM
To: Manager <manager@northpecoswater.org>; Courtney Salazar <ar@northpecoswater.org>
Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>
Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Thank you James!

[@Courtney Salazar](#) – Are you able to help us get a will serve by end of week? We're hoping to get a submittal into Adam's County ASAP and need this to proceed. Appreciate your help!

Thanks,

Mikaela Moore, P.E. (CO)

Kimley-Horn | 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021

Direct: 303 974 3626 | Mobile: 303 396 7547

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From: Manager <manager@northpecoswater.org>

Sent: Tuesday, July 18, 2023 6:51 AM

To: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>; Courtney Salazar <ar@northpecoswater.org>

Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>

Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Good morning Mikaela,

Let me pull together some dates and get back with you.

Courtney will be coordinating the will serve letter.

Thank you.

James R Landry, P.E., CWP

North Pecos Water & Sanitation District

6900 Pecos Street

Denver, CO 80221

303-429-5770

From: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>

Sent: Monday, July 17, 2023 1:33 PM

To: Manager <manager@northpecoswater.org>; Courtney Salazar <ar@northpecoswater.org>

Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>

Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

James,

We are working to finalize most of our plans this week, so ready to setup a pre-submittal. Let me know what your availability is!

Will you be able to provide a will serve letter as a part of/after this meeting?

Thanks!

Mikaela Moore, P.E. (CO)

Kimley-Horn | 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021

Direct: 303 974 3626 | Mobile: 303 396 7547

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Celebrating 16 years as one of FORTUNE's 100 Best Companies to Work For

From: Manager <manager@northpecoswater.org>

Sent: Monday, July 17, 2023 1:31 PM

To: Courtney Salazar <ar@northpecoswater.org>; Moore, Mikaela <Mikaela.Moore@kimley-horn.com>

Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>
Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Good afternoon Mikaela,

Thank you for the email.

When you are ready, we would like to have a pre-submittal meeting to discuss the project and help ensure that your project gets processed quickly.

Thank you.

James R Landry, P.E., CWP
North Pecos Water & Sanitation District
6900 Pecos Street
Denver, CO 80221
303-429-5770

From: Courtney Salazar <ar@northpecoswater.org>
Sent: Thursday, July 13, 2023 4:14 PM
To: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>
Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>; Manager <manager@northpecoswater.org>
Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Mikaela –

I will be the one to coordinate on the North Pecos side, so you have the correct person.

Based on the location of the property we will need to know the size of water and sanitary sewer taps and where are the taps being proposed?

Thank you,

Courtney Salazar
Assistant District Manager
North Pecos Water & Sanitation District
6900 Pecos Street
Denver, Colorado 80221
(303) 429-5770

From: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>
Sent: Wednesday, July 12, 2023 4:48 PM
To: Courtney Salazar <ar@northpecoswater.org>
Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>
Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Courtney,

I'm actually following up on the project below at 70th and Broadway (SE of the intersection) that we discussed back in early 2022 (attached a concept site plan for reference). We're finally moving forward with the project and anticipate

submitting to North Pecos and the County in the next week or two. As a part of that – **would you be able to advise how I obtain a Will Serve Letter from North Pecos for water and sanitary?**

Let me know if there's a better contact to reach out to!

Thanks,

Mikaela Moore, P.E. (CO)

Kimley-Horn | 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021

Direct: 303 974 3626 | Mobile: 303 396 7547

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Celebrating 16 years as one of FORTUNE's 100 Best Companies to Work For

From: Moore, Mikaela

Sent: Friday, March 4, 2022 9:17 AM

To: Courtney Salazar <ar@northpecoswater.org>

Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>

Subject: RE: 70th and Broadway - Water

Courtney,

Thank you very much for getting this over to me this week – I greatly appreciate it. Should be all we need for now!

We'll be in touch closer to our submittal date in mid-March.

Thanks again,

Mikaela Moore

Kimley-Horn | 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021

Direct: 303 974 3626 | Mobile: 303 396 7547

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Please note I will be out of the office, with no access to phone or email, March 5th through March 15th (returning March 16th). Let me know how I can best assist you ahead of my absence!

From: Courtney Salazar <ar@northpecoswater.org>

Sent: Thursday, March 3, 2022 4:52 PM

To: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>

Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>

Subject: RE: 70th and Broadway - Water

Hi Mikaela –

Below are the answers to your questions:

1. What size is the existing water main in 70th Ave just east of the Broadway intersection? **The water main in 70th Avenue, east of Broadway, is a 6" ACP line. The water main in Broadway, south of 70th Avenue, is 12" DIP.**
2. Can you provide estimates for North Pecos Water/Sewer + Metro Wastewater Tap Fees based on the numbers below? **Attached is the Tap Fee Schedule for 2022. Metro Wastewater is now Metro Water Recovery, which I note just so you know that they are referencing the same entity. Metro Water**

Recovery has the same SFRE allocations as we do and they are at \$4,710.00 per SFRE. So, the Metro Water Recovery charge, based on a 2" water tap, would be \$94,200.00, based on their current fees.

The tap fees above do not account for any potential tap credits for existing taps being relinquished and severed. This will be part of the discussion in the future as our District is able to see what is being proposed. When you do get closer to the project taking place, I will do an official Tap Fee Determination that will include any potential credits.

Please also keep in mind that for both North Pecos and Metro Water Recovery, the tap fee charges and allocations can be amended at any time by either board.

Also, as discussed on the phone, I have attached the Development Review and Reimbursement Agreement. This will need to be signed by your client before any plan reviews or discussion can begin. I have attached the Agreement pertaining to main extensions, which would include the addition of fire hydrant(s) or any main; if you believe that you will just be impacting taps, then we can discuss the other agreement we have that does not include any extensions of mains. Please let me know if you would like to discuss this more in depth.

Please let me know if you have any questions or if there is any other information that I can provide for you or your client.

Have a wonderful day and enjoy your time off next week!

Courtney Salazar
Accounts Receivable & Project Coordinator
North Pecos Water & Sanitation District
6900 Pecos Street
Denver, Colorado 80221
(303) 429-5770

From: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>
Sent: Thursday, March 3, 2022 8:17 AM
To: Courtney Salazar <ar@northpecoswater.org>
Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>
Subject: RE: 70th and Broadway - Water

Courtney,

Wanted to follow-up on my note below – any chance you'd be able to get back to me on the 2 items below sometime today? I actually will be out of office all of next week, and want to ensure I get a few things over to our client this week if at all possible.

Thanks!

Mikaela Moore

Kimley-Horn | 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021

Direct: 303 974 3626 | Mobile: 303 396 7547

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Please note I will be out of the office, with no access to phone or email, March 5th through March 15th (returning March 16th). Let me know how I can best assist you ahead of my absence!

From: Moore, Mikaela
Sent: Tuesday, March 1, 2022 11:28 AM

To: Courtney Salazar <ar@northpecoswater.org>

Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>

Subject: 70th and Broadway - Water

Courtney,

Per our conversation moments ago, below are the few questions I was hoping to clarify with you.

1. What size is the existing water main in 70th Ave just east of the Broadway intersection?
2. Can you provide estimates for North Pecos Water/Sewer + Metro Wastewater Tap Fees based on the numbers below? (I've already noted the Denver Water fees because I know we'll owe those in addition.)
 - a. 4" Sanitary Sewer Service
 - b. 2" Domestic Water
 - c. (Last time we received the attached word doc from you as "estimated sizes", but I believe these are outdated now.)

Additionally, if you can send over the agreement that's required prior to submitting plans to you, I'll get that over to our Client! We're targeting a submittal to Adams County + the Fire Department on 3/18, and we'll submit the plans to you directly once the agreement is in place and the fire department has reviewed.

Thanks!

Mikaela Moore

Kimley-Horn | 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021

Direct: 303 974 3626 | Mobile: 303 396 7547

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Please note I will be out of the office, with no access to phone or email, March 5th through March 15th (returning March 16th). Let me know how I can best assist you ahead of my absence!

Adams County

Commercial Property Profile

Parcel Number: 0182503103033

Owners Name and Address:	Property Address:
WELCH 3 INVESTMENTS LLC 6327 BRAUN LN ARVADA CO 80004-6131	6950 BROADWAY ST

Account Summary

Legal Description

BRONCUCIA SUBD CORR PLAT NO 2 LOT 1

Subdivision Plat

BRONCUCIA

Account Summary

Account Numbers	Date Added	Tax District	Mill Levy
R0190442	02/07/2017	038	97.884

Permits

Permit Cases

[BDP18-0791](#)
[BDP18-5469](#)
[BDP19-4040](#)
[BDP20-1042](#)
[LIQ2017-00062](#)
[LIQ2020-00033](#)
[LIQ2021-00045](#)
[PRE2019-00092](#)
[PRE2021-00039](#)

Sales Summary

Sale Date	Sale Price	Deed Type	Reception Number	Book	Page	Grantor	Grantee	Doc. Fee	Doc. Date
09/30/2016	\$2,500,000.00	SWD	2016000083749			BRONCUCIA MICHAEL F AND BRONCUCIA, MARLENE TRUST	WELCH 3 INVESTMENTS LLC	\$250	10/04/2016

Click [here](#) to go to Clerk / Recorder search page

Valuation Summary

Land Valuation Summary

Account Number	Land Type	Unit of Measure	Number of Units	Fire District	School District	Vacant/Improved	Actual Value	Assessed Value
R0190442	Commercial	Acres	2.8669	ADAMS COUNTY FIRE PROTECTION DIST	School District 1-Mapleton	I	\$530,749.00	\$153,920.00
Land Subtotal:							\$530,749.00	\$153,920.00

Improvements Valuation Summary

Account Number	Actual Value	Assessed Value
R0190442	\$1,454,752.00	\$421,880.00
Improvements Subtotal:	\$1,454,752.00	\$421,880.00

Total Property Value	\$1,985,501.00	\$575,800.00
-----------------------------	-----------------------	---------------------

Building Summary

Building Number: 1.00

Individual Built As Detail

Built As:	Service Garage
Year Built:	1983
Building Type:	Commercial
Construction Type:	
Built As SQ Ft:	2040
Number of Rooms:	0
Number of Baths:	0.00
Number of Bedrooms:	0
Attached Garage SQ Ft:	
Detached Garage Square Ft:	
Basement SQ Ft:	
Finished Basement SQ Ft:	

Building Number: 2.00

Individual Built As Detail

Built As:	Retail Store
Year Built:	2004
Building Type:	Commercial
Construction Type:	
Built As SQ Ft:	2100
Number of Rooms:	0
Number of Baths:	0.00
Number of Bedrooms:	0
Attached Garage SQ Ft:	
Detached Garage Square Ft:	
Basement SQ Ft:	
Finished Basement SQ Ft:	

Building Number: 3.00

Individual Built As Detail

Built As:	Equipment Building
Year Built:	2006
Building Type:	Commercial
Construction Type:	
Built As SQ Ft:	2400
Number of Rooms:	0
Number of Baths:	0.00
Number of Bedrooms:	0
Attached Garage SQ Ft:	
Detached Garage Square Ft:	
Basement SQ Ft:	
Finished Basement SQ Ft:	

Building Number: 4.00

Individual Built As Detail

Built As:	Restaurant
Year Built:	2004
Building Type:	Commercial
Construction Type:	
Built As SQ Ft:	9000
Number of Rooms:	0
Number of Baths:	0.00
Number of Bedrooms:	0
Attached Garage SQ Ft:	
Detached Garage Square Ft:	
Basement SQ Ft:	
Finished Basement SQ Ft:	

Tax Summary

Click [here](#) to go to Treasurer's search page

Enterprise Zone Summary

Property within Enterprise Zone

True

Precincts and Legislative Representatives Summary

Precinct

270

Commissioner Representative

Commissioner District	Link to Representative
4	Click Here

State House Representative

House District	Link to Representative
35	Click Here

State Senate Representative

Senate District	Link to Representative
21	Click Here

US Congress Representative

Congressional District	Link to Representative
8	Click Here

Zoning Summary

Zoning Summary

Zoning Authority	Zoning
Adams County	I-1

Note: Data is updated daily. Above data was updated as of: 03/01/22

Legal Disclaimer: Although every reasonable effort has been made to ensure the accuracy of the public information data and graphic representations, Adams County cannot be responsible for consequences resulting from any omissions or errors contained herein. Adams County assumes no liability whatsoever associated with the use or misuse of this data

Adams County

Commercial Property Profile

Parcel Number: 0182503103029

Owners Name and Address:	Property Address:
50 E 70TH AVE LLC 50 E 70TH AVE UNIT 1 DENVER CO 80221-2954	50 E 70TH AVE #1

Account Summary

Legal Description

SUB:BRONCUCIA & SONS REPL OF PART OF LOT 14 LOT:1

Subdivision Plat

BRONCUCIA

Account Summary

Account Numbers	Date Added	Tax District	Mill Levy
R0153545	10/01/2003	038	97.884

Permits

Permit Cases

[BDP06-1657](#)
[SGN2006-00006](#)
[VIO2004-42530](#)
[VIO2004-42531](#)
[VIO2005-43785](#)
[VIO2005-45908](#)
[VIO2005-45909](#)
[VIO2005-45912](#)
[VIO2005-45914](#)
[VIO2005-45916](#)
[VIO2005-46200](#)
[VIO2005-46201](#)
[VIO2006-47689](#)
[VIO2006-47690](#)
[VIO2006-49784](#)
[VIO2006-50871](#)
[VIO2006-50872](#)
[VIO2007-55627](#)
[VIO2007-55628](#)
[VIO2008-57382](#)
[VIO2008-57383](#)
[VIO2008-57384](#)
[VIO2009-61530](#)
[VIO2009-61531](#)
[VIO2010-01537](#)

Sales Summary

Sale Date	Sale Price	Deed Type	Reception Number	Book	Page	Grantor	Grantee	Doc. Fee	Doc. Date
07/09/2003	\$10.00	BLK	C1172675			BRONCUCIA JOE AKA JOSEPH AKA J	BRONCUCIA JOSEPH A AND PATRICI	\$0	07/09/2003
01/15/2016	\$0	QC	2016000003887			BRONCUCIA JOSEPH A AND, BRONCUCIA PATRICIA A	I B ONE LLC	\$0	01/15/2016
02/01/2016	\$0	QC	2016000007750			I B ONE LLC	BRONCUCIA JOSEPH ANTHONY AND, BRONCUCIA PATRICIA ANN	\$0	02/01/2016
01/08/2018	\$0	QC	2018000046529			I B ONE LLC	BRONCUCIA JOSEPH ANTHONY AND BRONCUCIA PATRICIA ANN	\$0	06/08/2018
06/08/2018	\$325,000.00	WD	2018000046530			BRONCUCIA JOSEPH ANTHONY AND, BRONCUCIA PATRICIA ANN	GUSMAN-CISNEROS GEORGE A	\$32.5	06/08/2018
01/18/2021	\$0	QC	2021000006947			GUZMAN-CISNEROS GEORGE A	50 E 70TH AVE LLC	\$0	01/20/2021

Click [here](#) to go to Clerk / Recorder search page

Valuation Summary

Land Valuation Summary

Account Number	Land Type	Unit of Measure	Number of Units	Fire District	School District	Vacant/Improved	Actual Value	Assessed Value
R0153545	Commercial	Acres	0.4470	ADAMS COUNTY FIRE PROTECTION DIST	School District 1-Mapleton	I	\$82,753.00	\$24,000.00
Land Subtotal:							\$82,753.00	\$24,000.00

Improvements Valuation Summary

Account Number	Actual Value	Assessed Value
R0153545	\$215,547.00	\$62,510.00
Improvements Subtotal:	\$215,547.00	\$62,510.00

Total Property Value	\$298,300.00	\$86,510.00
-----------------------------	---------------------	--------------------

Building Summary

Building Number: 1.00

Individual Built As Detail

Built As:	Service Garage
Year Built:	1958
Building Type:	Commercial
Construction Type:	
Built As SQ Ft:	1576
Number of Rooms:	0
Number of Baths:	0.00
Number of Bedrooms:	0
Attached Garage SQ Ft:	
Detached Garage Square Ft:	
Basement SQ Ft:	
Finished Basement SQ Ft:	

Tax Summary

Click [here](#) to go to Treasurer's search page

Enterprise Zone Summary

Property within Enterprise Zone

True

Precincts and Legislative Representatives Summary

Precinct

270

Commissioner Representative

Commissioner District	Link to Representative
4	Click Here

State House Representative

House District	Link to Representative
35	Click Here

State Senate Representative

Senate District	Link to Representative
21	Click Here

US Congress Representative

Congressional District	Link to Representative
8	Click Here

Zoning Summary

Zoning Summary

Zoning Authority	Zoning
Adams County	C-5

Note: Data is updated daily. Above data was updated as of: 03/01/22

Legal Disclaimer: Although every reasonable effort has been made to ensure the accuracy of the public information data and graphic representations, Adams County cannot be responsible for consequences resulting from any omissions or errors contained herein. Adams County assumes no liability whatsoever associated with the use or misuse of this data

Account	As of Date	Parcel Number	Owner
R0190442	07/17/2023	0182503103033	WELCH 3 INVESTMENTS LLC
Legal:	BRONCUCIA SUBD CORR PLAT NO 2 LOT 1		
Situs Address:	6950 BROADWAY ST		

Year	Tax	Total Due
Total	\$0.00	\$0.00

Account	As of Date	Parcel Number	Owner
R0153545	07/17/2023	0182503103029	50 E 70TH AVE LLC
Legal:	SUB:BRONCUCIA & SONS REPL OF PART OF LOT 14 LOT:1		
Situs	50 E 70TH AVE #1		
Address:			

Year	Tax	Total Due
Total	\$0.00	\$0.00

**APPLICANT'S CERTIFICATION CONCERNING QUALIFYING SURFACE DEVELOPMENT,
PURSUANT TO C.R.S. §24-65.5-103.3 (1)(b)**

I/We, Trace A Welch, (the "Applicant") by signing below, hereby declare and certify as follows:

Concerning the property located at:

Physical Address: 6950 N. Broadway Denver CO 80221

Legal Description: _____

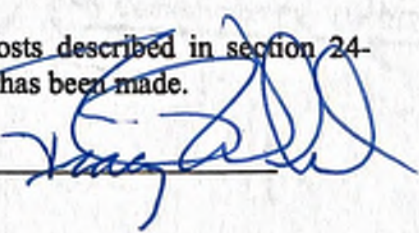
Parcel #(s): _____

With respect to qualifying surface developments, that (PLEASE CHECK ONE):

No mineral estate owner has entered an appearance or filed an objection to the proposed application for development within thirty days after the initial public hearing on the application; or

_____ The Applicant and any mineral estate owners who have filed an objection to the proposed application for development or have otherwise filed an entry of appearance in the initial public hearing regarding such application no later than thirty days following the initial public hearing on the application have executed a surface use agreement related to the property included in the application for development, the provisions of which have been incorporated into the application for development or are evidenced by a memorandum or otherwise recorded in the records of the clerk and recorder of the county in which the property is located so as to provide notice to transferees of the Applicant, who shall be bound by such surface use agreements; or

_____ The application for development provides:
(i) Access to mineral operations, surface facilities, flowlines, and pipelines in support of such operations existing when the final public hearing on the application for development is held by means of public roads sufficient to withstand trucks and drilling equipment or thirty-foot-wide access easements;
(ii) An oil and gas operations area and existing well site locations in accordance with section 24-65.5-103.5 of the Colorado Revised Statutes; and
(iii) That the deposit for incremental drilling costs described in section 24-65.5-103.7 of the Colorado Revised Statutes has been made.

Date: 7/18/23 Applicant: Trace A Welch 

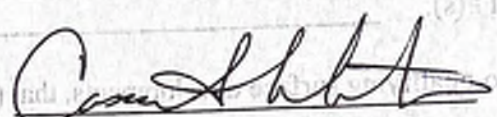
After Recording Return To: _____
By: Trace A Welch
Print Name: Trace A Welch
Address: _____
6950 N Broadway Denver CO 80221

STATE OF COLORADO)
COUNTY OF ADAMS)

Subscribed and sworn to before me this 20 day of July, 2023 by
Tracey Welch

Witness my hand and official seal.

My Commission expires: Feb 22 2024


Notary Public

CASSANDRA ANGELA MONTERO
Notary Public
State of Colorado
Notary ID: 20164006879
My Commission Expires 2/22/2024

Name and Address of Person Preparing Legal Description:

A recorded copy of this Certification shall be submitted to the Adams County Community and Economic Development Department within thirty days after the initial public hearing on all applicable land use applications.

- (i) Access to mineral operations, surface facilities, flowlines, and pipelines in support of such operations existing when the final public hearing on the application for development is held by means of public roads sufficient to withstand trucks and drilling equipment or thirty-foot-wide access easements;
- (ii) An oil and gas operations area and existing well site locations in accordance with section 24-62.3-103.2 of the Colorado Revised Statutes; and
- (iii) That the deposit for incremental drilling costs described in section 24-62.3-103.7 of the Colorado Revised Statutes has been made.

Date: 7/18/23
 Applicant: Tracey Welch
 By: Tracey Welch
 Print Name: Tracey Welch
 Address: 6900 N Broadway Denver CO 80221

CERTIFICATION OF NOTICE TO MINERAL ESTATE OWNERS

I/We, Trace A. Welch
(the "Applicant") by signing below, hereby declare and certify as follows:

With respect to the property located at:

Physical Address: 6950 N. Broadway Denver CO 80221

Legal Description: _____

Parcel #(s): _____

(PLEASE CHECK ONE):

X On the 18th day of July, 2023, which is not less than thirty days before the initial public hearing, notice of application for surface development was provided to mineral estate owners pursuant to section 24-65.5-103 of the Colorado Revised Statutes;

or

_____ I/We have searched the records of the Adams County Tax Assessor and the Adams County Clerk and Recorder for the above identified parcel and have found that no mineral estate owner is identified therein.

Date: 7/18/23

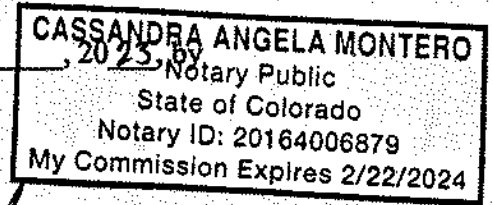
Applicant: 

By: Trace Welch
Print Name: Trace Welch
Address: 6950 N. Broadway
Denver CO 80221


STATE OF COLORADO)
)
COUNTY OF ADAMS)

Subscribed and sworn to before me this 20th day of July, 2023, by Tracey A Welch.

Witness my hand and official seal.



My Commission expires: Feb 22, 2024


Notary Public

After Recording Return To:

Name and Address of Person Preparing Legal Description:

A recorded copy of this Certification shall be submitted to the Adams County Community and Economic Development Department with all applicable land use applications.

CERTIFICATION OF NOTICE TO MINERAL ESTATE OWNERS

I/We, 50 E 70TH AVE LLC, George A. Guzman-Cisneros (Managing Member)
(the "Applicant") by signing below, hereby declare and certify as follows:

With respect to the property located at:

Physical Address: 50 E. 70TH AVE UNIT # 1 DENVER CO 80221

Legal Description: SUB:BRONCUCIA & SONS REPL OF PART OF LOT 14 LOT:1

Parcel #(s): 0182503103029

(PLEASE CHECK ONE):

On the day of , 20 , which is not less than thirty days before the initial public hearing, notice of application for surface development was provided to mineral estate owners pursuant to section 24-65.5-103 of the Colorado Revised Statutes;

or

I/We have searched the records of the Adams County Tax Assessor and the Adams County Clerk and Recorder for the above identified parcel and have found that no mineral estate owner is identified therein.

Date: 7/19/2023

Applicant: 50 E 70TH AVE LLC, George A. Guzman-Cisneros (Managing Member)

By:

Print Name: George A. Guzman-Cisneros (LLC Member)

Address: 50 E. 70th Ave. Unit # 1
Denver CO. 80221

STATE OF COLORADO)

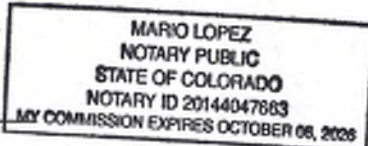
COUNTY OF ADAMS)

Subscribed and sworn to before me this 19th day of July, 2023, by
George Guzman-Cisneros.

Witness my hand and official seal.

My Commission expires: 10/06/2026

Mario Lopez
Notary Public



After Recording Return To:

Name and Address of Person Preparing Legal Description:

A recorded copy of this Certification shall be submitted to the Adams County Community and Economic Development Department with all applicable land use applications.

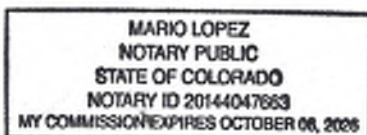
STATE OF COLORADO)
)
COUNTY OF ADAMS)

Subscribed and sworn to before me this 19 day of July, 2023, by
George Guzman-Cisneros.

Witness my hand and official seal.

My Commission expires: 10/06/2026


Notary Public



Name and Address of Person Preparing Legal Description:

A recorded copy of this Certification shall be submitted to the Adams County Community and Economic Development Department within thirty days after the initial public hearing on all applicable land use applications.



Application Type:

<input type="checkbox"/> Conceptual Review	<input type="checkbox"/> Preliminary PUD	<input type="checkbox"/> Temporary Use
<input type="checkbox"/> Subdivision, Preliminary	<input type="checkbox"/> Final PUD	<input type="checkbox"/> Variance
<input type="checkbox"/> Subdivision, Final	<input checked="" type="checkbox"/> Rezone	<input type="checkbox"/> Conditional Use
<input checked="" type="checkbox"/> Plat Correction/ Vacation	<input type="checkbox"/> Special Use	<input type="checkbox"/> Other: _____

PROJECT NAME:

APPLICANT

Name(s): Phone #:

Address:

City, State, Zip:

2nd Phone #: Email:

OWNER

Name(s): Phone #:

Address:

City, State, Zip:

2nd Phone #: Email:

TECHNICAL REPRESENTATIVE (Consultant, Engineer, Surveyor, Architect, etc.)

Name: Phone #:

Address:

City, State, Zip:

2nd Phone #: Email:

DESCRIPTION OF SITE

Address:

City, State, Zip:

Area (acres or square feet):

Tax Assessor Parcel Number:

Existing Zoning:

Existing Land Use:

Proposed Land Use:

Have you attended a Conceptual Review? YES NO

If Yes, please list PRE#:

I hereby certify that I am making this application as owner of the above described property or acting under the authority of the owner (attached authorization, if not owner). I am familiar with all pertinent requirements, procedures, and fees of the County. I understand that the Application Review Fee is non-refundable. All statements made on this form and additional application materials are true to the best of my knowledge and belief.

Name: Date:

Owner's Printed Name

Name:

Owner's Signature

Moore, Mikaela

From: Mona Douillard <Mona.Douillard@uproperties.com>
Sent: Monday, July 24, 2023 1:27 PM
To: Moore, Mikaela
Subject: FW: 70th and Broadway - Replat Submittal Application Tire Shop
Attachments: 50 E. 70th Replat Submittal Application Signed 07242023.pdf

Categories: External

See below from George.

From: George Guzman-Cisneros <george.gzmcisn@gmail.com>
Sent: Monday, July 24, 2023 1:25 PM
To: Mona Douillard <Mona.Douillard@uproperties.com>
Subject: 70th and Broadway - Replat Submittal Application Tire Shop

I, George A. Guzman-Cisneros (LLC Manager Owner) of 50 E 70th Ave LLC authorize

"UNITED PROPERTIES (Mona/Jamie) Ownership/Permission to submit rezone and replat applications on my behalf."

Any questions please let me know.

Moore, Mikaela

From: Mona Douillard <Mona.Douillard@uproperties.com>
Sent: Monday, July 24, 2023 12:30 PM
To: Moore, Mikaela
Subject: FW: 70th & Broadway

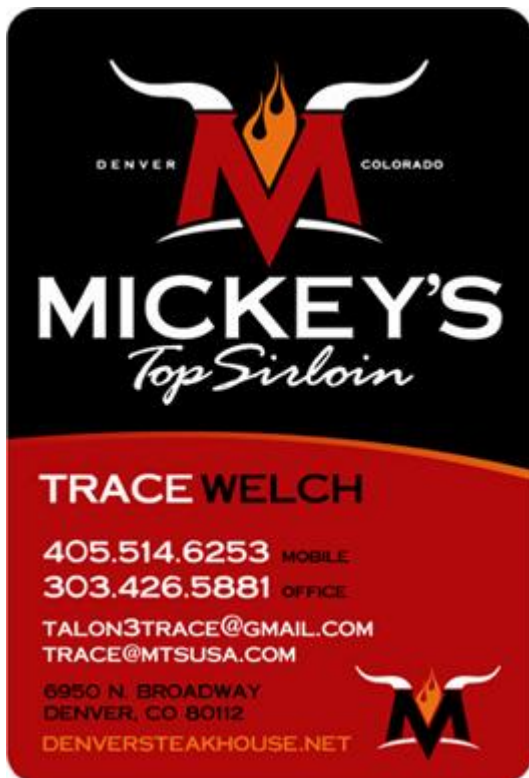
Categories: External

See below from Trace.

From: Trace Welch <talon3trace@gmail.com>
Sent: Monday, July 24, 2023 12:19 PM
To: Mona Douillard <Mona.Douillard@uproperties.com>; Jamie Pollock <jamie.pollock@uproperties.com>
Subject: 70th & Broadway

United Properties (Mona/Jamie) has ownership permission to submit rezone and replat applications on our behalf.

Trace A Welch





July 21, 2023

Adams County
Planning and Zoning Department
4430 S Adams County Pkwy
Brighton, CO 80601

Re: **Letter of Intent**
Convenience Store and Fueling Station
Southeast Corner of 70th Avenue and Broadway in Unincorporated Adams County, Colorado

To Whom It May Concern,

Kimley-Horn and Associates, Inc. is pleased to be submitting for the above-referenced project on behalf of United Properties (the "Site Developer"). General project information and anticipated scope of work related to the site improvements is further summarized below.

GENERAL PROJECT INFORMATION

The Overall Site is located at the southeast corner of 70th Avenue and Broadway in Unincorporated Adams County, Denver Colorado (the "Overall Site"). The Overall Site is bounded by a private development to the east and south, 70th Avenue to the north, and Broadway to the west. The Overall Site for the proposed development is composed of two parcels (#0182503103033 and #0182503103029), totaling approximately 3.2-acres.

The existing Liquor Store (Liquor Daddy) will be demolished as a part of this redevelopment. The existing auto-parts store (Junior's Auto), fronting 70th Avenue, will also be demolished, while the existing restaurant (Mickey's Top Sirloin) will remain in place.

The northeast corner of the Site is currently zoned Commercial 5 (C-5) based on the latest published Zoning Map for the County. Fueling stations and convenience stores are permitted land uses within this zoning district. However, the majority of the site (the larger parcel of the existing two parcels) is zoned Industrial 1 (I-1). Fueling stations and convenience stores are also permitted in I-1 zoning, but it is understood that the County's master plan identifies this area as commercial. Due to this, we are pursuing a re-zone to C-5. C-5 zoning permits fueling stations, convenience stores, restaurants, and auto parts stores. Development of the proposed fueling station and convenience store also requires a re-plat of the surrounding area. The re-plat would identify a northern parcel (the corner lot) for the fueling station and convenience store, with an additional parcel (or two) to the south for the restaurant, auto-parts store, and surrounding parking.

SITE IMPROVEMENTS

The current site (where the fueling station development will be located) has multiple existing buildings and a large asphalt surface parking lot. The Project is anticipated to remove all the existing structures on the northern ~1.4-acres and will consist of a new single-story Fuel Station Convenience Store, including detached pumps, drive aisles, parking, landscaping, trash enclosure, detention/water quality pond, and associated utility improvements. The proposed building and fueling canopies have been located outside of the 50' setback for both 70th Avenue and Broadway.

Roadway infrastructure proposed within the Project site will provide access from the Project to adjacent rights-of-way. The existing access location off Broadway is anticipated to remain and be widened to approximately 40'-wide. This access will serve both the fueling station and the restaurant/auto parts store, and act as the main entry for large vehicles accessing the fueling station. The existing access along 70th Avenue really close to the Broadway and 70th Avenue intersection will be closed (is already "closed" in the existing condition), and the existing approximately 50'-wide access along 70th Avenue further to the east will remain. This access will serve the fueling station and the neighboring property to the east. Large

widening of this access is not anticipated, only modifications necessary to improve the western half. Parking and drive aisles are proposed to loop around the detached pumps to provide internal traffic circulation as well as emergency access throughout the Project. Additionally, a small amount of ROW dedication along the north frontage is anticipated to accommodate the required right turn lane into the site from 70th Ave. Landscaping and irrigation will be proposed along the property boundary and throughout the Project. Signage for the Project will be provided per the County Code. Allowable signage for the Site will be coordinated with the County.

SITE STORMWATER

There is a large existing “hole” near the center of the Site which connects to infrastructure owned by the Large Clear Creek Ditch Company (LCC), including a box culvert and 72” storm pipe. In preliminary conversations the LCC has indicated they would be in favor of closing this hole, however the LCC infrastructure *cannot* take on any on-site stormwater flows. On-site stormwater is proposed to be routed through a proposed detention/water quality pond on-site, and further into existing storm infrastructure within Broadway right-of-way (proposed pond to outfall west).

PROJECT PROCESSES

The Project is anticipated to be processed through the following jurisdictions / submittals:

1. **Replat** – Adams County Planning
2. **Rezone** – Adams County Planning
3. **Civil CDs, Drainage Report, SWMP Report/Plan** – Adams County Public Works
4. **Landscape/Irrigation CDs** – Adams County Public Works
5. **North Pecos Water and Sanitation District & Denver Water** Approvals
6. **Adams County Fire Rescue** Review/Approval
7. **CDOT Roadway/SWMP Plans** – CDOT

We hope this Letter of Intent assists in your review of the application submittal. We are excited to work with the County on this project and look forward to delivering a project that the County and this project team are extremely proud of. If you have any questions or comments during your review, please do not hesitate to contact me at 303-974-3626.

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.

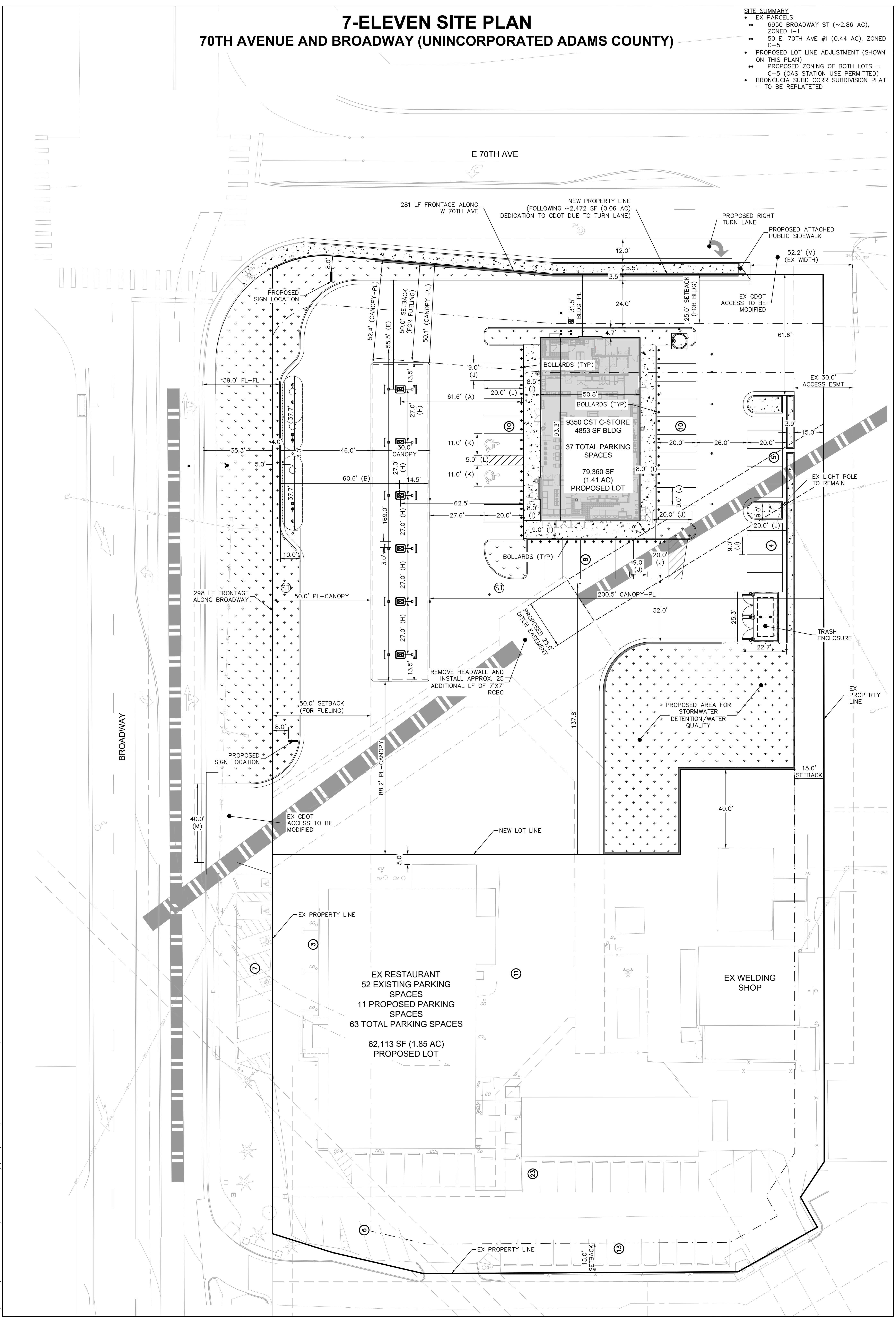


Mikaela Moore, P.E.

7-ELEVEN SITE PLAN

70TH AVENUE AND BROADWAY (UNINCORPORATED ADAMS COUNTY)

- SITE SUMMARY**
- EX PARCELS:
 - 6950 BROADWAY ST (~2.86 AC), ZONED I-1
 - 50 E. 70TH AVE #1 (0.44 AC), ZONED C-5
 - PROPOSED LOT LINE ADJUSTMENT (SHOWN ON THIS PLAN)
 - PROPOSED ZONING OF BOTH LOTS = C-5 (GAS STATION USE PERMITTED)
 - BRONCUZIA SUBD CORR SUBDIVISION PLAT - TO BE REPLATED



K:\DEN_CIVIL\086376015_7-ELEVEN (70TH AND BROADWAY)\CADD\EXHIBITS\2023-0721_REVISED SITE PLAN\2023-0721_70TH AND BROADWAY 711_SITE PLAN EXHIBIT.DWG



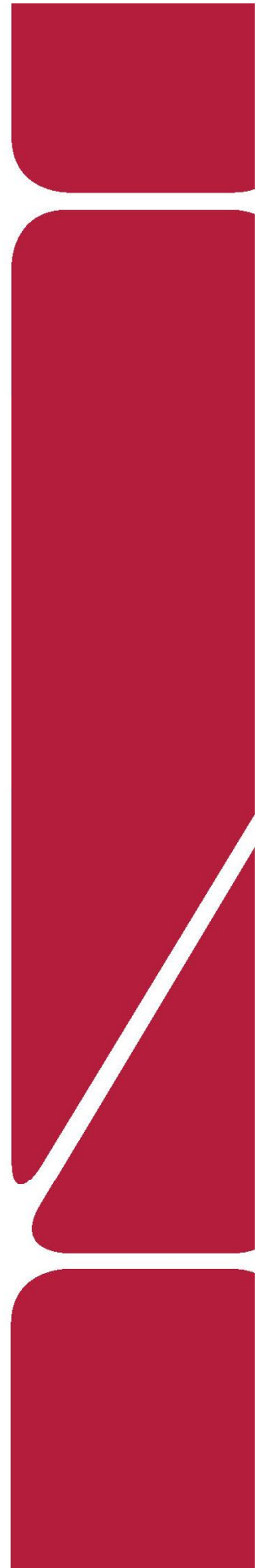
Traffic Impact Study

7-Eleven (70th & Broadway) Adams County, Colorado

Prepared for:

United Properties, LLC

Kimley»»Horn



T R A F F I C I M P A C T S T U D Y

7-Eleven (70th & Broadway)

Adams County, Colorado

Prepared for
United Properties, LLC
1331 17th Street
Suite 604
Denver, CO 80202

Prepared by
Kimley-Horn and Associates, Inc.
4582 South Ulster Street
Suite 1500
Denver, Colorado 80237
(303) 228-2300



March 2022

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1.0 EXECUTIVE SUMMARY

This report has been prepared to document the results of the Traffic Study for 7-Eleven (70th & Broadway) proposed to be located on the southeast corner of the 70th Avenue and Broadway intersection in Adams County, Colorado. The project is proposing to redevelop an existing liquor store and tire shop while the restaurant to the south of the site will remain. For the purposes of this analysis, 7-Eleven (70th & Broadway) is proposed to include a 12 fueling position gas station with a 5,000 square foot convenience store. It is expected that 7-Eleven (70th & Broadway) will be completed in the next couple of years; therefore, analysis was conducted for the 2023 and 2045 horizons.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study in accordance with Adams County and State of Colorado Department of Transportation (CDOT) standards and requirements:

- 70th Avenue and Broadway
- 70th Avenue and I-25 Southbound On-Ramp
- 70th Avenue and I-25 Express Lanes Ramp
- 70th Avenue and I-25 Northbound Off-Ramp

In addition, an existing full movement access along 70th Avenue and an existing three-quarter movement access along Broadway were included for evaluation.

Regional access to 7-Eleven (70th & Broadway) will be provided by Interstate 25 (I-25), Interstate 76 (I-76), Interstate 270 (I-270), and Boulder Turnpike (US-36). Primary and direct access will be provided by 70th Avenue and Broadway.

The 7-Eleven (70th & Broadway) project is expected to generate a total of approximately 3,502 daily weekday external driveway trips. Of these, a total of 283 weekday morning peak hour trips and 273 afternoon peak hour trips are expected.

Based on the analysis presented in this report, Kimley-Horn believes 7-Eleven (70th & Broadway) will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

- With construction of the project, the project proposes to utilize an existing full movement access along the south side of 70th Avenue and an existing three-quarter movement access along the east side of Broadway. The three-quarter movement access along Broadway currently restricts westbound exiting left turn movements. It is recommended that a R1-1 STOP sign be installed on the westbound approach at the Broadway (SH-53) Access. In addition, a physical restriction will be required at the access along Broadway to further restrict this access to three-quarter turning movements. As such, the project is proposing a raised pork chop island in the driveway throat of the Broadway access to be oriented to allow entering left turn movements but to restrict exiting left turn movements. A R3-2 “No Left Turn” sign is also recommended to be placed underneath the “STOP” sign to further restrict exiting left turn movements.
- The threshold for requiring an access permit along Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on all legs of the 70th Avenue and Broadway intersection is not anticipated to increase existing access traffic volumes by more than 20 percent, with the maximum expected increase at 12 percent during the morning peak hour on the south leg (102/881). Therefore, a CDOT access permit is not anticipated to be required at this intersection in association with this project. However, CDOT access permits will be needed at the existing Broadway (SH-53) Access and the existing 70th Avenue (SH-224) Access due to access traffic volumes increasing by more than 20 percent.
- To meet CDOT standards, it is recommended that an eastbound right turn lane be constructed at the 70th Avenue (SH-224) Access with a length of 85 feet plus a 145-foot taper.
- The existing southbound left turn lane length at the Broadway Access is currently deficient of CDOT standards. The southbound left turn lane currently is approximately 75 feet in length

plus a 50-foot taper. Based on the 45-mile per hour speed limit, this left turn deceleration lane should provide a length of 275 feet plus a 160-foot taper. However, due to the back-to-back left turn lane configuration with the 70th Avenue and Broadway intersection to the north, this turn lane cannot be extended. A waiver will be provided to request for this turn lane to remain at the current length. It should be noted that the if the speed limit is decreased from 45 miles per hour to 40 miles per hour, this turn lane would only need to provide storage length plus taper and only 65 feet of storage would be required (currently accommodated with 75 feet of length). It should also be noted that this is an existing condition and 95th percentile vehicle queues are expected to be accommodated within the existing turn lane length. Further, this existing three-quarter access along Broadway is expected to operate acceptably throughout the 2045 horizon.

- Any off-site and on-site improvements should be incorporated into the Civil Drawings, and conform to standards of Adam County, CDOT, American Association of State Highway and Transportation Officials (AASHTO) Geometric Design of Highways and Streets, Institute of Transportation Engineers (ITE), and the Manual on Traffic Control Devices (MUTCD) – 2009 Edition.

2.0 INTRODUCTION

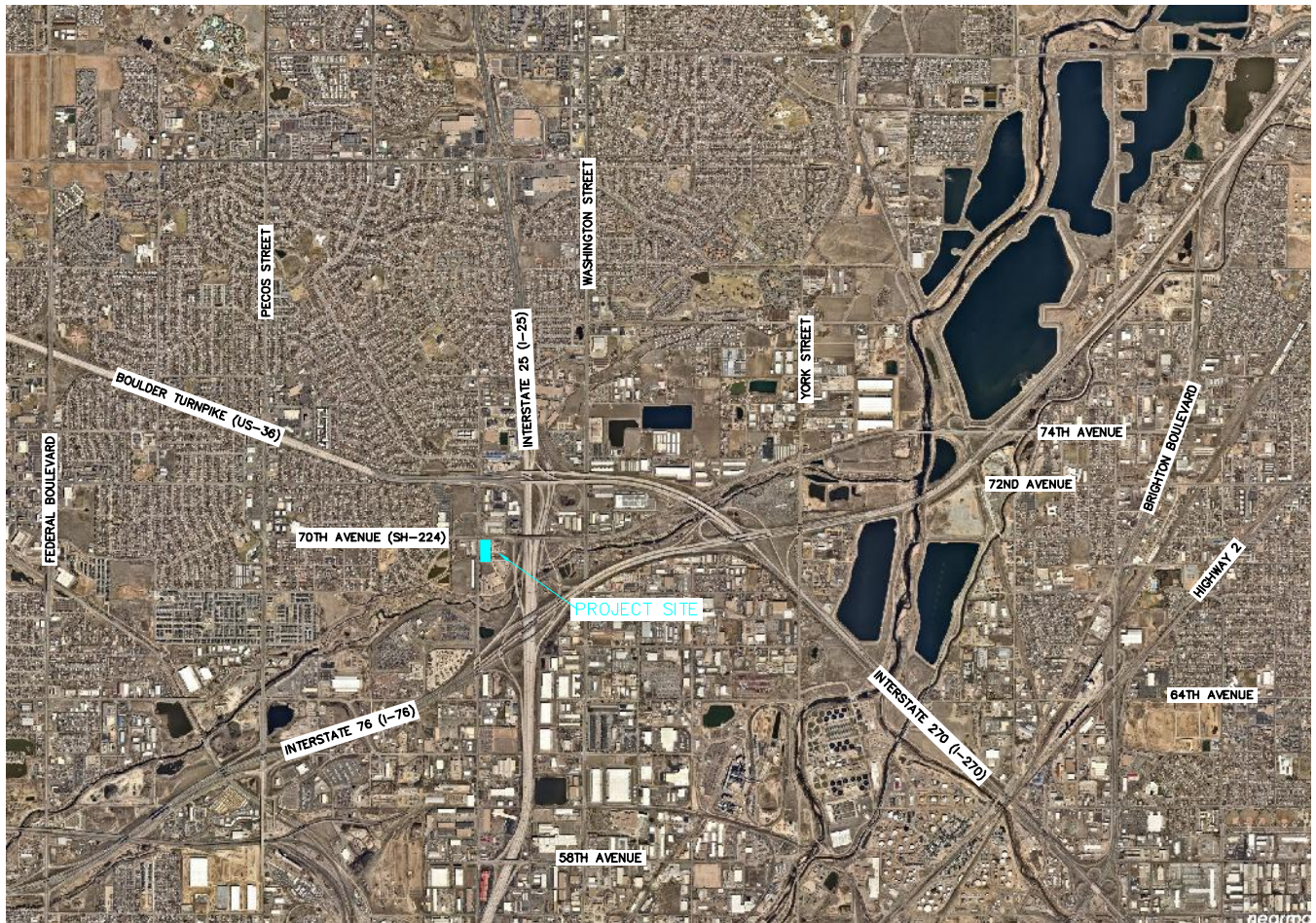
Kimley-Horn and Associates, Inc. has prepared this report to document the results of the Traffic Study for a 7-Eleven redevelopment project proposed to be located on the southeast corner of the 70th Avenue and Broadway intersection in Adams County, Colorado. A vicinity map illustrating the 7-Eleven (70th & Broadway) development location is shown in **Figure 1**. The project is proposing to redevelop an existing liquor store and tire shop while the restaurant to the south of the site will remain. For the purposes of this analysis, 7-Eleven (70th & Broadway) is proposed to include a 12 fueling position gas station with a 5,000 square foot convenience store. A conceptual land use plan is attached in **Appendix F**. It is expected that 7-Eleven (70th & Broadway) will be completed in the next couple of years; therefore, analysis was conducted for the 2023 and 2045 horizons.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study in accordance with Adams County and State of Colorado Department of Transportation (CDOT) standards and requirements:

- 70th Avenue and Broadway
- 70th Avenue and I-25 Southbound On-Ramp
- 70th Avenue and I-25 Express Lanes Ramp
- 70th Avenue and I-25 Northbound Off-Ramp

In addition, an existing full movement access along 70th Avenue and an existing three-quarter movement access along Broadway were included for evaluation.

Regional access to 7-Eleven (70th & Broadway) will be provided Interstate 25 (I-25), Interstate 76 (I-76), Interstate 270 (I-270), and Boulder Turnpike (US-36). Primary and direct access will be provided by 70th Avenue and Broadway.



7-ELEVEN (70TH & BROADWAY)
ADAMS COUNTY, COLORADO
VICINITY MAP

FIGURE 1

3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing Study Area/Site Visit

The existing site is comprised of a parking lot, a liquor store, and an auto shop that will be removed with construction of the project. In addition, a restaurant on the south end of the site will remain. Office use is currently located south of the site while retail uses exist to the west. Single-family residences are located in the extended area to the west. Boulder Turnpike (US-36) is located to the north while I-25 is located to the east.

3.2 Existing Roadway Network

70th Avenue extends eastbound and westbound with two through lanes in each direction and has posted speed limits ranging from 30 miles per hour (mph) to 40 mph within the project limits (see Figure 2 for locations of speed limit signs). 70th Avenue is maintained by CDOT east of Broadway as State Highway 224 (SH-224). Broadway extends north-south with two through lanes of travel in each direction and has a posted speed limit of 35 miles per hour north of 70th Avenue and 45 miles per hour south of 70th Avenue. Broadway is maintained by CDOT as State Highway 224 (SH-224) north of 70th Avenue and State Highway 53 (SH-53) south of 70th Avenue.

The Broadway (SH-53) Access operates as a three-quarter access with assumed stop control on the westbound approach as there is currently not a R1-1 STOP sign on this approach. The westbound approach consists of a right turn lane while exiting left turn movements are restricted. The northbound approach consists of two through lanes with the outside lane being a shared through/right turn lane while the southbound approach consists of a left turn lane and two through lanes. An aerial photo of the existing intersection configuration is below (north is up - typical).



Broadway (SH-53) Access

The intersection of 70th Avenue and Broadway operates with protected left turn phasing on the southbound approach and protected-permissive left turn phasing on the eastbound, westbound, and northbound approaches. The eastbound and northbound approaches provide a left turn lane and two through lanes with the outside lane being a shared through/right turn lane. The westbound approach provides a left turn lane, a through lane, and a right turn lane that operates with free movements. The southbound approach provides dual left turn lanes, two through lanes, and a right turn lane that operates under free conditions. An aerial photo of the existing intersection configuration is below (typ.).



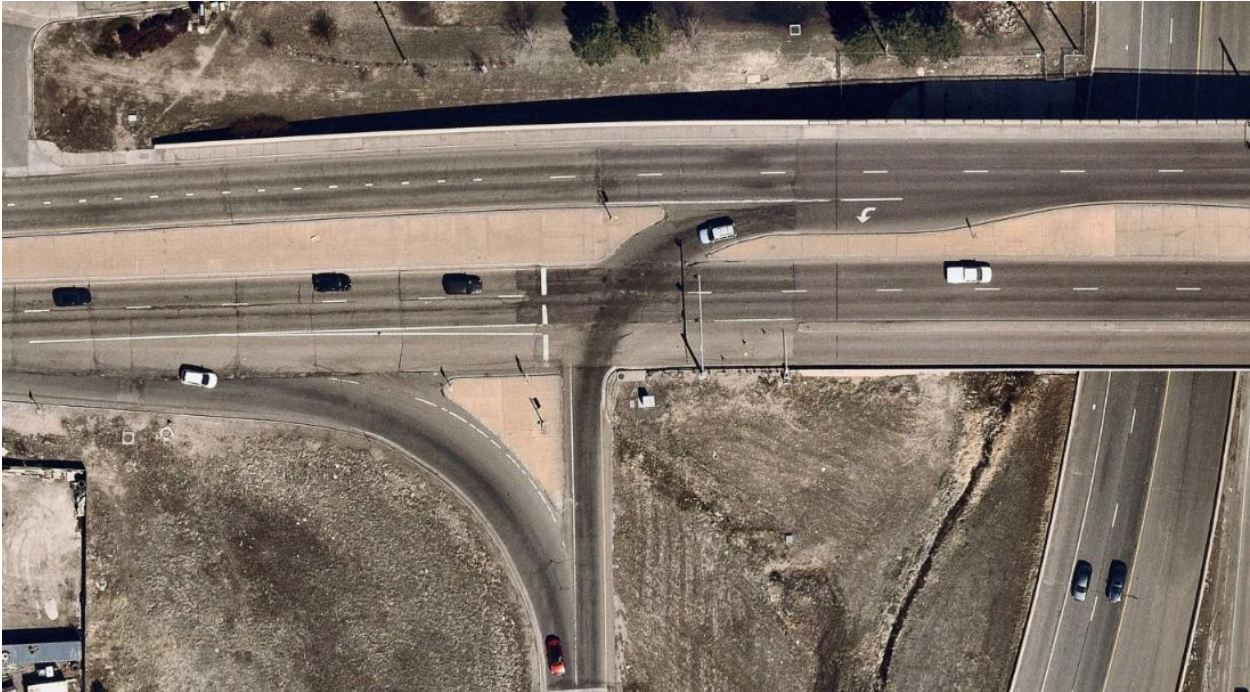
70th Avenue & Broadway

The 70th Avenue (SH-224) Access operates with full turning movements with stop control on the northbound approach. The eastbound approach consists of two through lanes with the outside lane being a shared through/right turn lane while the westbound approach consists of a left turn lane and two through lanes. The northbound approach consists of a shared left/right turn lane. An aerial photo of the existing intersection configuration is below (typ.).



70th Avenue (SH-224) Access

The intersection of 70th Avenue (SH-224) and the I-25 Southbound Ramp operates as a signalized intersection. The eastbound approach provides two through lanes and a spillback through lane for the eastbound right turn express lane at the intersection to the east. This spillback lane only operates during the morning peak hours and is restricted during the other hours of the day. The westbound approach provides a left turn lane and two through lanes. An aerial photo of the existing intersection configuration is below (typ.).



70th Avenue (SH-224) & I-25 SB Ramp

The intersection of 70th Avenue (SH-224) and I-25 Express Lanes Ramp operates bi-directionally with entering movements (eastbound right turn and westbound left turn movements) to the ramp being allowed during the morning peak hours of the adjacent street while the exiting movements (northbound left and right turn movements) are restricted during the morning peak. Further, the exiting movements (northbound left and right turn movements) to the ramp are allowed during the afternoon peak hours of the adjacent street while the entering movements (eastbound right turn and westbound left turn movements) are restricted during the afternoon peak. With the express lanes operating for I-25 southbound traffic (morning peak hours), the eastbound approach provides two through lanes and a right turn lane while the westbound approach provides a left turn lane and two through lanes. When the express lanes operate for I-25 northbound traffic (afternoon peak hours), the eastbound and westbound approaches provide two through lanes while the northbound approach provides one left turn lane and one right turn lane. An aerial photo of the existing intersection configuration is below (typ.).



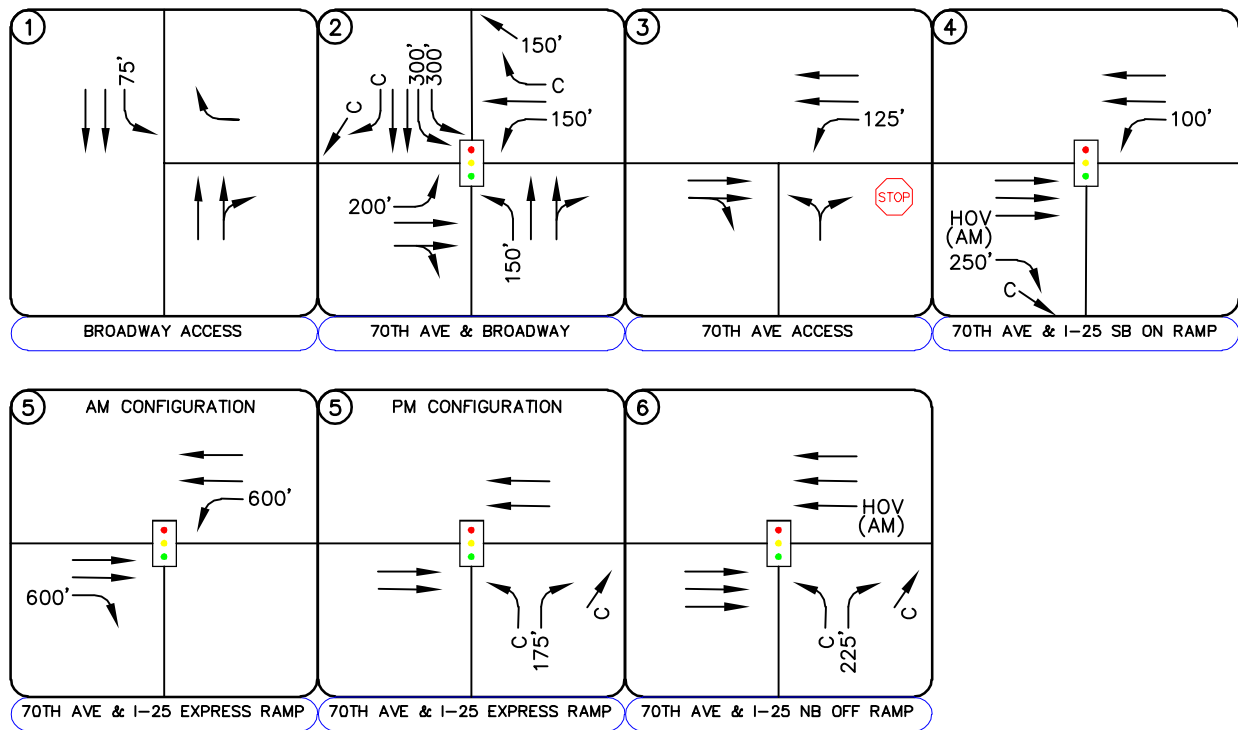
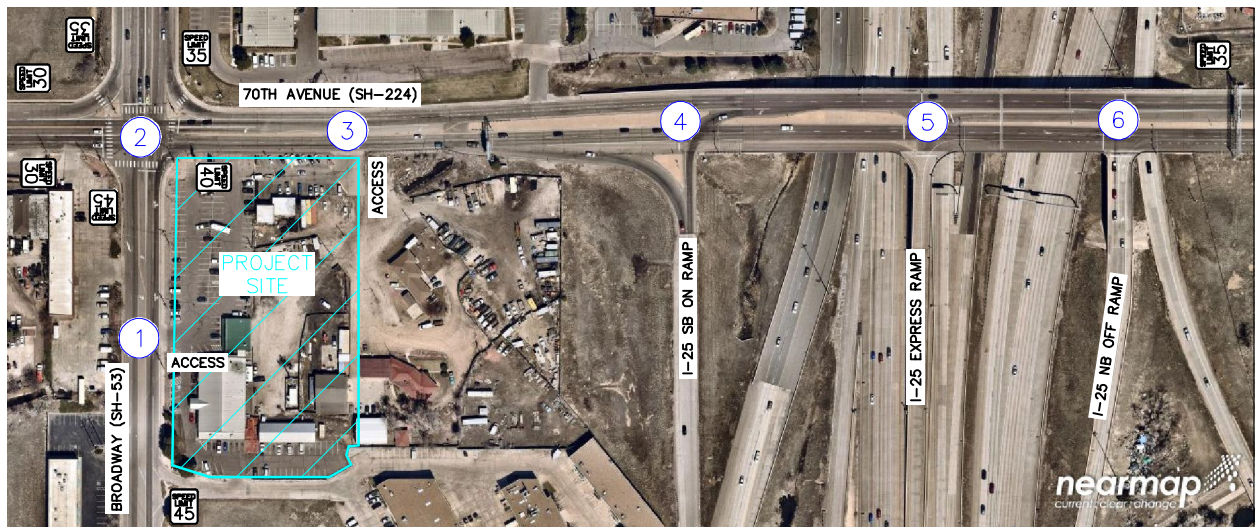
70th Avenue (SH-224) & I-25 Express Lanes Ramp

The intersection of 70th Avenue (SH-224) and I-25 Northbound Ramp operates as a signalized intersection. The eastbound approach provides three through lanes while the westbound approach provides two through lanes and a spillback through lane for the westbound left turn lane express lane at the intersection to the west. This spillback lanes only operates during the morning peak hours and is restricted during other hours of the day. The northbound approach provides a left turn lane and a right turn lane. An aerial photo of the existing intersection configuration is below (typ.).



