



Note:
Shaded Trees to be Removed

Seal:



Title:

Woodland Plan

Project:

Prospect Point South
Superior Township, Michigan

Prepared for:

MI Homes of Michigan, LLC
4500 Michigan Avenue, Suite 203
Bloomfield Hills, Michigan 48304

Revision:

Revised
Revised
Revised

Issued:

June 6, 2025
June 20, 2025
September 25, 2025
January 27, 2026

Job Number:

25-035

Drawn By:

JPS

Checked By:

JPS

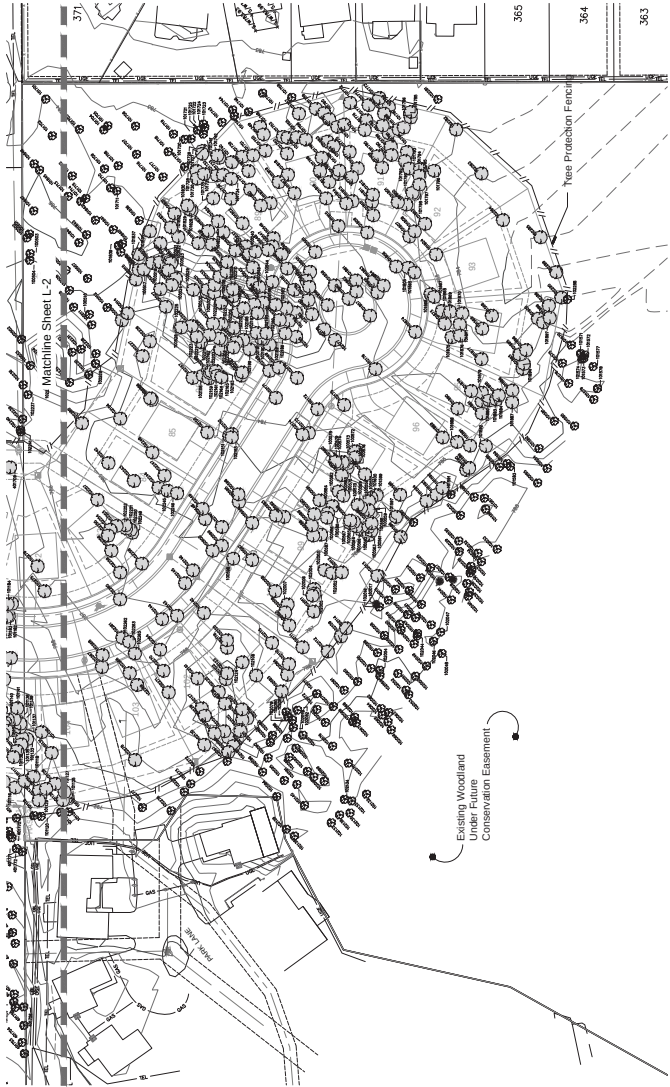
0' 25' 50'



Sheet No.

L-7





Note:
Shaded Trees to be Removed

Seal:



Title:
Woodland Plan

Project:
**Prospect Point South
Superior Township, Michigan**

Prepared for:
**MI Homes of Michigan, LLC
40950 Woodward Avenue, Suite 203
Bloomfield Hills, Michigan 48304**

Revision:	Issued:
Revised	June 4, 2025
Revised	August 20, 2025
Revised	September 25, 2025
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25-035

Drawn By: jsa Checked By:



Sheet No.

L-8

Seal:



Title: Tree List

Project:

Prospect Point South
Superior Township, Michigan

Prepared for:

MI Homes of Michigan, LLC
40950 Woodward Avenue, Suite 203
Bloomfield Hills, Michigan 48304

Revision:

Revision:	Issued:
Review	June 4, 2025
Revised	June 20, 2025
Revised	September 25, 2025
Revised	January 29, 2026

Job Number:

25.035

Drawn By:

Drawn By: Checked By:

Sheet No.

6-7



Tree ID	Species	DBH	Height	Location	Notes
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Seal:



Title:
Tree List

Project:
Prospect Point South
Superior Township, Michigan

Prepared for:
MI Homes of Michigan, LLC
48550 Woodward Avenue, Suite 203
Bloomfield Hills, Michigan 48304

Revision: Issued:
Revised: June 10, 2025
Revised: June 10, 2025
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Revised: January 25, 2026

Job Number:
25435

Drawn By: Checked By:
jpa jpa

Sheet No.

L-10



Seal:



Title: Tree List

Project:

Prospect Point South
Superior Township, Michigan

Prepared for:

M/I Homes of Michigan, LLC
40950 Woodward Avenue, Suite 203
Bloomfield Hills, Michigan 48304

Revision:

Review	June 4, 2025
Revised	June 20, 2025
Revised	September 25, 2025
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25-035

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Drawn By: Checked By:

Sheet No.

L-11



Woodland Summary									
Trees Surveyed	1,850	Trees	1,850	Trees	1,850	Trees	1,850	Trees	1,850
Tree Replacement	1,850	Trees	1,850	Trees	1,850	Trees	1,850	Trees	1,850
Regulated Tree Replacement	1,850	Trees	1,850	Trees	1,850	Trees	1,850	Trees	1,850
Total Replacement Required	1,850	Trees	1,850	Trees	1,850	Trees	1,850	Trees	1,850

Seal:



Title:
Tree List

Project:
Prospect Point South
Superior Township, Michigan

Prepared for:
MI Homes of Michigan, LLC
4650 Woodland Avenue, Suite 203
Bloomfield Hills, Michigan 48304

Revision:
Issued:
Revised:
Revised:
Revised:
Revised:

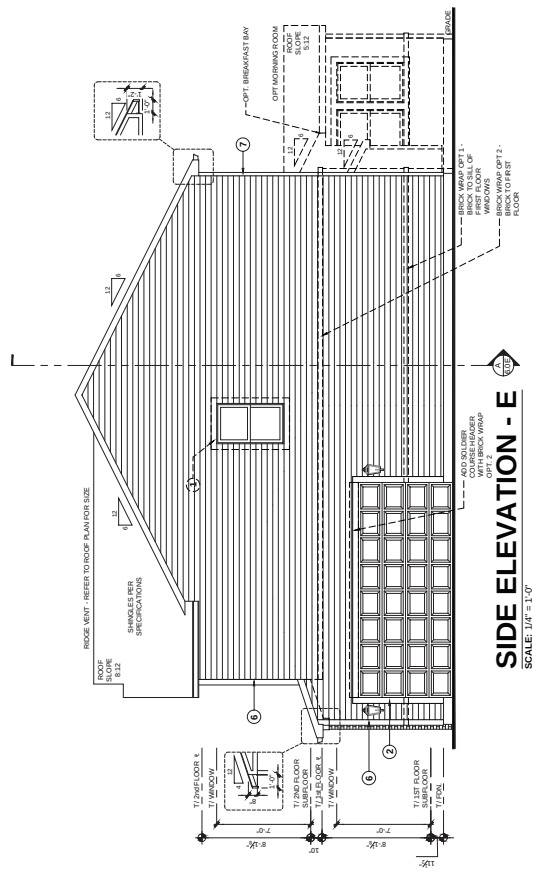
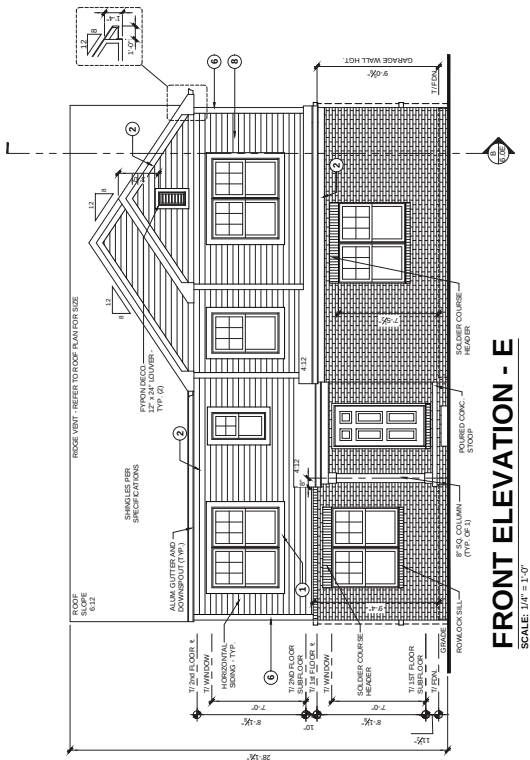
Job Number:
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Drawn By:
Checked By:

Sheet No.

L-12



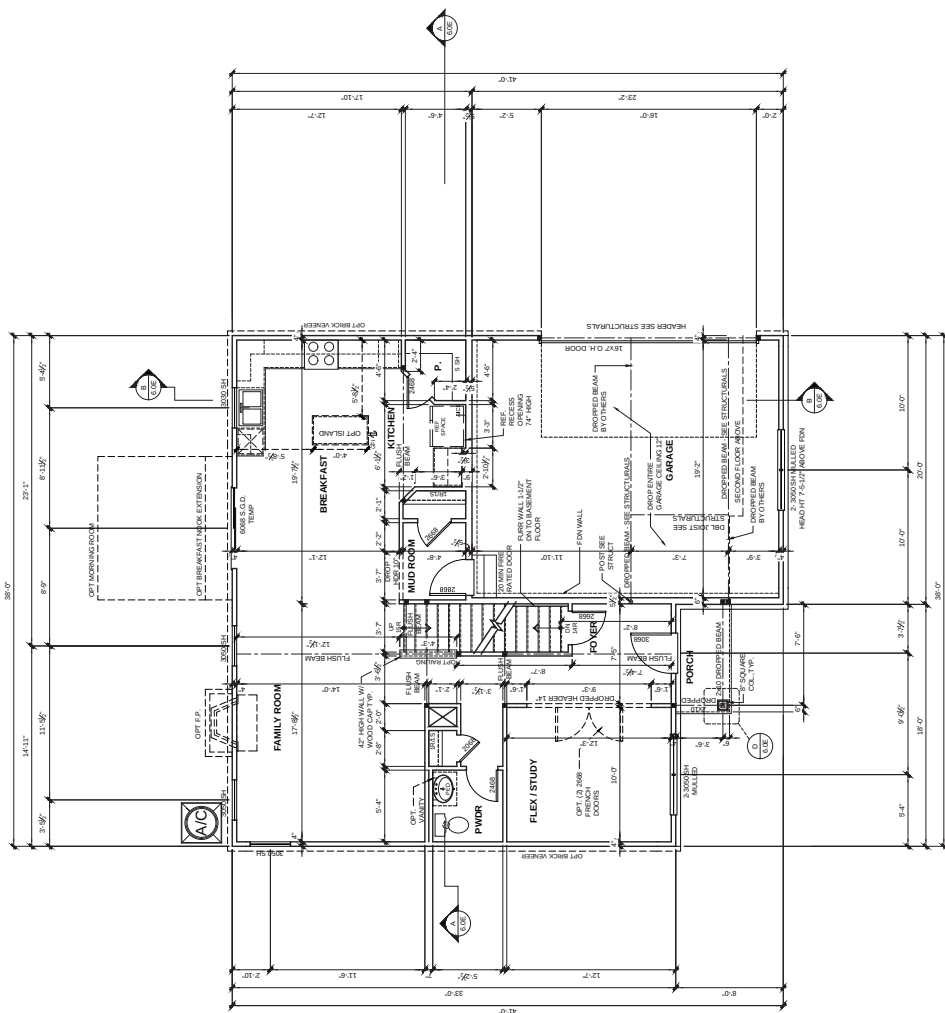
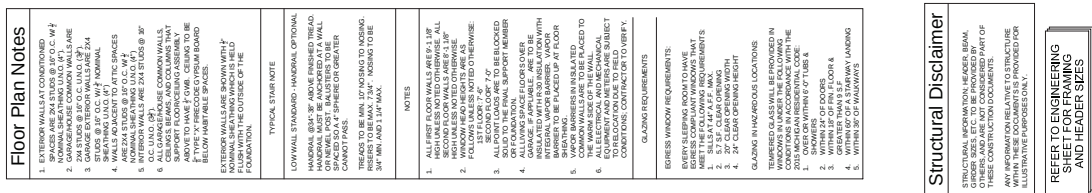


Fascia / Rakes

1.	FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA W/ 1X6 FREEZE BOARD
2.	RAKES: 1X6 RAKE W/ 1X6 RAKE FREEZE BOARD

SEE DETAILS SHEETS



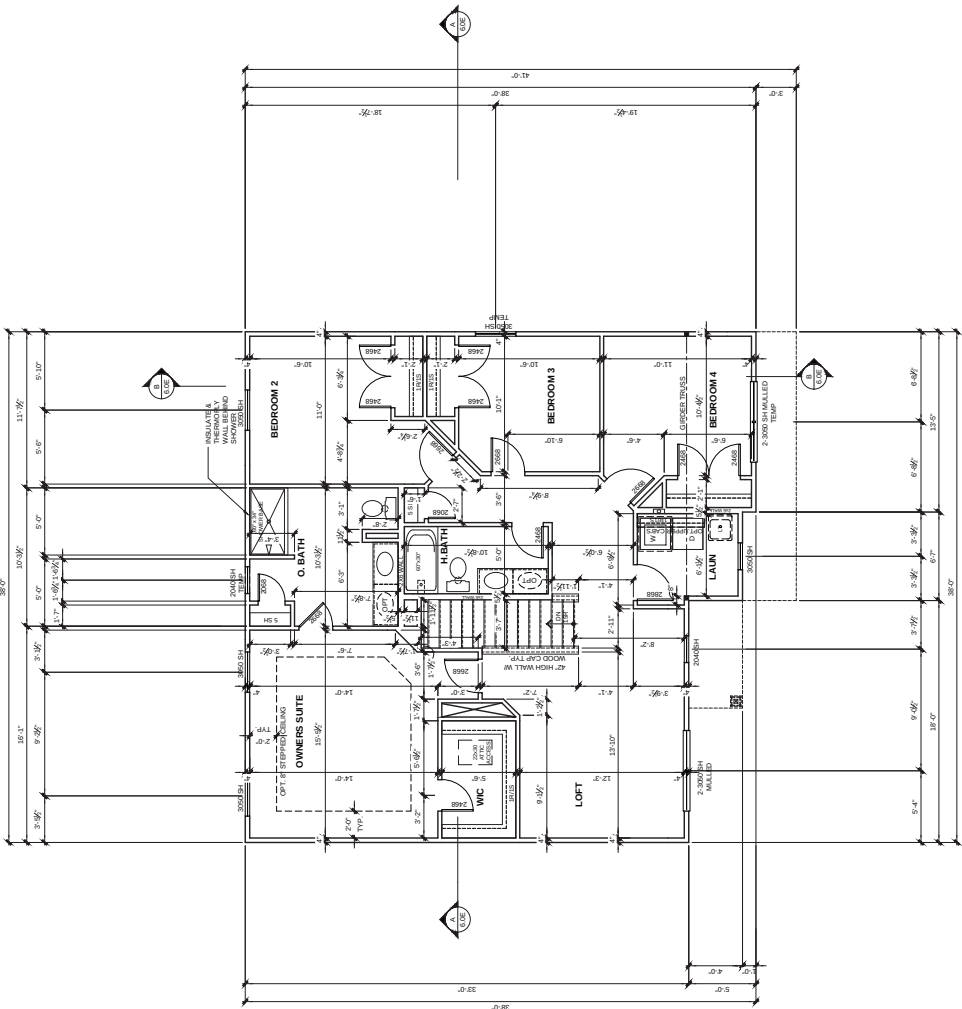
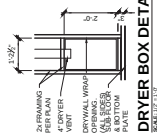


FRAMING PLAN
FIRST FLOOR PLAN - E
SCALE: 1/4" = 1'-0"

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Structural Disclaimer

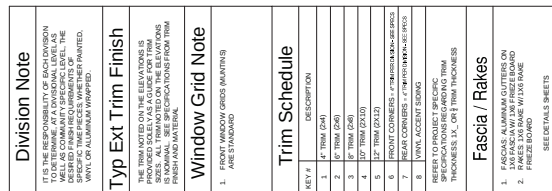
REFER TO ENGINEERING
SHEET FOR FRAMING
AND HEADER SIZES



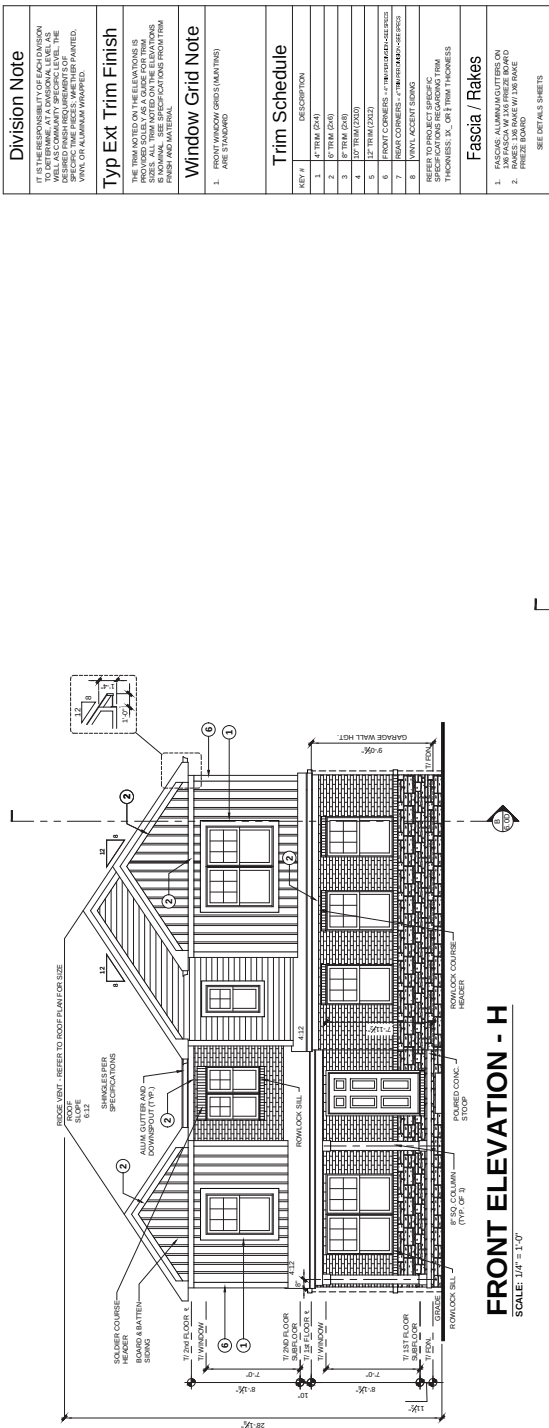
FRAMING PLAN
SECOND FLOOR PLAN - E
SCALE: 1/4" = 1'-0"

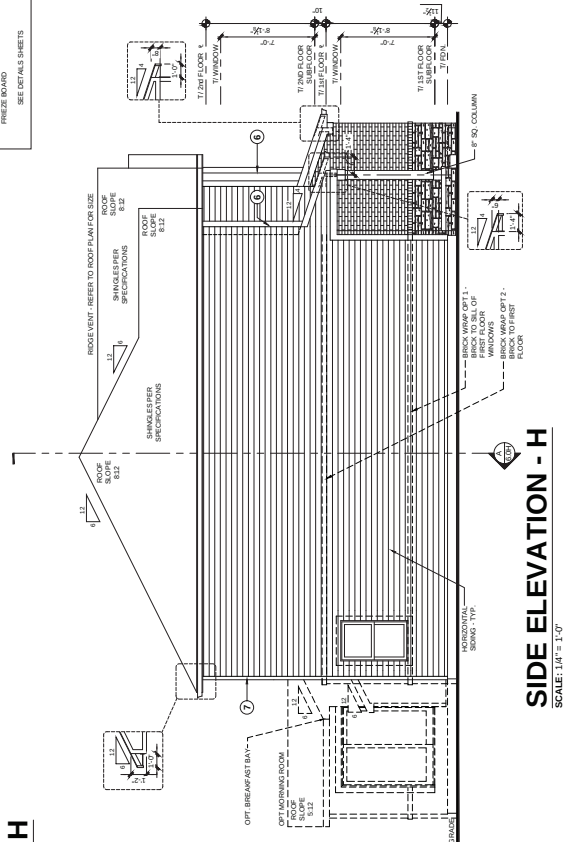
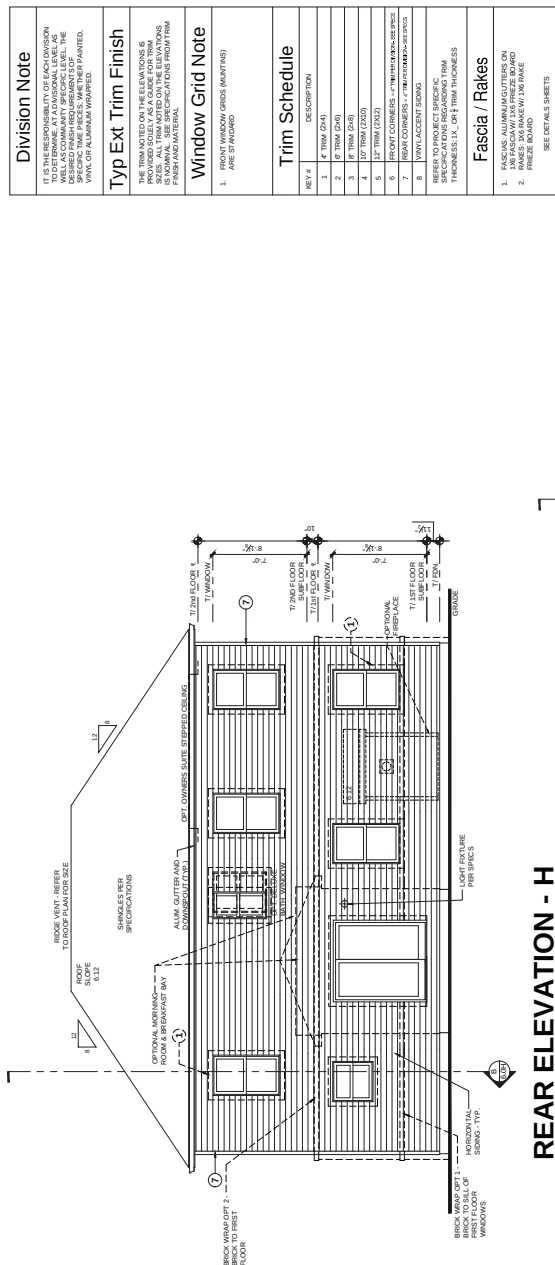








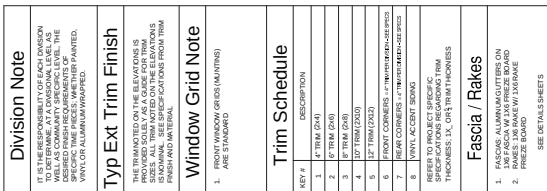


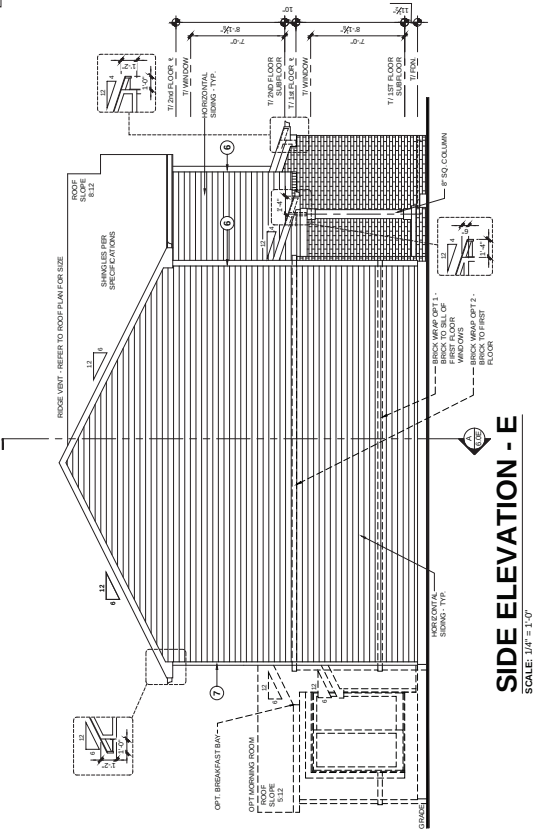
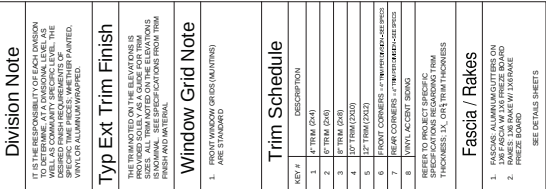


Division Note	Typ Ext Trim Finish		Window Grid Note	Trim Schedule	Fascia / Rakes
IT IS THE RESPONSIBILITY OF EACH DIVISION TO DETERMINE THE APPROPRIATE FINISHES TO BE USED FOR EACH PROJECT. THE FINISHES WILL BE COMPARABLE TO SPECIFICATIONS AND FINISHES SHOWN ON THE DRAWINGS. FINISHES WILL BE COMPARABLE TO SPECIFICATIONS AND FINISHES SHOWN ON THE DRAWINGS. FINISHES WILL BE COMPARABLE TO SPECIFICATIONS AND FINISHES SHOWN ON THE DRAWINGS.	THE TRIM NOTED ON THE ELEVATIONS IS PROVIDED SUITABLE AS A GUIDE FOR TRIM SELECTION. THE FINISHES SHOWN IN THIS IS NOMINAL. SEE SPECIFICATIONS FOR TRIM FINISHES AND MATERIAL.		1. FINISH OF WINDOW GRIDS (MANTLES)	1. TRIM (2x4)	1. FACE: ALUMINUM/ALUMINUM TRIM
				2. TRIM (2x4)	2. BACK: ALUMINUM/ALUMINUM TRIM
				3. TRIM (2x4)	3. FINISH: ALUMINUM/ALUMINUM TRIM
				4. TRIM (2x4)	4. FINISH: ALUMINUM/ALUMINUM TRIM
				5. TRIM (2x4)	5. FINISH: ALUMINUM/ALUMINUM TRIM
				6. TRIM (2x4)	6. FINISH: ALUMINUM/ALUMINUM TRIM
				7. TRIM (2x4)	7. FINISH: ALUMINUM/ALUMINUM TRIM
				8. TRIM (2x4)	8. FINISH: ALUMINUM/ALUMINUM TRIM
				9. TRIM (2x4)	9. FINISH: ALUMINUM/ALUMINUM TRIM
				10. TRIM (2x4)	10. FINISH: ALUMINUM/ALUMINUM TRIM
				11. TRIM (2x4)	11. FINISH: ALUMINUM/ALUMINUM TRIM
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				18. TRIM (2x4)	18. FINISH: ALUMINUM/ALUMINUM TRIM
				19. TRIM (2x4)	19. FINISH: ALUMINUM/ALUMINUM TRIM
				20. TRIM (2x4)	20. FINISH: ALUMINUM/ALUMINUM TRIM
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				22. TRIM (2x4)	22. FINISH: ALUMINUM/ALUMINUM TRIM
				23. TRIM (2x4)	23. FINISH: ALUMINUM/ALUMINUM TRIM
				24. TRIM (2x4)	24. FINISH: ALUMINUM/ALUMINUM TRIM
				25. TRIM (2x4)	25. FINISH: ALUMINUM/ALUMINUM TRIM
				26. TRIM (2x4)	26. FINISH: ALUMINUM/ALUMINUM TRIM
				27. TRIM (2x4)	27. FINISH: ALUMINUM/ALUMINUM TRIM
				28. TRIM (2x4)	28. FINISH: ALUMINUM/ALUMINUM TRIM
				29. TRIM (2x4)	29. FINISH: ALUMINUM/ALUMINUM TRIM
				30. TRIM (2x4)	30. FINISH: ALUMINUM/ALUMINUM TRIM
				31. TRIM (2x4)	31. FINISH: ALUMINUM/ALUMINUM TRIM
				32. TRIM (2x4)	32. FINISH: ALUMINUM/ALUMINUM TRIM
				33. TRIM (2x4)	33. FINISH: ALUMINUM/ALUMINUM TRIM
				34. TRIM (2x4)	34. FINISH: ALUMINUM/ALUMINUM TRIM
				35. TRIM (2x4)	35. FINISH: ALUMINUM/ALUMINUM TRIM
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				37. TRIM (2x4)	37. FINISH: ALUMINUM/ALUMINUM TRIM
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				39. TRIM (2x4)	39. FINISH: ALUMINUM/ALUMINUM TRIM
				40. TRIM (2x4)	40. FINISH: ALUMINUM/ALUMINUM TRIM
				41. TRIM (2x4)	41. FINISH: ALUMINUM/ALUMINUM TRIM
				42. TRIM (2x4)	42. FINISH: ALUMINUM/ALUMINUM TRIM
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				51. TRIM (2x4)	51. FINISH: ALUMINUM/ALUMINUM TRIM
				52. TRIM (2x4)	52. FINISH: ALUMINUM/ALUMINUM TRIM
				53. TRIM (2x4)	53. FINISH: ALUMINUM/ALUMINUM TRIM
				54. TRIM (2x4)	54. FINISH: ALUMINUM/ALUMINUM TRIM

Division Note	
IT IS THE RESPONSIBILITY OF EACH DIVISION TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS PRIOR TO CONSTRUCTION. THIS INCLUDES BUT IS NOT LIMITED TO: CITY, STATE, AND FEDERAL PERMITS; ENVIRONMENTAL IMPACT STUDIES; HISTORIC PRESERVATION REVIEW; ARCHAEOLOGICAL EXCAVATIONS; AND ANY OTHER REQUIREMENTS THAT MAY BE APPLICABLE TO THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO CONSTRUCTION.	
Type Ext Trim Finish	
THE TRIM NOTED ON THE ELEVATIONS IS PROVIDED UNLESS A GAUGE OR TRIM TYPE IS SPECIFICALLY NOTED. FINISHES ARE NOMINAL. SEE SPECIFICATIONS FROM TRIM FINISH AND MATERIAL.	
Window Grid Note	
1. FINISH AT WINDOW GRIDS (WANTINS)	
Trim Schedule	
KEY #	DESCRIPTION
1	TRIM (Z4)
2	TRIM (Z4B)
3	TRIM (Z4B)
4	UP TRIM (Z4B)
5	DOWN TRIM (Z4B)
6	TRIM CORNERS - 1" MIN THICKNESS
7	TRIM CORNERS - 1" MIN THICKNESS
8	TRIM CORNERS - 1" MIN THICKNESS
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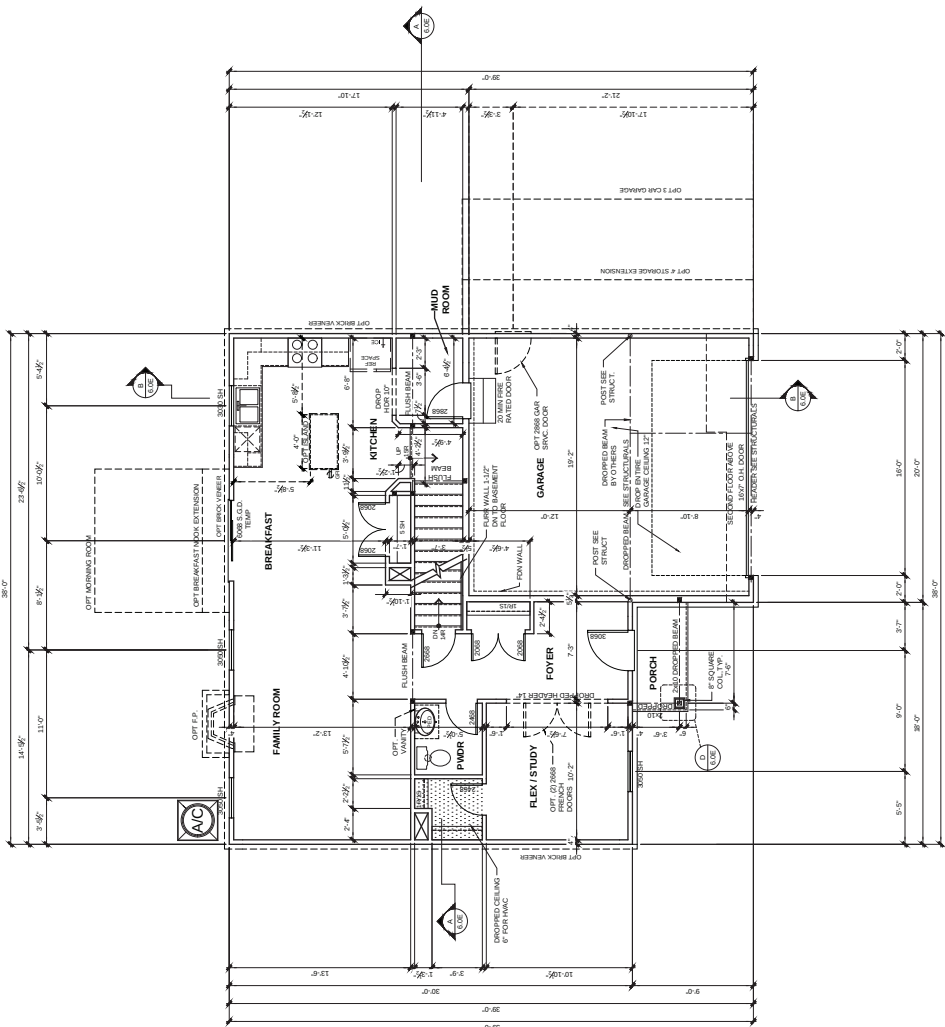
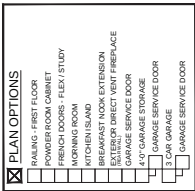




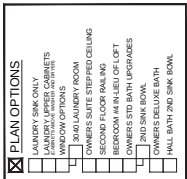
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REFER TO ENGINEERING SHEET FOR STEEL BEAM, COLUMN, AND PAD SIZES.





FRAMING PLAN
FIRST FLOOR PLAN - E
SCALE: 1/4" = 1'-0"



Floor Plan Notes

1. EXTERIOR WALLS AT CONDITIONED SPACE	2. CARPENTRY
3. NOMINAL SHEATHING UNO (4" C) W/2" SIPS	4. CARPENTRY
5. GARAGEHOUSE COMMON WALLS ARE 2X4 STUDS @ 16" O.C. UNO (4" C) W/2" SIPS	6. CARPENTRY
7. 2X4 STUDS @ 16" O.C. W/2" SIPS	8. CARPENTRY
9. 2X4 STUDS @ 16" O.C. W/2" SIPS	10. CARPENTRY
11. SHEATHING UNO (4" C) W/2" SIPS	12. CARPENTRY
13. 2X4 STUDS @ 16" O.C. W/2" SIPS	14. CARPENTRY
15. 2X4 STUDS @ 16" O.C. W/2" SIPS	16. CARPENTRY
17. 2X4 STUDS @ 16" O.C. W/2" SIPS	18. CARPENTRY
19. 2X4 STUDS @ 16" O.C. W/2" SIPS	20. CARPENTRY
21. 2X4 STUDS @ 16" O.C. W/2" SIPS	22. CARPENTRY
23. 2X4 STUDS @ 16" O.C. W/2" SIPS	24. CARPENTRY
25. 2X4 STUDS @ 16" O.C. W/2" SIPS	26. CARPENTRY
27. 2X4 STUDS @ 16" O.C. W/2" SIPS	28. CARPENTRY
29. 2X4 STUDS @ 16" O.C. W/2" SIPS	30. CARPENTRY
31. 2X4 STUDS @ 16" O.C. W/2" SIPS	32. CARPENTRY
33. 2X4 STUDS @ 16" O.C. W/2" SIPS	34. CARPENTRY
35. 2X4 STUDS @ 16" O.C. W/2" SIPS	36. CARPENTRY
37. 2X4 STUDS @ 16" O.C. W/2" SIPS	38. CARPENTRY
39. 2X4 STUDS @ 16" O.C. W/2" SIPS	40. CARPENTRY
41. 2X4 STUDS @ 16" O.C. W/2" SIPS	42. CARPENTRY
43. 2X4 STUDS @ 16" O.C. W/2" SIPS	44. CARPENTRY
45. 2X4 STUDS @ 16" O.C. W/2" SIPS	46. CARPENTRY
47. 2X4 STUDS @ 16" O.C. W/2" SIPS	48. CARPENTRY
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51. 2X4 STUDS @ 16" O.C. W/2" SIPS	52. CARPENTRY
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55. 2X4 STUDS @ 16" O.C. W/2" SIPS	56. CARPENTRY
57. 2X4 STUDS @ 16" O.C. W/2" SIPS	58. CARPENTRY
59. 2X4 STUDS @ 16" O.C. W/2" SIPS	60. CARPENTRY
61. 2X4 STUDS @ 16" O.C. W/2" SIPS	62. CARPENTRY
63. 2X4 STUDS @ 16" O.C. W/2" SIPS	64. CARPENTRY
65. 2X4 STUDS @ 16" O.C. W/2" SIPS	66. CARPENTRY
67. 2X4 STUDS @ 16" O.C. W/2" SIPS	68. CARPENTRY
69. 2X4 STUDS @ 16" O.C. W/2" SIPS	70. CARPENTRY
71. 2X4 STUDS @ 16" O.C. W/2" SIPS	72. CARPENTRY
73. 2X4 STUDS @ 16" O.C. W/2" SIPS	74. CARPENTRY
75. 2X4 STUDS @ 16" O.C. W/2" SIPS	76. CARPENTRY
77. 2X4 STUDS @ 16" O.C. W/2" SIPS	78. CARPENTRY
79. 2X4 STUDS @ 16" O.C. W/2" SIPS	80. CARPENTRY
81. 2X4 STUDS @ 16" O.C. W/2" SIPS	82. CARPENTRY
83. 2X4 STUDS @ 16" O.C. W/2" SIPS	84. CARPENTRY
85. 2X4 STUDS @ 16" O.C. W/2" SIPS	86. CARPENTRY
87. 2X4 STUDS @ 16" O.C. W/2" SIPS	88. CARPENTRY
89. 2X4 STUDS @ 16" O.C. W/2" SIPS	90. CARPENTRY
91. 2X4 STUDS @ 16" O.C. W/2" SIPS	92. CARPENTRY
93. 2X4 STUDS @ 16" O.C. W/2" SIPS	94. CARPENTRY
95. 2X4 STUDS @ 16" O.C. W/2" SIPS	96. CARPENTRY
97. 2X4 STUDS @ 16" O.C. W/2" SIPS	98. CARPENTRY
99. 2X4 STUDS @ 16" O.C. W/2" SIPS	100. CARPENTRY

TYPICAL STAIR NOTE

LOW WALL STANDARD - HANDRAIL, OPTIONAL
HANDRAIL @34"-36" ABOVE FINISHED TREAD.
HANDRAIL MUST BE ANCHORED AT A WALL
OR NEWEL POST. BALUSTERS TO BE
SPACED SO A 4" SPHERE OR GREATER
CANNOT PASS.
TREADS TO BE MIN. 10" NOSING TO NOSING.
RISERS TO BE MAX. 7 3/4". NOSING TO BE
3/4" MIN. AND 1 1/4" MAX.

NOTES
1. ALL FIRST FLOOR WALLS ARE 9/1.18" HIGH UNLESS NOTED OTHERWISE. ALL SECOND FLOOR WALLS ARE 3.18" HIGH UNLESS NOTED OTHERWISE. ALL WINDOW HEADS AND SILL ARE AS FOLLOWS UNLESS NOTED OTHERWISE. 1ST FLOOR 7'-0"
2. ALL POINT LOADS ARE TO BE BLOCKED SOLD TO THE FINAL SUPPORT MEMBER OR FOUNDATION.
3. ALL FLOOR JOISTS ARE TO BE GARAGE, IF APPLICABLE, ARE TO BE INSULATED WITH R-30 INSULATION WITH VAPOR BARRIERS TO BE PLACED ON BARS TO BE FINISHED UP AT FLOOR SHEATHING.
4. VAPOR BARRIERS IN INSULATED FLOOR JOISTS ARE TO BE PLACED TO THE WORK SIDE OF THE WALL TO BE ALL ELECTRICAL AND MECHANICAL EQUIPMENT AND METERS ARE SUBJECT TO THE ELECTRICAL CONTRACTOR'S CONDITIONS. CONTING FOR 10% VARIATION.
6.

GLAZING REQUIREMENTS

EGRESS WINDOW REQUIREMENTS:

EVERY SLEEPING ROOM TO HAVE
EGRESS CODED GLASS WINDOWS THAT
MEET THE FOLLOWING REQUIREMENTS:
1. SILLS AT 4" AFF. MAX.
2. 5.7 L²/F² CLEAR OPENING.
3. 20" CLEAR OPENING WIDTH
4. 24" CLEAR OPENING HEIGHT

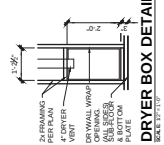
GLAZING IN HAZARDOUS LOCATIONS:

TEMPERED GLASS WILL BE PROVIDED IN
WINDOWS UNDER THE FOLLOWING
CONDITIONS IN ACCORDANCE WITH THE
2015 MICHIGAN RESIDENTIAL CODE

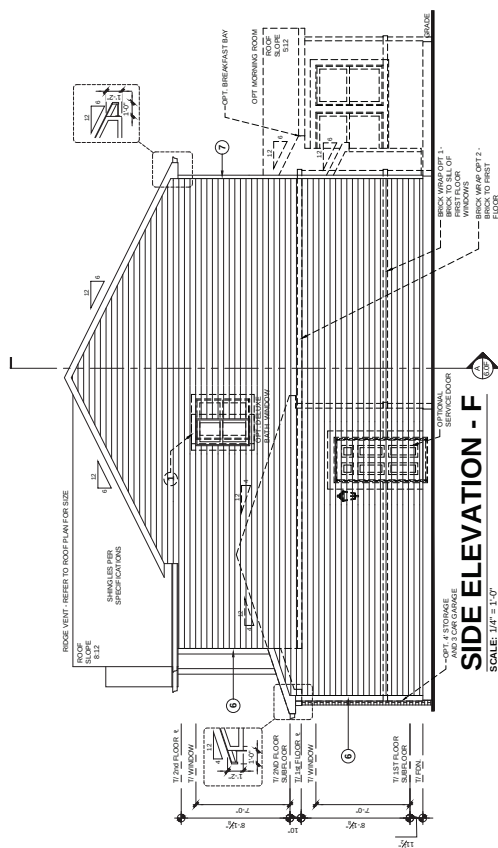
1. SHOWER/TUB OR TUB & TUBS
2. WITHIN 6' OF DOORS
3. WITHIN 18" OF FLOOR &
CEILING JOINTS
4. WITHIN 6' OF A STAIRWAY LANDING
5. WITHIN 30" OF WALLWAYS

Structural Disclaimer

REFER TO ENGINEERING
SHEET FOR FRAMING
AND HEADER SIZES

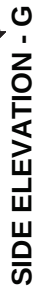
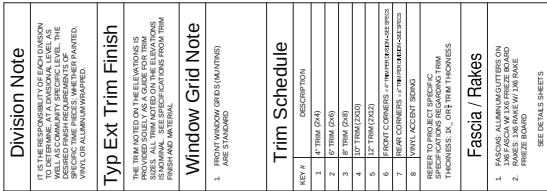


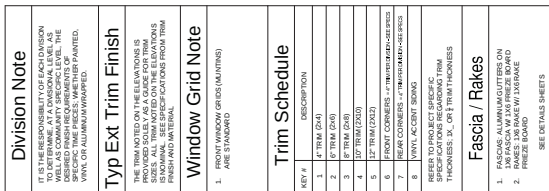
FRAMING PLAN SECOND FLOOR PLAN - E

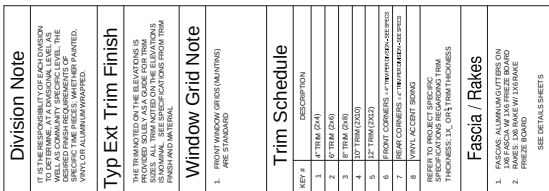
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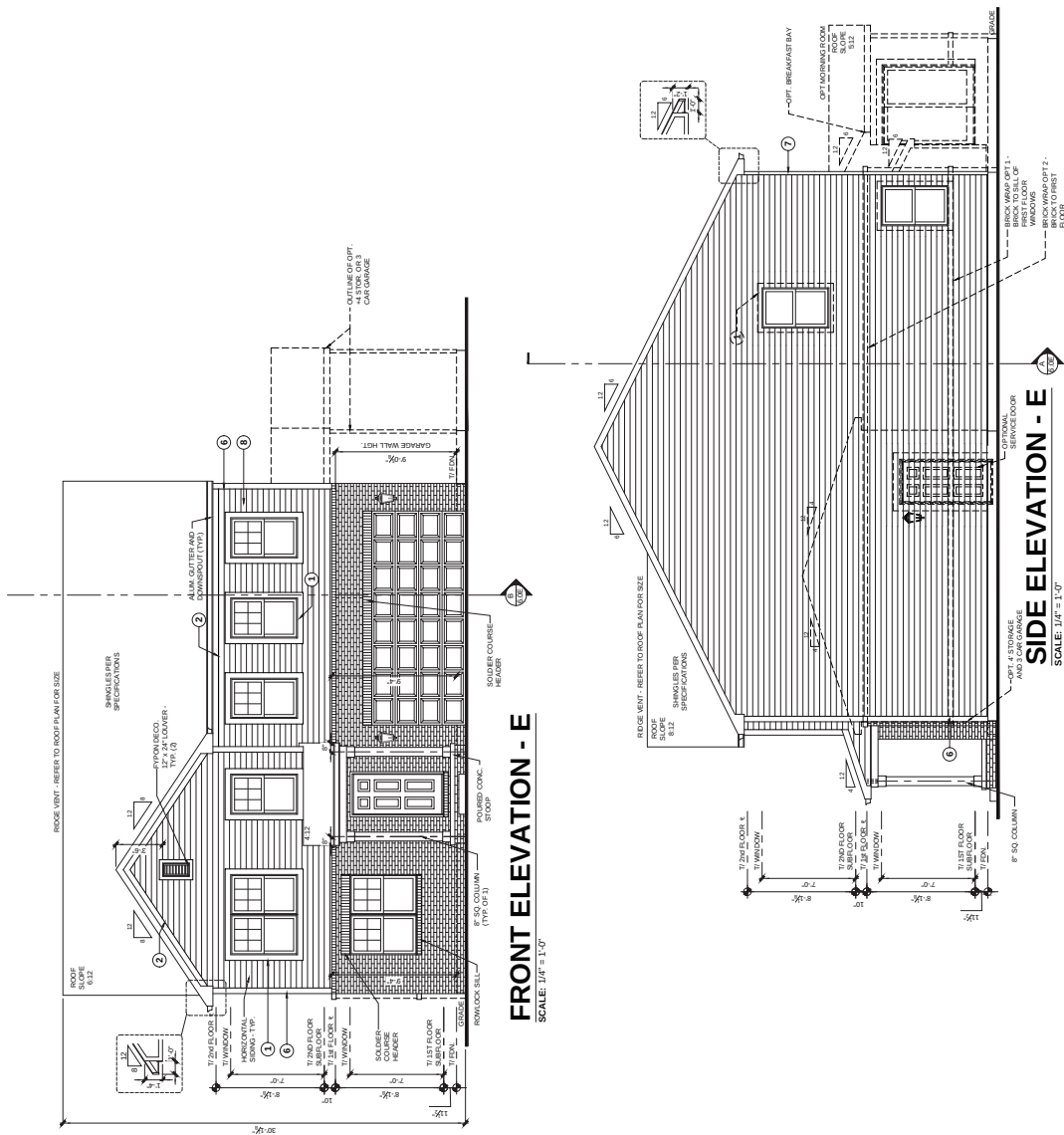
Fascia / Rakes	1. FASCIAS: ALUMINUM GUTTERS ON 1X6 FASCIA/W/ 1X6 FREEZE BOARD 2. RAKES: 1X6 RAKE /W/ 1X6 RAKE FREEZE BOARD	SEE DETAILS SHEETS



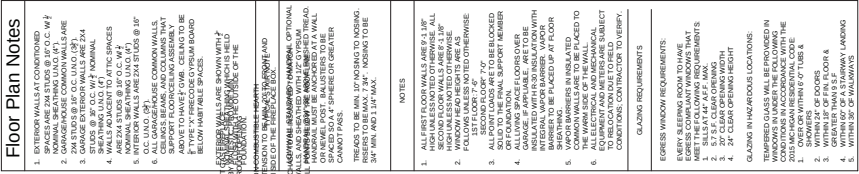






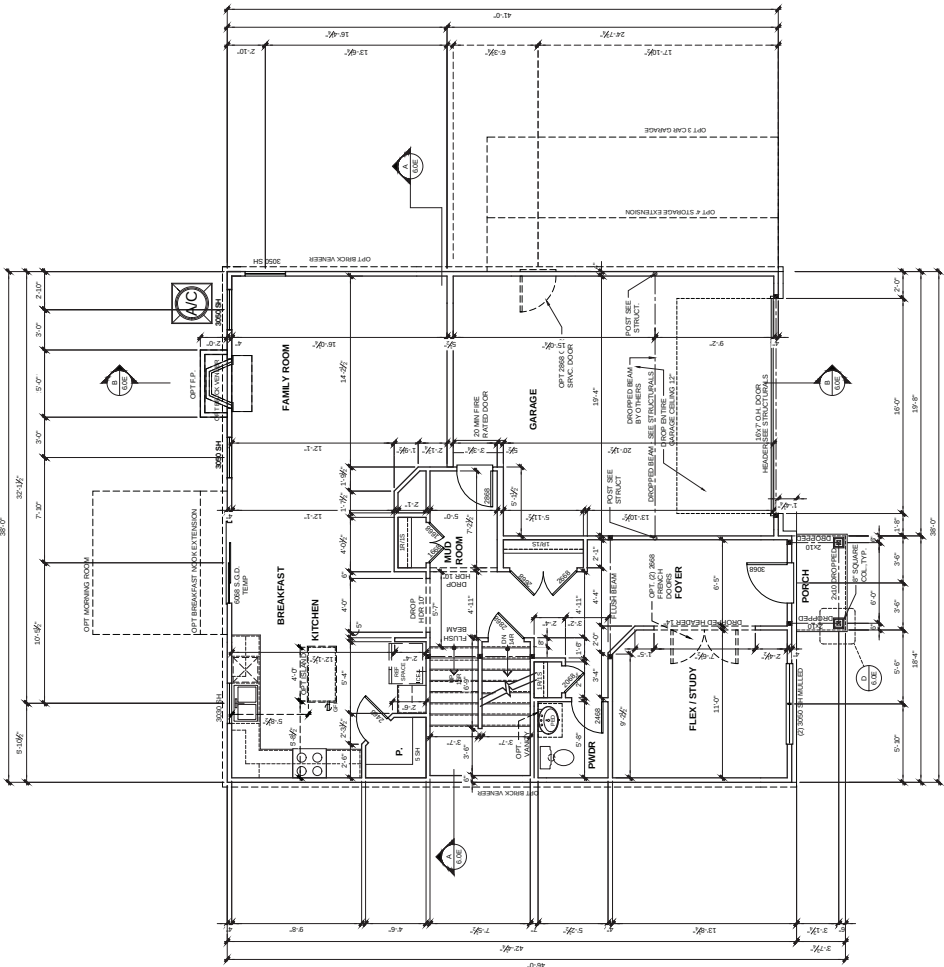
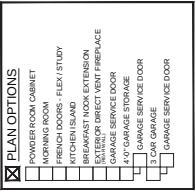




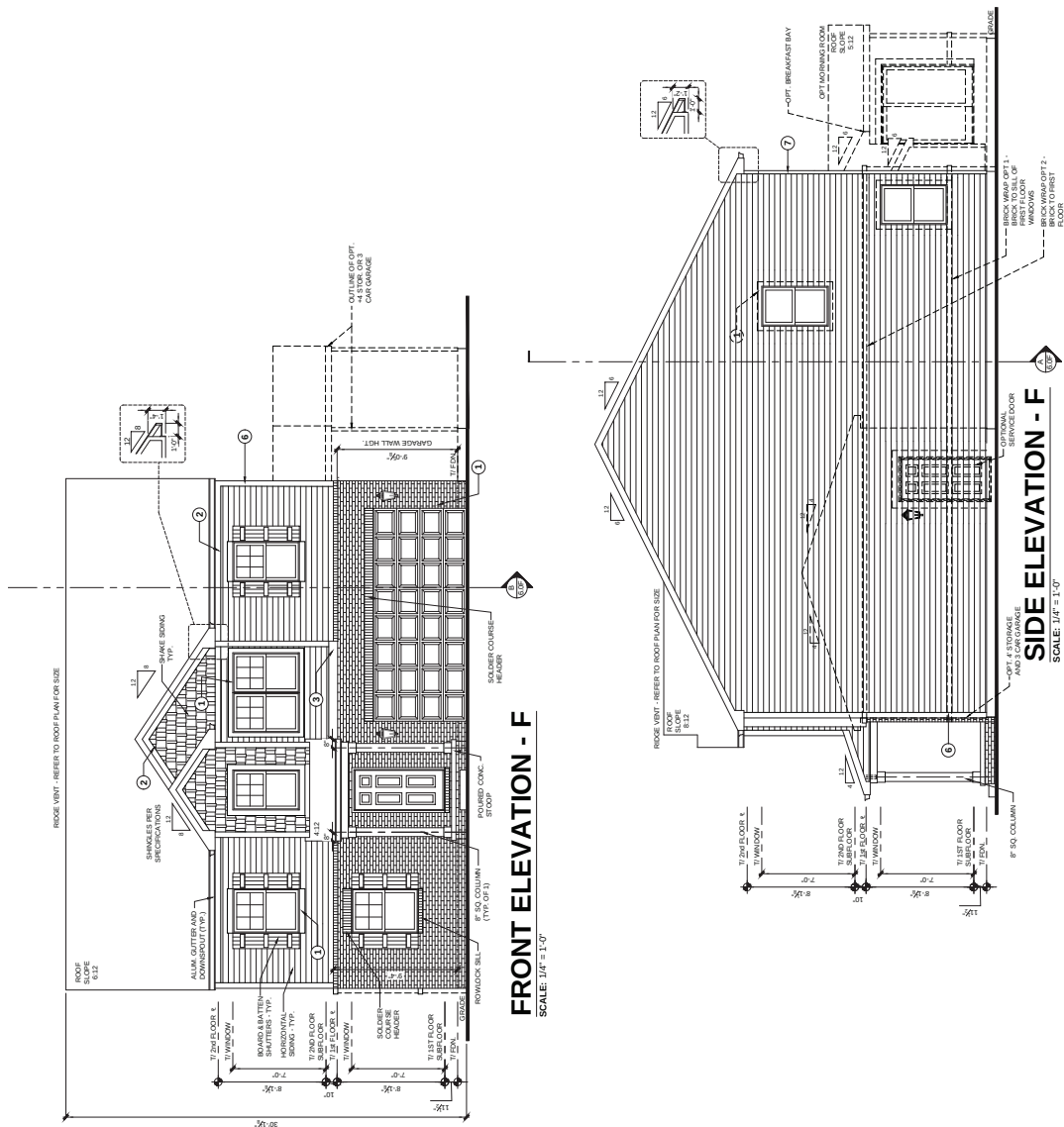


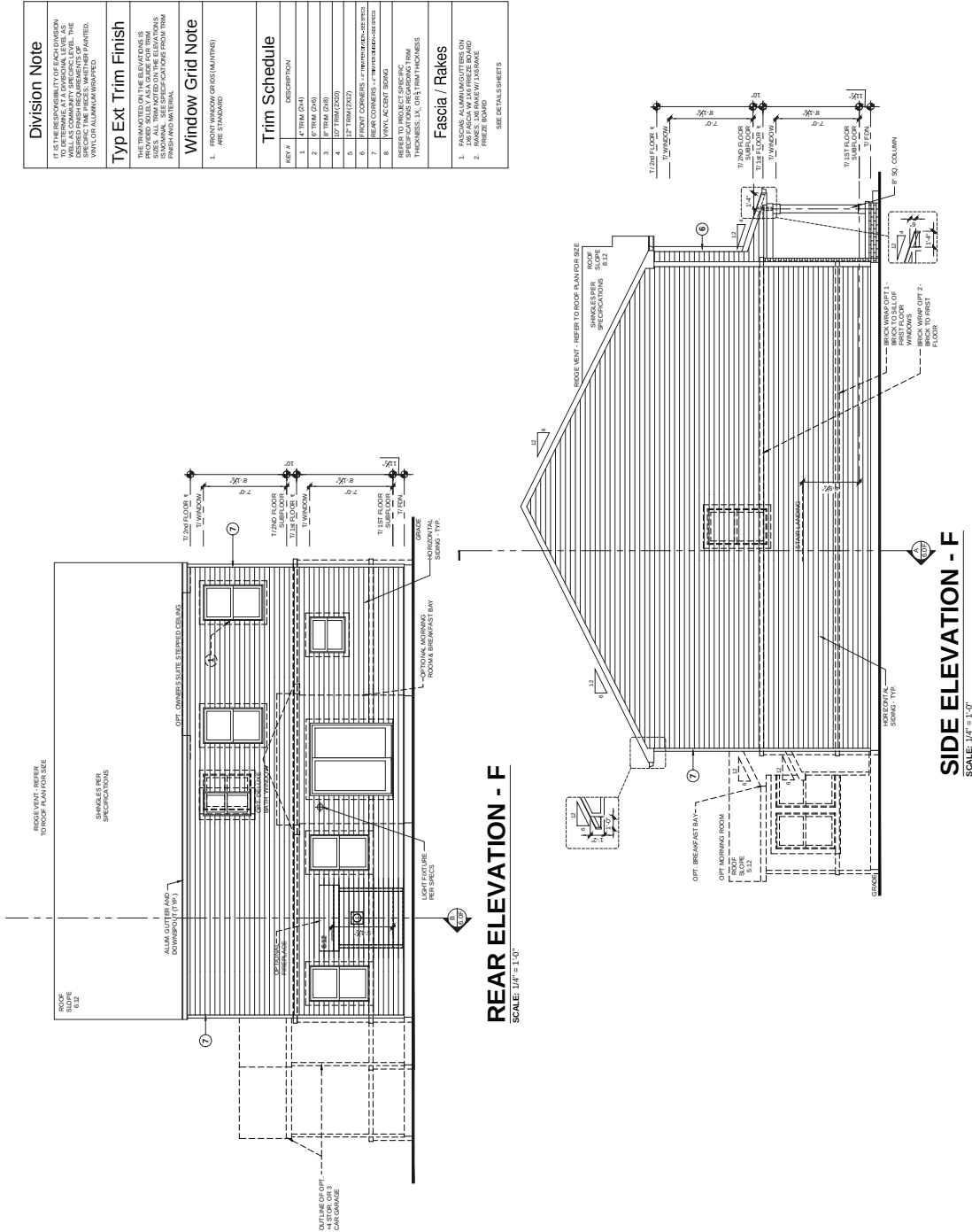
Structural Disclaimer

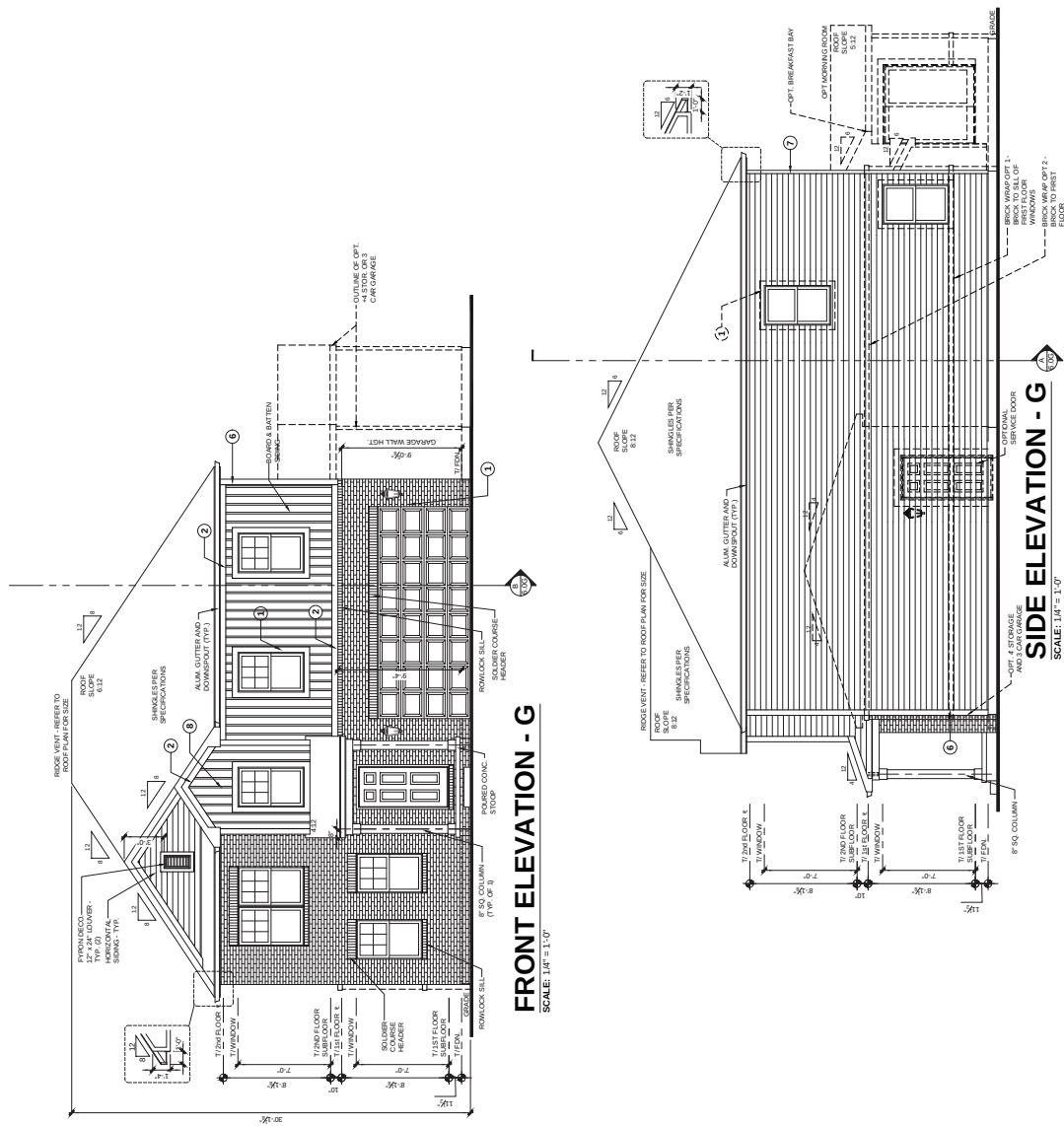
REFER TO ENGINEERING
SHEET FOR FRAMING
AND HEADER SIZES

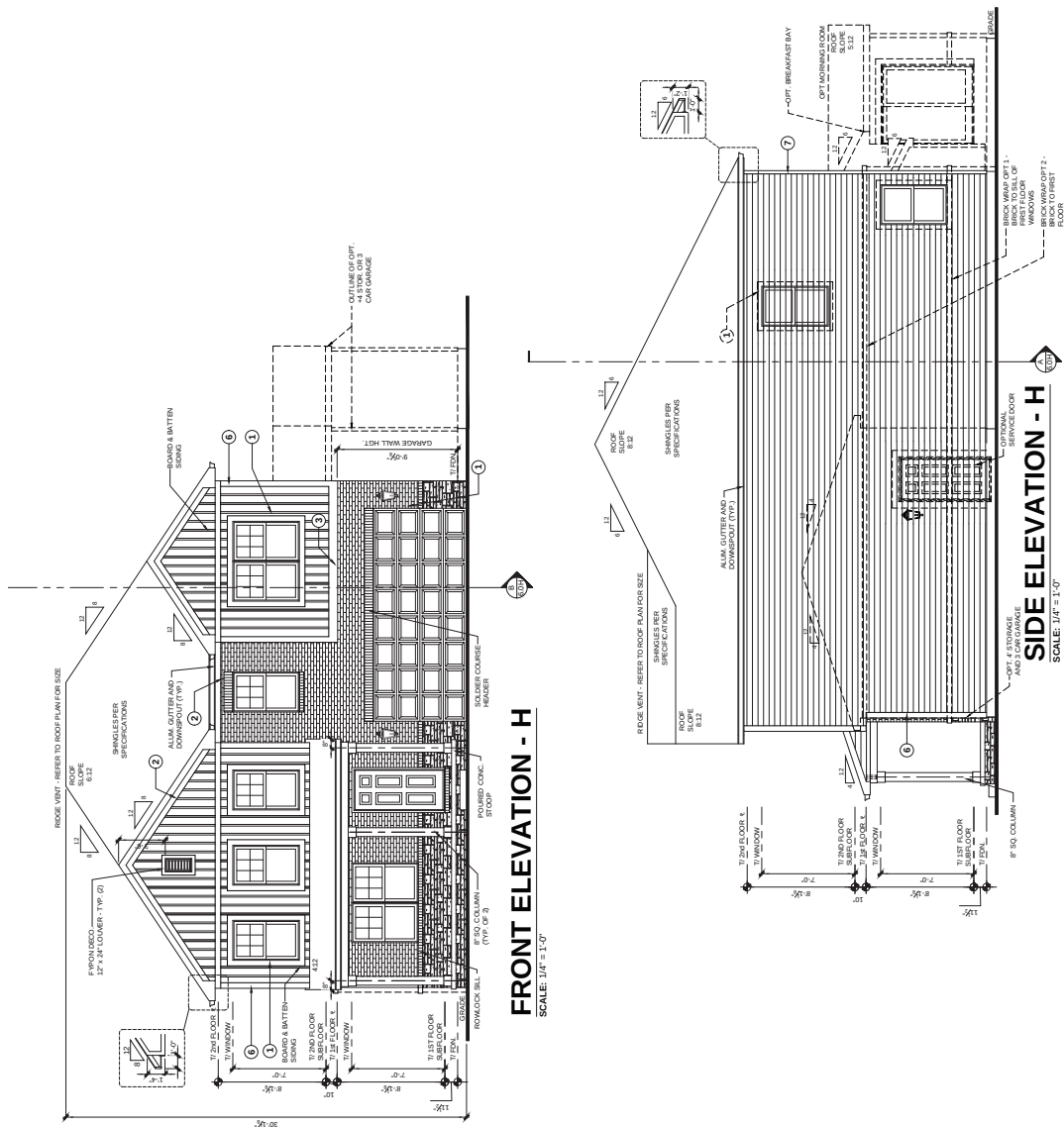


FRAMING PLAN
FIRST FLOOR PLAN - E
SCALE: 1/4" = 1'-0"

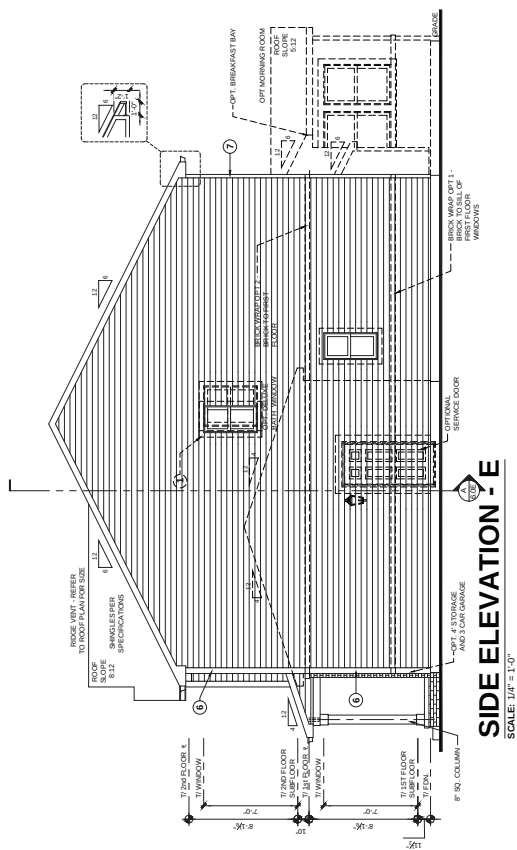
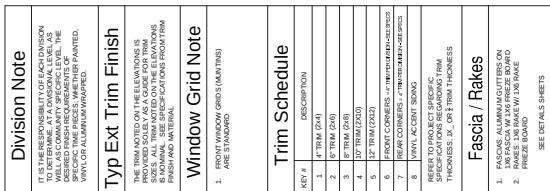






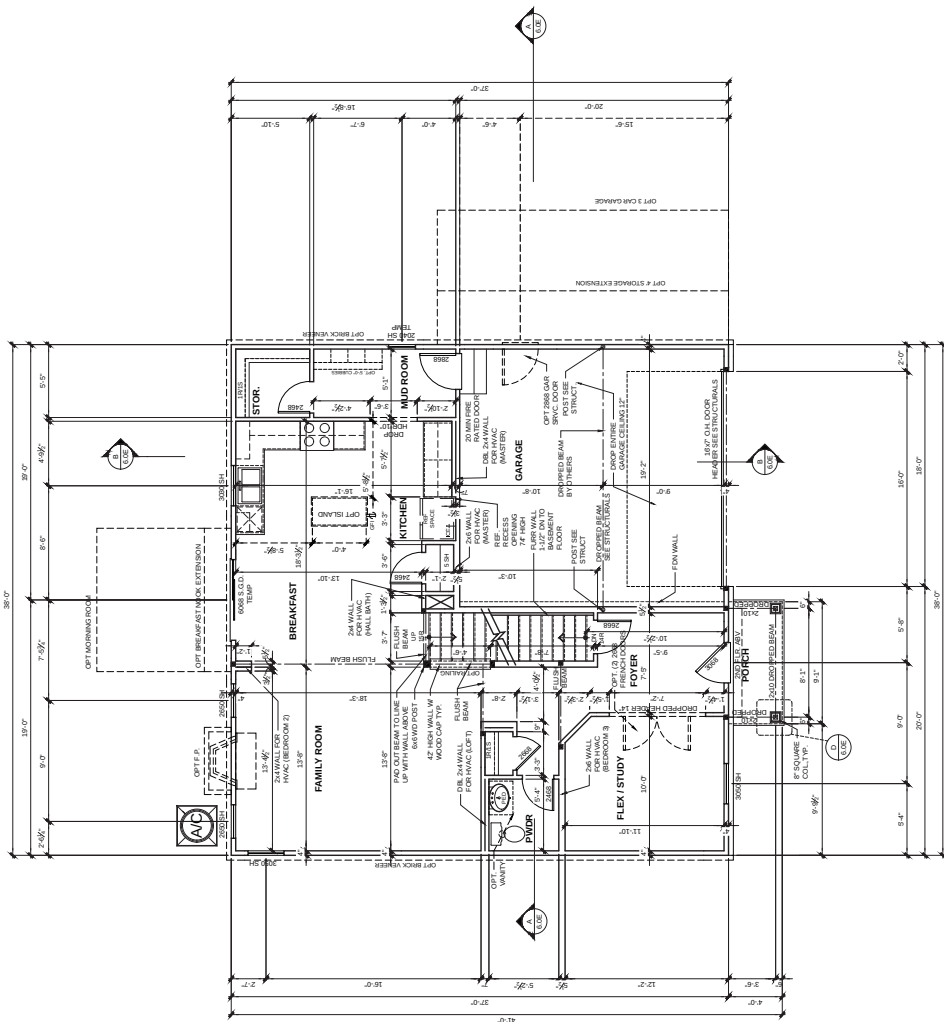
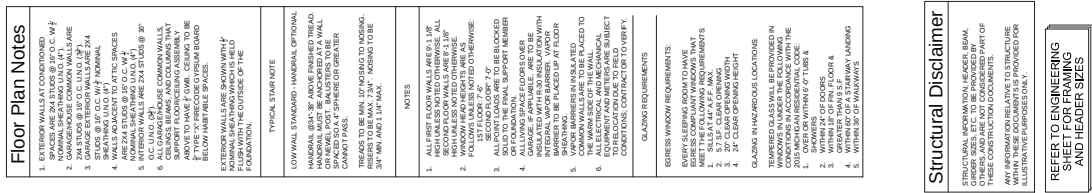






Division Note	
1. THE FOLLOWING INFORMATION IS TO BE USED TO DETERMINE, AT A DIVISIONAL LEVEL, A SPECIFIC TRIM SCHEDULE TO BE USED FOR THE SPECIFIC TRIM SCHEDULES, WHETHER PAINTED, FINISH AND MATERIAL.	
Type Ext Trim Finish	Trim Schedule
1. TRIM SCHEDULES ARE TO BE USED TO DETERMINE, AT A DIVISIONAL LEVEL, A SPECIFIC TRIM SCHEDULE TO BE USED FOR THE SPECIFIC TRIM SCHEDULES, WHETHER PAINTED, FINISH AND MATERIAL.	1. TRIM SCHEDULES ARE TO BE USED TO DETERMINE, AT A DIVISIONAL LEVEL, A SPECIFIC TRIM SCHEDULE TO BE USED FOR THE SPECIFIC TRIM SCHEDULES, WHETHER PAINTED, FINISH AND MATERIAL.
Window Grid Note	Trim Schedule
1. TRIM SCHEDULES ARE TO BE USED TO DETERMINE, AT A DIVISIONAL LEVEL, A SPECIFIC TRIM SCHEDULE TO BE USED FOR THE SPECIFIC TRIM SCHEDULES, WHETHER PAINTED, FINISH AND MATERIAL.	1. TRIM SCHEDULES ARE TO BE USED TO DETERMINE, AT A DIVISIONAL LEVEL, A SPECIFIC TRIM SCHEDULE TO BE USED FOR THE SPECIFIC TRIM SCHEDULES, WHETHER PAINTED, FINISH AND MATERIAL.
Fascia / Rakes	Trim Schedule
1. TRIM SCHEDULES ARE TO BE USED TO DETERMINE, AT A DIVISIONAL LEVEL, A SPECIFIC TRIM SCHEDULE TO BE USED FOR THE SPECIFIC TRIM SCHEDULES, WHETHER PAINTED, FINISH AND MATERIAL.	1. TRIM SCHEDULES ARE TO BE USED TO DETERMINE, AT A DIVISIONAL LEVEL, A SPECIFIC TRIM SCHEDULE TO BE USED FOR THE SPECIFIC TRIM SCHEDULES, WHETHER PAINTED, FINISH AND MATERIAL.





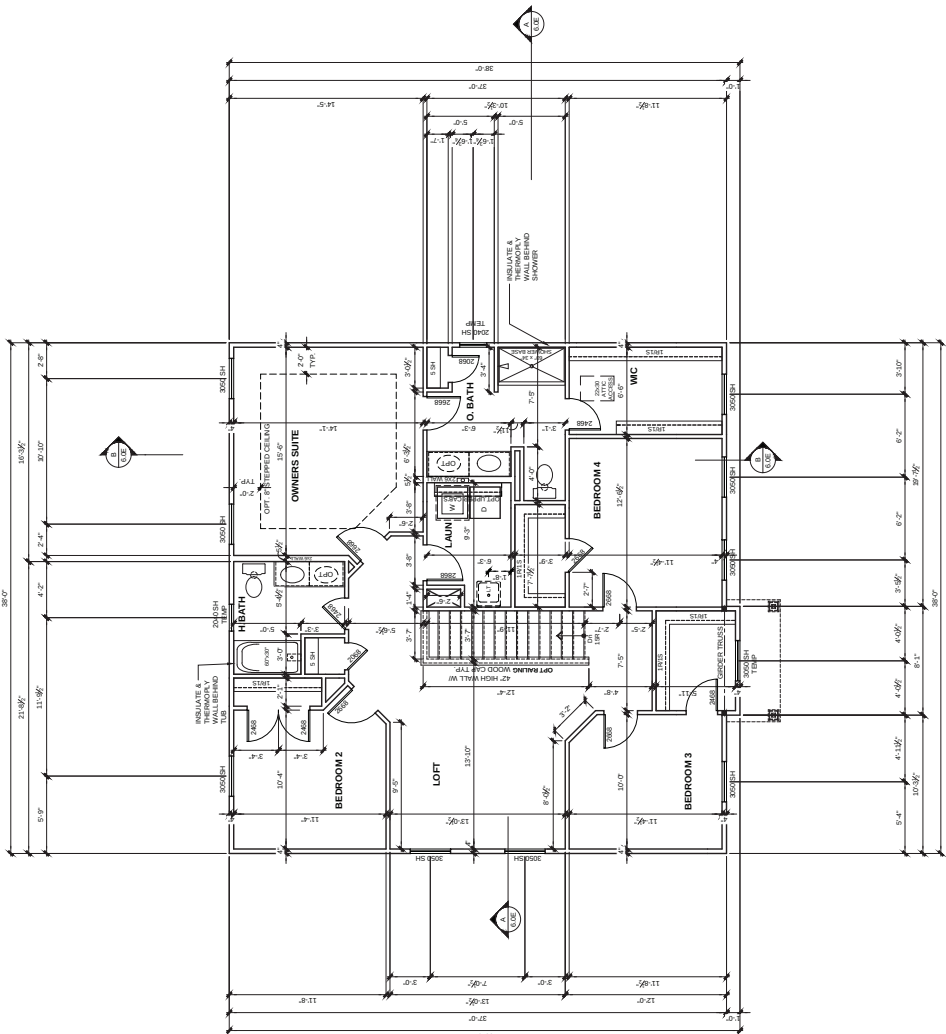
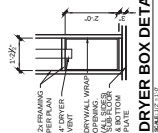
FRAMING PLAN
FIRST FLOOR PLAN - E
SCALE: 1/4" = 1'-0"

[illegible]

Structural Disclaimer

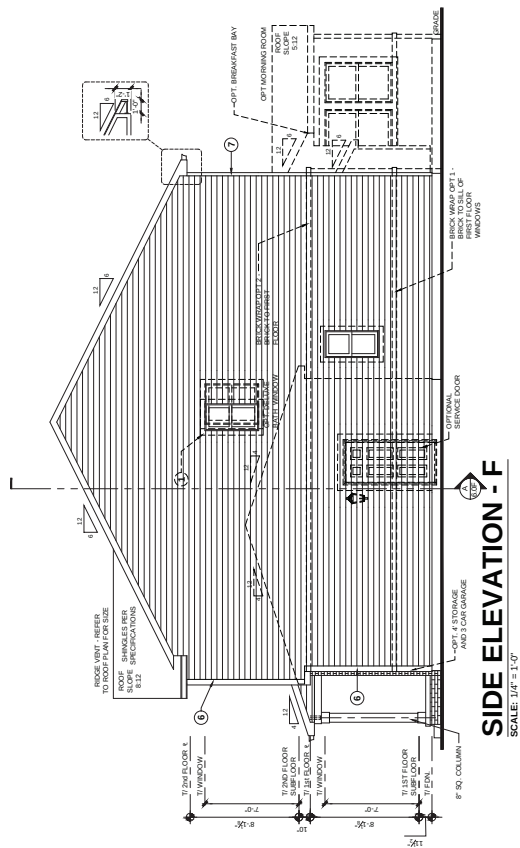
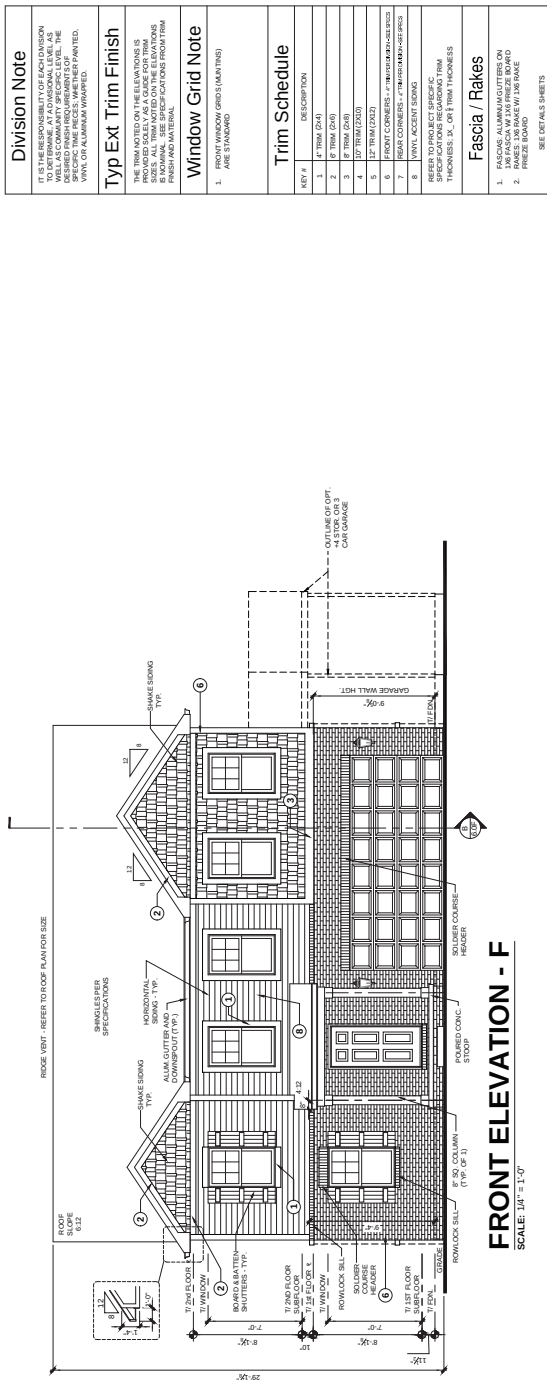
REFER TO ENGINEERING
SHEET FOR FRAMING
AND HEADER SIZES

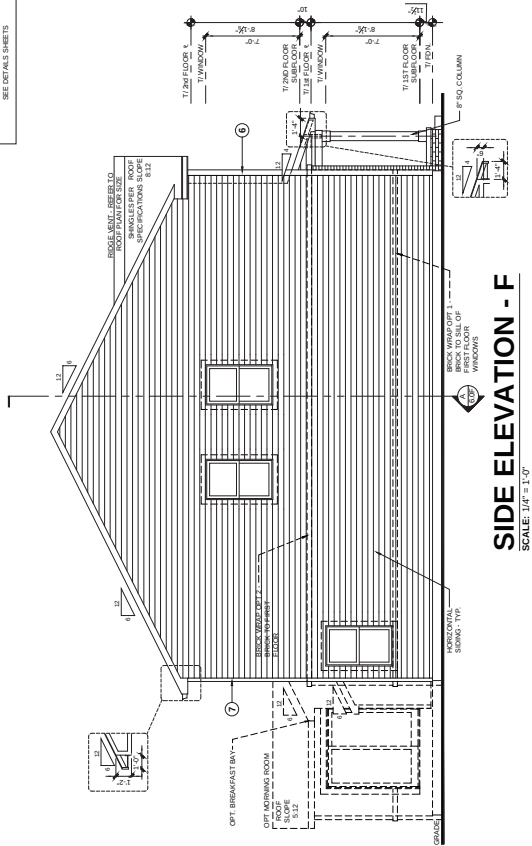
PLAN OPTIONS	
☒	LAUNDRY SINK ONLY
☐	LAUNDRY UPPER CABINETS 2 CABS TO MATCH MASTER AND 1 OPEN IS
☐	OWNERS SUITE STEPPED CEILING
☐	SECOND FLOOR RAILING
☐	OWNERS 3RD BATH UPGRADES
☐	2ND SINK BOWL
☐	OWNERS DELUXE BATH
☐	HALL BATH 2ND SINK BOWL



FRAMING PLAN
SECOND FLOOR PLAN - E

SCALE: 1/4" = 1'-0"

[illegible]



SIDE ELEVATION - F

SCALE: 1/4" = 1'-0"

ESSENTIAL BRICK SERIES

Division Note

IT IS THE RESPONSIBILITY OF EACH DIVISION TO BE AWARE OF THE SPECIFICATIONS AS WELL AS COMPANY SPECIFIC, LEAD, THE SPECIFIC TRIM PIECES, WHEN PAINTED, WAX, OR ALUMINUM WRAPIED.

Type Ext Trim Finish

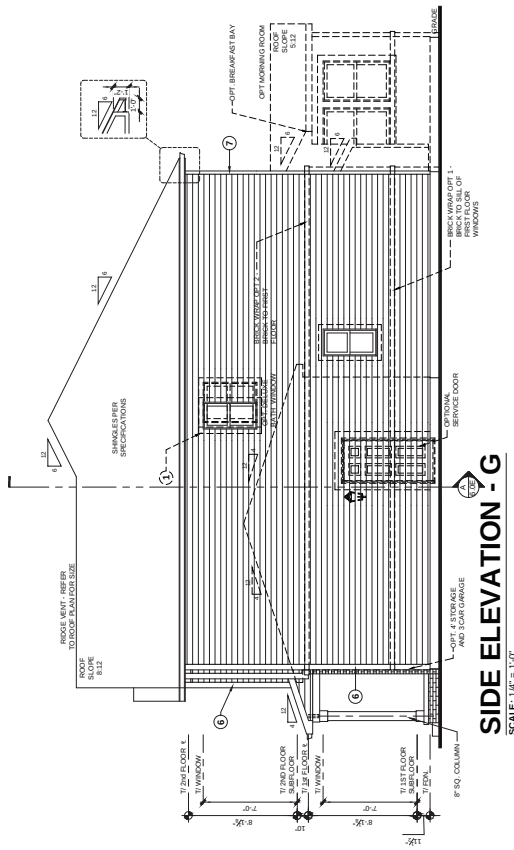
THE TRIM NOTED ON THE ELEVATIONS IS TO BE USED UNLESS OTHERWISE NOTED. 3020S, AL, TRIM NOTED ON THE ELEVATIONS IS TO BE USED UNLESS OTHERWISE NOTED. PRIMER AND WATER BASE.

