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D-49 Transportation Center
Traffic Impact Study
(LSC #S214340)
PCD File No. U-221
May 9, 2022

Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.

Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

_____ _____
Date

D-49 Transportation Center

Traffic Impact Study

Prepared for:
School District 49
10850 East Woodmen Road
Peyton, Colorado 808031

Contact: Mr. Bruce Brown

MAY 9, 2022

LSC Transportation Consultants
Originally Prepared by: Colleen Guillotte, P.E., PTOE, RSP
May 2022 Revision by: Jeffrey C. Hodsdon, P.E.

LSC #S214340

CONTENTS

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May 9, 2022

Bruce Brown
Facility Project Manager
School District 49
10850 East Woodmen Road
Peyton, CO 80831

RE: D-49 Transportation Center
Traffic Impact Study
El Paso County, Colorado
LSC #S214340

Dear Mr. Brown:

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic impact study (TIS) for the proposed District 49 (D-49) Transportation Center in Falcon. As shown in Figure 1, the site is located southeast of the intersection of US Highway 24 (US Hwy 24) and Meridian Road in the Falcon area of El Paso County, Colorado (El Paso County parcel IDs 4307300006 and 4307208002). This traffic impact study has been prepared for submittal to El Paso County.

REPORT CONTENTS

The preparation of this report included the following:

- An inventory of existing roadway and traffic conditions on the adjacent and nearby roadway system, including surface conditions, functional classification, widths, pavement markings, traffic-control signs, posted speed limits, intersection and access spacing, roadway and intersection alignments, roadway grades, and auxiliary turn lanes;
- Reviewed relevant information on the US Highway 24 Access Management Plan (CDOT), The US Highway 24 PEL Study (CDOT), the El Paso County *Major Transportation Corridors Plan* (*MTCP*), the Meridian Road Corridor Study (El Paso County), and the Meridian Road project plan documents.
- Weekday morning and evening peak-hour turning-movement traffic counts at the intersections of:
    - Meridian Road/Falcon Highway
    - Old Meridian Road/Swingline Road
    - Falcon Elementary Access/Falcon Highway

  - US Hwy 24/Woodmen Road
  - US Hwy 24/New Meridian Road
- Estimated current average weekday traffic (AWT) volumes on the study-area streets;
- Projections of short-term future and 20-year background traffic volumes on the study-area streets;
- The proposed site land use;
- Estimates of average weekday and weekday peak-hour trip generation for the proposed site;
- Assignment of the site-generated traffic to the roadway network;
- Projected total daily (AWT) volumes on the study-area streets;
- Intersection level of service analysis at the study intersections for both background and total traffic scenarios;
- Queuing and auxiliary lane analysis at the site access; and
- Findings and recommendations.

RECENT TRAFFIC REPORTS

The most recent versions of the following traffic reports were utilized in preparing this report:

- Falcon Field (LSC)
- Falcon Marketplace (LSC)
- Meadowlake Ranch (LSC)
- The Ranch (LSC)
- US Highway 24 Planning and Linkage Study (CDOT)

This report is generally consistent with these reports. Minor adjustments to background traffic volumes have been made to account for newer traffic counts and traffic projections in the CDOT PEL study. Also, the background-traffic volumes attempt to adjust for some of the pairing of trips between developments (i.e., some trips shown to exit one development may be paired with an arriving trip at another development). Each project's Traffic Impact Study (TIS) shows the trip ends generated at each trip end. This can result in "double counting" of trips on roadways in intersections between these two developments.

Other known reports completed within the past five years include:

- Big O tires (Meridian Road/US Highway 24)
- Falcon Highlands Taco Bell deviation request memo
- Meridian Crossing Memo.

LAND USE AND ACCESS

Figure 1 shows the site location relative to the adjacent and nearby streets and roadways. As shown, the site is located southeast of the intersection of US Hwy 24 and Meridian Road. The transportation center will be located between the existing Falcon Elementary School and Patriot High School.

The proposed transportation center would have two access points, as shown in Figure 2. The primary ingress and egress would be via existing Swingline Road. Additionally, an access drive for transportation-center traffic is planned. This access drive would connect south to the west access to Falcon Elementary School on Falcon Highway. This southerly access to Falcon Highway will only be for **outbound** traffic. Outbound traffic will use Swingline Road and the southerly connection to Falcon Highway. All inbound traffic will use Swingline Road. The district does not plan to have buses enter the site from Falcon Highway.

There is also the possibility of a future access connection to the northeast, as noted in Figure 2. However, there is currently no public right-of-way to/from the northeast (except for US Hwy 24, but no direct access to US Hwy 24 will be allowed by CDOT along the District property frontage). The adjacent properties are private.

The Transportation Center is a unique trip generator because it is planned to eventually store all of the buses for D-49. Every morning and early afternoon, staff will arrive in their private vehicles and pick up the buses. Buses will be dropped off after school pick-up/drop-off is complete and staff will leave the site in their private vehicles. Shift times are discussed in the Trip Generation section of the report.

Table 1 provides short-term and long-term estimates of the number of staff and buses, based on information provided by D-49.

Table 1: Staff and Buses

Scenario	Staff	Buses
Short-Term	100	80
Long-Term	225	175

ACCESS SIGHT DISTANCE

The sight distance was field measured at the Falcon Elementary School access points to Falcon Highway. The entering sight-distance measurements at both access points meet *Engineering Criteria Manual* (*ECM*) criteria.

The sight distance to the west is unobstructed to Meridian Road. The sight distance to the east is limited by a vertical curve in the vicinity of the adjacent church access. The sight-distance field measurements for passenger vehicles are 577 feet and 746 feet for the east and west school access points, respectively. The sight-distance field measurements for single-unit trucks (and school buses) are 630 feet and 794 feet for the east and west school access points, respectively. The field-measured sight distances meet the *ECM*-prescribed distances of 450 feet and 585 feet in the *ECM* for passenger vehicles and single-unit trucks (and school buses), respectively (*ECM* Table 2-35; based on the posted speed of 45 mph). Figures 3 and 4 graphically show the results of the sight-distance evaluation.

Technical notes: The sight distance for single-unit trucks (and school buses) was measured from a drivers'-eye height of 7 1/3 feet high. The standard 3 1/2-foot-high drivers'-eye height was used for the passenger-vehicle sight-distance measurement. Note that the sight distance for school buses is met based on the 45-mph posted limit on Falcon highway, but also school speed-limit flashers operate on Falcon Highway for the beginning and ending of the school day. Therefore, the approach speed limit on Falcon Highway is significantly lower during times when loaded school buses (with children from Falcon Elementary) enter the roadway. Buses from this transportation facility would be unloaded when entering the roadway.

EXISTING ROAD AND TRAFFIC CONDITIONS

Figure 1 shows the streets adjacent to and in the vicinity of the site. Adjacent streets serving the site are identified below, followed by a brief description of each:

Woodmen Road is a four-lane east/west Expressway that extends from west of Interstate 25 (I-25) to the east where it ends at the intersection with US Hwy 24. The intersections of Woodmen Road with Meridian Road, McLaughlin Road, and US Hwy 24 are all signalized.

US Highway 24 is a two-lane, category EX - Expressway/Major Bypass adjacent to the site that runs northeast/southwest with a 55-mile-per-hour (mph) posted speed limit. The corridor was studied in depth in the *US Hwy 24 Planning and Environmental Linkages Study*. Two alternatives were carried forward in this study for the segment of US Hwy 24 adjacent to the site:

- US Hwy 24 as a six-lane corridor
- US Hwy 24 as a four-lane corridor with a peak-period shoulder lane in each direction

Because both scenarios result in US Hwy 24 operating a six-lane road during peak hours, this has been assumed for the 2040 analysis.

Old Meridian Road is a two-lane north/south Collector. The intersection with US Hwy 24 has recently been converted to a right-in/right-out intersection.

New Meridian Road is a four-lane north/south Principal Arterial north of Highway 24 and a two-lane Minor Arterial south of US Highway 24. The US Hwy 24 connection has been opened and the US Hwy 24/Old Meridian Road intersection has been converted to a right-in/right-out intersection.

Swingline Road is a two-lane urban-type street. The existing roadway extends approximately 1,140 feet east of Old Meridian Road, where it ends as a cul-de-sac. An extension of Swingline Road is currently under construction between New Meridian Road and Old Meridian Road. The intersection with Old Meridian Road is currently being reconstructed as a one-lane roundabout.

Swingline Road was platted and built with the Falcon Vista subdivision. The original PUD document does not appear to specify a classification. The *El Paso County Road System – 2019*

publication identifies an Urban Area Local functional classification (FC) for this street. The street does not appear on the *MTCP* plan. The ROW is 80 feet and 40-foot width, which was the Collector standard circa 2000 (prior to the *ECM*). The roadway also has no direct lot residential driveways, which is also consistent with a Collector roadway. The street was constructed with vertical-type curb and gutter, similar to the current Collector standards. The sidewalks are attached, which **may** have been the Collector standard prior to the *ECM*.

Falcon Highway is a two-lane east/west Major Collector that extends from US Hwy 24 to Soap Weed Road. The intersection with US Hwy 24 is signalized. The roadway has a posted speed limit of 45 mph. In the *El Paso County 2016 Major Transportation Corridors Plan*, the roadway is shown to be planned to be upgraded to an improved Minor Arterial.

Pedestrian, Bicycle, and Public Transit Access

Sidewalks currently exist on both sides of Swingline Road. In addition, sidewalks are planned to be installed along New Meridian Road with the construction and around the proposed Park-and-Ride that is being constructed north of Falcon Highway between the Old Meridian Road and New Meridian Road.

Mountain Metropolitan Transit does not have any routes in the vicinity of the study area.

The Rock Island Regional Trail is located along the north side of US Hwy 24. Likely, future connectivity to this trail and US Hwy 24 pedestrian crossings would be at the signalized intersections of (new) Meridian Road and Woodmen Road.

Existing Traffic Volumes

Figure 3 shows the results of peak-hour traffic-volume counts conducted in spring and summer 2021 **and in April 2022**. The following study-area intersections were counted: Meridian Road/Falcon Highway, Old Meridian Road/Swingline Road, Falcon Highway/Falcon Elementary Access, US Hwy 24/Woodmen Road, and US Hwy 24/New Meridian Road.

FUTURE BACKGROUND CONDITIONS

Background traffic is traffic that is anticipated to occur without the addition of the proposed development. Only the afternoon peak was analyzed in the future scenarios. The morning peak hour of the site does not coincide with the morning peak hour of the adjacent roadways. Therefore, analyzing the two morning peaks together would not represent a realistic scenario and does not make sense to analyze. Short-term baseline volumes at the study intersections are shown in Figure 4. The short-term baseline volumes account for increased use of the new Park-and-Ride facility in the short term.

Figure 7 shows the estimated long-term background traffic volumes. These projected volumes include estimates from planned future Falcon-area development and increases in through traffic volumes on the study-area roadways to be consistent with the *US Highway 24 Planning and Linkage Study* (CDOT). In the long-term scenarios, it has been assumed that US Hwy 24 has been widened to a six-lane roadway.

TRIP GENERATION

Typically, estimates of site-generated vehicle trips for the proposed development are made using the nationally-published trip-generation rates from *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE). However, this site is unique and, therefore, estimates were made using information provided by D-49.

Tables 2 and 3 provide the estimated short-term and long-term peak-hour trip generation for the site, respectively. Tables 5 and 6 provide short-term and long-term detailed trip-generation estimates that include all high-volume hours of trip generation for the site, as well as a breakdown of passenger cars and buses.

As shown in the attached tables, staff are expected to arrive to the site between 5:00 and 5:30 a.m., with the buses leaving the site between 5:30-6:30 a.m. After taking children to school, the buses are expected to arrive back to the site and staff leave the site between 8:00 and 9:00 a.m. This period is the peak hour of the generator and used for all morning peak analysis.

A similar pattern is expected to occur in the afternoon, with staff arriving between 1:30 and 2:00 p.m., buses leaving between 2:00-2:30 p.m., then buses returning and staff leaving between 4:30 and 5:30 p.m. This last timeframe is the afternoon peak generator and has been used for the afternoon analysis.

Table 2: Short-Term Estimated Peak-Hour Vehicle-Trip Generation

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour	85	100	185
Afternoon Peak Hour	85	100	185

Table 3: Long-Term Estimated Peak-Hour Vehicle-Trip Generation

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour	180	225	405
Afternoon Peak Hour	180	225	405

TRIP DISTRIBUTION AND ASSIGNMENT

Short-Term

Estimating the directional distribution of site-generated vehicle trips to the study-area roads and intersections is a necessary component in determining the site's traffic impacts. Figure 8 shows directional distribution of the site-generated vehicle trips. The directional distribution has been split because it is anticipated that staff will have a different directional distribution than the buses. Estimates for the staff directional distribution were based on existing counts, the access plan, the area road system serving the site, the site's geographic location, the Pikes Peak Area Council of Governments (PPACG) travel demand model, and previously conducted LSC studies in the vicinity.

The directional distribution for the buses was based on census data within the D-49 school boundaries. It was assumed that areas with higher density and more housing would have more buses.

Short-term site-generated traffic volumes have been estimated at the study intersections, as shown in Figure 9. These volumes have been calculated by applying the directional-distribution percentages to the trip-generation estimates (from Table 2).

Long-Term

The directional distribution was not changed for the long-term scenario. Figure 8 provides the directional distribution. Long-term site-generated traffic volumes have been estimated at the study intersections, as shown in Figure 10. These volumes have been calculated by applying the directional-distribution percentages to the trip-generation estimates (from Table 3).

The directional-distribution estimate shows assigned trips to the area arterial and Collector roadways. Gelbvien Road is a local street and is open to public use. Unless part of a bus route, buses are likely to avoid Gelbvien. Should district employee use of Gelbvien for travel between Falcon Highway and Swingline Road become problematic for residents on Gelbvien, the district could likely direct employees not to use the street as a through route.

TOTAL TRAFFIC

Short-Term Total Traffic Volumes

Figure 11 shows the sum of the short-term background traffic volumes (from 16) and site-generated peak-hour traffic volumes (shown in 16). These volumes represent the projected short-term total traffic following the opening of the Transportation Center. Laneage and traffic control at the study-area intersections are also shown in this figure.

2040 Total Traffic Volumes

Figure 12 shows the sum of the long-term background traffic volumes (from Figure 7) and the long-term site-generated peak-hour traffic volumes (shown in Figure 10). These volumes represent the projected long-term total traffic with the construction of the Transportation Center. Laneage and traffic control at the study-area intersections are also shown in this figure.

LEVEL OF SERVICE ANALYSIS

Intersection Level of Service

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Table 4 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 4: Intersection Levels of Service Delay Ranges

Level of Service	Signalized Intersections Average Control Delay (seconds per vehicle)	Unsignalized Intersections Average Control Delay (seconds per vehicle)(1)
A	10.0 sec or less	10.0 sec or less
B	10.1-20.0 sec	10.1-15.0 sec
C	20.1-35.0 sec	15.1-25.0 sec
D	35.1-55.0 sec	25.1-35.0 sec
E	55.1-80.0 sec	35.1-50.0 sec
F	80.1 sec or more	50.1 sec or more

(1) For unsignalized intersections, if V/C ratio is greater than 1.0 the level of service is LOS F, regardless of the projected average control delay per vehicle.

The study intersections have been analyzed to determine the projected intersection levels of service for existing, short- and long-term background, and total traffic scenarios for the morning and afternoon peak-hour periods.

Existing

As shown in Figure 5, the **signalized intersection** of US Hwy 24/New Meridian Road operates at LOS C overall during the peak hours. All turning currently movements operate at LOS D or better.

All yielding turning movements at the **unsignalized intersections** currently operate at LOS D or better during both peak hours.

Short-Term

As mentioned previously, only the afternoon peak hour was analyzed for all future scenarios. As shown in Figure 6 and Figure 11, the signalized intersection of US Hwy 24/New Meridian Road is projected to operate at an overall LOS D, both with and without the site-generated traffic. All turning movements are anticipated to operate at LOS D or better, with the exception of the southwest-bound left turn, which is projected to operate at LOS E with the addition of site traffic.

The intersection of US Hwy 24/Falcon Highway is projected to operate at LOS A overall during the afternoon peak hour in both background and total scenarios.

Yielding turning movements at all unsignalized intersections are expected to operate at LOS C during the peak hours, both with and without site-generated traffic.

Long-Term

As shown in Figure 7 and Figure 12, the signalized intersection of US Hwy 24/New Meridian Road is projected to operate at an overall LOS D or better, both with and without the site-generated traffic. Most turning movements are anticipated to operate at LOS D or better with the exception of the southwest-bound left-turning movement, which would operate at LOS E with site traffic.

The signalized intersection of US Hwy 24/Falcon Highway is projected to operate at LOS D or better with all movements operating at LOS D or better both with and without site-generated traffic.

The westbound left at the future intersection of New Meridian Road/Swingline Road is projected to operate at LOS F with the addition of the site-generated traffic. It is anticipated to operate at LOS D without site-generated traffic. It is not unusual for left-turning movements from a side street to experience delay due to the large volume of traffic on the major roadway. The 95^{th} percentile queue for this movement is anticipated to be one vehicle and the volume to capacity ratio is lower than 1.0 for all scenarios. This indicates that the movement is not above capacity and will not impact adjacent intersections. Transportation-center traffic would have the option to use the southerly access drive which will connect to the west Falcon Elementary access to Falcon Highway. All other yielding turning movements at the unsignalized intersections within the study area are anticipated to operate at LOS D or better during the Long-Term Total scenario.

Long-term analysis assumes that future southbound left- and westbound right-turn lanes will have been added (by others) at the intersection of Meridian Road/Falcon Highway. The future need for these is anticipated due to the projected volume of traffic for the westbound-to-northbound and southbound-to-eastbound movements associated with future growth to the east. Given the transportation center circulation plan, this project is projected to add minimal trips to these turning movements.

Roadway Segment/Link Level of Service

Swingline Road is projected to carry approximately 2,470 vpd east of Old Meridian Road in the long-term future. This volume is within the design ADT of an Urban Local street and well below the 10,000 vpd design ADT of an Urban Collector standard street.

Old Meridian Road is projected to carry 3,200 to 4,800 vpd between US Hwy 24 and New Meridian Road. The roadway should continue to be classified as a Collector.

AUXILIARY TURN LANES

The intersections of New Meridian/US Highway 24 and Old Meridian/US Highway 24 currently have left- and right-turn lanes in place.

The intersection of New Meridian/Swingline Road (now completed) provides left- and right-turn lanes on the westbound approach, a right-turn lane on the northbound approach, and a left-turn bay on the southbound approach. The County design plans (June 2019 version) indicated a southbound left-turn lane of about 160-feet with a 240-foot taper.

The school access points on Falcon Highway, or at least the west access, would be used for outbound transportation-center traffic. Entering traffic would use Swingline Road. As such, the transportation-center facility would not add any left- or right-turning movements from Falcon Highway into the access points. Note: related to the existing elementary school, it appears that the existing AM peak-hour school volume exceeds the *ECM* 25 vph turning-volume threshold for a left-turn lane by 2 vph (27 eastbound left turns). However, this entering volume occurs during the period of time when 20-mph school flashers are operating on Falcon Highway. This significantly reduces the posted speed limit from 45 to 20 mph during this time period.

As mentioned previously, the long-term analysis assumes that future southbound left- and westbound right-turn lanes will have been added (by others) at the intersection of Meridian Road/Falcon Highway. The future need for these is anticipated due to the projected volume of traffic for the westbound-to-northbound and southbound-to-eastbound movements associated with future growth to the east. Given the transportation center circulation plan, this project is projected to add minimal trips to these turning movements.

QUEUING ANALYSIS

Due to the eastbound right-turn acceleration lane on US Hwy 24 at Old Meridian, the northbound right-turning movement at the intersection of US Hwy 24/Old Meridian is anticipated to function similar to a free right and, therefore, queueing is not expected to impact adjacent/upstream intersections.

Regarding the southbound left-turn lane at New Meridian/Swingline Road, the County design plans (June 2019 version) indicate a southbound left-turn lane of about 160-feet with a 240-foot taper. This lane is back-to-back with the northbound left at Meridian/US Highway 24. Note: the centerline spacing along New Meridian Road between US Hwy 24 and Swingline Road is 825 feet. The queue reported in the HCM analysis indicated a PM peak-hour, 95th-percentile queue of four vehicles. Since buses are projected to use this turn lane, and the lane is relatively short, LSC recommends revisiting the back-to-back left-turn configuration between US Hwy 24 and Swingline Road to determine if any striping modifications should be made.

PEDESTRIAN, BICYCLE, AND MULTI-MODAL ACCOMMODATION

A Park-and-Ride is under construction north of the intersection of New Meridian Road/Old Meridian Road. Additionally, the Rock Island Trail runs parallel to US Hwy 24 east of Old Meridian. There are no Mountain Metro bus stops in the vicinity of the site.

DEVIATIONS TO THE ENGINEERING CRITERIA MANUAL

A deviation may be needed for the southbound left-turn lane at the New Meridian/Swingline Road intersection. Please refer to the queuing analysis section for details.

MTCP-IDENTIFIED ROADWAY IMPROVEMENT PROJECTS

Address the SBLT at New Meridian/Swingline Rd intersection with this site plan application. Provide recommendation to mitigate the traffic impact to be implemented by the applicant as part of the site development plan application. A deviation request application for the ECM Administrator's consideration would be required if the recommended improvement does not meet county criteria.

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COUNTY ROAD IMPROVEMENT FEE PROGRAM

This project may be subject to participation in the County Roadway Improvement Fee Program. However, consideration may be given in a potential fee calculation, that this will replace an existing transportation facility.

CONCLUSIONS AND RECOMMENDATIONS

Update statement. Road Impact Fee is required per the approval of location condition of approval no. 5 (Resolution No. U-22-001).

Trip Generation

- The proposed transportation facility is projected to generate approximately 405 new

5. The applicant shall be required to pay traffic impact fees in accordance with the El Paso County Road Impact Fee Program Resolution (Resolution No. 19-471), or any amendments thereto, at the final land use approval or driveway access permit, whichever comes second. The land use of public/ institutional according to the Road Impact Fee Schedule will be used to determine fees.

Traffic Operations Analysis

- Please refer to the Level of Service and Queuing Analysis sections of this report for additional details and discussion.
- The intersection and roadway link-level-of-service analysis indicates that the traffic to be generated by the proposed transportation facility could be accommodated. Swingline Road functions as a Collector street, as described in the "existing roadways" section above.

Auxiliary Turn-Lane Needs Evaluation

- An eastbound left-turn lane is currently warranted at the west Falcon Elementary School access driveway. This is based on current AM school-peak traffic volumes. However, this

Provide the necessary analysis to confirm the constructed roundabout can accommodate the school buses. Coordinate with the project design engineer regarding recommended infrastructure improvements if school buses cannot be accommodated and describe the recommended improvements in the TIS. A deviation request application for the ECM Administrator's consideration would be required if the recommended improvement does not meet county criteria. Provide autoturn exhibit in the appendix.

Other Recommendations

- The roundabout at Old Meridian/Swingline (now completed) was likely designed for transit and school buses, as this is adjacent to a Park-and-Ride facility and as Swingline serves existing school facilities. Regardless, as plans for this transportation center move forward, the design of the roundabout should be checked to ensure that school buses can be accommodated.
- As plans for this transportation center move forward, the access radii and width at the west Elementary School access to Falcon Highway should be checked to ensure that current standards for a school-bus design vehicle are met.

- The design team is currently working on the configuration and design of the access connections to the existing cul-de-sac at the east terminus of Swingline Road.

* * * * *

Provide autoturn exhibit for the west access.

Please contact me if you have any questions regarding this report.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By Jeffrey C. Hodsdon, P.E.
Principal

JCH/CRG:jas

Enclosures: Tables 5-6
Figures 1-12
Traffic Count Reports
Level of Service Reports

References:

El Paso County Major Transportation Corridors Plan, 2016
State Highway Access Code, Volume Two, 2002, Colorado Department of Transportation
US 24 Access Control Plan, 2005
US 24/Meridian Road Construction Plans
US 24 PEL Final Corridor Conditions Report, December 2016
US 24 PEL Final Alternatives Report, October 2017

Tables

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Table 5: Short-Term Detailed Trip-Generation Estimate

		Total Trips Generated				
		Total	Cars		Buses	
Time	Description	Traffic	In	Out	In	Out
5:45 - 6:45 AM	Staff Arrives	105	100	5	0	0
6:00 - 7:00 AM	Buses Leave	80	0	0	0	80
	Morning Peak Hour					
8:15 - 9:15 AM	Buses Arrive	80	0	0	80	0
8:15 - 9:15 AM	Staff Leave	105	5	100	0	0
8:15 - 9:15 AM[1]	**Morning Peak Hour Total**	**185**	**5**	**100**	**80**	**0**
1:45 - 2:00 PM	Staff Arrives	105	100	5	0	0
2:00 - 3:00 PM	Buses Leave	80	0	0	0	80
	Afternoon Peak Hour					
4:00 - 5:00 PM	Buses Arrive	80	0	0	80	0
4:00 - 5:00 PM	Staff Leave	105	5	100	0	0
4:00 - 5:00 PM[2]	**Afternoon Peak Hour Total**	**185**	**5**	**100**	**80**	**0**

Notes:

(1) AM "Peak hour of the generator"

(2) PM "Peak hour of the generator" and assumed "Peak hour of adjacent street traffic"

Source: LSC Transportation Consultants, Inc.

Table 6: Long-Term Detailed Trip-Generation Estimate

		Total Trips Generated				
		Total	Cars		Buses	
Time	Description	Traffic	In	Out	In	Out
5:45 - 6:45 AM	Staff Arrives	230	225	5	0	0
6:00 - 7:00 AM	Buses Leave	175	0	0	0	175
	Morning Peak Hour					
8:15 - 9:15 AM	Buses Arrive	175	0	0	175	0
8:15 - 9:15 AM	Staff Leave	230	5	225	0	0
8:15 - 9:15 AM[1]	**Morning Peak Hour Total**	**405**	**5**	**225**	**175**	**0**
1:45 - 2:00 PM	Staff Arrives	230	225	5	0	0
2:00 - 3:00 PM	Buses Leave	175	0	0	0	175
	Afternoon Peak Hour					
4:00 - 5:00 PM	Buses Arrive	175	0	0	175	0
4:00 - 5:00 PM	Staff Leave	230	5	225	0	0
4:00 - 5:00 PM[2]	**Afternoon Peak Hour Total**	**405**	**5**	**225**	**175**	**0**

Notes:

(1) AM "Peak hour of the generator"

(2) PM "Peak hour of the generator" and assumed "Peak hour of adjacent street traffic"

Source: LSC Transportation Consultants, Inc.

Figures

TRANSPORTATION
CONSULTANTS, INC.

Figure 1

Vicinity Map

D49 Transportation Facility - Falcon (LSC #S214340)

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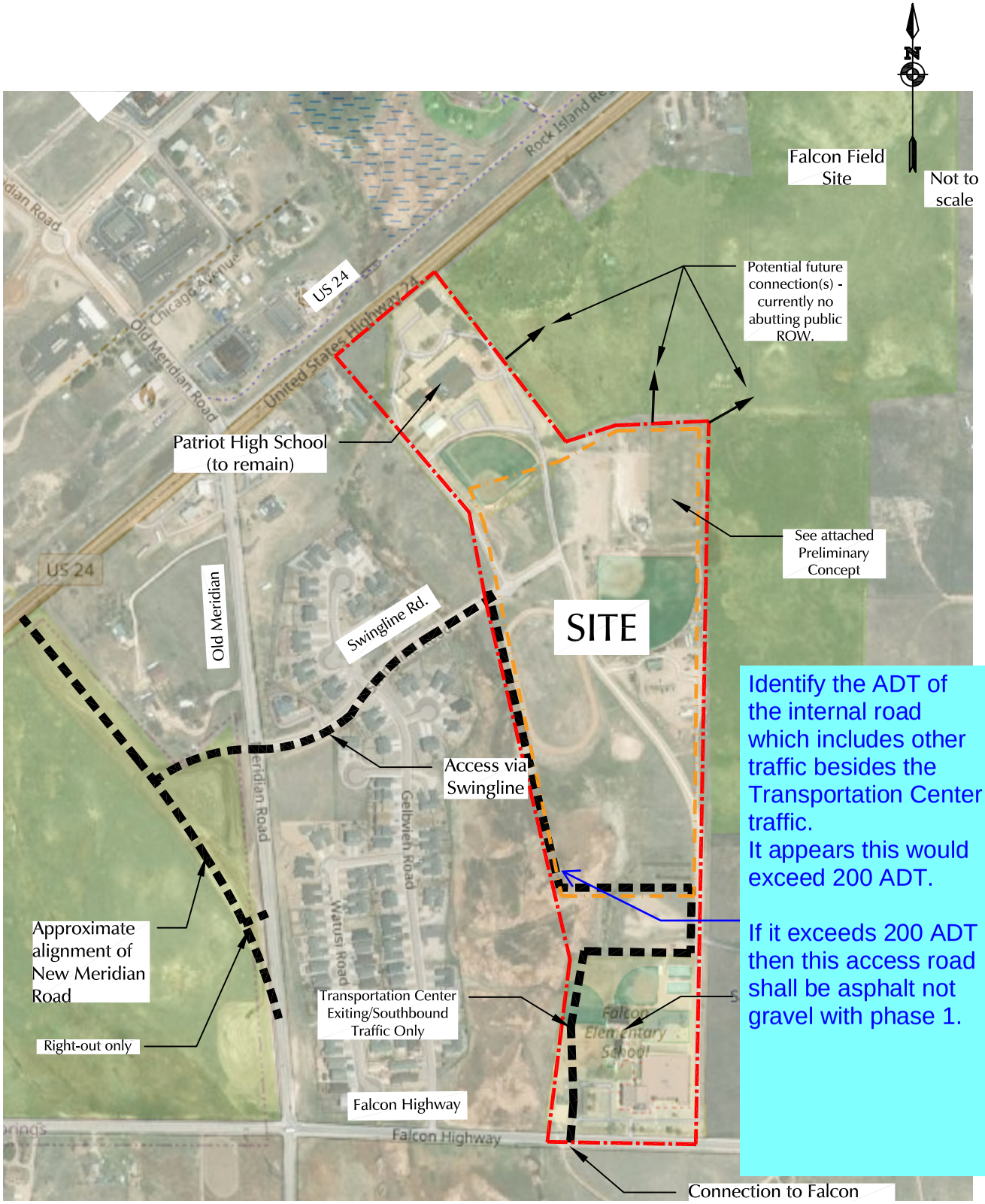
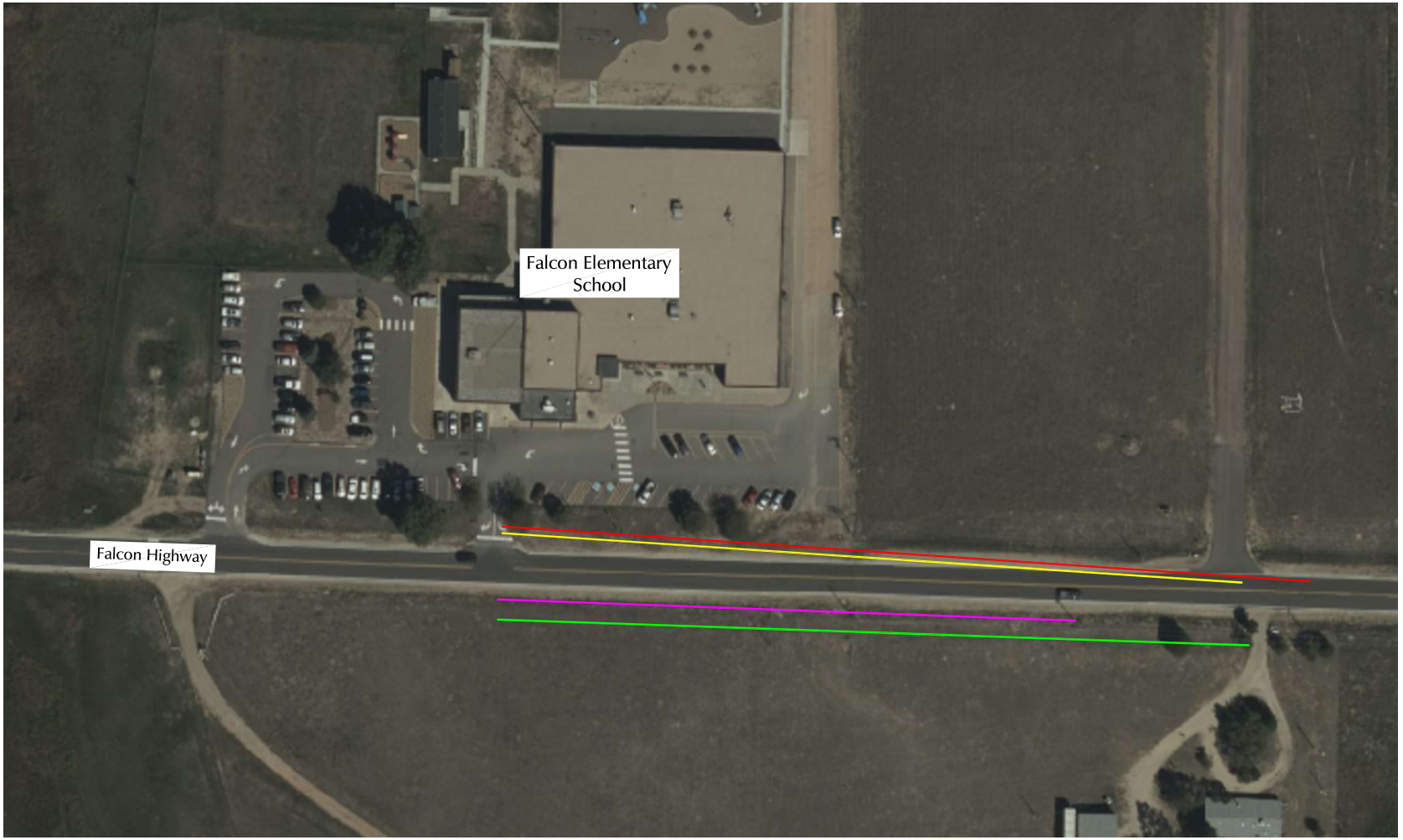


Figure 2

Proposed Site and Access Plan

D49 Transportation Facility - Falcon (LSC #S214340)

LSC TRANSPORTATION CONSULTANTS, INC.



