

# Appendix F

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MnSHPO Review



April 23, 2025

David Bauer  
Senior Environmental Specialist  
Alliant Engineering  
[dbauer@alliant-inc.com](mailto:dbauer@alliant-inc.com)

RE: Century Ponds Development  
T28 R22 S12 SE, Maplewood, Ramsey County  
SHPO Number: 2025-0755

Dear David Bauer:

Thank you for consulting with our office during the preparation of an Environmental Assessment Worksheet for the above-referenced project.

Due to the nature and location of the proposed project, we recommend that a Phase I archaeological survey be completed. There will clearly be some previous disturbance from the golf course, but archaeological sites have been found in the general vicinity of the proposed project in similar landscape settings.

The survey must meet the requirements of the Secretary of the Interior's Standards for Identification and Evaluation and should include an evaluation of National Register eligibility for any properties that are identified. For a list of consultants who have expressed an interest in undertaking such surveys, please visit the website [preservationdirectory.mnhs.org](http://preservationdirectory.mnhs.org), and select "Archaeologists" in the "Specialties" box.

Please note that this comment letter does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 and 36 CFR § 800. If this project is considered for federal financial assistance, or requires a federal permit or license, then review and consultation with our office will need to be initiated by the lead federal agency. Be advised that comments and recommendations provided by our office for this state-level review may differ from findings and determinations made by the federal agency as part of review and consultation under Section 106.

If you have any questions regarding our review of this project, please contact Kelly Gragg-Johnson, Environmental Review Specialist, at 651-201-3285 or [kelly.graggjohnson@state.mn.us](mailto:kelly.graggjohnson@state.mn.us).

Sincerely,



Amy Spong  
Deputy State Historic Preservation Officer

# Appendix G

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Century Ponds Traffic Study





ALLIANT

# Century Ponds

TRAFFIC IMPACT STUDY

FINAL REPORT

*Prepared for:*

**Deb Ridgeway, DR Horton**  
20860 Kenbridge Court, #100  
Lakeville, MN 55044

*Prepared by:*

**Alliant Engineering**  
733 Marquette Avenue, Suite 700  
Minneapolis, MN 55402

May 12<sup>th</sup>, 2025

4000041-00

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## 1. Introduction

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Alliant Engineering has completed a Traffic Impact Study (TIS) for a proposed development on a 92.25-acre site, formerly The Ponds at Battle Creek Town golf course, located in Maplewood, MN (see **Figure 1**) but along the border with the City of Woodbury. The development consists of residential land uses including 134 detached single-family homes and 73 attached single-family homes (townhomes) for a total of 207 dwelling units. The objectives of this study are to evaluate existing traffic operations within the study area, identify any potential traffic impacts to the adjacent roadway network due to the proposed development trips, and recommend improvements to address issues if necessary. The following provides the assumptions, analysis, and study conclusions/recommendations offered for consideration.

## 2. Existing Conditions

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The existing conditions were reviewed to establish a baseline for identifying any future impacts associated with the proposed development. The evaluation of existing conditions includes various field observations and research, turning movement counts, and an intersection capacity analysis.

### 2.1 STUDY AREA INTERSECTIONS

The following study intersections were identified:

- Century Avenue & Lower Afton Road/Valley Creek Road
- Century Avenue & Parkwood Drive
- Century Avenue & Pouliot Parkway
- Century Avenue / Lake Road & Century Avenue / Apartments
- Century Avenue & Linwood Avenue

### 2.2 DATA COLLECTION

To document existing conditions, intersection turning movement counts (TMCs) were collected at the study intersections by Alliant Engineering on Wednesday, January 8<sup>th</sup>, 2025, and Tuesday, February 25<sup>th</sup>, 2025. TMCs were collected for four hours, defined as:

- AM Peak Period: 7:00 – 9:00 AM
- PM Peak Period: 4:00 – 6:00 PM

The peak hours were observed to be 7:15 to 8:15 AM and 4:30 to 5:30 PM during the data collection period. Existing traffic volumes are shown in **Figure 2**. Detailed intersection turning movement counts are included in **Appendix A**.

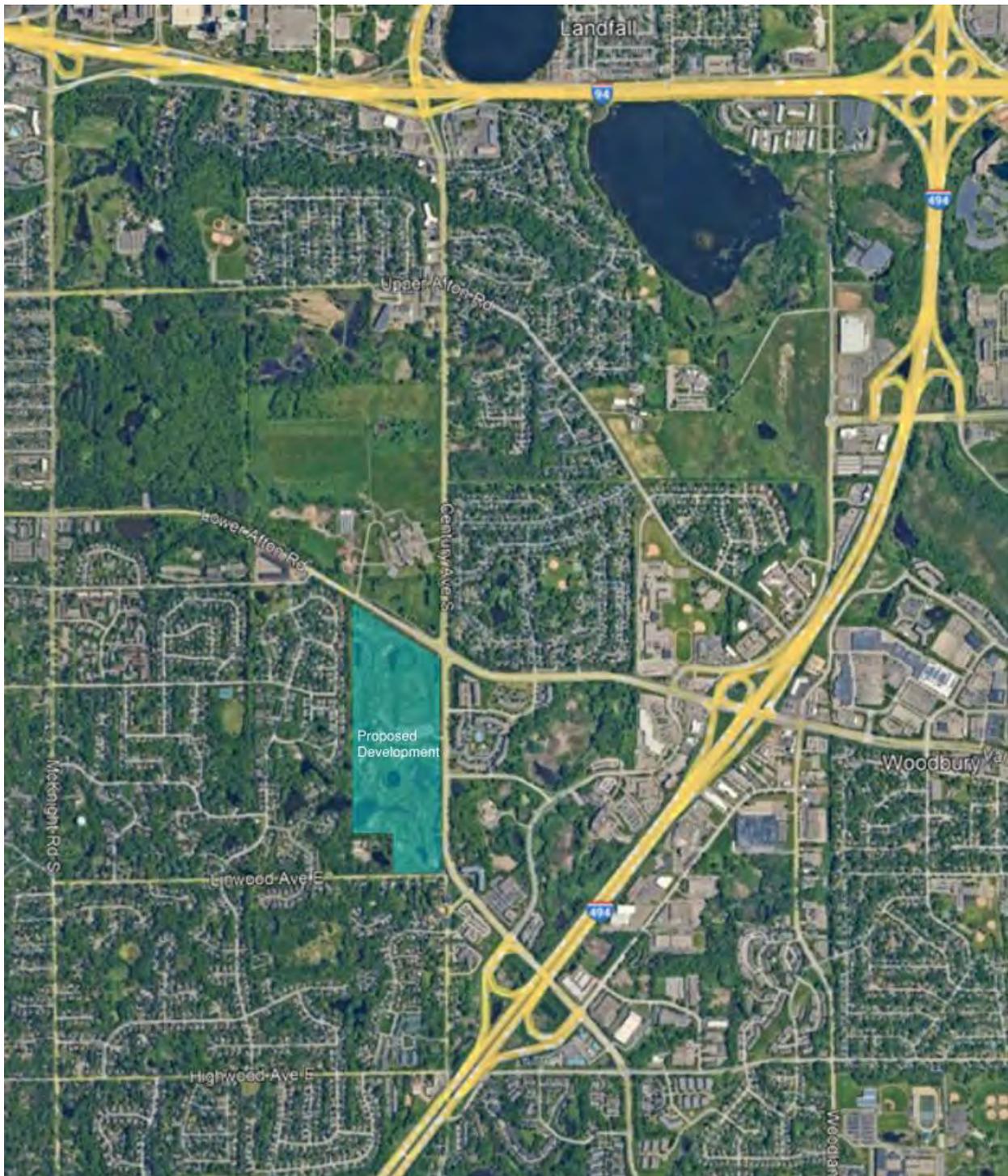
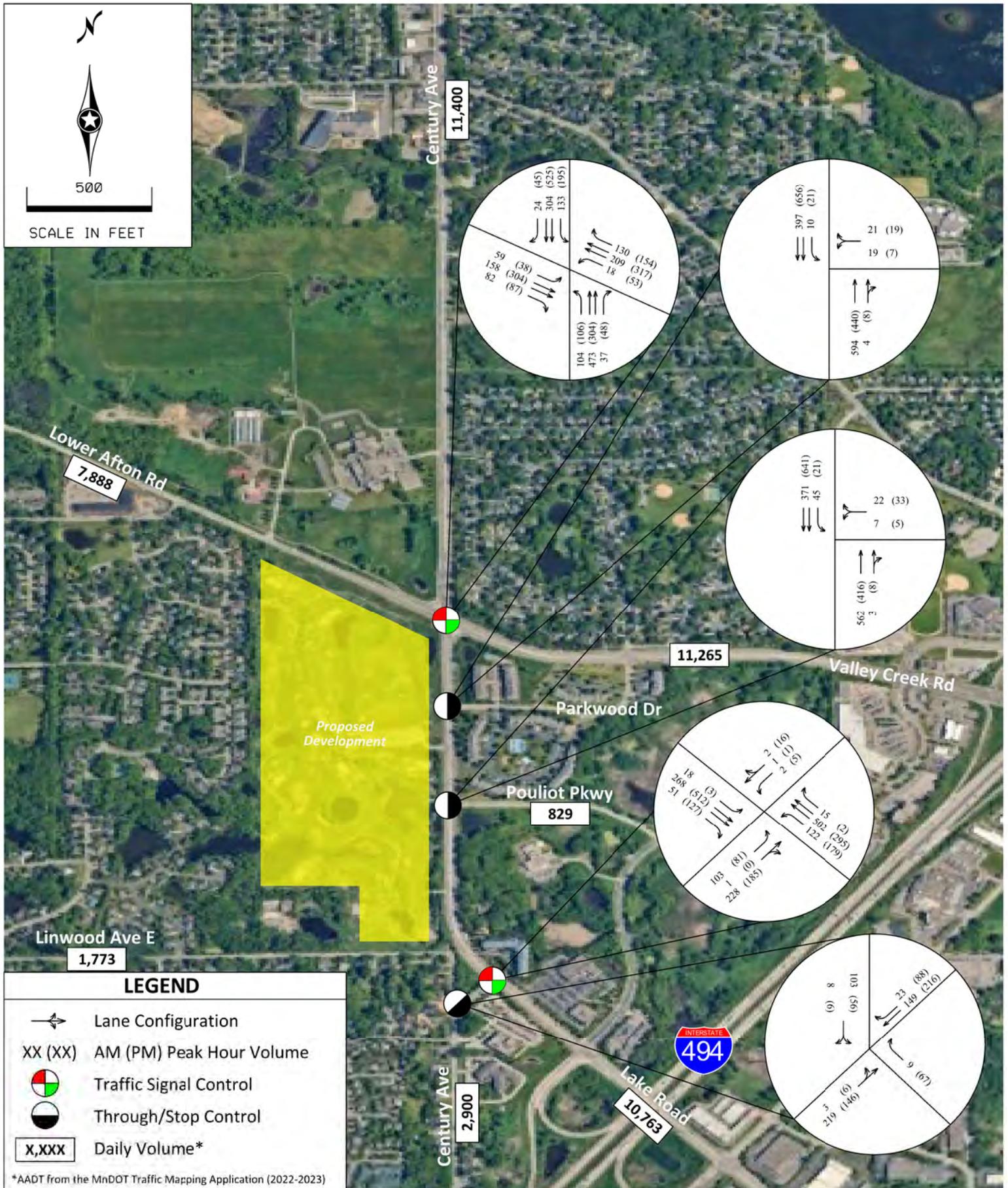


Figure 1. Project Location



**Figure 2**  
**Existing Volumes**

## 2.2.1 Roadway and Intersection Characteristics

In addition to traffic volume data collection, observations were completed to identify roadway/intersection characteristics within the study area (i.e. geometry, posted speed limits, and traffic control), which are summarized in **Table 1** and **Table 2**.

*Table 1. Roadway Characteristics*

Roadway	Cross-Section	Speed Limit	Functional Classification
<b>Lower Afton Road (CSAH 39)</b>	4-Lane Divided	50 MPH	A-Minor Augmenter
<b>Valley Creek Road (CSAH 16)</b>	4-Lane Divided	40 MPH	A-Minor Augmenter
<b>Century Avenue (CSAH 25/CSAH 72)</b>	4-Lane Divided (N of Lake Road)	50 MPH	A-Minor Reliever
<b>Century Avenue (CSAH 25/CSAH 72)</b>	2-Lane Undivided (S of Lake Road)	35 MPH	Other Arterial
<b>Lake Road</b>	4-Lane Divided	35 MPH	A-Minor Expander
<b>Linwood Avenue</b>	2-Lane Undivided	30 MPH	Major Collector

*Table 2. Intersection Characteristics*

Intersection	Traffic Control	Lane Designations by Approach <sup>12</sup>			
		NB	SB	EB	WB
<b>Century Avenue &amp; Lower Afton Road/Valley Creek Road</b>	Traffic Signal	L/T/T/R	L/T/T/R	L/T/T/R	L/T/T/R
<b>Century Avenue &amp; Parkwood Drive</b>	Through/Stop	T/TR	L/T/T	-	LR
<b>Century Avenue &amp; Pouliot Parkway</b>	Through/Stop	T/TR	L/T/T	-	LR
<b>Century Avenue / Lake Road &amp; Century Avenue / Apartments</b>	Traffic Signal	L/T/T/R	L/T/T/R	L/TR	L/TR
<b>Century Avenue &amp; Linwood Avenue</b>	Through/Stop	R	LR	LT	T/R

<sup>1</sup>L=Left-Turn, T=Through, R=Right-Turn

<sup>2</sup>Separate Lanes are Denoted by /

In addition to the existing study intersections, one access along Lower Afton Road, one access along Century Avenue, and one access along Linwood Avenue are proposed with the development. Proposed geometry and traffic control considered for these accesses are summarized in **Table 3**.

*Table 3. Development Intersection Characteristics*

Intersection	Traffic Control	Lane Designations by Approach <sup>12</sup>			
		NB	SB	EB	WB
<b>Lower Afton Road &amp; Bluestem Street</b>	Through/Stop	LR	-	TR	LT
<b>Century Avenue &amp; Indigo Avenue / Parkwood Drive</b>	Through/Stop	L/T/TR	L/T/TR	LTR	LTR
<b>Linwood Avenue &amp; Waterleaf Way</b>	Through/Stop	-	LR	LT	TR

<sup>1</sup>L=Left-Turn, T=Through, R=Right-Turn

<sup>2</sup>Separate Lanes are Denoted by /

## 2.3 ROADWAY ACCESS

Appropriate spacing and design of public street intersections and private access is key to access management strategies. Ramsey County guidelines (**Table 4**) are based on MnDOT access management guidelines, whereas Washington County has guidance in their Comprehensive Plan.

*Table 4. Access Spacing Guidelines*

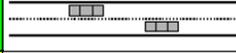
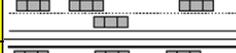
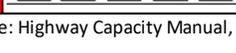
Agency	Functional Classification	Full-Movement Intersection	Partial Movement Intersections	Private Driveways
<b>Ramsey</b>	Minor Arterial	1/8 to 1/4 mile	1/8 mile	Variable
	Collector	1/8 mile	1/16 mile	Variable
<b>Washington</b>	Minor Arterial	1/4 mile	1/4 mile	Variable
	Collector	1/8 mile	n/a	Variable

Both Lower Afton Road and Century Avenue are minor arterials. Ramsey County guidelines indicate that full-movement intersections should be spaced 1/8-to-1/4-mile apart. All three development accesses meet at least the 1/8-mile spacing. The Indigo Avenue / Parkwood Drive access does not meet the 1/4-mile Washington County spacing guidelines. However, Parkwood Drive is an existing full access intersection that does not have any operational or safety issues.

## 2.4 INTERSECTION CAPACITY ANALYSIS

An existing 2025 intersection capacity analysis was completed using Synchro/SimTraffic software to establish a baseline condition to which future traffic operations could be compared. Capacity analysis results identify a Level of Service (LOS), which indicates the quality of traffic flow through an intersection. Intersections are given a ranking from LOS A through LOS F. The LOS results are based on average delay per vehicle, which correspond to the delay threshold values shown in **Table 5**. LOS A indicates the best traffic operation, with vehicles experiencing minimal delays. LOS F indicates an intersection where demand exceeds capacity, or a breakdown of traffic flow. The LOS D / E boundary for overall operations is often used as the indicator of congestion in an urban area, with local agencies adopting additional requirements as needed. For side-street stop-controlled intersections, a key measure of operational effectiveness is the side-street LOS. Lengthy delays and poor LOS can occur on side-street approaches even if the overall intersection delay and LOS are acceptable, making side-street LOS a valuable design criterion.