Window Grid Note

1. FRONT WINDOW GRIDS (MUNTINS) ARE STANDARD

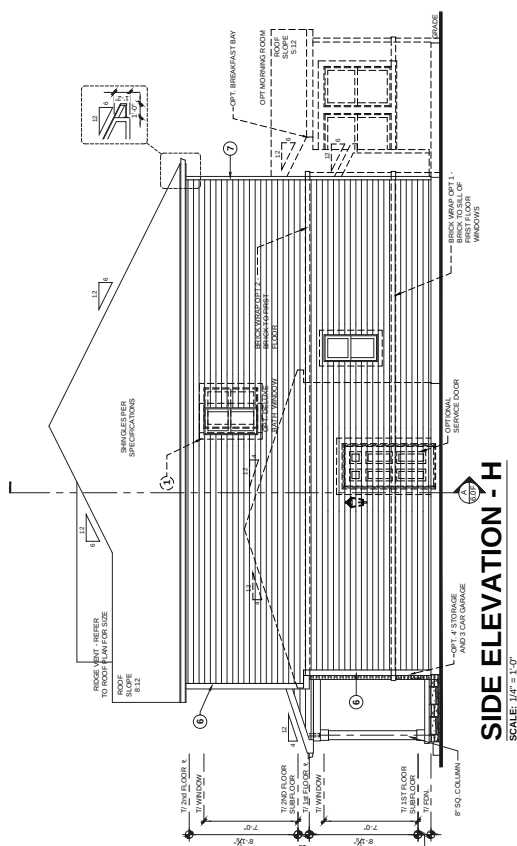
Trim Schedule

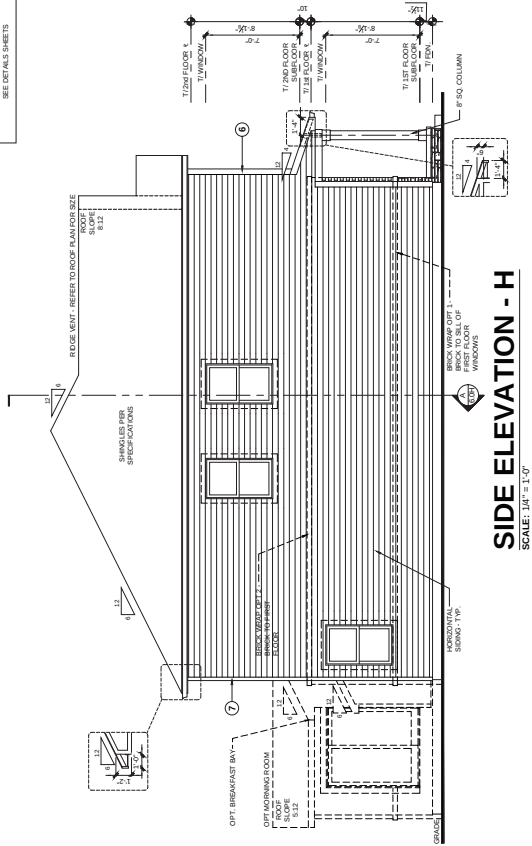
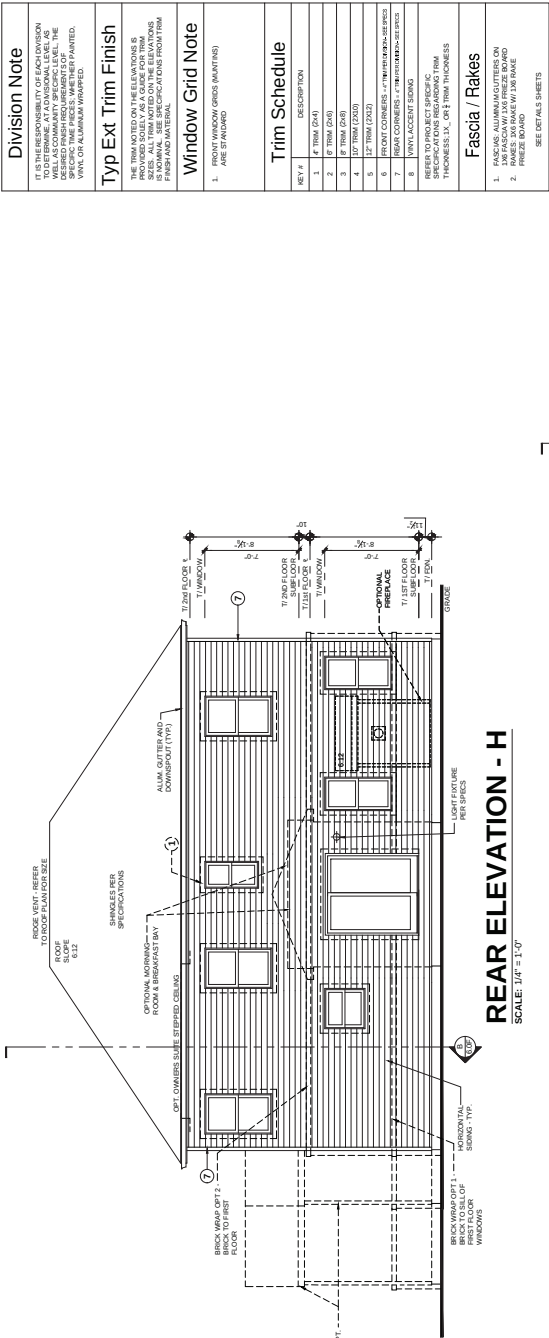
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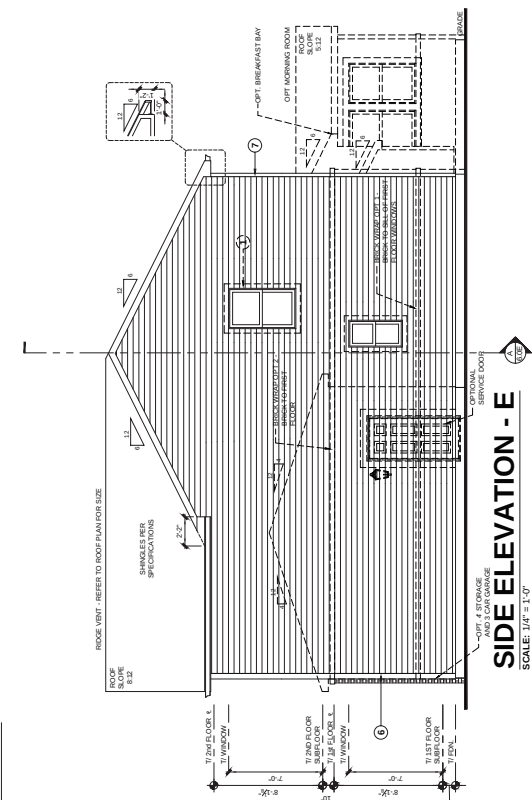
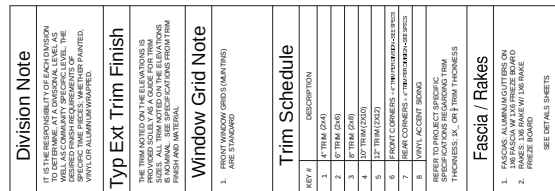
Division Note	
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE 2018 INTERNATIONAL BUILDING CODES (IBC) AND THE 2018 INTERNATIONAL MECHANICAL AND ELECTRICAL CODES (IMC/MEC), AS WELL AS COMMERCIAL SPECIFICATIONS FOR MECHANICAL AND ELECTRICAL INSTALLATION, 4TH EDITION, 2013, BY THE BUILDING INDUSTRIES SUPPLY AND SERVICE COMPANY, INC. (BIS) AND THE 2018 INTERNATIONAL MECHANICAL AND ELECTRICAL CODES (IMC/MEC), AS WELL AS COMMERCIAL SPECIFICATIONS FOR MECHANICAL AND ELECTRICAL INSTALLATION, 4TH EDITION, 2013, BY THE BUILDING INDUSTRIES SUPPLY AND SERVICE COMPANY, INC. (BIS). 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND INSURANCE COVERAGE FOR THE PROJECT. 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND INSURANCE COVERAGE FOR THE PROJECT. 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND INSURANCE COVERAGE FOR THE PROJECT. 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND INSURANCE COVERAGE FOR THE PROJECT. 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND INSURANCE COVERAGE FOR THE PROJECT. 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND INSURANCE COVERAGE FOR THE PROJECT. 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND INSURANCE COVERAGE FOR THE PROJECT. 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND INSURANCE COVERAGE FOR THE PROJECT. 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND INSURANCE COVERAGE FOR THE PROJECT.	
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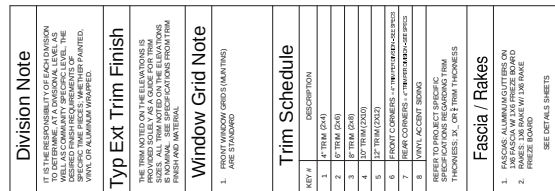




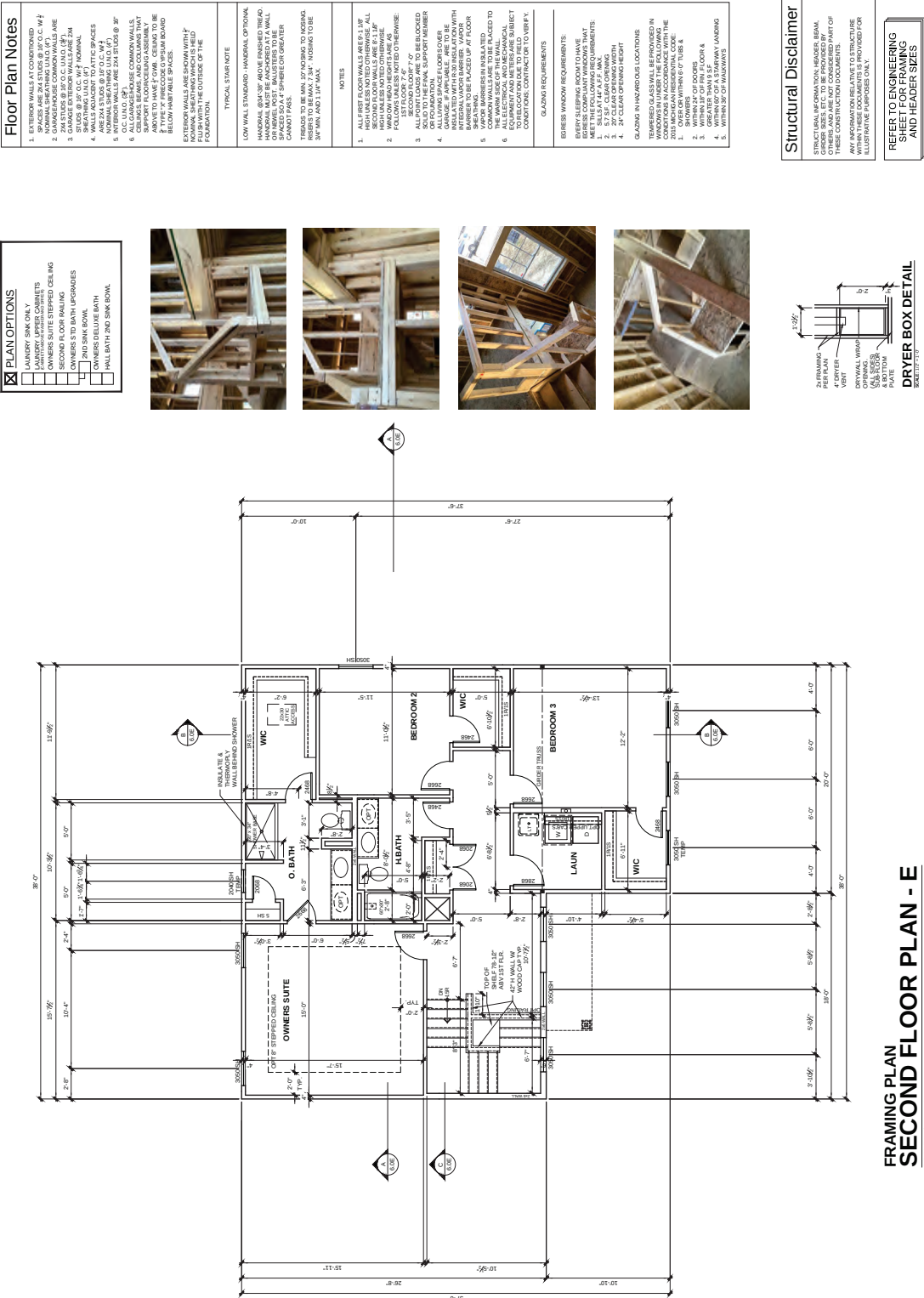


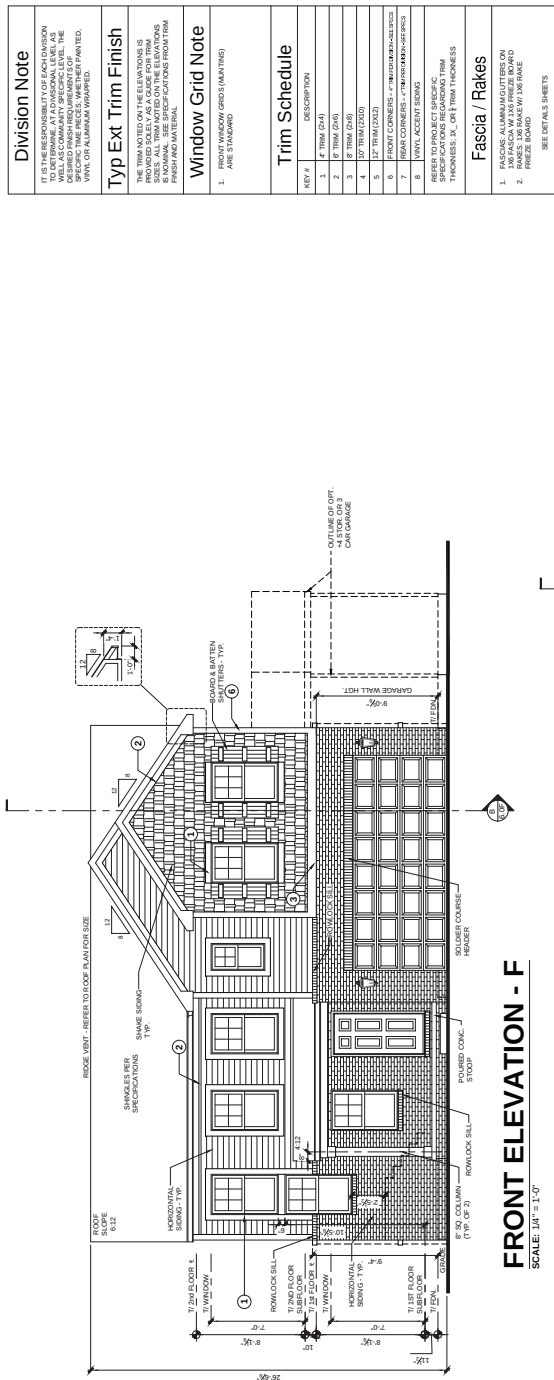
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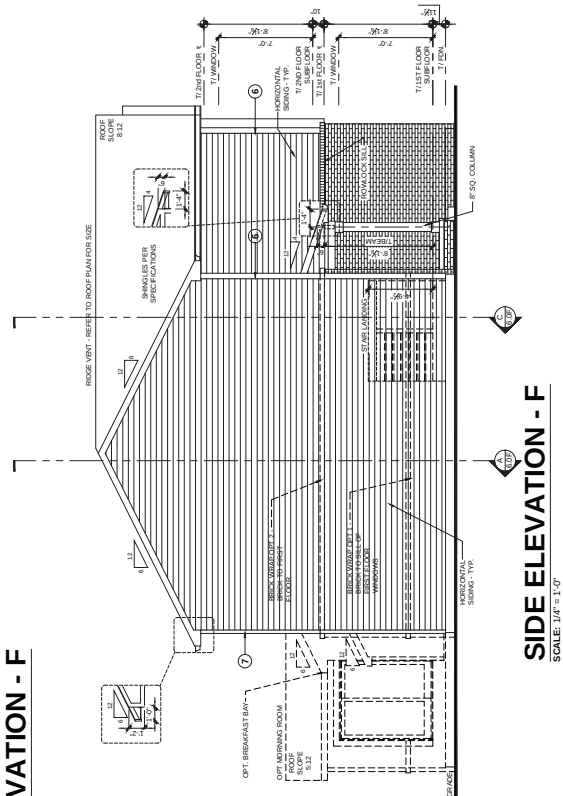
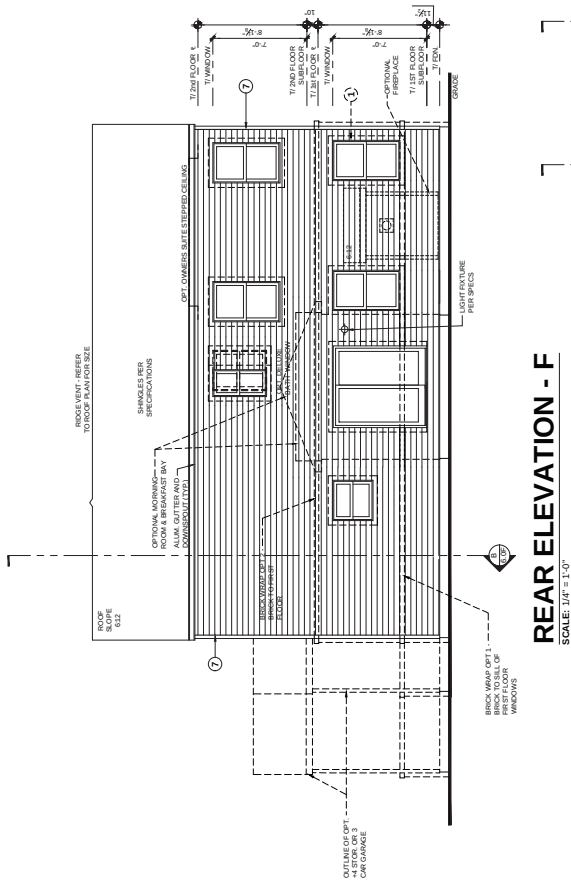










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11X17 PRINTS ARE 1/4" SCALE ESSENTIAL BRICK SERIES		 M / I HOMES	
MI Homes of Michigan, LLC 1666 S. Telegraph Road, Suite 200 Bloomfield Hills, MI 48302 Phone: 248-221-5000		Sawyer Lot # - Subdivision Address, City, MI Zip Code	
© 2024 M/I Homes Inc.		Sheet 1.1F	

Print Issued Date: _____

BASE PLAN REVISION _____

4/24/24

Job # _____

LSP Date: XXXX/XX/XX _____

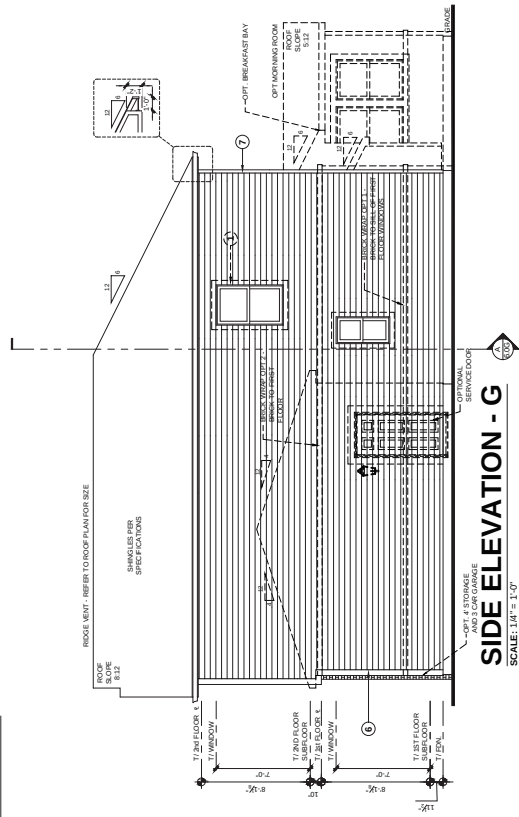
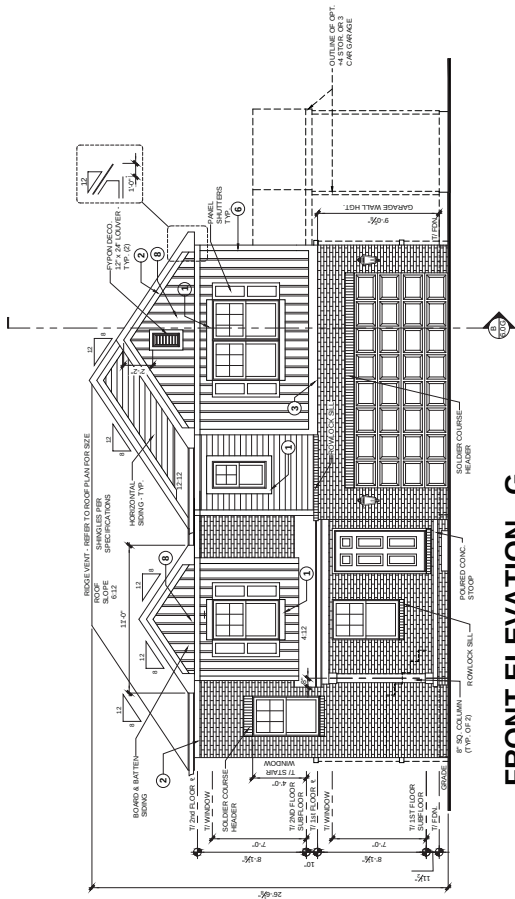
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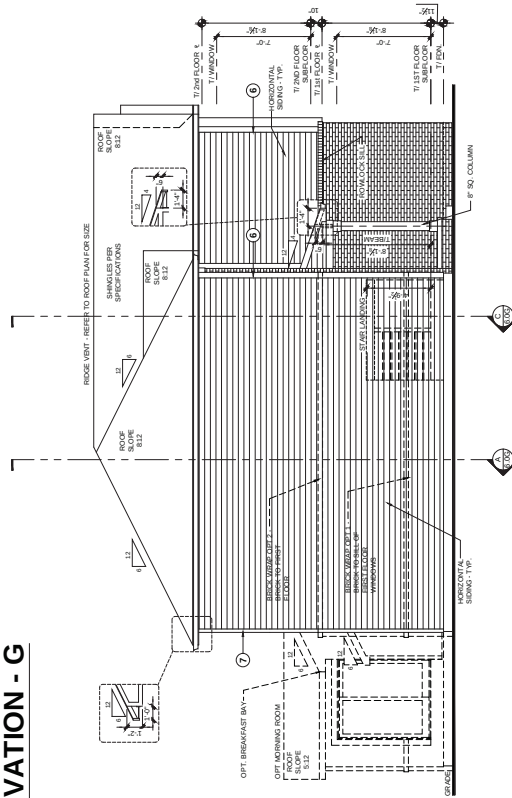
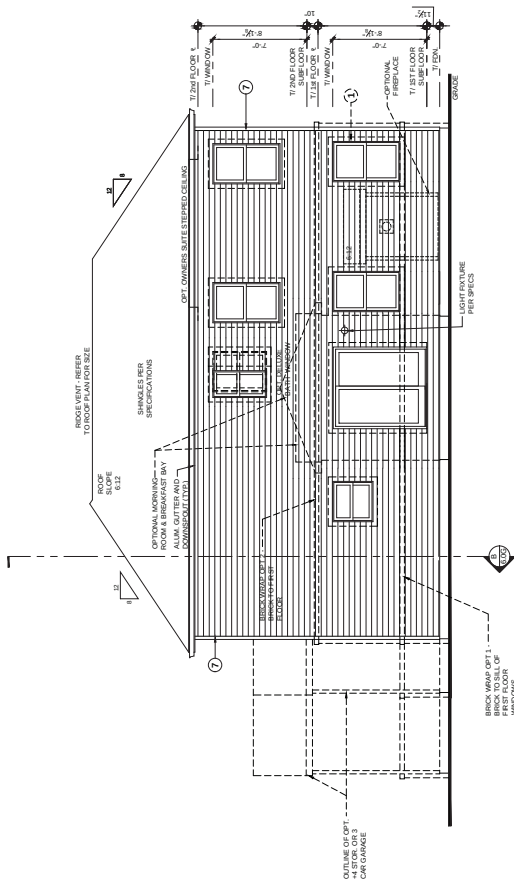
Division Note IT IS THE RESPONSIBILITY OF EACH DIVISION TO BE AWARE OF THE SPECIFICATIONS AND AS WELL AS COMPANY SPECIFIC LEVEL, THE SPECIFIC TRIM PIECES, WHEN THEY WANTED, ONLY, OR ALUMINUM WANTED.																			
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Trim Schedule <table border="1"> <thead> <tr> <th>KEY #</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>4" TRIM (2x4)</td> </tr> <tr> <td>2</td> <td>6" TRIM (2x6)</td> </tr> <tr> <td>3</td> <td>8" TRIM (2x8)</td> </tr> <tr> <td>4</td> <td>10" TRIM (2x10)</td> </tr> <tr> <td>5</td> <td>12" TRIM (2x12)</td> </tr> <tr> <td>6</td> <td>14" TRIM (2x14)</td> </tr> <tr> <td>7</td> <td>16" TRIM (2x16)</td> </tr> <tr> <td>8</td> <td>20" TRIM (2x20)</td> </tr> </tbody> </table>		KEY #	DESCRIPTION	1	4" TRIM (2x4)	2	6" TRIM (2x6)	3	8" TRIM (2x8)	4	10" TRIM (2x10)	5	12" TRIM (2x12)	6	14" TRIM (2x14)	7	16" TRIM (2x16)	8	20" TRIM (2x20)
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SIDE ELEVATION - G

SCALE: 1/4" = 1'-0"

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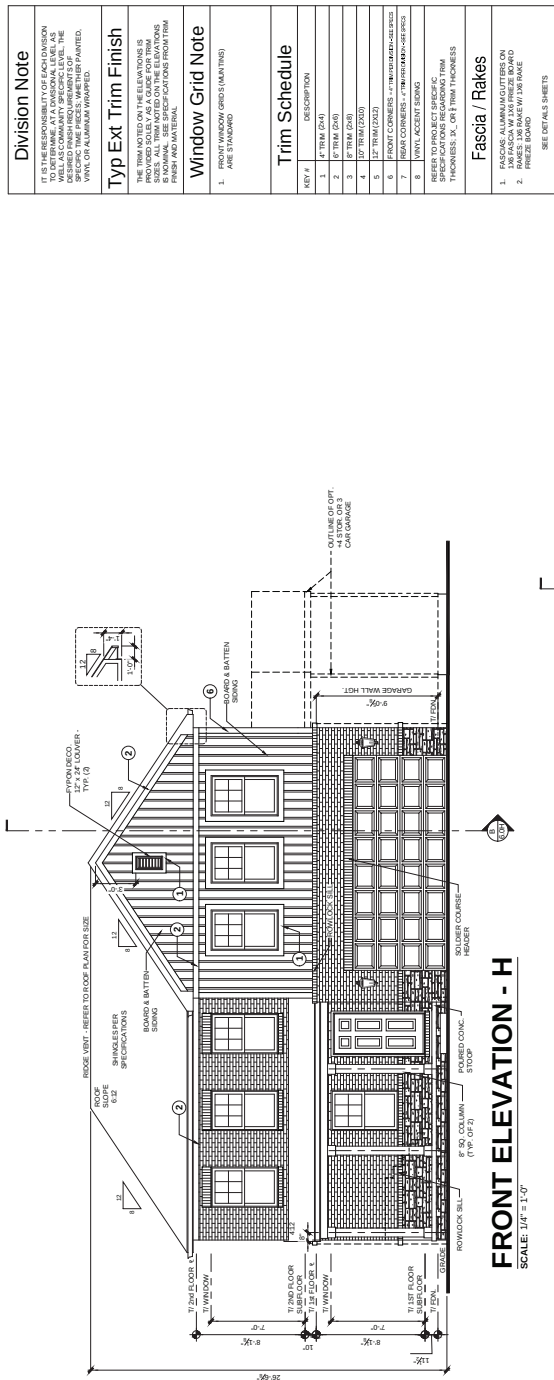
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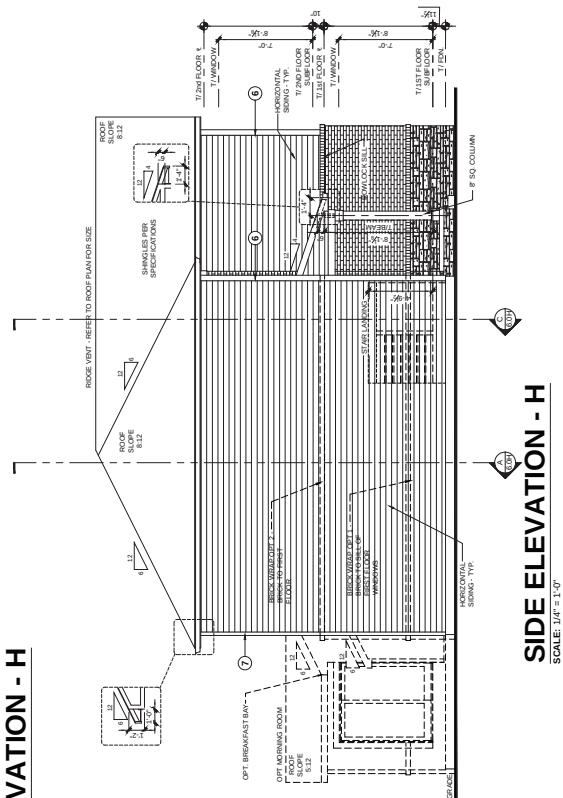
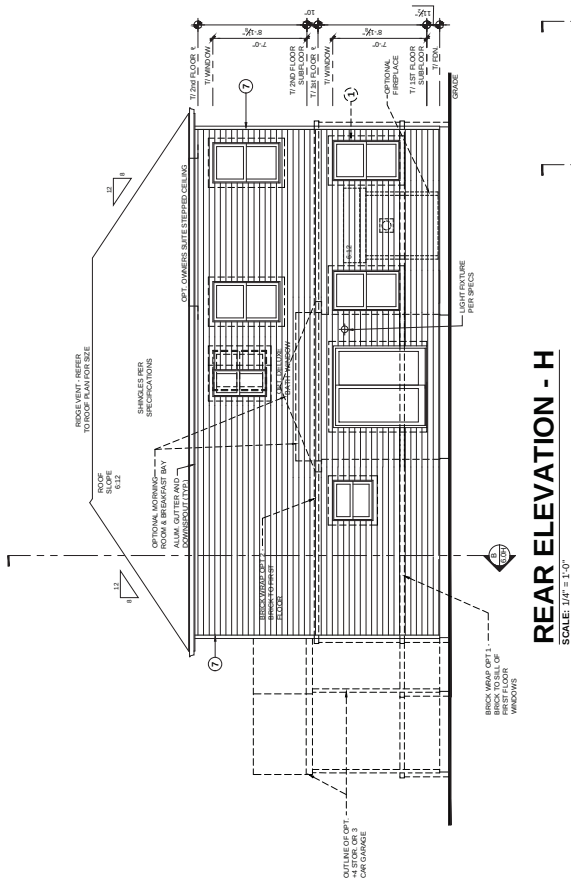
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2	6" TRIM (2x6)
3	8" TRIM (2x8)
4	10" TRIM (2x10)
5	12" TRIM (2x12)
6	FRONT CORNERS = 4" TRIM (2x4) - SEE SPECS
7	REAR CORNERS = 6" TRIM (2x6) - SEE SPECS

8. REFER TO PROJECT SPECIFIC SPECIFICATIONS REGARDING TRIM THICKNESS; 1X, OR 1/2 TRIM THICKNESS

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2.	RAKES: 1X6 RAKE W/ 1X6 RAKE FREEZE BOARD
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	TRIM CORNERS - 8" TRIM (2x8) - SEE SPEC
	TRIM CORNERS - 10" TRIM (2x10) - SEE SPEC
	TRIM CORNERS - 12" TRIM (2x12) - SEE SPEC
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	REQUIREMENTS REGARDING TRIM
	THICKNESS, JOINT, OR TRIM THICKNESS

Fascia / Rakes

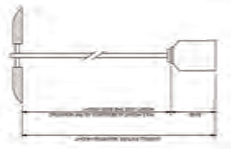


MI HOMES PROSPECT ROAD
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GASPER BUSH ASSOCIATES
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Description		+		0.0	4.3	0.0	N/A	0.0
Overall								

Schedule	Symbol	Quantity	Unit	Notes	Remarks
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Dark Sky Note
WITH INTERNATIONAL DARK SKY ASSOCIATION REGULATIONS
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2. SEE SCHEDULE FOR LUMINAIRE MOUNTING HEIGHT.
3. CALCULATIONS ARE SHOWN IN FOOT-CANDLES AT: 0' - 0'
THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING / FUTURE FIELD
CONDITIONS. THIS LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA
TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED
ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS. MOUNTING HEIGHTS
INDICATED ARE FROM GRADE AND/OR FLOOR UP.

THESE LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING
SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT IS RESPONSIBLE TO REVIEW FOR MICHIGAN
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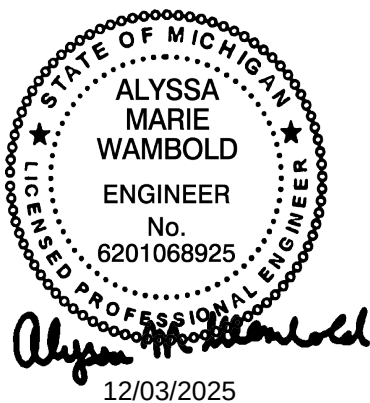
Prospect Pointe South Traffic Impact Study

Project No. 2501801
December 3, 2025

Prospect Pointe South Traffic Impact Study

Prepared For:
M/I Homes of Michigan, LLC
Bloomfield Hills, Michigan

December 3, 2025
Project No. 2501801



Executive Summary	E1
1.0 Introduction.....	1
1.1 Project Overview.....	1
1.2 Study Methodology.....	2
1.3 Intersection Characteristics	2
1.4 Roadway Characteristics	2
1.5 Existing Traffic Volumes.....	3
2.0 2025 Existing Conditions Analysis	6
2.1 Traffic Operations Analysis Methodology	6
2.2 2025 Existing Conditions Traffic Analysis	6
2.3 Crash Analysis.....	7
3.0 2029 Background Conditions Analysis	8
3.1 2029 Background Conditions Traffic Analysis	10
4.0 Site Traffic Characteristics.....	11
4.1 Trip Generation.....	12
4.2 Trip Distribution	12
5.0 2029 Future Conditions Analysis	15
5.1 Turn Lane Analysis	15
5.2 2029 Future Conditions Traffic Analysis.....	15
5.3 2029 Future Improvement Conditions Traffic Analysis	17
6.0 Findings and Recommendations.....	18

List of Figures

Figure 1 – Project Location and Study Network	1
Figure 2 – 2025 Existing Lane Configurations	4
Figure 3 – 2025 Existing Traffic Volumes	5
Figure 4 – 2029 Background Traffic Volumes	9
Figure 5 – Conceptual Site Plan.....	11
Figure 6 – New Trip Generation Volumes.....	13
Figure 7 – 2029 Future Traffic Volumes.....	14

List of Tables

Table 1 – Recommended Improvements.....	E1
Table 2 – Roadway Characteristics.....	2
Table 3 – LOS Criteria	6
Table 4 – LOS Analysis for 2025 Existing Conditions.....	6
Table 5 – Crash Summary by Location (January 1, 2022–December 31, 2024).....	8
Table 6 – Crash Summary by Type (January 1, 2022–December 31, 2024).....	8
Table 7 – Trip Generation for Background Developments.....	8
Table 8 – LOS Analysis for 2029 Background Conditions.....	10
Table 9 – Trip Generation for Proposed Development	12
Table 10 – Trip Distribution for New Trips.....	12

Table 11 – Turn Lane Evaluation	15
Table 12 – LOS Analysis for 2029 Future Conditions	15
Table 13 – LOS Analysis for 2029 Future Improvement Conditions	17
Table 14 – Recommended Improvements	19

List of Appendices

Appendix 1 – Traffic Data
Appendix 2 – Existing LOS Output Reports
Appendix 3 – Crash Data
Appendix 4 – Background Development Trip Generation Calculations
Appendix 5 – Background LOS Output Reports
Appendix 6 – Trip Generation Calculations
Appendix 7 – Turn Lane Charts
Appendix 8 – Future LOS Output Reports
Appendix 9 – Future Improvement LOS Output Reports

List of Abbreviations/Acronyms

AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
DU	dwelling units
EB	eastbound
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
LUC	Land Use Code
MDOT	Michigan Department of Transportation
mph	miles per hour
NB	northbound
PDO	Property Damage Only
SB	southbound
SEMCOG	Southeast Michigan Council of Governments
s/veh	seconds per vehicle
TIS	traffic impact study
TMC	turning movement count
Township	Superior Township
v/c	volume to capacity ratio
vpd	vehicles per day
WCRC	Washtenaw County Road Commission
WB	westbound

References

Institute of Transportation Engineers, 2017, *Trip Generation Handbook*, 3rd Edition.
 Institute of Transportation Engineers, 2025, *Trip Generation Manual*, 12th Edition.
 Michigan Department of Transportation, 2024, *Electronic Traffic Control Device Guidelines*.
 Michigan Department of Transportation, 2017, *Geometric Design Guidance*.
 Transportation Research Board, 2022, *Highway Capacity Manual*, 7th Edition.

Executive Summary

Fishbeck has conducted a traffic impact study (TIS) for a proposed residential neighborhood development located in the southeast quadrant of Prospect Road and Berkshire Drive in Superior Township (Township), Washtenaw County, Michigan. The parcel is currently vacant. The development will contain 118 single-family detached dwelling units (DU) and will be constructed in three phases, assumed to be open and fully operational in 2026, 2027, and 2029, respectively. A single future analysis was completed for the entire development buildout in 2029.

On the south side of Berkshire Drive, 21 of the proposed homes will be constructed and will access the site via the existing intersection of Prospect Road and Berkshire Drive. The remaining 97 homes will have access to Prospect Road via a proposed roadway, named Lakeview Drive. Lakeview Drive will connect to Prospect Road, approximately 650 feet south of Berkshire Drive. Lakeview Drive will also connect to the existing Lakeview Drive roadway to the east.

This study was conducted according to the methodologies and guidance published by the Institute of Transportation Engineers (ITE), American Association of State Highway and Transportation Officials (AASHTO), Michigan Department of Transportation (MDOT), Washtenaw County Road Commission (WCRC), and the Township. MDOT standards and guidelines were referenced where local standards/guidelines are not defined.

Vehicular, pedestrian, and cyclist turning movement counts (TMCs) were collected at the study intersections on Tuesday, November 4, 2025, during the weekday morning (7 a.m. to 9 a.m.) and afternoon (4 p.m. to 6 p.m.) peak periods for the roadway network. One background development (Prospect Pointe West) was identified and included in this study.

Site-generated traffic was forecast using the information and methodologies specified in the ITE *Trip Generation Manual*. Existing traffic volumes, site layout, and engineering judgement were used to develop a trip distribution model for the a.m. and p.m. peak hours for the new traffic that would be generated by the proposed development.

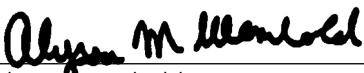
Operational analyses were conducted for existing, background, and total future conditions based on the *Highway Capacity Manual* (HCM) 7th Edition methodologies using Synchro traffic analysis software. Synchro network models were also simulated using SimTraffic to evaluate network operations including intersection queueing.

Based on the findings of the HCM operational analyses, crash data, and site traffic generation, Table 1 has the recommended future improvements to the study intersections to mitigate traffic operation impacts.

Table 1 – Recommended Improvements

Intersection	Future
Prospect Road and Geddes Road	• Adjust maximum split timings in the a.m. and p.m. peak hours.
Prospect Road and Clark Road	• Adjust the maximum split timings in the a.m. peak hour.
Prospect Road and Lakeview Drive (Site Driveway)	• Construct a southbound (SB) left turn lane.

The opinions, findings, and conclusions expressed in this TIS are those of Fishbeck and not necessarily those of the Owner/Applicant, MDOT, WCRC, or Superior Township.

Prepared By: 
Alyssa Wambold, PE, PTOE – Fishbeck


Kyle Reidsma, PE, PTOE – Fishbeck

1.0 Introduction

1.1 Project Overview

On behalf of M/I Homes of Michigan, LLC, Fishbeck has conducted a TIS for a proposed residential neighborhood development located in the southeast quadrant of Prospect Road and Berkshire Drive in Superior Township (Township), Washtenaw County, Michigan. The parcel is currently vacant. The development will contain 118 single-family detached DU and will be constructed in three phases, assumed to be open and fully operational in 2026, 2027, and 2029, respectively. A single future analysis was completed for the entire development buildout in 2029.

On the south side of Berkshire Drive, 21 of the proposed homes will be constructed and will access the site via the existing intersection of Prospect Road and Berkshire Drive. The remaining 97 homes will have access to Prospect Road via a proposed roadway, named Lakeview Drive. Lakeview Drive will connect to Prospect Road, approximately 650 feet south of Berkshire Drive. Lakeview Drive will also connect to the existing Lakeview Drive roadway to the east. For the purpose of this study, it was assumed no traffic from the proposed development would utilize the existing Lakeview Drive. The project location and study intersections are displayed in Figure 1.

Figure 1 – Project Location and Study Network



Maps Data: Google, ©2025 Airbus, Maxar Technologies

A. Prospect Road and Geddes Road
B. Prospect Road and Clark Road

C. Prospect Road and Berkshire Drive
D. Prospect Road and Lakeview Drive (Site Driveway)

1.2 Study Methodology

The objectives of this TIS were to determine what impacts the proposed project would have on adjacent roadway traffic operations, and to develop recommendations for any improvements necessary to mitigate the project impacts on the studied intersections. Study analyses were completed relative to typical weekday a.m. and p.m. peak periods.

This study was conducted according to the methodologies and guidance published by ITE, AASHTO, MDOT, WCRC, and the Township. MDOT standards and guidelines were referenced where local standards/guidelines are not defined. WCRC reviewed and provided input on the scope of the TIS via email on October 17, 2025.

1.3 Intersection Characteristics

Based on the type and size of the proposed development and the likely area of influence for the site trips, traffic operations were analyzed for the following intersections:

- Prospect Road and Geddes Road (signalized).
- Prospect Road and Clark Road (signalized).
- Prospect Road and Berkshire Drive (unsignalized).
- Prospect Road and Lakeview Drive (proposed unsignalized driveway).
 - Located approximately 650 feet south of Berkshire Drive.

The existing intersection lane configurations, traffic controls, and posted speed limits are displayed in Figure 2.

1.4 Roadway Characteristics

The characteristics of the study area roadways are described in Table 2. The data points referenced were from the MDOT Traffic Count Database System and the Southeast Michigan Council of Governments (SEMCOG) online maps.

Table 2 – Roadway Characteristics

Roadway	Jurisdiction	Speed Limit (mph)	No. of Lanes	Roadway Classification	AADT		
					Direction	Volume	Year
Prospect Road North of Geddes Road	WCRC	50	2-3	Minor Arterial	NB	5,136	2024
					SB	5,013	2024
Prospect Road Geddes Road to Clark Road	WCRC	45	2-4	Minor Arterial	NB	4,725	2024
					SB	4,643	2024
Prospect Road South of Clark Road	WCRC	35	2-3	Minor Arterial	NB	3,959	2024
					SB	3,971	2024
Geddes Road	WCRC	50	2-3	Minor Arterial	EB	6,943	2024
					WB	6,648	2024
Clark Road	WCRC	45	2-3	Major Collector	EB	3,742	2024
					WB	3,368	2024

AADT Average Annual Daily Traffic

EB eastbound

mph miles per hour

NB northbound

vpd vehicles per day

WB westbound

1.5 Existing Traffic Volumes

Vehicular, pedestrian, and cyclist TMCs were collected at the following study intersections during the weekday morning (7 a.m. to 9 a.m.) and afternoon (4 p.m. to 6 p.m.) peak periods of the road network on Tuesday, November 4, 2025:

- Prospect Road and Geddes Road.
- Prospect Road and Clark Road.
- Prospect Road and Berkshire Drive.

Traffic volume information can be found in Appendix 1, which includes heavy vehicle and pedestrian crossing data. The existing traffic volumes used in this study are provided in Figure 3.

Figure 2 – 2025 Existing Lane Configurations

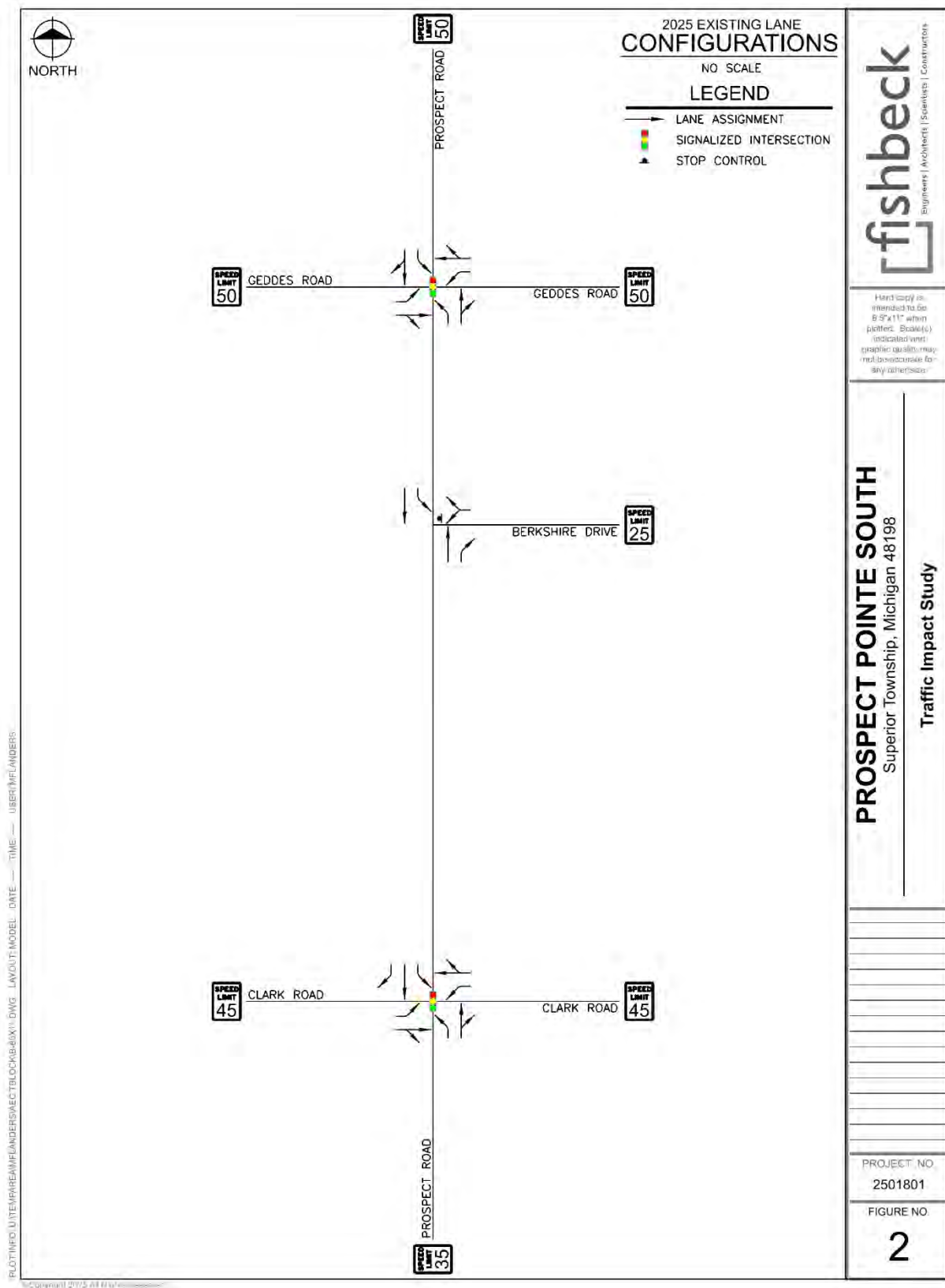
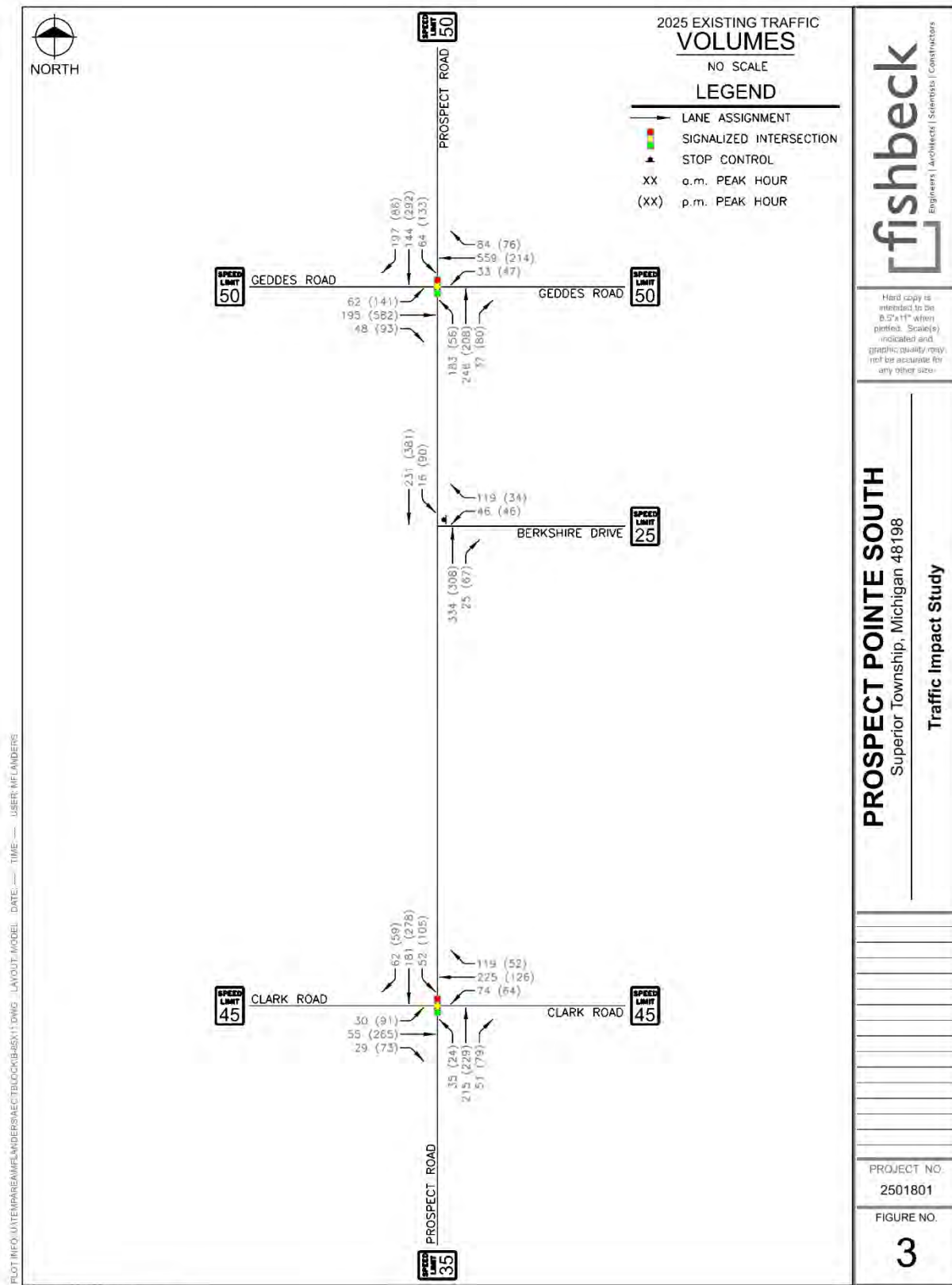


Figure 3 – 2025 Existing Traffic Volumes



2.0 2025 Existing Conditions Analysis

2.1 Traffic Operations Analysis Methodology

Synchro was used to perform HCM operational analyses during the a.m. and p.m. peak hours for all intersections within this study. According to the HCM, Level of Service (LOS) is a qualitative measure describing operational conditions of a traffic stream or intersection. LOS ranges from A to F, with LOS A representing desirable traffic operations characterized by low delay and LOS F representing extremely poor traffic operations characterized by excessive delays and long vehicle queues. LOS D is generally considered acceptable for most areas. Table 3 presents the HCM LOS criteria for unsignalized and signalized intersections. The color coding in the table is used in the operational analysis summary tables later in this report.

Table 3 – LOS Criteria

LOS	Control Delay (s/veh)	
	Unsignalized	Signalized
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50 or $v/c > 1.0$	> 80 or $v/c > 1.0$

s/veh seconds per vehicle
v/c volume to capacity ratio

2.2 2025 Existing Conditions Traffic Analysis

Synchro models for the existing network were created based on the existing roadway configurations and traffic controls, as observed in the field and from available aerial and street level imagery. The existing traffic signal timing permits for the signalized intersections were provided by WCRC for use in the models.

The resulting LOS and delay for the existing conditions are provided in Table 4.

Table 4 – LOS Analysis for 2025 Existing Conditions

Approach	Lane Group	LOS/Delay (s/veh)			
		a.m. Peak Hour		p.m. Peak Hour	
Prospect Road and Geddes Road (Signalized)					
EB Geddes Road	Left	D	50.5	C	28.4
	Through/Right	D	52.9	D	42.5
	Overall	D	52.4	D	40.0
WB Geddes Road	Left	C	27.7	D	46.2
	Through/Right	D	49.8	D	44.9
	Overall	D	48.8	D	45.1
NB Prospect Road	Left	E	73.2	D	46.1
	Through/Right	E	64.9	E	58.6
	Overall	E	68.2	E	56.6
SB Prospect Road	Left	D	40.7	D	43.9
	Through/Right	F	115.9	E	62.2
	Overall	F	104.0	E	57.5
Overall		E	67.3	D	48.3

Table 4 – LOS Analysis for 2025 Existing Conditions

Approach	Lane Group	LOS/Delay (s/veh)			
		a.m. Peak Hour		p.m. Peak Hour	
Prospect Road and Clark Road (Signalized)					
EB Clark Road	Left	C	23.0	C	25.8
	Through/Right	C	24.8	D	49.7
	Overall	C	24.3	D	44.7
WB Clark Road	Left	C	24.2	C	24.9
	Through/Right	E	55.0	C	29.4
	Overall	D	49.6	C	28.2
NB Prospect Road	Left	C	29.1	C	29.3
	Through/Right	C	28.9	C	27.3
	Overall	C	28.9	C	27.5
SB Prospect Road	Left	D	35.4	D	37.2
	Through	C	24.6	C	25.2
	Right	C	21.6	C	20.5
	Overall	C	25.9	C	27.4
Overall		C	34.5	C	32.7
Prospect Road and Berkshire Drive (WB Stop-Controlled)					
WB Berkshire Drive	Left/Right/Overall	C	15.4	C	18.7
NB Prospect Road	Through	Free		Free	
	Right	Free		Free	
	Overall	Free		Free	
SB Prospect Road	Left	A	8.3	A	8.5
	Through	Free		Free	
	Overall	A	0.5	A	1.6
Overall		A	3.4	A	2.5

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For existing conditions, study network operations are generally acceptable. There is queueing present at the intersection of Prospect Road and Geddes Road, with vehicles occasionally waiting one cycle to clear the signal in both peak hours. See Appendix 2 for the existing conditions LOS reports and queueing analysis reports.

2.3 Crash Analysis

In addition to operational analyses, historical crash data for the study area was reviewed. Crash data was obtained at all studied intersections and roadway segments fronting the development for the most recent three years (January 1, 2022–December 31, 2025) of available data on Michigan Traffic Crash Facts website, which references the Michigan State Police database. There was a total of 20 reported crashes at these locations. Of these crashes, there were no fatal or serious injury (A) crashes, two minor injury (B) crashes, two potential injury (C) crashes, and 16 property damage only (PDO) crashes. A breakdown of crashes by location and crash type is provided in Tables 5 and 6. All crashes occurred at the study area intersections and there were no crashes reported on the roadway segments between the intersections.

Table 5 – Crash Summary by Location (January 1, 2022–December 31, 2024)

Intersection	Total Crashes	Fatal	A	B	C	PDO
Prospect Road and Geddes Road	14	-	-	2	1	11
Prospect Road and Clark Road	5	-	-	-	1	4
Prospect Road and Berkshire Drive	1	-	-	-	-	1
Total	20	-	-	2	2	16

Table 6 – Crash Summary by Type (January 1, 2022–December 31, 2024)

Crash Type	Total Crashes	Fatal	A	B	C	PDO
Angle	4	-	-	-	-	4
Head-On	6	-	-	1	1	4
Other	2	-	-	1	-	1
Rear-End	4	-	-	-	1	3
Single Motor Vehicle	4	-	-	-	-	4
Total	20	-	-	2	2	16

UD-10 crash reports were reviewed. Based on this review and the existing conditions analysis, no crash patterns were identified, and no operational or safety improvements are recommended to mitigate any unacceptable traffic conditions absent of the proposed development. See Appendix 3 for a summary of the crash data.

3.0 2029 Background Conditions Analysis

Historical population data from the SEMCOG Community Profiles was referenced to determine the applicable growth rate for the existing traffic volumes to the full project build-out year in 2029. Based on this review, a background growth rate of 0.8% per year was utilized. In addition, one background development was identified for inclusion in the background traffic conditions. The Prospect Pointe West residential development is currently under construction, and is located on the south side of Geddes Road, west of Prospect Road. It is estimated there are approximately 102 DU proposed within this development that are not yet completed. Using the information and methodologies specified in the *ITE Trip Generation Manual*, Fishbeck forecast the weekday a.m. and p.m. peak hour trips associated with the background developments. The results of the trip generation forecasts for the background developments are provided in Table 7.

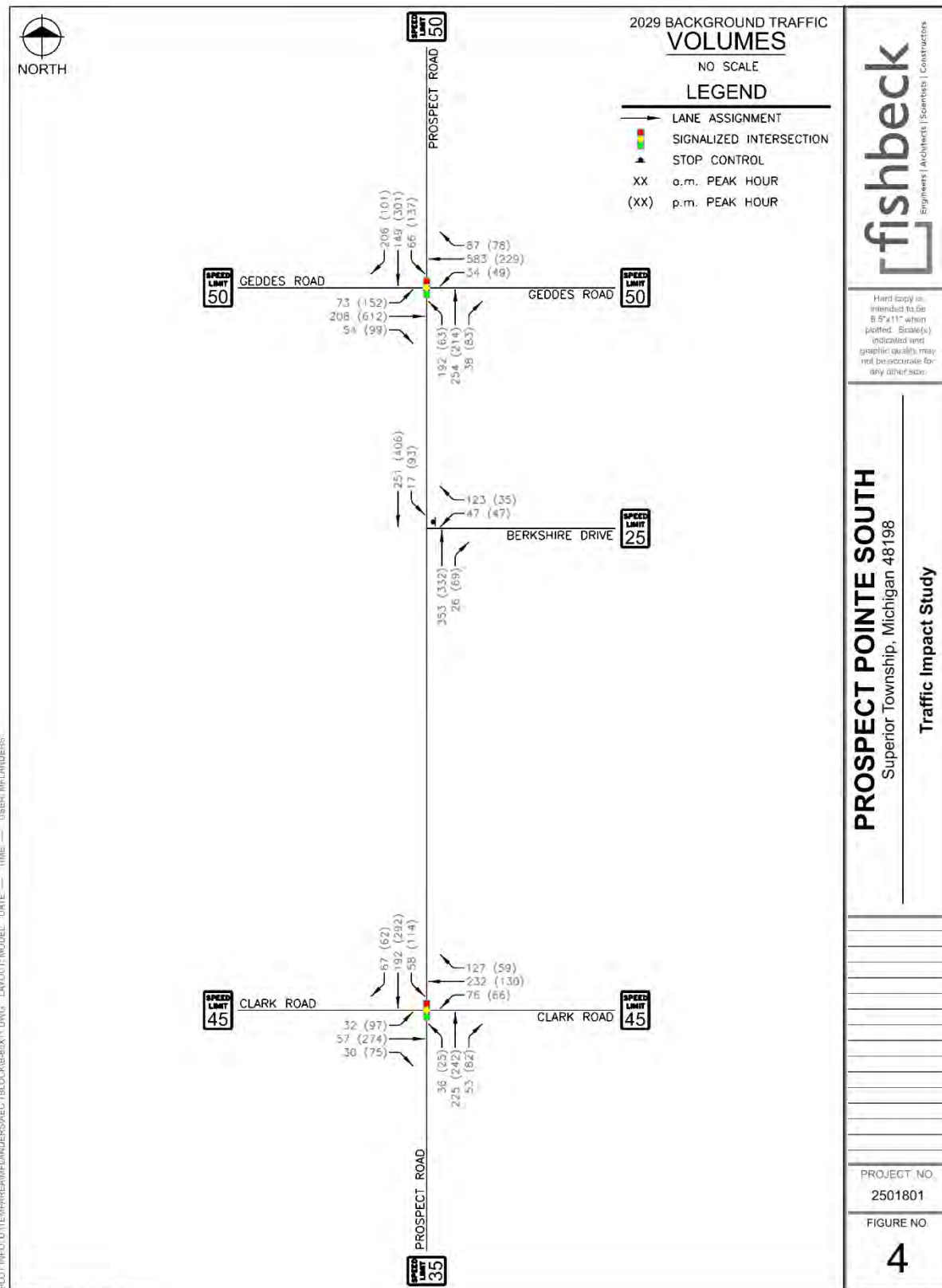
Table 7 – Trip Generation for Background Developments

Development	ITE Land Use	LUC	Units	a.m. Peak Hour			p.m. Peak Hour			Weekday
				In	Out	Total	In	Out	Total	
Prospect Pointe West	Single-Family Detached Housing	210	102 DU	20	54	74	61	37	98	1,089

LUC Land Use Code

Refer to Appendix 4 for additional details related to trip generation for the background development. These trips were distributed through the road network as described in Section 4.2. The total background traffic volumes are presented in Figure 4.

Figure 4 – 2029 Background Traffic Volumes



3.1 2029 Background Conditions Traffic Analysis

The resulting LOS and delay for the background conditions are provided in Table 8.

Table 8 – LOS Analysis for 2029 Background Conditions

Approach	Lane Group	LOS/Delay (s/veh)			
		a.m. Peak Hour		p.m. Peak Hour	
Prospect Road and Geddes Road (Signalized)					
EB Geddes Road	Left	D	51.6	C	29.6
	Through/Right	D	52.8	D	49.1
	Overall	D	52.5	D	45.6
WB Geddes Road	Left	C	28.4	D	47.4
	Through/Right	E	55.4	D	45.3
	Overall	D	54.1	D	45.6
NB Prospect Road	Left	F	84.3	D	47.6
	Through/Right	E	67.3	E	61.8
	Overall	E	74.1	E	59.3
SB Prospect Road	Left	D	42.0	D	45.8
	Through/Right	F	138.1	E	78.4
	Overall	F	122.9	E	70.1
Overall		E	74.9	D	54.2
Prospect Road and Clark Road (Signalized)					
EB Clark Road	Left	C	23.6	C	26.0
	Through/Right	C	25.5	D	53.3
	Overall	C	25.0	D	47.4
WB Clark Road	Left	C	24.9	C	24.9
	Through/Right	E	67.1	C	30.0
	Overall	E	59.8	C	28.7
NB Prospect Road	Left	C	29.3	C	30.0
	Through/Right	C	29.1	C	28.4
	Overall	C	29.1	C	28.5
SB Prospect Road	Left	D	36.3	D	41.4
	Through	C	24.5	C	25.8
	Right	C	21.4	C	20.6
	Overall	C	26.0	C	28.9
Overall		D	37.9	C	34.2
Prospect Road and Berkshire Drive (WB Stop-Controlled)					
WB Berkshire Drive	Left/Right/Overall	C	16.4	C	20.3
NB Prospect Road	Through	Free		Free	
	Right	Free		Free	
	Overall	Free		Free	
SB Prospect Road	Left	A	8.4	A	8.6
	Through	Free		Free	
	Overall	A	0.5	A	1.6
Overall		A	3.5	A	2.6

Further analysis of the LOS results for background conditions revealed most movements, approaches, and intersections are expected to continue to operate at the same or better LOS grade during both the a.m. and p.m. peak hours when compared to existing conditions, with the following exceptions:

- Prospect Road and Geddes Road:
 - The WB through/right movement would degrade from LOS D to LOS E in the a.m. peak hour, with a 5.6 s/veh increase in delay.
 - The NB left movement would degrade from LOS E to LOS F in the a.m. peak hour, with an 11.1 s/veh increase in delay.
- Prospect Road and Clark Road:
 - The WB approach would degrade from LOS D to LOS E in the a.m. peak hour, with a 10.2 s/veh increase in delay.
 - The overall intersection would degrade from LOS C to LOS D in the a.m. peak hour, with a 3.4 s/veh increase in delay.

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For background conditions, study network operations are generally acceptable. There will continue to be queueing present at the intersection of Prospect Road and Geddes Road, with vehicles occasionally waiting one cycle to clear the signal in both peak hours, similar to existing conditions. See Appendix 5 for the background conditions LOS reports and queueing analysis reports.

4.0 Site Traffic Characteristics

A representation of the current conceptual site plan is provided in Figure 5.

Figure 5 – Conceptual Site Plan



4.1 Trip Generation

Using the information and methodologies specified in the ITE *Trip Generation Manual*, Fishbeck forecast the weekday a.m. and p.m. peak hour trips associated with the proposed development. Table 9 presents the resulting trip generation for the development. Refer to Appendix 6 for additional information.

Table 9 – Trip Generation for Proposed Development

ITE Land Use	LUC	Units	a.m. Peak Hour			p.m. Peak Hour			Weekday
			In	Out	Total	In	Out	Total	
Single-Family Detached Housing	210	118 DU	23	62	85	69	43	112	1,218

4.2 Trip Distribution

The directions that site traffic will travel to and from were based upon existing traffic patterns during the a.m. and p.m. peak hours. The existing traffic patterns reflect the gravity between origins and destinations in the study area, and therefore an accurate indication of where the proposed trips would be coming from and going to. Table 10 provides the probable distribution based on existing traffic patterns.

Table 10 – Trip Distribution for New Trips

Direction	Via	a.m. Peak Hour		p.m. Peak Hour	
		To	From	To	From
North	Prospect Road	16%	18%	16%	19%
South	Prospect Road	12%	14%	16%	12%
East	Geddes Road	12%	30%	30%	13%
	Clark Road	7%	19%	17%	9%
West	Geddes Road	39%	14%	13%	31%
	Clark Road	14%	5%	8%	16%

The trip distribution for the site is indicated in Figure 6. These trips were added to the background volumes (Figure 4) to result in the future conditions volumes in Figure 7.

Figure 6 – New Trip Generation Volumes

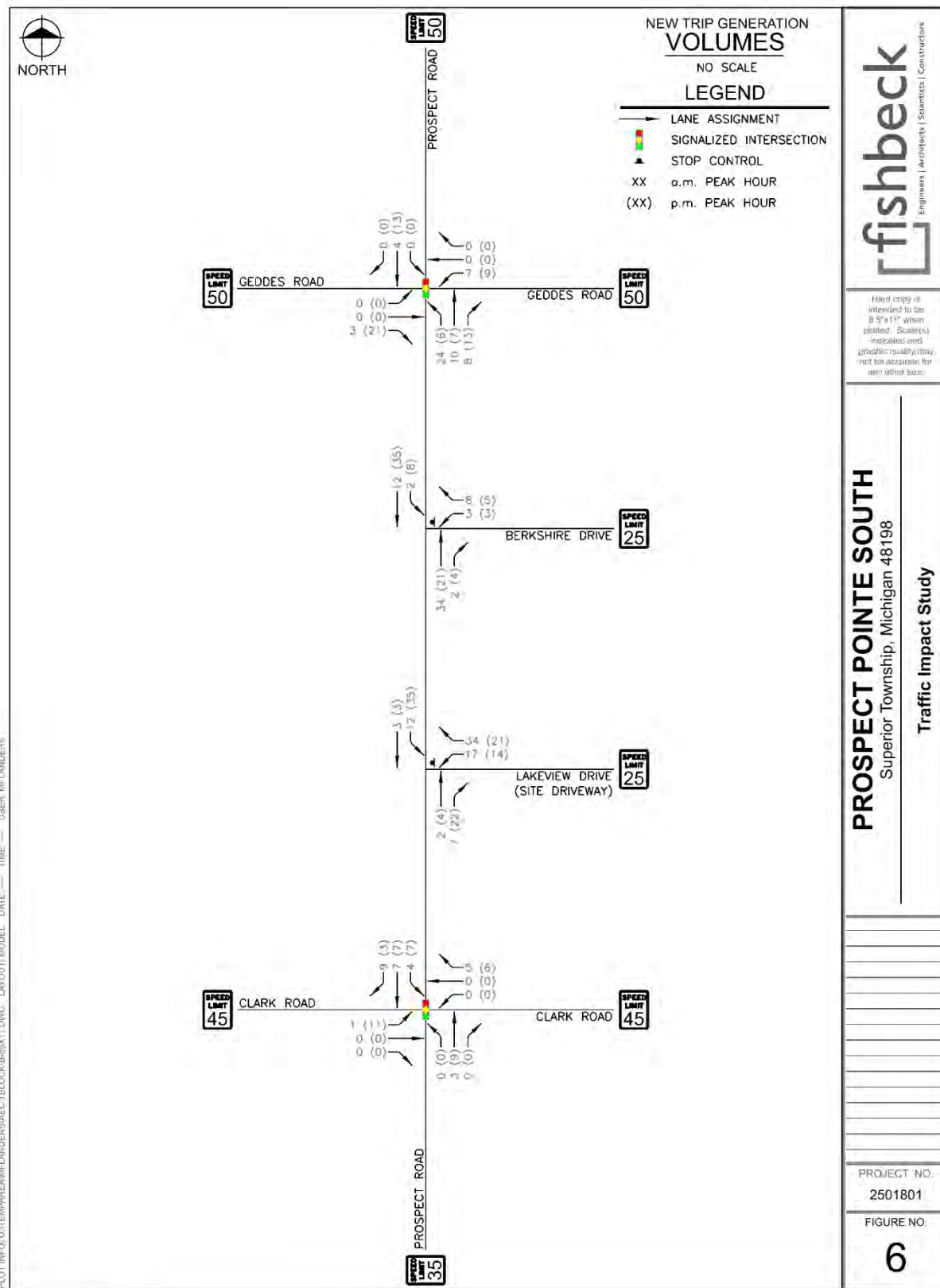
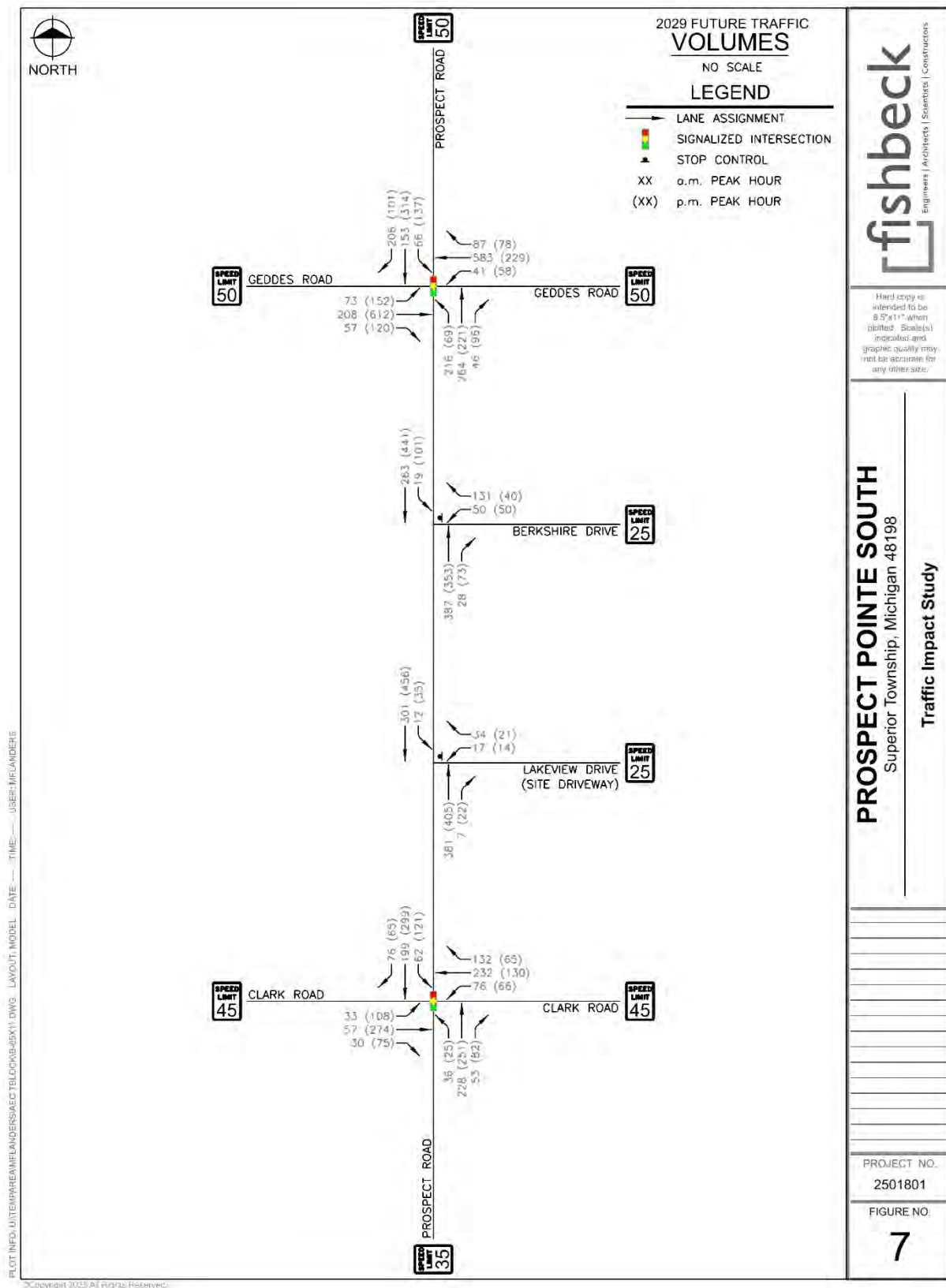


Figure 7 – 2029 Future Traffic Volumes



5.0 2029 Future Conditions Analysis

5.1 Turn Lane Analysis

An evaluation was performed in accordance with WCRC and MDOT guidance to determine if the projected traffic volumes met the criteria for consideration of left turn or right turn treatments at Lakeview Drive (Site Driveway). There is an existing NB right turn lane and SB left turn lane at the intersection of Prospect Road and Berkshire Drive; therefore, no turn lane analysis was completed at this intersection.

The results of the evaluation indicated that SB left turn treatment is recommended at Lakeview Drive (Site Driveway). No right turn treatment is recommended at Lakeview Drive (Site Driveway). All turn lane charts are provided in Appendix 7. The results of the evaluation are presented in Table 11.

Table 11 – Turn Lane Evaluation

Intersection	Movement	Existing Treatment	Result
Prospect Road and Lakeview Drive (Site Driveway)	NB Right	N/A	No Treatment Recommended
	SB Left	N/A	Treatment Recommended

5.2 2029 Future Conditions Traffic Analysis

The resulting LOS and delay for the future conditions are presented in Table 12.

Table 12 – LOS Analysis for 2029 Future Conditions

Approach	Lane Group	LOS/Delay (s/veh)			
		a.m. Peak Hour		p.m. Peak Hour	
Prospect Road and Geddes Road (Signalized)					
EB Geddes Road	Left	D	51.6	C	29.5
	Through/Right	D	52.6	E	56.0
	Overall	D	52.4	D	51.4
WB Geddes Road	Left	C	28.8	D	48.0
	Through/Right	E	55.4	D	45.9
	Overall	D	53.9	D	46.2
NB Prospect Road	Left	F	115.4	D	48.4
	Through/Right	E	70.2	E	65.9
	Overall	F	88.7	E	62.8
SB Prospect Road	Left	D	43.0	D	49.2
	Through/Right	F	142.7	F	90.1
	Overall	F	127.1	E	80.0
Overall		E	79.9	E	59.6
Prospect Road and Clark Road (Signalized)					
EB Clark Road	Left	C	23.9	C	26.4
	Through/Right	C	25.8	D	53.3
	Overall	C	25.3	D	47.0
WB Clark Road	Left	C	25.2	C	24.9
	Through/Right	E	72.0	C	30.4
	Overall	E	64.0	C	29.0
NB Prospect Road	Left	C	29.5	C	30.3
	Through/Right	C	29.0	C	29.0
	Overall	C	29.0	C	29.1

Table 12 – LOS Analysis for 2029 Future Conditions

Approach	Lane Group	LOS/Delay (s/veh)	
		a.m. Peak Hour	p.m. Peak Hour
SB Prospect Road	Left	D 36.7	D 45.2
	Through	C 24.6	C 26.1
	Right	C 21.5	C 20.7
	Overall	C 26.2	C 30.2
Overall		D 39.2	C 34.6
Prospect Road and Berkshire Drive (WB Stop-Controlled)			
WB Berkshire Drive	Left/Right/Overall	C 18.3	C 23.1
NB Prospect Road	Through	Free	Free
	Right	Free	Free
	Overall	Free	Free
SB Prospect Road	Left	A 8.5	A 8.8
	Through	Free	Free
	Overall	A 0.6	A 1.6
Overall		A 3.9	A 2.9
Prospect Road and Lakeview Drive (Site Driveway) (WB Stop-Controlled)			
WB Lakeview Drive (Site Driveway)	Left/Right/Overall	B 13.9	C 15.7
NB Prospect Road	Through/Right/Overall	Free	Free
SB Prospect Road	Left	A 8.4	A 8.5
	Through	Free	Free
	Overall	A 0.3	A 0.6
Overall		A 1.0	A 0.9

Further analysis of the LOS results for future conditions revealed most movements, approaches, and intersections are expected to continue to operate at the same or better LOS grade during both the a.m. and p.m. peak hours when compared to background conditions, with the following exceptions:

- Prospect Road and Geddes Road:
 - The NB approach would degrade from LOS E to LOS F in the a.m. peak hour, with a 14.6 s/veh increase in delay.
 - The EB through/right movement would degrade from LOS D to LOS E in the p.m. peak hour, with a 6.9 s/veh increase in delay.
 - The SB through/right movement would degrade from LOS E to LOS F in the p.m. peak hour, with an 11.7 s/veh increase in delay.
 - The overall intersection would degrade from LOS D to LOS E in the p.m. peak hour, with a 5.4 s/veh increase in delay.

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For future conditions, study network operations are generally acceptable. There will continue to be queueing present at the intersection of Prospect Road and Geddes Road, with vehicles occasionally waiting one cycle to clear the signal in both peak hours, similar to background conditions.

The 95th percentile queue lengths were reviewed at Berkshire Drive and Lakeview Drive (Site Driveway) for traffic entering and exiting the development. The 95th percentile queue lengths for inbound traffic did not exceed 49 feet (2 vehicles) in either peak hour and the 95th percentile queue lengths for outbound traffic did not exceed 82 feet (3 vehicles) in either peak hour.

See Appendix 8 for the future conditions LOS reports and queueing analysis reports.

5.3 2029 Future Improvement Conditions Traffic Analysis

Observations of future traffic conditions were made, and improvements are recommended, at the following intersections:

- Prospect Road and Geddes Road:
 - The signal currently operates freely, with all phases fully actuated and maximum splits set during the peak hours. Adjustments to the maximum splits were reviewed during the a.m. and p.m. peak hours, revealing the signal could operate similarly to background conditions with the addition of the site generated traffic.
 - There are existing movements at this intersection that are failing or close to failing under existing traffic volumes. The addition of dedicated right turn lanes on all of the approaches could be considered under existing traffic volumes to help improve operations of the intersection. No right turn treatment was included in the analysis within this study.
- Prospect Road and Clark Road:
 - The signal currently operates freely, with all phases fully actuated and maximum splits set during the peak hours. Adjustments to the maximum splits were reviewed during the a.m. peak hour, revealing all movements, approaches, and the overall intersection could operate at LOS D or better in both peak hours.

The resulting LOS and delay for the future improvement conditions are presented in Table 13.

Table 13 – LOS Analysis for 2029 Future Improvement Conditions

Approach	Lane Group	LOS/Delay (s/veh)			
		a.m. Peak Hour		p.m. Peak Hour	
Prospect Road and Geddes Road (Signalized)					
EB Geddes Road	Left	D	52.3	C	31.5
	Through/Right	D	53.3	D	53.9
	Overall	D	53.1	D	50.0
WB Geddes Road	Left	C	29.4	D	52.6
	Through/Right	E	57.5	D	49.8
	Overall	E	55.8	D	50.2
NB Prospect Road	Left	F	98.8	D	53.1
	Through/Right	E	58.8	E	59.6
	Overall	E	75.2	E	58.5
SB Prospect Road	Left	D	44.3	D	53.4
	Through/Right	F	148.5	E	72.9
	Overall	F	132.2	E	68.0
Overall		E	78.0	E	56.0
Prospect Road and Clark Road (Signalized)					
EB Clark Road	Left	C	24.9	No Proposed Improvements	
	Through/Right	C	27.0		
	Overall	C	26.4		
WB Clark Road	Left	C	22.7		
	Through/Right	D	45.2		
	Overall	D	41.4		

Table 13 – LOS Analysis for 2029 Future Improvement Conditions

Approach	Lane Group	LOS/Delay (s/veh)	
		a.m. Peak Hour	p.m. Peak Hour
NB Prospect Road	Left	C	31.7
	Through/Right	C	33.2
	Overall	C	33.0
SB Prospect Road	Left	D	40.5
	Through	C	26.9
	Right	C	23.1
	Overall	C	28.6
Overall		C	33.7

Further analysis of the LOS results for future conditions revealed that most movements, approaches, and intersections are expected to continue to operate at the same or better LOS grade during both the a.m. and p.m. peak hours when compared to background conditions, with the following exceptions:

- Prospect Road and Geddes Road:
 - The WB approach would degrade from LOS D to LOS E in the a.m. peak hour, with a 1.7 s/veh increase in delay.
 - The overall intersection would degrade from LOS D to LOS E in the p.m. peak hour, with a 1.8 s/veh increase in delay.

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. For future conditions, study network operations are generally acceptable. There will continue to be queueing present at the intersection of Prospect Road and Geddes Road, with vehicles occasionally waiting one cycle to clear the signal in both peak hours, similar to background conditions.

The 95th percentile queue lengths were reviewed at Berkshire Drive and Lakeview Drive (Site Driveway) for traffic entering and exiting the development. The 95th percentile queue lengths for inbound traffic did not exceed 53 feet (2 vehicles) in either peak hour and the 95th percentile queue lengths for outbound traffic did not exceed 84 feet (3 vehicles) in either peak hour. See Appendix 9 for the future improvement conditions LOS reports and queueing analysis reports.

6.0 Findings and Recommendations

The analyses conducted for this TIS indicate the proposed development will not result in any significant operational/safety impacts to the adjacent road network with the recommended improvements. The proposed site access configuration is appropriate and will acceptably facilitate site ingress and egress.

Based on the findings of the HCM operational analyses, crash data, and site traffic generation, Table 14 includes the recommended future improvements to the study intersections to mitigate traffic impacts. Both signalized intersections have movements and approaches that are operating at capacity without the additional traffic for this development. The additional traffic generated from the development does increase delay at the intersections. While signal timing adjustments can be made in the future condition to achieve similar LOS/delay as the background conditions, the intersections could benefit from geometric improvements such as the addition of right turn lanes to improve capacity with or without the proposed development.

Table 14 – Recommended Improvements

Intersection	Future
Prospect Road and Geddes Road	• Adjust maximum split timings in the a.m. and p.m. peak hours.
Prospect Road and Clark Road	• Adjust the maximum split timings in the a.m. peak hour.
Prospect Road and Lakeview Drive (Site Driveway)	• Construct a SB left turn lane.