Approximate Scale
1" = 125'

Note: Sight distance to the west is unobstructed to Meridian Rd

630' field-measured sight distance for single-unit trucks

577' field-measured sight distance for passenger vehicles

450' ECM required intersection sight distance for passenger vehicles (ECM Table 2-35)

585' ECM required intersection sight distance for single-unit trucks (ECM Table 2-35)

Technical notes: The sight distance for single-unit trucks (and school busses) was measured from a drivers'-eye height of 7 1/3 feet high. The standard 3 1/2-foot-high drivers'-eye height was used for the passenger-vehicle sight-distance measurement. Note that the sight distance for school busses is met based on the 45-mph posted limit on Falcon highway, but also school speed-limit flashers operate on Falcon Highway for the beginning and ending of the school day. Therefore, the approach speed limit on Falcon Highway is significantly lower during times when loaded school busses (with children from Falcon Elementary) enter the roadway. Busses from this transportation facility would be unloaded when entering the roadway.

LSC TRANSPORTATION CONSULTANTS, INC.

*The west access of Falcon Elementary School (not this east access) will be utilized as an exit point for the proposed transportation facility to the north. The sight distance at this east access has been included for completeness.

Figure 3

East Access* Sight Distance

D49 Transportation Facility (LSC# S214340)

Approximate Scale
1" = 125'

Note: Sight distance to the west is unobstructed to Meridian Rd

794' field-measured sight distance for single-unit trucks

746' field-measured sight distance for passenger vehicles

450' ECM required intersection sight distance for passenger vehicles (ECM Table 2-35)

585' ECM required intersection sight distance for single-unit trucks (ECM Table 2-35)

Technical notes: The sight distance for single-unit trucks (and school busses) was measured from a drivers'-eye height of 7 1/3 feet high. The standard 3 1/2-foot-high drivers'-eye height was used for the passenger-vehicle sight-distance measurement. Note that the sight distance for school busses is met based on the 45-mph posted limit on Falcon highway, but also school speed-limit flashers operate on Falcon Highway for the beginning and ending of the school day. Therefore, the approach speed limit on Falcon Highway is significantly lower during times when loaded school busses (with children from Falcon Elementary) enter the roadway. Busses from this transportation facility would be unloaded when entering the roadway.

LSC TRANSPORTATION CONSULTANTS, INC.

*The west access of Falcon Elementary School will be utilized as an exit point for the proposed transportation facility to the north.

Figure 4

West Access* Sight Distance

D49 Transportation Facility (LSC# S214340)

Note: Late Nov./Early Dec. 2021 count data

Summer 2021

Summer 2021

Spring 2021 7:45-8:45

Spring 2021 7:45-8:45

April 2022

April 2022

Meridian Rd.

McLaughlin Rd.

US 24

Old Meridian Rd.

17,000[1]

750*

5,300*

SITE

Under construction in Summer and early Fall 2021 at time of counts

Falcon Highway

Not to scale

* Approximate volume - estimated by LSC

[1] CDOT AADT (2019)

LEGEND:

$\frac{XX}{XX}$ = $\frac{\text{AM Peak-Hour Traffic (veh/hr)}}{\text{PM Peak-Hour Traffic (veh/hr)}}$

XXX = Average Weekday Traffic (vehicles per day)

$\frac{A}{B}$ = $\frac{\text{AM Individual Movement Peak-Hour Level of Service}}{\text{PM Individual Movement Peak-Hour Level of Service}}$

$\frac{C}{D}$ = $\frac{\text{AM Entire Intersection Peak-Hour Level of Service}}{\text{PM Entire Intersection Peak-Hour Level of Service}}$

= Traffic Signal

= Stop Sign

= Modern Roundabout

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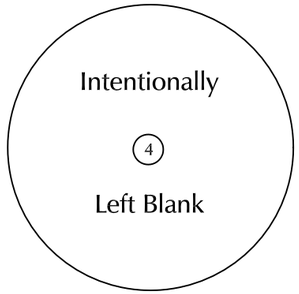
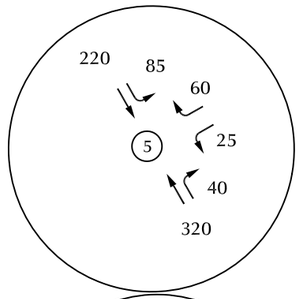
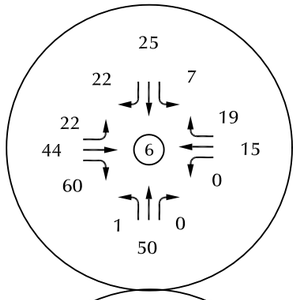
Figure 5

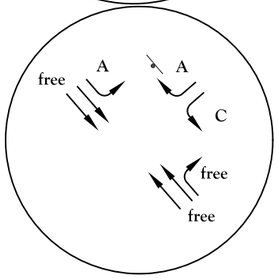
Existing Conditions

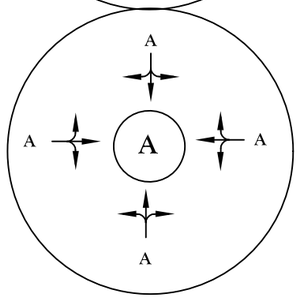
D49 Transportation Facility - Falcon (LSC #S214340)

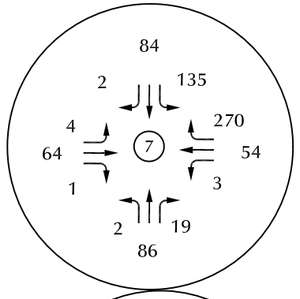


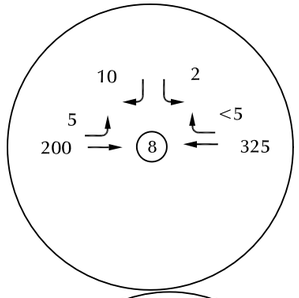


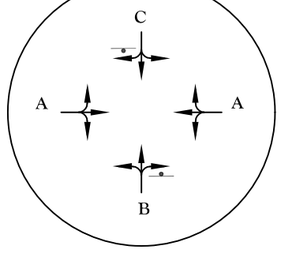


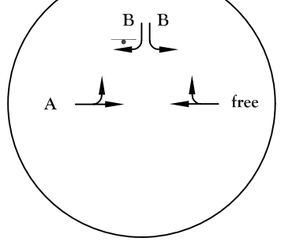


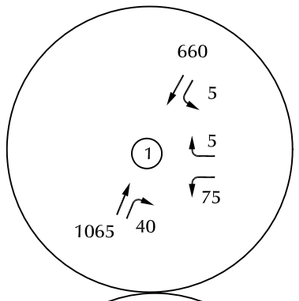


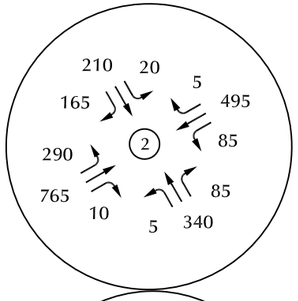


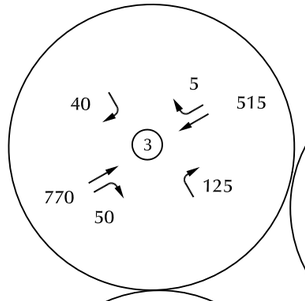




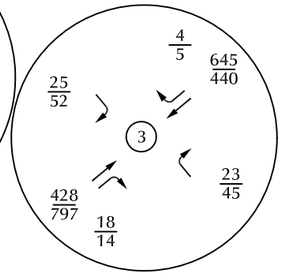


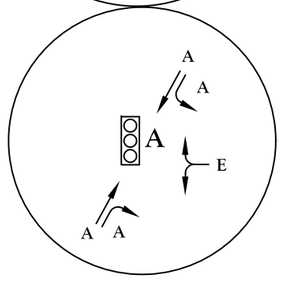


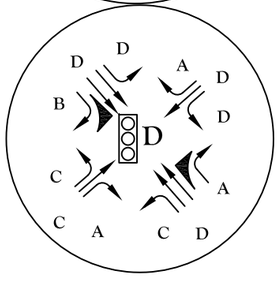


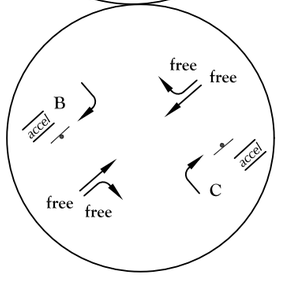


Note: Late Nov./Early Dec.
2021 count data









LEGEND:

XX = PM Peak–Hour Traffic (veh/hr)

XXX = Average Weekday Traffic (veh/hr)

= Stop Sign

= Traffic Signal

= Modern Roundabout

B = PM Individual Movement Peak–Hour Level of Service

D = PM Entire Intersection Peak–Hour Level of Service

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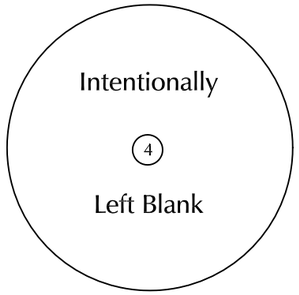
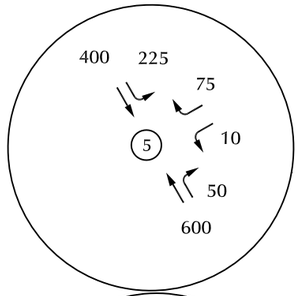
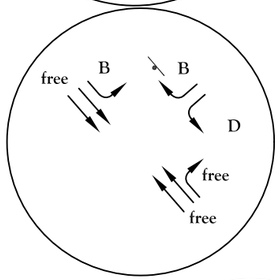
Figure 6

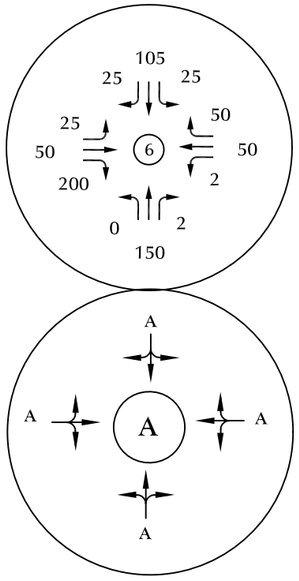
Short-Term Background Conditions

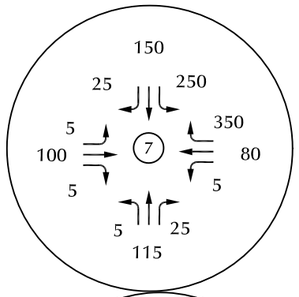
D49 Transportation Facility - Falcon (LSC #S214340)

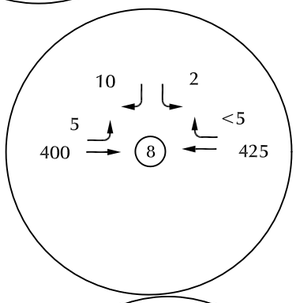


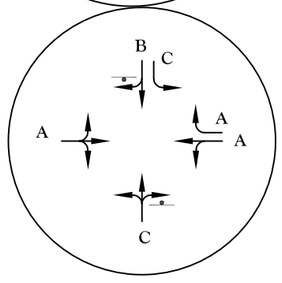


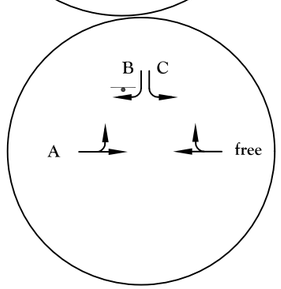


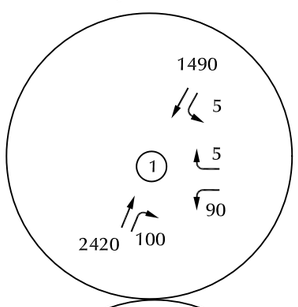


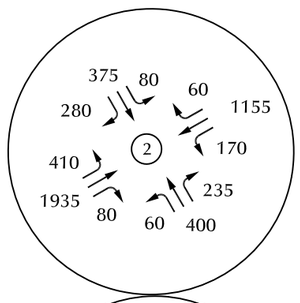


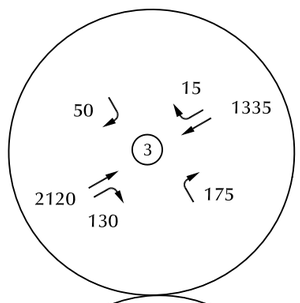


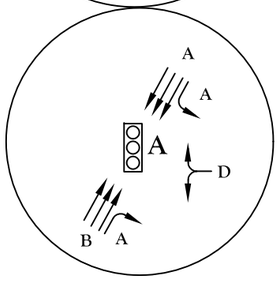


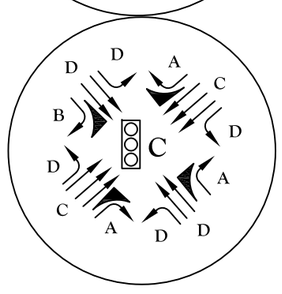


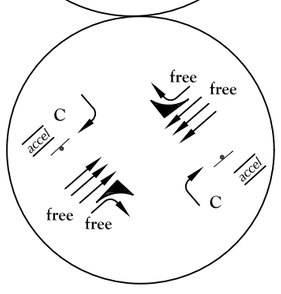












= Modern Roundabout

LEGEND:

XX = PM Peak-Hour Traffic (veh/hr)

XXX = Average Weekday Traffic (veh/hr)

= Stop Sign

= Traffic Signal

B = PM Individual Movement Peak-Hour Level of Service

D = PM Entire Intersection Peak-Hour Level of Service

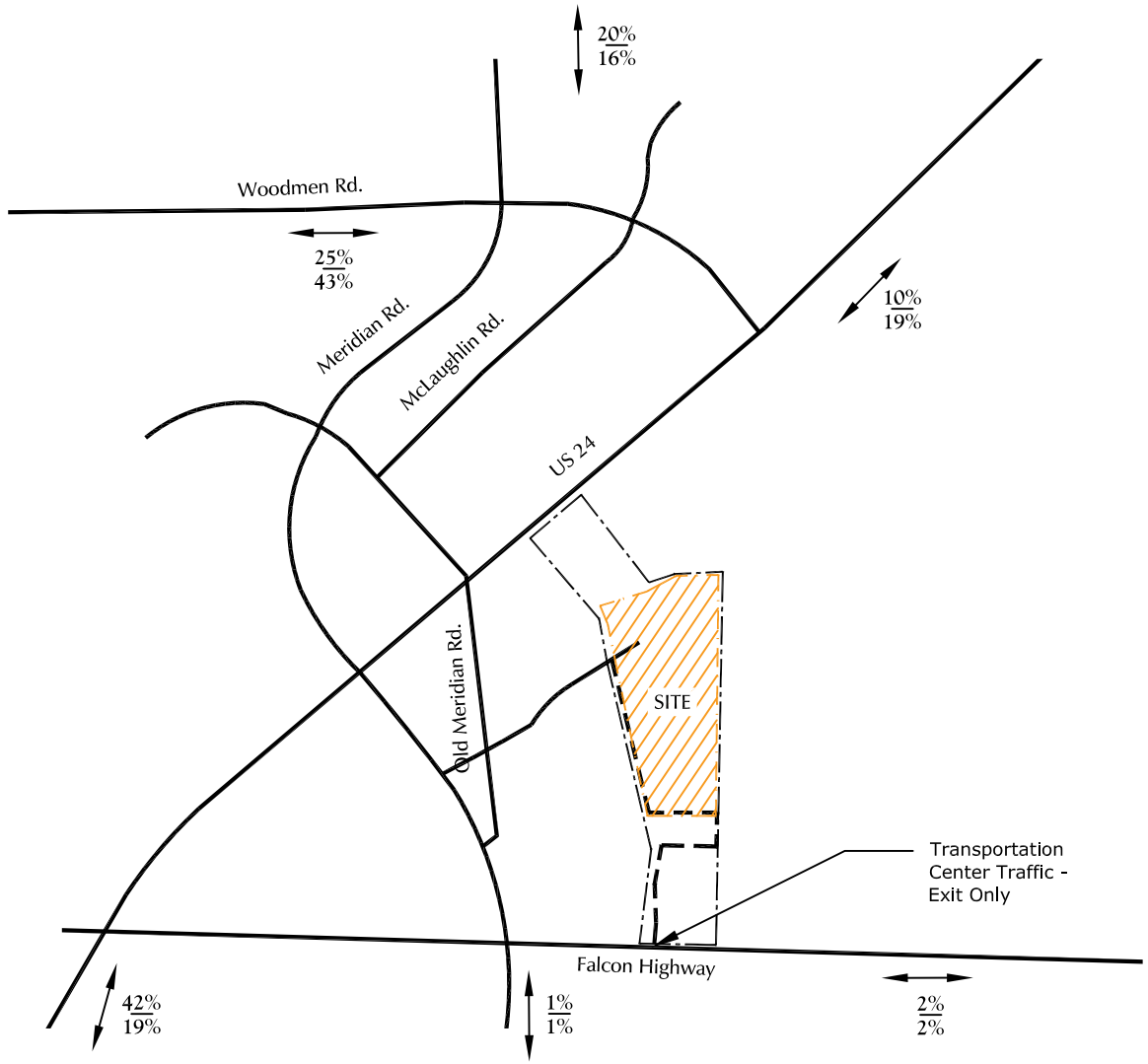
Not to scale

TRANSPORTATION CONSULTANTS, INC.

Figure 7

Long-Term Background Conditions

D49 Transportation Facility - Falcon (LSC #S214340)



N

Not to scale

LEGEND:

$\frac{XX}{XX}$ = $\frac{\text{Staff Percent Directional Distribution}}{\text{Buses Percent Directional Distribution}}$

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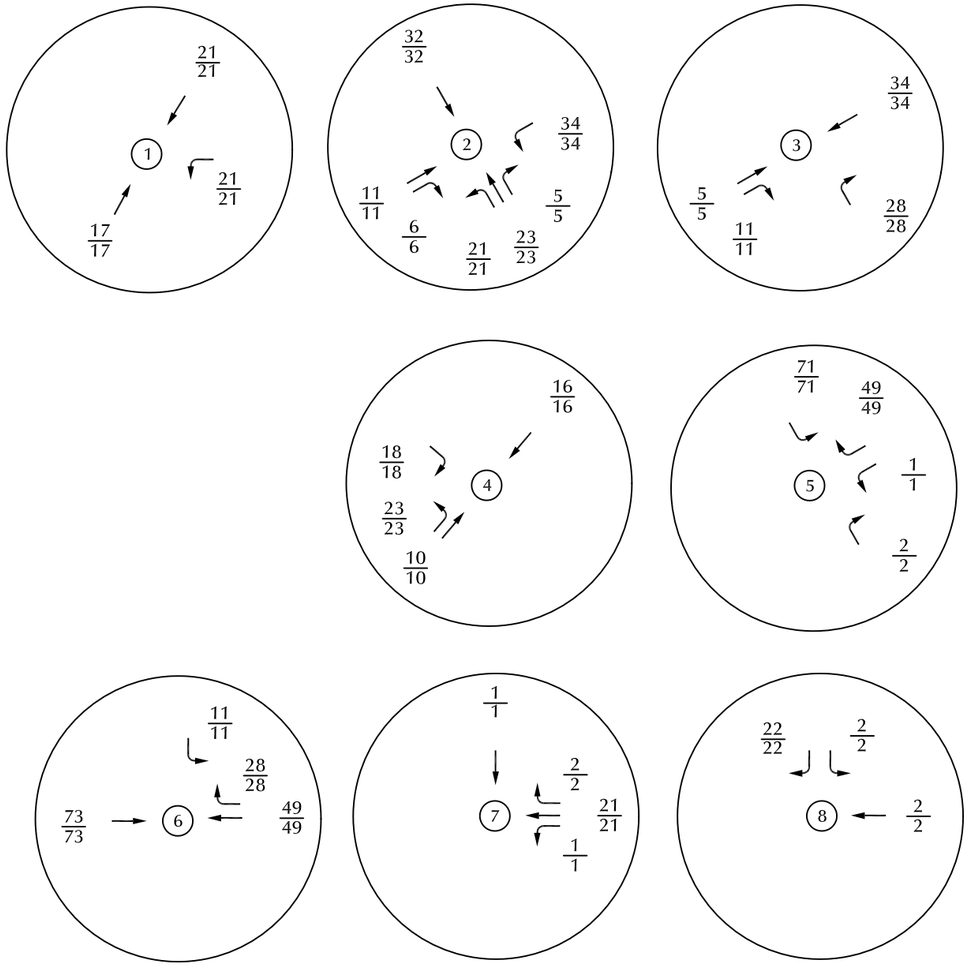
Figure 8

Directional Distribution

D49 Transportation Facility - Falcon (LSC #S214340)



Not to scale

LEGEND: $\frac{XX}{XX}$ = AM Peak–Hour of the Generator Traffic (veh/hr) / PM Peak–Hour of the Generator Traffic and Peak–Hour of Adjacent Street Traffic (veh/hr)

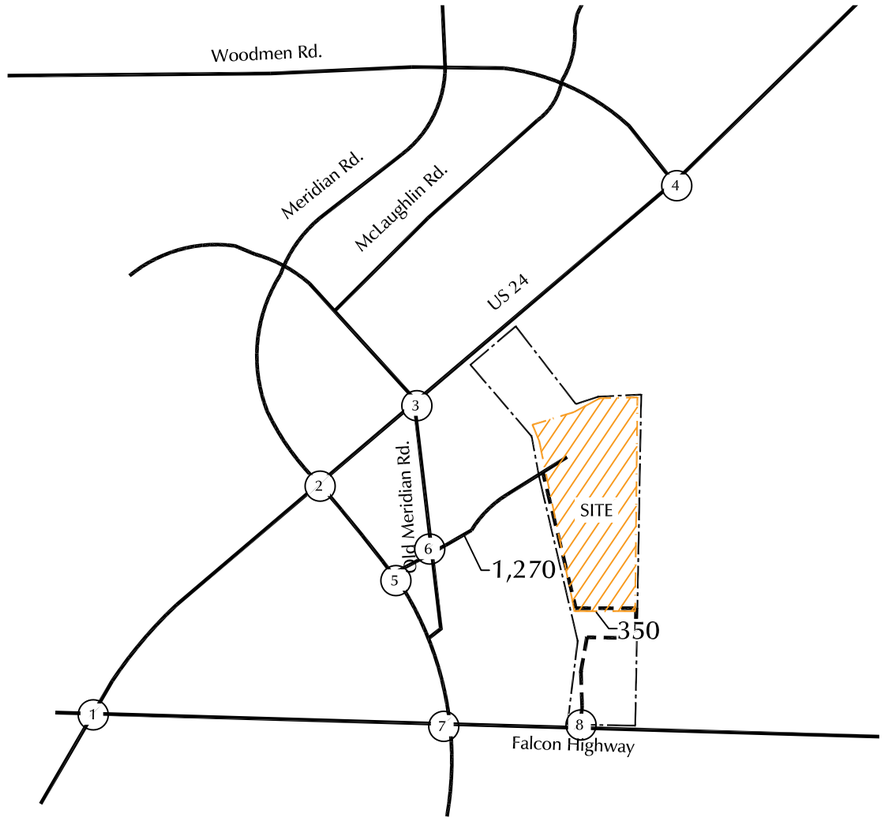
XXX = Average Weekday Traffic (veh/hr)

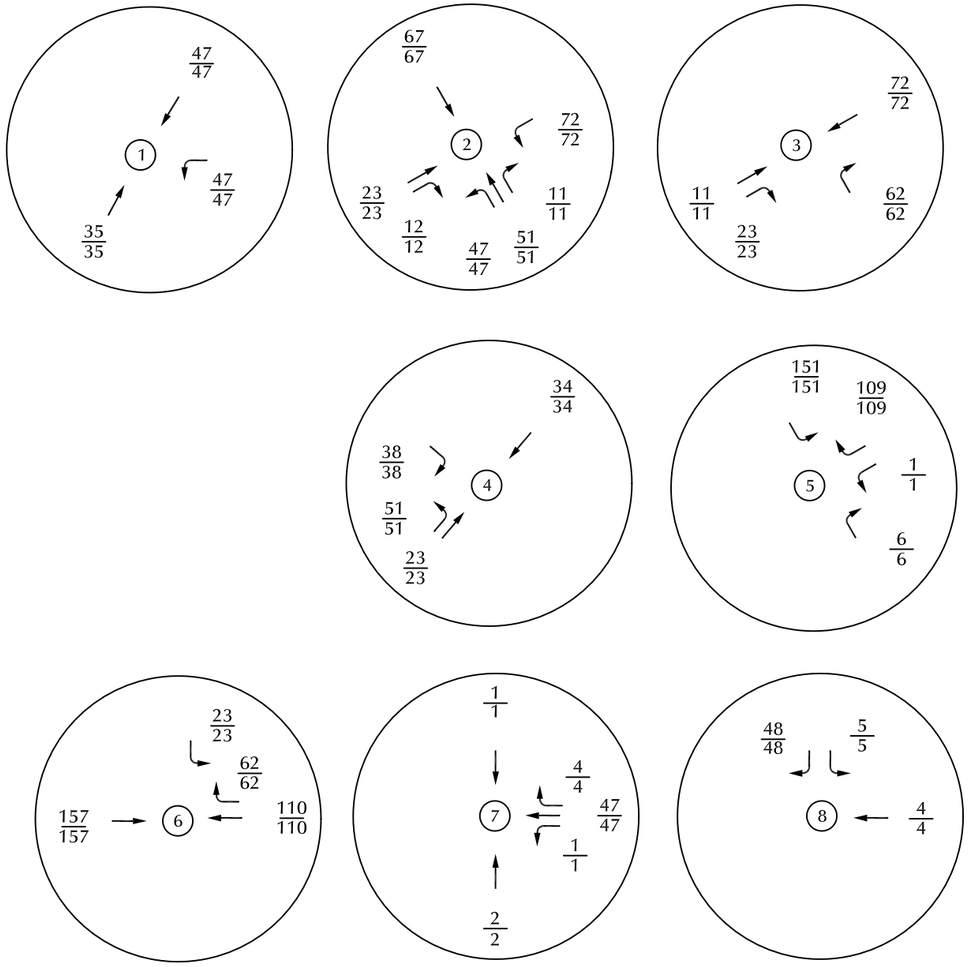
LSC TRANSPORTATION CONSULTANTS, INC.

Figure 9

Short-Term Site-Generated Traffic

D49 Transportation Facility - Falcon (LSC #S214340)





LEGEND: $\frac{XX}{XX}$ = AM Peak–Hour of the Generator Traffic (veh/hr) / PM Peak–Hour of the Generator Traffic and Peak–Hour of Adjacent Street Traffic (veh/hr)

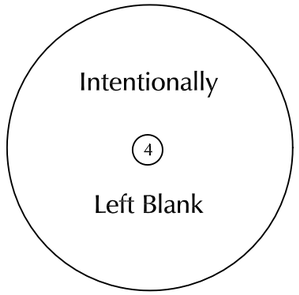
XXX = Average Weekday Traffic (veh/hr)

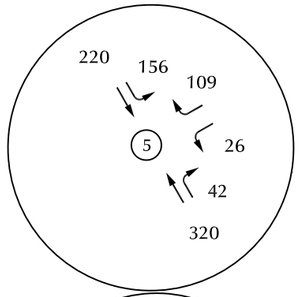
LSC TRANSPORTATION CONSULTANTS, INC.