*Table 5. Level of Service Criteria*

Level of Service	Description	Delay per Vehicle (seconds)	
		Signalized Intersection	Unsignalized Intersection
<b>A</b>	 <b>Free Flow:</b> Low volumes and no delays.	0 - 10	0 - 10
<b>B</b>	 <b>Stable Flow:</b> Speeds restricted by travel conditions, minor delays.	> 10 - 20	> 10 - 15
<b>C</b>	 <b>Stable Flow:</b> Speeds and maneuverability closely controlled due to higher volumes.	> 20 - 35	> 15 - 25
<b>D</b>	 <b>Stable Flow:</b> Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability, volume near capacity.	> 35 - 55	> 25 - 35
<b>E</b>	 <b>Unstable Flow:</b> Low speeds, considerable delay, volume at or slightly over capacity.	> 55 - 80	> 35 - 50
<b>F</b>	 <b>Forced Flow:</b> Very low speeds, volume exceed capacity, long delays with stop and go traffic.	> 80	> 50

Source: Highway Capacity Manual, 7th Edition, Transportation Research Board, Exhibits 19-8, 20-2, 21-8, 22-8.

After LOS, the second component of the capacity analysis is a study of vehicular queuing, or the lineup of vehicles waiting to pass through an intersection. An intersection can operate with an acceptable LOS, but if queues from the intersection block entrances to turn lanes or adjacent driveways, unsafe operating conditions could result. The 95<sup>th</sup> percentile queue, or the length of queue with only a five percent probability of being exceeded during an analysis period, is considered the standard to determine if vehicle queues are acceptable.

### 2.4.1 Intersection Capacity Analysis

The existing year 2025 intersection capacity analysis was performed for the study intersections during the weekday AM and PM peak hours as noted previously. A forecast year No Build analysis was not completed as background growth is minimal and operations would not be expected to change. Results of the analysis, presented in **Table 6**, indicate that all study intersections currently operate at overall intersection LOS B or better during the AM and PM peak hour traffic volumes. Minimal side-street delay was observed at the through / stop study intersections during the AM and PM peak hour with side-street LOS A. All queues were contained within existing storage bays where applicable. Detailed operations a queueing analysis results are presented in **Appendix B**.

*Table 6. Existing Year 2025 Intersection Capacity Analysis*

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
Century Ave & Lower Afton Rd / Valley Creek Rd	B / B	16.6 / 17.6	B / C	19.0 / 20.1
Century Ave & Parkwood Dr	A / A	1.8 / 7.4	A / A	2.4 / 5.5
Century Ave & Pouliot Pkwy	A / A	2.0 / 5.0	A / A	1.5 / 4.1
Century Ave / Lake Rd & Century Ave / Apartments	A / A	9.4 / 10.0	B / B	11.0 / 12.4
Century Ave & Linwood Ave	A / A	2.0 / 6.8	A / A	1.8 / 6.7

Overall Intersection LOS / Worst Approach LOS

Overall Intersection Delay / Worst Approach Delay

## 3. Proposed Development

Several concepts have been developed for the proposed Century Ponds site, with the current development plan shown in **Figure 3**. The concept shows the anticipated full build out of the site which includes 134 detached single-family properties and 73 attached single-family properties (townhomes) for a total of 207 units.

### 3.1 ACCESS LOCATIONS

The proposed development plan includes three proposed access points: one along Lower Afton Road (**A**), one along Linwood Avenue (**C**), and one along Century Avenue at the existing intersection with Parkwood Drive (**B**). However, the single-family properties are split from the townhome properties by a combination of existing and proposed wetland buffers. Therefore, the single-family properties have access along Lower Afton Road (**A**) and Century Avenue (**B**), whereas the townhome properties have access only along Linwood Avenue (**C**). There is no connections between the proposed development and the existing residential neighborhoods to the west.

Within each portion of the development the proposed residences are connected via proposed roadways. The single-family properties will include 60-foot roadways which will be built to City standards yet remain private. The townhome properties will utilize a 40-foot private drive.



Figure 3. Proposed Site Plan

## 3.2 PROPOSED PARKING

Each proposed dwelling unit will have off-street parking which is expected to meet the minimum requirements for each unit. In addition to off-street parking, 34 additional parking stalls are included throughout the development for guest parking. Of the 34 guest parking stalls, 28 are within the townhome area and 6 are located within the detached single-family home area.

## 3.3 MULTIMODAL FACILITIES

An existing multi-use trail along the north side of Lower Afton Road / Valley Creek Road provides several multimodal connections, including to the Battle Creek Bike Trail and facilities along Hwy 10, McKnight Road, and Century Avenue. The proposed development includes a 10-foot bituminous multi-use trail network that winds through the wetland, pond, and nature areas of the site, connecting to a proposed approximately 2.0-acre park and to both housing areas. A 5-foot concrete sidewalk network is proposed throughout both housing areas, connecting to the proposed multi-use trail and existing multimodal infrastructure as applicable. Initially, this appears to include multimodal facilities along the south side of Lower Afton Road and west side of Century Avenue.

Local bus route 323 passes through the project area along Century Avenue between Pouliot Parkway and Lower Afton Road / Valley Creek Road with stops at the intersection of Lower Afton Road / Valley Creek Road (EB and WB) and at Parkwood Drive (NB only). Route 323 runs between the Sun Ray Transit Center at I-94 and McKnight Road and the City of Woodbury (near Queens Drive and Currell Boulevard). The Sun Ray Transit Center offers transfers to several other transit lines.

### 3.4 TRIP GENERATION

To account for traffic impacts associated with the proposed development, trip generation estimates were developed for the weekday AM and PM peak hours. The trip generation estimates were developed using trip generation rates for similar land uses as documented in the *ITE Trip Generation Manual, 11<sup>th</sup> Edition*. The ITE Trip Generation Manual provides peak hour and daily trip generation rates based on studies of similar land uses. Estimated site generated traffic is detailed in **Table 7**. Results indicate the current development plan is expected to generate approximately 129 AM peak hour, 168 PM peak hour, and 1,790 daily trips. Based on the methodology described in the *ITE Trip Generation Manual* pass-by trips and multi-use reductions were not applicable.

Table 7. Trip Generation Estimate

Land Use (ITE Code)	Units	Size	AM			PM			Daily Trips
			Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips	
Single-Family Detached Housing (210)	Dwelling Units	134	23	71	94	79	47	126	1,264
	<i>Multi-Use Reduction (N/A)<sup>2</sup></i>		<i>Not Applicable</i>						
	<i>Pass-By Trips (N/A)<sup>2</sup></i>		<i>Not Applicable</i>						
	<b>Land Use Net Trips</b>		<b>23</b>	<b>71</b>	<b>94</b>	<b>79</b>	<b>47</b>	<b>126</b>	<b>1,264</b>
Single-Family Attached Housing (215)	Dwelling Units	73	9	26	35	25	17	42	526
	<i>Multi-Use Reduction (N/A)<sup>2</sup></i>		<i>Not Applicable</i>						
	<i>Pass-By Trips (N/A)<sup>2</sup></i>		<i>Not Applicable</i>						
	<b>Land Use Net Trips</b>		<b>9</b>	<b>26</b>	<b>35</b>	<b>25</b>	<b>17</b>	<b>42</b>	<b>526</b>
Subtotal ITE Trips			32	97	129	104	64	168	1,790
<i>Multi-Use Reduction (N/A)<sup>2</sup></i>		<i>Not Applicable</i>							
<i>Pass-By Trips<sup>2</sup></i>		<i>Not Applicable</i>							
<b>Project Net New Trips</b>			<b>32</b>	<b>97</b>	<b>129</b>	<b>104</b>	<b>64</b>	<b>168</b>	<b>1,790</b>

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

1: Trips generated for the a.m. and p.m. peak hour of the adjacent roadway network.

2: Internal capture rates and pass-by trips not applicable.

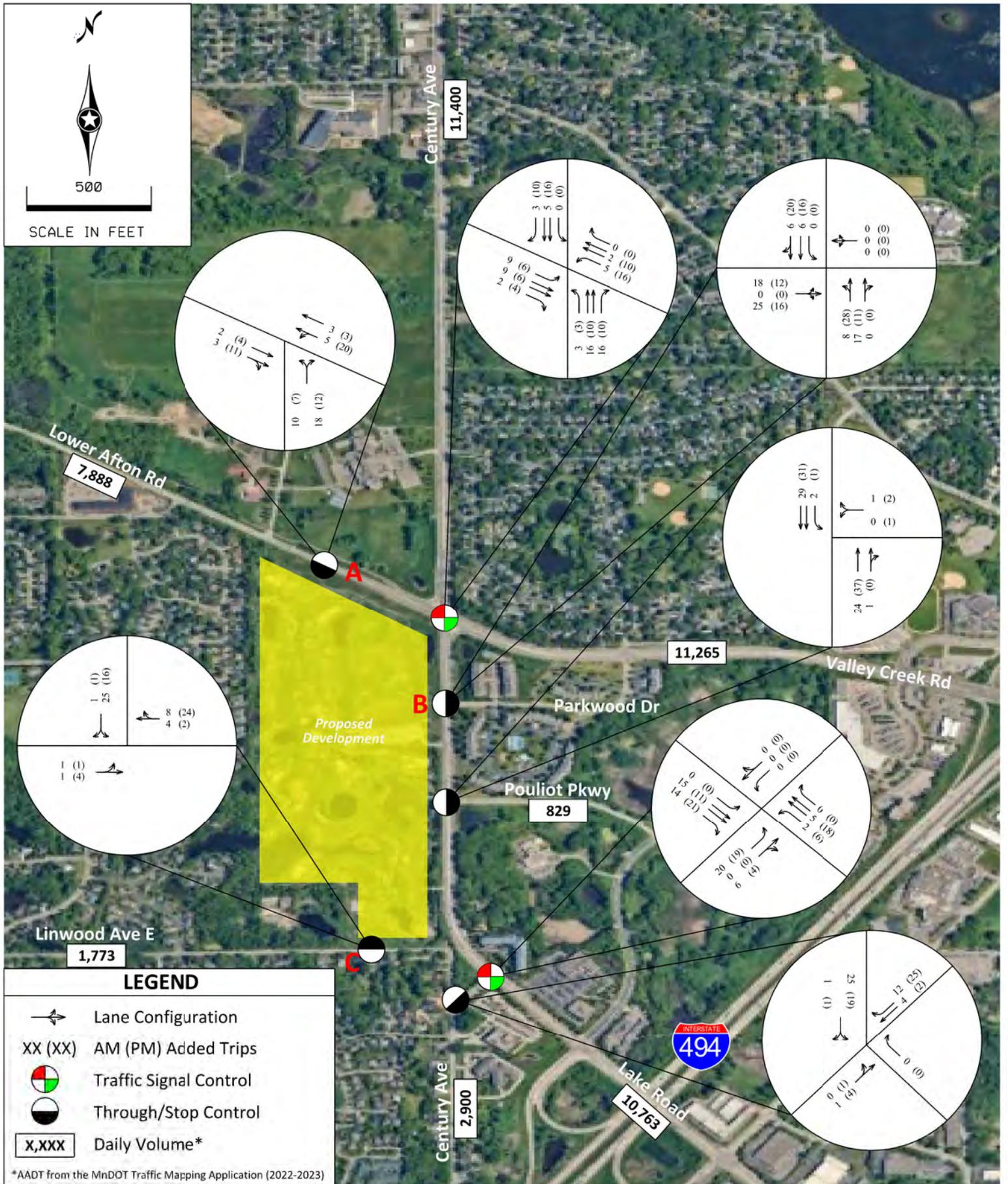
#### 3.4.1 Trip Generation and Assignment

To understand impacts to the adjacent roadway network, AADTs documented in **Figure 4** and engineering judgment were utilized to develop a distribution of development trips. As noted, the single-family properties are provided access along Lower Afton Road (**A**) and Century Avenue (**B**) to the north and east, whereas the townhome properties have access along Linwood Avenue (**C**) to the south. Added peak hour trips for each of the study intersections are documented in **Figure 5**.



Century Ponds - Maplewood, MN

Figure 4  
Proposed Trip Distribution



**Figure 5**  
**Added Trips**

## 4. Future Traffic Operations

### 4.1 2025 BUILD TRAFFIC OPERATIONS

In lieu of a completion year forecast analysis, 2025 Build conditions were analyzed to understand the extent to which the proposed development impacts the study area roadway network. Results, presented in **Table 8**, indicate that all study intersections are expected to operate at overall intersection and side-street LOS B or better during the weekday AM and PM peak hours except for the Century Avenue and Lower Afton Road / Valley Creek Road intersection under the PM peak hour (LOS C). All queues were contained within existing storage bays where applicable. Added development trips are not expected to have a major operational impact on the existing network or intersections even without providing turn lanes.

*Table 8. 2025 Build Traffic Operations*

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
Century Ave & Lower Afton Rd / Valley Creek Rd	B / B	16.4 / 16.7	C / C	20.1 / 22.3
Century Avenue & Parkwood Dr / Access B	A / A	2.1 / 6.8	A / A	3.0 / 9.2
Century Ave & Pouliot Pkwy	A / A	2.3 / 5.3	A / A	1.6 / 4.4
Century Ave / Lake Rd & Century Ave / Apartments	B / B	10.4 / 11.5	B / B	10.9 / 11.5
Century Ave & Linwood Ave	A / A	2.4 / 7.4	A / A	1.9 / 7.2
Century Ave & Access A	A / A	3.5 / 3.6	A / A	2.8 / 5.4
Linwood Ave & Access D	A / A	0.8 / 4.1	A / A	0.8 / 6.4

Overall Intersection LOS / Worst Approach LOS

Overall Intersection Delay / Worst Approach Delay

## 4.2 TURN LANE EVALUATION

Although all existing and proposed intersections are expected to operate adequately with added trips from the proposed development, a turn lane evaluation was completed to determine whether turn lanes would be recommended at any of the development's proposed access locations. Ramsey County and Washington County guidelines were reviewed for the analysis. The Ramsey County 2040 Comprehensive Plan states that the goal of the Ramsey County Access Management Policy is to bring the county road system into closer compliance with MnDOT access spacing standards. However, it does not specifically state thresholds for constructing dedicated turn lanes. Therefore, the MnDOT Access Management Manual was also reviewed. Per the Washington County Development Code, residential developments with more than ten (10) dwelling units shall require turn or bypass lanes to be constructed on County State Aid Highways. Reviewing trips generated in the prior section, the PM peak hour generated a higher number of entering trips which would drive the need for turn lanes at the access locations. Turn lane volume estimates and turn lane recommendations for each of the four proposed access locations are below:

### *Access to Single-Family Properties*

#### ■ **Access A** – Lower Afton Road

- Eastbound Right-Turn (11 entering PM peak hour trips)
  - A right-turn lane could be provided, as volume thresholds identified in Warrant 9 of the MnDOT Access Management Manual are met. However, although dedicated right-turn lanes are provided at some intersections and/or driveways along Lower Afton Road they are not provided at all (Winthrop Street, Morningside Circle, Holiday Gas Station, Afton Ridge Townhomes, and Londin Lane). The access would likely operate safely and efficiently even without a dedicated right-turn lane, and an initial recommendation would be to not provide a dedicated right-turn lane unless safety issues arise.
- Westbound Left-Turn (20 entering PM peak hour trips)
  - Volume thresholds identified in Warrant 9 of the MnDOT Access Management Manual are met for this movement. Based on results of the warrant evaluation, as well as input from Ramsey County, the recommendation is that a left-turn lane should be provided.

■ **Access B** – Century Avenue

- Southbound Right-Turn (20 entering PM peak hour trips)
  - A right-turn lane should not be provided. Right-turn lanes are not provided at unsignalized intersections along the rest of Century Avenue as the four-lane cross section already provides additional lanes for motorists to bypass right-turning vehicles.
- Northbound Left-Turn (28 entering PM peak hour trips)
  - A left-turn lane should be provided to accommodate trips into the single-family properties and match existing intersection geometry at Parkwood Drive. Providing left-turn lanes is consistent with other unsignalized intersections along Century Avenue and would follow the Washington County Development Code.

***Access to Townhome Properties***

■ **Access C** – Linwood Avenue

- Eastbound Left-Turn (1 entering PM peak hour trip)
  - Volumes for this movement are expected to be low, and the access would operate safely and efficiently without a dedicated left-turn lane. The initial recommendation would be to not provide a dedicated left-turn lane unless safety issues arise.
- Westbound Right-Turn (24 entering PM peak hour trips)
  - Volume thresholds identified in Warrant 9 of the MnDOT Access Management Manual are met for this movement, therefore a right-turn lane could be provided. However, AADT along Linwood Avenue is low (1,773), and the access is expected to operate safely and efficiently without a dedicated right-turn lane. The initial recommendation would be to not provide a dedicated right-turn lane unless safety issues arise.

### 4.3 2025 BUILD (W/ IMPROVEMENTS) TRAFFIC OPERATIONS

To understand the benefit of the recommended turn lane locations, a 2025 Build w/ Improvements analysis was completed. Results of the analysis are summarized in **Table 9**, with all signalized intersections performing at LOS C or better and all unsignalized intersections performing at LOS A. Although recommended turn lanes at Access A and B provide minimal operational benefit, they will provide a safety benefit at these locations. All queues were contained within existing storage bays where applicable. Detailed operations and queuing analysis results are presented in **Appendix B**.