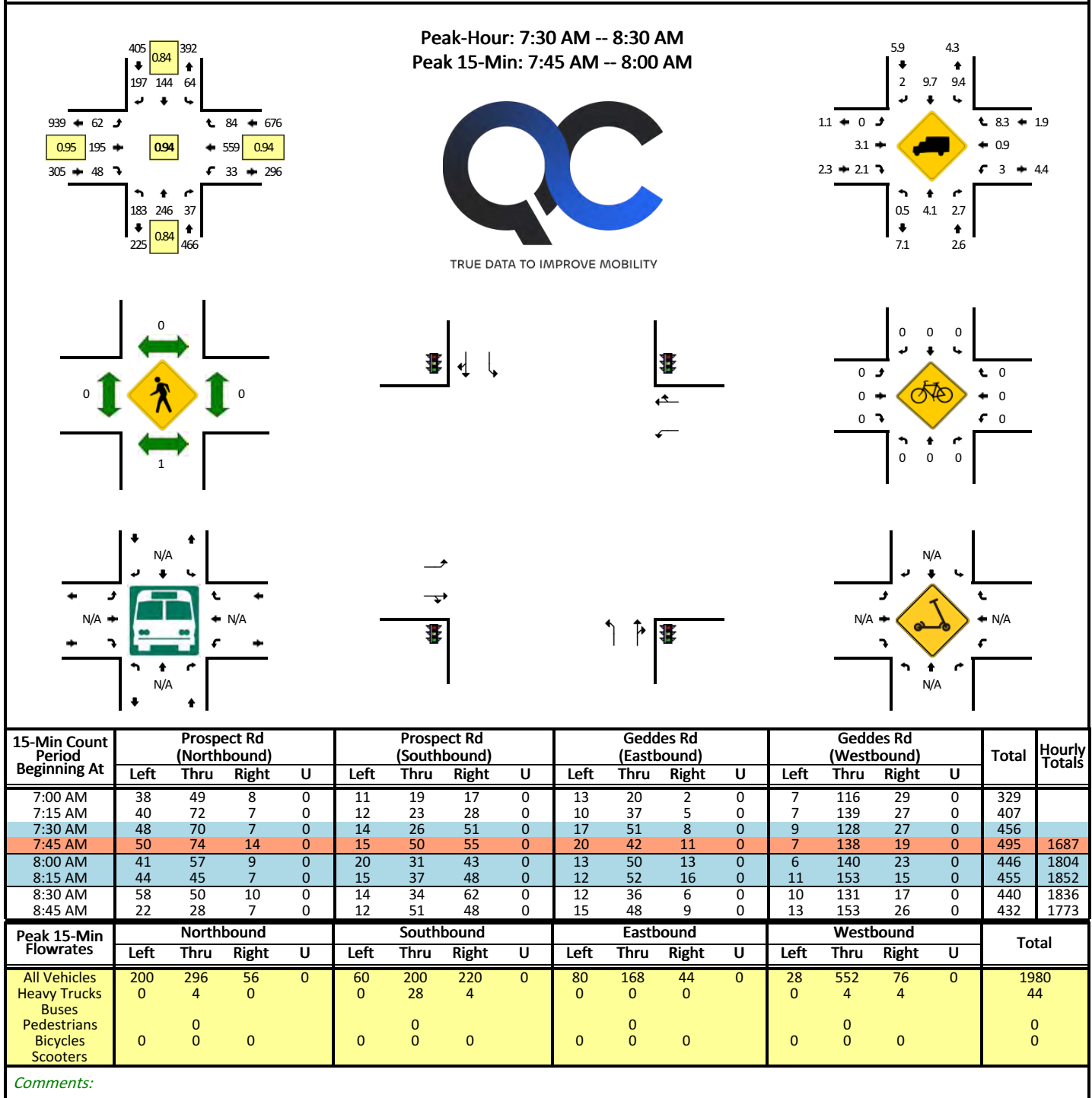
Appendix

Traffic Data

1

LOCATION: Prospect Rd -- Geddes Rd
CITY/STATE: Washtenaw, MI

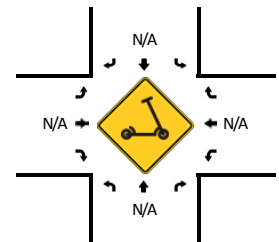
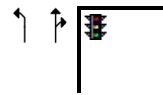
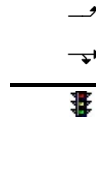
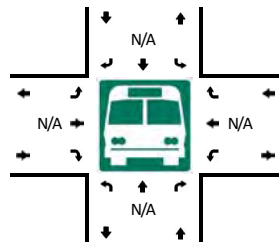
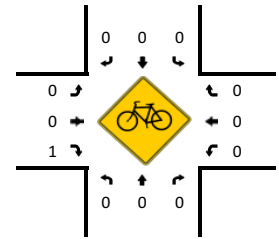
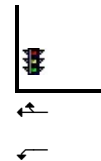
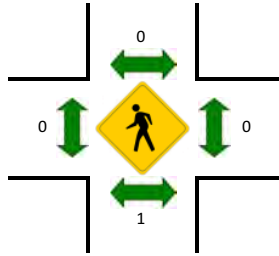
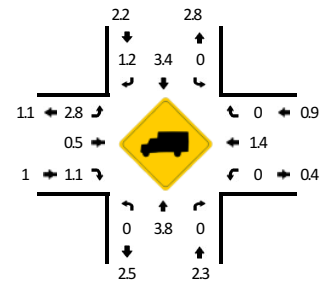
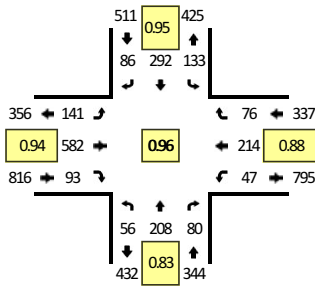
QC JOB #: 17305905
DATE: Tue, Nov 4 2025



LOCATION: Prospect Rd -- Geddes Rd
CITY/STATE: Washtenaw, MI

QC JOB #: 17305906
DATE: Tue, Nov 4 2025

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:30 PM -- 4:45 PM



15-Min Count Period Beginning At	Prospect Rd (Northbound)				Prospect Rd (Southbound)				Geddes Rd (Eastbound)				Geddes Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	28	50	14	0	22	59	22	0	28	151	18	1	9	52	20	0	474	
4:15 PM	15	35	16	0	29	65	17	0	33	154	25	0	8	51	15	0	463	
4:30 PM	22	53	19	0	25	70	20	0	37	150	31	0	11	65	20	0	523	
4:45 PM	10	55	15	0	35	74	21	0	30	140	25	0	12	47	15	0	479	1939
5:00 PM	19	67	18	0	31	75	25	0	42	135	22	0	10	48	14	0	506	1971
5:15 PM	5	33	28	0	42	73	20	0	32	157	15	0	14	54	27	0	500	2008
5:30 PM	17	53	8	0	41	91	24	0	19	129	25	0	10	61	25	0	503	1988
5:45 PM	21	29	12	0	23	78	23	0	20	126	31	0	9	53	9	0	434	1943
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	88	212	76	0	100	280	80	0	148	600	124	0	44	260	80	0	2092	
Heavy Trucks	0	8	0	0	0	20	0	0	0	4	0	0	0	4	0	0	36	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

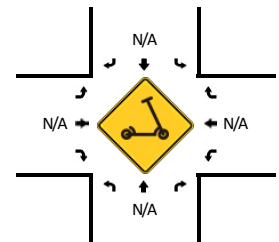
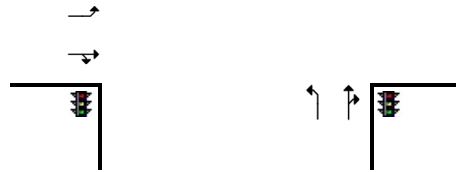
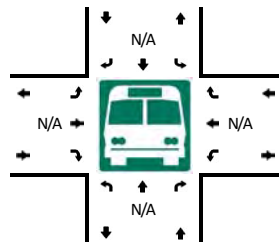
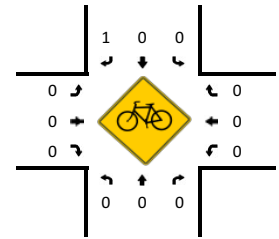
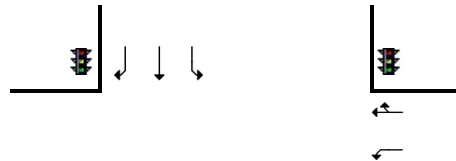
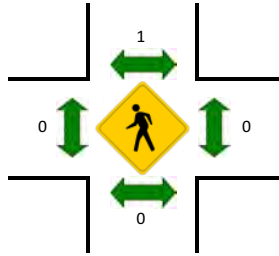
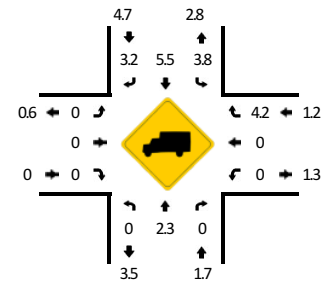
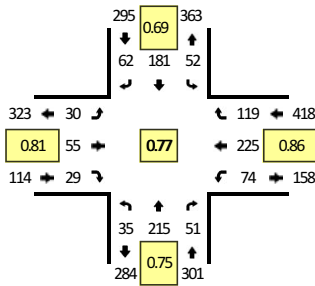
Report generated on 11/13/2025 8:41 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Prospect Rd -- Clark Rd
CITY/STATE: Washtenaw, MI

QC JOB #: 17305901
DATE: Tue, Nov 4 2025

Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



15-Min Count Period Beginning At	Prospect Rd (Northbound)				Prospect Rd (Southbound)				Clark Rd (Eastbound)				Clark Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	29	5	0	12	21	9	0	2	11	3	0	13	31	33	0	175	
7:15 AM	4	49	4	0	9	32	10	0	9	17	2	0	7	38	22	0	203	
7:30 AM	4	48	8	0	14	23	12	0	8	22	4	0	19	56	24	0	242	
7:45 AM	18	69	13	0	11	79	17	0	8	17	10	0	29	65	28	0	364	984
8:00 AM	9	52	13	0	14	30	13	0	6	11	6	1	12	62	42	0	271	1080
8:15 AM	3	43	10	0	14	50	11	0	7	7	7	0	11	46	16	0	225	1102
8:30 AM	5	51	15	0	13	22	21	0	8	20	6	0	22	52	33	0	268	1128
8:45 AM	5	34	6	0	10	46	19	0	5	28	3	0	14	46	16	0	232	996
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	72	276	52	0	44	316	68	0	32	68	40	0	116	260	112	0	1456	
Heavy Trucks	0	0	0		8	16	4		0	0	0		0	0	12		40	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

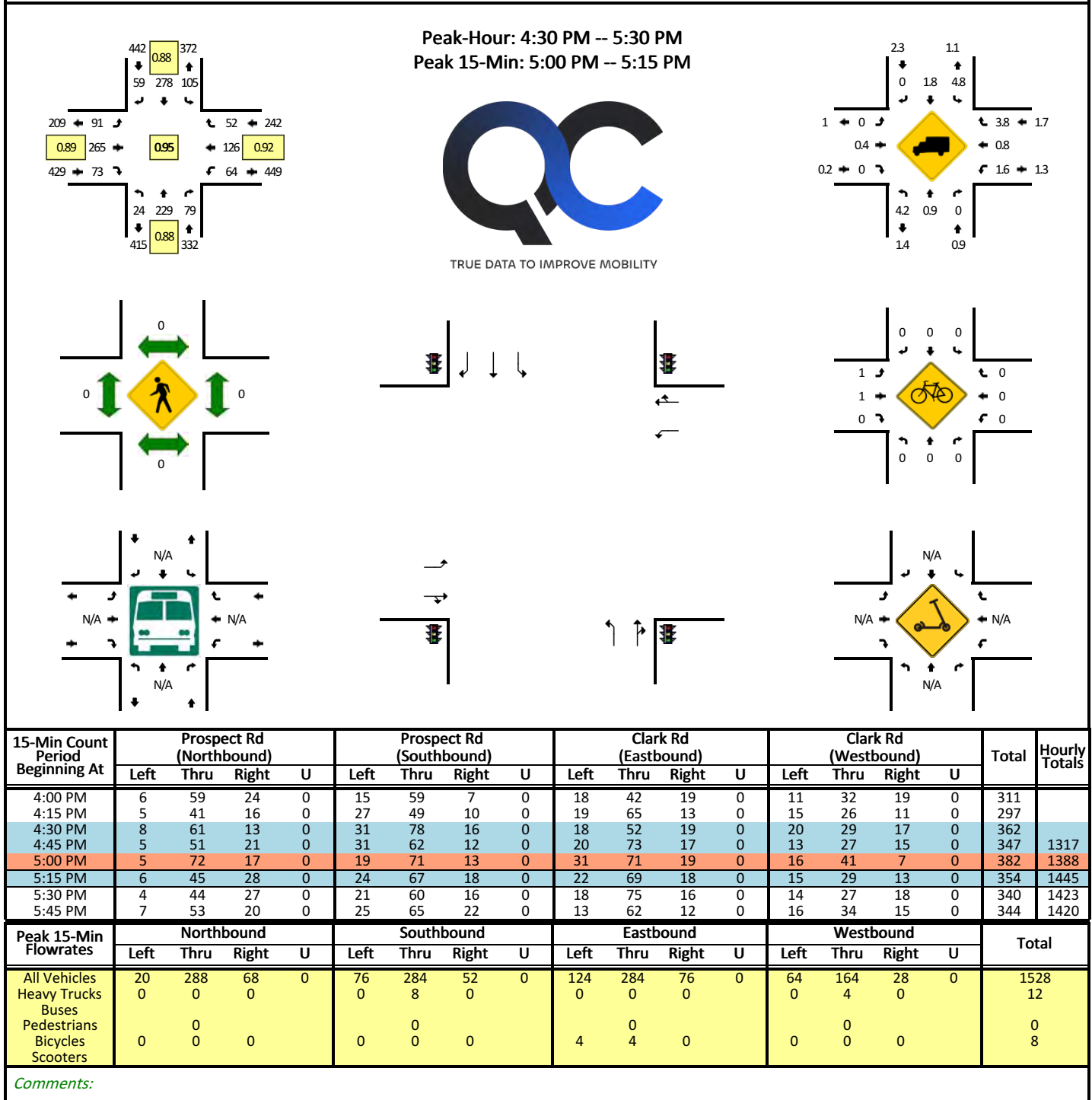
Comments:

Report generated on 11/13/2025 8:41 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

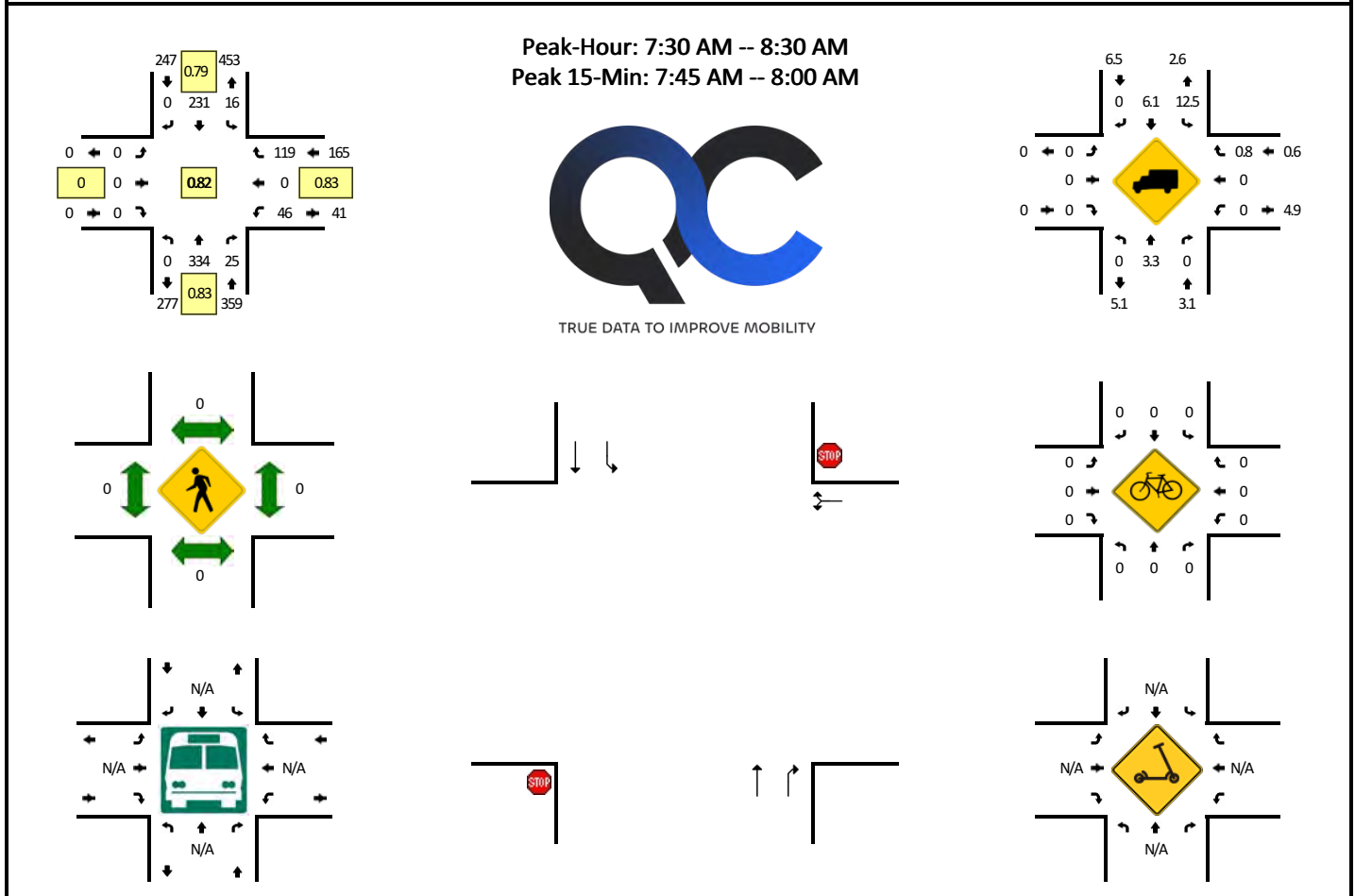
LOCATION: Prospect Rd -- Clark Rd
CITY/STATE: Washtenaw, MI

QC JOB #: 17305902
DATE: Tue, Nov 4 2025



LOCATION: Prospect Rd -- Berkshire Dr
CITY/STATE: Washtenaw, MI

QC JOB #: 17305903
DATE: Tue, Nov 4 2025



15-Min Count Period Beginning At	Prospect Rd (Northbound)				Prospect Rd (Southbound)				Berkshire Dr (Eastbound)				Berkshire Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	68	0	0	2	30	0	0	0	0	0	0	10	0	30	0	140	
7:15 AM	0	75	3	0	3	40	0	0	0	0	0	0	10	0	41	0	172	
7:30 AM	0	84	3	0	2	47	0	0	0	0	0	0	11	0	39	0	186	
7:45 AM	0	99	9	0	4	74	0	0	0	0	0	0	19	0	30	0	235	733
8:00 AM	0	86	9	0	3	47	0	0	0	0	0	0	7	0	23	0	175	768
8:15 AM	0	65	4	0	7	63	0	0	0	0	0	0	9	0	27	0	175	771
8:30 AM	0	86	7	0	5	41	0	0	0	0	0	0	12	0	27	0	178	763
8:45 AM	0	50	7	0	6	63	0	0	0	0	0	0	9	0	8	0	143	671
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	396	36	0	16	296	0	0	0	0	0	0	76	0	120	0	940	
Heavy Trucks	0	8	0		0	28	0		0	0	0		0	0	0		36	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

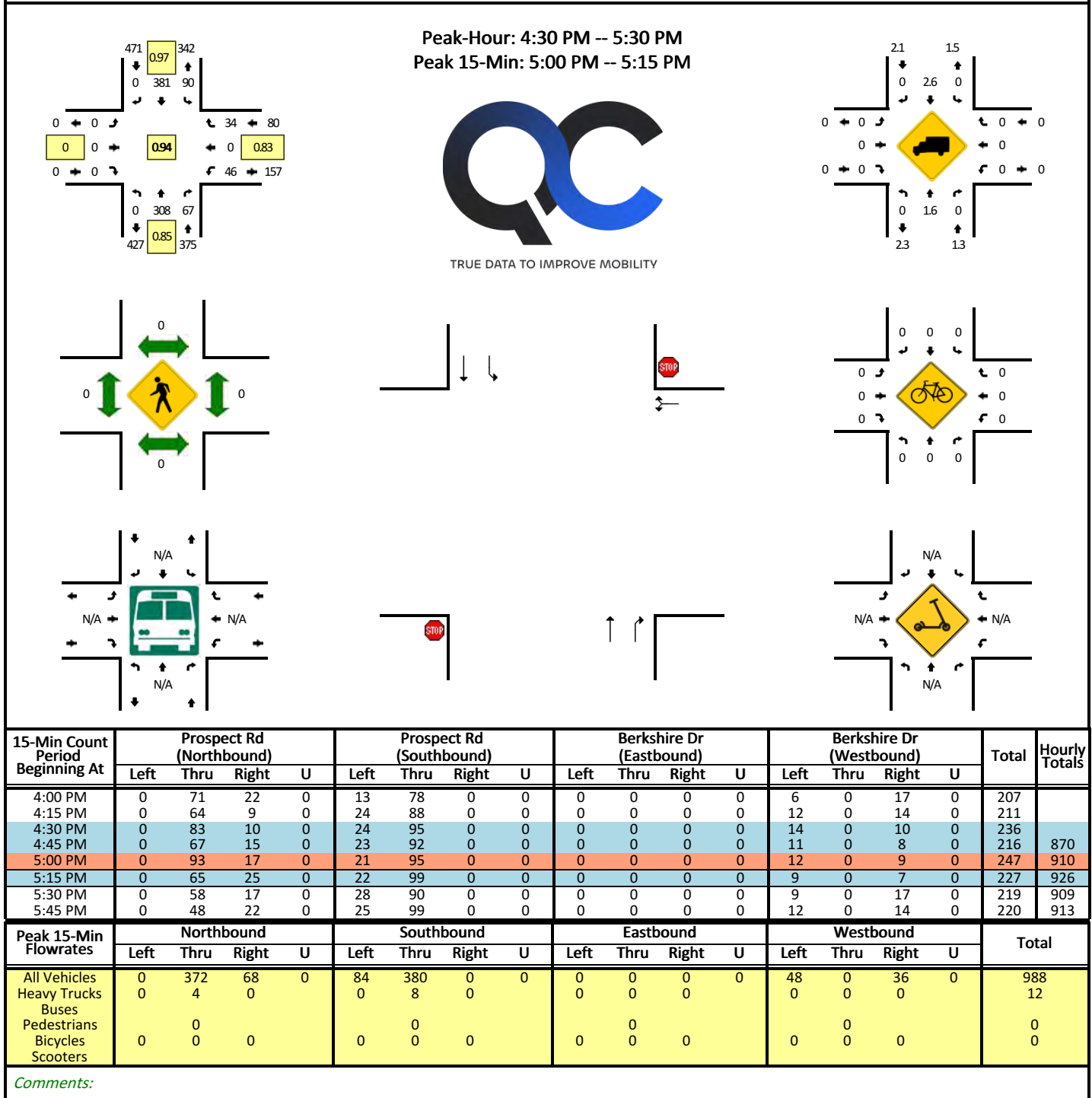
Comments:

Report generated on 11/13/2025 8:41 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Prospect Rd -- Berkshire Dr
CITY/STATE: Washtenaw, MI

QC JOB #: 17305904
DATE: Tue, Nov 4 2025



Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Peds				Bike			
#1001 - Prospect Road and Geddes Road	a.m. Peak Hour 11/04/25 7:30 - 8:30 a.m.		PHF	0.95			0.94			0.84			0.84			EB Leg	WB Leg	NB Leg	SB Leg	EB	WB	NB	SB
			% Heavy	2%			2%			3%			6%					1					
		2025	Existing	62	195	48	33	559	84	183	246	37	64	144	197								
		2025	Existing Adj.	62	195	48	33	559	84	183	246	37	64	144	197								
		2029	Background	64	201	50	34	577	87	189	254	38	66	149	203								
			Bckgrd. Dev. A	9	7	4		6		3					3								
			Bckgrd. Dev. B																				
			Bckgrd. Dev. C																				
			Total Background	73	208	54	34	583	87	192	254	38	66	149	206								
			Site Generated		3	7				24	10	8			4								
			Pass By																				
			Total Site Gen	0	0	3	7	0	0	24	10	8	0	4	0								
			Total Future	73	208	57	41	583	87	216	264	46	66	153	206								

Count Date:	11/4/2025
Count Year:	2025
Existing Adj. Year:	2025
Existing Adjustment Rate:	1.00
Growth Rate:	0.80%
Buildout Year:	2029
Scenario:	a.m. Peak Hour

Bckgrd. Dev. A: Prospect Pointe West
Bckgrd. Dev. B:
Bckgrd. Dev. C:

Volume Balancing:

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Peds				Bike			
#1002 - Prospect Road and Clark Road	a.m. Peak Hour 11/04/25 7:45 - 8:45 a.m.		PHF	0.81			0.86			0.75			0.69			EB Leg	WB Leg	NB Leg	SB Leg	EB	WB	NB	SB
			% Heavy	0%			1%			2%			5%						1				1
		2025	Existing	30	55	29	74	225	119	35	215	51	52	181	62								
		2025	Existing Adj.	30	55	29	74	225	119	35	215	51	52	181	62								
		2029	Background	31	57	30	76	232	123	36	222	53	54	186	64								
			Bckgrd. Dev. A	1					4		3		4	6	3								
			Bckgrd. Dev. B																				
			Bckgrd. Dev. C																				
			Total Background	32	57	30	76	232	127	36	225	53	58	192	67								
			Site Generated	1					5		3		4	7	9								
			Pass By																				
			Total Site Gen	1	0	0	0	0	5	0	3	0	4	7	9								
			Total Future	33	57	30	76	232	132	36	228	53	62	199	76								

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Peds				Bike			
#9001 - Prospect Road and Berkshire Drive	a.m. Peak Hour 11/04/25 7:30 - 8:30 a.m.		PHF	0.83			0.83			0.83			0.79			EB Leg	WB Leg	NB Leg	SB Leg	EB	WB	NB	SB
			% Heavy				1%			3%			7%										
		2025	Existing				46		119		334	25	16	231									
		2025	Existing Adj.				46		119		334	25	16	231									
		2029	Background				47		123		345	26	17	238									
			Bckgrd. Dev. A								8			13									
			Bckgrd. Dev. B																				
			Bckgrd. Dev. C																				
			Total Background				47		123		353	26	17	251									
			Site Generated				3		8		34	2	2	12									
			Pass By																				
			Total Site Gen				3		8		34	2	2	12									
			Total Future				50		131		387	28	19	263									

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#9002 - Prospect Road and Lakeview Drive (Site Driveway)	a.m. Peak Hour 11/04/25 7:30 - 8:30 a.m.		PHF	0.92			0.83			0.83			0.79		
			% Heavy	2%			3%			7%					
		2025	Existing							359			277		
		2025	Existing Adj.							359			277		
		2029	Background							371			285		
			Bckgrd. Dev. A							8			13		
			Bckgrd. Dev. B							0			0		
			Bckgrd. Dev. C							0			0		
			Total Background				0		0	379			298		
			Site Generated				17		34	2	7	12	3		
			Pass By												
			Total Site Gen				17		34	2	7	12	3		
			Total Future				17		34	381	7	12	301		

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Peds				Bike			
#1001 - Prospect Road and Geddes Road	p.m. Peak Hour 11/04/25 4:30 - 5:30 p.m.		PHF	0.94			0.88			0.83			0.95			EB Leg	WB Leg	NB Leg	SB Leg	EB	WB	NB	SB
			% Heavy	1%			1%			2%			2%							1			
		2025	Existing	141	582	93	47	214	76	56	208	80	133	292	86								
		2025	Existing Adj.	141	582	93	47	214	76	56	208	80	133	292	86								
		2029	Background	146	601	96	49	221	78	58	214	83	137	301	89								
			Bckgrd. Dev. A	6	11	3		8		5					12								
			Bckgrd. Dev. B																				
			Bckgrd. Dev. C																				
			Total Background	152	612	99	49	229	78	63	214	83	137	301	101								
			Site Generated			21	9			6	7	13											
			Pass By																				
			Total Site Gen	0	0	21	9	0	0	6	7	13	0	13	0								
			Total Future	152	612	120	58	229	78	69	221	96	137	314	101								

Count Date:	11/4/2025
Count Year:	2025
Existing Adj. Year:	2025
Existing Adjustment Rate:	1.00
Growth Rate:	0.80%
Buildout Year:	2029
Scenario:	p.m. Peak Hour

Bckgrd. Dev. A: Prospect Pointe West
Bckgrd. Dev. B:
Bckgrd. Dev. C:

Volume Balancing:

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Peds				Bike			
#1002 - Prospect Road and Clark Road	p.m. Peak Hour 11/04/25 4:30 - 5:30 p.m.		PHF	0.89			0.92			0.88			0.88			EB Leg	WB Leg	NB Leg	SB Leg	EB	WB	NB	SB
			% Heavy	0%			2%			1%			2%							2			
		2025	Existing	91	265	73	64	126	52	24	229	79	105	278	59								
		2025	Existing Adj.	91	265	73	64	126	52	24	229	79	105	278	59								
		2029	Background	94	274	75	66	130	54	25	235	82	108	286	61								
			Bckgrd. Dev. A	3					5		7		6	6	1								
			Bckgrd. Dev. B																				
			Bckgrd. Dev. C																				
			Total Background	97	274	75	66	130	59	25	242	82	114	292	62								
			Site Generated	11					6		9		7	7	3								
			Pass By																				
			Total Site Gen	11	0	0	0	0	6	0	9	0	7	7	3								
			Total Future	108	274	75	66	130	65	25	251	82	121	299	65								

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Peds				Bike			
#9001 - Prospect Road and Berkshire Drive	p.m. Peak Hour 11/04/25 4:30 - 5:30 p.m.		PHF	0.83			0.85			0.85			0.95			EB Leg	WB Leg	NB Leg	SB Leg	EB	WB	NB	SB
			% Heavy	0%			1%			2%													
		2025	Existing				46		34		308	67	90	381									
		2025	Existing Adj.				46		34		308	67	90	381									
		2029	Background				47		35		317	69	93	393									
			Bckgrd. Dev. A								15			13									
			Bckgrd. Dev. B																				
			Bckgrd. Dev. C																				
			Total Background				47		35		332	69	93	406									
			Site Generated				3		5		21	4	8	35									
			Pass By																				
			Total Site Gen				3		5		21	4	8	35									
			Total Future				50		40		353	73	101	441									

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#9002 - Prospect Road and Lakeview Drive (Site Driveway)	p.m. Peak Hour 11/04/25 4:30 - 5:30 p.m.		PHF	0.92			0.85			0.85			0.95		
			% Heavy	2%			1%			2%					
		2025	Existing								375			427	
		2025	Existing Adj.								375			427	
		2029	Background								386			440	
			Bckgrd. Dev. A								15			13	
			Bckgrd. Dev. B								0			0	
			Bckgrd. Dev. C								0			0	
			Total Background				0		0		404			453	
			Site Generated				14		21		4	22	35	3	
			Pass By												
			Total Site Gen				14		21		4	22	35	3	
			Total Future				14		21		405	22	35	456	

Appendix

Existing LOS Output Reports

2

HCM 7th Signalized Intersection Summary
1001: Prospect Road & Geddes Road

2025 Existing Conditions
a.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	195	48	33	559	84	183	246	37	64	144	197
Future Volume (veh/h)	62	195	48	33	559	84	183	246	37	64	144	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	65	205	51	35	595	89	218	293	44	76	171	235
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	6	6	6
Cap, veh/h	140	269	67	560	639	96	247	329	49	301	156	215
Arrive On Green	0.04	0.19	0.19	0.26	0.40	0.40	0.10	0.21	0.21	0.12	0.23	0.23
Sat Flow, veh/h	1781	1445	359	1781	1589	238	1767	1576	237	1725	691	949
Grp Volume(v), veh/h	65	0	256	35	0	684	218	0	337	76	0	406
Grp Sat Flow(s),veh/h/ln	1781	0	1805	1781	0	1827	1767	0	1813	1725	0	1640
Q Serve(g_s), s	0.0	0.0	14.2	0.0	0.0	37.9	8.7	0.0	19.1	0.0	0.0	23.9
Cycle Q Clear(g_c), s	0.0	0.0	14.2	0.0	0.0	37.9	8.7	0.0	19.1	0.0	0.0	23.9
Prop In Lane	1.00		0.20	1.00		0.13	1.00		0.13	1.00		0.58
Lane Grp Cap(c), veh/h	140	0	336	560	0	734	247	0	378	301	0	371
V/C Ratio(X)	0.46	0.00	0.76	0.06	0.00	0.93	0.88	0.00	0.89	0.25	0.00	1.10
Avail Cap(c_a), veh/h	252	0	749	560	0	758	250	0	410	301	0	371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.7	0.0	40.8	27.6	0.0	30.3	45.3	0.0	40.7	40.5	0.0	40.9
Incr Delay (d2), s/veh	1.8	0.0	12.1	0.0	0.0	19.6	28.0	0.0	24.2	0.2	0.0	74.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	7.1	0.6	0.0	19.1	7.3	0.0	10.7	1.7	0.0	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.5	0.0	52.9	27.7	0.0	49.8	73.2	0.0	64.9	40.7	0.0	115.9
LnGrp LOS	D		D	C		D	E		E	D		F
Approach Vol, veh/h	321				719				555		482	
Approach Delay, s/veh	52.4				48.8				68.2		104.0	
Approach LOS	D				D				E		F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.7	28.2	33.1	25.8	16.8	30.0	10.4	48.6				
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1				
Max Green Setting (Gmax), s	10.9	23.9	10.9	43.9	10.9	23.9	10.9	43.9				
Max Q Clear Time (g_c+I1), s	2.0	21.1	2.0	16.2	10.7	25.9	2.0	39.9				
Green Ext Time (p_c), s	0.0	0.9	0.0	3.5	0.0	0.0	0.0	2.6				
Intersection Summary												
HCM 7th Control Delay, s/veh	67.3											
HCM 7th LOS	E											

Prospect Pointe South TIS
Fishbeck

Synchro 12 Report
11/17/2025

HCM 7th Signalized Intersection Summary
1002: Prospect Road & Clark Road

2025 Existing Conditions
a.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	55	29	74	225	119	35	215	51	52	181	62
Future Volume (veh/h)	30	55	29	74	225	119	35	215	51	52	181	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
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	1900	1900	1900	1885	1885	1885	1870	1870	1870	1826	1826	1826
Adj Flow Rate, veh/h	37	68	36	86	262	138	47	287	68	75	262	90
Peak Hour Factor	0.81	0.81	0.81	0.86	0.86	0.86	0.75	0.75	0.75	0.69	0.69	0.69
Percent Heavy Veh, %	0	0	0	1	1	1	2	2	2	5	5	5
Cap, veh/h	446	288	152	442	286	151	262	416	98	202	519	431
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	1169	619	1795	1162	612	1029	1462	346	1002	1826	1514
Grp Volume(v), veh/h	37	0	104	86	0	400	47	0	355	75	262	90
Grp Sat Flow(s),veh/h/ln	1810	0	1787	1795	0	1774	1029	0	1808	1002	1826	1514
Q Serve(g_s), s	1.2	0.0	3.6	3.0	0.0	17.1	3.1	0.0	13.6	5.6	9.3	3.5
Cycle Q Clear(g_c), s	1.2	0.0	3.6	3.0	0.0	17.1	12.5	0.0	13.6	19.3	9.3	3.5
Prop In Lane	1.00		0.35	1.00		0.34	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	446	0	440	442	0	437	262	0	514	202	519	431
V/C Ratio(X)	0.08	0.00	0.24	0.19	0.00	0.92	0.18	0.00	0.69	0.37	0.50	0.21
Avail Cap(c_a), veh/h	446	0	440	442	0	437	288	0	561	228	567	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	23.5	23.3	0.0	28.6	28.5	0.0	24.8	33.4	23.3	21.2
Incr Delay (d2), s/veh	0.4	0.0	1.3	1.0	0.0	26.4	0.6	0.0	4.1	1.9	1.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.6	1.3	0.0	9.8	0.8	0.0	6.1	1.4	4.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.0	0.0	24.8	24.2	0.0	55.0	29.1	0.0	28.9	35.4	24.6	21.6
LnGrp LOS	C		C	C		E	C		C	D	C	C
Approach Vol, veh/h	141			486			402			427		
Approach Delay, s/veh	24.3			49.6			28.9			25.9		
Approach LOS	C			D			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	28.0			25.0			28.0			25.0		
Change Period (Y+Rc), s	5.8			5.8			5.8			5.8		
Max Green Setting (Gmax), s	24.2			19.2			24.2			19.2		
Max Q Clear Time (g_c+l1), s	15.6			5.6			21.3			19.1		
Green Ext Time (p_c), s	2.2			0.7			0.9			0.0		
Intersection Summary												
HCM 7th Control Delay, s/veh	34.5											
HCM 7th LOS	C											

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	119	334	25	16	231
Future Vol, veh/h	46	119	334	25	16	231
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	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	79	79
Heavy Vehicles, %	1	1	3	3	7	7
Mvmt Flow	55	143	402	30	20	292

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	735	402	0	0	433	0
Stage 1	402	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.17	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.263	-
Pot Cap-1 Maneuver	388	650	-	-	1101	-
Stage 1	677	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	381	650	-	-	1101	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	715	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.41	0	0.54
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	543	1101
HCM Lane V/C Ratio	-	-	0.366	0.018
HCM Ctrl Dly (s/v)	-	-	15.4	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.7	0.1

Intersection: 1001: Prospect Road & Geddes Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	108	216	349	765	348	389	290	679
Average Queue (ft)	47	87	88	475	180	162	68	286
95th Queue (ft)	92	166	309	819	349	299	209	574
Link Distance (ft)		1478		1702		703		1343
Upstream Blk Time (%)						0		
Queuing Penalty (veh)						0		
Storage Bay Dist (ft)	150		150		500		200	
Storage Blk Time (%)		2		49	1			32
Queuing Penalty (veh)		1		16	2			21

Intersection: 1002: Prospect Road & Clark Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	57	91	199	355	92	258	125	219	124
Average Queue (ft)	17	36	47	152	24	107	34	80	24
95th Queue (ft)	45	74	131	300	68	195	84	159	78
Link Distance (ft)		884		901		762		627	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		125		60		150		50
Storage Blk Time (%)	2	6	0	15	1	25		18	0
Queuing Penalty (veh)	2	2	1	12	4	9		22	1

Intersection: 9001: Prospect Road & Berkshire Drive

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	113	31
Average Queue (ft)	40	6
95th Queue (ft)	82	24
Link Distance (ft)	429	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		400
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 92

HCM 7th Signalized Intersection Summary
1001: Prospect Road & Geddes Road

2025 Existing Conditions
p.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	582	93	47	214	76	56	208	80	133	292	86
Future Volume (veh/h)	141	582	93	47	214	76	56	208	80	133	292	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	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	1885	1885	1885	1885	1885	1885	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	619	99	53	243	86	67	251	96	140	307	91
Peak Hour Factor	0.94	0.94	0.94	0.88	0.88	0.88	0.83	0.83	0.83	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	536	677	108	144	315	112	155	285	109	217	332	98
Arrive On Green	0.23	0.43	0.43	0.04	0.24	0.24	0.04	0.22	0.22	0.06	0.24	0.24
Sat Flow, veh/h	1795	1580	253	1795	1329	470	1781	1289	493	1781	1386	411
Grp Volume(v), veh/h	150	0	718	53	0	329	67	0	347	140	0	398
Grp Sat Flow(s),veh/h/ln	1795	0	1833	1795	0	1799	1781	0	1782	1781	0	1796
Q Serve(g_s), s	0.0	0.0	35.9	0.0	0.0	16.7	0.0	0.0	18.4	1.4	0.0	21.1
Cycle Q Clear(g_c), s	0.0	0.0	35.9	0.0	0.0	16.7	0.0	0.0	18.4	1.4	0.0	21.1
Prop In Lane	1.00		0.14	1.00		0.26	1.00		0.28	1.00		0.23
Lane Grp Cap(c), veh/h	536	0	785	144	0	427	155	0	394	217	0	431
V/C Ratio(X)	0.28	0.00	0.91	0.37	0.00	0.77	0.43	0.00	0.88	0.64	0.00	0.92
Avail Cap(c_a), veh/h	536	0	824	274	0	809	277	0	436	306	0	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	26.2	45.1	0.0	34.8	44.7	0.0	36.8	42.7	0.0	36.3
Incr Delay (d2), s/veh	0.2	0.0	16.3	1.2	0.0	10.1	1.4	0.0	21.9	1.2	0.0	26.0
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	0.0	17.4	1.2	0.0	8.0	1.6	0.0	10.0	3.1	0.0	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.4	0.0	42.5	46.2	0.0	44.9	46.1	0.0	58.6	43.9	0.0	62.2
LnGrp LOS	C		D	D		D	D		E	D		E
Approach Vol, veh/h	868				382				414		538	
Approach Delay, s/veh	40.0				45.1				56.6		57.5	
Approach LOS	D				D				E		E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.1	27.7	9.9	47.9	10.3	29.5	28.6	29.3				
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1				
Max Green Setting (Gmax), s	10.9	23.9	10.9	43.9	10.9	23.9	10.9	43.9				
Max Q Clear Time (g_c+I1), s	3.4	20.4	2.0	37.9	2.0	23.1	2.0	18.7				
Green Ext Time (p_c), s	0.1	1.2	0.0	3.9	0.1	0.3	0.2	4.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			48.3									
HCM 7th LOS			D									

Prospect Pointe South TIS
Fishbeck

Synchro 12 Report
11/17/2025

HCM 7th Signalized Intersection Summary
1002: Prospect Road & Clark Road

2025 Existing Conditions
p.m. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	265	73	64	126	52	24	229	79	105	278	59
Future Volume (veh/h)	91	265	73	64	126	52	24	229	79	105	278	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	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			
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	102	298	82	70	137	57	27	260	90	119	316	67
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	2	2	2	1	1	1	2	2	2
Cap, veh/h	434	342	94	428	301	125	252	405	140	229	566	479
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	1426	392	1781	1254	522	1008	1338	463	1031	1870	1585
Grp Volume(v), veh/h	102	0	380	70	0	194	27	0	350	119	316	67
Grp Sat Flow(s),veh/h/ln	1810	0	1818	1781	0	1776	1008	0	1802	1031	1870	1585
Q Serve(g_s), s	3.6	0.0	16.1	2.5	0.0	7.5	1.8	0.0	13.5	9.0	11.3	2.5
Cycle Q Clear(g_c), s	3.6	0.0	16.1	2.5	0.0	7.5	13.2	0.0	13.5	22.5	11.3	2.5
Prop In Lane	1.00		0.22	1.00		0.29	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	434	0	436	428	0	426	252	0	545	229	566	479
V/C Ratio(X)	0.23	0.00	0.87	0.16	0.00	0.46	0.11	0.00	0.64	0.52	0.56	0.14
Avail Cap(c_a), veh/h	434	0	436	428	0	426	252	0	545	229	566	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	0.0	29.2	24.0	0.0	25.9	29.0	0.0	24.2	33.9	23.4	20.3
Incr Delay (d2), s/veh	1.3	0.0	20.5	0.8	0.0	3.5	0.3	0.0	3.2	3.3	1.8	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	8.9	1.1	0.0	3.3	0.5	0.0	5.9	2.4	5.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.8	0.0	49.7	24.9	0.0	29.4	29.3	0.0	27.3	37.2	25.2	20.5
LnGrp LOS	C		D	C		C	C		C	D	C	C
Approach Vol, veh/h	482				264				377		502	
Approach Delay, s/veh	44.7				28.2				27.5		27.4	
Approach LOS	D				C				C		C	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	30.0		25.0		30.0		25.0					
Change Period (Y+Rc), s	5.8		5.8		5.8		5.8					
Max Green Setting (Gmax), s	24.2		19.2		24.2		19.2					
Max Q Clear Time (g_c+I1), s	15.5		18.1		24.5		9.5					
Green Ext Time (p_c), s	2.2		0.4		0.0		1.3					
Intersection Summary												
HCM 7th Control Delay, s/veh		32.7										
HCM 7th LOS		C										

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	34	308	67	90	381
Future Vol, veh/h	46	34	308	67	90	381
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	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	85	85	95	95
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	55	41	362	79	95	401

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	953	362	0	0	441	0
Stage 1	362	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	290	687	-	-	1119	-
Stage 1	709	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	265	687	-	-	1119	-
Mov Cap-2 Maneuver	265	-	-	-	-	-
Stage 1	709	-	-	-	-	-
Stage 2	510	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	18.67	0	1.63
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	359	1119
HCM Lane V/C Ratio	-	-	0.268	0.085
HCM Ctrl Dly (s/v)	-	-	18.7	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.1	0.3

Intersection: 1001: Prospect Road & Geddes Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	395	776	95	314	126	394	304	427
Average Queue (ft)	138	413	38	129	45	177	101	227
95th Queue (ft)	378	745	82	245	93	316	204	371
Link Distance (ft)		1478		1702		703		1343
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		150		500		200	
Storage Blk Time (%)	1	42	0	8		0	0	20
Queuing Penalty (veh)	3	59	0	4		0	1	27

Intersection: 1002: Prospect Road & Clark Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	151	367	81	147	75	209	236	229	125
Average Queue (ft)	63	162	29	73	18	118	83	106	27
95th Queue (ft)	136	309	64	134	53	188	175	186	93
Link Distance (ft)		884		901		762		627	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		125		60		150		50
Storage Blk Time (%)	16	51	0	1	1	27	7	24	0
Queuing Penalty (veh)	54	47	0	1	3	7	25	39	1

Intersection: 9001: Prospect Road & Berkshire Drive

Movement	WB	NB	SB
Directions Served	LR	R	L
Maximum Queue (ft)	70	20	62
Average Queue (ft)	25	0	18
95th Queue (ft)	51	6	47
Link Distance (ft)	429		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	400
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 270

Appendix

Crash Data

3

Crash Data January 1, 2022 - December 31, 2024

ID #	Date	Intersection	Crash Type	Road Conditions	Light	Injury	Alcohol or Drugs	Cause
202224058	1/7/2022	Prospect Road and Geddes Road	Head-On Left Turn	Dry	Daylight	B	No	WB vehicle attempted to turn left without assured clear distance.
202235907	2/3/2022	Prospect Road and Geddes Road	Head-On Left Turn	Snow	Daylight	O	No	EB vehicle attempted to turn left without assured clear distance.
202269849	3/2/2022	Prospect Road and Clark Road	Single Motor Vehicle	Wet	Dark Unlighted	O	No	Vehicle lost a wheel.
2022178154	8/9/2022	Prospect Road and Geddes Road	Rear-End	Dry	Daylight	C	No	Failed to stop for stopped traffic.
2022190148	8/25/2022	Prospect Road and Clark Road	Rear-End	Dry	Daylight	O	No	Failed to stop for stopped traffic.
2022189362	8/26/2022	Prospect Road and Geddes Road	Head-On	Dry	Dark Unlighted	O	No	SB vehicle attempted to turn left without assured clear distance.
2022244958	10/27/2022	Prospect Road and Geddes Road	Angle	Dry	Daylight	O	No	EB vehicle attempted to turn left without assured clear distance.
202344241	2/18/2023	Prospect Road and Clark Road	Head-On Left Turn	Dry	Daylight	C	No	SB vehicle attempted to turn left without assured clear distance.
202390591	4/19/2023	Prospect Road and Geddes Road	Rear-End	Dry	Daylight	O	No	Failed to stop for stopped traffic.
2023122369	5/19/2023	Prospect Road and Geddes Road	Other	Dry	Daylight	B	Yes	EB vehicle was traveling at high rate of speed, attempted to turn right, and struck a NB vehicle. Alcohol was involved.
2023121033	5/25/2023	Prospect Road and Clark Road	Angle	Dry	Daylight	O	No	NB vehicle disregarded red light.
2023144876	6/26/2023	Prospect Road and Geddes Road	Angle	Wet	Daylight	O	No	Signal was nonoperational due to power failure. SB vehicle failed to stop at intersection.
2023214495	9/18/2023	Prospect Road and Geddes Road	Head-On Left Turn	Dry	Daylight	O	No	WB vehicle attempted to turn left without assured clear distance.
2023213884	9/27/2023	Prospect Road and Geddes Road	Rear-End	Dry	Daylight	O	No	Failed to stop for stopped traffic.
2023251725	10/16/2023	Prospect Road and Geddes Road	Single Motor Vehicle	Dry	Daylight	O	No	SB vehicle attempted to turn right and lost control.
202466864	3/22/2024	Prospect Road and Geddes Road	Other	Ice	Daylight	O	No	SB right turn lost control and struck EB vehicle.
202471000	3/29/2024	Prospect Road and Clark Road	Head-On Left Turn	Dry	Dark Lighted	O	No	NB vehicle attempted to turn left without assured clear distance.
2024180982	8/7/2024	Prospect Road and Geddes Road	Single Motor Vehicle	Dry	Dark Lighted	O	No	Vehicle was fleeing police and struck a utility pole.
2024192010	8/20/2024	Prospect Road and Geddes Road	Angle	Dry	Daylight	O	No	WB vehicle disregarded red light.
2024293087	12/17/2024	Prospect Road and Berkshire Drive	Single Motor Vehicle	Snow	Daylight	O	No	NB vehicle attempted to turn right, lost control, and struck a sign.

Appendix

Background Development Trip Generation Calculations

4

Prospect Pointe West

FILTER BY TYPE

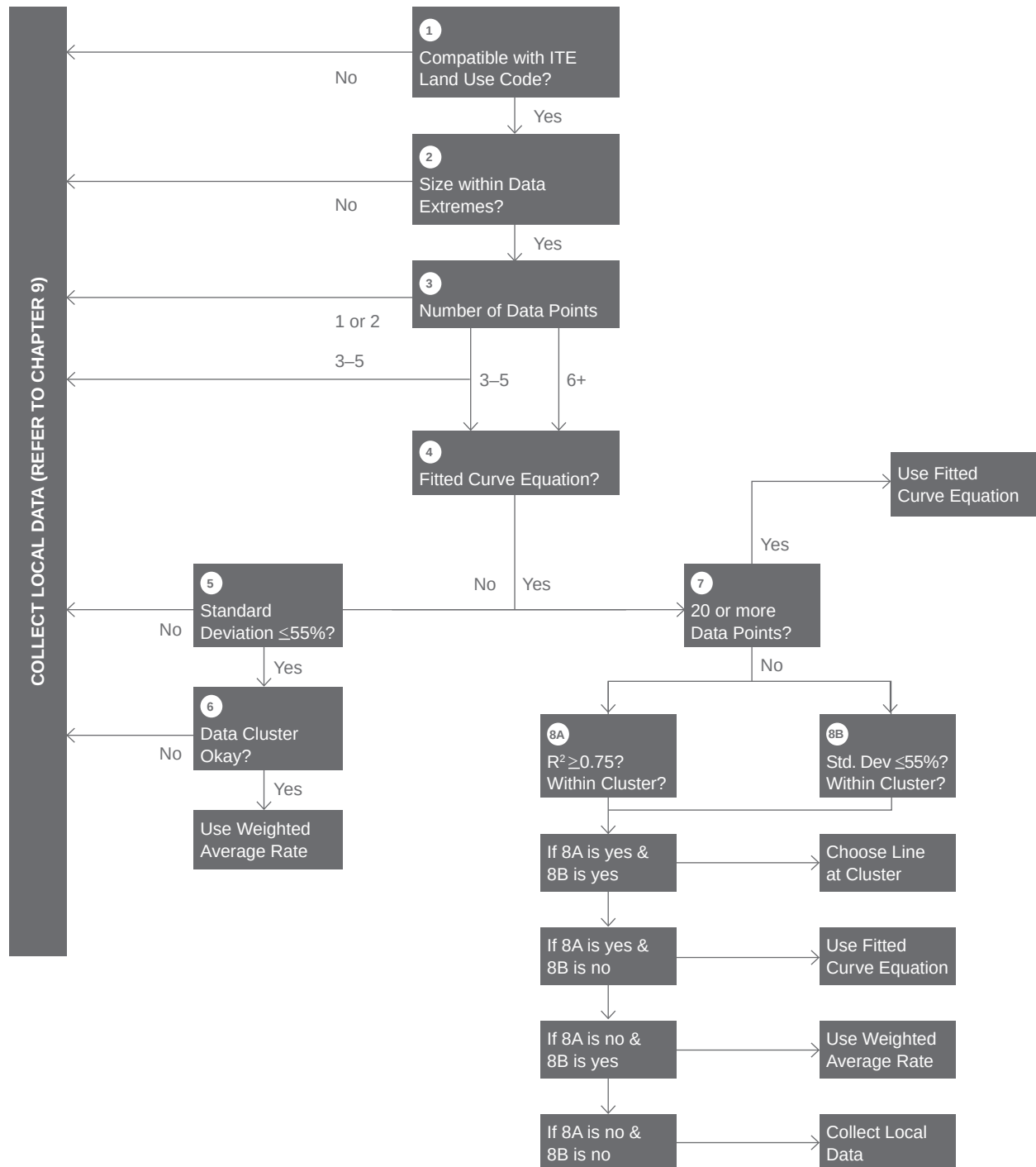
- AVAILABLE (18)
- INVENTORY-UNDER CONSTRUCTION (1)
- INVENTORY-COMPLETED (0)
- RESERVED (0)
- SOLD (55)
- MODEL (1)
- NOT RELEASED (11)



Development	ITE Land Use	LUC	Units	a.m. Peak Hour			p.m. Peak Hour			Weekday
				In	Out	Total	In	Out	Total	
Prospect Pointe West	Single-Family Detached Housing	210	102 DU	20	54	74	61	37	98	1089

ITE Land Use	LUC	Units	Time Period	Equation	R2	Rate	Studies	Notes
Single-Family Detached Housing	210	DU	a.m.	$T=0.67(X)+5.59$	0.89	0.70	153	# Studies > 20, Use Fitted Curve.
			p.m.	$\ln(T)=0.92\ln(X)+0.33$	0.90	0.93	166	# Studies > 20, Use Fitted Curve.
			Weekday	$T=8.07(X)+265.45$	0.94	9.09	155	# Studies > 20, Use Fitted Curve.

**Figure 4.2 Process for Selecting Average Rate or Equation
in *Trip Generation Manual* Data**



Appendix

Background LOS Output Reports

5

HCM 7th Signalized Intersection Summary
1001: Prospect Road & Geddes Road

2029 Background Conditions
a.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	208	54	34	583	87	192	254	38	66	149	206
Future Volume (veh/h)	73	208	54	34	583	87	192	254	38	66	149	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	77	219	57	36	620	93	229	302	45	79	177	245
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	6	6	6
Cap, veh/h	142	283	74	550	645	97	247	334	50	287	153	212
Arrive On Green	0.04	0.20	0.20	0.25	0.41	0.41	0.10	0.21	0.21	0.11	0.22	0.22
Sat Flow, veh/h	1781	1430	372	1781	1589	238	1767	1578	235	1725	688	952
Grp Volume(v), veh/h	77	0	276	36	0	713	229	0	347	79	0	422
Grp Sat Flow(s),veh/h/ln	1781	0	1802	1781	0	1827	1767	0	1813	1725	0	1640
Q Serve(g_s), s	0.4	0.0	15.6	0.0	0.0	40.8	9.7	0.0	20.0	0.0	0.0	23.9
Cycle Q Clear(g_c), s	0.4	0.0	15.6	0.0	0.0	40.8	9.7	0.0	20.0	0.0	0.0	23.9
Prop In Lane	1.00		0.21	1.00		0.13	1.00		0.13	1.00		0.58
Lane Grp Cap(c), veh/h	142	0	357	550	0	742	247	0	384	287	0	365
V/C Ratio(X)	0.54	0.00	0.77	0.07	0.00	0.96	0.93	0.00	0.90	0.28	0.00	1.16
Avail Cap(c_a), veh/h	248	0	738	550	0	748	247	0	404	287	0	365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.3	0.0	40.7	28.4	0.0	31.0	46.2	0.0	41.2	41.8	0.0	41.7
Incr Delay (d2), s/veh	2.4	0.0	12.0	0.0	0.0	24.4	38.1	0.0	26.1	0.2	0.0	96.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	7.7	0.7	0.0	21.3	8.4	0.0	11.3	1.8	0.0	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	0.0	52.8	28.4	0.0	55.4	84.3	0.0	67.3	42.0	0.0	138.1
LnGrp LOS	D		D	C	E		F	E		D	F	
Approach Vol, veh/h	353		749			576			501			
Approach Delay, s/veh	52.5		54.1			74.1			122.9			
Approach LOS	D		D			E			F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.2	28.8	32.9	27.4	17.0	30.0	10.6	49.7				
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1				
Max Green Setting (Gmax), s	10.9	23.9	10.9	43.9	10.9	23.9	10.9	43.9				
Max Q Clear Time (g_c+I1), s	2.0	22.0	2.0	17.6	11.7	25.9	2.4	42.8				
Green Ext Time (p_c), s	0.0	0.7	0.0	3.7	0.0	0.0	0.1	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	74.9											
HCM 7th LOS	E											

HCM 7th Signalized Intersection Summary 1002: Prospect Road & Clark Road

2029 Background Conditions
a.m. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	57	30	76	232	127	36	225	53	58	192	67
Future Volume (veh/h)	32	57	30	76	232	127	36	225	53	58	192	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
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	1900	1900	1900	1885	1885	1885	1870	1870	1870	1826	1826	1826
Adj Flow Rate, veh/h	40	70	37	88	270	148	48	300	71	84	278	97
Peak Hour Factor	0.81	0.81	0.81	0.86	0.86	0.86	0.75	0.75	0.75	0.69	0.69	0.69
Percent Heavy Veh, %	0	0	0	1	1	1	2	2	2	5	5	5
Cap, veh/h	439	283	150	435	277	152	261	432	102	203	539	447
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	1169	618	1795	1144	627	1008	1462	346	987	1826	1514
Grp Volume(v), veh/h	40	0	107	88	0	418	48	0	371	84	278	97
Grp Sat Flow(s),veh/h/ln	1810	0	1787	1795	0	1771	1008	0	1808	987	1826	1514
Q Serve(g_s), s	1.4	0.0	3.8	3.1	0.0	18.5	3.3	0.0	14.4	6.5	10.0	3.8
Cycle Q Clear(g_c), s	1.4	0.0	3.8	3.1	0.0	18.5	13.3	0.0	14.4	20.9	10.0	3.8
Prop In Lane	1.00		0.35	1.00		0.35	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	439	0	433	435	0	429	261	0	534	203	539	447
V/C Ratio(X)	0.09	0.00	0.25	0.20	0.00	0.97	0.18	0.00	0.69	0.41	0.52	0.22
Avail Cap(c_a), veh/h	439	0	433	435	0	429	271	0	553	213	558	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	0.0	24.2	23.9	0.0	29.7	28.7	0.0	24.7	34.0	23.2	21.0
Incr Delay (d2), s/veh	0.4	0.0	1.4	1.0	0.0	37.3	0.6	0.0	4.4	2.3	1.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.7	1.3	0.0	11.6	0.8	0.0	6.4	1.6	4.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.6	0.0	25.5	24.9	0.0	67.1	29.3	0.0	29.1	36.3	24.5	21.4
LnGrp LOS	C		C	C		E	C		C	D	C	C
Approach Vol, veh/h	147			506			419			459		
Approach Delay, s/veh	25.0			59.8			29.1			26.0		
Approach LOS	C			E			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	29.2			25.0			29.2			25.0		
Change Period (Y+Rc), s	5.8			5.8			5.8			5.8		
Max Green Setting (Gmax), s	24.2			19.2			24.2			19.2		
Max Q Clear Time (g_c+I1), s	16.4			5.8			22.9			20.5		
Green Ext Time (p_c), s	2.2			0.8			0.5			0.0		
Intersection Summary												
HCM 7th Control Delay, s/veh	37.9											
HCM 7th LOS	D											

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	123	353	26	17	251
Future Vol, veh/h	47	123	353	26	17	251
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	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	79	79
Heavy Vehicles, %	1	1	3	3	7	7
Mvmt Flow	57	148	425	31	22	318

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	786	425	0	0	457
Stage 1	425	-	-	-	-
Stage 2	361	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.17
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.263
Pot Cap-1 Maneuver	362	631	-	-	1078
Stage 1	661	-	-	-	-
Stage 2	708	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	355	631	-	-	1078
Mov Cap-2 Maneuver	355	-	-	-	-
Stage 1	661	-	-	-	-
Stage 2	693	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.37	0	0.53
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	519	1078
HCM Lane V/C Ratio	-	-	0.394	0.02
HCM Ctrl Dly (s/v)	-	-	16.4	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.9	0.1

Intersection: 1001: Prospect Road & Geddes Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	116	228	349	999	350	354	351	664
Average Queue (ft)	53	102	76	619	185	166	134	380
95th Queue (ft)	102	194	278	1108	328	302	379	734
Link Distance (ft)		1478		1702		703		1343
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		150		500		200	
Storage Blk Time (%)	0	4		54			0	45
Queuing Penalty (veh)	0	3		18			0	30

Intersection: 1002: Prospect Road & Clark Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	64	112	199	421	124	249	154	230	125
Average Queue (ft)	20	40	57	184	31	113	43	81	27
95th Queue (ft)	52	85	163	342	83	203	116	160	86
Link Distance (ft)		884		901		762		627	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		125		60		150		50
Storage Blk Time (%)	2	8	0	27	2	26	2	16	0
Queuing Penalty (veh)	2	3	0	21	5	10	7	21	1

Intersection: 9001: Prospect Road & Berkshire Drive

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	115	32
Average Queue (ft)	39	5
95th Queue (ft)	78	22
Link Distance (ft)	429	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		400
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 120

HCM 7th Signalized Intersection Summary
1001: Prospect Road & Geddes Road

2029 Background Conditions
p.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	612	99	49	229	78	63	214	83	137	301	101
Future Volume (veh/h)	152	612	99	49	229	78	63	214	83	137	301	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	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	1885	1885	1885	1885	1885	1885	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	651	105	56	260	89	76	258	100	144	317	106
Peak Hour Factor	0.94	0.94	0.94	0.88	0.88	0.88	0.83	0.83	0.83	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	525	684	110	143	333	114	150	287	111	207	321	107
Arrive On Green	0.23	0.43	0.43	0.04	0.25	0.25	0.04	0.22	0.22	0.06	0.24	0.24
Sat Flow, veh/h	1795	1578	255	1795	1342	459	1781	1283	497	1781	1341	448
Grp Volume(v), veh/h	162	0	756	56	0	349	76	0	358	144	0	423
Grp Sat Flow(s),veh/h/ln	1795	0	1833	1795	0	1801	1781	0	1781	1781	0	1790
Q Serve(g_s), s	0.3	0.0	39.8	0.0	0.0	18.1	0.0	0.0	19.5	2.1	0.0	23.5
Cycle Q Clear(g_c), s	0.3	0.0	39.8	0.0	0.0	18.1	0.0	0.0	19.5	2.1	0.0	23.5
Prop In Lane	1.00		0.14	1.00		0.26	1.00		0.28	1.00		0.25
Lane Grp Cap(c), veh/h	525	0	794	143	0	447	150	0	399	207	0	428
V/C Ratio(X)	0.31	0.00	0.95	0.39	0.00	0.78	0.51	0.00	0.90	0.70	0.00	0.99
Avail Cap(c_a), veh/h	525	0	805	268	0	791	266	0	426	296	0	428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.3	0.0	27.3	46.1	0.0	35.1	45.7	0.0	37.7	44.2	0.0	37.9
Incr Delay (d2), s/veh	0.2	0.0	21.8	1.3	0.0	10.3	1.9	0.0	24.2	1.6	0.0	40.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	20.2	1.3	0.0	8.7	1.8	0.0	10.7	3.3	0.0	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.6	0.0	49.1	47.4	0.0	45.3	47.6	0.0	61.8	45.8	0.0	78.4
LnGrp LOS	C		D	D		D	D		E	D		E
Approach Vol, veh/h	918				405				434		567	
Approach Delay, s/veh	45.6				45.6				59.3		70.1	
Approach LOS	D				D				E		E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	28.5	10.0	49.4	10.5	30.0	28.6	30.9				
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1				
Max Green Setting (Gmax), s	10.9	23.9	10.9	43.9	10.9	23.9	10.9	43.9				
Max Q Clear Time (g_c+l1), s	4.1	21.5	2.0	41.8	2.0	25.5	2.3	20.1				
Green Ext Time (p_c), s	0.1	0.9	0.0	1.6	0.1	0.0	0.2	4.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			54.2									
HCM 7th LOS			D									

HCM 7th Signalized Intersection Summary 1002: Prospect Road & Clark Road

2029 Background Conditions
p.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	274	75	66	130	59	25	242	82	114	292	62
Future Volume (veh/h)	97	274	75	66	130	59	25	242	82	114	292	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	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	1900	1900	1900	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	109	308	84	72	141	64	28	275	93	130	332	70
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	2	2	2	1	1	1	2	2	2
Cap, veh/h	434	343	94	428	292	133	241	408	138	215	566	479
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	1429	390	1781	1218	553	991	1347	456	1014	1870	1585
Grp Volume(v), veh/h	109	0	392	72	0	205	28	0	368	130	332	70
Grp Sat Flow(s),veh/h/ln	1810	0	1819	1781	0	1771	991	0	1803	1014	1870	1585
Q Serve(g_s), s	3.9	0.0	16.7	2.6	0.0	8.0	2.0	0.0	14.3	9.9	12.0	2.6
Cycle Q Clear(g_c), s	3.9	0.0	16.7	2.6	0.0	8.0	14.0	0.0	14.3	24.2	12.0	2.6
Prop In Lane	1.00		0.21	1.00		0.31	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	434	0	437	428	0	425	241	0	545	215	566	479
V/C Ratio(X)	0.25	0.00	0.90	0.17	0.00	0.48	0.12	0.00	0.67	0.60	0.59	0.15
Avail Cap(c_a), veh/h	434	0	437	428	0	425	241	0	545	215	566	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	0.0	29.5	24.1	0.0	26.1	29.6	0.0	24.5	35.2	23.7	20.4
Incr Delay (d2), s/veh	1.4	0.0	23.9	0.9	0.0	3.9	0.4	0.0	3.9	6.2	2.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	9.5	1.1	0.0	3.5	0.5	0.0	6.3	2.8	5.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.0	0.0	53.3	24.9	0.0	30.0	30.0	0.0	28.4	41.4	25.8	20.6
LnGrp LOS	C		D	C		C	C		C	D	C	C
Approach Vol, veh/h	501			277			396			532		
Approach Delay, s/veh	47.4			28.7			28.5			28.9		
Approach LOS	D			C			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	30.0			25.0			30.0			25.0		
Change Period (Y+Rc), s	5.8			5.8			5.8			5.8		
Max Green Setting (Gmax), s	24.2			19.2			24.2			19.2		
Max Q Clear Time (g_c+I1), s	16.3			18.7			26.2			10.0		
Green Ext Time (p_c), s	2.1			0.2			0.0			1.3		
Intersection Summary												
HCM 7th Control Delay, s/veh	34.2											
HCM 7th LOS	C											

Prospect Pointe South TIS
Fishbeck

Synchro 12 Report
11/18/2025

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	35	332	69	93	406
Future Vol, veh/h	47	35	332	69	93	406
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	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	85	85	95	95
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	57	42	391	81	98	427

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1014	391	0	0	472	0
Stage 1	391	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	267	662	-	-	1090	-
Stage 1	688	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	243	662	-	-	1090	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	490	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	20.32	0	1.61
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	333	1090
HCM Lane V/C Ratio	-	-	0.297	0.09
HCM Ctrl Dly (s/v)	-	-	20.3	8.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.2	0.3

Intersection: 1001: Prospect Road & Geddes Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	450	931	107	294	103	390	400	908
Average Queue (ft)	215	540	38	133	49	185	199	557
95th Queue (ft)	515	1063	83	234	91	323	445	1213
Link Distance (ft)		1478		1702		703		1343
Upstream Blk Time (%)		0						8
Queuing Penalty (veh)		0						0
Storage Bay Dist (ft)	150		150		500		200	
Storage Blk Time (%)	1	48		7			1	52
Queuing Penalty (veh)	4	73		4			2	71

Intersection: 1002: Prospect Road & Clark Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	165	379	70	167	119	283	200	244	125
Average Queue (ft)	73	187	27	83	22	133	93	116	29
95th Queue (ft)	155	347	64	148	71	235	178	208	101
Link Distance (ft)		884		901		762		627	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		125		60		150		50
Storage Blk Time (%)	17	54		2	1	31	9	27	0
Queuing Penalty (veh)	59	53		2	2	8	31	47	0

Intersection: 9001: Prospect Road & Berkshire Drive

Movement	WB	NB	SB
Directions Served	LR	R	L
Maximum Queue (ft)	58	9	69
Average Queue (ft)	23	0	20
95th Queue (ft)	47	6	49
Link Distance (ft)	429		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	400
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 355

Appendix

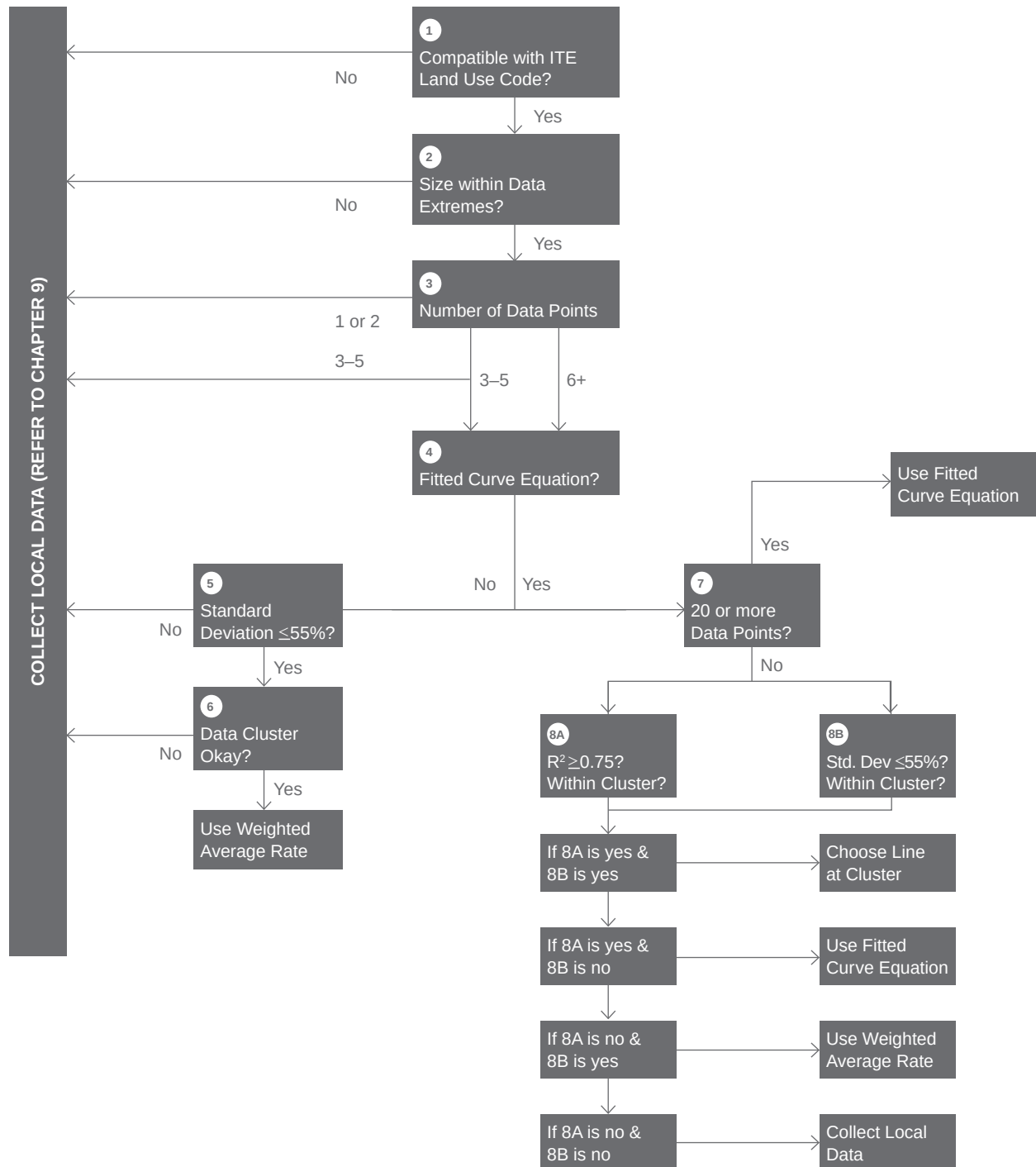
Trip Generation Calculations

6

ITE Land Use	LUC	Units	a.m. Peak Hour			p.m. Peak Hour			Weekday
			In	Out	Total	In	Out	Total	
Single-Family Detached Housing	210	118 DU	23	62	85	69	43	112	1218

ITE Land Use	LUC	Units	Time Period	Equation	R2	Rate	Studies	Notes
Single-Family Detached Housing	210	DU	a.m.	$T=0.67(X)+5.59$	0.89	0.70	153	# Studies > 20, Use Fitted Curve.
			p.m.	$\ln(T)=0.92\ln(X)+0.33$	0.90	0.93	166	# Studies > 20, Use Fitted Curve.
			Weekday	$T=8.07(X)+265.45$	0.94	9.09	155	# Studies > 20, Use Fitted Curve.

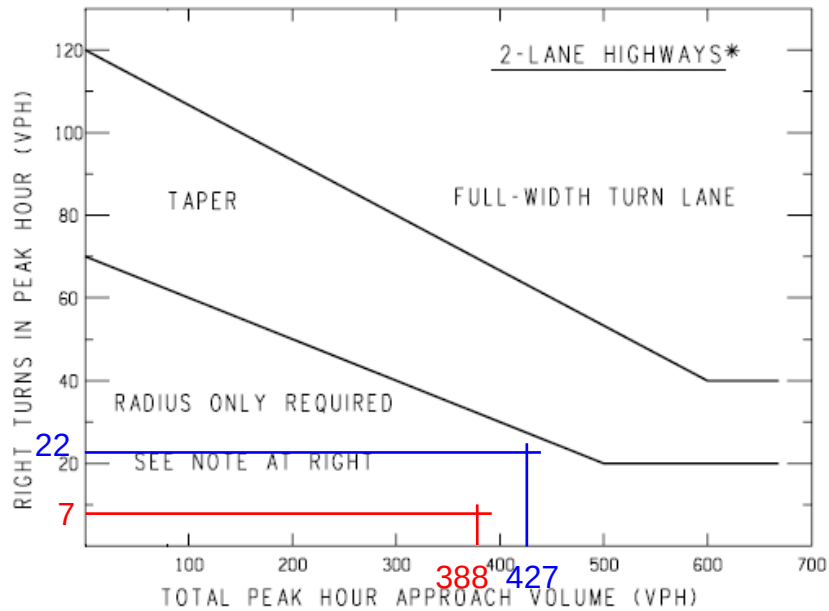
**Figure 4.2 Process for Selecting Average Rate or Equation
in *Trip Generation Manual* Data**



Appendix

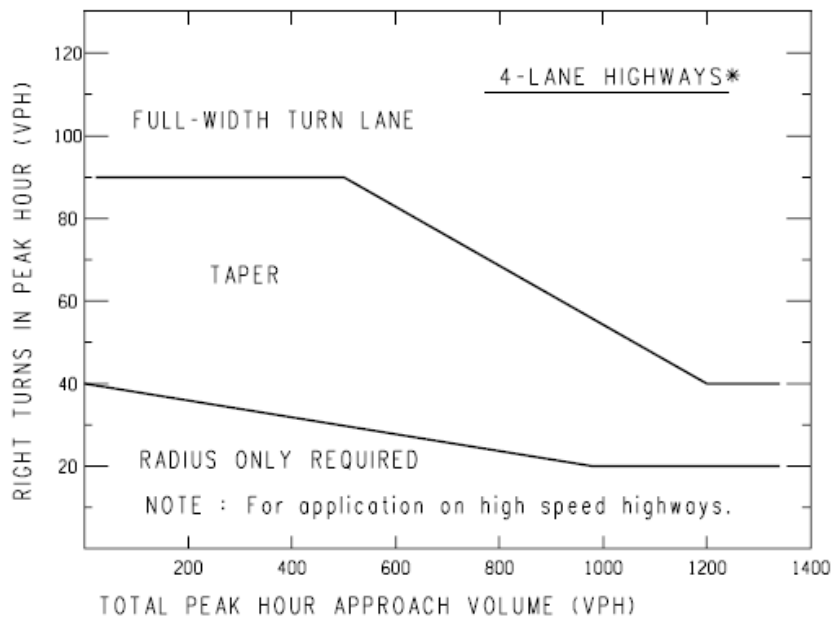
Turn Lane Charts

7



NOTE: For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph, adjust right turn volumes.

Adjust peak hour
Right turns = Peak hour
Right turns – 20



*If a center left-turn lane exists (ie 3 or 5 lane roadway), subtract the number of left turns in approach volume from the total approach volume to get an adjusted total approach volume.

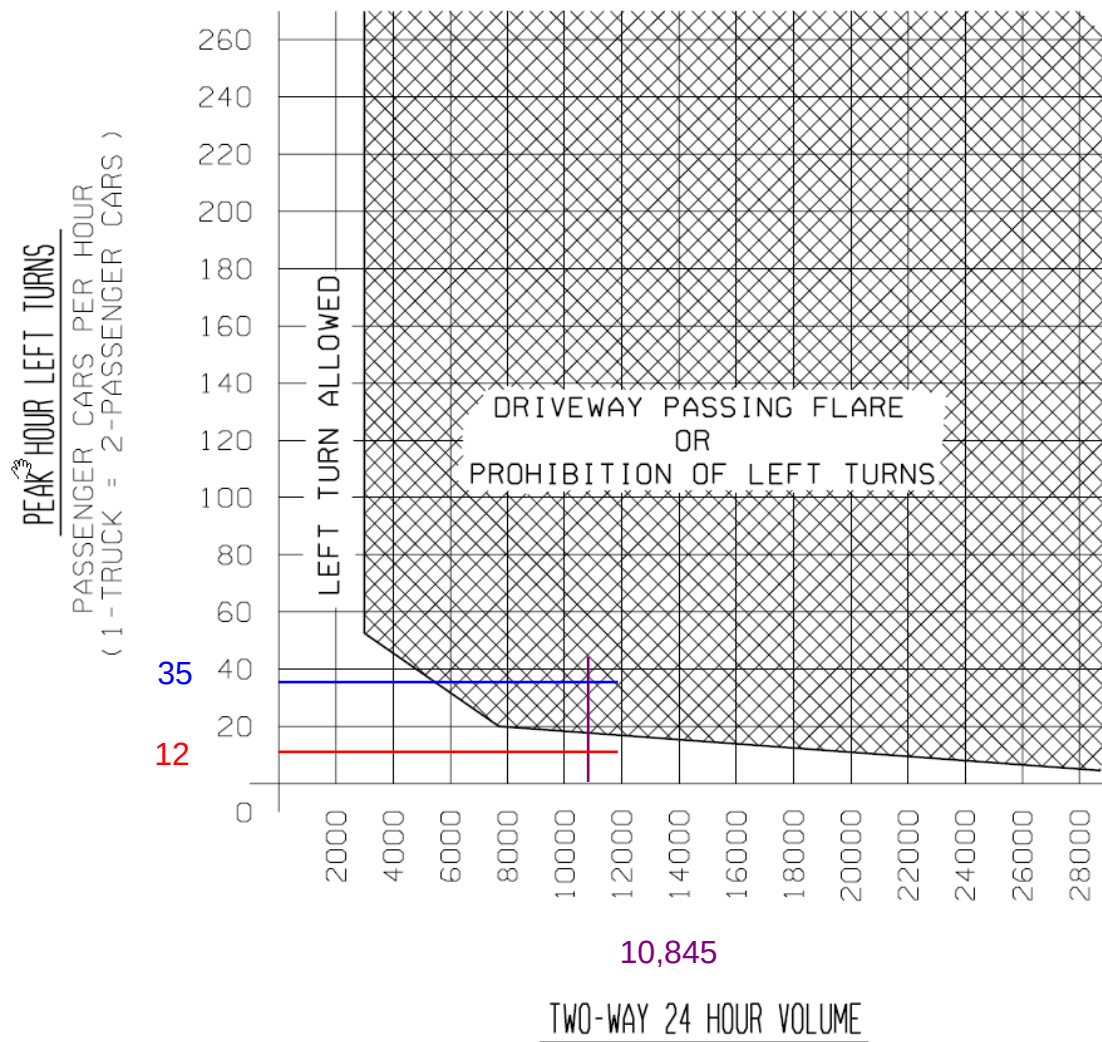
Sample Problem: The Design Speed is 55 mph. The Peak Hour Approach Volume is 300 vph. The Number of Right Turns in the Peak Hour is 100 vph. Determine if a right turn lane is recommended.

Solution: Figure indicates that the intersection of 300 vph and 100 vph is located above the upper trend line; thus, a right-turn lane may be recommended.

1.2.3 Traffic Volume Guidelines for Driveway Passing Flares

Driveways serving large developments along state trunkline highways frequently generate large numbers of left-turns. On two-lane, two-way roadways, this situation can aggravate the efficiency of traffic operations and often make shoulder maintenance difficult. In such situations, prohibition of left-turns at driveways to large developments or construction of driveway passing flares should be considered.

In an attempt to alleviate the types of problems outlined above, the following chart is provided showing the relationship between peak hour left-turns and 24-hour volumes. When peak hour left-turns and 24-hour volumes fall within the area above and to the right of the trend line, left-turns should be prohibited or a driveway passing flare be installed. If a driveway passing flare is constructed, the entire cost should be borne by the developer. For additional information and geometric design guidance regarding driveway passing flares, please refer to [Geometric Design Guide GEO-650](#).



NOTE: This chart is based on Total Development and is for Two-Way Roadways.

Two Way Volume:
2024 AADT (9,368) Grown to 2029 at 0.8% per year + 90% Weekday Site Trips (1,218) = 10,845
425 of 701

Appendix

Future LOS Output Reports

8

HCM 7th Signalized Intersection Summary
1001: Prospect Road & Geddes Road

2029 Future Conditions
a.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	208	57	41	583	87	216	264	46	66	153	206
Future Volume (veh/h)	73	208	57	41	583	87	216	264	46	66	153	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	77	219	60	44	620	93	257	314	55	79	182	245
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	6	6	6
Cap, veh/h	142	283	78	547	645	97	247	339	59	267	156	210
Arrive On Green	0.04	0.20	0.20	0.25	0.41	0.41	0.10	0.22	0.22	0.10	0.22	0.22
Sat Flow, veh/h	1781	1413	387	1781	1589	238	1767	1538	269	1725	700	942
Grp Volume(v), veh/h	77	0	279	44	0	713	257	0	369	79	0	427
Grp Sat Flow(s),veh/h/ln	1781	0	1800	1781	0	1827	1767	0	1807	1725	0	1642
Q Serve(g_s), s	0.4	0.0	15.7	0.0	0.0	40.8	10.9	0.0	21.5	0.0	0.0	23.9
Cycle Q Clear(g_c), s	0.4	0.0	15.7	0.0	0.0	40.8	10.9	0.0	21.5	0.0	0.0	23.9
Prop In Lane	1.00		0.22	1.00		0.13	1.00		0.15	1.00		0.57
Lane Grp Cap(c), veh/h	142	0	360	547	0	742	247	0	398	267	0	366
V/C Ratio(X)	0.54	0.00	0.77	0.08	0.00	0.96	1.04	0.00	0.93	0.30	0.00	1.17
Avail Cap(c_a), veh/h	248	0	736	547	0	748	247	0	403	267	0	366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.3	0.0	40.6	28.7	0.0	31.0	46.7	0.0	41.0	42.8	0.0	41.7
Incr Delay (d2), s/veh	2.4	0.0	12.0	0.0	0.0	24.4	68.6	0.0	29.2	0.2	0.0	101.0
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	0.0	7.8	0.8	0.0	21.3	11.0	0.0	12.4	1.8	0.0	19.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	0.0	52.6	28.8	0.0	55.4	115.4	0.0	70.2	43.0	0.0	142.7
LnGrp LOS	D		D	C		E	F		E	D		F
Approach Vol, veh/h	356			757			626			506		
Approach Delay, s/veh	52.4			53.9			88.7			127.1		
Approach LOS	D			D			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.3	29.7	32.7	27.6	17.0	30.0	10.6	49.7				
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1				
Max Green Setting (Gmax), s	10.9	23.9	10.9	43.9	10.9	23.9	10.9	43.9				
Max Q Clear Time (g_c+I1), s	2.0	23.5	2.0	17.7	12.9	25.9	2.4	42.8				
Green Ext Time (p_c), s	0.0	0.2	0.0	3.7	0.0	0.0	0.1	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	79.9											
HCM 7th LOS	E											

HCM 7th Signalized Intersection Summary
1002: Prospect Road & Clark Road

2029 Future Conditions
a.m. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	57	30	76	232	132	36	228	53	62	199	76
Future Volume (veh/h)	33	57	30	76	232	132	36	228	53	62	199	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
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	1900	1900	1900	1885	1885	1885	1870	1870	1870	1826	1826	1826
Adj Flow Rate, veh/h	41	70	37	88	270	153	48	304	71	90	288	110
Peak Hour Factor	0.81	0.81	0.81	0.86	0.86	0.86	0.75	0.75	0.75	0.69	0.69	0.69
Percent Heavy Veh, %	0	0	0	1	1	1	2	2	2	5	5	5
Cap, veh/h	436	282	149	433	272	154	257	440	103	205	547	454
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	1169	618	1795	1129	640	987	1466	342	984	1826	1515
Grp Volume(v), veh/h	41	0	107	88	0	423	48	0	375	90	288	110
Grp Sat Flow(s),veh/h/ln	1810	0	1787	1795	0	1768	987	0	1809	984	1826	1515
Q Serve(g_s), s	1.4	0.0	3.9	3.1	0.0	19.0	3.4	0.0	14.6	7.1	10.4	4.4
Cycle Q Clear(g_c), s	1.4	0.0	3.9	3.1	0.0	19.0	13.8	0.0	14.6	21.7	10.4	4.4
Prop In Lane	1.00		0.35	1.00		0.36	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	436	0	431	433	0	426	257	0	542	205	547	454
V/C Ratio(X)	0.09	0.00	0.25	0.20	0.00	0.99	0.19	0.00	0.69	0.44	0.53	0.24
Avail Cap(c_a), veh/h	436	0	431	433	0	426	261	0	549	209	554	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	0.0	24.4	24.1	0.0	30.2	28.9	0.0	24.6	34.2	23.2	21.1
Incr Delay (d2), s/veh	0.4	0.0	1.4	1.1	0.0	41.8	0.6	0.0	4.3	2.5	1.4	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.7	1.4	0.0	12.3	0.8	0.0	6.5	1.8	4.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.9	0.0	25.8	25.2	0.0	72.0	29.5	0.0	29.0	36.7	24.6	21.5
LnGrp LOS	C		C	C		E	C		C	D	C	C
Approach Vol, veh/h	148		511			423			488			
Approach Delay, s/veh	25.3		64.0			29.0			26.2			
Approach LOS	C		E			C			C			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	29.7		25.0			29.7			25.0			
Change Period (Y+Rc), s	5.8		5.8			5.8			5.8			
Max Green Setting (Gmax), s	24.2		19.2			24.2			19.2			
Max Q Clear Time (g_c+I1), s	16.6		5.9			23.7			21.0			
Green Ext Time (p_c), s	2.2		0.8			0.2			0.0			
Intersection Summary												
HCM 7th Control Delay, s/veh	39.2											
HCM 7th LOS	D											

Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↑	↔	↑
Traffic Vol, veh/h	50	131	387	28	19	263
Future Vol, veh/h	50	131	387	28	19	263
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	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	79	79
Heavy Vehicles, %	1	1	3	3	7	7
Mvmt Flow	60	158	466	34	24	333

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	847	466	0	0	500	0
Stage 1	466	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.17	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.263	-
Pot Cap-1 Maneuver	333	598	-	-	1039	-
Stage 1	634	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	326	598	-	-	1039	-
Mov Cap-2 Maneuver	326	-	-	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	677	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	18.3	0	0.58
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	486	1039
HCM Lane V/C Ratio	-	-	0.449	0.023
HCM Ctrl Dly (s/v)	-	-	18.3	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.3	0.1

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	34	381	7	12	301
Future Vol, veh/h	17	34	381	7	12	301
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	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	83	83	79	79
Heavy Vehicles, %	2	2	3	3	7	7
Mvmt Flow	18	37	459	8	15	381
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	875	463	0	0	467	0
Stage 1	463	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.17	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.263	-
Pot Cap-1 Maneuver	320	599	-	-	1068	-
Stage 1	633	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	315	599	-	-	1068	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	13.88	0	0.32			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	461	1068	-	
HCM Lane V/C Ratio	-	-	0.12	0.014	-	
HCM Ctrl Dly (s/v)	-	-	13.9	8.4	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

Intersection: 1001: Prospect Road & Geddes Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	125	233	349	919	524	671	400	829
Average Queue (ft)	61	93	86	550	347	313	133	425
95th Queue (ft)	110	170	295	1017	612	703	380	844
Link Distance (ft)		1478		1702		703		1343
Upstream Blk Time (%)						9		
Queuing Penalty (veh)						43		
Storage Bay Dist (ft)	150		150		500		200	
Storage Blk Time (%)	0	2		50	22	1		51
Queuing Penalty (veh)	0	1		20	65	1		34

Intersection: 1002: Prospect Road & Clark Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	65	91	200	449	114	262	146	294	125
Average Queue (ft)	16	36	68	195	27	118	47	88	29
95th Queue (ft)	45	74	184	369	75	209	122	202	91
Link Distance (ft)		884		901		762		627	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		125		60		150		50
Storage Blk Time (%)	2	7	0	29	1	26	3	18	1
Queuing Penalty (veh)	2	2	1	24	4	9	8	28	2

Intersection: 9001: Prospect Road & Berkshire Drive

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	118	34
Average Queue (ft)	41	4
95th Queue (ft)	82	22
Link Distance (ft)	428	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		400
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9002: Prospect Road & Lakeview Drive (Site Driveway)

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	57	31
Average Queue (ft)	30	3
95th Queue (ft)	52	17
Link Distance (ft)	913	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 244

HCM 7th Signalized Intersection Summary 1001: Prospect Road & Geddes Road

2029 Future Conditions
p.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	612	120	58	229	78	69	221	96	137	314	101
Future Volume (veh/h)	152	612	120	58	229	78	69	221	96	137	314	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	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	1885	1885	1885	1885	1885	1885	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	651	128	66	260	89	83	266	116	144	331	106
Peak Hour Factor	0.94	0.94	0.94	0.88	0.88	0.88	0.83	0.83	0.83	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	532	663	130	146	332	114	151	288	125	180	321	103
Arrive On Green	0.23	0.43	0.43	0.04	0.25	0.25	0.04	0.23	0.23	0.05	0.24	0.24
Sat Flow, veh/h	1795	1524	300	1795	1342	459	1781	1235	539	1781	1357	435
Grp Volume(v), veh/h	162	0	779	66	0	349	83	0	382	144	0	437
Grp Sat Flow(s),veh/h/ln	1795	0	1823	1795	0	1801	1781	0	1773	1781	0	1792
Q Serve(g_s), s	0.3	0.0	42.6	0.0	0.0	18.3	0.5	0.0	21.3	2.7	0.0	23.9
Cycle Q Clear(g_c), s	0.3	0.0	42.6	0.0	0.0	18.3	0.5	0.0	21.3	2.7	0.0	23.9
Prop In Lane	1.00		0.16	1.00		0.26	1.00		0.30	1.00		0.24
Lane Grp Cap(c), veh/h	532	0	793	146	0	445	151	0	413	180	0	424
V/C Ratio(X)	0.30	0.00	0.98	0.45	0.00	0.78	0.55	0.00	0.92	0.80	0.00	1.03
Avail Cap(c_a), veh/h	532	0	793	265	0	783	264	0	420	286	0	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.3	0.0	28.1	46.3	0.0	35.5	46.1	0.0	37.8	45.9	0.0	38.5
Incr Delay (d2), s/veh	0.2	0.0	27.9	1.6	0.0	10.4	2.3	0.0	28.1	3.3	0.0	51.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	22.5	1.6	0.0	8.8	2.0	0.0	12.0	3.5	0.0	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.5	0.0	56.0	48.0	0.0	45.9	48.4	0.0	65.9	49.2	0.0	90.1
LnGrp LOS	C		E	D		D	D		E	D		F
Approach Vol, veh/h	941			415			465			581		
Approach Delay, s/veh	51.4			46.2			62.8			80.0		
Approach LOS	D			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	29.6	10.3	50.0	10.6	30.0	29.3	31.1				
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1				
Max Green Setting (Gmax), s	10.9	23.9	10.9	43.9	10.9	23.9	10.9	43.9				
Max Q Clear Time (g_c+I1), s	4.7	23.3	2.0	44.6	2.5	25.9	2.3	20.3				
Green Ext Time (p_c), s	0.1	0.3	0.0	0.0	0.1	0.0	0.2	4.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	59.6											
HCM 7th LOS	E											

Prospect Pointe South TIS
Fishbeck

Synchro 12 Report
11/18/2025

HCM 7th Signalized Intersection Summary
1002: Prospect Road & Clark Road

2029 Future Conditions
p.m. Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	274	75	66	130	65	25	251	82	121	299	65
Future Volume (veh/h)	108	274	75	66	130	65	25	251	82	121	299	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	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	1900	1900	1900	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	121	308	84	72	141	71	28	285	93	138	340	74
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	2	2	2	1	1	1	2	2	2
Cap, veh/h	434	343	94	428	282	142	235	412	134	208	566	479
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	1429	390	1781	1173	591	980	1361	444	1005	1870	1585
Grp Volume(v), veh/h	121	0	392	72	0	212	28	0	378	138	340	74
Grp Sat Flow(s),veh/h/ln	1810	0	1819	1781	0	1764	980	0	1805	1005	1870	1585
Q Serve(g_s), s	4.4	0.0	16.7	2.6	0.0	8.3	2.0	0.0	14.8	9.4	12.4	2.7
Cycle Q Clear(g_c), s	4.4	0.0	16.7	2.6	0.0	8.3	14.4	0.0	14.8	24.2	12.4	2.7
Prop In Lane	1.00		0.21	1.00		0.33	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	434	0	437	428	0	423	235	0	546	208	566	479
V/C Ratio(X)	0.28	0.00	0.90	0.17	0.00	0.50	0.12	0.00	0.69	0.66	0.60	0.15
Avail Cap(c_a), veh/h	434	0	437	428	0	423	235	0	546	208	566	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	29.5	24.1	0.0	26.3	29.9	0.0	24.6	36.0	23.8	20.4
Incr Delay (d2), s/veh	1.6	0.0	23.9	0.9	0.0	4.2	0.4	0.0	4.4	9.2	2.4	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9	0.0	9.5	1.1	0.0	3.7	0.5	0.0	6.6	3.2	5.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.4	0.0	53.3	24.9	0.0	30.4	30.3	0.0	29.0	45.2	26.1	20.7
LnGrp LOS	C		D	C		C	C		C	D	C	C
Approach Vol, veh/h	513		284				406			552		
Approach Delay, s/veh	47.0		29.0				29.1			30.2		
Approach LOS	D		C				C			C		
Timer - Assigned Phs	2		4				6			8		
Phs Duration (G+Y+Rc), s	30.0		25.0				30.0			25.0		
Change Period (Y+Rc), s	5.8		5.8				5.8			5.8		
Max Green Setting (Gmax), s	24.2		19.2				24.2			19.2		
Max Q Clear Time (g_c+l1), s	16.8		18.7				26.2			10.3		
Green Ext Time (p_c), s	2.1		0.2				0.0			1.3		
Intersection Summary												
HCM 7th Control Delay, s/veh	34.6											
HCM 7th LOS	C											

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	40	353	73	101	441
Future Vol, veh/h	50	40	353	73	101	441
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	400	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	85	85	95	95
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	60	48	415	86	106	464

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1092	415	0	0	501	0
Stage 1	415	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	240	642	-	-	1063	-
Stage 1	671	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	216	642	-	-	1063	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	458	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	23.1	0	1.63
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	306	1063
HCM Lane V/C Ratio	-	-	0.355	0.1
HCM Ctrl Dly (s/v)	-	-	23.1	8.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.6	0.3

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	21	405	22	35	456
Future Vol, veh/h	14	21	405	22	35	456
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	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	85	85	95	95
Heavy Vehicles, %	2	2	1	1	2	2
Mvmt Flow	15	23	476	26	37	480

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1043	489	0	0	502
Stage 1	489	-	-	-	-
Stage 2	554	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	254	579	-	-	1062
Stage 1	616	-	-	-	-
Stage 2	576	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	245	579	-	-	1062
Mov Cap-2 Maneuver	245	-	-	-	-
Stage 1	616	-	-	-	-
Stage 2	556	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.69	0	0.61
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	375	1062
HCM Lane V/C Ratio	-	-	0.102	0.035
HCM Ctrl Dly (s/v)	-	-	15.7	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection: 1001: Prospect Road & Geddes Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	450	1358	112	312	262	450	400	944
Average Queue (ft)	294	1118	46	142	70	220	209	504
95th Queue (ft)	602	1866	92	254	227	444	461	1037
Link Distance (ft)		1478		1702		703		1343
Upstream Blk Time (%)		34				0		2
Queuing Penalty (veh)		0				2		0
Storage Bay Dist (ft)	150		150		500		200	
Storage Blk Time (%)	2	58		8		3	1	58
Queuing Penalty (veh)	13	88		5		2	4	79

Intersection: 1002: Prospect Road & Clark Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	165	343	96	170	133	212	229	243	125
Average Queue (ft)	77	186	31	78	19	126	106	115	26
95th Queue (ft)	159	304	71	139	65	203	204	208	89
Link Distance (ft)		884		901		762		627	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		125		60		150		50
Storage Blk Time (%)	19	56	0	1	0	32	12	26	0
Queuing Penalty (veh)	69	61	0	1	0	8	43	48	0

Intersection: 9001: Prospect Road & Berkshire Drive

Movement	WB	NB	SB
Directions Served	LR	R	L
Maximum Queue (ft)	81	4	57
Average Queue (ft)	26	0	22
95th Queue (ft)	55	3	49
Link Distance (ft)	428		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	400
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9002: Prospect Road & Lakeview Drive (Site Driveway)

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	58	41
Average Queue (ft)	23	10
95th Queue (ft)	50	33
Link Distance (ft)	913	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 422

Appendix

Future Improvement LOS Output Reports

9

HCM 7th Signalized Intersection Summary
1001: Prospect Road & Geddes Road

2029 Future Improvement Conditions
a.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	208	57	41	583	87	216	264	46	66	153	206
Future Volume (veh/h)	73	208	57	41	583	87	216	264	46	66	153	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	77	219	60	44	620	93	257	314	55	79	182	245
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	6	6	6
Cap, veh/h	140	282	77	541	641	96	260	361	63	254	154	208
Arrive On Green	0.04	0.20	0.20	0.25	0.40	0.40	0.11	0.24	0.24	0.09	0.22	0.22
Sat Flow, veh/h	1781	1413	387	1781	1589	238	1767	1538	269	1725	700	942
Grp Volume(v), veh/h	77	0	279	44	0	713	257	0	369	79	0	427
Grp Sat Flow(s),veh/h/ln	1781	0	1800	1781	0	1827	1767	0	1807	1725	0	1642
Q Serve(g_s), s	0.5	0.0	15.9	0.0	0.0	41.4	11.7	0.0	21.3	0.0	0.0	23.9
Cycle Q Clear(g_c), s	0.5	0.0	15.9	0.0	0.0	41.4	11.7	0.0	21.3	0.0	0.0	23.9
Prop In Lane	1.00		0.22	1.00		0.13	1.00		0.15	1.00		0.57
Lane Grp Cap(c), veh/h	140	0	359	541	0	737	260	0	425	254	0	362
V/C Ratio(X)	0.55	0.00	0.78	0.08	0.00	0.97	0.99	0.00	0.87	0.31	0.00	1.18
Avail Cap(c_a), veh/h	163	0	728	541	0	739	260	0	498	254	0	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	41.1	29.3	0.0	31.7	46.7	0.0	39.9	44.0	0.0	42.3
Incr Delay (d2), s/veh	2.5	0.0	12.2	0.0	0.0	25.8	52.1	0.0	18.9	0.3	0.0	106.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	7.9	0.8	0.0	21.9	10.4	0.0	11.3	1.9	0.0	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.3	0.0	53.3	29.4	0.0	57.5	98.8	0.0	58.8	44.3	0.0	148.5
LnGrp LOS	D		D	C		E	F		E	D		F
Approach Vol, veh/h	356				757				626		506	
Approach Delay, s/veh	53.1				55.8				75.2		132.2	
Approach LOS	D				E				E		F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	31.6	32.7	27.8	18.0	30.0	10.6	49.9				
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1				
Max Green Setting (Gmax), s	5.9	29.9	5.9	43.9	11.9	23.9	5.9	43.9				
Max Q Clear Time (g_c+I1), s	2.0	23.3	2.0	17.9	13.7	25.9	2.5	43.4				
Green Ext Time (p_c), s	0.0	2.2	0.0	3.7	0.0	0.0	0.0	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	78.0											
HCM 7th LOS	E											

HCM 7th Signalized Intersection Summary
1002: Prospect Road & Clark Road

2029 Future Improvement Conditions
a.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	57	30	76	232	132	36	228	53	62	199	76
Future Volume (veh/h)	33	57	30	76	232	132	36	228	53	62	199	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
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	1900	1900	1900	1885	1885	1885	1870	1870	1870	1826	1826	1826
Adj Flow Rate, veh/h	41	70	37	88	270	153	48	304	71	90	288	110
Peak Hour Factor	0.81	0.81	0.81	0.86	0.86	0.86	0.75	0.75	0.75	0.69	0.69	0.69
Percent Heavy Veh, %	0	0	0	1	1	1	2	2	2	5	5	5
Cap, veh/h	412	266	141	498	313	178	230	407	95	177	507	420
Arrive On Green	0.23	0.23	0.23	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	1169	618	1795	1129	640	987	1466	342	984	1826	1514
Grp Volume(v), veh/h	41	0	107	88	0	423	48	0	375	90	288	110
Grp Sat Flow(s),veh/h/ln	1810	0	1787	1795	0	1769	987	0	1809	984	1826	1514
Q Serve(g_s), s	1.4	0.0	3.9	3.0	0.0	18.2	3.5	0.0	15.1	7.1	10.8	4.5
Cycle Q Clear(g_c), s	1.4	0.0	3.9	3.0	0.0	18.2	14.3	0.0	15.1	22.2	10.8	4.5
Prop In Lane	1.00		0.35	1.00		0.36	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	412	0	407	498	0	491	230	0	502	177	507	420
V/C Ratio(X)	0.10	0.00	0.26	0.18	0.00	0.86	0.21	0.00	0.75	0.51	0.57	0.26
Avail Cap(c_a), veh/h	412	0	407	498	0	491	230	0	502	177	507	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	0.0	25.4	22.0	0.0	27.4	30.9	0.0	26.3	36.6	24.8	22.5
Incr Delay (d2), s/veh	0.5	0.0	1.6	0.8	0.0	17.8	0.8	0.0	6.8	3.9	2.1	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.7	1.3	0.0	9.4	0.9	0.0	7.1	1.9	4.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.9	0.0	27.0	22.7	0.0	45.2	31.7	0.0	33.2	40.5	26.9	23.1
LnGrp LOS	C		C	C		D	C		C	D	C	C
Approach Vol, veh/h	148			511			423			488		
Approach Delay, s/veh	26.4			41.4			33.0			28.6		
Approach LOS	C			D			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	28.0			24.0			28.0			28.0		
Change Period (Y+Rc), s	5.8			5.8			5.8			5.8		
Max Green Setting (Gmax), s	22.2			18.2			22.2			22.2		
Max Q Clear Time (g_c+I1), s	17.1			5.9			24.2			20.2		
Green Ext Time (p_c), s	1.6			0.7			0.0			0.8		
Intersection Summary												
HCM 7th Control Delay, s/veh	33.7											
HCM 7th LOS	C											

Intersection: 1001: Prospect Road & Geddes Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	123	240	349	1078	458	492	342	802
Average Queue (ft)	61	95	78	606	270	241	138	423
95th Queue (ft)	110	180	275	1142	517	594	390	825
Link Distance (ft)		1478		1702		703		1343
Upstream Blk Time (%)						6		
Queuing Penalty (veh)						32		
Storage Bay Dist (ft)	150		150		500		200	
Storage Blk Time (%)	0	2		51	14	1		51
Queuing Penalty (veh)	0	2		21	42	1		34

Intersection: 1002: Prospect Road & Clark Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	77	99	128	283	141	247	202	310	125
Average Queue (ft)	17	36	42	152	29	115	55	89	29
95th Queue (ft)	47	75	115	271	80	213	146	196	90
Link Distance (ft)		884		901		762		627	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		125		60		150		50
Storage Blk Time (%)	3	6	0	16	2	27	4	20	1
Queuing Penalty (veh)	2	2	0	13	7	10	13	30	1

Intersection: 9001: Prospect Road & Berkshire Drive

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	120	31
Average Queue (ft)	42	5
95th Queue (ft)	84	22
Link Distance (ft)	428	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		400
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9002: Prospect Road & Lakeview Drive (Site Driveway)

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	56	36
Average Queue (ft)	30	3
95th Queue (ft)	51	19
Link Distance (ft)	913	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 211

HCM 7th Signalized Intersection Summary 1001: Prospect Road & Geddes Road

2029 Future Improvement Conditions
p.m. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	612	120	58	229	78	69	221	96	137	314	101
Future Volume (veh/h)	152	612	120	58	229	78	69	221	96	137	314	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	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	1885	1885	1885	1885	1885	1885	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	651	128	66	260	89	83	266	116	144	331	106
Peak Hour Factor	0.94	0.94	0.94	0.88	0.88	0.88	0.83	0.83	0.83	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	538	674	133	136	329	112	145	303	132	194	345	110
Arrive On Green	0.24	0.44	0.44	0.04	0.24	0.24	0.04	0.25	0.25	0.05	0.25	0.25
Sat Flow, veh/h	1795	1524	300	1795	1342	459	1781	1235	539	1781	1357	435
Grp Volume(v), veh/h	162	0	779	66	0	349	83	0	382	144	0	437
Grp Sat Flow(s),veh/h/ln	1795	0	1823	1795	0	1801	1781	0	1773	1781	0	1792
Q Serve(g_s), s	0.7	0.0	45.7	0.0	0.0	19.9	0.6	0.0	22.8	2.2	0.0	26.4
Cycle Q Clear(g_c), s	0.7	0.0	45.7	0.0	0.0	19.9	0.6	0.0	22.8	2.2	0.0	26.4
Prop In Lane	1.00		0.16	1.00		0.26	1.00		0.30	1.00		0.24
Lane Grp Cap(c), veh/h	538	0	807	136	0	441	145	0	435	194	0	455
V/C Ratio(X)	0.30	0.00	0.97	0.48	0.00	0.79	0.57	0.00	0.88	0.74	0.00	0.96
Avail Cap(c_a), veh/h	538	0	812	162	0	802	279	0	499	264	0	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.3	0.0	29.8	50.7	0.0	38.8	50.4	0.0	39.9	49.2	0.0	40.4
Incr Delay (d2), s/veh	0.2	0.0	24.1	2.0	0.0	10.9	2.7	0.0	19.8	4.2	0.0	32.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	23.4	1.8	0.0	9.7	2.2	0.0	11.9	3.9	0.0	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.5	0.0	53.9	52.6	0.0	49.8	53.1	0.0	59.6	53.4	0.0	72.9
LnGrp LOS	C		D	D		D	D		E	D		E
Approach Vol, veh/h	941			415			465			581		
Approach Delay, s/veh	50.0			50.2			58.5			68.0		
Approach LOS	D			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	33.0	10.4	54.7	10.7	34.0	32.1	33.0				
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1				
Max Green Setting (Gmax), s	9.9	30.9	5.9	48.9	12.9	27.9	5.9	48.9				
Max Q Clear Time (g_c+I1), s	4.2	24.8	2.0	47.7	2.6	28.4	2.7	21.9				
Green Ext Time (p_c), s	0.1	2.2	0.0	0.9	0.1	0.0	0.1	5.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	56.0											
HCM 7th LOS	E											

Intersection: 1001: Prospect Road & Geddes Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	450	1369	105	304	150	364	400	843
Average Queue (ft)	323	1164	50	155	55	184	198	454
95th Queue (ft)	616	1889	99	261	113	333	439	885
Link Distance (ft)		1478		1702		703		1343
Upstream Blk Time (%)		40						0
Queuing Penalty (veh)		0						0
Storage Bay Dist (ft)	150		150		500		200	
Storage Blk Time (%)	2	57		10		0	1	51
Queuing Penalty (veh)	16	87		6		0	5	69

Intersection: 1002: Prospect Road & Clark Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	T	R
Maximum Queue (ft)	165	401	82	170	114	224	196	237	125
Average Queue (ft)	81	195	29	81	19	124	95	128	34
95th Queue (ft)	167	343	66	145	62	204	172	216	109
Link Distance (ft)		884		901		762		627	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	50		125		60		150		50
Storage Blk Time (%)	20	56	0	2	0	31	6	29	0
Queuing Penalty (veh)	70	61	0	1	0	8	21	54	1

Intersection: 9001: Prospect Road & Berkshire Drive

Movement	WB	NB	SB
Directions Served	LR	R	L
Maximum Queue (ft)	89	20	64
Average Queue (ft)	27	1	24
95th Queue (ft)	57	11	53
Link Distance (ft)	428		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	400
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9002: Prospect Road & Lakeview Drive (Site Driveway)

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	46	49
Average Queue (ft)	22	11
95th Queue (ft)	47	36
Link Distance (ft)	913	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 399

Presentation to the Planning Commission

Respectfully Submitted from

Lakeview Estates Condominium Association Board and Residents

Prospect Park and Prospect Woods Homeowners Association Board(s) and Residents

March 25, 2026

Statement of Opposition to the Proposed Prospect Pointe South Development Julie Spellman

We, the residents of Lakeview Estates, Prospect Park, and Prospect Woods, respectfully submit this third statement and document to reaffirm our continued and unified opposition to the proposed Prospect Pointe South development. As designed, the project would directly border and descend into our established residential neighborhoods without sufficient consideration for their long-standing character, safety, and infrastructure.