70th Avenue (SH-224) & I-25 NB Ramp

The intersection lane configuration and control for the study area intersections are shown in **Figure 2**.



LEGEND

- Study Area Key Intersection
- Signalized Intersection
- Stop Controlled Approach
- Roadway Speed Limit
- 100' Turn Lane Length (feet)

7-ELEVEN (70TH & BROADWAY)
 ADAMS COUNTY, COLORADO
 EXISTING GEOMETRY AND CONTROL

FIGURE 2

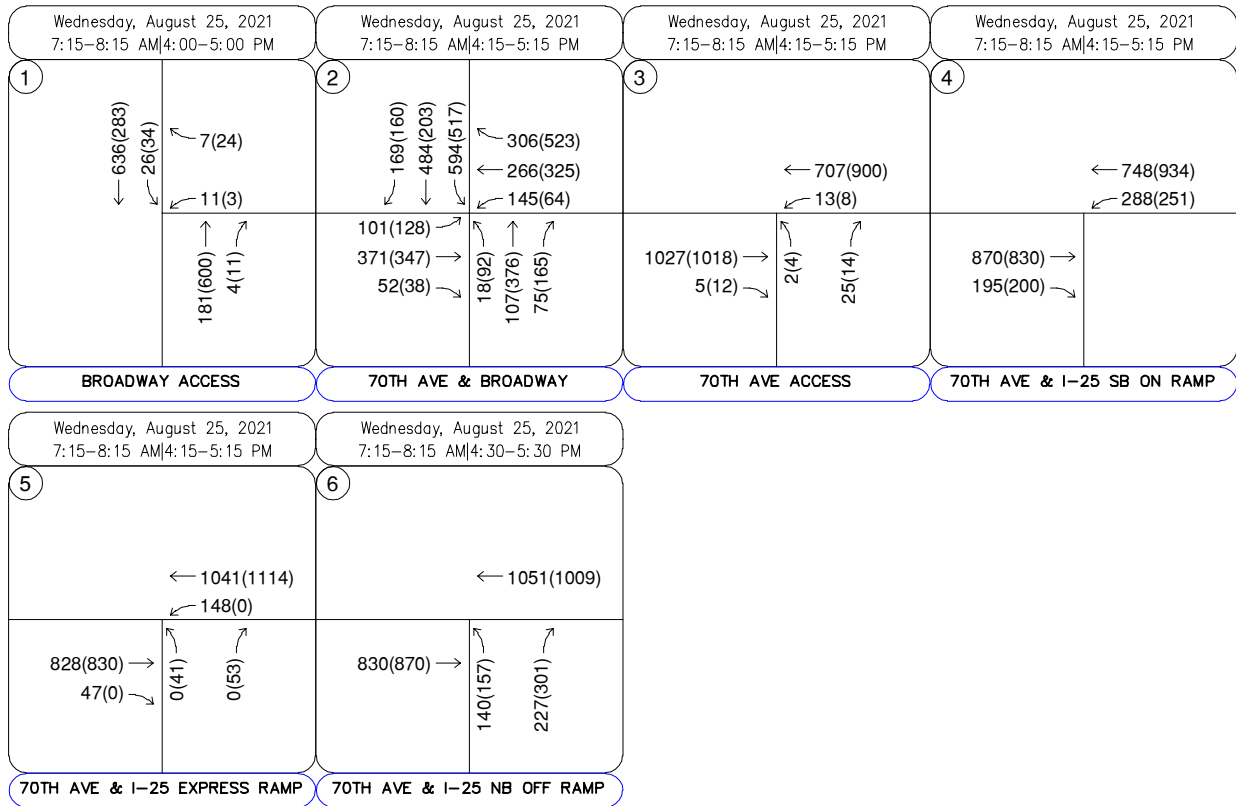
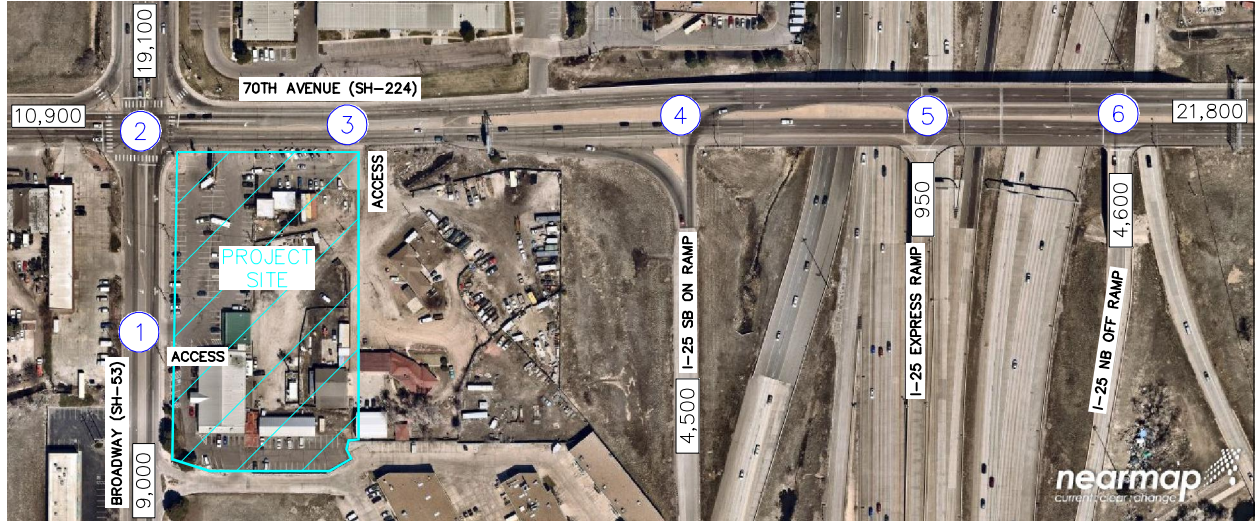
3.3 Existing Traffic Volumes

Existing turning movement counts were conducted at the study intersections on Wednesday, August 25, 2021 during the morning and afternoon peak hours. The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on this count date. The existing intersection traffic volumes are shown in **Figure 3** with count sheets provided in **Appendix A**.

It should be noted that 11 vehicles in the morning peak hour and three (3) vehicles in the afternoon peak hour were observed performing illegal exiting westbound left turn movements at the access along Broadway. As such and through coordination with CDOT, a physical restriction will be required at the access along Broadway to further restrict this access to three-quarter turning movements. The project is proposing a raised pork chop island in the driveway throat of the Broadway access to be oriented to allow entering left turn movements but to restrict exiting left turn movements. A R3-2 “No Left Turn” sign is also recommended to be placed underneath the recommended “STOP” sign to further restrict exiting left turn movements.

3.4 Unspecified Development Traffic Growth

According to information provided on the website for the Colorado Department of Transportation (CDOT), the 20-year growth factor along SH-224 (70th Avenue) in the vicinity of the site is between 1.08 and 1.17 and along SH-53 (Broadway) is 1.02. The average of the 20-year growth factors equate to an annual growth rate of 0.43 percent. Traffic information from the CDOT Online Transportation Information System (OTIS) website is included in **Appendix B**. This annual growth rate was used to estimate near term 2023 and long term 2045 traffic volume projections at the key intersections. Background traffic volumes for 2023 and 2045 are shown in **Figures 4** and **5**, respectively.

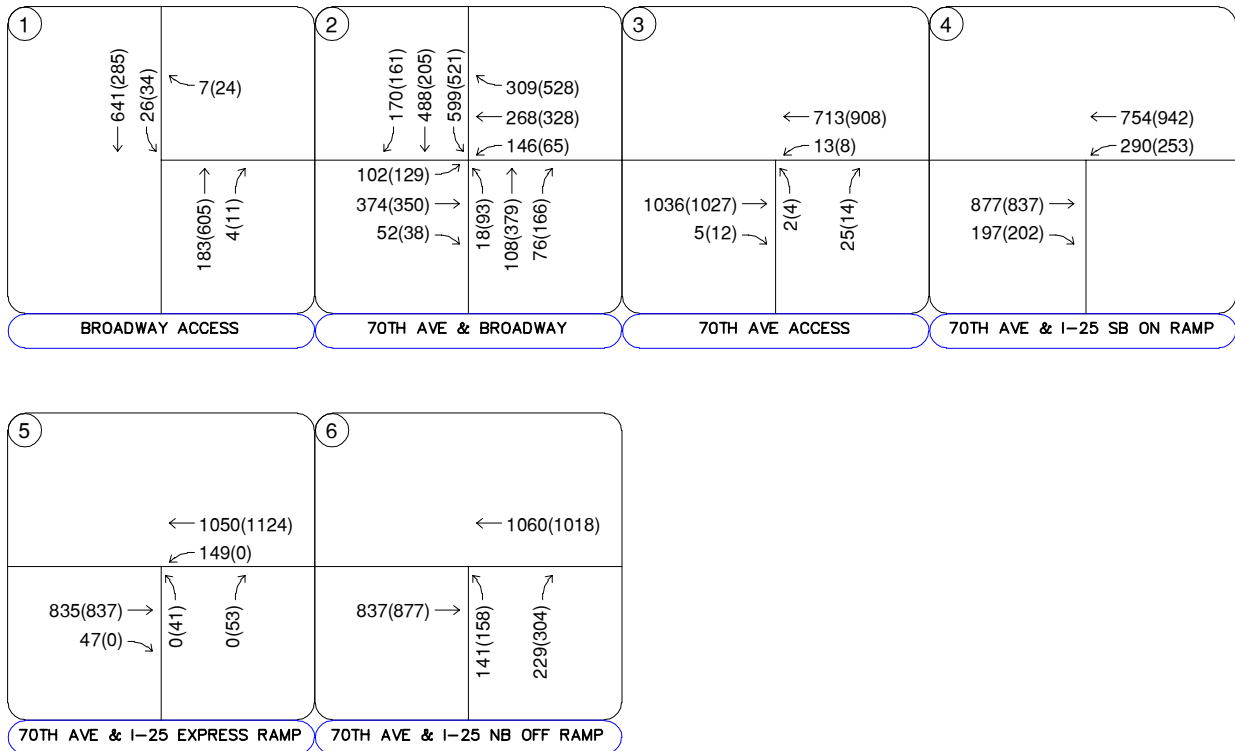
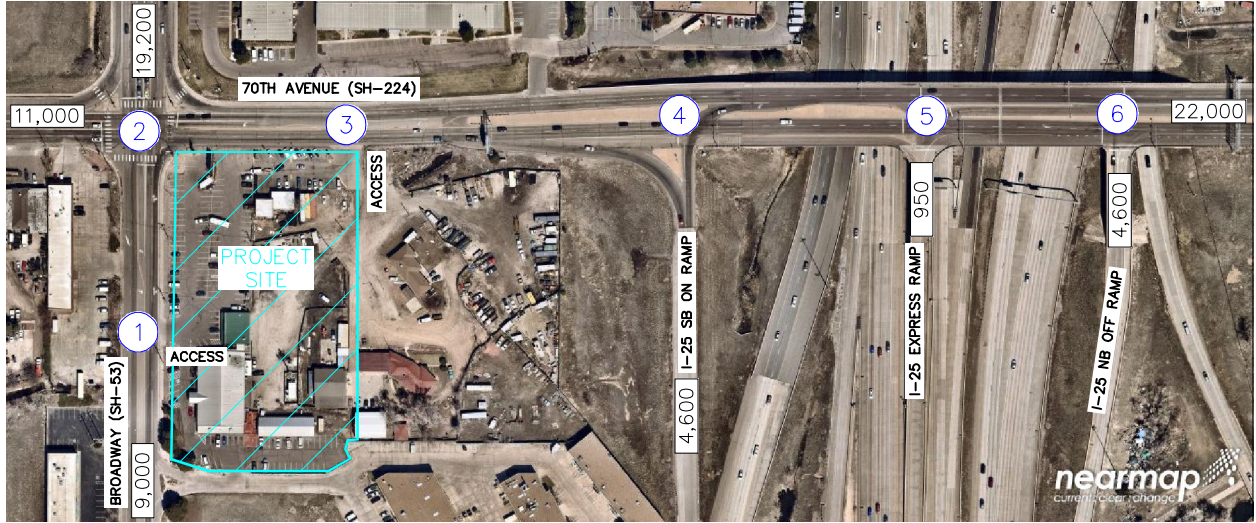


LEGEND

- ⊗ Study Area Key Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

7-ELEVEN (70TH & BROADWAY)
 ADAMS COUNTY, COLORADO
 2021 EXISTING TRAFFIC VOLUMES

FIGURE 3



LEGEND

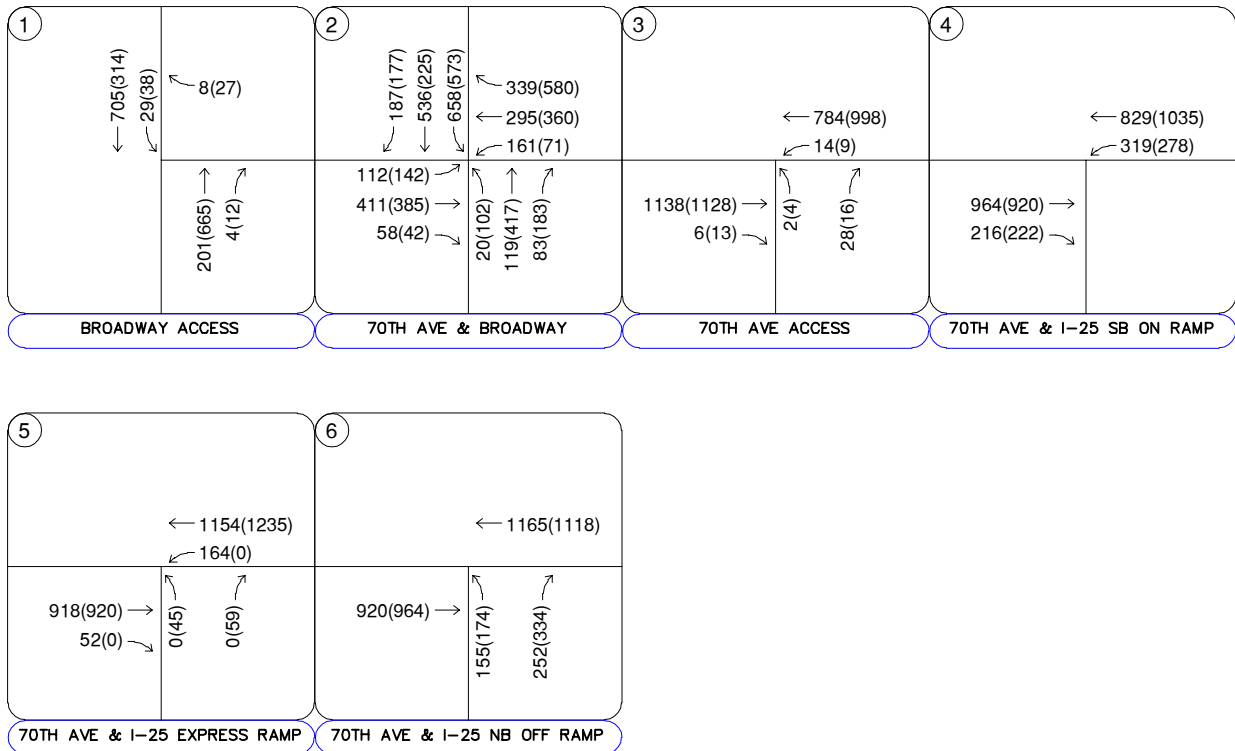
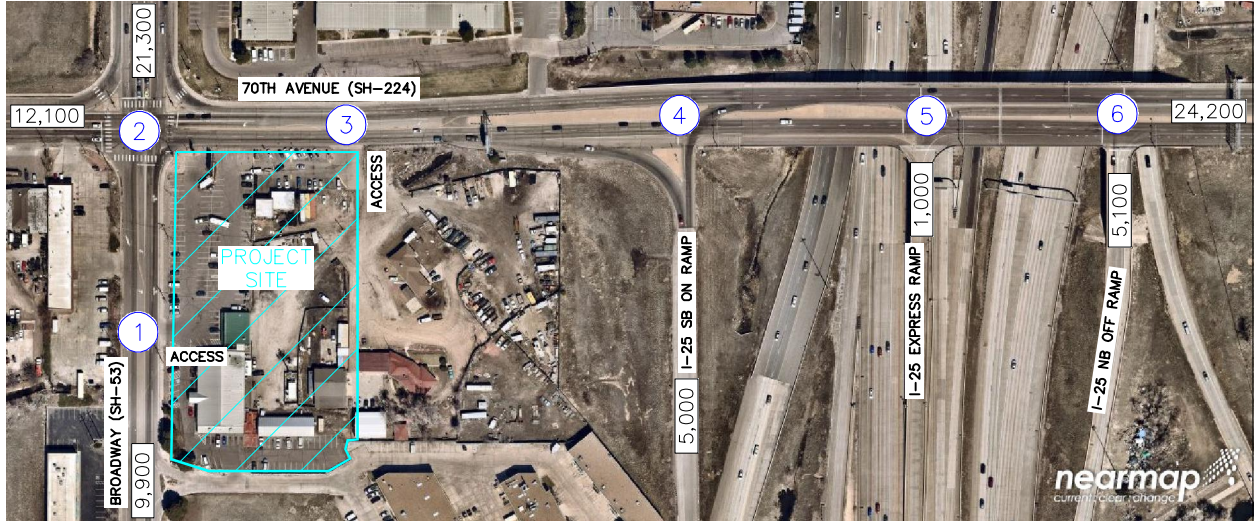
(X) Study Area Key Intersection

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

XX,X00 Estimated Daily Traffic Volume

7-ELEVEN (70TH & BROADWAY)
 ADAMS COUNTY, COLORADO
 2023 BACKGROUND TRAFFIC VOLUMES

FIGURE 4



LEGEND

- X Study Area Key Intersection
- XXX(XXX) Weekday AM(PM)
Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

7-ELEVEN (70TH & BROADWAY)
 ADAMS COUNTY, COLORADO
 2045 BACKGROUND TRAFFIC VOLUMES

FIGURE 5

4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*¹ published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report average rate equations that applies to Convenience Store/Gas Station (9-15 Vehicle Fueling Positions) (ITE Land Use Code 945), for traffic associated with the development.

The 7-Eleven (70th & Broadway) project is expected to generate a total of approximately 3,502 daily weekday external driveway trips. Of these, a total of 283 weekday morning peak hour trips and 273 afternoon peak hour trips are expected. Since the project is a commercial development, pass-by trips are expected. These pass-by trips are vehicles already on the street network that will be attracted to the development. To be conservative pass-by trips were capped at 10 percent of the generated trips. With pass-by, expected net new trips to the surrounding street network results in an anticipated 3,152 weekday daily trips, of which 255 trips are anticipated to be new (non-pass-by) during the morning peak hour and 247 trips are anticipated to be new (non-pass-by) during the afternoon peak hour.

Calculations were based on the procedure and information provided in the ITE *Trip Generation Manual, 11th Edition – Volume 3, 2021*. The trip generation calculations are included in **Appendix C**. These calculations illustrate the equations used and directional distribution of trips based on ITE studies. **Table 1** provides the estimated external trip generation for the 7-Eleven (70th & Broadway) project.

¹ Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.

Table 1 – 7-Eleven (70th & Broadway) Traffic Generation

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Convenience Store/Gas Station (945) – 12 Fueling Positions, 5,000 Square Feet	3,502	141	142	283	136	137	273
Total Non-Pass-By Trips	3,152	127	128	255	123	124	247
Total Pass-By Trips	350	14	14	28	13	13	26

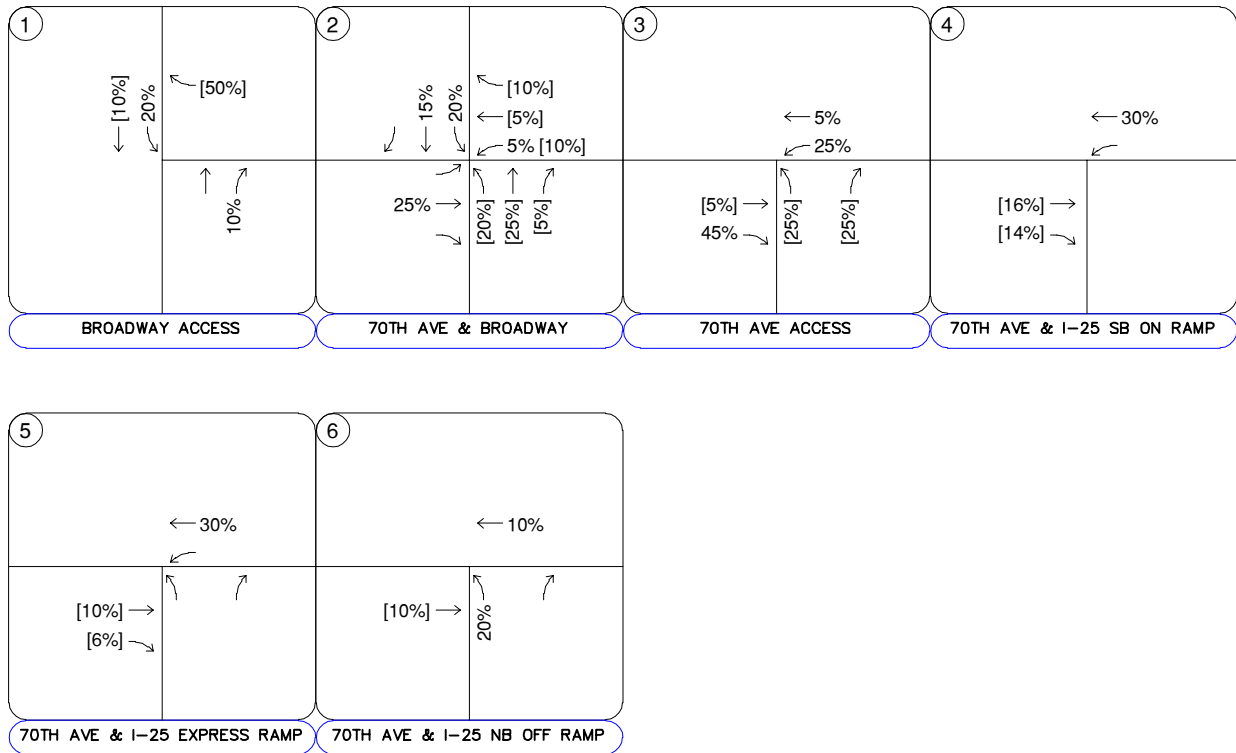
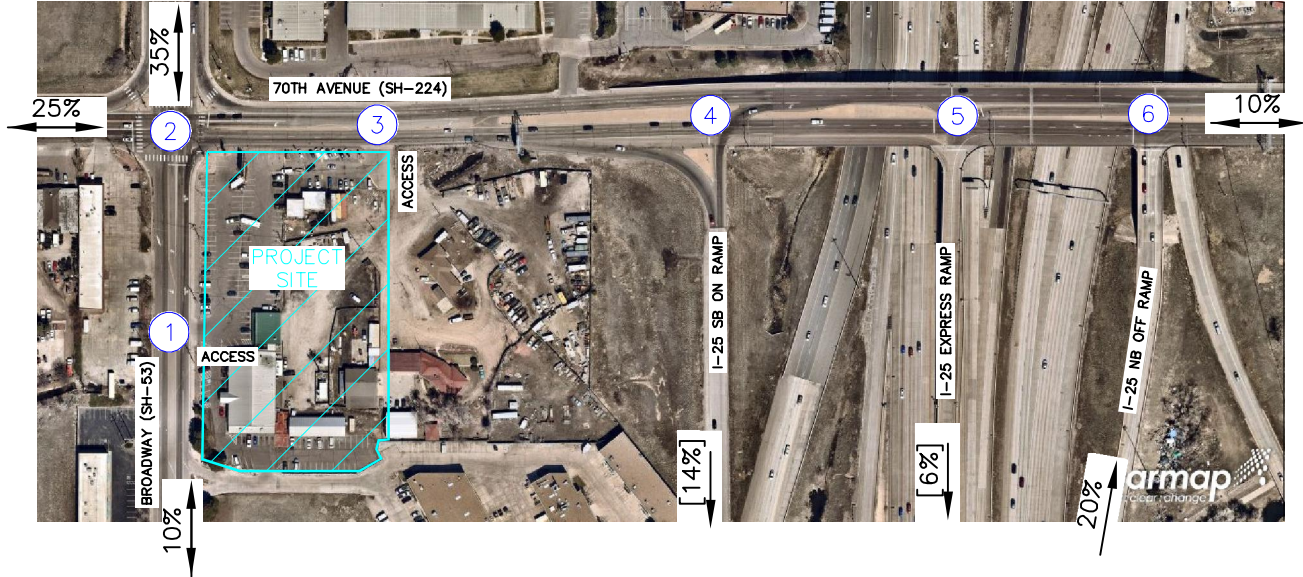
4.2 Trip Distribution

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. Two separate trip distributions were developed for this project due to the I-25 Express Ramp being an on-ramp during the morning peak hour and an off-ramp during the afternoon peak hour. The project trip distribution for the proposed development is illustrated in **Figure 6** for the morning peak hour and **Figure 7** for the afternoon peak hour.

Since this project is a commercial development, traffic passing by the site is anticipated to be attracted, whether on a random trip or captured from a typical commute trip. Pass-by distribution of traffic is a means to quantify the percentage of project generated traffic that approaches the site from a given direction that then departs the site continuing in that same original direction. The expected weekday morning and afternoon peak hour pass-by trip distributions were calculated based on actual traffic volumes. To illustrate the anticipated pass-by trip distribution directional differences in the morning and afternoon peak hour traffic was accounted for as shown in **Figures 8** and **9**, respectively.

4.3 Traffic Assignment

Traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Project traffic assignment for the project for the non-pass-by and pass-by conditions during the morning and afternoon peak hours studied is shown in **Figures 10** and **11**, respectively.

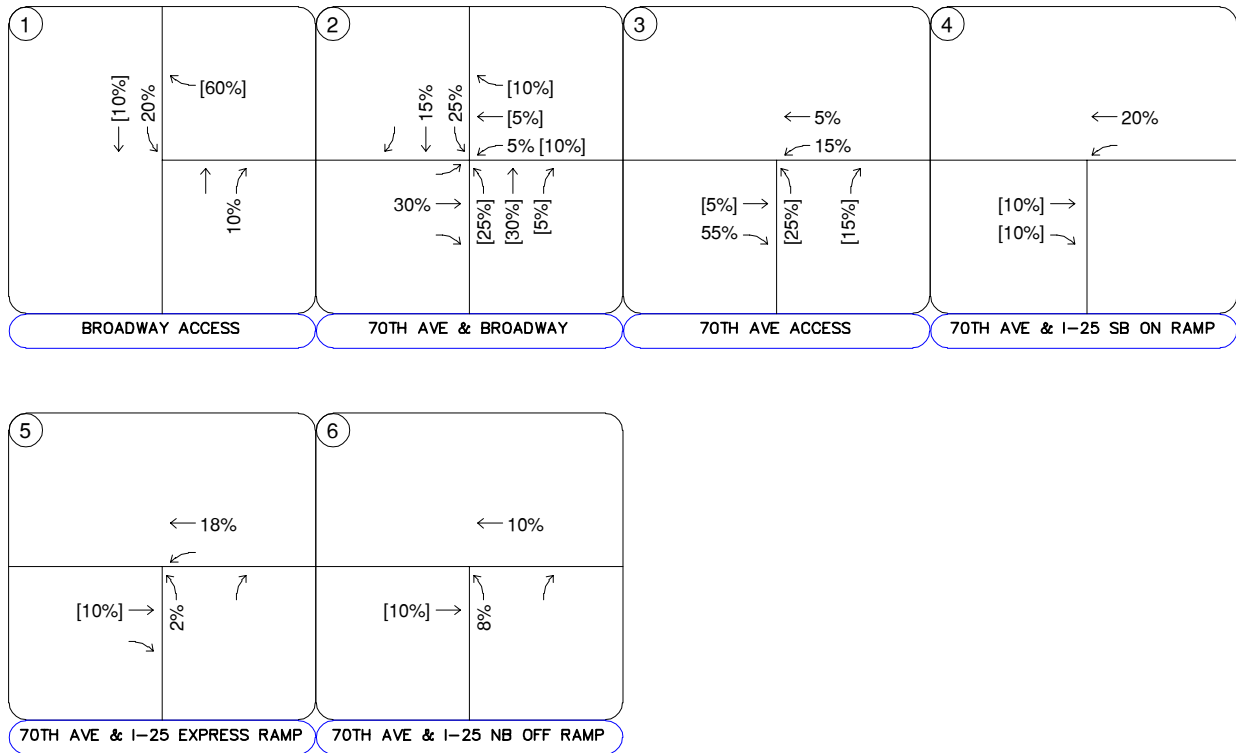
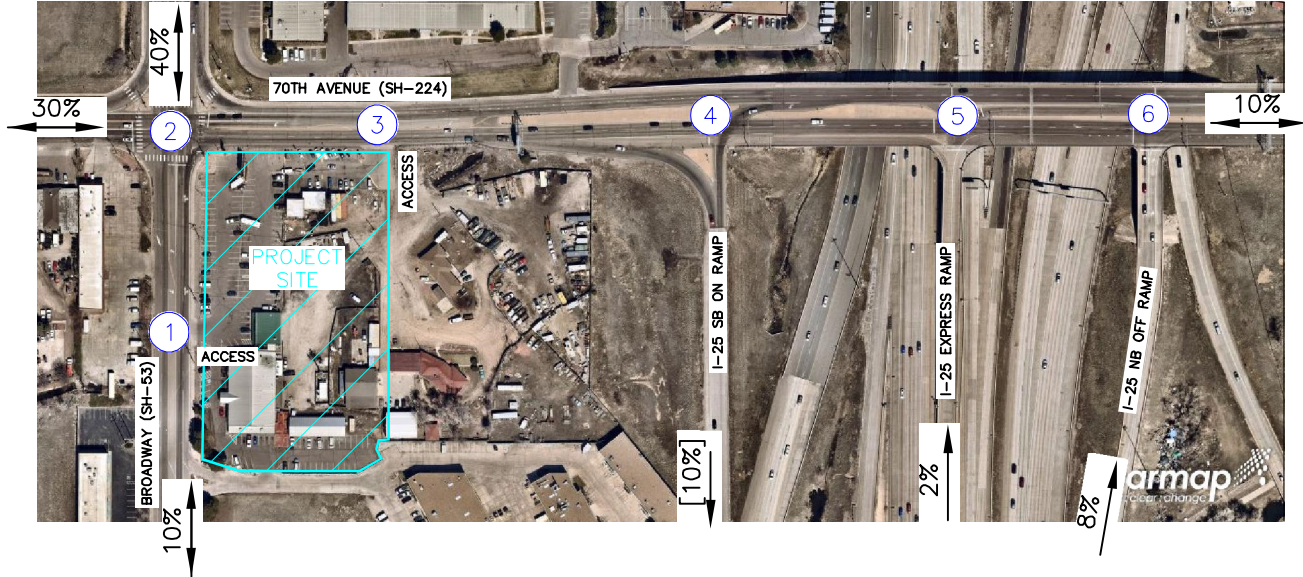


LEGEND

- X Study Area Key Intersection
- X Project Access Intersection
- $\overleftrightarrow{XX\%}$ External Trip Distribution Percentage
- XX%[XX%] Entering[Exiting]
Trip Distribution Percentage

7-ELEVEN (70TH & BROADWAY)
 ADAMS COUNTY, COLORADO
 AM NON-PASS BY
 PROJECT TRIP DISTRIBUTION

FIGURE 6

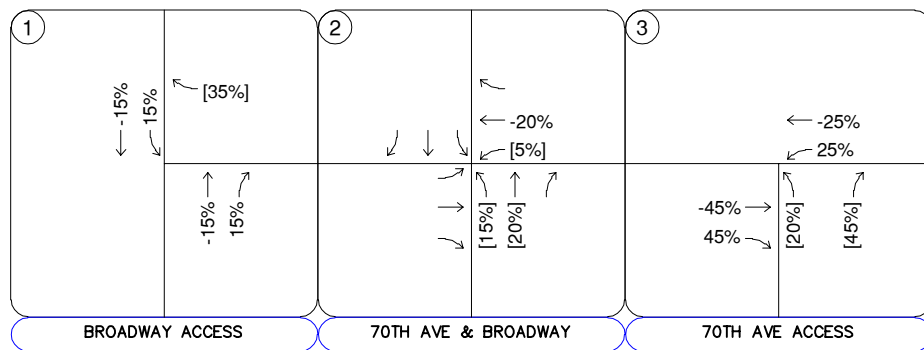
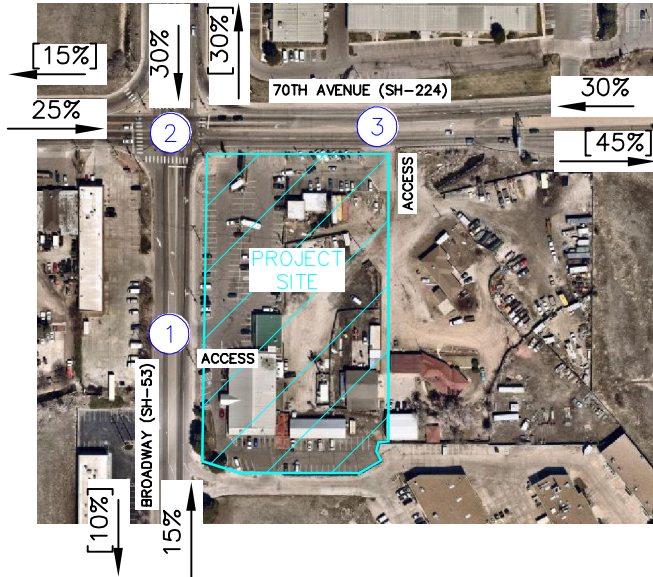


LEGEND




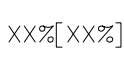
- X Study Area Key Intersection
- X Project Access Intersection
- $\overleftrightarrow{XX\%}$ External Trip Distribution Percentage
- XX%[XX%] Entering[Exiting] Trip Distribution Percentage

7-ELEVEN (70TH & BROADWAY)
 ADAMS COUNTY, COLORADO
 PM NON-PASS BY
 PROJECT TRIP DISTRIBUTION

FIGURE 7

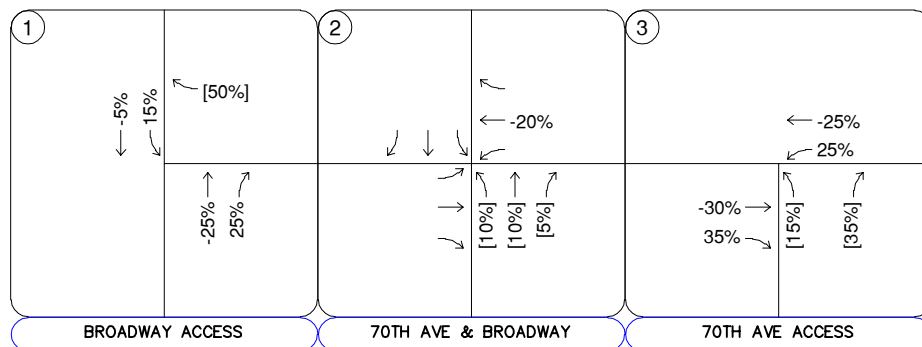
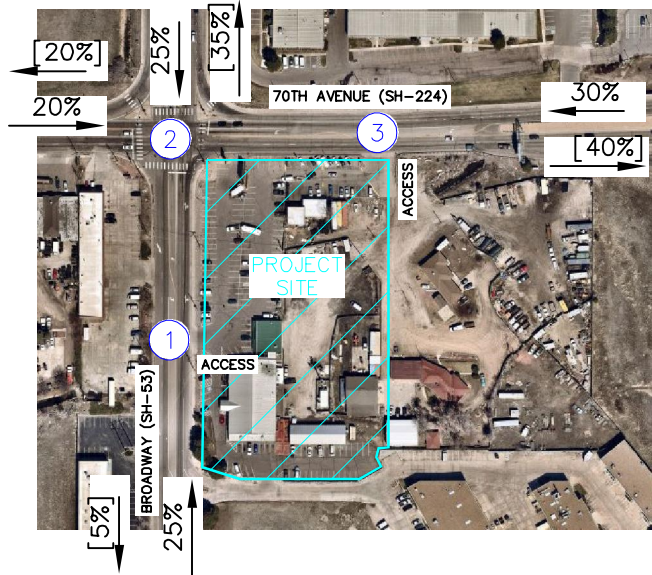


LEGEND

-  Study Area Key Intersection
-  Project Access Intersection
-  External Trip Distribution Percentage
-  Entering[Exiting] Trip Distribution Percentage

7-ELEVEN (70TH & BROADWAY)
 ADAMS COUNTY, COLORADO
 AM PASS BY
 PROJECT TRIP DISTRIBUTION

FIGURE 8

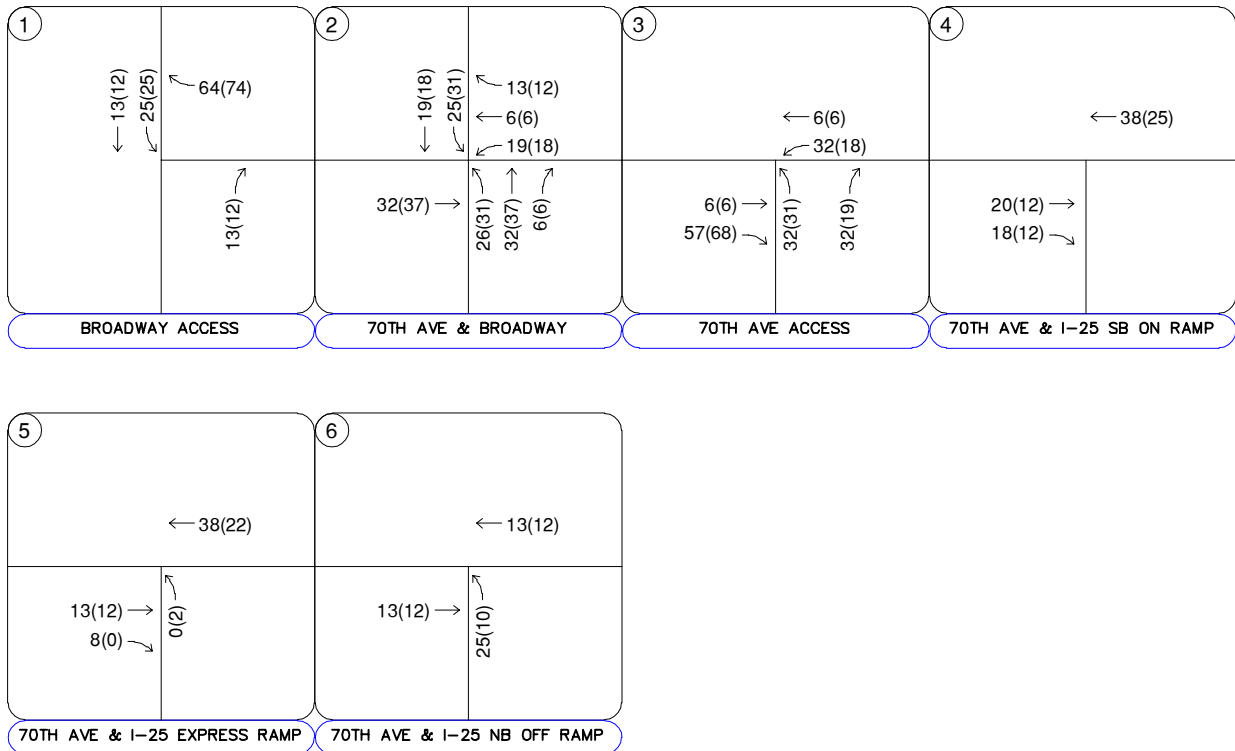
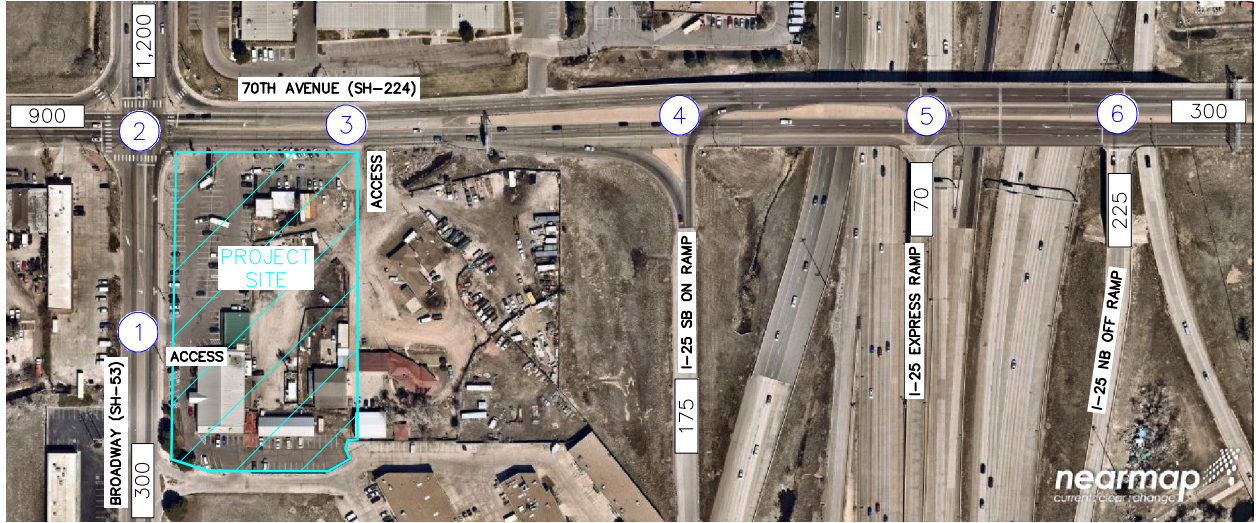


LEGEND

Study Area Key Intersection
 Project Access Intersection
 External Trip Distribution Percentage
 Entering[Exiting] Trip Distribution Percentage

7-ELEVEN (70TH & BROADWAY)
 ADAMS COUNTY, COLORADO
 PM PASS BY
 PROJECT TRIP DISTRIBUTION

FIGURE 9

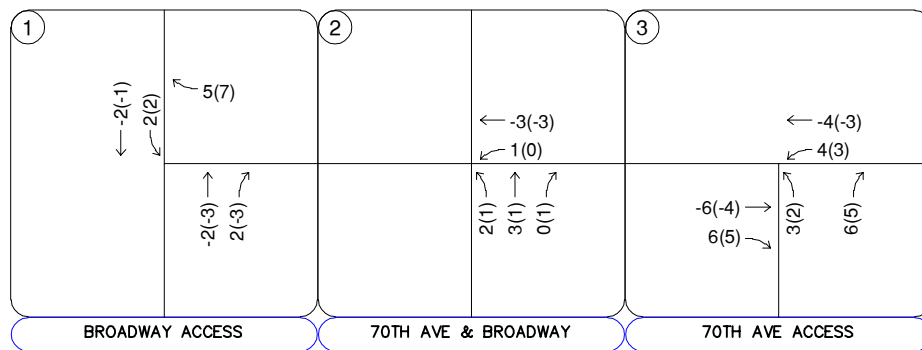
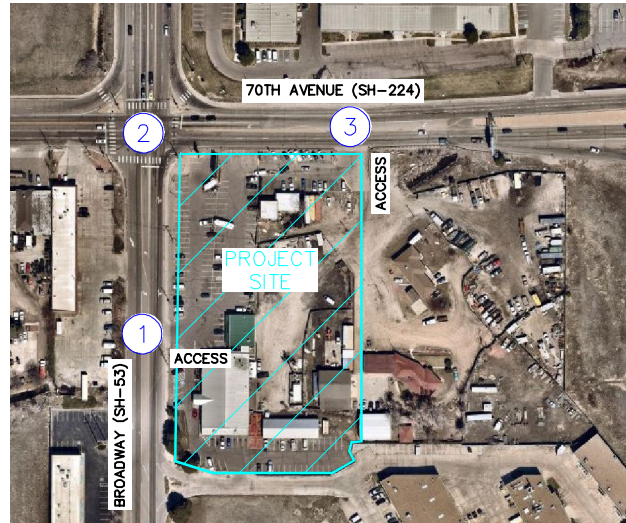


LEGEND

- X Study Area Key Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

7-ELEVEN (70TH & BROADWAY)
 ADAMS COUNTY, COLORADO
 NON-PASS BY
 PROJECT TRAFFIC ASSIGNMENT

FIGURE 10



LEGEND

(X) Study Area Key Intersection

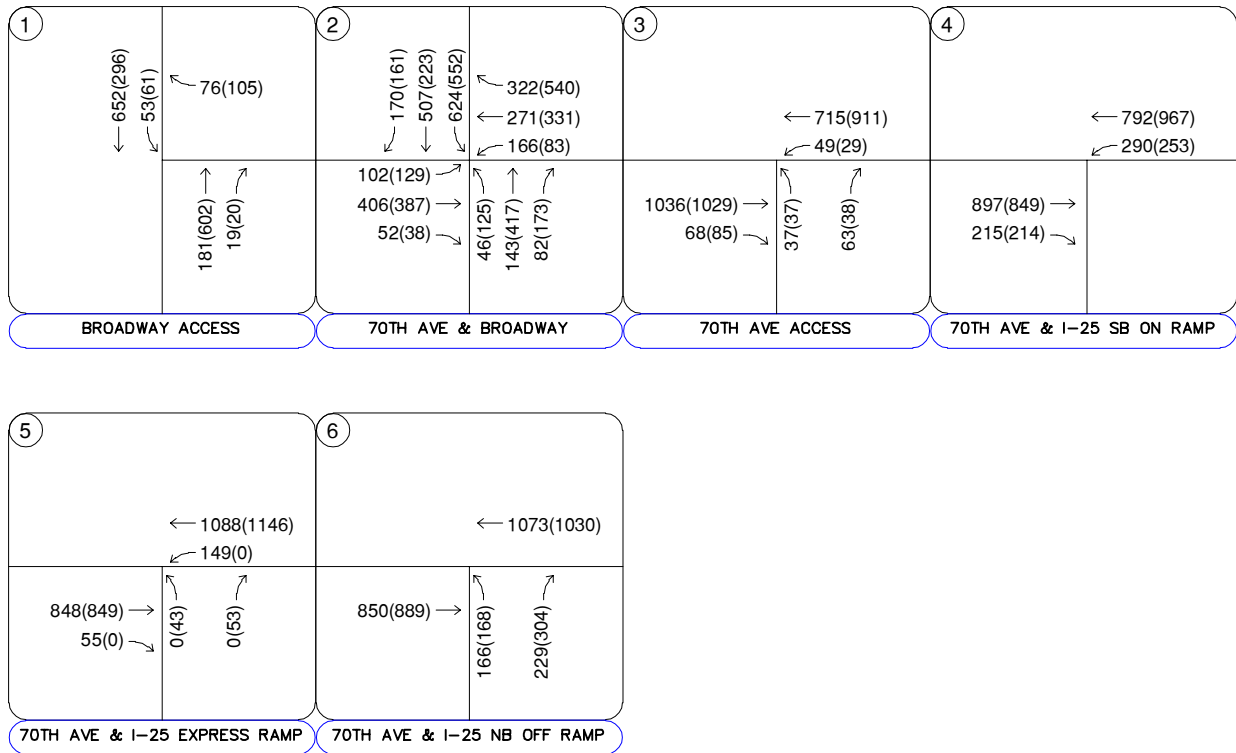
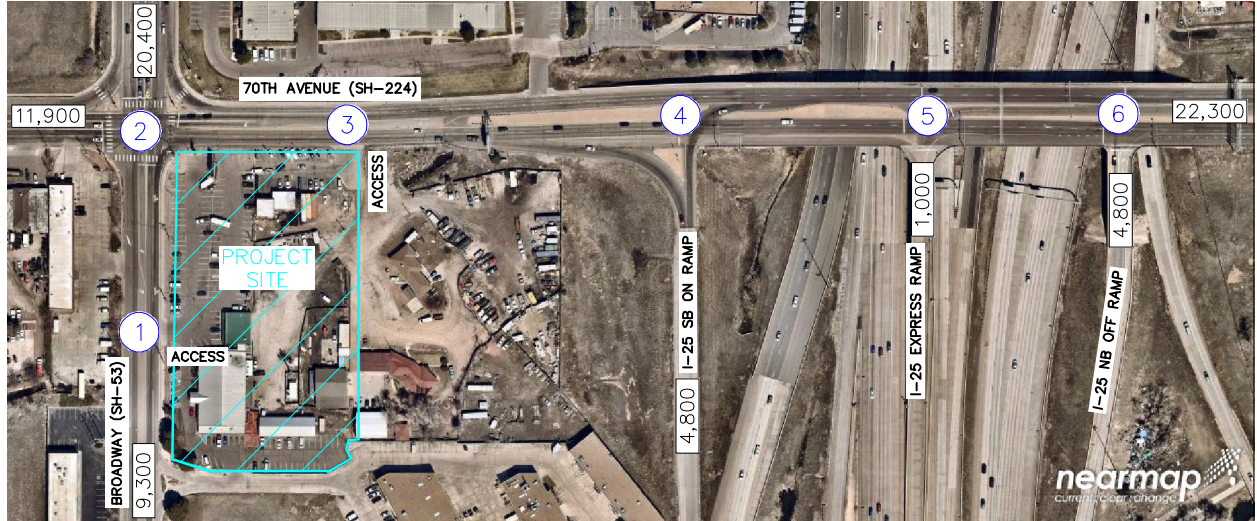
XXX(XXX) Weekday AM(PM)
 Peak Hour Traffic Volumes

7-ELEVEN (70TH & BROADWAY)
 ADAMS COUNTY, COLORADO
 PASS BY
 PROJECT TRAFFIC ASSIGNMENT

FIGURE 11

4.4 Total (Background Plus Project) Traffic

Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short-term 2023 buildout horizon and long-term 2045 twenty-year planning horizon. These total traffic volumes for the study area are illustrated for the 2023 and 2045 horizon years in **Figures 12** and **13**, respectively.

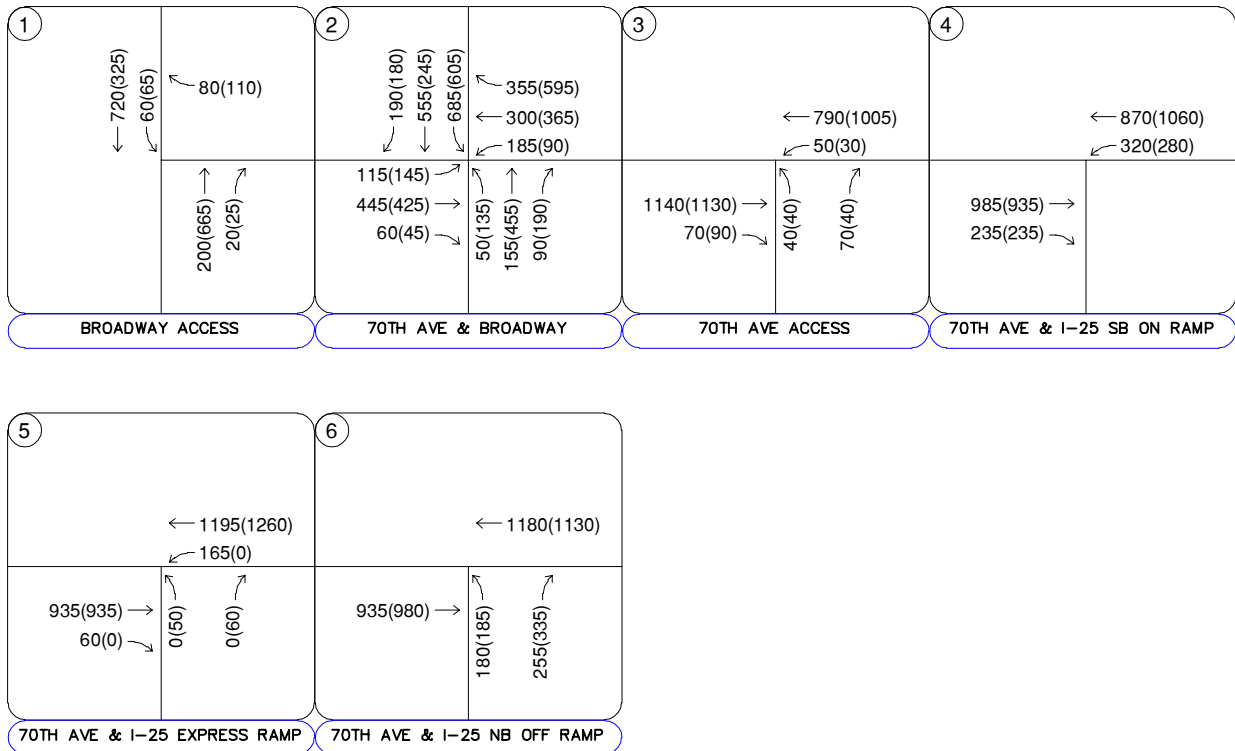
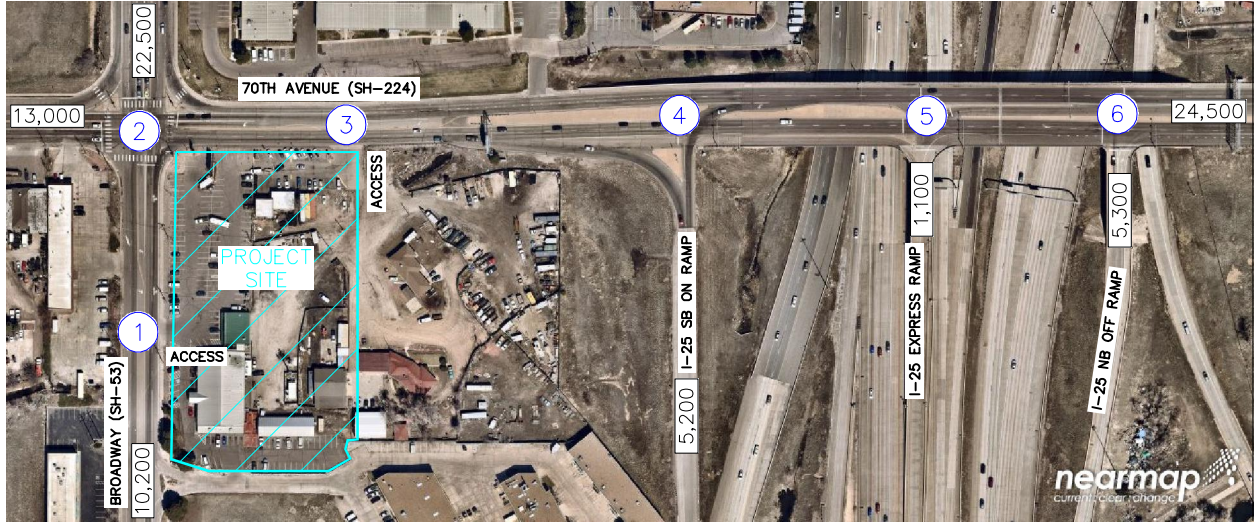


LEGEND

- X Study Area Key Intersection
- XXX(XXX) Weekday AM(PM)
Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

7-ELEVEN (70TH & BROADWAY)
 ADAMS COUNTY, COLORADO
 2023 TOTAL TRAFFIC VOLUMES

FIGURE 12



LEGEND

(X) Study Area Key Intersection

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

[XX,X00] Estimated Daily Traffic Volume

7-ELEVEN (70TH & BROADWAY)
 ADAMS COUNTY, COLORADO
 2045 TOTAL TRAFFIC VOLUMES

FIGURE 13

5.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2023 and 2045 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual (HCM)*².

5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). For intersections and roadways in this study area, standard traffic engineering practice recommends overall intersection LOS D and movement/approach LOS E as the minimum desirable thresholds for acceptable operations. **Table 2** shows the definition of level of service for signalized and unsignalized intersections.

Table 2 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Definitions provided from the Highway Capacity Manual, Sixth Edition, Transportation Research Board, 2016.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for signalized, roundabout, and four-way stop controlled intersections are defined for each approach and for the overall intersection.

² Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

5.2 Key Intersection Operational Analysis

Calculations for the operational level of service at the key intersections for the study area are provided in **Appendix D**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 2**. Existing peak hour factors were utilized in the existing and 2023 horizon analysis years while the HCM urban standard of 0.92 was used for the long-term 2045 horizon analysis. The signalized intersection analysis utilizes the observed cycle lengths with optimized phasing and timing. Based on increased national attention given to establishing appropriate yellow and all-red clearance intervals to improve intersection safety, these have been calculated and are applied for approaches at the signalized intersections. The increase in yellow and all red time sacrifices intersection capacity for improved safety. Synchro traffic analysis software was used to analyze the signalized, and unsignalized key intersections for HCM level of service.

Broadway (SH-53) Access

The Broadway (SH-53) Access operates as a three-quarter access with assumed stop control on the westbound approach as there is currently not a stop sign on this approach. Westbound left turn movements are restricted at this access intersection. The movements at this intersection operate acceptably at LOS B or better during both peak hours under existing conditions. With construction of the project, it is recommended that a R1-1 STOP sign be installed on the westbound approach. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. **Table 3** provides the results of the LOS analysis conducted at this intersection.

Table 3 – Broadway (SH-53) Access LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Existing				
Westbound Approach	8.9	A	10.7	B
Southbound Left	7.7	A	9.1	A
2023 Background				
Westbound Approach	8.9	A	10.7	B
Southbound Left	7.7	A	9.1	A
2023 Background Plus Project				
Westbound Approach	9.3	A	11.7	B
Southbound Left	7.8	A	9.3	A
2045 Background				
Westbound Approach	8.9	A	11.0	B
Southbound Left	7.7	A	9.4	A
2045 Background Plus Project				
Westbound Approach	9.4	A	12.1	B
Southbound Left	7.9	A	9.6	A

70th Avenue and Broadway

The intersection of 70th Avenue and Broadway operates with protected left turn phasing on the southbound approach and protected-permissive left turn phasing on the eastbound, westbound, and northbound approaches. The intersection operates acceptably at LOS D or better during both peak hours under existing conditions. With project traffic, this intersection is anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. It should be noted that a physical restriction will be required at the access along Broadway to further restrict this access to three-quarter turning movements. As such, the project is proposing a raised pork chop island in the driveway throat of the Broadway access to be oriented to allow entering left turn movements but to restrict exiting left turn movements. A R3-2 “No Left Turn” sign is also recommended to be placed underneath the “STOP” sign to further restrict exiting left turn movements. **Table 4** provides the results of the LOS analysis conducted at this intersection.

Table 4 – 70th Avenue & Broadway LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Existing	34.6	C	39.1	D
2023 Background	34.7	C	39.2	D
2023 Background Plus Project	36.6	D	41.0	D
2045 Background	35.7	D	41.8	D
2045 Background Plus Project	37.7	D	43.2	D

70th Avenue (SH-224) Access

The 70th Avenue (SH-224) access operates as a full movement access with stop control on the northbound approach. The movements at this intersection operate acceptably at LOS B or better during both peak hours under existing conditions. With construction of the project, it is recommended that an eastbound right turn lane be constructed to meet CDOT standards. With this improvement, all movements are anticipated to continue operating at an acceptable level of service throughout the 2045 horizon with project traffic. **Table 5** provides the results of the LOS analysis conducted at this intersection.

Table 5 – 70th Avenue (SH-224) Access LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Existing				
Northbound Approach	11.2	B	12.6	B
Westbound Left	8.7	A	8.7	A
2023 Background				
Northbound Approach	11.2	B	12.7	B
Westbound Left	8.7	A	8.7	A
2023 Background Plus Project				
Northbound Approach	19.1	C	21.2	C
Westbound Left	9.3	A	9.0	A
2023 Background Plus Project #				
Northbound Approach	17.9	C	19.3	C
Westbound Left	9.3	A	9.0	A
2045 Background				
Northbound Approach	11.8	B	13.7	B
Westbound Left	9.0	A	9.0	A
2045 Background Plus Project #				
Northbound Approach	19.6	C	24.5	D
Westbound Left	9.2	A	9.2	A

= Includes Eastbound Right Turn Lane

70th Avenue (SH-224) and I-25 Southbound Ramp

The intersection of 70th Avenue (SH-224) and the I-25 Southbound Ramp operates as a signalized intersection. The intersection operates acceptably at LOS A during both peak hours under existing conditions. With project traffic, this intersection is anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. As such, modifications to the existing control or lane configurations are not recommended at this intersection. **Table 6** provides the results of the LOS analysis conducted at this intersection.

Table 6 – 70th Avenue & I-25 SB Ramp LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Existing	0.3	A	0.3	A
2023 Background	0.3	A	0.3	A
2023 Background Plus Project	0.3	A	0.3	A
2045 Background	0.4	A	0.3	A
2045 Background Plus Project	0.4	A	0.3	A

70th Avenue (SH-224) and I-25 Express Lanes Ramp

The intersection of 70th Avenue (SH-224) and I-25 Express Lanes Ramp operates bi-directionally dependent on the peak period of the day. The south leg of this express ramp intersection operates as an on-ramp during the morning peak hour and then operates as an off-ramp during the afternoon peak hour. The intersection operates acceptably at LOS A during both peak hours under existing conditions. With project traffic, the intersection is anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. Therefore, modifications to the existing control or lane configurations are not recommended at this intersection. **Table 7** provides the results of the LOS analysis conducted at this intersection.