*Table 9. 2026 Build w/ Improvements Traffic Operations*

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
Century Ave & Lower Afton Rd / Valley Creek Rd	B / B	16.6 / 17.3	C / C	20.0 / 21.9
Century Avenue & Parkwood Dr / Access B	A / A	2.0 / 6.7	A / A	2.9 / 9.7
Century Ave & Pouliot Pkwy	A / A	2.1 / 4.9	A / A	1.6 / 4.5
Century Ave / Lake Rd & Century Ave / Apartments	B / B	10.3 / 10.7	B / B	11.5 / 12.8
Century Ave & Linwood Ave	A / A	2.5 / 7.3	A / A	1.9 / 6.8
Century Ave & Access A	A / A	3.4 / 3.5	A / A	2.8 / 5.7
Linwood Ave & Access D	A / A	0.9 / 4.2	A / A	0.7 / 6.2

Overall Intersection LOS / Worst Approach LOS

Overall Intersection Delay / Worst Approach Delay

## 5. Site Plan Review

A review of the proposed site plan was completed to identify issues and recommend improvements regarding vehicle ingress/egress and internal circulation. The following should be considered:

- The proposed internal roadways and parking layouts appear to adequately accommodate typical passenger vehicles. However, truck turning movements should be reviewed to ensure delivery and garbage trucks have adequate accommodations to negotiate internal roadways.
  - Appropriate traffic control and signing should be considered for internal roadways to ensure motorists understand which roadways have the right of way to reduce crash risks.
- Sidewalk and multi-use trail facilities are currently shown throughout the site plan with internal connections to a variety of land uses and site features (parks, nature areas, housing, etc.). Coordination with County staff should occur regarding external connections to existing multimodal facilities.

## 6. Conclusions & Recommendations

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The following study conclusions / recommendations are offered for consideration:

- The proposed development would be expected to generate approximately 129 trips during the AM peak hour, 168 trips during the PM peak hour, and 1,790 daily trips based on the 11th Edition of the *ITE Trip Generation Manual*. No pass-by or mixed-use reductions were applicable.
- Results of the traffic operations analysis show that all intersections are expected to perform at a similar LOS despite the increase in trips as the roadways have sufficient capacity.
  - Signalized intersections are expected to operate at LOS C or better and unsignalized intersections are expected to operate at LOS A with minimal side-street delay.
- Two access are provided for the single-family properties along Lower Afton Road (**A**) and Century Avenue (**B**), whereas the townhome properties have access along Linwood Avenue (**C**).
  - Based on the proposed site plan, it does not appear that there will be any impediments to horizontal sight distance for exiting motorists at the access locations.
- Internal circulation appears to be adequate but should be reviewed to ensure that design vehicles associated with the development such as large delivery vehicles and garbage trucks have adequate accommodations to negotiate internal roadways.
- Based on a review of Ramsey County and Washington County guidelines, which were supplemented with MnDOT guidelines, dedicated turn lanes are recommended at the following locations based on the identified trip generation and proposed trip distribution:
  - **Access A** – Lower Afton Road
    - Only a westbound left-turn lane is recommended based on expected turning volume and input from Ramsey County staff.
  - **Access B** – Century Avenue
    - Only a northbound left-turn lane is recommended, which is consistent with other unsignalized intersections along the corridor and would follow the Washington County Development Code and input from Washington County staff.
  - **Access D** – Linwood Avenue
    - A westbound right-turn lane could be considered but is not formally recommended at this time, with or without a secondary connection to Century Avenue (considered in a previous site plan iteration but removed in the current site plan).

## Appendix A: Turning Movement Counts

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# ALLIANT ENGINEERING, INC.

733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Century Avenue & Valley Creek Road - Lower Afton Road  
 Date: 2/25/2025  
 Duration: 0700-0900, 1600-1800

Site Code: 200  
 Ref Pt: N/A  
 Page No: 1 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Century Avenue Southbound						Valley Creek Road Westbound						Century Avenue Northbound						Lower Afton Road Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
7:00	--	18	67	8	<b>93</b>	--	--	4	31	19	<b>54</b>	--	--	14	97	3	<b>114</b>	--	--	6	32	16	<b>54</b>	--	315	--
7:15	--	32	71	5	<b>108</b>	--	--	2	51	32	<b>85</b>	--	--	25	114	12	<b>151</b>	--	--	14	38	17	<b>69</b>	--	413	--
7:30	--	34	77	5	<b>116</b>	--	--	7	70	36	<b>113</b>	--	--	33	138	6	<b>177</b>	--	1	18	32	22	<b>73</b>	--	479	--
7:45	--	35	78	8	<b>121</b>	1	--	5	42	29	<b>76</b>	--	--	27	112	19	<b>158</b>	--	--	19	49	29	<b>97</b>	--	452	1
<b>Hour Total</b>	--	119	293	26	<b>438</b>	1	--	18	194	116	<b>328</b>	--	--	99	461	40	<b>600</b>	--	1	57	151	84	<b>293</b>	--	1659	1
8:00	--	32	78	6	<b>116</b>	--	--	4	46	33	<b>83</b>	--	--	19	109	--	<b>128</b>	--	--	7	39	14	<b>60</b>	--	387	--
8:15	--	30	64	2	<b>96</b>	--	--	5	57	32	<b>94</b>	--	1	23	91	12	<b>127</b>	--	--	14	53	15	<b>82</b>	--	399	--
8:30	--	17	61	5	<b>83</b>	--	--	6	56	39	<b>101</b>	--	--	17	90	3	<b>110</b>	--	--	3	42	16	<b>61</b>	--	355	--
8:45	--	30	44	6	<b>80</b>	--	--	6	41	34	<b>81</b>	--	--	18	97	12	<b>127</b>	--	--	7	62	18	<b>87</b>	--	375	--
<b>Hour Total</b>	--	109	247	19	<b>375</b>	--	--	21	200	138	<b>359</b>	--	1	77	387	27	<b>492</b>	--	--	31	196	63	<b>290</b>	--	1516	--
<b>**Break**</b>																										
16:00	--	46	138	25	<b>209</b>	1	--	13	83	35	<b>131</b>	--	--	25	76	9	<b>110</b>	--	--	4	59	23	<b>86</b>	--	536	1
16:15	--	66	104	15	<b>185</b>	2	--	9	78	25	<b>112</b>	2	--	34	59	11	<b>104</b>	--	--	8	63	24	<b>95</b>	--	496	4
16:30	--	45	131	14	<b>190</b>	1	1	12	71	51	<b>135</b>	--	--	26	82	14	<b>122</b>	--	--	9	68	23	<b>100</b>	--	547	1
16:45	1	58	141	10	<b>210</b>	1	--	11	69	29	<b>109</b>	1	--	33	76	3	<b>112</b>	--	--	14	72	26	<b>112</b>	--	543	2
<b>Hour Total</b>	1	215	514	64	<b>794</b>	5	1	45	301	140	<b>487</b>	3	--	118	293	37	<b>448</b>	--	--	35	262	96	<b>393</b>	--	2122	8
17:00	--	53	131	9	<b>193</b>	--	--	15	96	40	<b>151</b>	1	--	25	73	10	<b>108</b>	--	--	9	73	15	<b>97</b>	--	549	1
17:15	--	38	122	12	<b>172</b>	--	--	14	81	34	<b>129</b>	--	--	22	73	21	<b>116</b>	--	--	6	91	23	<b>120</b>	--	537	--
17:30	--	38	81	9	<b>128</b>	3	--	5	76	35	<b>116</b>	--	--	28	64	1	<b>93</b>	--	--	5	54	30	<b>89</b>	--	426	3
17:45	--	37	72	9	<b>118</b>	--	--	5	71	33	<b>109</b>	--	--	26	53	4	<b>83</b>	--	1	6	49	27	<b>83</b>	--	393	--
<b>Hour Total</b>	--	166	406	39	<b>611</b>	3	--	39	324	142	<b>505</b>	1	--	101	263	36	<b>400</b>	--	1	26	267	95	<b>389</b>	--	1905	4
<b>Grand Total</b>	1	609	1460	148	<b>2218</b>	9	1	123	1019	536	<b>1679</b>	4	1	395	1404	140	<b>1940</b>	--	2	149	876	338	<b>1365</b>	--	7202	13
% of App. % of Total	0.0%	27.5%	65.8%	6.7%	30.8%	69.2%	0.0%	1.7%	14.1%	7.4%	23.3%	30.8%	0.0%	5.5%	19.5%	1.9%	26.9%	0.0%	0.0%	2.1%	12.2%	4.7%	19.0%	0.0%		
Cars Total Cars % of Movement	1	605	1439	138	<b>2183</b>	7	1	116	1000	533	<b>1650</b>	2	1	384	1376	140	<b>1901</b>	--	2	139	862	323	<b>1326</b>	--	7060	9
Trucks Total Trucks % of Movement	--	4	21	10	<b>35</b>	2	--	7	19	3	<b>29</b>	2	--	11	28	--	<b>39</b>	--	--	10	14	15	<b>39</b>	--	142	4
	0.0%	0.7%	1.4%	6.8%	1.6%	50.0%	0.0%	5.7%	1.9%	0.6%	1.7%	50.0%	0.0%	2.8%	2.0%	0.0%	2.0%	0.0%	0.0%	6.7%	1.6%	4.4%	2.9%	0.0%	2.0%	

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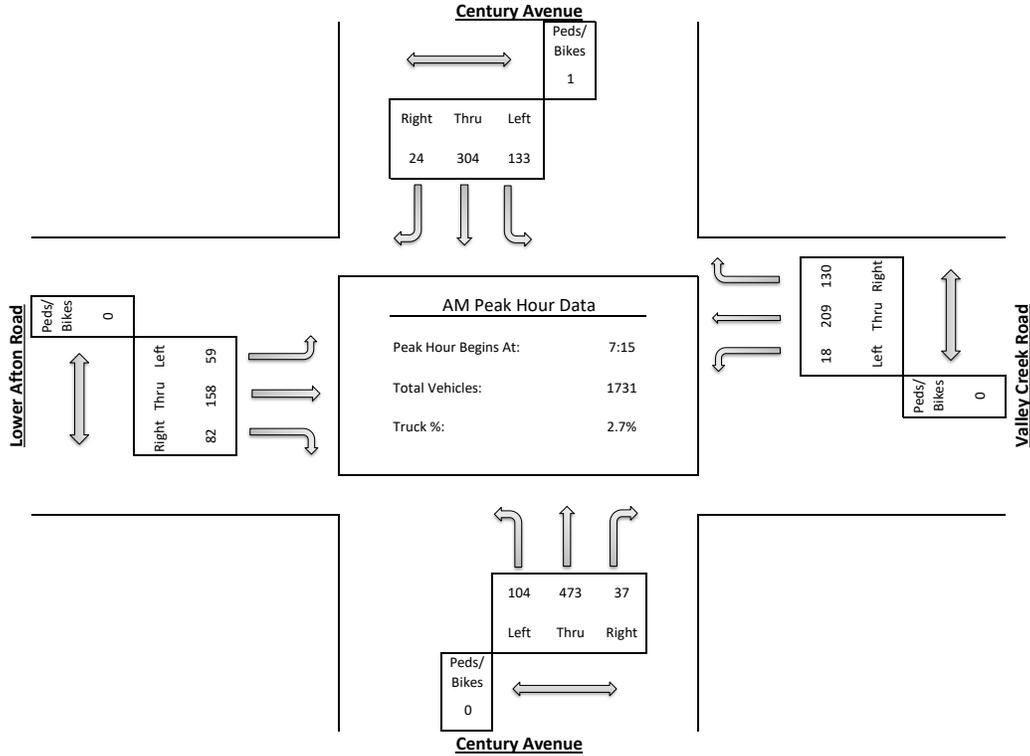
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Century Avenue & Valley Creek Road - Lower Afton Road  
 Date: 2/25/2025  
 Duration: 0700-0900, 1600-1800

Site Code: 200  
 Ref Pt: N/A  
 Page No: 2 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Century Avenue Southbound						Valley Creek Road Westbound						Century Avenue Northbound						Lower Afton Road Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
7:15	--	32	71	5	108	--	--	2	51	32	85	--	--	25	114	12	151	--	--	14	38	17	69	--	413	--
7:30	--	34	77	5	116	--	--	7	70	36	113	--	--	33	138	6	177	--	1	18	32	22	73	--	479	--
7:45	--	35	78	8	121	1	--	5	42	29	76	--	--	27	112	19	158	--	--	19	49	29	97	--	452	1
8:00	--	32	78	6	116	--	--	4	46	33	83	--	--	19	109	--	128	--	--	7	39	14	60	--	387	--
<b>Hour Total</b>	--	133	304	24	461	1	--	18	209	130	357	--	--	104	473	37	614	--	1	58	158	82	299	--	1731	1
% of App.	0.0%	28.9%	65.9%	5.2%			0.0%	5.0%	58.5%	36.4%			0.0%	16.9%	77.0%	6.0%			0.3%	19.4%	52.8%	27.4%				
% of Total	0.0%	7.7%	17.6%	1.4%	26.6%	100.0%	0.0%	1.0%	12.1%	7.5%	20.6%	0.0%	0.0%	6.0%	27.3%	2.1%	35.5%	0.0%	0.1%	3.4%	9.1%	4.7%	17.3%	0.0%		
Cars Total	--	131	298	24	453	1	--	15	200	130	345	--	--	102	462	37	601	--	1	52	154	79	286	--	1685	1
Cars % of Movement	0.0%	98.5%	98.0%	100%	98.3%	100.0%	0.0%	83.3%	95.7%	100%	96.6%	0.0%	0.0%	98.1%	97.7%	100%	97.9%	0.0%	100%	89.7%	97.5%	96.3%	95.7%	0.0%	97.3%	
Trucks Total	--	2	6	--	8	--	--	3	9	--	12	--	--	2	11	--	13	--	--	6	4	3	13	--	46	--
Trucks % of Movement	0.0%	1.5%	2.0%	0.0%	1.7%	--	0.0%	16.7%	4.3%	0.0%	3.4%	--	0.0%	1.9%	2.3%	0.0%	2.1%	--	0.0%	10.3%	2.5%	3.7%	4.3%	--	2.7%	



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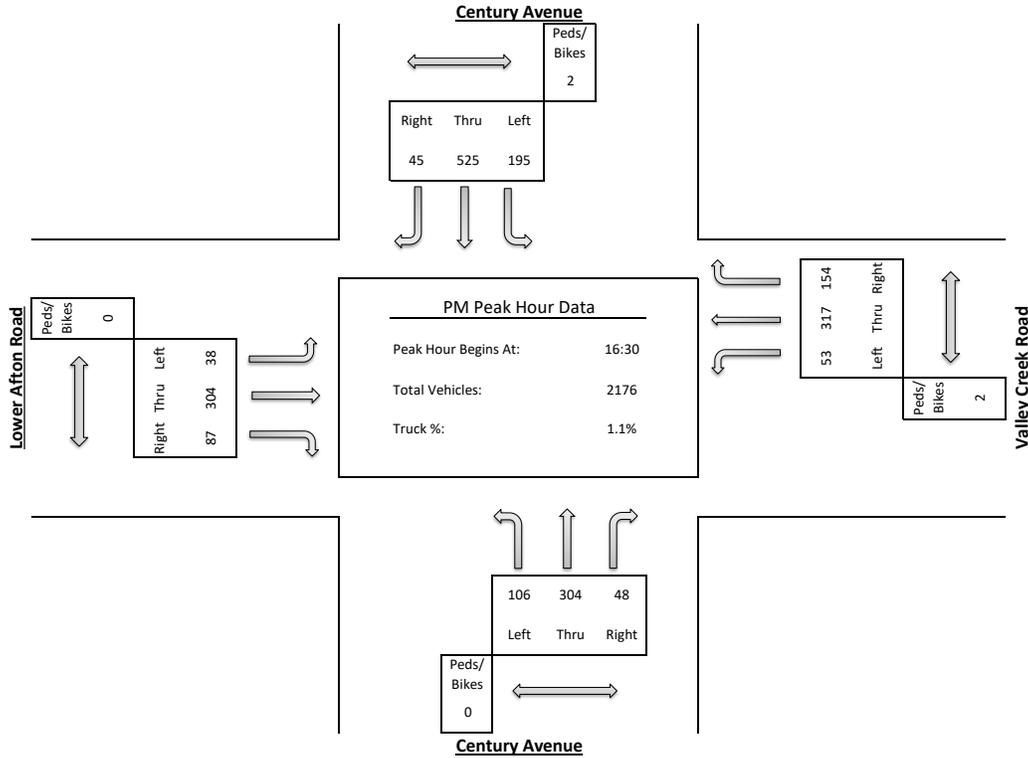
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Century Avenue & Valley Creek Road - Lower Afton Road  
 Date: 2/25/2025  
 Duration: 0700-0900, 1600-1800