While we appreciate that Mr. Botham and his associates presented a revised site plan to four HOA Board members, the meeting functioned primarily as a presentation rather than a meaningful dialogue. Our concerns were not substantively addressed, nor were alternative solutions discussed in a collaborative manner and no new documentation was provided to us prior to the meeting.

We remain deeply concerned about the project's potential negative impacts, including inadequate stormwater management, increased traffic hazards on Prospect Road, Berkshire Road, and Lakeview Drive, and the incompatibility of the proposed housing density and design with our existing neighborhoods and communities. The proposed development threatens the historical natural beauty, environmental health, infrastructure, and overall quality of life for those of us directly affected, as well as all residents who have invested in and call Superior Township home. For these reasons and more that will be described, we strongly urge the denial of the application.

Storm Water Management Deficiencies and Flood Risk Erik Mattila & Donna Russell

The current revised site plan still places a retention basin directly across from Lakeview Estates homes. The addition of a second, smaller basin seems to acknowledge the limitations of the original stormwater claims, yet many significant concerns remain unresolved.

In the latest version of the plans, there is still no stated strategy documented for how water will be shed effectively and safely from the property, streets, driveways, lawns etc. When asked about this, during the meeting with M/I Homes, it was repeated that the water management system was "over-engineered," yet, no specific plan, has been put in writing other than the two-stage basin. Furthermore, there was mention of underground cisterns, but no evidence of how those will drain or where they will drain to.

The OHM reports, issued on December 10, 2025 and February 23, 2026 indicated that the storm management design may necessitate approval from WCWRC, as the basin's emergency overflow could potentially affect Lakeview Drive. The revised plan shows an "emergency spillway" which we understand is a grate on Lakeview Drive. Where is the water that enters this spill-off grate going to go? Any reliance on a detention basin located on private property and maintained by the Lakeview Estates Condominium Association is unacceptable.

Also, both the December 10, 2025 and February 23, 2026 reports from the Water Resource Commissioner stated that the "retention basin overflow receiving channel appears to be a structure within Lakeview Drive. It is unclear where the stormwater pipe network goes from that structure along Lakeview Court. The certificate of outlet must include detailed route and course information along with pipe capacity information for this receiving channel." This was not addressed in the revised site plan.

There IS an existing channel along Lakeview Drive, built over 50 years ago during the development of Lakeview Estates, which directs water into the township system and prevents flooding in Lakeview Estates. The current M/I Homes plans do not include this channel and make no mention of its existence or future. When asked, M/I Homes was unaware of the channel and unable to confirm whether it would be preserved. If the channel is not preserved, residents will experience increased flooding, property damage, and disruption to daily life in Lakeview Estates, Prospect Park and Prospect Woods.

Further, there is a detailed "Inspection and Maintenance Schedule for Soil Erosion Control" and Catch Basin Filters as described on page 16 of the revised site plan. What entity will be conducting these so-called scheduled maintenance needs? It is very interesting to note that at the bottom of that page it states that the "Livingston County Drain Commission" as the entity that will be providing the detailed control process. This is a significant error and shows a clear lack of attention to details.

We are also concerned that the basin may result in stagnant water, leading to odors, mosquitoes, algae, wildlife such as messy geese, and debris accumulation. This would be untenable for surrounding residents and the responsibility for addressing these conditions has not been clearly defined.

Therefore, the location, overflow routing, preservation of the existing drainage infrastructure, and the maintenance responsibility of the retention basin remains unacceptable. These serious concerns spotlight the vulnerability of our communities to inadequate stormwater management and reinforces the urgent need for a robust, independent, well thought-out long-term solution that safeguards all affected neighborhoods. For these reasons, this proposal fails and should be denied.

Lakeview Drive Safety and Access Jan Ulrich & Tracey Melody

As has been explained in the last two meetings, Lakeview Drive has functioned as a private, dead-end access road serving 86 homes within Lakeview Estates for 53 years. The road has been independently maintained by the Lakeview Estates community and was originally designed and used as a low-traffic residential street. Earlier site plans acknowledged and preserved this long-standing condition through the inclusion of a proposed breakaway gate that would have prevented through traffic.

However, we have learned that the breakaway gate is prohibited and so the current proposal removes this protection and instead relies on Lakeview Drive as an access point for this new development. This change fundamentally alters the function, character and safety of Lakeview Drive and introduces very serious risks that are incompatible with its physical limitations and historic use.

M/I Homes stated during our discussion, that previous planners had evidently intended a specific purpose for Lakeview Drive. That may have been the case then, however, that was well over 50 years ago, before all the other developments have been built around Prospect, Berkshire, Sheffield, and neighboring properties. What may have been 50 years ago as a vision cannot be applied today.

These are our critical concerns that must be recognized and acknowledged prior to any approval of this application:

1. Extending Lakeview Drive to Prospect will create a foreseeable and unacceptable risk of serious injury or fatality. Lakeview Drive does not have sidewalks and has a large, sharp blind curve. Pedestrians routinely walk Lakeview, including with their pets and baby strollers, because it is a quiet, dead-end road with no alternative walkway. A fast driver, weaving around the cars parked along Lakeview Drive, could hit a pedestrian while navigating the corner that borders Lakeview Estates. The Planning Commission should not approve mixing pedestrians and busy traffic together on a blind curve.
2. The width of Berkshire is 27 feet wide and several of you raised concerns at the last meeting that driveways attached to these new homes that fed onto Berkshire would not be acceptable due to increased traffic, the narrowness of the road, parked vehicles and the already existing traffic flow difficulties. M/I Homes was instructed to stop the driveways from facing Berkshire, which they have done by repositioning these homes to the south parcel.
3. Lakeview Drive is only 21.5 feet wide, lacks sidewalks and contains a sharp blind curve, that significantly restricts visibility. On-street parking is common, with parked vehicles typically occupying between 5.5 and 6.5 feet of roadway width. As a result, the remaining lane access is already extremely constrained under existing conditions.
4. With 1.4 vehicles per household as the national average, the introduction of approximately 150 new vehicles in addition to the traffic needs of the neighborhood, will create a significant increase in traffic flow which the existing road infrastructure is extremely ill-equipped to handle.
5. The combination of dramatically increased traffic, a narrow road, parked vehicles, lack of sidewalks, and limited sightlines at the blind curve creates a very dangerous environment for pedestrians, service vehicles, school buses and emergency vehicles.
6. Lakeview Court residents already struggle exiting from their homes onto Lakeview Drive due to the narrow width and presence of parked vehicles. Additional traffic flow will only increase this difficulty and create a treacherous situation at this Lakeview Drive intersection.
7. We urge each of you to drive down Lakeview Drive yourselves during daytime and especially evening hours and experience the sharp blind curve and parked vehicles and witness the dangers firsthand.

Therefore, we urge the Planning Commission to apply the same concerns and standards that led to the required changes along Berkshire Road to the proposal involving Lakeview Drive. The current plan fails to acknowledge that Lakeview Drive is unsuitable to accommodate the level and type of traffic that Berkshire can barely support now. By assuming Lakeview Drive can safely perform the same traffic function as Berkshire, which is already knowingly congested, the proposal overlooks the road's physical limitations, blind curve, long-standing use, and safety risks. For these reasons, Lakeview Drive should remain a dead-end road and the current proposal should be denied.

Traffic Capacity Issues on Prospect, Berkshire and Geddes Susan Kellermier

As noted in our last two presentations, Prospect Road is the primary access route to Superior Township and Ypsilanti. The proposed development does not address existing access difficulties for nearby neighborhoods or offer solutions to these issues. Prospect Road already struggles with current traffic volumes and cannot accommodate additional vehicles.

At our last presentation, we reviewed the *Geddes Road Corridor Study*, which identified significant concerns about rapid growth in the township without corresponding traffic infrastructure improvements. Since that time, the previously proposed housing developments have been completed without fully implementing the study's recommended upgrades to Geddes Road or especially South of Geddes on Prospect to Clark Road. The only minimal improvement is a left-hand turn lane going south on Prospect onto Berkshire and a right-hand turn lane going North at Berkshire. The left-hand turn lane at Berkshire and Prospect frequently causes a bottleneck for vehicles turning left onto Prospect.

It is alarming that the February 2026 Planning and Zoning Department report shows that over 800 new housing units are proposed for our area. We believe that approving these 800 plus additional units without making significant traffic improvements identified and needed more than 20 years ago is irresponsible. As a result, we remain deeply concerned that Prospect Pointe South will further intensify existing traffic congestion.

Finally, the Fishbeck Traffic Impact Study from December 3, 2025, found that both signalized intersections at Prospect and Geddes and Prospect and Clark are already operating at or near capacity. This finding demonstrates that the road network cannot safely absorb additional traffic without prior infrastructure improvements which are not included in this application. For all these critical reasons, the current Prospect Pointe South proposal should be denied.

Density and Incompatibility with Existing Neighborhoods Nanette Perrine

The density of 107 single homes, reflecting only a 10% reduction to the original 119 homes will destroy the natural beauty, character and will add environmental stress to our property and communities. It remains excessive and seriously challenges the managed growth plan for Superior Township.

The December CWA report that we highlighted in our last presentation, stated "We recommend that the applicant confirm the anticipated house sizes and building heights for the 6,000 square-foot lots. The Planning Commission may wish to consider establishing limits on house size or height for these lots to ensure compatibility and preserve neighborhood character." In fact, at the December Planning Commission meeting it was recommended that mixed housing products be considered by M/I Homes as one of the reasons for the second postponement decision.

This issue is raised again in the *current* CWA report that states that these Prospect Pointe South parcels offer an opportunity for lower-density, attached single family or multiple family housing products. However, once again, M/I Homes did not incorporate this recommendation into their revised plan. Therefore, the revised plan fails to meet the Geddes Road Urban Sub Area land policies and is not compatible with preserving the neighborhood character and should be denied.

Landscape Barriers and Safety Mitigation Gayle Glazier-Sinkowski

This proposal would irrevocably destroy the balance between development and beautiful open space. That beauty will not be possible if 107 homes were crammed into this space. The destruction of the mature trees and open green space will also have the potential of negatively impacting our air and water quality, our needed privacy and the wildlife we have come to enjoy. M/I Builders has indicated that landscaping and a sidewalk will be installed around the play area to make it a walkable community. However, without effective barriers between Prospect Pointe South and Prospect Woods/Park, this area is likely to function as a pedestrian cut through by Prospect Pointe South residents, to access the pending gas station/convenience store on the corner of Clark and Prospect. This creates a safety concern, as there are currently no sidewalks along Prospect Road, increasing the risk of pedestrian – vehicle conflicts. Similar cut through concerns apply to the planned extension of Oaklynn Lane where residents will cut through to the end of Park Lane on the south side and Sheffield to the north.

While Lakeview Estates acknowledges M/I Homes commitment to preserving portions of the existing landscape buffer beyond our common facilities and beyond to one of our condo units, this concession does not adequately address the significant loss of numerous 30–40-foot mature trees that surround all adjacent properties. These trees would be replaced with 2.5-inch caliper, 5–6-foot plantings on adjacent parcels, which will not provide any comparable landscape barriers, environmental benefit, water management, or neighborhood protection for a decade or more. As such, the proposed replacement is insufficient to mitigate the long-term impacts of this tree removal.

Also, the Woodland Summary on page 28 of the revised plan is unclear. The reference to 1,866 trees does not seem to specify whether this count applies exclusively to the development site or includes other Township parcels. This lack of clarity prevents meaningful evaluation of the environmental impacts, and we would like clarity before the application moves forward.

In conclusion, Superior Township's stated commitment to being the "green spot between Ann Arbor and Detroit" is not meaningfully reflected in the revised site plan. This continued misalignment with the Township's environmental priorities and the Planning Commission's prior requests demonstrates that the project, as proposed, does not adequately preserve environmental resources or respect established community character. Taken together, these deficiencies provide an additional and compelling basis for denial of the application.

Power Grid/Supply Paula Dean

The electrical service to Lakeview Estates, Prospect Park, Prospect Woods, and surrounding neighborhoods already experiences a minimum of four to six significant power outages annually, with the majority attributed to documented equipment failures. These recurring outages raise serious concerns regarding the reliability and capacity of the existing electrical infrastructure.

The addition of this proposed development—introducing hundreds of new residents and homes—will further strain an infrastructure that is already demonstrably unreliable. To date, no evidence has been provided showing that the existing power grid can safely and consistently support this increased demand. Based on these concerns this proposal should be denied.

Closing Statement Lynne Rose

It seems clear that a third postponement of this application will not result in the necessary improvements and adjustments requested of M/I Homes. Previous postponements have not yielded substantial progress or meaningful engagement from the applicant in remaining unresolved and concerning issues.

Therefore, we respectfully strongly urge the Commission to deny this application due to many significant unresolved issues and concerns, including inadequate planning for increased traffic on Prospect, Geddes, and Berkshire; the unsafe opening of Lakeview Drive; insufficient environmental protection and stormwater management; power grid infrastructure capacity needs; and the incompatibility with the character of established neighborhoods and the Superior Township Master Plan. Thank you for your time and careful deliberations.



CHARTER TOWNSHIP OF SUPERIOR

3040 North Prospect Road Ypsilanti, MI 48198

Telephone (734) 482-6099 Fax (734) 482-3842

Please submit one completed form for each agenda item

TO: Superior Township Board of Trustees

FROM: Michelle Marin, CWA

DATE SUBMITTED: 5/6/26

BOARD MEETING DATE: 5/18/26

ITEM TITLE: Timber Creek Flats Area Plan Petition

TYPE OF AGENDA ITEM (SELECT ONE):

- ☐ Resolution ☐ Discussion ☐ Presentation ☐ Appointment
☒ First Reading ☐ Policy Amendment ☐ Ordinance Amendment
☐ Other _____

DESCRIPTION OF ITEM/RESOLUTION:

Provide a clear/concise summary of the item being presented.

Area Plan petition for Timber Creek Flats on a 37-acre parcel on MacArthur Blvd. The project includes 2 different area: a multiple-family component that is income-restricted and a single-family detached component. Memo summary on following page.

REQUESTED BOARD ACTION:

Specify the action you are asking the Board to take (e.g. approval, adoption, review, authorization).

Approval of the rezoning and area plan petition for Timber Creek Flats

BACKGROUND/JUSTIFICATION:

Provide relevant history, previous board actions, community input, or project developments.

Planning Commission held public hearing on April 22, 2026. Following a May 6, 2026, special meeting, the Planning Commission unanimously approved a resolution recommending adoption. The initial concept was presented to the Planning Commission at the December 17, 2025, regular meeting.

IMPACT ON TOWNSHIP BUDGET (if applicable):

N/A

TOWNSHIP DEPARTMENTS OR OUTSIDE AGENCIES INVOLVED:

List any departments or external entities responsible for or impacted by this item.

N/A

DEADLINES OR URGENCY (if applicable):

Include any timelines, deadlines or reasons for urgency.

SUPPORTING DOCUMENTS ATTACHED:

Include number of attachments and a brief title of each file.

6: Introduction memo; Planning Commission resolution recommending adoption; Planners' review; Engineers' review; Area Plan application including area plan and supporting documents

CONTACT PERSON FOR QUESTIONS:

Name: Michelle Marin

Title: Planning & Zoning Administrator

Phone: 909-762-6736

Email: planning@superior-twp.org

Submit this form as part of one (1) combined PDF — Submission Form, Resolution, and Supporting Documents — and email it to the Clerk's Office within the applicable deadline.
Send to: arobinson@superior-twp.org, CC: sizzo@superior-twp.org, krankin@superior-twp.org, and edy@superior-twp.org

**CHARTER TOWNSHIP OF SUPERIOR
WASHTENAW COUNTY, MICHIGAN**

ORDINANCE NUMBER 201

**AN ORDINANCE TO AMEND THE ZONING MAP OF
CHARTER TOWNSHIP OF SUPERIOR AND TO APPROVE THE
AREA PLAN FOR STPC 26-01, TIMBER CREEK FLATS**

FIRST READING: MAY 18, 2026

**SUPERIOR CHARTER TOWNSHIP, WASHTENAW COUNTY, MICHIGAN, HEREBY
ORDAINS:**

SECTION 1. PURPOSE AND INTENT

The purpose of this Ordinance is to amend the Superior Charter Township Zoning Map and approve the associated area plan for STPC 26-01, Timber Creek Flats, in accordance with the Superior Charter Township Zoning Ordinance and the Michigan Zoning Enabling Act, Public Act 110 of 2006, as amended.

SECTION 2. FINDINGS

The Township Board hereby finds and determines the following:

- A. The applicant submitted a petition for rezoning and area plan approval for STPC 26-01, Timber Creek Flats.
- B. The subject property consists of approximately 37.42 acres identified as Parcel ID J-10-35-300-003, located on MacArthur Boulevard in Superior Charter Township.
- C. The Superior Township Planning Commission held a public hearing on April 22, 2026, following notice provided in accordance with the Michigan Zoning Enabling Act, MCL 125.3101 et seq.
- D. The Planning Commission reviewed the application materials, including concept plans, supporting documentation, and public comment.
- E. On May 6, 2026, the Planning Commission adopted a resolution recommending approval of the rezoning and area plan petition for STPC 26-01, Timber Creek Flats, subject to conditions.
- F. The Township Board finds that the proposed rezoning and area plan are consistent with the intent of the Township Master Plan, compatible with surrounding land uses, and consistent with the public health, safety, and welfare.
- G. The Township Board further finds that adequate public infrastructure, utilities, drainage, and access can be provided to serve the proposed development.

SECTION 3. REZONING APPROVAL

The Official Zoning Map of Superior Charter Township is hereby amended to rezone Parcel ID J-10-35-300-003, consisting of approximately 37.42 acres located on MacArthur Boulevard.

The Township Clerk is hereby directed to amend the Official Zoning Map to reflect the rezoning approved herein.

SECTION 4. AREA PLAN APPROVAL

The Township Board hereby approves the area plan for STPC 26-01, Timber Creek Flats, subject to the following conditions:

1. Compliance with all applicable Township ordinances, regulations, and requirements.
2. Submission and approval of final site, engineering, grading, stormwater, utility, and construction plans.
3. Provision of adequate utilities, drainage, access, and other public improvements as required by Township standards.
4. Compliance with all applicable county, state, and federal agency requirements and permits.
5. Any additional conditions determined necessary by the Township Board during the development review process.

SECTION 5. SEVERABILITY

Should any section, clause, or provision of this Ordinance be declared invalid or unconstitutional by a court of competent jurisdiction, the remaining provisions shall remain in full force and effect.

SECTION 6. REPEAL

All ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed only to the extent necessary to give this Ordinance full force and effect.

SECTION 7. EFFECTIVE DATE

This Ordinance shall become effective immediately following adoption, as provided by law.



Carlisle | Wortman
ASSOCIATES, INC.

117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

TO: Superior Township Board of Trustees

FROM: Benjamin Carlisle and Michelle Marin, Planning Consultants

DATE: May 6, 2026

RE: Timber Creek Flats Area Plan / Rezoning Petition

Background:

An application has been submitted for a rezoning and area plan approval to construct a mixed residential development on approximately 37-acres of land on a parcel. The property is situated on the south side of MacArthur Blvd, east of Danbury Park, in Section 35. The site is currently undeveloped and is controlled by an existing PC, Planned Community Area Plan. The site consists of woodlands, wetlands, and Bazley-Foster Drain. The applicant has arranged the site to develop around the wetlands and drain in order to maintain a significant amount of the existing natural features.

The proposed plan includes 210 multiple-family units, varying from 2 to 4 bedrooms, situated on the northern half of the parcel. The southern half of the parcel is intended for detached single-family homes. All 210 multiple-family units will be income-restricted under MSHDA's Low Income Housing Tax Credit program for at least 15 years. The affordability mix is:

- 21 units at 40% AMI.
- 166 units at 60% AMI
- 23 units at 70% AMI

This means about 90% of the units are targeted to households at 60–70% AMI. Anticipated average rents are approximately \$1,500 for 2-bedroom, \$1,750 for 3-bedroom, and \$2,000 for 4-bedroom units.

Planning Commission Action:

This proposal was reviewed by the Planning Commission over the course of two meetings, including the regular April meeting and a special meeting on May 6th. Throughout these discussions, the Commission evaluated the petitioner's materials, site design, and consistency with the Township's planning objectives. The review process included consideration of land use compatibility, infrastructure implications, and overall alignment with the Township's Master Plan.

Benjamin R. Carlisle, *President* John L. Enos, *Vice President*
Paul Montagno, *Principal* Megan Masson-Minock, *Principal* Laura Kreps, *Principal* Brent Strong, *Principal*
David Scurto, *Principal* Sally M. Elmiger, *Principal* Craig Strong, *Principal* Douglas J. Lewan, *Principal*
Richard K. Carlisle, *Past President/Senior Principal* R. Donald Wortman, *Past Principal*

Following these discussions and deliberations, the following motion was made:

Motion to adopt a resolution recommending approval to the Township Board of the rezoning and area plan petition for STPC 26-01, Timber Creek Flats.

The motion carried unanimously.

The Resolution recommending approval included the following conditions:

1. Compliance with all applicable Township ordinances and regulations.
2. Submission of final engineering and construction plans for review and approval.
1. Provision of adequate utilities, drainage, and access as required by Township standards.
2. Any additional conditions deemed necessary by the Township Board.

The item is now before the Board of Trustees for consideration. Staff and the petitioner will be present to provide an overview of the proposal and respond to any questions you may have.

Please feel free to reach out in advance of the meeting if you would like any additional information.

Sincerely,



CARLISLE/WORTMAN ASSOC., INC.
Benjamin R. Carlisle, AICP, LEED AP



CARLISLE/WORTMAN ASSOC., INC.
Michelle Marin, AICP

Attachments:

1. Planning Commission Resolution
2. Area plan/rezoning reviews from planners and engineers
3. Proposed area plan and supporting documents

**SUPERIOR CHARTER TOWNSHIP
WASHTENAW COUNTY, MICHIGAN**

**A PLANNING COMMISSION RESOLUTION TO RECOMMEND APPROVAL
TO THE TOWNSHIP BOARD OF THE AREA PLAN AND REZONING PETITION
FOR STPC #26-01, TIMBER CREEK FLATS**

RESOLUTION NUMBER: 2026-__

DATE: MAY 6, 2026

WHEREAS, the applicant has submitted a petition for rezoning and area plan approval for STPC 26-01 Timber Creek Flats; and

WHEREAS, the subject property is a 37.42-acre parcel identified as Parcel ID J-10-35-300-003, located on MacArthur Boulevard; and

WHEREAS, a public hearing was held on April 22, 2026, which was noticed in accordance with the Michigan Zoning Enabling Act, MCL 125.3101 *et seq*; and

WHEREAS, the Planning Commission has reviewed the application materials, including concept plans, supporting documentation, and public input; and

WHEREAS, the Planning Commission has considered the standards of the Superior Township Zoning Ordinance; and

WHEREAS, the proposed rezoning and area plan are found to be consistent with the intent of the Master Plan and compatible with surrounding land uses; and

WHEREAS, the Planning Commission finds that the proposed development will not adversely impact public health, safety, and welfare, and that adequate infrastructure and services can be provided;

NOW, THEREFORE, BE IT RESOLVED that the Superior Township Planning Commission hereby recommends APPROVAL to the Township Board of the rezoning and area plan petition for STPC 26-01, Timber Creek Flats, subject to the following conditions:

1. Compliance with all applicable Township ordinances and regulations.
2. Submission of final engineering and construction plans for review and approval.
3. Provision of adequate utilities, drainage, and access as required by Township standards.
4. Any additional conditions deemed necessary by the Township Board.



Carlisle | Wortman
ASSOCIATES, INC.

117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

Date: April 15, 2026

**Area Plan Review
For
Superior Township, Michigan**

Applicant:	SB Invest LP
Project Name:	Timber Creek
Location:	Macarthur Blvd and Wiard Road
Plan Date:	February 20, 2026
Current Zoning:	Area Plan PC, Planned Community
Action Requested:	Area Plan Petition Approval-PC, Planned Community District

PROJECT DESCRIPTION

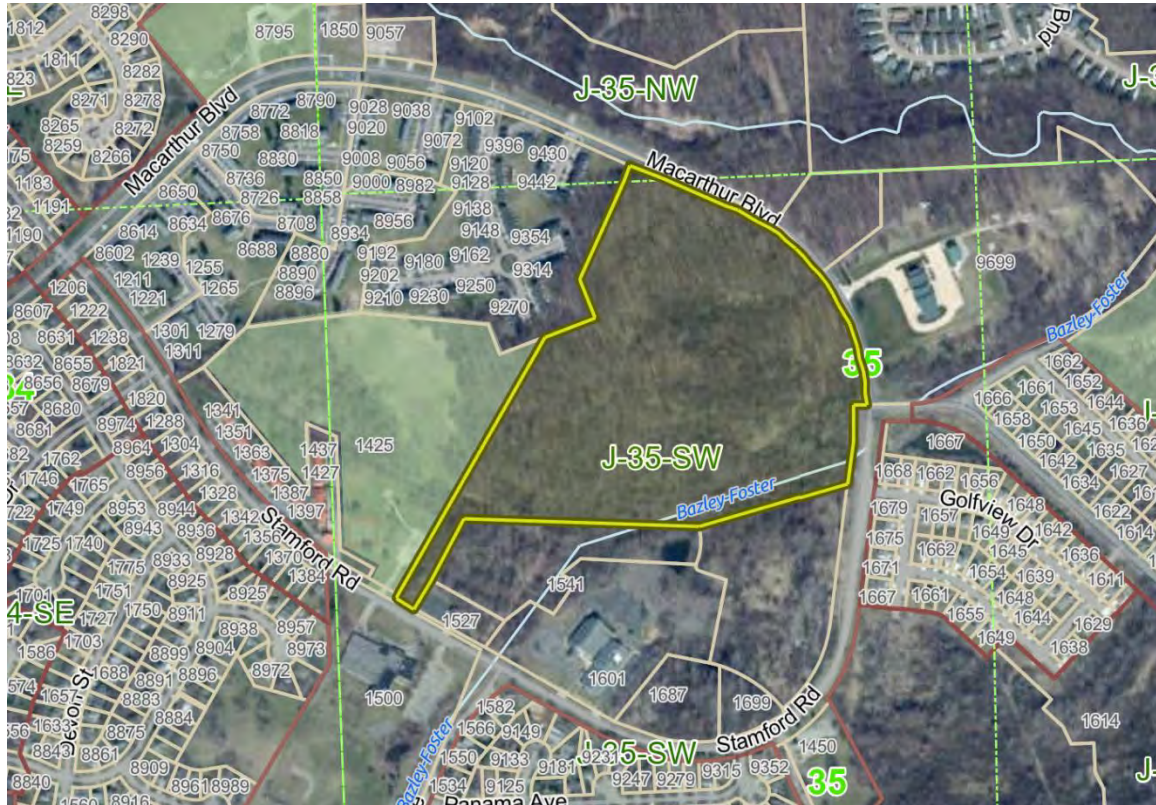
An application has been submitted for Area Plan amendment petition for a 260 unit, mixed residential development on 36 gross acres (26.83 net acres) on the south side of Macarthur Boulevard, just west of Wiard Road. The multiple family portion of the development includes a workforce attainable housing component. The 260-unit plan yields about 7.2 units per gross acre and 9.7 units per net acre. Access to the site is via two access points off Macarthur Boulevard.

The site is currently undeveloped and is controlled by an existing PC, Planned Community Area Plan. The site consists of woodlands, wetlands, and Bazley-Foster Drain. The applicant has arranged the site to develop around the wetlands and drain in order to maintain a significant amount of the existing natural features.

The site is currently undeveloped and is controlled by an existing PC, Planned Community Area Plan.

Benjamin R. Carlisle, *President* Douglas J. Lewan, *Executive Vice President* John L. Enos, *Vice President*
David Scurto, *Principal* Sally M. Elmiger, *Principal* R. Donald Wortman, *Principal*
Paul Montagno, *Principal*, Megan Masson-Minock, *Principal*, Laura Kreps, *Senior Associate*
Richard K. Carlisle, *Past President/Senior Principal*

Aerial Photograph



The Zoning and existing land uses for the subject site and surrounding parcels are identified in the following table:

Direction	Zoning	Existing Use
North	RC, Recreation Conservation District	Open Space, Maintenance Facility
South	C1, R4	Vacant, Church
East	R4, PSP	Open Space, Single Family Residential
West	PSP, R7	Township Park, Multiple Family

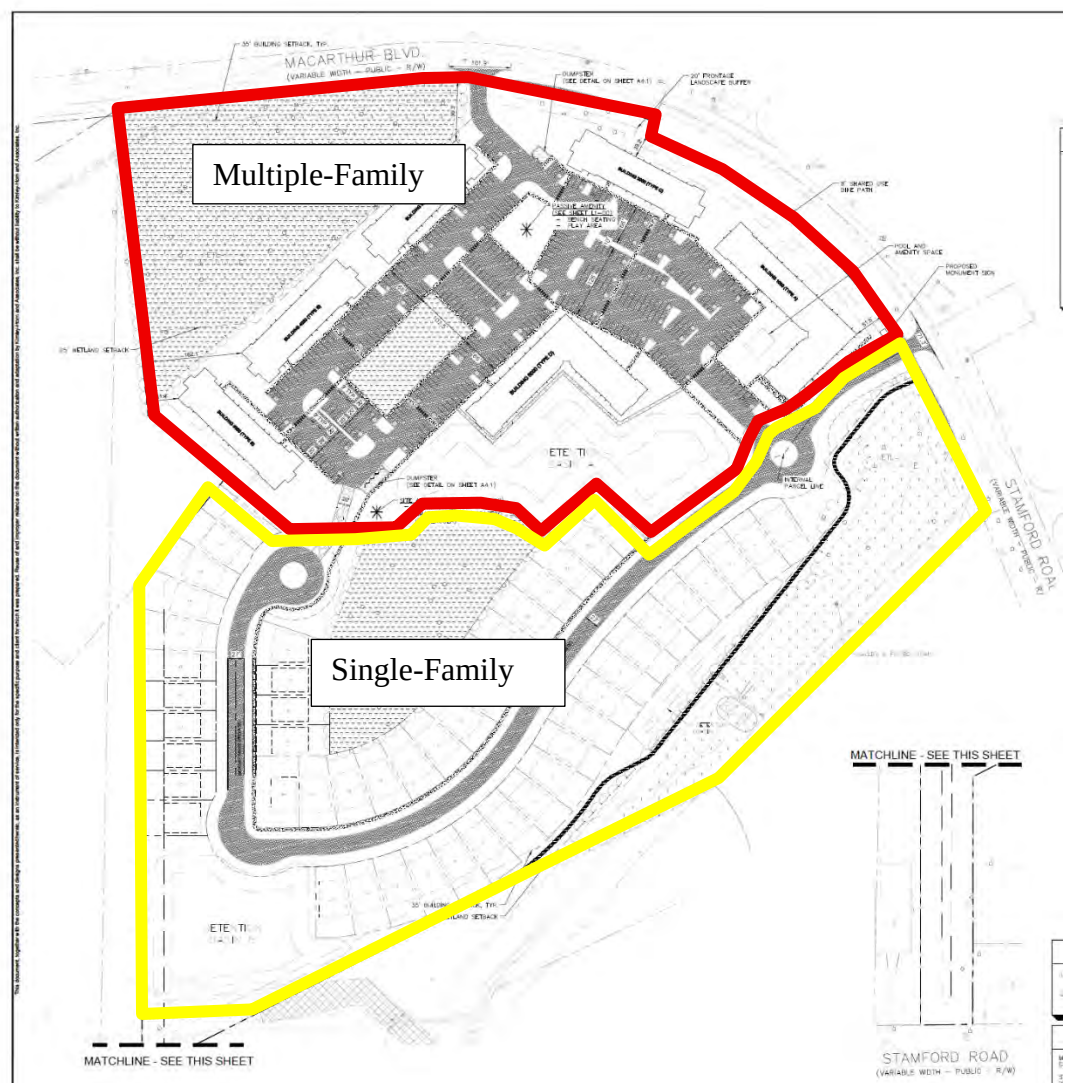
AREA PLAN

The mixed-residential portion includes a northern half of multiple family residential, and the southern portion of detached single-family residential. The unit and bedroom mix is as follows:

• Multifamily: 210 units - o 2-Bedroom: 61 units - o 3-Bedroom: 107 units - o 4-Bedroom: 42 units	• Single-Family: 50 lots - o 50 lots - o 50' x 120' = 6,000 sq/ft
--	---

The concept plan reviewed by the Planning Commission in December included a mix of 46 townhome units. We found that the inclusion of the townhomes provided an additional housing component and broke up the massing of the overall development, especially as frontage McArthur Boulevard.

We encourage the reintroduction of the townhome units.



Overall layout

Timber Creek is organized as a mixed-density residential development with the multifamily component concentrated in the north/northwest portion of the site and the single-family lots arranged across the southern half. The project includes 210 attached rental units in 6 buildings plus 50 single-family lots. The apartment buildings are clustered with shared parking fields, while the detached lots are laid out along a curving neighborhood street system.

We have encouraged the applicant to orient the primary building frontage toward Macarthur Boulevard. However, the previous concept plan included townhomes along Macarthur that helped break up the building massing. The applicant should provide a visual representation showing how the building massing will appear from Macarthur Boulevard and, if necessary, revise the design to further break up the massing of the buildings fronting Macarthur. See the cover narrative and overall site plan, Sheet C2-200.

Circulation and access

The site is framed by Macarthur Boulevard along the east/northeast side and Stamford Road at the south edge. Internal circulation is organized around private drives, labeled Timber Creek Drive and Hickory Drive, with a main entry from Macarthur feeding into the development and a looped internal street network serving the single-family lots. A central feature is a roundabout that help organize traffic movement between the multifamily area and the southern neighborhood lots. The roundabout serves as both a traffic distribution/calming measure and also a nice, and unique design feature. See overall site plan, Sheet C2-200.

Open space and environmental structure

A major part of the layout is driven by preserved natural features. The narrative states that more than 33% of woodland areas are preserved, including a 1-acre interior tree preserve, and that approximately 5.5 acres of wetlands are preserved with no proposed impacts. These preserved areas create a strong open-space framework, especially through the west/central part of the site and along the eastern edge. See overall site plan, Sheet C2-200 and natural feature plan C1-01.

Natural Feature	Total Area	Encroached Area	Preserved Area	Percent Preserved
Trees/Woodland	27.04 acres	17.90 acres	9.14 acres	33.8%
Steep Slopes	4,287 sq.ft	0 sq.ft	4,287 sq.ft	100%
Wetlands	5.46 acres	0 acres	5.46 acres	100%

Trees and Woodlands

The site is heavily wooded. The tree survey inventoried approximately 1,960 trees. Species included Shagbark Hickory (328), Pignut Hickory (257), Red Oak (249), Bitternut Hickory (201), Basswood (150), Black Walnut (131), Silver Maple (118), White Oak (101), Cottonwood (83), and American Elm (76). Most of the trees were in fair condition.

We note that the approved plan would have required much more significant grading and less tree and natural feature preservation than the proposed plan.

Amenities and stormwater

The multifamily area includes the project's main amenity zone, which includes a pool, playground, fitness center, community room, barbecue stations, picnic tables, and shade structures. The applicant should confirm if the single-family homes have access to the multiple family amenities.

The landscape plan also shows pedestrian/open-space connections through the site. Detention basins are distributed throughout the development and are integrated into the open-space system rather than isolated at the edges. See overall site plan, Sheet C2-200, and overall landscape plan, Sheet L1-00.

Single Family

The applicant is proposing a single-family lot size of 6,000 sq.ft (50' x 120'). The most similar existing zoning district is R-4, which allows for a lot size of 7,200 sq.ft. We are supportive of modest reductions (e.g., smaller lots and setbacks) where they advance compatible, context-sensitive infill. We find that smaller lots are a desire in the current housing market. However, those reductions should remain in character with a correspondingly smaller building form. In practice, we often find that while lots become smaller, house size does not, which can introduce massing and scale inconsistencies relative to surrounding development. We note that elevations for the single-family were not provided.

The applicant should provide a diagram or 3-D model of building massing and setbacks to ensure that they are proportionate to lot size.

Items to be Addressed: 1). Add townhome units back to site plan or provide justification for their removal; 2). Provide visual massing of buildings along Macarthur or if necessary break up massing; 3). Confirm if single-family homes have access to multiple family amenities; 4). Provide elevations for single family homes; and 5). Provide a diagram or 3-D model of building massing and setbacks.

DENSITY

In the identified urban service area there is a reference to up to eight (8) units per acre. The Township's existing higher-density development is concentrated within the urban service areas near this site. If the Township determines that a higher-density project is appropriate, this area would be the most suitable location. Using eight (8) units per acre as the underlying density allowance, the applicant is seeking a density bonus as set forth in Section 7.301.E Density Bonus for Exemplary Design Project. As set forth in Section 7.301.E, the maximum permitted dwelling unit density within a residential PC project, including permitted bonus dwelling units cannot exceed one hundred twenty percent (120%) of the planned maximum residential density for the subject land, as designated in the Growth Management Plan.

To calculate the density bonus, the residential PC project shall include a minimum of three (3) of the following elements or other elements, as accepted by the Township Board after recommendation from the Planning Commission:

- a. *Provisions for a minimum of fifty percent (50%) of the gross land area of the development site to be permanently preserved as dedicated open space.*
- b. *Dedicated open space areas abutting a primary road as defined in the master transportation plans of the Township, or state or county road authorities, which shall be designed to preserve the rural appearance of the site from the road right-of-way with a minimum depth of 150 feet.*
- c. *On-site or off-site pedestrian walkways and access improvements substantially above the minimum required by this Ordinance.*
- d. *Improvements to public facilities, access, or utilities above the minimum required by this Ordinance, other Township ordinances, or other governmental agencies with jurisdiction.*
- e. *Provisions for new or improved recreation facilities substantially above the minimum required by this Ordinance.*
- f. *An integrated mixture of housing types or lot sizes.*
- g. *Rehabilitation and re-use of a blighted site, contamination removal or demolition of obsolete structures.*
- h. *Innovations in motorist or pedestrian safety, energy efficient design, or other project design elements that would result in a material benefit to all or a significant portion of the ultimate users or residents of the project.*

Overall, we find that the applicant has effectively distributed density throughout the site through quality site planning, including the preservation of natural features, a well-designed layout, and the provision of a mix of housing options. The applicant is eligible for the proposed density, provided the Planning Commission determines that the requirements for the Density Bonus for an Exemplary Design Project have been satisfied.

Items to be Addressed: Applicant should justify density bonus.

WORKFORCE ATTAINABLE HOUSING COMPONENT

Timber Creek is proposed as workforce housing aimed at households in southern Superior Township that earn too much for deeply subsidized housing but still cannot afford homeownership. The narrative emphasizes larger rental units for working families who need more space than typical apartments provide.

All 210 units will be income-restricted under MSHDA's Low Income Housing Tax Credit program for at least 15 years. The affordability mix is:

- 21 units at 40% AMI.
- 166 units at 60% AMI
- 23 units at 70% AMI

This means about 90% of the units are targeted to households at 60–70% AMI. Anticipated average rents are approximately \$1,500 for 2-bedroom, \$1,750 for 3-bedroom, and \$2,000 for 4-bedroom units.

The expected residents are described as teachers, healthcare workers, technicians, administrative staff, and other essential workers, especially those employed in nearby centers such as Ypsilanti, the Geddes corridor, and the Hyundai-Kia Technical Center.

The narrative also distinguishes Timber Creek from nearby affordable developments like Sycamore Meadows and Danbury Park Manor. Unlike those projects, Timber Creek would not use project-based Section 8 assistance and is intended for households with stable earned income rather than the deepest subsidy tiers. Residents would be responsible for paying their own rent.

Finally, the applicant requests a 4% Payment in Lieu of Taxes (PILOT) rent tax abatement, arguing that it is needed to support long-term project feasibility and allow better materials, landscaping, and amenities.

As part of its Area Plan consideration, the Planning Commission should consider the proposed workforce attainable housing component as part of its recommendation to the Township Board.

Items to be Addressed: 1). *The Planning Commission should consider the proposed affordable housing component as part of its recommendation to the Township Board;* and 2). *Should the project include some internal building space for resident services?*

BUILDING DESIGN

Building design and architecture

The apartment buildings are planned as three-story, garden-style multifamily buildings organized around internal drives, parking courts, and a shared amenity core. The applicant proposes four (4) building types:

- Type A (Building 1000), which includes the leasing/clubhouse and amenity space;
- Type B (Buildings 3000, 4000, and 5000), which are standard residential buildings; and
- Type C (Building 2000), which includes a maintenance area.
- Type D (Building 6000), of which details were not provided.

Architecturally, the proposed elevations are more of a contemporary style with traditional residential cues: pitched/gabled roof forms, strong horizontal building length broken up by projecting entry elements, balconies/railings, and a base-middle-top façade composition.

It's not clear from the floor plans and architecture how Building A and Building B front elevation interact with McArthur Boulevard. Are there accessible doors or entrances facing Macarthur Boulevard? Are there design elements that make this appear and serve as a front elevation? How does the building relate to McArthur Boulevard?

Material use

The primary materials are:

- Brick at the lower portions and selected vertical accent areas
- Fiber-cement siding, panel, and trim.
- Asphalt shingles at the sloped roofs
- Vinyl windows
- Storefront windows at amenity/leasing areas
- Metal canopies
- Fabric awnings
- Metal railings at balconies and upper-level exterior spaces

That material selection gives the buildings a traditional and durable feel. The mix of brick and fiber-cement also presents the project as more residential than institutional.

Design Summary

The proposed architecture is a three-story suburban multifamily community with traditional residential massing and a contemporary material palette. The design incorporates brick + fiber-cement cladding, pitched roofs, balconies, and entry canopies/awnings to give the buildings a

more residential character, while the site planning ties the apartment buildings to preserved open space and shared amenities.

The single-family portion is planned on the site, but its actual home architecture/material package is not detailed in this submittal

Items to be Addressed: 1). Provide details for Building Type D; 2). How do Building A and C interact to McArthur Boulevard?; and 3). Provide elevations for the proposed single-family homes.

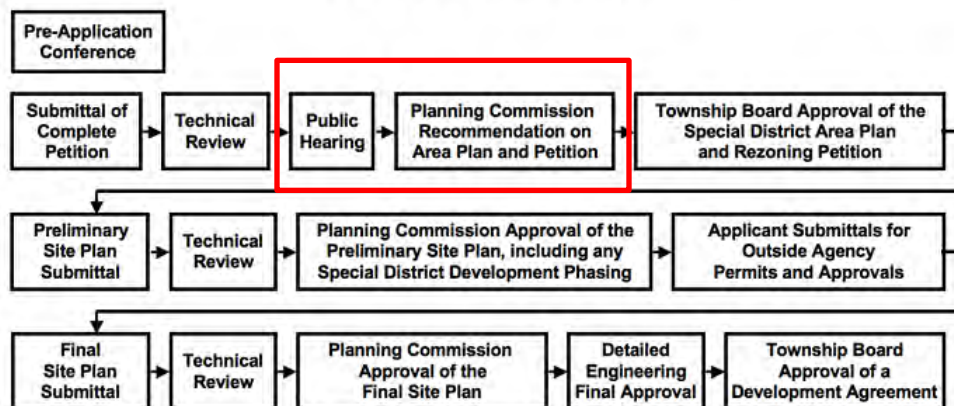
PROCESS

The Applicant is seeking an amendment to an existing Area Plan. The Planning Commission holds the public hearing and is the recommending body on the Area Plan. The Township Board has the ultimate authority or approval or denial upon the Area Plan.

Effective Date: August 14, 2008

Article 7
Special District Regulations

SECTION 7.100 REVIEW PROCEDURES



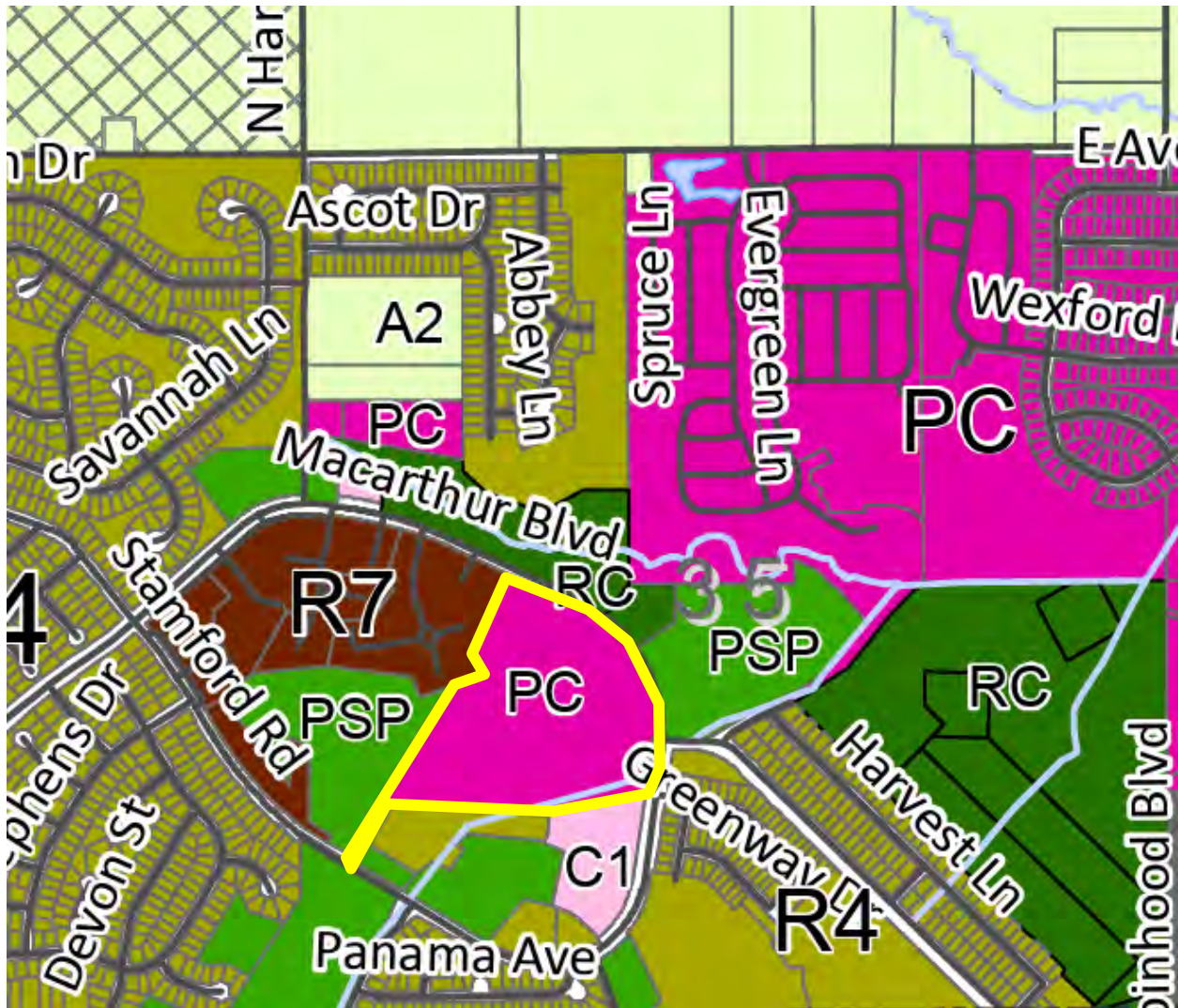
If the Area Plan is approved, the applicant will submit a preliminary site plan for technical review.

CURRENT ZONING

Surrounding Zoning

The site is currently zoned PC, Planned Community. The approved Planned Development allowed for the development of 101 single-family residential lots. See section below for more detail.

The site is adjacent to a mixture of various zoning districts including RC, PSP, R7, R4, and C1. The surrounding use includes vacant, community facilities, multiple family, and single family.



If the Planning Commission and Township Board find that the required standards have been met, rezoning the site to PC, Planned Community would not be inconsistent with zoning in the surrounding area.

of Approved but Un-built Residential Units (2009)], it is anticipated that existing undeveloped land designated for residential development within the Township's Urban Service Area (as shown on Maps 6-3 and 6-4)

- is more than adequate to serve the future demand for urban residential development in the Township; and*
- will not be fully developed or built out within the 20 year timeframe of this Plan (also referred to as "the planning period" of this Master Plan).*

The Future Land Use Plan (page 6-21) and Zoning Plan (page 7-3) identifies this area as a Mixture of Urban Residential Densities:

The urban area in orange south of Geddes Road is, and is expected to remain, a mixture of residential zoning classifications and densities. New residential development is expected at a density of four dwelling units per acre and is likely to occur via the Planned Community zoning classification (a form of planned unit development) where there are sensitive natural features, and via traditional subdivision or site condominium development designs in other areas.

Page 5-36 of the Master Plan notes that *"Land capacity shall be considered when determining the appropriate density of development. Land capacity considers soil suitability for septic, basements, slope, the presence of sensitive natural features, and other factors. The density shall be established at a level that will neither damage environmental features nor intrude upon agricultural lands."*

The Township's Master Plan is a comprehensive document that includes many other elements that should be considered these include community character/quality of life, impact/preservation of natural features, growth management, and housing and neighborhood design.

Community Character/Quality of Life:

A stated goal of the Master Plan is to maintain community character and enhance the quality of life. The Master Plan includes the following applicable statements regarding Community Character/Quality of Life:

- In Superior Township, largescale changes to the landscape have been minimized by the consensus decision of community leaders to permit only growth that meets standards of sustainability, maintenance of the natural resource base, and visual character.
- The most common landscape view in most of Superior Township continues to be a mix of woods, meadows, wetlands, and farm fields. This is because the center area of the Township remains largely undeveloped, and settlement still retains a rural character at all but the southern edge of the Township. The rural landscape does more than simply provide scenery, as the benefits of nature to citizen mental health are recognized as very important.

- As a result (of preservation efforts), wetlands, forests, farmland, and green spaces that comprise the scenic character and ecosystem of the Township have been permanently protected in a manner that protects the property rights of landowners.

Natural Features:

A stated goal of the Master Plan is the preservation and management of natural features and creation of new natural features. This includes protection and preservation of wetlands, surface water, ground water recharge, woodlands, upland brush, landmark trees, steep slopes, and viewsheds. The Master Plan identifies a number of land use and development techniques to protect these features.

Growth Management

The Master Plan encourages land uses that are best suited to the land and existing conditions, at a rate of growth that:

- Can be financially absorbed by the Township government;
- Restricts the potential for an urban sprawl development pattern;
- Takes into full account the inventory of existing improved lots and structures for the type of land use proposed;
- Protects the value and desirability of existing housing;
- Ensures adequate public funds are available to support necessary public services; and
- Prevents the oversupply of new housing units and/or vacant residential lots.

Housing and Neighborhood Design

The Master Plan encourages a variety of housing types, located within desirable residential settings, to ensure a maximum choice of dwelling units and a mix of population within the Township. The Master Plan also notes that new residential development shall be compatible in density and character with existing residences and neighborhoods in the immediate area.

As stated in the Master Plan, all residential development that occurs at a density of one dwelling unit or more per acre, and that consists of 20 net acres or greater, shall be developed under a planned community or similar zone, thereby providing its own open space and recreational facilities. These open spaces shall be located to help provide a natural vegetative roadside view and connected to greenspaces and greenway trails on adjacent parcels or developments.

Zoning Plan in Master Plan:

As stated in the Master Plan, the Special Zoning Districts provide considerable flexibility to the land developer to provide opportunities for development designs that respect both the natural environment and efficiency in the provision of infrastructure and public facilities and provide the Township with flexibility to ensure mitigation of negative impacts on adjoining properties. A wide

range of densities and lot sizes are provided, depending on the district and specific ordinance provisions. Most new development proposals in the Township are encouraged to use one of these special districts because of the design flexibility provided to the developer and the opportunity for the Township to help fashion a design that is compatible with adjoining properties.

Master Plan Summary Findings:

We find that the proposed Area Plan petition to rezone the property from PC, Planned Community (single-family residential) to PC, Planned Community is compatible with many elements of the Master Plan and the Growth Management Plan for the following reasons:

1. *The Master Plan envisions that the densest portion of development in the Township should occur in the urban service area, in part to protect the rural and agricultural nature of the remaining portions of the township.*
2. *A mixed-residential development including multiple-family residential is consistent with the type of use envisioned in the Mixture of Urban Residential Densities future land use plan.*
3. *The Master Plan encourages a variety of housing types, located within desirable residential settings, to ensure a maximum choice of dwelling units and a mix of population within the Township. The Area Plan provides a diverse type of housing.*
4. *As stated in the Master Plan, all residential development that occurs at a density of one dwelling unit or more per acre, and that consists of 20 net acres or greater, shall be developed under a planned community, thereby providing its own open space and recreational facilities.*
5. *The applicant has proposed to develop the site to protect the sites natural resources.*
6. *The applicant is applying for a special district as encouraged in the Master Plan for flexibility in site development to help fashion a design that is compatible with adjoining properties.*
7. *The applicant has attempted to design the site to preserve the site's most signifigant natural resources.*
8. *The proposed development and use of the site is consistent with the stated goals of Growth Management Plan.*
9. *The applicant is providing an attainable housing project that will provide a necessary need in the township.*

DISTRICT INTENT

Special Districts

As set forth in Section 7.001, the Authority to Establish Special Districts as defined in Article 2.0 (Zoning Districts), is established in accordance with Section 503 of the Michigan Zoning Enabling Act. These Special Districts are designed to accomplish the objectives of this Ordinance through a development review process intended to achieve integration of the proposed development project with the characteristics of the project area. These Special Districts are intended to permit flexibility in the regulation of land development; encourage innovation in land use and variety in design, layout, and type of structures constructed; achieve economy and efficiency in the development and use of land, natural resources, energy, and the provision of public services and facilities; encourage useful open space; and provide better housing, employment, and shopping opportunities particularly suited to the needs of the residents of the Township. The intent of these special districts is to:

- Provide for increased flexibility and encourage innovation in design and layout of land development, subject to proper administrative standards and procedures.
- Lessen the burden of traffic on streets and highways, and provide for an integrated system of sidewalks, pedestrian pathways, and other non-transportation facilities.
- Provide for a compatible mix of land uses in each Special District.
- Establish planning, review, and approval procedures that properly relate the type, design, and layout of development to the site and surrounding area.
- Encourage innovation in residential and nonresidential development so that greater opportunities for better housing, recreation, and shops conveniently located to each other may extend to all citizens and residents of Superior Township; and so that the growing demands of the Township's population may be met by a greater variety in type, design, and layout of buildings and by the conservation and more efficient use of open space ancillary to these buildings.

Planned Community District

The Township Zoning Ordinance has multiple "special districts", one of which is the PC, Planned Community District. The intent of the PC, Planned Community District is as follows:

The Planned Community (PC) Special District option encourages greater collaboration between the developer and the Township in the development process, and allows additional freedom for the developer to take an even more creative approach to land use and development than otherwise permitted under this Ordinance. The PC Special District option offers greater flexibility in the design of land development, maximizing the developer's ability to take advantage of natural topography, vegetation, watercourses, and other site features in designing the development.

PLANNED COMMUNITY DISTRICT REQUIREMENTS

As set forth in Section 7.301. A, to be eligible for approval as a Planned Community (PC) Special District, the petitioner shall demonstrate, to the Township Board's satisfaction after recommendation from the Planning Commission, that the petition and Area Plan are compatible with the following:

1. **Compatibility with the Special District intent.** The proposed development shall be consistent with the intent and scope of this Article and the intent and purposes of the specific Special District.

CWA Finding: The PC, Planned Community District is intended to allow for greater collaboration to allow for a creative approach to land use and development. Through the PC, Planned Community District the township and the applicant are able to collaborate to better protect the sites natural features and reduce impact upon adjacent properties than could be accomplished through a by-right site plan or through a conventional subdivision development. The use of a Special District for this application is appropriate by allowing creative design to protect natural features, and mixing housing types to provide the township with more housing options.

2. **Compatibility with the Growth Management Plan.** The proposed development shall be compatible with the adopted Growth Management Plan.

CWA Finding: We find that the proposed Area Plan petition to amend the zoning of the the property from PC, Planned Community (single-family residential) to PC, Planned Community is compatible with many elements of the Master Plan and the Growth Management Plan.

In the identified urban service area there is a reference to up to eight (8) units per acre. The Township's existing higher-density development is concentrated within the urban service areas near this site. If the Township determines that a higher-density project is appropriate, this area would be the most suitable location. Using eight (8) units per acre as the underlying density allowance, the applicant is seeking a density bonus as set forth in Section 7.301.E Density Bonus for Exemplary Design Project. As set forth in Section 7.301.E, the maximum permitted dwelling unit density within a residential PC project, including permitted bonus dwelling units cannot exceed one hundred twenty percent (120%) of the planned maximum residential density for the subject land, as designated in the Growth Management Plan.

Overall, we find that the applicant has effectively distributed density throughout the site through quality site planning, including the preservation of natural features, a well-designed layout, and the provision of a mix of housing options. The applicant is eligible for the proposed density, provided the Planning Commission determines that the requirements for the Density Bonus for an Exemplary Design Project have been satisfied.

3. **Availability and capacity of public services.** The proposed type and intensity of use shall not exceed the existing or planned capacity of existing public services and facilities, including police and fire protection, traffic capacity of the Township's public roads, drainage and stormwater management facilities, availability of water, and suitability for septic or capacity of existing or planned utility facilities.

CWA Finding: Unknown at this time, particularly with regards to utilities. This will be studied and confirmed by the Township Engineer as part of the site plan review process.

4. **Sufficient land area for proposed uses.** The proposed Planned Community (PC) site shall include sufficient contiguous land area to comply with all applicable regulations of this Ordinance, to adequately serve the needs of all permitted uses in the PC project, and to ensure compatibility between uses and the surrounding area. Additional non-contiguous land areas within the Township may be included as part of the proposed open space dedications for a PC project.

CWA Finding:

A major part of the layout is driven by preserved natural features. The narrative states that more than 33% of woodland areas are preserved, including a 1-acre interior tree preserve, and that approximately 5.5 acres of wetlands are preserved with no proposed impacts. These preserved areas create a strong open-space framework, especially through the west/central part of the site and along the eastern edge. (See overall site plan, Sheet C2-200 and natural feature plan C1-01)

Natural Feature	Total Area	Encroached Area	Preserved Area	Percent Preserved
Trees/Woodland	27.04 acres	17.90 acres	9.14 acres	33.8%
Steep Slopes	4,287 sq.ft	0 sq.ft	4,287 sq.ft	100%
Wetlands	5.46 acres	0 acres	5,46 acres	100%

As noted, we find that the applicant has appropriately blended in the proposed density with the overall preservation of the sites natural features.

5. **Additional eligibility criteria.** The petition and Area Plan shall be compatible with one (1) or more of the following additional criteria:
- Conservation of open space. Long-term conservation of open space, agricultural lands, or lands with significant natural features in the Township will be achieved in accordance with the adopted Growth Management Plan.
 - Preservation of natural resources. Long-term conservation of natural resources will be achieved, where such resources of the Township would otherwise be destroyed or degraded by development as permitted by the underlying zoning district(s).

- c. Public benefit. A recognizable and material benefit will be realized by both the future users of the development and the Township as a whole, where such benefit would otherwise be unachievable under the provisions of this Ordinance.
- d. Economic impact. The proposed development shall not impede the continued use or development of surrounding properties for uses that are permitted in the Zoning Ordinance or planned in the adopted Growth Management Plan.

CWA Finding: The Area Plan is both conserving open space and preserving natural resources. Because the applicant is proposing an Area Plan, these areas are able to be conserved and protected in perpetuity, which may not be accomplished through a conventional subdivision development or as shown on the approved Area Plan for the site. However, again we note that the density should be discussed with the applicant.

STANDARDS

As set forth in Section 7.102.C, when reviewing an Area Plan petition, the Planning Commission shall determine and provide evidence in its report to the Township Board that the petition meets the following standards:

- 1. Growth Management Plan policies.** The proposed development shall conform to the adopted Growth Management Plan.

CWA Finding: The proposed Area Plan is compatible with the adopted Growth Management Plan and other provisions of the Township Master Plan. See Master Plan Findings for more details.

- 2. Ordinance standards.** The proposed development shall conform to the intent, regulations, and standards of the proposed Special District and this Ordinance.

CWA Finding: The proposed Area Plan is compatible with the ordinance standards. The PC, Planned Community District is intended to allow for greater collaboration to allow for a creative approach to land use and development. Through the PC, Planned Community District the township and the applicant are able to collaborate to better protect the sites natural features and reduce impact upon adjacent properties than could be accomplished through a by-right site plan or through a conventional subdivision development or as shown on the approved Area Plan for the site. The use of a Special District for this application is appropriate by allowing creative design to protect natural features, and mixing housing types to provide the township with more housing options

- 3. Public facilities.** The proposed development shall be adequately served by public facilities and services, such as highways, streets, police and fire protection, drainage courses, water and sanitary sewer facilities, and refuse disposal, or that the persons or agencies responsible for the proposed development shall be able to provide, in a manner acceptable to the Township Board, such facilities and services.

CWA Finding: Unknown at this time, particularly with regards to utilities. This will be studied and confirmed by the Township Engineer as part of the site plan review process.

- 4. Open space and recreation areas.** The common open space, any other common properties, individual properties, and all other elements of a Special District are so planned that they will achieve a unified open space and recreation area system, with open space and all other elements in appropriate locations, suitably related to each other, the site, and the surrounding land.

The applicant provides a significant amount of open space in the form of natural feature preservation, internal trails, and sidewalks. The multifamily area includes the project's main amenity zone, which includes a pool, playground, fitness center, community room, barbecue stations, picnic tables, and shade structures. The applicant should confirm if the single-family homes have access to the multiple family amenities.

- 5. Common areas and improvements.** The petitioner shall have made satisfactory provision to ensure that those areas shown on the plan for use by the public or by occupants of the development will be or have been irrevocably committed for that purpose. Provisions shall have been made to provide for the financing and maintenance of improvements shown on the plan for open space areas, and common use areas which are to be included within the development.

CWA Finding: Currently the site is controlled by one entity. If approved, the multiple family portion will be controlled by one entity, and the single-family portion will be sold as individual lots controlled by a HOA. If approved, a future Development Agreement will be necessary to dictate the development of the site and maintenance and control of common areas and improvements.

- 6. Location and layout.** The location of the proposed uses, layout of the site, and its relation to streets giving access to it, shall be such that traffic to, from, and within the site, and assembly of persons in connection therewith, will not be hazardous or inconvenient to the project or the neighborhood. In applying this standard, the Planning Commission shall consider, among other things, convenient routes for pedestrian traffic, particularly of children, relationship of the proposed project to main thoroughfares and street intersections, and the general character and intensity of the existing and potential development of the neighborhood.

CWA Finding: The proposed Area Plan shows two points of access to the site. Onsite circulation appears sufficient for vehicular traffic. Traffic impacts will be reviewed by the Road Commission. The Planning Commission should confirm if additional internal pedestrian circulation is necessary.

- 7. Compatibility of land uses.** The proposed use(s), mix of housing unit types and densities, or mix of residential and non-residential uses shall satisfy the intent of the proposed Special District, conform to applicable use standards and limitations, and be acceptable in terms of convenience, privacy, compatibility, and similar standards.

CWA Finding: *The Area Plan provides for a mix of housing types that satisfy the intent of the proposed Special District and the Master Plan. As part of the deliberation, the Planning Commission should discuss if they support the mix and type of housing product provided.*

- 8. Minimize adverse impacts.** That noise, odor, light, or other external effects from any source whatsoever, which is connected with the proposed use, will not adversely affect adjacent and neighboring lands and uses.

CWA Finding: *Through the Area Plan and site plan review, the Township can review and place reasonable conditions upon the application to ensure to minimize adverse impacts.*

- 9. Preservation of natural features.** The proposed development shall create a minimum disturbance to natural features and landforms.

CWA Finding:

A major part of the layout is driven by preserved natural features. The narrative states that more than 33% of woodland areas are preserved, including a 1-acre interior tree preserve, and that approximately 5.5 acres of wetlands are preserved with no proposed impacts. These preserved areas create a strong open-space framework, especially through the west/central part of the site and along the eastern edge. (See overall site plan, Sheet C2-200 and natural feature plan C1-01)

Natural Feature	Total Area	Encroached Area	Preserved Area	Percent Preserved
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Steep Slopes	4,287 sq.ft	0 sq.ft	4,287 sq.ft	100%
Wetlands	5.46 acres	0 acres	5,46 acres	100%

As noted, we find that the applicant has appropriately blended in the proposed density with the overall preservation of the sites natural features.

- 10. Streets.** Streets shall follow topography, be properly spaced, and be located and aligned in accordance with the intended function of each street. The property shall have adequate access to public streets. The plans shall provide for logical extensions of public streets and shall provide suitable street connections to adjacent parcels, where applicable.

CWA Finding: The proposed Area Plan shows two points of access to the site. Onsite circulation appears sufficient for vehicular traffic. Traffic impacts will be reviewed by the Road Commission.

- 11. Pedestrian facilities.** Major pedestrian circulation shall be provided for within the site and shall interconnect all use areas, where applicable. The pedestrian system shall provide for logical extensions of pedestrian ways outside the site, and pedestrian connections to the site boundaries, where applicable.

CWA Finding: The Area Plan shows some sidewalks and an interconnected pedestrian trail within the site. The Planning Commission should confirm if additional internal pedestrian circulation is necessary.

RECOMMENDATION

Overall the Planning Commission and staff were very supportive of the project as part of the concept review. We find that proposed Area Plan is consistent with the Townships Master Plan and Growth Management Strategy. The applicant is providing a development that includes a diverse mix of housing types as envisioned in the “Mixture of Urban Residential Densities” area of the Future Land Use Plan, as well as workforce attainable housing. Overall, we find that the applicant has effectively distributed density throughout the site through quality site planning, including the preservation of natural features, a well-designed layout, and the provision of a mix of housing options.

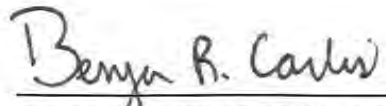
Many of the items noted in our report can be addressed in the site plan review process, however there are a few key items the Planning Commission should discuss with the applicant:

1. Does the Planning Commission support the workforce housing component and proposed PILOT.
2. Overall site density and justification for density bonus.
3. Overall does the Planning Commission support the proposed housing mix and types?
 - a. Should the applicant add townhome units back into the site plan?
 - b. Provide visual massing of buildings along McArthur or if necessary, break up massing
4. Are there additional natural preservation techniques, or additional site amenities that should be incorporated.

We recommend that the Planning Commission hold a public hearing, discuss the noted questions in our report with the applicant, consider public testimony, and either:

- A. Postpone action to allow the applicant to provide additional information; or
- B. Direct staff to draft a resolution based on the discussion.

Timber Creek
April 15, 2026

A handwritten signature in black ink that reads "Benjamin R. Carlisle". The signature is written in a cursive style with a horizontal line extending from the end of the name.

CARLISLE/WORTMAN ASSOC., INC
Benjamin R. Carlisle, AICP, LEED AP
President



March 16, 2026

CHARTER TOWNSHIP OF SUPERIOR

3040 N. Prospect Road
Ypsilanti, MI 48198

Attention: **Angela Robinson, Township Clerk**

Regarding: **Timber Creek Flats
Area Plan Review
OHM Job No. 0140-25-1010**

Dear Ms. Robinson,

On behalf of the Township, we have reviewed the Area Plan submittal for the above referenced project, as provided to the Township by the Applicant on February 26, 2026. We understand that the application will be considered by the Planning Commission at their regular meeting on March 25, 2026, regarding Area Plan approval. It is noted that this review is for approval of the northern portion of the development only, which proposes 210 multifamily residential units. We understand the southern portion of the development will be covered under a separate site plan application. Therefore, we offer the following comments to the Planning Commission related to the site/civil engineering aspects of the area plan for their consideration during the decision process.

Plan Comments

1. Please provide the professional seal of the licensed individual preparing the plans on future submittals.
2. Please provide the area and dimensions of outdoor open space and recreation areas on the plans.
3. Proposed sidewalk should meet the existing bike path in the right-of-way at both entrances to the development.
4. It is unclear where the proposed storm sewer along the northwest and southwest area of the parking lot near Buildings 3000, 4000, and 5000 outlets. Please clarify or revise the storm sewer to provide an outlet for this section of storm sewer.

The following comments may be addressed in future site plan stages:

5. Provide cleanouts where sanitary leads are over 100 feet in length or where there is a bend.
6. In general, sanitary sewer leads should connect to the sanitary sewer main instead of a sanitary manhole.
7. The sanitary laterals to Building 2000 and Building 1000 should be revised to have a manhole at the upstream end of the sewer. Sanitary leads from the buildings should connect to the sanitary lateral and not the manhole.
8. Provide a storm manhole at the downstream end of the storm sewer that runs between units 45 and 46.
9. Proposed water main gate valves & wells should be included on future plan submittals to verify valve spacing and water main isolation.



10. Consideration should be made to moving the proposed water main and sanitary sewer out of the influence of the pavement in the northern portion of the project area.
11. In the parking area between Building 2000 and Building 3000, it appears that the proposed water main, storm sewer, and sanitary sewer do not meet the minimum required 10-foot horizontal separation. Review and revise the placement of the utilities in this area to meet the required separation.
12. Along Hickory Drive and Timber Creek Drive it appears that the proposed water main and catch basins do not meet the minimum required 10-foot horizontal separation. Consider adding bends or adjusting the alignment of the water main to meet the required separation.

Summary of Future Outside Agency Approvals

1. The site would be serviced by connecting to the Superior Township public sanitary sewer system at two locations to the existing 15" sanitary sewer in the Macarthur Boulevard Right-of-way (ROW). The proposed Area Plan includes a mix of unit types that results in the following population breakdown:

Multifamily Units:	2.1 people/unit x 210 units = 441 people
Single Family Units	3.5 people/unit x 50 units = 175 people
	TOTAL = 616 people

Future review and approval of proposed sanitary sewer by the Ypsilanti Community Utilities Authority (YCUA) would be required for Part 41 application if a site plan were to move forward. Future approval and permitting would be required from the Michigan Department of Environment, Great Lakes, and Energy (EGLE) under Part 41. The proposed sanitary sewer layout and connections to the Superior Township sanitary sewer system will require a more detailed technical review of the facilities during preliminary site plan stage but the Township sewer system capacity appears to be adequate to support this density of development.

2. The site would be serviced by connecting to the existing Superior Township 12" public water main at two locations in the Macarthur Boulevard ROW. Future review and approval of proposed water main by YCUA would be required for PA 399 application if a site plan were to move forward. Future approval and permitting would be required from EGLE under PA 399 for water main construction. The proposed water main layout and connection to the Superior Township water system appears to be viable at the conceptual level, however, a more detailed technical review of the facilities would take place during final site plan stage to verify fire flow and internal water main sizing.
3. OHM received a Traffic Impact Study (TIS) with the Area Plan submittal in February that reviewed the impact of the proposed development. The TIS should be submitted to the Washtenaw County Road Commission (WCRC) for their review and approval. OHM will also provide a technical review of the TIS for Planning Commission consideration.
4. Please note that a more detailed technical review of the site engineering would take place during a potential future preliminary site plan stage. In reviewing this current Area Plan submittal at the conceptual level, we note that the proposed layout of the site is arranged to preserve many of the existing natural features on site. Based on the proposed layout of improvements, the Natural Features Plan (Sheet C1-01) notes that approximately 33.8% of the wooded areas will be preserved, 100% of the steep slopes will not be affected, and 100% of the wetlands will be preserved. Grading details would be reviewed at future stages of the project is a site plan were to move forward.
5. The stormwater management design must meet Washtenaw County Water Resources Commissioner (WCWRC) Standards and will need to be submitted to WCWRC for review during site plan review stage. The approval of the stormwater management design needs to be reasonably assured from the WCWRC prior to the Final Site Plan being presented to the Planning Commission.



6. The soil erosion and sedimentation control (SESC) measures on the site plan would need to meet the requirements of WCWRC and would require future review and approval from WCWRC. We would not anticipate an issue for the Applicant to obtain this permit in the future.
7. Work proposed in the Stamford Road and Macarthur Boulevard ROW would need to meet the requirements of the Washtenaw County Road Commission (WCRC). Future review and approval from WCRC would be required as they have jurisdiction within the public ROW of Stamford Road and Macarthur Boulevard and for determining necessity for deceleration or acceleration tapers (or other necessary improvements) based on anticipated traffic counts.

If you have any questions regarding our review, please do not hesitate to contact me at (734) 466-4518 or George Tsakoff at (734) 466-4439.

Sincerely,
OHM Advisors

Mariah Cummings, PE
Project Engineer

cc: Emily Dabish Yahkind, Township Supervisor, via email
Bill Balmes, Building Official, via email
Ben Carlilse, CWA, Township Planner, via email
Michelle Marin, CWA, via email
George Tsakoff, OHM, via email

AREA PLAN PETITION

(This application must be typewritten or printed. All questions must be answered.)

APPLICANT NAME ECG MacArthur Flats LDHA, LP ATTN: Jake Hymes

**NAME OF PROPOSED
DEVELOPMENT** Timber Creek Flats

APPLYING FOR ☒ AREA PLAN
☐ AREA PLAN AMENDMENT
☐ AREA PLAN REVISION

FEES (adopted by the Superior Township Board on 11-21-16): The following fees shall be paid by the petitioner to the Superior Charter Township Treasurer at the time of submittal of the application For a Special District and at the time of each subsequent submittal:

A. REZONING PETITION AND AREA PLAN REVIEW

Application fees:	\$ 900.00
Review escrow:	\$5,000.00
Total:	<u>\$5,900.00</u>

Review escrow funds are used for the Township consultants' engineering, planning and legal reviews and other costs as appropriate. Review costs will be deducted from the escrow account along with the appropriate administrative fee. If a review cost exceeds the amount in the escrow account, the cost plus the appropriate administrative fee, shall be billed to the petitioner. Billing rates are available upon request. If a second public hearing must be scheduled due to the petitioner's failure to post required signage or provide information as required, an additional fee of \$300.00 to offset the Township's additional costs of public notices and affidavits of notice shall be paid by the petitioner prior to the Township scheduling the public hearing.

TOWNSHIP USE

Date Received _____

Fee Paid _____

Signature of Township Clerk or Designee _____

GENERAL INFORMATION

- Name of Proposed Development Timber Creek Flats
- Address of Property No current address. Wooded area north of 1601 Stamford Rd, Superior Township, MI 48198
- Current Zoning District Classification of Property PC - Planned Community District
- Has this property been the subject of a rezoning request, Zoning Board of Appeals petition or other Township action with the past five (5) years? ☐ YES ☒ NO
Please explain _____

- Tax ID Number(s) of property PIN: J-10-35-300-003
- Site Location - Property is located on (circle one) N S E (W) side of MacArthur Blvd between Woolman Oval N and Wiard Blvd Roads.
- Legal Description of Property (please attach a separate sheet)
Where a metes and bounds description is used, lot line angles or bearings shall be indicated on the plan. Lot line dimensions and angles or bearings shall be based upon a boundary survey prepared by a registered surveyor and shall correlate with the legal description.
- Site Area (Acreage) and Dimensions 36.182 Acres
- Are there any existing structures on the property? ☐ YES ☒ NO
Please explain: _____

PROPOSED LAND USE

- ☒ Residential ☐ Office ☐ Commercial ☐ Other

If other, please specify _____

- Number of units 210 Multifamily Units and 51 single family lots
- Total floor area of each unit Varies. See Site Data Table on Area Plan for breakout for each type of unit.
- Give a complete description of the proposed development. See Use Statement on Area Plan Site Plan

*Superior Charter Township, 3040 N. Prospect Rd., Ypsilanti, MI 48198
Telephone: 734-482-6099 Website: superiortownship.org Fax 734-482-3842*

APPLICANT INFORMATION

- APPLICANT'S NAME Jake Hymes
Company Elmington
Address 1030 16th Ave S, Suite 500, Nashville, TN 37212
Telephone Number _____ Email jhymes@elmingtoncapital.com
- PROPERTY OWNER'S NAME David Dowling
Company Yukon Building and Land Development
Address 4051 Haggerty Dr. West Bloomfield, MI 48323
Telephone Number 734.644.4556 Email ddowling@yukonbuilding.com
- DEVELOPER'S NAME Jake Hymes
Company Elmington
Address 1030 16th Ave S, Suite 500, Nashville, TN 37212
Telephone Number 615.403.2332 Email jhymes@elmingtoncapital.com
- ENGINEER'S NAME Michael Hart
Company Kimley-Horn of Michigan, Inc.
Address 3000 Town Center, Suite 2600, Southfield, MI 48075
Telephone Number 313.572.1627 Email michael.hart@kimley-horn.com
- ARCHITECT/PLANNER'S NAME Zach Kameron
Company Studio TEN30
Address 1030 16th Ave S, Suite 500, Nashville, TN 37212
Telephone Number 513.543.6720 Email zkameron@elmingtoncapital.com

INFORMATION REQUIRED ON THE AREA PLAN AS SPECIFIED IN SECTION 10.07 OF THE SUPERIOR TOWNSHIP ZONING ORDINANCE
--

1. Vicinity map showing the general location of the site.
2. Scale, north arrow, initial plan date, and any revision dates.
3. Existing zoning classifications for the subject parcels and surrounding parcels (including across road rights-of-way)
4. Identification of all adjacent property in which the applicant(s), developers(s), or owner(s) have an ownership interest.
5. Dimensions of all property boundaries and interior lot lines.
6. Location of existing structures, fences, and driveways on the subject property, with notes regarding their preservation or alteration.
7. Location, outline, ground floor area, and height of proposed structures; and of existing structures to remain on-site.
8. Conceptual drawings of exterior building facades for principal buildings and building additions, drawn to an appropriate scale
9. Locations, layout, surface type, centerlines, road pavement and right-of-way widths, and indication of public or private road status for all existing and proposed roads and access drives serving the site.
10. Conceptual locations, layout, and surface type for all parking lots, sidewalks and pedestrian pathways within and accessing the site.
11. General description and delineation of existing natural features on and abutting the site; such as trees, shrubs, wooded areas, general topography and soil information, areas of steep slopes, bodies of water, watercourses, drainage ways, and wetlands; with clear indication of all features to be preserved, removed or altered.
12. Delineation of the 100-year floodplain on and abutting the site (see Section 14.05D of the Zoning Ordinance.)
13. Outdoor open space and recreation areas; location, area, and dimensions.
14. Location and size of required landscape strips, if applicable.

15. General layout of existing and proposed water supply systems, sanitary sewerage or septic systems, and stormwater management facilities.
16. General areas of intended filling or cutting.
17. Other information as requested by the Township Planner or Planning Commission to verify that the site and use are in accordance with the intent, purposes, and requirements of this Ordinance and the policies of the Township's Growth Management Plan.

The applicant indicated on page 3 must sign this application. All correspondence regarding the application and plan will be directed to the applicant. If the applicant is not the property owner, the owner's signed consent must also be provided with this application.

APPLICANT AFFIDAVIT

The applicant(s) represents that he/she/they are the owner(s) of the subject property or are acting on behalf of the above listed owner, and herewith file sixteen (16) copies of the identified area plan. The applicant also acknowledges that the filing of this application grants permission for Township staff and/or officials to enter the property to determine the accuracy of the submitted area plan including existing conditions.

I hereby depose and certify that all information contained in this application, all accompanying plans and all attachments are complete and accurate to the best of my knowledge.

APPLICANT'S PRINTED NAME: Jake Hymes

APPLICANT'S SIGNATURE  DATE 2/18/2026

PROPERTY OWNER'S PRINTED NAME David Dowling

PROPERTY OWNER'S SIGNATURE _____

15. General layout of existing and proposed water supply systems, sanitary sewerage or septic systems, and stormwater management facilities.
16. General areas of intended filling or cutting.
17. Other information as requested by the Township Planner or Planning Commission to verify that the site and use are in accordance with the intent, purposes, and requirements of this Ordinance and the policies of the Township's Growth Management Plan.

The applicant indicated on page 3 must sign this application. All correspondence regarding the application and plan will be directed to the applicant. If the applicant is not the property owner, the owner's signed consent must also be provided with this application.

APPLICANT AFFIDAVIT

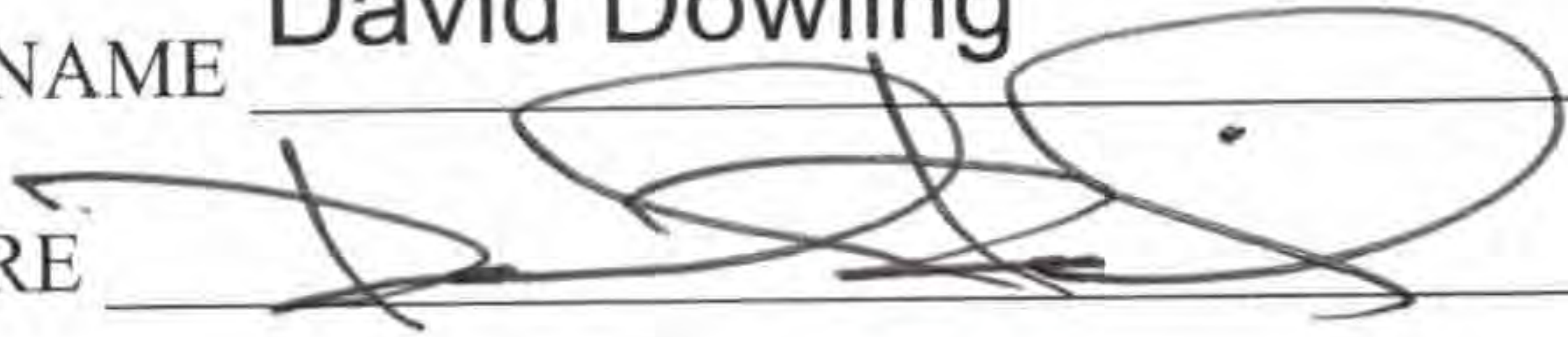
The applicant(s) represents that he/she/they are the owner(s) of the subject property or are acting on behalf of the above listed owner, and herewith file sixteen (16) copies of the identified area plan. The applicant also acknowledges that the filing of this application grants permission for Township staff and/or officials to enter the property to determine the accuracy of the submitted area plan including existing conditions.

I hereby depose and certify that all information contained in this application, all accompanying plans and all attachments are complete and accurate to the best of my knowledge.