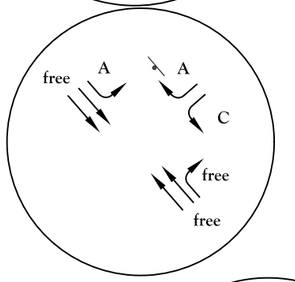
Figure 10

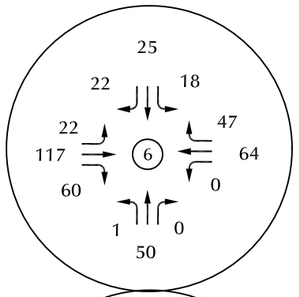
Long-Term Site-Generated Traffic

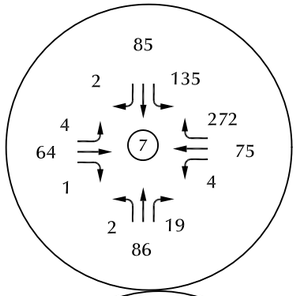
D49 Transportation Facility - Falcon (LSC #S214340)

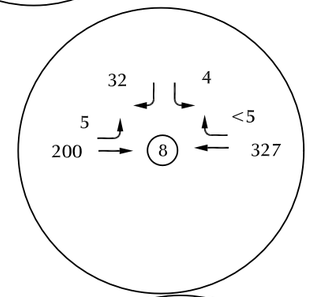


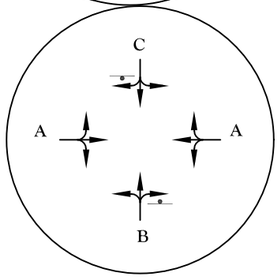


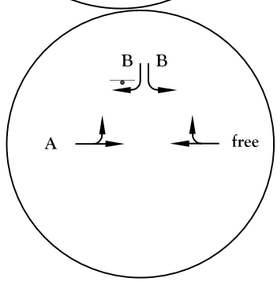


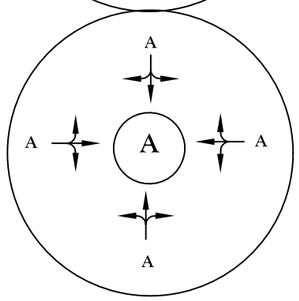


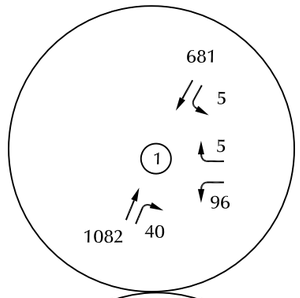


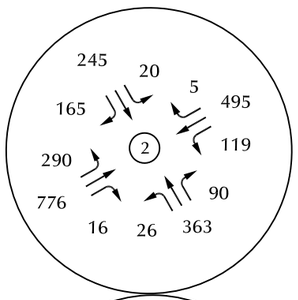


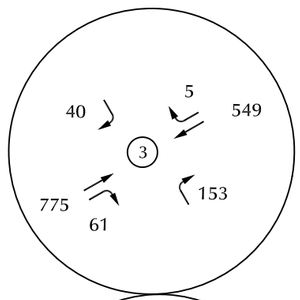


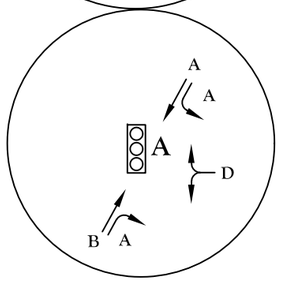


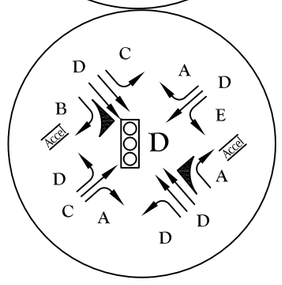


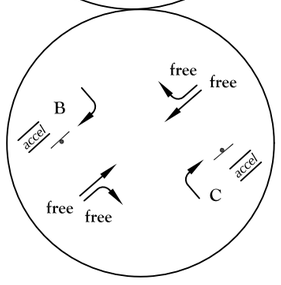












= Modern Roundabout

LEGEND:

XX = PM Peak-Hour Traffic (veh/hr)

XXX = Average Weekday Traffic (veh/hr)

= Stop Sign

= Traffic Signal

B = PM Individual Movement Peak-Hour Level of Service

D = PM Entire Intersection Peak-Hour Level of Service

N

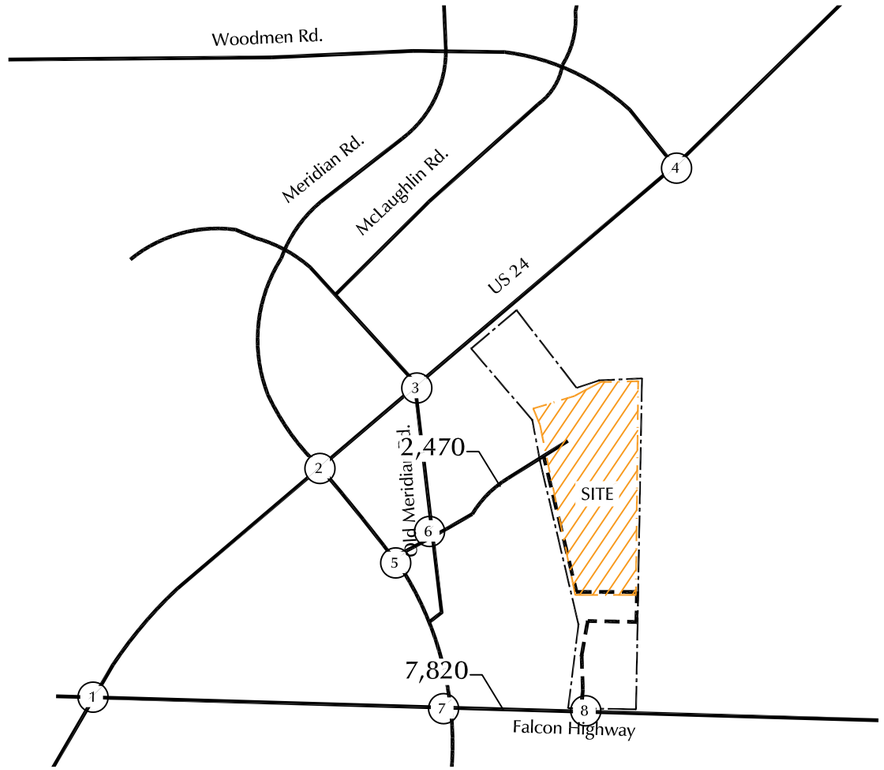
Not to scale

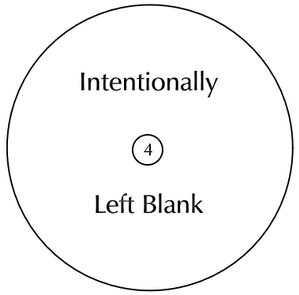
LSC TRANSPORTATION CONSULTANTS, INC.

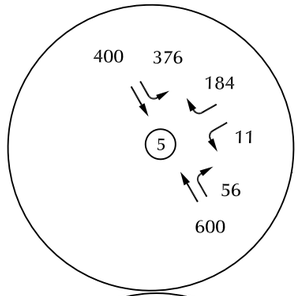
Figure 11

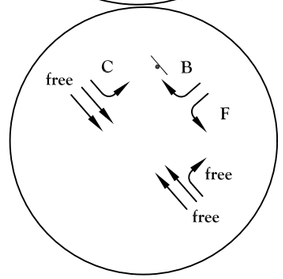
Short-Term Total Conditions

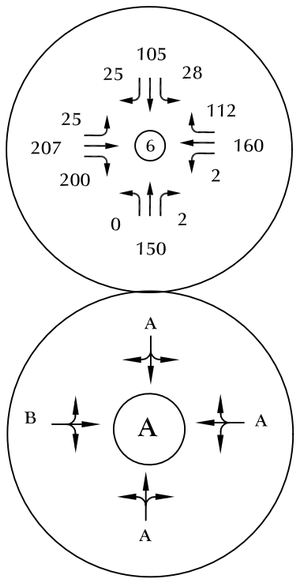
D49 Transportation Facility - Falcon (LSC #S214340)

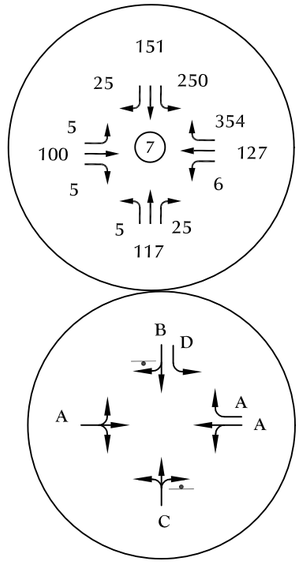


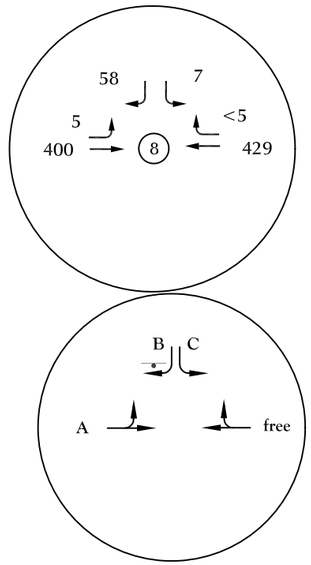


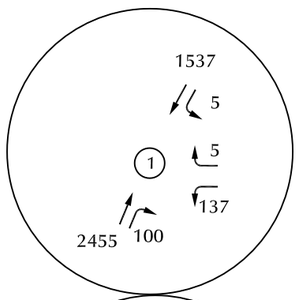


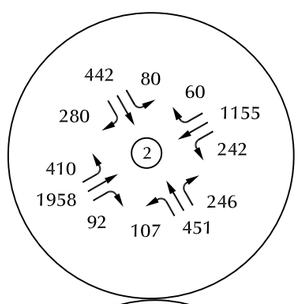


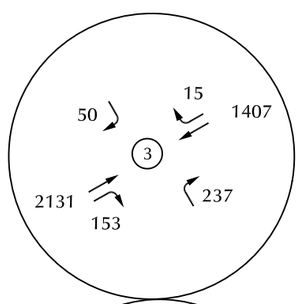


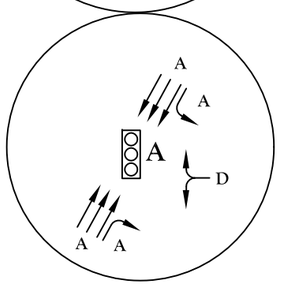


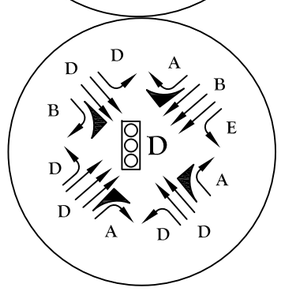


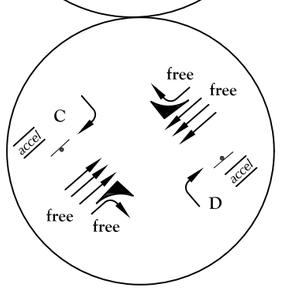












= Modern Roundabout

LEGEND:

XX = PM Peak-Hour Traffic (veh/hr)

XXX = Average Weekday Traffic (veh/hr)

= Stop Sign

= Traffic Signal

B = PM Individual Movement Peak-Hour Level of Service

D = PM Entire Intersection Peak-Hour Level of Service

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 12

Long-Term Total Conditions

D49 Transportation Facility - Falcon (LSC #S214340)

Traffic Counts

TRANSPORTATION
CONSULTANTS, INC.

LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Hwy 24 - New Meridian Rd AM
Site Code : S214620
Start Date : 8/5/2021
Page No : 1

Groups Printed- Unshifted

	Hwy 24 Southbound					New Meridian Rd Westbound					Hwy 24 Northbound					New Meridian Rd Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
06:30 AM	9	173	0	0	182	1	36	7	0	44	30	109	2	0	141	1	22	93	0	116	483
06:45 AM	10	213	0	0	223	0	28	10	0	38	21	109	4	0	134	0	1	120	0	121	516
Total	19	386	0	0	405	1	64	17	0	82	51	218	6	0	275	1	23	213	0	237	999
07:00 AM	3	171	0	0	174	0	44	10	0	54	15	92	4	0	111	0	4	126	1	131	470
07:15 AM	2	201	0	0	203	0	2	1	0	3	44	118	1	0	163	0	0	169	0	169	538
Grand Total	24	758	0	0	782	1	110	28	0	139	110	428	11	0	549	1	27	508	1	537	2007
Apprch %	3.1	96.9	0	0		0.7	79.1	20.1	0		20	78	2	0		0.2	5	94.6	0.2		
Total %	1.2	37.8	0	0	39	0	5.5	1.4	0	6.9	5.5	21.3	0.5	0	27.4	0	1.3	25.3	0	26.8	

LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Hwy 24 - New Meridian Rd AM
Site Code : S214620
Start Date : 8/5/2021

	Hwy 24 Southbound					New Meridian Rd Westbound					Hwy 24 Northbound					New Meridian Rd Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 6:30:00 AM to 7:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 6:30:00 AM																					
6:30:00 AM	9	173	0	0	182	**1**	36	7	0	44	30	109	2	0	141	**1**	**22**	93	0	116	483
6:45:00 AM	**10**	**213**	0	0	**223**	0	28	**10**	0	38	21	109	**4**	0	134	0	1	120	0	121	516
7:00:00 AM	3	171	0	0	174	0	**44**	10	0	**54**	15	92	4	0	111	0	4	126	**1**	131	470
7:15:00 AM	2	201	0	0	203	0	2	1	0	3	**44**	**118**	1	0	**163**	0	0	**169**	0	**169**	**538**
Total Volume	24	758	0	0	782	1	110	28	0	139	110	428	11	0	549	1	27	508	1	537	2007
% App. Total	3.1	96.9	0	0		0.7	79.1	20.1	0		20	78	2	0		0.2	5	94.6	0.2		
PHF	.600	.890	.000	.000	.877	.250	.625	.700	.000	.644	.625	.907	.688	.000	.842	.250	.307	.751	.250	.794	.933

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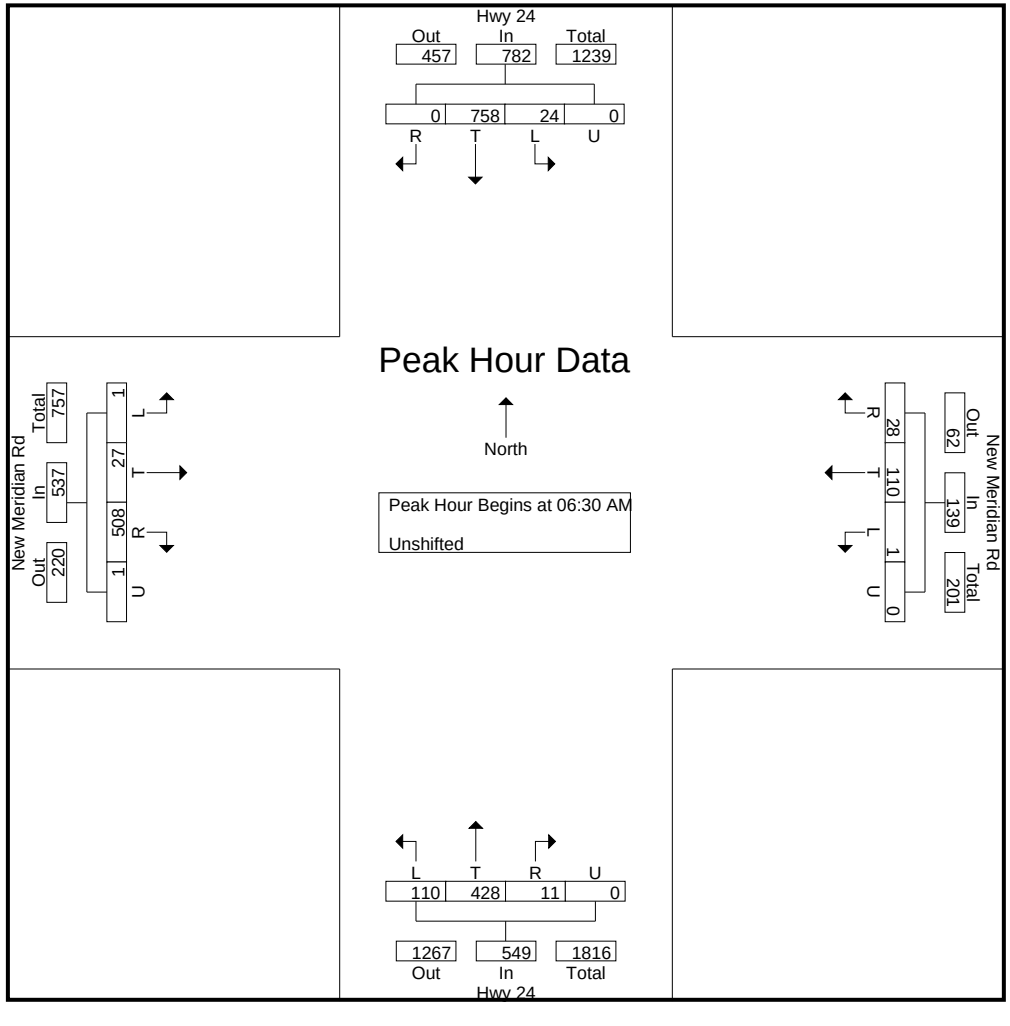
719-633-2868

File Name : Hwy 24 - New Meridian Rd AM
Site Code : S214620
Start Date : 8/5/2021
Page No : 3



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Colorado Springs, CO 80905
719-633-2868

File Name : Hwy 24 - New Meridian Rd AM
Site Code : S214620
Start Date : 8/5/2021

	Hwy 24 Southbound					New Meridian Rd Westbound					Hwy 24 Northbound					New Meridian Rd Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 6:30:00 AM to 7:15:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	6:30:00 AM					6:30:00 AM					6:30:00 AM					6:30:00 AM					
+0 mins.	9	173	0	0	182	**1**	36	7	0	44	30	109	2	0	141	**1**	**22**	93	0	116	
+5 mins.	**10**	**213**	0	0	**223**	0	28	**10**	0	38	21	109	**4**	0	134	0	1	120	0	121	
+10 mins.	3	171	0	0	174	0	**44**	10	0	**54**	15	92	4	0	111	0	4	126	**1**	131	
+15 mins.	2	201	0	0	203	0	2	1	0	3	**44**	**118**	1	0	**163**	0	0	**169**	0	**169**	
Total Volume	24	758	0	0	782	1	110	28	0	139	110	428	11	0	549	1	27	508	1	537	
% App. Total	3.1	96.9	0	0		0.7	79.1	20.1	0		20	78	2	0		0.2	5	94.6	0.2		
PHF	.600	.890	.000	.000	.877	.250	.625	.700	.000	.644	.625	.907	.688	.000	.842	.250	.307	.751	.250	.794	

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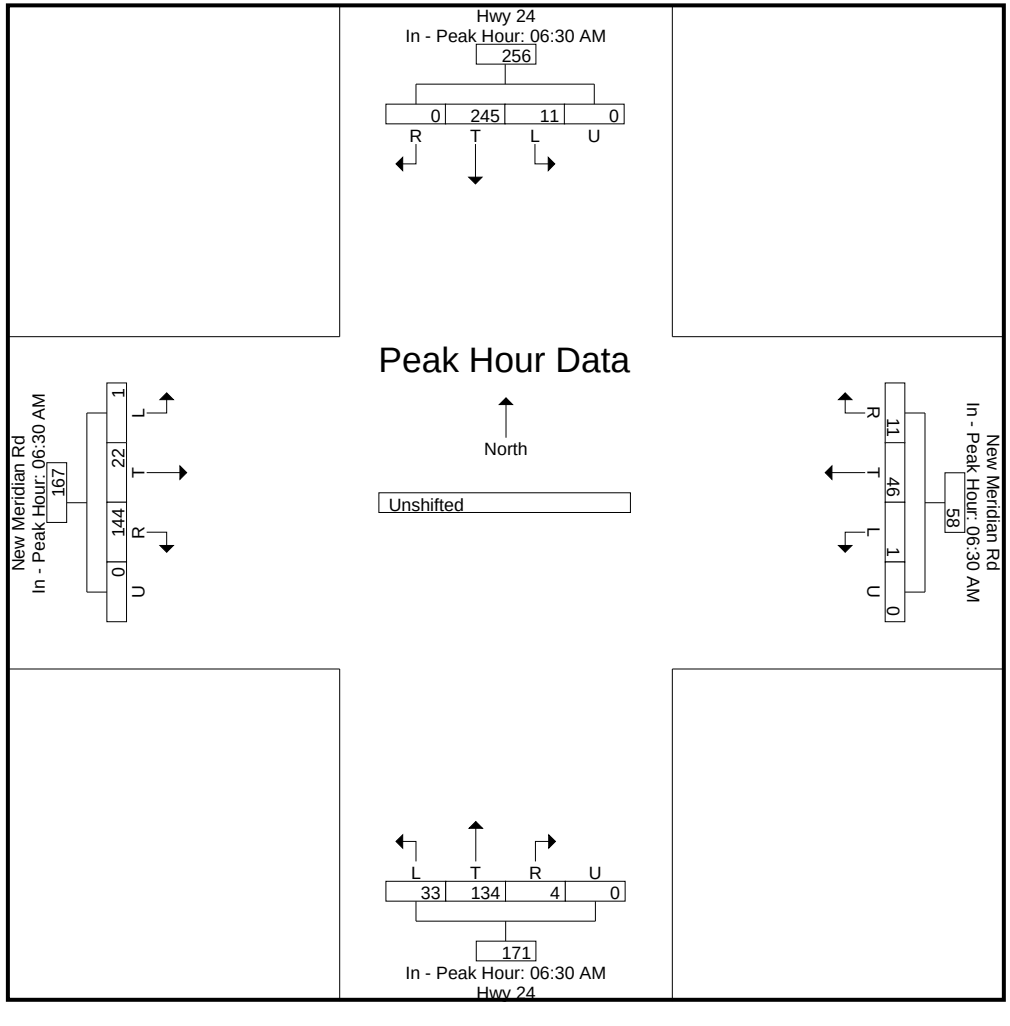
File Name : Hwy 24 - New Meridian Rd AM
Site Code : S214620
Start Date : 8/5/2021
Page No : 5



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545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Hwy 24 - New Meridian Rd PM
Site Code : S214620
Start Date : 8/4/2021
Page No : 1

Groups Printed- Unshifted

	Hwy 24 Southbound					New Meridian Rd Westbound					Hwy 24 Northbound					New Meridian Rd Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
04:00 PM	18	138	0	0	156	1	61	22	0	84	62	156	0	0	218	4	30	43	0	77	535
04:15 PM	9	139	2	0	150	0	72	29	0	101	60	149	1	0	210	4	37	37	0	78	539
04:30 PM	17	105	1	0	123	0	91	17	0	108	88	161	0	0	249	4	40	42	0	86	566
04:45 PM	11	139	0	0	150	1	82	12	0	95	63	145	0	0	208	4	41	38	3	86	539
Total	55	521	3	0	579	2	306	80	0	388	273	611	1	0	885	16	148	160	3	327	2179
05:00 PM	14	109	0	0	123	0	91	27	0	118	79	150	0	0	229	5	41	48	0	94	564
05:15 PM	6	114	1	0	121	0	52	26	0	78	78	162	0	0	240	3	32	42	1	78	517
05:30 PM	11	89	4	0	104	1	81	14	0	96	76	156	0	0	232	1	55	44	0	100	532
05:45 PM	22	119	1	0	142	1	45	10	0	56	81	174	0	0	255	2	52	33	0	87	540
Total	53	431	6	0	490	2	269	77	0	348	314	642	0	0	956	11	180	167	1	359	2153
Grand Total	108	952	9	0	1069	4	575	157	0	736	587	1253	1	0	1841	27	328	327	4	686	4332
Apprch %	10.1	89.1	0.8	0		0.5	78.1	21.3	0		31.9	68.1	0.1	0		3.9	47.8	47.7	0.6		
Total %	2.5	22	0.2	0	24.7	0.1	13.3	3.6	0	17	13.6	28.9	0	0	42.5	0.6	7.6	7.5	0.1	15.8	

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File Name : Hwy 24 - New Meridian Rd PM
Site Code : S214620
Start Date : 8/4/2021
Page No : 2

	Hwy 24 Southbound					New Meridian Rd Westbound					Hwy 24 Northbound					New Meridian Rd Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:15:00 PM																					
4:15:00 PM	9	**139**	**2**	0	**150**	0	72	**29**	0	101	60	149	**1**	0	210	4	37	37	0	78	539
4:30:00 PM	**17**	105	1	0	123	0	**91**	17	0	108	**88**	**161**	0	0	**249**	4	40	42	0	86	**566**
4:45:00 PM	11	139	0	0	150	**1**	82	12	0	95	63	145	0	0	208	4	**41**	38	**3**	86	539
5:00:00 PM	14	109	0	0	123	0	91	27	0	**118**	79	150	0	0	229	**5**	41	**48**	0	**94**	564
Total Volume	51	492	3	0	546	1	336	85	0	422	290	605	1	0	896	17	159	165	3	344	2208
% App. Total	9.3	90.1	0.5	0		0.2	79.6	20.1	0		32.4	67.5	0.1	0		4.9	46.2	48	0.9		
PHF	.750	.885	.375	.000	.910	.250	.923	.733	.000	.894	.824	.939	.250	.000	.900	.850	.970	.859	.250	.915	.975

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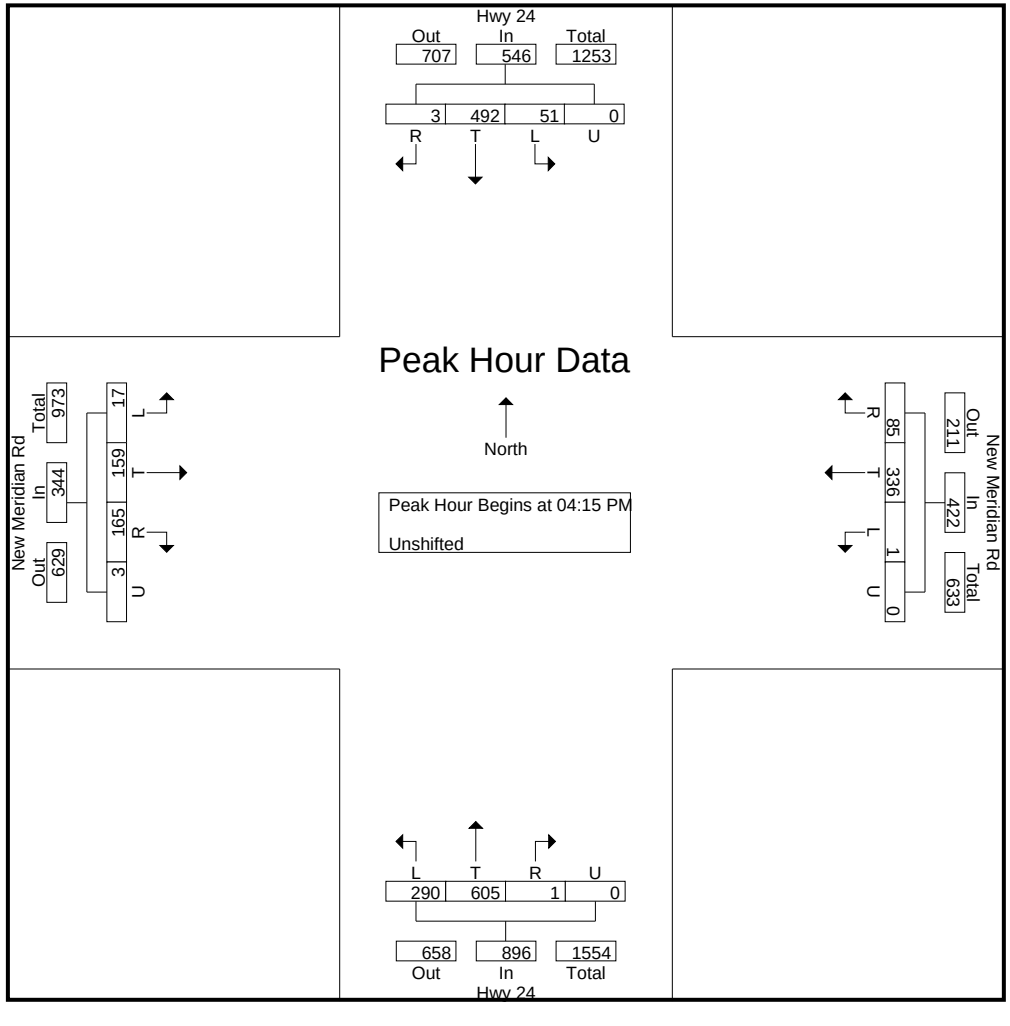
719-633-2868

File Name : Hwy 24 - New Meridian Rd PM
Site Code : S214620
Start Date : 8/4/2021
Page No : 3



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719-633-2868

File Name : Hwy 24 - New Meridian Rd PM
Site Code : S214620
Start Date : 8/4/2021

	Hwy 24 Southbound					New Meridian Rd Westbound					Hwy 24 Northbound					New Meridian Rd Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:00:00 PM					4:15:00 PM					5:00:00 PM					5:00:00 PM					
+0 mins.	**18**	138	0	0	**156**	0	72	**29**	0	101	79	150	0	0	229	**5**	41	**48**	0	94	
+5 mins.	9	**139**	**2**	0	150	0	**91**	17	0	108	78	162	0	0	240	3	32	42	**1**	78	
+10 mins.	17	105	1	0	123	**1**	82	12	0	95	76	156	0	0	232	1	**55**	44	0	**100**	
+15 mins.	11	139	0	0	150	0	91	27	0	**118**	**81**	**174**	0	0	**255**	2	52	33	0	87	
Total Volume	55	521	3	0	579	1	336	85	0	422	314	642	0	0	956	11	180	167	1	359	
% App. Total	9.5	90	0.5	0		0.2	79.6	20.1	0		32.8	67.2	0	0		3.1	50.1	46.5	0.3		
PHF	.764	.937	.375	.000	.928	.250	.923	.733	.000	.894	.969	.922	.000	.000	.937	.550	.818	.870	.250	.898	

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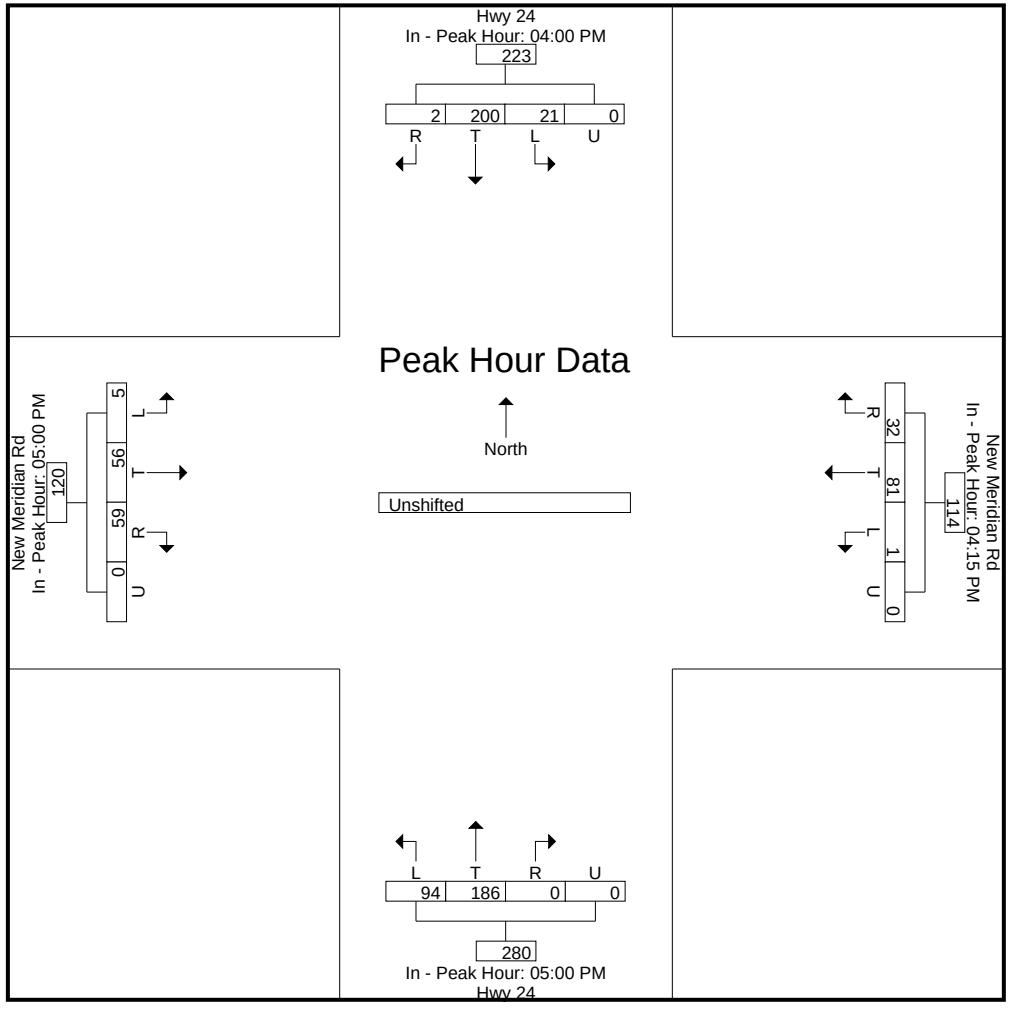
719-633-2868