Site Code: 200  
 Ref Pt: N/A  
 Page No: 4 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Century Avenue Southbound						Valley Creek Road Westbound						Century Avenue Northbound						Lower Afton Road Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
16:30	--	45	131	14	190	1	1	12	71	51	135	--	--	26	82	14	122	--	--	9	68	23	100	--	547	1
16:45	1	58	141	10	210	1	--	11	69	29	109	1	--	33	76	3	112	--	--	14	72	26	112	--	543	2
17:00	--	53	131	9	193	--	--	15	96	40	151	1	--	25	73	10	108	--	--	9	73	15	97	--	549	1
17:15	--	38	122	12	172	--	--	14	81	34	129	--	--	22	73	21	116	--	--	6	91	23	120	--	537	--
<b>Hour Total</b>	<b>1</b>	<b>194</b>	<b>525</b>	<b>45</b>	<b>765</b>	<b>2</b>	<b>1</b>	<b>52</b>	<b>317</b>	<b>154</b>	<b>524</b>	<b>2</b>	<b>--</b>	<b>106</b>	<b>304</b>	<b>48</b>	<b>458</b>	<b>--</b>	<b>--</b>	<b>38</b>	<b>304</b>	<b>87</b>	<b>429</b>	<b>--</b>	<b>2176</b>	<b>4</b>
% of App.	0.1%	25.4%	68.6%	5.9%			0.2%	9.9%	60.5%	29.4%			0.0%	23.1%	66.4%	10.5%			0.0%	8.9%	70.9%	20.3%				
% of Total	0.0%	8.9%	24.1%	2.1%	35.2%	50.0%	0.0%	2.4%	14.6%	7.1%	24.1%	50.0%	0.0%	4.9%	14.0%	2.2%	21.0%	0.0%	0.0%	1.7%	14.0%	4.0%	19.7%	0.0%		
<b>Cars Total</b>	<b>1</b>	<b>194</b>	<b>521</b>	<b>43</b>	<b>759</b>	<b>1</b>	<b>1</b>	<b>52</b>	<b>316</b>	<b>154</b>	<b>523</b>	<b>--</b>	<b>--</b>	<b>105</b>	<b>296</b>	<b>48</b>	<b>449</b>	<b>--</b>	<b>--</b>	<b>35</b>	<b>304</b>	<b>83</b>	<b>422</b>	<b>--</b>	<b>2153</b>	<b>1</b>
Cars % of Movement	100%	100%	99.2%	95.6%	99.2%	100.0%	100%	100%	99.7%	100%	99.8%	0.0%	0.0%	99.1%	97.4%	100%	98.0%	0.0%	0.0%	92.1%	100%	95.4%	98.4%	0.0%	98.9%	
<b>Trucks Total</b>	<b>--</b>	<b>--</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>--</b>	<b>--</b>	<b>1</b>	<b>--</b>	<b>1</b>	<b>2</b>	<b>--</b>	<b>1</b>	<b>8</b>	<b>--</b>	<b>9</b>	<b>--</b>	<b>--</b>	<b>3</b>	<b>--</b>	<b>4</b>	<b>7</b>	<b>--</b>	<b>23</b>	<b>3</b>
Trucks % of Movement	0.0%	0.0%	0.8%	4.4%	0.8%	33.3%	0.0%	0.0%	0.3%	0.0%	0.2%	66.7%	0.0%	0.9%	2.6%	0.0%	2.0%	0.0%	0.0%	7.9%	0.0%	4.6%	1.6%	0.0%	1.1%	





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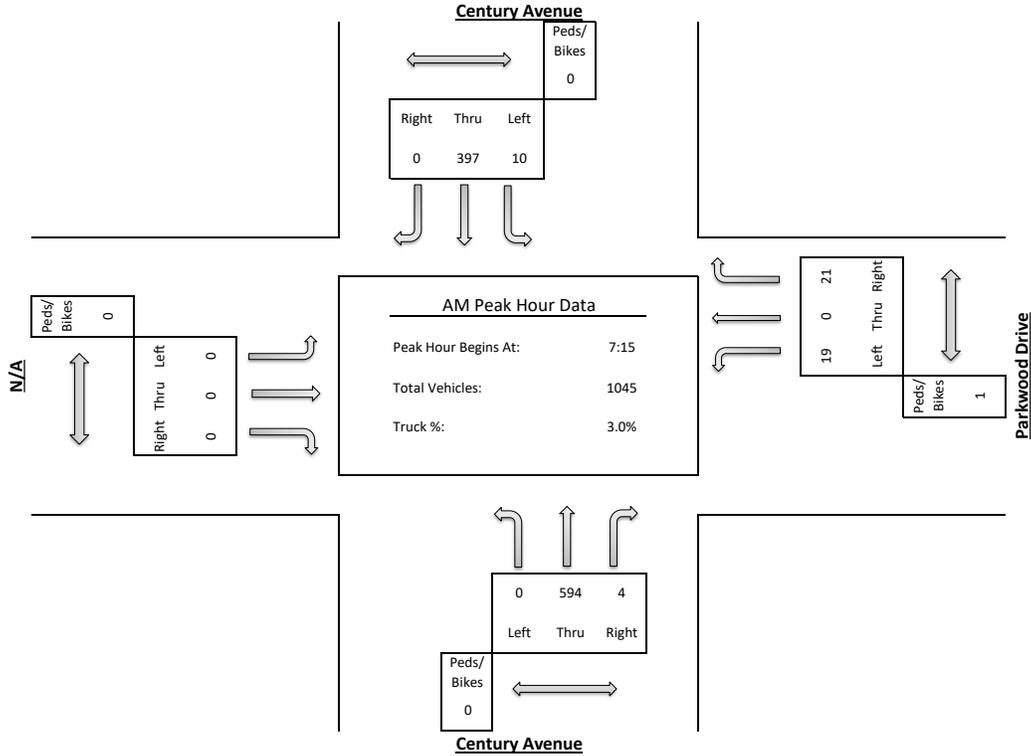
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Century Avenue & Parkwood Drive  
 Date: 2/25/2025  
 Duration: 0700-0900, 1600-1800

Site Code: 300  
 Ref Pt: N/A  
 Page No: 2 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Century Avenue Southbound						Parkwood Drive Westbound						Century Avenue Northbound						N/A Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
7:15	--	3	90	--	93	--	--	3	--	7	10	--	--	--	146	2	148	--	--	--	--	--	0	--	251	--
7:30	--	2	102	--	104	--	--	6	--	5	11	--	--	--	173	1	174	--	--	--	--	--	0	--	289	--
7:45	--	2	110	--	112	--	--	5	--	4	9	--	--	--	154	--	154	--	--	--	--	--	0	--	275	--
8:00	--	3	95	--	98	--	--	5	--	5	10	1	--	--	121	1	122	--	--	--	--	--	0	--	230	1
<b>Hour Total</b>	--	10	397	--	407	--	--	19	--	21	40	1	--	--	594	4	598	--	--	--	--	--	--	--	1045	1
% of App.	0.0%	2.5%	97.5%	0.0%			0.0%	47.5%	0.0%	52.5%			0.0%	0.0%	99.3%	0.7%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
% of Total	0.0%	1.0%	38.0%	0.0%	38.9%	0.0%	0.0%	1.8%	0.0%	2.0%	3.8%	100.0%	0.0%	0.0%	56.8%	0.4%	57.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
Cars Total	--	10	385	--	395	--	--	19	--	18	37	--	--	--	580	2	582	--	--	--	--	--	0	--	1014	--
Cars % of Movement	0.0%	100%	97.0%	0.0%	97.1%	--	0.0%	100%	0.0%	85.7%	92.5%	--	0.0%	0.0%	97.6%	50.0%	97.3%	--	0.0%	0.0%	0.0%	0.0%	0.0%	--	97.0%	
Trucks Total	--	--	12	--	12	--	--	--	--	3	3	1	--	--	14	2	16	--	--	--	--	--	0	--	31	1
Trucks % of Movement	0.0%	0.0%	3.0%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	14.3%	7.5%	100.0%	0.0%	0.0%	2.4%	50.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	



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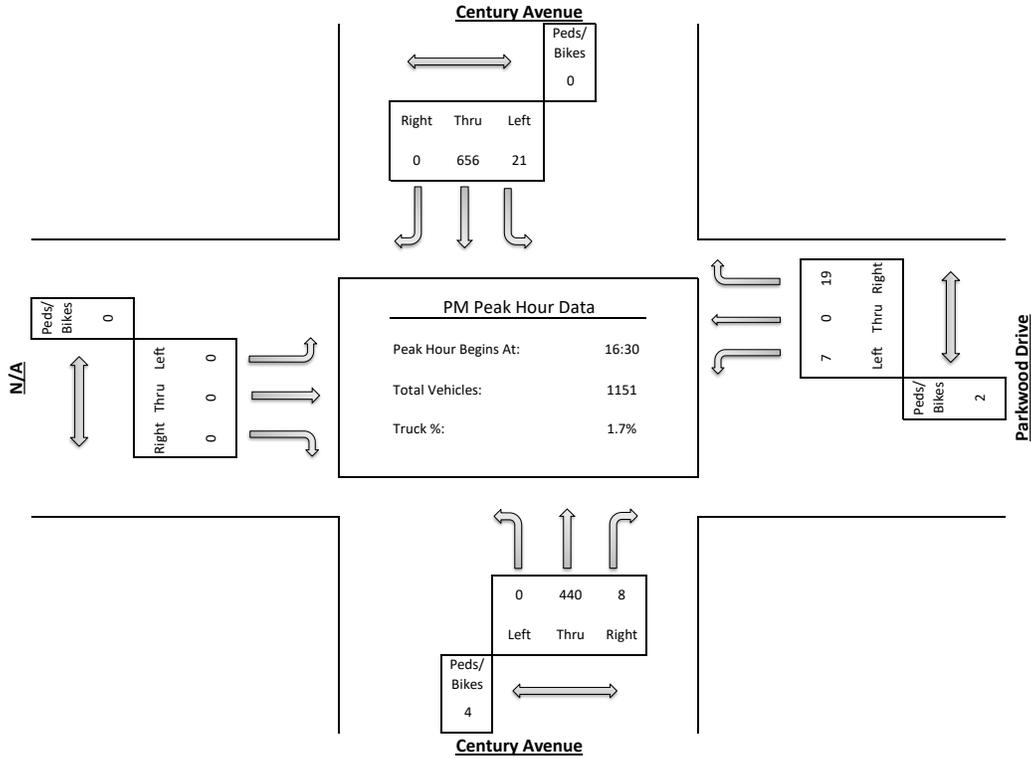
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	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
16:30	--	3	165	--	168	--	--	1	--	3	4	--	--	--	117	--	117	4	--	--	--	--	0	--	289	4
16:45	--	8	177	--	185	--	--	2	--	6	8	1	--	--	108	3	111	--	--	--	--	0	--	304	1	
17:00	1	2	155	--	158	--	--	3	--	4	7	1	--	--	105	3	108	--	--	--	--	0	--	273	1	
17:15	--	7	159	--	166	--	--	1	--	6	7	--	--	--	110	2	112	--	--	--	--	0	--	285	--	
<b>Hour Total</b>	<b>1</b>	<b>20</b>	<b>656</b>	<b>--</b>	<b>677</b>	<b>--</b>	<b>--</b>	<b>7</b>	<b>--</b>	<b>19</b>	<b>26</b>	<b>2</b>	<b>--</b>	<b>--</b>	<b>440</b>	<b>8</b>	<b>448</b>	<b>4</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>1151</b>	<b>6</b>	
% of App.	0.1%	3.0%	96.9%	0.0%			0.0%	26.9%	0.0%	73.1%			0.0%	0.0%	98.2%	1.8%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
% of Total	0.1%	1.7%	57.0%	0.0%	58.8%	0.0%	0.0%	0.6%	0.0%	1.7%	2.3%	33.3%	0.0%	0.0%	38.2%	0.7%	38.9%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
Cars Total	1	20	648	--	669	--	--	6	--	18	24	--	--	--	431	8	439	4	--	--	--	--	0	--	1132	4
Cars % of Movement	100%	100%	98.8%	0.0%	98.8%	0.0%	0.0%	85.7%	0.0%	94.7%	92.3%	0.0%	0.0%	0.0%	98.0%	100%	98.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	98.3%	
Trucks Total	--	--	8	--	8	--	--	1	--	1	2	2	--	--	9	--	9	--	--	--	--	--	0	--	19	2
Trucks % of Movement	0.0%	0.0%	1.2%	0.0%	1.2%	0.0%	0.0%	14.3%	0.0%	5.3%	7.7%	100.0%	0.0%	0.0%	2.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	



# ALLIANT ENGINEERING, INC.

733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Century Avenue & Pouiot Parkway  
 Date: 2/25/2025  
 Duration: 0700-0900, 1600-1800

Site Code: 400  
 Ref Pt: N/A  
 Page No: 1 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Century Avenue Southbound						Pouiot Parkway Westbound						Century Avenue Northbound						N/A Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
7:00	--	10	72	--	82	--	--	1	--	2	3	--	--	--	105	--	105	--	--	--	--	--	0	--	190	--
7:15	--	6	88	--	94	--	--	1	--	5	6	--	1	--	136	--	137	--	--	--	--	--	0	--	237	--
7:30	--	14	94	--	108	--	--	2	--	6	8	--	--	--	168	--	168	--	--	--	--	--	0	--	284	--
7:45	--	15	101	--	116	--	--	3	--	6	9	1	--	--	137	2	139	--	--	--	--	--	0	--	264	1
Hour Total	--	45	355	--	400	--	--	7	--	19	26	1	1	--	546	2	549	--	--	--	--	--	--	--	975	1
8:00	--	10	88	--	98	--	--	1	--	5	6	--	--	--	121	1	122	--	--	--	--	--	0	--	226	--
8:15	--	11	78	--	89	--	--	1	--	9	10	--	--	--	113	3	116	--	--	--	--	--	0	--	215	--
8:30	--	9	69	--	78	--	--	1	--	5	6	--	--	--	100	--	100	--	--	--	--	--	0	--	184	--
8:45	--	5	65	--	70	--	--	2	--	4	6	--	--	--	116	1	117	--	--	--	--	--	0	--	193	--
Hour Total	--	35	300	--	335	--	--	5	--	23	28	--	--	--	450	5	455	--	--	--	--	--	--	--	818	--
**Break**																										
16:00	--	6	156	--	162	--	--	1	--	12	13	2	--	--	91	1	92	--	--	--	--	--	0	--	267	2
16:15	--	3	139	--	142	--	--	--	--	13	13	--	--	--	94	--	94	--	--	--	--	--	0	--	249	--
16:30	1	9	156	--	166	--	--	1	--	7	8	--	--	--	112	3	115	--	--	--	--	--	0	--	289	--
16:45	--	6	170	--	176	--	--	--	--	10	10	--	--	--	104	2	106	--	--	--	--	--	0	--	292	--
Hour Total	1	24	621	--	646	--	--	2	--	42	44	2	--	--	401	6	407	--	--	--	--	--	--	--	1097	2
17:00	--	1	155	--	156	--	--	--	--	9	9	--	--	--	97	1	98	--	--	--	--	--	0	--	263	--
17:15	1	3	160	--	164	--	--	4	--	7	11	1	--	--	103	2	105	--	--	--	--	--	0	--	280	1
17:30	2	2	109	--	113	--	--	--	--	12	12	--	--	--	82	--	82	--	--	--	--	--	0	--	207	--
17:45	--	3	98	--	101	--	--	--	--	2	2	4	--	--	82	1	83	--	--	--	--	--	0	--	186	4
Hour Total	3	9	522	--	534	--	--	4	--	30	34	5	--	--	364	4	368	--	--	--	--	--	--	--	936	5
Grand Total	4	113	1798	--	1915	--	--	18	--	114	132	8	1	--	1761	17	1779	--	--	--	--	--	0	--	3826	8
% of App.	0.2%	5.9%	93.9%	0.0%			0.0%	13.6%	0.0%	86.4%			0.1%	0.0%	99.0%	1.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
% of Total	0.1%	3.0%	47.0%	0.0%	50.1%	0.0%	0.0%	0.5%	0.0%	3.0%	3.5%	100.0%	0.0%	0.0%	46.0%	0.4%	46.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
Cars Total	4	104	1769	--	1877	--	--	18	--	104	122	6	1	--	1730	16	1747	--	--	--	--	--	0	--	3746	6
Cars % of Movement	100%	92.0%	98.4%	0.0%	98.0%	0.0%	0.0%	100%	0.0%	91.2%	92.4%	100.0%	100%	0.0%	98.2%	94.1%	98.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	97.9%	
Trucks Total	--	9	29	--	38	--	--	--	--	10	10	2	--	--	31	1	32	--	--	--	--	--	0	--	80	2
Trucks % of Movement	0.0%	8.0%	1.6%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	8.8%	7.6%	100.0%	0.0%	0.0%	1.8%	5.9%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	