APPLICANT'S PRINTED NAME: Jake Hymes

APPLICANT'S SIGNATURE _____ DATE _____

PROPERTY OWNER'S PRINTED NAME David Dowling

PROPERTY OWNER'S SIGNATURE  2-18-2026

Legal Description

The Land is described as follows: Situated in the Township of Superior, County of Washtenaw, State of Michigan

An approximate 19 acre portion of the following-described parcel, the description for which is forthcoming:

Beginning 2711.79 feet North and 1463.13 feet of the Southwest corner of Section 35, Town 2 South, Range 7 East, Township of Superior, Washtenaw County, Michigan; thence South 65 degrees 44 minutes East 441.05 feet; thence 1049.90 feet on the arc of a curve to the right having a radius of 940.00 feet and a chord bearing South 33 degrees 44 minutes 15 seconds East 996.15 feet; thence South 89 degrees 55 minutes 10 seconds West 60.03 feet; thence 143.77 feet on the arc of a curve to the right having a radius of 880.00 feet and a chord bearing South 02 degrees 49 minutes 10 seconds West 143.63 feet; thence South 07 degrees 30 minutes West 171.32 feet; thence South 74 degrees 23 minutes 10 seconds West 628.85 feet; thence North 87 degrees 48 minutes 45 seconds West 951.56 feet; thence South 29 degrees 54 minutes 20 seconds west 416.70 feet; thence Northwesterly on the North line of Stamford Road to a point being South 30 degrees 59 minutes West from the Point of Beginning; thence North 30 degrees 59 minutes East to the Point of Beginning, EXCEPT that part lying Westerly of a line described as: Commencing at the Northwest corner of said Section 35; thence South 01 degrees 47 minutes 15 seconds East 2151.17 feet; thence South 82 degrees 21 minutes 05 seconds East 617.52 feet; thence South 15 degrees 49 minutes 56 seconds West 60.00 feet; thence South 73 degrees 03 minutes 55 seconds East 312.02 feet; thence South 65 degrees 44 minutes 05 seconds East 417.20 feet to the Point of Beginning; thence South 24 degrees 15 minutes 55 seconds West 506.31 feet; thence South 21 degrees East 164.63 feet; thence South 69 degrees West 218.06 feet; thence South 29 degrees 54 minutes 20 seconds West 1203.38 feet to the Point of Beginning.

NOTE: Schedule A of this commitment will be revised upon receipt by the Company of the description to be insured.

SPECIAL DISTRICT AREA PLAN
TIMBER CREEK
MACARTHUR BOULEVARD
SUPERIOR TOWNSHIP, MI 48198

[illegible]

Sheet Number	Sheet Title
C-00	CORP.
C-01	OVERALL EXISTING CONDITIONS PLAN
C-02	NATURAL FEATURES PLAN
C-03	OVERALL SITE PLAN
C-04	OVERALL GRADING AND DRAINAGE PLAN
C-05	OVERALL UTILITY PLAN
C-06	FIRE PROTECTION PLAN
C-07	OVERALL LANDSCAPE PLAN
L-08	LANDSCAPE ENHANCEMENTS
L-09	LANDSCAPE EMBELLISHMENTS
L-10	LANDSCAPE SCHEDULE

Sheet Number	Sheet Title
A-1.1	BUILD 3000 (TYPE A) - OVERALL FLOOR PLANS
A-1.2	BUILD 3000 (TYPE A) - ELEVATIONS
A-1.3	BUILD 3000 (TYPE A) - ELEVATIONS
A-2.1	BUILD 5000 (TYPE A) - OVERALL FLOOR PLANS
A-2.2	BUILD 5000 (TYPE A) - ELEVATIONS
A-2.3	BUILD 5000 (TYPE A) - ELEVATIONS
A-3.1	BUILD 6000 (TYPE C) - OVERALL FLOOR PLANS
A-3.2	BUILD 6000 (TYPE C) - OVERALL FLOOR PLANS
A-3.3	BUILD 6000 (TYPE C) - ELEVATIONS
A-3.4	BUILD 6000 (TYPE C) - ELEVATIONS
A-4.1	MONUMENT 3000 AND TRASH ENCLOSURE DETAILS



**SUPERIOR TOWNSHIP,
WASHTENAW COUNTY, MI**

PROJECT DESIGN TEAM

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
3000 TOWAN CENTER DRIVE, ST 2600
SOUTHFIELD, MICHIGAN 48075
CONTACT: JOHN ACKERMAN, P.L.A.
PHONE: (313) 548-7073

CIVIL ENGINEER
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ARCHITECT
STUDIO TEN30
1030 16TH AVE
NASHVILLE, TN
CONTACT: ZACH
PHONE: (615) 259-1100

PROJECT NARRATIVE

PROJECT NARRATIVE

[illegible]

ECG MACARTHUR FLATS LDHA LIMITED PARTNERSHIP
1030 16TH AVE. SOUTH, SUITE 500
NASHVILLE, TENNESSEE 37212
PHONE: (615) 636-6452
CONTACT: JAKE HYMES
(WITH SIGNED CONSENT OF OWNER)

PLANS PREPARED BY

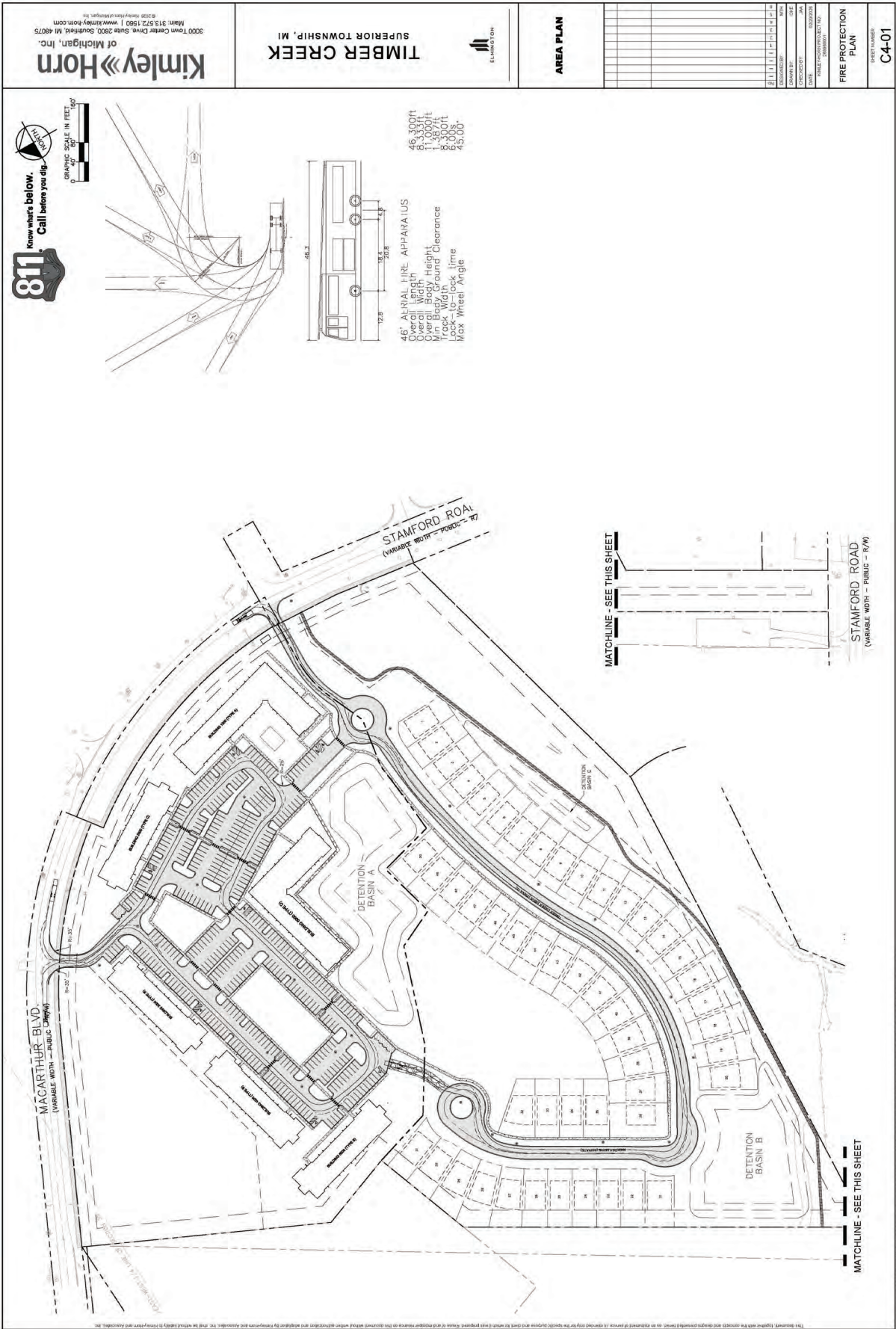
Kimley»Horn
of Michigan, Inc.

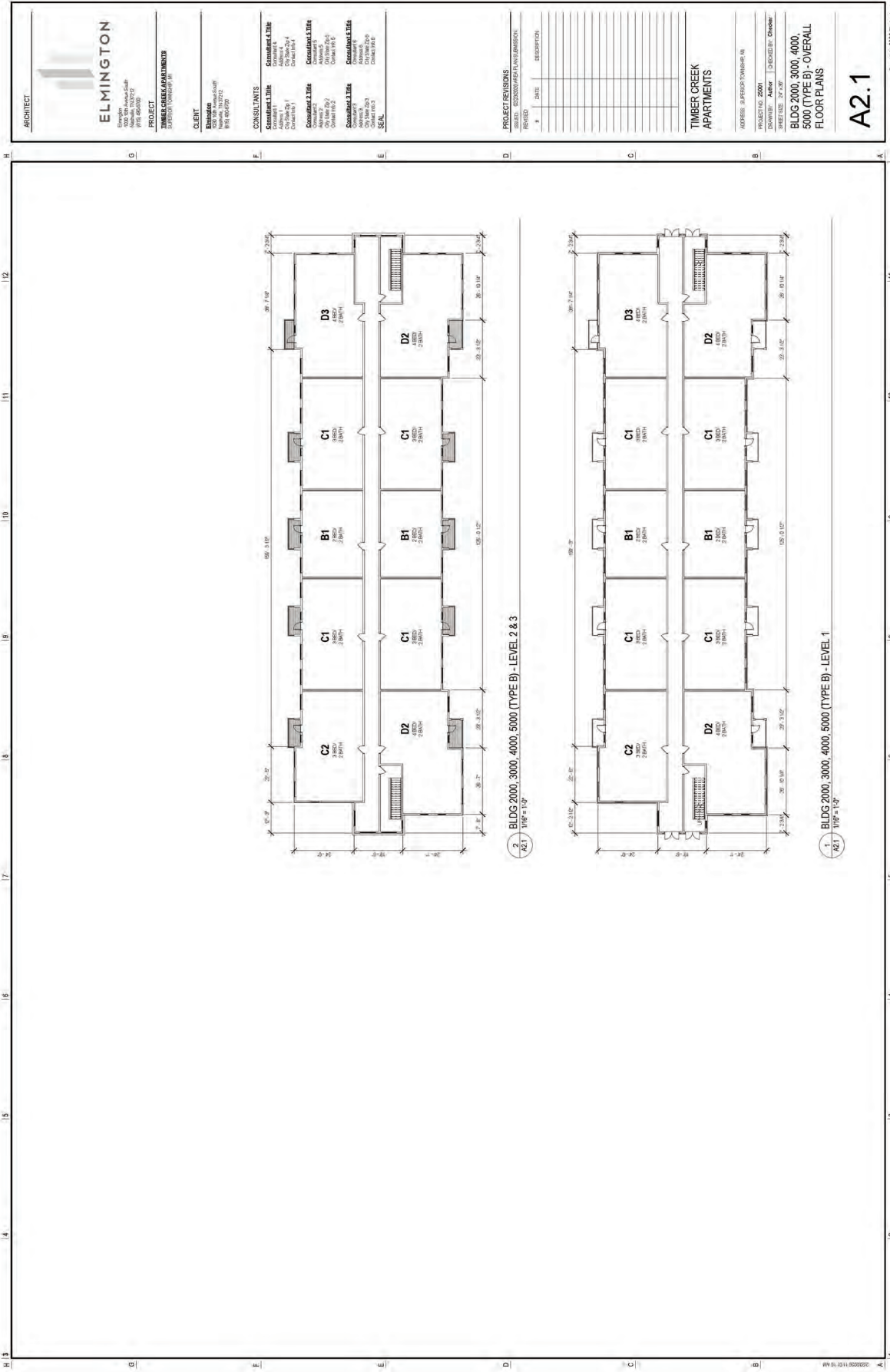
3000 TOWN CENTER DRIVE, SUITE 2600,
SOUTHFIELD, MI 48075

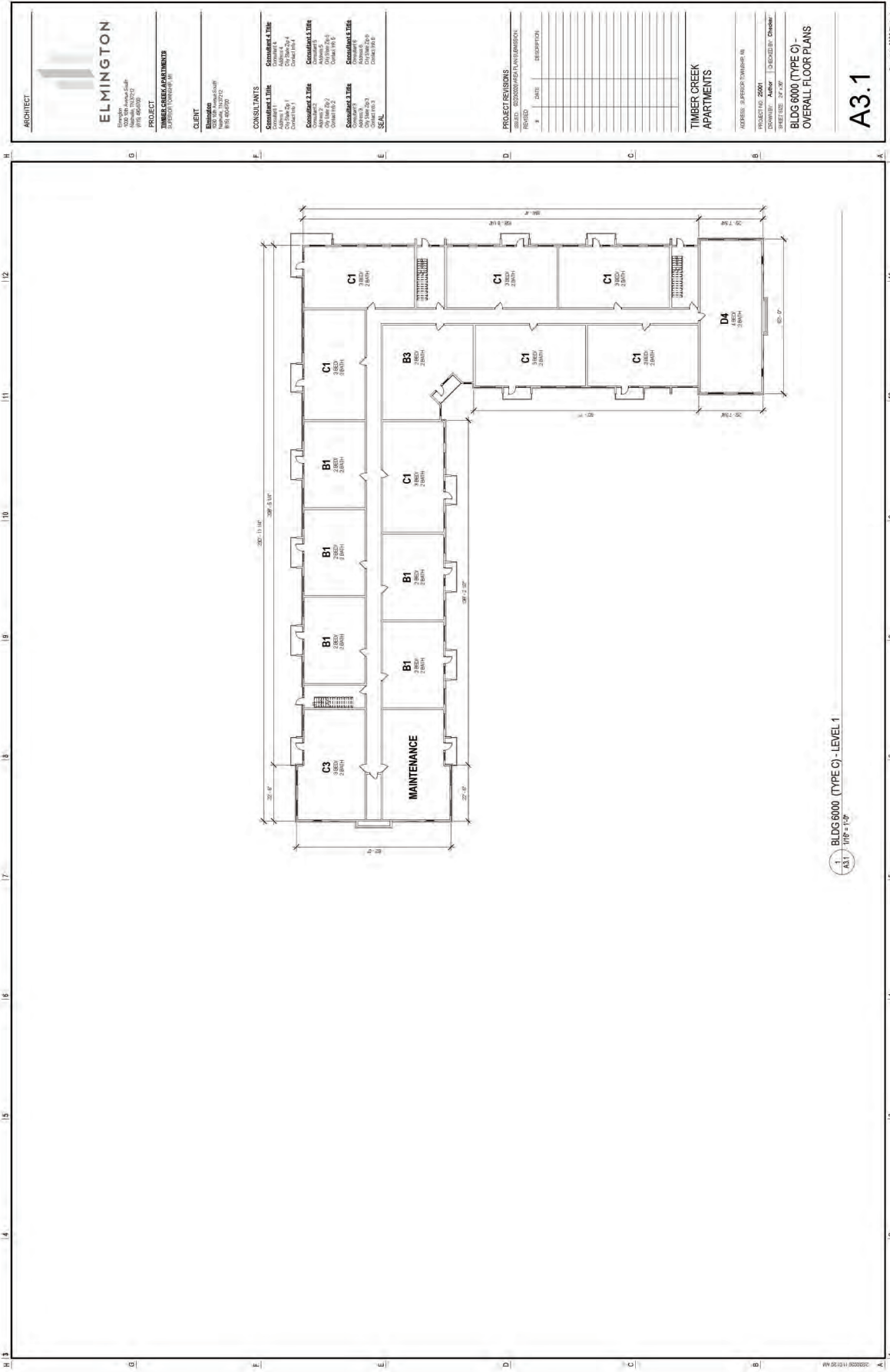
Main: (313) 572-1560 | www.kimley-horn.com
e2026 KIMLEY-HORN OF MICHIGAN, INC.

[illegible]









1 BLDG 6000 (TYPE C) - LEVEL 1
A3.1 1/8" = 1'-0"

ARCHITECT

ELMINGTON

Elmington
10000 Elmington Circle
Houston, TX 77055
713.865.0000

PROJECT TEAM

ARCHITECT
JENNIFER T. JENNIFER

CLIENT

Elmington
10000 Elmington Circle
Houston, TX 77055
713.865.0000

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City: Houston, TX 77055
Contact: J. JENNIFER

Consultant 2 Title
Architect
Address: 10000 Elmington Circle
City: Houston, TX 77055
Contact: J. JENNIFER

Consultant 3 Title
Architect
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Contact: J. JENNIFER

Consultant 4 Title
Architect
Address: 10000 Elmington Circle
City: Houston, TX 77055
Contact: J. JENNIFER

PROJECT REVISIONS

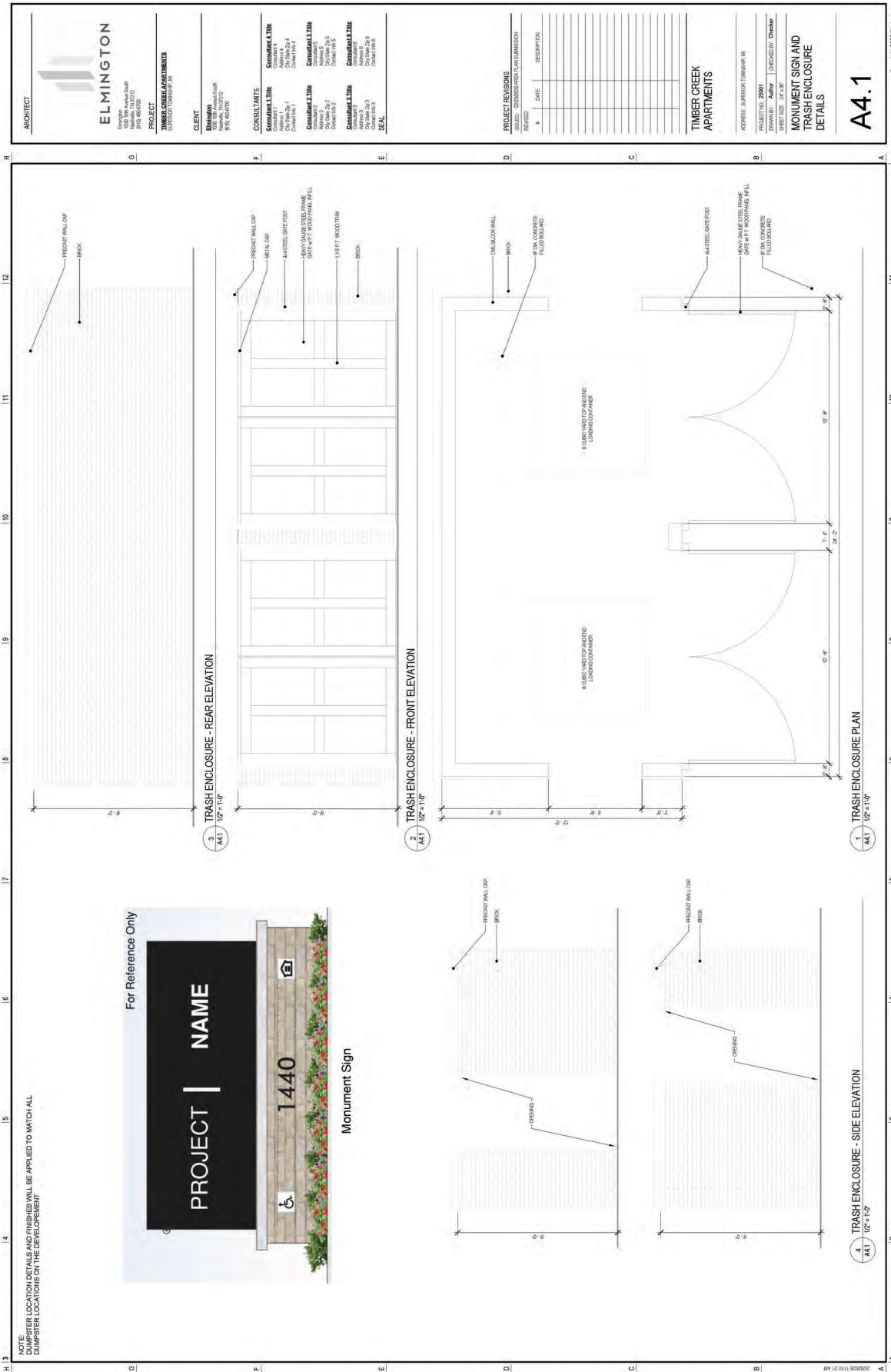
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TIMBER CREEK APARTMENTS

ADDRESS: 10000 T. JENNIFER BL
PROJECT NO: 25001
DRAWN BY: J. JENNIFER
CHECKED BY: J. JENNIFER
DATE: 10/1/2020
SCALE: 1/8" = 1'-0"

A3.1





Affordability Narrative – Timber Creek

Purpose

Housing costs have risen significantly in Washtenaw County in recent years, making homeownership unattainable for many working families in the region. This is particularly true for those living in the southern portion of Superior Township, where median incomes are lower than in other parts of the Township.

Timber Creek is designed to serve these households: working families who cannot **afford** to purchase a home, but who need larger **floor** plans than most rental housing provides.

Income Restrictions & Anticipated Rents

All units at Timber Creek will be income-restricted under MSHDA's Low Income Housing Tax Credit program. This means that household income must fall below certain limits tied to Washtenaw County's Area Median Income (AMI), and rents are capped so that residents do not spend more than 1/3 of their income on housing. These restrictions will be in place for at least 15 years.

Timber Creek will include the following income tiers:

- 21 units at 40% AMI
 - o 11 two-bedroom units
 - o 5 three-bedroom units
 - o 5 four-bedroom units
- 166 units at 60% AMI
 - o 42 two-bedroom units
 - o 92 three-bedroom units
 - o 32 four-bedroom units
- 23 units at 70% AMI
 - o 8 two-bedroom units
 - o 10 three-bedroom units
 - o 5 four-bedroom units

Anticipated Rents

We currently anticipate average rents of approximately:

- \$1,500 for two-bedroom units
 - \$1,750 for three-bedroom units
 - \$2,000 for four-bedroom units
-

Resident Profile

We expect that Timber Creek residents will primarily be teachers, healthcare workers, technicians, administrative staff, and other essential members of the Township's workforce. We anticipate that they will work in the nearby employment centers in Ypsilanti and along the Geddes corridor, including the Hyundai-Kia Technical Center. Many workers in these areas will have incomes from \$70,000 to \$90,000 per year, placing them squarely within the income tiers described above.

Distinction from Neighboring Properties

Timber Creek is structured differently from nearby existing affordable housing properties in the area, including Sycamore Meadows and Danbury Park Manor. Every unit at those properties receives project-based Section 8 assistance, meaning rents are subsidized through a federal funding contract. Those properties also serve households in lower income tiers, generally in the 30% AMI range and only up to 50% AMI.

In contrast, Timber Creek is designed as workforce housing for households with stable earned income, rather than a deeply subsidized housing project. The development will not use any project-based Section 8 assistance, and residents will be responsible for their own monthly rent obligations. In addition, 90% of the units at Timber Creek will serve residents at the 60-70% AMI range.

Tax Abatement Request

We request a 4% shelter rent payment in lieu of taxes (PILOT) pursuant to the provisions of the State Housing Development Authority Act.

This abatement will ensure the project's long-term financial feasibility while allowing us to incorporate higher quality exterior materials, more extensive landscaping, and more shared amenities that will benefit residents and the Township for decades to come.

MACARTHUR RESIDENTIAL

Traffic Impact Study

**Superior Township,
Michigan**

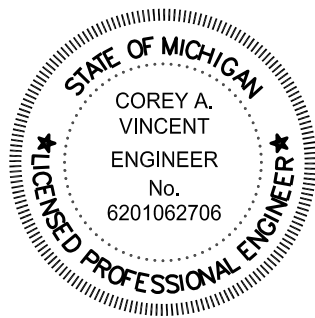
February 2026

Prepared for:

Elmington

Kimley»Horn
of Michigan, Inc.

I certify that this Traffic Impact Analysis report has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering.



A handwritten signature in blue ink that reads "Corey Vincent".

Corey Vincent, P.E., PTOE
Michigan Licensed Professional Engineer 6201062706
Kimley-Horn and Associates of Michigan, Inc.

TABLE OF CONTENTS

Executive Summary	1
1. Introduction	2
2. Existing Conditions	4
3. Development Characteristics	9
4. Future Conditions	12
5. Recommendations & Conclusions	18
Appendix	19

LIST OF TABLES

Table 2.1. Level of Service Grading Descriptions ¹	7
Table 2.2. Level of Service Grading Criteria	7
Table 2.3. Existing (2026) Levels of Service	8
Table 3.1. ITE Trip Generation Data	9
Table 3.2 Site-Generated Traffic Projections	9
Table 3.3. Estimated Trip Distribution	10
Table 4.1. Opening Year (2028) No-Build Levels of Service	15
Table 4.2. Opening Year (2028) Build Levels of Service	16
Table 4.3. Intersection Crash Severity Summary (2022-2024)	17
Table 4.4. Intersection Crash Type Summary (2022-2024)	17

LIST OF EXHIBITS

Exhibit 1. Site Location Map	3
Exhibit 2. Existing (2026) Traffic Volumes	6
Exhibit 3. Site Trip Assignment	11
Exhibit 4. Opening Year 2028 No-Build Traffic Projections	13
Exhibit 5. Opening Year 2028 Build Traffic Projections	14

EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by Elmington to perform a traffic impact study for a proposed residential development on the northwest quadrant of the intersection of MacArthur Boulevard/Stamford Road & Wiard Boulevard in Superior Township, Michigan. The proposed development will include construction of 210 units of multifamily housing and 51 units of single-family housing. The existing site is currently undeveloped. The conceptual site plan is provided in the appendix.

Access to the proposed development would be provided via two full-access driveways along MacArthur Boulevard. One access is located approximately 1,200 feet north of Wiard Boulevard and one aligned opposite Wiard Boulevard. The proposed development is expected to be completed in 2028.

As part of this study, the existing roadway network was analyzed to determine the current operations at the study intersections. To assess the site's potential impact on the area roadway network, site generated trips were established and added to the existing traffic volumes.

Based on Kimley-Horn's review of the proposed site plan and evaluation of existing and future conditions, the study intersections are projected to operate similar to existing conditions with minor increases in delay. The majority of movements maintained the same level of service as existing conditions with all movements expected to operate at LOS B or better during both peak hours. The projected 95th percentile queue lengths are expected to not block adjacent intersections and access points along the respective roadways. The following improvements are recommended based on the projected Future (2028) Build conditions:

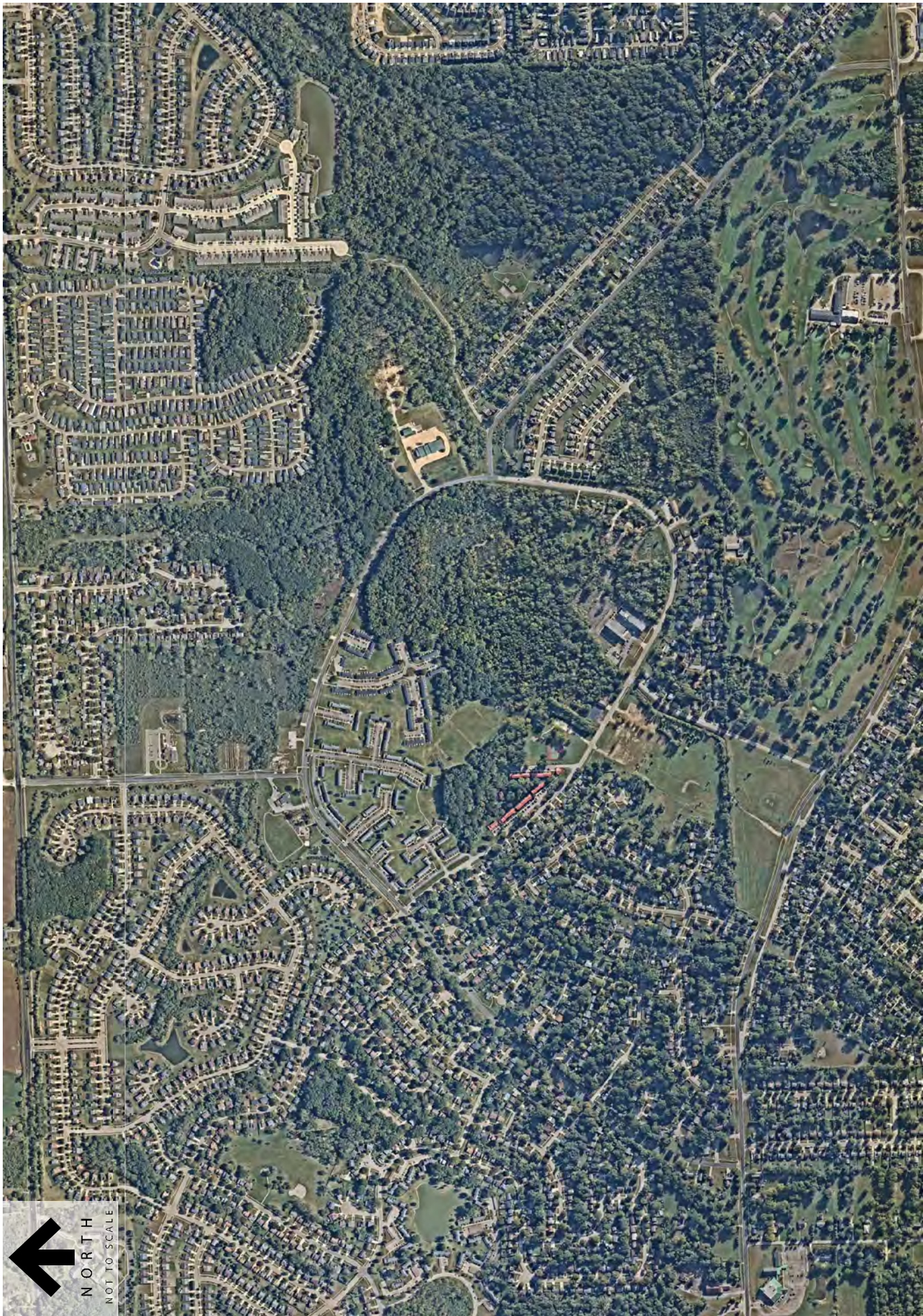
- Construct the proposed N. Site Access as a full access driveway with one ingress and one egress lane.
- Construct the proposed E. Site Access as a full access driveway with one ingress and one egress lane.

1. INTRODUCTION

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by Elmington to perform a traffic impact study for a proposed residential development on the northwest quadrant of the intersection of MacArthur Boulevard/Stamford Road & Wiard Boulevard in Superior Township, Michigan. The proposed development will include construction of 210 units of multifamily housing and 51 units of single-family housing. The existing site is currently undeveloped. The proposed development is expected to be completed in 2028. The conceptual site plan is provided in the appendix.

Access to the proposed development would be provided via two-full access driveways along MacArthur Boulevard. One access is located approximately 1,200 feet north of Wiard Boulevard and one aligned opposite Wiard Boulevard. An aerial view of the study location and surrounding area roadway network is presented in **Exhibit 1**.

As part of this study, the existing roadway network was analyzed to determine the current operations at the study intersections. Site trip generation characteristics were established for the development and added to projected background traffic volumes to assess the site's potential impact on the area roadway network. This report presents and documents data collection, summarizes the evaluation of the existing and projected future traffic conditions on the surrounding roadways, and identified recommendations to address the potential impact of site-generated traffic on the adjacent roadway network.



2. EXISTING CONDITIONS

Kimley-Horn conducted a review of the subject site including existing lane uses in the surrounding area, the adjacent street system, current traffic volumes and operation conditions, lane configurations and traffic conditions at nearby intersections, and other key roadway characteristics. This section of the report details information on the existing conditions obtained through aerial imagery and publicly available map information.

Area Land Uses & Connectivity

Located near the intersection of MacArthur Boulevard/Stamford Road & Wiard Boulevard in Superior Township, Michigan, the subject site is currently undeveloped. The site is bound by residential developments to the west, MacArthur Boulevard to the north and east, and a church and vacant land to the south. The developments in the surrounding area are generally composed of residential uses.

Local connectivity is provided to the north by N. Harris Road, to the south by MacArthur Boulevard and Dawn Avenue, to the east by Wiard Boulevard, and to the west by Stamford Road.

Existing Roadway Characteristics

The following information documents key roadway characteristics within the study area's existing roadway network.

MacArthur Boulevard is a northeast-southwest roadway that runs north of the site, under the jurisdiction of the Washtenaw County Road Commission (WCRC). The Michigan Department of Transportation (MDOT) classifies the study section of MacArthur Boulevard as a Local Road. Throughout the study area, MacArthur Boulevard provides a two-lane section with one lane of travel in each direction. A speed limit of 35 miles per hour (MPH) is posted on MacArthur Boulevard throughout the study area.

Stamford Road is a northwest-southeast roadway that runs south of the site, under the jurisdiction of WCRC. MDOT classifies the study section of Stamford Road as a Local Road. Throughout the study area, Stamford Road provides a two-lane section with one lane of travel in each direction. A speed limit of 25 mph is posted on Stamford Road throughout the study area.

Wiard Boulevard is a northwest-southeast roadway that runs east of the site, under the jurisdiction of WCRC. MDOT classifies the study section of Wiard Boulevard as a Local Road. Throughout the study area, Wiard Boulevard provides a two-lane section with one lane of travel in each direction. A speed limit of 35 mph is posted on Wiard Boulevard throughout the study area.

N. Harris Road is a north-south roadway that runs west of the site, under the jurisdiction of WCRC. MDOT classifies the study section of N. Harris Road as a Local Road. Throughout the study area, N. Harris Road provides a two-lane section with one lane of travel in each direction. There is no posted speed limit along N. Harris Road; therefore, a *prima facie* speed limit of 25 mph was assumed.

Dawn Avenue is a north-south roadway that runs south of the site, under the jurisdiction of WCRC. MDOT classifies the study section of Dawn Avenue as a Local Road. Throughout the study area, Dawn Avenue provides a two-lane section with one lane of travel in each direction. A speed limit of 25 mph is posted on Dawn Avenue throughout the study area.

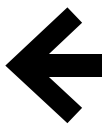
Traffic Count Data

Turning movement count data was collected on Wednesday, January 7, 2026, at the following study intersections:

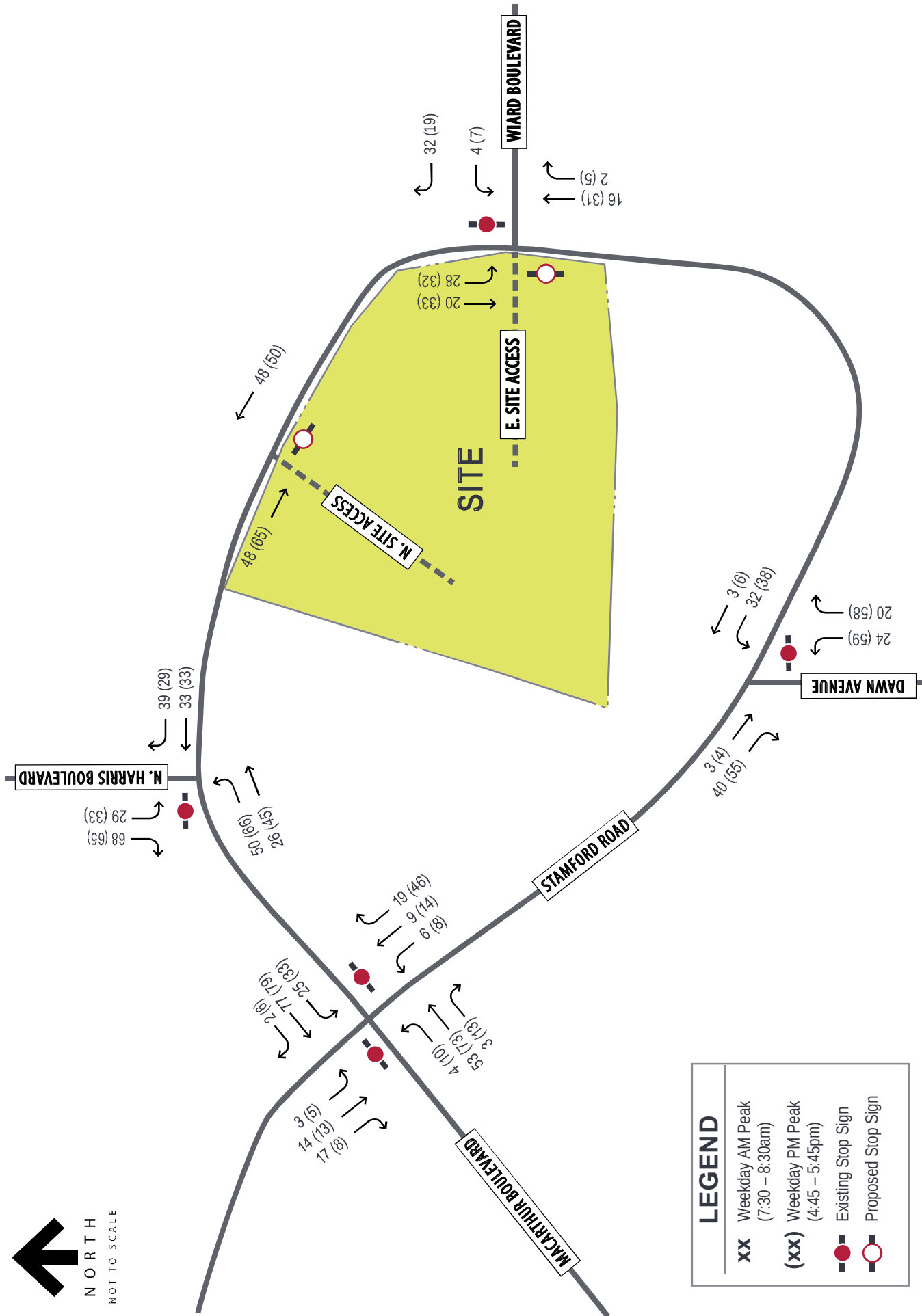
- MacArthur Boulevard & Stamford Road
- MacArthur Boulevard & N. Harris Road
- MacArthur Boulevard/Stamford Road & Wiard Boulevard
- Stamford Road & Dawn Avenue

These counts were conducted on a typical weekday AM (7:00 to 9:00 AM) and PM (4:00 to 6:00 PM) peak periods. These count periods were selected to capture the peak travel periods in the area and represent the peak periods of the proposed development.

The traffic data revealed that peak traffic conditions generally occur within the study area from 7:30 to 8:30 AM and 4:45 to 5:45 PM during a typical weekday. To present a more conservative analysis, individual intersection peak hour data was utilized instead of the overall peak hour for the study area. Due to the developments and access points between the study intersections, dummy-node intersections were utilized for volume balancing purposes to account for sink/source traffic between the intersections. The existing traffic volumes are presented in **Exhibit 2**. A summary of the traffic count data is provided in the appendix.



NORTH
NOT TO SCALE



Existing Capacity Analysis

Capacity analyses were conducted to assess existing operating conditions at the study intersections during the weekday morning and evening peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measures in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest oversaturated conditions).

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.1**.

Table 2.1. Level of Service Grading Descriptions¹

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

¹Highway Capacity Manual, 7th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.2**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings.

Table 2.2. Level of Service Grading Criteria

Level of Service ¹	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F ²	> 50	> 80

¹Highway Capacity Manual, 7th Edition

²All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, capacity results were identified for the study intersections under existing conditions. The results of capacity analysis for existing conditions are summarized in **Table 2.3**. In this table, the operation on each approach is quantified according to the average delay per vehicle

and the corresponding level of service. The capacity analysis results for the study intersections are based on HCM 7th Edition reports. Copies of the Synchro reports are provided in the appendix.

Table 2.3. Existing (2026) Levels of Service

Intersection	AM Peak Hour			PM Peak Hour		
	Delay (s/veh)	LOS	Queue (ft)	Delay (s/veh)	LOS	Queue (ft)
MacArthur Boulevard & Stamford Road △						
Eastbound	10.0	A	47	10.8	B	45
Westbound	9.9	A	62	10.3	B	58
Northbound (Left)	7.4	A	6	7.4	A	11
Southbound (Left)	7.4	A	14	7.5	A	17
MacArthur Boulevard & N. Harris Road △						
Eastbound (Left)	7.5	A	27	7.5	A	23
Southbound	9.8	A	64	9.8	A	58
MacArthur Boulevard/Stamford Road & Wiard Boulevard △						
Westbound	8.8	A	49	8.9	A	45
Southbound (Left)	7.5	A	-	7.5	A	13
Stamford Road & Dawn Avenue △						
Westbound (Left)	7.6	A	15	7.4	A	22
Northbound	9.1	A	44	9.8	A	54

△ – Minor-Leg Stop-Controlled Intersection

As shown above, the existing study intersection approaches and movements currently operate acceptably, at LOS D or better, during the weekday AM and PM peak hours. SimTraffic network simulations were utilized to further evaluate the study network. The simulations provide dynamic evaluations of the network, modeling each vehicle's arrival and movement through the network. For the purposes of this study, the simulations evaluated the one-hour peak period for each study scenario following the calibration setting outlined in MDOT's *Electronic Traffic Control Device Guidelines*.

Review of SimTraffic network simulations indicate that vehicles were observed to find adequate gaps within the through traffic without experiencing significant delays or queueing.

3. DEVELOPMENT CHARACTERISTICS

This section of the report outlines the proposed site plan, summarizes site-specific traffic characteristics, and develops future traffic projections for analysis.

Development Characteristics

The proposed development would include 210 units of multifamily housing and 51 units of single-family housing. Access to the proposed development would be provided via two full access driveways along MacArthur Boulevard. One access is located approximately 1,200 feet north of Wiard Boulevard and one aligned opposite Wiard Boulevard. A copy of the site plan is provided in the appendix.

Trip Generation

In order to calculate trips generated by the proposed site, data was referenced from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. Trip generation rates for the ITE Land Use Code (LUC) corresponding to the proposed use are shown in **Table 3.1**. A copy of the ITE data is provided in the appendix.

Table 3.1. ITE Trip Generation Data

ITE Land Use	Unit	Weekday Daily	AM Peak Hour	PM Peak Hour
Multifamily Housing (Low-Rise) (LUC 220)	Per Dwelling Unit	$T = 5.63(X) + 120.45$ 50% in/50% out	$T = 0.35(X) + 12.93$ 24% in/ 76% out	$T = 0.48(X) + 7.35$ 62% in/ 38% out
Single-Family Detached Housing (LUC 210)	Per Dwelling Unit	$\ln(T) = 0.92\ln(X) + 2.68$ 50% in/50% out	$\ln(T) = 0.91\ln(X) + 0.12$ 25% in/75% out	$\ln(T) = 0.94\ln(X) + 0.27$ 63% in/37% out

T = Number of Trips

X = Number of Units

Using the empirical trip generation data, site-generated trips were calculated as summarized in **Table 3.2**.

Table 3.2 Site-Generated Traffic Projections

Land Use	Size	Daily	Weekday Midday Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise) (LUC 220)	210 Dwelling Units	1,303	21	65	86	67	41	108
Single-Family Detached Housing (LUC 210)	51 Dwelling Units	543	10	30	40	33	20	53
Total New Site Trips		1,846	31	95	126	100	61	161

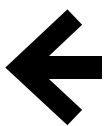
Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which motorists can travel over various sections of that system. The anticipated directional distribution estimates for the generated site trips are outlined in **Table 3.3**.

Table 3.3. Estimated Trip Distribution

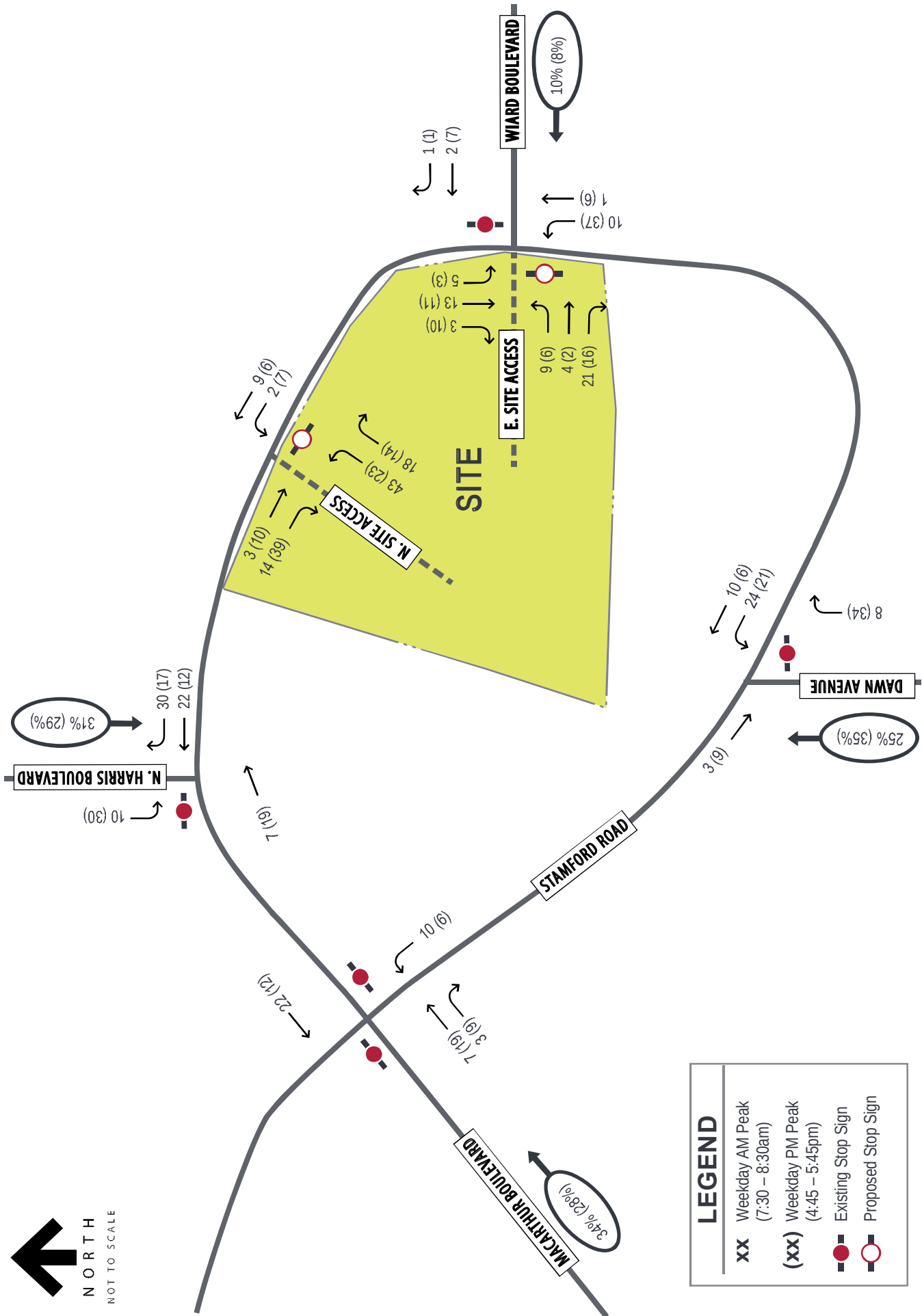
Traveling to/from	Estimated Trip Distribution	
	AM	PM
East on Saginaw Highway (M-43)	33%	36%
West on Saginaw Highway (M-43)	36%	33%
North on Elmwood Road	14%	13%
South on Elmwood Road	17%	18%
Total	100%	

Based on the directional distribution assumptions in conjunction with the estimated trip generation, the site trip assignment is illustrated in **Exhibit 3**.



NORTH
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529 of 701



4. FUTURE CONDITIONS

Construction of the proposed development was assumed to be completed in Year 2028; and therefore, Opening Year 2028 traffic projections were developed and used for the analysis of future traffic conditions.

Background Traffic Volumes

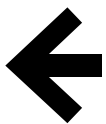
Background traffic growth was estimated using growth estimates provided by the Washtenaw Area Transportation Study (WATS). WATS does not have a specific growth rate along MacArthur Boulevard however, the surrounding area ranges from 0.5% to 1.5%. A growth rate of 1.0% was applied for two years based on existing traffic counts collected in 2026 and an opening year of 2028 to provide a conservative analysis. Future (2028) No-Build traffic projections reflective of background traffic growth are presented in **Exhibit 4**.

Opening Year (2028) Conditions

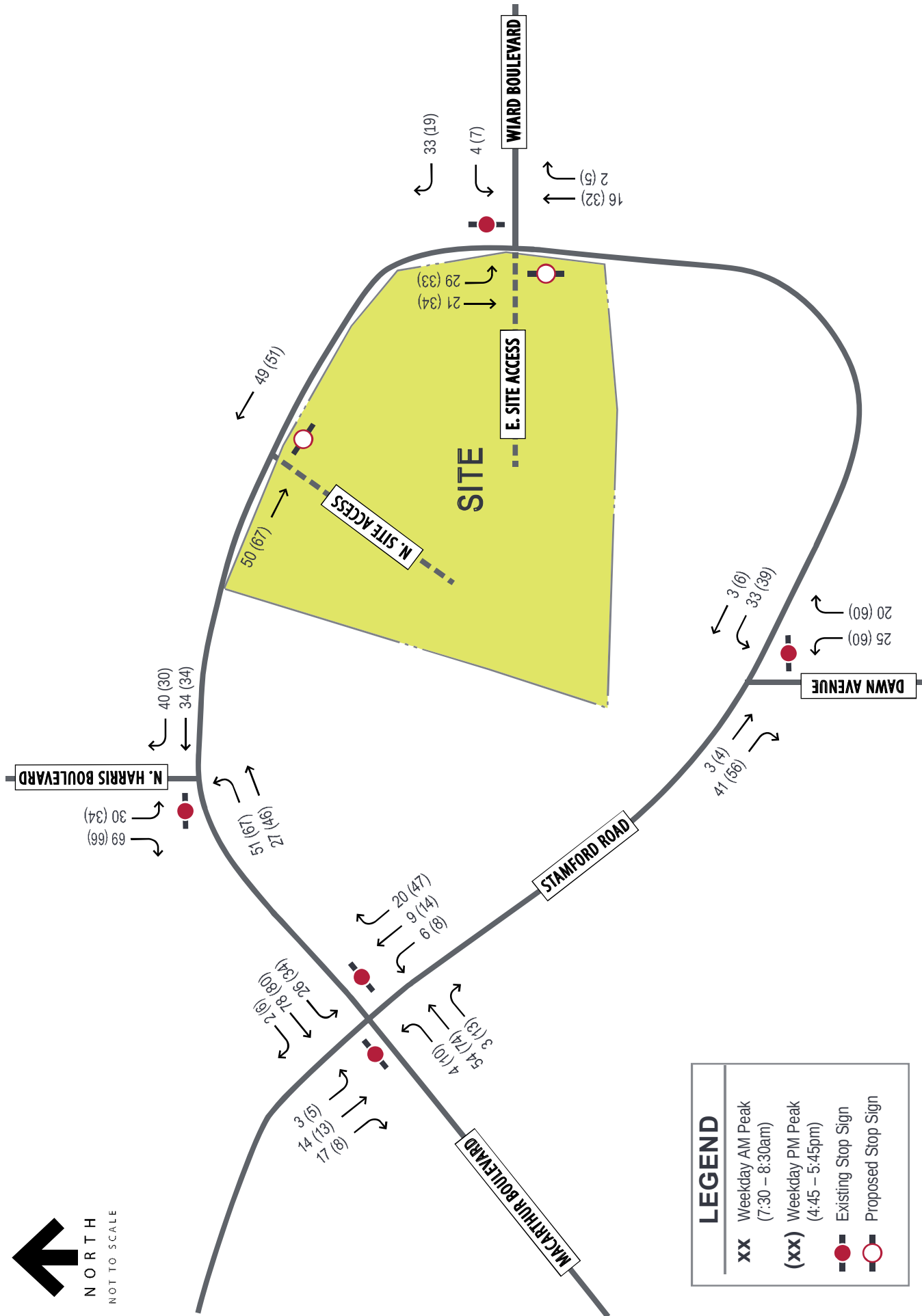
Build traffic projections for Opening Year 2028 were calculated by adding the total site-generated trips (Exhibit 3) to the background traffic projections (Exhibit 4). Build traffic projections for the Future (2028) Build scenario are illustrated in **Exhibit 5**.

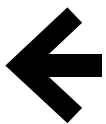
Future Geometry

A turn lane evaluation was completed for dedicated turns lanes on MacArthur Boulevard at the proposed site driveways. WCRC utilizes the turn lane guidance found in the MDOT Geometric Design Guidance Sections 1.1.4 and 1.1.5. Based on the projected future traffic volumes dedicated turn lanes are not warranted along MacArthur Boulevard at either proposed site driveway. Therefore, dedicated turn lanes were not included in the analysis of build conditions. Copies of the turn lane warranting charts are provided in the Appendix

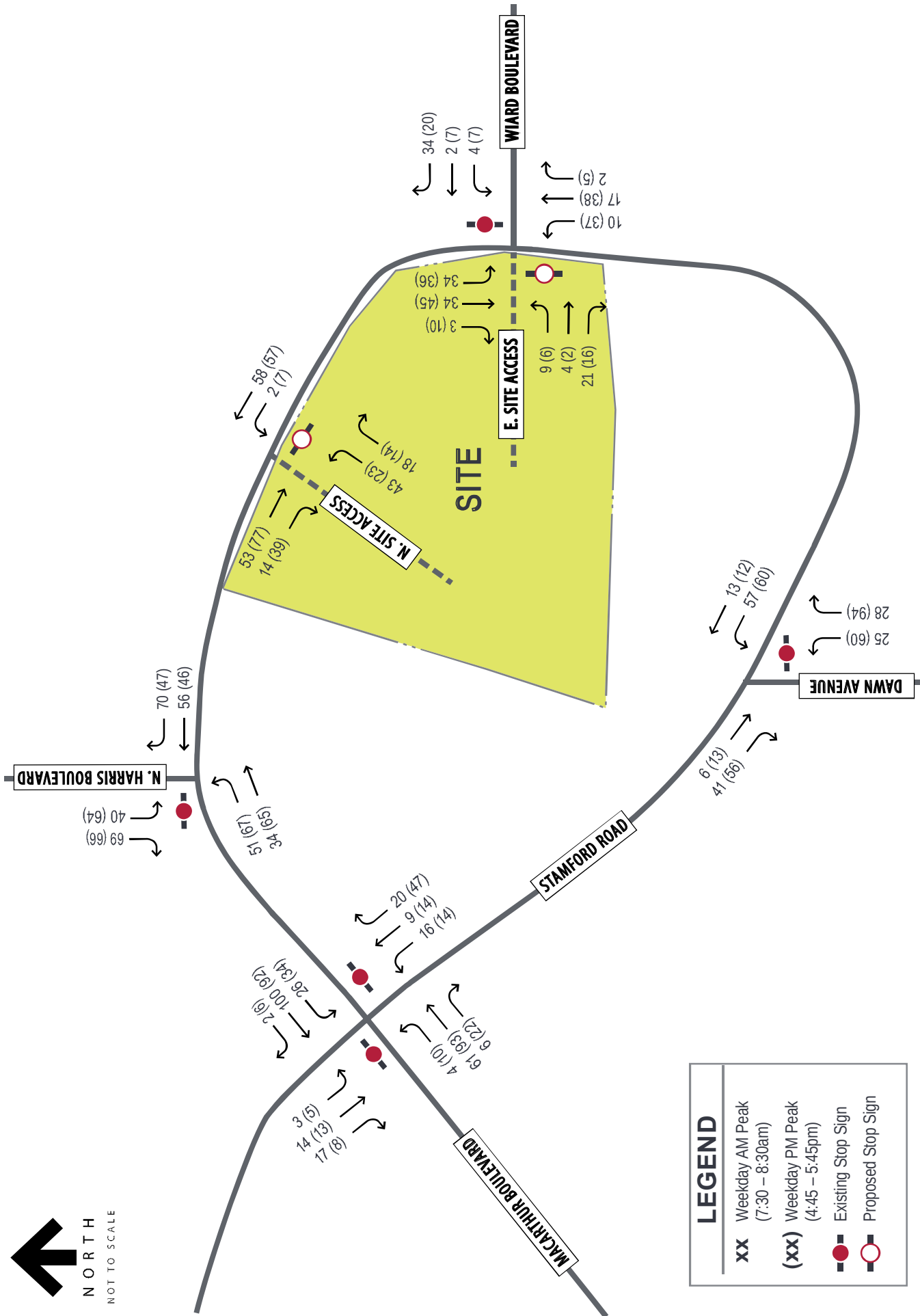


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Opening Year (2028) No-Build Capacity Analysis

Based on the traffic projections, capacity results were identified for the study intersections under Opening Year (2028) No-Build conditions.

Based on the traffic projections, capacity results were identified for the study intersections under Opening Year (2028) No-Build conditions. The results of the capacity analysis are summarized in **Table 4.1**. Similar to the analysis of existing conditions, the results for all study intersections were reported in HCM 7th Edition. Copies of the Synchro reports are provided in the appendix.

Table 4.1. Opening Year (2028) No-Build Levels of Service

Intersection	AM Peak Hour			PM Peak Hour		
	Delay (s/veh)	LOS	Queue (ft)	Delay (s/veh)	LOS	Queue (ft)
MacArthur Boulevard & Stamford Road $\triangle$						
Eastbound	10.0	A	47	10.9	B	44
Westbound	9.9	A	65	10.3	B	61
Northbound (Left)	7.5	A	6	7.5	A	6
Southbound (Left)	7.4	A	18	7.5	A	17
MacArthur Boulevard & N. Harris Road $\triangle$						
Eastbound (Left)	7.6	A	26	7.5	A	18
Southbound	9.8	A	66	9.8	A	59
MacArthur Boulevard/Stamford Road & Wiard Boulevard $\triangle$						
Westbound	8.8	A	48	8.9	A	42
Southbound (Left)	7.5	A	7	7.5	A	15
Stamford Road & Dawn Avenue $\triangle$						
Westbound (Left)	7.6	A	19	7.5	A	18
Northbound	9.1	A	48	9.8	A	60

$\triangle$ – Minor-Leg Stop-Controlled Intersection

With the addition of background traffic, the study area intersections and approaches are expected to operate with minor increases in delay compared to existing conditions. However, all intersections, approaches, and individual movements are expected to operate at the same LOS across both peak hours. Additionally, review of SimTraffic network simulations indicate similar observations as those made under existing conditions.

Opening Year (2028) Build Capacity Analysis

Based on the traffic projections, capacity results were identified for the study intersections under Future 2028 Build conditions. The results of the capacity analysis are summarized in **Table 4.2**. Similar to the analysis of existing and no-build conditions, the results for all study intersections were reported in HCM 7th Edition. Copies of the Synchro reports are provided in the appendix.

Table 4.2. Opening Year (2028) Build Levels of Service

Intersection	AM Peak Hour			PM Peak Hour		
	Delay (s/veh)	LOS	Queue (ft)	Delay (s/veh)	LOS	Queue (ft)
MacArthur Boulevard & Stamford Road $\triangle$						
Eastbound	10.2	B	52	11.2	B	44
Westbound	10.6	B	61	10.9	B	61
Northbound (Left)	7.5	A	10	7.5	A	14
Southbound (Left)	7.4	A	16	7.6	A	22
MacArthur Boulevard & N. Harris Road $\triangle$						
Eastbound (Left)	7.7	A	32	7.6	A	29
Southbound	10.5	B	62	10.8	B	64
MacArthur Boulevard/Stamford Road & Wiard Boulevard/E. Site Access $\triangle$						
Eastbound	9.4	A	45	9.5	A	41
Westbound	9.0	A	52	9.8	A	45
Northbound (Left)	7.3	A	-	7.4	A	13
Southbound (Left)	7.5	A	7	7.5	A	14
Stamford Road & Dawn Avenue $\triangle$						
Westbound (Left)	7.6	A	28	7.5	A	22
Northbound	9.4	A	46	10.3	B	60
MacArthur Boulevard & N. Site Access $\triangle$						
Westbound (Left)	7.4	A	6	7.6	A	5
Northbound	9.6	A	41	9.8	A	36

$\triangle$ – Minor-Leg Stop-Controlled Intersection

With the addition of site-generated traffic, the majority of study area intersections and approaches are expected to operate similar to existing and no-build conditions. The majority of movements maintained the same LOS as existing and no-build conditions with all movements expected to operate at LOS B or better during both peak hours.

Review of SimTraffic network simulations indicate that vehicles were able to find adequate gaps within the through traffic without experiencing significant delays or queueing. The 95th percentile queues are expected to be 64 feet or less, two to three vehicles, at each intersection. These queue lengths are projected to not block adjacent intersections or access points along the respective roadways.

Crash Analysis

Kimley-Horn obtained crash data from the Michigan Traffic Crash Facts (MTCF) database for the most recent available three years (2022-2024) for the study intersections. There were a total of 4 crashes throughout the study intersections with all of them being angle crashes. The crashes included one no injury crash, one possible injury crash, and two suspected minor injury crashes. A summary of crash severity and crash type is provided in **Table 4.3** and **Table 4.4**, respectively.

Table 4.3. Intersection Crash Severity Summary (2022-2024)

Intersection	No Injury (O)	Possible Injury (C)	Suspected Minor Injury (B)	Suspected Serious Injury (A)	Total
MacArthur Boulevard & Stamford Road	0	0	2	0	2
MacArthur Boulevard & N. Harris Road	0	0	0	0	0
MacArthur Boulevard/Stamford Road & Wiard Boulevard	0	1	0	0	1
Stamford Road & Dawn Avenue	1	0	0	0	1
Total	1	1	2	0	4

Table 4.4. Intersection Crash Type Summary (2022-2024)

Intersection	Angle	Total
MacArthur Boulevard & Stamford Road	2	2
MacArthur Boulevard & N. Harris Road	0	0
MacArthur Boulevard/Stamford Road & Wiard Boulevard	1	1
Stamford Road & Dawn Avenue	1	1
Total	4	4

5. RECOMMENDATIONS & CONCLUSIONS

Based on Kimley-Horn's review of the proposed site plan and evaluation of existing and future traffic conditions, the study intersections are expected to adequately accommodate the proposed development with the following recommendations:

- Construct the proposed N. Site Access as a full access driveway with one ingress and one egress lane.
- Construct the proposed E. Site Drive as a full access driveway with one ingress and one egress lane.

Regardless of the final configuration of the intersection geometrics, several additional items should be taken into consideration when preparing site and roadway improvement plans for the subject redevelopment. As the site design progresses, care should be taken with landscaping, signage, and monumentation at the site access locations to ensure that adequate horizontal sight distance is provided from the new stop bars. If alterations to the site plan or land use should occur, changes to the analysis provided within this traffic impact study may be needed.

APPENDIX

Conceptual Site Plan

Traffic Count Data

Existing (2026) Capacity Reports

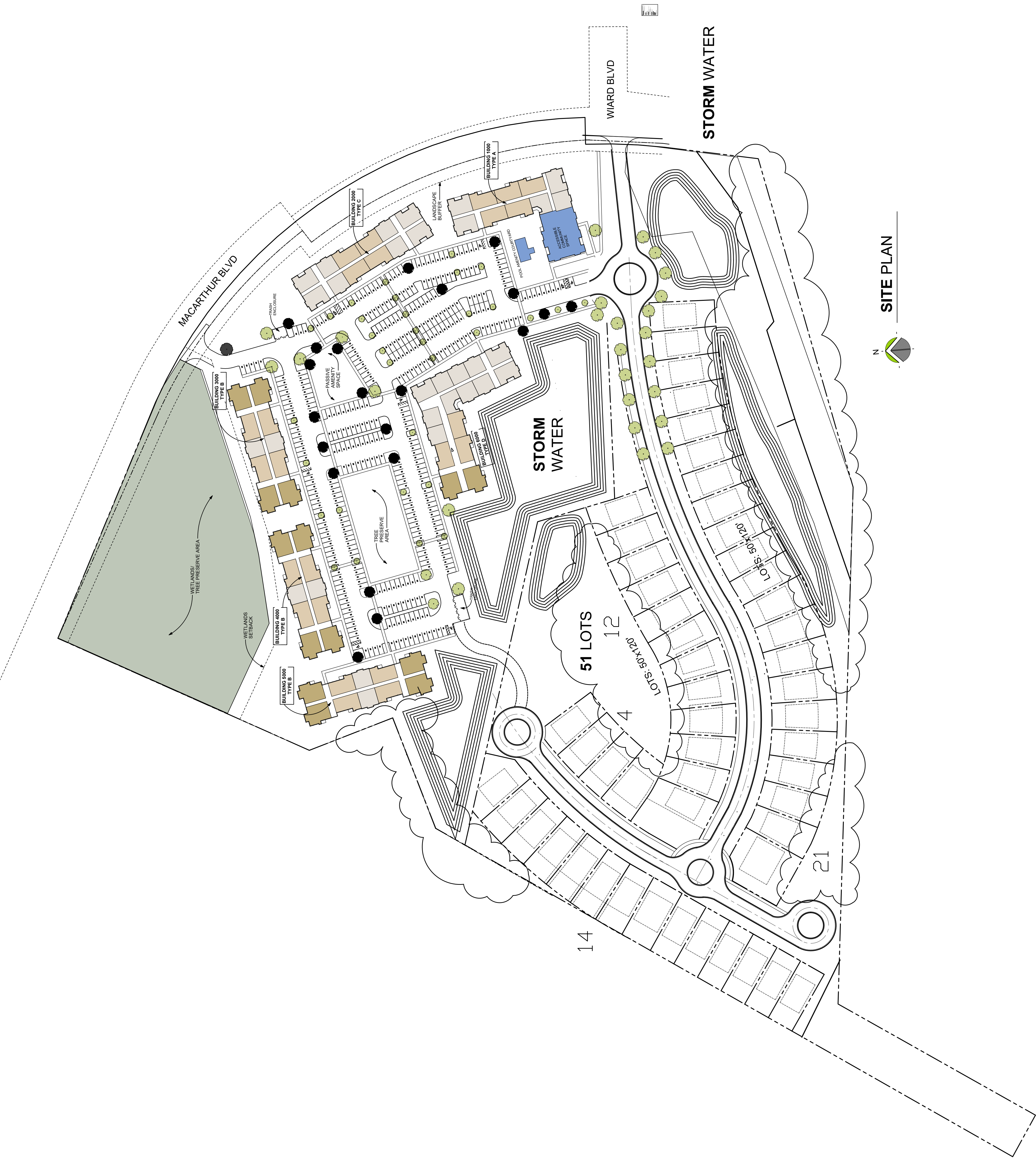
Data from ITE Trip Generation, 12th Edition

Future (2028) No-Build Capacity Reports

Future (2028) Build Capacity Reports

Turn Lane Warrants

CONCEPTUAL SITE PLAN



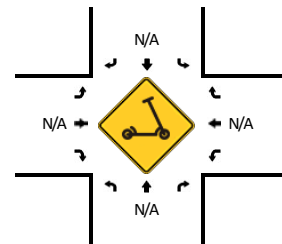
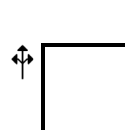
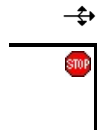
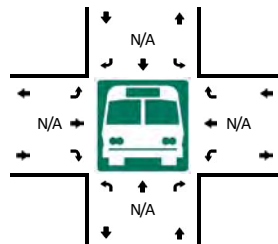
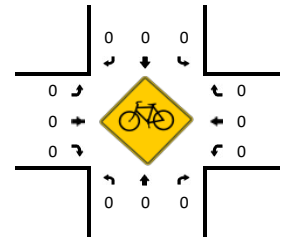
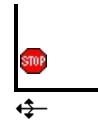
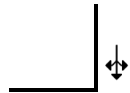
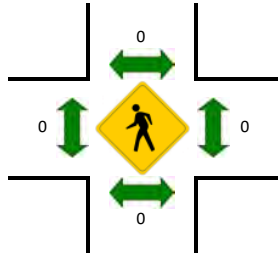
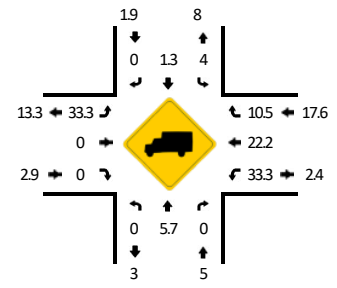
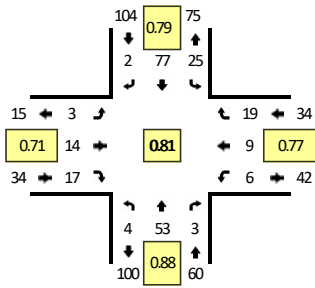
SITE PLAN

TRAFFIC COUNT DATA

LOCATION: MacArthur Blvd -- Stamford Rd
CITY/STATE: Washtenaw County, MI

QC JOB #: 17396301
DATE: Wed, Jan 7 2026

Peak-Hour: 7:30 AM -- 8:30 AM
 Peak 15-Min: 7:45 AM -- 8:00 AM



15-Min Count Period Beginning At	MacArthur Blvd (Northbound)				MacArthur Blvd (Southbound)				Stamford Rd (Eastbound)				Stamford Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	4	1	0	2	8	2	0	0	3	2	0	3	0	4	0	29	
7:15 AM	1	10	2	0	3	15	1	0	1	2	2	0	2	3	5	0	47	
7:30 AM	0	11	0	0	4	19	0	0	2	5	3	0	1	4	4	0	53	
7:45 AM	2	13	1	0	9	23	1	0	1	3	8	0	3	2	6	0	72	201
8:00 AM	2	12	2	0	5	23	0	0	0	5	1	0	0	1	5	0	56	228
8:15 AM	0	17	0	0	7	12	1	0	0	1	5	0	2	2	4	0	51	232
8:30 AM	1	9	0	0	7	14	0	0	0	2	1	0	2	1	3	0	40	219
8:45 AM	2	17	1	0	4	14	0	0	3	1	2	0	4	0	5	0	53	200
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	52	4	0	36	92	4	0	4	12	32	0	12	8	24	0	288	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	8	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

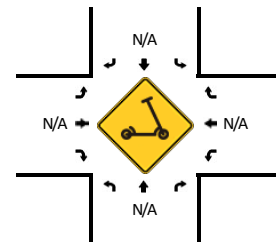
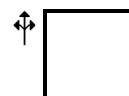
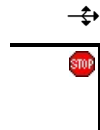
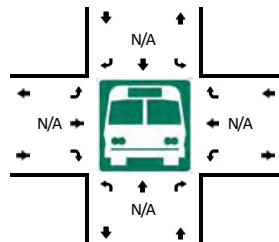
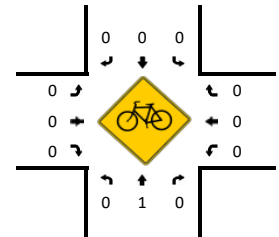
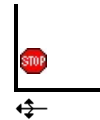
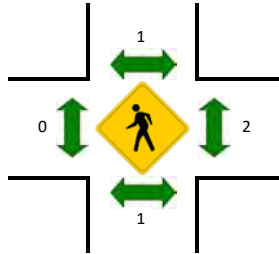
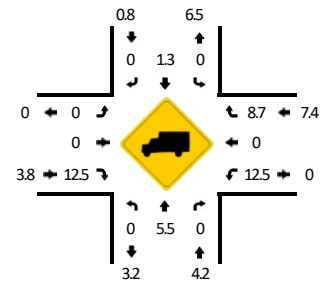
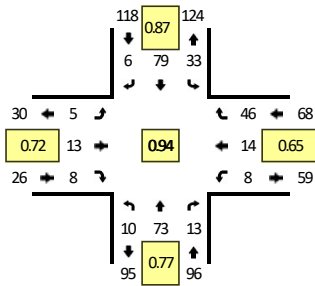
Report generated on 1/12/2026 5:42 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: MacArthur Blvd -- Stamford Rd
CITY/STATE: Washtenaw County, MI

QC JOB #: 17396302
DATE: Wed, Jan 7 2026

Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:15 PM -- 4:30 PM



15-Min Count Period Beginning At	MacArthur Blvd (Northbound)				MacArthur Blvd (Southbound)				Stamford Rd (Eastbound)				Stamford Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
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4:15 PM	5	9	4	0	5	27	2	0	1	3	0	0	3	7	16	0	82	
4:30 PM	1	18	2	0	7	19	2	0	3	2	4	0	4	1	16	0	79	
4:45 PM	3	20	3	0	13	17	1	0	0	4	2	0	1	4	9	0	77	302
5:00 PM	1	26	4	0	8	16	1	0	1	4	2	0	0	2	5	0	70	308
5:15 PM	4	25	2	0	4	12	2	0	1	2	1	0	2	7	8	0	70	296
5:30 PM	1	22	4	0	13	17	1	0	0	3	2	0	2	6	11	0	82	299
5:45 PM	6	17	3	0	6	18	1	0	1	2	2	0	3	1	11	0	71	293
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	36	16	0	20	108	8	0	4	12	0	0	12	28	64	0	328	
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	4		4	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

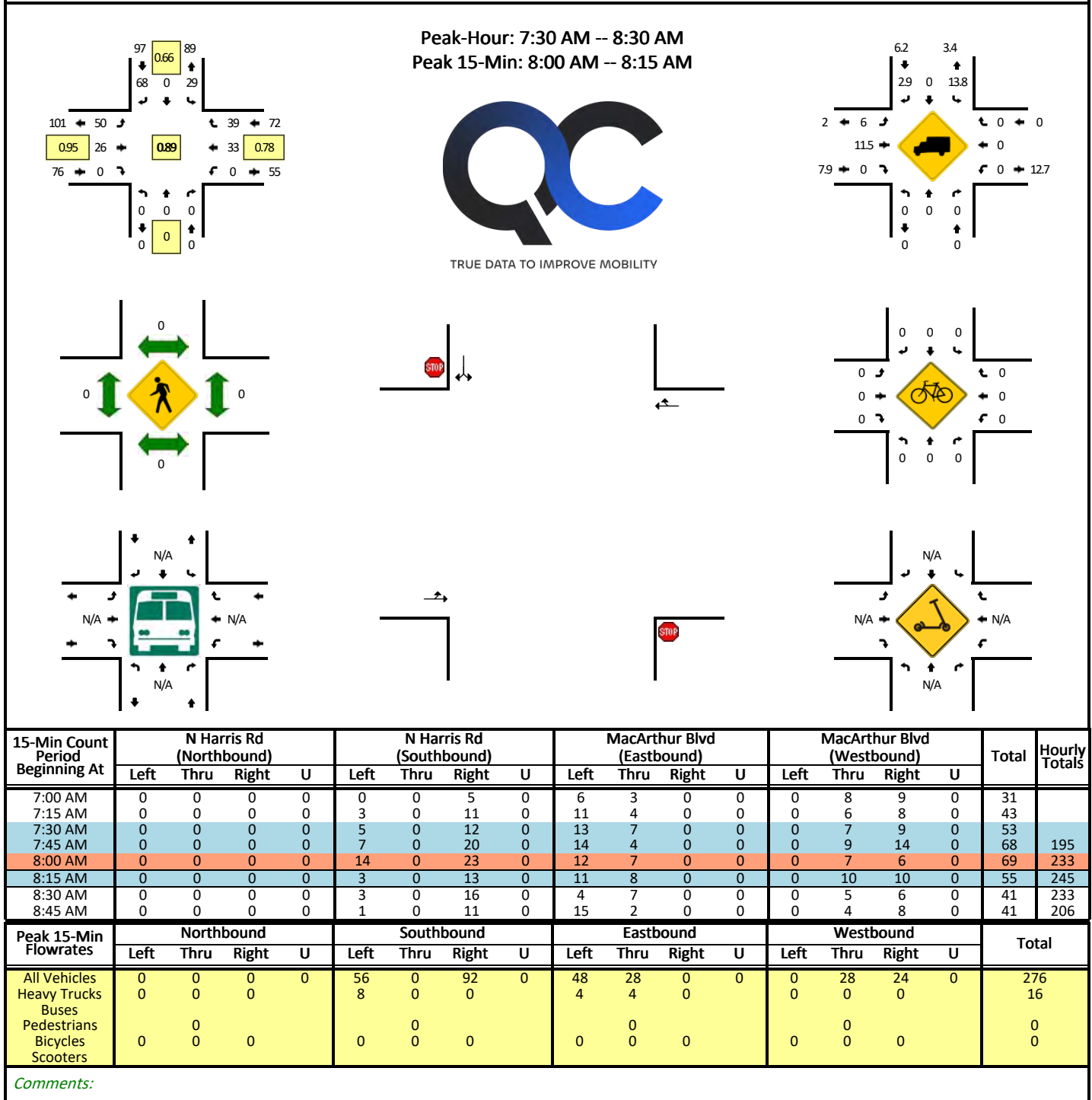
Comments:

Report generated on 1/12/2026 5:42 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: N Harris Rd -- MacArthur Blvd
CITY/STATE: Ypsilanti, MI

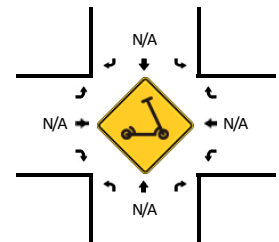
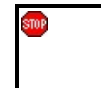
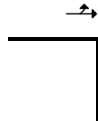
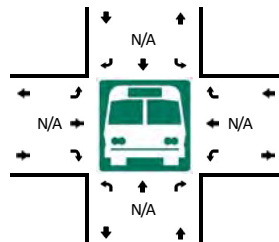
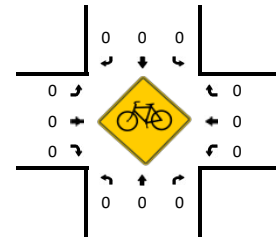
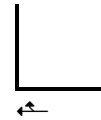
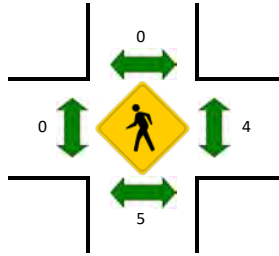
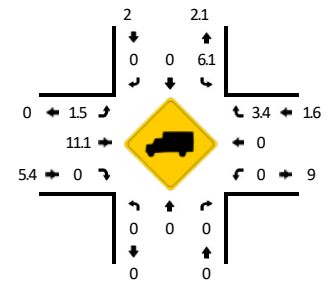
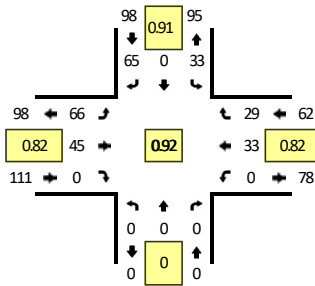
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DATE: Wed, Jan 7 2026



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CITY/STATE: Ypsilanti, MI

QC JOB #: 17396304
DATE: Wed, Jan 7 2026

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Peak 15-Min: 5:30 PM -- 5:45 PM



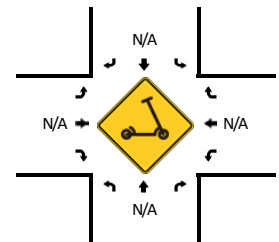
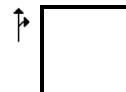
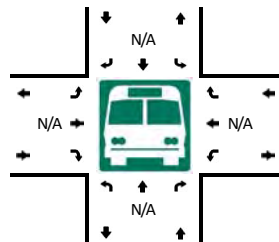
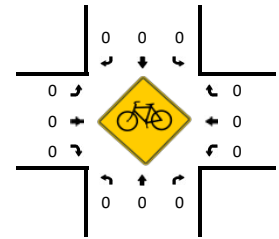
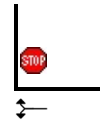
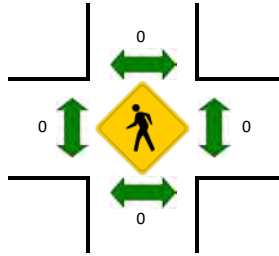
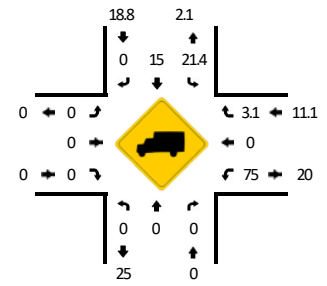
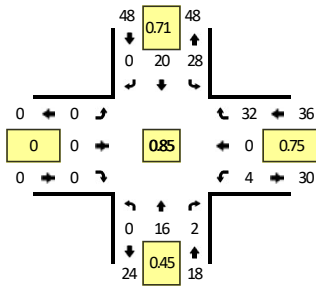
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4:15 PM	0	0	0	0	9	0	17	0	12	8	0	0	0	11	3	0	60	
4:30 PM	0	0	0	0	9	0	17	0	23	8	0	0	0	5	3	0	65	
4:45 PM	0	0	0	0	7	0	20	0	12	11	0	0	0	11	8	0	69	258
5:00 PM	0	0	0	0	7	0	17	0	17	7	0	0	0	6	6	0	60	254
5:15 PM	0	0	0	0	10	0	12	0	19	15	0	0	0	6	6	0	68	262
5:30 PM	0	0	0	0	9	0	16	0	18	12	0	0	0	10	9	0	74	271
5:45 PM	0	0	0	0	3	0	13	0	15	11	0	0	0	8	7	0	57	259
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	36	0	64	0	72	48	0	0	0	40	36	0	296	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: Stamford Rd -- Wiard Blvd
CITY/STATE: Washtenaw County, MI

QC JOB #: 17396305
DATE: Wed, Jan 7 2026

Peak-Hour: 7:45 AM -- 8:45 AM
 Peak 15-Min: 8:30 AM -- 8:45 AM



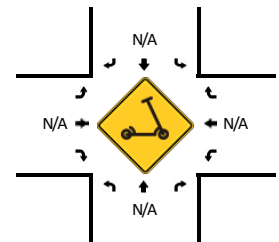
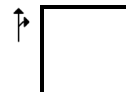
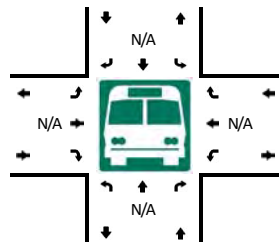
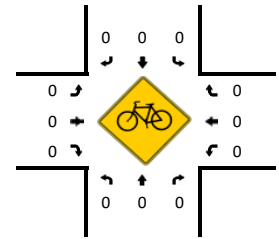
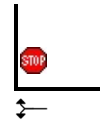
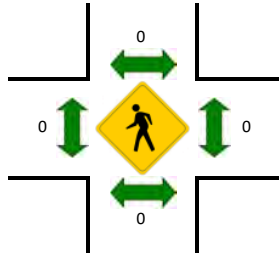
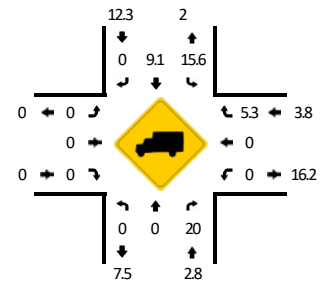
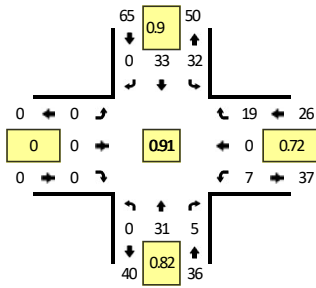
15-Min Count Period Beginning At	Stamford Rd (Northbound)				Stamford Rd (Southbound)				Wiard Blvd (Eastbound)				Wiard Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	4	0	0	3	3	0	0	0	0	0	0	2	0	7	0	19	
7:15 AM	0	10	1	0	2	3	0	0	0	0	0	0	1	0	3	0	20	
7:30 AM	0	4	0	0	3	1	0	0	0	0	0	0	2	0	4	0	14	
7:45 AM	0	10	0	0	2	7	0	0	0	0	0	0	0	0	6	0	25	78
8:00 AM	0	3	1	0	7	5	0	0	0	0	0	0	3	0	5	0	24	83
8:15 AM	0	3	0	0	7	3	0	0	0	0	0	0	0	0	10	0	23	86
8:30 AM	0	0	1	0	12	5	0	0	0	0	0	0	1	0	11	0	30	102
8:45 AM	0	3	1	0	3	1	0	0	0	0	0	0	1	0	3	0	12	89
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	4	0	48	20	0	0	0	0	0	0	4	0	44	0	120	
Heavy Trucks	0	0	0	0	8	0	0	0	0	0	0	0	4	0	0	0	12	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: Stamford Rd -- Wiard Blvd
CITY/STATE: Washtenaw County, MI

QC JOB #: 17396306
DATE: Wed, Jan 7 2026

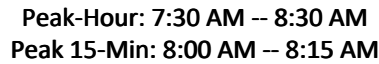
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:15 PM -- 4:30 PM



15-Min Count Period Beginning At	Stamford Rd (Northbound)				Stamford Rd (Southbound)				Wiard Blvd (Eastbound)				Wiard Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	5	0	0	8	10	0	0	0	0	0	0	0	0	4	0	27	
4:15 PM	0	10	1	0	9	9	0	0	0	0	0	0	2	0	4	0	35	
4:30 PM	0	9	2	0	7	7	0	0	0	0	0	0	1	0	5	0	31	
4:45 PM	0	3	2	0	7	9	0	0	0	0	0	0	3	0	6	0	30	123
5:00 PM	0	9	0	0	9	8	0	0	0	0	0	0	1	0	4	0	31	127
5:15 PM	0	8	0	0	7	10	0	0	0	0	0	0	0	0	8	0	33	125
5:30 PM	0	6	2	0	7	11	0	0	0	0	0	0	2	0	4	0	32	126
5:45 PM	0	7	0	0	6	5	0	0	0	0	0	0	0	0	7	0	25	121
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	40	4	0	36	36	0	0	0	0	0	0	8	0	16	0	140	
Heavy Trucks	0	0	4		0	0	0		0	0	0		0	0	0		4	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

QC JOB #: 17396307
DATE: Wed, Jan 7 2026

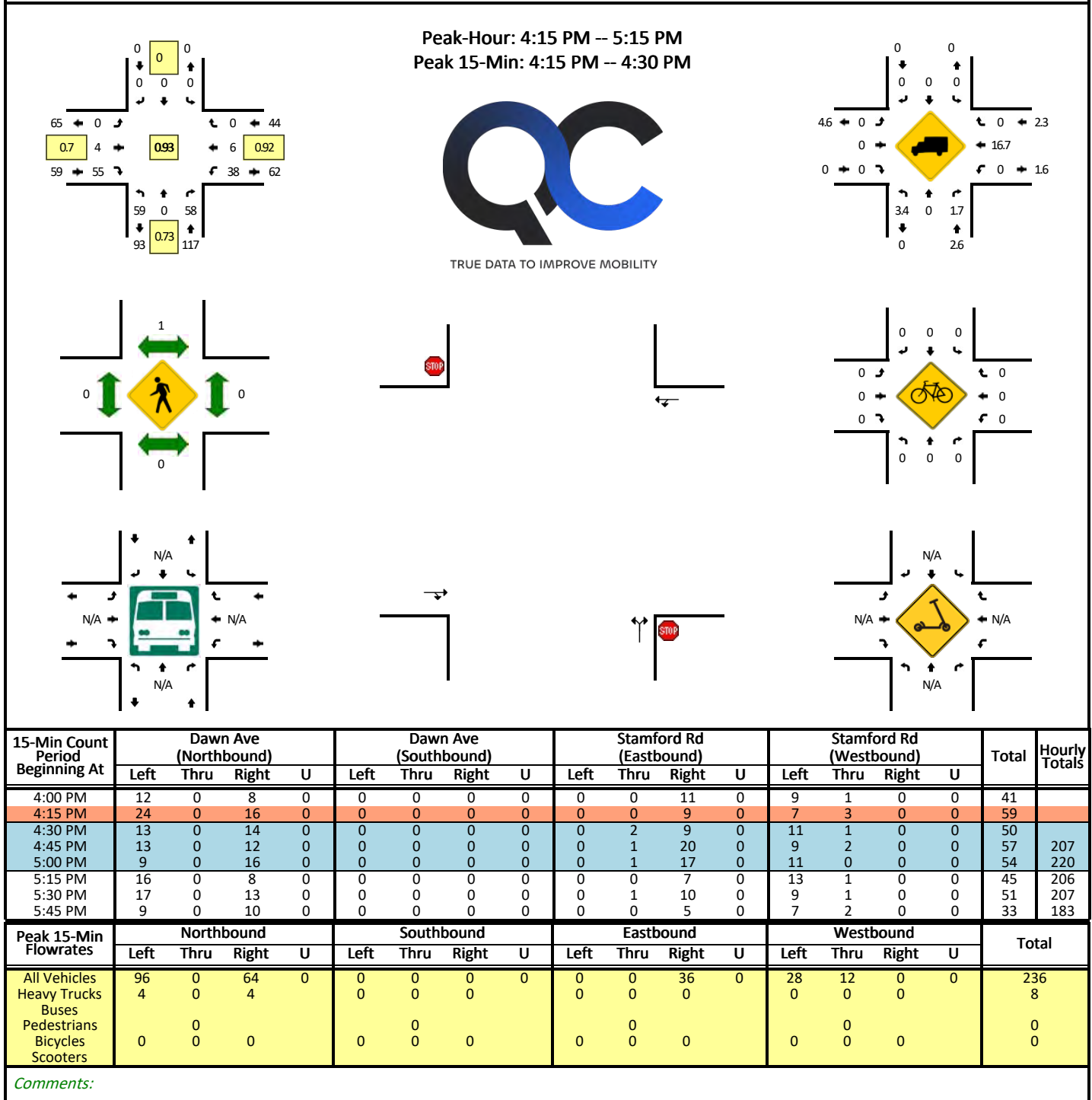


Comments:

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Dawn Ave -- Stamford Rd
CITY/STATE: Washtenaw County, MI

QC JOB #: 17396308
DATE: Wed, Jan 7 2026



EXISTING (2026) CAPACITY REPORTS

HCM 7th TWSC
1: MacArthur Boulevard & Stamford Road

Existing (2026) Traffic Volumes
AM Peak Hour

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⬇			⬆			⬆			⬆	
Traffic Vol, veh/h	3	14	17	6	9	19	4	53	3	25	77	2
Future Vol, veh/h	3	14	17	6	9	19	4	53	3	25	77	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	77	77	77	88	88	88	79	79	79
Heavy Vehicles, %	3	3	3	18	18	18	5	5	5	2	2	2
Mvmt Flow	4	20	24	8	12	25	5	60	3	32	97	3
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	237	235	99	242	234	62	100	0	0	64	0	0
Stage 1	162	162	-	71	71	-	-	-	-	-	-	-
Stage 2	75	73	-	171	163	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.28	6.68	6.38	4.15	-	-	4.12	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.662	4.162	3.462	2.245	-	-	2.218	-	-
Pot Cap-1 Maneuver	715	664	954	680	639	960	1474	-	-	1539	-	-
Stage 1	838	762	-	900	805	-	-	-	-	-	-	-
Stage 2	932	832	-	795	734	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	667	647	954	627	623	960	1474	-	-	1539	-	-
Mov Cap-2 Maneuver	667	647	-	627	623	-	-	-	-	-	-	-
Stage 1	819	745	-	897	803	-	-	-	-	-	-	-
Stage 2	892	830	-	738	718	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.96		9.92			0.5			1.78			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	119	-	-	774	776	431	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.062	0.057	0.021	-	-				
HCM Ctrl Dly (s/v)	7.4	0	-	10	9.9	7.4	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.1	-	-				

HCM 7th TWSC
2: MacArthur Boulevard & N. Harris Road

Existing (2026) Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	26	33	39	29	68
Future Vol, veh/h	50	26	33	39	29	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	78	78	66	66
Heavy Vehicles, %	8	8	0	0	6	6
Mvmt Flow	53	27	42	50	44	103
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	92	0	-	0	200	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	4.18	-	-	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.272	-	-	-	3.554	3.354
Pot Cap-1 Maneuver	1465	-	-	-	780	985
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1465	-	-	-	751	985
Mov Cap-2 Maneuver	-	-	-	-	751	-
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	884	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	4.97	0		9.77		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1184	-	-	-	901	
HCM Lane V/C Ratio	0.036	-	-	-	0.163	
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.8	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	

HCM 7th TWSC
3: Stamford Road/MacArthur Boulevard & Wiard Boulevard

Existing (2026) Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	4.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			A
Traffic Vol, veh/h	4	32	16	2	28	20
Future Vol, veh/h	4	32	16	2	28	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	60	60	71	71
Heavy Vehicles, %	11	11	0	0	19	19
Mvmt Flow	5	43	27	3	39	28
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	135	28	0	0	30	0
Stage 1	28	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.51	6.31	-	-	4.29	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	-	-	2.371	-
Pot Cap-1 Maneuver	837	1021	-	-	1480	-
Stage 1	971	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	815	1021	-	-	1480	-
Mov Cap-2 Maneuver	815	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.81	0		4.37		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	993	1050	-	
HCM Lane V/C Ratio	-	-	0.048	0.027	-	
HCM Ctrl Dly (s/v)	-	-	8.8	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

HCM 7th TWSC
4: Dawn Avenue & Stamford Road

Existing (2026) Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	4.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	40	32	3	24	20
Future Vol, veh/h	3	40	32	3	24	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	88	88	92	92
Heavy Vehicles, %	0	0	20	20	5	5
Mvmt Flow	4	60	36	3	26	22
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	64	0	110	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	76	-
Critical Hdwy	-	-	4.3	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.38	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1431	-	879	1030
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	939	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1431	-	857	1030
Mov Cap-2 Maneuver	-	-	-	-	857	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	915	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		6.93		9.09	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	928	-	-	1428	-	
HCM Lane V/C Ratio	0.052	-	-	0.025	-	
HCM Ctrl Dly (s/v)	9.1	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

Intersection: 1: MacArthur Boulevard & Stamford Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	63	12	29
Average Queue (ft)	22	26	0	2
95th Queue (ft)	47	62	6	14
Link Distance (ft)	554	1077	898	632
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: MacArthur Boulevard & N. Harris Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	47	74
Average Queue (ft)	5	37
95th Queue (ft)	27	64
Link Distance (ft)	563	595
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Stamford Road/MacArthur Boulevard & Wiard Boulevard

Movement	WB
Directions Served	LR
Maximum Queue (ft)	60
Average Queue (ft)	22
95th Queue (ft)	49
Link Distance (ft)	383
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Dawn Avenue & Stamford Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	35	56
Average Queue (ft)	0	2	21
95th Queue (ft)	3	15	44
Link Distance (ft)	1283	1144	829
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 0

HCM 7th TWSC
1: MacArthur Boulevard & Stamford Road

Existing (2026) Traffic Volumes
PM Peak Hour

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	13	8	8	14	46	10	73	13	33	79	6
Future Vol, veh/h	5	13	8	8	14	46	10	73	13	33	79	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	65	65	65	77	77	77	87	87	87
Heavy Vehicles, %	4	4	4	7	7	7	4	4	4	1	1	1
Mvmt Flow	7	18	11	12	22	71	13	95	17	38	91	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	302	308	94	305	303	103	98	0	0	112	0	0
Stage 1	170	170	-	129	129	-	-	-	-	-	-	-
Stage 2	132	138	-	176	174	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.17	6.57	6.27	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.563	4.063	3.363	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	647	603	957	638	602	938	1483	-	-	1484	-	-
Stage 1	827	754	-	863	780	-	-	-	-	-	-	-
Stage 2	867	779	-	815	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	556	581	957	589	580	938	1483	-	-	1484	-	-
Mov Cap-2 Maneuver	556	581	-	589	580	-	-	-	-	-	-	-
Stage 1	805	734	-	854	772	-	-	-	-	-	-	-
Stage 2	772	772	-	764	726	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.82		10.3		0.78		2.09	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	182	-	-	654	784	496	-
HCM Lane V/C Ratio	0.009	-	-	0.055	0.133	0.026	-
HCM Ctrl Dly (s/v)	7.4	0	-	10.8	10.3	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	0.1	-

HCM 7th TWSC
2: MacArthur Boulevard & N. Harris Road

Existing (2026) Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	66	45	33	29	33	65
Future Vol, veh/h	66	45	33	29	33	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	91	91
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	80	55	40	35	36	71
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	76	0	-	0	274	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	216	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1505	-	-	-	716	1008
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	820	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1505	-	-	-	676	1008
Mov Cap-2 Maneuver	-	-	-	-	676	-
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	820	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	4.48	0		9.75		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1070	-	-	-	865	
HCM Lane V/C Ratio	0.053	-	-	-	0.124	
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.8	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4	

HCM 7th TWSC
3: Stamford Road/MacArthur Boulevard & Wiard Boulevard

Existing (2026) Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			A
Traffic Vol, veh/h	7	19	31	5	32	33
Future Vol, veh/h	7	19	31	5	32	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	82	82	90	90
Heavy Vehicles, %	4	4	3	3	12	12
Mvmt Flow	10	26	38	6	36	37
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	149	41	0	0	44	0
Stage 1	41	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.22	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.308	-
Pot Cap-1 Maneuver	839	1025	-	-	1502	-
Stage 1	976	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	818	1025	-	-	1502	-
Mov Cap-2 Maneuver	818	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.9	0		3.67		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	959	886	-	
HCM Lane V/C Ratio	-	-	0.038	0.024	-	
HCM Ctrl Dly (s/v)	-	-	8.9	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

HCM 7th TWSC
4: Dawn Avenue & Stamford Road

Existing (2026) Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	6.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱		↲
Traffic Vol, veh/h	4	55	38	6	59	58
Future Vol, veh/h	4	55	38	6	59	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	92	92	73	73
Heavy Vehicles, %	0	0	2	2	3	3
Mvmt Flow	6	79	41	7	81	79
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	84	0	134	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	89	-
Critical Hdwy	-	-	4.12	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1512	-	857	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1512	-	834	1022
Mov Cap-2 Maneuver	-	-	-	-	834	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	906	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		6.43		9.75	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	917	-	-	1507	-	
HCM Lane V/C Ratio	0.175	-	-	0.027	-	
HCM Ctrl Dly (s/v)	9.8	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-	

Intersection: 1: MacArthur Boulevard & Stamford Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	35	68	18	30
Average Queue (ft)	20	32	1	3
95th Queue (ft)	45	58	11	17
Link Distance (ft)	554	1077	898	632
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: MacArthur Boulevard & N. Harris Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	36	67
Average Queue (ft)	4	35
95th Queue (ft)	23	58
Link Distance (ft)	563	595
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Stamford Road/MacArthur Boulevard & Wiard Boulevard

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	56	22
Average Queue (ft)	18	1
95th Queue (ft)	45	13
Link Distance (ft)	383	1148
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Dawn Avenue & Stamford Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	45	64
Average Queue (ft)	0	3	32
95th Queue (ft)	3	22	54
Link Distance (ft)	1283	1144	829
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 0

DATA FROM THE ITE TRIP GENERATION, 12TH EDITION

Land Use: 210

Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates, based on a small sample of sites, are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 215), and higher than those for senior adult housing—single-family (Land Use 251). (Source 1008)

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alabama, Arizona, British Columbia (CAN), California, Delaware, Illinois, Kentucky, Massachusetts, Minnesota, Montana, New Jersey, New York, North Carolina, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Vermont, and West Virginia.