File Name : Hwy 24 - New Meridian Rd PM
Site Code : S214620
Start Date : 8/4/2021
Page No : 5



LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Hwy 24 - Woodmen Rd AM
Site Code : S214730
Start Date : 8/12/2021
Page No : 1

Groups Printed- Unshifted

	Hwy 24 Southbound					Westbound					Hwy 24 Northbound					Woodmen Rd Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
06:30 AM	0	140	79	0	219	0	0	0	0	0	39	59	0	0	98	49	0	71	0	120	437
06:45 AM	0	123	64	0	187	0	0	0	0	0	48	86	0	0	134	84	5	70	0	159	480
Total	0	263	143	0	406	0	0	0	0	0	87	145	0	0	232	133	5	141	0	279	917
07:00 AM	0	137	84	0	221	0	0	0	0	0	52	71	0	0	123	64	2	58	0	124	468
07:15 AM	0	150	99	0	249	0	0	0	0	0	54	72	0	0	126	72	0	74	0	146	521
07:30 AM	0	134	102	0	236	0	0	0	0	0	48	59	0	0	107	83	0	65	0	148	491
07:45 AM	0	100	79	0	179	0	0	0	0	0	63	67	0	0	130	81	0	55	2	138	447
Total	0	521	364	0	885	0	0	0	0	0	217	269	0	0	486	300	2	252	2	556	1927
08:00 AM	0	75	83	0	158	0	0	0	0	0	33	72	0	0	105	68	0	59	0	127	390
08:15 AM	0	93	69	0	162	0	0	0	0	0	44	82	0	0	126	68	0	61	0	129	417
Grand Total	0	952	659	0	1611	0	0	0	0	0	381	568	0	0	949	569	7	513	2	1091	3651
Apprch %	0	59.1	40.9	0		0	0	0	0		40.1	59.9	0	0		52.2	0.6	47	0.2		
Total %	0	26.1	18	0	44.1	0	0	0	0	0	10.4	15.6	0	0	26	15.6	0.2	14.1	0.1	29.9	

LSC Transportation Consultants, Inc.
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Hwy 24 - Woodmen Rd AM
Site Code : S214730
Start Date : 8/12/2021

	Hwy 24 Southbound					Westbound					Hwy 24 Northbound					Woodmen Rd Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 6:45:00 AM																					
6:45:00 AM	0	123	64	0	187	0	0	0	0	0	48	**86**	0	0	**134**	**84**	**5**	70	0	**159**	480
7:00:00 AM	0	137	84	0	221	0	0	0	0	0	52	71	0	0	123	64	2	58	0	124	468
7:15:00 AM	0	**150**	99	0	**249**	0	0	0	0	0	**54**	72	0	0	126	72	0	**74**	0	146	**521**
7:30:00 AM	0	134	**102**	0	236	0	0	0	0	0	48	59	0	0	107	83	0	65	0	148	491
Total Volume	0	544	349	0	893	0	0	0	0	0	202	288	0	0	490	303	7	267	0	577	1960
% App. Total	0	60.9	39.1	0		0	0	0	0		41.2	58.8	0	0		52.5	1.2	46.3	0		
PHF	.000	.907	.855	.000	.897	.000	.000	.000	.000	.000	.935	.837	.000	.000	.914	.902	.350	.902	.000	.907	.940

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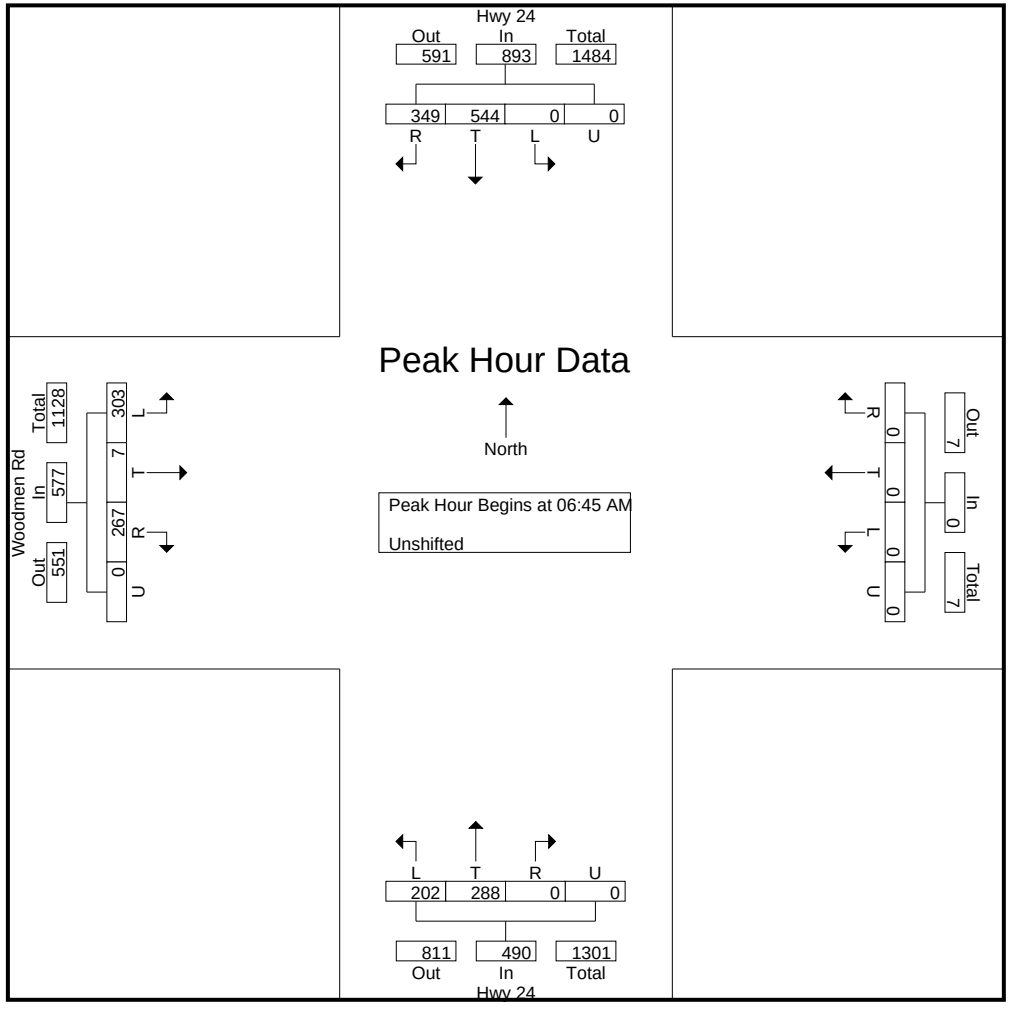
File Name : Hwy 24 - Woodmen Rd AM
Site Code : S214730
Start Date : 8/12/2021
Page No : 3



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File Name : Hwy 24 - Woodmen Rd AM
Site Code : S214730
Start Date : 8/12/2021
Page No : 4

	Hwy 24 Southbound					Westbound					Hwy 24 Northbound					Woodmen Rd Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	6:45:00 AM					6:30:00 AM					6:45:00 AM					6:45:00 AM					
+0 mins.	0	123	64	0	187	0	0	0	0	0	48	**86**	0	0	**134**	**84**	**5**	70	0	**159**	
+5 mins.	0	137	84	0	221	0	0	0	0	0	52	71	0	0	123	64	2	58	0	124	
+10 mins.	0	**150**	99	0	**249**	0	0	0	0	0	**54**	72	0	0	126	72	0	**74**	0	146	
+15 mins.	0	134	**102**	0	236	0	0	0	0	0	48	59	0	0	107	83	0	65	0	148	
Total Volume	0	544	349	0	893	0	0	0	0	0	202	288	0	0	490	303	7	267	0	577	
% App. Total	0	60.9	39.1	0		0	0	0	0		41.2	58.8	0	0		52.5	1.2	46.3	0		
PHF	.000	.907	.855	.000	.897	.000	.000	.000	.000	.000	.935	.837	.000	.000	.914	.902	.350	.902	.000	.907	

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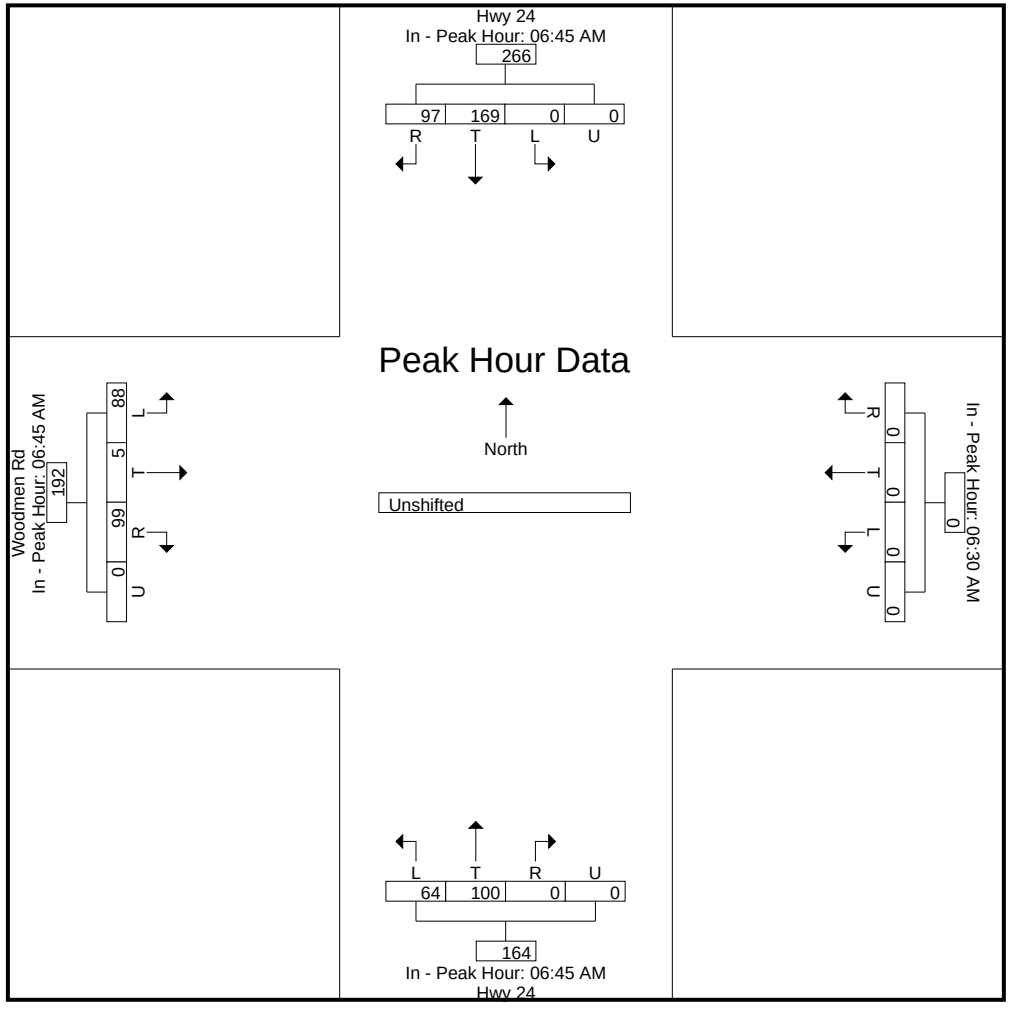
File Name : Hwy 24 - Woodmen Rd AM
Site Code : S214730
Start Date : 8/12/2021
Page No : 5



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File Name : Hwy 24 - Woodmen Rd PM
Site Code : S214730
Start Date : 8/12/2021
Page No : 1

Groups Printed- Unshifted

	Hwy 24 Southbound					Westbound					Hwy 24 Northbound					Woodmen Rd Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
04:00 PM	0	102	91	0	193	0	0	0	0	0	60	117	0	0	177	120	0	44	0	164	534
04:15 PM	0	68	99	2	169	0	0	0	0	0	85	113	0	0	198	144	0	58	2	204	571
04:30 PM	0	70	101	0	171	0	0	0	0	0	85	103	0	0	188	141	0	43	1	185	544
04:45 PM	0	79	105	0	184	0	0	0	0	0	93	120	0	0	213	156	0	51	1	208	605
Total	0	319	396	2	717	0	0	0	0	0	323	453	0	0	776	561	0	196	4	761	2254
05:00 PM	0	72	91	0	163	0	0	0	0	0	108	115	0	0	223	157	0	57	0	214	600
05:15 PM	0	71	69	0	140	0	0	0	0	0	83	147	0	0	230	165	0	45	0	210	580
05:30 PM	0	81	87	0	168	0	0	0	0	0	70	104	0	0	174	130	0	43	0	173	515
05:45 PM	0	42	78	0	120	0	0	0	0	0	74	128	0	0	202	160	0	47	0	207	529
Total	0	266	325	0	591	0	0	0	0	0	335	494	0	0	829	612	0	192	0	804	2224
Grand Total	0	585	721	2	1308	0	0	0	0	0	658	947	0	0	1605	1173	0	388	4	1565	4478
Apprch %	0	44.7	55.1	0.2		0	0	0	0		41	59	0	0		75	0	24.8	0.3		
Total %	0	13.1	16.1	0	29.2	0	0	0	0	0	14.7	21.1	0	0	35.8	26.2	0	8.7	0.1	34.9	

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File Name : Hwy 24 - Woodmen Rd PM
Site Code : S214730
Start Date : 8/12/2021

	Hwy 24 Southbound					Westbound					Hwy 24 Northbound					Woodmen Rd Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:30:00 PM																					
4:30:00 PM	0	70	101	0	171	0	0	0	0	0	85	103	0	0	188	141	0	43	**1**	185	544
4:45:00 PM	0	**79**	**105**	0	**184**	0	0	0	0	0	93	120	0	0	213	156	0	51	1	208	**605**
5:00:00 PM	0	72	91	0	163	0	0	0	0	0	**108**	115	0	0	223	157	0	**57**	0	**214**	600
5:15:00 PM	0	71	69	0	140	0	0	0	0	0	83	**147**	0	0	**230**	**165**	0	45	0	210	580
Total Volume	0	292	366	0	658	0	0	0	0	0	369	485	0	0	854	619	0	196	2	817	2329
% App. Total	0	44.4	55.6	0		0	0	0	0		43.2	56.8	0	0		75.8	0	24	0.2		
PHF	.000	.924	.871	.000	.894	.000	.000	.000	.000	.000	.854	.825	.000	.000	.928	.938	.000	.860	.500	.954	.962

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File Name : Hwy 24 - Woodmen Rd PM
Site Code : S214730
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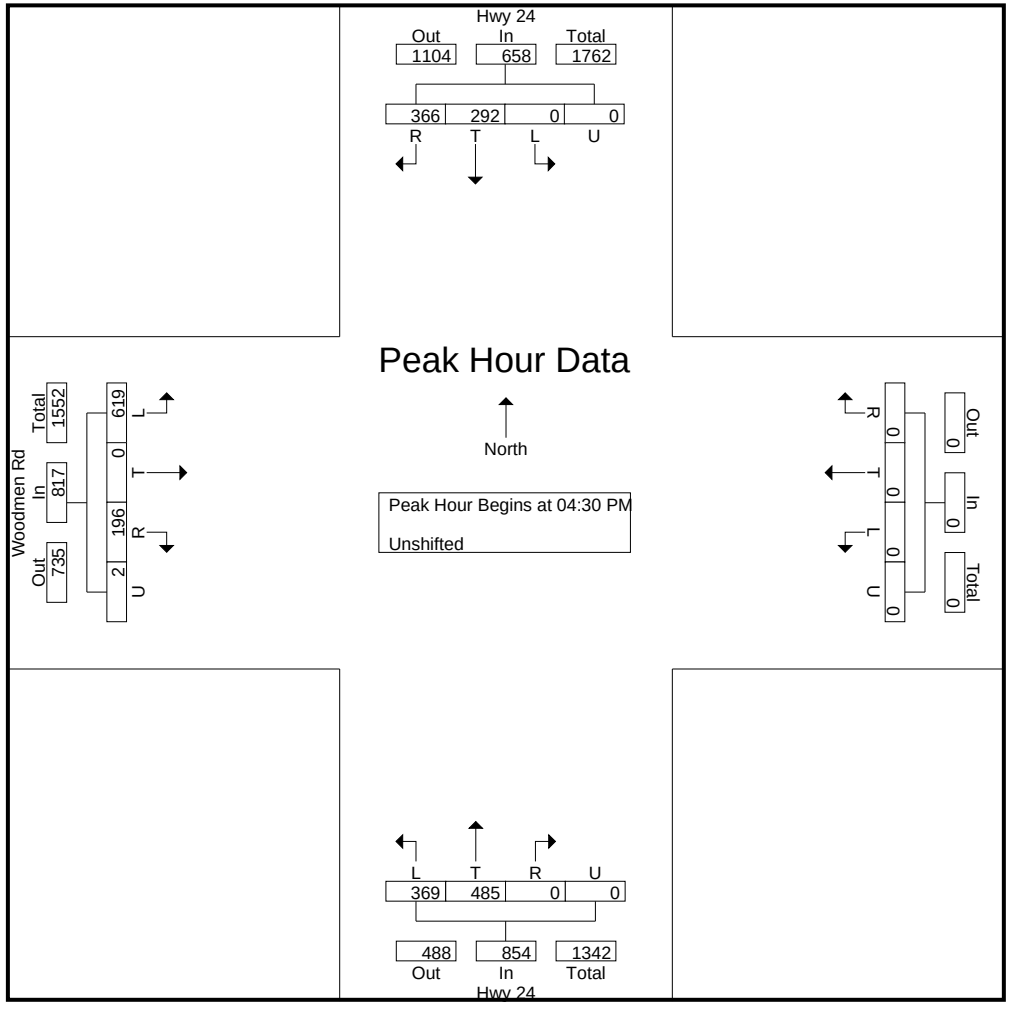

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File Name : Hwy 24 - Woodmen Rd PM
Site Code : S214730
Start Date : 8/12/2021

	Hwy 24 Southbound					Westbound					Hwy 24 Northbound					Woodmen Rd Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:00:00 PM					4:00:00 PM					4:30:00 PM					4:30:00 PM					
+0 mins.	0	**102**	91	0	**193**	0	0	0	0	0	85	103	0	0	188	141	0	43	**1**	185	
+5 mins.	0	68	99	**2**	169	0	0	0	0	0	93	120	0	0	213	156	0	51	1	208	
+10 mins.	0	70	101	0	171	0	0	0	0	0	**108**	115	0	0	223	157	0	**57**	0	**214**	
+15 mins.	0	79	**105**	0	184	0	0	0	0	0	83	**147**	0	0	**230**	**165**	0	45	0	210	
Total Volume	0	319	396	2	717	0	0	0	0	0	369	485	0	0	854	619	0	196	2	817	
% App. Total	0	44.5	55.2	0.3		0	0	0	0		43.2	56.8	0	0		75.8	0	24	0.2		
PHF	.000	.782	.943	.250	.929	.000	.000	.000	.000	.000	.854	.825	.000	.000	.928	.938	.000	.860	.500	.954	

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File Name : Hwy 24 - Woodmen Rd PM
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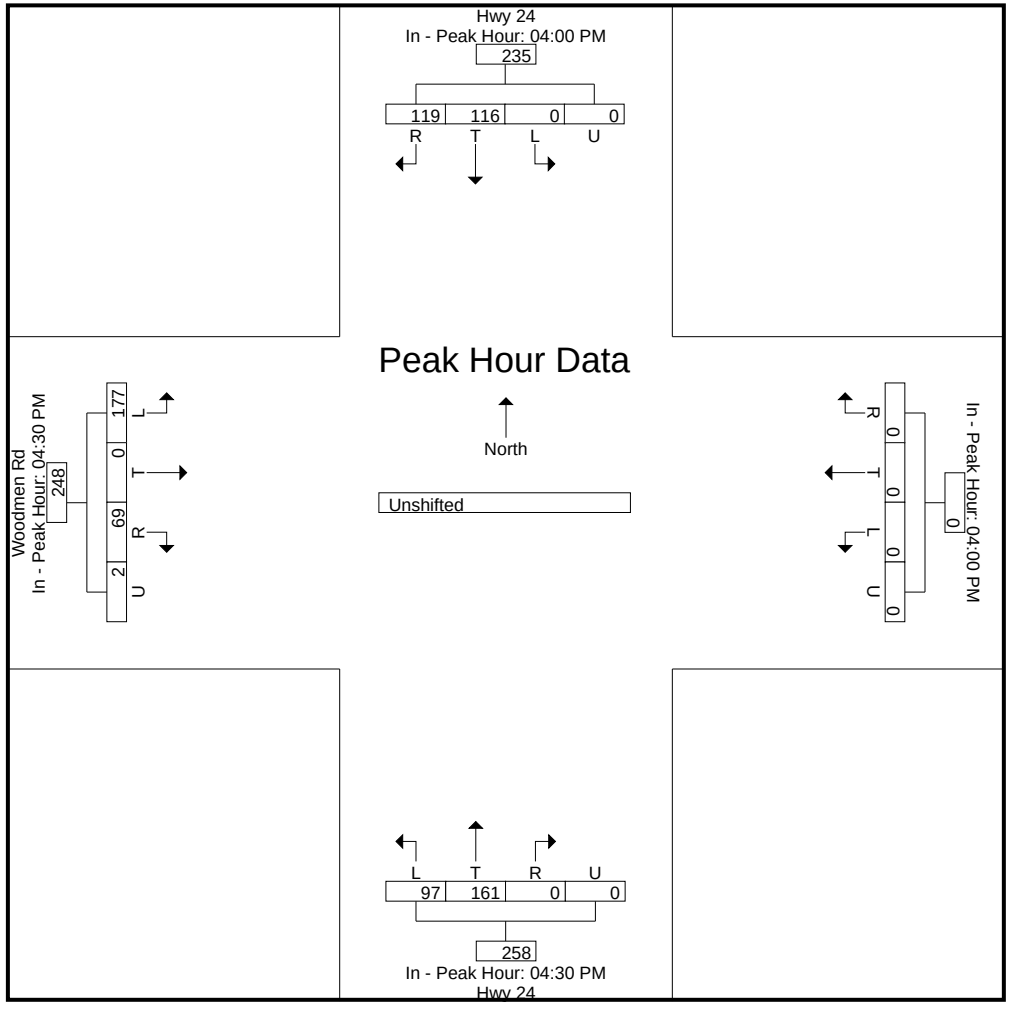

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File Name : Falcon Elementary AM East Exit
Site Code : S214340
Start Date : 5/12/2021
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Groups Printed- Bank 1

	Falcon Elementary East Exit Southbound					Falcon Hwy Westbound					Northbound					Falcon Hwy Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
07:55 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
08:15 AM	5	0	16	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
08:20 AM	3	0	5	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:25 AM	9	0	18	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
08:30 AM	7	0	25	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
08:35 AM	1	0	7	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
*** BREAK ***																					
08:50 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:55 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	25	0	74	0	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99
Grand Total	25	0	77	0	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102
Apprch %	24.5	0	75.5	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	24.5	0	75.5	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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File Name : Falcon Elementary AM East Exit
Site Code : S214340
Start Date : 5/12/2021

	Falcon Elementary East Exit Southbound					Falcon Hwy Westbound										Falcon Hwy Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:45 AM to 08:55 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	5	0	16	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
08:20 AM	3	0	5	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:25 AM	**9**	0	18	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
08:30 AM	7	0	**25**	0	**32**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**32**
08:35 AM	1	0	7	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	25	0	75	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
% App. Total	25	0	75	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.231	.000	.250	.000	.260	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.260

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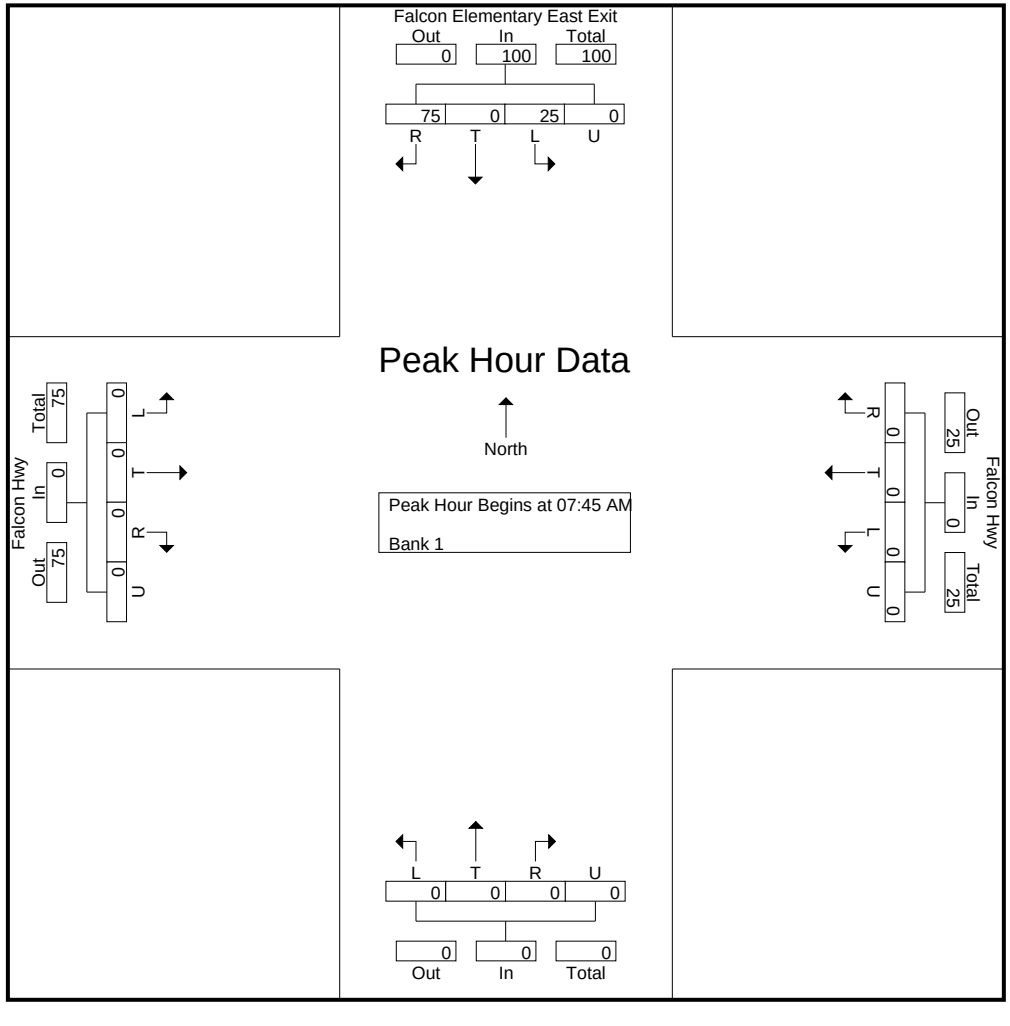
File Name : Falcon Elementary AM East Exit
Site Code : S214340
Start Date : 5/12/2021
Page No : 3



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719-633-2868

File Name : Falcon Elementary AM East Exit
Site Code : S214340
Start Date : 5/12/2021

	Falcon Elementary East Exit Southbound					Falcon Hwy Westbound										Falcon Hwy Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:45 AM to 08:55 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					07:45 AM					07:45 AM					07:45 AM					
+0 mins.	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+5 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+10 mins.	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+20 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+25 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	5	0	16	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+35 mins.	3	0	5	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+40 mins.	**9**	0	18	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	7	0	**25**	0	**32**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+50 mins.	1	0	7	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+55 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	25	0	75	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	25	0	75	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.231	.000	.250	.000	.260	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

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File Name : Falcon Elementary AM East Exit
Site Code : S214340
Start Date : 5/12/2021
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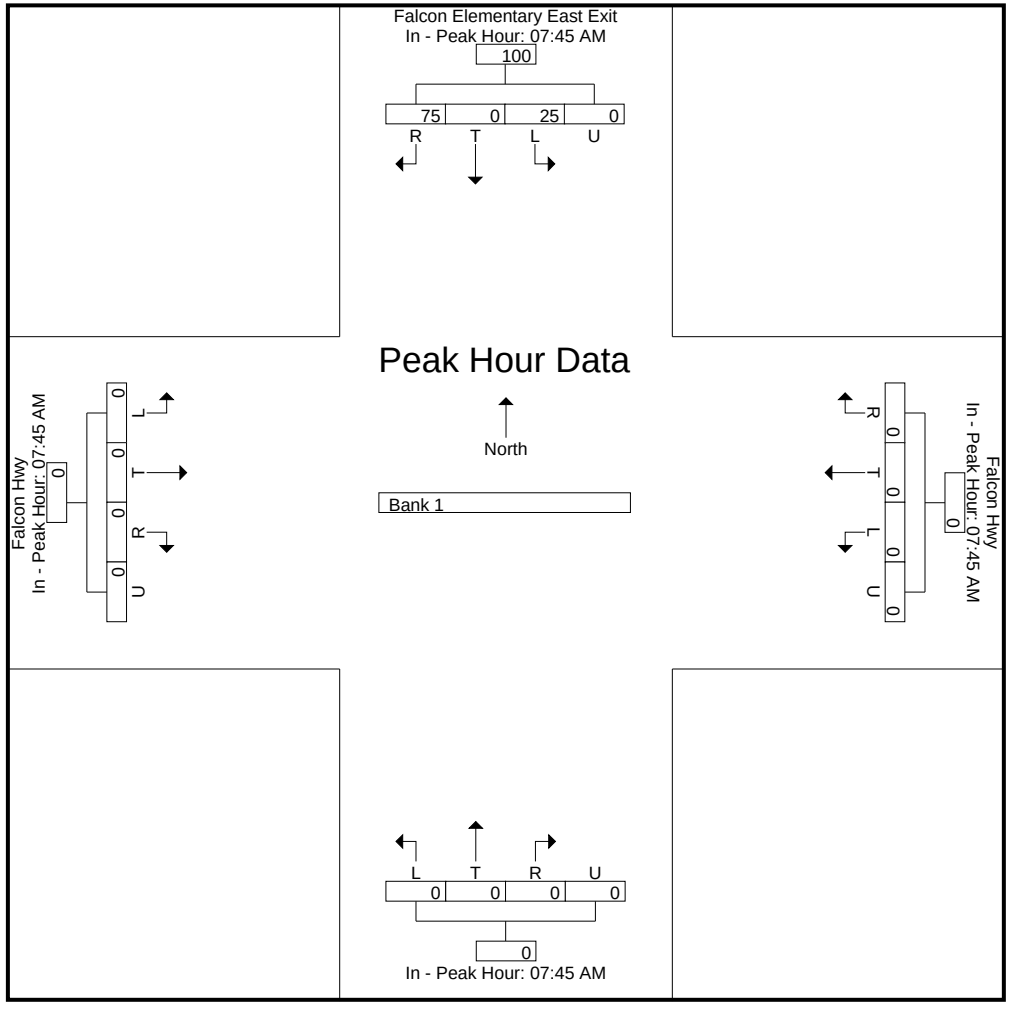