# ALLIANT ENGINEERING, INC.

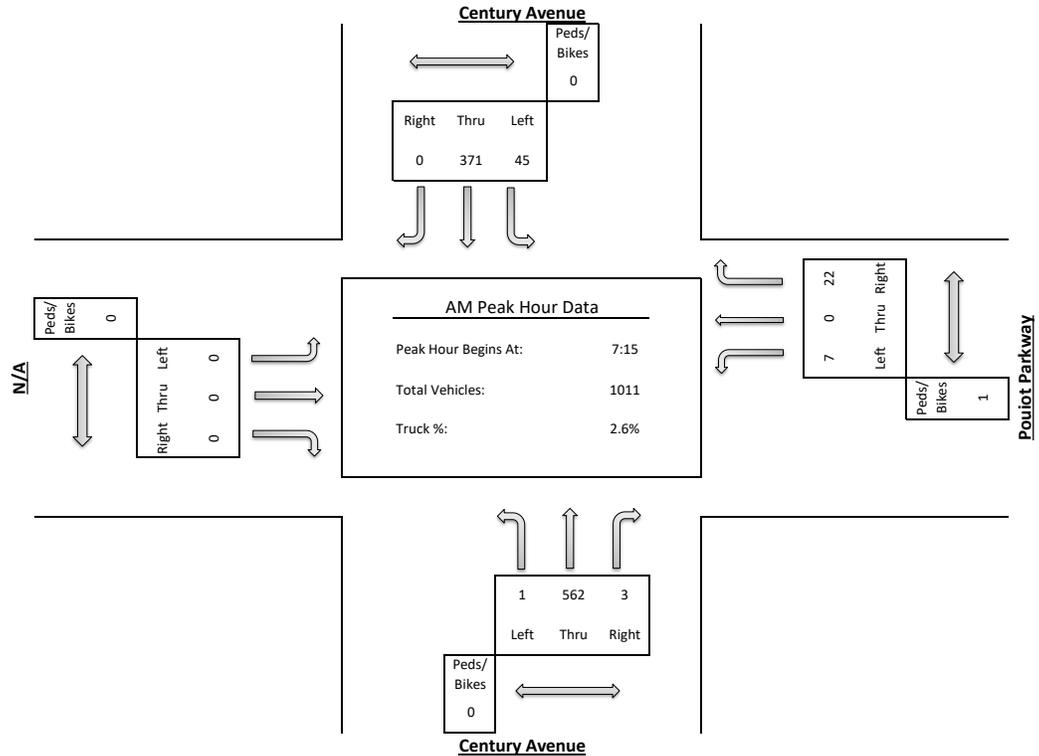
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Century Avenue & Pouiot Parkway  
 Date: 2/25/2025  
 Duration: 0700-0900, 1600-1800

Site Code: 400  
 Ref Pt: N/A  
 Page No: 2 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Century Avenue Southbound						Pouiot Parkway Westbound						Century Avenue Northbound						N/A Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
7:15	--	6	88	--	94	--	--	1	--	5	6	--	1	--	136	--	137	--	--	--	--	--	0	--	237	--
7:30	--	14	94	--	108	--	--	2	--	6	8	--	--	--	168	--	168	--	--	--	--	--	0	--	284	--
7:45	--	15	101	--	116	--	--	3	--	6	9	1	--	--	137	2	139	--	--	--	--	--	0	--	264	1
8:00	--	10	88	--	98	--	--	1	--	5	6	--	--	--	121	1	122	--	--	--	--	--	0	--	226	--
<b>Hour Total</b>	--	45	371	--	416	--	--	7	--	22	29	1	1	--	562	3	566	--	--	--	--	--	--	--	1011	1
% of App.	0.0%	10.8%	89.2%	0.0%			0.0%	24.1%	0.0%	75.9%			0.2%	0.0%	99.3%	0.5%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
% of Total	0.0%	4.5%	36.7%	0.0%	41.1%	0.0%	0.0%	0.7%	0.0%	2.2%	2.9%	100.0%	0.1%	0.0%	55.6%	0.3%	56.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
Cars Total	--	43	361	--	404	--	--	7	--	20	27	--	1	--	550	3	554	--	--	--	--	--	0	--	985	--
Cars % of Movement	0.0%	95.6%	97.3%	0.0%	97.1%	--	0.0%	100%	0.0%	90.9%	93.1%	--	100%	0.0%	97.9%	100%	97.9%	--	0.0%	0.0%	0.0%	0.0%	0.0%	--	97.4%	
Trucks Total	--	2	10	--	12	--	--	--	--	2	2	1	--	--	12	--	12	--	--	--	--	--	0	--	26	1
Trucks % of Movement	0.0%	4.4%	2.7%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	9.1%	6.9%	100.0%	0.0%	0.0%	2.1%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	--	2.6%	



# ALLIANT ENGINEERING, INC.

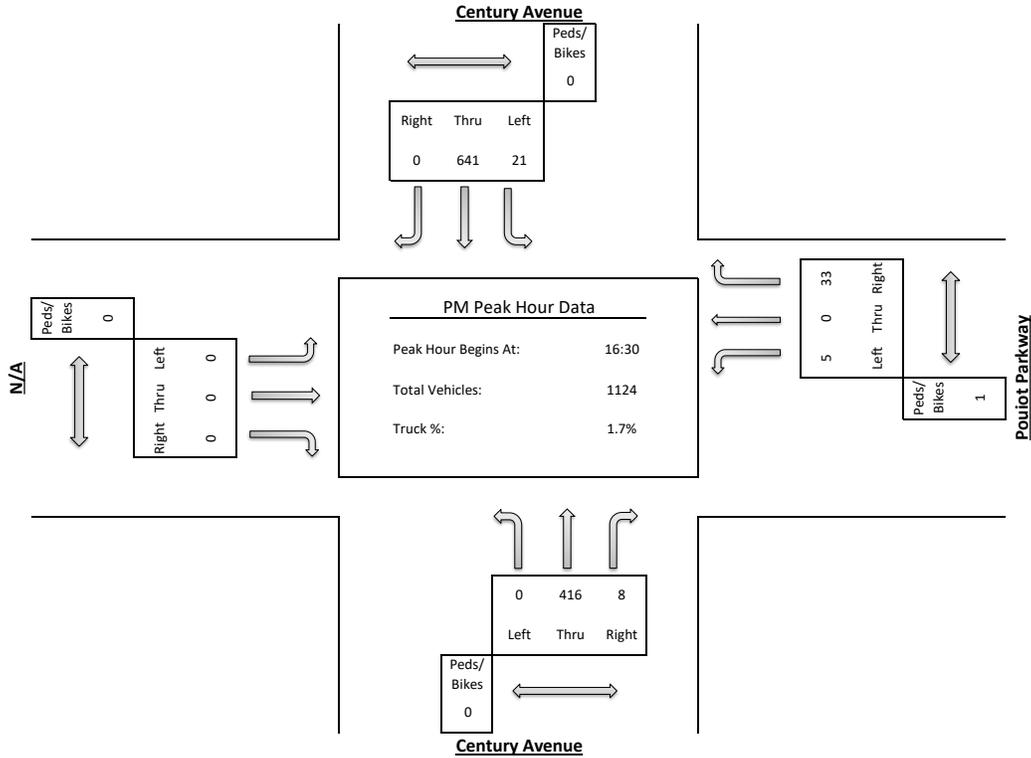
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Century Avenue & Pouiot Parkway  
 Date: 2/25/2025  
 Duration: 0700-0900, 1600-1800

Site Code: 400  
 Ref Pt: N/A  
 Page No: 4 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Century Avenue Southbound						Pouiot Parkway Westbound						Century Avenue Northbound						N/A Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
16:30	1	9	156	--	166	--	--	1	--	7	8	--	--	--	112	3	115	--	--	--	--	--	0	--	289	--
16:45	--	6	170	--	176	--	--	--	--	10	10	--	--	--	104	2	106	--	--	--	--	--	0	--	292	--
17:00	--	1	155	--	156	--	--	--	--	9	9	--	--	--	97	1	98	--	--	--	--	--	0	--	263	--
17:15	1	3	160	--	164	--	--	4	--	7	11	1	--	--	103	2	105	--	--	--	--	--	0	--	280	1
<b>Hour Total</b>	<b>2</b>	<b>19</b>	<b>641</b>	<b>--</b>	<b>662</b>	<b>--</b>	<b>--</b>	<b>5</b>	<b>--</b>	<b>33</b>	<b>38</b>	<b>1</b>	<b>--</b>	<b>--</b>	<b>416</b>	<b>8</b>	<b>424</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>1124</b>	<b>1</b>
% of App.	0.3%	2.9%	96.8%	0.0%			0.0%	13.2%	0.0%	86.8%			0.0%	0.0%	98.1%	1.9%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
% of Total	0.2%	1.7%	57.0%	0.0%	58.9%	0.0%	0.0%	0.4%	0.0%	2.9%	3.4%	100.0%	0.0%	0.0%	37.0%	0.7%	37.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
Cars Total	2	17	634	--	653	--	--	5	--	31	36	--	--	--	408	8	416	--	--	--	--	--	0	--	1105	--
Cars % of Movement	100%	89.5%	98.9%	0.0%	98.6%	--	0.0%	100%	0.0%	93.9%	94.7%	--	0.0%	0.0%	98.1%	100%	98.1%	--	0.0%	0.0%	0.0%	0.0%	0.0%	--	98.3%	
Trucks Total	--	2	7	--	9	--	--	--	--	2	2	1	--	--	8	--	8	--	--	--	--	--	0	--	19	1
Trucks % of Movement	0.0%	10.5%	1.1%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	6.1%	5.3%	100.0%	0.0%	0.0%	1.9%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	



# ALLIANT ENGINEERING, INC.

733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Century Avenue - Lake Road & Apartment Access - Century Avenue  
 Date: 1/8/2025  
 Duration: 0700-0900, 1600-1800

Site Code: 500  
 Ref Pt: N/A  
 Page No: 1 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Century Avenue Southbound						Apartment Access Westbound						Lake Road Northbound						Century Avenue Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
7:00	--	2	55	6	63	--	--	1	--	--	1	--	1	15	88	4	108	--	--	14	--	45	59	--	231	--
7:15	--	4	69	9	82	--	--	--	--	0	--	--	--	24	121	8	153	--	--	19	1	60	80	--	315	--
7:30	--	5	56	9	70	--	--	1	--	1	2	--	--	30	127	2	159	--	--	21	--	58	79	--	310	--
7:45	--	4	72	20	96	--	--	--	1	--	1	--	--	36	127	2	165	--	--	36	--	63	99	--	361	--
Hour Total	--	15	252	44	311	--	--	2	1	1	4	--	1	105	463	16	585	--	--	90	1	226	317	--	1217	--
8:00	--	5	71	13	89	--	--	1	--	1	2	--	--	32	127	3	162	--	--	27	--	47	74	--	327	--
8:15	--	3	63	16	82	--	--	1	1	1	3	--	1	28	111	1	141	--	--	16	--	47	63	--	289	--
8:30	--	1	63	11	75	--	--	3	--	--	3	--	--	34	98	2	134	--	--	21	1	39	61	--	273	--
8:45	1	3	50	10	64	--	--	5	--	--	5	--	--	30	79	2	111	--	--	19	--	36	55	--	235	--
Hour Total	1	12	247	50	310	--	--	10	1	2	13	--	1	124	415	8	548	--	--	83	1	169	253	--	1124	--
**Break**																										
16:00	--	1	97	31	129	--	--	5	--	3	8	--	--	41	92	3	136	--	--	20	--	40	60	--	333	--
16:15	--	--	120	25	145	--	--	3	--	3	6	1	1	42	82	1	126	1	--	14	--	41	55	--	332	2
16:30	--	1	151	30	182	--	--	2	1	6	9	--	--	46	77	1	124	--	--	20	--	66	86	--	401	--
16:45	--	2	120	25	147	--	--	2	--	3	5	--	1	47	64	1	113	--	--	27	--	39	66	--	331	--
Hour Total	--	4	488	111	603	--	--	12	1	15	28	1	2	176	315	6	499	1	--	81	--	186	267	--	1397	2
17:00	--	--	121	38	159	--	--	1	--	7	8	--	--	36	87	--	123	--	--	24	--	55	79	--	369	--
17:15	--	--	120	34	154	--	--	--	--	--	0	2	1	48	67	--	116	2	--	10	--	25	35	--	305	4
17:30	--	--	100	24	124	--	--	3	1	1	5	--	--	53	72	--	125	--	--	17	--	36	53	--	307	--
17:45	--	--	84	24	108	--	--	1	--	--	1	--	--	27	56	2	85	--	--	12	--	28	40	--	234	--
Hour Total	--	--	425	120	545	--	--	5	1	8	14	2	1	164	282	2	449	2	--	63	--	144	207	--	1215	4
Grand Total	1	31	1412	325	1769	--	--	29	4	26	59	3	5	569	1475	32	2081	3	--	317	2	725	1044	--	4953	6
% of App. % of Total	0.1%	1.8%	79.8%	18.4%		0.0%	49.2%	6.8%	44.1%				0.2%	27.3%	70.9%	1.5%			0.0%	30.4%	0.2%	69.4%				
Cars Total	1	31	1397	308	1737	--	--	29	4	26	59	3	5	558	1450	32	2045	3	--	310	2	715	1027	--	4868	6
Cars % of Movement	100%	100%	98.9%	94.8%	98.2%	0.0%	0.0%	100%	100%	100%	100%	50.0%	100%	98.1%	98.3%	100%	98.3%	50.0%	0.0%	97.8%	100%	98.6%	98.4%	0.0%	98.3%	
Trucks Total	--	--	15	17	32	--	--	--	--	--	0	--	--	11	25	--	36	--	--	7	--	10	17	--	85	--
Trucks % of Movement	0.0%	0.0%	1.1%	5.2%	1.8%	--	0.0%	0.0%	0.0%	0.0%	--	--	0.0%	1.9%	1.7%	0.0%	1.7%	--	0.0%	2.2%	0.0%	1.4%	1.6%	--	1.7%	

# ALLIANT ENGINEERING, INC.

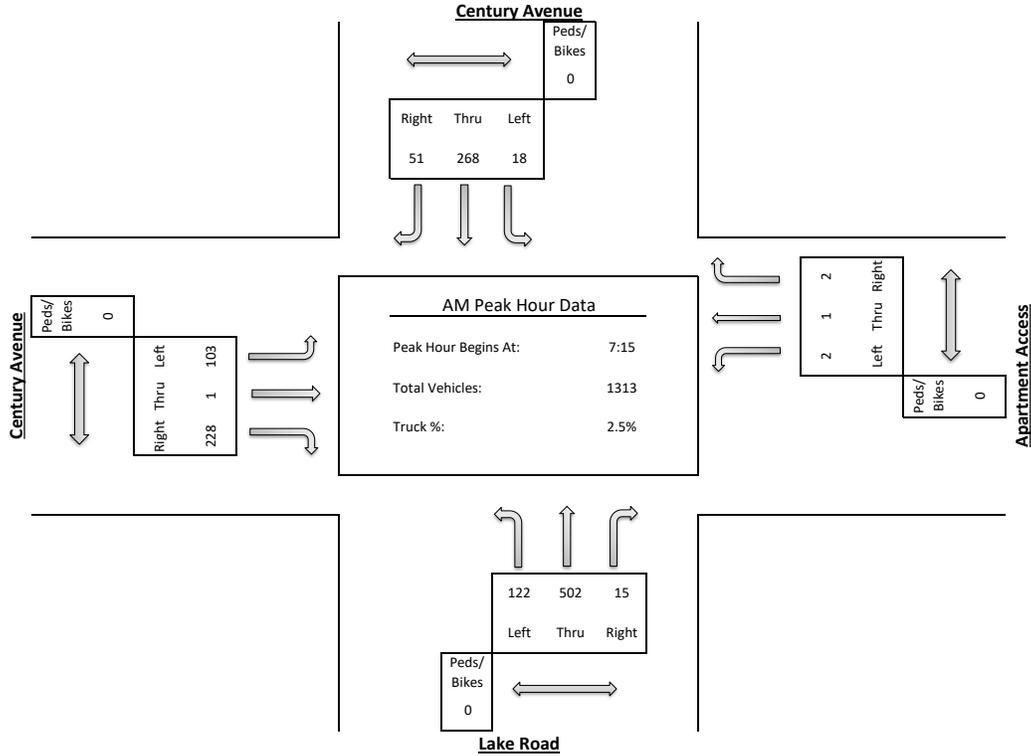
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Century Avenue - Lake Road & Apartment Access - Century Avenue  
 Date: 1/8/2025  
 Duration: 0700-0900, 1600-1800