Table 7 – 70th Avenue & I-25 Express Lanes Ramp LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Existing	0.2	A	1.8	A
2023 Background	0.2	A	1.8	A
2023 Background Plus Project	0.3	A	1.9	A
2045 Background	0.3	A	1.8	A
2045 Background Plus Project	0.3	A	1.9	A

70th Avenue (SH-224) and I-25 Northbound Ramp

The intersection of 70th Avenue (SH-224) and I-25 Northbound Ramp operates as a signalized intersection. The intersection operates acceptably at LOS B during both peak hours under existing conditions. With project traffic, this intersection is anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. Therefore, no recommendations to the existing control or lane configurations are proposed at this intersection. **Table 8** provides the results of the LOS analysis conducted at this intersection.

Table 8 – 70th Avenue & I-25 Northbound Ramp LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Existing	17.2	B	11.6	B
2023 Background	17.2	B	11.7	B
2023 Background Plus Project	17.5	B	11.8	B
2045 Background	17.9	B	12.2	B
2045 Background Plus Project	18.3	B	12.3	B

5.3 CDOT Turn Bay Length Analysis

The threshold for requiring an access permit along Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on all legs of the 70th Avenue and Broadway intersection is not anticipated to increase existing access traffic volumes by more than 20 percent, with the maximum expected increase at 12 percent during the morning peak hour on the south leg (102/881). Therefore, a CDOT access permit is not anticipated to be required at this intersection in association with this project. However, CDOT access permits will be needed at the existing Broadway (SH-53) Access and the existing 70th Avenue (SH-224) Access due to access traffic volumes increasing by more than 20 percent.

Since Broadway (SH-53) and 70th Avenue (SH-224) are state owned and maintained facilities, it is recommended that auxiliary turn lanes along Broadway (SH-53) and 70th Avenue (SH-224) be constructed in accordance with the current CDOT State Highway Access Code (SHAC). CDOT categorizes the segments of Broadway (SH-53) and 70th Avenue (SH-224) through at the project accesses as NR-B: Non-Rural Arterial. According to the State Highway Access Code for category NR-B roadways, the following thresholds apply:

- A left turn lane with storage length plus taper is required for any access with a projected peak hour left ingress turning volume greater than 25 vph. If the posted speed is greater than 40 mph, a deceleration lane and taper is required for any access with a projected peak hour left ingress turning volume greater than 10 vph. The taper length will be included within the deceleration length.
- A right turn lane with storage length plus taper is required for any access with a projected peak hour right ingress turning volume greater than 50 vph. If the posted speed is greater than 40 mph, a right turn deceleration lane and taper is required for any access with a projected peak hour right ingress turning volume greater than 25 vph. The taper length will be included within the deceleration length.

Based on traffic projections and the above thresholds, auxiliary turn lane requirements were calculated for the access along Broadway (SH-53) and 70th Avenue (SH-224). Broadway (SH-53) provides two lanes of travel northbound and southbound and has a posted speed limit of 45

miles per hour at the project access. 70th Avenue (SH-224) provides two lanes of travel eastbound and westbound and has a posted speed limit of 40 miles per hour eastbound and 35 miles per hour westbound at the project access. As such, turn lane requirements at the study area access are as follows:

Broadway (SH-53) Access:

- A southbound left turn lane exists and **is** warranted today based on existing traffic volumes being 61 southbound left turns during the peak hour and the threshold being greater than 10 vehicles per hour. Since Broadway (SH-53) has a category of NR-B and a speed limit greater than 40 miles per hour the left turn lane requirement is deceleration with taper length included. The southbound left turn lane currently is approximately 75 feet in length with a 50-foot taper. Based on the 45-mile per hour speed limit, the deceleration lane length is 435 feet, including a 160-foot taper. Therefore, this left turn lane should provide a length of 275 feet plus a 160-foot taper. However, due to the back-to-back left turn lane configuration with the 70th Avenue and Broadway intersection to the north, this turn lane cannot be extended. A waiver will be provided to request for this turn lane to remain the current length. It should be noted that the if the speed limit is decreased from 45 miles per hour to 40 miles per hour, this turn lane would only need to provide storage length plus taper and only 65 feet of storage would be required (currently accommodated).
- A northbound right turn deceleration **is not** warranted based on projected 2045 background plus project traffic being 20 northbound right turns during the peak hour and the threshold being greater than 25 vehicles.

70th Avenue (SH-224) Access:

- A westbound left turn lane exists and **is** warranted based on projected 2023 background plus project traffic being 49 westbound left turns during the peak hour and the threshold being greater than 25 vehicles per hour. Since 70th Avenue (SH-224) has a category of NR-B and a speed limit less than 40 miles per hour, the left turn lane requirement is storage length plus taper. A storage length of one foot per vehicles is required. The westbound left turn lane currently is approximately 125 feet in length with a 60-foot taper. Based on future traffic volume projections, the storage length requirement for this westbound left turn lane is 50 feet plus a 120-foot taper. This turn lane is currently built to the required overall length, but components of the turn lane are not built to required

lengths. However, no modifications to this turn lane are recommended as the required overall length is accommodated at this access intersection.

- An eastbound right turn lane **is** warranted based on projected 2023 background plus project traffic being 85 eastbound right turns during the peak hour and the threshold being greater than 25 vehicles per hour. Since 70th Avenue (SH-224) has a category of NR-B and a speed limit of 40 miles per hour, the right turn lane requirement is storage length plus taper with a storage length of one foot per turning vehicle during the peak hours being required. Therefore, the eastbound right turn lane is recommended to be 85 feet with a 145-foot taper.

5.4 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths. Results are shown in the following **Table 9** with calculations provided within the level of service operational sheets of **Appendix D** for unsignalized intersections and **Appendix E** for signalized intersections.

Table 9 – Turn Lane Queuing Analysis Results

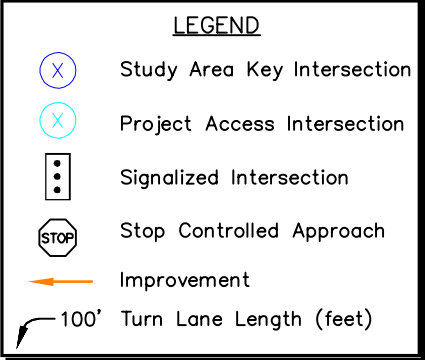
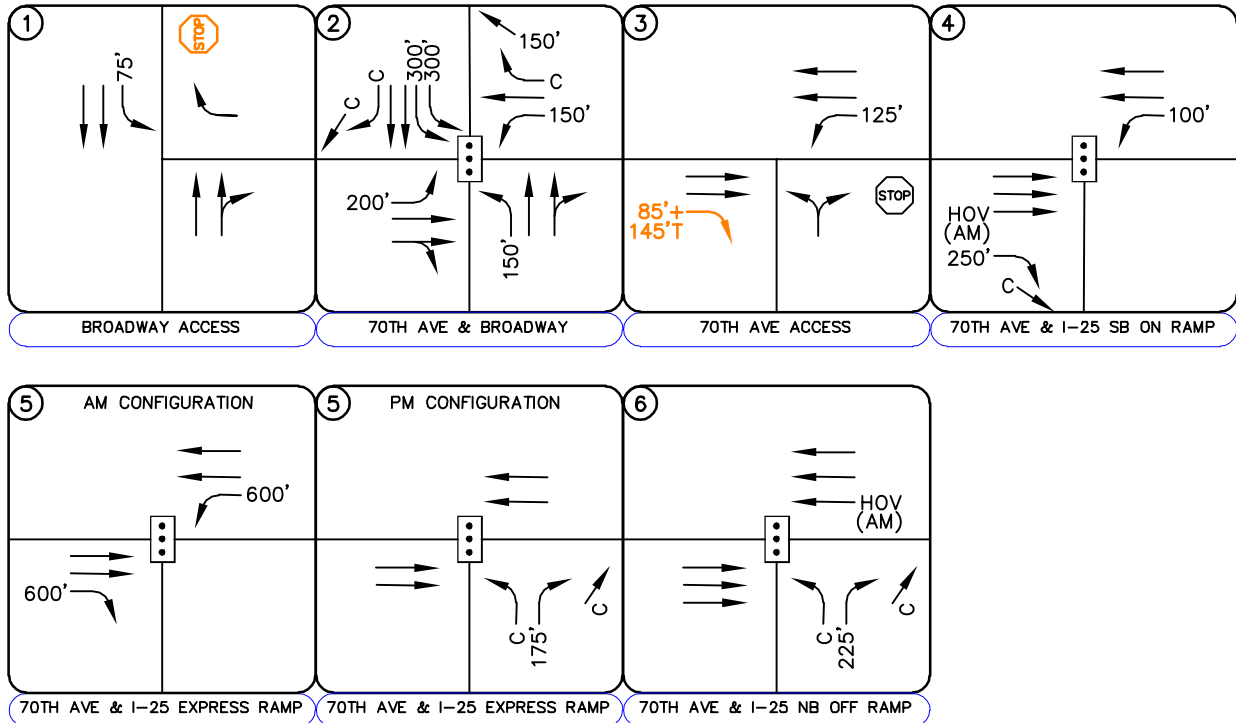
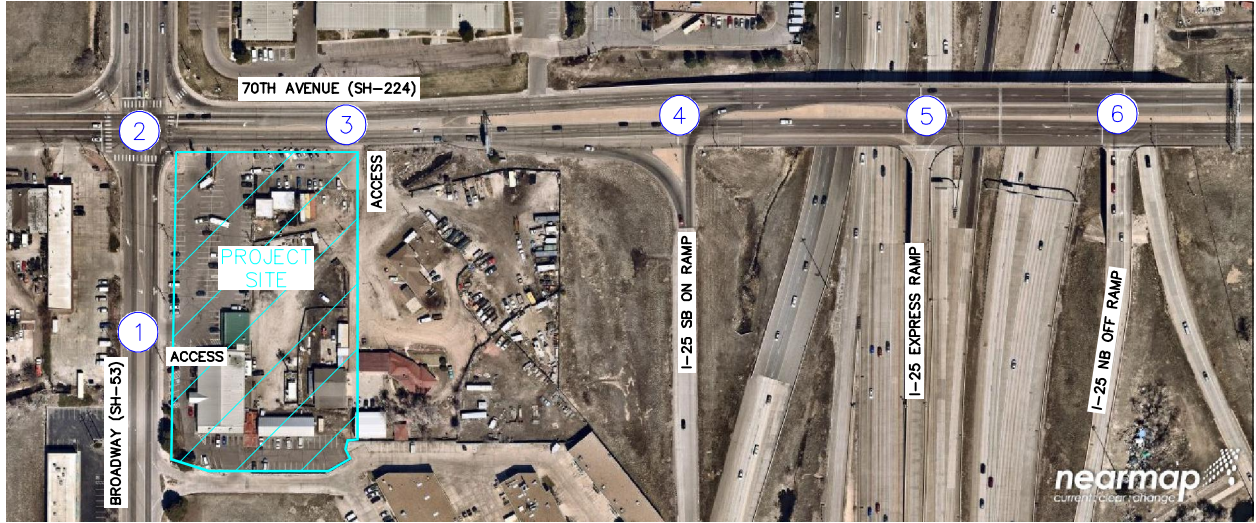
Intersection Turn Lane	Existing Turn Lane Length (feet)	2023 Calculated Queue (feet)	2023 Recommended Length (feet)	2045 Calculated Queue (feet)	2045 Recommended Length (feet)
Broadway Access					
Southbound Left	75'	25'	75'	25'	75'
70th Ave & Broadway					
Eastbound Left	200'	107'	200'	123'	200'
Westbound Left	150'	152'	150'	155'	150'
Northbound Left	150'	95'	150'	97'	150'
Southbound Left	300' DL	290'	300'	297'	300'
70th Ave Access					
Eastbound Right	DNE	25'	85'+145'T (CDOT)	25'	85'+145'T (CDOT)
Westbound Left	125'	25'	125'	25'	125'
70th Ave & I-25 SB On Ramp					
Eastbound Right	250'	25'	250'	25'	250'
Westbound Left	100'	77'	100'	108'	125'
70th Ave & I-25 Express Ramp					
Eastbound Right	600'	25'	600'	25'	600'
Westbound Left	600'	25'	600'	25'	600'
Northbound Right	175'	41'	175'	43'	175'
70th Ave & I-25 NB Off Ramp					
Northbound Right	225'	199'	225'	201'	225'

DL = Dual Left Turn Lanes; DNE = Does Not Exist; T = Taper; CDOT = CDOT Length Standards; **Red** Text = Storage Deficiency; **Blue** Text = Recommendation

As shown in the table above all vehicle queues are expected to be contained within the existing turn lane lengths in the short-term 2023 horizon. By 2045, vehicle queues in the westbound left turn lanes at the 70th Avenue/Broadway and 70th Avenue/I-25 Southbound Ramp are calculated to queue less than 10 feet beyond the existing turn lane lengths. It is recommended that CDOT monitor these movements in the future to determine if any mitigations are appropriate at these intersections. It should be noted that project traffic does not contribute to the westbound left turn movements at the I-25 Southbound Ramp intersection with 70th Avenue.

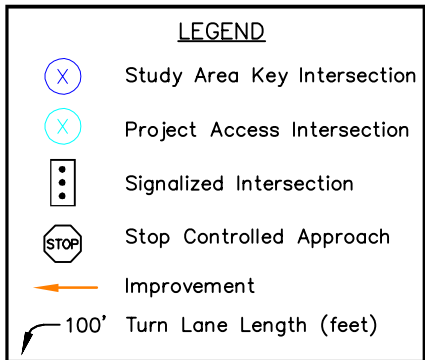
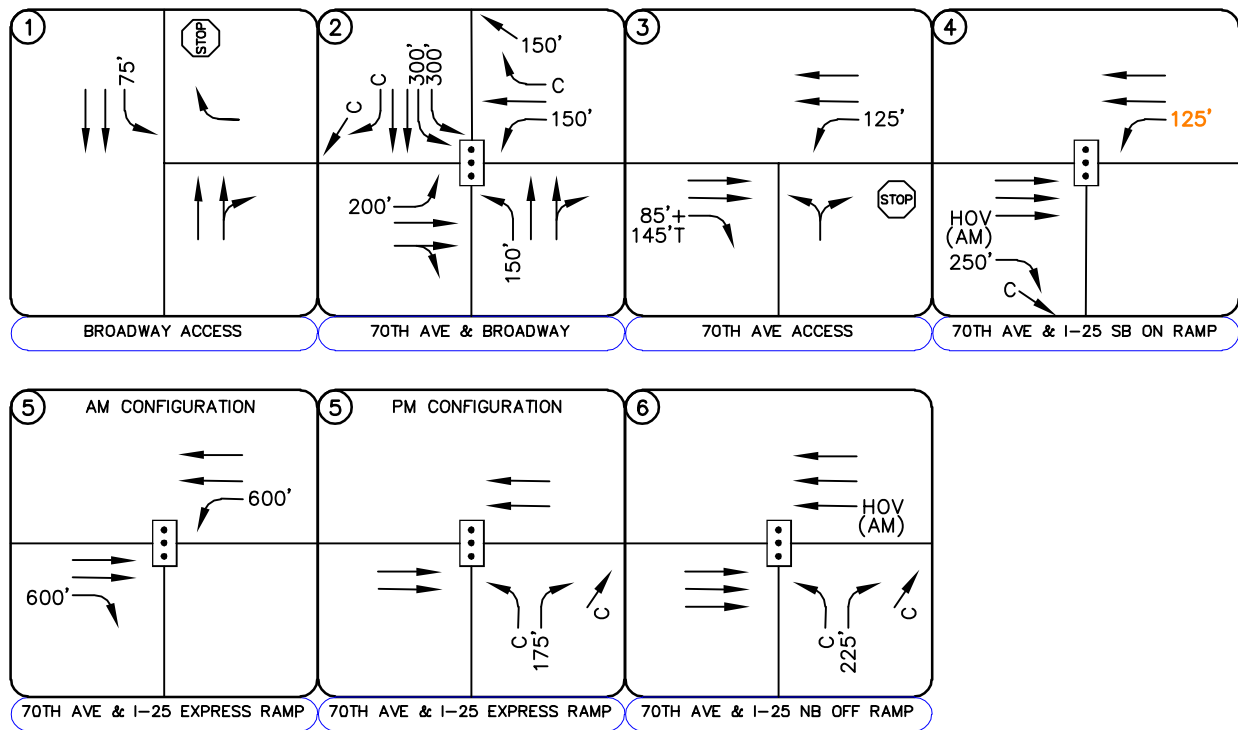
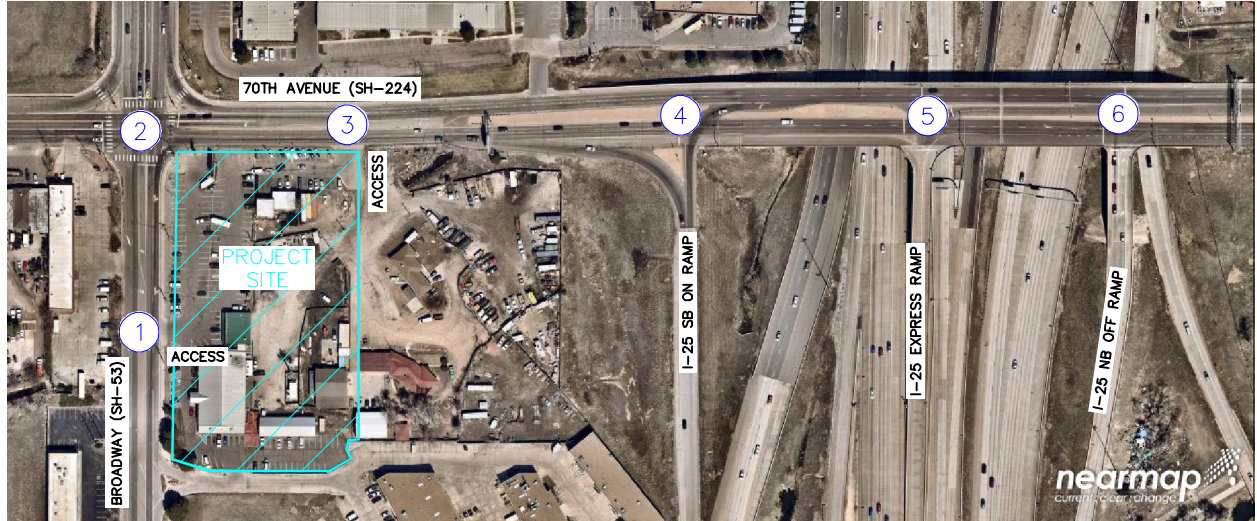
5.5 Improvement Summary

Based on the results of the intersection operational and vehicle queuing analysis, the key intersection recommended improvements and control are shown in **Figure 14** for the 2024 buildout horizon and **Figure 15** for the 2045 long-term twenty-year horizon.



7-ELEVEN (70TH & BROADWAY)
 ADAMS COUNTY, COLORADO
 2023 RECOMMENDED
 LANE CONFIGURATIONS AND CONTROL

FIGURE 14



7-ELEVEN (70TH & BROADWAY)
 ADAMS COUNTY, COLORADO
 2045 RECOMMENDED
 LANE CONFIGURATIONS AND CONTROL

FIGURE 14

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes 7-Eleven (70th & Broadway) will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

- With construction of the project, the project proposes to utilize an existing full movement access along the south side of 70th Avenue and an existing three-quarter movement access along the east side of Broadway. The three-quarter movement access along Broadway currently restricts westbound exiting left turn movements. It is recommended that a R1-1 STOP sign be installed on the westbound approach at the Broadway (SH-53) Access. In addition, a physical restriction will be required at the access along Broadway to further restrict this access to three-quarter turning movements. As such, the project is proposing a raised pork chop island in the driveway throat of the Broadway access to be oriented to allow entering left turn movements but to restrict exiting left turn movements. A R3-2 “No Left Turn” sign is also recommended to be placed underneath the “STOP” sign to further restrict exiting left turn movements.
- The threshold for requiring an access permit along Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on all legs of the 70th Avenue and Broadway intersection is not anticipated to increase existing access traffic volumes by more than 20 percent, with the maximum expected increase at 12 percent during the morning peak hour on the south leg (102/881). Therefore, a CDOT access permit is not anticipated to be required at this intersection in association with this project. However, CDOT access permits will be needed at the existing Broadway (SH-53) Access and the existing 70th Avenue (SH-224) Access due to access traffic volumes increasing by more than 20 percent.
- To meet CDOT standards, it is recommended that an eastbound right turn lane be constructed at the 70th Avenue (SH-224) Access with a length of 85 feet plus a 145-foot taper.

- The existing southbound left turn lane length at the Broadway Access is currently deficient of CDOT standards. The southbound left turn lane currently is approximately 75 feet in length plus a 50-foot taper. Based on the 45-mile per hour speed limit, this left turn deceleration lane should provide a length of 275 feet plus a 160-foot taper. However, due to the back-to-back left turn lane configuration with the 70th Avenue and Broadway intersection to the north, this turn lane cannot be extended. A waiver will be provided to request for this turn lane to remain at the current length. It should be noted that the if the speed limit is decreased from 45 miles per hour to 40 miles per hour, this turn lane would only need to provide storage length plus taper and only 65 feet of storage would be required (currently accommodated with 75 feet of length). It should also be noted that this is an existing condition and 95th percentile vehicle queues are expected to be accommodated within the existing turn lane length. Further, this existing three-quarter access along Broadway is expected to operate acceptably throughout the 2045 horizon.
- Any off-site and on-site improvements should be incorporated into the Civil Drawings, and conform to standards of Adam County, CDOT, American Association of State Highway and Transportation Officials (AASHTO) Geometric Design of Highways and Streets, Institute of Transportation Engineers (ITE), and the Manual on Traffic Control Devices (MUTCD) – 2009 Edition.

APPENDICES

APPENDIX A

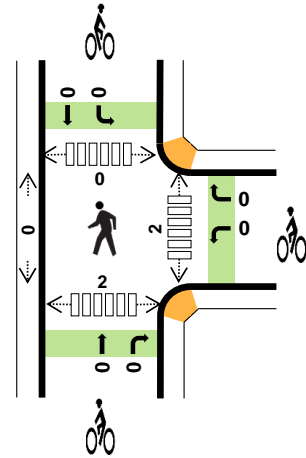
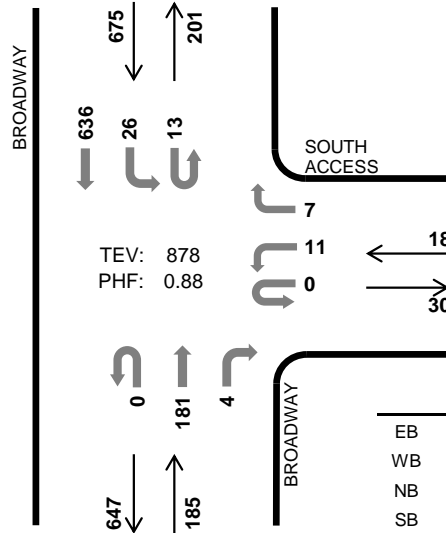
Intersection Count Sheets

BROADWAY SOUTH ACCESS



Peak Hour

Date: Wed, Aug 25, 2021
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	-	-
WB	16.7%	0.64
NB	17.8%	0.86
SB	8.7%	0.82
TOTAL	10.8%	0.88

Two-Hour Count Summaries

Interval Start	0				SOUTH ACCESS				BROADWAY				BROADWAY				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	3	0	1	0	0	32	0	4	5	149	0	194	0	
7:15 AM	0	0	0	0	0	2	0	2	0	0	41	0	1	2	154	0	202	0	
7:30 AM	0	0	0	0	0	2	0	3	0	0	54	0	2	4	149	0	214	0	
7:45 AM	0	0	0	0	0	2	0	0	0	0	39	4	5	17	183	0	250	860	
8:00 AM	0	0	0	0	0	5	0	2	0	0	47	0	5	3	150	0	212	878	
8:15 AM	0	0	0	0	0	1	0	1	0	0	59	1	0	1	107	0	170	846	
8:30 AM	0	0	0	0	0	1	0	0	0	0	51	1	2	2	107	0	164	796	
8:45 AM	0	0	0	0	0	0	0	0	0	0	38	0	0	2	120	0	160	706	
Count Total	0	0	0	0	0	16	0	9	0	0	361	6	19	36	1,119	0	1,566	0	
Peak Hour	All	0	0	0	0	0	11	0	7	0	0	181	4	13	26	636	0	878	0
	HV	0	0	0	0	0	2	0	1	0	0	32	1	0	0	59	0	95	0
	HV%	-	-	-	-	-	18%	-	14%	-	-	18%	25%	0%	0%	9%	-	11%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	8	11	19	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	2	12	15	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	7	13	21	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	11	16	28	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	13	18	31	0	0	0	0	0	2	0	0	0	2
8:15 AM	0	0	11	16	27	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	12	13	25	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	6	19	25	0	0	0	0	0	0	0	0	0	0
Count Total	0	3	70	118	191	0	0	0	0	0	2	0	0	2	4
Peak Hr	0	3	33	59	95	0	0	0	0	0	2	0	0	2	4

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				SOUTH ACCESS				BROADWAY				BROADWAY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	11	0	19	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	12	0	15	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	7	0	0	0	13	0	21	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	10	1	0	0	16	0	28	83
8:00 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	18	0	31	95
8:15 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	16	0	27	107
8:30 AM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	13	0	25	111
8:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	19	0	25	108
Count Total	0	0	0	0	0	2	0	1	0	0	69	1	0	0	118	0	191	0
Peak Hour	0	0	0	0	0	2	0	1	0	0	32	1	0	0	59	0	95	0

Two-Hour Count Summaries - Bikes																	
Interval Start	0			SOUTH ACCESS			BROADWAY			BROADWAY			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

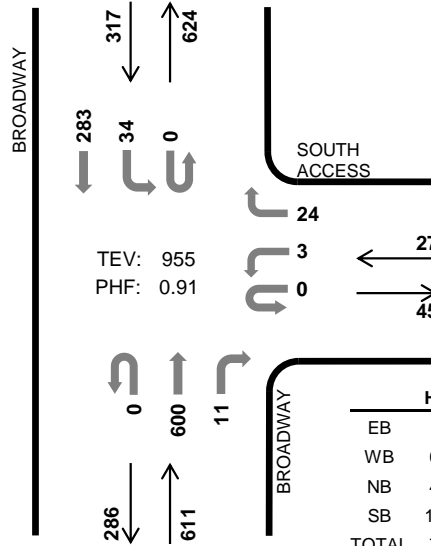
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

BROADWAY SOUTH ACCESS



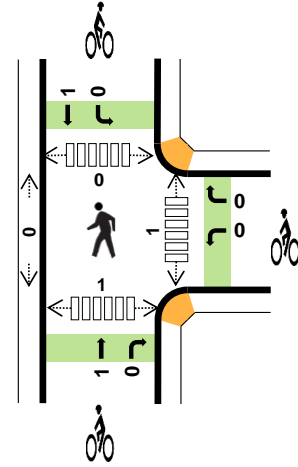
Peak Hour

Date: Wed, Aug 25, 2021
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:00 PM to 5:00 PM



TEV: 955
 PHF: 0.91

	HV %:	PHF
EB	-	-
WB	0.0%	0.61
NB	4.3%	0.90
SB	12.9%	0.89
TOTAL	7.0%	0.91



Two-Hour Count Summaries

Interval Start	0				SOUTH ACCESS				BROADWAY				BROADWAY				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	3	0	3	0	0	165	2	0	5	84	0	262	0	
4:15 PM	0	0	0	0	0	0	0	2	0	0	142	1	0	2	66	0	213	0	
4:30 PM	0	0	0	0	0	0	0	11	0	0	166	4	0	13	69	0	263	0	
4:45 PM	0	0	0	0	0	0	0	8	0	0	127	4	0	14	64	0	217	955	
5:00 PM	0	0	0	0	0	2	0	6	0	0	165	7	0	6	71	0	257	950	
5:15 PM	0	0	0	0	0	4	0	5	0	0	139	6	0	7	54	0	215	952	
5:30 PM	0	0	0	0	0	1	0	4	0	0	118	3	2	9	57	0	194	883	
5:45 PM	0	0	0	0	0	1	0	6	0	0	85	0	0	6	49	0	147	813	
Count Total	0	0	0	0	0	11	0	45	0	0	1,107	27	2	62	514	0	1,768	0	
Peak Hour	All	0	0	0	0	0	3	0	24	0	0	600	11	0	34	283	0	955	0
	HV	0	0	0	0	0	0	0	0	0	0	26	0	0	0	41	0	67	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	4%	0%	-	0%	14%	-	7%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	11	11	22	0	0	1	0	1	1	0	0	1	2
4:15 PM	0	0	5	10	15	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	6	13	19	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	4	7	11	0	0	0	1	1	0	0	0	0	0
5:00 PM	0	0	8	5	13	0	0	2	1	3	1	0	0	0	1
5:15 PM	0	0	5	6	11	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	3	7	10	0	0	0	0	0	2	0	0	0	2
5:45 PM	0	0	2	6	8	0	0	0	0	0	1	0	0	2	3
Count Total	0	0	44	65	109	0	0	3	2	5	5	0	0	3	8
Peak Hr	0	0	26	41	67	0	0	1	1	2	1	0	0	1	2

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	0				SOUTH ACCESS				BROADWAY				BROADWAY				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	22	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	10	0	15	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	13	0	19	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	7	0	11	67
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	13	58
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	6	0	11	54
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	7	0	10	45
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	8	42
Count Total	0	0	0	0	0	0	0	0	0	0	0	44	0	0	0	65	0	109	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	41	0	67	0

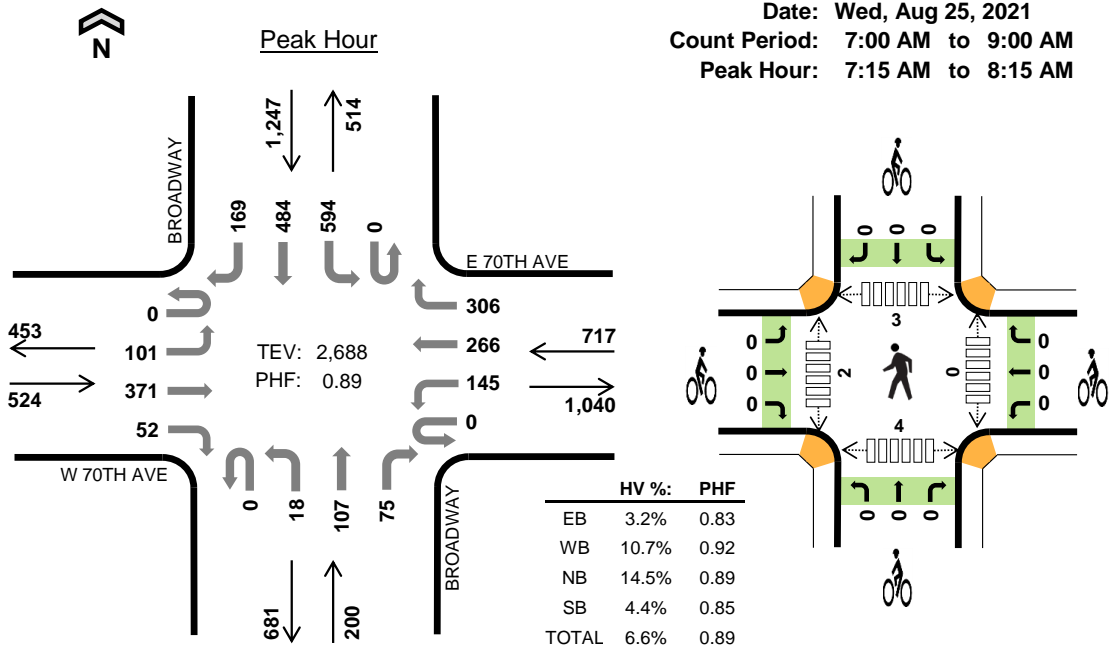
Two-Hour Count Summaries - Bikes																
Interval Start	0			SOUTH ACCESS			BROADWAY			BROADWAY			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	3	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	0	0	0	0	0	0	2	1	0	2	0	0	5	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

BROADWAY W 70TH AVE



Date: Wed, Aug 25, 2021
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:15 AM to 8:15 AM



Two-Hour Count Summaries

Interval Start	W 70TH AVE				E 70TH AVE				BROADWAY				BROADWAY				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound								
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	16	84	12	0	33	83	68	0	3	22	14	0	140	115	45	635	0	
7:15 AM	0	19	83	11	0	38	56	64	0	4	24	15	0	131	113	50	608	0	
7:30 AM	0	24	90	11	0	35	81	79	0	5	33	17	0	142	109	45	671	0	
7:45 AM	0	35	104	19	0	29	70	86	0	5	24	17	0	175	156	35	755	2,669	
8:00 AM	0	23	94	11	0	43	59	77	0	4	26	26	0	146	106	39	654	2,688	
8:15 AM	0	12	80	6	0	21	74	64	0	10	26	23	0	125	81	43	565	2,645	
8:30 AM	0	10	66	12	0	33	56	62	0	6	21	27	0	100	66	31	490	2,464	
8:45 AM	0	16	61	9	0	33	61	58	0	2	22	15	0	99	80	35	491	2,200	
Count Total	0	155	662	91	0	265	540	558	0	39	198	154	0	1,058	826	323	4,869	0	
Peak Hour	All	0	101	371	52	0	145	266	306	0	18	107	75	0	594	484	169	2,688	0
	HV	0	2	14	1	0	22	39	16	0	0	18	11	0	20	30	5	178	0
	HV%	-	2%	4%	2%	-	15%	15%	5%	-	0%	17%	15%	-	3%	6%	3%	7%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	10	23	8	10	51	0	0	0	0	0	1	2	0	2	5
7:15 AM	5	18	3	11	37	0	0	0	0	0	0	2	0	2	4
7:30 AM	7	19	9	9	44	0	0	0	0	0	0	0	1	0	1
7:45 AM	4	21	8	17	50	0	0	0	0	0	0	0	1	0	1
8:00 AM	1	19	9	18	47	0	0	0	0	0	0	0	1	2	3
8:15 AM	1	20	12	17	50	0	0	0	0	0	1	0	0	0	1
8:30 AM	5	21	14	17	57	0	0	0	0	0	0	0	0	0	0
8:45 AM	5	20	7	19	51	0	0	0	0	0	0	0	0	0	0
Count Total	38	161	70	118	387	0	0	0	0	0	2	4	3	6	15
Peak Hour	17	77	29	55	178	0	0	0	0	0	0	2	3	4	9

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	W 70TH AVE				E 70TH AVE				BROADWAY				BROADWAY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	9	0	0	6	11	6	0	0	6	2	0	3	6	1	51	0
7:15 AM	0	0	4	1	0	5	9	4	0	0	2	1	0	2	7	2	37	0
7:30 AM	0	2	5	0	0	6	8	5	0	0	7	2	0	2	4	3	44	0
7:45 AM	0	0	4	0	0	6	11	4	0	0	5	3	0	6	11	0	50	182
8:00 AM	0	0	1	0	0	5	11	3	0	0	4	5	0	10	8	0	47	178
8:15 AM	0	0	0	1	0	7	6	7	0	0	6	6	0	8	8	1	50	191
8:30 AM	0	1	4	0	0	7	8	6	0	2	3	9	0	7	9	1	57	204
8:45 AM	0	0	5	0	0	10	8	2	0	0	3	4	0	8	11	0	51	205
Count Total	0	4	32	2	0	52	72	37	0	2	36	32	0	46	64	8	387	0
Peak Hour	0	2	14	1	0	22	39	16	0	0	18	11	0	20	30	5	178	0

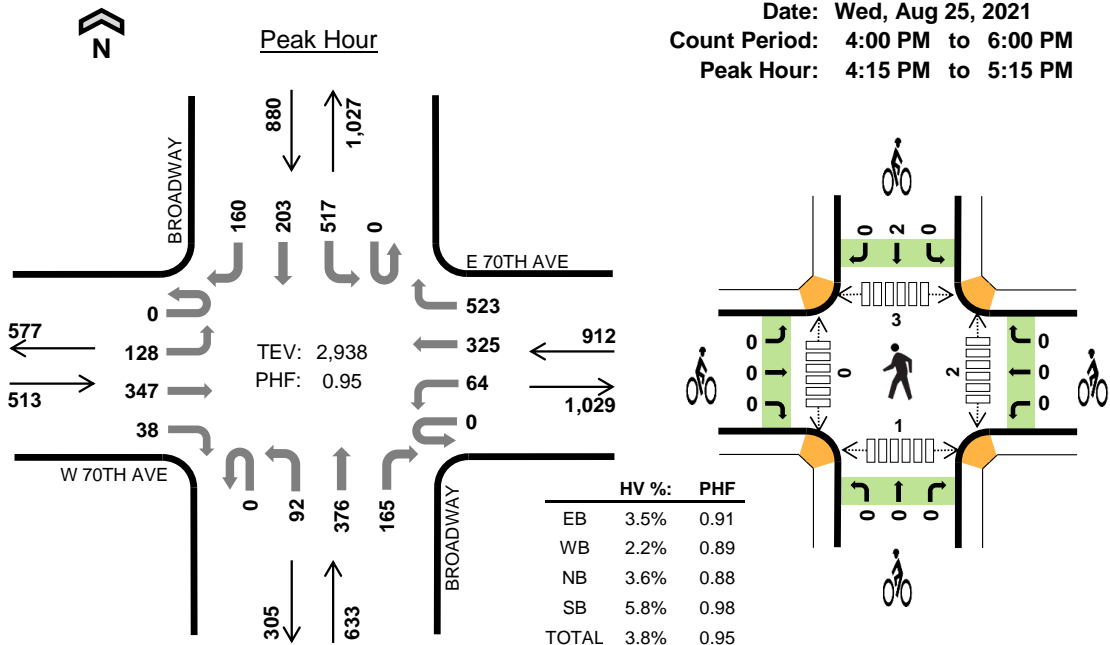
Two-Hour Count Summaries - Bikes																		
Interval Start	W 70TH AVE			E 70TH AVE			BROADWAY			BROADWAY			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

BROADWAY W 70TH AVE



Date: Wed, Aug 25, 2021
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:15 PM to 5:15 PM



Two-Hour Count Summaries

Interval Start	W 70TH AVE				E 70TH AVE				BROADWAY				BROADWAY				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	23	95	9	0	31	68	141	0	24	80	55	0	121	53	45	745	0	
4:15 PM	0	33	87	7	0	11	80	117	0	26	86	42	0	113	50	53	705	0	
4:30 PM	0	28	76	12	0	20	77	140	0	30	99	51	0	132	50	38	753	0	
4:45 PM	0	37	93	11	0	14	78	118	0	20	83	26	0	136	51	38	705	2,908	
5:00 PM	0	30	91	8	0	19	90	148	0	16	108	46	0	136	52	31	775	2,938	
5:15 PM	0	34	73	8	0	19	79	132	0	13	90	38	0	107	35	33	661	2,894	
5:30 PM	0	32	91	13	0	13	77	131	0	16	77	34	0	114	42	37	677	2,818	
5:45 PM	0	28	69	10	0	15	69	103	0	13	49	30	0	95	29	45	555	2,668	
Count Total	0	245	675	78	0	142	618	1,030	0	158	672	322	0	954	362	320	5,576	0	
Peak Hour	All	0	128	347	38	0	64	325	523	0	92	376	165	0	517	203	160	2,938	0
	HV	0	2	11	5	0	5	9	6	0	3	8	12	0	27	21	3	112	0
	HV%	-	2%	3%	13%	-	8%	3%	1%	-	3%	2%	7%	-	5%	10%	2%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	10	10	11	14	45	0	0	0	0	0	1	0	0	0	1
4:15 PM	5	6	6	15	32	0	0	0	0	0	0	0	0	0	0
4:30 PM	5	4	6	19	34	0	0	0	0	0	0	0	1	0	1
4:45 PM	5	5	3	10	23	0	0	0	1	1	1	0	0	1	2
5:00 PM	3	5	8	7	23	0	0	0	1	1	1	0	2	0	3
5:15 PM	4	6	6	12	28	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	4	3	15	23	0	0	0	0	0	2	0	0	0	2
5:45 PM	1	6	1	10	18	0	0	0	0	0	0	0	0	0	0
Count Total	34	46	44	102	226	0	0	0	2	2	5	0	3	1	9
Peak Hour	18	20	23	51	112	0	0	0	2	2	2	0	3	1	6

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	W 70TH AVE				E 70TH AVE				BROADWAY				BROADWAY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	9	1	0	4	1	5	0	1	2	8	0	3	8	3	45	0
4:15 PM	0	0	3	2	0	2	2	2	0	2	2	2	0	6	7	2	32	0
4:30 PM	0	0	4	1	0	0	3	1	0	0	2	4	0	9	10	0	34	0
4:45 PM	0	1	2	2	0	2	2	1	0	0	1	2	0	8	2	0	23	134
5:00 PM	0	1	2	0	0	1	2	2	0	1	3	4	0	4	2	1	23	112
5:15 PM	0	0	4	0	0	2	3	1	0	0	3	3	0	7	4	1	28	108
5:30 PM	0	0	0	1	0	2	2	0	0	0	0	3	0	8	6	1	23	97
5:45 PM	0	0	1	0	0	3	2	1	0	0	0	1	0	5	3	2	18	92
Count Total	0	2	25	7	0	16	17	13	0	4	13	27	0	50	42	10	226	0
Peak Hour	0	2	11	5	0	5	9	6	0	3	8	12	0	27	21	3	112	0

Two-Hour Count Summaries - Bikes																		
Interval Start	W 70TH AVE			E 70TH AVE			BROADWAY			BROADWAY			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0

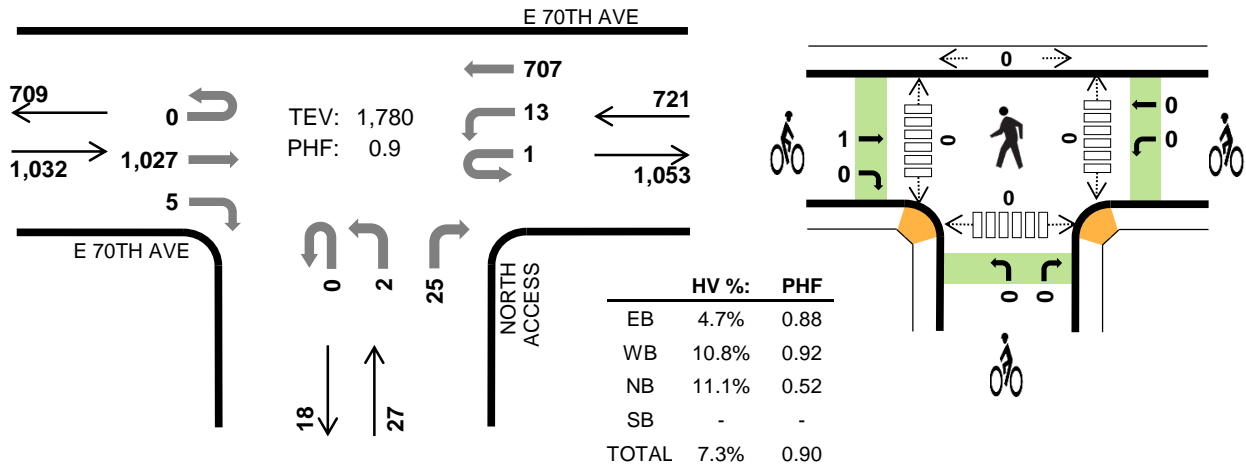
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

NORTH ACCESS E 70TH AVE



Peak Hour

Date: Wed, Aug 25, 2021
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:15 AM to 8:15 AM



Two-Hour Count Summaries

Interval Start	E 70TH AVE Eastbound				E 70TH AVE Westbound				NORTH ACCESS Northbound				0 Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	238	0	0	4	184	0	0	1	0	4	0	0	0	0	431	0	
7:15 AM	0	0	236	3	0	2	160	0	0	0	0	3	0	0	0	0	404	0	
7:30 AM	0	0	240	2	0	2	193	0	0	0	0	4	0	0	0	0	441	0	
7:45 AM	0	0	293	0	0	4	184	0	0	1	0	12	0	0	0	0	494	1,770	
8:00 AM	0	0	258	0	1	5	170	0	0	1	0	6	0	0	0	0	441	1,780	
8:15 AM	0	0	228	2	3	1	167	0	0	0	0	2	0	0	0	0	403	1,779	
8:30 AM	0	0	206	0	1	0	147	0	0	0	0	2	0	0	0	0	356	1,694	
8:45 AM	0	0	168	0	1	3	155	0	0	0	0	3	0	0	0	0	330	1,530	
Count Total	0	0	1,867	7	6	21	1,360	0	0	3	0	36	0	0	0	0	3,300	0	
Peak Hour	All	0	0	1,027	5	1	13	707	0	0	2	0	25	0	0	0	0	1,780	0
	HV	0	0	48	1	0	0	78	0	0	1	0	2	0	0	0	0	130	0
	HV%	-	-	5%	20%	0%	0%	11%	-	-	50%	-	8%	-	-	-	-	7%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	10	21	2	0	33	0	0	0	0	0	0	0	0	0	0
7:15 AM	12	19	0	0	31	1	0	0	0	1	0	0	0	0	0
7:30 AM	10	23	1	0	34	0	0	0	0	0	0	0	0	0	0
7:45 AM	11	18	0	0	29	0	0	0	0	0	0	0	0	0	0
8:00 AM	16	18	2	0	36	0	0	0	0	0	0	0	0	0	0
8:15 AM	18	27	0	0	45	0	0	0	0	0	0	0	0	0	0
8:30 AM	15	17	0	0	32	0	0	0	0	0	0	0	0	0	0
8:45 AM	18	18	1	0	37	0	0	0	0	0	0	0	0	0	0
Count Total	110	161	6	0	277	1	0	0	0	1	0	0	0	0	0
Peak Hr	49	78	3	0	130	1	0	0	0	1	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E 70TH AVE				E 70TH AVE				NORTH ACCESS				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	10	0	0	1	20	0	0	1	0	1	0	0	0	0	33	0
7:15 AM	0	0	11	1	0	0	19	0	0	0	0	0	0	0	0	0	31	0
7:30 AM	0	0	10	0	0	0	23	0	0	0	0	1	0	0	0	0	34	0
7:45 AM	0	0	11	0	0	0	18	0	0	0	0	0	0	0	0	0	29	127
8:00 AM	0	0	16	0	0	0	18	0	0	1	0	1	0	0	0	0	36	130
8:15 AM	0	0	17	1	0	0	27	0	0	0	0	0	0	0	0	0	45	144
8:30 AM	0	0	15	0	1	0	16	0	0	0	0	0	0	0	0	0	32	142
8:45 AM	0	0	18	0	0	0	18	0	0	0	0	1	0	0	0	0	37	150
Count Total	0	0	108	2	1	1	159	0	0	2	0	4	0	0	0	0	277	0
Peak Hour	0	0	48	1	0	0	78	0	0	1	0	2	0	0	0	0	130	0

Two-Hour Count Summaries - Bikes

Interval Start	E 70TH AVE			E 70TH AVE			NORTH ACCESS			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	1	0

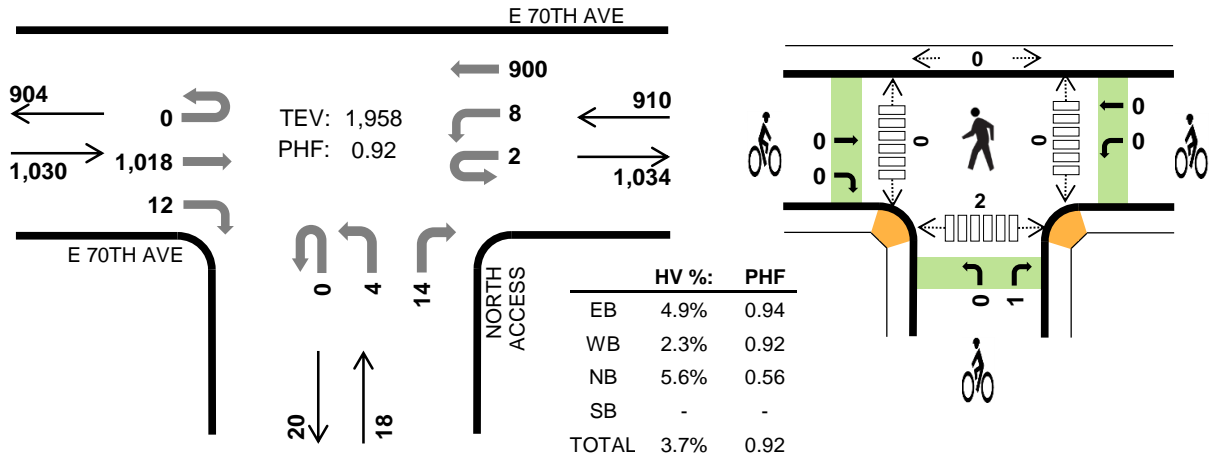
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

NORTH ACCESS E 70TH AVE



Peak Hour

Date: Wed, Aug 25, 2021
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:15 PM to 5:15 PM



Two-Hour Count Summaries

Interval Start	E 70TH AVE Eastbound				E 70TH AVE Westbound				NORTH ACCESS Northbound				0 Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	269	2	1	4	249	0	0	0	0	1	0	0	0	0	526	0	
4:15 PM	0	0	237	2	1	3	218	0	0	0	0	2	0	0	0	0	463	0	
4:30 PM	0	0	258	3	0	2	226	0	0	0	0	1	0	0	0	0	490	0	
4:45 PM	0	0	250	5	1	2	209	0	0	4	0	3	0	0	0	0	474	1,953	
5:00 PM	0	0	273	2	0	1	247	0	0	0	0	8	0	0	0	0	531	1,958	
5:15 PM	1	0	211	2	0	1	229	0	0	1	0	3	0	0	0	0	448	1,943	
5:30 PM	0	0	243	1	0	1	221	0	0	3	0	1	0	0	0	0	470	1,923	
5:45 PM	0	0	188	4	0	2	182	0	0	0	0	4	0	0	0	0	380	1,829	
Count Total	1	0	1,929	21	3	16	1,781	0	0	8	0	23	0	0	0	0	3,782	0	
Peak Hour	All	0	0	1,018	12	2	8	900	0	0	4	0	14	0	0	0	0	1,958	0
	HV	0	0	50	0	0	0	21	0	0	0	0	1	0	0	0	0	72	0
	HV%	-	-	5%	0%	0%	0%	2%	-	-	0%	-	7%	-	-	-	-	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	20	11	0	0	31	0	0	0	0	0	0	0	0	0	0
4:15 PM	11	10	0	0	21	0	0	0	0	0	0	0	0	0	0
4:30 PM	17	2	0	0	19	0	0	0	0	0	0	0	0	1	1
4:45 PM	12	3	0	0	15	0	0	0	0	0	0	0	0	0	0
5:00 PM	10	6	1	0	17	0	0	1	0	1	0	0	0	1	1
5:15 PM	13	4	0	0	17	0	1	0	0	1	0	0	0	0	0
5:30 PM	11	5	0	0	16	0	0	0	0	0	0	0	0	0	0
5:45 PM	8	6	0	0	14	0	0	0	0	0	0	0	0	0	0
Count Total	102	47	1	0	150	0	1	1	0	2	0	0	0	2	2
Peak Hr	50	21	1	0	72	0	0	1	0	1	0	0	0	2	2

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E 70TH AVE				E 70TH AVE				NORTH ACCESS				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	20	0	0	1	10	0	0	0	0	0	0	0	0	0	31	0
4:15 PM	0	0	11	0	0	0	10	0	0	0	0	0	0	0	0	0	21	0
4:30 PM	0	0	17	0	0	0	2	0	0	0	0	0	0	0	0	0	19	0
4:45 PM	0	0	12	0	0	0	3	0	0	0	0	0	0	0	0	0	15	86
5:00 PM	0	0	10	0	0	0	6	0	0	0	0	1	0	0	0	0	17	72
5:15 PM	0	0	13	0	0	0	4	0	0	0	0	0	0	0	0	0	17	68
5:30 PM	0	0	11	0	0	0	5	0	0	0	0	0	0	0	0	0	16	65
5:45 PM	0	0	7	1	0	0	6	0	0	0	0	0	0	0	0	0	14	64
Count Total	0	0	101	1	0	1	46	0	0	0	0	1	0	0	0	0	150	0
Peak Hour	0	0	50	0	0	0	21	0	0	0	0	1	0	0	0	0	72	0

Two-Hour Count Summaries - Bikes

Interval Start	E 70TH AVE			E 70TH AVE			NORTH ACCESS			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	1	0	0	0	1	0	0	0	2	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	1	0

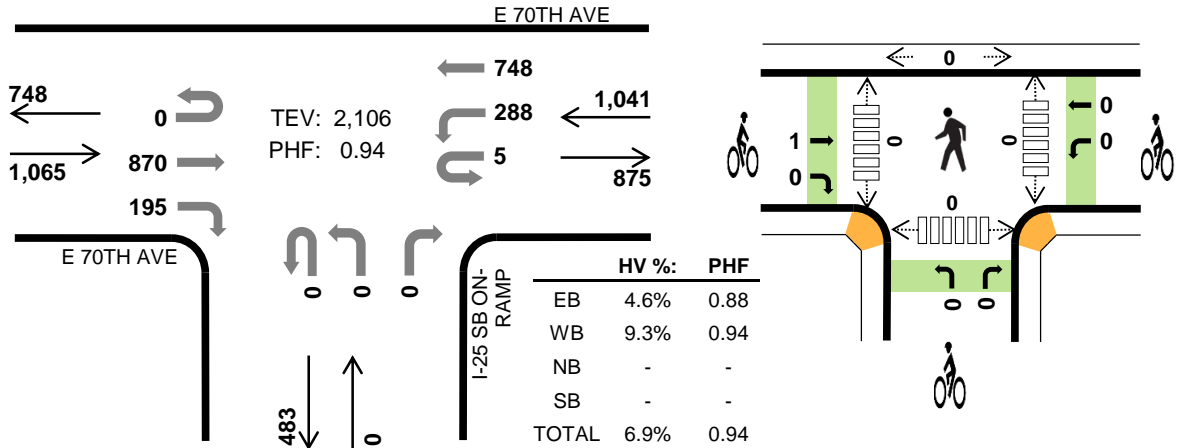
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

I-25 SB ON-RAMP E 70TH AVE



Peak Hour

Date: Wed, Aug 25, 2021
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:15 AM to 8:15 AM



Two-Hour Count Summaries

Interval Start	E 70TH AVE Eastbound				E 70TH AVE Westbound				I-25 SB ON-RAMP Northbound				0 Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	190	49	0	80	180	0	0	0	0	0	0	0	0	0	499	0	
7:15 AM	0	0	197	44	0	82	164	0	0	0	0	0	0	0	0	0	487	0	
7:30 AM	0	0	201	48	3	79	196	0	0	0	0	0	0	0	0	0	527	0	
7:45 AM	0	0	256	48	0	60	198	0	0	0	0	0	0	0	0	0	562	2,075	
8:00 AM	0	0	216	55	2	67	190	0	0	0	0	0	0	0	0	0	530	2,106	
8:15 AM	0	0	191	43	5	61	177	0	0	0	0	0	0	0	0	0	477	2,096	
8:30 AM	0	0	145	58	4	67	158	0	0	0	0	0	0	0	0	0	432	2,001	
8:45 AM	0	0	132	36	1	70	159	0	0	0	0	0	0	0	0	0	398	1,837	
Count Total	0	0	1,528	381	15	566	1,422	0	0	0	0	0	0	0	0	0	3,912	0	
Peak Hour	All	0	0	870	195	5	288	748	0	0	0	0	0	0	0	0	0	2,106	0
	HV	0	0	43	6	0	22	75	0	0	0	0	0	0	0	0	0	146	0
	HV%	-	-	5%	3%	0%	8%	10%	-	-	-	-	-	-	-	-	-	7%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	12	31	0	0	43	0	0	0	0	0	0	0	0	0	0
7:15 AM	9	16	0	0	25	1	0	0	0	1	0	0	0	0	0
7:30 AM	11	31	0	0	42	0	0	0	0	0	0	0	0	0	0
7:45 AM	12	24	0	0	36	0	0	0	0	0	0	0	0	0	0
8:00 AM	17	26	0	0	43	0	0	0	0	0	0	0	0	0	0
8:15 AM	15	31	0	0	46	0	0	0	0	0	0	0	0	0	0
8:30 AM	21	36	0	0	57	0	0	0	0	0	0	0	0	0	0
8:45 AM	16	23	0	0	39	0	0	0	0	0	0	0	0	0	0
Count Total	113	218	0	0	331	1	0	0	0	1	0	0	0	0	0
Peak Hr	49	97	0	0	146	1	0	0	0	1	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E 70TH AVE				E 70TH AVE				I-25 SB ON-RAMP				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	8	4	0	5	26	0	0	0	0	0	0	0	0	0	43	0
7:15 AM	0	0	8	1	0	7	9	0	0	0	0	0	0	0	0	0	25	0
7:30 AM	0	0	10	1	0	8	23	0	0	0	0	0	0	0	0	0	42	0
7:45 AM	0	0	11	1	0	1	23	0	0	0	0	0	0	0	0	0	36	146
8:00 AM	0	0	14	3	0	6	20	0	0	0	0	0	0	0	0	0	43	146
8:15 AM	0	0	11	4	0	8	23	0	0	0	0	0	0	0	0	0	46	167
8:30 AM	0	0	15	6	0	11	25	0	0	0	0	0	0	0	0	0	57	182
8:45 AM	0	0	14	2	0	10	13	0	0	0	0	0	0	0	0	0	39	185
Count Total	0	0	91	22	0	56	162	0	0	0	0	0	0	0	0	0	331	0
Peak Hour	0	0	43	6	0	22	75	0	0	0	0	0	0	0	0	0	146	0

Two-Hour Count Summaries - Bikes

Interval Start	E 70TH AVE			E 70TH AVE			I-25 SB ON-RAMP			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	1	0

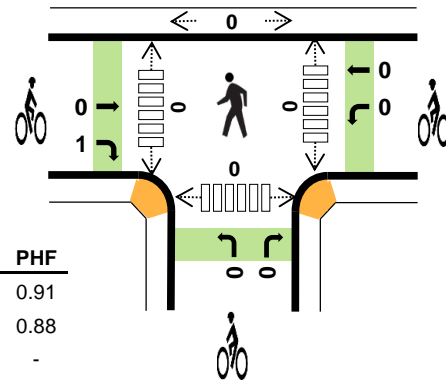
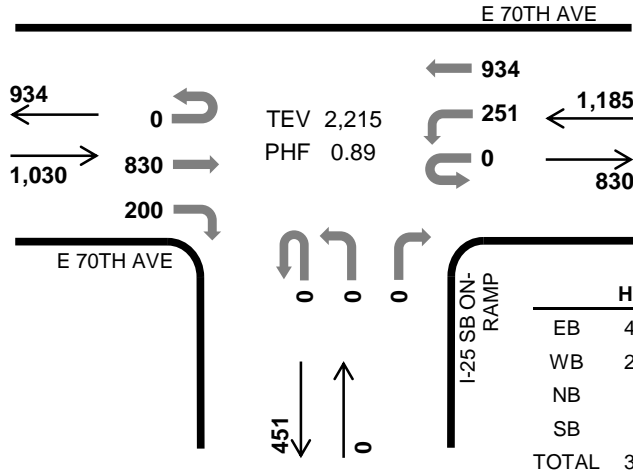
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

I-25 SB ON-RAMP E 70TH AVE



Peak Hour

Date: Wed, Aug 25, 2021
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	4.4%	0.91
WB	2.4%	0.88
NB	-	-
SB	-	-
TOTAL	3.3%	0.89