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File Name : Falcon Elementary AM West Entrance-Exit
Site Code : S214340
Start Date : 5/12/2021
Page No : 1

Groups Printed- Unshifted

	Falcon Elementary West Entrance-Exit Southbound					Falcon Hwy Westbound					Northbound					Falcon Hwy Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
07:45 AM	0	0	0	0	0	0	20	2	0	22	0	0	0	0	0	3	10	0	0	13	35
07:50 AM	0	0	1	0	1	0	21	0	0	21	0	0	0	0	0	6	9	0	0	15	37
07:55 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	6	0	0	0	6	22
Total	0	0	1	0	1	0	57	2	0	59	0	0	0	0	0	15	19	0	0	34	94
08:00 AM	0	0	3	0	3	0	13	1	0	14	0	0	0	0	0	5	9	0	0	14	31
08:05 AM	1	0	0	0	1	0	19	1	0	20	0	0	0	0	0	1	6	0	0	7	28
08:10 AM	0	0	1	0	1	0	20	3	0	23	0	0	0	0	0	1	6	0	0	7	31
08:15 AM	0	0	4	0	4	0	34	1	0	35	0	0	0	0	0	2	6	0	0	8	47
08:20 AM	0	0	2	0	2	0	30	1	0	31	0	0	0	0	0	2	4	0	0	6	39
08:25 AM	0	0	1	0	1	0	36	3	0	39	0	0	0	0	0	0	5	0	0	5	45
08:30 AM	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	0	5	0	0	5	45
08:35 AM	0	0	0	0	0	0	26	1	0	27	0	0	0	0	0	0	6	0	0	6	33
08:40 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	1	3	0	0	4	13
08:45 AM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	3	5	0	0	8	27
08:50 AM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	2	4	0	0	6	14
08:55 AM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	7	0	0	7	21
Total	1	0	12	0	13	0	267	11	0	278	0	0	0	0	0	17	66	0	0	83	374
Grand Total	1	0	13	0	14	0	324	13	0	337	0	0	0	0	0	32	85	0	0	117	468
Apprch %	7.1	0	92.9	0		0	96.1	3.9	0		0	0	0	0		27.4	72.6	0	0		
Total %	0.2	0	2.8	0	3	0	69.2	2.8	0	72	0	0	0	0	0	6.8	18.2	0	0	25	

LSC Transportation Consultants, Inc.
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Falcon Elementary AM West Entrance-Exit
Site Code : S214340
Start Date : 5/12/2021

	Falcon Elementary West Entrance-Exit Southbound					Falcon Hwy Westbound					Northbound					Falcon Hwy Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:45 AM to 08:55 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	20	2	0	22	0	0	0	0	0	3	**10**	0	0	13	35
07:50 AM	0	0	1	0	1	0	21	0	0	21	0	0	0	0	0	**6**	9	0	0	**15**	37
07:55 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	6	0	0	0	6	22
08:00 AM	0	0	3	0	3	0	13	1	0	14	0	0	0	0	0	5	9	0	0	14	31
08:05 AM	**1**	0	0	0	1	0	19	1	0	20	0	0	0	0	0	1	6	0	0	7	28
08:10 AM	0	0	1	0	1	0	20	**3**	0	23	0	0	0	0	0	1	6	0	0	7	31
08:15 AM	0	0	**4**	0	**4**	0	34	1	0	35	0	0	0	0	0	2	6	0	0	8	**47**
08:20 AM	0	0	2	0	2	0	30	1	0	31	0	0	0	0	0	2	4	0	0	6	39
08:25 AM	0	0	1	0	1	0	36	3	0	39	0	0	0	0	0	0	5	0	0	5	45
08:30 AM	0	0	0	0	0	0	**40**	0	0	**40**	0	0	0	0	0	0	5	0	0	5	45
08:35 AM	0	0	0	0	0	0	26	1	0	27	0	0	0	0	0	0	6	0	0	6	33
08:40 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	1	3	0	0	4	13
Total Volume	1	0	12	0	13	0	284	13	0	297	0	0	0	0	0	27	69	0	0	96	406
% App. Total	7.7	0	92.3	0		0	95.6	4.4	0		0	0	0	0		28.1	71.9	0	0		
PHF	.083	.000	.250	.000	.271	.000	.592	.361	.000	.619	.000	.000	.000	.000	.000	.375	.575	.000	.000	.533	.720

LSC Transportation Consultants, Inc.
545 E Pikes Peak Ave, Suite 210
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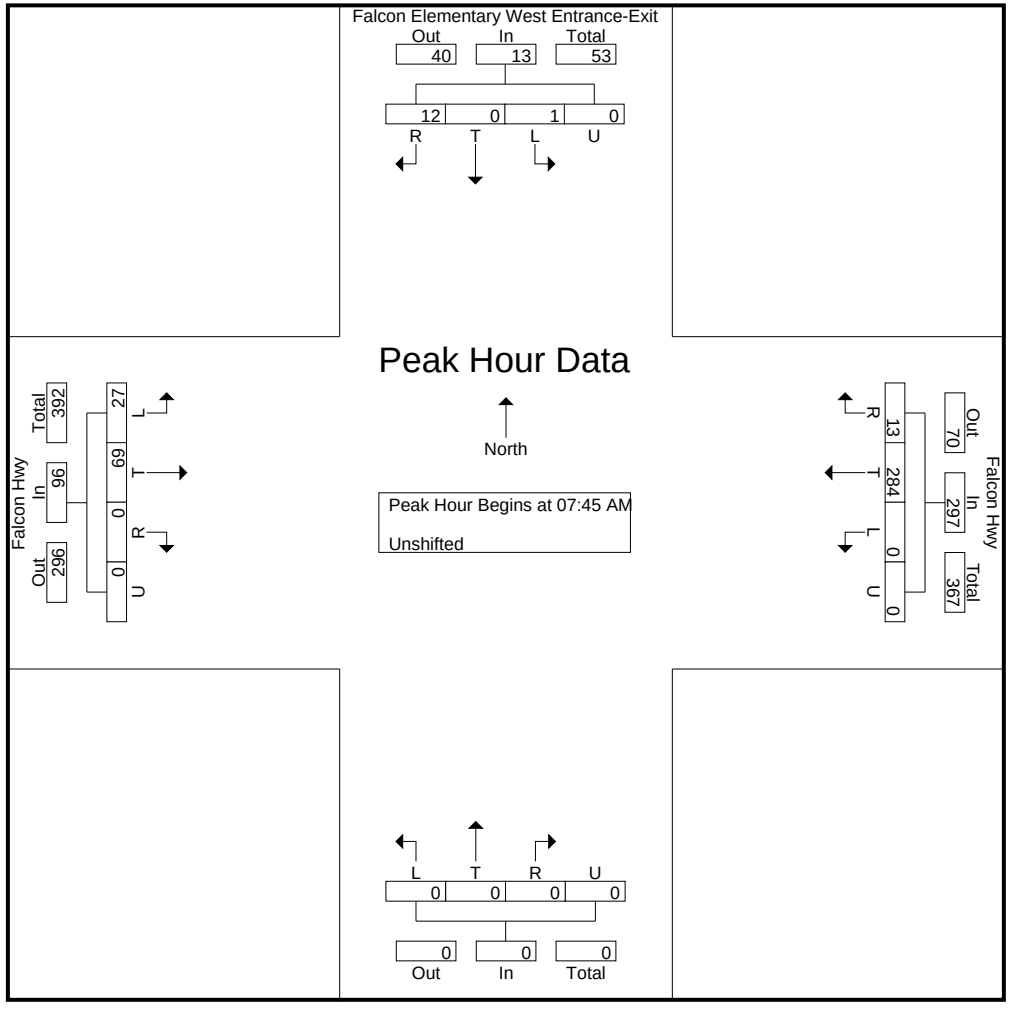
719-633-2868

File Name : Falcon Elementary AM West Entrance-Exit
Site Code : S214340
Start Date : 5/12/2021
Page No : 3



LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Falcon Elementary AM West Entrance-Exit
Site Code : S214340
Start Date : 5/12/2021

	Falcon Elementary West Entrance-Exit Southbound					Falcon Hwy Westbound					Northbound					Falcon Hwy Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:45 AM to 08:55 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					07:45 AM					07:45 AM					07:45 AM					
+0 mins.	0	0	0	0	0	0	20	2	0	22	0	0	0	0	0	3	**10**	0	0	13	
+5 mins.	0	0	1	0	1	0	21	0	0	21	0	0	0	0	0	**6**	9	0	0	**15**	
+10 mins.	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	6	0	0	0	6	
+15 mins.	0	0	3	0	3	0	13	1	0	14	0	0	0	0	0	5	9	0	0	14	
+20 mins.	**1**	0	0	0	1	0	19	1	0	20	0	0	0	0	0	1	6	0	0	7	
+25 mins.	0	0	1	0	1	0	20	**3**	0	23	0	0	0	0	0	1	6	0	0	7	
+30 mins.	0	0	**4**	0	**4**	0	34	1	0	35	0	0	0	0	0	2	6	0	0	8	
+35 mins.	0	0	2	0	2	0	30	1	0	31	0	0	0	0	0	2	4	0	0	6	
+40 mins.	0	0	1	0	1	0	36	3	0	39	0	0	0	0	0	0	5	0	0	5	
+45 mins.	0	0	0	0	0	0	**40**	0	0	**40**	0	0	0	0	0	0	5	0	0	5	
+50 mins.	0	0	0	0	0	0	26	1	0	27	0	0	0	0	0	0	6	0	0	6	
+55 mins.	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	1	3	0	0	4	
Total Volume	1	0	12	0	13	0	284	13	0	297	0	0	0	0	0	27	69	0	0	96	
% App. Total	7.7	0	92.3	0		0	95.6	4.4	0		0	0	0	0		28.1	71.9	0	0		
PHF	.083	.000	.250	.000	.271	.000	.592	.361	.000	.619	.000	.000	.000	.000	.000	.375	.575	.000	.000	.533	

LSC Transportation Consultants, Inc.
545 E Pikes Peak Ave, Suite 210
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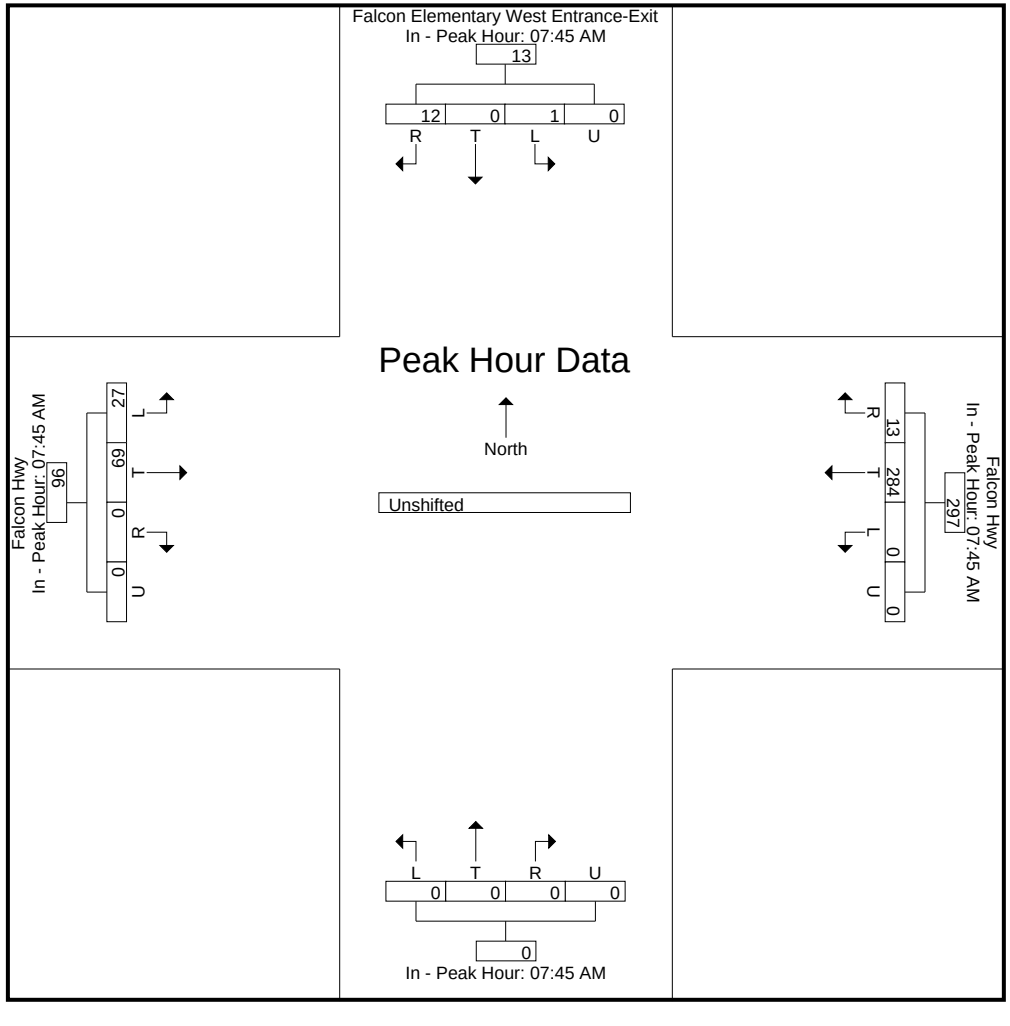
719-633-2868

File Name : Falcon Elementary AM West Entrance-Exit
Site Code : S214340
Start Date : 5/12/2021
Page No : 5



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545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

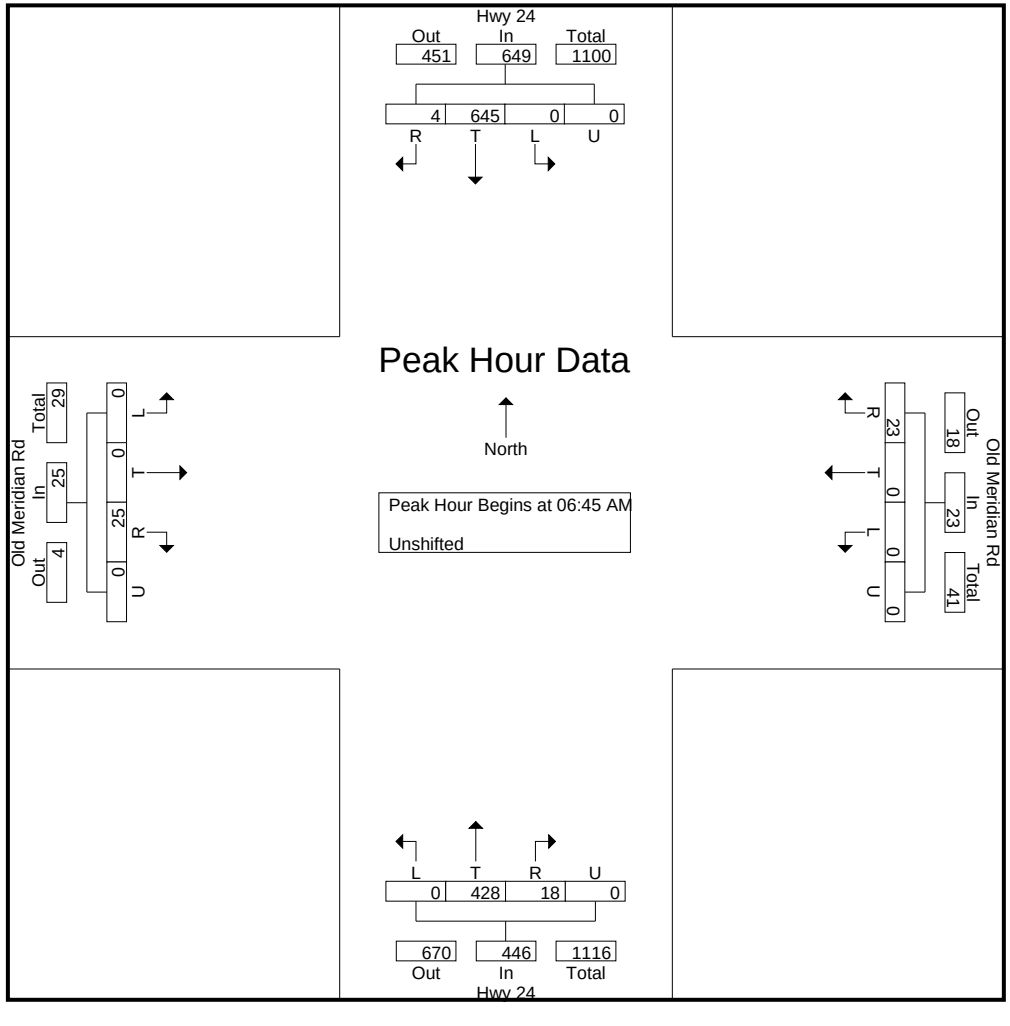
File Name : Hwy 24 - Old Meridian Rd AM
Site Code : 00000000
Start Date : 11/30/2021
Page No : 1

Groups Printed- Unshifted

	Hwy 24 Southbound					Old Meridian Rd Westbound					Hwy 24 Northbound					Old Meridian Rd Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
06:30 AM	0	187	0	0	187	0	0	4	0	4	0	76	2	0	78	0	0	7	0	7	276
06:45 AM	0	183	0	0	183	0	0	2	0	2	0	116	5	0	121	0	0	7	0	7	313
Total	0	370	0	0	370	0	0	6	0	6	0	192	7	0	199	0	0	14	0	14	589
07:00 AM	0	182	2	0	184	0	0	7	0	7	0	115	7	0	122	0	0	4	0	4	317
07:15 AM	0	125	1	0	126	0	0	7	0	7	0	92	2	0	94	0	0	6	0	6	233
07:30 AM	0	155	1	0	156	0	0	7	0	7	0	105	4	0	109	0	0	8	0	8	280
07:45 AM	0	167	3	0	170	0	0	11	0	11	0	95	4	0	99	0	0	3	0	3	283
Total	0	629	7	0	636	0	0	32	0	32	0	407	17	0	424	0	0	21	0	21	1113
08:00 AM	0	112	0	0	112	0	0	10	0	10	0	82	5	0	87	0	0	9	0	9	218
08:15 AM	0	144	4	0	148	0	0	6	0	6	0	91	5	0	96	0	1	8	0	9	259
Grand Total	0	1255	11	0	1266	0	0	54	0	54	0	772	34	0	806	0	1	52	0	53	2179
Apprch %	0	99.1	0.9	0		0	0	100	0		0	95.8	4.2	0		0	1.9	98.1	0		
Total %	0	57.6	0.5	0	58.1	0	0	2.5	0	2.5	0	35.4	1.6	0	37	0	0	2.4	0	2.4	

LSC Transportation Consultants, Inc.
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Hwy 24 - Old Meridian Rd AM
Site Code : 00000000
Start Date : 11/30/2021
Page No : 3



LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

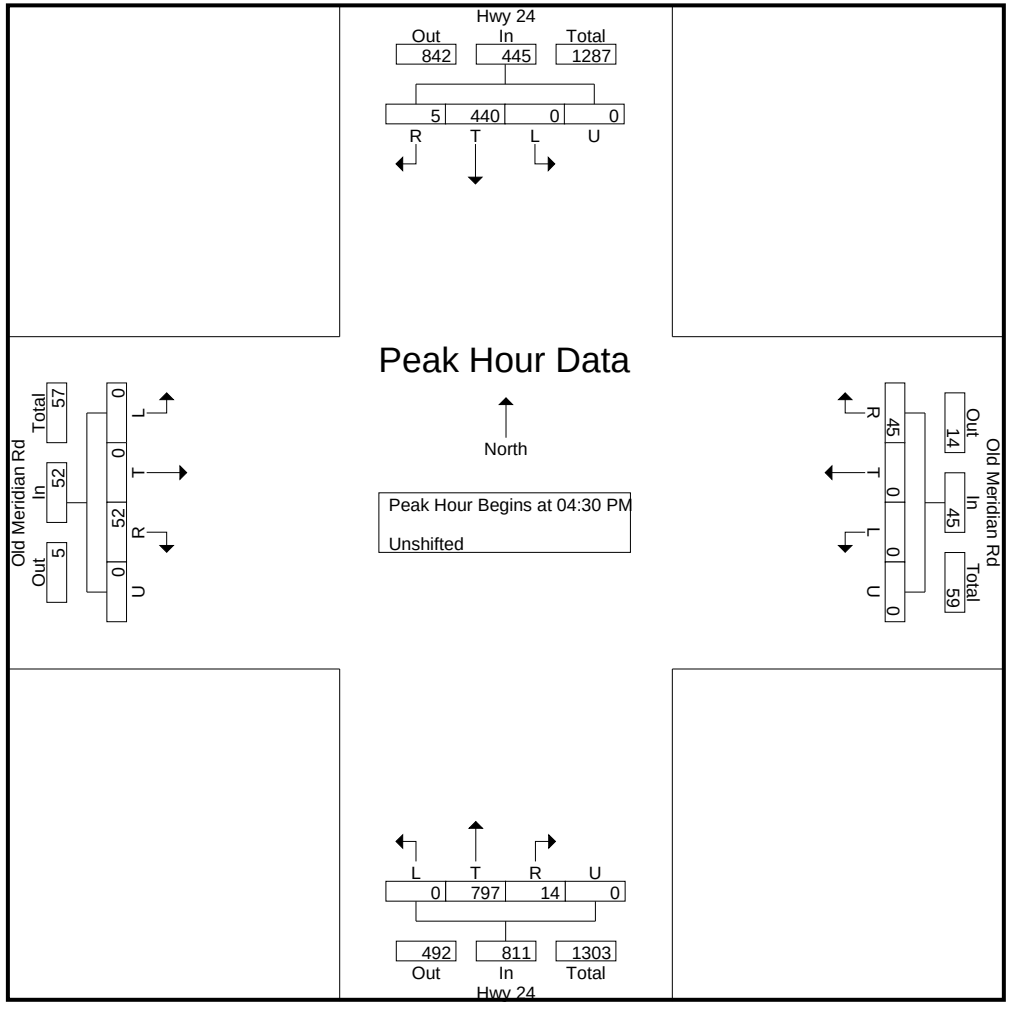
File Name : Hwy 24 - Old Meridian Rd PM
Site Code : 00000000
Start Date : 12/1/2021
Page No : 1

Groups Printed- Unshifted

	Hwy 24 Southbound					Old Meridian Rd Westbound					Hwy 24 Northbound					Old Meridian Rd Eastbound					
Start Time	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**L**	**T**	**R**	**U**	**App. Total**	**Int. Total**
04:00 PM	0	118	3	0	121	0	0	12	0	12	0	152	7	0	159	0	0	19	0	19	311
04:15 PM	0	106	3	0	109	0	0	11	0	11	0	178	1	0	179	0	0	11	0	11	310
04:30 PM	0	109	3	0	112	0	0	12	0	12	0	219	1	0	220	0	0	12	0	12	356
04:45 PM	0	82	1	0	83	0	0	12	0	12	0	191	1	0	192	0	0	15	0	15	302
Total	0	415	10	0	425	0	0	47	0	47	0	740	10	0	750	0	0	57	0	57	1279
05:00 PM	0	119	1	0	120	0	0	8	0	8	0	192	6	0	198	0	0	17	0	17	343
05:15 PM	0	130	0	0	130	0	0	13	0	13	0	195	6	0	201	0	0	8	0	8	352
05:30 PM	0	89	2	0	91	0	0	12	0	12	0	179	5	0	184	0	0	16	0	16	303
05:45 PM	0	100	1	0	101	0	0	6	0	6	0	208	6	0	214	0	0	10	0	10	331
Total	0	438	4	0	442	0	0	39	0	39	0	774	23	0	797	0	0	51	0	51	1329
Grand Total	0	853	14	0	867	0	0	86	0	86	0	1514	33	0	1547	0	0	108	0	108	2608
Apprch %	0	98.4	1.6	0		0	0	100	0		0	97.9	2.1	0		0	0	100	0		
Total %	0	32.7	0.5	0	33.2	0	0	3.3	0	3.3	0	58.1	1.3	0	59.3	0	0	4.1	0	4.1	

LSC Transportation Consultants, Inc.
545 E Pikes Peak Ave, Suite 210
Colorado Springs, CO 80905
719-633-2868

File Name : Hwy 24 - Old Meridian Rd PM
Site Code : 00000000
Start Date : 12/1/2021
Page No : 3



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : New Meridian Rd - Falcon Hwy AM
Site Code : S214950
Start Date : 4/28/2022
Page No : 1

Groups Printed- Unshifted

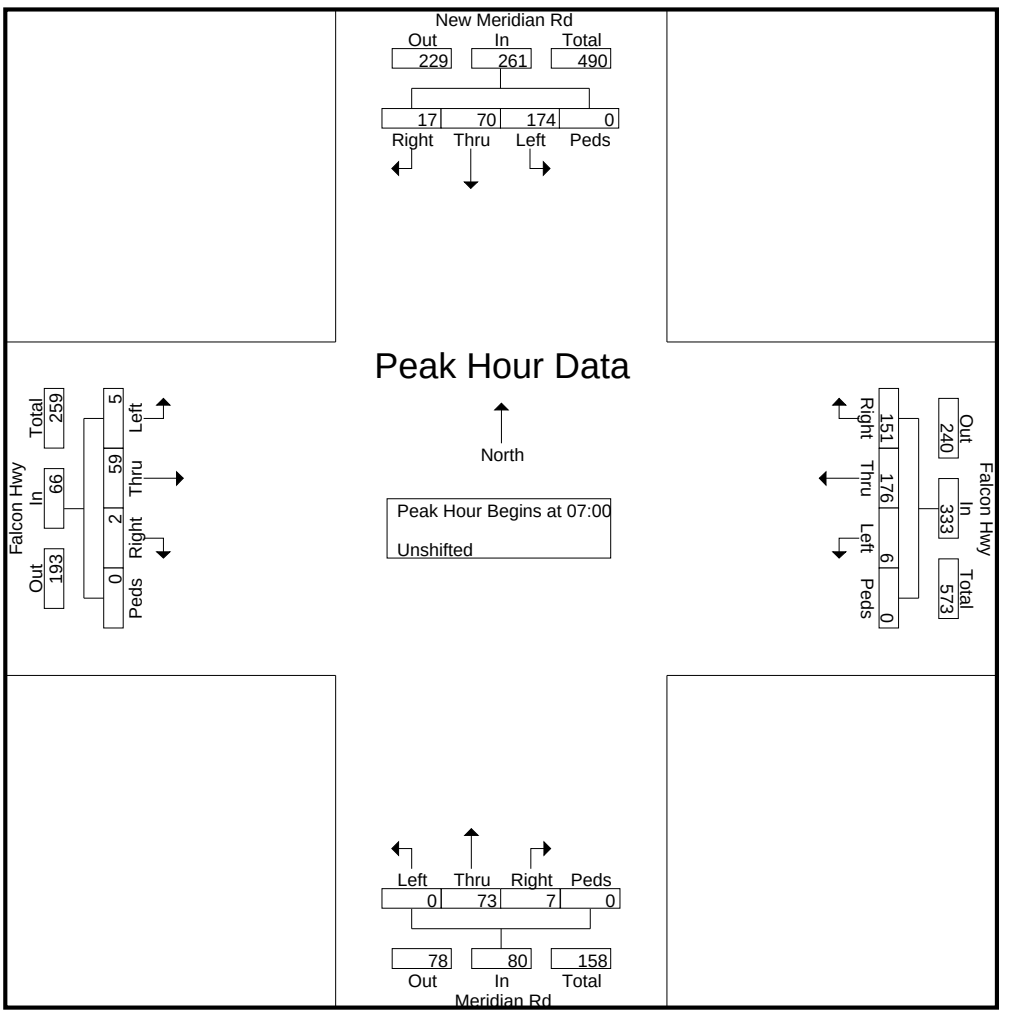
	New Meridian Rd Southbound					Falcon Hwy Westbound					Meridian Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30	0	3	10	0	13	8	10	0	0	18	0	8	0	0	8	0	2	0	0	2	41
06:35	0	2	15	0	17	12	11	0	0	23	0	5	0	0	5	0	3	0	0	3	48
06:40	1	2	13	0	16	13	9	0	0	22	0	5	0	0	5	0	0	0	0	0	43
06:45	0	2	15	0	17	9	11	0	0	20	0	3	0	0	3	0	2	0	0	2	42
06:50	0	2	14	0	16	14	8	0	0	22	1	1	0	0	2	0	2	0	0	2	42
06:55	0	1	10	0	11	10	12	0	0	22	0	10	0	0	10	0	3	0	0	3	46
Total	1	12	77	0	90	66	61	0	0	127	1	32	0	0	33	0	12	0	0	12	262
07:00	0	3	13	0	16	11	10	0	0	21	0	6	0	0	6	0	5	0	0	5	48
07:05	1	6	21	0	28	13	12	0	0	25	1	6	0	0	7	0	5	1	0	6	66
07:10	2	7	14	0	23	12	21	0	0	33	0	7	0	0	7	0	1	0	0	1	64
07:15	0	5	10	0	15	21	18	2	0	41	0	7	0	0	7	0	7	1	0	8	71
07:20	4	4	15	0	23	10	16	0	0	26	0	7	0	0	7	0	3	1	0	4	60
07:25	1	4	16	0	21	18	19	0	0	37	1	5	0	0	6	0	3	0	0	3	67
07:30	4	12	15	0	31	14	14	0	0	28	0	12	0	0	12	2	10	0	0	12	83
07:35	4	9	19	0	32	11	24	2	0	37	3	5	0	0	8	0	5	1	0	6	83
07:40	1	3	16	0	20	15	16	1	0	32	0	2	0	0	2	0	7	1	0	8	62
07:45	0	2	10	0	12	11	13	0	0	24	0	5	0	0	5	0	4	0	0	4	45
07:50	0	4	12	0	16	9	8	0	0	17	1	2	0	0	3	0	5	0	0	5	41
07:55	0	11	13	0	24	6	5	1	0	12	1	9	0	0	10	0	4	0	0	4	50
Total	17	70	174	0	261	151	176	6	0	333	7	73	0	0	80	2	59	5	0	66	740
08:00	0	1	9	0	10	11	4	1	0	16	1	1	0	0	2	0	6	0	0	6	34
08:05	1	4	11	0	16	11	3	0	0	14	1	10	0	0	11	0	2	0	0	2	43
08:10	0	5	4	0	9	8	5	0	0	13	2	2	0	0	4	0	2	2	0	4	30
08:15	0	3	11	0	14	20	16	0	0	36	2	10	0	0	12	0	4	0	0	4	66
08:20	0	5	9	0	14	16	13	0	0	29	0	6	0	0	6	0	5	1	0	6	55
08:25	0	1	5	0	6	25	13	5	0	43	0	3	0	0	3	0	2	0	0	2	54
Grand Total	19	101	300	0	420	308	291	12	0	611	14	137	0	0	151	2	92	8	0	102	1284
Apprch %	4.5	24	71.4	0		50.4	47.6	2	0		9.3	90.7	0	0		2	90.2	7.8	0		
Total %	1.5	7.9	23.4	0	32.7	24	22.7	0.9	0	47.6	1.1	10.7	0	0	11.8	0.2	7.2	0.6	0	7.9	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : New Meridian Rd - Falcon Hwy AM
Site Code : S214950
Start Date : 4/28/2022
Page No : 2