Site Code: 500  
 Ref Pt: N/A  
 Page No: 2 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Century Avenue Southbound						Apartment Access Westbound						Lake Road Northbound						Century Avenue Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
7:15	--	4	69	9	<b>82</b>	--	--	--	--	<b>0</b>	--	--	24	121	8	<b>153</b>	--	--	19	1	60	<b>80</b>	--	315	--	
7:30	--	5	56	9	<b>70</b>	--	--	1	--	<b>1</b>	--	--	30	127	2	<b>159</b>	--	--	21	--	58	<b>79</b>	--	310	--	
7:45	--	4	72	20	<b>96</b>	--	--	--	1	<b>1</b>	--	--	36	127	2	<b>165</b>	--	--	36	--	63	<b>99</b>	--	361	--	
8:00	--	5	71	13	<b>89</b>	--	--	1	--	<b>1</b>	--	--	32	127	3	<b>162</b>	--	--	27	--	47	<b>74</b>	--	327	--	
<b>Hour Total</b>	--	<b>18</b>	<b>268</b>	<b>51</b>	<b>337</b>	--	--	<b>2</b>	<b>1</b>	<b>2</b>	<b>5</b>	--	--	<b>122</b>	<b>502</b>	<b>15</b>	<b>639</b>	--	--	<b>103</b>	<b>1</b>	<b>228</b>	<b>332</b>	--	<b>1313</b>	--
% of App.	0.0%	5.3%	79.5%	15.1%			0.0%	40.0%	20.0%	40.0%			0.0%	19.1%	78.6%	2.3%		0.0%	31.0%	0.3%	68.7%					
% of Total	0.0%	1.4%	20.4%	3.9%	25.7%	--	0.0%	0.2%	0.1%	0.2%	0.4%	--	0.0%	9.3%	38.2%	1.1%	48.7%	--	0.0%	7.8%	0.1%	17.4%	25.3%	--		
Cars Total	--	18	262	48	<b>328</b>	--	--	2	1	2	<b>5</b>	--	--	117	490	15	<b>622</b>	--	--	100	1	224	<b>325</b>	--	1280	--
Cars % of Movement	0.0%	100%	97.8%	94.1%	97.3%	--	0.0%	100%	100%	100%	100%	--	0.0%	95.9%	97.6%	100%	97.3%	--	0.0%	97.1%	100%	98.2%	97.9%	--	97.5%	--
Trucks Total	--	--	6	3	<b>9</b>	--	--	--	--	<b>0</b>	--	--	--	5	12	--	<b>17</b>	--	--	3	--	4	<b>7</b>	--	33	--
Trucks % of Movement	0.0%	0.0%	2.2%	5.9%	2.7%	--	0.0%	0.0%	0.0%	0.0%	0.0%	--	0.0%	4.1%	2.4%	0.0%	2.7%	--	0.0%	2.9%	0.0%	1.8%	2.1%	--	2.5%	--



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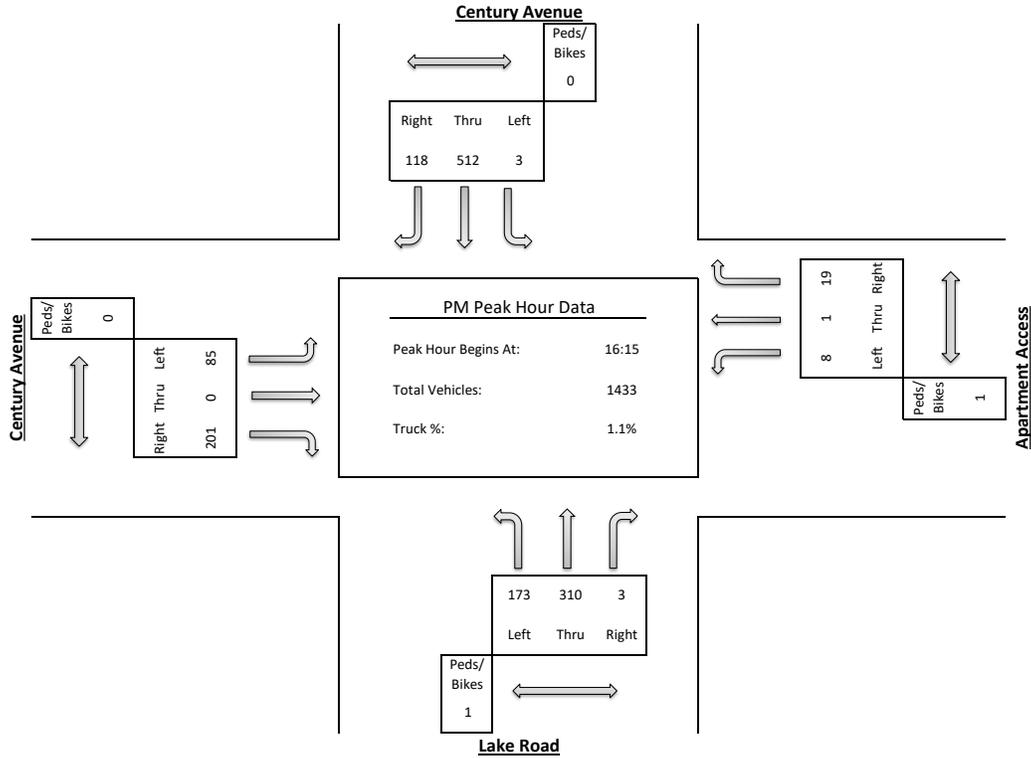
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Century Avenue - Lake Road & Apartment Access - Century Avenue  
 Date: 1/8/2025  
 Duration: 0700-0900, 1600-1800

Site Code: 500  
 Ref Pt: N/A  
 Page No: 4 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Century Avenue Southbound						Apartment Access Westbound						Lake Road Northbound						Century Avenue Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
16:15	--	--	120	25	145	--	--	3	--	3	6	1	1	42	82	1	126	1	--	14	--	41	55	--	332	2
16:30	--	1	151	30	182	--	--	2	1	6	9	--	--	46	77	1	124	--	--	20	--	66	86	--	401	--
16:45	--	2	120	25	147	--	--	2	--	3	5	--	1	47	64	1	113	--	--	27	--	39	66	--	331	--
17:00	--	--	121	38	159	--	--	1	--	7	8	--	--	36	87	--	123	--	--	24	--	55	79	--	369	--
<b>Hour Total</b>	--	3	512	118	633	--	--	8	1	19	28	1	2	171	310	3	486	1	--	85	--	201	286	--	1433	2
% of App.	0.0%	0.5%	80.9%	18.6%			0.0%	28.6%	3.6%	67.9%			0.4%	35.2%	63.8%	0.6%			0.0%	29.7%	0.0%	70.3%				
% of Total	0.0%	0.2%	35.7%	8.2%	44.2%	0.0%	0.0%	0.6%	0.1%	1.3%	2.0%	50.0%	0.1%	11.9%	21.6%	0.2%	33.9%	50.0%	0.0%	5.9%	0.0%	14.0%	20.0%	0.0%		
Cars Total	--	3	510	112	625	--	--	8	1	19	28	1	2	171	307	3	483	1	--	83	--	198	281	--	1417	2
Cars % of Movement	0.0%	100%	99.6%	94.9%	98.7%	0.0%	0.0%	100%	100%	100%	100%	50.0%	100%	100%	99.0%	100%	99.4%	50.0%	0.0%	97.6%	0.0%	98.5%	98.3%	0.0%	98.9%	
Trucks Total	--	--	2	6	8	--	--	--	--	0	--	--	--	--	3	--	3	--	--	2	--	3	5	--	16	--
Trucks % of Movement	0.0%	0.0%	0.4%	5.1%	1.3%	--	0.0%	0.0%	0.0%	0.0%	--	--	0.0%	0.0%	1.0%	0.0%	0.6%	--	0.0%	2.4%	0.0%	1.5%	1.7%	--	1.1%	



# ALLIANT ENGINEERING, INC.

733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Century Avenue & Linwood Avenue - Corner Stone Medical Access  
 Date: 1/8/2025  
 Duration: 0700-0900, 1600-1800

Site Code: 600  
 Ref Pt: N/A  
 Page No: 1 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Linwood Avenue Southbound						Century Avenue Westbound						Corner Stone Medical Access Northbound						Century Avenue Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
7:00	--	18	--	--	18	--	--	--	15	6	21	--	--	--	--	1	1	--	--	--	38	--	38	--	78	--
7:15	--	29	--	--	29	--	--	--	29	4	33	--	--	--	--	1	1	--	--	--	52	--	52	--	115	--
7:30	--	28	--	3	31	--	--	--	32	8	40	--	--	--	--	1	1	--	--	3	48	--	51	--	123	--
7:45	--	22	--	5	27	--	1	1	51	4	57	--	--	--	--	2	2	--	--	--	75	--	75	--	161	--
Hour Total	--	97	--	8	105	--	1	1	127	22	151	--	--	--	--	5	5	--	--	3	213	--	216	--	477	--
8:00	--	24	--	--	24	--	--	2	37	7	46	--	--	--	--	5	5	--	--	--	44	--	44	--	119	--
8:15	--	25	--	--	25	--	--	--	32	13	45	--	--	--	--	8	8	--	--	1	30	--	31	--	109	--
8:30	--	18	--	--	18	--	--	--	29	16	45	--	--	--	--	7	7	--	--	--	35	--	35	--	105	--
8:45	--	17	--	2	19	--	--	--	36	3	39	--	--	--	--	9	9	--	--	--	28	--	28	--	95	--
Hour Total	--	84	--	2	86	--	--	2	134	39	175	--	--	--	--	29	29	--	--	1	137	--	138	--	428	--
**Break**																										
16:00	--	13	--	--	13	--	--	--	50	23	73	--	--	--	--	12	12	--	--	1	34	--	35	--	133	--
16:15	--	15	--	1	16	--	--	--	46	21	67	--	--	--	--	12	12	1	--	--	27	--	27	1	122	2
16:30	--	18	--	5	23	--	--	--	55	23	78	--	--	--	--	26	26	--	--	2	44	--	46	--	173	--
16:45	--	11	--	1	12	--	--	--	49	22	71	--	--	--	--	16	16	1	--	2	37	--	39	--	138	1
Hour Total	--	57	--	7	64	--	--	--	200	89	289	--	--	--	--	66	66	2	--	5	142	--	147	1	566	3
17:00	--	15	--	--	15	--	--	1	52	20	73	--	--	--	--	20	20	--	--	2	46	--	48	--	156	--
17:15	--	12	--	--	12	--	--	--	60	23	83	--	--	--	--	5	5	2	--	--	19	--	19	--	119	2
17:30	--	14	--	1	15	--	1	1	49	26	77	--	--	--	--	5	5	--	--	1	32	--	33	--	130	--
17:45	--	9	--	2	11	--	--	--	34	17	51	--	--	--	--	6	6	--	--	--	24	--	24	--	92	--
Hour Total	--	50	--	3	53	--	1	2	195	86	284	--	--	--	--	36	36	2	--	3	121	--	124	--	497	2
Grand Total	--	288	--	20	308	--	2	5	656	236	899	--	--	--	--	136	136	4	--	12	613	--	625	1	1968	5
% of App.	0.0%	93.5%	0.0%	6.5%			0.2%	0.6%	73.0%	26.3%			0.0%	0.0%	0.0%	100.0%			0.0%	1.9%	98.1%	0.0%				
% of Total	0.0%	14.6%	0.0%	1.0%	15.7%	0.0%	0.1%	0.3%	33.3%	12.0%	45.7%	0.0%	0.0%	0.0%	0.0%	6.9%	6.9%	80.0%	0.0%	0.6%	31.1%	0.0%	31.8%	20.0%		
Cars Total	--	286	--	18	304	--	2	5	631	231	869	--	--	--	--	136	136	4	--	12	599	--	611	1	1920	5
Cars % of Movement	0.0%	99.3%	0.0%	90.0%	98.7%	0.0%	100%	100%	96.2%	97.9%	96.7%	0.0%	0.0%	0.0%	0.0%	100%	100%	80.0%	0.0%	100%	97.7%	0.0%	97.8%	20.0%	97.6%	
Trucks Total	--	2	--	2	4	--	--	--	25	5	30	--	--	--	--	--	0	--	--	--	14	--	14	--	48	--
Trucks % of Movement	0.0%	0.7%	0.0%	10.0%	1.3%	--	0.0%	0.0%	3.8%	2.1%	3.3%	--	0.0%	0.0%	0.0%	0.0%	0.0%	--	0.0%	0.0%	2.3%	0.0%	2.2%	--	2.4%	

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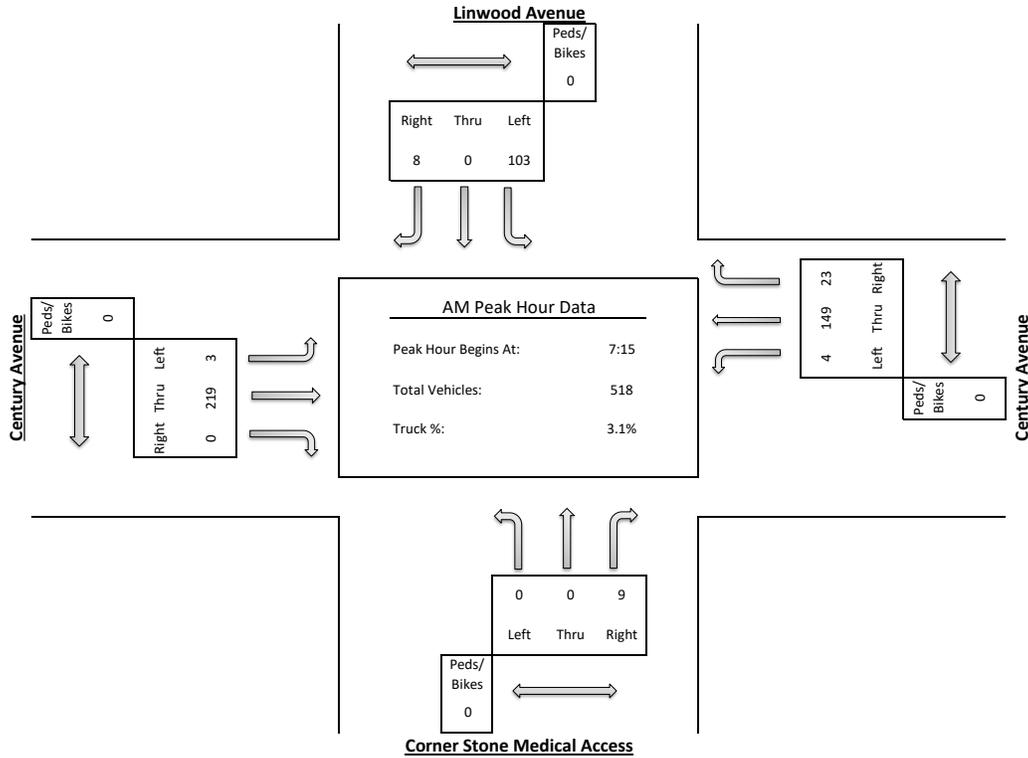
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Century Avenue & Linwood Avenue - Corner Stone Medical Access  
 Date: 1/8/2025  
 Duration: 0700-0900, 1600-1800

Site Code: 600  
 Ref Pt: N/A  
 Page No: 2 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Linwood Avenue Southbound						Century Avenue Westbound						Corner Stone Medical Access Northbound						Century Avenue Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
7:15	--	29	--	--	29	--	--	--	29	4	33	--	--	--	--	1	1	--	--	--	52	--	52	--	115	--
7:30	--	28	--	3	31	--	--	--	32	8	40	--	--	--	--	1	1	--	--	3	48	--	51	--	123	--
7:45	--	22	--	5	27	--	1	1	51	4	57	--	--	--	--	2	2	--	--	--	75	--	75	--	161	--
8:00	--	24	--	--	24	--	--	2	37	7	46	--	--	--	--	5	5	--	--	--	44	--	44	--	119	--
<b>Hour Total</b>	--	103	--	8	111	--	1	3	149	23	176	--	--	--	--	9	9	--	--	3	219	--	222	--	518	--
% of App.	0.0%	92.8%	0.0%	7.2%			0.6%	1.7%	84.7%	13.1%			0.0%	0.0%	0.0%	100%			0.0%	1.4%	98.6%	0.0%				
% of Total	0.0%	19.9%	0.0%	1.5%	21.4%	--	0.2%	0.6%	28.8%	4.4%	34.0%	--	0.0%	0.0%	0.0%	1.7%	1.7%	--	0.0%	0.6%	42.3%	0.0%	42.9%	--		
Cars Total	--	102	--	8	110	--	1	3	141	22	167	--	--	--	--	9	9	--	--	3	213	--	216	--	502	--
Cars % of Movement	0.0%	99.0%	0.0%	100%	99.1%	--	100%	100%	94.6%	95.7%	94.9%	--	0.0%	0.0%	0.0%	100%	100%	--	0.0%	100%	97.3%	0.0%	97.3%	--	96.9%	
Trucks Total	--	1	--	--	1	--	--	--	8	1	9	--	--	--	--	0	0	--	--	--	6	--	6	--	16	--
Trucks % of Movement	0.0%	1.0%	0.0%	0.0%	0.9%	--	0.0%	0.0%	5.4%	4.3%	5.1%	--	0.0%	0.0%	0.0%	0.0%	0.0%	--	0.0%	0.0%	2.7%	0.0%	2.7%	--	3.1%	