Source Numbers

356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079, 1204, 1221, 1225, 1236, 1251, 1265, 1267

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 155

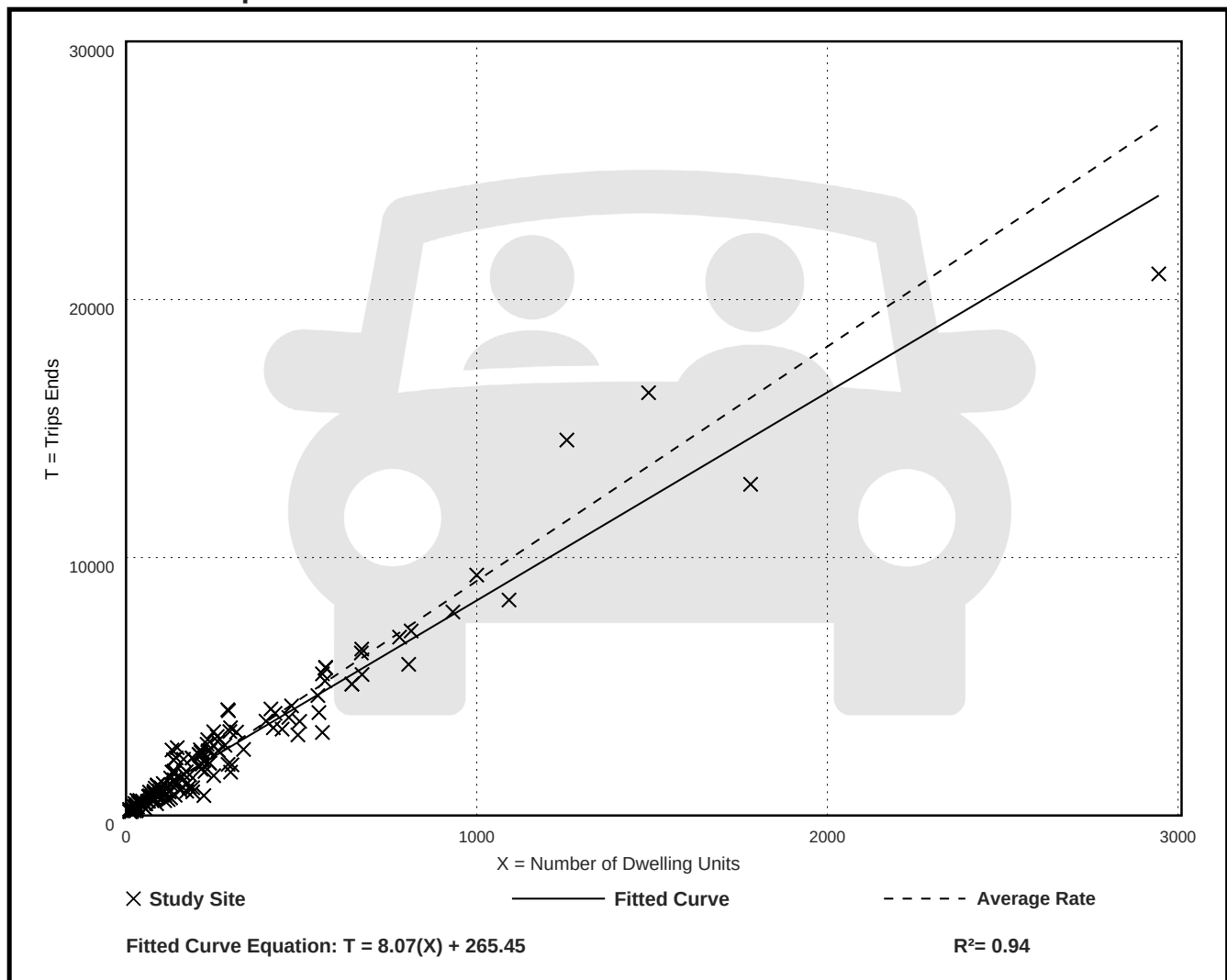
Avg. Num. of Dwelling Units: 261

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.09	3.47 - 23.80	2.29

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 153

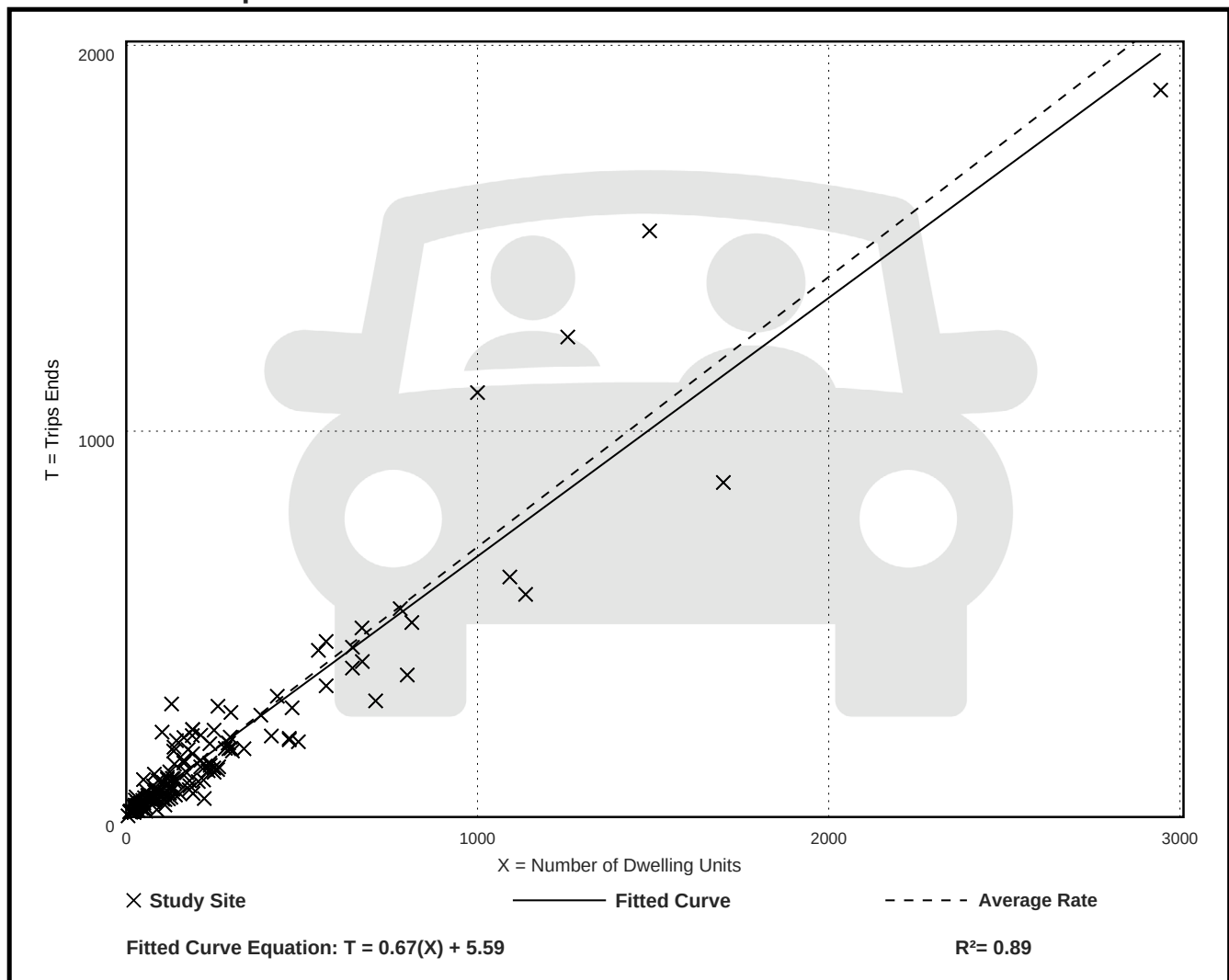
Avg. Num. of Dwelling Units: 239

Directional Distribution: 27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.22 - 2.27	0.26

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 166

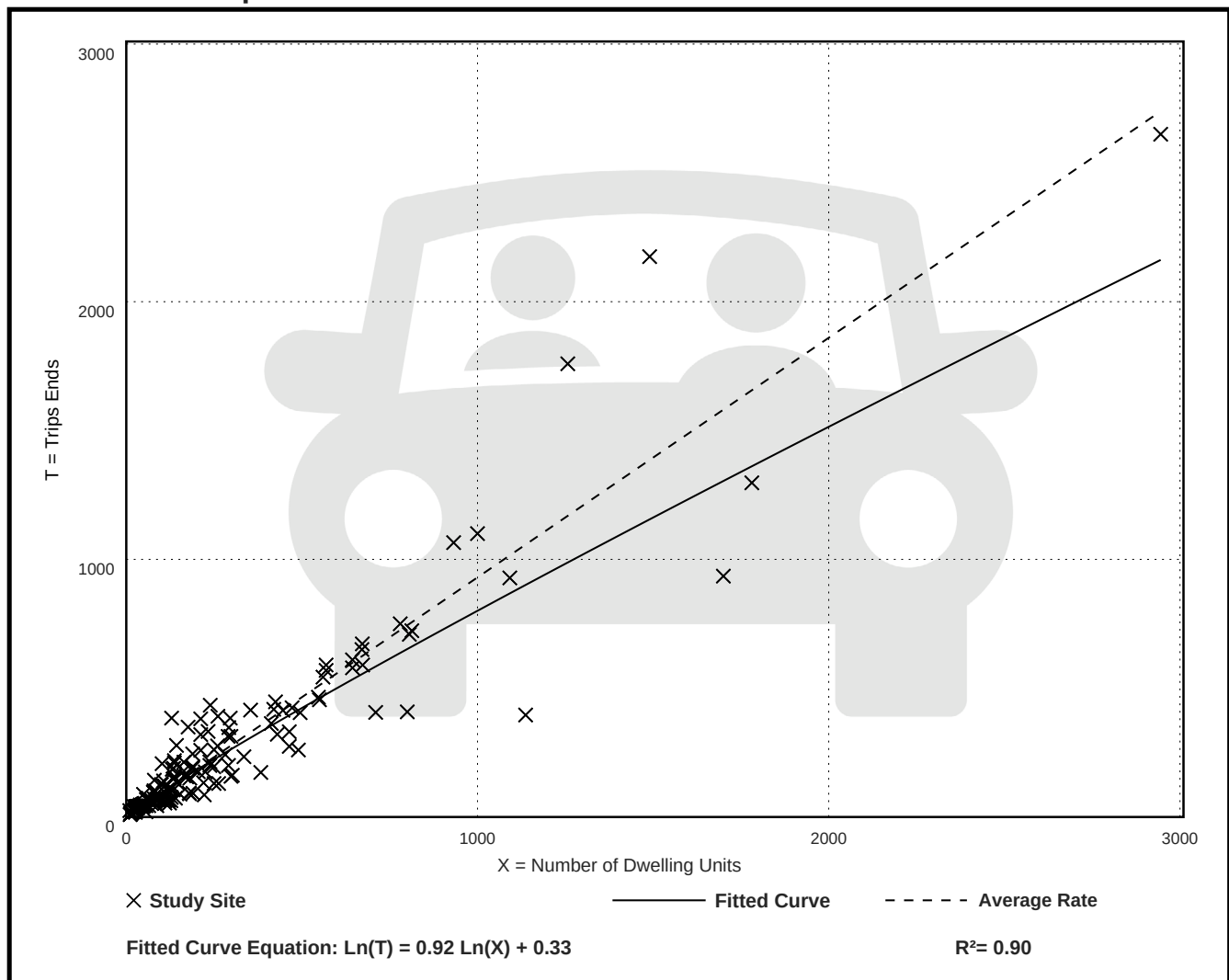
Avg. Num. of Dwelling Units: 266

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.93	0.35 - 2.98	0.33

Data Plot and Equation



Land Use: 220

Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing is a residential building with two or three floors (levels) of residences. Various configurations fit this description, including the following:

- Walk-up apartment or multiplex—access to the individual dwelling units is typically internal to the structure and provided through a shared entry, stairway, and hallway.
- Mansion apartment with several dwelling units within what appears from the outside to be a single-family dwelling unit.
- Stacked townhouse designed to match the external appearance of a townhouse, but which has dwelling units that share both floors and walls and with access through a central entry and stairway.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there was an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, British Columbia (CAN), California, Delaware, Florida, Illinois, Maine, Massachusetts, Minnesota, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, and Washington.

Source Numbers

357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076, 1219, 1236, 1265, 1267

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 28

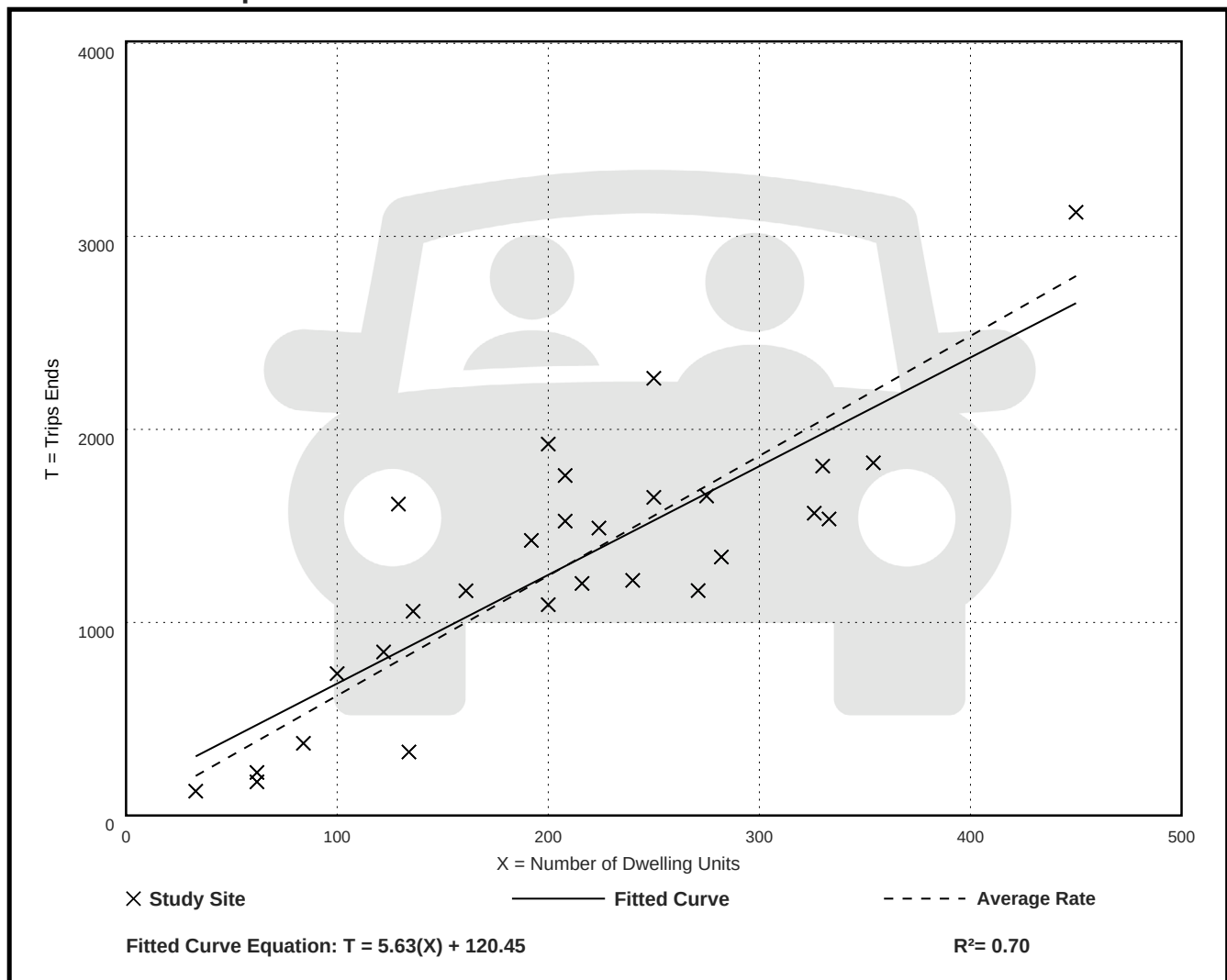
Avg. Num. of Dwelling Units: 208

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.21	2.46 - 12.50	1.87

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

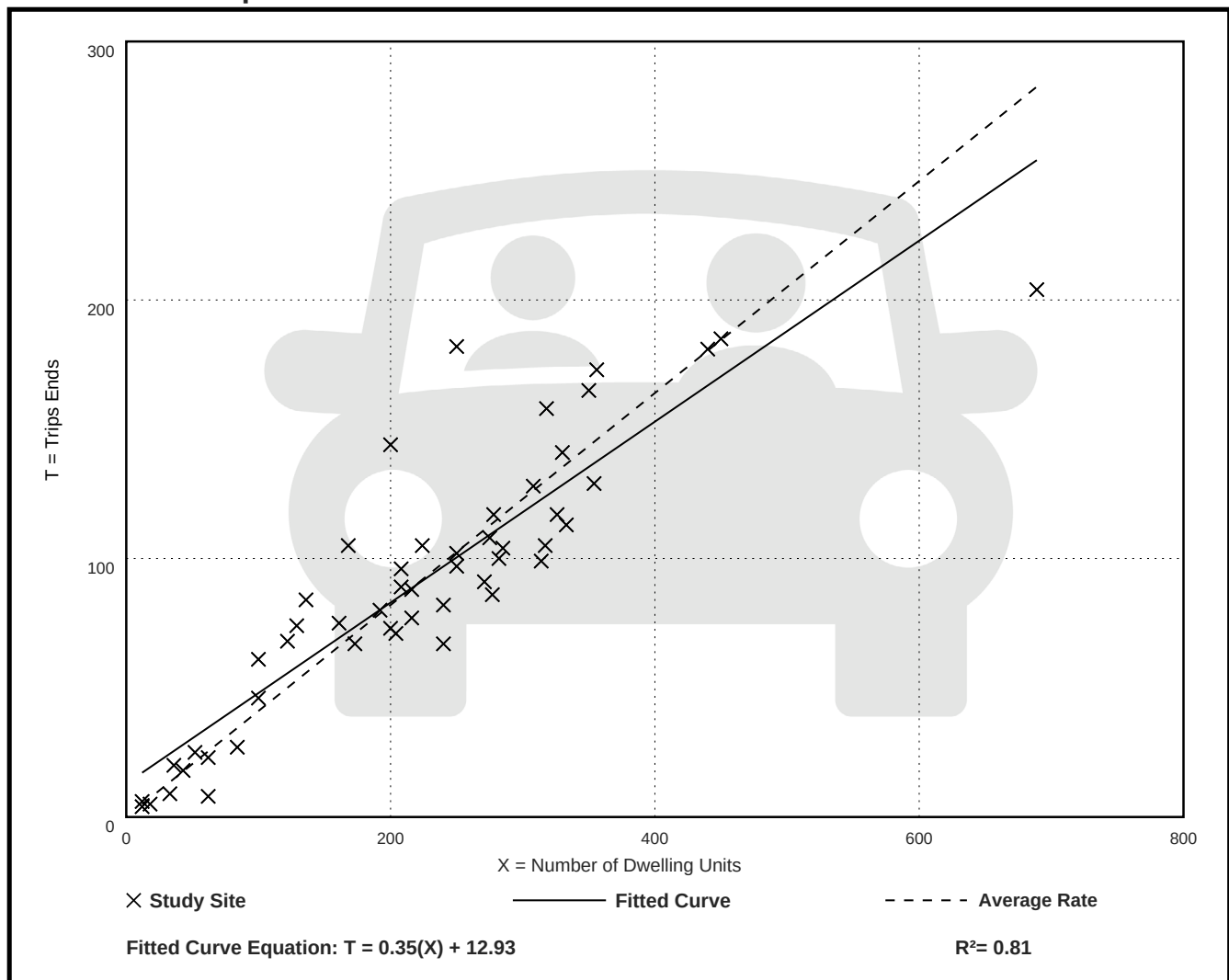
Avg. Num. of Dwelling Units: 219

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.13 - 0.73	0.10

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 61

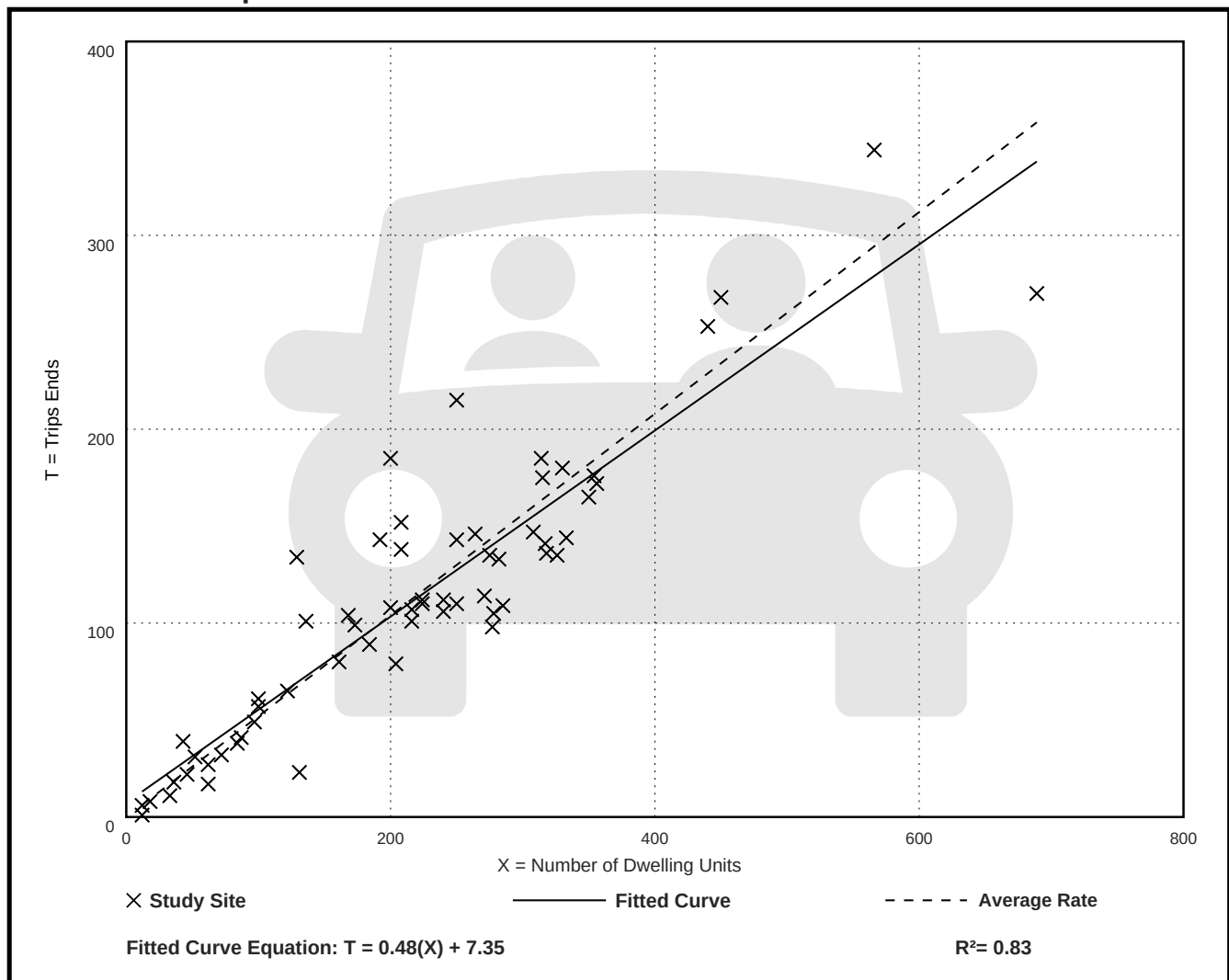
Avg. Num. of Dwelling Units: 215

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.08 - 1.04	0.13

Data Plot and Equation



FUTURE (2028) NO-BUILD CAPACITY REPORTS

HCM 7th TWSC
1: MacArthur Boulevard & Stamford Road

No-Build (2028) Traffic Volumes
AM Peak Hour

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	14	17	6	9	20	4	54	3	26	78	2
Future Vol, veh/h	3	14	17	6	9	20	4	54	3	26	78	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	77	77	77	88	88	88	79	79	79
Heavy Vehicles, %	3	3	3	18	18	18	5	5	5	2	2	2
Mvmt Flow	4	20	24	8	12	26	5	61	3	33	99	3
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	242	240	100	247	239	63	101	0	0	65	0	0
Stage 1	166	166	-	72	72	-	-	-	-	-	-	-
Stage 2	76	74	-	174	167	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.28	6.68	6.38	4.15	-	-	4.12	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.662	4.162	3.462	2.245	-	-	2.218	-	-
Pot Cap-1 Maneuver	710	660	953	675	635	958	1472	-	-	1537	-	-
Stage 1	834	759	-	899	805	-	-	-	-	-	-	-
Stage 2	930	832	-	791	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	660	643	953	622	619	958	1472	-	-	1537	-	-
Mov Cap-2 Maneuver	660	643	-	622	619	-	-	-	-	-	-	-
Stage 1	815	742	-	896	802	-	-	-	-	-	-	-
Stage 2	889	829	-	734	714	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.99		9.92			0.49			1.81			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	117	-	-	770	777	439	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.062	0.059	0.021	-	-				
HCM Ctrl Dly (s/v)	7.5	0	-	10	9.9	7.4	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.1	-	-				

HCM 7th TWSC
2: MacArthur Boulevard & N. Harris Road

No-Build (2028) Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	51	27	34	40	30	69
Future Vol, veh/h	51	27	34	40	30	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	78	78	66	66
Heavy Vehicles, %	8	8	0	0	6	6
Mvmt Flow	54	28	44	51	45	105
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	95	0	-	0	205	69
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	136	-
Critical Hdwy	4.18	-	-	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.272	-	-	-	3.554	3.354
Pot Cap-1 Maneuver	1462	-	-	-	774	983
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1462	-	-	-	746	983
Mov Cap-2 Maneuver	-	-	-	-	746	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	881	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	4.94	0		9.82		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1177	-	-	-	896	
HCM Lane V/C Ratio	0.037	-	-	-	0.167	
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.8	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	

HCM 7th TWSC
3: Stamford Road/MacArthur Boulevard & Wiard Boulevard

No-Build (2028) Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	4.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			A
Traffic Vol, veh/h	4	33	16	2	29	21
Future Vol, veh/h	4	33	16	2	29	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	60	60	71	71
Heavy Vehicles, %	11	11	0	0	19	19
Mvmt Flow	5	44	27	3	41	30
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	140	28	0	0	30	0
Stage 1	28	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.51	6.31	-	-	4.29	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	-	-	2.371	-
Pot Cap-1 Maneuver	833	1021	-	-	1480	-
Stage 1	971	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	809	1021	-	-	1480	-
Mov Cap-2 Maneuver	809	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	8.81	0	4.35			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	993	1044	-	
HCM Lane V/C Ratio	-	-	0.05	0.028	-	
HCM Ctrl Dly (s/v)	-	-	8.8	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

HCM 7th TWSC
4: Dawn Avenue & Stamford Road

No-Build (2028) Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	4.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	41	33	3	25	20
Future Vol, veh/h	3	41	33	3	25	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	88	88	92	92
Heavy Vehicles, %	0	0	20	20	5	5
Mvmt Flow	4	61	38	3	27	22
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	66	0	113	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	78	-
Critical Hdwy	-	-	4.3	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.38	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1429	-	876	1029
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	937	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1429	-	853	1029
Mov Cap-2 Maneuver	-	-	-	-	853	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	912	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		6.95		9.12	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	923	-	-	1426	-	
HCM Lane V/C Ratio	0.053	-	-	0.026	-	
HCM Ctrl Dly (s/v)	9.1	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

Intersection: 1: MacArthur Boulevard & Stamford Road

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	50	76	38
Average Queue (ft)	21	28	3
95th Queue (ft)	47	65	18
Link Distance (ft)	554	1077	632
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: MacArthur Boulevard & N. Harris Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	42	82
Average Queue (ft)	5	37
95th Queue (ft)	26	66
Link Distance (ft)	563	595
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Stamford Road/MacArthur Boulevard & Wiard Boulevard

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	56	17
Average Queue (ft)	21	1
95th Queue (ft)	48	7
Link Distance (ft)	383	1148
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Dawn Avenue & Stamford Road

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	42	64
Average Queue (ft)	2	22
95th Queue (ft)	19	48
Link Distance (ft)	1144	829
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

HCM 7th TWSC
1: MacArthur Boulevard & Stamford Road

No-Build (2028) Traffic Volumes
PM Peak Hour

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	13	8	8	14	47	10	74	13	34	80	6
Future Vol, veh/h	5	13	8	8	14	47	10	74	13	34	80	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	65	65	65	77	77	77	87	87	87
Heavy Vehicles, %	4	4	4	7	7	7	4	4	4	1	1	1
Mvmt Flow	7	18	11	12	22	72	13	96	17	39	92	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	306	313	95	310	308	105	99	0	0	113	0	0
Stage 1	174	174	-	131	131	-	-	-	-	-	-	-
Stage 2	133	139	-	179	177	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.17	6.57	6.27	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.563	4.063	3.363	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	642	599	956	633	598	937	1482	-	-	1483	-	-
Stage 1	824	751	-	861	779	-	-	-	-	-	-	-
Stage 2	866	778	-	811	743	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	550	577	956	584	576	937	1482	-	-	1483	-	-
Mov Cap-2 Maneuver	550	577	-	584	576	-	-	-	-	-	-	-
Stage 1	801	731	-	853	771	-	-	-	-	-	-	-
Stage 2	769	771	-	760	723	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.86		10.32		0.77		2.12	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	180	-	-	650	783	503	-
HCM Lane V/C Ratio	0.009	-	-	0.056	0.136	0.026	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.9	10.3	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	0.1	-

HCM 7th TWSC
2: MacArthur Boulevard & N. Harris Road

No-Build (2028) Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	67	46	34	30	34	66
Future Vol, veh/h	67	46	34	30	34	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	91	91
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	82	56	41	37	37	73
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	78	0	-	0	279	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	220	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1502	-	-	-	711	1006
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1502	-	-	-	671	1006
Mov Cap-2 Maneuver	-	-	-	-	671	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	817	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	4.47	0		9.8		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1067	-	-	-	860	
HCM Lane V/C Ratio	0.054	-	-	-	0.128	
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.8	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4	

HCM 7th TWSC
3: Stamford Road/MacArthur Boulevard & Wiard Boulevard

No-Build (2028) Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			A
Traffic Vol, veh/h	7	19	32	5	33	34
Future Vol, veh/h	7	19	32	5	33	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	82	82	90	90
Heavy Vehicles, %	4	4	3	3	12	12
Mvmt Flow	10	26	39	6	37	38
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	153	42	0	0	45	0
Stage 1	42	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.22	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.308	-
Pot Cap-1 Maneuver	834	1023	-	-	1501	-
Stage 1	975	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	813	1023	-	-	1501	-
Mov Cap-2 Maneuver	813	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	8.91	0	3.67			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	956	887	-	
HCM Lane V/C Ratio	-	-	0.038	0.024	-	
HCM Ctrl Dly (s/v)	-	-	8.9	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

HCM 7th TWSC
4: Dawn Avenue & Stamford Road

No-Build (2028) Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	6.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	56	39	6	60	60
Future Vol, veh/h	4	56	39	6	60	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	92	92	73	73
Heavy Vehicles, %	0	0	2	2	3	3
Mvmt Flow	6	80	42	7	82	82
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	86	0	137	46
Stage 1	-	-	-	-	46	-
Stage 2	-	-	-	-	91	-
Critical Hdwy	-	-	4.12	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1511	-	854	1021
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	930	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1511	-	830	1021
Mov Cap-2 Maneuver	-	-	-	-	830	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	904	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		6.46		9.79	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	916	-	-	1505	-	
HCM Lane V/C Ratio	0.18	-	-	0.028	-	
HCM Ctrl Dly (s/v)	9.8	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-	

Intersection: 1: MacArthur Boulevard & Stamford Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	38	73	12	30
Average Queue (ft)	18	33	0	3
95th Queue (ft)	44	61	6	17
Link Distance (ft)	554	1077	898	632
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: MacArthur Boulevard & N. Harris Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	30	67
Average Queue (ft)	3	36
95th Queue (ft)	18	59
Link Distance (ft)	563	595
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Stamford Road/MacArthur Boulevard & Wiard Boulevard

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	50	34
Average Queue (ft)	16	2
95th Queue (ft)	42	15
Link Distance (ft)	383	1148
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Dawn Avenue & Stamford Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	9	36	78
Average Queue (ft)	0	3	34
95th Queue (ft)	4	18	60
Link Distance (ft)	1283	1144	829
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 0

FUTURE (2028) BUILD CAPACITY REPORTS

HCM 7th TWSC
1: MacArthur Boulevard & Stamford Road

Build (2028) Traffic Volumes
AM Peak Hour

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	14	17	16	9	20	4	61	6	26	100	2
Future Vol, veh/h	3	14	17	16	9	20	4	61	6	26	100	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	77	77	77	88	88	88	79	79	79
Heavy Vehicles, %	3	3	3	18	18	18	5	5	5	2	2	2
Mvmt Flow	4	20	24	21	12	26	5	69	7	33	127	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	278	279	128	284	277	73	129	0	0	76	0	0
Stage 1	194	194	-	82	82	-	-	-	-	-	-	-
Stage 2	84	85	-	202	195	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.28	6.68	6.38	4.15	-	-	4.12	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.662	4.162	3.462	2.245	-	-	2.218	-	-
Pot Cap-1 Maneuver	672	627	920	637	605	946	1438	-	-	1523	-	-
Stage 1	806	738	-	888	797	-	-	-	-	-	-	-
Stage 2	921	822	-	764	710	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	624	611	920	585	589	946	1438	-	-	1523	-	-
Mov Cap-2 Maneuver	624	611	-	585	589	-	-	-	-	-	-	-
Stage 1	787	721	-	885	794	-	-	-	-	-	-	-
Stage 2	880	820	-	707	694	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.23		10.56		0.42		1.51	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	100	-	-	736	706	364	-
HCM Lane V/C Ratio	0.003	-	-	0.065	0.083	0.022	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.2	10.6	7.4	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0.1	-

HCM 7th TWSC
2: MacArthur Boulevard & N. Harris Road

Build (2028) Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	51	34	56	70	40	69
Future Vol, veh/h	51	34	56	70	40	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	78	78	66	66
Heavy Vehicles, %	8	8	0	0	6	6
Mvmt Flow	54	36	72	90	61	105
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	162	0	-	0	260	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	4.18	-	-	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.272	-	-	-	3.554	3.354
Pot Cap-1 Maneuver	1382	-	-	-	720	925
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	874	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1382	-	-	-	692	925
Mov Cap-2 Maneuver	-	-	-	-	692	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	874	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	4.63	0		10.47		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1080	-	-	-	823	
HCM Lane V/C Ratio	0.039	-	-	-	0.201	
HCM Ctrl Dly (s/v)	7.7	0	-	-	10.5	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⬇			⬇			⬇			⬇	
Traffic Vol, veh/h	9	4	21	4	2	34	10	17	2	34	34	3
Future Vol, veh/h	9	4	21	4	2	34	10	17	2	34	34	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	75	75	75	60	60	60	71	71	71
Heavy Vehicles, %	2	2	2	11	11	11	0	0	0	19	19	19
Mvmt Flow	10	4	23	5	3	45	17	28	3	48	48	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	209	211	50	209	211	30	52	0	0	32	0	0
Stage 1	146	146	-	63	63	-	-	-	-	-	-	-
Stage 2	63	65	-	146	148	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.21	6.61	6.31	4.1	-	-	4.29	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.21	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.21	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.599	4.099	3.399	2.2	-	-	2.371	-	-
Pot Cap-1 Maneuver	749	686	1018	729	670	1019	1567	-	-	1477	-	-
Stage 1	857	776	-	925	825	-	-	-	-	-	-	-
Stage 2	948	841	-	836	758	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	681	656	1018	677	641	1019	1567	-	-	1477	-	-
Mov Cap-2 Maneuver	681	656	-	677	641	-	-	-	-	-	-	-
Stage 1	828	750	-	915	816	-	-	-	-	-	-	-
Stage 2	893	832	-	785	733	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.42		9.04		2.52		3.6					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	608	-	-	851	944	848	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.043	0.057	0.032	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	9.4	9	7.5	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile O(veh)	0	-	-	0.1	0.2	0.1	-	-				

HCM 7th TWSC
4: Dawn Avenue & Stamford Road

Build (2028) Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	41	57	13	25	28
Future Vol, veh/h	6	41	57	13	25	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	88	88	92	92
Heavy Vehicles, %	0	0	20	20	5	5
Mvmt Flow	9	61	65	15	27	30
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	70	0	184	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	144	-
Critical Hdwy	-	-	4.3	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.38	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1424	-	799	1023
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	876	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1424	-	762	1023
Mov Cap-2 Maneuver	-	-	-	-	762	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	835	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		6.23		9.37	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	881	-	-	1412	-	
HCM Lane V/C Ratio	0.065	-	-	0.046	-	
HCM Ctrl Dly (s/v)	9.4	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

HCM 7th TWSC
5: N. Site Access & MacArthur Boulevard

Build (2028) Traffic Volumes
AM Peak Hour

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	14	2	58	43	18
Future Vol, veh/h	53	14	2	58	43	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	75	75	92	92
Heavy Vehicles, %	10	10	2	2	2	2
Mvmt Flow	88	23	3	77	47	20
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	112	0	183	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	83	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1478	-	807	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1478	-	805	956
Mov Cap-2 Maneuver	-	-	-	-	805	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	939	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.25		9.63	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	844	-	-	60	-	
HCM Lane V/C Ratio	0.079	-	-	0.002	-	
HCM Ctrl Dly (s/v)	9.6	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Intersection: 1: MacArthur Boulevard & Stamford Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	67	74	22	34
Average Queue (ft)	23	28	1	2
95th Queue (ft)	52	61	10	16
Link Distance (ft)	554	1077	898	632
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: MacArthur Boulevard & N. Harris Road

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	49	4	77
Average Queue (ft)	7	0	38
95th Queue (ft)	32	3	62
Link Distance (ft)	563	677	595
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Stamford Road/MacArthur Boulevard & E. Site Access/Wiard Boulevard

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	44	60	16
Average Queue (ft)	22	22	1
95th Queue (ft)	45	52	7
Link Distance (ft)	617	482	1149
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Dawn Avenue & Stamford Road

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	53	53
Average Queue (ft)	5	23
95th Queue (ft)	28	46
Link Distance (ft)	1144	829
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: N. Site Access & MacArthur Boulevard

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	12	46
Average Queue (ft)	0	23
95th Queue (ft)	6	41
Link Distance (ft)	1149	402
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

HCM 7th TWSC
1: MacArthur Boulevard & Stamford Road

Build (2028) Traffic Volumes
PM Peak Hour

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	13	8	14	14	47	10	93	22	34	92	6
Future Vol, veh/h	5	13	8	14	14	47	10	93	22	34	92	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	65	65	65	77	77	77	87	87	87
Heavy Vehicles, %	4	4	4	7	7	7	4	4	4	1	1	1
Mvmt Flow	7	18	11	22	22	72	13	121	29	39	106	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	345	363	109	354	352	135	113	0	0	149	0	0
Stage 1	187	187	-	161	161	-	-	-	-	-	-	-
Stage 2	158	175	-	193	191	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.17	6.57	6.27	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.563	4.063	3.363	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	606	562	939	592	565	901	1464	-	-	1438	-	-
Stage 1	810	741	-	829	755	-	-	-	-	-	-	-
Stage 2	840	750	-	797	733	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	515	540	939	544	543	901	1464	-	-	1438	-	-
Mov Cap-2 Maneuver	515	540	-	544	543	-	-	-	-	-	-	-
Stage 1	786	720	-	821	748	-	-	-	-	-	-	-
Stage 2	743	743	-	746	712	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.22		10.92		0.6		1.95	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	139	-	-	615	723	458	-
HCM Lane V/C Ratio	0.009	-	-	0.059	0.16	0.027	-
HCM Ctrl Dly (s/v)	7.5	0	-	11.2	10.9	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.1	-

HCM 7th TWSC
2: MacArthur Boulevard & N. Harris Road

Build (2028) Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		4	
Traffic Vol, veh/h	67	65	46	47	64	66
Future Vol, veh/h	67	65	46	47	64	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	91	91
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	82	79	56	57	70	73
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	113	0	-	0	327	85
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	243	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1457	-	-	-	667	974
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1457	-	-	-	628	974
Mov Cap-2 Maneuver	-	-	-	-	628	-
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	798	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	3.87	0		10.77		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	914	-	-	-	766	
HCM Lane V/C Ratio	0.056	-	-	-	0.186	
HCM Ctrl Dly (s/v)	7.6	0	-	-	10.8	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7	

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	6	2	16	7	7	20	37	38	5	36	45	10
Future Vol, veh/h	6	2	16	7	7	20	37	38	5	36	45	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	72	72	72	82	82	82	90	90	90
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	12	12	12
Mvmt Flow	7	2	17	10	10	28	45	46	6	40	50	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	277	278	56	271	281	49	61	0	0	52	0	0
Stage 1	136	136	-	140	140	-	-	-	-	-	-	-
Stage 2	141	143	-	131	141	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.54	6.24	4.13	-	-	4.22	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.036	3.336	2.227	-	-	2.308	-	-
Pot Cap-1 Maneuver	675	630	1011	678	624	1013	1536	-	-	1492	-	-
Stage 1	868	784	-	859	777	-	-	-	-	-	-	-
Stage 2	861	779	-	868	776	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	610	594	1011	626	589	1013	1536	-	-	1492	-	-
Mov Cap-2 Maneuver	610	594	-	626	589	-	-	-	-	-	-	-
Stage 1	844	762	-	833	754	-	-	-	-	-	-	-
Stage 2	802	755	-	827	755	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.5		9.82		3.43		2.96	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	814	-	-	827	794	687	-
HCM Lane V/C Ratio	0.029	-	-	0.032	0.059	0.027	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.5	9.8	7.5	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0.1	-

HCM 7th TWSC
4: Dawn Avenue & Stamford Road

Build (2028) Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	6.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	56	60	12	60	94
Future Vol, veh/h	13	56	60	12	60	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	92	92	73	73
Heavy Vehicles, %	0	0	2	2	3	3
Mvmt Flow	19	80	65	13	82	129
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	99	0	202	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	-	-	4.12	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1494	-	784	1004
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1494	-	750	1004
Mov Cap-2 Maneuver	-	-	-	-	750	-
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	842	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		6.27		10.32	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	887	-	-	1484	-	
HCM Lane V/C Ratio	0.238	-	-	0.044	-	
HCM Ctrl Dly (s/v)	10.3	-	-	7.5	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-	

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	77	39	7	57	23	14
Future Vol, veh/h	77	39	7	57	23	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	78	78	92	92
Heavy Vehicles, %	9	9	0	0	2	2
Mvmt Flow	118	60	9	73	25	15
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	178	0	239	148
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	91	-
Critical Hdwy	-	-	4.1	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1410	-	749	898
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1410	-	744	898
Mov Cap-2 Maneuver	-	-	-	-	744	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	926	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.83		9.77	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	796	-	-	197	-	
HCM Lane V/C Ratio	0.051	-	-	0.006	-	
HCM Ctrl Dly (s/v)	9.8	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection: 1: MacArthur Boulevard & Stamford Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	36	73	33	39
Average Queue (ft)	19	35	2	4
95th Queue (ft)	44	61	14	22
Link Distance (ft)	554	1077	898	632
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: MacArthur Boulevard & N. Harris Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	44	76
Average Queue (ft)	6	40
95th Queue (ft)	29	64
Link Distance (ft)	563	595
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Stamford Road/MacArthur Boulevard & E. Site Access/Wiard Boulevard

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	30	49	25	27
Average Queue (ft)	17	19	2	2
95th Queue (ft)	41	45	13	14
Link Distance (ft)	617	482	1349	1149
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Dawn Avenue & Stamford Road

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	36	71
Average Queue (ft)	4	38
95th Queue (ft)	22	60
Link Distance (ft)	1144	829
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: N. Site Access & MacArthur Boulevard

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	10	33
Average Queue (ft)	0	17
95th Queue (ft)	5	36
Link Distance (ft)	1149	402
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

TURN LANE WARRANT

MacArthur Boulevard and N. Site Access

AM Peak Hour
LT: 2 - 3%

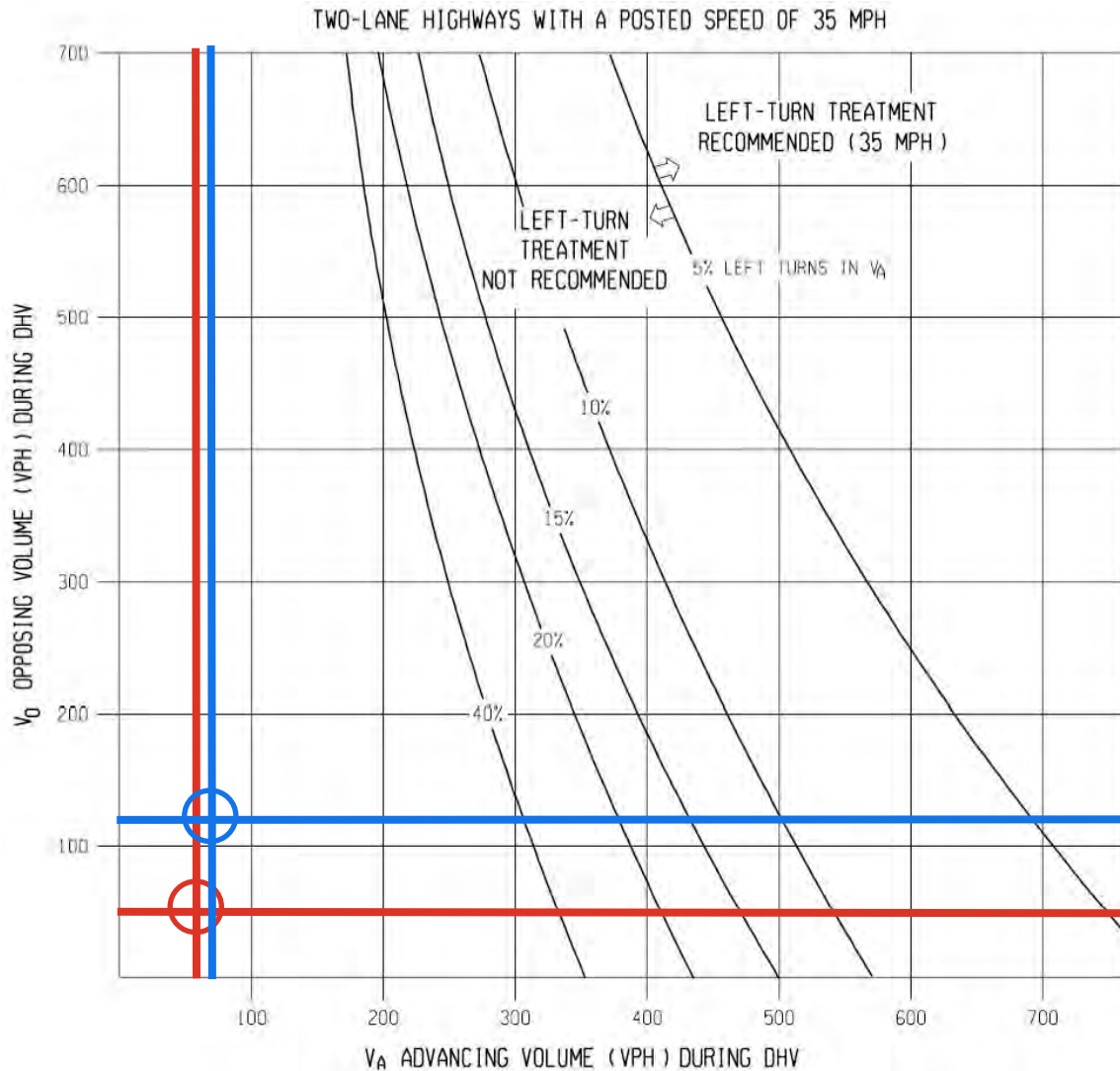
PM Peak Hour
LT: 7 - 11%

AM V_o : 67

PM V_o : 116

AM V_a : 60

PM V_a : 64



Left-Turn Lane NOT Warranted

Instructions:

1. The family of curves represent the percentage of left turns in advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
3. Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is recommended. If the point is to the left of the line, then a left-turn is not recommended based on traffic volumes.

Example: Speed = 35mph
Advancing volume during DHV = 400 vph
Opposing volume during DHV = 400 vph
Percentage of left-turns in advancing volume = 7%

Problem: Determine if left-turn lane is recommended

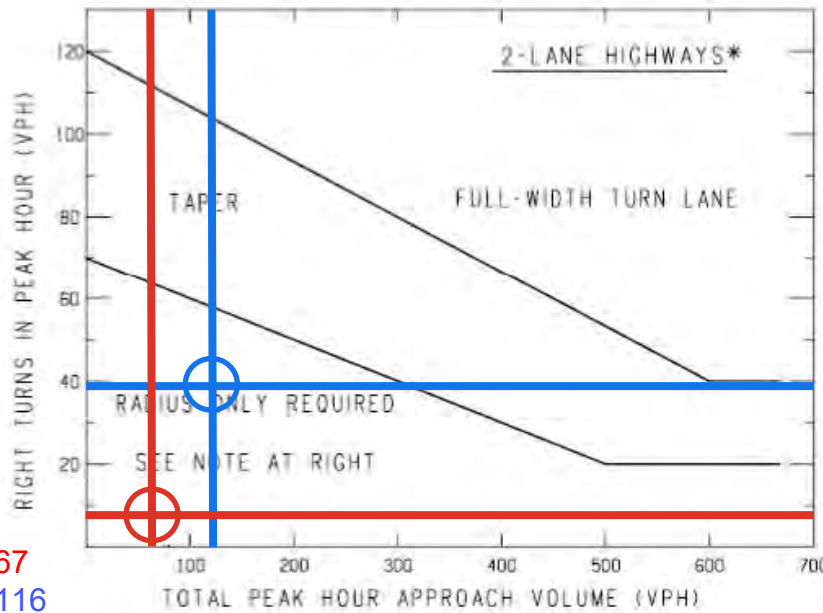
Solution: Figure indicates that the intersection of 400 vph and 400 vph is located to the left of the 7% curve (estimated); thus a left-turn lane is not recommended based on volumes.

MacArthur Boulevard & N. Site Access

AM Peak Hour
RT: 14

PM Peak Hour
RT: 39

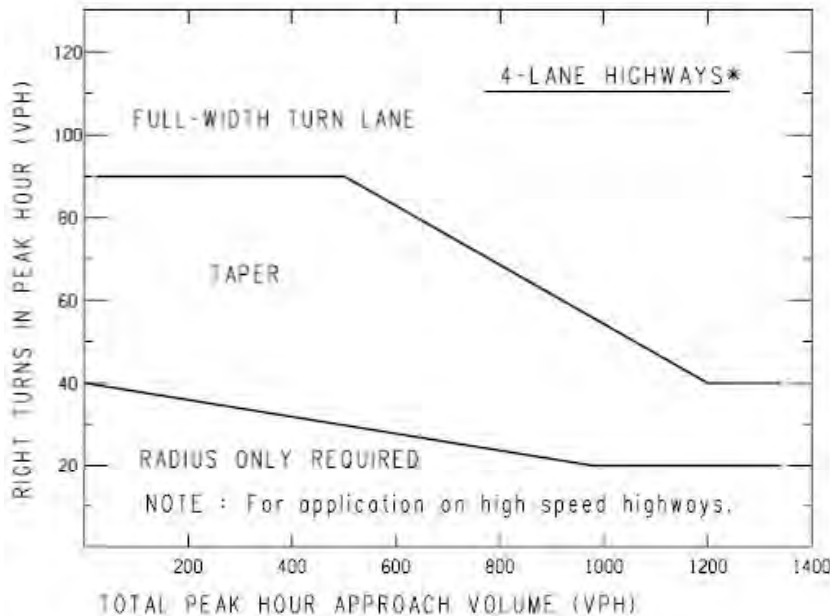
AM Peak Hour: 67
PM Peak Hour: 116



NOTE: For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph, adjust right turn volumes.

Adjust peak hour
Right turns = Peak hour
Right turns – 20

Right-Turn Lane
NOT Warranted



*If a center left-turn lane exists (ie 3 or 5 lane roadway), subtract the number of left turns in approach volume from the total approach volume to get an adjusted total approach volume.

Sample Problem: The Design Speed is 55 mph. The Peak Hour Approach Volume is 300 vph. The Number of Right Turns in the Peak Hour is 100 vph. Determine if a right turn lane is recommended.

Solution: Figure indicates that the intersection of 300 vph and 100 vph is located above the upper trend line; thus, a right-turn lane may be recommended.

MacArthur Boulevard and E. Site Access

AM Peak Hour
LT: 10 - 34%

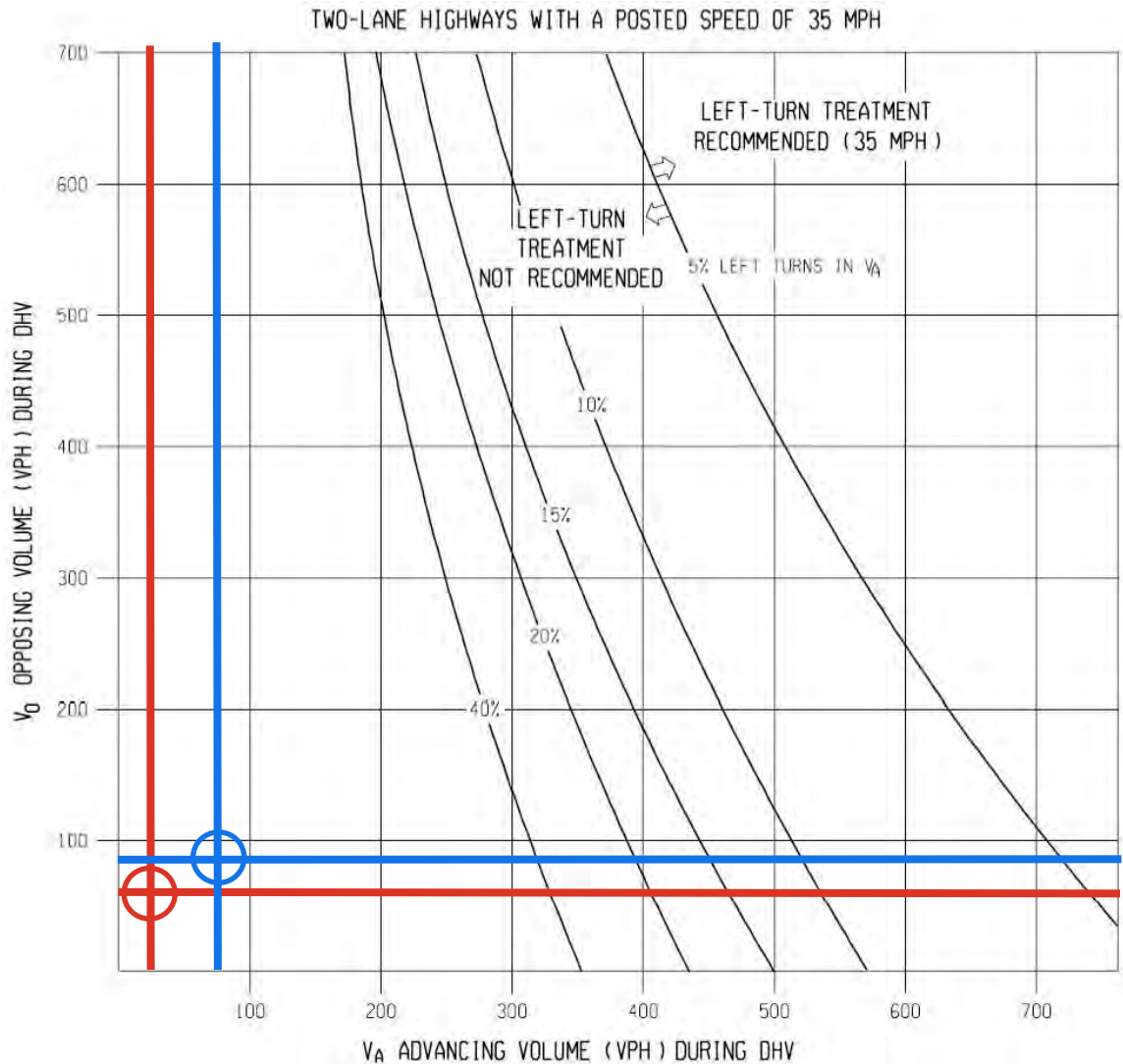
PM Peak Hour
LT: 37 - 46%

AM V_o : 71

PM V_o : 91

AM V_a : 29

PM V_a : 80



Left-Turn Lane NOT Warranted

Instructions:

1. The family of curves represent the percentage of left turns in advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
3. Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is recommended. If the point is to the left of the line, then a left-turn is not recommended based on traffic volumes.

Example: Speed = 35mph
Advancing volume during DHV = 400 vph
Opposing volume during DHV = 400 vph
Percentage of left-turns in advancing volume = 7%

Problem: Determine if left-turn lane is recommended

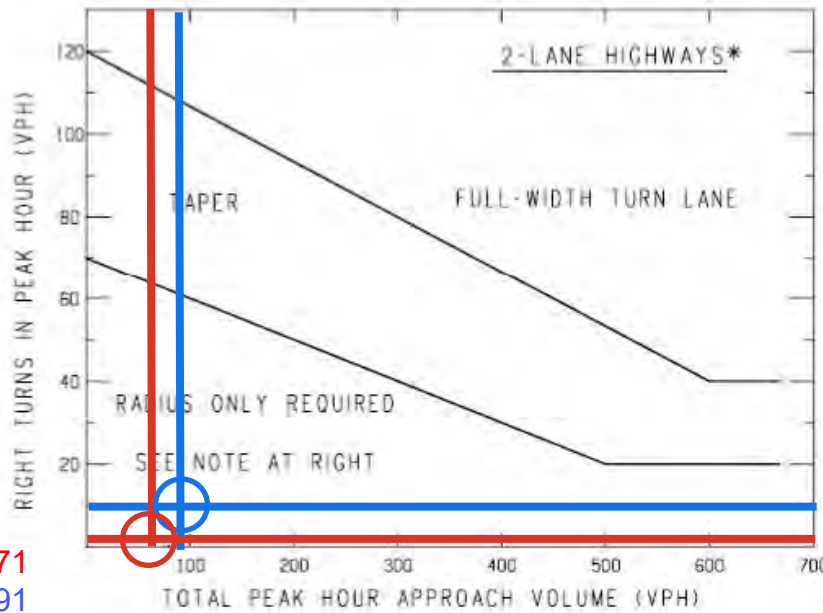
Solution: Figure indicates that the intersection of 400 vph and 400 vph is located to the left of the 7% curve (estimated); thus a left-turn lane is not recommended based on volumes.

MacArthur Boulevard & E. Site Access

AM Peak Hour
RT: 3

PM Peak Hour
RT: 10

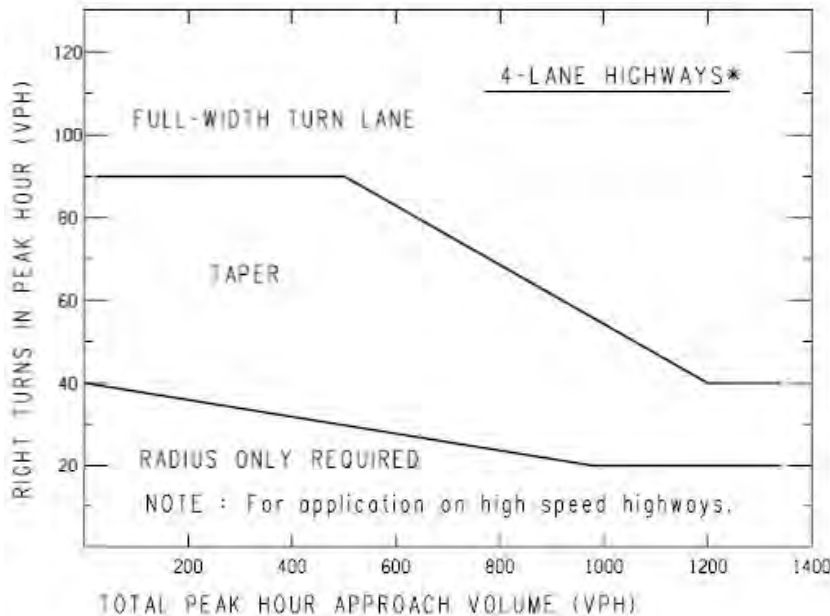
AM Peak Hour: 71
PM Peak Hour: 91



NOTE: For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph, adjust right turn volumes.

Adjust peak hour
Right turns = Peak hour
Right turns - 20

Right-Turn Lane
NOT Warranted



*If a center left-turn lane exists (ie 3 or 5 lane roadway), subtract the number of left turns in approach volume from the total approach volume to get an adjusted total approach volume.

Sample Problem: The Design Speed is 55 mph. The Peak Hour Approach Volume is 300 vph. The Number of Right Turns in the Peak Hour is 100 vph. Determine if a right turn lane is recommended.

Solution: Figure indicates that the intersection of 300 vph and 100 vph is located above the upper trend line; thus, a right-turn lane may be recommended.



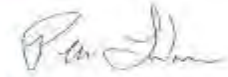
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MI-4374A

Tree Survey

Project No./Name: _____ 25-079

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
1	Juglans nigra	Black Walnut	11	FAIR		
2	Acer negundo	Box Elder	13	FAIR		
3	Acer negundo	Box Elder	11	POOR		
4	Populus deltoides	Cottonwood	38	FAIR		Landmark
5	Juglans nigra	Black Walnut	8	FAIR		
6	Acer negundo	Box Elder	8	POOR		
7	Juglans nigra	Black Walnut	12	FAIR		
8	Acer negundo	Box Elder	12	FAIR	TWIN	
9	Acer negundo	Box Elder	8	FAIR		
10	Acer negundo	Box Elder	8	POOR		
11	Populus deltoides	Cottonwood	26	FAIR		Landmark
12	Populus deltoides	Cottonwood	17	FAIR		
13	Acer saccharinum	Silver Maple	8	FAIR		
14	Populus deltoides	Cottonwood	14	FAIR		
15	Populus deltoides	Cottonwood	16	FAIR		
16	Populus deltoides	Cottonwood	15	FAIR		
17	Populus deltoides	Cottonwood	16	FAIR		
18	Populus deltoides	Cottonwood	8	FAIR		
19	Populus deltoides	Cottonwood	13	FAIR		
20	Populus deltoides	Cottonwood	13	FAIR		
21	Populus deltoides	Cottonwood	15	FAIR		
22	Populus deltoides	Cottonwood	18	FAIR		
23	Populus deltoides	Cottonwood	18	FAIR		
24	Populus deltoides	Cottonwood	20	FAIR		
25	Populus deltoides	Cottonwood	23	FAIR		
26	Populus deltoides	Cottonwood	18	FAIR		
27	Acer saccharum	Sugar Maple	12	FAIR		
28	Populus deltoides	Cottonwood	15	FAIR		
29	Acer saccharum	Sugar Maple	11	FAIR		
30	Populus deltoides	Cottonwood	16	FAIR	TWIN	
31	Populus deltoides	Cottonwood	13	FAIR		
32	Populus deltoides	Cottonwood	18	FAIR		
33	Populus deltoides	Cottonwood	18	FAIR	TWIN	
34	Ulmus americana	American Elm	11	FAIR		
35	Populus deltoides	Cottonwood	20	FAIR		
36	Populus deltoides	Cottonwood	35	FAIR		Landmark



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Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
37	Populus deltoides	Cottonwood	30	FAIR		Landmark
38	Populus deltoides	Cottonwood	14	FAIR	TWIN	
39	Populus deltoides	Cottonwood	17	FAIR		
40	Populus deltoides	Cottonwood	25	FAIR		Landmark
41	Acer saccharinum	Silver Maple	10	FAIR	TWIN	
42	Populus deltoides	Cottonwood	14	FAIR		
43	Populus deltoides	Cottonwood	11	FAIR		
44	Populus deltoides	Cottonwood	18	FAIR		
45	Populus deltoides	Cottonwood	18	FAIR		
46	Salix babylonica	Weeping Willow	10	FAIR		
47	Salix babylonica	Weeping Willow	17	FAIR		
48	Populus tremuloides	Quaking Aspen	13	FAIR		
49	Quercus alba	White Oak	18	FAIR	TWIN	Landmark
50	Tilia americana	Basswood	14	FAIR	TWIN	
51	Quercus macrocarpa	Bur Oak	14	FAIR		
52	Quercus macrocarpa	Bur Oak	24	FAIR		Landmark
53	Tilia americana	Basswood	12	POOR		
54	Robinia pseudoacacia	Black Locust	11	FAIR		
55	Tilia americana	Basswood	12	POOR		
56	Tilia americana	Basswood	12	FAIR		
57	Carya glabra	Pignut Hickory	8	FAIR		
58	Quercus rubra	Red Oak	11	FAIR		
59	Tilia americana	Basswood	11	FAIR		
60	Tilia americana	Basswood	9	FAIR		
61	Quercus rubra	Red Oak	11	FAIR		
62	Tilia americana	Basswood	9	FAIR		
63	Tilia americana	Basswood	13	FAIR		
64	Tilia americana	Basswood	10	POOR		
65	Tilia americana	Basswood	11	POOR		
66	Tilia americana	Basswood	14	FAIR		
67	Tilia americana	Basswood	9	FAIR		
68	Tilia americana	Basswood	19	FAIR		
69	Tilia americana	Basswood	8	FAIR		
70	Tilia americana	Basswood	11	POOR		
71	Carya cordiformis	Bitternut Hickory	10	FAIR		
72	Tilia americana	Basswood	8	FAIR		



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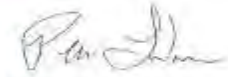
Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
73	Tilia americana	Basswood	10	FAIR	TWIN	
74	Tilia americana	Basswood	11	POOR		
75	Tilia americana	Basswood	14	FAIR		
76	Tilia americana	Basswood	14	FAIR		
77	Tilia americana	Basswood	9	FAIR		
78	Tilia americana	Basswood	11	FAIR		
79	Tilia americana	Basswood	16	FAIR	TWIN	
80	Tilia americana	Basswood	11	FAIR		
81	Juglans nigra	Black Walnut	13	FAIR		
82	Tilia americana	Basswood	13	FAIR		
83	Tilia americana	Basswood	12	FAIR		
84	Populus deltoides	Cottonwood	22	FAIR		
85	Carya glabra	Pignut Hickory	8	POOR		
86	Carya glabra	Pignut Hickory	9	FAIR	TWIN	
87	Quercus alba	White Oak	22	FAIR		Landmark
88	Ulmus americana	American Elm	8	FAIR		
89	Quercus alba	White Oak	13	FAIR	TWIN	
90	Quercus alba	White Oak	14	FAIR	TWIN	
91	Quercus alba	White Oak	24	FAIR		Landmark
92	Quercus alba	White Oak	14	FAIR		
93	Tilia americana	Basswood	12	FAIR		
94	Carya glabra	Pignut Hickory	8	FAIR		
95	Tilia americana	Basswood	18	FAIR	QUAD	
96	Tilia americana	Basswood	10	FAIR		
97	Quercus rubra	Red Oak	17	FAIR	TRIPLE	Landmark
98	Tilia americana	Basswood	8	FAIR		
100	Quercus alba	White Oak	14	FAIR		
101	Tilia americana	Basswood	11	FAIR		
102	Tilia americana	Basswood	11	FAIR		
103	Tilia americana	Basswood	9	FAIR		
104	Tilia americana	Basswood	9	FAIR		
105	Carya glabra	Pignut Hickory	9	FAIR		
106	Quercus rubra	Red Oak	15	FAIR		
107	Carya ovata	Shagbark Hickory	15	FAIR		
108	Tilia americana	Basswood	20	FAIR		
109	Carya glabra	Pignut Hickory	8	FAIR		



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Project No./Name: _____ 25-079

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
110	Quercus rubra	Red Oak	14	FAIR		
111	Carya glabra	Pignut Hickory	10	FAIR		
112	Quercus rubra	Red Oak	15	FAIR		
113	Carya glabra	Pignut Hickory	8	FAIR		
114	Carya glabra	Pignut Hickory	11	FAIR		
115	Quercus rubra	Red Oak	17	FAIR		Landmark
116	Carya glabra	Pignut Hickory	8	FAIR		
117	Quercus rubra	Red Oak	20	FAIR		Landmark
118	Carya glabra	Pignut Hickory	13	FAIR		
119	Carya glabra	Pignut Hickory	10	FAIR		
120	Carya glabra	Pignut Hickory	14	FAIR		
121	Quercus rubra	Red Oak	16	FAIR		Landmark
122	Quercus rubra	Red Oak	11	FAIR		
123	Carya glabra	Pignut Hickory	13	FAIR	TWIN	
124	Carya ovata	Shagbark Hickory	11	FAIR		
125	Quercus rubra	Red Oak	9	FAIR		
126	Carya glabra	Pignut Hickory	9	FAIR		
127	Tilia americana	Basswood	12	FAIR	TWIN	
128	Juglans nigra	Black Walnut	14	FAIR		
129	Juglans nigra	Black Walnut	10	FAIR		
130	Tilia americana	Basswood	12	FAIR		
131	Tilia americana	Basswood	12	FAIR	TWIN	
132	Tilia americana	Basswood	8	FAIR		
133	Tilia americana	Basswood	16	FAIR		
134	Juglans nigra	Black Walnut	10	FAIR		
135	Tilia americana	Basswood	10	FAIR		
136	Carya glabra	Pignut Hickory	11	FAIR		
137	Tilia americana	Basswood	10	FAIR		
138	Quercus rubra	Red Oak	19	FAIR		Landmark
139	Juglans nigra	Black Walnut	14	FAIR		
140	Quercus rubra	Red Oak	16	FAIR		Landmark
141	Quercus rubra	Red Oak	9	FAIR		
142	Quercus rubra	Red Oak	15	FAIR		
143	Tilia americana	Basswood	10	FAIR	TRIPLE	
144	Juglans nigra	Black Walnut	12	POOR		
145	Ulmus pumila	Siberian Elm	9	FAIR		



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Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
146	Carya glabra	Pignut Hickory	13	FAIR		
147	Quercus rubra	Red Oak	36	FAIR		Landmark
148	Tilia americana	Basswood	12	FAIR		
149	Carya glabra	Pignut Hickory	15	FAIR		
150	Ulmus americana	American Elm	8	POOR		
151	Tilia americana	Basswood	16	FAIR		
152	Juglans nigra	Black Walnut	11	FAIR	TWIN	
153	Tilia americana	Basswood	11	FAIR	TWIN	
154	Quercus alba	White Oak	21	POOR		Landmark
155	Quercus alba	White Oak	14	FAIR	TWIN	
156	Quercus rubra	Red Oak	16	FAIR		Landmark
157	Tilia americana	Basswood	15	FAIR		
158	Carya glabra	Pignut Hickory	12	FAIR		
159	Juglans nigra	Black Walnut	14	FAIR		
160	Quercus alba	White Oak	12	FAIR		
161	Carya glabra	Pignut Hickory	8	FAIR		
162	Tilia americana	Basswood	12	FAIR		
163	Quercus rubra	Red Oak	16	FAIR	TWIN	Landmark
164	Quercus rubra	Red Oak	14	FAIR		
165	Quercus rubra	Red Oak	14	FAIR		
166	Quercus rubra	Red Oak	16	FAIR	TRIPLE	Landmark
167	Quercus alba	White Oak	11	FAIR		
168	Quercus alba	White Oak	13	FAIR		
169	Quercus alba	White Oak	15	FAIR		
170	Quercus rubra	Red Oak	16	FAIR		Landmark
171	Quercus alba	White Oak	8	FAIR		
172	Carya glabra	Pignut Hickory	13	FAIR		
173	Carya glabra	Pignut Hickory	12	FAIR		
174	Quercus alba	White Oak	14	FAIR	TWIN	
175	Ulmus americana	American Elm	8	POOR		
176	Carya glabra	Pignut Hickory	8	FAIR		
177	Quercus rubra	Red Oak	13	FAIR		
178	Carya glabra	Pignut Hickory	11	FAIR		
179	Quercus rubra	Red Oak	18	FAIR		Landmark
180	Carya ovata	Shagbark Hickory	12	FAIR	TRIPLE	
181	Carya glabra	Pignut Hickory	12	FAIR		



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Tree Survey

Project No./Name: _____ 25-079 _____

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
182	Carya ovata	Shagbark Hickory	8	FAIR		
183	Carya glabra	Pignut Hickory	12	FAIR		
184	Carya ovata	Shagbark Hickory	9	FAIR		
185	Quercus rubra	Red Oak	8	FAIR		
186	Quercus alba	White Oak	35	POOR		Landmark
187	Carya glabra	Pignut Hickory	8	FAIR		
188	Quercus alba	White Oak	15	FAIR		
189	Quercus rubra	Red Oak	16	FAIR		Landmark
190	Quercus rubra	Red Oak	18	FAIR		Landmark
191	Quercus rubra	Red Oak	14	FAIR		
192	Carya glabra	Pignut Hickory	12	FAIR		
193	Juglans nigra	Black Walnut	19	FAIR		Landmark
194	Carya glabra	Pignut Hickory	17	FAIR		Landmark
195	Populus deltoides	Cottonwood	26	FAIR		Landmark
196	Quercus rubra	Red Oak	11	FAIR		
197	Quercus alba	White Oak	25	POOR		Landmark
198	Carya ovata	Shagbark Hickory	15	FAIR		
199	Carya glabra	Pignut Hickory	18	GOOD		Landmark
200	Carya glabra	Pignut Hickory	18	FAIR		Landmark
201	Quercus alba	White Oak	28	FAIR	TWIN	Landmark
202	Acer saccharum	Sugar Maple	12	FAIR		
203	Quercus alba	White Oak	12	FAIR		
204	Quercus alba	White Oak	12	FAIR		
205	Quercus rubra	Red Oak	15	FAIR	TWIN	
206	Carya glabra	Pignut Hickory	12	FAIR		
207	Quercus alba	White Oak	10	FAIR		
208	Quercus rubra	Red Oak	13	FAIR	TWIN	
209	Juglans nigra	Black Walnut	9	FAIR		
210	Tilia americana	Basswood	21	FAIR	CLUSTER	
211	Tilia americana	Basswood	11	FAIR		
212	Acer saccharinum	Silver Maple	13	FAIR		
213	Prunus serotina	Black Cherry	11	POOR		
214	Carya glabra	Pignut Hickory	10	FAIR		
215	Carya glabra	Pignut Hickory	22	GOOD		Landmark
216	Ulmus americana	American Elm	8	FAIR		
217	Juglans nigra	Black Walnut	11	FAIR		



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Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
218	Prunus serotina	Black Cherry	9	POOR	TWIN	
219	Populus tremuloides	Quaking Aspen	17	FAIR		
220	Juglans nigra	Black Walnut	8	FAIR		
221	Carya glabra	Pignut Hickory	11	FAIR		
222	Carya glabra	Pignut Hickory	14	FAIR		
223	Carya ovata	Shagbark Hickory	13	FAIR		
224	Carya ovata	Shagbark Hickory	20	FAIR		
225	Prunus serotina	Black Cherry	10	POOR		
226	Ulmus pumila	Siberian Elm	8	FAIR		
227	Juglans nigra	Black Walnut	11	FAIR		
228	Juglans nigra	Black Walnut	14	FAIR		
229	Populus tremuloides	Quaking Aspen	14	FAIR		
230	Populus tremuloides	Quaking Aspen	15	FAIR		
231	Juglans nigra	Black Walnut	10	FAIR		
232	Juglans nigra	Black Walnut	9	FAIR		
233	Ulmus americana	American Elm	10	FAIR		
234	Carya glabra	Pignut Hickory	18	FAIR		Landmark
235	Tilia americana	Basswood	9	FAIR	TWIN	
236	Tilia americana	Basswood	16	FAIR		
237	Carya ovata	Shagbark Hickory	14	FAIR	TWIN	
238	Quercus rubra	Red Oak	19	FAIR	TRIPLE	Landmark
239	Acer saccharinum	Silver Maple	11	FAIR		
240	Quercus rubra	Red Oak	13	FAIR		
241	Ulmus americana	American Elm	8	FAIR		
242	Carya glabra	Pignut Hickory	10	FAIR		
243	Quercus rubra	Red Oak	25	FAIR		Landmark
244	Quercus rubra	Red Oak	12	FAIR	TWIN	
245	Carya glabra	Pignut Hickory	16	FAIR		Landmark
246	Tilia americana	Basswood	15	FAIR		
247	Carya ovata	Shagbark Hickory	8	FAIR		
248	Tilia americana	Basswood	16	FAIR		
249	Carya glabra	Pignut Hickory	21	FAIR		Landmark
250	Carya ovata	Shagbark Hickory	8	FAIR		
251	Carya ovata	Shagbark Hickory	8	FAIR		
252	Carya ovata	Shagbark Hickory	12	FAIR		
253	Carya glabra	Pignut Hickory	28	FAIR		Landmark



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Tree Survey

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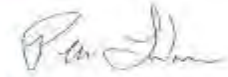
Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
254	Carya ovata	Shagbark Hickory	9	FAIR		
255	Carya glabra	Pignut Hickory	13	FAIR		
256	Tilia americana	Basswood	12	FAIR	TWIN	
257	Tilia americana	Basswood	13	FAIR		
258	Carya glabra	Pignut Hickory	18	GOOD		Landmark
259	Carya glabra	Pignut Hickory	12	FAIR		
260	Quercus rubra	Red Oak	9	FAIR		
261	Carya glabra	Pignut Hickory	22	GOOD		Landmark
262	Quercus rubra	Red Oak	16	FAIR		Landmark
263	Acer saccharinum	Silver Maple	8	POOR		
264	Quercus rubra	Red Oak	9	FAIR		
265	Carya glabra	Pignut Hickory	13	FAIR		
266	Robinia pseudoacacia	Black Locust	10	FAIR		
267	Carya ovata	Shagbark Hickory	8	FAIR		
268	Carya glabra	Pignut Hickory	16	FAIR		Landmark
269	Carya ovata	Shagbark Hickory	11	FAIR		
270	Carya glabra	Pignut Hickory	8	POOR		
271	Carya glabra	Pignut Hickory	11	FAIR		
272	Carya ovata	Shagbark Hickory	14	FAIR	TWIN	
273	Carya glabra	Pignut Hickory	10	FAIR		
274	Carya ovata	Shagbark Hickory	17	FAIR		
275	Carya ovata	Shagbark Hickory	17	FAIR		
276	Carya ovata	Shagbark Hickory	15	FAIR		
277	Quercus rubra	Red Oak	12	FAIR		
278	Quercus rubra	Red Oak	11	FAIR		
279	Quercus rubra	Red Oak	11	FAIR	TWIN	
280	Carya ovata	Shagbark Hickory	14	FAIR		
281	Carya glabra	Pignut Hickory	16	FAIR		Landmark
282	Carya glabra	Pignut Hickory	15	FAIR		
283	Carya glabra	Pignut Hickory	14	FAIR		
284	Carya ovata	Shagbark Hickory	11	FAIR		
285	Carya glabra	Pignut Hickory	11	FAIR		
286	Carya ovata	Shagbark Hickory	15	FAIR		
287	Tilia americana	Basswood	10	FAIR		
288	Tilia americana	Basswood	10	FAIR		
289	Quercus rubra	Red Oak	13	FAIR		



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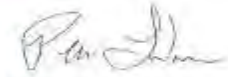
Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
290	Quercus macrocarpa	Bur Oak	24	FAIR		Landmark
291	Quercus alba	White Oak	22	POOR		Landmark
292	Carya ovata	Shagbark Hickory	19	GOOD		
293	Ulmus americana	American Elm	7	FAIR		
294	Carya ovata	Shagbark Hickory	15	FAIR		
295	Ulmus pumila	Siberian Elm	10	FAIR	TRIPLE	
296	Quercus rubra	Red Oak	9	FAIR		
297	Carya ovata	Shagbark Hickory	12	FAIR		
298	Quercus alba	White Oak	15	FAIR		
299	Quercus rubra	Red Oak	14	FAIR		
300	Carya glabra	Pignut Hickory	15	FAIR		
301	Carya glabra	Pignut Hickory	11	FAIR		
302	Carya glabra	Pignut Hickory	10	POOR		
303	Carya glabra	Pignut Hickory	19	FAIR		Landmark
304	Carya ovata	Shagbark Hickory	9	FAIR		
305	Carya glabra	Pignut Hickory	11	FAIR		
306	Carya ovata	Shagbark Hickory	10	FAIR	TWIN	
307	Carya ovata	Shagbark Hickory	8	FAIR		
308	Carya glabra	Pignut Hickory	10	FAIR		
309	Carya ovata	Shagbark Hickory	11	FAIR	TWIN	
310	Tilia americana	Basswood	12	FAIR		
311	Carya ovata	Shagbark Hickory	10	FAIR		
312	Carya glabra	Pignut Hickory	8	FAIR		
313	Carya ovata	Shagbark Hickory	16	FAIR		
314	Quercus rubra	Red Oak	14	FAIR		
315	Carya glabra	Pignut Hickory	17	FAIR		Landmark
316	Carya ovata	Shagbark Hickory	11	FAIR		
317	Carya ovata	Shagbark Hickory	12	FAIR		
318	Carya ovata	Shagbark Hickory	8	FAIR		
319	Carya ovata	Shagbark Hickory	12	FAIR		
320	Carya ovata	Shagbark Hickory	13	FAIR		
321	Carya ovata	Shagbark Hickory	13	FAIR		
322	Carya ovata	Shagbark Hickory	16	FAIR		
323	Carya ovata	Shagbark Hickory	15	FAIR		
324	Carya glabra	Pignut Hickory	16	FAIR		Landmark
325	Quercus rubra	Red Oak	8	FAIR	TWIN	



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Project No./Name: _____ 25-079

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Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
326	Carya glabra	Pignut Hickory	12	FAIR		
327	Carya ovata	Shagbark Hickory	10	FAIR		
328	Carya glabra	Pignut Hickory	21	FAIR		Landmark
329	Carya ovata	Shagbark Hickory	9	POOR		
330	Carya glabra	Pignut Hickory	12	FAIR		
331	Carya glabra	Pignut Hickory	15	FAIR		
332	Carya glabra	Pignut Hickory	14	FAIR		
333	Carya glabra	Pignut Hickory	15	FAIR		
334	Carya glabra	Pignut Hickory	13	FAIR		
335	Carya glabra	Pignut Hickory	16	FAIR		Landmark
336	Carya ovata	Shagbark Hickory	9	FAIR	TWIN	
337	Quercus rubra	Red Oak	9	FAIR		
338	Carya glabra	Pignut Hickory	15	FAIR		
339	Quercus macrocarpa	Bur Oak	21	FAIR		Landmark
340	Carya ovata	Shagbark Hickory	17	FAIR		
341	Quercus rubra	Red Oak	7	FAIR		
342	Carya ovata	Shagbark Hickory	14	FAIR		
343	Carya glabra	Pignut Hickory	14	FAIR		
344	Carya ovata	Shagbark Hickory	6	FAIR		
345	Quercus macrocarpa	Bur Oak	8	FAIR		
346	Robinia pseudoacacia	Black Locust	10	FAIR		
347	Quercus macrocarpa	Bur Oak	12	FAIR		
348	Carya glabra	Pignut Hickory	8	FAIR		
349	Quercus macrocarpa	Bur Oak	16	FAIR		Landmark
350	Quercus macrocarpa	Bur Oak	14	FAIR		
351	Quercus rubra	Red Oak	12	FAIR		
352	Robinia pseudoacacia	Black Locust	8	FAIR		
353	Quercus macrocarpa	Bur Oak	11	FAIR		
354	Quercus macrocarpa	Bur Oak	11	FAIR		
355	Quercus macrocarpa	Bur Oak	11	FAIR		
356	Acer saccharinum	Silver Maple	12	FAIR		
357	Carya glabra	Pignut Hickory	13	FAIR		
358	Quercus macrocarpa	Bur Oak	7	FAIR		
359	Quercus rubra	Red Oak	13	FAIR		
360	Quercus rubra	Red Oak	10	FAIR		
361	Carya glabra	Pignut Hickory	12	FAIR		