	New Meridian Rd Southbound					Falcon Hwy Westbound					Meridian Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	3	13	0	16	11	10	0	0	21	0	6	0	0	6	0	5	0	0	5	48
07:05	1	6	**21**	0	28	13	12	0	0	25	1	6	0	0	7	0	5	**1**	0	6	66
07:10	2	7	14	0	23	12	21	0	0	33	0	7	0	0	7	0	1	0	0	1	64
07:15	0	5	10	0	15	**21**	18	**2**	0	**41**	0	7	0	0	7	0	7	1	0	8	71
07:20	**4**	4	15	0	23	10	16	0	0	26	0	7	0	0	7	0	3	1	0	4	60
07:25	1	4	16	0	21	18	19	0	0	37	1	5	0	0	6	0	3	0	0	3	67
07:30	4	**12**	15	0	31	14	14	0	0	28	0	**12**	0	0	**12**	**2**	**10**	0	0	**12**	**83**
07:35	4	9	19	0	**32**	11	**24**	2	0	37	**3**	5	0	0	8	0	5	1	0	6	83
07:40	1	3	16	0	20	15	16	1	0	32	0	2	0	0	2	0	7	1	0	8	62
07:45	0	2	10	0	12	11	13	0	0	24	0	5	0	0	5	0	4	0	0	4	45
07:50	0	4	12	0	16	9	8	0	0	17	1	2	0	0	3	0	5	0	0	5	41
07:55	0	11	13	0	24	6	5	1	0	12	1	9	0	0	10	0	4	0	0	4	50
Total Volume	17	70	174	0	261	151	176	6	0	333	7	73	0	0	80	2	59	5	0	66	740
% App. Total	6.5	26.8	66.7	0		45.3	52.9	1.8	0		8.8	91.2	0	0		3	89.4	7.6	0		
PHF	.354	.486	.690	.000	.680	.599	.611	.250	.000	.677	.194	.507	.000	.000	.556	.083	.492	.417	.000	.458	.743



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : New Meridian Rd - Falcon Hwy AM
Site Code : S214950
Start Date : 4/28/2022

	New Meridian Rd Southbound					Falcon Hwy Westbound					Meridian Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00					06:50					07:20					07:05					
+0 mins.	0	3	13	0	16	14	8	0	0	22	0	7	0	0	7	0	5	**1**	0	6	
+5 mins.	1	6	**21**	0	28	10	12	0	0	22	1	5	0	0	6	0	1	0	0	1	
+10 mins.	2	7	14	0	23	11	10	0	0	21	0	**12**	0	0	**12**	0	7	1	0	8	
+15 mins.	0	5	10	0	15	13	12	0	0	25	**3**	5	0	0	8	0	3	1	0	4	
+20 mins.	**4**	4	15	0	23	12	21	0	0	33	0	2	0	0	2	0	3	0	0	3	
+25 mins.	1	4	16	0	21	**21**	18	**2**	0	**41**	0	5	0	0	5	**2**	**10**	0	0	**12**	
+30 mins.	4	**12**	15	0	31	10	16	0	0	26	1	2	0	0	3	0	5	1	0	6	
+35 mins.	4	9	19	0	**32**	18	19	0	0	37	1	9	0	0	10	0	7	1	0	8	
+40 mins.	1	3	16	0	20	14	14	0	0	28	1	1	0	0	2	0	4	0	0	4	
+45 mins.	0	2	10	0	12	11	**24**	2	0	37	1	10	0	0	11	0	5	0	0	5	
+50 mins.	0	4	12	0	16	15	16	1	0	32	2	2	0	0	4	0	4	0	0	4	
+55 mins.	0	11	13	0	24	11	13	0	0	24	2	10	0	0	12	0	6	0	0	6	
Total Volume	17	70	174	0	261	160	183	5	0	348	12	70	0	0	82	2	60	5	0	67	
% App. Total	6.5	26.8	66.7	0		46	52.6	1.4	0		14.6	85.4	0	0		3	89.6	7.5	0		
PHF	.354	.486	.690	.000	.680	.635	.635	.208	.000	.707	.333	.486	.000	.000	.569	.083	.500	.417	.000	.465	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : New Meridian Rd - Falcon Hwy AM
Site Code : S214950
Start Date : 4/28/2022
Page No : 1

Groups Printed- Unshifted

	New Meridian Rd Southbound					Falcon Hwy Westbound					Meridian Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30	1	7	38	0	46	33	30	0	0	63	0	18	0	0	18	0	5	0	0	5	132
06:45	0	5	39	0	44	33	31	0	0	64	1	14	0	0	15	0	7	0	0	7	130
Total	1	12	77	0	90	66	61	0	0	127	1	32	0	0	33	0	12	0	0	12	262
07:00	3	16	48	0	67	36	43	0	0	79	1	19	0	0	20	0	11	1	0	12	178
07:15	5	13	41	0	59	49	53	2	0	104	1	19	0	0	20	0	13	2	0	15	198
07:30	9	24	50	0	83	40	54	3	0	97	3	19	0	0	22	2	22	2	0	26	228
07:45	0	17	35	0	52	26	26	1	0	53	2	16	0	0	18	0	13	0	0	13	136
Total	17	70	174	0	261	151	176	6	0	333	7	73	0	0	80	2	59	5	0	66	740
08:00	1	10	24	0	35	30	12	1	0	43	4	13	0	0	17	0	10	2	0	12	107
08:15	0	9	25	0	34	61	42	5	0	108	2	19	0	0	21	0	11	1	0	12	175
Grand Total	19	101	300	0	420	308	291	12	0	611	14	137	0	0	151	2	92	8	0	102	1284
Apprch %	4.5	24	71.4	0		50.4	47.6	2	0		9.3	90.7	0	0		2	90.2	7.8	0		
Total %	1.5	7.9	23.4	0	32.7	24	22.7	0.9	0	47.6	1.1	10.7	0	0	11.8	0.2	7.2	0.6	0	7.9	

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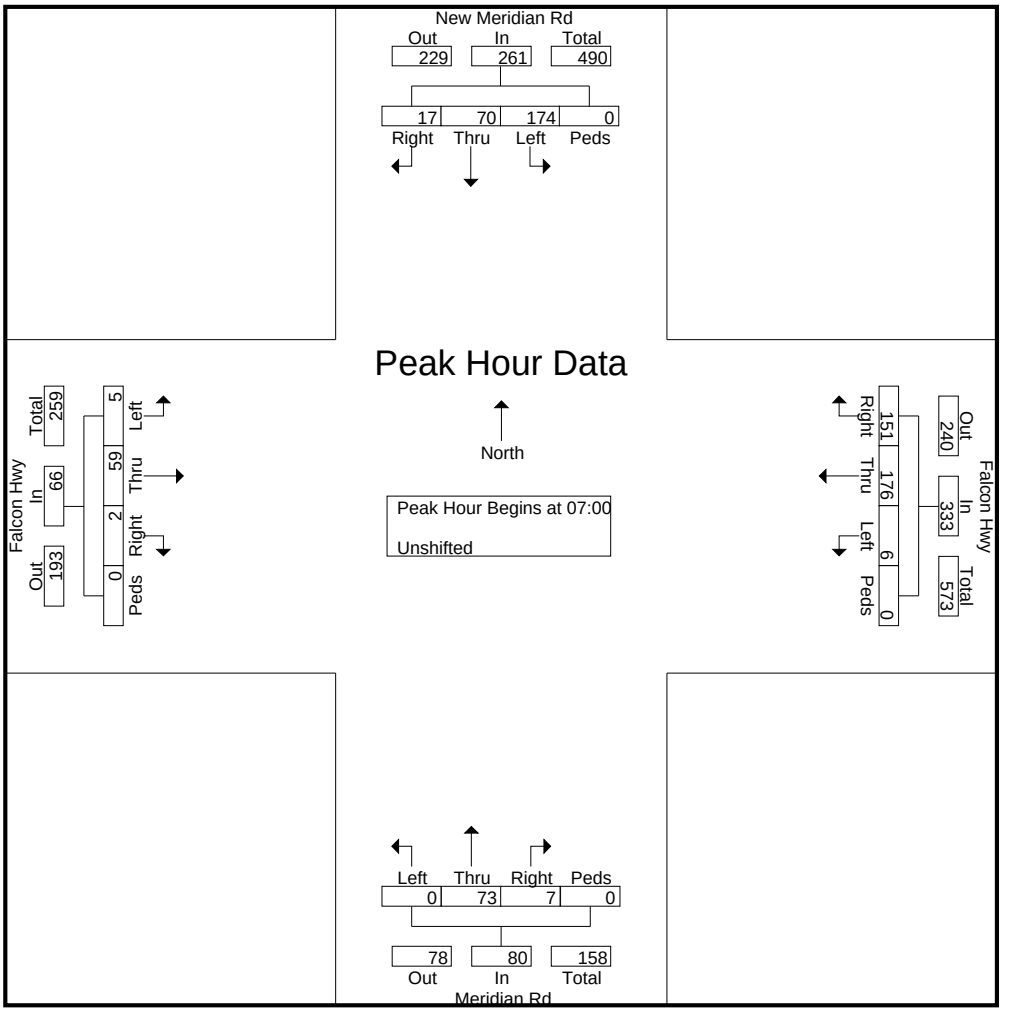
File Name : New Meridian Rd - Falcon Hwy AM
Site Code : S214950
Start Date : 4/28/2022
Page No : 2

	New Meridian Rd Southbound					Falcon Hwy Westbound					Meridian Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:00:00 AM																					
7:00:00 AM	3	16	48	0	67	36	43	0	0	79	1	**19**	0	0	20	0	11	1	0	12	178
7:15:00 AM	5	13	41	0	59	**49**	53	2	0	**104**	1	19	0	0	20	0	13	**2**	0	15	198
7:30:00 AM	**9**	**24**	**50**	0	**83**	40	**54**	**3**	0	97	**3**	19	0	0	**22**	**2**	**22**	2	0	**26**	**228**
7:45:00 AM	0	17	35	0	52	26	26	1	0	53	2	16	0	0	18	0	13	0	0	13	136
Total Volume	17	70	174	0	261	151	176	6	0	333	7	73	0	0	80	2	59	5	0	66	740
% App. Total	6.5	26.8	66.7	0		45.3	52.9	1.8	0		8.8	91.2	0	0		3	89.4	7.6	0		
PHF	.472	.729	.870	.000	.786	.770	.815	.500	.000	.800	.583	.961	.000	.000	.909	.250	.670	.625	.000	.635	.811



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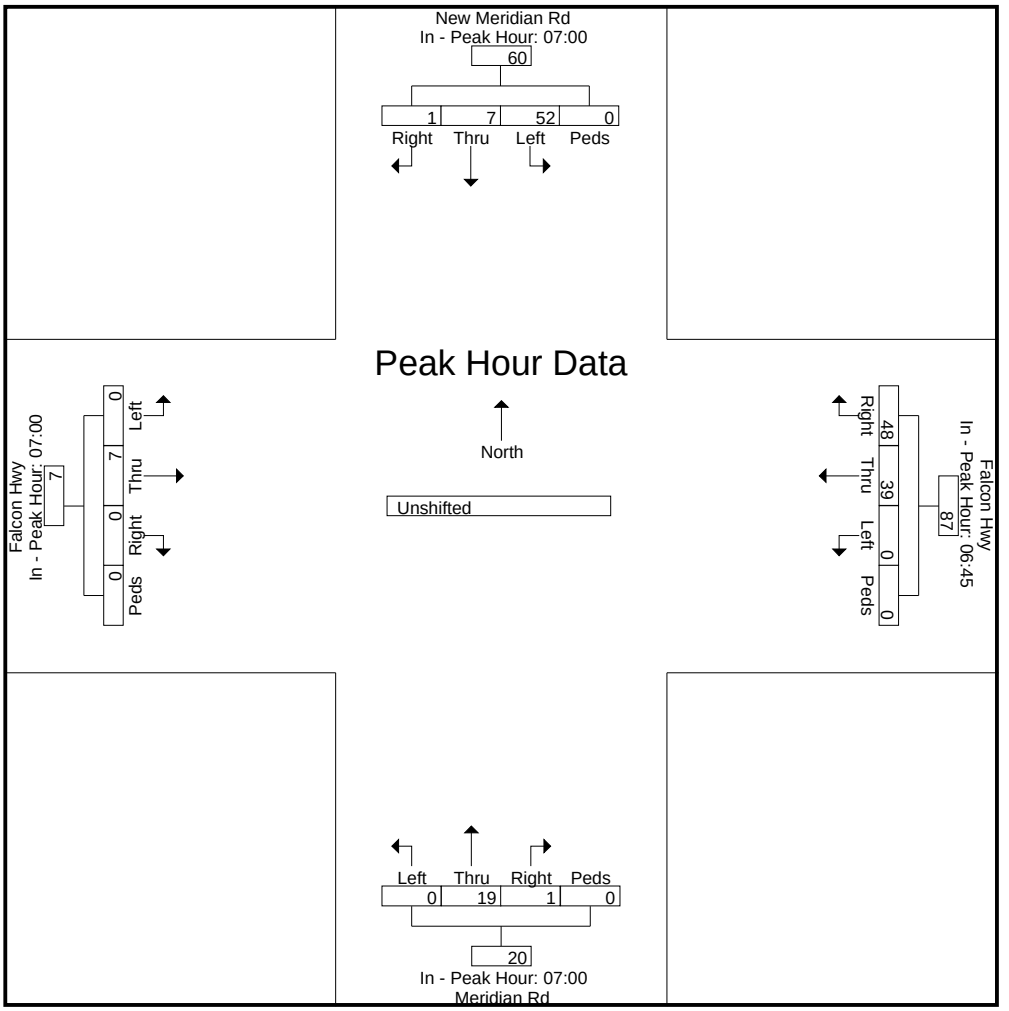
719-633-2868

File Name : New Meridian Rd - Falcon Hwy AM
Site Code : S214950
Start Date : 4/28/2022
Page No : 3

	New Meridian Rd Southbound					Falcon Hwy Westbound					Meridian Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	7:00:00 AM					6:45:00 AM					7:00:00 AM					7:00:00 AM					
+0 mins.	3	16	48	0	67	33	31	0	0	64	1	**19**	0	0	20	0	11	1	0	12	
+5 mins.	5	13	41	0	59	36	43	0	0	79	1	19	0	0	20	0	13	**2**	0	15	
+10 mins.	**9**	**24**	**50**	0	**83**	**49**	53	2	0	**104**	**3**	19	0	0	**22**	**2**	**22**	2	0	**26**	
+15 mins.	0	17	35	0	52	40	**54**	**3**	0	97	2	16	0	0	18	0	13	0	0	13	
Total Volume	17	70	174	0	261	158	181	5	0	344	7	73	0	0	80	2	59	5	0	66	
% App. Total	6.5	26.8	66.7	0		45.9	52.6	1.5	0		8.8	91.2	0	0		3	89.4	7.6	0		
PHF	.472	.729	.870	.000	.786	.806	.838	.417	.000	.827	.583	.961	.000	.000	.909	.250	.670	.625	.000	.635	



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2504 E. Pikes Peak Ave, Suite 304
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719-633-2868

File Name : New Meridian Rd - Falcon Hwy PM
Site Code : S214950
Start Date : 4/27/2022
Page No : 1

Groups Printed- Unshifted

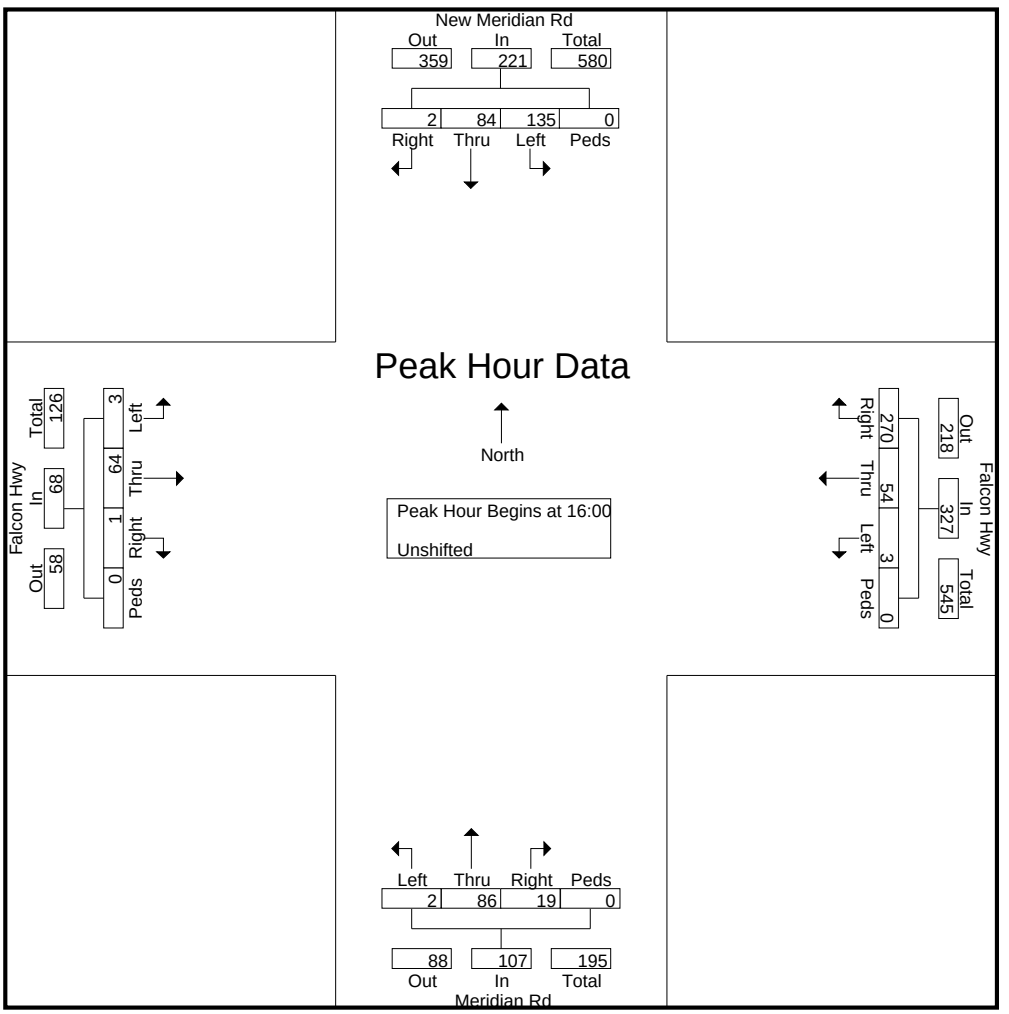
	New Meridian Rd Southbound					Falcon Hwy Westbound					Meridian Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	1	7	10	0	18	28	6	0	0	34	3	6	0	0	9	1	4	1	0	6	67
16:05	0	8	10	0	18	25	4	0	0	29	0	5	1	0	6	0	9	0	0	9	62
16:10	0	12	11	0	23	22	5	0	0	27	1	7	0	0	8	0	4	0	0	4	62
16:15	0	6	13	0	19	16	5	0	0	21	2	6	0	0	8	0	5	0	0	5	53
16:20	0	6	11	0	17	28	5	1	0	34	1	8	1	0	10	0	4	2	0	6	67
16:25	0	3	12	0	15	26	5	0	0	31	3	10	0	0	13	0	3	0	0	3	62
16:30	0	2	8	0	10	29	6	1	0	36	3	10	0	0	13	0	1	0	0	1	60
16:35	1	6	16	0	23	19	5	1	0	25	0	6	0	0	6	0	3	0	0	3	57
16:40	0	5	13	0	18	20	5	0	0	25	1	5	0	0	6	0	5	0	0	5	54
16:45	0	12	12	0	24	22	4	0	0	26	3	10	0	0	13	0	10	0	0	10	73
16:50	0	11	9	0	20	17	2	0	0	19	2	9	0	0	11	0	6	0	0	6	56
16:55	0	6	10	0	16	18	2	0	0	20	0	4	0	0	4	0	10	0	0	10	50
Total	2	84	135	0	221	270	54	3	0	327	19	86	2	0	107	1	64	3	0	68	723
17:00	1	10	15	0	26	16	4	0	0	20	0	10	0	0	10	0	6	2	0	8	64
17:05	0	4	15	0	19	14	5	0	0	19	0	7	0	0	7	0	5	0	0	5	50
17:10	1	7	12	0	20	15	8	0	0	23	0	10	0	0	10	1	2	2	0	5	58
17:15	0	8	22	0	30	14	9	0	0	23	1	7	0	0	8	0	8	0	0	8	69
17:20	0	5	11	0	16	15	4	0	0	19	3	11	1	0	15	0	4	1	0	5	55
17:25	1	5	18	0	24	12	4	0	0	16	1	5	0	0	6	0	7	0	0	7	53
17:30	1	8	12	0	21	10	5	0	0	15	2	1	0	0	3	0	5	0	0	5	44
17:35	0	6	12	0	18	11	9	0	0	20	1	6	0	0	7	0	4	1	0	5	50
17:40	1	5	13	0	19	20	8	1	0	29	1	5	0	0	6	0	4	0	0	4	58
17:45	1	10	7	0	18	9	4	0	0	13	0	3	0	0	3	0	2	0	0	2	36
17:50	0	16	6	0	22	7	8	0	0	15	2	5	0	0	7	0	6	0	0	6	50
17:55	0	13	14	0	27	13	3	1	0	17	1	8	0	0	9	0	2	0	0	2	55
Total	6	97	157	0	260	156	71	2	0	229	12	78	1	0	91	1	55	6	0	62	642
Grand Total	8	181	292	0	481	426	125	5	0	556	31	164	3	0	198	2	119	9	0	130	1365
Apprch %	1.7	37.6	60.7	0		76.6	22.5	0.9	0		15.7	82.8	1.5	0		1.5	91.5	6.9	0		
Total %	0.6	13.3	21.4	0	35.2	31.2	9.2	0.4	0	40.7	2.3	12	0.2	0	14.5	0.1	8.7	0.7	0	9.5	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : New Meridian Rd - Falcon Hwy PM
Site Code : S214950
Start Date : 4/27/2022
Page No : 2

	New Meridian Rd Southbound					Falcon Hwy Westbound					Meridian Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	**1**	7	10	0	18	28	**6**	0	0	34	**3**	6	0	0	9	**1**	4	1	0	6	67
16:05	0	8	10	0	18	25	4	0	0	29	0	5	**1**	0	6	0	9	0	0	9	62
16:10	0	**12**	11	0	23	22	5	0	0	27	1	7	0	0	8	0	4	0	0	4	62
16:15	0	6	13	0	19	16	5	0	0	21	2	6	0	0	8	0	5	0	0	5	53
16:20	0	6	11	0	17	28	5	**1**	0	34	1	8	1	0	10	0	4	**2**	0	6	67
16:25	0	3	12	0	15	26	5	0	0	31	3	**10**	0	0	**13**	0	3	0	0	3	62
16:30	0	2	8	0	10	**29**	6	1	0	**36**	3	10	0	0	13	0	1	0	0	1	60
16:35	1	6	**16**	0	23	19	5	1	0	25	0	6	0	0	6	0	3	0	0	3	57
16:40	0	5	13	0	18	20	5	0	0	25	1	5	0	0	6	0	5	0	0	5	54
16:45	0	12	12	0	**24**	22	4	0	0	26	3	10	0	0	13	0	**10**	0	0	**10**	**73**
16:50	0	11	9	0	20	17	2	0	0	19	2	9	0	0	11	0	6	0	0	6	56
16:55	0	6	10	0	16	18	2	0	0	20	0	4	0	0	4	0	10	0	0	10	50
Total Volume	2	84	135	0	221	270	54	3	0	327	19	86	2	0	107	1	64	3	0	68	723
% App. Total	0.9	38	61.1	0		82.6	16.5	0.9	0		17.8	80.4	1.9	0		1.5	94.1	4.4	0		
PHF	.167	.583	.703	.000	.767	.776	.750	.250	.000	.757	.528	.717	.167	.000	.686	.083	.533	.125	.000	.567	.825

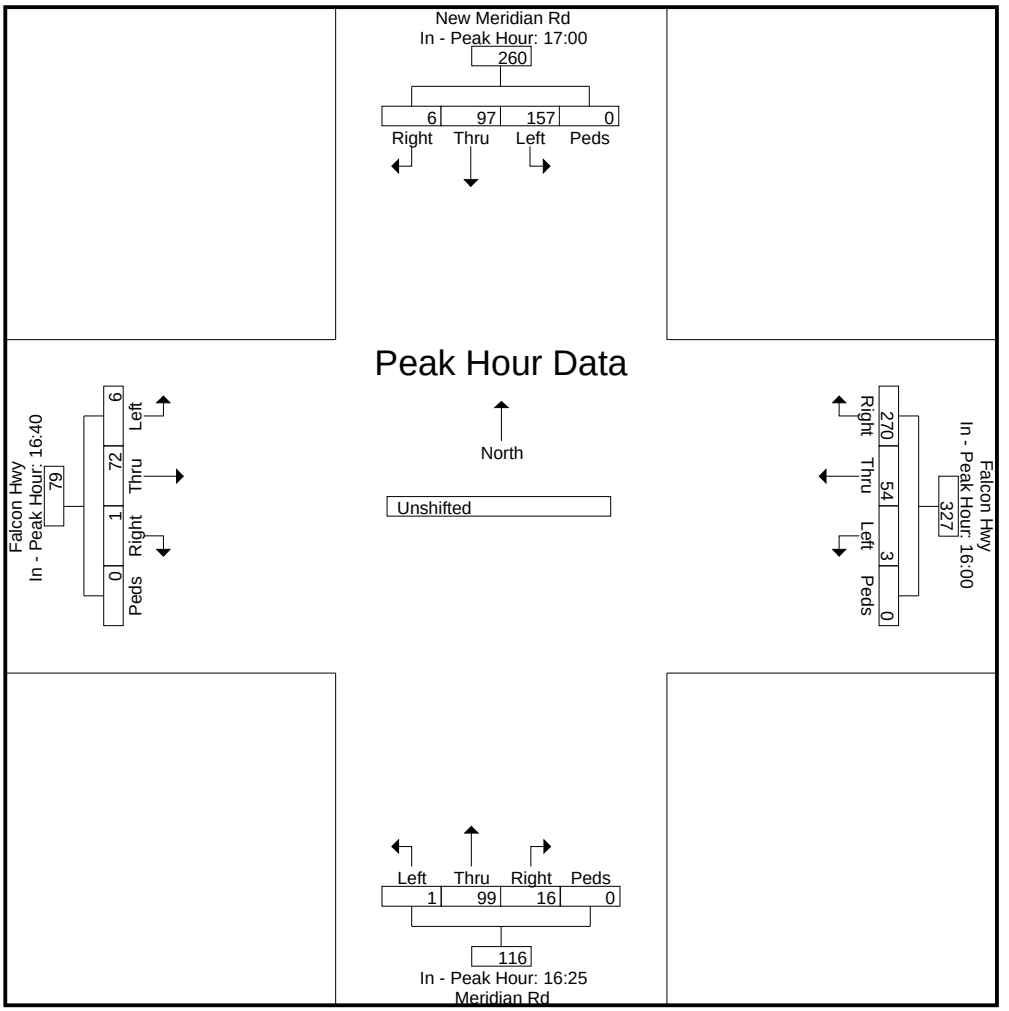


LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : New Meridian Rd - Falcon Hwy PM
Site Code : S214950
Start Date : 4/27/2022
Page No : 3

	New Meridian Rd Southbound					Falcon Hwy Westbound					Meridian Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	17:00					16:00					16:25					16:40					
+0 mins.	**1**	10	15	0	26	28	**6**	0	0	34	**3**	10	0	0	13	0	5	0	0	5	
+5 mins.	0	4	15	0	19	25	4	0	0	29	3	10	0	0	13	0	**10**	0	0	**10**	
+10 mins.	1	7	12	0	20	22	5	0	0	27	0	6	0	0	6	0	6	0	0	6	
+15 mins.	0	8	**22**	0	**30**	16	5	0	0	21	1	5	0	0	6	0	10	0	0	10	
+20 mins.	0	5	11	0	16	28	5	**1**	0	34	3	10	0	0	13	0	6	**2**	0	8	
+25 mins.	1	5	18	0	24	26	5	0	0	31	2	9	0	0	11	0	5	0	0	5	
+30 mins.	1	8	12	0	21	**29**	6	1	0	**36**	0	4	0	0	4	**1**	2	2	0	5	
+35 mins.	0	6	12	0	18	19	5	1	0	25	0	10	0	0	10	0	8	0	0	8	
+40 mins.	1	5	13	0	19	20	5	0	0	25	0	7	0	0	7	0	4	1	0	5	
+45 mins.	1	10	7	0	18	22	4	0	0	26	0	10	0	0	10	0	7	0	0	7	
+50 mins.	0	**16**	6	0	22	17	2	0	0	19	1	7	0	0	8	0	5	0	0	5	
+55 mins.	0	13	14	0	27	18	2	0	0	20	3	**11**	**1**	0	**15**	0	4	1	0	5	
Total Volume	6	97	157	0	260	270	54	3	0	327	16	99	1	0	116	1	72	6	0	79	
% App. Total	2.3	37.3	60.4	0		82.6	16.5	0.9	0		13.8	85.3	0.9	0		1.3	91.1	7.6	0		
PHF	.500	.505	.595	.000	.722	.776	.750	.250	.000	.757	.444	.750	.083	.000	.644	.083	.600	.250	.000	.658	



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File Name : New Meridian Rd - Falcon Hwy PM
Site Code : S214950
Start Date : 4/27/2022
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Groups Printed- Unshifted

	New Meridian Rd Southbound					Falcon Hwy Westbound					Meridian Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	1	27	31	0	59	75	15	0	0	90	4	18	1	0	23	1	17	1	0	19	191
16:15	0	15	36	0	51	70	15	1	0	86	6	24	1	0	31	0	12	2	0	14	182
16:30	1	13	37	0	51	68	16	2	0	86	4	21	0	0	25	0	9	0	0	9	171
16:45	0	29	31	0	60	57	8	0	0	65	5	23	0	0	28	0	26	0	0	26	179
Total	2	84	135	0	221	270	54	3	0	327	19	86	2	0	107	1	64	3	0	68	723
17:00	2	21	42	0	65	45	17	0	0	62	0	27	0	0	27	1	13	4	0	18	172
17:15	1	18	51	0	70	41	17	0	0	58	5	23	1	0	29	0	19	1	0	20	177
17:30	2	19	37	0	58	41	22	1	0	64	4	12	0	0	16	0	13	1	0	14	152
17:45	1	39	27	0	67	29	15	1	0	45	3	16	0	0	19	0	10	0	0	10	141
Total	6	97	157	0	260	156	71	2	0	229	12	78	1	0	91	1	55	6	0	62	642
Grand Total	8	181	292	0	481	426	125	5	0	556	31	164	3	0	198	2	119	9	0	130	1365
Apprch %	1.7	37.6	60.7	0		76.6	22.5	0.9	0		15.7	82.8	1.5	0		1.5	91.5	6.9	0		
Total %	0.6	13.3	21.4	0	35.2	31.2	9.2	0.4	0	40.7	2.3	12	0.2	0	14.5	0.1	8.7	0.7	0	9.5	