# ALLIANT ENGINEERING, INC.

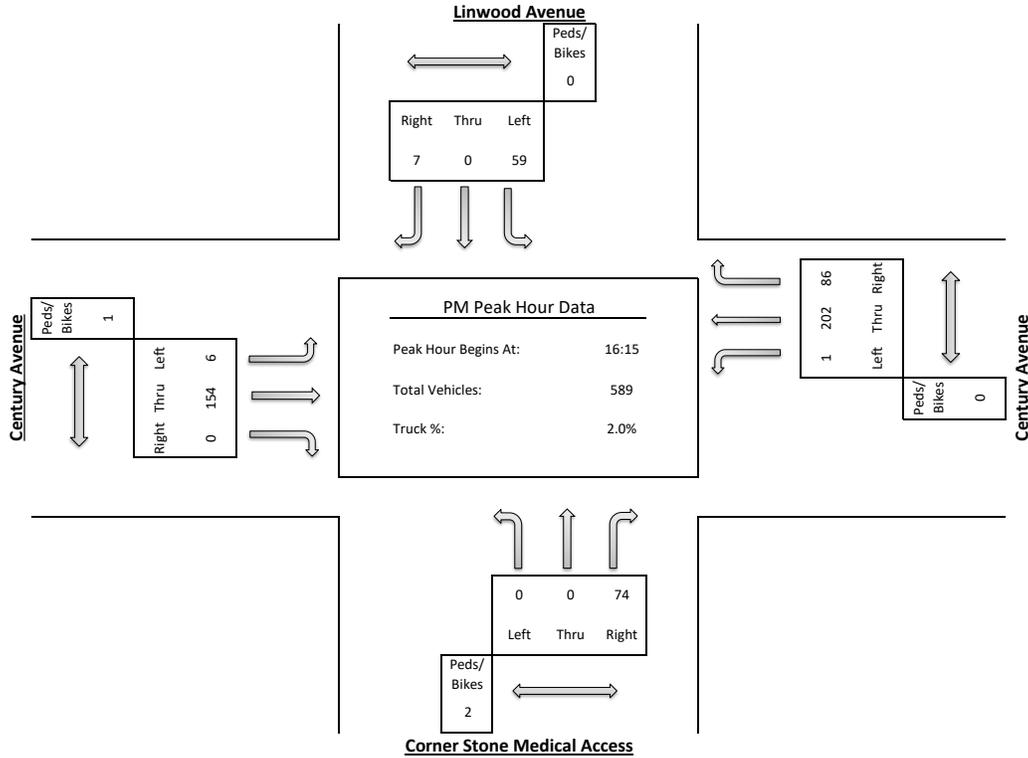
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Century Avenue & Linwood Avenue - Corner Stone Medical Access  
 Date: 1/8/2025  
 Duration: 0700-0900, 1600-1800

Site Code: 600  
 Ref Pt: N/A  
 Page No: 4 of 4

All Vehicles (Cars & Trucks) Printed

Start Time	Linwood Avenue Southbound						Century Avenue Westbound						Corner Stone Medical Access Northbound						Century Avenue Eastbound						Int. Veh. Total	Int. Ped/Bike Total
	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes	U-Turn	Left	Thru	Right	App. Total	Peds/Bikes		
16:15	--	15	--	1	16	--	--	--	46	21	67	--	--	--	--	12	12	1	--	--	27	--	27	1	122	2
16:30	--	18	--	5	23	--	--	--	55	23	78	--	--	--	--	26	26	--	--	2	44	--	46	--	173	--
16:45	--	11	--	1	12	--	--	--	49	22	71	--	--	--	--	16	16	1	--	2	37	--	39	--	138	1
17:00	--	15	--	--	15	--	--	1	52	20	73	--	--	--	--	20	20	--	--	2	46	--	48	--	156	--
<b>Hour Total</b>	--	59	--	7	66	--	--	1	202	86	289	--	--	--	74	74	2	--	6	154	--	160	1	589	3	
% of App.	0.0%	89.4%	0.0%	10.6%			0.0%	0.3%	69.9%	29.8%			0.0%	0.0%	0.0%	100%		0.0%	3.8%	96.3%	0.0%					
% of Total	0.0%	10.0%	0.0%	1.2%	11.2%	0.0%	0.0%	0.2%	34.3%	14.6%	49.1%	0.0%	0.0%	0.0%	0.0%	12.6%	12.6%	66.7%	0.0%	1.0%	26.1%	0.0%	27.2%	33.3%		
Cars Total	--	58	--	6	64	--	--	1	196	86	283	--	--	--	74	74	2	--	6	150	--	156	1	577	3	
Cars % of Movement	0.0%	98.3%	0.0%	85.7%	97.0%	0.0%	0.0%	100%	97.0%	100%	97.9%	0.0%	0.0%	0.0%	100%	100%	66.7%	0.0%	100%	97.4%	0.0%	97.5%	33.3%	98.0%		
Trucks Total	--	1	--	1	2	--	--	--	6	--	6	--	--	--	--	0	--	--	--	--	4	--	4	--	12	--
Trucks % of Movement	0.0%	1.7%	0.0%	14.3%	3.0%	--	0.0%	0.0%	3.0%	0.0%	2.1%	--	0.0%	0.0%	0.0%	0.0%	--	0.0%	0.0%	2.6%	0.0%	2.5%	--	2.0%		



## **Appendix B: Detailed Measures of Effectiveness**

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## Century Ponds Traffic Impact Study - Measures of Effectiveness Summary

### Scenario 1 2025 Existing Conditions

	Intersection	AM Peak Hour		PM Peak Hour	
		LOS	Delay (s)	LOS	Delay (s)
200	Century Ave & Lower Afton Rd / Valley Creek Rd	B / B	16.6 / 17.6	B / C	19.0 / 20.1
300	Century Ave & Parkwood Dr	A / A	1.8 / 7.4	A / A	2.4 / 5.5
400	Century Ave & Pouliot Pkwy	A / A	2.0 / 5.0	A / A	1.5 / 4.1
500	Century Ave / Lake Rd & Century Ave / Apartments	A / A	9.4 / 10.0	B / B	11.0 / 12.4
600	Century Ave & Linwood Ave	A / A	2.0 / 6.8	A / A	1.8 / 6.7

Overall Intersection LOS / Worst Approach LOS

Overall Intersection Delay / Worst Approach Delay

### Scenario 2 2025 Build

	Intersection	AM Peak Hour		PM Peak Hour	
		LOS	Delay (s)	LOS	Delay (s)
200	Century Ave & Lower Afton Rd / Valley Creek Rd	B / B	16.4 / 16.7	C / C	20.1 / 22.3
300	Century Avenue & Parkwood Dr / Access B	A / A	2.1 / 6.8	A / A	3.0 / 9.2
400	Century Ave & Pouliot Pkwy	A / A	2.3 / 5.3	A / A	1.6 / 4.4
500	Century Ave / Lake Rd & Century Ave / Apartments	B / B	10.4 / 11.5	B / B	10.9 / 11.5
600	Century Ave & Linwood Ave	A / A	2.4 / 7.4	A / A	1.9 / 7.2
101	Century Ave & Access A	A / A	3.5 / 3.6	A / A	2.8 / 5.4
103	Linwood Ave & Access D	A / A	0.8 / 4.1	A / A	0.8 / 6.4

Overall Intersection LOS / Worst Approach LOS

Overall Intersection Delay / Worst Approach Delay

### Scenario 3 2025 Build w/ Improvements

	Intersection	AM Peak Hour		PM Peak Hour	
		LOS	Delay (s)	LOS	Delay (s)
200	Century Ave & Lower Afton Rd / Valley Creek Rd	B / B	16.6 / 17.3	C / C	20.0 / 21.9
300	Century Avenue & Parkwood Dr / Access B	A / A	2.0 / 6.7	A / A	2.9 / 9.7
400	Century Ave & Pouliot Pkwy	A / A	2.1 / 4.9	A / A	1.6 / 4.5
500	Century Ave / Lake Rd & Century Ave / Apartments	B / B	10.3 / 10.7	B / B	11.5 / 12.8
600	Century Ave & Linwood Ave	A / A	2.5 / 7.3	A / A	1.9 / 6.8
101	Century Ave & Access A	A / A	3.4 / 3.5	A / A	2.8 / 5.7
103	Linwood Ave & Access D	A / A	0.9 / 4.2	A / A	0.7 / 6.2

Overall Intersection LOS / Worst Approach LOS

Overall Intersection Delay / Worst Approach Delay

2025 Existing Conditions - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Lower Afton Rd / Valley Creek Rd	Movement Delay (sec/veh)	19.3	19.5	3.8	20.3	22.4	5.9	14.9	19.3	4.3	17.3	17.3	4.6	16.6
	Total Delay (hr)	0.3	0.9	0.1	0.1	1.4	0.2	0.4	2.5	0.0	0.6	1.5	0.0	8.0
	Movement LOS	B	B	A	C	C	A	B	B	A	B	B	A	B
	Movement Volume	60	166	85	17	224	144	102	465	41	126	303	24	1757
	Movement 95th Queue (ft)	54	54	25	24	96	47	75	139	0	83	96	0	
	Storage Bay Distance (ft)	325	0	335	325	0	600	300	0	0	480	0	0	
	Approach Delay (sec/veh)	15.2			16.1			17.6			16.6			
	Approach LOS	B			B			B			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Parkwood Dr	Movement Delay (sec/veh)	0.0	0.0	0.0	11.7	0.0	4.6	0.0	0.6	0.2	4.5	2.9	0.0	1.8
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.4
	Movement LOS	A	A	A	B	A	A	A	A	A	A	A	A	A
	Movement Volume	0	0	0	15	0	23	0	585	4	9	399	0	1035
	Movement 95th Queue (ft)	0	0	0	56	0	56	0	0	0	17	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	230	0	0	
	Approach Delay (sec/veh)	0.0			7.4			0.6			2.9			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Pouliot Pkwy	Movement Delay (sec/veh)	0.0	0.0	0.0	9.6	0.0	4.0	0.0	2.6	3.2	2.8	0.7	0.0	2.0
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.1	0.0	0.6
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	0	0	5	0	23	0	611	2	40	371	0	1052
	Movement 95th Queue (ft)	0	0	0	43	0	43	0	0	0	38	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	180	0	0	
	Approach Delay (sec/veh)	0.0			5.0			2.6			0.9			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave / Lake Rd & Century Ave / Apartments	Movement Delay (sec/veh)	16.7	4.5	4.5	17.3	4.3	5.5	12.0	9.3	2.3	8.5	11.1	3.0	9.4
	Total Delay (hr)	0.4	0.0	0.3	0.0	0.0	0.0	0.4	1.3	0.0	0.0	1.0	0.0	3.4
	Movement LOS	B	A	A	B	A	A	B	A	A	A	B	A	A
	Movement Volume	92	4	219	2	1	2	122	501	14	14	312	49	1332
	Movement 95th Queue (ft)	84	76	76	11	14	14	81	114	18	31	90	50	
	Storage Bay Distance (ft)	200	0	0	50	0	0	325	0	175	335	0	315	
	Approach Delay (sec/veh)	8.1			10.0			9.7			9.9			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Linwood Ave	Movement Delay (sec/veh)	2.1	0.6	0.0	0.0	0.7	0.5	0.0	0.0	3.3	7.0	0.0	3.7	2.0
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	3	203	0	0	151	22	0	0	8	101	0	8	496
	Movement 95th Queue (ft)	8	8	0	0	0	0	0	0	30	55	55	55	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.6			0.7			3.3			6.8			
	Approach LOS	A			A			A			A			

2025 Existing Conditions - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Lower Afton Rd / Valley Creek Rd	Movement Delay (sec/veh)	34.6	22.2	5.8	35.1	22.5	5.0	19.2	21.7	4.2	18.7	19.8	5.2	19.0
	Total Delay (hr)	0.4	1.8	0.1	0.5	2.0	0.2	0.5	1.9	0.1	1.0	2.8	0.1	11.4
	Movement LOS	C	C	A	D	C	A	B	C	A	B	B	A	B
	Movement Volume	39	290	82	52	321	157	101	306	46	190	513	46	2143
	Movement 95th Queue (ft)	51	88	29	63	118	43	87	107	0	124	145	0	
	Storage Bay Distance (ft)	325	0	335	325	0	600	300	0	0	480	0	0	
	Approach Delay (sec/veh)	20.1			18.6			19.4			18.6			
	Approach LOS	C			B			B			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Parkwood Dr	Movement Delay (sec/veh)	0.0	0.0	0.0	9.7	0.0	3.7	0.0	0.4	0.2	5.4	3.6	0.0	2.4
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.6	0.0	0.7
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	0	0	8	0	19	0	437	8	20	639	0	1131
	Movement 95th Queue (ft)	0	0	0	43	0	43	0	0	0	25	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	230	0	0	
	Approach Delay (sec/veh)	0.0			5.5			0.4			3.7			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Pouliot Pkwy	Movement Delay (sec/veh)	0.0	0.0	0.0	7.4	0.0	3.5	0.0	1.9	2.1	2.0	1.0	0.0	1.5
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.4
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	0	0	6	0	31	0	427	7	23	621	0	1115
	Movement 95th Queue (ft)	0	0	0	48	0	48	0	0	0	26	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	180	0	0	
	Approach Delay (sec/veh)	0.0			4.1			1.9			1.0			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave / Lake Rd & Century Ave / Apartments	Movement Delay (sec/veh)	20.1	1.0	6.2	21.4	10.7	3.1	13.8	7.4	1.8	11.9	14.2	4.3	11.0
	Total Delay (hr)	0.4	0.0	0.3	0.0	0.0	0.0	0.7	0.6	0.0	0.0	2.1	0.1	4.2
	Movement LOS	C	A	A	C	B	A	B	A	A	B	B	A	B
	Movement Volume	78	5	188	4	1	14	179	288	2	3	532	116	1410
	Movement 95th Queue (ft)	80	84	84	17	28	28	113	71	4	13	155	67	
	Storage Bay Distance (ft)	200	0	0	50	0	0	325	0	175	335	0	315	
	Approach Delay (sec/veh)	10.1			7.4			9.8			12.4			
	Approach LOS	B			A			A			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Linwood Ave	Movement Delay (sec/veh)	2.6	0.8	0.0	0.0	0.7	0.7	0.0	0.0	4.2	6.9	0.0	4.8	1.8
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.2
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	7	151	0	0	210	88	0	0	61	56	0	7	580
	Movement 95th Queue (ft)	18	18	0	0	0	3	0	0	59	43	43	43	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.9			0.7			4.2			6.7			
	Approach LOS	A			A			A			A			

2025 Build - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Lower Afton Rd / Valley Creek Rd	Movement Delay (sec/veh)	19.9	20.9	3.2	18.5	22.8	5.9	15.0	18.5	4.3	16.2	17.3	4.8	16.4
	Total Delay (hr)	0.4	1.0	0.1	0.1	1.3	0.2	0.5	2.5	0.1	0.6	1.5	0.0	8.3
	Movement LOS	B	C	A	B	C	A	B	B	A	B	B	A	B
	Movement Volume	63	170	80	21	210	135	109	486	54	131	312	31	1802
	Movement 95th Queue (ft)	58	68	26	26	84	34	77	144	0	86	103	0	
	Storage Bay Distance (ft)	325	0	335	325	0	600	300	0	0	480	0	0	
	Approach Delay (sec/veh)	16.2			16.3			16.7			16.2			
	Approach LOS	B			B			B			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Parkwood Dr	Movement Delay (sec/veh)	8.4	0.0	4.0	9.2	0.0	4.6	2.1	0.8	0.2	5.8	3.1	2.2	2.1
	Total Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.6
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	17	0	28	20	0	22	7	610	3	9	403	6	1125
	Movement 95th Queue (ft)	52	52	52	50	50	50	19	19	0	18	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	230	0	0	
	Approach Delay (sec/veh)	5.7			6.8			0.8			3.1			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Pouliot Pkwy	Movement Delay (sec/veh)	0.0	0.0	0.0	8.5	0.0	4.6	0.0	3.0	3.0	2.8	0.8	0.0	2.3
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.1	0.0	0.6
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	0	0	5	0	23	0	645	4	41	409	0	1127
	Movement 95th Queue (ft)	0	0	0	50	0	50	0	0	0	37	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	180	0	0	
	Approach Delay (sec/veh)	0.0			5.3			3.0			1.0			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave / Lake Rd & Century Ave / Apartments	Movement Delay (sec/veh)	18.5	4.7	4.5	13.0	24.8	3.3	13.2	10.6	2.5	8.7	12.6	2.6	10.4
	Total Delay (hr)	0.6	0.0	0.3	0.0	0.0	0.0	0.4	1.5	0.0	0.0	1.2	0.0	4.0
	Movement LOS	B	A	A	B	C	A	B	B	A	A	B	A	B
	Movement Volume	118	4	238	2	1	2	122	513	15	16	331	64	1426
	Movement 95th Queue (ft)	104	80	80	12	14	14	91	126	23	24	92	32	
	Storage Bay Distance (ft)	200	0	0	50	0	0	325	0	175	335	0	315	
	Approach Delay (sec/veh)	9.1			11.5			10.9			10.9			
	Approach LOS	A			B			B			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Linwood Ave	Movement Delay (sec/veh)	2.5	0.8	0.0	2.5	0.8	0.5	0.0	0.0	3.5	7.7	0.3	4.5	2.4
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	2	225	0	5	150	33	0	0	10	123	1	10	559
	Movement 95th Queue (ft)	6	6	0	9	9	0	0	0	32	65	65	65	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.8			0.8			3.5			7.4			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Access A	Movement Delay (sec/veh)	0.0	0.0	0.1	6.4	3.6	0.0	3.5	0.0	2.6	0.0	0.0	0.0	3.5
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	2	5	5	343	0	8	0	18	0	0	0	381
	Movement 95th Queue (ft)	0	0	0	0	0	0	45	0	45	0	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.1			3.6			2.9			0.0			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Linwood Ave & Access D	Movement Delay (sec/veh)	1.3	0.2	0.0	0.0	0.3	0.1	0.0	0.0	0.0	4.2	0.0	1.4	0.8
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	2	109	0	0	26	9	0	0	0	24	0	1	171
	Movement 95th Queue (ft)	0	0	0	0	0	0	0	0	0	47	0	47	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.2			0.2			0.0			4.1			
	Approach LOS	A			A			A			A			