Two-Hour Count Summaries

Interval Start	E 70TH AVE Eastbound				E 70TH AVE Westbound				I-25 SB ON-RAMP Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	218	54	0	73	253	0	0	0	0	0	0	0	0	0	598	0
4:15 PM	0	0	191	43	0	51	230	0	0	0	0	0	0	0	0	0	515	0
4:30 PM	0	0	209	51	0	73	231	0	0	0	0	0	0	0	0	0	564	0
4:45 PM	0	0	212	41	0	52	211	0	0	0	0	0	0	0	0	0	516	2,193
5:00 PM	0	0	218	65	0	75	262	0	0	0	0	0	0	0	0	0	620	2,215
5:15 PM	0	0	175	40	0	77	217	0	0	0	0	0	0	0	0	0	509	2,209
5:30 PM	0	0	202	44	0	53	224	0	0	0	0	0	0	0	0	0	523	2,168
5:45 PM	0	0	149	43	0	57	186	0	0	0	0	0	0	0	0	0	435	2,087
Count Total	0	0	1,574	381	0	511	1,814	0	0	0	0	0	0	0	0	0	4,280	0
Peak Hour	All	0	0	830	200	0	251	934	0	0	0	0	0	0	0	0	2,215	0
	HV	0	0	38	7	0	6	22	0	0	0	0	0	0	0	0	73	0
	HV%	-	-	5%	4%	-	2%	2%	-	-	-	-	-	-	-	-	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	26	14	0	0	40	0	0	0	0	0	0	0	0	0	0
4:15 PM	6	11	0	0	17	0	0	0	0	0	0	0	0	0	0
4:30 PM	17	5	0	0	22	0	0	0	0	0	0	0	0	0	0
4:45 PM	11	4	0	0	15	0	0	0	0	0	0	0	0	0	0
5:00 PM	11	8	0	0	19	1	0	0	0	1	0	0	0	0	0
5:15 PM	14	7	0	0	21	0	0	0	0	0	0	0	0	0	0
5:30 PM	11	4	0	0	15	0	0	0	0	0	0	0	0	0	0
5:45 PM	6	7	0	0	13	0	0	0	0	0	0	0	0	0	0
Count Total	102	60	0	0	162	1	0	0	0	1	0	0	0	0	0
Peak Hr	45	28	0	0	73	1	0	0	0	1	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E 70TH AVE				E 70TH AVE				I-25 SB ON-RAMP				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	24	2	0	2	12	0	0	0	0	0	0	0	0	0	40	0
4:15 PM	0	0	5	1	0	0	11	0	0	0	0	0	0	0	0	0	17	0
4:30 PM	0	0	14	3	0	2	3	0	0	0	0	0	0	0	0	0	22	0
4:45 PM	0	0	9	2	0	4	0	0	0	0	0	0	0	0	0	0	15	94
5:00 PM	0	0	10	1	0	0	8	0	0	0	0	0	0	0	0	0	19	73
5:15 PM	0	0	12	2	0	2	5	0	0	0	0	0	0	0	0	0	21	77
5:30 PM	0	0	11	0	0	1	3	0	0	0	0	0	0	0	0	0	15	70
5:45 PM	0	0	6	0	0	2	5	0	0	0	0	0	0	0	0	0	13	68
Count Total	0	0	91	11	0	13	47	0	0	0	0	0	0	0	0	0	162	0
Peak Hour	0	0	38	7	0	6	22	0	0	0	0	0	0	0	0	0	73	0

Two-Hour Count Summaries - Bikes

Interval Start	E 70TH AVE			E 70TH AVE			I-25 SB ON-RAMP			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	1	0	0	0	0	0	0	0	0	0	1	0

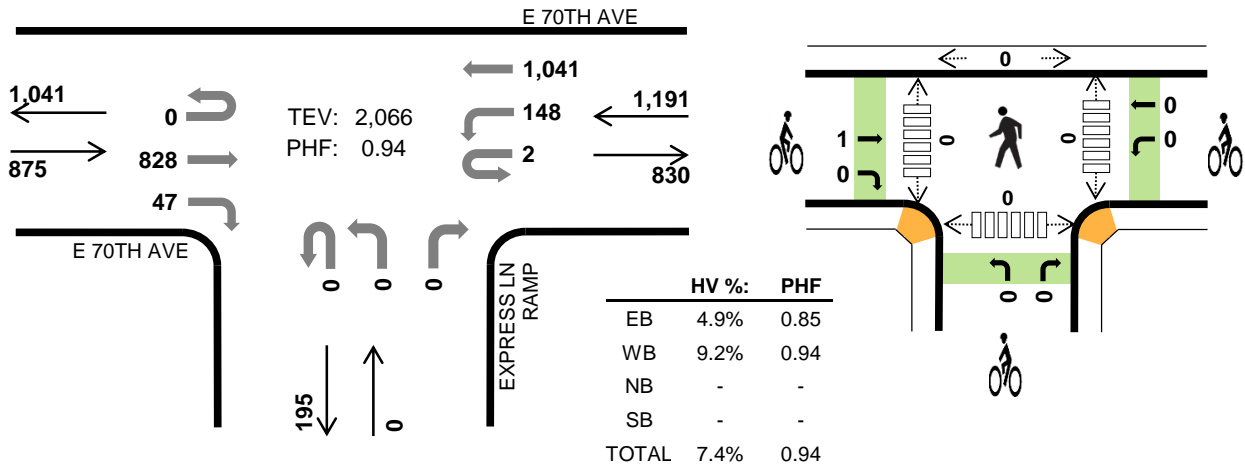
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

EXPRESS LN RAMP E 70TH AVE



Peak Hour

Date: Wed, Aug 25, 2021
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:15 AM to 8:15 AM



Two-Hour Count Summaries

Interval Start	E 70TH AVE Eastbound				E 70TH AVE Westbound				EXPRESS LN RAMP Northbound				0 Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	180	10	0	41	260	0	0	0	0	0	0	0	0	0	491	0	
7:15 AM	0	0	182	15	2	31	246	0	0	0	0	0	0	0	0	0	476	0	
7:30 AM	0	0	188	16	0	38	278	0	0	0	0	0	0	0	0	0	520	0	
7:45 AM	0	0	250	6	0	33	258	0	0	0	0	0	0	0	0	0	547	2,034	
8:00 AM	0	0	208	10	0	46	259	0	0	0	0	0	0	0	0	0	523	2,066	
8:15 AM	0	0	185	11	0	18	243	0	0	0	0	0	0	0	0	0	457	2,047	
8:30 AM	0	0	140	9	0	21	229	0	0	0	0	0	0	0	0	0	399	1,926	
8:45 AM	0	0	127	6	0	16	230	0	0	0	0	0	0	0	0	0	379	1,758	
Count Total	0	0	1,460	83	2	244	2,003	0	0	0	0	0	0	0	0	0	3,792	0	
Peak Hour	All	0	0	828	47	2	148	1,041	0	0	0	0	0	0	0	0	0	2,066	0
	HV	0	0	43	0	0	12	97	0	0	0	0	0	0	0	0	0	152	0
	HV%	-	-	5%	0%	0%	8%	9%	-	-	-	-	-	-	-	-	-	7%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	8	35	0	0	43	0	0	0	0	0	0	0	0	0	0
7:15 AM	8	21	0	0	29	1	0	0	0	1	0	0	0	0	0
7:30 AM	10	32	0	0	42	0	0	0	0	0	0	0	0	0	0
7:45 AM	11	25	0	0	36	0	0	0	0	0	0	0	0	0	0
8:00 AM	14	31	0	0	45	0	0	0	0	0	0	0	0	0	0
8:15 AM	11	31	0	0	42	0	0	0	0	0	0	0	0	0	0
8:30 AM	15	38	0	0	53	0	0	0	0	0	0	0	0	0	0
8:45 AM	14	26	0	0	40	0	0	0	0	0	0	0	0	0	0
Count Total	91	239	0	0	330	1	0	0	0	1	0	0	0	0	0
Peak Hr	43	109	0	0	152	1	0	0	0	1	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E 70TH AVE				E 70TH AVE				EXPRESS LN RAMP				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	8	0	0	4	31	0	0	0	0	0	0	0	0	0	43	0
7:15 AM	0	0	8	0	0	5	16	0	0	0	0	0	0	0	0	0	29	0
7:30 AM	0	0	10	0	0	1	31	0	0	0	0	0	0	0	0	0	42	0
7:45 AM	0	0	11	0	0	1	24	0	0	0	0	0	0	0	0	0	36	150
8:00 AM	0	0	14	0	0	5	26	0	0	0	0	0	0	0	0	0	45	152
8:15 AM	0	0	10	1	0	0	31	0	0	0	0	0	0	0	0	0	42	165
8:30 AM	0	0	15	0	0	2	36	0	0	0	0	0	0	0	0	0	53	176
8:45 AM	0	0	14	0	0	3	23	0	0	0	0	0	0	0	0	0	40	180
Count Total	0	0	90	1	0	21	218	0	0	0	0	0	0	0	0	0	330	0
Peak Hour	0	0	43	0	0	12	97	0	0	0	0	0	0	0	0	0	152	0

Two-Hour Count Summaries - Bikes

Interval Start	E 70TH AVE			E 70TH AVE			EXPRESS LN RAMP			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	1	0

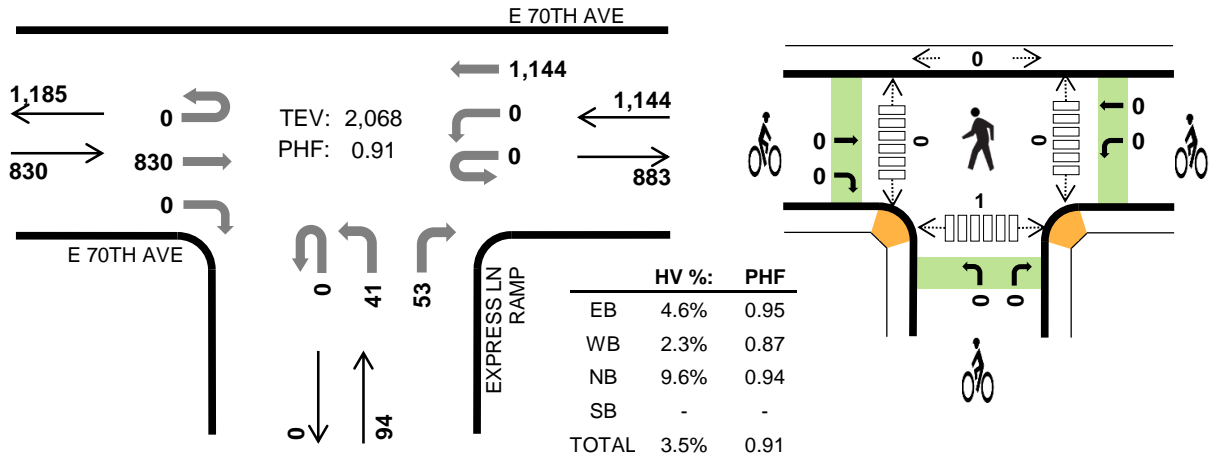
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

EXPRESS LN RAMP E 70TH AVE



Peak Hour

Date: Wed, Aug 25, 2021
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:15 PM to 5:15 PM



Two-Hour Count Summaries

Interval Start	E 70TH AVE Eastbound				E 70TH AVE Westbound				EXPRESS LN RAMP Northbound				0 Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	218	0	0	0	321	0	0	5	0	6	0	0	0	0	550	0	
4:15 PM	0	0	191	0	0	0	270	0	0	11	0	13	0	0	0	0	485	0	
4:30 PM	0	0	209	0	0	0	295	0	0	9	0	11	0	0	0	0	524	0	
4:45 PM	0	0	212	0	0	0	251	0	0	12	0	13	0	0	0	0	488	2,047	
5:00 PM	0	0	218	0	0	0	328	0	0	9	0	16	0	0	0	0	571	2,068	
5:15 PM	0	0	175	0	0	0	292	0	0	2	0	16	0	0	0	0	485	2,068	
5:30 PM	0	0	202	0	0	0	265	0	0	12	0	13	0	0	0	0	492	2,036	
5:45 PM	0	0	149	0	0	0	231	0	0	12	0	10	0	0	0	0	402	1,950	
Count Total	0	0	1,574	0	0	0	2,253	0	0	72	0	98	0	0	0	0	3,997	0	
Peak Hour	All	0	0	830	0	0	0	1,144	0	0	41	0	53	0	0	0	0	2,068	0
	HV	0	0	38	0	0	0	26	0	0	2	0	7	0	0	0	0	73	0
	HV%	-	-	5%	-	-	-	2%	-	-	5%	-	13%	-	-	-	-	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	24	14	0	0	38	0	0	0	0	0	0	0	0	0	0
4:15 PM	5	10	4	0	19	0	0	0	0	0	0	0	0	0	0
4:30 PM	14	5	1	0	20	0	0	0	0	0	0	0	0	1	1
4:45 PM	9	4	1	0	14	0	0	0	0	0	0	0	0	0	0
5:00 PM	10	7	3	0	20	0	0	0	0	0	0	0	0	0	0
5:15 PM	12	7	0	0	19	0	0	0	0	0	0	0	0	0	0
5:30 PM	11	4	2	0	17	0	0	0	0	0	0	0	0	0	0
5:45 PM	6	7	2	0	15	0	0	0	0	0	0	0	0	0	0
Count Total	91	58	13	0	162	0	0	0	0	0	0	0	0	1	1
Peak Hr	38	26	9	0	73	0	0	0	0	0	0	0	0	1	1

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E 70TH AVE				E 70TH AVE				EXPRESS LN RAMP				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	24	0	0	0	14	0	0	0	0	0	0	0	0	0	38	0
4:15 PM	0	0	5	0	0	0	10	0	0	1	0	3	0	0	0	0	19	0
4:30 PM	0	0	14	0	0	0	5	0	0	0	0	1	0	0	0	0	20	0
4:45 PM	0	0	9	0	0	0	4	0	0	0	0	1	0	0	0	0	14	91
5:00 PM	0	0	10	0	0	0	7	0	0	1	0	2	0	0	0	0	20	73
5:15 PM	0	0	12	0	0	0	7	0	0	0	0	0	0	0	0	0	19	73
5:30 PM	0	0	11	0	0	0	4	0	0	0	0	2	0	0	0	0	17	70
5:45 PM	0	0	6	0	0	0	7	0	0	0	0	2	0	0	0	0	15	71
Count Total	0	0	91	0	0	0	58	0	0	2	0	11	0	0	0	0	162	0
Peak Hour	0	0	38	0	0	0	26	0	0	2	0	7	0	0	0	0	73	0

Two-Hour Count Summaries - Bikes

Interval Start	E 70TH AVE			E 70TH AVE			EXPRESS LN RAMP			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

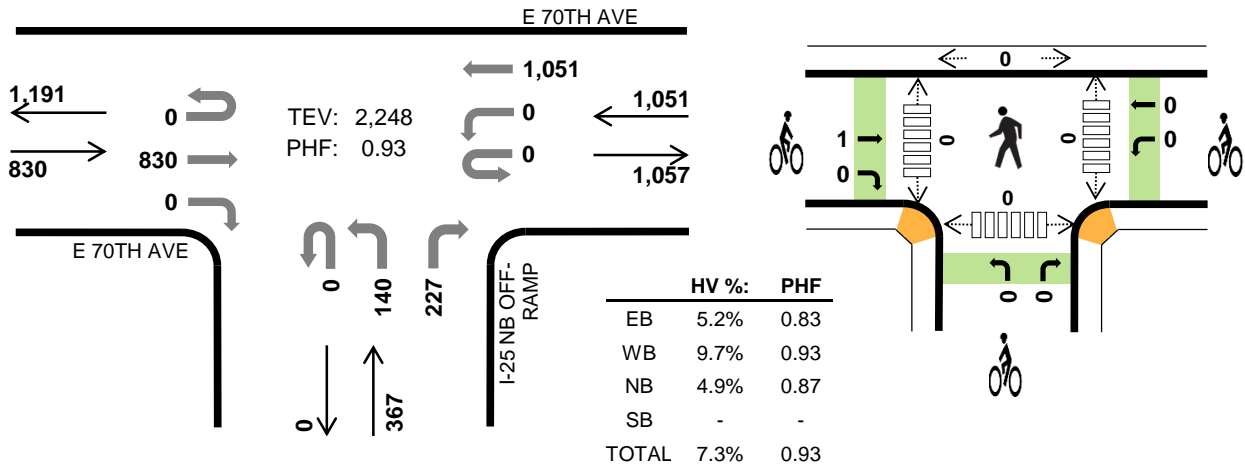
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

I-25 NB OFF-RAMP E 70TH AVE



Peak Hour

Date: Wed, Aug 25, 2021
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:15 AM to 8:15 AM



Two-Hour Count Summaries

Interval Start	E 70TH AVE Eastbound				E 70TH AVE Westbound				I-25 NB OFF-RAMP Northbound				0 Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	180	0	0	0	268	0	0	33	0	58	0	0	0	0	539	0	
7:15 AM	0	0	184	0	0	0	246	0	0	33	0	56	0	0	0	0	519	0	
7:30 AM	0	0	188	0	0	0	284	0	0	32	0	54	0	0	0	0	558	0	
7:45 AM	0	0	250	0	0	0	250	0	0	41	0	65	0	0	0	0	606	2,222	
8:00 AM	0	0	208	0	0	0	271	0	0	34	0	52	0	0	0	0	565	2,248	
8:15 AM	0	0	185	0	0	0	233	0	0	28	0	69	0	0	0	0	515	2,244	
8:30 AM	0	0	140	0	0	0	218	0	0	32	0	49	0	0	0	0	439	2,125	
8:45 AM	0	0	127	0	0	0	206	0	0	40	0	63	0	0	0	0	436	1,955	
Count Total	0	0	1,462	0	0	0	1,976	0	0	273	0	466	0	0	0	0	4,177	0	
Peak Hour	All	0	0	830	0	0	0	1,051	0	0	140	0	227	0	0	0	0	2,248	0
	HV	0	0	43	0	0	0	102	0	0	7	0	11	0	0	0	0	163	0
	HV%	-	-	5%	-	-	-	10%	-	-	5%	-	5%	-	-	-	-	7%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	8	33	2	0	43	0	0	0	0	0	0	0	0	0	0
7:15 AM	8	20	4	0	32	1	0	0	0	1	0	0	0	0	0
7:30 AM	10	30	6	0	46	0	0	0	0	0	0	0	0	0	0
7:45 AM	11	22	6	0	39	0	0	0	0	0	0	0	0	0	0
8:00 AM	14	30	2	0	46	0	0	0	0	0	0	0	0	0	0
8:15 AM	10	31	6	0	47	0	0	0	0	0	0	0	0	0	0
8:30 AM	15	31	10	0	56	0	0	0	0	0	0	0	0	0	0
8:45 AM	14	24	5	0	43	0	0	0	0	0	0	0	0	0	0
Count Total	90	221	41	0	352	1	0	0	0	1	0	0	0	0	0
Peak Hr	43	102	18	0	163	1	0	0	0	1	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E 70TH AVE				E 70TH AVE				I-25 NB OFF-RAMP				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	8	0	0	0	33	0	0	2	0	0	0	0	0	0	43	0
7:15 AM	0	0	8	0	0	0	20	0	0	1	0	3	0	0	0	0	32	0
7:30 AM	0	0	10	0	0	0	30	0	0	2	0	4	0	0	0	0	46	0
7:45 AM	0	0	11	0	0	0	22	0	0	3	0	3	0	0	0	0	39	160
8:00 AM	0	0	14	0	0	0	30	0	0	1	0	1	0	0	0	0	46	163
8:15 AM	0	0	10	0	0	0	31	0	0	0	0	6	0	0	0	0	47	178
8:30 AM	0	0	15	0	0	0	31	0	0	7	0	3	0	0	0	0	56	188
8:45 AM	0	0	14	0	0	0	24	0	0	2	0	3	0	0	0	0	43	192
Count Total	0	0	90	0	0	0	221	0	0	18	0	23	0	0	0	0	352	0
Peak Hour	0	0	43	0	0	0	102	0	0	7	0	11	0	0	0	0	163	0

Two-Hour Count Summaries - Bikes

Interval Start	E 70TH AVE			E 70TH AVE			I-25 NB OFF-RAMP			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	1	0

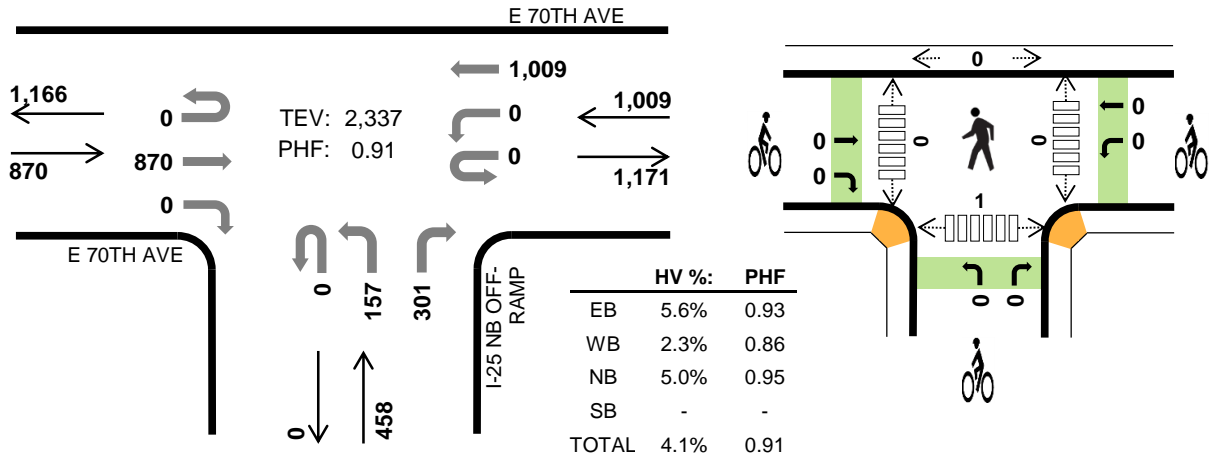
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

I-25 NB OFF-RAMP E 70TH AVE



Peak Hour

Date: Wed, Aug 25, 2021
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:30 PM to 5:30 PM



Two-Hour Count Summaries

Interval Start	E 70TH AVE Eastbound				E 70TH AVE Westbound				I-25 NB OFF-RAMP Northbound				0 Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	224	0	0	0	266	0	0	55	0	90	0	0	0	0	635	0	
4:15 PM	0	0	204	0	0	0	210	0	0	60	0	65	0	0	0	0	539	0	
4:30 PM	0	0	220	0	0	0	248	0	0	47	0	61	0	0	0	0	576	0	
4:45 PM	0	0	225	0	0	0	207	0	0	44	0	77	0	0	0	0	553	2,303	
5:00 PM	0	0	234	0	0	0	294	0	0	34	0	83	0	0	0	0	645	2,313	
5:15 PM	0	0	191	0	0	0	260	0	0	32	0	80	0	0	0	0	563	2,337	
5:30 PM	0	0	215	0	0	0	215	0	0	50	0	73	0	0	0	0	553	2,314	
5:45 PM	0	0	159	0	0	0	180	0	0	51	0	67	0	0	0	0	457	2,218	
Count Total	0	0	1,672	0	0	0	1,880	0	0	373	0	596	0	0	0	0	4,521	0	
Peak Hour	All	0	0	870	0	0	0	1,009	0	0	157	0	301	0	0	0	0	2,337	0
	HV	0	0	49	0	0	0	23	0	0	0	0	23	0	0	0	0	95	0
	HV%	-	-	6%	-	-	-	2%	-	-	0%	-	8%	-	-	-	-	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	24	13	17	0	54	0	0	0	0	0	0	0	0	0	0
4:15 PM	8	10	3	0	21	0	0	0	0	0	0	0	0	0	0
4:30 PM	15	5	4	0	24	0	0	0	0	0	0	0	0	1	1
4:45 PM	10	4	5	0	19	0	0	0	0	0	0	0	0	0	0
5:00 PM	12	7	8	0	27	0	0	0	0	0	0	0	0	0	0
5:15 PM	12	7	6	0	25	0	0	0	0	0	0	0	0	0	0
5:30 PM	13	4	5	0	22	0	0	0	0	0	0	0	0	0	0
5:45 PM	8	6	7	0	21	0	0	0	0	0	0	0	0	0	0
Count Total	102	56	55	0	213	0	0	0	0	0	0	0	0	1	1
Peak Hr	49	23	23	0	95	0	0	0	0	0	0	0	0	1	1

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E 70TH AVE				E 70TH AVE				I-25 NB OFF-RAMP				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	24	0	0	0	13	0	0	1	0	16	0	0	0	0	54	0
4:15 PM	0	0	8	0	0	0	10	0	0	0	0	3	0	0	0	0	21	0
4:30 PM	0	0	15	0	0	0	5	0	0	0	0	4	0	0	0	0	24	0
4:45 PM	0	0	10	0	0	0	4	0	0	0	0	5	0	0	0	0	19	118
5:00 PM	0	0	12	0	0	0	7	0	0	0	0	8	0	0	0	0	27	91
5:15 PM	0	0	12	0	0	0	7	0	0	0	0	6	0	0	0	0	25	95
5:30 PM	0	0	13	0	0	0	4	0	0	0	0	5	0	0	0	0	22	93
5:45 PM	0	0	8	0	0	0	6	0	0	1	0	6	0	0	0	0	21	95
Count Total	0	0	102	0	0	0	56	0	0	2	0	53	0	0	0	0	213	0
Peak Hour	0	0	49	0	0	0	23	0	0	0	0	23	0	0	0	0	95	0

Two-Hour Count Summaries - Bikes

Interval Start	E 70TH AVE			E 70TH AVE			I-25 NB OFF-RAMP			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

APPENDIX B

Future Traffic Projections

Project 7-Eleven (70th and Broadway)
 Subject Trip Generation for Convenience Store/Gas Station - VFP (9-15)
 Designed by TES Date November 03, 2021 Job No. 096376015
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Convenience Store/Gas Station - VFP (9-15) (945)

Independent Variable - 1,000 Square Feet (X)

SF= 5,000
 X = 5
 T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series page 893)

Average Weekday		Directional Distribution:	50% ent.	50% exit.
T = 56.52 (X)		T = 283	Average Vehicle Trip Ends	
T = 56.52 *	5.000	141 entering	142 exiting	
		141 + 142 =	283	

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series page 894)

Average Weekday		Directional Distribution:	50% ent.	50% exit.
T = 54.52 (X)		T = 273	Average Vehicle Trip Ends	
T = 54.52 *	5.000	136 entering	137 exiting	
		136 + 137 =	273	

Weekday (900 Series page 892)

Average Weekday		Directional Distribution:	50% entering,	50% exiting
T = 700.43 (X)		T = 3502	Average Vehicle Trip Ends	
T = 700.43 *	5.000	1751 entering	1751 exiting	
		1751 + 1751 =	3502	

Non Pass-By Trip Volumes (Per ITE Trip Generation Manual, 11th Edition)

PM Peak Hour =	25%	Non-Pass By	AM Peak Hour =	24%	Non-Pass By
	IN	Out	Total		
AM Peak	34	34	68		
PM Peak	34	34	68		
Daily	438	438	876		PM Peak Hour Rate Applied to Daily

Pass-By Trip Volumes (Per ITE Trip Generation Manual, 11th Edition)

PM Peak Hour =	75%	Pass By	AM Peak Hour =	76%	Pass By
	IN	Out	Total		
AM Peak	107	108	215		
PM Peak	102	103	205		
Daily	1313	1313	2626		PM Peak Hour Rate Applied to Daily

APPENDIX C

Trip Generation Worksheets

CDOT OTIS: 7-Eleven (70th & Broadway)

ROUTE	REFPT	ENDREFPT	LENGTH	AADT	AADTYR	YR20FACTOR	Annual Growth Rate	DHV	DD	LOCATION
224A	0.025	0.268	0.277	16000	2019	1.08	0.39%	11.5	66	ON SH 224 BROADWAY S/O SH 36
224A	0.268	0.768	0.501	21000	2019	1.17	0.79%	11	54	ON SH 224 70TH AVE W/O WASHINGTON ST
053A	1	1.663	0.668	11000	2019	1.02	0.10%	10.5	65	ON SH 53 BROADWAY S/O SH 224
						Average:	1.09	0.43%		

APPENDIX D

Intersection Analysis Worksheets

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕		↖	↕
Traffic Vol, veh/h	0	7	181	4	26	636
Future Vol, veh/h	0	7	181	4	26	636
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	206	5	30	723

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	106	0	0	211
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22
Pot Cap-1 Maneuver	0	928	-	-	1357
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	-	928	-	-	1357
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	928	1357
HCM Lane V/C Ratio	-	-	0.009	0.022
HCM Control Delay (s)	-	-	8.9	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕		↖	↕
Traffic Vol, veh/h	0	24	600	11	34	283
Future Vol, veh/h	0	24	600	11	34	283
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	26	659	12	37	311

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	336	0	0	671
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22
Pot Cap-1 Maneuver	0	660	-	-	915
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	-	660	-	-	915
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	660	915
HCM Lane V/C Ratio	-	-	0.04	0.041
HCM Control Delay (s)	-	-	10.7	9.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕		↖	↕
Traffic Vol, veh/h	0	7	183	4	26	641
Future Vol, veh/h	0	7	183	4	26	641
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	208	5	30	728

Major/Minor

	Minor1	Major1	Major2
Conflicting Flow All	-	107	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	926	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	926	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

	WB	NB	SB
HCM Control Delay, s	8.9	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt

	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	926	1355
HCM Lane V/C Ratio	-	-	0.009	0.022
HCM Control Delay (s)	-	-	8.9	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕		↖	↕
Traffic Vol, veh/h	0	24	605	11	34	285
Future Vol, veh/h	0	24	605	11	34	285
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	26	665	12	37	313

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	339	0	0	677
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22
Pot Cap-1 Maneuver	0	657	-	-	911
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	-	657	-	-	911
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	657	911
HCM Lane V/C Ratio	-	-	0.04	0.041
HCM Control Delay (s)	-	-	10.7	9.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕		↖	↕
Traffic Vol, veh/h	0	76	181	19	53	652
Future Vol, veh/h	0	76	181	19	53	652
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	86	206	22	60	741

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	114	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	917	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	917	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	917	1337
HCM Lane V/C Ratio	-	-	0.094	0.045
HCM Control Delay (s)	-	-	9.3	7.8
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕		↖	↕
Traffic Vol, veh/h	0	105	602	20	61	296
Future Vol, veh/h	0	105	602	20	61	296
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	115	662	22	67	325

Major/Minor

	Minor1	Major1	Major2		
Conflicting Flow All	-	342	0	0	684
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22
Pot Cap-1 Maneuver	0	654	-	-	905
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	-	654	-	-	905
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach

	WB	NB	SB
HCM Control Delay, s	11.7	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt

	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	654	905
HCM Lane V/C Ratio	-	-	0.176	0.074
HCM Control Delay (s)	-	-	11.7	9.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.2

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕		↖	↕
Traffic Vol, veh/h	0	8	201	4	29	705
Future Vol, veh/h	0	8	201	4	29	705
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	218	4	32	766

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	111	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	921	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	921	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	921	1344
HCM Lane V/C Ratio	-	-	0.009	0.023
HCM Control Delay (s)	-	-	8.9	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕		↖	↕
Traffic Vol, veh/h	0	27	665	12	38	314
Future Vol, veh/h	0	27	665	12	38	314
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	723	13	41	341

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	368	0	0	736
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22
Pot Cap-1 Maneuver	0	629	-	-	865
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	-	629	-	-	865
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	629	865
HCM Lane V/C Ratio	-	-	0.047	0.048
HCM Control Delay (s)	-	-	11	9.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕		↖	↕
Traffic Vol, veh/h	0	80	200	20	60	720
Future Vol, veh/h	0	80	200	20	60	720
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	87	217	22	65	783

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	120	0	0	239
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22
Pot Cap-1 Maneuver	0	909	-	-	1325
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	-	909	-	-	1325
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	909	1325
HCM Lane V/C Ratio	-	-	0.096	0.049
HCM Control Delay (s)	-	-	9.4	7.9
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.2

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕		↖	↕
Traffic Vol, veh/h	0	110	665	25	65	325
Future Vol, veh/h	0	110	665	25	65	325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	120	723	27	71	353

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	375	0	0	750
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22
Pot Cap-1 Maneuver	0	623	-	-	855
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	-	623	-	-	855
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	623	855
HCM Lane V/C Ratio	-	-	0.192	0.083
HCM Control Delay (s)	-	-	12.1	9.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.3

Timings
2: Broadway & 70th Ave

2021 Existing AM.syn
09/03/2021

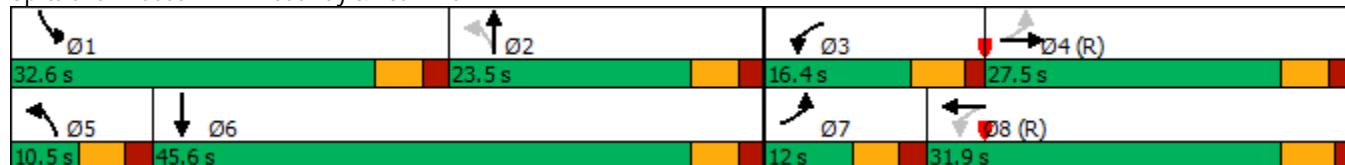


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↗	↖	↕	↗	↕	↗
Traffic Volume (vph)	101	371	145	266	306	18	107	594	484	169
Future Volume (vph)	101	371	145	266	306	18	107	594	484	169
Turn Type	pm+pt	NA	pm+pt	NA	Free	pm+pt	NA	Prot	NA	Free
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases	4		8		Free	2				Free
Detector Phase	7	4	3	8		5	2	1	6	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	10.5	23.5	10.5	23.5		10.5	23.5	10.5	23.5	
Total Split (s)	12.0	27.5	16.4	31.9		10.5	23.5	32.6	45.6	
Total Split (%)	12.0%	27.5%	16.4%	31.9%		10.5%	23.5%	32.6%	45.6%	
Yellow Time (s)	3.5	3.5	4.0	4.0		3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0	1.5	1.5		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max		None	Max	None	Max	
Act Effect Green (s)	29.3	22.8	36.5	26.4	100.0	26.1	21.1	24.0	46.4	100.0
Actuated g/C Ratio	0.29	0.23	0.36	0.26	1.00	0.26	0.21	0.24	0.46	1.00
v/c Ratio	0.40	0.59	0.54	0.61	0.22	0.08	0.27	0.81	0.33	0.12
Control Delay	25.9	37.2	34.2	46.7	0.3	16.8	21.1	44.2	18.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	37.2	34.2	46.7	0.3	16.8	21.1	44.2	18.6	0.2
LOS	C	D	C	D	A	B	C	D	B	A
Approach Delay		35.0		24.4			20.7		28.3	
Approach LOS		D		C			C		C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 28.0
 Intersection LOS: C
 Intersection Capacity Utilization 60.6%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: Broadway & 70th Ave



HCM 6th Signalized Intersection Summary
2: Broadway & 70th Ave

2021 Existing AM.syn
09/03/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↗	↗	↗
Traffic Volume (veh/h)	101	371	52	145	266	306	18	107	75	594	484	169
Future Volume (veh/h)	101	371	52	145	266	306	18	107	75	594	484	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	113	417	58	163	299	0	20	120	84	667	544	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	337	857	118	370	553		283	414	270	765	1425	
Arrive On Green	0.06	0.27	0.27	0.03	0.10	0.00	0.02	0.20	0.20	0.22	0.40	0.00
Sat Flow, veh/h	1781	3136	433	1781	1870	1585	1781	2062	1343	3456	3554	1585
Grp Volume(v), veh/h	113	235	240	163	299	0	20	102	102	667	544	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1792	1781	1870	1585	1781	1777	1629	1728	1777	1585
Q Serve(g_s), s	4.5	11.1	11.2	6.4	15.2	0.0	0.9	4.9	5.3	18.6	10.8	0.0
Cycle Q Clear(g_c), s	4.5	11.1	11.2	6.4	15.2	0.0	0.9	4.9	5.3	18.6	10.8	0.0
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	337	486	490	370	553		283	357	327	765	1425	
V/C Ratio(X)	0.33	0.48	0.49	0.44	0.54		0.07	0.29	0.31	0.87	0.38	
Avail Cap(c_a), veh/h	342	486	490	414	553		334	357	327	936	1425	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.5	30.4	30.5	24.9	38.7	0.0	30.6	33.9	34.1	37.6	21.2	0.0
Incr Delay (d2), s/veh	0.6	3.4	3.5	0.8	3.8	0.0	0.1	2.0	2.5	7.7	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	5.2	5.3	2.9	8.2	0.0	0.4	2.3	2.3	8.6	4.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	33.9	34.0	25.7	42.4	0.0	30.7	35.9	36.5	45.3	22.0	0.0
LnGrp LOS	C	C	C	C	D		C	D	D	D	C	
Approach Vol, veh/h		588			462	A		224			1211	A
Approach Delay, s/veh		32.2			36.5			35.7			34.8	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.6	25.6	13.9	32.8	7.6	45.6	11.7	35.0				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	27.1	18.0	10.9	22.0	5.0	40.1	6.5	26.4				
Max Q Clear Time (g_c+I1), s	20.6	7.3	8.4	13.2	2.9	12.8	6.5	17.2				
Green Ext Time (p_c), s	1.5	0.8	0.1	1.9	0.0	3.9	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
2: Broadway & 70th Ave

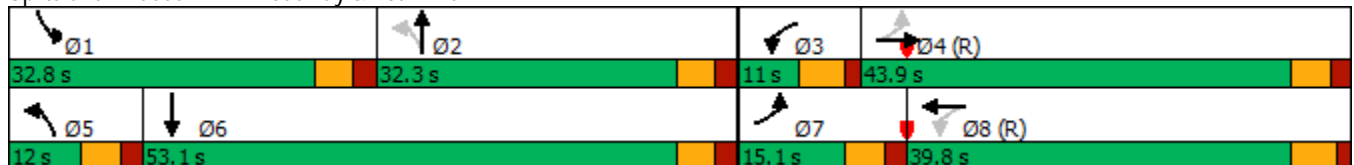


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↗	↖	↕	↗	↕	↗
Traffic Volume (vph)	128	347	64	325	523	92	376	517	203	160
Future Volume (vph)	128	347	64	325	523	92	376	517	203	160
Turn Type	pm+pt	NA	pm+pt	NA	Free	pm+pt	NA	Prot	NA	Free
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases	4		8		Free	2				Free
Detector Phase	7	4	3	8		5	2	1	6	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	10.5	23.5	10.5	23.5		10.5	23.5	10.5	23.5	
Total Split (s)	15.1	43.9	11.0	39.8		12.0	32.3	32.8	53.1	
Total Split (%)	12.6%	36.6%	9.2%	33.2%		10.0%	26.9%	27.3%	44.3%	
Yellow Time (s)	3.5	3.5	4.0	4.0		3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0	1.5	1.5		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max		None	Max	None	Max	
Act Effect Green (s)	48.3	40.6	40.2	34.7	120.0	37.0	30.5	23.6	47.6	120.0
Actuated g/C Ratio	0.40	0.34	0.34	0.29	1.00	0.31	0.25	0.20	0.40	1.00
v/c Ratio	0.44	0.34	0.19	0.64	0.35	0.25	0.64	0.81	0.15	0.11
Control Delay	27.4	30.6	41.4	66.2	0.6	20.6	40.4	55.6	23.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	30.6	41.4	66.2	0.6	20.6	40.4	55.6	23.6	0.1
LOS	C	C	D	E	A	C	D	E	C	A
Approach Delay		29.8		26.8			37.5		38.2	
Approach LOS		C		C			D		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 33.0
 Intersection LOS: C
 Intersection Capacity Utilization 73.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: Broadway & 70th Ave



HCM 6th Signalized Intersection Summary
2: Broadway & 70th Ave

2021 Existing PM.syn
09/03/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	347	38	64	325	523	92	376	165	517	203	160
Future Volume (veh/h)	128	347	38	64	325	523	92	376	165	517	203	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	135	365	40	67	342	0	97	396	174	544	214	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	354	1062	116	365	558		470	651	282	623	1410	
Arrive On Green	0.07	0.33	0.33	0.06	0.50	0.00	0.05	0.27	0.27	0.18	0.40	0.00
Sat Flow, veh/h	1781	3232	352	1781	1870	1585	1781	2412	1046	3456	3554	1585
Grp Volume(v), veh/h	135	200	205	67	342	0	97	290	280	544	214	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1807	1781	1870	1585	1781	1777	1682	1728	1777	1585
Q Serve(g_s), s	6.2	10.2	10.3	3.1	15.8	0.0	4.7	17.1	17.5	18.4	4.6	0.0
Cycle Q Clear(g_c), s	6.2	10.2	10.3	3.1	15.8	0.0	4.7	17.1	17.5	18.4	4.6	0.0
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.62	1.00		1.00
Lane Grp Cap(c), veh/h	354	584	594	365	558		470	480	454	623	1410	
V/C Ratio(X)	0.38	0.34	0.35	0.18	0.61		0.21	0.61	0.62	0.87	0.15	
Avail Cap(c_a), veh/h	375	584	594	379	558		472	480	454	786	1410	
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	30.5	30.5	26.9	25.1	0.0	29.1	38.2	38.4	47.9	23.2	0.0
Incr Delay (d2), s/veh	0.7	1.6	1.6	0.2	5.0	0.0	0.2	5.6	6.1	8.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	4.6	4.8	1.3	6.6	0.0	2.0	8.2	8.0	8.7	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	32.1	32.1	27.2	30.0	0.0	29.3	43.8	44.5	56.8	23.5	0.0
LnGrp LOS	C	C	C	C	C		C	D	D	E	C	
Approach Vol, veh/h		540			409	A		667			758	A
Approach Delay, s/veh		31.0			29.6			42.0			47.4	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.1	37.9	10.1	44.9	11.9	53.1	13.7	41.3				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	27.3	26.8	5.5	38.4	6.5	47.6	9.6	34.3				
Max Q Clear Time (g_c+l1), s	20.4	19.5	5.1	12.3	6.7	6.6	8.2	17.8				
Green Ext Time (p_c), s	1.2	2.1	0.0	2.5	0.0	1.5	0.0	1.8				

Intersection Summary

HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
2: Broadway & 70th Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖	↗	↗	↗	↗
Traffic Volume (vph)	102	374	146	268	309	18	108	599	488	170
Future Volume (vph)	102	374	146	268	309	18	108	599	488	170
Turn Type	pm+pt	NA	pm+pt	NA	Free	pm+pt	NA	Prot	NA	Free
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases	4		8		Free	2				Free
Detector Phase	7	4	3	8		5	2	1	6	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	10.5	23.5	10.5	23.5		10.5	23.5	10.5	23.5	
Total Split (s)	12.0	27.5	16.4	31.9		10.5	23.5	32.6	45.6	
Total Split (%)	12.0%	27.5%	16.4%	31.9%		10.5%	23.5%	32.6%	45.6%	
Yellow Time (s)	3.5	3.5	4.0	4.0		3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0	1.5	1.5		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max		None	Max	None	Max	
Act Effect Green (s)	29.3	22.8	36.5	26.4	100.0	26.1	21.1	24.0	46.4	100.0
Actuated g/C Ratio	0.29	0.23	0.36	0.26	1.00	0.26	0.21	0.24	0.46	1.00
v/c Ratio	0.41	0.60	0.55	0.61	0.22	0.08	0.27	0.82	0.33	0.12
Control Delay	26.1	37.3	34.4	46.8	0.3	16.8	21.1	44.4	18.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	37.3	34.4	46.8	0.3	16.8	21.1	44.4	18.6	0.2
LOS	C	D	C	D	A	B	C	D	B	A
Approach Delay		35.1		24.4			20.7		28.4	
Approach LOS		D		C			C		C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 28.1
 Intersection LOS: C
 Intersection Capacity Utilization 60.9%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: Broadway & 70th Ave



HCM 6th Signalized Intersection Summary
 2: Broadway & 70th Ave

2023 Background AM.syn
 09/03/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↗	↗	↗
Traffic Volume (veh/h)	102	374	52	146	268	309	18	108	76	599	488	170
Future Volume (veh/h)	102	374	52	146	268	309	18	108	76	599	488	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	420	58	164	301	0	20	121	85	673	548	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	337	856	118	370	551		281	410	268	771	1425	
Arrive On Green	0.06	0.27	0.27	0.03	0.10	0.00	0.02	0.20	0.20	0.22	0.40	0.00
Sat Flow, veh/h	1781	3139	431	1781	1870	1585	1781	2059	1346	3456	3554	1585
Grp Volume(v), veh/h	115	237	241	164	301	0	20	103	103	673	548	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1793	1781	1870	1585	1781	1777	1628	1728	1777	1585
Q Serve(g_s), s	4.6	11.2	11.3	6.5	15.3	0.0	0.9	4.9	5.4	18.8	10.9	0.0
Cycle Q Clear(g_c), s	4.6	11.2	11.3	6.5	15.3	0.0	0.9	4.9	5.4	18.8	10.9	0.0
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.83	1.00		1.00
Lane Grp Cap(c), veh/h	337	485	489	370	551		281	354	325	771	1425	
V/C Ratio(X)	0.34	0.49	0.49	0.44	0.55		0.07	0.29	0.32	0.87	0.38	
Avail Cap(c_a), veh/h	340	485	489	413	551		332	354	325	936	1425	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.5	30.5	30.6	25.0	38.8	0.0	30.7	34.0	34.2	37.5	21.2	0.0
Incr Delay (d2), s/veh	0.6	3.5	3.5	0.8	3.9	0.0	0.1	2.1	2.6	7.9	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	5.2	5.3	3.0	8.3	0.0	0.4	2.3	2.4	8.7	4.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	34.0	34.1	25.8	42.6	0.0	30.8	36.1	36.8	45.4	22.0	0.0
LnGrp LOS	C	C	C	C	D		C	D	D	D	C	
Approach Vol, veh/h		593			465	A		226			1221	A
Approach Delay, s/veh		32.3			36.7			35.9			34.9	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.8	25.4	14.0	32.8	7.6	45.6	11.8	35.0				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	27.1	18.0	10.9	22.0	5.0	40.1	6.5	26.4				
Max Q Clear Time (g_c+I1), s	20.8	7.4	8.5	13.3	2.9	12.9	6.6	17.3				
Green Ext Time (p_c), s	1.5	0.8	0.1	1.9	0.0	4.0	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
2: Broadway & 70th Ave

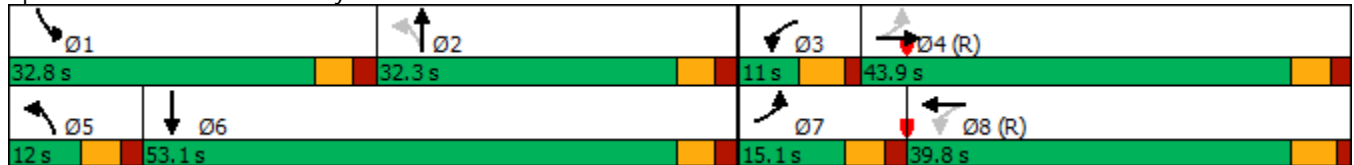


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↖	↕	↖	↕	↖
Traffic Volume (vph)	129	350	65	328	528	93	379	521	205	161
Future Volume (vph)	129	350	65	328	528	93	379	521	205	161
Turn Type	pm+pt	NA	pm+pt	NA	Free	pm+pt	NA	Prot	NA	Free
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases	4		8		Free	2				Free
Detector Phase	7	4	3	8		5	2	1	6	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	10.5	23.5	10.5	23.5		10.5	23.5	10.5	23.5	
Total Split (s)	15.1	43.9	11.0	39.8		12.0	32.3	32.8	53.1	
Total Split (%)	12.6%	36.6%	9.2%	33.2%		10.0%	26.9%	27.3%	44.3%	
Yellow Time (s)	3.5	3.5	4.0	4.0		3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0	1.5	1.5		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max		None	Max	None	Max	
Act Effect Green (s)	48.3	40.6	40.2	34.7	120.0	36.8	30.3	23.8	47.6	120.0
Actuated g/C Ratio	0.40	0.34	0.34	0.29	1.00	0.31	0.25	0.20	0.40	1.00
v/c Ratio	0.45	0.34	0.19	0.64	0.35	0.25	0.64	0.81	0.15	0.11
Control Delay	27.5	30.7	41.5	66.4	0.6	20.7	40.7	55.6	23.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.5	30.7	41.5	66.4	0.6	20.7	40.7	55.6	23.6	0.1
LOS	C	C	D	E	A	C	D	E	C	A
Approach Delay		29.9		26.9			37.7		38.2	
Approach LOS		C		C			D		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 33.1
 Intersection LOS: C
 Intersection Capacity Utilization 73.4%
 ICU Level of Service D
 Analysis Period (min) 15

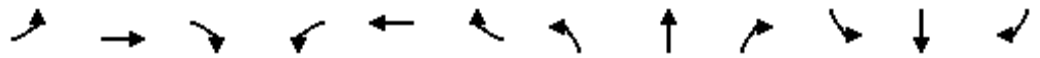
Splits and Phases: 2: Broadway & 70th Ave



HCM 6th Signalized Intersection Summary
2: Broadway & 70th Ave

2023 Background PM.syn

09/03/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	↗
Traffic Volume (veh/h)	129	350	38	65	328	528	93	379	166	521	205	161
Future Volume (veh/h)	129	350	38	65	328	528	93	379	166	521	205	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	368	40	68	345	0	98	399	175	548	216	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	351	1059	114	364	556		470	650	282	627	1410	
Arrive On Green	0.07	0.33	0.33	0.06	0.50	0.00	0.05	0.27	0.27	0.18	0.40	0.00
Sat Flow, veh/h	1781	3235	349	1781	1870	1585	1781	2414	1045	3456	3554	1585
Grp Volume(v), veh/h	136	201	207	68	345	0	98	292	282	548	216	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1807	1781	1870	1585	1781	1777	1682	1728	1777	1585
Q Serve(g_s), s	6.3	10.3	10.4	3.2	16.1	0.0	4.7	17.3	17.6	18.5	4.7	0.0
Cycle Q Clear(g_c), s	6.3	10.3	10.4	3.2	16.1	0.0	4.7	17.3	17.6	18.5	4.7	0.0
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.62	1.00		1.00
Lane Grp Cap(c), veh/h	351	582	592	364	556		470	478	453	627	1410	
V/C Ratio(X)	0.39	0.35	0.35	0.19	0.62		0.21	0.61	0.62	0.87	0.15	
Avail Cap(c_a), veh/h	372	582	592	377	556		470	478	453	786	1410	
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.3	30.6	30.6	27.0	25.3	0.0	29.1	38.3	38.5	47.8	23.3	0.0
Incr Delay (d2), s/veh	0.7	1.6	1.6	0.2	5.1	0.0	0.2	5.7	6.3	9.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	4.7	4.8	1.3	6.7	0.0	2.1	8.3	8.1	8.7	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	32.2	32.3	27.2	30.4	0.0	29.3	44.1	44.8	56.9	23.5	0.0
LnGrp LOS	C	C	C	C	C		C	D	D	E	C	
Approach Vol, veh/h		544			413	A		672			764	A
Approach Delay, s/veh		31.2			29.9			42.2			47.4	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.3	37.8	10.1	44.8	12.0	53.1	13.7	41.2				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	27.3	26.8	5.5	38.4	6.5	47.6	9.6	34.3				
Max Q Clear Time (g_c+l1), s	20.5	19.6	5.2	12.4	6.7	6.7	8.3	18.1				
Green Ext Time (p_c), s	1.2	2.1	0.0	2.5	0.0	1.5	0.0	1.8				

Intersection Summary

HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
2: Broadway & 70th Ave

2023 Total AM.syn
11/03/2021

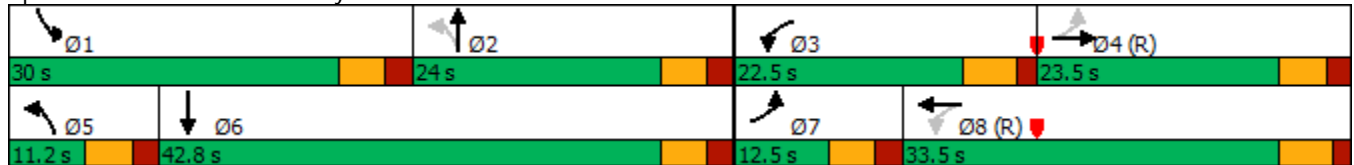


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	102	406	166	271	322	46	143	624	507	170
Future Volume (vph)	102	406	166	271	322	46	143	624	507	170
Turn Type	pm+pt	NA	pm+pt	NA	Free	pm+pt	NA	Prot	NA	Free
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases	4		8		Free	2				Free
Detector Phase	7	4	3	8		5	2	1	6	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	10.5	23.5	10.5	23.5		10.5	23.5	10.5	23.5	
Total Split (s)	12.5	23.5	22.5	33.5		11.2	24.0	30.0	42.8	
Total Split (%)	12.5%	23.5%	22.5%	33.5%		11.2%	24.0%	30.0%	42.8%	
Yellow Time (s)	3.5	3.5	4.0	4.0		3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0	1.5	1.5		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max		None	Max	None	Max	
Act Effect Green (s)	29.4	22.4	39.4	28.1	100.0	25.3	19.6	23.4	39.5	100.0
Actuated g/C Ratio	0.29	0.22	0.39	0.28	1.00	0.25	0.20	0.23	0.40	1.00
v/c Ratio	0.36	0.65	0.56	0.58	0.23	0.20	0.35	0.87	0.41	0.12
Control Delay	23.6	39.8	29.1	40.1	0.3	18.8	23.7	49.8	23.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.6	39.8	29.1	40.1	0.3	18.8	23.7	49.8	23.6	0.2
LOS	C	D	C	D	A	B	C	D	C	A
Approach Delay		36.9		20.8			22.8		33.1	
Approach LOS		D		C			C		C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 29.6
 Intersection LOS: C
 Intersection Capacity Utilization 64.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: Broadway & 70th Ave



HCM 6th Signalized Intersection Summary

2023 Total AM.syn

11/03/2021

2: Broadway & 70th Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	406	52	166	271	322	46	143	82	624	507	170
Future Volume (veh/h)	102	406	52	166	271	322	46	143	82	624	507	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	456	58	187	304	0	52	161	92	701	570	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	347	866	110	376	572		296	413	224	780	1326	
Arrive On Green	0.06	0.27	0.27	0.03	0.10	0.00	0.04	0.19	0.19	0.23	0.37	0.00
Sat Flow, veh/h	1781	3173	402	1781	1870	1585	1781	2224	1206	3456	3554	1585
Grp Volume(v), veh/h	115	254	260	187	304	0	52	127	126	701	570	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1798	1781	1870	1585	1781	1777	1653	1728	1777	1585
Q Serve(g_s), s	4.6	12.1	12.3	7.4	15.4	0.0	2.3	6.3	6.7	19.7	12.0	0.0
Cycle Q Clear(g_c), s	4.6	12.1	12.3	7.4	15.4	0.0	2.3	6.3	6.7	19.7	12.0	0.0
Prop In Lane	1.00		0.22	1.00		1.00	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	347	485	491	376	572		296	330	307	780	1326	
V/C Ratio(X)	0.33	0.52	0.53	0.50	0.53		0.18	0.38	0.41	0.90	0.43	
Avail Cap(c_a), veh/h	359	485	491	508	572		330	330	307	847	1326	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.4	30.9	30.9	24.9	38.2	0.0	31.0	35.7	35.9	37.6	23.4	0.0
Incr Delay (d2), s/veh	0.6	4.0	4.0	1.0	3.5	0.0	0.3	3.4	4.0	11.9	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	5.7	5.8	3.4	8.3	0.0	1.0	3.0	3.0	9.5	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	34.9	34.9	25.9	41.7	0.0	31.3	39.1	39.9	49.5	24.4	0.0
LnGrp LOS	C	C	C	C	D		C	D	D	D	C	
Approach Vol, veh/h		629			491	A		305			1271	A
Approach Delay, s/veh		33.1			35.7			38.1			38.3	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.1	24.1	15.1	32.8	9.3	42.8	11.8	36.1				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	24.5	18.5	17.0	18.0	5.7	37.3	7.0	28.0				
Max Q Clear Time (g_c+l1), s	21.7	8.7	9.4	14.3	4.3	14.0	6.6	17.4				
Green Ext Time (p_c), s	0.9	1.0	0.3	1.1	0.0	4.0	0.0	1.3				

Intersection Summary

HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
2: Broadway & 70th Ave

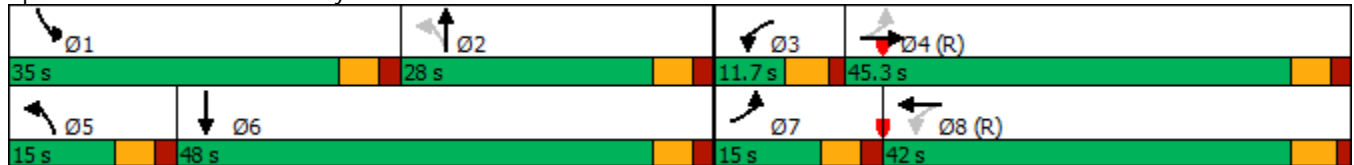


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↖	↕	↖	↕	↖
Traffic Volume (vph)	129	387	83	331	540	125	417	552	223	161
Future Volume (vph)	129	387	83	331	540	125	417	552	223	161
Turn Type	pm+pt	NA	pm+pt	NA	Free	pm+pt	NA	Prot	NA	Free
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases	4		8		Free	2				Free
Detector Phase	7	4	3	8		5	2	1	6	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	10.5	23.5	10.5	23.5		10.5	23.5	10.5	23.5	
Total Split (s)	15.0	45.3	11.7	42.0		15.0	28.0	35.0	48.0	
Total Split (%)	12.5%	37.8%	9.8%	35.0%		12.5%	23.3%	29.2%	40.0%	
Yellow Time (s)	3.5	3.5	4.0	4.0		3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0	1.5	1.5		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max		None	Max	None	Max	
Act Effect Green (s)	48.9	39.8	43.1	36.9	120.0	35.9	26.9	25.1	43.0	120.0
Actuated g/C Ratio	0.41	0.33	0.36	0.31	1.00	0.30	0.22	0.21	0.36	1.00
v/c Ratio	0.42	0.38	0.25	0.61	0.36	0.34	0.78	0.81	0.19	0.11
Control Delay	25.4	31.3	40.2	62.2	0.6	22.8	49.0	54.5	27.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	31.3	40.2	62.2	0.6	22.8	49.0	54.5	27.1	0.1
LOS	C	C	D	E	A	C	D	D	C	A
Approach Delay		29.9		25.4			44.5		38.7	
Approach LOS		C		C			D		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 34.4
 Intersection LOS: C
 Intersection Capacity Utilization 75.7%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: Broadway & 70th Ave



HCM 6th Signalized Intersection Summary

2023 Total PM.syn

11/03/2021

2: Broadway & 70th Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖	↖	↖	↖↗		↖↗	↖↗	↖
Traffic Volume (veh/h)	129	387	38	83	331	540	125	417	173	552	223	161
Future Volume (veh/h)	129	387	38	83	331	540	125	417	173	552	223	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	407	40	87	348	0	132	439	182	581	235	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	386	1127	110	379	606		455	574	236	664	1259	
Arrive On Green	0.07	0.34	0.34	0.08	0.54	0.00	0.07	0.23	0.23	0.19	0.35	0.00
Sat Flow, veh/h	1781	3270	320	1781	1870	1585	1781	2457	1009	3456	3554	1585
Grp Volume(v), veh/h	136	220	227	87	348	0	132	316	305	581	235	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1813	1781	1870	1585	1781	1777	1689	1728	1777	1585
Q Serve(g_s), s	6.0	11.1	11.2	3.9	14.9	0.0	6.7	19.9	20.2	19.6	5.5	0.0
Cycle Q Clear(g_c), s	6.0	11.1	11.2	3.9	14.9	0.0	6.7	19.9	20.2	19.6	5.5	0.0
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	386	612	625	379	606		455	415	395	664	1259	
V/C Ratio(X)	0.35	0.36	0.36	0.23	0.57		0.29	0.76	0.77	0.88	0.19	
Avail Cap(c_a), veh/h	408	612	625	389	606		469	415	395	850	1259	
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.2	29.4	29.5	24.5	22.0	0.0	31.3	42.9	43.0	47.1	26.8	0.0
Incr Delay (d2), s/veh	0.5	1.6	1.6	0.3	3.9	0.0	0.3	12.4	13.6	8.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	5.0	5.2	1.6	6.0	0.0	2.9	10.2	9.9	9.2	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	31.1	31.1	24.8	25.9	0.0	31.6	55.3	56.6	55.4	27.1	0.0
LnGrp LOS	C	C	C	C	C		C	E	E	E	C	
Approach Vol, veh/h		583			435	A		753			816	A
Approach Delay, s/veh		29.8			25.7			51.7			47.3	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.6	33.5	11.1	46.8	14.1	48.0	13.5	44.4				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	29.5	22.5	6.2	39.8	9.5	42.5	9.5	36.5				
Max Q Clear Time (g_c+I1), s	21.6	22.2	5.9	13.2	8.7	7.5	8.0	16.9				
Green Ext Time (p_c), s	1.5	0.1	0.0	2.8	0.0	1.6	0.0	2.0				

Intersection Summary

HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
2: Broadway & 70th Ave



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↖	↕	↖	↕	↖
Traffic Volume (vph)	112	411	161	295	339	20	119	658	536	187
Future Volume (vph)	112	411	161	295	339	20	119	658	536	187
Turn Type	pm+pt	NA	pm+pt	NA	Free	pm+pt	NA	Prot	NA	Free
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases	4		8		Free	2				Free
Detector Phase	7	4	3	8		5	2	1	6	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	10.5	23.5	10.5	23.5		10.5	23.5	10.5	23.5	
Total Split (s)	12.0	27.5	16.4	31.9		10.5	23.5	32.6	45.6	
Total Split (%)	12.0%	27.5%	16.4%	31.9%		10.5%	23.5%	32.6%	45.6%	
Yellow Time (s)	3.5	3.5	4.0	4.0		3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0	1.5	1.5		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max		None	Max	None	Max	
Act Effect Green (s)	29.1	22.6	36.7	26.4	100.0	25.2	20.2	24.9	46.4	100.0
Actuated g/C Ratio	0.29	0.23	0.37	0.26	1.00	0.25	0.20	0.25	0.46	1.00
v/c Ratio	0.47	0.64	0.61	0.65	0.23	0.09	0.29	0.84	0.36	0.13
Control Delay	27.9	38.5	36.8	47.8	0.3	17.1	21.6	45.2	18.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	38.5	36.8	47.8	0.3	17.1	21.6	45.2	18.9	0.2
LOS	C	D	D	D	A	B	C	D	B	A
Approach Delay		36.4		25.4			21.2		28.9	
Approach LOS		D		C			C		C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 28.9
 Intersection Capacity Utilization 65.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