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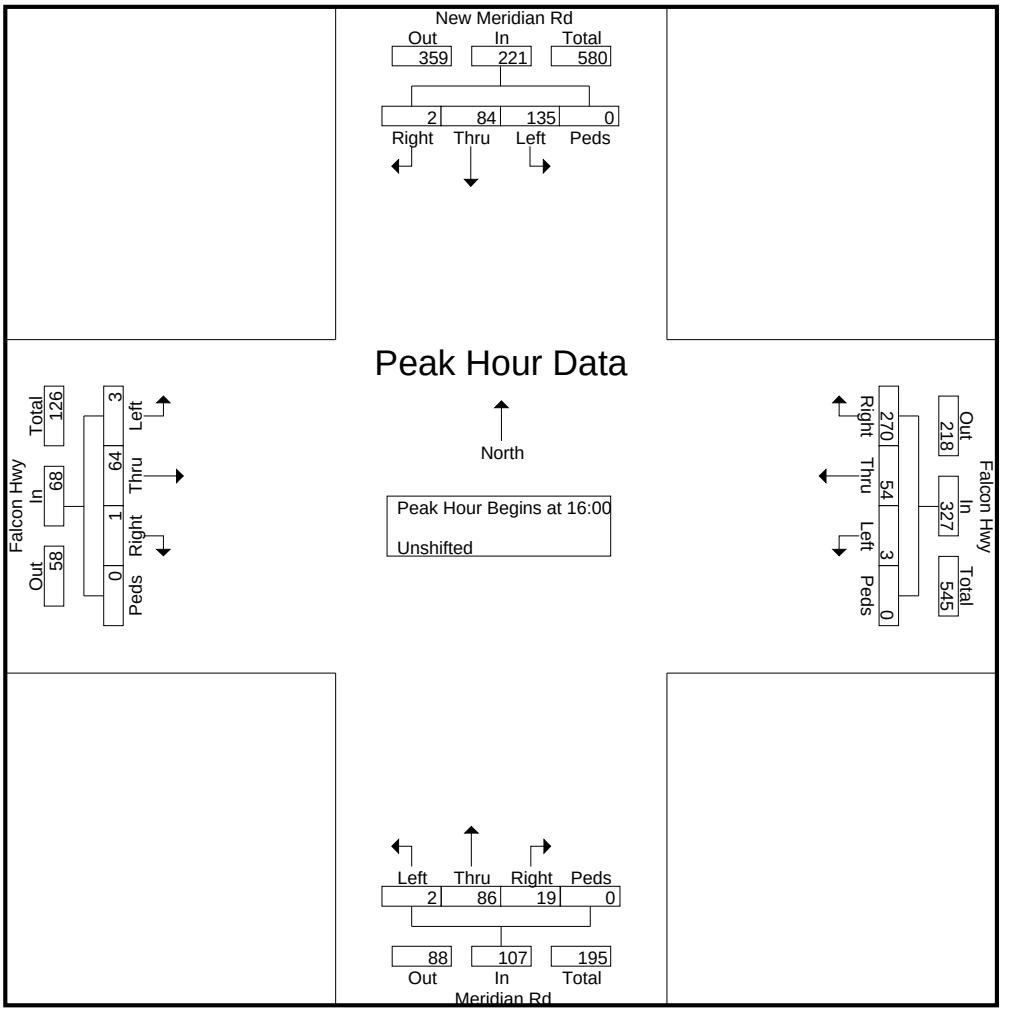
	New Meridian Rd Southbound					Falcon Hwy Westbound					Meridian Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	**1**	27	31	0	59	**75**	15	0	0	**90**	4	18	**1**	0	23	**1**	17	1	0	19	**191**
4:15:00 PM	0	15	36	0	51	70	15	1	0	86	**6**	**24**	1	0	**31**	0	12	**2**	0	14	182
4:30:00 PM	1	13	**37**	0	51	68	**16**	**2**	0	86	4	21	0	0	25	0	9	0	0	9	171
4:45:00 PM	0	**29**	31	0	**60**	57	8	0	0	65	5	23	0	0	28	0	**26**	0	0	**26**	179
Total Volume	2	84	135	0	221	270	54	3	0	327	19	86	2	0	107	1	64	3	0	68	723
% App. Total	0.9	38	61.1	0		82.6	16.5	0.9	0		17.8	80.4	1.9	0		1.5	94.1	4.4	0		
PHF	.500	.724	.912	.000	.921	.900	.844	.375	.000	.908	.792	.896	.500	.000	.863	.250	.615	.375	.000	.654	.946

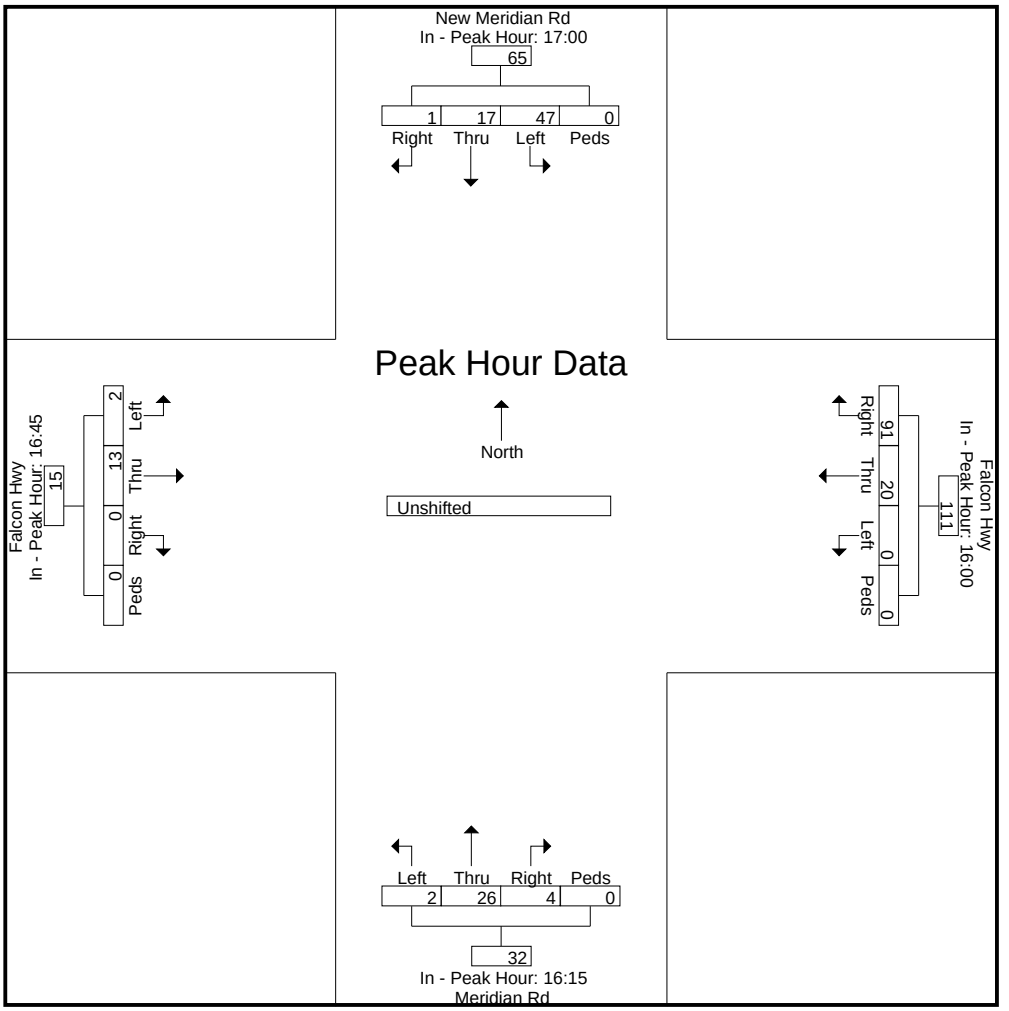


LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : New Meridian Rd - Falcon Hwy PM
Site Code : S214950
Start Date : 4/27/2022
Page No : 3

	New Meridian Rd Southbound					Falcon Hwy Westbound					Meridian Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	5:00:00 PM					4:00:00 PM					4:15:00 PM					4:45:00 PM					
+0 mins.	**2**	21	42	0	65	**75**	15	0	0	**90**	**6**	24	**1**	0	**31**	0	**26**	0	0	**26**	
+5 mins.	1	18	**51**	0	**70**	70	15	1	0	86	4	21	0	0	25	**1**	13	**4**	0	18	
+10 mins.	2	19	37	0	58	68	**16**	**2**	0	86	5	23	0	0	28	0	19	1	0	20	
+15 mins.	1	**39**	27	0	67	57	8	0	0	65	0	**27**	0	0	27	0	13	1	0	14	
Total Volume	6	97	157	0	260	270	54	3	0	327	15	95	1	0	111	1	71	6	0	78	
% App. Total	2.3	37.3	60.4	0		82.6	16.5	0.9	0		13.5	85.6	0.9	0		1.3	91	7.7	0		
PHF	.750	.622	.770	.000	.929	.900	.844	.375	.000	.908	.625	.880	.250	.000	.895	.250	.683	.375	.000	.750	



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Swingline Rd - Old Meridian Rd PM 5 Min
Site Code : S214340
Start Date : 4/27/2022
Page No : 1

Groups Printed- Bank 1

	New Meridian Rd Southbound					Swingline Rd Westbound					New Meridian Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	0	0	8	0	8	5	0	2	0	7	5	0	0	0	5	0	0	0	0	0	20
16:15	0	0	14	0	14	2	0	3	0	5	4	0	0	0	4	0	0	0	0	0	23
16:30	0	0	11	0	11	6	0	6	0	12	11	0	0	0	11	0	0	0	0	0	34
16:45	0	0	9	1	10	4	0	10	0	14	4	0	0	0	4	0	0	0	0	0	28
Total	0	0	42	1	43	17	0	21	0	38	24	0	0	0	24	0	0	0	0	0	105
17:00	0	0	10	0	10	3	0	5	0	8	3	0	0	0	3	0	0	0	0	0	21
17:15	0	0	10	0	10	7	0	5	0	12	4	0	0	0	4	0	0	0	0	0	26
17:30	0	0	9	0	9	6	0	4	0	10	4	0	0	0	4	0	0	0	0	0	23
17:45	0	0	9	0	9	4	0	2	0	6	4	0	0	0	4	0	0	0	0	0	19
Total	0	0	38	0	38	20	0	16	0	36	15	0	0	0	15	0	0	0	0	0	89
Grand Total	0	0	80	1	81	37	0	37	0	74	39	0	0	0	39	0	0	0	0	0	194
Apprch %	0	0	98.8	1.2		50	0	50	0		100	0	0	0		0	0	0	0		
Total %	0	0	41.2	0.5	41.8	19.1	0	19.1	0	38.1	20.1	0	0	0	20.1	0	0	0	0	0	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Swingline Rd - Old Meridian Rd PM 5 Min
Site Code : S214340
Start Date : 4/27/2022
Page No : 2

	New Meridian Rd Southbound					Swingline Rd Westbound					New Meridian Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:30:00 PM																					
4:30:00 PM	0	0	**11**	0	**11**	6	0	6	0	12	**11**	0	0	0	**11**	0	0	0	0	0	**34**
4:45:00 PM	0	0	9	**1**	10	4	0	**10**	0	**14**	4	0	0	0	4	0	0	0	0	0	28
5:00:00 PM	0	0	10	0	10	3	0	5	0	8	3	0	0	0	3	0	0	0	0	0	21
5:15:00 PM	0	0	10	0	10	**7**	0	5	0	12	4	0	0	0	4	0	0	0	0	0	26
Total Volume	0	0	40	1	41	20	0	26	0	46	22	0	0	0	22	0	0	0	0	0	109
% App. Total	0	0	97.6	2.4		43.5	0	56.5	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.909	.250	.932	.714	.000	.650	.000	.821	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.801

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Swingline Rd - Old Meridian Rd PM 5 Min
Site Code : S214340
Start Date : 4/27/2022

	New Meridian Rd Southbound					Swingline Rd Westbound					New Meridian Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:15:00 PM					4:30:00 PM					4:00:00 PM					4:00:00 PM					
+0 mins.	0	0	**14**	0	**14**	6	0	6	0	12	5	0	0	0	5	0	0	0	0	0	
+5 mins.	0	0	11	0	11	4	0	**10**	0	**14**	4	0	0	0	4	0	0	0	0	0	
+10 mins.	0	0	9	**1**	10	3	0	5	0	8	**11**	0	0	0	**11**	0	0	0	0	0	
+15 mins.	0	0	10	0	10	**7**	0	5	0	12	4	0	0	0	4	0	0	0	0	0	
Total Volume	0	0	44	1	45	20	0	26	0	46	24	0	0	0	24	0	0	0	0	0	
% App. Total	0	0	97.8	2.2		43.5	0	56.5	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.786	.250	.804	.714	.000	.650	.000	.821	.545	.000	.000	.000	.545	.000	.000	.000	.000	.000	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Swingline Rd - Old Meridian Rd PM 5 Min
Site Code : S214340
Start Date : 4/27/2022
Page No : 1

Groups Printed- Bank 1

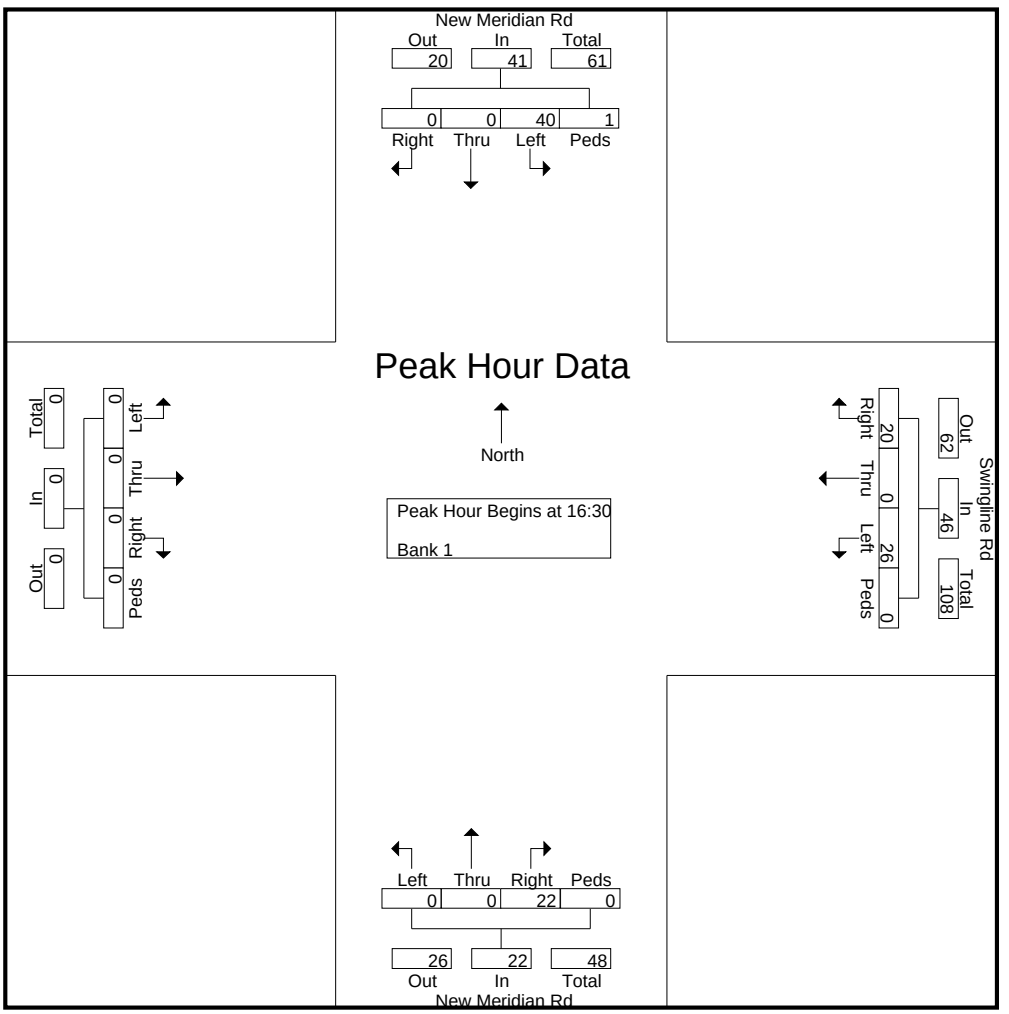
	New Meridian Rd Southbound					Swingline Rd Westbound					New Meridian Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	0	0	4	0	4	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	8
16:05	0	0	3	0	3	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0	8
16:10	0	0	1	0	1	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	4
16:15	0	0	5	0	5	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	7
16:20	0	0	4	0	4	1	0	1	0	2	2	0	0	0	2	0	0	0	0	0	8
16:25	0	0	5	0	5	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	8
16:30	0	0	4	0	4	3	0	1	0	4	3	0	0	0	3	0	0	0	0	0	11
16:35	0	0	1	0	1	3	0	3	0	6	3	0	0	0	3	0	0	0	0	0	10
16:40	0	0	6	0	6	0	0	2	0	2	5	0	0	0	5	0	0	0	0	0	13
16:45	0	0	2	0	2	1	0	4	0	5	3	0	0	0	3	0	0	0	0	0	10
16:50	0	0	1	0	1	2	0	4	0	6	1	0	0	0	1	0	0	0	0	0	8
16:55	0	0	6	1	7	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	10
Total	0	0	42	1	43	17	0	21	0	38	24	0	0	0	24	0	0	0	0	0	105
17:00	0	0	2	0	2	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	5
17:05	0	0	5	0	5	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	7
17:10	0	0	3	0	3	1	0	3	0	4	2	0	0	0	2	0	0	0	0	0	9
17:15	0	0	1	0	1	2	0	2	0	4	1	0	0	0	1	0	0	0	0	0	6
17:20	0	0	6	0	6	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	9
17:25	0	0	3	0	3	4	0	2	0	6	2	0	0	0	2	0	0	0	0	0	11
17:30	0	0	5	0	5	1	0	3	0	4	1	0	0	0	1	0	0	0	0	0	10
17:35	0	0	2	0	2	3	0	0	0	3	2	0	0	0	2	0	0	0	0	0	7
17:40	0	0	2	0	2	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0	6
17:45	0	0	2	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	5
17:50	0	0	4	0	4	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	6
17:55	0	0	3	0	3	2	0	1	0	3	2	0	0	0	2	0	0	0	0	0	8
Total	0	0	38	0	38	20	0	16	0	36	15	0	0	0	15	0	0	0	0	0	89
Grand Total	0	0	80	1	81	37	0	37	0	74	39	0	0	0	39	0	0	0	0	0	194
Apprch %	0	0	98.8	1.2		50	0	50	0		100	0	0	0		0	0	0	0		
Total %	0	0	41.2	0.5	41.8	19.1	0	19.1	0	38.1	20.1	0	0	0	20.1	0	0	0	0	0	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Swingline Rd - Old Meridian Rd PM 5 Min
Site Code : S214340
Start Date : 4/27/2022
Page No : 2

	New Meridian Rd Southbound					Swingline Rd Westbound					New Meridian Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	4	0	4	3	0	1	0	4	3	0	0	0	3	0	0	0	0	0	11
16:35	0	0	1	0	1	3	0	3	0	**6**	3	0	0	0	3	0	0	0	0	0	10
16:40	0	0	**6**	0	6	0	0	2	0	2	**5**	0	0	0	**5**	0	0	0	0	0	**13**
16:45	0	0	2	0	2	1	0	**4**	0	5	3	0	0	0	3	0	0	0	0	0	10
16:50	0	0	1	0	1	2	0	4	0	6	1	0	0	0	1	0	0	0	0	0	8
16:55	0	0	6	**1**	**7**	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	10
17:00	0	0	2	0	2	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	5
17:05	0	0	5	0	5	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	7
17:10	0	0	3	0	3	1	0	3	0	4	2	0	0	0	2	0	0	0	0	0	9
17:15	0	0	1	0	1	2	0	2	0	4	1	0	0	0	1	0	0	0	0	0	6
17:20	0	0	6	0	6	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	9
17:25	0	0	3	0	3	**4**	0	2	0	6	2	0	0	0	2	0	0	0	0	0	11
Total Volume	0	0	40	1	41	20	0	26	0	46	22	0	0	0	22	0	0	0	0	0	109
% App. Total	0	0	97.6	2.4		43.5	0	56.5	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.556	.083	.488	.417	.000	.542	.000	.639	.367	.000	.000	.000	.367	.000	.000	.000	.000	.000	.699



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Swingline Rd - Old Meridian Rd PM 5 Min
Site Code : S214340
Start Date : 4/27/2022
Page No : 3

	New Meridian Rd Southbound					Swingline Rd Westbound					New Meridian Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:15					16:30					16:00					16:00					
+0 mins.	0	0	5	0	5	3	0	1	0	4	3	0	0	0	3	0	0	0	0	0	
+5 mins.	0	0	4	0	4	3	0	3	0	**6**	0	0	0	0	0	0	0	0	0	0	
+10 mins.	0	0	5	0	5	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	
+15 mins.	0	0	4	0	4	1	0	**4**	0	5	1	0	0	0	1	0	0	0	0	0	
+20 mins.	0	0	1	0	1	2	0	4	0	6	2	0	0	0	2	0	0	0	0	0	
+25 mins.	0	0	**6**	0	6	1	0	2	0	3	1	0	0	0	1	0	0	0	0	0	
+30 mins.	0	0	2	0	2	1	0	2	0	3	3	0	0	0	3	0	0	0	0	0	
+35 mins.	0	0	1	0	1	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	
+40 mins.	0	0	6	**1**	**7**	1	0	3	0	4	**5**	0	0	0	**5**	0	0	0	0	0	
+45 mins.	0	0	2	0	2	2	0	2	0	4	3	0	0	0	3	0	0	0	0	0	
+50 mins.	0	0	5	0	5	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	
+55 mins.	0	0	3	0	3	**4**	0	2	0	6	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	44	1	45	20	0	26	0	46	24	0	0	0	24	0	0	0	0	0	
% App. Total	0	0	97.8	2.2		43.5	0	56.5	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.611	.083	.536	.417	.000	.542	.000	.639	.400	.000	.000	.000	.400	.000	.000	.000	.000	.000	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Swingline Rd - Old Meridian Rd PM
Site Code : S214340
Start Date : 4/27/2022
Page No : 1

Groups Printed- Unshifted

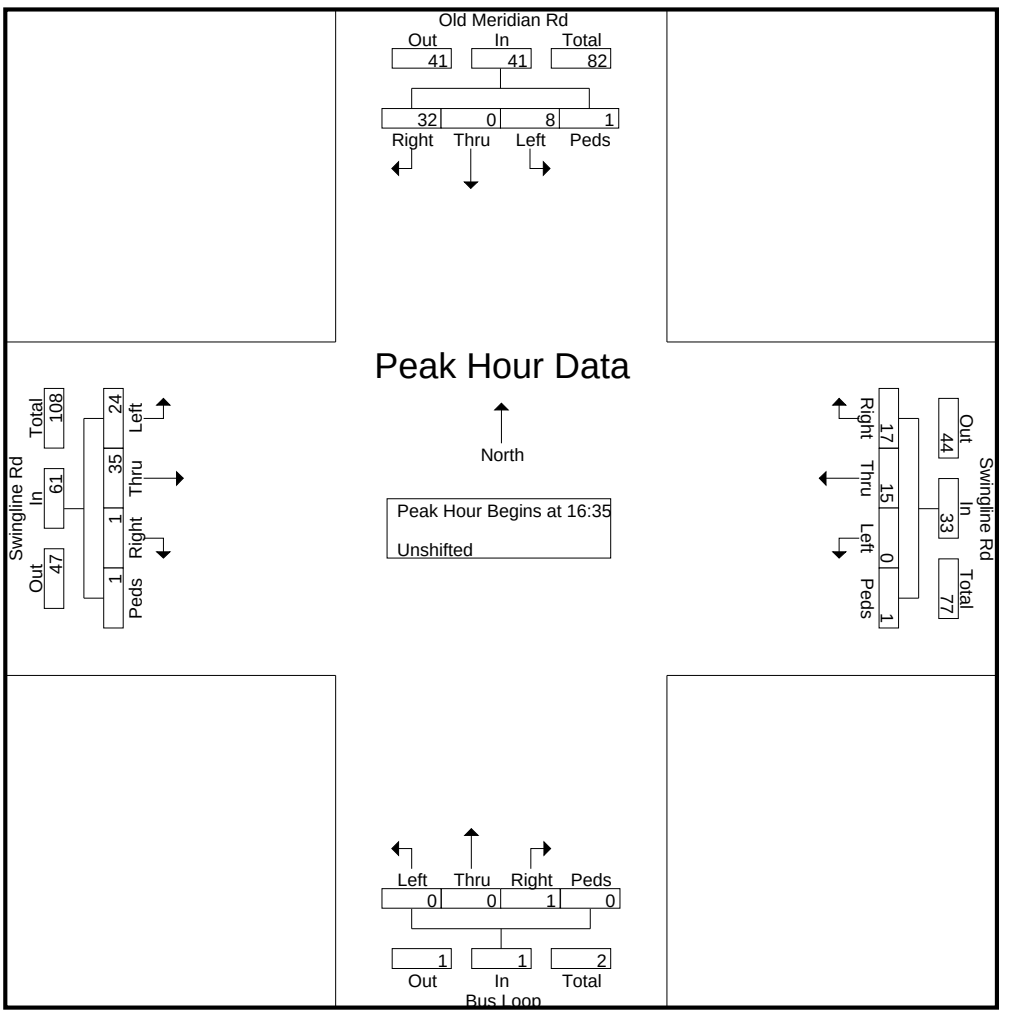
	Old Meridian Rd Southbound					Swingline Rd Westbound					Bus Loop Northbound					Swingline Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	0	4	4	0	8	12
16:05	1	0	0	0	1	2	4	0	0	6	0	0	0	0	0	0	3	0	0	3	10
16:10	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	6
16:15	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	0	5	1	0	6	9
16:20	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	0	6	0	0	6	10
16:25	1	0	0	0	1	3	1	0	0	4	0	0	0	0	0	0	5	1	0	6	11
16:30	1	0	0	0	1	4	2	0	0	6	0	0	1	0	1	0	4	2	0	6	14
16:35	3	0	1	0	4	0	3	0	1	4	0	0	0	0	0	0	0	4	0	4	12
16:40	2	0	1	0	3	3	0	0	0	3	0	0	0	0	0	0	5	6	0	11	17
16:45	5	0	1	0	6	0	1	0	0	1	0	0	0	0	0	0	2	3	0	5	12
16:50	4	0	0	1	5	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	9
16:55	2	0	1	0	3	1	1	0	0	2	0	0	0	0	0	0	6	0	0	6	11
Total	22	0	7	1	30	19	15	0	1	35	1	0	1	0	2	0	44	22	0	66	133
17:00	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5
17:05	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	3	3	0	6	9
17:10	5	0	0	0	5	1	1	0	0	2	1	0	0	0	1	0	3	2	0	5	13
17:15	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	5
17:20	2	0	1	0	3	1	3	0	0	4	0	0	0	0	0	0	5	2	0	7	14
17:25	1	0	0	0	1	3	2	0	0	5	0	0	0	0	0	1	2	2	0	5	11
17:30	3	0	3	0	6	5	1	0	0	6	0	0	0	0	0	0	5	0	1	6	18
17:35	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0	0	3	1	0	4	8
17:40	1	0	2	0	3	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	8
17:45	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	6
17:50	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	6
17:55	1	1	1	0	3	0	1	0	0	1	2	0	2	0	4	0	7	1	0	8	16
Total	21	2	8	0	31	13	14	0	0	27	3	0	2	0	5	1	40	14	1	56	119
Grand Total	43	2	15	1	61	32	29	0	1	62	4	0	3	0	7	1	84	36	1	122	252
Apprch %	70.5	3.3	24.6	1.6		51.6	46.8	0	1.6		57.1	0	42.9	0		0.8	68.9	29.5	0.8		
Total %	17.1	0.8	6	0.4	24.2	12.7	11.5	0	0.4	24.6	1.6	0	1.2	0	2.8	0.4	33.3	14.3	0.4	48.4	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Swingline Rd - Old Meridian Rd PM
Site Code : S214340
Start Date : 4/27/2022
Page No : 2

	Old Meridian Rd Southbound					Swingline Rd Westbound					Bus Loop Northbound					Swingline Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:35																					
16:35	3	0	1	0	4	0	**3**	0	**1**	4	0	0	0	0	0	0	0	4	0	4	12
16:40	2	0	1	0	3	3	0	0	0	3	0	0	0	0	0	0	5	**6**	0	**11**	17
16:45	**5**	0	1	0	**6**	0	1	0	0	1	0	0	0	0	0	0	2	3	0	5	12
16:50	4	0	0	**1**	5	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	9
16:55	2	0	1	0	3	1	1	0	0	2	0	0	0	0	0	0	**6**	0	0	6	11
17:00	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5
17:05	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	3	3	0	6	9
17:10	5	0	0	0	5	1	1	0	0	2	**1**	0	0	0	**1**	0	3	2	0	5	13
17:15	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	5
17:20	2	0	1	0	3	1	3	0	0	4	0	0	0	0	0	0	5	2	0	7	14
17:25	1	0	0	0	1	3	2	0	0	5	0	0	0	0	0	**1**	2	2	0	5	11
17:30	3	0	**3**	0	6	**5**	1	0	0	**6**	0	0	0	0	0	0	5	0	**1**	6	**18**
Total Volume	32	0	8	1	41	17	15	0	1	33	1	0	0	0	1	1	35	24	1	61	136
% App. Total	78	0	19.5	2.4		51.5	45.5	0	3		100	0	0	0		1.6	57.4	39.3	1.6		
PHF	.533	.000	.222	.083	.569	.283	.417	.000	.083	.458	.083	.000	.000	.000	.083	.083	.486	.333	.083	.462	.630