2025 Build - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Lower Afton Rd / Valley Creek Rd	Movement Delay (sec/veh)	36.0	25.6	5.4	34.2	22.0	5.3	19.8	22.7	4.2	19.3	21.4	5.5	20.1
	Total Delay (hr)	0.4	2.1	0.1	0.7	2.0	0.2	0.6	2.0	0.1	1.0	3.3	0.1	12.6
	Movement LOS	D	C	A	C	C	A	B	C	A	B	C	A	C
	Movement Volume	41	297	90	75	324	155	105	319	55	192	553	56	2262
	Movement 95th Queue (ft)	58	116	24	75	108	40	80	111	0	128	157	0	
	Storage Bay Distance (ft)	325	0	335	325	0	600	300	0	0	480	0	0	
	Approach Delay (sec/veh)	22.3			19.0			19.9			19.8			
	Approach LOS	C			B			B			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Parkwood Dr	Movement Delay (sec/veh)	11.2	0.0	7.9	14.9	0.0	3.9	8.9	0.8	0.2	5.0	3.8	4.9	3.0
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.7	0.0	0.9
	Movement LOS	B	A	A	B	A	A	A	A	A	A	A	A	A
	Movement Volume	11	0	17	5	0	22	26	450	8	18	689	23	1269
	Movement 95th Queue (ft)	45	45	45	44	44	44	48	48	0	23	3	3	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	230	0	0	
	Approach Delay (sec/veh)	9.2			5.9			1.2			3.9			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Pouliot Pkwy	Movement Delay (sec/veh)	0.0	0.0	0.0	8.2	0.0	3.7	0.0	1.9	1.5	2.3	1.2	0.0	1.6
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.4
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	0	0	6	0	33	0	468	8	23	689	0	1227
	Movement 95th Queue (ft)	0	0	0	48	0	48	0	0	0	21	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	180	0	0	
	Approach Delay (sec/veh)	0.0			4.4			1.9			1.2			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave / Lake Rd & Century Ave / Apartments	Movement Delay (sec/veh)	20.5	1.0	6.7	13.1	18.4	3.3	14.5	7.2	1.1	6.5	13.5	4.3	10.9
	Total Delay (hr)	0.6	0.0	0.3	0.0	0.0	0.0	0.7	0.6	0.0	0.0	2.2	0.2	4.6
	Movement LOS	C	A	A	B	B	A	B	A	A	A	B	A	B
	Movement Volume	100	4	182	4	3	16	182	312	2	2	564	154	1525
	Movement 95th Queue (ft)	108	87	87	15	36	36	110	77	3	8	143	59	
	Storage Bay Distance (ft)	200	0	0	50	0	0	325	0	175	335	0	315	
	Approach Delay (sec/veh)	11.4			7.0			9.9			11.5			
	Approach LOS	B			A			A			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Linwood Ave	Movement Delay (sec/veh)	4.0	0.8	0.0	0.0	0.7	0.7	0.0	0.0	3.9	7.7	0.7	4.2	1.9
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.3
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	7	148	0	0	229	109	0	0	62	75	2	7	639
	Movement 95th Queue (ft)	22	22	0	0	0	0	0	0	59	52	52	52	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.9			0.7			3.9			7.2			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Access A	Movement Delay (sec/veh)	0.0	0.0	0.0	6.1	2.7	0.0	5.7	0.0	5.3	0.0	0.0	0.0	2.8
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	3	13	18	467	0	7	0	15	0	0	0	523
	Movement 95th Queue (ft)	0	0	0	6	6	0	41	0	41	0	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.0			2.8			5.4			0.0			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Linwood Ave & Access D	Movement Delay (sec/veh)	3.2	0.1	0.0	0.0	0.3	0.1	0.0	0.0	0.0	6.3	0.0	7.3	0.8
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	1	64	0	0	90	26	0	0	0	17	0	2	200
	Movement 95th Queue (ft)	4	4	0	0	0	0	0	0	0	39	0	39	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.1			0.3			0.0			6.4			
	Approach LOS	A			A			A			A			

2025 Build w/ Improvements - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Lower Afton Rd / Valley Creek Rd	Movement Delay (sec/veh)	18.4	20.4	3.4	18.6	22.2	6.0	15.2	19.3	4.4	18.4	17.7	5.0	16.6
	Total Delay (hr)	0.3	1.0	0.1	0.1	1.2	0.2	0.5	2.6	0.1	0.7	1.5	0.0	8.3
	Movement LOS	B	C	A	B	C	A	B	B	A	B	B	A	B
	Movement Volume	64	171	89	22	199	132	109	489	56	135	298	29	1793
	Movement 95th Queue (ft)	65	66	20	27	75	43	78	141	0	99	103	0	
	Storage Bay Distance (ft)	325	0	335	325	0	600	300	0	0	480	0	0	
	Approach Delay (sec/veh)	15.3			15.9			17.3			17.1			
	Approach LOS	B			B			B			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Parkwood Dr	Movement Delay (sec/veh)	7.4	0.0	4.2	9.3	0.0	4.3	2.0	0.7	0.3	5.7	3.1	2.8	2.0
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.4
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	17	0	28	18	0	20	6	618	4	8	401	7	1127
	Movement 95th Queue (ft)	56	56	56	47	47	47	13	0	0	15	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	180	0	0	230	0	0	
	Approach Delay (sec/veh)	5.4			6.7			0.7			3.1			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Pouliot Pkwy	Movement Delay (sec/veh)	0.0	0.0	0.0	7.6	0.0	4.3	0.0	2.8	3.1	2.4	0.8	0.0	2.1
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.1	0.0	0.6
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	0	0	6	0	25	0	643	4	43	403	0	1124
	Movement 95th Queue (ft)	0	0	0	51	0	51	0	0	0	34	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	180	0	0	
	Approach Delay (sec/veh)	0.0			4.9			2.8			1.0			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave / Lake Rd & Century Ave / Apartments	Movement Delay (sec/veh)	19.2	6.5	4.7	14.2	11.9	4.5	12.7	10.2	2.8	10.9	12.1	2.9	10.3
	Total Delay (hr)	0.6	0.0	0.3	0.0	0.0	0.0	0.4	1.5	0.0	0.1	1.1	0.0	4.0
	Movement LOS	B	A	A	B	B	A	B	B	A	B	B	A	B
	Movement Volume	121	4	241	1	2	1	123	513	16	19	329	58	1428
	Movement 95th Queue (ft)	97	83	83	9	15	15	88	118	21	33	88	41	
	Storage Bay Distance (ft)	200	0	0	50	0	0	325	0	175	335	0	315	
	Approach Delay (sec/veh)	9.5			10.6			10.5			10.7			
	Approach LOS	A			B			B			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Linwood Ave	Movement Delay (sec/veh)	2.0	0.8	0.0	3.0	0.8	0.6	0.0	0.0	4.3	7.6	0.3	4.7	2.5
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	1	222	0	5	147	34	0	0	9	132	2	10	562
	Movement 95th Queue (ft)	0	0	0	17	17	0	0	0	29	70	70	70	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.8			0.8			4.3			7.3			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Access A	Movement Delay (sec/veh)	0.0	0.0	0.0	3.5	3.5	0.0	3.3	0.0	2.6	0.0	0.0	0.0	3.4
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	2	4	4	332	0	9	0	19	0	0	0	370
	Movement 95th Queue (ft)	0	0	0	0	0	0	45	0	45	0	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.0			3.5			2.8			0.0			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Linwood Ave & Access D	Movement Delay (sec/veh)	2.3	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.0	4.2	0.0	4.6	0.9
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	1	113	0	0	25	10	0	0	0	29	0	1	179
	Movement 95th Queue (ft)	0	0	0	0	0	0	0	0	0	49	0	49	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.2			0.3			0.0			4.2			
	Approach LOS	A			A			A			A			

2025 Build w/ Improvements - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Lower Afton Rd / Valley Creek Rd	Movement Delay (sec/veh)	36.3	25.1	6.1	36.2	22.5	5.0	19.7	21.4	4.4	19.8	21.5	5.4	20.0
	Total Delay (hr)	0.4	2.2	0.2	0.7	2.1	0.2	0.6	1.9	0.1	1.1	3.3	0.1	12.9
	Movement LOS	D	C	A	D	C	A	B	C	A	B	C	A	C
	Movement Volume	37	311	98	70	334	146	101	320	59	194	553	55	2278
	Movement 95th Queue (ft)	52	124	36	82	120	41	81	108	0	137	166	0	
	Storage Bay Distance (ft)	325	0	335	325	0	600	300	0	0	480	0	0	
	Approach Delay (sec/veh)	21.9			19.6			19.0			20.0			
Approach LOS	C			B			B			B				

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Parkwood Dr	Movement Delay (sec/veh)	11.9	0.0	8.5	16.4	0.0	4.4	8.5	0.5	0.0	4.4	3.7	4.7	2.9
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.7	0.0	0.9
	Movement LOS	B	A	A	C	A	A	A	A	A	A	A	A	A
	Movement Volume	11	0	19	7	0	20	27	451	10	19	694	21	1279
	Movement 95th Queue (ft)	47	47	47	45	45	45	34	0	0	20	3	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	180	0	0	230	0	0	
	Approach Delay (sec/veh)	9.7			7.5			0.9			3.7			
Approach LOS	A			A			A			A				

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Pouliot Pkwy	Movement Delay (sec/veh)	0.0	0.0	0.0	10.6	0.0	3.5	0.0	2.0	1.2	2.3	1.2	0.0	1.6
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.5
	Movement LOS	A	A	A	B	A	A	A	A	A	A	A	A	A
	Movement Volume	0	0	0	5	0	30	0	473	8	22	701	0	1239
	Movement 95th Queue (ft)	0	0	0	50	0	50	0	0	0	24	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	180	0	0	
	Approach Delay (sec/veh)	0.0			4.5			2.0			1.2			
Approach LOS	A			A			A			A				

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave / Lake Rd & Century Ave / Apartments	Movement Delay (sec/veh)	21.0	1.3	7.2	18.2	25.3	4.2	13.8	7.4	1.9	11.7	14.9	4.4	11.5
	Total Delay (hr)	0.6	0.0	0.4	0.0	0.0	0.0	0.7	0.6	0.0	0.0	2.4	0.2	4.9
	Movement LOS	C	A	A	B	C	A	B	A	A	B	B	A	B
	Movement Volume	97	4	187	3	1	18	182	313	3	3	584	143	1538
	Movement 95th Queue (ft)	94	97	97	16	40	40	110	80	7	13	164	60	
	Storage Bay Distance (ft)	200	0	0	50	0	0	325	0	175	335	0	315	
	Approach Delay (sec/veh)	11.8			7.1			9.7			12.8			
Approach LOS	B			A			A			B				

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Linwood Ave	Movement Delay (sec/veh)	3.0	0.8	0.0	2.7	0.7	0.7	0.0	0.0	4.2	7.3	0.2	3.0	1.9
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.2
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	6	149	0	1	210	114	0	0	69	68	2	6	625
	Movement 95th Queue (ft)	16	16	0	4	4	0	0	0	63	45	45	45	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.9			0.7			4.2			6.8			
Approach LOS	A			A			A			A				

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Century Ave & Access A	Movement Delay (sec/veh)	0.0	0.2	0.0	6.0	2.7	0.0	6.6	0.0	5.4	0.0	0.0	0.0	2.8
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	4	12	16	475	0	4	0	12	0	0	0	523
	Movement 95th Queue (ft)	0	0	0	5	5	0	37	0	37	0	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.1			2.8			5.7			0.0			
Approach LOS	A			A			A			A				

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Linwood Ave & Access D	Movement Delay (sec/veh)	2.3	0.1	0.0	0.0	0.3	0.2	0.0	0.0	0.0	6.3	0.0	4.2	0.7
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	1	60	0	0	98	22	0	0	0	14	0	1	196
	Movement 95th Queue (ft)	5	5	0	0	0	0	0	0	0	36	0	36	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.1			0.3			0.0			6.2			
Approach LOS	A			A			A			A				

## Appendix C: Proposed Development Plan

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**ALLIANT**

733 Marquette Avenue  
Suite 700  
Minneapolis, MN 55402  
612.758.3080  
www.alliant-inc.com

**CENTURY PONDS**

MAPLEWOOD, MN

**PRELIMINARY PLAT**

**SITE PLAN OVERVIEW**

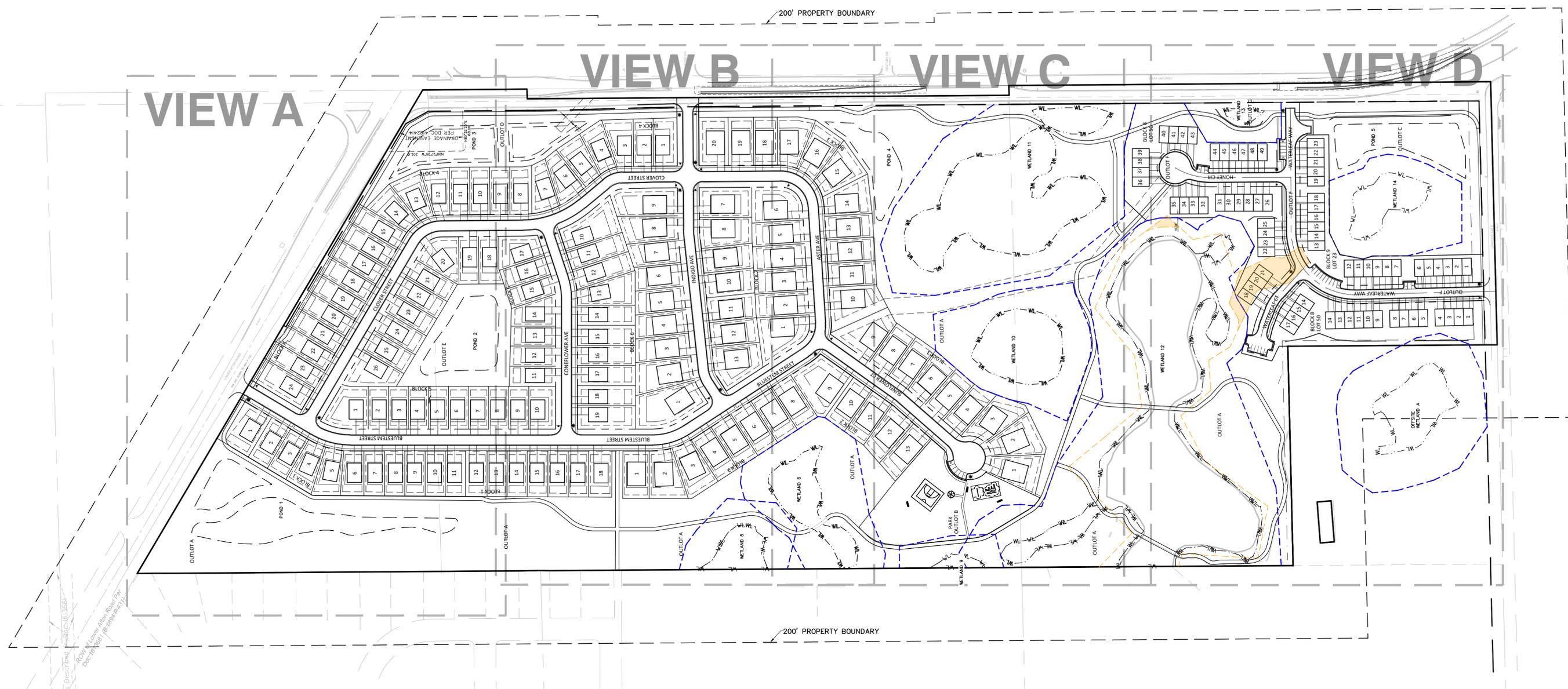
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed PROFESSIONAL ENGINEER under the laws of the State of MINNESOTA

*Dave Nash*  
DAVE NASH, PE  
2/5/2025 21836  
Date License No.

**QUALITY ASSURANCE/CONTROL**

BY	DATE
DATE	ISSUE
2/5/2025	CITY SUBMITTAL

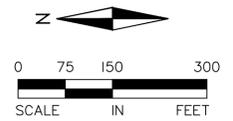
**PROJECT TEAM DATA**  
DESIGNED: JP  
DRAWN: JP  
PROJECT NO: 4000041



**LEGEND:**

- EASEMENT LINE
- BUILDING SETBACK
- PROPERTY LINE
- LOT LINE
- ROW
- WETLAND BUFFER
- STREET LIGHT
- STOP SIGN
- RETAINING WALL

FOR REVIEW ONLY  
**PRELIMINARY**  
NOT FOR CONSTRUCTION



Drawing name: X:\2023\4000041-00 - Century Ponds plan sheets\4000041 site.dwg Mar 12, 2025 - 3:00pm