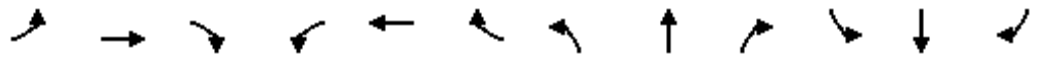
Splits and Phases: 2: Broadway & 70th Ave



HCM 6th Signalized Intersection Summary
2: Broadway & 70th Ave

2045 Background AM.syn

09/03/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↗	↗	↗
Traffic Volume (veh/h)	112	411	58	161	295	339	20	119	83	658	536	187
Future Volume (veh/h)	112	411	58	161	295	339	20	119	83	658	536	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	447	63	175	321	0	22	129	90	715	583	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	322	833	117	360	545		271	392	255	808	1425	
Arrive On Green	0.06	0.27	0.27	0.03	0.10	0.00	0.02	0.19	0.19	0.23	0.40	0.00
Sat Flow, veh/h	1781	3130	439	1781	1870	1585	1781	2063	1343	3456	3554	1585
Grp Volume(v), veh/h	122	253	257	175	321	0	22	110	109	715	583	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1791	1781	1870	1585	1781	1777	1629	1728	1777	1585
Q Serve(g_s), s	4.9	12.2	12.3	7.0	16.4	0.0	1.0	5.3	5.8	20.0	11.8	0.0
Cycle Q Clear(g_c), s	4.9	12.2	12.3	7.0	16.4	0.0	1.0	5.3	5.8	20.0	11.8	0.0
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	322	473	477	360	545		271	338	309	808	1425	
V/C Ratio(X)	0.38	0.53	0.54	0.49	0.59		0.08	0.33	0.35	0.88	0.41	
Avail Cap(c_a), veh/h	322	473	477	394	545		319	338	309	936	1425	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.1	31.4	31.4	25.5	39.5	0.0	31.4	35.0	35.2	37.0	21.5	0.0
Incr Delay (d2), s/veh	0.7	4.3	4.3	1.0	4.6	0.0	0.1	2.6	3.1	9.1	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	5.7	5.8	3.2	8.9	0.0	0.4	2.5	2.6	9.3	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	35.7	35.8	26.5	44.1	0.0	31.5	37.5	38.3	46.1	22.3	0.0
LnGrp LOS	C	D	D	C	D		C	D	D	D	C	
Approach Vol, veh/h		632			496	A		241			1298	A
Approach Delay, s/veh		33.8			37.9			37.3			35.4	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.9	24.5	14.5	32.1	7.8	45.6	12.0	34.6				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	27.1	18.0	10.9	22.0	5.0	40.1	6.5	26.4				
Max Q Clear Time (g_c+l1), s	22.0	7.8	9.0	14.3	3.0	13.8	6.9	18.4				
Green Ext Time (p_c), s	1.4	0.8	0.1	1.9	0.0	4.2	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
2: Broadway & 70th Ave

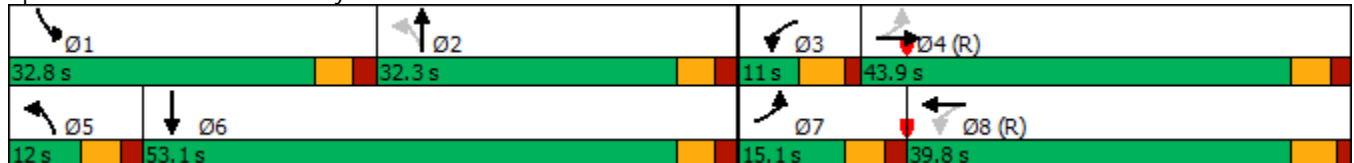


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↖	↕	↖	↕	↖
Traffic Volume (vph)	142	385	71	360	580	102	417	573	225	177
Future Volume (vph)	142	385	71	360	580	102	417	573	225	177
Turn Type	pm+pt	NA	pm+pt	NA	Free	pm+pt	NA	Prot	NA	Free
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases	4		8		Free	2				Free
Detector Phase	7	4	3	8		5	2	1	6	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	10.5	23.5	10.5	23.5		10.5	23.5	10.5	23.5	
Total Split (s)	15.1	43.9	11.0	39.8		12.0	32.3	32.8	53.1	
Total Split (%)	12.6%	36.6%	9.2%	33.2%		10.0%	26.9%	27.3%	44.3%	
Yellow Time (s)	3.5	3.5	4.0	4.0		3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0	1.5	1.5		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max		None	Max	None	Max	
Act Effect Green (s)	48.3	40.6	40.1	34.6	120.0	35.7	29.2	24.9	47.6	120.0
Actuated g/C Ratio	0.40	0.34	0.33	0.29	1.00	0.30	0.24	0.21	0.40	1.00
v/c Ratio	0.53	0.38	0.23	0.71	0.39	0.29	0.73	0.85	0.17	0.12
Control Delay	30.3	31.3	42.1	69.1	0.7	21.7	44.6	57.4	23.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.3	31.3	42.1	69.1	0.7	21.7	44.6	57.4	23.8	0.2
LOS	C	C	D	E	A	C	D	E	C	A
Approach Delay		31.0		27.9			41.3		39.3	
Approach LOS		C		C			D		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 34.8
 Intersection LOS: C
 Intersection Capacity Utilization 78.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: Broadway & 70th Ave



HCM 6th Signalized Intersection Summary
2: Broadway & 70th Ave

2045 Background PM.syn
09/03/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↗	↗	↗
Traffic Volume (veh/h)	142	385	42	71	360	580	102	417	183	573	225	177
Future Volume (veh/h)	142	385	42	71	360	580	102	417	183	573	225	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	405	44	75	379	0	107	439	193	603	237	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	1047	113	348	546		448	614	267	677	1410	
Arrive On Green	0.07	0.32	0.32	0.07	0.49	0.00	0.05	0.25	0.25	0.20	0.40	0.00
Sat Flow, veh/h	1781	3235	350	1781	1870	1585	1781	2409	1049	3456	3554	1585
Grp Volume(v), veh/h	149	221	228	75	379	0	107	323	309	603	237	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1807	1781	1870	1585	1781	1777	1681	1728	1777	1585
Q Serve(g_s), s	6.9	11.6	11.7	3.5	18.8	0.0	5.3	19.8	20.2	20.4	5.2	0.0
Cycle Q Clear(g_c), s	6.9	11.6	11.7	3.5	18.8	0.0	5.3	19.8	20.2	20.4	5.2	0.0
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.62	1.00		1.00
Lane Grp Cap(c), veh/h	327	575	585	348	546		448	453	429	677	1410	
V/C Ratio(X)	0.46	0.39	0.39	0.22	0.69		0.24	0.71	0.72	0.89	0.17	
Avail Cap(c_a), veh/h	338	575	585	355	546		448	453	429	786	1410	
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.9	31.4	31.4	27.2	26.6	0.0	30.5	40.7	40.8	47.0	23.4	0.0
Incr Delay (d2), s/veh	1.0	1.9	1.9	0.3	7.1	0.0	0.3	9.2	10.1	11.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.3	5.4	1.5	8.1	0.0	2.3	9.8	9.5	9.8	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	33.3	33.3	27.5	33.7	0.0	30.7	49.9	50.9	58.2	23.7	0.0
LnGrp LOS	C	C	C	C	C		C	D	D	E	C	
Approach Vol, veh/h		598			454	A		739			840	A
Approach Delay, s/veh		32.2			32.7			47.5			48.4	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.0	36.1	10.6	44.3	12.0	53.1	14.4	40.5				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	27.3	26.8	5.5	38.4	6.5	47.6	9.6	34.3				
Max Q Clear Time (g_c+l1), s	22.4	22.2	5.5	13.7	7.3	7.2	8.9	20.8				
Green Ext Time (p_c), s	1.1	1.7	0.0	2.7	0.0	1.6	0.0	1.9				

Intersection Summary

HCM 6th Ctrl Delay	41.8
HCM 6th LOS	D

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
2: Broadway & 70th Ave

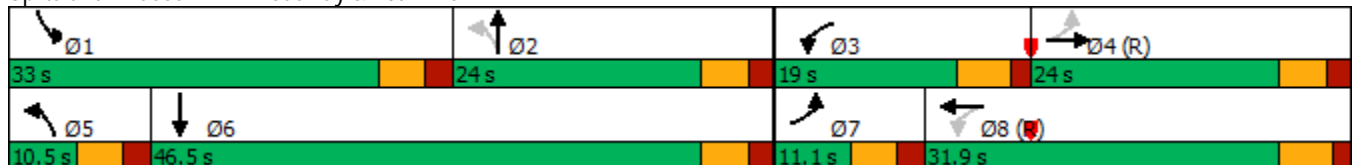


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↖	↕	↖	↕	↖
Traffic Volume (vph)	115	445	185	300	355	50	155	685	555	190
Future Volume (vph)	115	445	185	300	355	50	155	685	555	190
Turn Type	pm+pt	NA	pm+pt	NA	Free	pm+pt	NA	Prot	NA	Free
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases	4		8		Free	2				Free
Detector Phase	7	4	3	8		5	2	1	6	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	10.5	23.5	10.5	23.5		10.5	23.5	10.5	23.5	
Total Split (s)	11.1	24.0	19.0	31.9		10.5	24.0	33.0	46.5	
Total Split (%)	11.1%	24.0%	19.0%	31.9%		10.5%	24.0%	33.0%	46.5%	
Yellow Time (s)	3.5	3.5	4.0	4.0		3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0	1.5	1.5		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max		None	Max	None	Max	
Act Effect Green (s)	25.4	19.8	37.1	26.4	100.0	25.5	20.5	25.5	43.1	100.0
Actuated g/C Ratio	0.25	0.20	0.37	0.26	1.00	0.26	0.20	0.26	0.43	1.00
v/c Ratio	0.48	0.79	0.69	0.66	0.24	0.22	0.35	0.85	0.40	0.13
Control Delay	30.6	46.9	37.8	44.3	0.4	18.6	23.3	45.6	21.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	46.9	37.8	44.3	0.4	18.6	23.3	45.6	21.1	0.2
LOS	C	D	D	D	A	B	C	D	C	A
Approach Delay		43.8		24.3			22.5		30.0	
Approach LOS		D		C			C		C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 30.5
 Intersection LOS: C
 Intersection Capacity Utilization 69.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: Broadway & 70th Ave



HCM 6th Signalized Intersection Summary
 2: Broadway & 70th Ave

2045 Total AM.syn
 11/03/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↗	↗	↗
Traffic Volume (veh/h)	115	445	60	185	300	355	50	155	90	685	555	190
Future Volume (veh/h)	115	445	60	185	300	355	50	155	90	685	555	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	484	65	201	326	0	54	168	98	745	603	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	715	96	331	515		310	456	253	836	1457	
Arrive On Green	0.06	0.23	0.23	0.03	0.09	0.00	0.04	0.21	0.21	0.24	0.41	0.00
Sat Flow, veh/h	1781	3150	421	1781	1870	1585	1781	2205	1222	3456	3554	1585
Grp Volume(v), veh/h	125	272	277	201	326	0	54	134	132	745	603	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1795	1781	1870	1585	1781	1777	1650	1728	1777	1585
Q Serve(g_s), s	5.4	14.0	14.1	8.3	16.8	0.0	2.4	6.5	6.9	20.8	12.1	0.0
Cycle Q Clear(g_c), s	5.4	14.0	14.1	8.3	16.8	0.0	2.4	6.5	6.9	20.8	12.1	0.0
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	285	403	407	331	515		310	367	341	836	1457	
V/C Ratio(X)	0.44	0.67	0.68	0.61	0.63		0.17	0.36	0.39	0.89	0.41	
Avail Cap(c_a), veh/h	285	403	407	386	515		330	367	341	950	1457	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.5	35.3	35.3	27.8	40.6	0.0	29.3	34.0	34.2	36.6	21.0	0.0
Incr Delay (d2), s/veh	1.1	8.7	8.8	2.1	5.8	0.0	0.3	2.8	3.3	9.7	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	6.9	7.1	4.0	9.2	0.0	1.0	3.1	3.1	9.7	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	44.0	44.2	29.9	46.4	0.0	29.6	36.8	37.5	46.3	21.8	0.0
LnGrp LOS	C	D	D	C	D		C	D	D	D	C	
Approach Vol, veh/h		674			527	A		320			1348	A
Approach Delay, s/veh		41.4			40.1			35.9			35.4	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.7	26.2	15.9	28.2	9.4	46.5	11.1	33.0				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	27.5	18.5	13.5	18.5	5.0	41.0	5.6	26.4				
Max Q Clear Time (g_c+l1), s	22.8	8.9	10.3	16.1	4.4	14.1	7.4	18.8				
Green Ext Time (p_c), s	1.4	1.0	0.2	0.8	0.0	4.4	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
2: Broadway & 70th Ave

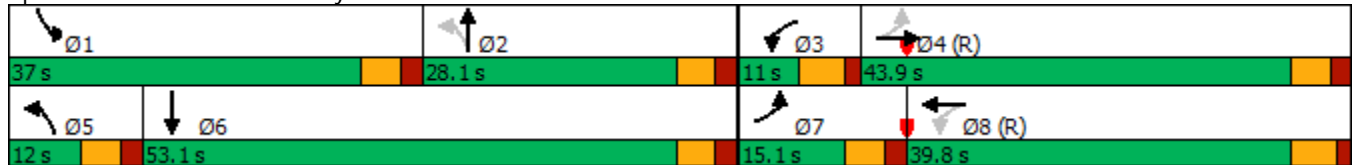


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↖	↕	↖	↕	↖
Traffic Volume (vph)	145	425	90	365	595	135	455	605	245	180
Future Volume (vph)	145	425	90	365	595	135	455	605	245	180
Turn Type	pm+pt	NA	pm+pt	NA	Free	pm+pt	NA	Prot	NA	Free
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases	4		8		Free	2				Free
Detector Phase	7	4	3	8		5	2	1	6	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	10.5	23.5	10.5	23.5		10.5	23.5	10.5	23.5	
Total Split (s)	15.1	43.9	11.0	39.8		12.0	28.1	37.0	53.1	
Total Split (%)	12.6%	36.6%	9.2%	33.2%		10.0%	23.4%	30.8%	44.3%	
Yellow Time (s)	3.5	3.5	4.0	4.0		3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0	1.5	1.5		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max		None	Max	None	Max	
Act Effect Green (s)	47.7	38.4	40.1	34.6	120.0	33.4	26.9	27.2	47.6	120.0
Actuated g/C Ratio	0.40	0.32	0.33	0.29	1.00	0.28	0.22	0.23	0.40	1.00
v/c Ratio	0.55	0.44	0.32	0.72	0.40	0.41	0.85	0.82	0.18	0.12
Control Delay	30.9	33.1	43.4	68.0	0.7	26.0	53.7	53.3	24.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	33.1	43.4	68.0	0.7	26.0	53.7	53.3	24.0	0.2
LOS	C	C	D	E	A	C	D	D	C	A
Approach Delay		32.6		27.8			48.9		37.0	
Approach LOS		C		C			D		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 36.1
 Intersection LOS: D
 Intersection Capacity Utilization 81.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: Broadway & 70th Ave



HCM 6th Signalized Intersection Summary

2045 Total PM.syn

11/03/2021

2: Broadway & 70th Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	425	45	90	365	595	135	455	190	605	245	180
Future Volume (veh/h)	145	425	45	90	365	595	135	455	190	605	245	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	153	447	47	95	384	0	142	479	200	637	258	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	1039	109	332	542		428	592	246	723	1410	
Arrive On Green	0.08	0.32	0.32	0.08	0.48	0.00	0.05	0.24	0.24	0.21	0.40	0.00
Sat Flow, veh/h	1781	3246	340	1781	1870	1585	1781	2449	1016	3456	3554	1585
Grp Volume(v), veh/h	153	244	250	95	384	0	142	347	332	637	258	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1809	1781	1870	1585	1781	1777	1688	1728	1777	1585
Q Serve(g_s), s	7.1	13.0	13.1	4.5	19.3	0.0	6.5	22.1	22.3	21.4	5.7	0.0
Cycle Q Clear(g_c), s	7.1	13.0	13.1	4.5	19.3	0.0	6.5	22.1	22.3	21.4	5.7	0.0
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	324	569	579	332	542		428	430	408	723	1410	
V/C Ratio(X)	0.47	0.43	0.43	0.29	0.71		0.33	0.81	0.81	0.88	0.18	
Avail Cap(c_a), veh/h	331	569	579	332	542		428	430	408	907	1410	
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.2	32.2	32.2	27.5	27.0	0.0	32.3	42.9	43.0	46.0	23.6	0.0
Incr Delay (d2), s/veh	1.1	2.4	2.3	0.5	7.6	0.0	0.5	15.0	16.2	8.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	6.0	6.1	1.9	8.4	0.0	3.2	11.4	11.1	10.0	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	34.5	34.5	27.9	34.6	0.0	32.8	57.8	59.2	54.5	23.8	0.0
LnGrp LOS	C	C	C	C	C		C	E	E	D	C	
Approach Vol, veh/h		647			479	A		821			895	A
Approach Delay, s/veh		33.3			33.3			54.0			45.7	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.6	34.5	11.0	43.9	12.0	53.1	14.6	40.3				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	31.5	22.6	5.5	38.4	6.5	47.6	9.6	34.3				
Max Q Clear Time (g_c+l1), s	23.4	24.3	6.5	15.1	8.5	7.7	9.1	21.3				
Green Ext Time (p_c), s	1.6	0.0	0.0	3.0	0.0	1.8	0.0	1.9				

Intersection Summary

HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1027	5	13	707	2	25
Future Vol, veh/h	1027	5	13	707	2	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1141	6	14	786	2	28

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1147	0	1565
Stage 1	-	-	-	-	1144
Stage 2	-	-	-	-	421
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	*999	-	*306
Stage 1	-	-	-	-	*630
Stage 2	-	-	-	-	*748
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	*999	-	*302
Mov Cap-2 Maneuver	-	-	-	-	*302
Stage 1	-	-	-	-	*630
Stage 2	-	-	-	-	*737

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	613	-	-	* 999	-
HCM Lane V/C Ratio	0.049	-	-	0.014	-
HCM Control Delay (s)	11.2	-	-	8.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Vol, veh/h	1018	12	8	900	4	14
Future Vol, veh/h	1018	12	8	900	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1107	13	9	978	4	15

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1120	0	1621
Stage 1	-	-	-	-	1114
Stage 2	-	-	-	-	507
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	*985	-	*263
Stage 1	-	-	-	-	*622
Stage 2	-	-	-	-	*671
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	*985	-	*261
Mov Cap-2 Maneuver	-	-	-	-	*261
Stage 1	-	-	-	-	*622
Stage 2	-	-	-	-	*665

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	492	-	-	* 985	-
HCM Lane V/C Ratio	0.04	-	-	0.009	-
HCM Control Delay (s)	12.6	-	-	8.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1036	5	13	713	2	25
Future Vol, veh/h	1036	5	13	713	2	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1151	6	14	792	2	28

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1157	0	1578
Stage 1	-	-	-	-	1154
Stage 2	-	-	-	-	424
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	991	-	*296
Stage 1	-	-	-	-	*627
Stage 2	-	-	-	-	*748
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	991	-	*292
Mov Cap-2 Maneuver	-	-	-	-	*292
Stage 1	-	-	-	-	*627
Stage 2	-	-	-	-	*737

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	610	-	-	991	-
HCM Lane V/C Ratio	0.049	-	-	0.015	-
HCM Control Delay (s)	11.2	-	-	8.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Vol, veh/h	1027	12	8	908	4	14
Future Vol, veh/h	1027	12	8	908	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1116	13	9	987	4	15

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1129	0	1635
Stage 1	-	-	-	-	1123
Stage 2	-	-	-	-	512
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	*985	-	*254
Stage 1	-	-	-	-	*622
Stage 2	-	-	-	-	*671
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	*985	-	*252
Mov Cap-2 Maneuver	-	-	-	-	*252
Stage 1	-	-	-	-	*622
Stage 2	-	-	-	-	*665

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	485	-	-	* 985	-
HCM Lane V/C Ratio	0.04	-	-	0.009	-
HCM Control Delay (s)	12.7	-	-	8.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

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

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1036	68	49	715	37	63
Future Vol, veh/h	1036	68	49	715	37	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1151	76	54	794	41	70

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1227	0	1694
Stage 1	-	-	-	-	1189
Stage 2	-	-	-	-	505
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	901	-	*219
Stage 1	-	-	-	-	*587
Stage 2	-	-	-	-	*748
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	901	-	*206
Mov Cap-2 Maneuver	-	-	-	-	*206
Stage 1	-	-	-	-	*587
Stage 2	-	-	-	-	*703

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	19.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	365	-	-	901	-
HCM Lane V/C Ratio	0.304	-	-	0.06	-
HCM Control Delay (s)	19.1	-	-	9.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

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

Intersection

Int Delay, s/veh 0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1029	85	29	911	37	38
Future Vol, veh/h	1029	85	29	911	37	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1118	92	32	990	40	41

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1210	0	1723
Stage 1	-	-	-	-	1164
Stage 2	-	-	-	-	559
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	940	-	*202
Stage 1	-	-	-	-	*622
Stage 2	-	-	-	-	*671
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	940	-	*195
Mov Cap-2 Maneuver	-	-	-	-	*195
Stage 1	-	-	-	-	*622
Stage 2	-	-	-	-	*648

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	21.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	303	-	-	940	-
HCM Lane V/C Ratio	0.269	-	-	0.034	-
HCM Control Delay (s)	21.2	-	-	9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.1	-	-	0.1	-

Notes

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

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1036	68	49	715	37	63
Future Vol, veh/h	1036	68	49	715	37	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1151	76	54	794	41	70

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1227	0	1656	576
Stage 1	-	-	-	-	1151	-
Stage 2	-	-	-	-	505	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	901	-	*242	*668
Stage 1	-	-	-	-	*630	-
Stage 2	-	-	-	-	*748	-
Platoon blocked, %	-	-	1	-	1	1
Mov Cap-1 Maneuver	-	-	901	-	*227	*668
Mov Cap-2 Maneuver	-	-	-	-	*227	-
Stage 1	-	-	-	-	*630	-
Stage 2	-	-	-	-	*703	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	17.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	389	-	-	901	-
HCM Lane V/C Ratio	0.286	-	-	0.06	-
HCM Control Delay (s)	17.9	-	-	9.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.2	-	-	0.2	-

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

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1029	85	29	911	37	38
Future Vol, veh/h	1029	85	29	911	37	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1118	92	32	990	40	41

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1210	0	1677
Stage 1	-	-	-	-	1118
Stage 2	-	-	-	-	559
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	940	-	*228
Stage 1	-	-	-	-	*622
Stage 2	-	-	-	-	*671
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	940	-	*220
Mov Cap-2 Maneuver	-	-	-	-	*220
Stage 1	-	-	-	-	*622
Stage 2	-	-	-	-	*648

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	19.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	332	-	-	940	-
HCM Lane V/C Ratio	0.246	-	-	0.034	-
HCM Control Delay (s)	19.3	-	-	9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

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

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1138	6	14	784	2	28
Future Vol, veh/h	1138	6	14	784	2	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1237	7	15	852	2	30

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1244	0	1697
Stage 1	-	-	-	-	1241
Stage 2	-	-	-	-	456
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	*905	-	*287
Stage 1	-	-	-	-	*571
Stage 2	-	-	-	-	*718
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	*905	-	*282
Mov Cap-2 Maneuver	-	-	-	-	*282
Stage 1	-	-	-	-	*571
Stage 2	-	-	-	-	*706

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	562	-	-	* 905	-
HCM Lane V/C Ratio	0.058	-	-	0.017	-
HCM Control Delay (s)	11.8	-	-	9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1128	13	9	998	4	16
Future Vol, veh/h	1128	13	9	998	4	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1226	14	10	1085	4	17

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1240	0	1796
Stage 1	-	-	-	-	1233
Stage 2	-	-	-	-	563
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	*907	-	*205
Stage 1	-	-	-	-	*572
Stage 2	-	-	-	-	*622
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	*907	-	*203
Mov Cap-2 Maneuver	-	-	-	-	*203
Stage 1	-	-	-	-	*572
Stage 2	-	-	-	-	*615

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	434	-	-	* 907	-
HCM Lane V/C Ratio	0.05	-	-	0.011	-
HCM Control Delay (s)	13.7	-	-	9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

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

Intersection

Int Delay, s/veh 1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1140	70	50	790	40	70
Future Vol, veh/h	1140	70	50	790	40	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1239	76	54	859	43	76

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1315	0	1777
Stage 1	-	-	-	-	1239
Stage 2	-	-	-	-	538
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	*905	-	*228
Stage 1	-	-	-	-	*571
Stage 2	-	-	-	-	*718
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	*905	-	*215
Mov Cap-2 Maneuver	-	-	-	-	*215
Stage 1	-	-	-	-	*571
Stage 2	-	-	-	-	*675

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	19.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	365	-	-	* 905	-
HCM Lane V/C Ratio	0.328	-	-	0.06	-
HCM Control Delay (s)	19.6	-	-	9.2	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0.2	-

Notes

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

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1130	90	30	1005	40	40
Future Vol, veh/h	1130	90	30	1005	40	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1228	98	33	1092	43	43

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1326	0	1840
Stage 1	-	-	-	-	1228
Stage 2	-	-	-	-	612
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	900	-	*181
Stage 1	-	-	-	-	*572
Stage 2	-	-	-	-	*622
Platoon blocked, %	-	-	1	-	1
Mov Cap-1 Maneuver	-	-	900	-	*174
Mov Cap-2 Maneuver	-	-	-	-	*174
Stage 1	-	-	-	-	*572
Stage 2	-	-	-	-	*599

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	24.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	270	-	-	900	-
HCM Lane V/C Ratio	0.322	-	-	0.036	-
HCM Control Delay (s)	24.5	-	-	9.2	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.3	-	-	0.1	-

Notes

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

Timings
4: I-25 SB Ramp & 70th Ave

2021 Existing AM.syn
09/07/2021

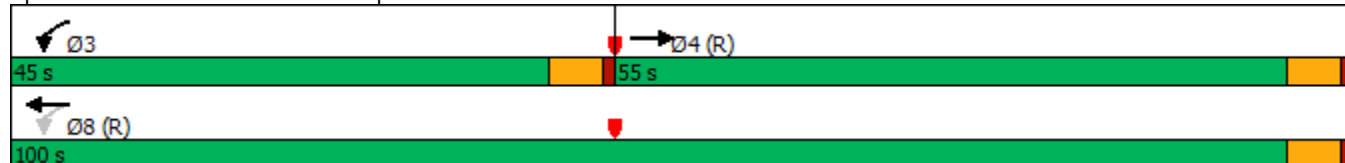


Lane Group	EBT	EBR	WBL	WBT
Lane Configurations	↑↑	↑	↵	↑↑
Traffic Volume (vph)	870	195	288	748
Future Volume (vph)	870	195	288	748
Turn Type	NA	Free	pm+pt	NA
Protected Phases	4		3	8
Permitted Phases		Free	8	
Detector Phase	4		3	8
Switch Phase				
Minimum Initial (s)	5.0		5.0	5.0
Minimum Split (s)	23.0		10.0	23.0
Total Split (s)	55.0		45.0	100.0
Total Split (%)	55.0%		45.0%	100.0%
Yellow Time (s)	4.0		4.0	4.0
All-Red Time (s)	1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag	Lag		Lead	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	C-Max		None	C-Max
Act Effect Green (s)	83.6	100.0	95.0	100.0
Actuated g/C Ratio	0.84	1.00	0.95	1.00
v/c Ratio	0.31	0.13	0.52	0.22
Control Delay	7.2	0.1	8.0	0.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.2	0.1	8.0	0.1
LOS	A	A	A	A
Approach Delay	5.9			2.3
Approach LOS	A			A

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 4.1
 Intersection Capacity Utilization 48.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: I-25 SB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
 4: I-25 SB Ramp & 70th Ave

2021 Existing AM.syn
 09/07/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑		
Traffic Volume (veh/h)	870	195	288	748	0	0
Future Volume (veh/h)	870	195	288	748	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	926	0	306	796		
Peak Hour Factor	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3021		674	3376		
Arrive On Green	1.00	0.00	0.10	1.00		
Sat Flow, veh/h	3647	1585	1781	3647		
Grp Volume(v), veh/h	926	0	306	796		
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777		
Q Serve(g_s), s	0.0	0.0	2.0	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	2.0	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3021		674	3376		
V/C Ratio(X)	0.31		0.45	0.24		
Avail Cap(c_a), veh/h	3021		1298	3376		
HCM Platoon Ratio	2.00	2.00	2.00	2.00		
Upstream Filter(l)	1.00	0.00	0.96	0.96		
Uniform Delay (d), s/veh	0.0	0.0	0.4	0.0		
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0	0.9	0.2		
LnGrp LOS	A		A	A		
Approach Vol, veh/h	926	A		1102		
Approach Delay, s/veh	0.3			0.4		
Approach LOS	A			A		
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			10.0	90.0		100.0
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			40.0	50.0		95.0
Max Q Clear Time (g_c+l1), s			4.0	2.0		2.0
Green Ext Time (p_c), s			0.9	8.4		6.9
Intersection Summary						
HCM 6th Ctrl Delay			0.3			
HCM 6th LOS			A			

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
4: I-25 SB Ramp & 70th Ave

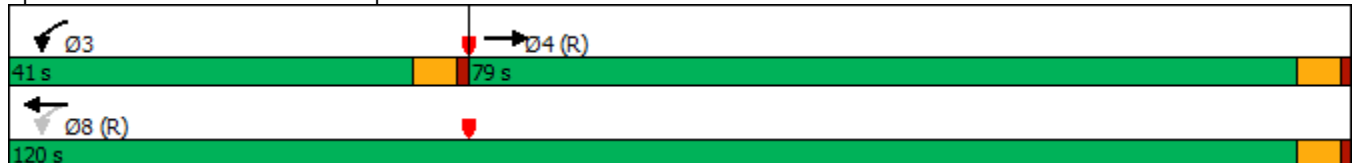


Lane Group	EBT	EBR	WBL	WBT
Lane Configurations	↑↑	↑	↵	↑↑
Traffic Volume (vph)	830	200	251	934
Future Volume (vph)	830	200	251	934
Turn Type	NA	Free	pm+pt	NA
Protected Phases	4		3	8
Permitted Phases		Free	8	
Detector Phase	4		3	8
Switch Phase				
Minimum Initial (s)	5.0		5.0	5.0
Minimum Split (s)	23.0		10.0	23.0
Total Split (s)	79.0		41.0	120.0
Total Split (%)	65.8%		34.2%	100.0%
Yellow Time (s)	4.0		4.0	4.0
All-Red Time (s)	1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag	Lag		Lead	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	C-Max		None	C-Max
Act Effect Green (s)	104.5	120.0	115.0	120.0
Actuated g/C Ratio	0.87	1.00	0.96	1.00
v/c Ratio	0.30	0.14	0.49	0.30
Control Delay	2.0	0.2	7.3	0.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	2.0	0.2	7.3	0.2
LOS	A	A	A	A
Approach Delay	1.6			1.7
Approach LOS	A			A

Intersection Summary

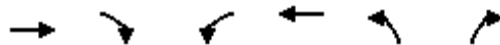
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 1.7
 Intersection Capacity Utilization 45.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: I-25 SB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
 4: I-25 SB Ramp & 70th Ave

2021 Existing PM.syn
 09/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑		
Traffic Volume (veh/h)	830	200	251	934	0	0
Future Volume (veh/h)	830	200	251	934	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	933	0	282	1049		
Peak Hour Factor	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3109		659	3406		
Arrive On Green	1.00	0.00	0.08	1.00		
Sat Flow, veh/h	3647	1585	1781	3647		
Grp Volume(v), veh/h	933	0	282	1049		
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777		
Q Serve(g_s), s	0.0	0.0	1.8	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	1.8	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3109		659	3406		
V/C Ratio(X)	0.30		0.43	0.31		
Avail Cap(c_a), veh/h	3109		1119	3406		
HCM Platoon Ratio	2.00	2.00	2.00	2.00		
Upstream Filter(l)	1.00	0.00	0.92	0.92		
Uniform Delay (d), s/veh	0.0	0.0	0.3	0.0		
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.2	0.0	0.7	0.2		
LnGrp LOS	A		A	A		
Approach Vol, veh/h	933	A		1331		
Approach Delay, s/veh	0.2			0.3		
Approach LOS	A			A		
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			10.0	110.0		120.0
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			36.0	74.0		115.0
Max Q Clear Time (g_c+l1), s			3.8	2.0		2.0
Green Ext Time (p_c), s			0.9	8.7		10.4
Intersection Summary						
HCM 6th Ctrl Delay			0.3			
HCM 6th LOS			A			

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
4: I-25 SB Ramp & 70th Ave

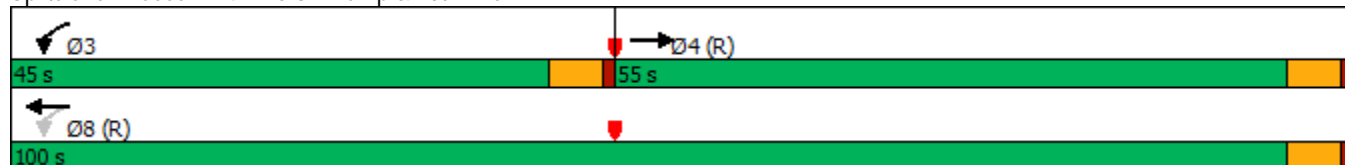


Lane Group	EBT	EBR	WBL	WBT
Lane Configurations	↑↑	↑	↵	↑↑
Traffic Volume (vph)	877	197	290	754
Future Volume (vph)	877	197	290	754
Turn Type	NA	Free	pm+pt	NA
Protected Phases	4		3	8
Permitted Phases		Free	8	
Detector Phase	4		3	8
Switch Phase				
Minimum Initial (s)	5.0		5.0	5.0
Minimum Split (s)	23.0		10.0	23.0
Total Split (s)	55.0		45.0	100.0
Total Split (%)	55.0%		45.0%	100.0%
Yellow Time (s)	4.0		4.0	4.0
All-Red Time (s)	1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag	Lag		Lead	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	C-Max		None	C-Max
Act Effct Green (s)	83.5	100.0	95.0	100.0
Actuated g/C Ratio	0.84	1.00	0.95	1.00
v/c Ratio	0.32	0.13	0.53	0.23
Control Delay	7.3	0.1	8.3	0.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.3	0.1	8.3	0.1
LOS	A	A	A	A
Approach Delay	5.9			2.4
Approach LOS	A			A

Intersection Summary

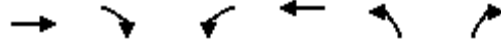
Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 4.2
 Intersection Capacity Utilization 48.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: I-25 SB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
 4: I-25 SB Ramp & 70th Ave

2023 Background AM.syn
 09/07/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑		
Traffic Volume (veh/h)	877	197	290	754	0	0
Future Volume (veh/h)	877	197	290	754	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	933	0	309	802		
Peak Hour Factor	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3021		671	3376		
Arrive On Green	1.00	0.00	0.10	1.00		
Sat Flow, veh/h	3647	1585	1781	3647		
Grp Volume(v), veh/h	933	0	309	802		
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777		
Q Serve(g_s), s	0.0	0.0	2.0	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	2.0	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3021		671	3376		
V/C Ratio(X)	0.31		0.46	0.24		
Avail Cap(c_a), veh/h	3021		1295	3376		
HCM Platoon Ratio	2.00	2.00	2.00	2.00		
Upstream Filter(l)	1.00	0.00	0.96	0.96		
Uniform Delay (d), s/veh	0.0	0.0	0.4	0.0		
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0	0.9	0.2		
LnGrp LOS	A		A	A		
Approach Vol, veh/h	933	A		1111		
Approach Delay, s/veh	0.3			0.4		
Approach LOS	A			A		
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			10.0	90.0		100.0
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			40.0	50.0		95.0
Max Q Clear Time (g_c+l1), s			4.0	2.0		2.0
Green Ext Time (p_c), s			1.0	8.5		7.0
Intersection Summary						
HCM 6th Ctrl Delay			0.3			
HCM 6th LOS			A			

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
4: I-25 SB Ramp & 70th Ave

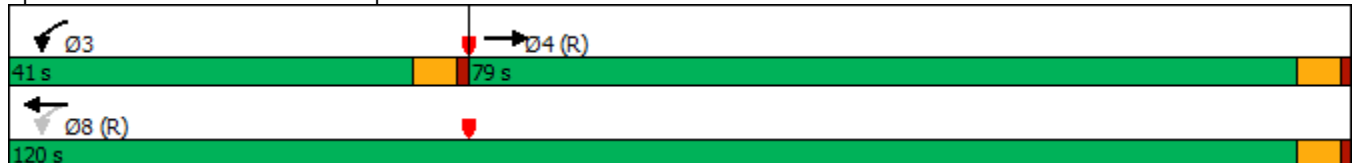


Lane Group	EBT	EBR	WBL	WBT
Lane Configurations	↑↑	↑	↵	↑↑
Traffic Volume (vph)	837	202	253	942
Future Volume (vph)	837	202	253	942
Turn Type	NA	Free	pm+pt	NA
Protected Phases	4		3	8
Permitted Phases		Free	8	
Detector Phase	4		3	8
Switch Phase				
Minimum Initial (s)	5.0		5.0	5.0
Minimum Split (s)	23.0		10.0	23.0
Total Split (s)	79.0		41.0	120.0
Total Split (%)	65.8%		34.2%	100.0%
Yellow Time (s)	4.0		4.0	4.0
All-Red Time (s)	1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag	Lag		Lead	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	C-Max		None	C-Max
Act Effect Green (s)	104.5	120.0	115.0	120.0
Actuated g/C Ratio	0.87	1.00	0.96	1.00
v/c Ratio	0.31	0.14	0.50	0.30
Control Delay	2.0	0.2	7.6	0.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	2.0	0.2	7.6	0.2
LOS	A	A	A	A
Approach Delay	1.7			1.8
Approach LOS	A			A

Intersection Summary

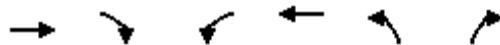
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 1.7
 Intersection Capacity Utilization 45.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: I-25 SB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
4: I-25 SB Ramp & 70th Ave

2023 Background PM.syn
09/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑		
Traffic Volume (veh/h)	837	202	253	942	0	0
Future Volume (veh/h)	837	202	253	942	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	940	0	284	1058		
Peak Hour Factor	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3109		656	3406		
Arrive On Green	1.00	0.00	0.08	1.00		
Sat Flow, veh/h	3647	1585	1781	3647		
Grp Volume(v), veh/h	940	0	284	1058		
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777		
Q Serve(g_s), s	0.0	0.0	1.8	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	1.8	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3109		656	3406		
V/C Ratio(X)	0.30		0.43	0.31		
Avail Cap(c_a), veh/h	3109		1116	3406		
HCM Platoon Ratio	2.00	2.00	2.00	2.00		
Upstream Filter(l)	1.00	0.00	0.92	0.92		
Uniform Delay (d), s/veh	0.0	0.0	0.3	0.0		
Incr Delay (d2), s/veh	0.3	0.0	0.4	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0	0.8	0.2		
LnGrp LOS	A		A	A		
Approach Vol, veh/h	940	A		1342		
Approach Delay, s/veh	0.3			0.3		
Approach LOS	A			A		
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			10.0	110.0		120.0
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			36.0	74.0		115.0
Max Q Clear Time (g_c+l1), s			3.8	2.0		2.0
Green Ext Time (p_c), s			0.9	8.8		10.6
Intersection Summary						
HCM 6th Ctrl Delay			0.3			
HCM 6th LOS			A			

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
4: I-25 SB Ramp & 70th Ave

2023 Total AM.syn
11/03/2021

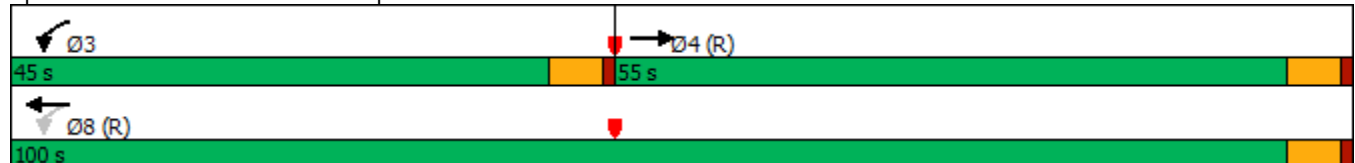


Lane Group	EBT	EBR	WBL	WBT
Lane Configurations	↑↑	↑	↵	↑↑
Traffic Volume (vph)	897	215	290	792
Future Volume (vph)	897	215	290	792
Turn Type	NA	Free	pm+pt	NA
Protected Phases	4		3	8
Permitted Phases		Free	8	
Detector Phase	4		3	8
Switch Phase				
Minimum Initial (s)	5.0		5.0	5.0
Minimum Split (s)	23.0		10.0	23.0
Total Split (s)	55.0		45.0	100.0
Total Split (%)	55.0%		45.0%	100.0%
Yellow Time (s)	4.0		4.0	4.0
All-Red Time (s)	1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag	Lag		Lead	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	C-Max		None	C-Max
Act Effect Green (s)	83.3	100.0	95.0	100.0
Actuated g/C Ratio	0.83	1.00	0.95	1.00
v/c Ratio	0.32	0.14	0.54	0.24
Control Delay	6.7	0.1	8.3	0.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.7	0.1	8.3	0.2
LOS	A	A	A	A
Approach Delay	5.4			2.3
Approach LOS	A			A

Intersection Summary

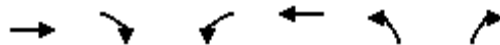
Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 3.9
 Intersection Capacity Utilization 49.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: I-25 SB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
4: I-25 SB Ramp & 70th Ave

2023 Total AM.syn
11/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑		
Traffic Volume (veh/h)	897	215	290	792	0	0
Future Volume (veh/h)	897	215	290	792	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	954	0	309	843		
Peak Hour Factor	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3021		661	3376		
Arrive On Green	1.00	0.00	0.10	1.00		
Sat Flow, veh/h	3647	1585	1781	3647		
Grp Volume(v), veh/h	954	0	309	843		
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777		
Q Serve(g_s), s	0.0	0.0	2.0	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	2.0	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3021		661	3376		
V/C Ratio(X)	0.32		0.47	0.25		
Avail Cap(c_a), veh/h	3021		1285	3376		
HCM Platoon Ratio	2.00	2.00	2.00	2.00		
Upstream Filter(l)	1.00	0.00	0.95	0.95		
Uniform Delay (d), s/veh	0.0	0.0	0.4	0.0		
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0	0.9	0.2		
LnGrp LOS	A		A	A		
Approach Vol, veh/h	954	A		1152		
Approach Delay, s/veh	0.3			0.4		
Approach LOS	A			A		
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			10.0	90.0		100.0
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			40.0	50.0		95.0
Max Q Clear Time (g_c+l1), s			4.0	2.0		2.0
Green Ext Time (p_c), s			1.0	8.7		7.5
Intersection Summary						
HCM 6th Ctrl Delay			0.3			
HCM 6th LOS			A			

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
4: I-25 SB Ramp & 70th Ave

2023 Total PM.syn
11/03/2021

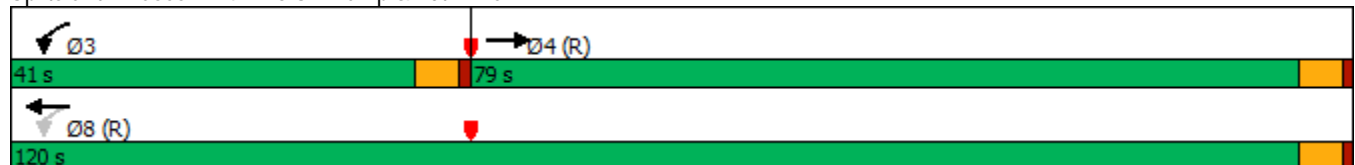


Lane Group	EBT	EBR	WBL	WBT
Lane Configurations	↑↑	↑	↓	↑↑
Traffic Volume (vph)	849	214	253	967
Future Volume (vph)	849	214	253	967
Turn Type	NA	Free	pm+pt	NA
Protected Phases	4		3	8
Permitted Phases		Free	8	
Detector Phase	4		3	8
Switch Phase				
Minimum Initial (s)	5.0		5.0	5.0
Minimum Split (s)	23.0		10.0	23.0
Total Split (s)	79.0		41.0	120.0
Total Split (%)	65.8%		34.2%	100.0%
Yellow Time (s)	4.0		4.0	4.0
All-Red Time (s)	1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag	Lag		Lead	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	C-Max		None	C-Max
Act Effect Green (s)	104.5	120.0	115.0	120.0
Actuated g/C Ratio	0.87	1.00	0.96	1.00
v/c Ratio	0.31	0.15	0.50	0.31
Control Delay	2.7	0.2	7.6	0.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	2.7	0.2	7.7	0.2
LOS	A	A	A	A
Approach Delay	2.2			1.8
Approach LOS	A			A

Intersection Summary

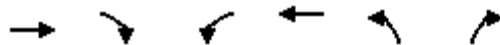
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 2.0
 Intersection Capacity Utilization 45.8%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: I-25 SB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
4: I-25 SB Ramp & 70th Ave

2023 Total PM.syn
11/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑		
Traffic Volume (veh/h)	849	214	253	967	0	0
Future Volume (veh/h)	849	214	253	967	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	954	0	284	1087		
Peak Hour Factor	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3109		649	3406		
Arrive On Green	1.00	0.00	0.08	1.00		
Sat Flow, veh/h	3647	1585	1781	3647		
Grp Volume(v), veh/h	954	0	284	1087		
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777		
Q Serve(g_s), s	0.0	0.0	1.8	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	1.8	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3109		649	3406		
V/C Ratio(X)	0.31		0.44	0.32		
Avail Cap(c_a), veh/h	3109		1109	3406		
HCM Platoon Ratio	2.00	2.00	2.00	2.00		
Upstream Filter(l)	1.00	0.00	0.92	0.92		
Uniform Delay (d), s/veh	0.0	0.0	0.3	0.0		
Incr Delay (d2), s/veh	0.3	0.0	0.4	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0	0.8	0.2		
LnGrp LOS	A		A	A		
Approach Vol, veh/h	954	A		1371		
Approach Delay, s/veh	0.3			0.3		
Approach LOS	A			A		
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			10.0	110.0		120.0
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			36.0	74.0		115.0
Max Q Clear Time (g_c+l1), s			3.8	2.0		2.0
Green Ext Time (p_c), s			0.9	9.0		11.1
Intersection Summary						
HCM 6th Ctrl Delay			0.3			
HCM 6th LOS			A			

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
4: I-25 SB Ramp & 70th Ave

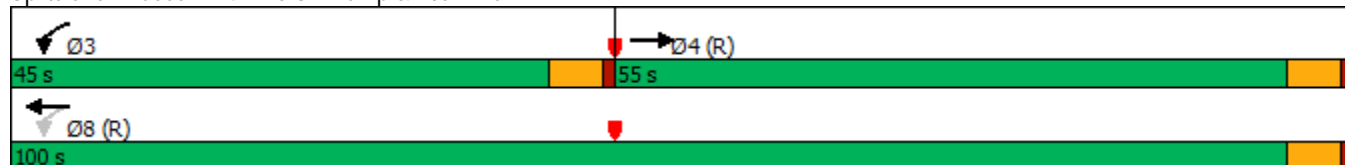


Lane Group	EBT	EBR	WBL	WBT
Lane Configurations	↑↑	↑	↓	↑↑
Traffic Volume (vph)	964	216	319	829
Future Volume (vph)	964	216	319	829
Turn Type	NA	Free	pm+pt	NA
Protected Phases	4		3	8
Permitted Phases		Free	8	
Detector Phase	4		3	8
Switch Phase				
Minimum Initial (s)	5.0		5.0	5.0
Minimum Split (s)	23.0		10.0	23.0
Total Split (s)	55.0		45.0	100.0
Total Split (%)	55.0%		45.0%	100.0%
Yellow Time (s)	4.0		4.0	4.0
All-Red Time (s)	1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag	Lag		Lead	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	C-Max		None	C-Max
Act Effct Green (s)	80.9	100.0	95.0	100.0
Actuated g/C Ratio	0.81	1.00	0.95	1.00
v/c Ratio	0.36	0.15	0.60	0.25
Control Delay	9.1	0.1	11.4	0.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.1	0.1	11.4	0.2
LOS	A	A	B	A
Approach Delay	7.5			3.3
Approach LOS	A			A

Intersection Summary

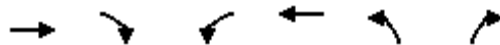
Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 5.4
 Intersection Capacity Utilization 52.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: I-25 SB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
4: I-25 SB Ramp & 70th Ave

2045 Background AM.syn
09/07/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑		
Traffic Volume (veh/h)	964	216	319	829	0	0
Future Volume (veh/h)	964	216	319	829	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	1026	0	339	882		
Peak Hour Factor	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3007		633	3376		
Arrive On Green	1.00	0.00	0.11	1.00		
Sat Flow, veh/h	3647	1585	1781	3647		
Grp Volume(v), veh/h	1026	0	339	882		
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777		
Q Serve(g_s), s	0.0	0.0	2.3	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	2.3	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3007		633	3376		
V/C Ratio(X)	0.34		0.54	0.26		
Avail Cap(c_a), veh/h	3007		1250	3376		
HCM Platoon Ratio	2.00	2.00	2.00	2.00		
Upstream Filter(l)	1.00	0.00	0.95	0.95		
Uniform Delay (d), s/veh	0.0	0.0	0.4	0.0		
Incr Delay (d2), s/veh	0.3	0.0	0.7	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0	1.1	0.2		
LnGrp LOS	A		A	A		
Approach Vol, veh/h	1026	A		1221		
Approach Delay, s/veh	0.3			0.4		
Approach LOS	A			A		
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			10.4	89.6		100.0
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			40.0	50.0		95.0
Max Q Clear Time (g_c+l1), s			4.3	2.0		2.0
Green Ext Time (p_c), s			1.1	9.7		8.0
Intersection Summary						
HCM 6th Ctrl Delay			0.4			
HCM 6th LOS			A			

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
4: I-25 SB Ramp & 70th Ave

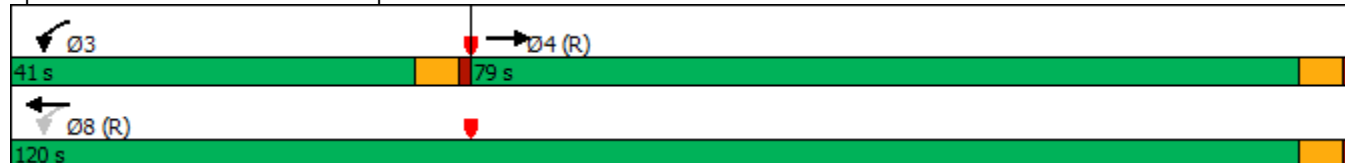


Lane Group	EBT	EBR	WBL	WBT
Lane Configurations	↑↑	↑	↵	↑↑
Traffic Volume (vph)	920	222	278	1035
Future Volume (vph)	920	222	278	1035
Turn Type	NA	Free	pm+pt	NA
Protected Phases	4		3	8
Permitted Phases		Free	8	
Detector Phase	4		3	8
Switch Phase				
Minimum Initial (s)	5.0		5.0	5.0
Minimum Split (s)	23.0		10.0	23.0
Total Split (s)	79.0		41.0	120.0
Total Split (%)	65.8%		34.2%	100.0%
Yellow Time (s)	4.0		4.0	4.0
All-Red Time (s)	1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag	Lag		Lead	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	C-Max		None	C-Max
Act Effect Green (s)	104.2	120.0	115.0	120.0
Actuated g/C Ratio	0.87	1.00	0.96	1.00
v/c Ratio	0.33	0.15	0.56	0.32
Control Delay	2.5	0.2	10.4	0.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	2.5	0.2	10.4	0.2
LOS	A	A	B	A
Approach Delay	2.1			2.4
Approach LOS	A			A

Intersection Summary

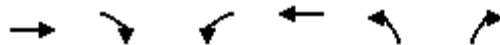
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 2.2
 Intersection Capacity Utilization 49.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: I-25 SB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
4: I-25 SB Ramp & 70th Ave

2045 Background PM.syn
09/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑		
Traffic Volume (veh/h)	920	222	278	1035	0	0
Future Volume (veh/h)	920	222	278	1035	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	1000	0	302	1125		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3109		627	3406		
Arrive On Green	1.00	0.00	0.08	1.00		
Sat Flow, veh/h	3647	1585	1781	3647		
Grp Volume(v), veh/h	1000	0	302	1125		
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777		
Q Serve(g_s), s	0.0	0.0	2.0	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	2.0	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3109		627	3406		
V/C Ratio(X)	0.32		0.48	0.33		
Avail Cap(c_a), veh/h	3109		1087	3406		
HCM Platoon Ratio	2.00	2.00	2.00	2.00		
Upstream Filter(l)	1.00	0.00	0.90	0.90		
Uniform Delay (d), s/veh	0.0	0.0	0.4	0.0		
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0	0.9	0.2		
LnGrp LOS	A		A	A		
Approach Vol, veh/h	1000	A		1427		
Approach Delay, s/veh	0.3			0.4		
Approach LOS	A			A		
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			10.0	110.0		120.0
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			36.0	74.0		115.0
Max Q Clear Time (g_c+l1), s			4.0	2.0		2.0
Green Ext Time (p_c), s			0.9	9.6		11.7
Intersection Summary						
HCM 6th Ctrl Delay			0.3			
HCM 6th LOS			A			

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
4: I-25 SB Ramp & 70th Ave

2045 Total AM.syn
11/03/2021

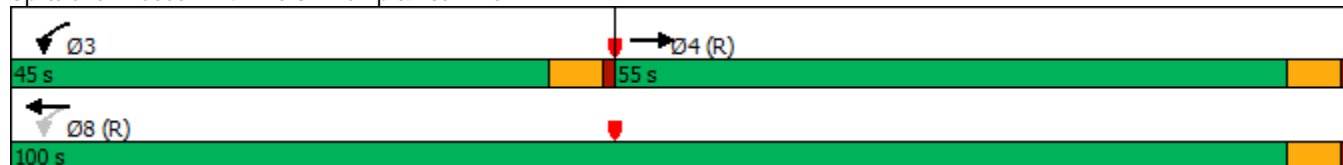


Lane Group	EBT	EBR	WBL	WBT
Lane Configurations	↑↑	↑	↵	↑↑
Traffic Volume (vph)	985	235	320	870
Future Volume (vph)	985	235	320	870
Turn Type	NA	Free	pm+pt	NA
Protected Phases	4		3	8
Permitted Phases		Free	8	
Detector Phase	4		3	8
Switch Phase				
Minimum Initial (s)	5.0		5.0	5.0
Minimum Split (s)	23.0		10.0	23.0
Total Split (s)	55.0		45.0	100.0
Total Split (%)	55.0%		45.0%	100.0%
Yellow Time (s)	4.0		4.0	4.0
All-Red Time (s)	1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag	Lag		Lead	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	C-Max		None	C-Max
Act Effect Green (s)	80.3	100.0	95.0	100.0
Actuated g/C Ratio	0.80	1.00	0.95	1.00
v/c Ratio	0.37	0.16	0.61	0.26
Control Delay	7.6	0.1	11.5	0.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.6	0.1	11.5	0.2
LOS	A	A	B	A
Approach Delay	6.2			3.2
Approach LOS	A			A

Intersection Summary

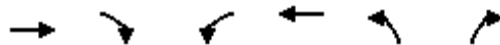
Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 4.7
 Intersection Capacity Utilization 53.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: I-25 SB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
 4: I-25 SB Ramp & 70th Ave

2045 Total AM.syn
 11/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑		
Traffic Volume (veh/h)	985	235	320	870	0	0
Future Volume (veh/h)	985	235	320	870	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	1048	0	340	926		
Peak Hour Factor	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3007		624	3376		
Arrive On Green	1.00	0.00	0.11	1.00		
Sat Flow, veh/h	3647	1585	1781	3647		
Grp Volume(v), veh/h	1048	0	340	926		
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777		
Q Serve(g_s), s	0.0	0.0	2.3	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	2.3	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3007		624	3376		
V/C Ratio(X)	0.35		0.55	0.27		
Avail Cap(c_a), veh/h	3007		1240	3376		
HCM Platoon Ratio	2.00	2.00	2.00	2.00		
Upstream Filter(l)	1.00	0.00	0.94	0.94		
Uniform Delay (d), s/veh	0.0	0.0	0.4	0.0		
Incr Delay (d2), s/veh	0.3	0.0	0.7	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0	1.1	0.2		
LnGrp LOS	A		A	A		
Approach Vol, veh/h	1048	A		1266		
Approach Delay, s/veh	0.3			0.4		
Approach LOS	A			A		
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			10.4	89.6		100.0
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			40.0	50.0		95.0
Max Q Clear Time (g_c+l1), s			4.3	2.0		2.0
Green Ext Time (p_c), s			1.1	10.0		8.6
Intersection Summary						
HCM 6th Ctrl Delay			0.4			
HCM 6th LOS			A			
Notes						
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.						