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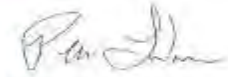
Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
362	Carya glabra	Pignut Hickory	12	FAIR		
363	Carya ovata	Shagbark Hickory	11	FAIR		
364	Carya ovata	Shagbark Hickory	12	FAIR		
365	Carya ovata	Shagbark Hickory	14	FAIR		
366	Carya glabra	Pignut Hickory	11	FAIR	TWIN	
367	Carya ovata	Shagbark Hickory	12	FAIR		
368	Quercus rubra	Red Oak	12	FAIR	TRIPLE	
369	Carya ovata	Shagbark Hickory	16	FAIR		
370	Tilia americana	Basswood	13	FAIR		
371	Quercus rubra	Red Oak	20	FAIR		Landmark
372	Carya glabra	Pignut Hickory	13	FAIR		
373	Carya glabra	Pignut Hickory	14	FAIR		
374	Carya ovata	Shagbark Hickory	10	FAIR		
375	Robinia pseudoacacia	Black Locust	14	FAIR	TWIN	
376	Carya glabra	Pignut Hickory	11	FAIR		
377	Tilia americana	Basswood	12	FAIR	TWIN	
378	Carya ovata	Shagbark Hickory	9	FAIR		
379	Carya glabra	Pignut Hickory	13	FAIR	TWIN	
380	Carya ovata	Shagbark Hickory	15	FAIR		
381	Tilia americana	Basswood	9	POOR		
382	Carya ovata	Shagbark Hickory	18	FAIR		
383	Carya glabra	Pignut Hickory	11	FAIR		
384	Carya glabra	Pignut Hickory	12	FAIR		
385	Carya glabra	Pignut Hickory	15	FAIR		
386	Carya glabra	Pignut Hickory	18	FAIR	TWIN	Landmark
387	Carya ovata	Shagbark Hickory	12	FAIR	TWIN	
388	Carya ovata	Shagbark Hickory	12	POOR		
389	Quercus rubra	Red Oak	17	FAIR		Landmark
390	Quercus rubra	Red Oak	17	FAIR	TWIN	Landmark
391	Carya ovata	Shagbark Hickory	12	FAIR		
392	Carya glabra	Pignut Hickory	8	FAIR		
393	Carya glabra	Pignut Hickory	14	FAIR		
394	Carya ovata	Shagbark Hickory	14	FAIR		
395	Robinia pseudoacacia	Black Locust	12	FAIR		
396	Robinia pseudoacacia	Black Locust	11	FAIR		
397	Carya ovata	Shagbark Hickory	13	FAIR		



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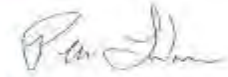
Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
398	Carya ovata	Shagbark Hickory	8	FAIR		
399	Carya ovata	Shagbark Hickory	15	FAIR		
400	Carya glabra	Pignut Hickory	15	FAIR		
401	Carya ovata	Shagbark Hickory	12	FAIR		
402	Carya ovata	Shagbark Hickory	12	FAIR		
403	Tilia americana	Basswood	15	FAIR		
404	Carya ovata	Shagbark Hickory	17	FAIR		
405	Carya glabra	Pignut Hickory	19	FAIR	TWIN	Landmark
406	Carya glabra	Pignut Hickory	13	FAIR	TWIN	
407	Carya ovata	Shagbark Hickory	11	FAIR		
408	Carya ovata	Shagbark Hickory	11	FAIR		
409	Carya ovata	Shagbark Hickory	9	FAIR		
410	Carya ovata	Shagbark Hickory	13	FAIR		
411	Carya ovata	Shagbark Hickory	14	FAIR		
412	Carya ovata	Shagbark Hickory	14	FAIR		
413	Carya ovata	Shagbark Hickory	13	FAIR		
414	Carya ovata	Shagbark Hickory	11	FAIR		
415	Carya ovata	Shagbark Hickory	11	FAIR		
416	Carya glabra	Pignut Hickory	11	FAIR		
417	Tilia americana	Basswood	11	FAIR		
418	Carya ovata	Shagbark Hickory	11	FAIR		
419	Carya ovata	Shagbark Hickory	14	FAIR		
420	Carya glabra	Pignut Hickory	10	FAIR	TWIN	
421	Carya ovata	Shagbark Hickory	15	FAIR	TWIN	
422	Carya ovata	Shagbark Hickory	16	FAIR		
423	Carya glabra	Pignut Hickory	16	FAIR	TWIN	Landmark
424	Carya ovata	Shagbark Hickory	13	FAIR		
425	Acer saccharinum	Silver Maple	13	FAIR		
426	Carya glabra	Pignut Hickory	12	FAIR		
427	Quercus alba	White Oak	14	FAIR		
428	Quercus rubra	Red Oak	15	FAIR		
429	Carya glabra	Pignut Hickory	13	FAIR		
430	Quercus alba	White Oak	10	FAIR	TWIN	
431	Carya glabra	Pignut Hickory	17	FAIR		Landmark
432	Carya glabra	Pignut Hickory	7	FAIR		
433	Carya ovata	Shagbark Hickory	7	FAIR		



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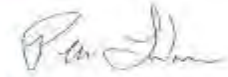
Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
434	Carya ovata	Shagbark Hickory	8	FAIR		
435	Quercus macrocarpa	Bur Oak	8	FAIR		
436	Quercus macrocarpa	Bur Oak	10	FAIR		
437	Quercus macrocarpa	Bur Oak	10	FAIR		
438	Tilia americana	Basswood	11	FAIR		
439	Acer saccharinum	Silver Maple	16	POOR		Landmark
440	Carya ovata	Shagbark Hickory	10	FAIR		
441	Carya ovata	Shagbark Hickory	14	FAIR		
442	Carya ovata	Shagbark Hickory	9	FAIR		
443	Carya glabra	Pignut Hickory	15	FAIR		
444	Carya glabra	Pignut Hickory	11	FAIR		
445	Carya glabra	Pignut Hickory	8	FAIR		
446	Quercus rubra	Red Oak	12	FAIR		
447	Quercus rubra	Red Oak	11	FAIR		
448	Quercus rubra	Red Oak	12	FAIR		
449	Carya ovata	Shagbark Hickory	15	FAIR		
450	Quercus rubra	Red Oak	7	POOR		
451	Quercus rubra	Red Oak	7	FAIR		
452	Carya ovata	Shagbark Hickory	6	FAIR		
453	Tilia americana	Basswood	7	POOR		
454	Quercus rubra	Red Oak	12	FAIR		
455	Carya ovata	Shagbark Hickory	6	FAIR		
456	Quercus alba	White Oak	17	FAIR		Landmark
457	Quercus rubra	Red Oak	7	FAIR		
458	Quercus rubra	Red Oak	12	FAIR		
459	Acer saccharinum	Silver Maple	11	FAIR		
460	Tilia americana	Basswood	11	FAIR		
461	Quercus rubra	Red Oak	9	FAIR		
462	Quercus macrocarpa	Bur Oak	16	FAIR		Landmark
463	Carya glabra	Pignut Hickory	7	FAIR		
464	Carya glabra	Pignut Hickory	11	FAIR		
465	Quercus rubra	Red Oak	9	FAIR		
466	Quercus rubra	Red Oak	11	FAIR		
467	Carya ovata	Shagbark Hickory	12	FAIR		
468	Carya ovata	Shagbark Hickory	24	FAIR		Landmark
469	Quercus macrocarpa	Bur Oak	18	FAIR		Landmark



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Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
470	Carya ovata	Shagbark Hickory	14	FAIR		
471	Carya ovata	Shagbark Hickory	13	FAIR		
472	Carya ovata	Shagbark Hickory	8	FAIR		
473	Carya ovata	Shagbark Hickory	16	FAIR		
474	Carya ovata	Shagbark Hickory	12	FAIR		
475	Carya ovata	Shagbark Hickory	14	POOR		
476	Carya ovata	Shagbark Hickory	8	FAIR		
477	Carya ovata	Shagbark Hickory	15	FAIR		
478	Carya ovata	Shagbark Hickory	8	FAIR		
479	Carya glabra	Pignut Hickory	12	FAIR		
480	Carya ovata	Shagbark Hickory	11	FAIR		
481	Carya ovata	Shagbark Hickory	14	FAIR		
482	Carya ovata	Shagbark Hickory	11	FAIR		
483	Tilia americana	Basswood	9	FAIR		
484	Carya glabra	Pignut Hickory	19	FAIR		Landmark
485	Carya glabra	Pignut Hickory	8	FAIR		
486	Tilia americana	Basswood	8	FAIR		
487	Quercus alba	White Oak	13	POOR	TWIN	
488	Tilia americana	Basswood	8	FAIR		
489	Carya ovata	Shagbark Hickory	15	FAIR		
490	Acer Rubrum	Red Maple	10	FAIR		
491	Quercus macrocarpa	Bur Oak	10	FAIR		
492	Quercus macrocarpa	Bur Oak	10	FAIR		
493	Carya ovata	Shagbark Hickory	17	FAIR		
494	Carya ovata	Shagbark Hickory	10	FAIR		
495	Carya ovata	Shagbark Hickory	9	FAIR		
496	Carya ovata	Shagbark Hickory	11	FAIR		
497	Carya ovata	Shagbark Hickory	10	FAIR		
498	Carya ovata	Shagbark Hickory	10	FAIR		
499	Ulmus americana	American Elm	8	FAIR		
500	Carya ovata	Shagbark Hickory	13	POOR	TWIN	
501	Populus deltoides	Cottonwood	25	FAIR		Landmark
503	Tilia americana	Basswood	14	FAIR		
504	Populus deltoides	Cottonwood	11	FAIR		
505	Populus deltoides	Cottonwood	18	FAIR		
506	Populus deltoides	Cottonwood	16	FAIR	TWIN	



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Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
507	Populus deltoides	Cottonwood	15	FAIR		
508	Populus deltoides	Cottonwood	26	FAIR		Landmark
509	Populus deltoides	Cottonwood	23	FAIR		
510	Populus deltoides	Cottonwood	10	FAIR		
511	Populus deltoides	Cottonwood	13	FAIR		
512	Populus deltoides	Cottonwood	14	FAIR		
513	Populus deltoides	Cottonwood	20	FAIR		
514	Ulmus americana	American Elm	11	FAIR		
515	Populus deltoides	Cottonwood	32	FAIR	TRIPLE	Landmark
516	Juglans nigra	Black Walnut	12	FAIR		
517	Juglans nigra	Black Walnut	13	FAIR		
518	Populus tremuloides	Quaking Aspen	13	FAIR		
519	Populus tremuloides	Quaking Aspen	12	FAIR		
520	Acer saccharum	Sugar Maple	10	FAIR		
521	Populus deltoides	Cottonwood	15	FAIR		
522	Populus deltoides	Cottonwood	17	FAIR		
523	Populus deltoides	Cottonwood	10	FAIR		
524	Populus deltoides	Cottonwood	18	FAIR		
525	Ulmus americana	American Elm	11	FAIR		
526	Populus deltoides	Cottonwood	17	FAIR		
527	Populus deltoides	Cottonwood	10	FAIR		
528	Populus deltoides	Cottonwood	18	FAIR		
529	Populus deltoides	Cottonwood	25	FAIR		Landmark
530	Populus deltoides	Cottonwood	11	FAIR		
531	Populus deltoides	Cottonwood	25	FAIR		Landmark
532	Juglans nigra	Black Walnut	21	FAIR		Landmark
533	Juglans nigra	Black Walnut	13	FAIR		
534	Ulmus pumila	Siberian Elm	8	FAIR		
535	Juglans nigra	Black Walnut	19	FAIR		Landmark
536	Acer negundo	Box Elder	15	POOR		
537	Juglans nigra	Black Walnut	8	FAIR		
538	Juglans nigra	Black Walnut	10	FAIR		
539	Juglans nigra	Black Walnut	12	FAIR		
540	Populus tremuloides	Quaking Aspen	13	FAIR		
541	Populus tremuloides	Quaking Aspen	16	FAIR		
542	Populus tremuloides	Quaking Aspen	12	FAIR		



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Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
543	Populus tremuloides	Quaking Aspen	10	POOR		
544	Populus tremuloides	Quaking Aspen	17	FAIR		
545	Populus tremuloides	Quaking Aspen	13	FAIR		
546	Populus tremuloides	Quaking Aspen	13	FAIR		
548	Populus tremuloides	Quaking Aspen	18	FAIR		
549	Populus tremuloides	Quaking Aspen	17	FAIR		
550	Populus tremuloides	Quaking Aspen	17	FAIR		
551	Juglans nigra	Black Walnut	16	FAIR		
552	Ulmus americana	American Elm	8	FAIR		
554	Prunus serotina	Black Cherry	11	POOR	TWIN	
555	Populus tremuloides	Quaking Aspen	17	FAIR		
556	Ulmus americana	American Elm	15	FAIR		
557	Juglans nigra	Black Walnut	18	FAIR		Landmark
558	Celtis occidentalis	Northern Hackberry	14	FAIR		
559	Juglans nigra	Black Walnut	10	FAIR		
560	Populus deltoides	Cottonwood	15	FAIR	TWIN	
561	Juglans nigra	Black Walnut	8	FAIR		
562	Carya cordiformis	Bitternut Hickory	10	POOR		
563	Carya cordiformis	Bitternut Hickory	10	FAIR		
564	Juglans nigra	Black Walnut	10	FAIR		
565	Acer negundo	Box Elder	16	POOR	TWIN	
566	Populus deltoides	Cottonwood	19	FAIR	TWIN	
567	Acer negundo	Box Elder	10	POOR		
568	Acer negundo	Box Elder	12	POOR		
570	Carya cordiformis	Bitternut Hickory	14	FAIR		
571	Carya cordiformis	Bitternut Hickory	10	FAIR		
572	Carya cordiformis	Bitternut Hickory	10	FAIR		
573	Carya cordiformis	Bitternut Hickory	11	FAIR		
574	Carya cordiformis	Bitternut Hickory	12	FAIR		
575	Carya cordiformis	Bitternut Hickory	11	FAIR		
576	Carya cordiformis	Bitternut Hickory	15	FAIR		
577	Populus deltoides	Cottonwood	22	FAIR		
578	Populus deltoides	Cottonwood	19	FAIR		
579	Carya cordiformis	Bitternut Hickory	8	FAIR		
580	Carya cordiformis	Bitternut Hickory	23	FAIR		
581	Carya cordiformis	Bitternut Hickory	15	FAIR		



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Tree Survey

Project No./Name: _____ 25-079

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
582	Carya cordiformis	Bitternut Hickory	10	FAIR		
583	Carya cordiformis	Bitternut Hickory	12	FAIR		
584	Populus deltoides	Cottonwood	16	FAIR		
585	Carya cordiformis	Bitternut Hickory	13	FAIR	TWIN	
586	Carya cordiformis	Bitternut Hickory	14	FAIR		
587	Carya cordiformis	Bitternut Hickory	11	FAIR		
588	Populus deltoides	Cottonwood	21	FAIR		
589	Carya cordiformis	Bitternut Hickory	13	FAIR		
590	Carya cordiformis	Bitternut Hickory	12	FAIR		
591	Carya cordiformis	Bitternut Hickory	10	FAIR		
592	Carya cordiformis	Bitternut Hickory	9	FAIR		
593	Carya cordiformis	Bitternut Hickory	12	FAIR		
594	Carya cordiformis	Bitternut Hickory	13	FAIR		
595	Carya cordiformis	Bitternut Hickory	8	FAIR		
596	Carya cordiformis	Bitternut Hickory	9	FAIR		
597	Carya cordiformis	Bitternut Hickory	8	FAIR		
598	Carya cordiformis	Bitternut Hickory	10	FAIR		
599	Carya cordiformis	Bitternut Hickory	8	FAIR		
600	Carya cordiformis	Bitternut Hickory	8	FAIR		
601	Carya glabra	Pignut Hickory	11	FAIR		
602	Carya glabra	Pignut Hickory	10	FAIR		
603	Acer saccharinum	Silver Maple	11	FAIR		
604	Populus tremuloides	Quaking Aspen	8	FAIR		
605	Populus tremuloides	Quaking Aspen	15	FAIR		
606	Populus tremuloides	Quaking Aspen	15	FAIR		
607	Ulmus americana	American Elm	8	FAIR		
608	Populus tremuloides	Quaking Aspen	12	FAIR		
609	Populus tremuloides	Quaking Aspen	13	FAIR		
610	Populus tremuloides	Quaking Aspen	15	FAIR		
611	Populus tremuloides	Quaking Aspen	10	FAIR		
612	Populus tremuloides	Quaking Aspen	15	FAIR		
613	Populus tremuloides	Quaking Aspen	8	FAIR		
614	Populus tremuloides	Quaking Aspen	14	FAIR		
615	Ulmus americana	American Elm	8	FAIR		
616	Juglans nigra	Black Walnut	14	FAIR		
617	Juglans nigra	Black Walnut	12	FAIR		



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Project No./Name: _____ 25-079 _____

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618	Juglans nigra	Black Walnut	13	FAIR		
619	Juglans nigra	Black Walnut	13	FAIR		
620	Juglans nigra	Black Walnut	10	FAIR		
622	Juglans nigra	Black Walnut	14	FAIR		
623	Juglans nigra	Black Walnut	10	FAIR		
624	Juglans nigra	Black Walnut	11	FAIR		
625	Juglans nigra	Black Walnut	16	FAIR		
626	Juglans nigra	Black Walnut	11	FAIR		
627	Juglans nigra	Black Walnut	11	FAIR		
628	Juglans nigra	Black Walnut	10	FAIR		
629	Juglans nigra	Black Walnut	11	FAIR		
630	Ulmus americana	American Elm	13	FAIR		
631	Acer saccharinum	Silver Maple	12	FAIR		
632	Populus tremuloides	Quaking Aspen	19	FAIR		
633	Acer saccharinum	Silver Maple	15	FAIR		
634	Ulmus americana	American Elm	8	FAIR		
635	Ulmus americana	American Elm	11	FAIR		
636	Prunus serotina	Black Cherry	9	FAIR		
637	Acer saccharinum	Silver Maple	10	FAIR	TRIPLE	
638	Juglans nigra	Black Walnut	11	FAIR		
639	Juglans nigra	Black Walnut	9	FAIR		
640	Carya glabra	Pignut Hickory	11	POOR		
641	Juglans nigra	Black Walnut	11	FAIR		
642	Carya cordiformis	Bitternut Hickory	10	FAIR		
643	Carya cordiformis	Bitternut Hickory	11	FAIR		
644	Carya cordiformis	Bitternut Hickory	14	FAIR	TRIPLE	
645	Carya cordiformis	Bitternut Hickory	8	FAIR		
646	Ulmus americana	American Elm	10	POOR		
647	Populus tremuloides	Quaking Aspen	12	FAIR		
648	Juglans nigra	Black Walnut	9	FAIR		
649	Juglans nigra	Black Walnut	18	FAIR	CLUSTER	Landmark
650	Quercus macrocarpa	Bur Oak	20	GOOD		Landmark
651	Ulmus pumila	Siberian Elm	10	FAIR	TWIN	
652	Carya ovata	Shagbark Hickory	11	FAIR		
653	Carya glabra	Pignut Hickory	8	FAIR		
654	Carya ovata	Shagbark Hickory	8	FAIR		



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Tree Survey

Project No./Name: _____ 25-079

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
655	Acer saccharinum	Silver Maple	14	FAIR	TRIPLE	
656	Populus tremuloides	Quaking Aspen	11	FAIR		
657	Carya ovata	Shagbark Hickory	8	FAIR		
658	Carya ovata	Shagbark Hickory	9	FAIR		
659	Carya glabra	Pignut Hickory	12	FAIR		
660	Carya ovata	Shagbark Hickory	8	FAIR		
661	Carya glabra	Pignut Hickory	10	FAIR	TRIPLE	
662	Carya glabra	Pignut Hickory	8	FAIR	TWIN	
663	Carya ovata	Shagbark Hickory	30	FAIR		Landmark
664	Carya ovata	Shagbark Hickory	13	FAIR		
665	Carya glabra	Pignut Hickory	13	FAIR		
666	Carya ovata	Shagbark Hickory	12	FAIR		
667	Carya ovata	Shagbark Hickory	8	FAIR	TWIN	
668	Quercus rubra	Red Oak	13	FAIR		
669	Carya glabra	Pignut Hickory	10	FAIR		
670	Carya ovata	Shagbark Hickory	8	FAIR		
671	Carya ovata	Shagbark Hickory	13	FAIR		
672	Carya ovata	Shagbark Hickory	12	FAIR		
673	Carya ovata	Shagbark Hickory	9	FAIR		
674	Acer saccharinum	Silver Maple	9	FAIR		
675	Acer saccharinum	Silver Maple	11	FAIR		
676	Acer saccharinum	Silver Maple	14	FAIR	CLUSTER	
677	Ulmus americana	American Elm	9	FAIR		
678	Juglans nigra	Black Walnut	11	FAIR		
679	Juglans nigra	Black Walnut	11	FAIR		
680	Ulmus americana	American Elm	11	FAIR		
681	Carya ovata	Shagbark Hickory	10	FAIR		
682	Carya glabra	Pignut Hickory	11	FAIR		
683	Quercus rubra	Red Oak	12	FAIR	TWIN	
684	Carya glabra	Pignut Hickory	11	FAIR		
685	Carya ovata	Shagbark Hickory	13	FAIR		
686	Carya glabra	Pignut Hickory	13	FAIR		
687	Carya ovata	Shagbark Hickory	14	FAIR		
688	Quercus rubra	Red Oak	11	FAIR		
689	Carya glabra	Pignut Hickory	15	FAIR		
690	Carya ovata	Shagbark Hickory	16	FAIR		



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Tree Survey

Project No./Name: _____ 25-079

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
691	Acer saccharinum	Silver Maple	16	FAIR		Landmark
692	Carya glabra	Pignut Hickory	10	FAIR		
693	Carya cordiformis	Bitternut Hickory	8	FAIR		
694	Tilia americana	Basswood	13	FAIR		
695	Quercus alba	White Oak	11	FAIR		
696	Carya glabra	Pignut Hickory	11	FAIR		
697	Carya glabra	Pignut Hickory	8	FAIR		
698	Quercus rubra	Red Oak	19	FAIR		Landmark
699	Carya glabra	Pignut Hickory	12	FAIR		
700	Acer saccharinum	Silver Maple	9	FAIR		
701	Carya ovata	Shagbark Hickory	13	FAIR		
702	Carya ovata	Shagbark Hickory	16	FAIR		
703	Carya ovata	Shagbark Hickory	17	FAIR	TWIN	
704	Acer saccharinum	Silver Maple	7	FAIR		
705	Carya glabra	Pignut Hickory	13	FAIR		
706	Carya glabra	Pignut Hickory	15	FAIR		
707	Tilia americana	Basswood	10	FAIR	TWIN	
708	Carya glabra	Pignut Hickory	11	FAIR		
709	Robinia pseudoacacia	Black Locust	14	FAIR		
710	Robinia pseudoacacia	Black Locust	11	FAIR		
711	Quercus rubra	Red Oak	13	FAIR		
712	Acer saccharinum	Silver Maple	14	FAIR		
713	Quercus rubra	Red Oak	17	FAIR		Landmark
714	Quercus rubra	Red Oak	10	FAIR		
715	Quercus rubra	Red Oak	12	FAIR		
716	Quercus rubra	Red Oak	17	FAIR		Landmark
717	Ulmus americana	American Elm	7	FAIR		
718	Quercus rubra	Red Oak	13	FAIR		
719	Tilia americana	Basswood	7	FAIR		
720	Tilia americana	Basswood	8	FAIR		
721	Quercus rubra	Red Oak	8	FAIR		
722	Carya glabra	Pignut Hickory	15	FAIR		
723	Quercus alba	White Oak	18	POOR		Landmark
724	Quercus rubra	Red Oak	12	FAIR		
725	Ulmus americana	American Elm	7	FAIR		
726	Quercus alba	White Oak	12	FAIR		



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Project No./Name: _____ 25-079 _____

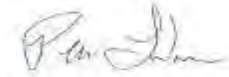
Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
727	Quercus alba	White Oak	22	FAIR		Landmark
728	Tilia americana	Basswood	7	FAIR		
729	Quercus rubra	Red Oak	16	FAIR		Landmark
730	Carya glabra	Pignut Hickory	13	FAIR		
731	Quercus rubra	Red Oak	11	FAIR		
732	Quercus rubra	Red Oak	17	POOR		Landmark
733	Tilia americana	Basswood	11	FAIR		
734	Quercus rubra	Red Oak	11	FAIR		
735	Quercus rubra	Red Oak	13	FAIR		
736	Quercus rubra	Red Oak	10	FAIR		
737	Quercus rubra	Red Oak	11	FAIR		
738	Quercus rubra	Red Oak	14	FAIR		
739	Quercus rubra	Red Oak	14	FAIR		
740	Quercus rubra	Red Oak	12	FAIR		
741	Quercus rubra	Red Oak	9	FAIR		
742	Quercus rubra	Red Oak	17	FAIR		Landmark
743	Ulmus americana	American Elm	8	FAIR		
744	Carya glabra	Pignut Hickory	16	FAIR		Landmark
745	Carya glabra	Pignut Hickory	17	FAIR		Landmark
746	Quercus rubra	Red Oak	14	FAIR		
747	Quercus rubra	Red Oak	10	FAIR		
748	Quercus rubra	Red Oak	8	FAIR		
749	Tilia americana	Basswood	9	FAIR		
750	Carya glabra	Pignut Hickory	19	GOOD		Landmark
751	Quercus rubra	Red Oak	9	FAIR		
752	Quercus rubra	Red Oak	7	FAIR		
753	Quercus rubra	Red Oak	10	FAIR		
754	Quercus rubra	Red Oak	14	FAIR		
755	Quercus rubra	Red Oak	14	FAIR		
756	Acer saccharinum	Silver Maple	13	FAIR		
757	Quercus rubra	Red Oak	18	FAIR	TWIN	Landmark
758	Acer saccharinum	Silver Maple	15	FAIR	TRIPLE	
759	Acer saccharinum	Silver Maple	12	FAIR	QUAD	
760	Acer saccharinum	Silver Maple	12	FAIR	TWIN	
761	Acer saccharinum	Silver Maple	20	FAIR		Landmark
762	Juglans nigra	Black Walnut	13	FAIR		



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Project No./Name: _____ 25-079

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
763	Acer saccharinum	Silver Maple	11	FAIR	QUAD	
764	Acer saccharinum	Silver Maple	12	FAIR	TWIN	
765	Acer saccharinum	Silver Maple	11	FAIR	CLUSTER	
766	Acer saccharinum	Silver Maple	12	FAIR	TWIN	
767	Carya glabra	Pignut Hickory	13	FAIR		
768	Carya glabra	Pignut Hickory	16	FAIR		Landmark
769	Quercus rubra	Red Oak	15	FAIR		
770	Populus deltoides	Cottonwood	25	FAIR	TWIN	Landmark
771	Acer saccharinum	Silver Maple	11	FAIR	TWIN	
772	Acer saccharinum	Silver Maple	11	FAIR		
773	Acer saccharinum	Silver Maple	12	FAIR		
774	Juglans nigra	Black Walnut	14	FAIR		
775	Tilia americana	Basswood	13	FAIR		
776	Carya glabra	Pignut Hickory	11	FAIR	TWIN	
777	Acer saccharinum	Silver Maple	15	FAIR		
778	Tilia americana	Basswood	14	FAIR		
779	Carya cordiformis	Bitternut Hickory	10	FAIR		
780	Tilia americana	Basswood	12	POOR	TWIN	
781	Quercus rubra	Red Oak	18	FAIR		Landmark
782	Carya ovata	Shagbark Hickory	16	FAIR		
783	Carya cordiformis	Bitternut Hickory	14	FAIR	TWIN	
784	Carya cordiformis	Bitternut Hickory	12	FAIR		
784	Quercus rubra	Red Oak	21	FAIR	TWIN	Landmark
785	Carya cordiformis	Bitternut Hickory	11	FAIR		
786	Carya cordiformis	Bitternut Hickory	15	FAIR		
787	Quercus rubra	Red Oak	17	FAIR	TWIN	Landmark
788	Tilia americana	Basswood	20	FAIR	QUAD	
789	Quercus rubra	Red Oak	14	FAIR		
790	Quercus rubra	Red Oak	17	FAIR		Landmark
791	Quercus alba	White Oak	16	POOR	TWIN	Landmark
792	Carya cordiformis	Bitternut Hickory	12	FAIR		
793	Quercus rubra	Red Oak	19	FAIR	TWIN	Landmark
795	Carya cordiformis	Bitternut Hickory	12	FAIR		
796	Carya ovata	Shagbark Hickory	15	FAIR		
797	Carya ovata	Shagbark Hickory	16	FAIR	TWIN	
798	Quercus alba	White Oak	17	FAIR		Landmark



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Tree Survey

Project No./Name: _____ 25-079 _____

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
799	Quercus alba	White Oak	15	FAIR		
800	Prunus serotina	Black Cherry	12	POOR		
801	Quercus rubra	Red Oak	8	FAIR		
802	Quercus rubra	Red Oak	10	FAIR		
803	Quercus rubra	Red Oak	11	FAIR		
804	Quercus alba	White Oak	19	FAIR		Landmark
805	Carya ovata	Shagbark Hickory	13	FAIR		
806	Carya ovata	Shagbark Hickory	18	FAIR		
807	Carya ovata	Shagbark Hickory	10	FAIR		
808	Carya ovata	Shagbark Hickory	12	FAIR		
809	Quercus rubra	Red Oak	11	FAIR	TWIN	
810	Quercus rubra	Red Oak	13	FAIR		
811	Carya glabra	Pignut Hickory	9	FAIR		
812	Carya ovata	Shagbark Hickory	8	FAIR		
813	Acer saccharinum	Silver Maple	14	FAIR	QUAD	
814	Acer saccharum	Sugar Maple	14	FAIR		
815	Acer saccharinum	Silver Maple	8	FAIR		
816	Carya glabra	Pignut Hickory	8	FAIR		
817	Carya glabra	Pignut Hickory	9	FAIR		
818	Quercus macrocarpa	Bur Oak	9	FAIR	TWIN	
819	Quercus rubra	Red Oak	11	FAIR		
820	Carya ovata	Shagbark Hickory	11	FAIR		
821	Robinia pseudoacacia	Black Locust	8	FAIR		
822	Carya ovata	Shagbark Hickory	15	FAIR		
823	Carya ovata	Shagbark Hickory	16	FAIR		
824	Carya ovata	Shagbark Hickory	19	FAIR	TWIN	
825	Carya ovata	Shagbark Hickory	9	FAIR		
826	Ulmus americana	American Elm	8	FAIR		
827	Carya glabra	Pignut Hickory	9	FAIR		
828	Carya ovata	Shagbark Hickory	11	FAIR		
829	Acer saccharinum	Silver Maple	15	FAIR		
831	Acer saccharinum	Silver Maple	11	FAIR		
832	Acer saccharinum	Silver Maple	15	FAIR		
833	Acer saccharinum	Silver Maple	10	FAIR	TWIN	
834	Acer saccharum	Sugar Maple	8	FAIR		
835	Acer saccharinum	Silver Maple	11	FAIR		



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Tree Survey

Project No./Name: _____ 25-079 _____

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
836	Acer saccharinum	Silver Maple	9	FAIR	TWIN	
837	Acer saccharinum	Silver Maple	9	FAIR		
838	Acer saccharinum	Silver Maple	15	FAIR		
839	Acer saccharinum	Silver Maple	11	FAIR	TWIN	
840	Quercus rubra	Red Oak	8	FAIR		
841	Acer saccharinum	Silver Maple	8	FAIR		
843	Acer saccharinum	Silver Maple	14	FAIR		
844	Carya glabra	Pignut Hickory	12	FAIR		
845	Acer saccharinum	Silver Maple	10	FAIR		
846	Carya ovata	Shagbark Hickory	8	FAIR		
847	Carya ovata	Shagbark Hickory	9	FAIR		
848	Carya ovata	Shagbark Hickory	9	FAIR		
849	Carya ovata	Shagbark Hickory	9	FAIR		
850	Ulmus americana	American Elm	9	FAIR		
851	Tilia americana	Basswood	11	FAIR	QUAD	
852	Carya ovata	Shagbark Hickory	11	FAIR		
853	Carya ovata	Shagbark Hickory	9	FAIR		
854	Carya ovata	Shagbark Hickory	8	FAIR		
856	Carya cordiformis	Bitternut Hickory	12	FAIR		
857	Carya ovata	Shagbark Hickory	9	FAIR		
858	Carya glabra	Pignut Hickory	9	FAIR		
859	Quercus rubra	Red Oak	22	POOR		Landmark
860	Carya ovata	Shagbark Hickory	20	FAIR		
861	Acer saccharinum	Silver Maple	8	FAIR		
862	Quercus alba	White Oak	12	FAIR		
863	Quercus alba	White Oak	14	FAIR		
864	Ulmus americana	American Elm	10	POOR		
865	Acer saccharinum	Silver Maple	12	FAIR		
866	Carya ovata	Shagbark Hickory	9	FAIR		
867	Quercus rubra	Red Oak	10	FAIR		
868	Carya glabra	Pignut Hickory	14	FAIR		
869	Ulmus americana	American Elm	10	FAIR		
870	Carya ovata	Shagbark Hickory	9	FAIR		
871	Carya ovata	Shagbark Hickory	18	FAIR	TRIPLE	
872	Carya ovata	Shagbark Hickory	11	FAIR		
873	Juglans nigra	Black Walnut	11	FAIR		



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Tree Survey

Project No./Name: _____ 25-079

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
874	Carya glabra	Pignut Hickory	16	FAIR		Landmark
875	Carya glabra	Pignut Hickory	16	FAIR		Landmark
876	Carya glabra	Pignut Hickory	12	FAIR	TWIN	
877	Carya ovata	Shagbark Hickory	15	POOR		
878	Carya ovata	Shagbark Hickory	15	FAIR		
879	Quercus alba	White Oak	25	FAIR		Landmark
880	Carya glabra	Pignut Hickory	15	FAIR	TWIN	
881	Quercus alba	White Oak	29	FAIR		Landmark
882	Acer saccharinum	Silver Maple	17	FAIR		Landmark
883	Carya glabra	Pignut Hickory	9	FAIR		
884	Acer saccharinum	Silver Maple	17	FAIR		Landmark
885	Carya glabra	Pignut Hickory	16	FAIR		Landmark
886	Carya ovata	Shagbark Hickory	16	FAIR		
887	Quercus rubra	Red Oak	15	FAIR		
888	Acer saccharinum	Silver Maple	12	FAIR		
889	Quercus rubra	Red Oak	12	FAIR		
890	Carya glabra	Pignut Hickory	16	FAIR		Landmark
891	Tilia americana	Basswood	12	FAIR		
892	Quercus rubra	Red Oak	11	POOR		
893	Quercus rubra	Red Oak	14	FAIR		
894	Acer saccharinum	Silver Maple	14	FAIR	TWIN	
895	Carya glabra	Pignut Hickory	16	POOR	TWIN	Landmark
896	Acer saccharinum	Silver Maple	12	POOR		
897	Carya ovata	Shagbark Hickory	14	FAIR		
898	Carya ovata	Shagbark Hickory	13	FAIR		
899	Carya ovata	Shagbark Hickory	11	FAIR		
900	Carya ovata	Shagbark Hickory	17	FAIR	TWIN	
901	Prunus serotina	Black Cherry	9	FAIR		
902	Quercus macrocarpa	Bur Oak	11	FAIR		
903	Quercus macrocarpa	Bur Oak	6	FAIR		
904	Quercus macrocarpa	Bur Oak	6	FAIR		
905	Quercus rubra	Red Oak	6	FAIR		
906	Quercus rubra	Red Oak	6	FAIR		
907	Carya glabra	Pignut Hickory	15	FAIR		
908	Quercus rubra	Red Oak	10	FAIR		
909	Carya glabra	Pignut Hickory	18	GOOD		Landmark



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Project No./Name: _____ 25-079 _____

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
910	Carya ovata	Shagbark Hickory	16	FAIR		
911	Quercus alba	White Oak	28	GOOD		Landmark
912	Quercus rubra	Red Oak	10	FAIR		
913	Ulmus americana	American Elm	6	FAIR		
914	Carya glabra	Pignut Hickory	15	GOOD		
915	Carya glabra	Pignut Hickory	11	FAIR		
916	Carya ovata	Shagbark Hickory	11	FAIR		
917	Quercus rubra	Red Oak	9	FAIR		
918	Carya glabra	Pignut Hickory	10	FAIR		
919	Carya glabra	Pignut Hickory	13	FAIR		
920	Carya glabra	Pignut Hickory	14	FAIR		
921	Carya glabra	Pignut Hickory	14	FAIR		
922	Carya ovata	Shagbark Hickory	14	FAIR		
923	Tilia americana	Basswood	10	FAIR		
924	Carya ovata	Shagbark Hickory	15	FAIR		
925	Carya ovata	Shagbark Hickory	10	FAIR		
926	Carya ovata	Shagbark Hickory	9	FAIR		
927	Tilia americana	Basswood	10	POOR	TWIN	
928	Tilia americana	Basswood	11	FAIR		
929	Carya ovata	Shagbark Hickory	13	FAIR		
930	Quercus alba	White Oak	25	FAIR		Landmark
931	Carya glabra	Pignut Hickory	14	GOOD		
932	Carya ovata	Shagbark Hickory	17	GOOD		
933	Carya ovata	Shagbark Hickory	16	FAIR	TWIN	
934	Carya ovata	Shagbark Hickory	13	FAIR		
935	Carya glabra	Pignut Hickory	12	FAIR		
936	Quercus rubra	Red Oak	11	FAIR		
937	Quercus rubra	Red Oak	9	FAIR		
938	Quercus rubra	Red Oak	12	FAIR		
939	Carya glabra	Pignut Hickory	8	FAIR		
940	Carya glabra	Pignut Hickory	9	FAIR		
941	Carya ovata	Shagbark Hickory	8	FAIR		
942	Carya glabra	Pignut Hickory	12	FAIR		
943	Quercus rubra	Red Oak	14	FAIR		
944	Quercus rubra	Red Oak	10	FAIR		
945	Carya ovata	Shagbark Hickory	10	FAIR	TWIN	



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Project No./Name: _____ 25-079

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946	Carya ovata	Shagbark Hickory	9	FAIR		
947	Carya ovata	Shagbark Hickory	10	FAIR		
948	Carya glabra	Pignut Hickory	14	FAIR		
949	Quercus alba	White Oak	26	FAIR		Landmark
950	Carya ovata	Shagbark Hickory	13	FAIR		
951	Carya ovata	Shagbark Hickory	11	FAIR		
952	Carya ovata	Shagbark Hickory	7	FAIR		
953	Carya ovata	Shagbark Hickory	11	FAIR	TWIN	
954	Carya ovata	Shagbark Hickory	16	FAIR		
955	Carya glabra	Pignut Hickory	18	FAIR	TWIN	Landmark
956	Carya glabra	Pignut Hickory	18	FAIR		Landmark
957	Carya ovata	Shagbark Hickory	14	FAIR		
958	Carya ovata	Shagbark Hickory	12	FAIR		
959	Carya ovata	Shagbark Hickory	12	FAIR		
960	Carya ovata	Shagbark Hickory	13	FAIR		
961	Carya ovata	Shagbark Hickory	14	FAIR	TWIN	
962	Carya ovata	Shagbark Hickory	9	FAIR	TWIN	
963	Carya ovata	Shagbark Hickory	8	FAIR	TWIN	
964	Acer saccharinum	Silver Maple	12	FAIR	TWIN	
965	Ulmus americana	American Elm	10	FAIR		
966	Carya ovata	Shagbark Hickory	8	FAIR		
967	Acer saccharinum	Silver Maple	12	FAIR	TRIPLE	
969	Acer saccharinum	Silver Maple	9	FAIR		
970	Acer saccharinum	Silver Maple	16	FAIR	CLUSTER	Landmark
971	Acer saccharinum	Silver Maple	18	FAIR	CLUSTER	Landmark
972	Acer saccharinum	Silver Maple	16	FAIR	CLUSTER	Landmark
973	Quercus rubra	Red Oak	10	FAIR		
974	Acer saccharinum	Silver Maple	17	FAIR	TRIPLE	Landmark
975	Acer saccharinum	Silver Maple	10	FAIR		
977	Populus tremuloides	Quaking Aspen	15	FAIR		
978	Acer saccharinum	Silver Maple	17	FAIR		Landmark
979	Quercus rubra	Red Oak	9	FAIR		
980	Acer saccharinum	Silver Maple	14	FAIR	CLUSTER	
981	Acer saccharinum	Silver Maple	12	FAIR	TRIPLE	
982	Acer saccharinum	Silver Maple	12	FAIR	TWIN	
983	Quercus rubra	Red Oak	10	FAIR		



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Tree Survey

Project No./Name: _____ 25-079

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
984	Acer saccharinum	Silver Maple	8	FAIR	CLUSTER	
985	Populus tremuloides	Quaking Aspen	14	GOOD		
986	Carya glabra	Pignut Hickory	11	FAIR		
987	Acer saccharum	Sugar Maple	11	FAIR		
988	Carya ovata	Shagbark Hickory	8	FAIR		
989	Carya ovata	Shagbark Hickory	9	FAIR		
990	Carya glabra	Pignut Hickory	12	FAIR		
991	Quercus rubra	Red Oak	10	FAIR	TWIN	
992	Quercus rubra	Red Oak	20	FAIR	TWIN	Landmark
993	Robinia pseudoacacia	Black Locust	12	FAIR		
994	Quercus rubra	Red Oak	14	FAIR	QUAD	
995	Quercus rubra	Red Oak	11	FAIR	TWIN	
996	Carya ovata	Shagbark Hickory	15	FAIR	TWIN	
997	Quercus alba	White Oak	14	FAIR		
1001	Carya cordiformis	Bitternut Hickory	8	FAIR		
1002	Juglans nigra	Black Walnut	11	FAIR		
1003	Juglans nigra	Black Walnut	12	FAIR		
1004	Juglans nigra	Black Walnut	12	FAIR		
1005	Juglans nigra	Black Walnut	9	FAIR		
1006	Juglans nigra	Black Walnut	8	FAIR		
1007	Populus deltoides	Cottonwood	27	FAIR		Landmark
1008	Platanus occidentalis	Sycamore	10	FAIR		
1009	Carya cordiformis	Bitternut Hickory	12	FAIR	TWIN	
1010	Quercus alba	White Oak	10	FAIR		
1011	Quercus alba	White Oak	11	FAIR		
1012	Quercus alba	White Oak	8	FAIR		
1013	Quercus alba	White Oak	10	FAIR		
1014	Quercus alba	White Oak	9	FAIR		
1015	Juglans nigra	Black Walnut	14	FAIR		
1016	Platanus occidentalis	Sycamore	14	FAIR		
1017	Ulmus americana	American Elm	10	FAIR		
1018	Quercus alba	White Oak	12	FAIR		
1019	Carya glabra	Pignut Hickory	10	FAIR		
1020	Carya cordiformis	Bitternut Hickory	8			
1021	Ulmus americana	American Elm	10	POOR		
1022	Carya cordiformis	Bitternut Hickory	8	FAIR		



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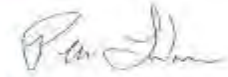
Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
1023	Carya glabra	Pignut Hickory	8	FAIR		
1024	Carya cordiformis	Bitternut Hickory	12	FAIR	TWIN	
1025	Carya cordiformis	Bitternut Hickory	10	FAIR		
1026	Carya glabra	Pignut Hickory	8	FAIR		
1027	Quercus rubra	Red Oak	21	FAIR		Landmark
1028	Carya glabra	Pignut Hickory	8	FAIR		
1029	Carya ovata	Shagbark Hickory	11	FAIR		
1030	Carya glabra	Pignut Hickory	9	FAIR		
1031	Quercus rubra	Red Oak	13	FAIR		
1032	Ulmus americana	American Elm	12	FAIR		
1033	Fraxinus pennsylvanica	Green Ash	12	POOR		
1034	Fraxinus pennsylvanica	Green Ash	12	POOR		
1035	Fraxinus pennsylvanica	Green Ash	9	FAIR		
1036	Carya cordiformis	Bitternut Hickory	10	FAIR		
1037	Fraxinus pennsylvanica	Green Ash	10	FAIR		
1038	Carya cordiformis	Bitternut Hickory	14	FAIR		
1039	Quercus rubra	Red Oak	10	FAIR		
1040	Acer saccharum	Sugar Maple	9	FAIR		
1041	Carya cordiformis	Bitternut Hickory	9	FAIR		
1042	Carya glabra	Pignut Hickory	9	FAIR		
1043	Carya ovata	Shagbark Hickory	9	FAIR		
1044	Carya ovata	Shagbark Hickory	12	FAIR	TWIN	
1045	Carya ovata	Shagbark Hickory	10	FAIR	TWIN	
1046	Quercus alba	White Oak	9	FAIR		
1047	Quercus rubra	Red Oak	9	FAIR		
1048	Quercus rubra	Red Oak	12	POOR		
1049	Quercus rubra	Red Oak	15	FAIR		
1050	Acer saccharinum	Silver Maple	11	FAIR	TWIN	
1051	Carya glabra	Pignut Hickory	12	FAIR		
1052	Carya glabra	Pignut Hickory	8	FAIR		
1053	Quercus rubra	Red Oak	17	FAIR		Landmark
1054	Acer saccharum	Sugar Maple	8	FAIR		
1055	Carya glabra	Pignut Hickory	8	FAIR		
1056	Carya glabra	Pignut Hickory	9	FAIR		
1057	Carya cordiformis	Bitternut Hickory	9	FAIR	TWIN	
1058	Carya cordiformis	Bitternut Hickory	9	FAIR		



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Tree Survey

Project No./Name: _____ 25-079

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
1059	Carya ovata	Shagbark Hickory	9	FAIR		
1060	Carya glabra	Pignut Hickory	8	FAIR		
1061	Quercus rubra	Red Oak	14	FAIR		
1062	Carya ovata	Shagbark Hickory	11	FAIR		
1063	Carya ovata	Shagbark Hickory	8	FAIR		
1064	Carya glabra	Pignut Hickory	8	FAIR		
1065	Ulmus americana	American Elm	11	FAIR		
1066	Tilia americana	Basswood	11	FAIR	TWIN	
1067	Quercus rubra	Red Oak	15	FAIR		
1068	Quercus alba	White Oak	10	FAIR		
1069	Quercus alba	White Oak	12	FAIR		
1070	Quercus alba	White Oak	14	FAIR		
1071	Quercus alba	White Oak	17	FAIR	TWIN	Landmark
1072	Quercus alba	White Oak	8	FAIR		
1073	Quercus alba	White Oak	16	FAIR		Landmark
1074	Quercus alba	White Oak	15	FAIR		
1075	Quercus alba	White Oak	10	FAIR		
1076	Quercus alba	White Oak	9	FAIR		
1077	Acer saccharinum	Silver Maple	10	FAIR	TWIN	
1078	Carya cordiformis	Bitternut Hickory	10	FAIR		
1079	Populus deltoides	Cottonwood	32	POOR		Landmark
1080	Carya cordiformis	Bitternut Hickory	10	FAIR		
1081	Prunus serotina	Black Cherry	12	POOR		
1082	Ulmus americana	American Elm	14	FAIR		
1083	Populus deltoides	Cottonwood	20	FAIR	TWIN	
1084	Carya cordiformis	Bitternut Hickory	8	FAIR		
1085	Populus deltoides	Cottonwood	16	POOR		
1086	Ulmus americana	American Elm	11	FAIR		
1087	Quercus macrocarpa	Bur Oak	12	FAIR		
1088	Quercus macrocarpa	Bur Oak	13	FAIR		
1089	Carya cordiformis	Bitternut Hickory	14	FAIR		
1090	Prunus serotina	Black Cherry	8	FAIR		
1091	Quercus macrocarpa	Bur Oak	14	FAIR		
1092	Carya cordiformis	Bitternut Hickory	15	FAIR		
1093	Carya cordiformis	Bitternut Hickory	10	FAIR		
1094	Acer negundo	Box Elder	14	FAIR		



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Project No./Name: _____ 25-079

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
1095	Quercus macrocarpa	Bur Oak	13	FAIR		
1096	Quercus macrocarpa	Bur Oak	11	FAIR		
1097	Quercus macrocarpa	Bur Oak	10	FAIR		
1098	Juglans nigra	Black Walnut	10	FAIR		
1100	Quercus macrocarpa	Bur Oak	16	FAIR		Landmark
1101	Juglans nigra	Black Walnut	14	FAIR		
1102	Juglans nigra	Black Walnut	8	FAIR		
1103	Prunus serotina	Black Cherry	16	FAIR	TWIN	
1104	Juglans nigra	Black Walnut	19	FAIR		Landmark
1105	Prunus serotina	Black Cherry	16	POOR		
1106	Juglans nigra	Black Walnut	11	FAIR		
1107	Carya cordiformis	Bitternut Hickory	11	FAIR		
1108	Ulmus rubra	Slippery Elm	18	POOR		
1109	Salix nigra	Black Willow	25	POOR		Landmark
1110	Quercus alba	White Oak	8	POOR		
1111	Carya cordiformis	Bitternut Hickory	10	POOR		
1111	Acer platanoides	Norway Maple	10	POOR		
1112	Salix nigra	Black Willow	24	POOR	TWIN	Landmark
1113	Tilia americana	Basswood	8	FAIR		
1114	Juglans nigra	Black Walnut	17	FAIR		
1115	Juglans nigra	Black Walnut	15	FAIR		
1116	Juglans nigra	Black Walnut	14	FAIR		
1117	Juglans nigra	Black Walnut	9	FAIR		
1118	Crataegus pruinosa	Hawthorn	8	FAIR	TRIPLE	
1119	Juglans nigra	Black Walnut	12	FAIR		
1120	Juglans nigra	Black Walnut	17	FAIR		
1121	Juglans nigra	Black Walnut	10	FAIR		
1122	Platanus occidentalis	Sycamore	17	FAIR		
1123	Juglans nigra	Black Walnut	10	FAIR		
1124	Juglans nigra	Black Walnut	10	FAIR		
1125	Juglans nigra	Black Walnut	11	FAIR		
1126	Platanus occidentalis	Sycamore	23	FAIR		Landmark
1127	Platanus occidentalis	Sycamore	17	FAIR	TWIN	
1128	Juglans nigra	Black Walnut	10	FAIR		
1129	Juglans nigra	Black Walnut	8	FAIR		
1130	Juglans nigra	Black Walnut	10	FAIR		



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Tree Survey

Project No./Name: _____ 25-079 _____

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
1131	Juglans nigra	Black Walnut	8	FAIR		
1132	Juglans nigra	Black Walnut	11	FAIR		
1134	Populus deltoides	Cottonwood	25	FAIR		Landmark
1135	Morus alba	White Mulberry	18	FAIR	QUAD	
1136	Juglans nigra	Black Walnut	13	FAIR		
1137	Juglans nigra	Black Walnut	8	FAIR		
1138	Juglans nigra	Black Walnut	11	FAIR		
1139	Juglans nigra	Black Walnut	8	FAIR		
1140	Juglans nigra	Black Walnut	18	FAIR		Landmark
1141	Juglans nigra	Black Walnut	8	FAIR		
1142	Ulmus americana	American Elm	9	FAIR		
1143	Ulmus americana	American Elm	12	FAIR		
1144	Ulmus americana	American Elm	9	FAIR		
1145	Quercus alba	White Oak	11	FAIR		
1146	Fagus sylvatica	Common Beech	9	FAIR		
1147	Ulmus americana	American Elm	8	FAIR		
1148	Fraxinus pennsylvanica	Green Ash	13	FAIR		
1149	Populus tremuloides	Quaking Aspen	10	FAIR	TRIPLE	
1150	Fraxinus pennsylvanica	Green Ash	9	FAIR		
1151	Carya cordiformis	Bitternut Hickory	8	FAIR		
1152	Carya cordiformis	Bitternut Hickory	9	FAIR		
1153	Prunus serotina	Black Cherry	10	POOR		
1154	Quercus alba	White Oak	14	FAIR	TWIN	
1155	Populus deltoides	Cottonwood	26	FAIR		Landmark
1156	Prunus serotina	Black Cherry	9	FAIR		
1157	Acer saccharinum	Silver Maple	13	FAIR		
1158	Carya cordiformis	Bitternut Hickory	8	FAIR		
1159	Acer saccharum	Sugar Maple	9	FAIR		
1160	Ulmus americana	American Elm	11	FAIR		
1161	Ulmus americana	American Elm	9	FAIR		
1162	Populus deltoides	Cottonwood	16	FAIR		
1163	Populus deltoides	Cottonwood	20	FAIR		
1164	Ulmus americana	American Elm	9	FAIR	TWIN	
1165	Celtis occidentalis	Northern Hackberry	12	FAIR		
1166	Ulmus americana	American Elm	9	FAIR		
1167	Juglans nigra	Black Walnut	9	FAIR		



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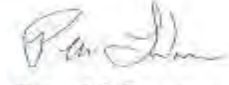
Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
1168	Acer negundo	Box Elder	13	FAIR		
1169	Acer negundo	Box Elder	14	POOR		
1170	Acer negundo	Box Elder	10	POOR		
1171	Acer negundo	Box Elder	8	FAIR		
1172	Populus deltoides	Cottonwood	24	FAIR		Landmark
1173	Acer negundo	Box Elder	10	FAIR		
1174	Acer negundo	Box Elder	12	FAIR		
1175	Acer negundo	Box Elder	9	FAIR		
1176	Celtis occidentalis	Northern Hackberry	14	FAIR		
1177	Acer negundo	Box Elder	10	FAIR		
1178	Acer negundo	Box Elder	10	FAIR		
1179	Celtis occidentalis	Northern Hackberry	16	FAIR		
1180	Quercus alba	White Oak	10	FAIR		
1181	Populus deltoides	Cottonwood	20	FAIR		
1182	Populus deltoides	Cottonwood	12	FAIR	TWIN	
1184	Acer negundo	Box Elder	15	FAIR		
1185	Acer negundo	Box Elder	11	FAIR		
1186	Acer negundo	Box Elder	13	FAIR		
1187	Juglans nigra	Black Walnut	12	FAIR		
1188	Juglans nigra	Black Walnut	12	POOR		
1189	Quercus alba	White Oak	15	FAIR		
1190	Juglans nigra	Black Walnut	11	FAIR		
1191	Acer negundo	Box Elder	9	FAIR		
1192	Carya cordiformis	Bitternut Hickory	9	FAIR		
1193	Acer negundo	Box Elder	8	FAIR		
1194	Acer negundo	Box Elder	9	FAIR		
1195	Juglans nigra	Black Walnut	11	FAIR		
1196	Populus tremuloides	Quaking Aspen	9	FAIR		
1197	Acer saccharum	Sugar Maple	20	FAIR		Landmark
1198	Quercus alba	White Oak	32	POOR		Landmark
1199	Acer negundo	Box Elder	14	POOR		
1200	Acer negundo	Box Elder	8	FAIR		
1301	Populus tremuloides	Quaking Aspen	13	FAIR		
1302	Populus tremuloides	Quaking Aspen	12	FAIR		
1303	Prunus serotina	Black Cherry	12	FAIR		
1304	Prunus serotina	Black Cherry	9	FAIR		



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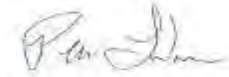
Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
1305	Prunus serotina	Black Cherry	11	FAIR		
1306	Prunus serotina	Black Cherry	10	POOR		
1307	Quercus rubra	Red Oak	15	FAIR		
1308	Carya glabra	Pignut Hickory	12	FAIR		
1309	Quercus alba	White Oak	13	FAIR		
1310	Carya ovata	Shagbark Hickory	11	FAIR		
1311	Carya ovata	Shagbark Hickory	8	FAIR		
1312	Quercus rubra	Red Oak	14	FAIR		
1313	Carya ovata	Shagbark Hickory	8	FAIR		
1314	Carya cordiformis	Bitternut Hickory	12	FAIR		
1315	Carya ovata	Shagbark Hickory	8	FAIR		
1316	Quercus rubra	Red Oak	17	FAIR		Landmark
1317	Carya ovata	Shagbark Hickory	12	FAIR		
1318	Carya cordiformis	Bitternut Hickory	9	FAIR		
1319	Carya cordiformis	Bitternut Hickory	9	FAIR	TWIN	
1320	Carya glabra	Pignut Hickory	10	FAIR		
1321	Carya glabra	Pignut Hickory	10	FAIR		
1322	Carya cordiformis	Bitternut Hickory	8	FAIR		
1323	Carya glabra	Pignut Hickory	8	FAIR		
1324	Carya ovata	Shagbark Hickory	12	FAIR		
1325	Carya glabra	Pignut Hickory	9	FAIR		
1326	Carya ovata	Shagbark Hickory	9	FAIR		
1327	Carya glabra	Pignut Hickory	13	FAIR		
1328	Carya glabra	Pignut Hickory	14	FAIR		
1329	Carya ovata	Shagbark Hickory	10	FAIR		
1330	Carya ovata	Shagbark Hickory	12	FAIR		
1331	Acer saccharinum	Silver Maple	11	FAIR	TWIN	
1332	Carya cordiformis	Bitternut Hickory	13	FAIR		
1333	Acer saccharum	Sugar Maple	14	FAIR		
1334	Quercus rubra	Red Oak	19	FAIR		Landmark
1335	Carya glabra	Pignut Hickory	12	FAIR		
1336	Carya ovata	Shagbark Hickory	14	FAIR		
1337	Carya ovata	Shagbark Hickory	10	FAIR		
1338	Carya cordiformis	Bitternut Hickory	12	FAIR		
1339	Fraxinus pennsylvanica	Green Ash	13	FAIR		
1340	Populus deltoides	Cottonwood	21	FAIR		



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Project No./Name: _____ 25-079

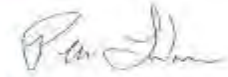
Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
1342	Carya glabra	Pignut Hickory	13	FAIR		
1343	Quercus alba	White Oak	15	FAIR		
1344	Carya ovata	Shagbark Hickory	10	FAIR		
3001	Carya ovata	Shagbark Hickory	15	FAIR		
3002	Quercus alba	White Oak	16	FAIR		Landmark
3003	Tilia americana	Basswood	12	FAIR		
3004	Tilia americana	Basswood	15	FAIR		
3005	Tilia americana	Basswood	13	FAIR		
3006	Tilia americana	Basswood	12	FAIR		
3007	Tilia americana	Basswood	12	FAIR		
3008	Tilia americana	Basswood	12	FAIR	TWIN	
3009	Quercus rubra	Red Oak	19	FAIR	TRIPLE	Landmark
3010	Carya cordiformis	Bitternut Hickory	14	FAIR		
3011	Carya cordiformis	Bitternut Hickory	13	FAIR		
3012	Tilia americana	Basswood	11	FAIR	TWIN	
3013	Tilia americana	Basswood	11	FAIR	TWIN	
3014	Malus domestica	Apple	10	POOR		
3015	Tilia americana	Basswood	12	FAIR	TWIN	
3016	Quercus rubra	Red Oak	11	POOR		
3017	Tilia americana	Basswood	11	FAIR		
3018	Carya cordiformis	Bitternut Hickory	10	FAIR		
3019	Carya cordiformis	Bitternut Hickory	13	FAIR		
3020	Carya cordiformis	Bitternut Hickory	10	FAIR	TWIN	
3021	Carya cordiformis	Bitternut Hickory	13	FAIR		
3022	Carya glabra	Pignut Hickory	13	FAIR		
3023	Fagus sylvatica	Common Beech	37	POOR		Landmark
3024	Carya glabra	Pignut Hickory	10	FAIR		
3025	Carya cordiformis	Bitternut Hickory	14	FAIR		
3026	Carya cordiformis	Bitternut Hickory	12	FAIR	TWIN	
3027	Carya cordiformis	Bitternut Hickory	18	FAIR	TRIPLE	
3028	Carya cordiformis	Bitternut Hickory	11	FAIR		
3029	Populus deltoides	Cottonwood	11	POOR		
3030	Tilia americana	Basswood	14	FAIR		
3031	Carya cordiformis	Bitternut Hickory	14	FAIR		
3032	Carya cordiformis	Bitternut Hickory	14	FAIR		
3033	Carya cordiformis	Bitternut Hickory	12	FAIR		



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Project No./Name: _____ 25-079

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
3034	Carya cordiformis	Bitternut Hickory	15	FAIR		
3035	Acer saccharum	Sugar Maple	10	FAIR		
3036	Acer saccharum	Sugar Maple	11	FAIR		
3037	Quercus rubra	Red Oak	14	FAIR		
3038	Quercus rubra	Red Oak	12	FAIR		
3039	Quercus alba	White Oak	14	FAIR		
3040	Quercus rubra	Red Oak	16	FAIR		Landmark
3041	Quercus rubra	Red Oak	19	FAIR		Landmark
3042	Quercus rubra	Red Oak	14	FAIR		
3043	Quercus rubra	Red Oak	16	FAIR	TRIPLE	Landmark
3044	Carya cordiformis	Bitternut Hickory	11	FAIR	TWIN	
3045	Quercus rubra	Red Oak	25	FAIR		Landmark
3046	Acer saccharum	Sugar Maple	14	FAIR	TWIN	
3047	Acer saccharum	Sugar Maple	11	FAIR		
3048	Carya glabra	Pignut Hickory	10	FAIR		
3049	Carya cordiformis	Bitternut Hickory	11	FAIR		
3050	Carya cordiformis	Bitternut Hickory	14	FAIR		
3051	Carya glabra	Pignut Hickory	11	FAIR		
3052	Carya ovata	Shagbark Hickory	13	FAIR		
3053	Carya glabra	Pignut Hickory	9	FAIR		
3054	Quercus alba	White Oak	15	FAIR	TWIN	
3055	Carya ovata	Shagbark Hickory	12	FAIR		
3056	Quercus rubra	Red Oak	17	FAIR		Landmark
3057	Quercus rubra	Red Oak	12	FAIR		
3058	Quercus rubra	Red Oak	18	FAIR		Landmark
3059	Quercus rubra	Red Oak	12	FAIR	TWIN	
3060	Acer saccharum	Sugar Maple	13	FAIR		
3061	Carya cordiformis	Bitternut Hickory	9	FAIR		
3062	Quercus rubra	Red Oak	13	FAIR		
3063	Quercus alba	White Oak	13	FAIR		
3064	Carya glabra	Pignut Hickory	9	FAIR		
3065	Quercus rubra	Red Oak	15	FAIR		
3066	Juglans nigra	Black Walnut	11	FAIR		
3067	Juglans nigra	Black Walnut	12	FAIR		
3068	Carya cordiformis	Bitternut Hickory	14	FAIR		
3069	Carya cordiformis	Bitternut Hickory	15	FAIR		



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Project No./Name: _____ 25-079

Date: 2/18/2026

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3070	Carya cordiformis	Bitternut Hickory	10	FAIR		
3071	Fraxinus pennsylvanica	Green Ash	12	FAIR		
3072	Quercus macrocarpa	Bur Oak	14	FAIR		
3073	Carya cordiformis	Bitternut Hickory	13	FAIR		
3074	Fraxinus pennsylvanica	Green Ash	11	FAIR		
3075	Quercus alba	White Oak	12	POOR		
3076	Fraxinus pennsylvanica	Green Ash	11	FAIR		
3077	Fraxinus pennsylvanica	Green Ash	13	FAIR		
3078	Celtis occidentalis	Northern Hackberry	13	FAIR		
3079	Quercus rubra	Red Oak	11	FAIR		
3081	Acer Rubrum	Red Maple	14	FAIR		
3082	Carya cordiformis	Bitternut Hickory	11	FAIR		
3083	Quercus alba	White Oak	13	FAIR		
3084	Quercus rubra	Red Oak	16	FAIR	TRIPLE	Landmark
3085	Carya cordiformis	Bitternut Hickory	12	FAIR		
3086	Carya cordiformis	Bitternut Hickory	10	FAIR		
3087	Carya cordiformis	Bitternut Hickory	11	FAIR	TWIN	
3088	Carya glabra	Pignut Hickory	11	FAIR		
3089	Quercus rubra	Red Oak	14	FAIR		
3090	Malus domestica	Apple	12	FAIR		
3091	Quercus rubra	Red Oak	18	FAIR		Landmark
3092	Tilia americana	Basswood	13	FAIR		
3093	Tilia americana	Basswood	11	FAIR	TRIPLE	
3094	Tilia americana	Basswood	13	FAIR	TWIN	
3095	Juglans nigra	Black Walnut	20	FAIR		Landmark
3096	Quercus alba	White Oak	12	FAIR		
3097	Carya cordiformis	Bitternut Hickory	15	FAIR		
3098	Carya cordiformis	Bitternut Hickory	12	FAIR		
3099	Quercus rubra	Red Oak	19	FAIR		Landmark
3100	Quercus rubra	Red Oak	19	FAIR	TRIPLE	Landmark
3101	Quercus macrocarpa	Bur Oak	16	FAIR		Landmark
3102	Carya ovata	Shagbark Hickory	15	FAIR		
3103	Carya ovata	Shagbark Hickory	9	FAIR		
3104	Quercus alba	White Oak	19	POOR		Landmark
3105	Carya ovata	Shagbark Hickory	15	FAIR		
3106	Carya ovata	Shagbark Hickory	15	FAIR		



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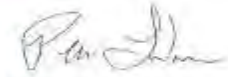
Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
3107	Quercus macrocarpa	Bur Oak	16	FAIR		Landmark
3108	Quercus rubra	Red Oak	15	FAIR		
3109	Quercus rubra	Red Oak	9	FAIR		
3110	Quercus rubra	Red Oak	9	FAIR		
3111	Carya glabra	Pignut Hickory	9	FAIR		
3112	Quercus rubra	Red Oak	11	FAIR		
3113	Quercus rubra	Red Oak	9	FAIR		
3114	Quercus rubra	Red Oak	13	FAIR		
3115	Quercus rubra	Red Oak	16	FAIR		Landmark
3116	Quercus rubra	Red Oak	8	FAIR		
3117	Carya ovata	Shagbark Hickory	15	FAIR		
3118	Quercus rubra	Red Oak	13	FAIR		
3119	Tilia americana	Basswood	10	FAIR		
3120	Carya ovata	Shagbark Hickory	18	FAIR		
3121	Carya ovata	Shagbark Hickory	10	FAIR		
3122	Quercus rubra	Red Oak	17	FAIR		Landmark
3123	Carya glabra	Pignut Hickory	18	FAIR		Landmark
3124	Quercus rubra	Red Oak	10	FAIR		
3125	Populus deltoides	Cottonwood	21	FAIR		
3126	Acer saccharinum	Silver Maple	18	FAIR		Landmark
3127	Ulmus pumila	Siberian Elm	9	FAIR		
3128	Carya ovata	Shagbark Hickory	12	FAIR	TWIN	
3129	Carya ovata	Shagbark Hickory	13	FAIR		
3130	Carya ovata	Shagbark Hickory	14	FAIR		
3131	Carya glabra	Pignut Hickory	14	FAIR		
3132	Carya glabra	Pignut Hickory	20	FAIR	TWIN	Landmark
3133	Carya ovata	Shagbark Hickory	14	FAIR		
3134	Tilia americana	Basswood	12	FAIR		
3135	Quercus rubra	Red Oak	12	FAIR		
3136	Carya ovata	Shagbark Hickory	18	FAIR		
3137	Carya ovata	Shagbark Hickory	16	FAIR		
3138	Ulmus americana	American Elm	12	FAIR		
3139	Carya ovata	Shagbark Hickory	19	FAIR		
3140	Acer saccharum	Sugar Maple	10	FAIR		
3141	Acer saccharum	Sugar Maple	14	FAIR		
3142	Carya ovata	Shagbark Hickory	18	FAIR		



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Project No./Name: _____ 25-079

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
3143	Quercus alba	White Oak	17	FAIR		Landmark
3144	Acer saccharum	Sugar Maple	10	FAIR		
3145	Carya glabra	Pignut Hickory	10	POOR		
3146	Quercus rubra	Red Oak	9	FAIR		
3147	Tilia americana	Basswood	9	FAIR		
3148	Tilia americana	Basswood	11	FAIR		
3149	Tilia americana	Basswood	12	FAIR		
3150	Tilia americana	Basswood	13	FAIR		
3151	Tilia americana	Basswood	16	FAIR	TWIN	
3152	Tilia americana	Basswood	14	FAIR		
3153	Tilia americana	Basswood	14	FAIR		
3154	Tilia americana	Basswood	11	FAIR	TWIN	
3155	Populus deltoides	Cottonwood	12	FAIR		
3156	Tilia americana	Basswood	9	FAIR		
3157	Tilia americana	Basswood	14	FAIR		
3158	Tilia americana	Basswood	13	FAIR		
3159	Acer saccharum	Sugar Maple	11	FAIR		
3160	Acer saccharum	Sugar Maple	14	FAIR		
3161	Juglans nigra	Black Walnut	12	FAIR		
3162	Juglans nigra	Black Walnut	11	FAIR		
3163	Juglans nigra	Black Walnut	16	FAIR		
3164	Carya cordiformis	Bitternut Hickory	9	FAIR		
3165	Carya cordiformis	Bitternut Hickory	15	FAIR		
3166	Carya cordiformis	Bitternut Hickory	12	FAIR		
3167	Carya cordiformis	Bitternut Hickory	9	FAIR		
3168	Carya cordiformis	Bitternut Hickory	9	FAIR		
3169	Carya cordiformis	Bitternut Hickory	10	FAIR		
3170	Carya cordiformis	Bitternut Hickory	10	FAIR		
3171	Carya cordiformis	Bitternut Hickory	10	FAIR		
3171	Carya cordiformis	Bitternut Hickory	11	FAIR		
3172	Carya cordiformis	Bitternut Hickory	11	FAIR		
3173	Carya cordiformis	Bitternut Hickory	11	FAIR		
3174	Carya cordiformis	Bitternut Hickory	9	FAIR		
3175	Carya cordiformis	Bitternut Hickory	11	FAIR		
3176	Carya cordiformis	Bitternut Hickory	13	FAIR	TWIN	
3177	Carya cordiformis	Bitternut Hickory	11	FAIR	TWIN	



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Project No./Name: _____ 25-079

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
3178	Juglans nigra	Black Walnut	10	FAIR		
3179	Juglans nigra	Black Walnut	13	FAIR		
3180	Juglans nigra	Black Walnut	14	FAIR	TWIN	
3181	Juglans nigra	Black Walnut	15	FAIR	TWIN	
3182	Juglans nigra	Black Walnut	13	FAIR	TWIN	
3183	Quercus rubra	Red Oak	9	FAIR		
3184	Acer saccharum	Sugar Maple	13	FAIR		
3185	Ulmus americana	American Elm	14	FAIR		
3186	Tilia americana	Basswood	13	FAIR	TRIPLE	
3187	Carya glabra	Pignut Hickory	13	FAIR		
3188	Carya cordiformis	Bitternut Hickory	9	FAIR		
3189	Carya glabra	Pignut Hickory	13	FAIR		
3190	Carya glabra	Pignut Hickory	12	FAIR		
3191	Prunus serotina	Black Cherry	11	FAIR	TWIN	
3192	Carya cordiformis	Bitternut Hickory	13	FAIR		
3193	Carya cordiformis	Bitternut Hickory	11	FAIR		
3194	Carya cordiformis	Bitternut Hickory	11	FAIR		
3195	Carya cordiformis	Bitternut Hickory	12	FAIR	TWIN	
3196	Carya cordiformis	Bitternut Hickory	15	FAIR		
3197	Carya cordiformis	Bitternut Hickory	12	FAIR		
3198	Juglans nigra	Black Walnut	14	FAIR		
3199	Carya cordiformis	Bitternut Hickory	13	FAIR	TWIN	
3200	Carya cordiformis	Bitternut Hickory	12	FAIR	TWIN	
3201	Populus deltoides	Cottonwood	23	FAIR		
3202	Populus tremuloides	Quaking Aspen	17	FAIR		
3203	Carya ovata	Shagbark Hickory	12	FAIR		
3204	Carya ovata	Shagbark Hickory	11	FAIR		
3205	Carya cordiformis	Bitternut Hickory	10	FAIR	TWIN	
3206	Carya cordiformis	Bitternut Hickory	11	FAIR		
3207	Carya ovata	Shagbark Hickory	10	FAIR		
3208	Carya glabra	Pignut Hickory	11	FAIR		
3209	Quercus rubra	Red Oak	13	FAIR		
3210	Quercus rubra	Red Oak	17	FAIR	TWIN	Landmark
3211	Populus deltoides	Cottonwood	13	FAIR		
3212	Carya glabra	Pignut Hickory	11	FAIR		
3213	Carya ovata	Shagbark Hickory	12	FAIR	TWIN	



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Project No./Name: _____ 25-079

Date: 2/18/2026

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3214	Carya cordiformis	Bitternut Hickory	8	POOR		
3215	Carya ovata	Shagbark Hickory	10	FAIR		
3216	Quercus rubra	Red Oak	13	FAIR		
3217	Carya ovata	Shagbark Hickory	12	FAIR		
3218	Carya glabra	Pignut Hickory	10	FAIR		
3219	Carya ovata	Shagbark Hickory	13	FAIR		
3220	Quercus alba	White Oak	26	FAIR		Landmark
3221	Carya glabra	Pignut Hickory	11	FAIR		
3222	Acer saccharinum	Silver Maple	10	FAIR		
3223	Robinia pseudoacacia	Black Locust	10	FAIR		
3224	Carya glabra	Pignut Hickory	10	FAIR		
3225	Quercus alba	White Oak	21	FAIR		Landmark
3226	Quercus rubra	Red Oak	13	FAIR		
3227	Acer saccharum	Sugar Maple	11	FAIR		
3228	Carya cordiformis	Bitternut Hickory	11	FAIR		
3229	Ulmus rubra	Slippery Elm	23	FAIR		
3230	Tilia americana	Basswood	13	FAIR	TWIN	
3231	Carya cordiformis	Bitternut Hickory	14	FAIR	TWIN	
3232	Carya cordiformis	Bitternut Hickory	13	FAIR		
3233	Tilia americana	Basswood	10	FAIR		
3234	Tilia americana	Basswood	9	FAIR		
3235	Tilia americana	Basswood	12	FAIR	TWIN	
3236	Tilia americana	Basswood	11	FAIR		
3237	Ulmus americana	American Elm	8	FAIR		
3238	Carya glabra	Pignut Hickory	11	FAIR		
3239	Tilia americana	Basswood	13	FAIR		
3240	Juglans nigra	Black Walnut	14	FAIR		
3241	Carya cordiformis	Bitternut Hickory	13	FAIR		
3242	Juglans nigra	Black Walnut	13	FAIR		
3243	Ulmus americana	American Elm	8	POOR		
3243	Quercus alba	White Oak	8	POOR		
3244	Carya glabra	Pignut Hickory	9	FAIR		
3245	Carya cordiformis	Bitternut Hickory	13	FAIR		
3246	Tilia americana	Basswood	16	FAIR		
3247	Juglans nigra	Black Walnut	14	FAIR		
3248	Tilia americana	Basswood	17	FAIR	TRIPLE	



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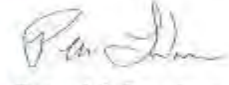
Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
3249	Carya cordiformis	Bitternut Hickory	8	FAIR		
3250	Acer saccharum	Sugar Maple	13	FAIR		
3251	Acer saccharum	Sugar Maple	8	FAIR		
3252	Ostrya virginiana	Hop Hornbeam	8	FAIR		
3253	Tilia americana	Basswood	13	FAIR	TWIN	
3254	Robinia pseudoacacia	Black Locust	8	FAIR		
3255	Carya cordiformis	Bitternut Hickory	14	FAIR		
3256	Quercus alba	White Oak	10	FAIR	TWIN	
3257	Quercus alba	White Oak	10	FAIR	TWIN	
3258	Carya cordiformis	Bitternut Hickory	8	FAIR		
3259	Tilia americana	Basswood	10	FAIR		
3260	Tilia americana	Basswood	8	FAIR		
3261	Carya ovata	Shagbark Hickory	17	FAIR		
3262	Tilia americana	Basswood	14	FAIR	TWIN	
3263	Ulmus americana	American Elm	8	FAIR		
3264	Carya cordiformis	Bitternut Hickory	13	FAIR		
3265	Carya cordiformis	Bitternut Hickory	12	FAIR		
3266	Carya cordiformis	Bitternut Hickory	8	FAIR		
3267	Prunus serotina	Black Cherry	8	FAIR		
3268	Robinia pseudoacacia	Black Locust	9	FAIR		
3269	Carya glabra	Pignut Hickory	8	FAIR		
3270	Carya glabra	Pignut Hickory	8	FAIR		
3271	Carya cordiformis	Bitternut Hickory	12	FAIR		
3272	Carya cordiformis	Bitternut Hickory	12	FAIR		
3273	Populus deltoides	Cottonwood	25	FAIR		Landmark
3274	Carya cordiformis	Bitternut Hickory	11	FAIR		
3275	Acer saccharinum	Silver Maple	10	FAIR		
3276	Prunus serotina	Black Cherry	9	FAIR		
3277	Tilia americana	Basswood	9	FAIR		
3278	Carya cordiformis	Bitternut Hickory	19	FAIR		
3279	Tilia americana	Basswood	12	FAIR		
3280	Tilia americana	Basswood	8	FAIR		
3281	Tilia americana	Basswood	10	FAIR		
3282	Tilia americana	Basswood	15	FAIR		
3283	Ulmus rubra	Slippery Elm	17	FAIR		
3284	Acer saccharinum	Silver Maple	8	POOR		



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Project No./Name: _____ 25-079

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
3285	Ulmus americana	American Elm	8	FAIR		
3286	Tilia americana	Basswood	13	FAIR		
3287	Carya ovata	Shagbark Hickory	15	FAIR		
3288	Carya glabra	Pignut Hickory	15	FAIR		
3289	Carya glabra	Pignut Hickory	17	FAIR		Landmark
3290	Ulmus americana	American Elm	11	FAIR		
3291	Carya ovata	Shagbark Hickory	14	FAIR		
3292	Quercus rubra	Red Oak	11	FAIR		
3293	Carya ovata	Shagbark Hickory	16	FAIR		
3294	Tilia americana	Basswood	9	FAIR	TWIN	
3296	Tilia americana	Basswood	9	FAIR		
3297	Tilia americana	Basswood	16	FAIR	TWIN	
3298	Carya ovata	Shagbark Hickory	16	FAIR		
3299	Quercus rubra	Red Oak	22	POOR		Landmark
3300	Carya glabra	Pignut Hickory	14	FAIR		
3301	Quercus rubra	Red Oak	14	POOR		
3302	Quercus rubra	Red Oak	16	FAIR		Landmark
3303	Quercus rubra	Red Oak	12	FAIR		
3304	Carya glabra	Pignut Hickory	12	FAIR		
3305	Quercus rubra	Red Oak	13	FAIR		
3306	Quercus rubra	Red Oak	14	FAIR		
3307	Quercus rubra	Red Oak	17	FAIR		Landmark
3308	Quercus rubra	Red Oak	14	FAIR		
3309	Quercus rubra	Red Oak	15	FAIR		
3310	Quercus rubra	Red Oak	15	FAIR		
3311	Quercus rubra	Red Oak	17	FAIR		Landmark
3312	Carya glabra	Pignut Hickory	14	FAIR		
3313	Carya ovata	Shagbark Hickory	11	FAIR		
3314	Quercus rubra	Red Oak	14	FAIR		
3315	Quercus rubra	Red Oak	13	FAIR		
3316	Carya glabra	Pignut Hickory	12	FAIR		
3317	Carya ovata	Shagbark Hickory	13	FAIR		
3318	Carya ovata	Shagbark Hickory	13	FAIR		
3319	Carya ovata	Shagbark Hickory	14	FAIR		
3320	Carya ovata	Shagbark Hickory	14	FAIR		
3321	Carya cordiformis	Bitternut Hickory	12	FAIR		



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Tree Survey

Project No./Name: _____ 25-079

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
3321	Carya cordiformis	Bitternut Hickory	14	FAIR		
3322	Carya cordiformis	Bitternut Hickory	15	FAIR	TWIN	
3323	Carya ovata	Shagbark Hickory	13	FAIR		
3324	Carya ovata	Shagbark Hickory	10	FAIR		
3325	Carya ovata	Shagbark Hickory	8	FAIR		
3326	Ulmus rubra	Slippery Elm	8	POOR		
3327	Carya ovata	Shagbark Hickory	10	FAIR		
3328	Carya ovata	Shagbark Hickory	9	FAIR		
3329	Carya ovata	Shagbark Hickory	9	FAIR		
3330	Carya ovata	Shagbark Hickory	9	FAIR		
3331	Carya ovata	Shagbark Hickory	8	FAIR		
3332	Carya glabra	Pignut Hickory	10	FAIR		
3333	Carya ovata	Shagbark Hickory	9	FAIR	TWIN	
3334	Acer negundo	Box Elder	17	FAIR		
3335	Carya ovata	Shagbark Hickory	8	FAIR	TWIN	
3336	Carya glabra	Pignut Hickory	10	FAIR		
3337	Carya ovata	Shagbark Hickory	10	FAIR		
3338	Tilia americana	Basswood	14	FAIR		
3339	Juglans nigra	Black Walnut	9	FAIR		
3340	Prunus serotina	Black Cherry	17	POOR		
3341	Carya glabra	Pignut Hickory	10	FAIR		
3342	Morus alba	White Mulberry	20	FAIR		
3343	Carya cordiformis	Bitternut Hickory	10	FAIR		
3344	Quercus rubra	Red Oak	10	FAIR		
3345	Populus deltoides	Cottonwood	12	POOR		
3346	Carya cordiformis	Bitternut Hickory	11	FAIR		
3347	Quercus rubra	Red Oak	21	FAIR		Landmark
3348	Carya ovata	Shagbark Hickory	10	FAIR		
3349	Carya cordiformis	Bitternut Hickory	10	FAIR	TWIN	
3350	Quercus macrocarpa	Bur Oak	9	POOR		
3351	Quercus alba	White Oak	14	FAIR		
3352	Carya glabra	Pignut Hickory	14	FAIR		
3353	Carya ovata	Shagbark Hickory	9	FAIR		
3354	Acer saccharum	Sugar Maple	16	FAIR		Landmark
3355	Carya ovata	Shagbark Hickory	8	FAIR		
3356	Carya cordiformis	Bitternut Hickory	9	FAIR		



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Tree Survey

Project No./Name: _____ 25-079 _____

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
3357	Carya ovata	Shagbark Hickory	8	FAIR		
3358	Carya ovata	Shagbark Hickory	9	FAIR	TWIN	
3359	Carya ovata	Shagbark Hickory	10	FAIR	TWIN	
3360	Carya ovata	Shagbark Hickory	10	FAIR		
3361	Carya cordiformis	Bitternut Hickory	12	FAIR		
3362	Acer saccharinum	Silver Maple	10	FAIR		
3363	Acer negundo	Box Elder	18	POOR		
3364	Carya ovata	Shagbark Hickory	11	FAIR		
3365	Carya ovata	Shagbark Hickory	14	FAIR		
3366	Quercus rubra	Red Oak	17	FAIR		Landmark
3367	Quercus alba	White Oak	11	FAIR		
3368	Carya ovata	Shagbark Hickory	8	FAIR		
3369	Quercus alba	White Oak	10	FAIR		
3370	Carya cordiformis	Bitternut Hickory	9	FAIR		
3371	Carya cordiformis	Bitternut Hickory	9	FAIR		
3372	Ulmus americana	American Elm	8	FAIR		
3373	Prunus serotina	Black Cherry	10	FAIR		
3374	Ulmus americana	American Elm	8	FAIR		
3375	Ulmus americana	American Elm	9	FAIR		
3376	Carya glabra	Pignut Hickory	10	FAIR		
3377	Prunus serotina	Black Cherry	10	POOR		
3378	Ulmus americana	American Elm	20	GOOD		Landmark
3379	Juglans nigra	Black Walnut	13	FAIR		
3380	Acer negundo	Box Elder	18	FAIR		
3381	Juglans nigra	Black Walnut	10	FAIR	TWIN	
3382	Quercus alba	White Oak	9	FAIR		
3383	Quercus macrocarpa	Bur Oak	11	FAIR		
3384	Quercus macrocarpa	Bur Oak	8	FAIR		
3385	Quercus macrocarpa	Bur Oak	9	FAIR		
3386	Quercus macrocarpa	Bur Oak	9	FAIR		
3387	Quercus macrocarpa	Bur Oak	12	FAIR		
3388	Quercus macrocarpa	Bur Oak	14	FAIR		
3389	Quercus macrocarpa	Bur Oak	9	FAIR		
3390	Quercus macrocarpa	Bur Oak	12	FAIR		
3391	Ulmus americana	American Elm	12	FAIR		
3392	Quercus macrocarpa	Bur Oak	8	POOR		



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Tree Survey

Project No./Name: _____ 25-079

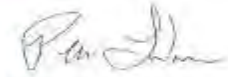
Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
3393	Quercus macrocarpa	Bur Oak	8	POOR		
3394	Quercus macrocarpa	Bur Oak	10	POOR		
3395	Ulmus americana	American Elm	12	FAIR		
3396	Quercus macrocarpa	Bur Oak	9	FAIR		
3397	Carya ovata	Shagbark Hickory	8	FAIR		
3398	Acer saccharinum	Silver Maple	9	FAIR		
3399	Ulmus americana	American Elm	8	FAIR		
3400	Carya glabra	Pignut Hickory	11	FAIR		
3401	Carya cordiformis	Bitternut Hickory	12	FAIR		
3402	Carya cordiformis	Bitternut Hickory	12	FAIR	TWIN	
3403	Carya cordiformis	Bitternut Hickory	13	FAIR		
3404	Carya cordiformis	Bitternut Hickory	11	POOR		
3405	Carya cordiformis	Bitternut Hickory	11	FAIR		
3406	Tilia americana	Basswood	10	FAIR	TWIN	
3407	Ulmus americana	American Elm	9	FAIR		
3408	Carya cordiformis	Bitternut Hickory	12	FAIR	TWIN	
3409	Carya cordiformis	Bitternut Hickory	12	FAIR	TWIN	
3410	Carya cordiformis	Bitternut Hickory	8	FAIR		
3411	Carya cordiformis	Bitternut Hickory	13	FAIR	TWIN	
3412	Carya cordiformis	Bitternut Hickory	8	FAIR		
3413	Carya cordiformis	Bitternut Hickory	9	FAIR		
3414	Carya cordiformis	Bitternut Hickory	11	FAIR		
3415	Carya cordiformis	Bitternut Hickory	12	FAIR		
3416	Juglans nigra	Black Walnut	13	FAIR	TWIN	
3417	Carya cordiformis	Bitternut Hickory	8	FAIR		
3418	Carya ovata	Shagbark Hickory	9	FAIR		
3419	Carya cordiformis	Bitternut Hickory	12	FAIR	TWIN	
3420	Carya cordiformis	Bitternut Hickory	14	FAIR		
3421	Carya cordiformis	Bitternut Hickory	8	FAIR		
3422	Acer saccharinum	Silver Maple	10	FAIR		
3423	Acer saccharum	Sugar Maple	9	FAIR		
3424	Acer saccharum	Sugar Maple	13	FAIR		
3425	Carya glabra	Pignut Hickory	12	FAIR		
3426	Carya glabra	Pignut Hickory	13	FAIR		
3427	Carya glabra	Pignut Hickory	14	FAIR		
3428	Carya glabra	Pignut Hickory	12	FAIR		



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Tree Survey

Project No./Name: _____ 25-079 _____

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
3429	Carya cordiformis	Bitternut Hickory	12	FAIR		
3430	Prunus serotina	Black Cherry	8	POOR		
3431	Carya glabra	Pignut Hickory	9	FAIR		
3432	Carya cordiformis	Bitternut Hickory	16	FAIR		
3433	Acer saccharum	Sugar Maple	19	FAIR		Landmark
3434	Prunus serotina	Black Cherry	10	POOR		
3435	Carya cordiformis	Bitternut Hickory	9	FAIR		
3436	Acer saccharum	Sugar Maple	12	FAIR		
3437	Acer saccharinum	Silver Maple	8	FAIR		
3438	Acer saccharinum	Silver Maple	10	FAIR		
3439	Prunus serotina	Black Cherry	10	FAIR		
3440	Acer saccharum	Sugar Maple	9	FAIR		
3441	Carya cordiformis	Bitternut Hickory	10	FAIR		
3442	Prunus serotina	Black Cherry	14	POOR		
3443	Acer saccharinum	Silver Maple	9	FAIR	TWIN	
3444	Ulmus americana	American Elm	8	FAIR		
3445	Acer saccharinum	Silver Maple	10	FAIR		
3446	Acer saccharinum	Silver Maple	10	FAIR		
3447	Acer saccharinum	Silver Maple	9	FAIR	TWIN	
3448	Quercus rubra	Red Oak	13	FAIR		
3449	Quercus rubra	Red Oak	15	FAIR	TWIN	
3450	Quercus rubra	Red Oak	13	FAIR		
3451	Carya ovata	Shagbark Hickory	9	FAIR		
3452	Carya ovata	Shagbark Hickory	9	FAIR		
3453	Carya glabra	Pignut Hickory	9	FAIR		
3454	Quercus rubra	Red Oak	14	FAIR		
3455	Carya ovata	Shagbark Hickory	8	FAIR		
3456	Carya ovata	Shagbark Hickory	8	FAIR		
3457	Quercus alba	White Oak	15	FAIR		
3458	Carya ovata	Shagbark Hickory	17	FAIR		
3459	Juglans nigra	Black Walnut	20	FAIR	TWIN	Landmark
3460	Juglans nigra	Black Walnut	23	FAIR		Landmark
3461	Quercus macrocarpa	Bur Oak	14	FAIR		
3462	Quercus macrocarpa	Bur Oak	10	FAIR		
3463	Quercus macrocarpa	Bur Oak	9	FAIR		
3464	Carya glabra	Pignut Hickory	15	FAIR		



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Project No./Name: _____ 25-079