Timings
4: I-25 SB Ramp & 70th Ave

2045 Total PM.syn
11/03/2021

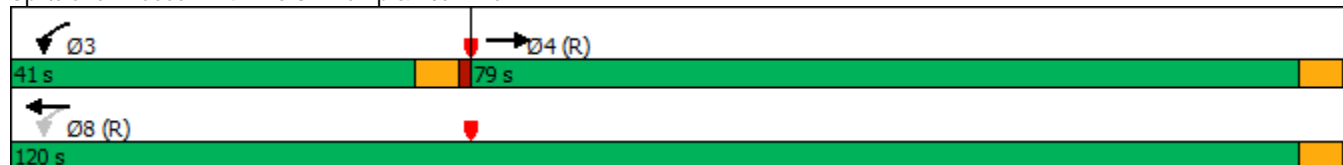


Lane Group	EBT	EBR	WBL	WBT
Lane Configurations	↑↑	↑	↵	↑↑
Traffic Volume (vph)	935	235	280	1060
Future Volume (vph)	935	235	280	1060
Turn Type	NA	Free	pm+pt	NA
Protected Phases	4		3	8
Permitted Phases		Free	8	
Detector Phase	4		3	8
Switch Phase				
Minimum Initial (s)	5.0		5.0	5.0
Minimum Split (s)	23.0		10.0	23.0
Total Split (s)	79.0		41.0	120.0
Total Split (%)	65.8%		34.2%	100.0%
Yellow Time (s)	4.0		4.0	4.0
All-Red Time (s)	1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag	Lag		Lead	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	C-Max		None	C-Max
Act Effect Green (s)	104.0	120.0	115.0	120.0
Actuated g/C Ratio	0.87	1.00	0.96	1.00
v/c Ratio	0.33	0.16	0.57	0.33
Control Delay	2.6	0.2	10.6	0.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	2.6	0.2	10.6	0.2
LOS	A	A	B	A
Approach Delay	2.1			2.4
Approach LOS	A			A

Intersection Summary

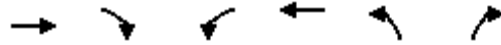
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 2.3
 Intersection Capacity Utilization 49.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: I-25 SB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
 4: I-25 SB Ramp & 70th Ave

2045 Total PM.syn
 11/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑		
Traffic Volume (veh/h)	935	235	280	1060	0	0
Future Volume (veh/h)	935	235	280	1060	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	1016	0	304	1152		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3109		620	3406		
Arrive On Green	1.00	0.00	0.08	1.00		
Sat Flow, veh/h	3647	1585	1781	3647		
Grp Volume(v), veh/h	1016	0	304	1152		
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777		
Q Serve(g_s), s	0.0	0.0	2.0	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	2.0	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3109		620	3406		
V/C Ratio(X)	0.33		0.49	0.34		
Avail Cap(c_a), veh/h	3109		1080	3406		
HCM Platoon Ratio	2.00	2.00	2.00	2.00		
Upstream Filter(l)	1.00	0.00	0.90	0.90		
Uniform Delay (d), s/veh	0.0	0.0	0.4	0.0		
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0	0.9	0.2		
LnGrp LOS	A		A	A		
Approach Vol, veh/h	1016	A		1456		
Approach Delay, s/veh	0.3			0.4		
Approach LOS	A			A		
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			10.0	110.0		120.0
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			36.0	74.0		115.0
Max Q Clear Time (g_c+l1), s			4.0	2.0		2.0
Green Ext Time (p_c), s			0.9	9.9		12.2
Intersection Summary						
HCM 6th Ctrl Delay			0.3			
HCM 6th LOS			A			

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
5: I-25 Express Lanes Ramp & 70th Ave



Lane Group	EBT	EBR	WBL	WBT
Lane Configurations	↑↑	↑	↘	↑↑
Traffic Volume (vph)	828	47	148	1041
Future Volume (vph)	828	47	148	1041
Turn Type	NA	Perm	pm+pt	NA
Protected Phases	4		3	8
Permitted Phases		4	8	
Detector Phase	4	4	3	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0
Total Split (s)	73.0	73.0	27.0	100.0
Total Split (%)	73.0%	73.0%	27.0%	100.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	C-Max	C-Max	None	C-Max
Act Effect Green (s)	84.5	84.5	95.0	100.0
Actuated g/C Ratio	0.84	0.84	0.95	1.00
v/c Ratio	0.29	0.04	0.26	0.31
Control Delay	5.1	1.7	1.0	0.2
Queue Delay	0.1	0.0	0.1	0.0
Total Delay	5.2	1.7	1.0	0.2
LOS	A	A	A	A
Approach Delay	5.0			0.3
Approach LOS	A			A

Intersection Summary

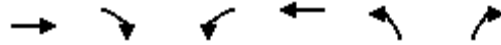
Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.31
 Intersection Signal Delay: 2.3
 Intersection Capacity Utilization 45.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 5: I-25 Express Lanes Ramp & 70th Ave



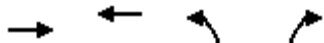
HCM 6th Signalized Intersection Summary
 5: I-25 Express Lanes Ramp & 70th Ave

2021 Existing AM.syn
 09/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑		
Traffic Volume (veh/h)	828	47	148	1041	0	0
Future Volume (veh/h)	828	47	148	1041	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	881	50	157	1107		
Peak Hour Factor	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3023	1348	671	3376		
Arrive On Green	1.00	1.00	0.10	1.00		
Sat Flow, veh/h	3647	1585	1781	3647		
Grp Volume(v), veh/h	881	50	157	1107		
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777		
Q Serve(g_s), s	0.0	0.0	0.8	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	0.8	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3023	1348	671	3376		
V/C Ratio(X)	0.29	0.04	0.23	0.33		
Avail Cap(c_a), veh/h	3023	1348	975	3376		
HCM Platoon Ratio	2.00	2.00	2.00	2.00		
Upstream Filter(l)	0.99	0.99	0.86	0.86		
Uniform Delay (d), s/veh	0.0	0.0	0.4	0.0		
Incr Delay (d2), s/veh	0.2	0.1	0.2	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.2	0.1	0.5	0.2		
LnGrp LOS	A	A	A	A		
Approach Vol, veh/h	931			1264		
Approach Delay, s/veh	0.2			0.3		
Approach LOS	A			A		
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			9.9	90.1		100.0
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			22.0	68.0		95.0
Max Q Clear Time (g_c+l1), s			2.8	2.0		2.0
Green Ext Time (p_c), s			0.4	8.2		11.4
Intersection Summary						
HCM 6th Ctrl Delay			0.2			
HCM 6th LOS			A			

Timings
5: I-25 Express Lanes Ramp & 70th Ave



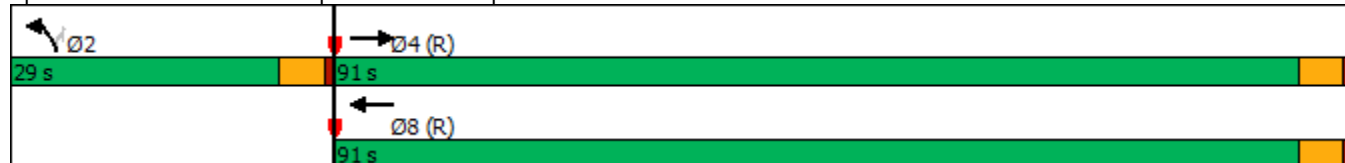
Lane Group	EBT	WBT	NBL	NBR
Lane Configurations	↑↑	↑↑	↵	↶
Traffic Volume (vph)	830	1114	41	53
Future Volume (vph)	830	1114	41	53
Turn Type	NA	NA	Prot	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	91.0	91.0	29.0	29.0
Total Split (%)	75.8%	75.8%	24.2%	24.2%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	None
Act Effect Green (s)	104.6	104.6	8.5	8.5
Actuated g/C Ratio	0.87	0.87	0.07	0.07
v/c Ratio	0.30	0.40	0.36	0.35
Control Delay	1.3	0.7	60.4	18.9
Queue Delay	0.1	0.1	0.0	0.0
Total Delay	1.4	0.8	60.4	18.9
LOS	A	A	E	B
Approach Delay	1.4	0.8	37.1	
Approach LOS	A	A	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay: 2.7
 Intersection Capacity Utilization 45.2%
 Analysis Period (min) 15

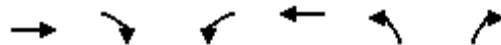
Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 5: I-25 Express Lanes Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
5: I-25 Express Lanes Ramp & 70th Ave

2021 Existing PM.syn
09/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘	↘
Traffic Volume (veh/h)	830	0	0	1114	41	53
Future Volume (veh/h)	830	0	0	1114	41	53
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	912	0	0	1224	45	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	3141	0	0	3141	59	
Arrive On Green	1.00	0.00	0.00	1.00	0.03	0.00
Sat Flow, veh/h	3741	0	0	3741	1781	1585
Grp Volume(v), veh/h	912	0	0	1224	45	0
Grp Sat Flow(s),veh/h/ln	1777	0	0	1777	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	3.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	3.0	0.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	3141	0	0	3141	59	
V/C Ratio(X)	0.29	0.00	0.00	0.39	0.77	
Avail Cap(c_a), veh/h	3141	0	0	3141	356	
HCM Platoon Ratio	2.00	1.00	1.00	2.00	1.00	1.00
Upstream Filter(l)	0.96	0.00	0.00	0.83	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	57.6	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	18.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	1.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.2	0.0	0.0	0.3	76.3	0.0
LnGrp LOS	A	A	A	A	E	
Approach Vol, veh/h	912			1224	45	A
Approach Delay, s/veh	0.2			0.3	76.3	
Approach LOS	A			A	E	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		8.9		111.1		111.1
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		24.0		86.0		86.0
Max Q Clear Time (g_c+l1), s		5.0		2.0		2.0
Green Ext Time (p_c), s		0.1		8.4		13.5

Intersection Summary

HCM 6th Ctrl Delay			1.8			
HCM 6th LOS			A			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
5: I-25 Express Lanes Ramp & 70th Ave

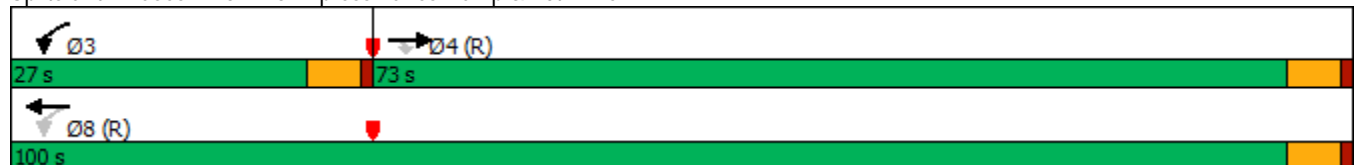


Lane Group	EBT	EBR	WBL	WBT
Lane Configurations	↑↑	↑	↘	↑↑
Traffic Volume (vph)	835	47	149	1050
Future Volume (vph)	835	47	149	1050
Turn Type	NA	Perm	pm+pt	NA
Protected Phases	4		3	8
Permitted Phases		4	8	
Detector Phase	4	4	3	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0
Total Split (s)	73.0	73.0	27.0	100.0
Total Split (%)	73.0%	73.0%	27.0%	100.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	C-Max	C-Max	None	C-Max
Act Effect Green (s)	84.5	84.5	95.0	100.0
Actuated g/C Ratio	0.84	0.84	0.95	1.00
v/c Ratio	0.30	0.04	0.27	0.32
Control Delay	5.0	1.6	1.0	0.2
Queue Delay	0.1	0.0	0.1	0.0
Total Delay	5.2	1.6	1.1	0.2
LOS	A	A	A	A
Approach Delay	5.0			0.3
Approach LOS	A			A

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.32
 Intersection Signal Delay: 2.3
 Intersection Capacity Utilization 45.4%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

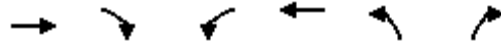
Splits and Phases: 5: I-25 Express Lanes Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
 5: I-25 Express Lanes Ramp & 70th Ave

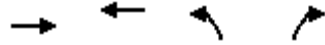
2023 Background AM.syn

09/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑		
Traffic Volume (veh/h)	835	47	149	1050	0	0
Future Volume (veh/h)	835	47	149	1050	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	888	50	159	1117		
Peak Hour Factor	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3023	1348	668	3376		
Arrive On Green	1.00	1.00	0.10	1.00		
Sat Flow, veh/h	3647	1585	1781	3647		
Grp Volume(v), veh/h	888	50	159	1117		
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777		
Q Serve(g_s), s	0.0	0.0	0.8	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	0.8	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3023	1348	668	3376		
V/C Ratio(X)	0.29	0.04	0.24	0.33		
Avail Cap(c_a), veh/h	3023	1348	972	3376		
HCM Platoon Ratio	2.00	2.00	2.00	2.00		
Upstream Filter(l)	0.98	0.98	0.86	0.86		
Uniform Delay (d), s/veh	0.0	0.0	0.4	0.0		
Incr Delay (d2), s/veh	0.2	0.1	0.2	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.2	0.1	0.5	0.2		
LnGrp LOS	A	A	A	A		
Approach Vol, veh/h	938			1276		
Approach Delay, s/veh	0.2			0.3		
Approach LOS	A			A		
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			9.9	90.1		100.0
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			22.0	68.0		95.0
Max Q Clear Time (g_c+l1), s			2.8	2.0		2.0
Green Ext Time (p_c), s			0.4	8.3		11.6
Intersection Summary						
HCM 6th Ctrl Delay			0.2			
HCM 6th LOS			A			

Timings
5: I-25 Express Lanes Ramp & 70th Ave



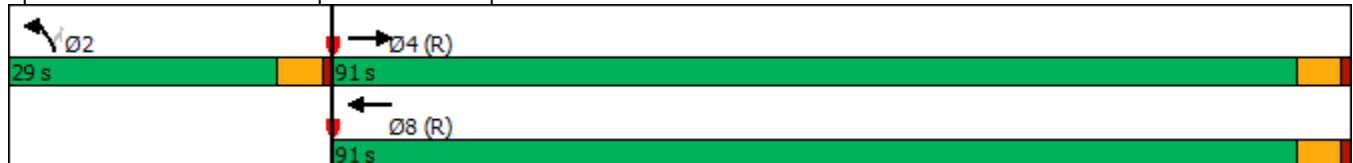
Lane Group	EBT	WBT	NBL	NBR
Lane Configurations	↑↑	↑↑	↵	↶
Traffic Volume (vph)	837	1124	41	53
Future Volume (vph)	837	1124	41	53
Turn Type	NA	NA	Prot	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	91.0	91.0	29.0	29.0
Total Split (%)	75.8%	75.8%	24.2%	24.2%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	None
Act Effect Green (s)	104.6	104.6	8.5	8.5
Actuated g/C Ratio	0.87	0.87	0.07	0.07
v/c Ratio	0.30	0.40	0.36	0.35
Control Delay	1.3	0.7	60.4	18.9
Queue Delay	0.1	0.1	0.0	0.0
Total Delay	1.4	0.8	60.4	18.9
LOS	A	A	E	B
Approach Delay	1.4	0.8	37.1	
Approach LOS	A	A	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay: 2.7
 Intersection Capacity Utilization 45.5%
 Analysis Period (min) 15

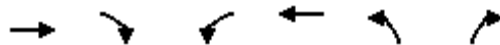
Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 5: I-25 Express Lanes Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
5: I-25 Express Lanes Ramp & 70th Ave

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘	↘
Traffic Volume (veh/h)	837	0	0	1124	41	53
Future Volume (veh/h)	837	0	0	1124	41	53
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	920	0	0	1235	45	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	3141	0	0	3141	59	
Arrive On Green	1.00	0.00	0.00	1.00	0.03	0.00
Sat Flow, veh/h	3741	0	0	3741	1781	1585
Grp Volume(v), veh/h	920	0	0	1235	45	0
Grp Sat Flow(s),veh/h/ln	1777	0	0	1777	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	3.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	3.0	0.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	3141	0	0	3141	59	
V/C Ratio(X)	0.29	0.00	0.00	0.39	0.77	
Avail Cap(c_a), veh/h	3141	0	0	3141	356	
HCM Platoon Ratio	2.00	1.00	1.00	2.00	1.00	1.00
Upstream Filter(l)	0.96	0.00	0.00	0.83	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	57.6	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	18.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	1.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.2	0.0	0.0	0.3	76.3	0.0
LnGrp LOS	A	A	A	A	E	
Approach Vol, veh/h	920			1235	45	A
Approach Delay, s/veh	0.2			0.3	76.3	
Approach LOS	A			A	E	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		8.9		111.1		111.1
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		24.0		86.0		86.0
Max Q Clear Time (g_c+l1), s		5.0		2.0		2.0
Green Ext Time (p_c), s		0.1		8.5		13.7

Intersection Summary

HCM 6th Ctrl Delay	1.8
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
5: I-25 Express Lanes Ramp & 70th Ave

2023 Total AM.syn
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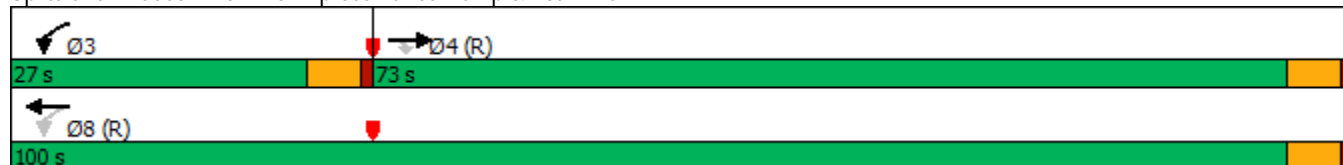


Lane Group	EBT	EBR	WBL	WBT
Lane Configurations	↑↑	↑	↙	↑↑
Traffic Volume (vph)	848	55	149	1088
Future Volume (vph)	848	55	149	1088
Turn Type	NA	Perm	pm+pt	NA
Protected Phases	4		3	8
Permitted Phases		4	8	
Detector Phase	4	4	3	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0
Total Split (s)	73.0	73.0	27.0	100.0
Total Split (%)	73.0%	73.0%	27.0%	100.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	C-Max	C-Max	None	C-Max
Act Effect Green (s)	84.5	84.5	95.0	100.0
Actuated g/C Ratio	0.84	0.84	0.95	1.00
v/c Ratio	0.30	0.04	0.27	0.33
Control Delay	3.1	0.7	1.0	0.2
Queue Delay	0.1	0.0	0.1	0.0
Total Delay	3.3	0.7	1.1	0.2
LOS	A	A	A	A
Approach Delay	3.1			0.3
Approach LOS	A			A

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.33
 Intersection Signal Delay: 1.5
 Intersection Capacity Utilization 47.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 5: I-25 Express Lanes Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
 5: I-25 Express Lanes Ramp & 70th Ave

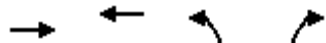
2023 Total AM.syn
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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑		
Traffic Volume (veh/h)	848	55	149	1088	0	0
Future Volume (veh/h)	848	55	149	1088	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	902	59	159	1157		
Peak Hour Factor	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3023	1348	657	3376		
Arrive On Green	1.00	1.00	0.10	1.00		
Sat Flow, veh/h	3647	1585	1781	3647		
Grp Volume(v), veh/h	902	59	159	1157		
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777		
Q Serve(g_s), s	0.0	0.0	0.8	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	0.8	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3023	1348	657	3376		
V/C Ratio(X)	0.30	0.04	0.24	0.34		
Avail Cap(c_a), veh/h	3023	1348	961	3376		
HCM Platoon Ratio	2.00	2.00	2.00	2.00		
Upstream Filter(l)	0.96	0.96	0.85	0.85		
Uniform Delay (d), s/veh	0.0	0.0	0.4	0.0		
Incr Delay (d2), s/veh	0.2	0.1	0.2	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.2	0.1	0.5	0.2		
LnGrp LOS	A	A	A	A		
Approach Vol, veh/h	961			1316		
Approach Delay, s/veh	0.2			0.3		
Approach LOS	A			A		
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			9.9	90.1		100.0
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			22.0	68.0		95.0
Max Q Clear Time (g_c+l1), s			2.8	2.0		2.0
Green Ext Time (p_c), s			0.4	8.5		12.3
Intersection Summary						
HCM 6th Ctrl Delay			0.3			
HCM 6th LOS			A			

Timings
5: I-25 Express Lanes Ramp & 70th Ave

2023 Total PM.syn
11/03/2021



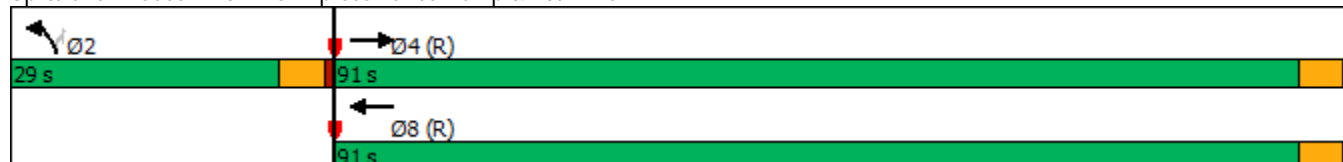
Lane Group	EBT	WBT	NBL	NBR
Lane Configurations	↑↑	↑↑	↵	↶
Traffic Volume (vph)	849	1146	43	53
Future Volume (vph)	849	1146	43	53
Turn Type	NA	NA	Prot	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	91.0	91.0	29.0	29.0
Total Split (%)	75.8%	75.8%	24.2%	24.2%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	None
Act Effect Green (s)	104.5	104.5	8.6	8.6
Actuated g/C Ratio	0.87	0.87	0.07	0.07
v/c Ratio	0.30	0.41	0.37	0.35
Control Delay	1.6	0.8	60.5	18.8
Queue Delay	0.1	0.1	0.0	0.0
Total Delay	1.7	0.9	60.5	18.8
LOS	A	A	E	B
Approach Delay	1.7	0.9	37.5	
Approach LOS	A	A	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.41
 Intersection Signal Delay: 2.9
 Intersection Capacity Utilization 45.8%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 5: I-25 Express Lanes Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
 5: I-25 Express Lanes Ramp & 70th Ave

2023 Total PM.syn
 11/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘	↘
Traffic Volume (veh/h)	849	0	0	1146	43	53
Future Volume (veh/h)	849	0	0	1146	43	53
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	933	0	0	1259	47	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	3135	0	0	3135	61	
Arrive On Green	1.00	0.00	0.00	1.00	0.03	0.00
Sat Flow, veh/h	3741	0	0	3741	1781	1585
Grp Volume(v), veh/h	933	0	0	1259	47	0
Grp Sat Flow(s),veh/h/ln	1777	0	0	1777	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	3.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	3.1	0.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	3135	0	0	3135	61	
V/C Ratio(X)	0.30	0.00	0.00	0.40	0.77	
Avail Cap(c_a), veh/h	3135	0	0	3135	356	
HCM Platoon Ratio	2.00	1.00	1.00	2.00	1.00	1.00
Upstream Filter(l)	0.96	0.00	0.00	0.83	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	57.5	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	17.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	1.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.2	0.0	0.0	0.3	75.4	0.0
LnGrp LOS	A	A	A	A	E	
Approach Vol, veh/h	933			1259	47	A
Approach Delay, s/veh	0.2			0.3	75.4	
Approach LOS	A			A	E	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		9.1		110.9		110.9
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		24.0		86.0		86.0
Max Q Clear Time (g_c+l1), s		5.1		2.0		2.0
Green Ext Time (p_c), s		0.1		8.7		14.2

Intersection Summary

HCM 6th Ctrl Delay	1.9
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
5: I-25 Express Lanes Ramp & 70th Ave

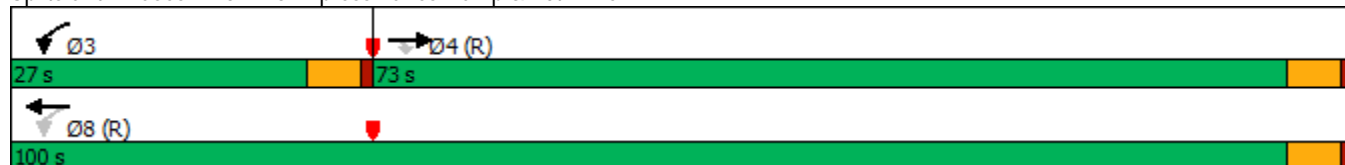


Lane Group	EBT	EBR	WBL	WBT
Lane Configurations	↑↑	↑	↘	↑↑
Traffic Volume (vph)	918	52	164	1154
Future Volume (vph)	918	52	164	1154
Turn Type	NA	Perm	pm+pt	NA
Protected Phases	4		3	8
Permitted Phases		4	8	
Detector Phase	4	4	3	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0
Total Split (s)	73.0	73.0	27.0	100.0
Total Split (%)	73.0%	73.0%	27.0%	100.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	C-Max	C-Max	None	C-Max
Act Effect Green (s)	84.5	84.5	95.0	100.0
Actuated g/C Ratio	0.84	0.84	0.95	1.00
v/c Ratio	0.33	0.04	0.32	0.35
Control Delay	4.3	0.8	1.6	0.2
Queue Delay	0.1	0.0	0.1	0.0
Total Delay	4.4	0.8	1.7	0.2
LOS	A	A	A	A
Approach Delay	4.2			0.4
Approach LOS	A			A

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.35
 Intersection Signal Delay: 2.0
 Intersection Capacity Utilization 49.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

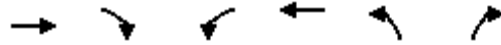
Splits and Phases: 5: I-25 Express Lanes Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
 5: I-25 Express Lanes Ramp & 70th Ave

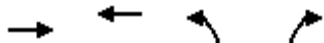
2045 Background AM.syn

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑		
Traffic Volume (veh/h)	918	52	164	1154	0	0
Future Volume (veh/h)	918	52	164	1154	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	977	55	174	1228		
Peak Hour Factor	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3022	1348	625	3376		
Arrive On Green	1.00	1.00	0.10	1.00		
Sat Flow, veh/h	3647	1585	1781	3647		
Grp Volume(v), veh/h	977	55	174	1228		
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777		
Q Serve(g_s), s	0.0	0.0	0.9	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	0.9	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3022	1348	625	3376		
V/C Ratio(X)	0.32	0.04	0.28	0.36		
Avail Cap(c_a), veh/h	3022	1348	929	3376		
HCM Platoon Ratio	2.00	2.00	2.00	2.00		
Upstream Filter(l)	0.98	0.98	0.82	0.82		
Uniform Delay (d), s/veh	0.0	0.0	0.4	0.0		
Incr Delay (d2), s/veh	0.3	0.1	0.2	0.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.1	0.6	0.2		
LnGrp LOS	A	A	A	A		
Approach Vol, veh/h	1032			1402		
Approach Delay, s/veh	0.3			0.3		
Approach LOS	A			A		
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			10.0	90.0		100.0
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			22.0	68.0		95.0
Max Q Clear Time (g_c+l1), s			2.9	2.0		2.0
Green Ext Time (p_c), s			0.4	9.5		13.6
Intersection Summary						
HCM 6th Ctrl Delay			0.3			
HCM 6th LOS			A			

Timings
5: I-25 Express Lanes Ramp & 70th Ave



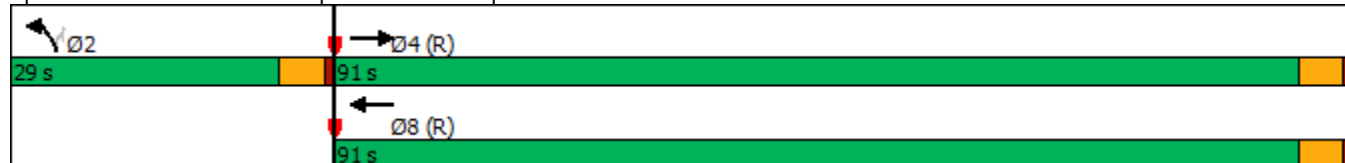
Lane Group	EBT	WBT	NBL	NBR
Lane Configurations	↑↑	↑↑	↵	↵
Traffic Volume (vph)	920	1235	45	59
Future Volume (vph)	920	1235	45	59
Turn Type	NA	NA	Prot	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	91.0	91.0	29.0	29.0
Total Split (%)	75.8%	75.8%	24.2%	24.2%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	None
Act Effect Green (s)	104.4	104.4	8.7	8.7
Actuated g/C Ratio	0.87	0.87	0.07	0.07
v/c Ratio	0.32	0.44	0.38	0.37
Control Delay	1.5	0.8	60.7	18.4
Queue Delay	0.1	0.1	0.0	0.0
Total Delay	1.6	1.0	60.7	18.4
LOS	A	A	E	B
Approach Delay	1.6	1.0	36.8	
Approach LOS	A	A	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 2.9
 Intersection Capacity Utilization 49.2%
 Analysis Period (min) 15

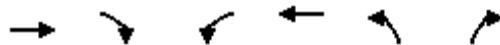
Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 5: I-25 Express Lanes Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
 5: I-25 Express Lanes Ramp & 70th Ave

2045 Background PM.syn
 09/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↵	↵
Traffic Volume (veh/h)	920	0	0	1235	45	59
Future Volume (veh/h)	920	0	0	1235	45	59
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	1000	0	0	1342	49	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	3130	0	0	3130	64	
Arrive On Green	1.00	0.00	0.00	1.00	0.04	0.00
Sat Flow, veh/h	3741	0	0	3741	1781	1585
Grp Volume(v), veh/h	1000	0	0	1342	49	0
Grp Sat Flow(s),veh/h/ln	1777	0	0	1777	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	3.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	3.3	0.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	3130	0	0	3130	64	
V/C Ratio(X)	0.32	0.00	0.00	0.43	0.77	
Avail Cap(c_a), veh/h	3130	0	0	3130	356	
HCM Platoon Ratio	2.00	1.00	1.00	2.00	1.00	1.00
Upstream Filter(l)	0.96	0.00	0.00	0.79	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	57.3	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	17.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0	0.0	0.3	74.5	0.0
LnGrp LOS	A	A	A	A	E	
Approach Vol, veh/h	1000			1342	49	A
Approach Delay, s/veh	0.3			0.3	74.5	
Approach LOS	A			A	E	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		9.3		110.7		110.7
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		24.0		86.0		86.0
Max Q Clear Time (g_c+l1), s		5.3		2.0		2.0
Green Ext Time (p_c), s		0.1		9.6		16.0

Intersection Summary

HCM 6th Ctrl Delay	1.8
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
5: I-25 Express Lanes Ramp & 70th Ave

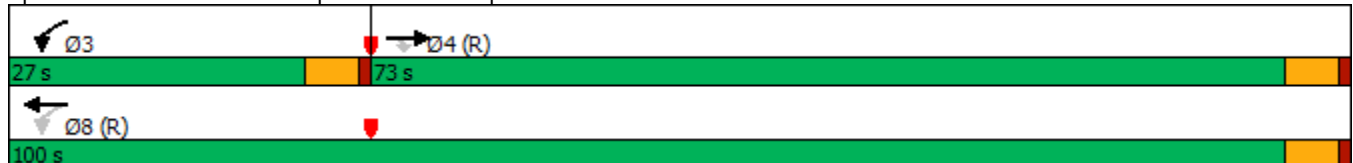


Lane Group	EBT	EBR	WBL	WBT
Lane Configurations	↑↑	↑	↙	↑↑
Traffic Volume (vph)	935	60	165	1195
Future Volume (vph)	935	60	165	1195
Turn Type	NA	Perm	pm+pt	NA
Protected Phases	4		3	8
Permitted Phases		4	8	
Detector Phase	4	4	3	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0
Total Split (s)	73.0	73.0	27.0	100.0
Total Split (%)	73.0%	73.0%	27.0%	100.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	C-Max	C-Max	None	C-Max
Act Effect Green (s)	84.5	84.5	95.0	100.0
Actuated g/C Ratio	0.84	0.84	0.95	1.00
v/c Ratio	0.33	0.05	0.32	0.36
Control Delay	1.8	0.2	1.7	0.2
Queue Delay	0.1	0.0	0.1	0.0
Total Delay	1.9	0.2	1.7	0.2
LOS	A	A	A	A
Approach Delay	1.8			0.4
Approach LOS	A			A

Intersection Summary

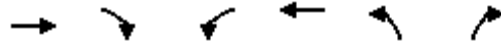
Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.36
 Intersection Signal Delay: 1.0
 Intersection Capacity Utilization 50.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 5: I-25 Express Lanes Ramp & 70th Ave



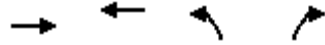
HCM 6th Signalized Intersection Summary
 5: I-25 Express Lanes Ramp & 70th Ave

2045 Total AM.syn
 11/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑		
Traffic Volume (veh/h)	935	60	165	1195	0	0
Future Volume (veh/h)	935	60	165	1195	0	0
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870		
Adj Flow Rate, veh/h	995	64	176	1271		
Peak Hour Factor	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	3022	1348	613	3376		
Arrive On Green	1.00	1.00	0.10	1.00		
Sat Flow, veh/h	3647	1585	1781	3647		
Grp Volume(v), veh/h	995	64	176	1271		
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777		
Q Serve(g_s), s	0.0	0.0	0.9	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	0.9	0.0		
Prop In Lane		1.00	1.00			
Lane Grp Cap(c), veh/h	3022	1348	613	3376		
V/C Ratio(X)	0.33	0.05	0.29	0.38		
Avail Cap(c_a), veh/h	3022	1348	917	3376		
HCM Platoon Ratio	2.00	2.00	2.00	2.00		
Upstream Filter(l)	0.94	0.94	0.81	0.81		
Uniform Delay (d), s/veh	0.0	0.0	0.4	0.0		
Incr Delay (d2), s/veh	0.3	0.1	0.2	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.1	0.6	0.3		
LnGrp LOS	A	A	A	A		
Approach Vol, veh/h	1059			1447		
Approach Delay, s/veh	0.3			0.3		
Approach LOS	A			A		
Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			10.0	90.0		100.0
Change Period (Y+Rc), s			5.0	5.0		5.0
Max Green Setting (Gmax), s			22.0	68.0		95.0
Max Q Clear Time (g_c+l1), s			2.9	2.0		2.0
Green Ext Time (p_c), s			0.4	9.8		14.5
Intersection Summary						
HCM 6th Ctrl Delay			0.3			
HCM 6th LOS			A			

Timings
5: I-25 Express Lanes Ramp & 70th Ave



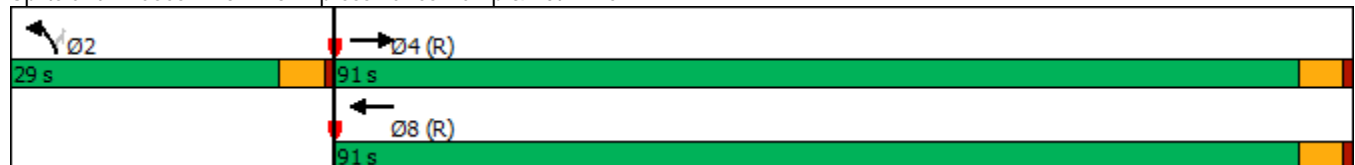
Lane Group	EBT	WBT	NBL	NBR
Lane Configurations	↑↑	↑↑	↵	↶
Traffic Volume (vph)	935	1260	50	60
Future Volume (vph)	935	1260	50	60
Turn Type	NA	NA	Prot	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	91.0	91.0	29.0	29.0
Total Split (%)	75.8%	75.8%	24.2%	24.2%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	None
Act Effect Green (s)	104.1	104.1	9.0	9.0
Actuated g/C Ratio	0.87	0.87	0.08	0.08
v/c Ratio	0.33	0.45	0.41	0.36
Control Delay	1.5	1.0	61.2	18.0
Queue Delay	0.1	0.1	0.0	0.0
Total Delay	1.6	1.1	61.2	18.0
LOS	A	A	E	B
Approach Delay	1.6	1.1	37.6	
Approach LOS	A	A	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 3.0
 Intersection Capacity Utilization 49.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 5: I-25 Express Lanes Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
 5: I-25 Express Lanes Ramp & 70th Ave

2045 Total PM.syn
 11/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘	↗
Traffic Volume (veh/h)	935	0	0	1260	50	60
Future Volume (veh/h)	935	0	0	1260	50	60
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	1016	0	0	1370	54	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	3117	0	0	3117	71	
Arrive On Green	1.00	0.00	0.00	1.00	0.04	0.00
Sat Flow, veh/h	3741	0	0	3741	1781	1585
Grp Volume(v), veh/h	1016	0	0	1370	54	0
Grp Sat Flow(s),veh/h/ln	1777	0	0	1777	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	3.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	3.6	0.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	3117	0	0	3117	71	
V/C Ratio(X)	0.33	0.00	0.00	0.44	0.77	
Avail Cap(c_a), veh/h	3117	0	0	3117	356	
HCM Platoon Ratio	2.00	1.00	1.00	2.00	1.00	1.00
Upstream Filter(l)	0.95	0.00	0.00	0.78	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	57.1	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.4	15.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.2	1.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0	0.0	0.4	72.8	0.0
LnGrp LOS	A	A	A	A	E	
Approach Vol, veh/h	1016			1370	54	A
Approach Delay, s/veh	0.3			0.4	72.8	
Approach LOS	A			A	E	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		9.8		110.2		110.2
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		24.0		86.0		86.0
Max Q Clear Time (g_c+l1), s		5.6		2.0		2.0
Green Ext Time (p_c), s		0.1		9.9		16.7

Intersection Summary

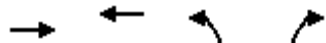
HCM 6th Ctrl Delay			1.9			
HCM 6th LOS			A			

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: I-25 NB Ramp & 70th Ave

2021 Existing AM.syn
09/03/2021

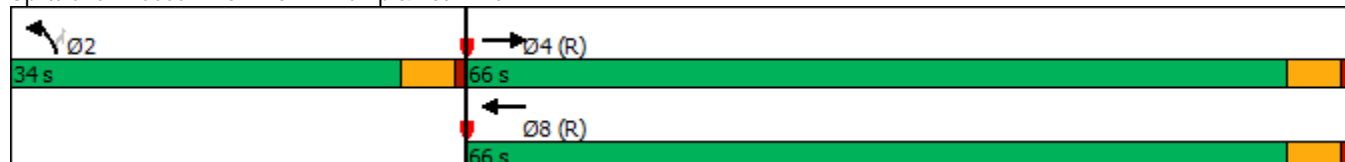


Lane Group	EBT	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↶	↷
Traffic Volume (vph)	830	1051	140	227
Future Volume (vph)	830	1051	140	227
Turn Type	NA	NA	Prot	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	66.0	66.0	34.0	34.0
Total Split (%)	66.0%	66.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	Max	Max
Act Effect Green (s)	61.0	61.0	29.0	29.0
Actuated g/C Ratio	0.61	0.61	0.29	0.29
v/c Ratio	0.29	0.52	0.29	0.43
Control Delay	9.0	12.3	29.5	13.0
Queue Delay	0.2	0.0	0.0	0.0
Total Delay	9.2	12.3	29.5	13.0
LOS	A	B	C	B
Approach Delay	9.2	12.3	19.3	
Approach LOS	A	B	B	

Intersection Summary

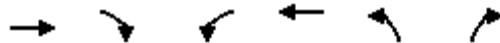
Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 12.3
 Intersection LOS: B
 Intersection Capacity Utilization 45.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 6: I-25 NB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
6: I-25 NB Ramp & 70th Ave

2021 Existing AM.syn
09/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑	↵	↵
Traffic Volume (veh/h)	830	0	0	1051	140	227
Future Volume (veh/h)	830	0	0	1051	140	227
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	892	0	0	1130	151	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	3115	0	0	2168	517	
Arrive On Green	0.20	0.00	0.00	0.61	0.29	0.00
Sat Flow, veh/h	5443	0	0	3741	1781	1585
Grp Volume(v), veh/h	892	0	0	1130	151	0
Grp Sat Flow(s),veh/h/ln	1702	0	0	1777	1781	1585
Q Serve(g_s), s	14.8	0.0	0.0	18.2	6.6	0.0
Cycle Q Clear(g_c), s	14.8	0.0	0.0	18.2	6.6	0.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	3115	0	0	2168	517	
V/C Ratio(X)	0.29	0.00	0.00	0.52	0.29	
Avail Cap(c_a), veh/h	3115	0	0	2168	517	
HCM Platoon Ratio	0.33	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.5	0.0	0.0	11.2	27.5	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.9	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	0.0	6.8	3.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.7	0.0	0.0	12.1	29.0	0.0
LnGrp LOS	C	A	A	B	C	
Approach Vol, veh/h	892			1130	151	A
Approach Delay, s/veh	21.7			12.1	29.0	
Approach LOS	C			B	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		34.0		66.0		66.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		29.0		61.0		61.0
Max Q Clear Time (g_c+I1), s		8.6		16.8		20.2
Green Ext Time (p_c), s		0.4		7.8		10.9

Intersection Summary

HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: I-25 NB Ramp & 70th Ave

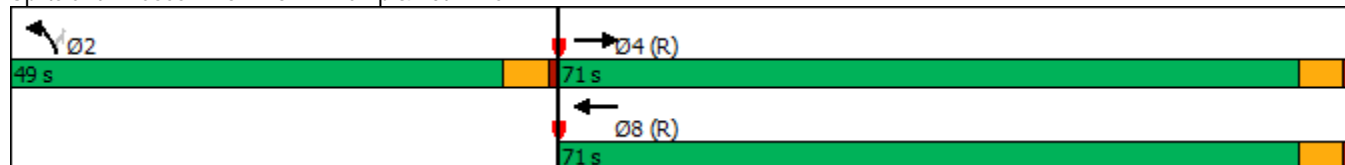


Lane Group	EBT	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↵	↶
Traffic Volume (vph)	870	1009	157	301
Future Volume (vph)	870	1009	157	301
Turn Type	NA	NA	Prot	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	71.0	71.0	49.0	49.0
Total Split (%)	59.2%	59.2%	40.8%	40.8%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	Max	Max
Act Effect Green (s)	66.0	66.0	44.0	44.0
Actuated g/C Ratio	0.55	0.55	0.37	0.37
v/c Ratio	0.34	0.57	0.27	0.51
Control Delay	20.8	19.1	28.1	22.5
Queue Delay	0.4	0.0	0.0	0.0
Total Delay	21.2	19.1	28.1	22.5
LOS	C	B	C	C
Approach Delay	21.2	19.1	24.4	
Approach LOS	C	B	C	

Intersection Summary

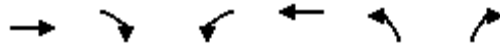
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 20.9
 Intersection Capacity Utilization 44.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 6: I-25 NB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
6: I-25 NB Ramp & 70th Ave

2021 Existing PM.syn
09/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑	↵	↵
Traffic Volume (veh/h)	870	0	0	1009	157	301
Future Volume (veh/h)	870	0	0	1009	157	301
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	956	0	0	1109	173	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	2808	0	0	1955	653	
Arrive On Green	1.00	0.00	0.00	0.55	0.37	0.00
Sat Flow, veh/h	5443	0	0	3741	1781	1585
Grp Volume(v), veh/h	956	0	0	1109	173	0
Grp Sat Flow(s),veh/h/ln	1702	0	0	1777	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	24.5	8.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	24.5	8.2	0.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	2808	0	0	1955	653	
V/C Ratio(X)	0.34	0.00	0.00	0.57	0.26	
Avail Cap(c_a), veh/h	2808	0	0	1955	653	
HCM Platoon Ratio	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.96	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	17.7	26.7	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.2	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	10.1	3.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0	0.0	18.9	27.6	0.0
LnGrp LOS	A	A	A	B	C	
Approach Vol, veh/h	956			1109	173	A
Approach Delay, s/veh	0.3			18.9	27.6	
Approach LOS	A			B	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		49.0		71.0		71.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		44.0		66.0		66.0
Max Q Clear Time (g_c+l1), s		10.2		2.0		26.5
Green Ext Time (p_c), s		0.5		8.8		10.5

Intersection Summary

HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: I-25 NB Ramp & 70th Ave

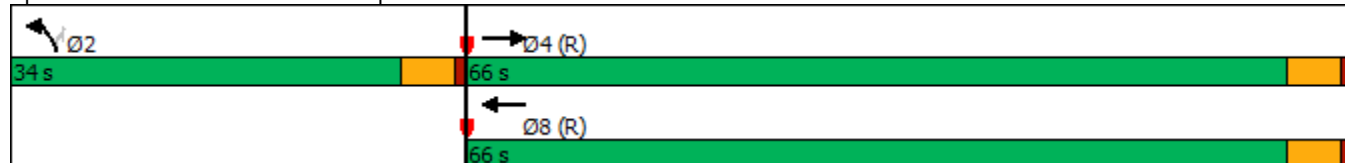


Lane Group	EBT	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↶	↷
Traffic Volume (vph)	837	1060	141	229
Future Volume (vph)	837	1060	141	229
Turn Type	NA	NA	Prot	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	66.0	66.0	34.0	34.0
Total Split (%)	66.0%	66.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	Max	Max
Act Effect Green (s)	61.0	61.0	29.0	29.0
Actuated g/C Ratio	0.61	0.61	0.29	0.29
v/c Ratio	0.29	0.53	0.30	0.43
Control Delay	8.9	12.3	29.5	13.3
Queue Delay	0.2	0.0	0.0	0.0
Total Delay	9.2	12.3	29.5	13.3
LOS	A	B	C	B
Approach Delay	9.2	12.3	19.5	
Approach LOS	A	B	B	

Intersection Summary

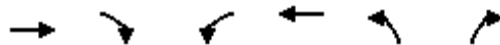
Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 12.3
 Intersection Capacity Utilization 45.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 6: I-25 NB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
6: I-25 NB Ramp & 70th Ave

2023 Background AM.syn
09/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑	↵	↵
Traffic Volume (veh/h)	837	0	0	1060	141	229
Future Volume (veh/h)	837	0	0	1060	141	229
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	900	0	0	1140	152	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	3115	0	0	2168	517	
Arrive On Green	0.20	0.00	0.00	0.61	0.29	0.00
Sat Flow, veh/h	5443	0	0	3741	1781	1585
Grp Volume(v), veh/h	900	0	0	1140	152	0
Grp Sat Flow(s),veh/h/ln	1702	0	0	1777	1781	1585
Q Serve(g_s), s	14.9	0.0	0.0	18.4	6.6	0.0
Cycle Q Clear(g_c), s	14.9	0.0	0.0	18.4	6.6	0.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	3115	0	0	2168	517	
V/C Ratio(X)	0.29	0.00	0.00	0.53	0.29	
Avail Cap(c_a), veh/h	3115	0	0	2168	517	
HCM Platoon Ratio	0.33	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.96	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.5	0.0	0.0	11.2	27.6	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.9	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	0.0	6.9	3.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.8	0.0	0.0	12.1	29.0	0.0
LnGrp LOS	C	A	A	B	C	
Approach Vol, veh/h	900			1140	152	A
Approach Delay, s/veh	21.8			12.1	29.0	
Approach LOS	C			B	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		34.0		66.0		66.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		29.0		61.0		61.0
Max Q Clear Time (g_c+l1), s		8.6		16.9		20.4
Green Ext Time (p_c), s		0.4		7.8		11.0

Intersection Summary

HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: I-25 NB Ramp & 70th Ave

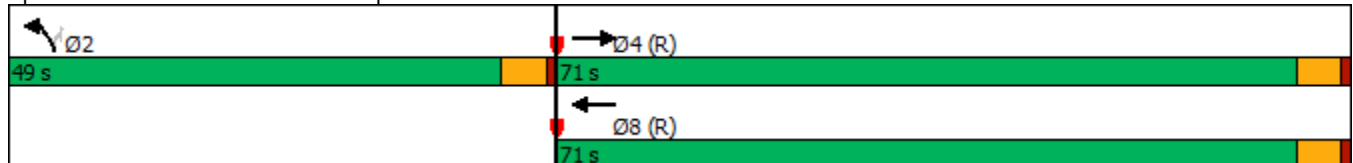


Lane Group	EBT	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↶	↷
Traffic Volume (vph)	877	1018	158	304
Future Volume (vph)	877	1018	158	304
Turn Type	NA	NA	Prot	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	71.0	71.0	49.0	49.0
Total Split (%)	59.2%	59.2%	40.8%	40.8%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	Max	Max
Act Effect Green (s)	66.0	66.0	44.0	44.0
Actuated g/C Ratio	0.55	0.55	0.37	0.37
v/c Ratio	0.34	0.58	0.27	0.52
Control Delay	20.7	19.2	28.1	22.9
Queue Delay	0.4	0.0	0.0	0.0
Total Delay	21.1	19.2	28.1	22.9
LOS	C	B	C	C
Approach Delay	21.1	19.2	24.7	
Approach LOS	C	B	C	

Intersection Summary

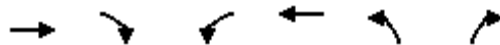
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 21.0
 Intersection Capacity Utilization 45.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 6: I-25 NB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
6: I-25 NB Ramp & 70th Ave

2023 Background PM.syn
09/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑	↘	↗
Traffic Volume (veh/h)	877	0	0	1018	158	304
Future Volume (veh/h)	877	0	0	1018	158	304
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	964	0	0	1119	174	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	2808	0	0	1955	653	
Arrive On Green	1.00	0.00	0.00	0.55	0.37	0.00
Sat Flow, veh/h	5443	0	0	3741	1781	1585
Grp Volume(v), veh/h	964	0	0	1119	174	0
Grp Sat Flow(s),veh/h/ln	1702	0	0	1777	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	24.8	8.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	24.8	8.2	0.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	2808	0	0	1955	653	
V/C Ratio(X)	0.34	0.00	0.00	0.57	0.27	
Avail Cap(c_a), veh/h	2808	0	0	1955	653	
HCM Platoon Ratio	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.96	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	17.7	26.7	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.2	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	10.2	3.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0	0.0	19.0	27.7	0.0
LnGrp LOS	A	A	A	B	C	
Approach Vol, veh/h	964			1119	174	A
Approach Delay, s/veh	0.3			19.0	27.7	
Approach LOS	A			B	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		49.0		71.0		71.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		44.0		66.0		66.0
Max Q Clear Time (g_c+I1), s		10.2		2.0		26.8
Green Ext Time (p_c), s		0.5		8.9		10.7

Intersection Summary

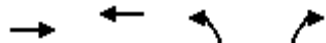
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: I-25 NB Ramp & 70th Ave

2023 Total AM.syn
11/03/2021



Lane Group	EBT	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↶	↷
Traffic Volume (vph)	850	1073	166	229
Future Volume (vph)	850	1073	166	229
Turn Type	NA	NA	Prot	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	66.0	66.0	34.0	34.0
Total Split (%)	66.0%	66.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	Max	Max
Act Effect Green (s)	61.0	61.0	29.0	29.0
Actuated g/C Ratio	0.61	0.61	0.29	0.29
v/c Ratio	0.29	0.53	0.35	0.43
Control Delay	9.6	12.4	30.4	13.9
Queue Delay	0.2	0.0	0.0	0.0
Total Delay	9.8	12.4	30.4	13.9
LOS	A	B	C	B
Approach Delay	9.8	12.4	20.8	
Approach LOS	A	B	C	

Intersection Summary

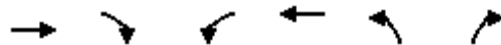
Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 12.9
 Intersection Capacity Utilization 47.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 6: I-25 NB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
6: I-25 NB Ramp & 70th Ave

2023 Total AM.syn
11/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑	↵	↵
Traffic Volume (veh/h)	850	0	0	1073	166	229
Future Volume (veh/h)	850	0	0	1073	166	229
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	914	0	0	1154	178	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	3115	0	0	2168	517	
Arrive On Green	0.20	0.00	0.00	0.61	0.29	0.00
Sat Flow, veh/h	5443	0	0	3741	1781	1585
Grp Volume(v), veh/h	914	0	0	1154	178	0
Grp Sat Flow(s),veh/h/ln	1702	0	0	1777	1781	1585
Q Serve(g_s), s	15.2	0.0	0.0	18.8	7.9	0.0
Cycle Q Clear(g_c), s	15.2	0.0	0.0	18.8	7.9	0.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	3115	0	0	2168	517	
V/C Ratio(X)	0.29	0.00	0.00	0.53	0.34	
Avail Cap(c_a), veh/h	3115	0	0	2168	517	
HCM Platoon Ratio	0.33	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.96	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.6	0.0	0.0	11.3	28.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.9	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	0.0	7.1	3.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.9	0.0	0.0	12.2	29.8	0.0
LnGrp LOS	C	A	A	B	C	
Approach Vol, veh/h	914			1154	178	A
Approach Delay, s/veh	21.9			12.2	29.8	
Approach LOS	C			B	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		34.0		66.0		66.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		29.0		61.0		61.0
Max Q Clear Time (g_c+l1), s		9.9		17.2		20.8
Green Ext Time (p_c), s		0.4		8.0		11.2

Intersection Summary

HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: I-25 NB Ramp & 70th Ave

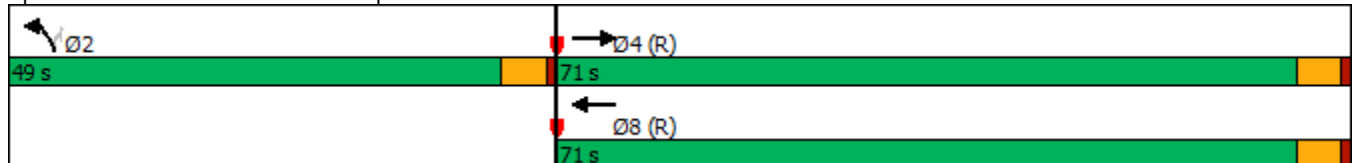


Lane Group	EBT	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↶	↷
Traffic Volume (vph)	889	1030	168	304
Future Volume (vph)	889	1030	168	304
Turn Type	NA	NA	Prot	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	71.0	71.0	49.0	49.0
Total Split (%)	59.2%	59.2%	40.8%	40.8%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	Max	Max
Act Effect Green (s)	66.0	66.0	44.0	44.0
Actuated g/C Ratio	0.55	0.55	0.37	0.37
v/c Ratio	0.35	0.58	0.29	0.52
Control Delay	18.1	19.4	28.4	23.2
Queue Delay	0.4	0.0	0.0	0.0
Total Delay	18.5	19.4	28.4	23.2
LOS	B	B	C	C
Approach Delay	18.5	19.4	25.0	
Approach LOS	B	B	C	

Intersection Summary

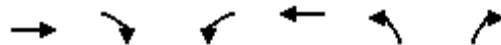
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 20.2
 Intersection Capacity Utilization 46.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 6: I-25 NB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
6: I-25 NB Ramp & 70th Ave

2023 Total PM.syn
11/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑	↵	↵
Traffic Volume (veh/h)	889	0	0	1030	168	304
Future Volume (veh/h)	889	0	0	1030	168	304
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	977	0	0	1132	185	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	2808	0	0	1955	653	
Arrive On Green	1.00	0.00	0.00	0.55	0.37	0.00
Sat Flow, veh/h	5443	0	0	3741	1781	1585
Grp Volume(v), veh/h	977	0	0	1132	185	0
Grp Sat Flow(s),veh/h/ln	1702	0	0	1777	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	25.2	8.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	25.2	8.8	0.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	2808	0	0	1955	653	
V/C Ratio(X)	0.35	0.00	0.00	0.58	0.28	
Avail Cap(c_a), veh/h	2808	0	0	1955	653	
HCM Platoon Ratio	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.96	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	17.8	26.9	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.3	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	10.4	4.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0	0.0	19.1	27.9	0.0
LnGrp LOS	A	A	A	B	C	
Approach Vol, veh/h	977			1132	185	A
Approach Delay, s/veh	0.3			19.1	27.9	
Approach LOS	A			B	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		49.0		71.0		71.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		44.0		66.0		66.0
Max Q Clear Time (g_c+I1), s		10.8		2.0		27.2
Green Ext Time (p_c), s		0.5		9.0		10.8

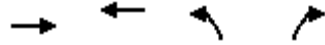
Intersection Summary

HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: I-25 NB Ramp & 70th Ave

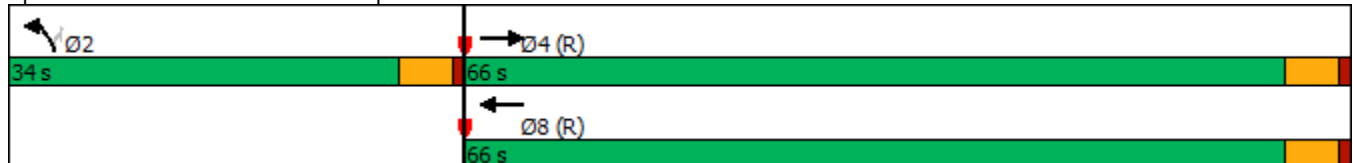


Lane Group	EBT	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↶	↷
Traffic Volume (vph)	920	1165	155	252
Future Volume (vph)	920	1165	155	252
Turn Type	NA	NA	Prot	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	66.0	66.0	34.0	34.0
Total Split (%)	66.0%	66.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	Max	Max
Act Effect Green (s)	61.0	61.0	29.0	29.0
Actuated g/C Ratio	0.61	0.61	0.29	0.29
v/c Ratio	0.32	0.58	0.33	0.49
Control Delay	8.7	13.1	30.0	18.6
Queue Delay	0.2	0.0	0.0	0.0
Total Delay	9.0	13.1	30.0	18.6
LOS	A	B	C	B
Approach Delay	9.0	13.1	22.9	
Approach LOS	A	B	C	

Intersection Summary

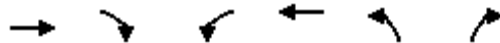
Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 13.2
 Intersection LOS: B
 Intersection Capacity Utilization 49.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 6: I-25 NB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
6: I-25 NB Ramp & 70th Ave

2045 Background AM.syn
09/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑	↵	↵
Traffic Volume (veh/h)	920	0	0	1165	155	252
Future Volume (veh/h)	920	0	0	1165	155	252
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	989	0	0	1253	167	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	3115	0	0	2168	517	
Arrive On Green	0.20	0.00	0.00	0.61	0.29	0.00
Sat Flow, veh/h	5443	0	0	3741	1781	1585
Grp Volume(v), veh/h	989	0	0	1253	167	0
Grp Sat Flow(s),veh/h/ln	1702	0	0	1777	1781	1585
Q Serve(g_s), s	16.5	0.0	0.0	21.2	7.3	0.0
Cycle Q Clear(g_c), s	16.5	0.0	0.0	21.2	7.3	0.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	3115	0	0	2168	517	
V/C Ratio(X)	0.32	0.00	0.00	0.58	0.32	
Avail Cap(c_a), veh/h	3115	0	0	2168	517	
HCM Platoon Ratio	0.33	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.95	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.2	0.0	0.0	11.7	27.8	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.1	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	0.0	8.0	3.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.4	0.0	0.0	12.9	29.5	0.0
LnGrp LOS	C	A	A	B	C	
Approach Vol, veh/h	989			1253	167	A
Approach Delay, s/veh	22.4			12.9	29.5	
Approach LOS	C			B	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		34.0		66.0		66.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		29.0		61.0		61.0
Max Q Clear Time (g_c+l1), s		9.3		18.5		23.2
Green Ext Time (p_c), s		0.4		8.8		12.5

Intersection Summary

HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: I-25 NB Ramp & 70th Ave

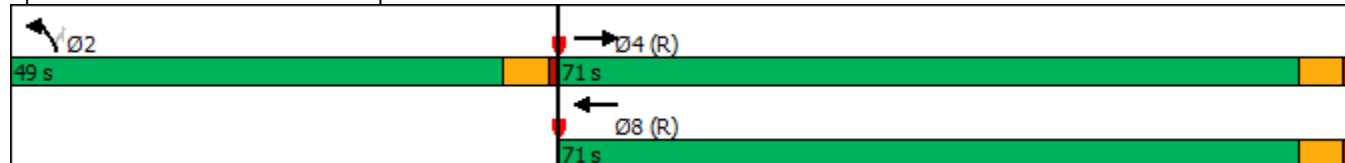


Lane Group	EBT	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↶	↷
Traffic Volume (vph)	964	1118	174	334
Future Volume (vph)	964	1118	174	334
Turn Type	NA	NA	Prot	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	71.0	71.0	49.0	49.0
Total Split (%)	59.2%	59.2%	40.8%	40.8%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	Max	Max
Act Effect Green (s)	66.0	66.0	44.0	44.0
Actuated g/C Ratio	0.55	0.55	0.37	0.37
v/c Ratio	0.37	0.62	0.29	0.57
Control Delay	20.2	20.3	28.5	26.8
Queue Delay	0.4	0.0	0.0	0.0
Total Delay	20.6	20.3	28.5	26.8
LOS	C	C	C	C
Approach Delay	20.6	20.3	27.4	
Approach LOS	C	C	C	

Intersection Summary

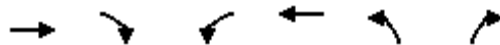
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 21.8
 Intersection Capacity Utilization 48.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 6: I-25 NB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
6: I-25 NB Ramp & 70th Ave

2045 Background PM.syn
09/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑	↘	↗
Traffic Volume (veh/h)	964	0	0	1118	174	334
Future Volume (veh/h)	964	0	0	1118	174	334
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	1048	0	0	1215	189	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	2808	0	0	1955	653	
Arrive On Green	1.00	0.00	0.00	0.55	0.37	0.00
Sat Flow, veh/h	5443	0	0	3741	1781	1585
Grp Volume(v), veh/h	1048	0	0	1215	189	0
Grp Sat Flow(s),veh/h/ln	1702	0	0	1777	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	28.1	9.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	28.1	9.0	0.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	2808	0	0	1955	653	
V/C Ratio(X)	0.37	0.00	0.00	0.62	0.29	
Avail Cap(c_a), veh/h	2808	0	0	1955	653	
HCM Platoon Ratio	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	18.5	26.9	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.5	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	11.6	4.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.4	0.0	0.0	20.0	28.0	0.0
LnGrp LOS	A	A	A	B	C	
Approach Vol, veh/h	1048			1215	189	A
Approach Delay, s/veh	0.4			20.0	28.0	
Approach LOS	A			B	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		49.0		71.0		71.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		44.0		66.0		66.0
Max Q Clear Time (g_c+I1), s		11.0		2.0		30.1
Green Ext Time (p_c), s		0.5		10.0		11.7

Intersection Summary

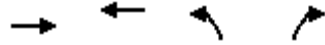
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: I-25 NB Ramp & 70th Ave

2045 Total AM.syn
11/03/2021

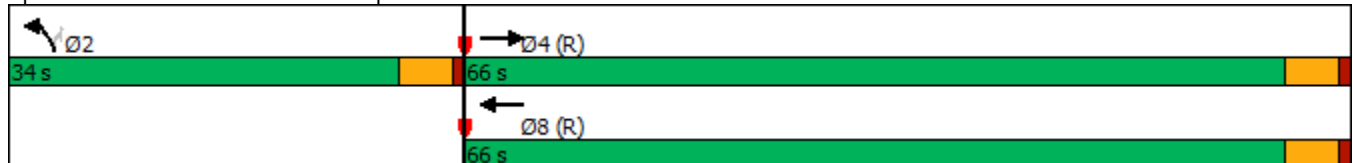


Lane Group	EBT	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↶	↷
Traffic Volume (vph)	935	1180	180	255
Future Volume (vph)	935	1180	180	255
Turn Type	NA	NA	Prot	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	66.0	66.0	34.0	34.0
Total Split (%)	66.0%	66.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	Max	Max
Act Effect Green (s)	61.0	61.0	29.0	29.0
Actuated g/C Ratio	0.61	0.61	0.29	0.29
v/c Ratio	0.32	0.59	0.38	0.50
Control Delay	9.7	13.3	31.0	19.3
Queue Delay	0.2	0.0	0.0	0.0
Total Delay	9.9	13.3	31.0	19.3
LOS	A	B	C	B
Approach Delay	9.9	13.3	24.1	
Approach LOS	A	B	C	

Intersection Summary

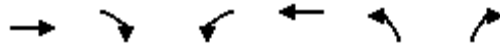
Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 13.9
 Intersection LOS: B
 Intersection Capacity Utilization 50.9%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 6: I-25 NB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
6: I-25 NB Ramp & 70th Ave

2045 Total AM.syn
11/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑	↵	↵
Traffic Volume (veh/h)	935	0	0	1180	180	255
Future Volume (veh/h)	935	0	0	1180	180	255
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	1005	0	0	1269	194	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	3115	0	0	2168	517	
Arrive On Green	0.20	0.00	0.00	0.61	0.29	0.00
Sat Flow, veh/h	5443	0	0	3741	1781	1585
Grp Volume(v), veh/h	1005	0	0	1269	194	0
Grp Sat Flow(s),veh/h/ln	1702	0	0	1777	1781	1585
Q Serve(g_s), s	16.8	0.0	0.0	21.7	8.7	0.0
Cycle Q Clear(g_c), s	16.8	0.0	0.0	21.7	8.7	0.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	3115	0	0	2168	517	
V/C Ratio(X)	0.32	0.00	0.00	0.59	0.38	
Avail Cap(c_a), veh/h	3115	0	0	2168	517	
HCM Platoon Ratio	0.33	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.95	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.3	0.0	0.0	11.8	28.3	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.2	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	0.0	0.0	8.2	4.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.5	0.0	0.0	13.0	30.4	0.0
LnGrp LOS	C	A	A	B	C	
Approach Vol, veh/h	1005			1269	194	A
Approach Delay, s/veh	22.5			13.0	30.4	
Approach LOS	C			B	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		34.0		66.0		66.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		29.0		61.0		61.0
Max Q Clear Time (g_c+l1), s		10.7		18.8		23.7
Green Ext Time (p_c), s		0.5		9.0		12.7

Intersection Summary

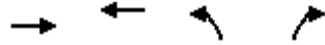
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: I-25 NB Ramp & 70th Ave

2045 Total PM.syn
11/03/2021

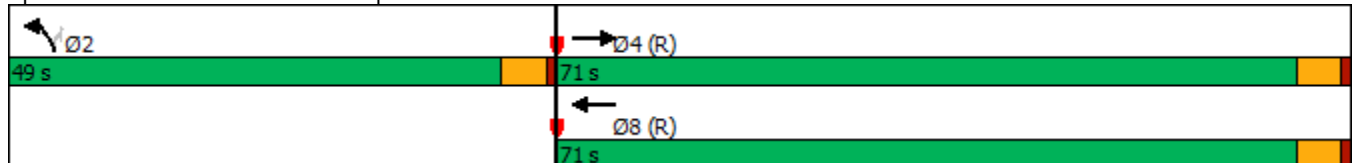


Lane Group	EBT	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↶	↷
Traffic Volume (vph)	980	1130	185	335
Future Volume (vph)	980	1130	185	335
Turn Type	NA	NA	Prot	Perm
Protected Phases	4	8	2	
Permitted Phases				2
Detector Phase	4	8	2	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	71.0	71.0	49.0	49.0
Total Split (%)	59.2%	59.2%	40.8%	40.8%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	Max	Max
Act Effect Green (s)	66.0	66.0	44.0	44.0
Actuated g/C Ratio	0.55	0.55	0.37	0.37
v/c Ratio	0.38	0.63	0.31	0.58
Control Delay	19.1	20.4	28.8	27.3
Queue Delay	0.4	0.0	0.0	0.0
Total Delay	19.5	20.4	28.8	27.3
LOS	B	C	C	C
Approach Delay	19.5	20.4	27.9	
Approach LOS	B	C	C	

Intersection Summary

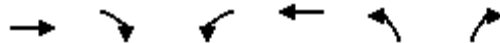
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 21.6
 Intersection Capacity Utilization 49.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 6: I-25 NB Ramp & 70th Ave



HCM 6th Signalized Intersection Summary
6: I-25 NB Ramp & 70th Ave

2045 Total PM.syn
11/03/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑	↵	↵
Traffic Volume (veh/h)	980	0	0	1130	185	335
Future Volume (veh/h)	980	0	0	1130	185	335
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1870	1870	1870
Adj Flow Rate, veh/h	1065	0	0	1228	201	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	2808	0	0	1955	653	
Arrive On Green	1.00	0.00	0.00	0.55	0.37	0.00
Sat Flow, veh/h	5443	0	0	3741	1781	1585
Grp Volume(v), veh/h	1065	0	0	1228	201	0
Grp Sat Flow(s),veh/h/ln	1702	0	0	1777	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	28.5	9.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	28.5	9.7	0.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	2808	0	0	1955	653	
V/C Ratio(X)	0.38	0.00	0.00	0.63	0.31	
Avail Cap(c_a), veh/h	2808	0	0	1955	653	
HCM Platoon Ratio	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.95	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	18.6	27.1	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.5	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	11.8	4.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.4	0.0	0.0	20.1	28.3	0.0
LnGrp LOS	A	A	A	C	C	
Approach Vol, veh/h	1065			1228	201	A
Approach Delay, s/veh	0.4			20.1	28.3	
Approach LOS	A			C	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		49.0		71.0		71.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		44.0		66.0		66.0
Max Q Clear Time (g_c+I1), s		11.7		2.0		30.5
Green Ext Time (p_c), s		0.6		10.2		11.9

Intersection Summary

HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX E

Queue Analysis Worksheets

Queues
2: Broadway & 70th Ave

2023 Total AM.syn

11/03/2021



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	115	514	187	304	362	52	253	701	570	191
v/c Ratio	0.36	0.65	0.56	0.58	0.23	0.20	0.35	0.87	0.41	0.12
Control Delay	23.6	39.8	29.1	40.1	0.3	18.8	23.7	49.8	23.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.6	39.8	29.1	40.1	0.3	18.8	23.7	49.8	23.6	0.2
Queue Length 50th (ft)	46	153	94	185	0	17	46	219	141	0
Queue Length 95th (ft)	82	#234	152	267	0	37	82	#290	186	0
Internal Link Dist (ft)		540		428			356		383	
Turn Bay Length (ft)	200		150			150		300		
Base Capacity (vph)	323	790	398	523	1583	260	729	841	1399	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.65	0.47	0.58	0.23	0.20	0.35	0.83	0.41	0.12

Intersection Summary

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

Queues
2: Broadway & 70th Ave

2023 Total PM.syn
11/03/2021



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	136	447	87	348	568	132	621	581	235	169
v/c Ratio	0.42	0.38	0.25	0.61	0.36	0.34	0.78	0.81	0.19	0.11
Control Delay	25.4	31.3	40.2	62.2	0.6	22.8	49.0	54.5	27.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	31.3	40.2	62.2	0.6	22.8	49.0	54.5	27.1	0.1
Queue Length 50th (ft)	64	135	57	277	0	56	223	221	65	0
Queue Length 95th (ft)	107	182	102	374	0	95	#345	274	96	0
Internal Link Dist (ft)		540		428			356		383	
Turn Bay Length (ft)	200		150			150		300		
Base Capacity (vph)	332	1164	345	572	1583	392	794	843	1268	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.38	0.25	0.61	0.36	0.34	0.78	0.69	0.19	0.11

Intersection Summary

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

Queues
2: Broadway & 70th Ave

2045 Total AM.syn

11/03/2021



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	125	549	201	326	386	54	266	745	603	207
v/c Ratio	0.35	0.62	0.56	0.62	0.24	0.27	0.47	0.85	0.46	0.13
Control Delay	20.8	36.8	24.2	38.5	0.4	23.0	28.5	45.6	25.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	36.8	24.2	38.5	0.4	23.0	28.5	45.6	25.9	0.2
Queue Length 50th (ft)	47	160	94	198	0	19	53	227	156	0
Queue Length 95th (ft)	84	231	155	290	0	41	94	295	209	0
Internal Link Dist (ft)		540		428			356		383	
Turn Bay Length (ft)	200		150			150		300		
Base Capacity (vph)	390	884	507	530	1583	203	566	944	1312	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.62	0.40	0.62	0.24	0.27	0.47	0.79	0.46	0.13

Intersection Summary

Queues
2: Broadway & 70th Ave

2045 Total PM.syn

11/03/2021



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	153	494	95	384	626	142	679	637	258	189
v/c Ratio	0.55	0.44	0.32	0.72	0.40	0.41	0.85	0.82	0.18	0.12
Control Delay	30.9	33.1	43.4	68.0	0.7	26.0	53.7	53.3	24.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	33.1	43.4	68.0	0.7	26.0	53.7	53.3	24.0	0.2
Queue Length 50th (ft)	75	155	65	314	0	58	251	242	67	0
Queue Length 95th (ft)	123	206	113	417	0	97	#397	297	97	0
Internal Link Dist (ft)		540		428			356		383	
Turn Bay Length (ft)	200		150			150		300		
Base Capacity (vph)	282	1123	301	536	1583	343	796	901	1403	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.44	0.32	0.72	0.40	0.41	0.85	0.71	0.18	0.12

Intersection Summary

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

Queues
4: I-25 SB Ramp & 70th Ave

2023 Total AM.syn
11/03/2021



Lane Group	EBT	EBR	WBL	WBT
Lane Group Flow (vph)	954	229	309	843
v/c Ratio	0.32	0.14	0.54	0.24
Control Delay	6.7	0.1	8.3	0.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.7	0.1	8.3	0.2
Queue Length 50th (ft)	152	0	33	0
Queue Length 95th (ft)	202	m0	77	0
Internal Link Dist (ft)	260			360
Turn Bay Length (ft)		250	100	
Base Capacity (vph)	2948	1583	992	3539
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.14	0.31	0.24

Intersection Summary

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

Queues
4: I-25 SB Ramp & 70th Ave

2023 Total PM.syn
11/03/2021



Lane Group	EBT	EBR	WBL	WBT
Lane Group Flow (vph)	954	240	284	1087
v/c Ratio	0.31	0.15	0.50	0.31
Control Delay	2.7	0.2	7.6	0.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	2.7	0.2	7.7	0.2
Queue Length 50th (ft)	75	0	28	0
Queue Length 95th (ft)	118	m0	65	0
Internal Link Dist (ft)	260			360
Turn Bay Length (ft)		250	100	
Base Capacity (vph)	3081	1583	879	3539
Starvation Cap Reductn	0	0	30	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.31	0.15	0.33	0.31

Intersection Summary

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

Queues
4: I-25 SB Ramp & 70th Ave

2045 Total AM.syn
11/03/2021



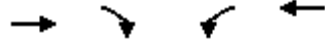
Lane Group	EBT	EBR	WBL	WBT
Lane Group Flow (vph)	1048	250	340	926
v/c Ratio	0.37	0.16	0.61	0.26
Control Delay	7.6	0.1	11.5	0.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.6	0.1	11.5	0.2
Queue Length 50th (ft)	147	0	51	0
Queue Length 95th (ft)	215	m0	108	0
Internal Link Dist (ft)	260			360
Turn Bay Length (ft)		250	100	
Base Capacity (vph)	2842	1583	958	3539
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.37	0.16	0.35	0.26

Intersection Summary

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

Queues
4: I-25 SB Ramp & 70th Ave

2045 Total PM.syn
11/03/2021



Lane Group	EBT	EBR	WBL	WBT
Lane Group Flow (vph)	1016	255	304	1152
v/c Ratio	0.33	0.16	0.57	0.33
Control Delay	2.6	0.2	10.6	0.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	2.6	0.2	10.6	0.2
Queue Length 50th (ft)	71	0	40	0
Queue Length 95th (ft)	120	m0	88	0
Internal Link Dist (ft)	260			360
Turn Bay Length (ft)		250	100	
Base Capacity (vph)	3067	1583	856	3539
Starvation Cap Reductn	0	0	29	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.33	0.16	0.37	0.33

Intersection Summary

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

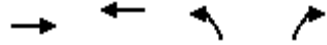
5: I-25 Express Lanes Ramp & 70th Ave



Lane Group	EBT	EBR	WBL	WBT
Lane Group Flow (vph)	902	59	159	1157
v/c Ratio	0.30	0.04	0.27	0.33
Control Delay	3.1	0.7	1.0	0.2
Queue Delay	0.1	0.0	0.1	0.0
Total Delay	3.3	0.7	1.1	0.2
Queue Length 50th (ft)	154	2	1	0
Queue Length 95th (ft)	0	0	1	0
Internal Link Dist (ft)	360			200
Turn Bay Length (ft)			600	
Base Capacity (vph)	2990	1346	791	3539
Starvation Cap Reductn	933	0	131	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.44	0.04	0.24	0.33

Intersection Summary

5: I-25 Express Lanes Ramp & 70th Ave



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	933	1259	47	58
v/c Ratio	0.30	0.41	0.37	0.35
Control Delay	1.6	0.8	60.5	18.8
Queue Delay	0.1	0.1	0.0	0.0
Total Delay	1.7	0.9	60.5	18.8
Queue Length 50th (ft)	0	10	35	0
Queue Length 95th (ft)	139	35	74	41
Internal Link Dist (ft)	360	200	339	
Turn Bay Length (ft)				175
Base Capacity (vph)	3082	3082	354	363
Starvation Cap Reductn	870	556	0	0
Spillback Cap Reductn	96	0	0	1
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.42	0.50	0.13	0.16

Intersection Summary

5: I-25 Express Lanes Ramp & 70th Ave



Lane Group	EBT	EBR	WBL	WBT
Lane Group Flow (vph)	995	64	176	1271
v/c Ratio	0.33	0.05	0.32	0.36
Control Delay	1.8	0.2	1.7	0.2
Queue Delay	0.1	0.0	0.1	0.0
Total Delay	1.9	0.2	1.7	0.2
Queue Length 50th (ft)	0	0	1	0
Queue Length 95th (ft)	0	0	9	0
Internal Link Dist (ft)	360			200
Turn Bay Length (ft)			600	
Base Capacity (vph)	2990	1347	753	3539
Starvation Cap Reductn	769	0	98	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.45	0.05	0.27	0.36

Intersection Summary

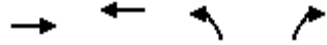


Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	1016	1370	54	65
v/c Ratio	0.33	0.45	0.41	0.36
Control Delay	1.5	1.0	61.2	18.0
Queue Delay	0.1	0.1	0.0	0.0
Total Delay	1.6	1.1	61.2	18.0
Queue Length 50th (ft)	0	16	41	0
Queue Length 95th (ft)	147	42	81	43
Internal Link Dist (ft)	360	200	339	
Turn Bay Length (ft)				175
Base Capacity (vph)	3070	3070	354	368
Starvation Cap Reductn	745	531	0	0
Spillback Cap Reductn	104	0	0	1
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.44	0.54	0.15	0.18

Intersection Summary

Queues
6: I-25 NB Ramp & 70th Ave

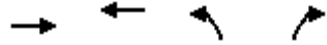
2023 Total AM.syn
11/03/2021



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	914	1154	178	246
v/c Ratio	0.29	0.53	0.35	0.43
Control Delay	9.6	12.4	30.4	13.9
Queue Delay	0.2	0.0	0.0	0.0
Total Delay	9.8	12.4	30.4	13.9
Queue Length 50th (ft)	140	206	89	45
Queue Length 95th (ft)	169	260	150	114
Internal Link Dist (ft)	200	509	324	
Turn Bay Length (ft)				
Base Capacity (vph)	3101	2158	513	566
Starvation Cap Reductn	1292	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.51	0.53	0.35	0.43
Intersection Summary				

Queues
6: I-25 NB Ramp & 70th Ave

2023 Total PM.syn
11/03/2021

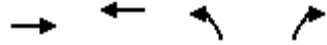


Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	977	1132	185	334
v/c Ratio	0.50	0.83	0.20	0.39
Control Delay	25.3	40.2	15.3	16.2
Queue Delay	1.2	0.0	0.0	0.0
Total Delay	26.5	40.2	15.3	16.2
Queue Length 50th (ft)	214	414	72	130
Queue Length 95th (ft)	263	505	114	199
Internal Link Dist (ft)	200	509	324	
Turn Bay Length (ft)				
Base Capacity (vph)	1949	1356	944	860
Starvation Cap Reductn	689	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.78	0.83	0.20	0.39

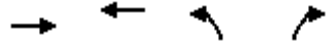
Intersection Summary

Queues
6: I-25 NB Ramp & 70th Ave

2045 Total AM.syn
11/03/2021



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	1005	1269	194	274
v/c Ratio	0.32	0.59	0.38	0.50
Control Delay	9.7	13.3	31.0	19.3
Queue Delay	0.2	0.0	0.0	0.0
Total Delay	9.9	13.3	31.0	19.3
Queue Length 50th (ft)	146	238	98	76
Queue Length 95th (ft)	89	299	162	155
Internal Link Dist (ft)	200	509	324	
Turn Bay Length (ft)				
Base Capacity (vph)	3101	2158	513	547
Starvation Cap Reductn	1197	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.53	0.59	0.38	0.50
Intersection Summary				



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	1065	1228	201	364
v/c Ratio	0.64	1.07	0.19	0.39
Control Delay	37.3	85.8	11.9	14.0
Queue Delay	3.7	0.0	0.0	0.0
Total Delay	41.1	85.8	11.9	14.0
Queue Length 50th (ft)	272	-553	68	136
Queue Length 95th (ft)	328	#691	106	201
Internal Link Dist (ft)	200	509	324	
Turn Bay Length (ft)				
Base Capacity (vph)	1652	1150	1047	941
Starvation Cap Reductn	484	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.91	1.07	0.19	0.39

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX F

Conceptual Site Plan

NOTICE OF NEIGHBORHOOD MEETING

This notice is to inform you of an upcoming opportunity to participate in a neighborhood meeting for a proposed development located at 70th and Broadway in Denver (Unincorporated Adams County).

PROJECT NAME: 70th and Broadway – Gas Station and Convenience Store

PROJECT LOCATION: 6950 Broadway Street and 50 E 70th Avenue
Southeast of the intersection of Broadway Street and 70th Avenue

PROJECT SUMMARY: A re-zone application is proposed to be submitted to Adams County for the construction of a convenience store and associated gas pumps with covered canopy. The development proposes to demolish two existing buildings on-site, rezone one parcel to commercial (C-5) to match the existing C-5 zoning of the adjacent parcel, and redefine lot lines such that the existing restaurant to the south will remain (with the proposed building and canopy installed within the newly defined corner lot). The proposed development contains an approximately 5,000 GSF single-story convenience store along with adjacent gas pumps with covered canopy. The proposed use is in conformance with the proposed C-5 zoning, which is in conformance with the City’s master plan for the area.

PURPOSE OF MEETING: Representatives from the design team will present the site development plans, with the intent of obtaining public input, concerns, and respond to inquiries and questions.

MEETING TIME: 5:00 pm – 5:45 pm
(VIRTUAL, VIA TEAMS)

MEETING DATE: Thursday, March 31st, 2022

MEETING ACCESS:

Web Link Access:

https://teams.microsoft.com/registration/M-A0iflkL5UeKgaSp2a-9xA,gSzqwElpVkeFlfaJrppqTQ,zrNk5QuKuEmu-yxLKmxp5Q,AN10o4V4L0CGY09O9CsgtQ,U_9D-daOVEeZqS6ccvZp8Q,Lg-4nbLqm0eLwCn-qz0DoQ?mode=read&tenantId=7e220d30-0b59-47e5-8a81-a4a9d9afbdc4

(or)

QR Code Access:



VICINITY MAP:



For questions regarding the neighborhood meeting, please contact Mikaela Moore at Mikaela.Moore@kimley-horn.com.

List of Mailings Sent

50 E 70TH AVE LLC
50 E 70TH AVE UNIT 1
DENVER CO 80221-2954

COEN PROPERTIES LLC
11858 BRADBURN BLVD
WESTMINSTER CO 80031-5029

6901 BROADWAY LLC
1103 OAK PARK DRIVE SUITE 110
FT COLLINS CO 80525

COLORADO AGRICULTURAL DITCH
COMPANY
PO BOX 1072
EASTLAKE CO 80614-1072

ACCESS SPORTS LLC
1441 E 96TH PLACE
THORNTON CO 80229

DTML LLC
10461 LADERA DR
LONE TREE CO 80124-5348

ADAMS COUNTY
4430 SOUTH ADAMS COUNTY PKWY
BRIGHTON CO 80601-8204

GABRIEL RICHARD B
1535 PEACH CT
BRIGHTON CO 80601-3624

ADAMS COUNTY
4430 S ADAMS COUNTY PKWY
BRIGHTON CO 80601

LAMAI PROPERTIES LLC
6955 N BROADWAY
DENVER CO 80221

ARTISTIC FLOWERS AND GIFTS INC
482 W 114TH WAY
NORTHGLENN CO 80234

MARKOVATOR ELEVATOR AND
LIFT COMPANY LLC
16165 CLIFFROCK CT
COLORADO SPRINGS CO 80921-3728

AVENUE70 LLC
3535 LARIMER ST
DENVER CO 80205-2421

MARKOVATOR ELEVATOR AND LIFT COMPANY LLC
16165 CLIFFROCK CT
COLORADO SPRINGS CO 80921-3728

BPAZ HOLDINGS 9 LLC
C/O BERKELEY PARTNERS
SAN FRANCISCO CA 94104-4448

MCTIMBER PROPERTIES LLC
6859 GALAPAGO CT
DENVER CO 80221-2833

BROADWAYS LLC
6769 JAY RD
BOULDER CO 80301-4406

MITCHELL BROTHERS HOLDINGS LLC
285 W DELGADA LN
STANSBURY PARK UT 84074-4034

BRONCUCIA MICHAEL F AND BRONCUCIA
MARLENE TRUST
544 SUNDOWN LANE
DENVER CO 80221-4460

OIA CAPITAL SERVICES LLC
47 LIMESTONE RD
ARMONK NY 10504-2306

REGIONAL TRANSPORTATION DISTRICT
1600 BLAKE ST
DENVER CO 80202

CANNON CLINT
OR CURRENT RESIDENT
180 W 70TH AVE
DENVER CO 80221-2912

RODAN ENTERPRISES LLC
7948 TROTTER LN
LONE TREE CO 80124-9755

COLORADO RED ROCKS PROPERTIES LLC
OR CURRENT RESIDENT
6941 BROADWAY
DENVER CO 80221-2841

SRE COLORADO 1 LLC
4401 COLWICK RD
CHARLOTTE NC 28211-2311

FERN LLC
C/O UDI BARON
OR CURRENT RESIDENT
101 E 70TH AVE
DENVER CO 80221

TURNPIKE INDUSTRIAL LP
2 EXECUTIVE CIR STE 150
IRVINE CA 92614-6772

MONTGOMERY HANSON ENTERPRISES LLC
OR CURRENT RESIDENT
6931 BROADWAY
DENVER CO 80221-2841

W W GRAINGER INC
C/O ECOVA INC MS 3944
410 17TH ST STE 1175
DENVER CO 80202-4439

SPORTS WORLD PLUS INC
OR CURRENT RESIDENT
6835 BROADWAY
DENVER CO 80221

WATUMULL PROPERTIES CORP
307 LEWERS ST STE 600
HONOLULU HI 96815-2364

SPORTS WORLD PLUS INC
OR CURRENT RESIDENT
6841 BROADWAY
DENVER CO 80221

WELCH 3 INVESTMENTS LLC
6327 BRAUN LN
ARVADA CO 80004-6131

WAGNER JASON
OR CURRENT RESIDENT
6905 BROADWAY
DENVER CO 80221-2841

WPC CLEAR CREEK LLC
307 LEWERS ST STE 600
HONOLULU HI 96815-2364

CURRENT RESIDENT
6850 BROADWAY UNIT A
DENVER CO 80221-2800

50 E 70TH AVE LLC
OR CURRENT RESIDENT
50 E 70TH AVE UNIT 1
DENVER CO 80221-2954

CURRENT RESIDENT
6850 BROADWAY UNIT B
DENVER CO 80221-2800

BRONCUCIA JOSEPH A AND
BRONCUCIA PATRICIA A
OR CURRENT RESIDENT
120 E 70TH AVE
DENVER CO 80221-2904

CURRENT RESIDENT
6850 BROADWAY UNIT C
DENVER CO 80221-2800

CURRENT RESIDENT
6850 BROADWAY UNIT D
DENVER CO 80221-2800

CURRENT RESIDENT
6921 BROADWAY
DENVER CO 80221-2841

CURRENT RESIDENT
6850 BROADWAY UNIT E
DENVER CO 80221-2800

CURRENT RESIDENT
6925 BROADWAY
DENVER CO 80221-2841

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6850 BROADWAY UNIT F
DENVER CO 80221-2800

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6935 BROADWAY
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6850 BROADWAY UNIT G
DENVER CO 80221-2800

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6945 BROADWAY
DENVER CO 80221-2841

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6850 BROADWAY UNIT H
DENVER CO 80221-2800

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6951 BROADWAY
DENVER CO 80221-2841

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6860 BROADWAY UNIT B
DENVER CO 80221-2828

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6955 BROADWAY
DENVER CO 80221-2841

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6860 BROADWAY UNIT D
DENVER CO 80221-2828

CURRENT RESIDENT
6995 BROADWAY
DENVER CO 80221-2841

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6901 BROADWAY
DENVER CO 80221-2841

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6870 BROADWAY UNIT A
DENVER CO 80221-2844

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6911 BROADWAY
DENVER CO 80221-2841

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6870 BROADWAY UNIT B
DENVER CO 80221-2844

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6870 BROADWAY UNIT C
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6880 BROADWAY UNIT A
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100 W 70TH AVE
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140 W 70TH AVE
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DENVER CO 80221-2918

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DENVER CO 80221-2919

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DENVER CO 80221-2923

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7010 BROADWAY STE 201
DENVER CO 80221-2921

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7010 BROADWAY STE 310
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DENVER CO 80221-2924

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7100 BROADWAY STE 5N
DENVER CO 80221-2923

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DENVER CO 80221-2924

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DENVER CO 80221-2923

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7100 BROADWAY STE 6F
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7100 BROADWAY STE 6U
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7100 BROADWAY STE 6I
DENVER CO 80221-2925

CURRENT RESIDENT
7100 BROADWAY STE 3CPH
DENVER CO 80221-2928

CURRENT RESIDENT
7100 BROADWAY STE 6J
DENVER CO 80221-2925

CURRENT RESIDENT
7100 BROADWAY STE 3DPH
DENVER CO 80221-2929

CURRENT RESIDENT
7100 BROADWAY STE 6K
DENVER CO 80221-2925

CURRENT RESIDENT
7100 BROADWAY STE 3EPH
DENVER CO 80221-2930

CURRENT RESIDENT
7100 BROADWAY STE 6L
DENVER CO 80221-2925

CURRENT RESIDENT
7100 BROADWAY STE 1CPH
DENVER CO 80221-2931

CURRENT RESIDENT
7100 BROADWAY STE 6O
DENVER CO 80221-2925

CURRENT RESIDENT
7100 BROADWAY STE 2APH
DENVER CO 80221-2932

CURRENT RESIDENT
7100 BROADWAY STE 6Q
DENVER CO 80221-2925

CURRENT RESIDENT
7100 BROADWAY STE 2BPH
DENVER CO 80221-2933

CURRENT RESIDENT
7100 BROADWAY STE 6R
DENVER CO 80221-2925

CURRENT RESIDENT
7100 BROADWAY STE 2CPH
DENVER CO 80221-2934

CURRENT RESIDENT
7100 BROADWAY STE 6S
DENVER CO 80221-2925

CURRENT RESIDENT
7100 BROADWAY STE 2DPH
DENVER CO 80221-2935

CURRENT RESIDENT
7100 BROADWAY STE 6T
DENVER CO 80221-2925

CURRENT RESIDENT
7100 BROADWAY STE 2EPH
DENVER CO 80221-2936

CURRENT RESIDENT
7100 BROADWAY STE 2FPH
DENVER CO 80221-2937

CURRENT RESIDENT
7010 BROADWAY STE 450
DENVER CO 80221-2946

CURRENT RESIDENT
7100 BROADWAY STE 2LPH
DENVER CO 80221-2938

CURRENT RESIDENT
7100 BROADWAY STE 6SPH
DENVER CO 80221-2948

CURRENT RESIDENT
7100 BROADWAY STE 2NPH
DENVER CO 80221-2939

CURRENT RESIDENT
7100 BROADWAY STE 1DPH
DENVER CO 80221-2949

CURRENT RESIDENT
7100 BROADWAY STE 2OPH
DENVER CO 80221-2940

CURRENT RESIDENT
7100 BROADWAY STE 1BPH
DENVER CO 80221-2950

CURRENT RESIDENT
7100 BROADWAY STE 2PPH
DENVER CO 80221-2941

CURRENT RESIDENT
7100 BROADWAY STE 1APH
DENVER CO 80221-2951

CURRENT RESIDENT
7100 BROADWAY STE 6NPH
DENVER CO 80221-2942

CURRENT RESIDENT
7010 BROADWAY STE 400
DENVER CO 80221-2952

CURRENT RESIDENT
7100 BROADWAY STE 6OPH
DENVER CO 80221-2943

CURRENT RESIDENT
7010 BROADWAY STE 405
DENVER CO 80221-2952

CURRENT RESIDENT
7100 BROADWAY STE 6PPH
DENVER CO 80221-2944

CURRENT RESIDENT
7010 BROADWAY STE 350
DENVER CO 80221-2953

CURRENT RESIDENT
7100 BROADWAY STE 6QPH
DENVER CO 80221-2945

CURRENT RESIDENT
7010 BROADWAY STE 360
DENVER CO 80221-2953

CURRENT RESIDENT
7010 BROADWAY STE 430
DENVER CO 80221-2946

CURRENT RESIDENT
50 E 70TH AVE UNIT 2
DENVER CO 80221-2954

ATTENDANCE REPORT

Meeting Summary

Total Number of Participants 5

Meeting Title 70th and Broadway - Neighborhood Meeting (Rezone)

Meeting Start Time "3/31/2022, 4:57:46 PM"

Meeting End Time "3/31/2022, 5:46:08 PM"

Meeting Id 745aa4aa-6d9d-4c3c-8947-9b26be87425e

Full Name	Join Time	Leave Time	Duration	Email	Role
Participant ID (UPN)					
Jamie Pollock	"3/31/2022, 4:57:46 PM"	"3/31/2022, 5:38:01 PM"	40m 14s	jami.e.pollock@uproperties.com	Attendee
"Moore, Mikaela"	"3/31/2022, 4:58:56 PM"	"3/31/2022, 5:46:03 PM"	47m 6s	Mikaela.Moore@ki-mey-horn.com	Organizer
Jamie Pollock	"3/31/2022, 4:59:11 PM"	"3/31/2022, 5:22:04 PM"	22m 53s		Attendee
Mona Douillard	"3/31/2022, 5:01:14 PM"	"3/31/2022, 5:46:05 PM"	44m 51s	Mona.Douillard@uproperties.com	Attendee
GGC	"3/31/2022, 5:01:28 PM"	"3/31/2022, 5:46:08 PM"	44m 40s		Attendee



DATE: July 19, 2023
FILE NUMBER: 100-N0031890-020-CN1, Amendment No. 4
PROPERTY ADDRESS: 6950 Broadway, Denver, CO 80221-2879
BUYER/BORROWER: United Properties Development, LLC, a Minnesota limited liability company
OWNER(S): Welch 3 Investments LLC, a colorado limited liability company
YOUR REFERENCE NUMBER:
ASSESSOR PARCEL NUMBER: R0190442 / 0182503103033

PLEASE TAKE NOTE OF THE FOLLOWING REVISED TERMS CONTAINED HEREIN:

Amendment No. 2 – updated effective date, added exceptions 23-28, deleted exceptions 12,13 and 16

WIRED FUNDS ARE REQUIRED ON ALL CASH PURCHASE TRANSACTIONS. FOR WIRING INSTRUCTIONS, PLEASE CONTACT YOUR ESCROW OFFICE AS NOTED ON THE TRANSMITTAL PAGE OF THIS COMMITMENT.

TO: Escrow Officer	ATTN: Chandra Nay PHONE: (303) 692-6787 FAX: (303) 628-1644 E-MAIL: cnay@fnf.com
Escrow Assistant	ATTN: Sarah Ratliff PHONE: (303) 244-9197 E-MAIL: Sarah.Ratliff@fnf.com
Title Officer	ATTN: Eric Stearns PHONE: (303) 692-6778 E-MAIL: estearns@fnf.com
Sales Executive	ATTN: Stephen Boyka E-MAIL: sboyka@fnf.com

TO: United Properties Development, LLC, a Minnesota limited liability company 1331 17th Street Suite 604 Denver, CO 80202	ATTN: Jamie Pollock PHONE: FAX: E-MAIL: jamie.pollock@uproperties.com
--	--

TO: Welch 3 Investments LLC, a colorado limited liability company 6327 Braun Lane Arvada, CO 80004	ATTN: Trace Welch PHONE: FAX: E-MAIL: talon3trace@gmail.com
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TO: Senn Visciano Canges P.C. 1700 Lincoln Street Suite 4300 Denver, CO 80203	ATTN: Julia Koren PHONE: FAX: E-MAIL: jkoren@sennlaw.com
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Commitment Transmittal
(Continued)

TO:	OBrien Legal Services LLC 3900 E. Mexico Ave. Suite 300 Denver, CO 80210	ATTN:	Bradley J. OBrien
		PHONE:	(303) 648-1200
		FAX:	
		E-MAIL:	brad@olslaw.com

TO:	National Commercial Services Main 8055 E Tufts Ave Suite 900 Denver, CO 80237	ATTN:	Chandra Nay
		PHONE:	(303) 291-9977
		FAX:	(303) 633-7720
		E-MAIL:	cnay@fnf.com

END OF TRANSMITTAL



COMMITMENT FOR TITLE INSURANCE

Issued by

Commonwealth Land Title Insurance Company

NOTICE

IMPORTANT—READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRA CONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.


THE COMPANY’S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I—Requirements; Schedule B, Part II—Exceptions; and the Commitment Conditions, **Commonwealth Land Title Insurance Company**, a Florida Corporation (the “Company”), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Policy Amount and the name of the Proposed Insured.

If all of the Schedule B, Part I—Requirements have not been met within 180 Days after the Commitment Date, this Commitment terminates and the Company’s liability and obligation end.

Countersigned

By: 
John Miller
Authorized Signature

Commonwealth Land Title Insurance Company

By: 
Michael J. Nolan
President

ATTEST: 
Marjorie Nemzura
Secretary

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Commonwealth Land Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.



COMMITMENT CONDITIONS

1. DEFINITIONS

- (a) "Knowledge" or "Known": Actual or imputed knowledge, but not constructive notice imparted by the Public Records.
- (b) "Land": The land described in Schedule A and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
- (c) "Mortgage": A mortgage, deed of trust, or other security instrument, including one evidenced by electronic means authorized by law.
- (d) "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
- (e) "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
- (f) "Proposed Policy Amount": Each dollar amount specified in Schedule A as the Proposed Policy Amount of each Policy to be issued pursuant to this Commitment.
- (g) "Public Records": Records established under state statutes at the Commitment Date for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge.
- (h) "Title": The estate or interest described in Schedule A.

2. If all of the Schedule B, Part I—Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:

- (a) the Notice;
- (b) the Commitment to Issue Policy;
- (c) the Commitment Conditions;
- (d) Schedule A;
- (e) Schedule B, Part I—Requirements;
- (f) Schedule B, Part II—Exceptions; and
- (g) a counter-signature by the Company or its issuing agent that may be in electronic form.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company shall not be liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

- (a) The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
 - (i) comply with the Schedule B, Part I—Requirements;
 - (ii) eliminate, with the Company's written consent, any Schedule B, Part II—Exceptions; or
 - (iii) acquire the Title or create the Mortgage covered by this Commitment.

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- (b) The Company shall not be liable under Commitment Condition 5(a) if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
- (c) The Company will only have liability under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
- (d) The Company's liability shall not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Conditions 5(a)(i) through 5(a)(iii) or the Proposed Policy Amount.
- (e) The Company shall not be liable for the content of the Transaction Identification Data, if any.
- (f) In no event shall the Company be obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I—Requirements have been met to the satisfaction of the Company.
- (g) In any event, the Company's liability is limited by the terms and provisions of the Policy.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT

- (a) Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
- (b) Any claim must be based in contract and must be restricted solely to the terms and provisions of this Commitment.
- (c) Until the Policy is issued, this Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
- (d) The deletion or modification of any Schedule B, Part II—Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
- (e) Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
- (f) When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT HAS BEEN ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for the purpose of providing closing or settlement services.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. ARBITRATION

The Policy contains an arbitration clause. All arbitrable matters when the Proposed Policy Amount is \$2,000,000 or less shall be arbitrated at the option of either the Company or the Proposed Insured as the exclusive remedy of the parties. A Proposed Insured may review a copy of the arbitration rules at <http://www.alta.org/arbitration>.

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Transaction Identification Data for reference only:

Issuing Agent: Fidelity National Title, National Commercial Services
Issuing Office: 8055 E Tufts Ave, Suite 900, Denver, CO 80237
Loan ID Number:
Issuing Office File Number: 100-N0031890-020-CN1, Amendment No. 4
Property Address: 6950 Broadway, Denver, CO 80221-2879
Revision Number: Amendment No. 4, Amendment Date: March 10, 2023

SCHEDULE A

AMERICAN LAND TITLE ASSOCIATION COMMITMENT

1. Commitment Date: **March 7, 2023**
2. Policy to be issued:
 - (a) ALTA Owners Policy 6-17-06
Proposed Insured: United Properties Development, LLC, a Minnesota limited liability company
Proposed Policy Amount: \$4,250,000.00
 - (b) ALTA Loan Policy 6-17-06
Proposed Insured: Lender with contractual obligations under a Loan Agreement with the vested owner identified at item 4 below.
Proposed Policy Amount: \$0.00
 - (c) None
Proposed Insured:
Proposed Policy Amount: \$0.00
3. The estate or interest in the Land described or referred to in this Commitment is:
Fee simple
4. The Title is, at the Commitment Date, vested in:
[Welch 3 Investments LLC, a Colorado limited liability company](#)
5. The Land is described as follows:
See Exhibit A attached hereto and made a part hereof.

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EXHIBIT A
(Continued)

PREMIUMS:

ALTA Owners Policy 6-17-06	4,177.00
Delete 1-4 commercial upon requirements met and provided there is no recent, ongoing or anticipated construction on the land	75.00
39-06 Policy Authentication	0.00
Tax certificate	18.00

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81C165B Commitment for Title Insurance (Adopted 6-17-06 Revised 08-01-2016)

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EXHIBIT A
(Continued)

EXHIBIT A
LEGAL DESCRIPTION

Lot 1,
Broncucia Subdivision Correction Plat No. 2,
according to the plat recorded September 2, 2016 at [2016000073284](#),
County of Adams, State of Colorado.

NOTE: FOR INFORMATIONAL PURPOSES ONLY ASSESSOR PARCEL NO. R0190442 / 0182503103033

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SCHEDULE B
PART I – REQUIREMENTS

All of the following Requirements must be met:

- a. Pay the agreed amounts for the interest in the land and/or for the mortgage to be insured.
- b. Pay us the premiums, fees and charges for the policy.
- c. Obtain a certificate of taxes due from the county treasurer or the county treasurer's authorized agent.
- d. Furnish for recordation a full release of deed of trust:

Amount: \$2,755,000.00
 Dated: September 30, 2016
 Trustor/Grantor: Welch 3 Investments LLC, a Colorado limited liability company
 Trustee: Public Trustee of Adams County, Colorado
 Beneficiary: KeyBank, National Association
 Loan No. 88661450-06
 Recording Date: October 04, 2016
 Recording No: [Reception No. 2016000083750](#)

- e. Deed sufficient to convey the fee simple estate or interest in the Land described or referred to herein, to the Proposed Insured Purchaser.
- f. Deed of Trust sufficient to encumber the estate or interest in the Land described or referred to herein for the benefit of the Proposed Insured Lender.
- g. The Company will require the following documents for review prior to the issuance of any title insurance predicated upon a conveyance or encumbrance from the entity named below:

Limited Liability Company: Welch 3 Investments LLC, a Colorado limited liability company

- a) A copy of its operating agreement, if any, and any and all amendments, supplements and/or modifications thereto, certified by the appropriate manager or member
- b) A current dated certificate of good standing from the proper governmental authority of the state in which the entity was created
- c) Recordation of Statement of Authority for Welch 3 Investments LLC, a Colorado limited liability company pursuant to Colorado Revised Statutes evidencing the existence of the entity and authority of the person(s) authorized to execute and deliver instruments affecting title to real property on behalf of the entity and containing other information required by Colorado Revised Statutes.

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SCHEDULE B
PART I – Requirements
(Continued)

h. The Company will require the following documents for review prior to the issuance of any title insurance predicated upon a conveyance or encumbrance from the entity named below:

Limited Liability Company: United Properties Development, LLC, a Minnesota limited liability company

- a) A copy of its operating agreement, if any, and any and all amendments, supplements and/or modifications thereto, certified by the appropriate manager or member
- b) A current dated certificate of good standing from the proper governmental authority of the state in which the entity was created
- c) Recordation of Statement of Authority for United Properties Development, LLC, a Minnesota limited liability company pursuant to Colorado Revised Statutes evidencing the existence of the entity and authority of the person(s) authorized to execute and deliver instruments affecting title to real property on behalf of the entity and containing other information required by Colorado Revised Statutes.

i. The Company will require that an Owner’s Affidavit be completed by the party(s) named below before the issuance of any policy of title insurance.

Party(s): Welch 3 Investments LLC, a Colorado limited liability company

The Company reserves the right to add additional items or make further requirements after review of the requested Affidavit.

~~j. The Company will require a survey of the subject Land, which is in compliance with minimum technical standards, prepared by a duly registered and licensed surveyor. If the owner of the Land the subject of this transaction is in possession of a survey, the Company will require that said survey be submitted for review and approval; otherwise, a new survey, satisfactory to the Company, must be submitted to the Company for examination. In order to prevent delays, please furnish the survey at least 10 days prior to the close of this transaction.~~

~~If an existing survey is to be relied upon, an affidavit from the seller(s)/mortgagor(s) must be furnished to the Company stating that no improvements have been made on the Land the subject of this transaction or adjacent thereto subsequent to the survey presented to the Company.~~

~~The Company reserves the right to add additional items or make further requirements after review of the requested documentation.~~

NOTE: THIS REQUIREMENT HAS BEEN SATISFIED.

Note: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, manufacture or sale of marijuana, the Company is not able to close or insure any transaction involving Land that is associated with these activities.

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SCHEDULE B
PART I – Requirements
(Continued)

END OF REQUIREMENTS

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81C165B Commitment for Title Insurance (Adopted 6-17-06 Revised 08-01-2016)

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SCHEDULE B PART II – EXCEPTIONS

THIS COMMITMENT DOES NOT REPUBLISH ANY COVENANT, CONDITION, RESTRICTION, OR LIMITATION CONTAINED IN ANY DOCUMENT REFERRED TO IN THIS COMMITMENT TO THE EXTENT THAT THE SPECIFIC COVENANT, CONDITION, RESTRICTION, OR LIMITATION VIOLATES STATE OR FEDERAL LAW BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, GENDER IDENTITY, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN.

The Policy will not insure against loss or damage resulting from the terms and provisions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

1. Any facts, rights, interests or claims that are not shown by the Public Records but which could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
2. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
3. Any encroachments, encumbrances, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by Public Records.
4. Any lien or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records.
5. Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the Public Records or attaching subsequent to the effective date hereof but prior to the date the proposed Insured acquires of record for the value the estate or interest or mortgage thereon covered by this Commitment.

NOTE: The above exception will not appear on policies where closing and settlement has been performed by the Company.

6. Water rights, claims of title to water, whether or not these matters are shown by the Public Records.
7. All taxes and assessments, now or heretofore assessed, due or payable.

NOTE: This tax exception will be amended at policy upon satisfaction and evidence of payment of taxes.

8. Any existing leases or tenancies, and any and all parties claiming by, through or under said lessees.
9. Any and all rights associated with the Lower Clear Creek Ditch as the same crosses the subject property.
10. Easements, notes, terms, conditions, provisions, agreements and obligations as shown on the plat of Watervleit recorded October 24, 1890 in [Plat 3 at Page 44](#).
11. 15Terms, conditions, provisions, agreements and obligations contained in the Notice of Underground Facilities by the North Pecos Water and Sanitation District as set forth below:

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SCHEDULE B
PART II – Exceptions
(Continued)

Recording Date: March 15, 1993
Recording No.: [Book 4038 at Page 101](#)

12. Limitations on access as set forth in Reservation by the Department of Transportation, State of Colorado of each and every right of access to and from any part of State Highway 25 and East 70th Avenue along and across the access line or lines described in Exhibit "A" as courses 2, 3 and 4 as contained in Quitclaim Deed recorded June 23, 1998 in [Book 5374 at Page 206](#).
13. Limitations on access as set forth in Reservation by the Department of Transportation, State of Colorado of each and every right of access to and from any part of State Highway 25 and East 70th Avenue along or across the access line or lines described in Exhibit "A" as courses 4 and 5 as contained in Quitclaim Deed recorded July 5, 2001 at Reception No. [C0823177](#).
14. Easements, notes, terms, conditions and provisions as shown on the plat of Broncucia & Sons Replat of part of Lot 14, Watervleit recorded February 20, 2003 at Reception No. [1099014](#).
15. Terms, conditions, provisions, agreements and obligations specified under the Lower Clear Creek Ditch Company License Agreement recorded February 4, 2005 at Reception No. [20050204000126320](#).
16. ~~Intentionally Omitted Terms, conditions, provisions, agreements and obligations specified under the Zoning Hearing Decision recorded November 16, 2006 at Reception No. [2006001001628](#).~~
17. Terms, conditions and provisions specified under the Zoning Hearing Decision - Case #PRC2011-00001 Broncucia recorded April 21, 2011 at Reception No. [2011000025765](#).
18. Easements, notes, terms, conditions and provisions as shown on the plat of Broncucia Subdivision Correction Plat recorded June 30, 2011 at Reception No. [2011000041563](#).
19. Terms, conditions and provisions specified under the Resolution 2015-088 recorded February 25, 2015 at Reception No. [2015000013103](#).
20. Terms, conditions, provisions, agreements and obligations specified under the Memorandum of Land Lease Agreement recorded April 1, 2015 at Reception No. [2015000022722](#).
21. An easement for utility lines and all fixtures and incidental purposes granted to Public Service Company of Colorado by the instrument recorded July 1, 2015 at Reception No. [2015000051874](#).
22. Easements, notes, terms, conditions and provisions as shown on the plat of Broncucia Subdivision Correction Plat No. 2, recorded September 2, 2016 at Reception No. [2016000073284](#).
23. Terms, conditions, provisions, agreements and obligations contained in the Easement as set forth below:

Recording Date: March 22, 1963
Recording No.: [Book 1055 at Page 65](#)

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Commonwealth Land Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

SCHEDULE B
PART II – Exceptions
(Continued)

24. Easements, notes, terms, conditions, provisions, agreements and obligations as shown on the plat of Clear Creek Business Park recorded July 26, 1984 in Plat Book F-16 at Page 136.
25. Terms, conditions, provisions, agreements and obligations contained in the Right of Way Agreement as set forth below:
- Recording Date: January 10, 1985
Recording No.: [Book 2956 at Page 140](#)
Re-Recording Date: January 28, 1985
Re-Recording No.: [Book 2961 at Page 798](#)
26. Terms, conditions, provisions, agreements and obligations contained in the Right of Way Agreement as set forth below:
- Recording Date: June 30, 1987
Recording No.: [Book 3336 at Page 500](#)
27. Terms, conditions, provisions, agreements and obligations contained in the Easement for Construction and Maintenance of Irrigation Water Pipeline as set forth below:
- Recording Date: August 28, 2003
Recording No.: [Reception No. C1200568](#)
28. The following item as set forth on the ALTA/NSPS Land Title Survey prepared by Lester J. Ludeman, PLS 25636, dated August 31, 2021, as Job No. 2021132:
- a. Communications server riser located in the NE corner of subject property with no easement.
 - b. Parking spaces along the North and East boundary lines of subject property encroach into public rights of way.
 - c. Chain link fence along Southern boundary line of subject property do not coincide with platted lot lines.
 - d. Restaurant building encroaches onto easements described under exceptions 23 and 24.
 - e. Liquor store building encroaches onto easement described under exception 27.

END OF EXCEPTIONS

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Commonwealth Land Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.



DISCLOSURE STATEMENT

- Pursuant to Section 38-35-125 of Colorado Revised Statutes and Colorado Division of Insurance Regulation 8-1-2 (Section 5), if the parties to the subject transaction request us to provide escrow-settlement and disbursement services to facilitate the closing of the transaction, then all funds submitted for disbursement must be available for immediate withdrawal.
- Colorado Division of Insurance Regulation 8-1-2, Section 5, Paragraph H, requires that "Every title insurance company shall be responsible to the proposed insured(s) subject to the terms and conditions of the title insurance commitment, other than the effective date of the title insurance commitment, for all matters which appear of record prior to the time of recording whenever the title insurance company, or its agent, conducts the closing and settlement service that is in conjunction with its issuance of an owners policy of title insurance and is responsible for the recording and filing of legal documents resulting from the transaction which was closed". Provided that Fidelity National Title, National Commercial Services conducts the closing of the insured transaction and is responsible for recording the legal documents from the transaction, exception No. 5 in Schedule B-2 will not appear in the Owner's Title Policy and Lender's Title Policy when issued.
- Colorado Division of Insurance Regulation 8-1-2, Paragraph M of Section 5, requires that prospective insured(s) of a single family residence be notified in writing that the standard exception from coverage for unfiled Mechanics or Materialmans Liens may or may not be deleted upon the satisfaction of the requirement(s) pertinent to the transaction. These requirements will be addressed upon receipt of a written request to provide said coverage, or if the Purchase and Sale Agreement/Contract is provided to the Company then the necessary requirements will be reflected on the commitment.
- Colorado Division of Insurance Regulation 8-1-3, Paragraph C. 11.f. of Section 5 - requires a title insurance company to make the following notice to the consumer: "A closing protection letter is available to be issued to lenders, buyers and sellers."
- If the sales price of the subject property exceeds \$100,000.00 the seller shall be required to comply with the Disclosure of Withholding Provisions of C.R.S. 39-22-604.5 (Nonresident Withholding).
- Section 39-14-102 of Colorado Revised Statutes requires that a Real Property Transfer Declaration accompany any conveyance document presented for recordation in the State of Colorado. Said Declaration shall be completed and signed by either the grantor or grantee.
- Recording statutes contained in Section 30-10-406(3)(a) of the Colorado Revised Statutes require that all documents received for recording or filing in the clerk and recorder's office shall contain a top margin of at least one inch and a left, right, and bottom margin of at least one-half of an inch. The clerk and recorder may refuse to record or file a document that does not conform to requirements of this paragraph.
- Section 38-35-109 (2) of the Colorado Revised Statutes, requires that a notation of the purchasers legal address, (not necessarily the same as the property address) be included on the face of the deed to be recorded.
- Regulations of County Clerk and Recorder's offices require that all documents submitted for recording must contain a return address on the front page of every document being recorded.
- Pursuant to Section 10-11-122 of the Colorado Revised Statutes, the Company is required to disclose the following information:
 - The subject property may be located in a special taxing district.
 - A Certificate of Taxes Due listing each taxing jurisdiction shall be obtained from the County Treasurer or the County Treasurer's authorized agent.
 - Information regarding special districts and the boundaries of such districts may be obtained from the Board of County Commissioners, the County Clerk and Recorder or the County Assessor.
- Pursuant to Section 10-11-123 of the Colorado Revised Statutes, when it is determined that a mineral estate has been severed from the surface estate, the Company is required to disclose the following information: that there is recorded evidence that a mineral estate has been severed, leased, or otherwise conveyed from the surface estate and that there is a substantial likelihood that a third party holds some or all interest in oil, gas, other minerals, or geothermal energy in the property; and that such mineral estate may include the right to enter and use the property without the surface owner's permission.

Note: Notwithstanding anything to the contrary in this Commitment, if the policy to be issued is other than an ALTA Owner's Policy (6/17/06), the policy may not contain an arbitration clause, or the terms of the arbitration clause may be different from those set forth in this Commitment. If the policy does contain an arbitration clause, and the Amount of Insurance is less than the amount, if any, set forth in the arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties.

Wire Fraud Alert

This Notice is not intended to provide legal or professional advice. If you have any questions, please consult with a lawyer.

All parties to a real estate transaction are targets for wire fraud and many have lost hundreds of thousands of dollars because they simply relied on the wire instructions received via email, without further verification. **If funds are to be wired in conjunction with this real estate transaction, we strongly recommend verbal verification of wire instructions through a known, trusted phone number prior to sending funds.**

In addition, the following non-exclusive self-protection strategies are recommended to minimize exposure to possible wire fraud.

- **NEVER RELY** on emails purporting to change wire instructions. Parties to a transaction rarely change wire instructions in the course of a transaction.
- **ALWAYS VERIFY** wire instructions, specifically the ABA routing number and account number, by calling the party who sent the instructions to you. **DO NOT** use the phone number provided in the email containing the instructions, use phone numbers you have called before or can otherwise verify. **Obtain the phone number of relevant parties to the transaction as soon as an escrow account is opened.** **DO NOT** send an email to verify as the email address may be incorrect or the email may be intercepted by the fraudster.
- **USE COMPLEX EMAIL PASSWORDS** that employ a combination of mixed case, numbers, and symbols. Make your passwords greater than eight (8) characters. Also, change your password often and do **NOT** reuse the same password for other online accounts.
- **USE MULTI-FACTOR AUTHENTICATION** for email accounts. Your email provider or IT staff may have specific instructions on how to implement this feature.

For more information on wire-fraud scams or to report an incident, please refer to the following links:

Federal Bureau of Investigation:
<http://www.fbi.gov>

Internet Crime Complaint Center:
<http://www.ic3.gov>

FIDELITY NATIONAL FINANCIAL, INC. PRIVACY NOTICE

Effective January 1, 2021

Fidelity National Financial, Inc. and its majority-owned subsidiary companies (collectively, “FNF,” “our,” or “we”) respect and are committed to protecting your privacy. This Privacy Notice explains how we collect, use, and protect personal information, when and to whom we disclose such information, and the choices you have about the use and disclosure of that information.

A limited number of FNF subsidiaries have their own privacy notices. If a subsidiary has its own privacy notice, the privacy notice will be available on the subsidiary’s website and this Privacy Notice does not apply.

Collection of Personal Information

FNF may collect the following categories of Personal Information:

- contact information (e.g., name, address, phone number, email address);
- demographic information (e.g., date of birth, gender, marital status);
- identity information (e.g. Social Security Number, driver’s license, passport, or other government ID number);
- financial account information (e.g. loan or bank account information); and
- other personal information necessary to provide products or services to you.

We may collect Personal Information about you from:

- information we receive from you or your agent;
- information about your transactions with FNF, our affiliates, or others; and
- information we receive from consumer reporting agencies and/or governmental entities, either directly from these entities or through others.

Collection of Browsing Information

FNF automatically collects the following types of Browsing Information when you access an FNF website, online service, or application (each an “FNF Website”) from your Internet browser, computer, and/or device:

- Internet Protocol (IP) address and operating system;
- browser version, language, and type;
- domain name system requests; and
- browsing history on the FNF Website, such as date and time of your visit to the FNF Website and visits to the pages within the FNF Website.

Like most websites, our servers automatically log each visitor to the FNF Website and may collect the Browsing Information described above. We use Browsing Information for system administration, troubleshooting, fraud investigation, and to improve our websites. Browsing Information generally does not reveal anything personal about you, though if you have created a user account for an FNF Website and are logged into that account, the FNF Website may be able to link certain browsing activity to your user account.

Other Online Specifics

Cookies. When you visit an FNF Website, a “cookie” may be sent to your computer. A cookie is a small piece of data that is sent to your Internet browser from a web server and stored on your computer’s hard drive. Information gathered using cookies helps us improve your user experience. For example, a cookie can help the website load properly or can customize the display page based on your browser type and user preferences. You can choose whether or not to accept cookies by changing your Internet browser settings. Be aware that doing so may impair or limit some functionality of the FNF Website.

Web Beacons. We use web beacons to determine when and how many times a page has been viewed. This information is used to improve our websites.

Do Not Track. Currently our FNF Websites do not respond to “Do Not Track” features enabled through your browser.

Links to Other Sites. FNF Websites may contain links to unaffiliated third-party websites. FNF is not responsible for the privacy practices or content of those websites. We recommend that you read the privacy policy of every website you visit.

Use of Personal Information

FNF uses Personal Information for three main purposes:

- To provide products and services to you or in connection with a transaction involving you.
- To improve our products and services.
- To communicate with you about our, our affiliates’, and others’ products and services, jointly or independently.

When Information Is Disclosed

We may disclose your Personal Information and Browsing Information in the following circumstances:

- to enable us to detect or prevent criminal activity, fraud, material misrepresentation, or nondisclosure;
- to nonaffiliated service providers who provide or perform services or functions on our behalf and who agree to use the information only to provide such services or functions;

- to nonaffiliated third party service providers with whom we perform joint marketing, pursuant to an agreement with them to jointly market financial products or services to you;
- to law enforcement or authorities in connection with an investigation, or in response to a subpoena or court order; or
- in the good-faith belief that such disclosure is necessary to comply with legal process or applicable laws, or to protect the rights, property, or safety of FNF, its customers, or the public.

The law does not require your prior authorization and does not allow you to restrict the disclosures described above. Additionally, we may disclose your information to third parties for whom you have given us authorization or consent to make such disclosure. We do not otherwise share your Personal Information or Browsing Information with nonaffiliated third parties, except as required or permitted by law. We may share your Personal Information with affiliates (other companies owned by FNF) to directly market to you. Please see "Choices with Your Information" to learn how to restrict that sharing.

We reserve the right to transfer your Personal Information, Browsing Information, and any other information, in connection with the sale or other disposition of all or part of the FNF business and/or assets, or in the event of bankruptcy, reorganization, insolvency, receivership, or an assignment for the benefit of creditors. By submitting Personal Information and/or Browsing Information to FNF, you expressly agree and consent to the use and/or transfer of the foregoing information in connection with any of the above described proceedings.

Security of Your Information

We maintain physical, electronic, and procedural safeguards to protect your Personal Information.

Choices With Your Information

If you do not want FNF to share your information among our affiliates to directly market to you, you may send an "opt out" request as directed at the end of this Privacy Notice. We do not share your Personal Information with nonaffiliates for their use to direct market to you without your consent.

Whether you submit Personal Information or Browsing Information to FNF is entirely up to you. If you decide not to submit Personal Information or Browsing Information, FNF may not be able to provide certain services or products to you.

For California Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties, except as permitted by California law. For additional information about your California privacy rights, please visit the "California Privacy" link on our website (<https://fnf.com/pages/californiaprivacy.aspx>) or call (888) 413-1748.

For Nevada Residents: You may be placed on our internal Do Not Call List by calling (888) 934-3354 or by contacting us via the information set forth at the end of this Privacy Notice. Nevada law requires that we also provide you with the following contact information: Bureau of Consumer Protection, Office of the Nevada Attorney General, 555 E. Washington St., Suite 3900, Las Vegas, NV 89101; Phone number: (702) 486-3132; email: BCPINFO@ag.state.nv.us.

For Oregon Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties for marketing purposes, except after you have been informed by us of such sharing and had an opportunity to indicate that you do not want a disclosure made for marketing purposes.

For Vermont Residents: We will not disclose information about your creditworthiness to our affiliates and will not disclose your personal information, financial information, credit report, or health information to nonaffiliated third parties to market to you, other than as permitted by Vermont law, unless you authorize us to make those disclosures.

Information From Children

The FNF Websites are not intended or designed to attract persons under the age of eighteen (18). We do not collect Personal Information from any person that we know to be under the age of thirteen (13) without permission from a parent or guardian.

International Users

FNF's headquarters is located within the United States. If you reside outside the United States and choose to provide Personal Information or Browsing Information to us, please note that we may transfer that information outside of your country of residence. By providing FNF with your Personal Information and/or Browsing Information, you consent to our collection, transfer, and use of such information in accordance with this Privacy Notice.

FNF Website Services for Mortgage Loans

Certain FNF companies provide services to mortgage loan servicers, including hosting websites that collect customer information on behalf of mortgage loan servicers (the "Service Websites"). The Service Websites may contain links to both this Privacy Notice and the mortgage loan servicer or lender's privacy notice. The sections of this Privacy Notice titled When Information is Disclosed, Choices with Your Information, and Accessing and Correcting Information do not apply to the Service Websites. The mortgage loan servicer or lender's privacy notice governs use, disclosure, and access to your Personal Information. FNF does not share Personal Information collected through the Service Websites, except as required or authorized by contract with the mortgage loan servicer or lender, or as required by law or in the good-faith belief that such disclosure is necessary: to comply with a legal process or applicable law, to enforce this Privacy Notice, or to protect the rights, property, or safety of FNF or the public.

Your Consent To This Privacy Notice; Notice Changes; Use of Comments or Feedback

By submitting Personal Information and/or Browsing Information to FNF, you consent to the collection and use of the information in accordance with this Privacy Notice. We may change this Privacy Notice at any time. The Privacy Notice's effective date will show the last date changes were made. If you provide information to us following any change of the Privacy Notice, that signifies your assent to and acceptance of the changes to the Privacy Notice.

Accessing and Correcting Information; Contact Us

If you have questions, would like to correct your Personal Information, or want to opt-out of information sharing for affiliate marketing, visit FNF's [Opt Out Page](#) or contact us by phone at (888) 934-3354 or by mail to:

Fidelity National Financial, Inc.
601 Riverside Avenue
Jacksonville, Florida 32204
Attn: Chief Privacy Officer



DATE: July 19, 2023
FILE NUMBER: 100-N0034217-020-CN1, Amendment No. 4
PROPERTY ADDRESS: 50 East 70th Avenue, Denver, CO 80221-2954
BUYER/BORROWER: United Properties Development LLC, a Minnesota limited liability company
OWNER(S): 50 E. 70th Ave. LLC, a Colorado limited liability company
YOUR REFERENCE NUMBER:
ASSESSOR PARCEL NUMBER: R0153545

PLEASE TAKE NOTE OF THE FOLLOWING REVISED TERMS CONTAINED HEREIN:

Amendment No. 1 – updated effective date, deleted exceptions 11-14, added exception 19 and 20

WIRED FUNDS ARE REQUIRED ON ALL CASH PURCHASE TRANSACTIONS. FOR WIRING INSTRUCTIONS, PLEASE CONTACT YOUR ESCROW OFFICE AS NOTED ON THE TRANSMITTAL PAGE OF THIS COMMITMENT.