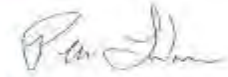
Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
3465	Carya glabra	Pignut Hickory	9	FAIR		
3466	Quercus macrocarpa	Bur Oak	9	FAIR		
3467	Juglans nigra	Black Walnut	10	POOR		
3468	Juglans nigra	Black Walnut	11	POOR		
3469	Carya ovata	Shagbark Hickory	11	FAIR		
3470	Quercus alba	White Oak	13	FAIR		
3471	Carya ovata	Shagbark Hickory	9	FAIR		
3472	Carya ovata	Shagbark Hickory	15	FAIR		
3473	Populus deltoides	Cottonwood	14	FAIR		
3474	Acer saccharum	Sugar Maple	8	FAIR		
3475	Carya glabra	Pignut Hickory	10	FAIR		
3476	Carya glabra	Pignut Hickory	8	FAIR		
3477	Populus tremuloides	Quaking Aspen	8	FAIR		
3478	Robinia pseudoacacia	Black Locust	14	FAIR		
3479	Carya glabra	Pignut Hickory	11	FAIR		
3480	Carya glabra	Pignut Hickory	11	FAIR		
3481	Carya glabra	Pignut Hickory	10	FAIR		
3482	Populus tremuloides	Quaking Aspen	13	FAIR		
3483	Populus tremuloides	Quaking Aspen	16	FAIR	TWIN	
3484	Quercus rubra	Red Oak	12	FAIR		
3485	Populus tremuloides	Quaking Aspen	8	FAIR		
3486	Quercus rubra	Red Oak	13	FAIR	TWIN	
3487	Carya ovata	Shagbark Hickory	9	FAIR		
3488	Carya ovata	Shagbark Hickory	10	FAIR		
3489	Carya glabra	Pignut Hickory	9	FAIR		
3490	Carya glabra	Pignut Hickory	8	FAIR		
3491	Carya glabra	Pignut Hickory	9	FAIR		
3492	Carya cordiformis	Bitternut Hickory	9	FAIR		
3493	Carya glabra	Pignut Hickory	9	FAIR		
3494	Juglans nigra	Black Walnut	8	FAIR		
3495	Quercus rubra	Red Oak	17	FAIR		Landmark
3496	Quercus rubra	Red Oak	13	FAIR		
3497	Quercus rubra	Red Oak	12	FAIR		
3498	Juglans nigra	Black Walnut	12	FAIR		
3499	Carya ovata	Shagbark Hickory	11	FAIR	TWIN	
3500	Carya cordiformis	Bitternut Hickory	11	FAIR		



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Tree Survey

Project No./Name: _____ 25-079 _____

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
3501	Carya glabra	Pignut Hickory	16	FAIR		Landmark
3502	Ulmus americana	American Elm	8	FAIR		
3503	Quercus rubra	Red Oak	8	FAIR		
3504	Acer saccharinum	Silver Maple	17	FAIR		Landmark
3505	Carya ovata	Shagbark Hickory	14	FAIR	TWIN	
3506	Carya glabra	Pignut Hickory	15	FAIR		
3507	Carya glabra	Pignut Hickory	8	FAIR		
3508	Carya ovata	Shagbark Hickory	10	FAIR		
3509	Ulmus americana	American Elm	8	FAIR		
3510	Carya ovata	Shagbark Hickory	13	FAIR		
3511	Carya ovata	Shagbark Hickory	13	FAIR		
3512	Carya ovata	Shagbark Hickory	9	FAIR		
3513	Quercus rubra	Red Oak	9	FAIR		
3514	Quercus macrocarpa	Bur Oak	17	FAIR		Landmark
3515	Quercus macrocarpa	Bur Oak	9	FAIR		
3516	Carya ovata	Shagbark Hickory	14	FAIR		
3517	Carya ovata	Shagbark Hickory	11	FAIR		
3518	Quercus alba	White Oak	18	FAIR		Landmark
3519	Acer saccharinum	Silver Maple	8	FAIR		
3520	Quercus rubra	Red Oak	14	FAIR		
3521	Carya ovata	Shagbark Hickory	16	FAIR		
3522	Carya glabra	Pignut Hickory	12	FAIR		
3523	Tilia americana	Basswood	9	FAIR		
3524	Quercus rubra	Red Oak	16	FAIR		Landmark
3525	Acer saccharinum	Silver Maple	10	FAIR		
3526	Acer saccharinum	Silver Maple	8	FAIR	TWIN	
3527	Acer saccharinum	Silver Maple	9	FAIR		
3528	Acer Rubrum	Red Maple	10	FAIR		
3529	Acer Rubrum	Red Maple	10	FAIR		
3530	Quercus rubra	Red Oak	25	FAIR		Landmark
3531	Acer saccharinum	Silver Maple	8	FAIR		
3532	Acer saccharinum	Silver Maple	13	FAIR		
3533	Acer saccharinum	Silver Maple	10	FAIR		
3534	Carya ovata	Shagbark Hickory	13	FAIR		
3535	Quercus alba	White Oak	16	FAIR		Landmark
3536	Quercus macrocarpa	Bur Oak	11	FAIR		



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Tree Survey

Project No./Name: _____ 25-079

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
3537	Acer saccharinum	Silver Maple	9	FAIR		
3538	Acer saccharinum	Silver Maple	8	FAIR		
3539	Carya ovata	Shagbark Hickory	14	POOR	TWIN	
3540	Acer saccharinum	Silver Maple	11	FAIR		
3541	Acer saccharinum	Silver Maple	12	POOR		
3542	Acer saccharinum	Silver Maple	10	FAIR		
3543	Carya ovata	Shagbark Hickory	17	FAIR		
3544	Quercus rubra	Red Oak	8	FAIR		
3545	Quercus macrocarpa	Bur Oak	11	FAIR		
3546	Quercus alba	White Oak	8	FAIR		
3547	Quercus macrocarpa	Bur Oak	14	FAIR	QUAD	
3548	Carya ovata	Shagbark Hickory	16	FAIR		
3549	Acer saccharinum	Silver Maple	9	FAIR		
3550	Carya ovata	Shagbark Hickory	9	FAIR		
3551	Acer saccharinum	Silver Maple	13	FAIR		
3552	Robinia pseudoacacia	Black Locust	9	FAIR		
3553	Quercus rubra	Red Oak	10	FAIR		
3554	Quercus rubra	Red Oak	15	FAIR		
3555	Carya ovata	Shagbark Hickory	8	FAIR		
3556	Quercus rubra	Red Oak	8	FAIR		
3557	Carya ovata	Shagbark Hickory	15	FAIR	TWIN	
3558	Quercus rubra	Red Oak	21	FAIR		Landmark
3559	Quercus alba	White Oak	32	FAIR		Landmark
3560	Quercus alba	White Oak	9	FAIR		
3561	Acer saccharinum	Silver Maple	9	FAIR		
3562	Carya ovata	Shagbark Hickory	14	FAIR		
3563	Carya ovata	Shagbark Hickory	16	FAIR	TWIN	
3564	Carya glabra	Pignut Hickory	16	FAIR		Landmark
3565	Carya ovata	Shagbark Hickory	11	FAIR		
3566	Carya ovata	Shagbark Hickory	17	FAIR		
3567	Carya glabra	Pignut Hickory	15	FAIR	TWIN	
3568	Carya glabra	Pignut Hickory	13	FAIR		
3569	Ulmus americana	American Elm	8	FAIR		
3570	Ulmus americana	American Elm	8	FAIR		
3571	Carya ovata	Shagbark Hickory	14	FAIR		
3572	Carya ovata	Shagbark Hickory	20	GOOD		



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Tree Survey

Project No./Name: _____ 25-079 _____

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
3573	Quercus rubra	Red Oak	21	FAIR		Landmark
3574	Quercus macrocarpa	Bur Oak	27	FAIR	TWIN	Landmark
3575	Carya ovata	Shagbark Hickory	13	FAIR		
3576	Carya ovata	Shagbark Hickory	12	FAIR		
3577	Ulmus americana	American Elm	8	FAIR		
3578	Quercus rubra	Red Oak	24	FAIR		Landmark
3579	Quercus alba	White Oak	18	FAIR	TWIN	Landmark
3580	Quercus alba	White Oak	22	FAIR		Landmark
3581	Carya ovata	Shagbark Hickory	15	FAIR		
3582	Quercus alba	White Oak	25	GOOD		Landmark
3583	Populus tremuloides	Quaking Aspen	8	FAIR		
3584	Quercus rubra	Red Oak	22	POOR	TWIN	Landmark
3585	Carya ovata	Shagbark Hickory	12	FAIR		
3586	Acer Rubrum	Red Maple	9	FAIR		
3587	Acer saccharinum	Silver Maple	10	FAIR		
3588	Acer saccharinum	Silver Maple	9	FAIR		
3589	Quercus rubra	Red Oak	8	FAIR		
3590	Quercus rubra	Red Oak	28	POOR		Landmark
3591	Carya ovata	Shagbark Hickory	16	FAIR	TWIN	
3592	Carya ovata	Shagbark Hickory	13	FAIR		
3593	Carya ovata	Shagbark Hickory	17	GOOD		
3594	Quercus rubra	Red Oak	10	FAIR		
3595	Carya glabra	Pignut Hickory	14	FAIR		
3596	Ulmus americana	American Elm	9	FAIR		
3597	Quercus rubra	Red Oak	13	FAIR		
3598	Quercus rubra	Red Oak	13	FAIR		
3599	Acer saccharinum	Silver Maple	18	POOR		Landmark
3600	Acer saccharinum	Silver Maple	14	FAIR		
3601	Quercus rubra	Red Oak	8	FAIR		
3602	Carya ovata	Shagbark Hickory	15	FAIR	TWIN	
3603	Quercus alba	White Oak	14	FAIR		
3604	Carya ovata	Shagbark Hickory	15	FAIR		
3605	Carya ovata	Shagbark Hickory	21	FAIR	TWIN	
3606	Carya ovata	Shagbark Hickory	13	FAIR		
3607	Quercus rubra	Red Oak	8	POOR		
3608	Quercus rubra	Red Oak	9	POOR		



Monument Engineering Group Associates, Inc.
 298 Veterans Drive, Fowlerville, MI
 (517) 223-3512
www.monumentengineering.com



Peter M. Lundgren
Peter M. Lundgren
 ISA Certified Arborist®
 MI-4374A

Tree Survey

Project No./Name: _____ 25-079

Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
3609	Carya ovata	Shagbark Hickory	15	FAIR	TWIN	
3610	Tilia americana	Basswood	14	FAIR		
3611	Acer saccharinum	Silver Maple	8	FAIR		
3612	Carya ovata	Shagbark Hickory	14	FAIR	TWIN	
3613	Carya ovata	Shagbark Hickory	19	FAIR	TWIN	
3614	Ulmus americana	American Elm	9	FAIR		
3615	Carya ovata	Shagbark Hickory	15	FAIR		
3616	Quercus alba	White Oak	20	POOR	TWIN	Landmark
3617	Ulmus americana	American Elm	11	POOR		
3618	Ulmus americana	American Elm	10	FAIR		
3619	Acer saccharinum	Silver Maple	15	FAIR		
3620	Ulmus americana	American Elm	8	FAIR		
3621	Acer saccharinum	Silver Maple	8	FAIR		
3622	Carya cordiformis	Bitternut Hickory	9	FAIR		
3623	Ulmus americana	American Elm	8	FAIR		
3624	Carya glabra	Pignut Hickory	14	FAIR	TWIN	
3625	Carya cordiformis	Bitternut Hickory	10	FAIR		
3626	Carya glabra	Pignut Hickory	8	FAIR		
3627	Carya cordiformis	Bitternut Hickory	12	FAIR	TWIN	
3628	Carya ovata	Shagbark Hickory	13	FAIR		
3629	Carya glabra	Pignut Hickory	8	FAIR	TWIN	
3630	Carya cordiformis	Bitternut Hickory	12	FAIR		
3631	Carya cordiformis	Bitternut Hickory	15	FAIR		
3632	Carya cordiformis	Bitternut Hickory	12	FAIR		
3633	Juglans nigra	Black Walnut	13	FAIR		
3634	Juglans nigra	Black Walnut	17	FAIR		
3635	Quercus rubra	Red Oak	15	FAIR		
3636	Carya cordiformis	Bitternut Hickory	9	FAIR		
3637	Carya cordiformis	Bitternut Hickory	10	FAIR		
3638	Quercus alba	White Oak	8	FAIR		
3639	Tilia americana	Basswood	17	FAIR		
3640	Ulmus americana	American Elm	8	FAIR		
3640	Prunus serotina	Black Cherry	13	FAIR		
3642	Carya cordiformis	Bitternut Hickory	10	FAIR		
3643	Carya cordiformis	Bitternut Hickory	10	FAIR		
3644	Carya cordiformis	Bitternut Hickory	9	FAIR	TWIN	



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Project No./Name: _____ 25-079

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Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
3645	Carya cordiformis	Bitternut Hickory	11	FAIR	TWIN	
3646	Quercus rubra	Red Oak	11	POOR		
3647	Quercus rubra	Red Oak	19	FAIR		Landmark
3648	Carya ovata	Shagbark Hickory	15	FAIR		
3649	Carya ovata	Shagbark Hickory	8	FAIR		
3650	Carya ovata	Shagbark Hickory	8	FAIR		
3651	Carya cordiformis	Bitternut Hickory	8	FAIR		
3652	Carya glabra	Pignut Hickory	14	FAIR		
3653	Carya ovata	Shagbark Hickory	9	FAIR		
3654	Carya ovata	Shagbark Hickory	10	FAIR		
3655	Carya cordiformis	Bitternut Hickory	8	FAIR		
3656	Prunus serotina	Black Cherry	8	POOR		
3657	Carya cordiformis	Bitternut Hickory	11	FAIR		
3658	Carya cordiformis	Bitternut Hickory	8	FAIR		
3659	Carya ovata	Shagbark Hickory	8	FAIR		
3660	Carya glabra	Pignut Hickory	11	FAIR	TWIN	
3661	Acer saccharum	Sugar Maple	13	POOR	TRIPLE	
3662	Carya glabra	Pignut Hickory	9	FAIR		
3663	Carya ovata	Shagbark Hickory	12	FAIR		
3664	Carya glabra	Pignut Hickory	8	FAIR		
3665	Carya ovata	Shagbark Hickory	9	FAIR		
3666	Carya ovata	Shagbark Hickory	8	FAIR		
3667	Prunus serotina	Black Cherry	8	FAIR		
3801	Juglans nigra	Black Walnut	8	POOR		
3802	Populus deltoides	Cottonwood	19	FAIR		
3803	Quercus macrocarpa	Bur Oak	13	FAIR	TWIN	
3804	Quercus macrocarpa	Bur Oak	8	FAIR		
3805	Quercus rubra	Red Oak	13	FAIR		
3806	Juglans nigra	Black Walnut	11	FAIR		
3807	Quercus alba	White Oak	13	FAIR		
3808	Quercus rubra	Red Oak	16	POOR		Landmark
3809	Juglans nigra	Black Walnut	8	FAIR		
3810	Quercus rubra	Red Oak	18	FAIR		Landmark
3811	Juglans nigra	Black Walnut	8	FAIR		
3812	Ulmus americana	American Elm	10	FAIR		
3813	Prunus serotina	Black Cherry	10	FAIR		



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Project No./Name: _____ 25-079

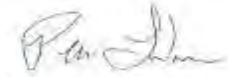
Date: 2/18/2026

Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
3815	Robinia pseudoacacia	Black Locust	10	FAIR	TWIN	
3816	Juglans nigra	Black Walnut	8	FAIR		
3817	Robinia pseudoacacia	Black Locust	14	FAIR		
3818	Acer saccharinum	Silver Maple	12	FAIR	CLUSTER	
3819	Juglans nigra	Black Walnut	13	FAIR		
3820	Juglans nigra	Black Walnut	10	FAIR		
3821	Ulmus americana	American Elm	9	FAIR		
3822	Juglans nigra	Black Walnut	10	FAIR		
3823	Juglans nigra	Black Walnut	10	FAIR		
3824	Juglans nigra	Black Walnut	11	FAIR		
3825	Juglans nigra	Black Walnut	11	FAIR		
3826	Ulmus americana	American Elm	8	FAIR		
3827	Acer saccharinum	Silver Maple	12	FAIR	TWIN	
3828	Prunus serotina	Black Cherry	13	FAIR		
3829	Juglans nigra	Black Walnut	8	FAIR		
3830	Ulmus americana	American Elm	10	FAIR		
3831	Quercus rubra	Red Oak	8	FAIR		
3832	Acer saccharinum	Silver Maple	12	FAIR		
3833	Acer saccharinum	Silver Maple	13	FAIR	CLUSTER	
3834	Populus tremuloides	Quaking Aspen	12	FAIR		
3835	Acer saccharinum	Silver Maple	8	FAIR		
3836	Acer saccharinum	Silver Maple	11	FAIR		
3837	Acer saccharinum	Silver Maple	18	FAIR	TRIPLE	Landmark
3838	Quercus rubra	Red Oak	10	FAIR		
3839	Quercus alba	White Oak	8	FAIR		
3840	Acer saccharinum	Silver Maple	11	FAIR	TWIN	
3841	Acer saccharinum	Silver Maple	14	FAIR	CLUSTER	
701094	Carya cordiformis	Bitternut Hickory	10	FAIR		
740371	Prunus serotina	Black Cherry	8	POOR		
740382	Carya cordiformis	Bitternut Hickory	9	FAIR	TWIN	
740400	Ulmus pumila	Siberian Elm	8	FAIR		
740801	Tilia americana	Basswood	10	FAIR	TWIN	
740899	Carya cordiformis	Bitternut Hickory	9	FAIR		
740909	Carya cordiformis	Bitternut Hickory	8	FAIR		
740994	Carya glabra	Pignut Hickory	8	FAIR		
741095	Quercus rubra	Red Oak	9	FAIR		



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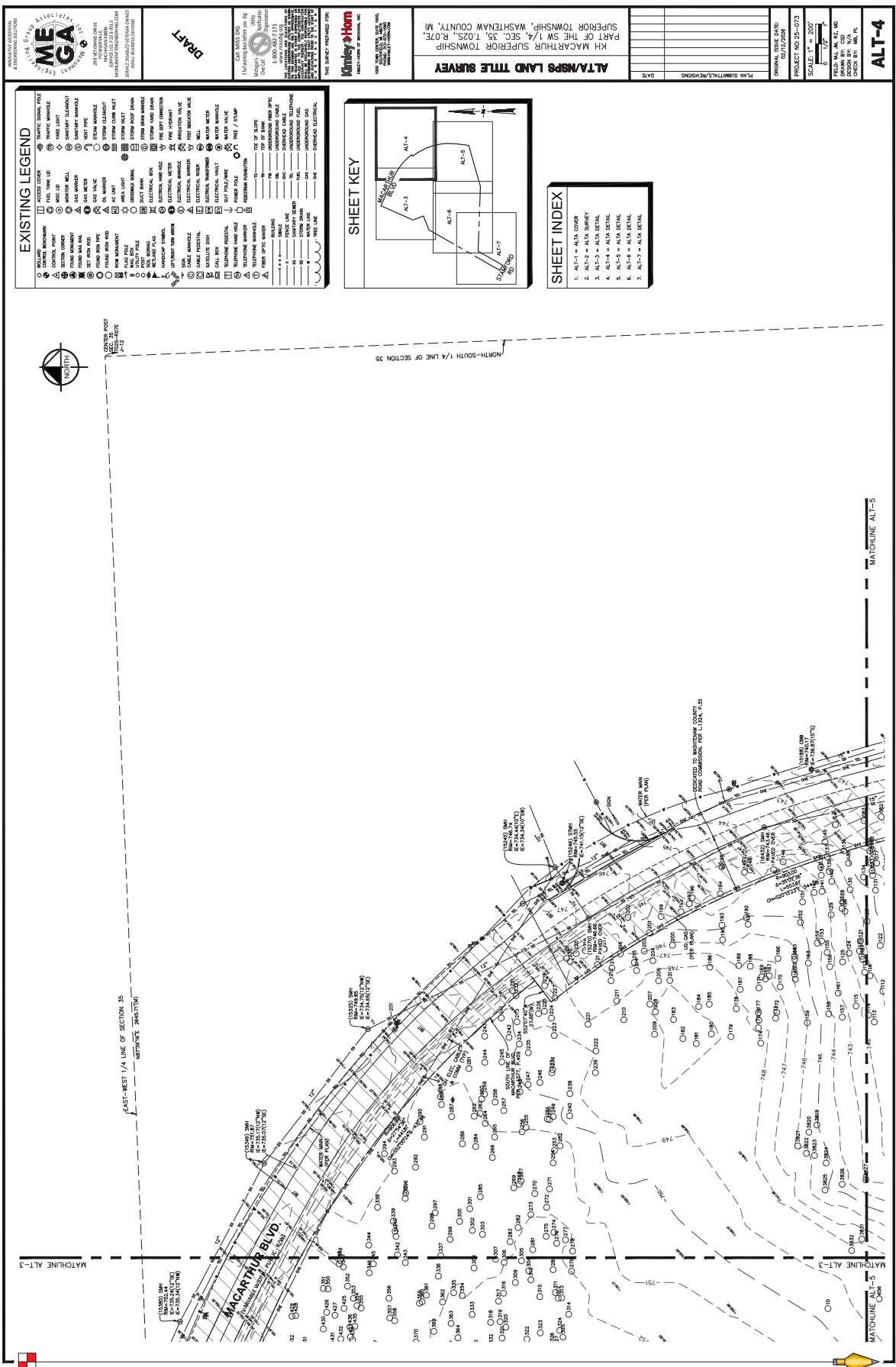
Project No./Name: _____ 25-079 _____

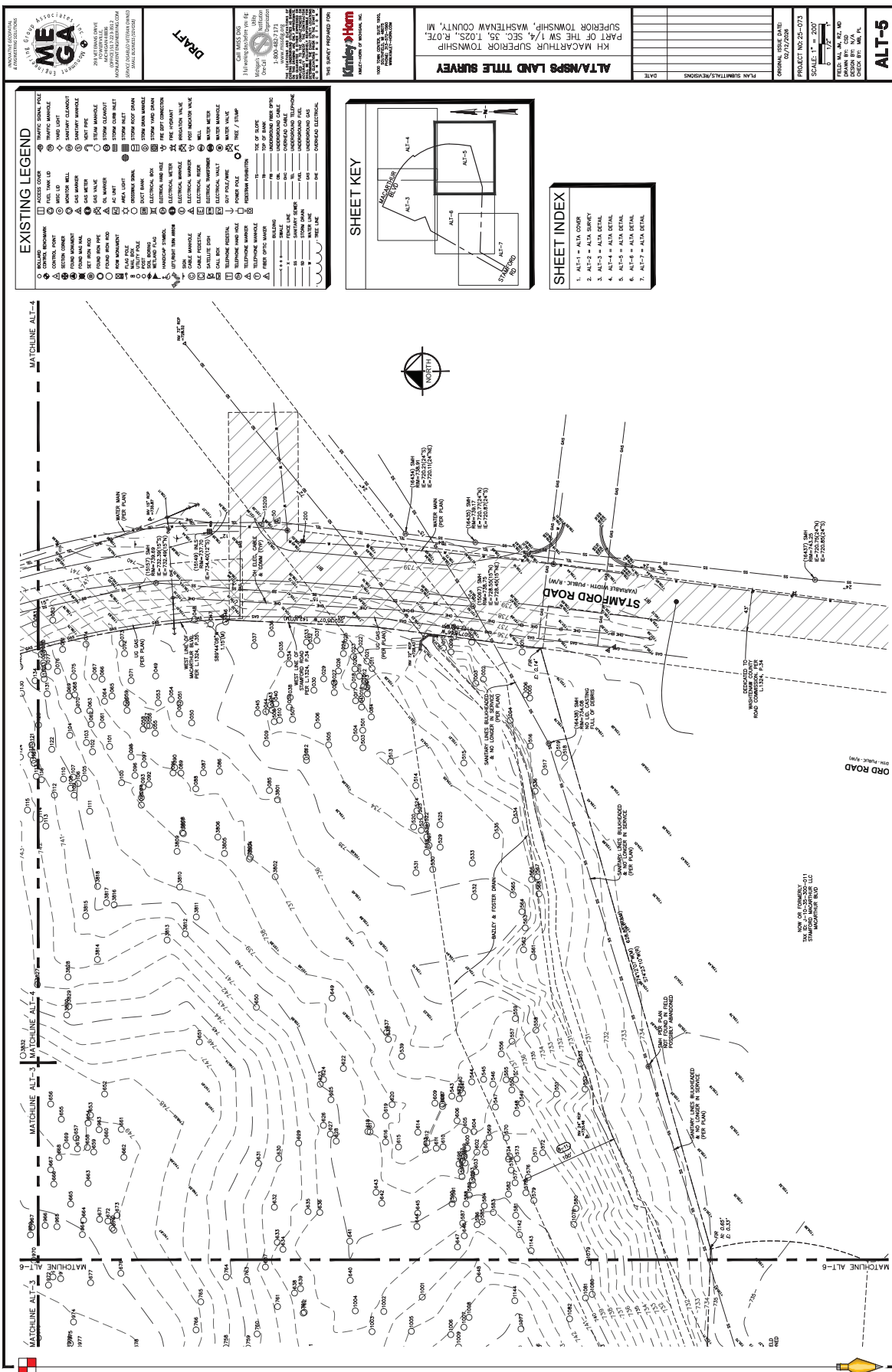
Date: 2/18/2026

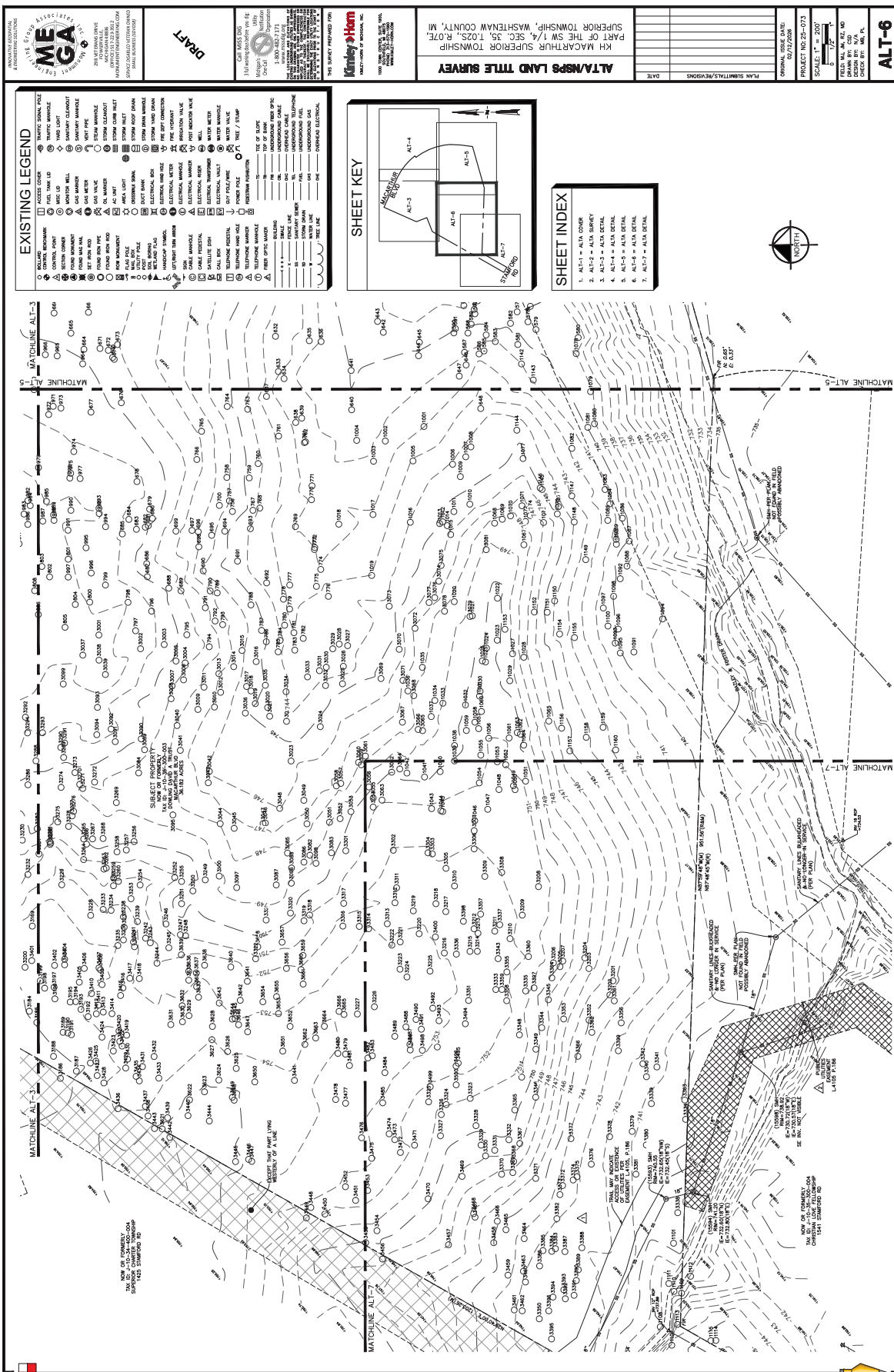
Tag No.	Scientific Name	Common Name	D.B.H.	Condition	Notes	Landmark Status
741096	Prunus serotina	Black Cherry	8	FAIR		
741097	Carya ovata	Shagbark Hickory	9	FAIR		
741098	Acer saccharinum	Silver Maple	10	POOR		
741099	Tilia americana	Basswood	9	FAIR		
741100	Tilia americana	Basswood	8	FAIR	TWIN	
741587	Carya cordiformis	Bitternut Hickory	10	FAIR		
741588	Tilia americana	Basswood	11	FAIR		
741589	Carya cordiformis	Bitternut Hickory	10	FAIR		
741590	Quercus rubra	Red Oak	9	FAIR		
741591	Quercus rubra	Red Oak	10	FAIR		
741592	Quercus rubra	Red Oak	10	FAIR		
741593	Tilia americana	Basswood	8	FAIR		
741594	Quercus rubra	Red Oak	10	FAIR	TWIN	
741595	Tilia americana	Basswood	10	FAIR		
741596	Tilia americana	Basswood	9	FAIR		
741597	Prunus serotina	Black Cherry	9	POOR		
741598	Carya cordiformis	Bitternut Hickory	10	FAIR		
741800	Carya cordiformis	Bitternut Hickory	9	FAIR		
741899	Carya cordiformis	Bitternut Hickory	8	FAIR		
741911	Carya cordiformis	Bitternut Hickory	9	FAIR		

660 of 701











CHARTER TOWNSHIP OF SUPERIOR

3040 North Prospect Road Ypsilanti, MI 48198

Telephone (734) 482-6099 Fax (734) 482-3842

Please submit one completed form for each agenda item

TO: Superior Township Board of Trustees

FROM: Michelle Marin, CWA

DATE SUBMITTED: 5/11/26

BOARD MEETING DATE: 5/18/26

ITEM TITLE: Burning Ordinance

TYPE OF AGENDA ITEM (SELECT ONE):

- ☐ Resolution ☐ Discussion ☐ Presentation ☐ Appointment
☒ First Reading ☐ Policy Amendment ☐ Ordinance Amendment
☐ Other _____

DESCRIPTION OF ITEM/RESOLUTION:

Provide a clear/concise summary of the item being presented.

Amendments to the Burning Ordinance, as reviewed and proposed by CWA, with input from Dan Kimball, Fire Marshal and Chief

REQUESTED BOARD ACTION:

Specify the action you are asking the Board to take (e.g. approval, adoption, review, authorization).

First reading or ordinance

BACKGROUND/JUSTIFICATION:

Provide relevant history, previous board actions, community input, or project developments.

The Burning Ordinance was last updated in 2013, and since that time conditions in the Township have changed including the climate and weather conditions, population changes and new development, and technology improvements. It is important to review the Burning Ordinance to ensure it is consistent with Township policies and ensures protection of both the natural and built environment.

IMPACT ON TOWNSHIP BUDGET (if applicable):

TOWNSHIP DEPARTMENTS OR OUTSIDE AGENCIES INVOLVED:

List any departments or external entities responsible for or impacted by this item.

DEADLINES OR URGENCY (if applicable):

Include any timelines, deadlines or reasons for urgency.

SUPPORTING DOCUMENTS ATTACHED:

Include number of attachments and a brief title of each file.

Memo

Proposed Ordinance

CONTACT PERSON FOR QUESTIONS:

Name: Dan Kimball

Title: Fire Chief

Phone:

Email:

Submit this form as part of one (1) combined PDF — Submission Form, Resolution, and Supporting Documents — and email it to the Clerk's Office within the applicable deadline.

Send to: arobinson@superior-twp.org, CC: sizzo@superior-twp.org, krankin@superior-twp.org, and edy@superior-twp.org

**CHARTER TOWNSHIP OF SUPERIOR
WASHTENAW COUNTY, MICHIGAN**

ORDINANCE NO. 202

**BURNING ORDINANCE,
REPEALING AND REPLACING ORDINANCE NO. 185**

FIRST READING: MAY 18, 2026

**THE TOWNSHIP OF SUPERIOR, WASHTENAW COUNTY, STATE OF MICHIGAN,
ORDAINS:**

Section 202.01. Purpose

The purpose of this ordinance is to provide for the protection of the health, safety, and welfare of Township residents; to protect property from exposure to the dangers of fire; to minimize unnecessary runs by the Township Fire Department; to provide for the enforcement of this ordinance; and to establish penalties and fines for violations of the provisions of this ordinance. Township residents are strongly encouraged to consider recycling, composting and curbside pick-up as alternatives to open burning.

Section 202.02. Scope

1. This ordinance shall apply to open burning, prescribed burns, burn barrels, outdoor wood furnaces/boilers, and patio wood burning units.
2. This ordinance shall not apply to outdoor grilling or cooking food using charcoal, wood, propane or natural gas in a cooking/grilling appliance or in an approved container.
3. This ordinance shall not apply to the use of propane, natural gas, kerosene, gasoline, or acetylene in a device intended for agricultural or construction heating and maintenance activities.
4. This ordinance shall not apply to agricultural flame weeding or flame sanitizers.
5. This ordinance shall not apply to burning for the purpose of generating heat in a stove, furnace, fireplace or other heating device within a building used for human or animal habitation.

Section 202.03. Definitions

"Brush" means loose branches and twigs generated by trimming or storms on the property.

"Clean wood" means natural wood which has not been painted, varnished or coated with a similar material; has not be pressure treated with preservatives; and does not contain resins or glues as in plywood or other composite wood products.

"Food waste" means rejected food waste including waste accumulations of animal, fruit, or vegetable matter used or intended for food; or waste that attend the preparation, use, cooking, dealing in, or storing of meat, fowl, fish, fruit, or vegetable matter. Typical waste from home

gardens shall not be considered food waste.

"Open burning" means kindling or maintaining a fire where the products of combustion are emitted directly into the ambient air without passing through a stack or chimney. This includes burning in a burn barrel.

"Patio wood burning unit" means a chiminea, patio warmer, or other portable wood-burning device used for outdoor recreation and/or heating.

"Prescribed burn" means open burning of a continuous cover of fuels, in compliance with an approved prescription to meet planned land management objectives. "Prescription" means a written plan establishing the criteria and elements necessary for starting, controlling, and extinguishing a specific prescribed burn.

"Property" means one or more adjacent real estate parcels under common ownership or lease agreement.

"Recreational fire" means a small outdoor fire burning materials permitted by section 202.05 that has a total fuel area of 3 feet or less in diameter and 2 feet or less in height. Recreational fires include, but are not limited to fires for pleasure, ceremonial, cooking, warmth, or similar purposes.

Section 202.04. Prohibited Fires

1. Open burning of leaves and grass clippings is prohibited as per PA 102 of 2012 except when such burning is incidental to a permitted open or prescribed burn.
2. Open burning of animal carcasses and manure is prohibited.
3. Open burning of food waste is prohibited.
4. Open burning of household waste that contains plastic, rubber, foam, chemically treated wood, textiles, electronics, chemicals, or hazardous materials is prohibited as per PA 102 of 2012.
5. Open burning of construction and demolition waste is prohibited.
6. Open burning of waste from a commercial or industrial establishment is prohibited.

Section 202.05. Permissible Fires

1. Open burning of logs, stumps, trees, brush, agricultural and beekeeping waste.
 - A. A person shall not ignite, cause or permit to be ignited, allow or maintain an open burn or outdoor fire except as provided in this section. All open burning requires compliance with all applicable provisions of this section and any additional special restrictions deemed necessary by the Fire Chief or other authorities who have jurisdiction. The Fire Chief may deny or suspend burning permits when weather or other conditions warrant. All open burning shall be conducted in a safe nuisance-free manner, when wind and weather conditions minimize adverse effects and do not create a health or visibility hazard.
 - B. Permit required. The property owner or owner's authorized representative

shall submit an open burning permit application to the Township Clerk's office on such form as may be approved by the Township Board. The application will be accepted after administrative review confirms that the property size and location meets the requirements of the ordinance. An aerial map showing the location of the proposed area where open burning is to occur is required to be submitted with the application. Upon acceptance, the application will be forwarded to the Fire Department for review and approval or denial by the Superior Township Fire Chief or his/her representative. If denied, a reason for the denial must be given. If approved, the application will be retained on file at the Fire Department and subsequent, similar burn permit requests may be phoned into the Fire Department for verbal approval. In all cases, on the day of the intended burn, the applicant shall contact the Fire Department for permission to initiate the burn as permitted by calling 734-484-1996. . The applicant shall give his/her name, address and phone number, a description of the materials to be burned and the time of the intended burning. The Fire Department will either authorize or deny the burn permit depending upon Fire Department resources, weather, or other factors.

- 1) Due to the density and the danger of fires spreading and smoke and fumes creating a nuisance, no permits shall be issued for any location in Section 7 (south of M14), 8 (south of M14), 18, 33, 34, and 35, and parcels of land within 1,500 feet of a city or village.
- 2) Due to the density and the danger of fires spreading and smoke and fumes creating a nuisance, no permits shall be issued for any property less than one acre in size unless an exemption is provided by the Superior Township Fire Chief.
- 3) The Township Board may, by resolution, set reasonable application fees and insurance requirements as deemed appropriate.

C. Conditions. After first obtaining a burn permit, open burning of logs, stumps, trees, brush, agricultural and beekeeping waste is permitted if conducted in accordance with the following:

- 1) The fire will be required to be extinguished if it creates a hazardous or objectional situation due to smoke or odor emissions caused by atmospheric local conditions. The fire shall be constantly attended until it is extinguished. A minimum of one portable fire extinguisher (4-A) rating, dirt, sand, water barrel, garden hose or water truck shall be available for immediate utilization to extinguish the open burning operation. Conditions that could cause fire to spread to nearby combustibles shall be eliminated prior to the ignition of any open burning operation.”
- 2) No material may be brought onto a property for the express purpose of burning it, except seasoned dry firewood for recreational fires.

- 4) The open burning of logs, stumps, trees, brush, agricultural and beekeeping waste is permitted only during daylight hours except when a special permit has been issued. The Fire Chief or his/her representative may issue special permits for agricultural open burns that will last more than one day.
 - 5) Adult supervision of open fires is required.
 - 6) Open fires must be located fifty (50) feet or more from any structure, property line, trees, shrubs, or other flammable vegetation.
 - 7) The fuel area of open fires shall not exceed 3 feet or less in diameter and 2 feet or less in height without approval of the Superior Township Fire Chief or his/her representative.
2. Prescribed burning for forest, prairie, habitat management, and agricultural purposes.
 - A. Permit required. The property owner or owner's authorized representative shall submit a prescribed burn permit application to the Fire Chief's office on such form as may be approved by the Township Board. Upon receipt, the application shall be reviewed by, and approved or denied by the Fire Chief or his/her representative. If denied, a reason for the denial must be given. If approved, the application will be retained on file at the Fire Department and subsequent similar prescribed burn permit requests may be issued based upon the initially submitted application and plan.
 - 1) The property owner or owner's authorized representative shall include a map of the area prescribed burn.
 - 2) Prescribed burns may be on property less than one acre in size, contingent on Fire Chief review and approval.
 - B. On the day of the intended prescribed burn, the applicant or his/her representative shall contact the Fire Department for permission to initiate the burn by calling 734-484-1996. The applicant shall give his/her name, address, and phone number and the time of the intended burn. The Fire Department will either authorize or deny the prescribed burn permit depending upon Fire Department resources, weather, or other factors.
 - 1) The Township Board may, by resolution, set reasonable application fees and insurance requirements as deemed appropriate.

Section 202.06. Permissible Fires Exempt From Permits

1. The following types of fires are permitted without obtaining a burn permit if they occur on property of one-half acre or more and are placed more than twenty-five feet from any structure or property line.
 - A. A recreational fire, as defined in this ordinance.

- B. Burning of small amounts of household dry waste paper in an enclosed burn barrel or container constructed of metal or masonry that has a metal covering device and does not have an opening larger than $\frac{3}{4}$ of an inch.
- 2. Patio wood burning units may be used without obtaining a burn permit if they burn clean wood, are used in accordance with the manufacturer's instructions, and are placed not less than 15 feet from a structure.
- 3. Outdoor wood furnaces/boilers installed on or after the effective date of this ordinance may be installed and operated without obtaining a burn permit but shall:
 - A. Have a permanently attached stack with a minimum height of 15 feet above the ground that also extends at least two feet about the highest peak of any residence not served by the furnace/boiler located within 300 feet.
 - B. Be located on the property in accordance with the Township Zoning Ordinance and no closer than 100 feet from the nearest property line.
 - C. Not be installed unless a mechanical permit has been obtained from the Township Building Department prior to commencing installation.
 - D. Only burn clean wood or other listed fuels specifically permitted by the manufacturer's installation/operation instructions.
- 4. Notwithstanding section 202.04 and 05. of this ordinance, structures and other materials may be burned without permit for fire prevention training so long as conducted in accordance with the National Fire Protection Association (NFPA) Standard 1403 as it may from time to time be amended, and in compliance with rules and regulations of other authorities having jurisdiction. Such burning shall be outlined in writing and approved by the Fire Chief at least 48 hours prior to the training burn.

Section 202.06. Appeals

The Charter Township of Superior Board shall hear and decide appeals where there is a unique hardship or error alleged in any order, requirement, decision or determination made by the Chief of the Fire Department or his/her representative in the enforcement of this ordinance.

Such an appeal shall be in writing, citing the nature of the original request, the reason such request was denied a permit, and the remedy sought through the appeal. The appeal shall be made within seven (7) days of the denial, and the Board shall receive and respond to the appeal at their next regularly scheduled Township Board meeting.

Section 202.07. Liability

A person utilizing or maintaining an outdoor fire regulated by this ordinance may be responsible for all fire suppression costs and any other liability resulting from damage caused by the fire.

Section 202.08. Right of Entry and Inspection

The Fire Chief or any authorized officer, employee, or representative of Superior Township carrying proper identification may inspect any property in order to ascertain compliance with and enforce the provisions of this ordinance.

Section 202.09. Enforcement

This ordinance shall be deemed an exercise of the police powers of Superior Charter Township for the preservation and protection of the public health, safety, and welfare. It shall be the duty of the Fire Chief or his/her representative to enforce the provisions of this ordinance. Citizen complaints and reports of violations shall be directed to the Fire Department.

Section 202.10. Penalties and Remedies for Violations

1. Any person violating any provision of this Ordinance shall be deemed:
 - A. Guilty of a misdemeanor. Penalties may be imposed including up to ninety (90) days incarceration in the Washtenaw County Jail and/or fines up to five hundred (\$500.00) dollars plus the cost of prosecution.
 - B. Responsible for a civil infraction. Penalties may be imposed in fines as set forth in Section 162.07 of Superior Charter Township Ordinance 162, Civil Infraction Penalty Ordinance, which assesses fines for a first offense of a minimum of one hundred (\$100.00) and a maximum of five hundred (\$500.00).

In addition to the penalties, any person deemed responsible for a civil infraction shall also be liable for the cost to the Township to prosecute any such violation

2. The decision to charge the alleged violator with a misdemeanor and/or civil infraction as a result of a violation of this Ordinance shall be at the sole discretion of the Township.
3. In addition to the foregoing, any violation of the Ordinance shall be deemed a nuisance per se, permitting the Township Board, its officers, agents or any private citizen to take such action in any court of competent jurisdiction to cause the abatement of such nuisance, including injunctive relief. Further, upon a determination by a court that a person has violated this Ordinance, thereby creating a nuisance per se, the Township shall be entitled to its actual attorney fees incurred in seeking abatement of the nuisance.

Section 202.11. Abrogation and Conflict of Authority

Nothing in this Ordinance shall be interpreted to conflict with present or future State statutes in the same subject matter; conflicting provisions of this Ordinance shall be abrogated to, but only to, the extent of the conflict. Moreover, the provisions of this Ordinance shall be construed, if possible, to be consistent with relevant State regulations and statutes. If any part of this Ordinance is found to be invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision. Such holding shall not

affect the validity of the remaining portions thereof, and the remainder of the Ordinance shall remain in force. Rights and duties which have matured, penalties which have been incurred, proceedings which have begun and prosecutions for violations of law occurring before the effective date of this Ordinance are not affected or abated by this Ordinance.

Section 202.12. Repeal

All ordinances or parts of an ordinance in conflict with this ordinance are hereby repealed. The existing Ordinance No. 185, being an ordinance for the regulation of burning in the Township effective March 18, 2013 is hereby repealed. The repeal provided herein shall not abrogate or affect any offense or act committed or done, or any penalty or forfeiture incurred, or any pending fee, assessments, litigation or prosecution of any right established, occurring prior to the effective date hereof.

Section 202.13. Effective Date; Publication

This Ordinance shall be published pursuant to Section 8 of the Charter Township Act, being MCL 42.8(b), by posting in the Office of the Clerk, 3040 N. Prospect Rd., Ypsilanti, 48198, and on the Township website – www.superior-twp.org – with notice of such in the Ann Arbor News, a newspaper of general circulation in the Township, qualified under state law to publish legal notices within 30 days following the final adoption thereof. This Ordinance shall become effective immediately upon said publication and the same shall be recorded in the Ordinance Book of the Township, and such recording authenticated by the signatures of the Supervisor and Clerk.



Carlisle | Wortman
ASSOCIATES, INC.

117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

TO: Superior Township Board of Trustees

FROM: Ben Carlisle, AICP
Michelle Marin, AICP

DATE: May 11, 2026

RE: Superior Township Ordinance No. 185 Burning Ordinance Evaluation

Introduction

We have been asked to review the Township [Ordinance No. 185 Burning Ordinance](#). The Burning Ordinance was last updated in 2013, and since that time conditions in the Township have changed including the climate and weather conditions, population changes and new development, and technology improvements. It is important to review the Burning Ordinance to ensure it is consistent with Township policies and ensures protection of both the natural and built environment.

Considerations

We recommend consideration of the following amendments:

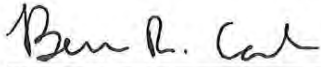
- Add following provision “The fire will be required to be extinguished if it creates a hazardous or objectional situation due to smoke or odor emissions caused by atmospheric local conditions. The fire shall be constantly attended until it is extinguished. A minimum of one portable fire extinguisher (4-A) rating, dirt, sand, water barrel, garden hose or water truck shall be available for immediate utilization to extinguish the open burning operation. Conditions that could cause fire to spread to nearby combustibles shall be eliminated prior to the ignition of any open burning operation.”
- Expand location restrictions to a minimum of 50 feet from trees, shrubs, or other flammable vegetation.
- Expand the list of locations where burn permits are not permitted to include: Section 7 (south of M14), 8 (south of M14), 18, 33, 34, and 35, and parcels of land within 1,500 feet of a city or village.
- A map of area of prescribed burn shall be included with application.
- Clarification of required application fees and insurance for prescribed burns.

Benjamin R. Carlisle, *President* Douglas J. Lewan, *Executive Vice President* John L. Enos, *Vice President*
David Scurto, *Principal* Sally M. Elmiger, *Principal* R. Donald Wortman, *Principal*
Paul Montagno, *Principal*, Megan Masson-Minock, *Principal*, Laura Kreps, *Senior Associate*
Richard K. Carlisle, *Past President/Senior Principal*

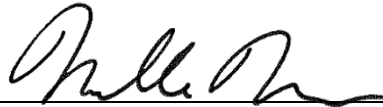
- Authorize the Township Fire Chief to permit exemptions to the 1-acre minimum for burn permits. The Fire Chief has indicated that professional companies can safely conduct prescribed burns on smaller properties.

We look forward to discussing these proposed revisions with you at the upcoming Board meeting.

Sincerely,



CARLISLE/WORTMAN ASSOC., INC.
Benjamin R. Carlisle, AICP, LEED AP



CARLISLE/WORTMAN ASSOC., INC.
Michelle Marin, AICP

**SUPERIOR CHARTER TOWNSHIP
WASHTENAW COUNTY, MICHIGAN**

ORDINANCE NO. ~~___185-~~

**BURNING ORDINANCE,
WHICH REPEALS AND REPLACES
ORDINANCE NO. ~~18505~~ BURNING
ORDINANCE**

**THE TOWNSHIP OF SUPERIOR, WASHTENAW COUNTY, STATE OF
MICHIGAN, ORDAINS:**

Section 185.01. Purpose

The purpose of this ordinance is to provide for the protection of the health, safety, and welfare of Township residents; to protect property from exposure to the dangers of fire; to minimize unnecessary runs by the Township Fire Department; to provide for the enforcement of this ordinance; and to establish penalties and fines for violations of the provisions of this ordinance. Township residents are strongly encouraged to consider recycling, composting and curbside pick-up as alternatives to open burning.

Section 185.02. Scope

1. This ordinance shall apply to open burning, prescribed burns, burn barrels, outdoor wood furnaces/boilers, and patio wood burning units.
2. This ordinance shall not apply to outdoor grilling or cooking food using charcoal, wood, propane or natural gas in a cooking/grilling appliance or in an approved container.
3. This ordinance shall not apply to the use of propane, natural gas, kerosene, gasoline, or acetylene in a device intended for agricultural or construction heating and maintenance activities.
4. This ordinance shall not apply to agricultural flame weeding or flame sanitizers.
5. This ordinance shall not apply to burning for the purpose of generating heat in a stove, furnace, fireplace or other heating device within a building used for human or animal habitation.

Section 185.03. Definitions

"Brush" means loose branches and twigs generated by trimming or storms on the property.

"Clean wood" means natural wood which has not been painted, varnished or coated with a similar material; has not be pressure treated with preservatives; and does not contain resins or glues as in plywood or other composite wood products.

"Food waste" means rejected food wastes including waste accumulations of animal, fruit, or vegetable matter used or intended for food; or wastes that attend the preparation, use, cooking, dealing in, or storing of meat, fowl, fish, fruit, or vegetable matter. Typical waste from home gardens shall not be considered food waste.

"Open burning" means kindling or maintaining a fire where the products of combustion are emitted directly into the ambient air without passing through a stack or chimney. This includes burning in a burn barrel.

"Patio wood burning unit" means a chimnea, patio warmer, or other portable wood-burning device used for outdoor recreation and/or heating.

"Prescribed burn" means open burning of a continuous cover of fuels, in compliance with an approved prescription to meet planned land management objectives. "Prescription" means a written plan establishing the criteria and elements necessary for starting,

controlling, and extinguishing a specific prescribed burn.

“Property” means one or more adjacent real estate parcels under common ownership or lease agreement.

“Recreational fire” means a small outdoor fire burning materials permitted by section 185.05 that has a total fuel area of 3 feet or less in diameter and 2 feet or less in height. Recreational fires include, but are not limited to fires for pleasure, ceremonial, cooking, warmth, or similar purposes.

Section 185.04. Prohibited Fires

1. Open burning of leaves and grass clippings is prohibited as per PA 102 of 2012 except when such burning is incidental to a permitted open or prescribed burn.
2. Open burning of animal carcasses and manure is prohibited.
3. Open burning of food waste is prohibited.
4. Open burning of household waste that contains plastic, rubber, foam, chemically treated wood, textiles, electronics, chemicals, or hazardous materials is prohibited as per PA 102 of 2012.
5. Open burning of construction and demolition waste is prohibited.
6. Open burning of waste from a commercial or industrial establishment is prohibited.

Section 185.05. Permissible Fires

1. Open burning of logs, stumps, trees, brush, agricultural and beekeeping waste.

A. A person shall not ignite, cause or permit to be ignited, allow or maintain an open burn or outdoor fire except as provided in this section. All open burning requires compliance with all applicable provisions of this section and any additional special restrictions deemed necessary by the Fire Chief or other authorities having jurisdiction. The Fire Chief may deny or suspend burning permits when weather or other conditions warrant. All open burning shall be conducted in a safe nuisance-free manner, when wind and weather conditions minimize adverse effects and do not create a health or visibility hazard.

A. — Permit required. The property owner or owner’s authorized representative shall submit an open burning permit application to the Township ~~Clerk’s office~~ Clerk’s office on such form as may be approved by the Township Board. The application will be accepted after administrative review confirms that the property size and location meets the requirements of the ordinance. An aerial map showing the location of the proposed area where open burning is to occur is required to be submitted with the application. Upon acceptance, the application will be forwarded to the Fire Department for review and approval or denial by the Superior Township Fire Chief or his/her representative. If denied, a reason for the denial must be given. If approved, the application will be retained on file at the Fire Department and subsequent, similar burn permit requests may be phoned into the Fire Department for verbal approval. In all cases, on the day of the intended burn, the applicant shall contact the Fire Department for permission to initiate the burn as permitted by calling 734-484-1996, a burn permit by calling 734-484-1996. The applicant shall give his/her name, address and phone number, a description of the materials to be burned and the time of the intended burning. The Fire Department will either authorize or deny the burn permit depending upon Fire Department resources, weather, or other factors.

B.
1) Due to the density and the danger of fires spreading and smoke and fumes creating a nuisance, no permits shall be issued for any location in . Section 7 (south of M14), 8 (south of M14), 18, 33,

- 34, and 35, and parcels of land within 1,500 feet of a city or village.
- 2) Due to the density and the danger of fires spreading and smoke and fumes creating a nuisance, no permits shall be issued for any property less than one acre in size unless an exemption is provided by the Superior Township Fire Chief.
- 3) The Township Board may, by resolution, set reasonable application fees and insurance requirements as deemed appropriate.

Conditions.

2.C. After first obtaining a burn permit, open burning of logs, stumps, trees, brush, agricultural and beekeeping waste is permitted if conducted in accordance with the following:

~~A. The property owner or owner's authorized representative shall submit an open burning permit application to the Township Clerk's office on such form as may be approved by the Township Board. The application will be accepted after administrative review confirms that the property size and location meets the requirements of the ordinance. Upon acceptance, the application will be forwarded to the Fire Department for review and approval or denial by the Superior Township Fire Chief or his/her representative. If denied, a reason for the denial must be given. If approved, the application will be retained on file at the Fire Department and subsequent, similar burn permit requests may be phoned into the Fire Department for verbal approval. In all cases, on the day of the intended burn, the applicant shall contact the Fire Department for a burn permit by calling 734-484-1996. The applicant shall give his/her name, address and phone number, a description of the materials to be burned and the time of the intended burning. The Fire Department will either authorize or deny the burn permit depending upon Fire Department resources, weather, or other factors.~~

- 1) The fire will be required to be extinguished if it creates a hazardous or objectional situation due to smoke or odor emissions caused by atmospheric local conditions. The fire shall be constantly attended until it is extinguished. A minimum of one portable fire extinguisher (4-A) rating, dirt, sand, water barrel, garden hose or water truck shall be available for immediate utilization to extinguish the open burning operation. Conditions that could cause fire to spread to nearby combustibles shall be eliminated prior to the ignition of any open burning operation."

~~1)~~ No material may be brought onto a property for the express purpose of burning it, except seasoned dry firewood for recreational fires.

2)

~~B.~~ The open burning of logs, stumps, trees, brush, agricultural and

~~4)~~ beekeeping waste is permitted only during daylight hours except when a special permit has been issued. The Fire Chief or his/her representative may issue special permits for agricultural open burns that will last more than one day.

~~3)~~

~~2)~~ Adult supervision of open fires is required.

~~4)~~

~~3)~~ Open fires must be located fifty (50) feet or more from any structure, ~~or~~ property line, trees, shrubs, or other flammable vegetation.

~~5)~~

~~4)~~ The fuel area of open fires shall not exceed 3 feet or less in diameter and 2 feet or less in height ~~15 feet in diameter and 15 feet in height~~ without approval of the Superior Township Fire Chief or his/her representative.

~~6)~~

~~5)~~ ~~Due to the density and the danger of fires spreading and smoke and fumes creating a nuisance, no permits shall be issued for any location in the northeast quarter section of Section 33 or any portion of Sections 34 or 35 of the Township.~~

~~C.~~ ~~Due to the density and the danger of fires spreading and smoke and fumes creating a nuisance, no permits shall be issued for any property less than one acre in size.~~

2. Prescribed burning for forest, prairie, habitat management, and agricultural purposes.

~~3.~~ ~~After first obtaining a burn permit, prescribed burning for forest, prairie, habitat management and agricultural purposes is permitted if conducted in accordance with the following:~~

A. Permit required. The property owner or owner's authorized representative shall submit a prescribed burn permit application to the Fire Chief's office on such form as may be approved by the Township Board. Upon receipt, the application shall be reviewed by, and approved or denied by the Fire Chief or his/her representative. If denied, a reason for the denial must be given. If approved, the application will be retained on file at the Fire Department and subsequent similar prescribed burn permit requests may be issued based upon the initially submitted application and plan.

1) The property owner or owner's authorized representative shall include a map of the area prescribed burn.

~~A.2)~~ Prescribed burns may be on property less than one acre in size, contingent on Fire Chief review and approval.

B. On the day of the intended prescribed burn, the applicant or his/her representative shall contact the Fire Department for permission to initiate the burn ~~a burn permit~~ by calling 734-484-1996. The applicant shall give his/her name, address, and phone number and the time of the intended burn. The Fire Department will either authorize or deny the prescribed burn permit depending upon Fire Department resources, weather, or other factors.

~~C.1)~~ The Township Board may, by resolution, set reasonable application fees and insurance requirements as deemed appropriate.

Section 185.06. Permissible Fires Exempt From Permits.

4.C. The following types of fires are permitted without obtaining a burn permit if they occur on property of one half acre or more and are placed more than ~~twenty five~~ 681 of 701 feet from any structure or property line.

~~A.1)~~ A recreational fire, as defined in this ordinance.

~~B.2)~~ Burning of small amounts of household dry waste paper in an enclosed burn barrel or container constructed of metal or masonry that has a metal covering device and does not have an opening larger than ¾ of an inch.

~~5.D.~~ Patio wood burning units may be used without obtaining a burn permit if they burn clean wood, are used in accordance with the manufacturer’s instructions, and are placed not less than 15 feet from a structure.

~~6.E.~~ Outdoor wood furnaces/boilers installed on or after the effective date of this ordinance may be installed and operated without obtaining a burn permit but shall:

~~A.1)~~ Have a permanently attached stack with a minimum height of 15 feet above the ground that also extends at least two feet about the highest peak of any residence not served by the furnace/boiler located within 300 feet.

~~B.2)~~ Be located on the property in accordance with the Township Zoning Ordinance and no closer than 100 feet from the nearest property line.

~~C.3)~~ Not be installed unless a mechanical permit has been obtained from the Township Building Department prior to commencing installation.

~~D.4)~~ Only burn clean wood or other listed fuels specifically permitted by the manufacturer’s installation/operation instructions.

~~7.3.~~ Notwithstanding section 185.04 and 05. of this ordinance, structures and other materials may be burned without permit for fire prevention training so long as conducted in accordance with the National Fire Protection Association (NFPA) Standard 1403 as it may from time to time be amended, and in compliance with rules and regulations of other authorities having jurisdiction. Such burning shall be outlined in writing and approved by the Fire Chief at least 48 hours prior to the training burn.

Section 185.06. Appeals

~~The Charter Township of Superior Board shall hear and decide appeals where there is a unique hardship or error alleged in any order, requirement, decision or determination made by the Chief of the Fire Department or his/her representative in the enforcement of this ordinance shall refuse to grant a permit applied for, or when it is claimed that the provisions of the ordinance do not apply or that the true intent and meaning of the ordinance has been misconstrued or wrongly interpreted, or when the strict enforcement of this ordinance would result in unnecessary hardship due to special conditions unique to the land involved, the applicant may appeal the decision of the Chief of the Fire Department or his/her representative to the Charter Township of Superior Board of Trustees.~~

Such an appeal shall be in writing, citing the nature of the original request, the reason such request was denied a permit, and the remedy sought through the appeal. The appeal shall be made within seven (7) days of the denial, and the Board shall receive and respond to the appeal at their next regularly scheduled Township Board meeting.

Section 185.07. Liability

A person utilizing or maintaining an outdoor fire regulated by this ordinance may be responsible for all fire suppression costs and any other liability resulting from damage caused by the fire.

Section 185.08. Right of Entry and Inspection

The Fire Chief or any authorized officer, employee, or representative of Superior Township carrying proper identification may inspect any property in order to ascertain compliance with, and enforce the provisions of this ordinance.

Section 185.09. Enforcement

This ordinance shall be deemed an exercise of the police powers of Superior Charter Township for the preservation and protection of the public health, safety, and welfare. It shall be the duty of the Fire Chief or his/her representative to enforce the provisions of this ordinance. Citizen complaints and reports of violations shall be directed to the Fire Department.

Section 185.10. Penalties and Remedies for Violations

1. Any person violating any provision of this Ordinance shall be deemed:
 - A. Guilty of a misdemeanor. Penalties may be imposed including up to ninety (90) days incarceration in the Washtenaw County Jail and/or fines up to five hundred (\$500.00) dollars plus the cost of prosecution.
 - B. Responsible for a civil infraction. Penalties may be imposed in fines as set forth in Section 162.07 of Superior Charter Township Ordinance 162, Civil Infraction Penalty Ordinance, which assesses fines for a first offense of a minimum of one hundred (\$100.00) and a maximum of five hundred (\$500.00).

In addition to the penalties, any person deemed responsible for a civil infraction shall also be liable for the cost to the Township to prosecute any such violation

2. The decision to charge the alleged violator with a misdemeanor and/or civil infraction as a result of a violation of this Ordinance shall be at the sole discretion of the Township.
3. In addition to the foregoing, any violation of the Ordinance shall be deemed a nuisance per se, permitting the Township Board, its officers, agents or any private citizen to take such action in any court of competent jurisdiction to cause the abatement of such nuisance, including injunctive relief. Further, upon a determination by a court that a person has violated this Ordinance, thereby creating a nuisance per se, the Township shall be entitled to its actual attorney fees incurred in seeking abatement of the nuisance.

Section 185.11. Abrogation and Conflict of Authority

Nothing in this Ordinance shall be interpreted to conflict with present or future State statutes in the same subject matter; conflicting provisions of this Ordinance shall be abrogated to, but only to, the extent of the conflict. Moreover, the provisions of this Ordinance shall be construed, if possible, to be consistent with relevant State regulations and statutes. If any part of this Ordinance is found to be invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision. Such holding shall not affect the validity of the remaining portions thereof, and the remainder of the Ordinance shall remain in force. Rights and duties which have matured, penalties which have been incurred, proceedings which have begun and prosecutions for violations of law occurring before the effective date of this Ordinance are not affected or abated by this Ordinance.

Section 185.12. Repeal

All ordinances or parts of an ordinance in conflict with this ordinance are hereby repealed. The existing Ordinance No. ~~105185~~, being an ordinance for the regulation of burning in the Township effective ~~August 31, 1989 and amended effective November 3, 2008 and January 17, 2012~~ March 18, 2013 is hereby repealed. The repeal provided herein shall not abrogate or affect any offense or act committed or done, or any penalty or forfeiture incurred, or any pending fee, assessments, litigation or prosecution of any right established, occurring prior

to the effective date hereof.

Section 185.13. Effective Date; Publication

This Ordinance shall be published pursuant to Section 8 of the Charter Township Act, being MCL 42.8(b), by posting in the Office of the Clerk, 3040 N. Prospect Rd., Ypsilanti, 48198, and on the Township website – www.superior-twp.org – with notice of such in the

Ypsilanti Courier, a newspaper of general circulation in the Township, qualified under state law to publish legal notices within 30 days following the final adoption thereof. This Ordinance shall become effective immediately upon said publication and the same shall be recorded in the Ordinance Book of the Township, and such recording authenticated by the signatures of the Supervisor and Clerk.

CERTIFICATION

~~I, David Phillips, the duly qualified Clerk of the Charter Township of Superior, Washtenaw County, Michigan, do hereby certify that the foregoing is a true and correct copy of Ordinance 185 adopted at a regular meeting of the Superior Charter Township Board held on March 18, 2013.~~

~~Angela Robinson~~ David Phillips, Superior Charter Township Clerk

~~Emily Dabish Yahkind~~ William McFarlane, Superior Charter Township Supervisor



CHARTER TOWNSHIP OF SUPERIOR

3040 North Prospect Road Ypsilanti, MI 48198

Telephone (734) 482-6099 Fax (734) 482-3842

Please submit one completed form for each agenda item

TO: Superior Township Board of Trustees

FROM: Emily Dabish Yahkind

DATE SUBMITTED: 4/30/26

BOARD MEETING DATE: 5/18/26

ITEM TITLE: CONSUMERS ENERGY COMPANY GAS FRANCHISE
ORDINANCE

TYPE OF AGENDA ITEM (SELECT ONE):

- ☐ Resolution ☐ Discussion ☐ Presentation ☐ Appointment
☒ First Reading ☐ Policy Amendment ☐ Ordinance Amendment
☐ Other _____

DESCRIPTION OF ITEM/RESOLUTION:

Provide a clear/concise summary of the item being presented.

A resolution granting authority to Consumers Energy to lay, maintain and commercially operate gas lines and facilities including but not limited to mains, pipes, services and valves on, under, along, and across public places including but not limited to highways, streets, alleys, bridges, and waterways, and to conduct a local gas business in Charter Township of Superior.

REQUESTED BOARD ACTION:

Specify the action you are asking the Board to take (e.g. approval, adoption, review, authorization).

Conduct first reading of ordinance.

BACKGROUND/JUSTIFICATION:

Provide relevant history, previous board actions, community input, or project developments.

Continuation of gas servicing from Consumers Energy.

IMPACT ON TOWNSHIP BUDGET (if applicable):

No expected impact. The ordinance grants Consumers Energy a non-exclusive franchise to continue operating gas lines within Township public spaces, subject to ordinance terms and MPSC regulation. Any costs would be limited to routine administrative, publication, and legal expenses.

TOWNSHIP DEPARTMENTS OR OUTSIDE AGENCIES INVOLVED:

List any departments or external entities responsible for or impacted by this item.

N/A

DEADLINES OR URGENCY (if applicable):

Include any timelines, deadlines or reasons for urgency.

N/A

SUPPORTING DOCUMENTS ATTACHED:

Include number of attachments and a brief title of each file.

1. CONSUMERS ENERGY COMPANY GAS FRANCHISE ORDINANCE

CONTACT PERSON FOR QUESTIONS:

Name: Emily Dabish Yahkind

Title: Supervisor

Phone: (734) 482-6099

Email: edy@superior-twp.org

Submit this form as part of one (1) combined PDF — Submission Form, Resolution, and Supporting Documents — and email it to the Clerk's Office within the applicable deadline.

Send to: arobinson@superior-twp.org, CC: sizso@superior-twp.org, krankin@superior-twp.org, and edy@superior-twp.org

**SUPERIOR CHARTER TOWNSHIP
WASHTENAW COUNTY, MICHIGAN**

ORDINANCE NUMBER 203

**CONSUMERS ENERGY COMPANY GAS FRANCHISE ORDINANCE,
REPEALING AND REPLACING ORDINANCE NO. 136**

FIRST READING: MAY 18, 2026

AN ORDINANCE, granting to CONSUMERS ENERGY COMPANY, its successors and assigns, the right and authority to lay, maintain and commercially operate gas lines and facilities including but not limited to mains, pipes, services and valves on, under, along, and across public places including but not limited to highways, streets, alleys, bridges, and waterways, and to conduct a local gas business in the CHARTER TOWNSHIP OF SUPERIOR, WASHTENAW COUNTY, MICHIGAN, for a period of thirty years.

THE CHARTER TOWNSHIP OF SUPERIOR ORDAINS:

136-01. GRANT and TERM. The CHARTER TOWNSHIP OF SUPERIOR, WASHTENAW COUNTY, MICHIGAN, hereby grants to Consumers Energy Company, its successors and assigns, hereinafter called "Consumers" the right and authority to lay, maintain and commercially operate gas lines and facilities including but not limited to mains, pipes, services and valves on, under, along, and across public places including but not limited to highways, streets, alleys, bridges, and waterways, and to conduct a local gas business in the CHARTER TOWNSHIP OF SUPERIOR, WASHTENAW COUNTY, MICHIGAN, for a period of thirty years.

136-02. CONDITIONS. No public place used by Consumers shall be obstructed longer than necessary during construction or repair, and shall be restored to the same order and condition as when work was commenced. All of Consumers' gas lines and related facilities shall be placed as not to unnecessarily interfere with the public's use of public places. Consumers shall have the right to trim or remove trees and vegetation if necessary in the conducting of such business.

136-03. HOLD HARMLESS. Consumers shall save the Charter Township free and harmless from all loss, costs and expense to which it may be subject by reason of the negligent construction and maintenance of the lines and related facilities hereby authorized. In case any action is commenced against the Charter Township on account of the permission herein given, Consumers shall, upon notice, defend the Charter Township and its representatives and hold them harmless from all loss, costs and damage arising out of such negligent construction and maintenance.

136-04. EXTENSIONS. Consumers shall construct and extend its gas distribution system within said Charter Township, and shall furnish gas service to applicants residing therein in accordance with applicable laws, rules and regulations.

136-05. FRANCHISE NOT EXCLUSIVE. The rights, power and authority herein granted, are not exclusive.

136-06. RATES and CONDITIONS. Consumers shall be entitled to provide gas service to the inhabitants of the Charter Township at the rates and pursuant to the conditions as approved by the Michigan Public Service Commission. Such rates and conditions shall be subject to review and change upon petition to the Michigan Public Service Commission.

136-07. REVOCATION. The franchise granted by this ordinance is subject to revocation upon sixty (60) days written notice by either party. Upon revocation this ordinance shall be considered repealed and of no effect past, present or future.

136-8. MICHIGAN PUBLIC SERVICE COMMISSION JURISDICTION. Consumers remains subject to the reasonable rules and regulations of the Michigan Public Service Commission applicable to gas service in the Charter Township and those rules and regulations preempt any term of any ordinance of the Charter Township to the contrary.

136-9. REPEALER. This Ordinance No. 136, when enacted, shall repeal and supersede the provisions of any previous Consumers' gas franchise ordinance adopted by the Charter Township including any amendments, and specifically repeals and replaces the original Consumers' gas franchise ordinance adopted by the Charter Township in October 1996, which is hereby declared null and void and of no further force or effect upon the effective date of this ordinance.

136-10. EFFECTIVE DATE. This ordinance shall take effect on _____.

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SUPERIOR TOWNSHIP GOVERNMENT FUNDS

BILLS FOR PAYMENT REPORT

As of May 18, 2026

FUND	VENDOR NAME	INVOICE NUMBER	INVOICE DATE	DESCRIPTION	AMOUNT
101 - General	BS & A	167997	4/16/2026	Online annual services/support fee Delinquent personal property annual	\$ 6,468.00

GRAND TOTAL ALL FUNDS \$ **6,468.00**

BS& A Software

14965 Abbey Lane
Bath, MI 48808

Phone: 517-641-8900

INVOICE

Invoice Number: 167997

Invoice Date: Apr 16, 2026

Page: 1

Bill To:

SUPERIOR TWP
3040 N PROSPECT RD
YPSILANTI, MI 48198
WASHTENAW

Customer ID	Customer PO	Payment Terms	
SUPETWPWASH	2		
Sales Rep ID	Shipping Method	Ship Date	Due Date
			5/31/26

Quantity	Description	Unit Price	Amount
1.00	BS&A Online Services - Annual Service/Support Fee per contract for the coverage dates of May 1st, 2026-May 1st, 2027	5,909.00	5,909.00
1.00	Delinquent Personal Property System - annual service/support fee per contract for the coverage dates of May 1st, 2026-May 1st, 2027	559.00	559.00

Subtotal	6,468.00
Sales Tax	
Total Invoice Amount	6,468.00
Payment/Credit Applied	
TOTAL	6,468.00

Check/Credit Memo No:



SUPERIOR TOWNSHIP

Record of Disbursements

Date: May 18, 2026

*Contains all checks written since last report for the following funds:

General Bank - includes all checks written from the following funds:

101 - General Fund

203 - Side Street Maintenance Fund

211 - Legal Defense Fund

219 - Streetlight Fund

249 - Building Fund

266 - Law Fund

508 - Park Fund

206 - Fire Fund

592 - Utility Dept.

701 - Trust & Agency Fund

Total amount for all disbursements - \$538,269.04

Note: Some of these checks were presented to the board for approval. All others are either pre-approved or under \$3,000.00 for Government Funds and \$5,000 for Utility Dept.

Check Date	Bank	Check	Vendor Name	Description	Amount
Bank GENL GENERAL BANK					
Check Type: Paper Check					
04/21/2026	GENL	50570	AMAZON CAPITAL SERVICES, INC	BATTERY BACKUP & SURGE PROTECTOR BINDER TABS FOR BOARD BOOKS BINDERS & ENVELOPES FOR ACCOUNTING LABELS FOR LABEL MAKER TENNIS NET REEL	49.27 6.99 61.00 27.31 168.99 <u>313.56</u>
04/21/2026	GENL	50571	APPLIED INNOVATION	DOCUWARE MAINTENANCE AND SUPPORT YEARLY F	6,060.86
04/21/2026	GENL	50572	BILL BALMES	CELL PHONE STIPEND - APRIL 2026	50.00
04/21/2026	GENL	50573	BLUE CROSS/BLUE SHIELD-M	MEDICAL INSURANCE - MAY 2026	6,356.67
04/21/2026	GENL	50574	CANON FINANCIAL SERVICES INC.	LEASE ON (2) COPY MACHINES & COPIES	822.69
04/21/2026	GENL	50575	CARL SULLIVAN	DUMP TICKET REIMBURSEMENT - TOTAL FOR YE	50.00
04/21/2026	GENL	50576	CRIBLEY DRILLING	FILL IN OLD WELL PIT	862.50
04/21/2026	GENL	50577	DELTA DENTAL	DENTAL INSURANCE -MAY 2026	900.01
04/21/2026	GENL	50578	GREENFIELDS OUTDOOR FITNESS, INC	FITNESS EQUIPMENT REPAIRS	271.00
04/21/2026	GENL	50579	JALEEN WILSON	TRASH PICK-UP MACARTHUR/WIARD/ROW	119.00
04/21/2026	GENL	50580	KRISTINA CARR-RANKIN	CELL PHONE STIPEND - APRIL 2026	50.00
04/21/2026	GENL	50581	LISA LEWIS	CELL PHONE STIPEND - APRIL 2026	50.00
04/21/2026	GENL	50582	MEDMUTUAL LIFE	LIFE INSURANCE 2026	198.64
04/21/2026	GENL	50583	MSTS RECEIVABLES LLC	CLEANING SUPPLIES	4.23
04/21/2026	GENL	50584	NANCY MASON	CELL PHONE STIPEND - APRIL 2026	50.00
04/21/2026	GENL	50585	NEIGHBORHOOD ROOFING INC	OVERPAYMENT OF PERMIT - 7956 HALLIE CT	21.25
04/21/2026	GENL	50586	OFFICE EXPRESS	NAME PLATE - STEVE KRAFT	17.96
04/21/2026	GENL	50587	PAULA CALOPISSIS	CELL PHONE STIPEND - APRIL 2026	50.00
04/21/2026	GENL	50588	QUADIENT FINANCE USA, INC.	POSTAGE FOR MACHINE	500.00
04/21/2026	GENL	50589	ROBERT ACTON	48-MECH/PLUMB INSPECTIONS 4/4-4/20/26	2,400.00
04/21/2026	GENL	50590	SARAH IZZO	CELL PHONE STIPEND - MARCH 2026 CELL PHONE STIPEND - APRIL 2026	50.00 50.00 <u>100.00</u>
04/21/2026	GENL	50591	STANDARD PRINTING	BUSINESS CARDS - MCCLERRY/MASON	142.50
04/21/2026	GENL	50592	SUPERIOR TOWNSHIP CREDIT CARD ACCT	SMARTSHEET - APRIL COUNTY - RECORD DEED QUICKBOOKS - APRIL 2026	24.00 30.00 388.50 <u>442.50</u>
04/21/2026	GENL	50593	SUPERIOR TWP PAYROLL FUND	HSA FEES - APRIL 2026 CASH TRANSFER -4/23/26 PAY	21.25 60,771.33 <u>60,792.58</u>
04/21/2026	GENL	50594	TREVIPAY	KITES KITES	44.47 184.06 <u>228.53</u>
04/21/2026	GENL	50595	VSP INSURANCE CO	VISION INSURANCE - MAY 2026	223.85
04/21/2026	GENL	50596	WASHTENAW CTY ENVIRONMENTAL HEALTH	WATER TESTING - TOWNHALL	211.00
05/06/2026	GENL	50597	ALLISON OLEYNIK	REIMBURSEMENT FOR HEADSET	15.90
05/06/2026	GENL	50598	ALLSTAR ALARM	ALARM MONITORING 6/1-8/31/26	108.00
05/06/2026	GENL	50599	AMAZON CAPITAL SERVICES, INC	FRAME FOR FIRE CHIEF RETIREMENT PRESENTA	23.49

Check Date	Bank	Check	Vendor Name	Description	Amount
05/06/2026	GENL	50600	AMY CARROLL STACHOWIAK	DUMP TICKET REIMBURSEMENT	50.00
05/06/2026	GENL	50601	ANN ARBOR AREA TRANSPORTATION AUTH.	2026 - APRIL	11,014.33
05/06/2026	GENL	50602	CINTAS CORPORATION	MONTHLY RUG SERVICE - MARCH 2026 MONTHLY RUG SERVICE - APRIL 2026	351.85 351.85 703.70
05/06/2026	GENL	50603	COMCAST	INTERNET - APRIL 2026	277.62
05/06/2026	GENL	50604	DAVID FOSTER	DUMP TICKET REIMBURSEMENT	50.00
05/06/2026	GENL	50605	DTE ENERGY	DIXBORO VILLAGE GREEN ELECTRIC- APRIL GEN/LAW SPLIT/GENERATOR-GAS -APRIL 2026 OLD TOWN HALL GAS -APRIL APT "1" GAS -APRIL 2026	26.47 374.93 74.82 130.18 606.40
05/06/2026	GENL	50606	DTE ENERGY	STREETLIGHTS -APRIL	8,506.15
05/06/2026	GENL	50607	FEDEX	OVERNIGHT MAIL	42.00
05/06/2026	GENL	50608	HOME DEPOT CREDIT SERVICES	CHNP BOARDWALK REPAIR/SUPPLIES /CLEANUP	533.16
05/06/2026	GENL	50609	JALEEN WILSON	TRASH PICK-UP MACARTHUR/WIARD/ROW - 2 WE	340.00
05/06/2026	GENL	50610	JAMEEL S WILLIAMS	LEGAL SERVICES - APRIL 2026	3,484.50
05/06/2026	GENL	50611	JASON'S TREE SERVICE	TAKE DOWN CHRISTMAS LIGHTS SCHOOLHOUSE BELL EVALUATION	750.00 200.00 950.00
05/06/2026	GENL	50612	JCM MEDIA GROUP	WEBSITE PROJECT	2,193.00
05/06/2026	GENL	50613	JOEL BURRELL	DUMP TICKET REIMBURSEMENT	46.00
05/06/2026	GENL	50614	KOCH & WHITE	OVERPAYMENT OF PERMIT -1750 DEVON ST	50.00
05/06/2026	GENL	50615	KURT JOHNSON	DUMP TICKET REIMBURSEMENT	39.00
05/06/2026	GENL	50616	LAMONA RICH	DUMP TICKET REIMBURSEMENT	50.00
05/06/2026	GENL	50617	LINDA OSGOOD	DUMP TICKET REIMBURSEMENT	50.00
05/06/2026	GENL	50618	LOWE'S	PADLOCKS FOR DISC GOLF	96.70
05/06/2026	GENL	50619	PRIORITY WASTE, LLC	500-BAG/TAG STICKERS	1,665.00
05/06/2026	GENL	50620	RANDAZZO MECHANICAL	OVERPAYMENT OF PERMIT - 9255 ARLINGTON D	10.00
05/06/2026	GENL	50621	ROBERT ACTON	53-MECH/PLUMB INSPECTIONS 4/18-5/1/26	2,650.00
05/06/2026	GENL	50622	ROBERT BUTLER	2026 CONTRACT -1	1,819.62
05/06/2026	GENL	50623	SAM'S CLUB/SYNCHRONY BANK	KITE & ROCKET SNACKS	109.08
05/06/2026	GENL	50624	STANDARD PRINTING	LABELS/ENVELOPES/INSPECTION NOTICES/BUSI	1,065.90
05/06/2026	GENL	50625	SUPERIOR GROUNDCOVER, INC	EWf @ FIREMAN'S PARK	2,981.25
05/06/2026	GENL	50626	SUPERIOR TOWNSHIP CREDIT CARD ACCT	IAEI MEETING ZOOM- APRIL 2026 HOME DEPOT - DOOR LOCKS	200.00 81.98 307.40 589.38
05/06/2026	GENL	50627	SUPERIOR TWP FIRE FUND	BUILDING INSPECTION DONE BY D KIMBALL 4/	50.00
05/06/2026	GENL	50628	SUPERIOR TWP PAYROLL FUND	PENSION /HCSP - APRIL 2026 CASH TRANSFER -5/7/26 PAY	18,046.81 64,362.09 82,408.90
05/06/2026	GENL	50629	VOID		
05/06/2026	GENL	50630	TERRANCE REEVES	DUMP TICKET REIMBURSEMENT	24.00
05/06/2026	GENL	50631	TRUGREEN PROCESSING CENTER	LAWN SERVICE	163.91
05/12/2026	GENL	50632	ABSOPURE WATER COMPANY	COOLER RENTAL - 2026 SPRING WATER	36.00 70.95

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Check Date	Bank	Check	Vendor Name	Description	Amount
Bank FIRE FIRE FUND					
Check Type: Paper Check					
04/21/2026	FIRE	28489	AMAZON CAPITAL SERVICES, INC	TOILET BOWL BRUSH SETS KEY CABINET	13.98 86.72 <u>100.70</u>
04/21/2026	FIRE	28490	ANN ARBOR CLEANING SUPPLY	STATION SUPPLIES	625.72
04/21/2026	FIRE	28491	BLUE CROSS/BLUE SHIELD-M	MEDICAL INSURANCE - MAY 2026	16,649.30
04/21/2026	FIRE	28492	CANON FINANCIAL SERVICES INC.	LEASE ON COPY MACHINE - COPY USAGE	250.74
04/21/2026	FIRE	28493	CHARTER TOWNSHIP OF VAN BUREN	ART OF READING SMOKE TRAINING	400.00
04/21/2026	FIRE	28494	COMCAST	INTERNET - ST#2 MARCH-APRIL 26 ADD'L OUTLET - STATION #1	706.15 10.51 <u>716.66</u>
04/21/2026	FIRE	28495	CORRIGAN OIL COMPANY	DIESEL EXHAUST FLUID 184.10 GALLONS DIESEL	193.10 904.43 <u>1,097.53</u>
04/21/2026	FIRE	28496	DAN KIMBALL	REIMBURSEMENT FOR HOME DEPOT PURCHASE	572.29
04/21/2026	FIRE	28497	DELTA DENTAL	DENTAL INSURANCE - MAY 2026	1,341.50
04/21/2026	FIRE	28498	DIXSON OUTDOOR EQUIPMENT	REPAIR OF LAWNMOWER	229.39
04/21/2026	FIRE	28499	IMPACT SIGNS	HOLMATRO EQUIPMENT MAINTENANCE	1,570.00 V
04/21/2026	FIRE	28500	MEDMUTUAL LIFE	LIFE INSURANCE - MAY 2026	192.95
04/21/2026	FIRE	28501	PHILIP W. DICKINSON	HEALTH INSURANCE REIMBURSEMENT MAY 26	345.04
04/21/2026	FIRE	28502	PRIORITY ONE EMERGENCY	PATCH APPLICATIONS	70.99
04/21/2026	FIRE	28503	SUPERIOR TWP PAYROLL FUND	CASH TRANSFER -4/23/26 PAY HSA FEES - APRIL 2026	80,482.90 55.25 <u>80,538.15</u>
04/21/2026	FIRE	28504	SUPERIOR TWP UTILITY DEPARTMENT	WATER - STATION #2	86.02
04/21/2026	FIRE	28505	TRUGREEN PROCESSING CENTER	LAWN SERVICE - STATION #1	225.60
04/21/2026	FIRE	28506	VSP INSURANCE CO	VISION INSURANCE - MAY 2026	287.98
05/06/2026	FIRE	28507	ACTIVE911, INC.	SUBSCRIPTION RENEWAL	499.50
05/06/2026	FIRE	28508	BATTERIES PLUS	BATTERIES	70.56
05/06/2026	FIRE	28509	COMCAST	INTERNET - ST#1 - APRIL	399.83
05/06/2026	FIRE	28510	DTE ENERGY	ST #1 - GAS APRIL ELECTRIC STATION #1 - APRIL 2026 GAS - ELECTRIC - STATION #2 APRIL 2026	455.56 1,125.48 845.46 <u>2,426.50</u>
05/06/2026	FIRE	28511	FIREWRENCH OF MICHIGAN	REPAIR OF ENGINE #1	639.90
05/06/2026	FIRE	28512	HOME DEPOT CREDIT SERVICES	(6) ADAPTER CORDS	105.32
05/06/2026	FIRE	28513	IMPACT RESCUE	HOLMATRO EQUIPMENT MAINTENANCE	1,570.00
05/06/2026	FIRE	28514	LINDE GAS & EQUIPMENT, INC	MEDICAL OXYGEN	118.13
05/06/2026	FIRE	28515	MIDWEST INSULATION	INSULATION FOR STATION #2	11,506.00
05/06/2026	FIRE	28516	NFPA	KIMBALL MEMBERSHIP - THRU 5/16/27	225.00
05/06/2026	FIRE	28517	PRIORITY ONE EMERGENCY	4-STREAMLIGHT BATTERY SCENE LIGHT PANTS - NEW CHIEF	449.95 201.98 <u>651.93</u>

Check Date	Bank	Check	Vendor Name	Description	Amount
Bank UTIL UTILITY FUND - O & M					
Check Type: Paper Check					
04/28/2026	UTIL	16316	AMAZON CAPITAL SERVICES, INC	INVOICE # 1D34-KT33-J74F - GARYS UNIFORM INVOICE# 1PVK-VNRC-DM9H OPERATING SUPPLI INVOICE# 17DK-FFXW-K6YW OPERATING SUPPL	290.86 670.69 347.93 <u>1,309.48</u>
04/28/2026	UTIL	16317	AUTO VALUE YPSILANTI	AIR AND FUEL FIL;TERS FOR SERVICE TRUCKS	370.03
04/28/2026	UTIL	16318	BLUE WATER SOLUTIONS	2 INCH BADGER METERS FOR TRINITY HEALTH	2,739.03
04/28/2026	UTIL	16319	DTE ENERGY	1799 N. PROSPECT SERVICE AT 9699 MACARTHUR SERVICE 1756 RIDGE RD.	667.65 1,751.74 386.12 <u>2,805.51</u>
04/28/2026	UTIL	16320	TRUGREEN PROCESSING CENTER	LAWN SERVICE ADMIN BLDG LAWN SERVICE MAINT BLDG.	165.02 134.09 <u>299.11</u>
04/28/2026	UTIL	16321	VERIZON WIRELESS	VERIZON BILL APRIL	499.69
05/06/2026	UTIL	16322	SUPERIOR TWP PAYROLL FUND	PENSION - HCSP - APRIL 2026 CASH TRANSFER PAYROLL - 5-7-26 PAY	10,620.67 29,651.69 <u>40,272.36</u>
05/12/2026	UTIL	16323	AMAZON CAPITAL SERVICES, INC	INVOICE # 13VQ-7PNP-HPFH RAYS CLOTHING A INVOICE # 1HX7-HV69-4NT1	272.94 135.96 <u>408.90</u>
05/12/2026	UTIL	16324	AUTO VALUE YPSILANTI	MAINT BLDG ITEMS	8.96
05/12/2026	UTIL	16325	COMCAST	TELEPHONES MAY 2026- UTILITY PORTION	497.02
05/12/2026	UTIL	16326	CORE & MAIN	WATER MAIN REPAIR CLAMPS WATERMAIN BREAK REPAIR (REPAIR CLAMPS)	1,962.24 1,962.60 <u>3,924.84</u>
05/12/2026	UTIL	16327	DTE ELECTRIC	APRIL SERVICE 1649 CRAB APPLE DR. APRIL 2026 SERVICE FOR 810 W. CLARK RD.	18.57 1,445.75 <u>1,464.32</u>
05/12/2026	UTIL	16328	DTE ENERGY	APRIL 2026 325 E. CLARK RD. APRIL 2026 2490 HURON RIVER DR. SERVICE APRIL 2026 SERVICE AT 250 W. CLARK RD. APRIL 2026 SERVICE AT 575 E. CLARK RD.	436.01 17.41 18.32 167.91 <u>639.65</u>
05/12/2026	UTIL	16329	ETNA SUPPLY	METER COUPLINGS WITH GASKETS FOR NEW MET	1,745.00
05/12/2026	UTIL	16330	HEIKKINEN PRODUCTIONS	CREW WORK SHIRTS LOGO SCREEN PRINTING	105.50
05/12/2026	UTIL	16331	LOMA TRUCKING	RESTOCKED CLASS II SAND AND 6AA STONE	1,736.54
05/12/2026	UTIL	16332	PARAGON LABORATORIES	INVOICE # 83610-262125 BACTI TESTING AT	76.00

Check Date	Bank	Check	Vendor Name	Description	Amount
Bank TRUST TRUST & AGENCY					
Check Type: Paper Check					
04/21/2026	TRUST	1216	CARLISLE WORTMAN ASSOCIATES	DRAFTING OF AREA PLAN	817.50
05/06/2026	TRUST	1217	SUPERIOR TOWNSHIP BUILDING FUND	TEMP C/O BOND ADMIN FEE - 3360 WOODHILL	80.00
05/12/2026	TRUST	1218	SUPERIOR TWP GENERAL FUND	TRAILER FEES - APRIL 2026 - ARBOR WOODS	228.50
05/12/2026	TRUST	1219	WASHTENAW COUNTY TREASURER	TRAILER FEES - APRIL 2026	1,142.50
					<u>2,268.50</u>
Total Paper Check:					<u>2,268.50</u>
TRUST TOTALS:					
Total of 4 Checks:					2,268.50
Less 0 Void Checks:					0.00
Total of 4 Disbursements:					<u>2,268.50</u>