TO: Escrow Officer	ATTN: Chandra Nay PHONE: (303) 692-6787 FAX: (303) 628-1644 E-MAIL: cnay@fnf.com
Escrow Assistant	ATTN: Sarah Ratliff PHONE: (303) 244-9197 E-MAIL: Sarah.Ratliff@fnf.com
Title Officer	ATTN: Eric Stearns PHONE: (303) 692-6778 E-MAIL: estearns@fnf.com
Sales Executive	ATTN: Stephen Boyka E-MAIL: sboyka@fnf.com

TO: United Properties Development LLC, a Minnesota limited liability company 1331 17th Street Suite 604 Denver, CO 80202	ATTN: Alicia Rhymer PHONE: FAX: E-MAIL: Alicia.Rhymer@uproPERTIES.com
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TO: 50 E. 70th Ave. LLC, a Colorado limited liability company	ATTN: George A. Guzman-Cisneros PHONE: (303) 564-3041 FAX: E-MAIL: george.gzmcisn@gmail.com
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TO: Senn Visciano Canges P.C. 1700 Lincoln St. Suite 4300 Denver, CO 80203	ATTN: Julia Koren PHONE: (303) 291-4012 FAX: (000) 000-0000 E-MAIL: jkoren@sennlaw.com
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**Commitment Transmittal
(Continued)**

**TO: National Commercial Services Main
8055 E Tufts Ave
Suite 900
Denver, CO 80237**

**ATTN: Chandra Nay
PHONE: (303) 291-9977
FAX: (303) 633-7720
E-MAIL: cnay@fnf.com**

END OF TRANSMITTAL



COMMITMENT FOR TITLE INSURANCE

Issued by

Fidelity National Title Insurance Company

NOTICE

IMPORTANT—READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRA CONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.


THE COMPANY’S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I—Requirements; Schedule B, Part II—Exceptions; and the Commitment Conditions, **Fidelity National Title Insurance Company**, a Florida Corporation (the “Company”), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Policy Amount and the name of the Proposed Insured.

If all of the Schedule B, Part I—Requirements have not been met within 180 Days after the Commitment Date, this Commitment terminates and the Company’s liability and obligation end.

Countersigned

By: 
John Miller
Authorized Signature

Fidelity National Title Insurance Company

By: 
Michael J. Nolan
President

ATTEST: 
Marjorie Nemzura
Secretary

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Fidelity National Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.



COMMITMENT CONDITIONS

1. DEFINITIONS

- (a) "Knowledge" or "Known": Actual or imputed knowledge, but not constructive notice imparted by the Public Records.
- (b) "Land": The land described in Schedule A and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
- (c) "Mortgage": A mortgage, deed of trust, or other security instrument, including one evidenced by electronic means authorized by law.
- (d) "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
- (e) "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
- (f) "Proposed Policy Amount": Each dollar amount specified in Schedule A as the Proposed Policy Amount of each Policy to be issued pursuant to this Commitment.
- (g) "Public Records": Records established under state statutes at the Commitment Date for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge.
- (h) "Title": The estate or interest described in Schedule A.

2. If all of the Schedule B, Part I—Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:

- (a) the Notice;
- (b) the Commitment to Issue Policy;
- (c) the Commitment Conditions;
- (d) Schedule A;
- (e) Schedule B, Part I—Requirements;
- (f) Schedule B, Part II—Exceptions; and
- (g) a counter-signature by the Company or its issuing agent that may be in electronic form.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company shall not be liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

- (a) The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
 - (i) comply with the Schedule B, Part I—Requirements;
 - (ii) eliminate, with the Company's written consent, any Schedule B, Part II—Exceptions; or
 - (iii) acquire the Title or create the Mortgage covered by this Commitment.

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- (b) The Company shall not be liable under Commitment Condition 5(a) if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
- (c) The Company will only have liability under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
- (d) The Company's liability shall not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Conditions 5(a)(i) through 5(a)(iii) or the Proposed Policy Amount.
- (e) The Company shall not be liable for the content of the Transaction Identification Data, if any.
- (f) In no event shall the Company be obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I—Requirements have been met to the satisfaction of the Company.
- (g) In any event, the Company's liability is limited by the terms and provisions of the Policy.

6. **LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT**

- (a) Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
- (b) Any claim must be based in contract and must be restricted solely to the terms and provisions of this Commitment.
- (c) Until the Policy is issued, this Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
- (d) The deletion or modification of any Schedule B, Part II—Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
- (e) Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
- (f) When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. **IF THIS COMMITMENT HAS BEEN ISSUED BY AN ISSUING AGENT**

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for the purpose of providing closing or settlement services.

8. **PRO-FORMA POLICY**

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. **ARBITRATION**

The Policy contains an arbitration clause. All arbitrable matters when the Proposed Policy Amount is \$2,000,000 or less shall be arbitrated at the option of either the Company or the Proposed Insured as the exclusive remedy of the parties. A Proposed Insured may review a copy of the arbitration rules at <http://www.alta.org/arbitration>.

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Transaction Identification Data for reference only:

Issuing Agent: Fidelity National Title, National Commercial Services
Issuing Office: 8055 E Tufts Ave, Suite 900, Denver, CO 80237
Loan ID Number:
Issuing Office File Number: 100-N0034217-020-CN1, Amendment No. 4
Property Address: 50 East 70th Avenue, Denver, CO 80221-2954
Revision Number: Amendment No. 4, Amendment Date: July 19, 2023

SCHEDULE A

AMERICAN LAND TITLE ASSOCIATION COMMITMENT

1. Commitment Date: **July 12, 2023**
2. Policy to be issued:
 - (a) ALTA Owners Policy 6-17-06
Proposed Insured: United Properties Development LLC, a Minnesota limited liability company
Proposed Policy Amount: \$100,000.00
 - (b) ALTA Loan Policy 6-17-06
Proposed Insured: Lender or designee with contractual rights under a loan agreement with the borrower identified as the Proposed Owner
Proposed Policy Amount: \$100,000.00
 - (c) None
Proposed Insured:
Proposed Policy Amount: \$0.00
3. The estate or interest in the Land described or referred to in this Commitment is:
FEE SIMPLE
4. The Title is, at the Commitment Date, [vested in](#):
50 E. 70th Ave. LLC, a Colorado limited liability company
5. The Land is described as follows:
See [Exhibit A](#) attached hereto and made a part hereof.

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SCHEDULE A

(Continued)

PREMIUMS:

Owners Policy	579.00
Deletions of 1-4 upon requirements met and provided there is no recent, ongoing or anticipated construction on the land	75.00
ALTA 39-06 - Policy Authentication (Owners)	0.00
Lenders Policy	300.00
ALTA 39-06 - Policy Authentication (Loan)	0.00
Tax Certificate	18.00

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27C165 Commitment for Title Insurance (Adopted 6-17-06 Revised 08-01-2016)

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EXHIBIT A
LEGAL DESCRIPTION

Lot 1, Broncucia & Sons Replat of Part of Lot 14, Watervleit, County of Adams, State of Colorado.

For Informational Purposes:

Tax ID No.: R0153545

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AMERICAN
LAND TITLE
ASSOCIATION



SCHEDULE B

PART I – REQUIREMENTS

All of the following Requirements must be met:

- a. Pay the agreed amounts for the interest in the land and/or for the mortgage to be insured.
- b. Pay us the premiums, fees and charges for the policy.
- c. Obtain a certificate of taxes due from the county treasurer or the county treasurer's authorized agent.

Note: Any documents being executed in conjunction with this transaction must be signed in the presence of an authorized Company employee, an authorized employee of an agent, an authorized employee of the insured lender, or by using Bancserv or other approved third-party service. If the above requirement cannot be met, please call the Company at the number provided in this report.

- d. The Company will require the following documents for review prior to the issuance of any title insurance predicated upon a conveyance or encumbrance from the entity named below:

Limited Liability Company: 50 E. 70th Ave. LLC, a Colorado limited liability company

- a) A copy of its operating agreement, if any, and any and all amendments, supplements and/or modifications thereto, certified by the appropriate manager or member
- b) A current dated certificate of good standing from the proper governmental authority of the state in which the entity was created
- c) Recordation of a Statement of Authority
- d) Copies of resolution(s), agreements and/or other documentation necessary to establish the authority of parties executing on behalf of entities disclosed as part of an organizational structure managing said Limited Liability Company

The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

- e. Deed sufficient to convey the fee simple estate or interest in the Land described or referred to herein, to the Proposed Insured Purchaser.
- f. Deed of Trust sufficient to encumber the estate or interest in the Land described or referred to herein for the benefit of the Proposed Insured Lender.
- g. The Company will require the following documents for review prior to the issuance of any title insurance predicated upon a conveyance or encumbrance from the entity named below:

Limited Liability Company: United Properties Development LLC, a Minnesota limited liability company

- a) A copy of its operating agreement, if any, and any and all amendments, supplements and/or modifications thereto, certified by the appropriate manager or member
- b) A current dated certificate of good standing from the proper governmental authority of the state in

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SCHEDULE B
PART I – Requirements
(Continued)

which the entity was created

- c) Recordation of a Statement of Authority
- d) Copies of resolution(s), agreements and/or other documentation necessary to establish the authority of parties executing on behalf of entities disclosed as part of an organizational structure managing said Limited Liability Company

The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

- h. Satisfactory evidence must be furnished from the secretary or other duly qualified officer of the Association showing that all assessments and fees, including special assessments or payments due to others, such as master associations, are paid in full through the date of closing.
- i. The Company will require that an Owner’s Affidavit be completed by the party(s) named below before the issuance of any policy of title insurance.

Party(s): 50 E. 70th Ave. LLC, a Colorado limited liability company

The Company reserves the right to add additional items or make further requirements after review of the requested Affidavit.

- ~~j. The Company will require a survey of the subject Land, which is in compliance with minimum technical standards, prepared by a duly registered and licensed surveyor. If the owner of the Land the subject of this transaction is in possession of a survey, the Company will require that said survey be submitted for review and approval; otherwise, a new survey, satisfactory to the Company, must be submitted to the Company for examination. In order to prevent delays, please furnish the survey at least 10 days prior to the close of this transaction.~~

~~If an existing survey is to be relied upon, an affidavit from the seller(s)/mortgagor(s) must be furnished to the Company stating that no improvements have been made on the Land the subject of this transaction or adjacent thereto subsequent to the survey presented to the Company.~~

~~The Company reserves the right to add additional items or make further requirements after review of the requested documentation.~~

NOTE: THIS REQUIREMENT HAS BEEN SATISFIED.

Please be advised that our search did not disclose any open Deeds of Trust of record. If you should have knowledge of any outstanding obligation, please contact the Title Department immediately for further review prior to closing.

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SCHEDULE B
PART I – Requirements
(Continued)

Note: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, manufacture or sale of marijuana, the Company is not able to close or insure any transaction involving Land that is associated with these activities.

END OF REQUIREMENTS

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SCHEDULE B
PART II – EXCEPTIONS

THIS COMMITMENT DOES NOT REPUBLISH ANY COVENANT, CONDITION, RESTRICTION, OR LIMITATION CONTAINED IN ANY DOCUMENT REFERRED TO IN THIS COMMITMENT TO THE EXTENT THAT THE SPECIFIC COVENANT, CONDITION, RESTRICTION, OR LIMITATION VIOLATES STATE OR FEDERAL LAW BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, GENDER IDENTITY, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN.

The Policy will not insure against loss or damage resulting from the terms and provisions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

1. Any facts, rights, interests or claims that are not shown by the Public Records but which could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
2. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
3. Any encroachments, encumbrances, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by Public Records.
4. Any lien or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records.
5. Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the Public Records or attaching subsequent to the effective date hereof but prior to the date the proposed Insured acquires of record for the value the estate or interest or mortgage thereon covered by this Commitment.

NOTE: The above exception will not appear on policies where closing and settlement has been performed by the Company.

6. Water rights, claims of title to water, whether or not these matters are shown by the Public Records.
7. All taxes and assessments, now or heretofore assessed, due or payable.

NOTE: This tax exception will be amended at policy upon satisfaction and evidence of payment of taxes.
8. Any existing leases or tenancies, and any and all parties claiming by, through or under said lessees.
9. Any and all rights associated with the Lower Clear Creek Ditch as the same crosses the subject property.
10. Easements, notes, terms, conditions, provisions, agreements and obligations as shown on the plat of Watervleit recorded October 24, 1890 in Plat 3 at Page 44.
11. ~~Intentionally Omitted Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:~~

Granted to: _____ Public Service Company of Colorado

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SCHEDULE B
PART II – Exceptions
(Continued)

Purpose: _____ Electrical Transmission Facilities
Recording Date: _____ January 5, 1943
Recording No.: _____ Book 284 at Page 291

12. Intentionally Omitted Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: _____ Public Service Company of Colorado
Purpose: _____ Electrical Transmission Facilities
Recording Date: _____ January 5, 1943
Recording No.: _____ Book 284 at Page 292

13. Intentionally Omitted Terms, conditions, provisions, agreements and obligations contained in the Agreement by and between Joseph Anthony Broncucia and Patricia Ann Broncucia and Angelina Broncucia as set forth below:

Recording Date: _____ April 16, 1976
Recording No.: _____ Book 2057 at Page 605

14. Intentionally Omitted Terms, conditions, provisions, agreements and obligations contained in the Agreement by and between J.T. Broncucia and Angelina Broncucia and George O. Blair as set forth below:

Recording Date: _____ March 17, 1979
Recording No.: _____ Book 1585 at Page 108

15. Terms, conditions, provisions, agreements and obligations contained in the Notice of Underground Facilities by the North Pecos Water and Sanitation District as set forth below:

Recording Date: _____ March 15, 1993
Recording No.: _____ [Book 4038 at Page 101](#)

16. Conditions and stipulations as contained in the Zoning Hearing Decision – Case #071-93-ZPW, by the County Commissioners for Adams County, Colorado as set forth below:

Recording Date: _____ October 8, 1993
Recording No.: _____ [Book 4167 at Page 254](#)

17. Terms, conditions, provisions, agreements, easements and obligations contained in the Easement and Parking Agreement by and between Joseph A. Broncucia and Patricia A. Broncucia and Laura Broncucia as set forth below:

Recording Date: _____ November 15, 1995
Recording No.: _____ [Book 4193 at Page 871](#)

Note: upon recordation of a termination of said Easement said exception shall be deleted.

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SCHEDULE B
PART II – Exceptions
(Continued)

18. Easements, notes and rights-of-way contained in the Plat of Broncucia & Sons Replat of Part of Lot 14, Watervleit as set forth below:
- Recording Date: February 20, 2003
Recording No.: [Reception No. C1099014](#)
19. Easements, notes, terms, conditions, provisions, agreements and obligations as shown on the plat of Broncucia & Sons Replat of Part of Lot 14, Watervleit, recorded February 20, 2003 in Plat [Plat Book F-18 at Page 854](#).
20. The following item as set forth on the ALTA/NSPS Land Title Survey prepared by Lester J. Ludeman, PLS 25636, dated August 31, 2021, as Job No. 2021132:
- a. Parking spaces along the Northern boundary line encroach into public right of way.

END OF EXCEPTIONS

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DISCLOSURE STATEMENT

- Pursuant to Section 38-35-125 of Colorado Revised Statutes and Colorado Division of Insurance Regulation 8-1-2 (Section 5), if the parties to the subject transaction request us to provide escrow-settlement and disbursement services to facilitate the closing of the transaction, then all funds submitted for disbursement must be available for immediate withdrawal.
- Colorado Division of Insurance Regulation 8-1-2, Section 5, Paragraph H, requires that "Every title insurance company shall be responsible to the proposed insured(s) subject to the terms and conditions of the title insurance commitment, other than the effective date of the title insurance commitment, for all matters which appear of record prior to the time of recording whenever the title insurance company, or its agent, conducts the closing and settlement service that is in conjunction with its issuance of an owners policy of title insurance and is responsible for the recording and filing of legal documents resulting from the transaction which was closed". Provided that Fidelity National Title, National Commercial Services conducts the closing of the insured transaction and is responsible for recording the legal documents from the transaction, exception No. 5 in Schedule B-2 will not appear in the Owner's Title Policy and Lender's Title Policy when issued.
- Colorado Division of Insurance Regulation 8-1-2, Paragraph M of Section 5, requires that prospective insured(s) of a single family residence be notified in writing that the standard exception from coverage for unfiled Mechanics or Materialmans Liens may or may not be deleted upon the satisfaction of the requirement(s) pertinent to the transaction. These requirements will be addressed upon receipt of a written request to provide said coverage, or if the Purchase and Sale Agreement/Contract is provided to the Company then the necessary requirements will be reflected on the commitment.
- Colorado Division of Insurance Regulation 8-1-3, Paragraph C. 11.f. of Section 5 - requires a title insurance company to make the following notice to the consumer: "A closing protection letter is available to be issued to lenders, buyers and sellers."
- If the sales price of the subject property exceeds \$100,000.00 the seller shall be required to comply with the Disclosure of Withholding Provisions of C.R.S. 39-22-604.5 (Nonresident Withholding).
- Section 39-14-102 of Colorado Revised Statutes requires that a Real Property Transfer Declaration accompany any conveyance document presented for recordation in the State of Colorado. Said Declaration shall be completed and signed by either the grantor or grantee.
- Recording statutes contained in Section 30-10-406(3)(a) of the Colorado Revised Statutes require that all documents received for recording or filing in the clerk and recorder's office shall contain a top margin of at least one inch and a left, right, and bottom margin of at least one-half of an inch. The clerk and recorder may refuse to record or file a document that does not conform to requirements of this paragraph.
- Section 38-35-109 (2) of the Colorado Revised Statutes, requires that a notation of the purchasers legal address, (not necessarily the same as the property address) be included on the face of the deed to be recorded.
- Regulations of County Clerk and Recorder's offices require that all documents submitted for recording must contain a return address on the front page of every document being recorded.
- Pursuant to Section 10-11-122 of the Colorado Revised Statutes, the Company is required to disclose the following information:
 - The subject property may be located in a special taxing district.
 - A Certificate of Taxes Due listing each taxing jurisdiction shall be obtained from the County Treasurer or the County Treasurer's authorized agent.
 - Information regarding special districts and the boundaries of such districts may be obtained from the Board of County Commissioners, the County Clerk and Recorder or the County Assessor.
- Pursuant to Section 10-11-123 of the Colorado Revised Statutes, when it is determined that a mineral estate has been severed from the surface estate, the Company is required to disclose the following information: that there is recorded evidence that a mineral estate has been severed, leased, or otherwise conveyed from the surface estate and that there is a substantial likelihood that a third party holds some or all interest in oil, gas, other minerals, or geothermal energy in the property; and that such mineral estate may include the right to enter and use the property without the surface owner's permission.

Note: Notwithstanding anything to the contrary in this Commitment, if the policy to be issued is other than an ALTA Owner's Policy (6/17/06), the policy may not contain an arbitration clause, or the terms of the arbitration clause may be different from those set forth in this Commitment. If the policy does contain an arbitration clause, and the Amount of Insurance is less than the amount, if any, set forth in the arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties.

Wire Fraud Alert

This Notice is not intended to provide legal or professional advice. If you have any questions, please consult with a lawyer.

All parties to a real estate transaction are targets for wire fraud and many have lost hundreds of thousands of dollars because they simply relied on the wire instructions received via email, without further verification. **If funds are to be wired in conjunction with this real estate transaction, we strongly recommend verbal verification of wire instructions through a known, trusted phone number prior to sending funds.**

In addition, the following non-exclusive self-protection strategies are recommended to minimize exposure to possible wire fraud.

- **NEVER RELY** on emails purporting to change wire instructions. Parties to a transaction rarely change wire instructions in the course of a transaction.
- **ALWAYS VERIFY** wire instructions, specifically the ABA routing number and account number, by calling the party who sent the instructions to you. **DO NOT** use the phone number provided in the email containing the instructions, use phone numbers you have called before or can otherwise verify. **Obtain the phone number of relevant parties to the transaction as soon as an escrow account is opened.** **DO NOT** send an email to verify as the email address may be incorrect or the email may be intercepted by the fraudster.
- **USE COMPLEX EMAIL PASSWORDS** that employ a combination of mixed case, numbers, and symbols. Make your passwords greater than eight (8) characters. Also, change your password often and do **NOT** reuse the same password for other online accounts.
- **USE MULTI-FACTOR AUTHENTICATION** for email accounts. Your email provider or IT staff may have specific instructions on how to implement this feature.

For more information on wire-fraud scams or to report an incident, please refer to the following links:

Federal Bureau of Investigation:
<http://www.fbi.gov>

Internet Crime Complaint Center:
<http://www.ic3.gov>

FIDELITY NATIONAL FINANCIAL, INC. PRIVACY NOTICE

Effective August 1, 2021

Fidelity National Financial, Inc. and its majority-owned subsidiary companies (collectively, “FNF,” “our,” or “we”) respect and are committed to protecting your privacy. This Privacy Notice explains how we collect, use, and protect personal information, when and to whom we disclose such information, and the choices you have about the use and disclosure of that information.

A limited number of FNF subsidiaries have their own privacy notices. If a subsidiary has its own privacy notice, the privacy notice will be available on the subsidiary’s website and this Privacy Notice does not apply.

Collection of Personal Information

FNF may collect the following categories of Personal Information:

- contact information (e.g., name, address, phone number, email address);
- demographic information (e.g., date of birth, gender, marital status);
- identity information (e.g. Social Security Number, driver’s license, passport, or other government ID number);
- financial account information (e.g. loan or bank account information); and
- other personal information necessary to provide products or services to you.

We may collect Personal Information about you from:

- information we receive from you or your agent;
- information about your transactions with FNF, our affiliates, or others; and
- information we receive from consumer reporting agencies and/or governmental entities, either directly from these entities or through others.

Collection of Browsing Information

FNF automatically collects the following types of Browsing Information when you access an FNF website, online service, or application (each an “FNF Website”) from your Internet browser, computer, and/or device:

- Internet Protocol (IP) address and operating system;
- browser version, language, and type;
- domain name system requests; and
- browsing history on the FNF Website, such as date and time of your visit to the FNF Website and visits to the pages within the FNF Website.

Like most websites, our servers automatically log each visitor to the FNF Website and may collect the Browsing Information described above. We use Browsing Information for system administration, troubleshooting, fraud investigation, and to improve our websites. Browsing Information generally does not reveal anything personal about you, though if you have created a user account for an FNF Website and are logged into that account, the FNF Website may be able to link certain browsing activity to your user account.

Other Online Specifics

Cookies. When you visit an FNF Website, a “cookie” may be sent to your computer. A cookie is a small piece of data that is sent to your Internet browser from a web server and stored on your computer’s hard drive. Information gathered using cookies helps us improve your user experience. For example, a cookie can help the website load properly or can customize the display page based on your browser type and user preferences. You can choose whether or not to accept cookies by changing your Internet browser settings. Be aware that doing so may impair or limit some functionality of the FNF Website.

Web Beacons. We use web beacons to determine when and how many times a page has been viewed. This information is used to improve our websites.

Do Not Track. Currently our FNF Websites do not respond to “Do Not Track” features enabled through your browser.

Links to Other Sites. FNF Websites may contain links to unaffiliated third-party websites. FNF is not responsible for the privacy practices or content of those websites. We recommend that you read the privacy policy of every website you visit.

Use of Personal Information

FNF uses Personal Information for three main purposes:

- To provide products and services to you or in connection with a transaction involving you.
- To improve our products and services.
- To communicate with you about our, our affiliates’, and others’ products and services, jointly or independently.

When Information Is Disclosed

We may disclose your Personal Information and Browsing Information in the following circumstances:

- to enable us to detect or prevent criminal activity, fraud, material misrepresentation, or nondisclosure;
- to nonaffiliated service providers who provide or perform services or functions on our behalf and who agree to use the information only to provide such services or functions;

- to nonaffiliated third party service providers with whom we perform joint marketing, pursuant to an agreement with them to jointly market financial products or services to you;
- to law enforcement or authorities in connection with an investigation, or in response to a subpoena or court order; or
- in the good-faith belief that such disclosure is necessary to comply with legal process or applicable laws, or to protect the rights, property, or safety of FNF, its customers, or the public.

The law does not require your prior authorization and does not allow you to restrict the disclosures described above. Additionally, we may disclose your information to third parties for whom you have given us authorization or consent to make such disclosure. We do not otherwise share your Personal Information or Browsing Information with nonaffiliated third parties, except as required or permitted by law. We may share your Personal Information with affiliates (other companies owned by FNF) to directly market to you. Please see "Choices with Your Information" to learn how to restrict that sharing.

We reserve the right to transfer your Personal Information, Browsing Information, and any other information, in connection with the sale or other disposition of all or part of the FNF business and/or assets, or in the event of bankruptcy, reorganization, insolvency, receivership, or an assignment for the benefit of creditors. By submitting Personal Information and/or Browsing Information to FNF, you expressly agree and consent to the use and/or transfer of the foregoing information in connection with any of the above described proceedings.

Security of Your Information

We maintain physical, electronic, and procedural safeguards to protect your Personal Information.

Choices With Your Information

If you do not want FNF to share your information among our affiliates to directly market to you, you may send an "opt out" request as directed at the end of this Privacy Notice. We do not share your Personal Information with nonaffiliates for their use to direct market to you without your consent.

Whether you submit Personal Information or Browsing Information to FNF is entirely up to you. If you decide not to submit Personal Information or Browsing Information, FNF may not be able to provide certain services or products to you.

For California Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties, except as permitted by California law. For additional information about your California privacy rights, please visit the "California Privacy" link on our website (<https://fnf.com/pages/californiaprivacy.aspx>) or call (888) 413-1748.

For Nevada Residents: You may be placed on our internal Do Not Call List by calling (888) 714-2710 or by contacting us via the information set forth at the end of this Privacy Notice. Nevada law requires that we also provide you with the following contact information: Bureau of Consumer Protection, Office of the Nevada Attorney General, 555 E. Washington St., Suite 3900, Las Vegas, NV 89101; Phone number: (702) 486-3132; email: BCPINFO@ag.state.nv.us.

For Oregon Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties for marketing purposes, except after you have been informed by us of such sharing and had an opportunity to indicate that you do not want a disclosure made for marketing purposes.

For Vermont Residents: We will not disclose information about your creditworthiness to our affiliates and will not disclose your personal information, financial information, credit report, or health information to nonaffiliated third parties to market to you, other than as permitted by Vermont law, unless you authorize us to make those disclosures.

Information From Children

The FNF Websites are not intended or designed to attract persons under the age of eighteen (18). We do not collect Personal Information from any person that we know to be under the age of thirteen (13) without permission from a parent or guardian.

International Users

FNF's headquarters is located within the United States. If you reside outside the United States and choose to provide Personal Information or Browsing Information to us, please note that we may transfer that information outside of your country of residence. By providing FNF with your Personal Information and/or Browsing Information, you consent to our collection, transfer, and use of such information in accordance with this Privacy Notice.

FNF Website Services for Mortgage Loans

Certain FNF companies provide services to mortgage loan servicers, including hosting websites that collect customer information on behalf of mortgage loan servicers (the "Service Websites"). The Service Websites may contain links to both this Privacy Notice and the mortgage loan servicer or lender's privacy notice. The sections of this Privacy Notice titled When Information is Disclosed, Choices with Your Information, and Accessing and Correcting Information do not apply to the Service Websites. The mortgage loan servicer or lender's privacy notice governs use, disclosure, and access to your Personal Information. FNF does not share Personal Information collected through the Service Websites, except as required or authorized by contract with the mortgage loan servicer or lender, or as required by law or in the good-faith belief that such disclosure is necessary: to comply with a legal process or applicable law, to enforce this Privacy Notice, or to protect the rights, property, or safety of FNF or the public.

Your Consent To This Privacy Notice; Notice Changes

By submitting Personal Information and/or Browsing Information to FNF, you consent to the collection and use of the information in accordance with this Privacy Notice. We may change this Privacy Notice at any time. The Privacy Notice's effective date will show the last date changes were made. If you provide information to us following any change of the Privacy Notice, that signifies your assent to and acceptance of the changes to the Privacy Notice.

Accessing and Correcting Information; Contact Us

If you have questions, would like to correct your Personal Information, or want to opt-out of information sharing for affiliate marketing, visit FNF's [Opt Out Page](#) or contact us by phone at (888) 714-2710 or by mail to:

Fidelity National Financial, Inc.
601 Riverside Avenue,
Jacksonville, Florida 32204
Attn: Chief Privacy Officer

Moore, Mikaela

From: Courtney Salazar <ar@northpecoswater.org>
Sent: Wednesday, July 19, 2023 4:32 PM
To: Moore, Mikaela; Manager
Cc: Phelps, Randall; Goetz, Riley
Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Categories: External

Hi Mikaela –

Unfortunately, we do not have any time this week for a pre-design meeting. I believe from the discussion that Jim and I had this morning we are currently out until the week of August 7th for meetings.

The water and sanitary sewer services for the existing auto/tire shop will have to be severed and appropriately capped at the main, which works for us. The problem comes in with the services for 6950 Broadway being tapped in 70th Avenue and running south the length of the parking lot. If the property is re-platted as proposed, there will be a water, sanitary sewer and potentially grease interceptor for another completed separate structure, with different ownership, that runs through the new proposed property. We are concerned about the impacts to existing services based on the proposed design.

I can issue the Will Serve for 50 East 70th as it currently exists, but I cannot issue it for the proposed re-plat, until the above is discussed and a solution is reached. Please let me know if you would like to have this Will Serve issued.

Thank you,

Courtney Salazar
Assistant District Manager
North Pecos Water & Sanitation District
6900 Pecos Street
Denver, Colorado 80221
(303) 429-5770

Actively coordinating with NPWSD to provide actual will serve letters. Cannot occur until our pre-submittal meeting which is not until August.

From: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>
Sent: Wednesday, July 19, 2023 4:20 PM
To: Courtney Salazar <ar@northpecoswater.org>; Manager <manager@northpecoswater.org>
Cc: Phelps, Randall <randall.phelps@kimley-horn.com>; Goetz, Riley <Riley.Goetz@kimley-horn.com>
Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Courtney,

We're prepared for a pre-design meeting as soon as your team has availability (attached is an overall site plan for your reference, and we anticipate having the North Pecos plans complete by end of week), which I think would clarify a lot of the questions below. But it's a little bit of a chicken and the egg situation because we do need the will serve letter in order to even get in the applications to the County for the re-plat and the re-zone.

Essentially the existing auto shop is being demolished along with all of their water/sanitary services. We're proposing a single new domestic and sanitary service from the north to the building, with no proposed crossings of the LCC. We're proposing a single fire hydrant to the west to serve the building, are working to confirm this covers us from a fire perspective, and anticipate a submittal to ACFR next week.

Is there any chance your team has an availability for a pre-design meeting Thursday or Friday this week?

Thanks!

Mikaela Moore, P.E. (CO)

Kimley-Horn | 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021

Direct: 303 974 3626 | Mobile: 303 396 7547

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Celebrating **16** years as one of FORTUNE's 100 Best Companies to Work For

From: Courtney Salazar <ar@northpecoswater.org>

Sent: Wednesday, July 19, 2023 4:12 PM

To: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>; Manager <manager@northpecoswater.org>

Cc: Phelps, Randall <randall.phelps@kimley-horn.com>; Goetz, Riley <Riley.Goetz@kimley-horn.com>

Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Hi Mikaela –

After meeting with Jim this morning, there are two options for the Will Serve letter:

1. I can issue a Will Serve letter that will be specific to 50 East 70th Avenue and parcel #; I cannot include anything to do with 6950 Broadway
2. We can wait to issue the Will Serve until after a pre-design meeting

There are several issues with issuing it for the property as it will potentially be re-platted, which include, but are not limited to:

- Both the water and sanitary sewer services for 6950 Broadway are tapped in 70th Avenue and run south through the parking lot, which makes them run through a portion of the property that is in the proposed replat. We cannot issue a Will Serve letter for a property, or a portion thereof, when we have knowledge that the existing service connections stand a high likelihood of being impacted. There is also a high likelihood that their grease interceptor will be impacted as well.
- This has not been reviewed by Adams County Fire yet. We do not know what they will require for fire protection. All fire protection on the north side of this lot, is on the north side of 70th Avenue. Have you opened any discussions with them to see what they may require?
- The LCC ditch is running through this property. We will need to have significant guarantees that there is zero risk of needing to cross.

Please let me know how you would like to proceed.

Thank you,

Courtney Salazar

Assistant District Manager

North Pecos Water & Sanitation District

6900 Pecos Street

Denver, Colorado 80221

(303) 429-5770

From: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>

Sent: Wednesday, July 19, 2023 9:11 AM

To: Courtney Salazar <ar@northpecoswater.org>; Manager <manager@northpecoswater.org>

Cc: Phelps, Randall <randall.phelps@kimley-horn.com>; Goetz, Riley <Riley.Goetz@kimley-horn.com>

Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Courtney,

We are re-platting the two properties below, but still into (2) properties. We will likely be assigned a new address but do not yet have one, potentially use the 50 E 70th Ave for now? Let me know if you need anything else.

- 6950 Broadway – contains the existing Mickey’s restaurant...this parcel will remain but will be smaller
- 50 E 70th Ave – contains the existing auto/tire shot...this will be going away and replaced with the gas station

Thanks,

Mikaela Moore, P.E. (CO)

Kimley-Horn | 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021

Direct: 303 974 3626 | Mobile: 303 396 7547

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Celebrating **16** years as one of FORTUNE's 100 Best Companies to Work For

From: Courtney Salazar <ar@northpecoswater.org>

Sent: Wednesday, July 19, 2023 8:43 AM

To: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>; Manager <manager@northpecoswater.org>

Cc: Phelps, Randall <randall.phelps@kimley-horn.com>; Goetz, Riley <Riley.Goetz@kimley-horn.com>

Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Hi Mikaela –

I also tried looking at Adams County and it looks like, based on the plans submitted, the area that is being proposed for development crosses two parcels, that have two separate owners. Is the property owner acquiring more property than just the single parcel?

Thank you,

Courtney Salazar

Assistant District Manager

North Pecos Water & Sanitation District

6900 Pecos Street

Denver, Colorado 80221

(303) 429-5770

From: Courtney Salazar

Sent: Wednesday, July 19, 2023 8:30 AM

To: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>; Manager <manager@northpecoswater.org>

Cc: Phelps, Randall <randall.phelps@kimley-horn.com>; Goetz, Riley <Riley.Goetz@kimley-horn.com>

Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Hi Mikaela –

Is there a designated address for this property?

Thank you,

Courtney Salazar

Assistant District Manager

North Pecos Water & Sanitation District

6900 Pecos Street

Denver, Colorado 80221
(303) 429-5770

From: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>
Sent: Tuesday, July 18, 2023 12:45 PM
To: Courtney Salazar <ar@northpecoswater.org>; Manager <manager@northpecoswater.org>
Cc: Phelps, Randall <randall.phelps@kimley-horn.com>; Goetz, Riley <Riley.Goetz@kimley-horn.com>
Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Courtney,

Sounds great, thank you very much! (*Apologies for leaving Nicole on the reply all, I've swapped her for Riley!*)

Thanks,

Mikaela Moore, P.E. (CO)

Kimley-Horn | 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021

Direct: 303 974 3626 | Mobile: 303 396 7547

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Celebrating 16 years as one of FORTUNE's 100 Best Companies to Work For

From: Courtney Salazar <ar@northpecoswater.org>
Sent: Tuesday, July 18, 2023 12:27 PM
To: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>; Manager <manager@northpecoswater.org>
Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>
Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Hi Mikaela –

I have it on my list for today. I should have it to you by COB today or first thing tomorrow morning.

Thank you!

Courtney Salazar

Assistant District Manager

North Pecos Water & Sanitation District

6900 Pecos Street

Denver, Colorado 80221

(303) 429-5770

From: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>
Sent: Tuesday, July 18, 2023 12:25 PM
To: Manager <manager@northpecoswater.org>; Courtney Salazar <ar@northpecoswater.org>
Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>
Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Thank you James!

[@Courtney Salazar](#) – Are you able to help us get a will serve by end of week? We're hoping to get a submittal into Adam's County ASAP and need this to proceed. Appreciate your help!

Thanks,

Mikaela Moore, P.E. (CO)

Kimley-Horn | 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021

Direct: 303 974 3626 | Mobile: 303 396 7547

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Celebrating 16 years as one of FORTUNE's 100 Best Companies to Work For

From: Manager <manager@northpecoswater.org>

Sent: Tuesday, July 18, 2023 6:51 AM

To: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>; Courtney Salazar <ar@northpecoswater.org>

Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>

Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Good morning Mikaela,

Let me pull together some dates and get back with you.

Courtney will be coordinating the will serve letter.

Thank you.

James R Landry, P.E., CWP

North Pecos Water & Sanitation District

6900 Pecos Street

Denver, CO 80221

303-429-5770

From: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>

Sent: Monday, July 17, 2023 1:33 PM

To: Manager <manager@northpecoswater.org>; Courtney Salazar <ar@northpecoswater.org>

Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>

Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

James,

We are working to finalize most of our plans this week, so ready to setup a pre-submittal. Let me know what your availability is!

Will you be able to provide a will serve letter as a part of/after this meeting?

Thanks!

Mikaela Moore, P.E. (CO)

Kimley-Horn | 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021

Direct: 303 974 3626 | Mobile: 303 396 7547

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Celebrating 16 years as one of FORTUNE's 100 Best Companies to Work For

From: Manager <manager@northpecoswater.org>

Sent: Monday, July 17, 2023 1:31 PM

To: Courtney Salazar <ar@northpecoswater.org>; Moore, Mikaela <Mikaela.Moore@kimley-horn.com>

Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>
Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Good afternoon Mikaela,

Thank you for the email.

When you are ready, we would like to have a pre-submittal meeting to discuss the project and help ensure that your project gets processed quickly.

Thank you.

James R Landry, P.E., CWP
North Pecos Water & Sanitation District
6900 Pecos Street
Denver, CO 80221
303-429-5770

From: Courtney Salazar <ar@northpecoswater.org>
Sent: Thursday, July 13, 2023 4:14 PM
To: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>
Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>; Manager <manager@northpecoswater.org>
Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Mikaela –

I will be the one to coordinate on the North Pecos side, so you have the correct person.

Based on the location of the property we will need to know the size of water and sanitary sewer taps and where are the taps being proposed?

Thank you,

Courtney Salazar
Assistant District Manager
North Pecos Water & Sanitation District
6900 Pecos Street
Denver, Colorado 80221
(303) 429-5770

From: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>
Sent: Wednesday, July 12, 2023 4:48 PM
To: Courtney Salazar <ar@northpecoswater.org>
Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>
Subject: RE: 70th and Broadway - Water/Sanitary - Will Serve

Courtney,

I'm actually following up on the project below at 70th and Broadway (SE of the intersection) that we discussed back in early 2022 (attached a concept site plan for reference). We're finally moving forward with the project and anticipate

submitting to North Pecos and the County in the next week or two. As a part of that – **would you be able to advise how I obtain a Will Serve Letter from North Pecos for water and sanitary?**

Let me know if there's a better contact to reach out to!

Thanks,

Mikaela Moore, P.E. (CO)

Kimley-Horn | 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021

Direct: 303 974 3626 | Mobile: 303 396 7547

Connect with us: [Twitter](#) | [LinkedIn](#) | [Facebook](#) | [Instagram](#) | [Kimley-Horn.com](#)

Celebrating 16 years as one of FORTUNE's 100 Best Companies to Work For

From: Moore, Mikaela

Sent: Friday, March 4, 2022 9:17 AM

To: Courtney Salazar <ar@northpecoswater.org>

Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>

Subject: RE: 70th and Broadway - Water

Courtney,

Thank you very much for getting this over to me this week – I greatly appreciate it. Should be all we need for now!

We'll be in touch closer to our submittal date in mid-March.

Thanks again,

Mikaela Moore

Kimley-Horn | 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021

Direct: 303 974 3626 | Mobile: 303 396 7547

Connect with us: [Twitter](#) | [LinkedIn](#) | [Facebook](#) | [Instagram](#) | [Kimley-Horn.com](#)

Celebrating 14 years as one of FORTUNE's 100 Best Companies to Work For

Please note I will be out of the office, with no access to phone or email, March 5th through March 15th (returning March 16th). Let me know how I can best assist you ahead of my absence!

From: Courtney Salazar <ar@northpecoswater.org>

Sent: Thursday, March 3, 2022 4:52 PM

To: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>

Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>

Subject: RE: 70th and Broadway - Water

Hi Mikaela –

Below are the answers to your questions:

1. What size is the existing water main in 70th Ave just east of the Broadway intersection? **The water main in 70th Avenue, east of Broadway, is a 6" ACP line. The water main in Broadway, south of 70th Avenue, is 12" DIP.**
2. Can you provide estimates for North Pecos Water/Sewer + Metro Wastewater Tap Fees based on the numbers below? **Attached is the Tap Fee Schedule for 2022. Metro Wastewater is now Metro Water Recovery, which I note just so you know that they are referencing the same entity. Metro Water**

Recovery has the same SFRE allocations as we do and they are at \$4,710.00 per SFRE. So, the Metro Water Recovery charge, based on a 2" water tap, would be \$94,200.00, based on their current fees.

The tap fees above do not account for any potential tap credits for existing taps being relinquished and severed. This will be part of the discussion in the future as our District is able to see what is being proposed. When you do get closer to the project taking place, I will do an official Tap Fee Determination that will include any potential credits.

Please also keep in mind that for both North Pecos and Metro Water Recovery, the tap fee charges and allocations can be amended at any time by either board.

Also, as discussed on the phone, I have attached the Development Review and Reimbursement Agreement. This will need to be signed by your client before any plan reviews or discussion can begin. I have attached the Agreement pertaining to main extensions, which would include the addition of fire hydrant(s) or any main; if you believe that you will just be impacting taps, then we can discuss the other agreement we have that does not include any extensions of mains. Please let me know if you would like to discuss this more in depth.

Please let me know if you have any questions or if there is any other information that I can provide for you or your client.

Have a wonderful day and enjoy your time off next week!

Courtney Salazar
Accounts Receivable & Project Coordinator
North Pecos Water & Sanitation District
6900 Pecos Street
Denver, Colorado 80221
(303) 429-5770

From: Moore, Mikaela <Mikaela.Moore@kimley-horn.com>
Sent: Thursday, March 3, 2022 8:17 AM
To: Courtney Salazar <ar@northpecoswater.org>
Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>
Subject: RE: 70th and Broadway - Water

Courtney,

Wanted to follow-up on my note below – any chance you'd be able to get back to me on the 2 items below sometime today? I actually will be out of office all of next week, and want to ensure I get a few things over to our client this week if at all possible.

Thanks!

Mikaela Moore

Kimley-Horn | 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021

Direct: 303 974 3626 | Mobile: 303 396 7547

Connect with us: [Twitter](#) | [LinkedIn](#) | [Facebook](#) | [Instagram](#) | [Kimley-Horn.com](#)

[Celebrating 14 years as one of FORTUNE's 100 Best Companies to Work For](#)

Please note I will be out of the office, with no access to phone or email, March 5th through March 15th (returning March 16th). Let me know how I can best assist you ahead of my absence!

From: Moore, Mikaela
Sent: Tuesday, March 1, 2022 11:28 AM

To: Courtney Salazar <ar@northpecoswater.org>

Cc: Hegarty, Nicole <Nicole.Hegarty@kimley-horn.com>; Phelps, Randall <randall.phelps@kimley-horn.com>

Subject: 70th and Broadway - Water

Courtney,

Per our conversation moments ago, below are the few questions I was hoping to clarify with you.

1. What size is the existing water main in 70th Ave just east of the Broadway intersection?
2. Can you provide estimates for North Pecos Water/Sewer + Metro Wastewater Tap Fees based on the numbers below? (I've already noted the Denver Water fees because I know we'll owe those in addition.)
 - a. 4" Sanitary Sewer Service
 - b. 2" Domestic Water
 - c. (Last time we received the attached word doc from you as "estimated sizes", but I believe these are outdated now.)

Additionally, if you can send over the agreement that's required prior to submitting plans to you, I'll get that over to our Client! We're targeting a submittal to Adams County + the Fire Department on 3/18, and we'll submit the plans to you directly once the agreement is in place and the fire department has reviewed.

Thanks!

Mikaela Moore

Kimley-Horn | 380 Interlocken Crescent, Suite 100, Broomfield, CO 80021

Direct: 303 974 3626 | Mobile: 303 396 7547

Connect with us: [Twitter](#) | [LinkedIn](#) | [Facebook](#) | [Instagram](#) | Kimley-Horn.com

[Celebrating 14 years as one of FORTUNE's 100 Best Companies to Work For](#)

Please note I will be out of the office, with no access to phone or email, March 5th through March 15th (returning March 16th). Let me know how I can best assist you ahead of my absence!

Adams County

Commercial Property Profile

Parcel Number: 0182503103033

Owners Name and Address:	Property Address:
WELCH 3 INVESTMENTS LLC 6327 BRAUN LN ARVADA CO 80004-6131	6950 BROADWAY ST

Account Summary

Legal Description

BRONCUCIA SUBD CORR PLAT NO 2 LOT 1

Subdivision Plat

BRONCUCIA

Account Summary

Account Numbers	Date Added	Tax District	Mill Levy
R0190442	02/07/2017	038	97.884

Permits

Permit Cases

[BDP18-0791](#)
[BDP18-5469](#)
[BDP19-4040](#)
[BDP20-1042](#)
[LIQ2017-00062](#)
[LIQ2020-00033](#)
[LIQ2021-00045](#)
[PRE2019-00092](#)
[PRE2021-00039](#)

Sales Summary

Sale Date	Sale Price	Deed Type	Reception Number	Book	Page	Grantor	Grantee	Doc. Fee	Doc. Date
09/30/2016	\$2,500,000.00	SWD	2016000083749			BRONCUCIA MICHAEL F AND BRONCUCIA, MARLENE TRUST	WELCH 3 INVESTMENTS LLC	\$250	10/04/2016

Click [here](#) to go to Clerk / Recorder search page

Valuation Summary

Land Valuation Summary

Account Number	Land Type	Unit of Measure	Number of Units	Fire District	School District	Vacant/Improved	Actual Value	Assessed Value
R0190442	Commercial	Acres	2.8669	ADAMS COUNTY FIRE PROTECTION DIST	School District 1-Mapleton	I	\$530,749.00	\$153,920.00
Land Subtotal:							\$530,749.00	\$153,920.00

Improvements Valuation Summary

Account Number	Actual Value	Assessed Value
R0190442	\$1,454,752.00	\$421,880.00
Improvements Subtotal:	\$1,454,752.00	\$421,880.00

Total Property Value	\$1,985,501.00	\$575,800.00
-----------------------------	-----------------------	---------------------

Building Summary

Building Number: 1.00

Individual Built As Detail

Built As:	Service Garage
Year Built:	1983
Building Type:	Commercial
Construction Type:	
Built As SQ Ft:	2040
Number of Rooms:	0
Number of Baths:	0.00
Number of Bedrooms:	0
Attached Garage SQ Ft:	
Detached Garage Square Ft:	
Basement SQ Ft:	
Finished Basement SQ Ft:	

Building Number: 2.00

Individual Built As Detail

Built As:	Retail Store
Year Built:	2004
Building Type:	Commercial
Construction Type:	
Built As SQ Ft:	2100
Number of Rooms:	0
Number of Baths:	0.00
Number of Bedrooms:	0
Attached Garage SQ Ft:	
Detached Garage Square Ft:	
Basement SQ Ft:	
Finished Basement SQ Ft:	

Building Number: 3.00

Individual Built As Detail

Built As:	Equipment Building
Year Built:	2006
Building Type:	Commercial
Construction Type:	
Built As SQ Ft:	2400
Number of Rooms:	0
Number of Baths:	0.00
Number of Bedrooms:	0
Attached Garage SQ Ft:	
Detached Garage Square Ft:	
Basement SQ Ft:	
Finished Basement SQ Ft:	

Building Number: 4.00

Individual Built As Detail

Built As:	Restaurant
Year Built:	2004
Building Type:	Commercial
Construction Type:	
Built As SQ Ft:	9000
Number of Rooms:	0
Number of Baths:	0.00
Number of Bedrooms:	0
Attached Garage SQ Ft:	
Detached Garage Square Ft:	
Basement SQ Ft:	
Finished Basement SQ Ft:	

Tax Summary

Click [here](#) to go to Treasurer's search page

Enterprise Zone Summary

Property within Enterprise Zone

True

Precincts and Legislative Representatives Summary

Precinct

270

Commissioner Representative

Commissioner District	Link to Representative
4	Click Here

State House Representative

House District	Link to Representative
35	Click Here

State Senate Representative

Senate District	Link to Representative
21	Click Here

US Congress Representative

Congressional District	Link to Representative
8	Click Here

Zoning Summary

Zoning Summary

Zoning Authority	Zoning
Adams County	I-1

Note: Data is updated daily. Above data was updated as of: 03/01/22

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Adams County Commercial Property Profile

Parcel Number: 0182503103029

Owners Name and Address:	Property Address:
50 E 70TH AVE LLC 50 E 70TH AVE UNIT 1 DENVER CO 80221-2954	50 E 70TH AVE #1

Account Summary

Legal Description

SUB:BRONCUCIA & SONS REPL OF PART OF LOT 14 LOT:1

Subdivision Plat

BRONCUCIA

Account Summary

Account Numbers	Date Added	Tax District	Mill Levy
R0153545	10/01/2003	038	97.884

Permits

Permit Cases

[BDP06-1657](#)
[SGN2006-00006](#)
[VIO2004-42530](#)
[VIO2004-42531](#)
[VIO2005-43785](#)
[VIO2005-45908](#)
[VIO2005-45909](#)
[VIO2005-45912](#)
[VIO2005-45914](#)
[VIO2005-45916](#)
[VIO2005-46200](#)
[VIO2005-46201](#)
[VIO2006-47689](#)
[VIO2006-47690](#)
[VIO2006-49784](#)
[VIO2006-50871](#)
[VIO2006-50872](#)
[VIO2007-55627](#)
[VIO2007-55628](#)
[VIO2008-57382](#)
[VIO2008-57383](#)
[VIO2008-57384](#)
[VIO2009-61530](#)
[VIO2009-61531](#)
[VIO2010-01537](#)

Sales Summary

Sale Date	Sale Price	Deed Type	Reception Number	Book	Page	Grantor	Grantee	Doc. Fee	Doc. Date
07/09/2003	\$10.00	BLK	C1172675			BRONCUCIA JOE AKA JOSEPH AKA J	BRONCUCIA JOSEPH A AND PATRICI	\$0	07/09/2003
01/15/2016	\$0	QC	2016000003887			BRONCUCIA JOSEPH A AND, BRONCUCIA PATRICIA A	I B ONE LLC	\$0	01/15/2016
02/01/2016	\$0	QC	2016000007750			I B ONE LLC	BRONCUCIA JOSEPH ANTHONY AND, BRONCUCIA PATRICIA ANN	\$0	02/01/2016
01/08/2018	\$0	QC	2018000046529			I B ONE LLC	BRONCUCIA JOSEPH ANTHONY AND BRONCUCIA PATRICIA ANN	\$0	06/08/2018
06/08/2018	\$325,000.00	WD	2018000046530			BRONCUCIA JOSEPH ANTHONY AND, BRONCUCIA PATRICIA ANN	GUSMAN-CISNEROS GEORGE A	\$32.5	06/08/2018
01/18/2021	\$0	QC	2021000006947			GUZMAN-CISNEROS GEORGE A	50 E 70TH AVE LLC	\$0	01/20/2021

Click [here](#) to go to Clerk / Recorder search page

Valuation Summary

Land Valuation Summary

Account Number	Land Type	Unit of Measure	Number of Units	Fire District	School District	Vacant/Improved	Actual Value	Assessed Value
R0153545	Commercial	Acres	0.4470	ADAMS COUNTY FIRE PROTECTION DIST	School District 1-Mapleton	I	\$82,753.00	\$24,000.00
Land Subtotal:							\$82,753.00	\$24,000.00

Improvements Valuation Summary

Account Number	Actual Value	Assessed Value
R0153545	\$215,547.00	\$62,510.00
Improvements Subtotal:	\$215,547.00	\$62,510.00

Total Property Value	\$298,300.00	\$86,510.00
-----------------------------	---------------------	--------------------

Building Summary

Building Number: 1.00

Individual Built As Detail

Built As:	Service Garage
Year Built:	1958
Building Type:	Commercial
Construction Type:	
Built As SQ Ft:	1576
Number of Rooms:	0
Number of Baths:	0.00
Number of Bedrooms:	0
Attached Garage SQ Ft:	
Detached Garage Square Ft:	
Basement SQ Ft:	
Finished Basement SQ Ft:	

Tax Summary

Click [here](#) to go to Treasurer's search page

Enterprise Zone Summary

Property within Enterprise Zone

True

Precincts and Legislative Representatives Summary

Precinct

270

Commissioner Representative

Commissioner District	Link to Representative
4	Click Here

State House Representative

House District	Link to Representative
35	Click Here

State Senate Representative

Senate District	Link to Representative
21	Click Here

US Congress Representative

Congressional District	Link to Representative
8	Click Here

Zoning Summary

Zoning Summary

Zoning Authority	Zoning
Adams County	C-5

Note: Data is updated daily. Above data was updated as of: 03/01/22

Legal Disclaimer: Although every reasonable effort has been made to ensure the accuracy of the public information data and graphic representations, Adams County cannot be responsible for consequences resulting from any omissions or errors contained herein. Adams County assumes no liability whatsoever associated with the use or misuse of this data

Account	As of Date	Parcel Number	Owner
R0190442	07/17/2023	0182503103033	WELCH 3 INVESTMENTS LLC
Legal:	BRONCUCIA SUBD CORR PLAT NO 2 LOT 1		
Situs Address:	6950 BROADWAY ST		

Year	Tax	Total Due
Total	\$0.00	\$0.00

Account	As of Date	Parcel Number	Owner
R0153545	07/17/2023	0182503103029	50 E 70TH AVE LLC
Legal:	SUB:BRONCUCIA & SONS REPL OF PART OF LOT 14 LOT:1		
Situs	50 E 70TH AVE #1		
Address:			

Year	Tax	Total Due
Total	\$0.00	\$0.00

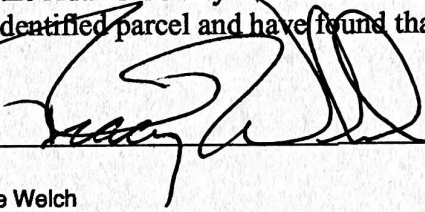
CERTIFICATION OF NOTICE TO MINERAL ESTATE OWNERS

I/We, Trace A. Welch
(the "Applicant") by signing below, hereby declare and certify as follows:

With respect to the property located at:
Physical Address: 6950 N. Broadway Denver CO 80221
Legal Description: _____
Parcel #(s): _____

(PLEASE CHECK ONE):

- On the 18th day of July, 2023, which is not less than thirty days before the initial public hearing, notice of application for surface development was provided to mineral estate owners pursuant to section 24-65.5-103 of the Colorado Revised Statutes;
- or
I/We have searched the records of the Adams County Tax Assessor and the Adams County Clerk and Recorder for the above identified parcel and have found that no mineral estate owner is identified therein.

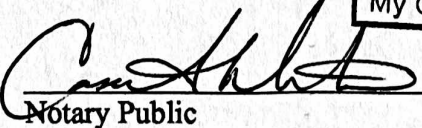
Date: 7/18/23 Applicant: 
By: Trace Welch
Print Name: Trace Welch
Address: 6950 N. Broadway
Denver CO 80221

STATE OF COLORADO)
)
COUNTY OF ADAMS)

Subscribed and sworn to before me this 20th day of July
Tracey A Welch

Witness my hand and official seal.

CASSANDRA ANGELA MONTERO
Notary Public
State of Colorado
Notary ID: 20164006879
My Commission Expires 2/22/2024

My Commission expires: Feb 22, 2024 
Notary Public

After Recording Return To: _____ Name and Address of Person Preparing Legal Description: _____

A recorded copy of this Certification shall be submitted to the Adams County Community and Economic Development Department with all applicable land use applications.

CERTIFICATION OF NOTICE TO MINERAL ESTATE OWNERS

I/We, 50 E 70TH AVE LLC, George A. Guzman-Cisneros (Managing Member)
(the "Applicant") by signing below, hereby declare and certify as follows:

With respect to the property located at:

Physical Address: 50 E. 70TH AVE UNIT # 1 DENVER CO 80221

Legal Description: SUB:BRONCUCIA & SONS REPL OF PART OF LOT 14 LOT:1

Parcel #(s): 0182503103029

(PLEASE CHECK ONE):

On the day of , 20 , which is not less than thirty days before the initial public hearing, notice of application for surface development was provided to mineral estate owners pursuant to section 24-65.5-103 of the Colorado Revised Statutes;

OR

I/We have searched the records of the Adams County Tax Assessor and the Adams County Clerk and Recorder for the above identified parcel and have found that no mineral estate owner is identified therein.

Date: 7/19/2023

Applicant: 50 E 70TH AVE LLC, George A. Guzman-Cisneros (Managing Member)

By:

Print Name: George A. Guzman-Cisneros (LLC Member)

Address: 50 E. 70th Ave. Unit # 1
Denver CO. 80221

STATE OF COLORADO)

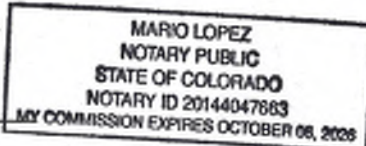
COUNTY OF ADAMS)

Subscribed and sworn to before me this 19th day of July, 2023, by
George Guzman-Cisneros.

Witness my hand and official seal.

My Commission expires: 10/06/2026

Mario Lopez
Notary Public



After Recording Return To:

Name and Address of Person Preparing Legal Description:

A recorded copy of this Certification shall be submitted to the Adams County Community and Economic Development Department with all applicable land use applications.

**APPLICANT'S CERTIFICATION CONCERNING QUALIFYING SURFACE DEVELOPMENT,
PURSUANT TO C.R.S. §24-65.5-103.3 (1)(b)**

I/We, Trace A Welch, (the "Applicant") by signing below, hereby declare and certify as follows:

Concerning the property located at:

Physical Address: 6950 N. Broadway Denver CO 80221

Legal Description: _____

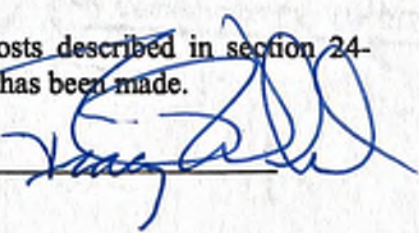
Parcel #(s): _____

With respect to qualifying surface developments, that (PLEASE CHECK ONE):

No mineral estate owner has entered an appearance or filed an objection to the proposed application for development within thirty days after the initial public hearing on the application; or

_____ The Applicant and any mineral estate owners who have filed an objection to the proposed application for development or have otherwise filed an entry of appearance in the initial public hearing regarding such application no later than thirty days following the initial public hearing on the application have executed a surface use agreement related to the property included in the application for development, the provisions of which have been incorporated into the application for development or are evidenced by a memorandum or otherwise recorded in the records of the clerk and recorder of the county in which the property is located so as to provide notice to transferees of the Applicant, who shall be bound by such surface use agreements; or

_____ The application for development provides:
(i) Access to mineral operations, surface facilities, flowlines, and pipelines in support of such operations existing when the final public hearing on the application for development is held by means of public roads sufficient to withstand trucks and drilling equipment or thirty-foot-wide access easements;
(ii) An oil and gas operations area and existing well site locations in accordance with section 24-65.5-103.5 of the Colorado Revised Statutes; and
(iii) That the deposit for incremental drilling costs described in section 24-65.5-103.7 of the Colorado Revised Statutes has been made.

Date: 7/18/23 Applicant: Trace A Welch 

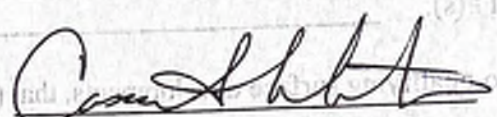
After Recording Return To: _____
By: Trace A Welch
Print Name: Trace A Welch
Address: _____
6950 N Broadway Denver CO 80221

STATE OF COLORADO)
COUNTY OF ADAMS)

Subscribed and sworn to before me this 20 day of July, 2023 by
Tracey Welch

Witness my hand and official seal.

My Commission expires: Feb 22 2024


Notary Public

CASSANDRA ANGELA MONTERO
Notary Public
State of Colorado
Notary ID: 20164006879
My Commission Expires 2/22/2024

Name and Address of Person Preparing Legal Description:

A recorded copy of this Certification shall be submitted to the Adams County Community and Economic Development Department within thirty days after the initial public hearing on all applicable land use applications.

- (i) Access to mineral operations, surface facilities, flowlines, and pipelines in support of such operations existing when the final public hearing on the application for development is held by means of public roads sufficient to withstand trucks and drilling equipment or heavy-foot-wide access easements;
- (ii) An oil and gas operations area and existing well site locations in accordance with section 24-62.3-103.2 of the Colorado Revised Statutes; and
- (iii) That the deposit for incremental drilling costs described in section 24-62.3-103.7 of the Colorado Revised Statutes has been made.

Date: 7/18/23
 Applicant: Tracey Welch
 By: Tracey Welch
 Print Name: Tracey Welch
 Address: 6900 N Broadway Denver CO 80221

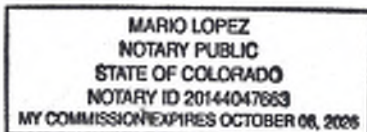
STATE OF COLORADO)
)
COUNTY OF ADAMS)

Subscribed and sworn to before me this 19 day of July, 2023, by
George Guzman-Cisneros.

Witness my hand and official seal.

My Commission expires: 10/06/2026


Notary Public



Name and Address of Person Preparing Legal Description:

A recorded copy of this Certification shall be submitted to the Adams County Community and Economic Development Department within thirty days after the initial public hearing on all applicable land use applications.