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
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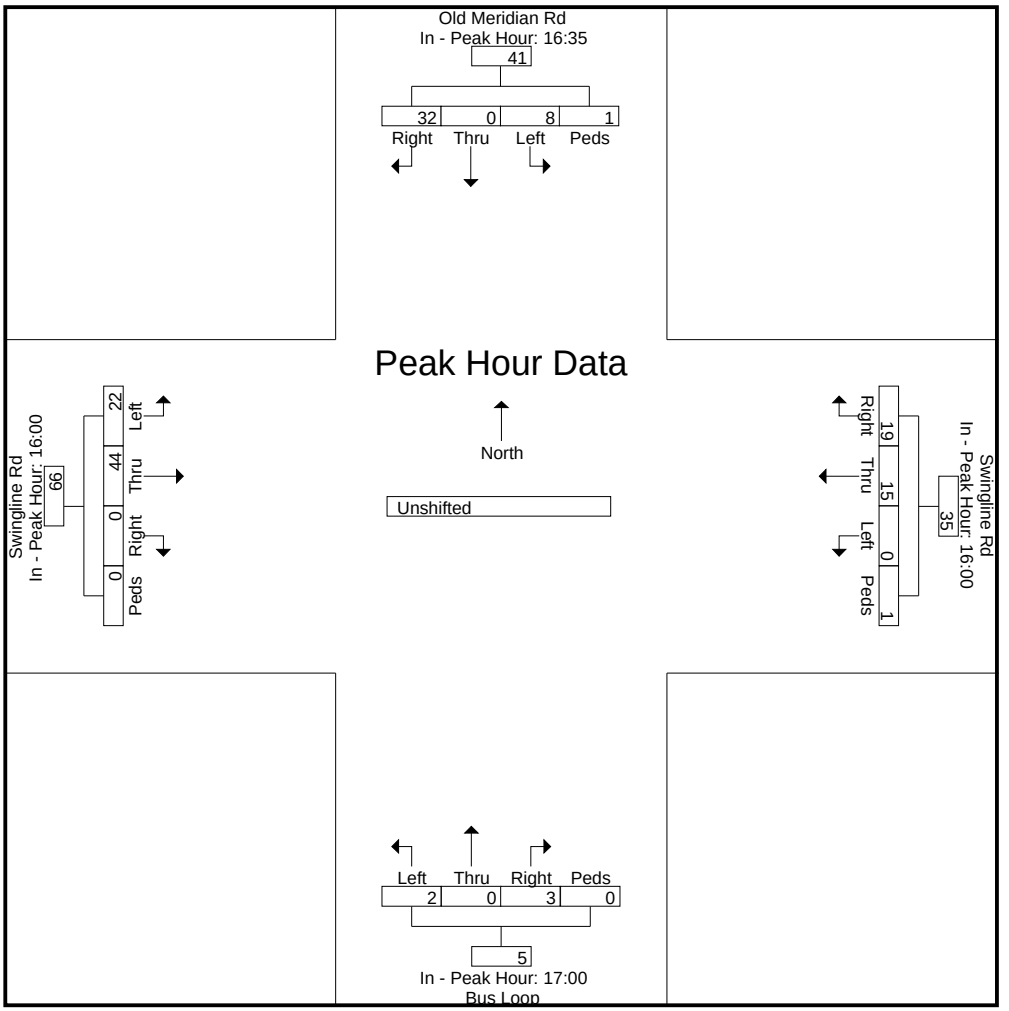
719-633-2868

File Name : Swingline Rd - Old Meridian Rd PM
Site Code : S214340
Start Date : 4/27/2022
Page No : 3

	Old Meridian Rd Southbound					Swingline Rd Westbound					Bus Loop Northbound					Swingline Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:35					16:00					17:00					16:00					
+0 mins.	3	0	1	0	4	2	1	0	0	3	0	0	0	0	0	0	4	4	0	8	
+5 mins.	2	0	1	0	3	2	**4**	0	0	**6**	0	0	0	0	0	0	3	0	0	3	
+10 mins.	**5**	0	1	0	**6**	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	
+15 mins.	4	0	0	**1**	5	1	0	0	0	1	0	0	0	0	0	0	5	1	0	6	
+20 mins.	2	0	1	0	3	2	1	0	0	3	0	0	0	0	0	0	**6**	0	0	6	
+25 mins.	2	0	0	0	2	3	1	0	0	4	0	0	0	0	0	0	5	1	0	6	
+30 mins.	0	0	0	0	0	**4**	2	0	0	6	0	0	0	0	0	0	4	2	0	6	
+35 mins.	5	0	0	0	5	0	3	0	**1**	4	0	0	0	0	0	0	0	4	0	4	
+40 mins.	3	0	0	0	3	3	0	0	0	3	0	0	0	0	0	0	5	**6**	0	**11**	
+45 mins.	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	0	2	3	0	5	
+50 mins.	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	
+55 mins.	3	0	**3**	0	6	1	1	0	0	2	**2**	0	**2**	0	**4**	0	6	0	0	6	
Total Volume	32	0	8	1	41	19	15	0	1	35	3	0	2	0	5	0	44	22	0	66	
% App. Total	78	0	19.5	2.4		54.3	42.9	0	2.9		60	0	40	0		0	66.7	33.3	0		
PHF	.533	.000	.222	.083	.569	.396	.313	.000	.083	.486	.125	.000	.083	.000	.104	.000	.611	.306	.000	.500	



LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
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719-633-2868

File Name : Swingline Rd - Old Meridian Rd PM
Site Code : S214340
Start Date : 4/27/2022
Page No : 1

Groups Printed- Unshifted

	Old Meridian Rd Southbound					Swingline Rd Westbound					Bus Loop Northbound					Swingline Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	2	0	3	0	5	4	5	0	0	9	0	0	0	0	0	0	10	4	0	14	28
16:15	3	0	0	0	3	6	2	0	0	8	1	0	0	0	1	0	16	2	0	18	30
16:30	6	0	2	0	8	7	5	0	1	13	0	0	1	0	1	0	9	12	0	21	43
16:45	11	0	2	1	14	2	3	0	0	5	0	0	0	0	0	0	9	4	0	13	32
Total	22	0	7	1	30	19	15	0	1	35	1	0	1	0	2	0	44	22	0	66	133
17:00	7	0	0	0	7	3	3	0	0	6	1	0	0	0	1	0	8	5	0	13	27
17:15	6	0	1	0	7	4	5	0	0	9	0	0	0	0	0	1	8	5	0	14	30
17:30	5	1	5	0	11	6	4	0	0	10	0	0	0	0	0	0	11	1	1	13	34
17:45	3	1	2	0	6	0	2	0	0	2	2	0	2	0	4	0	13	3	0	16	28
Total	21	2	8	0	31	13	14	0	0	27	3	0	2	0	5	1	40	14	1	56	119
Grand Total	43	2	15	1	61	32	29	0	1	62	4	0	3	0	7	1	84	36	1	122	252
Apprch %	70.5	3.3	24.6	1.6		51.6	46.8	0	1.6		57.1	0	42.9	0		0.8	68.9	29.5	0.8		
Total %	17.1	0.8	6	0.4	24.2	12.7	11.5	0	0.4	24.6	1.6	0	1.2	0	2.8	0.4	33.3	14.3	0.4	48.4	

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File Name : Swingline Rd - Old Meridian Rd PM
Site Code : S214340
Start Date : 4/27/2022
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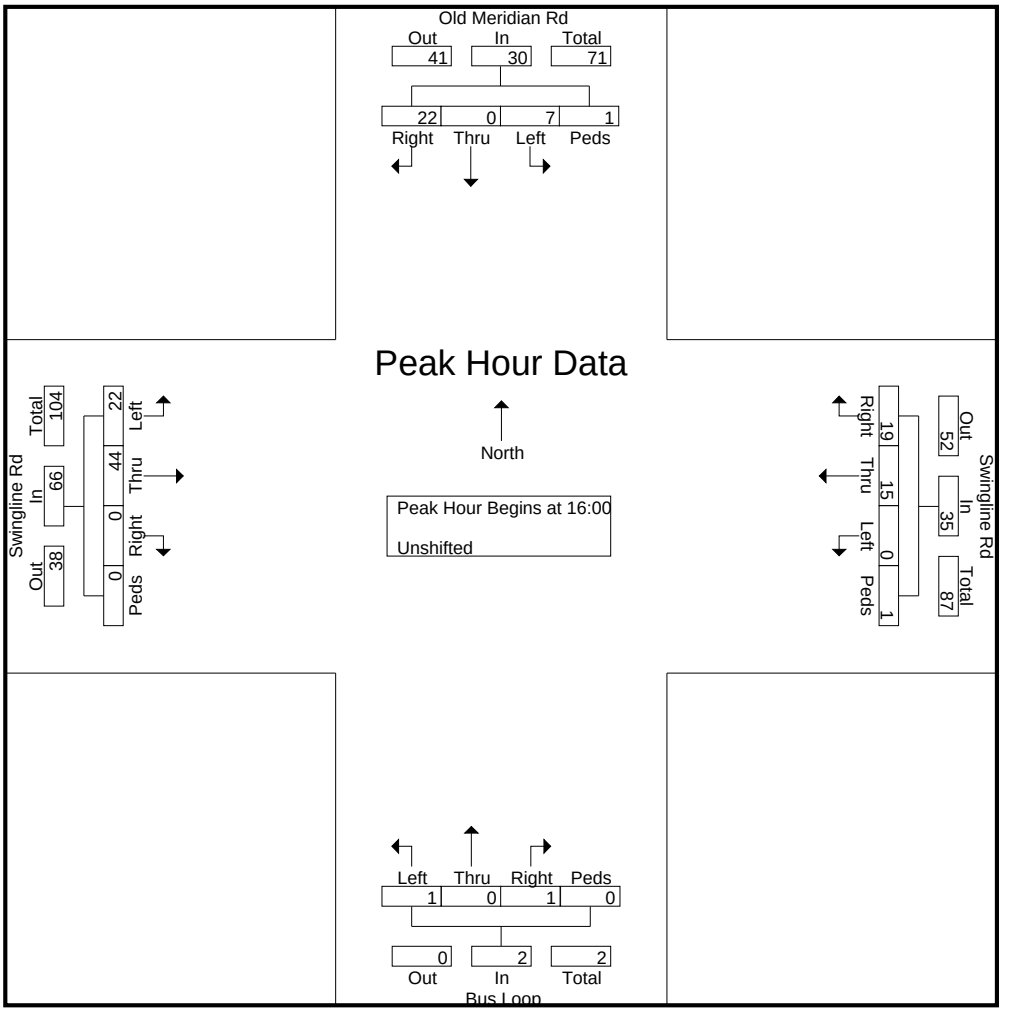
	Old Meridian Rd Southbound					Swingline Rd Westbound					Bus Loop Northbound					Swingline Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	2	0	**3**	0	5	4	**5**	0	0	9	0	0	0	0	0	0	10	4	0	14	28
4:15:00 PM	3	0	0	0	3	6	2	0	0	8	**1**	0	0	0	**1**	0	**16**	2	0	18	30
4:30:00 PM	6	0	2	0	8	**7**	5	0	**1**	**13**	0	0	**1**	0	1	0	9	**12**	0	**21**	**43**
4:45:00 PM	**11**	0	2	**1**	**14**	2	3	0	0	5	0	0	0	0	0	0	9	4	0	13	32
Total Volume	22	0	7	1	30	19	15	0	1	35	1	0	1	0	2	0	44	22	0	66	133
% App. Total	73.3	0	23.3	3.3		54.3	42.9	0	2.9		50	0	50	0		0	66.7	33.3	0		
PHF	.500	.000	.583	.250	.536	.679	.750	.000	.250	.673	.250	.000	.250	.000	.500	.000	.688	.458	.000	.786	.773



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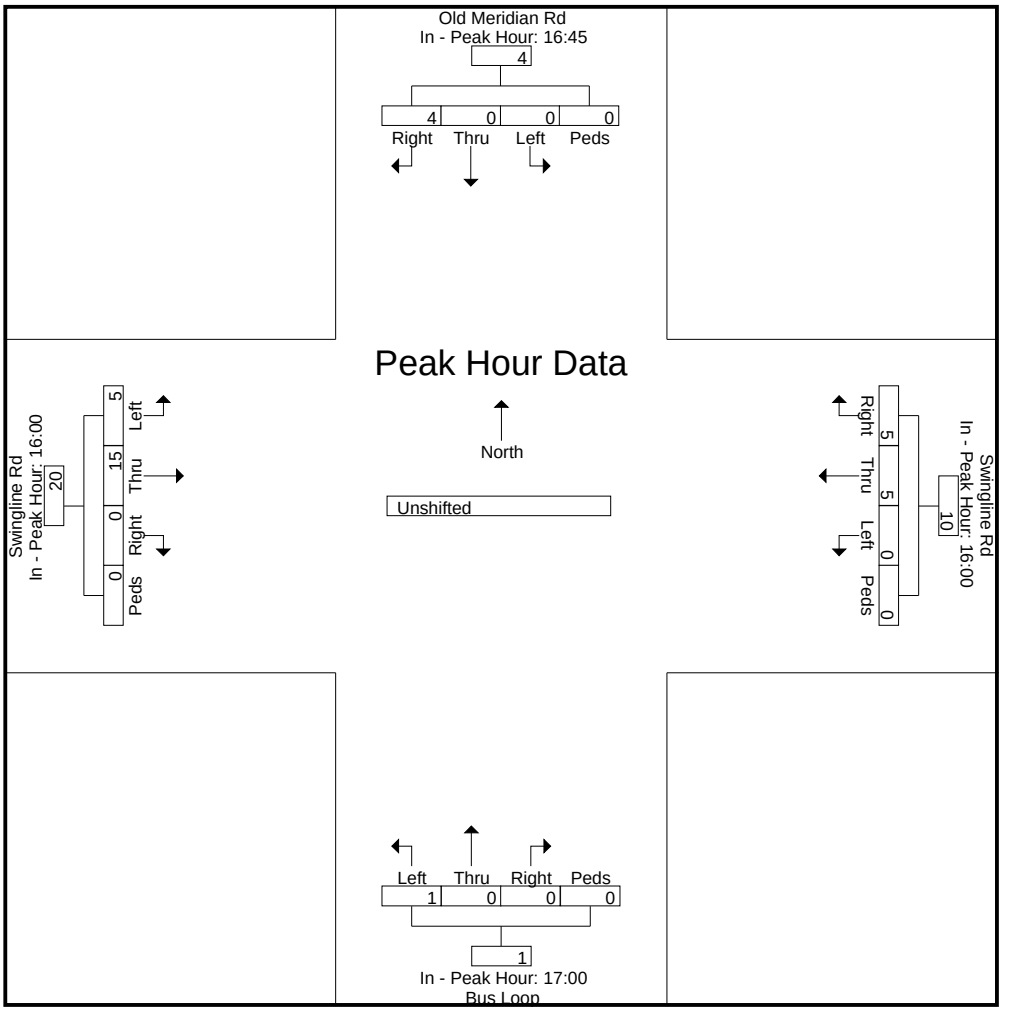
	Old Meridian Rd Southbound					Swingline Rd Westbound					Bus Loop Northbound					Swingline Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:45:00 PM					4:00:00 PM					5:00:00 PM					4:00:00 PM					
+0 mins.	**11**	0	2	**1**	**14**	4	**5**	0	0	9	1	0	0	0	1	0	10	4	0	14	
+5 mins.	7	0	0	0	7	6	2	0	0	8	0	0	0	0	0	0	**16**	2	0	18	
+10 mins.	6	0	1	0	7	**7**	5	0	**1**	**13**	0	0	0	0	0	0	9	**12**	0	**21**	
+15 mins.	5	**1**	**5**	0	11	2	3	0	0	5	**2**	0	**2**	0	**4**	0	9	4	0	13	
Total Volume	29	1	8	1	39	19	15	0	1	35	3	0	2	0	5	0	44	22	0	66	
% App. Total	74.4	2.6	20.5	2.6		54.3	42.9	0	2.9		60	0	40	0		0	66.7	33.3	0		
PHF	.659	.250	.400	.250	.696	.679	.750	.000	.250	.673	.375	.000	.250	.000	.313	.000	.688	.458	.000	.786	



Levels of Service

TRANSPORTATION
CONSULTANTS, INC.

Intersection	
Intersection Delay, s/veh	5.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	28	373	211
Demand Flow Rate, veh/h	0	29	381	216
Vehicles Circulating, veh/h	216	346	84	0
Vehicles Exiting, veh/h	0	119	132	375
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	4.1	5.6	3.9
Approach LOS	-	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	0	29	381	216
Cap Entry Lane, veh/h	1107	970	1267	1380
Entry HV Adj Factor	1.000	0.966	0.980	0.979
Flow Entry, veh/h	0	28	373	211
Cap Entry, veh/h	1107	936	1241	1351
V/C Ratio	0.000	0.030	0.301	0.157
Control Delay, s/veh	3.3	4.1	5.6	3.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	27	508	1	112	28	110	428	11	24	758	0
Future Volume (vph)	1	27	508	1	112	28	110	428	11	24	758	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		300	500		500	500		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1863
Flt Permitted	0.670			0.737			0.950			0.950		
Satd. Flow (perm)	1248	3539	1583	1373	3539	1583	1770	1863	1583	1770	1863	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			335			127			127			
Link Speed (mph)		40			40			55			55	
Link Distance (ft)		119			583			1391			1034	
Travel Time (s)		2.0			9.9			17.2			12.8	
Peak Hour Factor	0.92	0.92	0.92	0.87	0.87	0.87	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1	29	552	1	129	32	118	460	12	26	815	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	29	552	1	129	32	118	460	12	26	815	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2			4			8

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	22.0	22.0	9.5	22.0	22.0	16.0	46.3	46.3	12.2	42.5	42.5
Total Split (%)	10.6%	24.4%	24.4%	10.6%	24.4%	24.4%	17.8%	51.4%	51.4%	13.6%	47.2%	47.2%
Maximum Green (s)	5.0	17.5	17.5	5.0	17.5	17.5	11.5	41.8	41.8	7.7	38.0	38.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	26.1	25.1	25.1	26.1	25.1	25.1	10.1	49.1	49.1	6.7	39.4	
Actuated g/C Ratio	0.29	0.28	0.28	0.29	0.28	0.28	0.11	0.55	0.55	0.07	0.44	
v/c Ratio	0.00	0.03	0.81	0.00	0.13	0.06	0.59	0.45	0.01	0.20	1.00	
Control Delay	12.0	15.4	32.2	22.0	26.0	0.2	50.2	15.5	0.0	40.8	57.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.0	15.4	32.2	22.0	26.0	0.2	50.2	15.5	0.0	40.8	57.8	
LOS	B	B	C	C	C	A	D	B	A	D	E	
Approach Delay		31.3			20.9			22.1			57.2	
Approach LOS		C			C			C			E	
Queue Length 50th (ft)	0	7	283	0	27	0	64	127	0	15	~315	
Queue Length 95th (ft)	m1	m18	#376	4	55	0	119	269	0	m32	#718	
Internal Link Dist (ft)		39			503			1311			954	
Turn Bay Length (ft)	300		300	300		300	500		500	500		
Base Capacity (vph)	391	986	683	419	986	532	226	1017	921	151	814	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.00	0.03	0.81	0.00	0.13	0.06	0.52	0.45	0.01	0.17	1.00	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 38.1		Intersection LOS: D	
Intersection Capacity Utilization 86.8%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

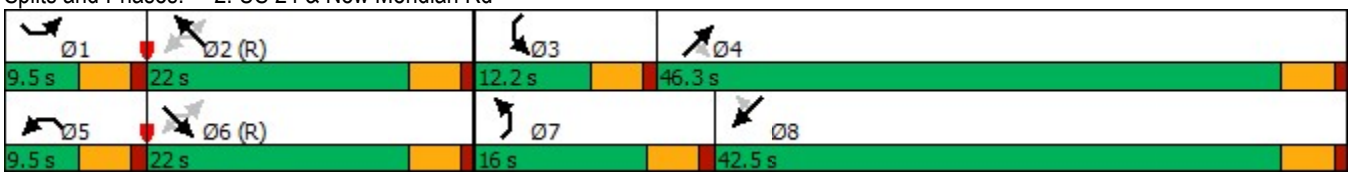
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: US 24 & New Meridian Rd



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	205	267	202	288	544	349
Future Volume (vph)	205	267	202	288	544	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	850			350
Storage Lanes	1	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	3433	1863	1863	1583
Flt Permitted	0.950		0.256			
Satd. Flow (perm)	1770	1583	925	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		290				375
Link Speed (mph)	40			55	55	
Link Distance (ft)	328			976	994	
Travel Time (s)	5.6			12.1	12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.93	0.93
Adj. Flow (vph)	223	290	220	313	585	375
Shared Lane Traffic (%)						
Lane Group Flow (vph)	223	290	220	313	585	375
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	1	1	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	100	100	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Free	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free	2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		9.5	22.5	22.5	22.5
Total Split (s)	30.0		10.0	60.0	50.0	50.0

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Total Split (%)	33.3%		11.1%	66.7%	55.6%	55.6%
Maximum Green (s)	25.5		5.5	55.5	45.5	45.5
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.5		-0.5	-0.5	-0.5	0.0
Total Lost Time (s)	4.0		4.0	4.0	4.0	4.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		None	C-Max	C-Max	C-Max
Walk Time (s)	7.0			7.0	7.0	7.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	26.0	90.0	56.0	56.0	46.0	45.5
Actuated g/C Ratio	0.29	1.00	0.62	0.62	0.51	0.51
v/c Ratio	0.44	0.18	0.30	0.27	0.61	0.38
Control Delay	20.6	0.7	4.1	3.7	19.2	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	0.7	4.1	3.7	19.2	2.6
LOS	C	A	A	A	B	A
Approach Delay	9.4			3.9	12.7	
Approach LOS	A			A	B	
Queue Length 50th (ft)	76	0	8	24	225	0
Queue Length 95th (ft)	145	17	13	35	334	42
Internal Link Dist (ft)	248			896	914	
Turn Bay Length (ft)			850			350
Base Capacity (vph)	511	1583	742	1159	952	985
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.18	0.30	0.27	0.61	0.38

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 9.5		Intersection LOS: A	
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: US 24 & Woodmen Rd

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	205	267	202	288	544	349
Future Volume (vph)	205	267	202	288	544	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	850			350
Storage Lanes	1	1	2			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	3433	1863	1863	1583
Flt Permitted	0.950		0.256			
Satd. Flow (perm)	1770	1583	925	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		290				375
Link Speed (mph)	40			55	55	
Link Distance (ft)	328			976	994	
Travel Time (s)	5.6			12.1	12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.93	0.93
Adj. Flow (vph)	223	290	220	313	585	375
Shared Lane Traffic (%)						
Lane Group Flow (vph)	223	290	220	313	585	375
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	1	1	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	100	100	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Free	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free	2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		9.5	22.5	22.5	22.5
Total Split (s)	30.0		10.0	60.0	50.0	50.0

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Total Split (%)	33.3%		11.1%	66.7%	55.6%	55.6%
Maximum Green (s)	25.5		5.5	55.5	45.5	45.5
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.5		-0.5	-0.5	-0.5	0.0
Total Lost Time (s)	4.0		4.0	4.0	4.0	4.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		None	C-Max	C-Max	C-Max
Walk Time (s)	7.0			7.0	7.0	7.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	26.0	90.0	56.0	56.0	46.0	45.5
Actuated g/C Ratio	0.29	1.00	0.62	0.62	0.51	0.51
v/c Ratio	0.44	0.18	0.30	0.27	0.61	0.38
Control Delay	20.6	0.7	4.1	3.7	19.2	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	0.7	4.1	3.7	19.2	2.6
LOS	C	A	A	A	B	A
Approach Delay	9.4			3.9	12.7	
Approach LOS	A			A	B	
Queue Length 50th (ft)	76	0	8	24	225	0
Queue Length 95th (ft)	145	17	13	35	334	42
Internal Link Dist (ft)	248			896	914	
Turn Bay Length (ft)			850			350
Base Capacity (vph)	511	1583	742	1159	952	985
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.18	0.30	0.27	0.61	0.38

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NETL and 6:SWT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 9.5		Intersection LOS: A	
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: US 24 & Woodmen Rd

Intersection	
Int Delay, s/veh	0.6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	25	0	0	23	0	428	18	0	645	4
Future Vol, veh/h	0	0	25	0	0	23	0	428	18	0	645	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	360	-	-	550
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	92	92	92	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	32	0	0	29	0	465	20	0	694	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	694	-	-	465	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	-	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	-	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	443	0	0	597	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	443	-	-	597	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	13.8	11.3	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SELn1	SWT	SWR
Capacity (veh/h)	-	-	597	443	-	-
HCM Lane V/C Ratio	-	-	0.049	0.072	-	-
HCM Control Delay (s)	-	-	11.3	13.8	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	59	2	6	176	161	0	73	7	174	70	17
Future Vol, veh/h	5	59	2	6	176	161	0	73	7	174	70	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	92	92	92	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	71	2	7	191	175	0	88	8	189	76	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	366	0	0	73	0	0	424	464	72	425	378	279
Stage 1	-	-	-	-	-	-	84	84	-	293	293	-
Stage 2	-	-	-	-	-	-	340	380	-	132	85	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1193	-	-	1527	-	-	540	495	990	540	554	760
Stage 1	-	-	-	-	-	-	924	825	-	715	670	-
Stage 2	-	-	-	-	-	-	675	614	-	871	824	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1193	-	-	1527	-	-	467	490	990	458	548	760
Mov Cap-2 Maneuver	-	-	-	-	-	-	467	490	-	458	548	-
Stage 1	-	-	-	-	-	-	919	821	-	711	666	-
Stage 2	-	-	-	-	-	-	580	610	-	767	820	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	13.6	21.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	513	1193	-	-	1527	-	-	492
HCM Lane V/C Ratio	0.188	0.005	-	-	0.004	-	-	0.577
HCM Control Delay (s)	13.6	8	0	-	7.4	0	-	21.8
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	3.6

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	69	284	13	1	12
Future Vol, veh/h	27	69	284	13	1	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	83	309	14	1	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	323	0	-	0	465	316
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	149	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1237	-	-	-	556	724
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1237	-	-	-	540	724
Mov Cap-2 Maneuver	-	-	-	-	540	-
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	879	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1237	-	-	-	706
HCM Lane V/C Ratio	0.026	-	-	-	0.024
HCM Control Delay (s)	8	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↰	↱
Traffic Vol, veh/h	0	70	222	0	25	75
Future Vol, veh/h	0	70	222	0	25	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	87	87	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	84	255	0	30	90

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	339	255
Stage 1	-	-	-	-	255	-
Stage 2	-	-	-	-	84	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	657	784
Stage 1	0	-	-	0	788	-
Stage 2	0	-	-	0	939	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	657	784
Mov Cap-2 Maneuver	-	-	-	-	657	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	939	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	657	784
HCM Lane V/C Ratio	-	-	0.046	0.115
HCM Control Delay (s)	-	-	10.7	10.2
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.1	0.4

Intersection	
Int Delay, s/veh	1.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	52	0	0	45	0	797	14	0	440	5
Future Vol, veh/h	0	0	52	0	0	45	0	797	14	0	440	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	360	-	-	550
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	93	93	93	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	63	0	0	58	0	857	15	0	478	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	478	-	-	857	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	-	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	-	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	587	0	0	357	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	587	-	-	357	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	11.9	17	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SELn1	SWT	SWR
Capacity (veh/h)	-	-	357	587	-	-
HCM Lane V/C Ratio	-	-	0.162	0.107	-	-
HCM Control Delay (s)	-	-	17	11.9	-	-
HCM Lane LOS	-	-	C	B	-	-
HCM 95th %tile Q(veh)	-	-	0.6	0.4	-	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	64	1	3	54	270	2	86	19	135	84	2
Future Vol, veh/h	3	64	1	3	54	270	2	86	19	135	84	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	92	92	92	83	83	83	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	77	1	3	59	293	2	104	23	155	97	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	352	0	0	78	0	0	347	444	78	361	298	206
Stage 1	-	-	-	-	-	-	86	86	-	212	212	-
Stage 2	-	-	-	-	-	-	261	358	-	149	86	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1207	-	-	1520	-	-	607	508	983	595	614	835
Stage 1	-	-	-	-	-	-	922	824	-	790	727	-
Stage 2	-	-	-	-	-	-	744	628	-	854	824	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1207	-	-	1520	-	-	529	505	983	487	610	835
Mov Cap-2 Maneuver	-	-	-	-	-	-	529	505	-	487	610	-
Stage 1	-	-	-	-	-	-	919	822	-	788	725	-
Stage 2	-	-	-	-	-	-	641	626	-	727	822	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	13.5	17.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	553	1207	-	-	1520	-	-	530
HCM Lane V/C Ratio	0.233	0.003	-	-	0.002	-	-	0.479
HCM Control Delay (s)	13.5	8	0	-	7.4	0	-	17.9
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	2.6

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	17	159	165	1	336	85	290	605	1	51	492	3
Future Volume (vph)	17	159	165	1	336	85	290	605	1	51	492	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		300	500		500	500		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.534			0.497			0.950			0.950		
Satd. Flow (perm)	995	3539	1583	926	3539	1583	1770	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			182			182			236
Link Speed (mph)		40			40			55			55	
Link Distance (ft)		119			839			1393			1032	
Travel Time (s)		2.0			14.3			17.3			12.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	18	173	179	1	365	92	312	651	1	55	535	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	173	179	1	365	92	312	651	1	55	535	3
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2			4			8

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	21.0	21.0	9.5	21.0	21.0	25.5	44.5	44.5	15.0	34.0	34.0
Total Split (%)	10.6%	23.3%	23.3%	10.6%	23.3%	23.3%	28.3%	49.4%	49.4%	16.7%	37.8%	37.8%
Maximum Green (s)	5.0	16.5	16.5	5.0	16.5	16.5	21.0	40.0	40.0	10.5	29.5	29.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	27.2	27.2	27.2	25.3	25.3	25.3	19.2	36.9	36.9	12.5	28.2	28.2
Actuated g/C Ratio	0.30	0.30	0.30	0.28	0.28	0.28	0.21	0.41	0.41	0.14	0.31	0.31
v/c Ratio	0.05	0.16	0.30	0.00	0.37	0.16	0.83	0.85	0.00	0.22	0.92	0.00
Control Delay	14.5	11.5	3.3	30.0	29.7	0.6	52.8	36.8	0.0	33.9	42.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.5	11.5	3.3	30.0	29.7	0.6	52.8	36.8	0.0	33.9	42.4	0.0
LOS	B	B	A	C	C	A	D	D	A	C	D	A
Approach Delay		7.7			23.8			42.0			41.4	
Approach LOS		A			C			D			D	
Queue Length 50th (ft)	2	7	0	0	86	0	166	321	0	29	302	0
Queue Length 95th (ft)	m14	64	89	5	146	0	#286	452	0	m57	#481	m0
Internal Link Dist (ft)		39			759			1313			952	
Turn Bay Length (ft)	300		300	300		300	500		500	500		
Base Capacity (vph)	343	1069	605	309	994	575	413	839	812	265	610	677
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.16	0.30	0.00	0.37	0.16	0.76	0.78	0.00	0.21	0.88	0.00

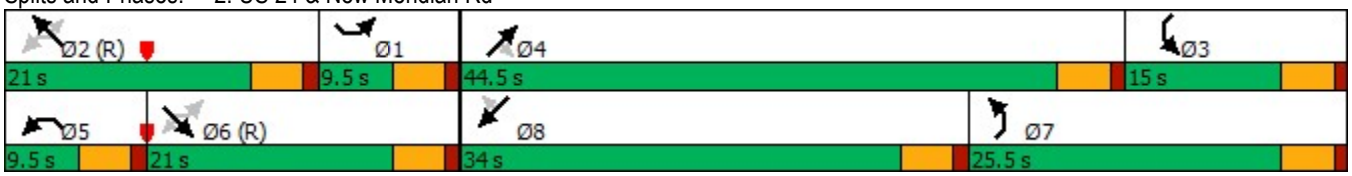
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 16 (18%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 33.0 Intersection LOS: C
Intersection Capacity Utilization 67.3% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: US 24 & New Meridian Rd



Intersection	
Intersection Delay, s/veh	3.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	80	43	2	37
Demand Flow Rate, veh/h	82	43	2	38
Vehicles Circulating, veh/h	9	29	91	20
Vehicles Exiting, veh/h	49	64	0	52
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.2	3.0	2.9	3.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	82	43	2	38
Cap Entry Lane, veh/h	1367	1340	1258	1352
Entry HV Adj Factor	0.975	0.991	1.000	0.974
Flow Entry, veh/h	80	43	2	37
Cap Entry, veh/h	1333	1328	1258	1316
V/C Ratio	0.060	0.032	0.002	0.028
Control Delay, s/veh	3.2	3.0	2.9	3.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	2.3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	40	0	0	125	0	770	50	0	515	5
Future Vol, veh/h	0	0	40	0	0	125	0	770	50	0	515	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	500	-	-	550
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	83	83	83	93	93	93	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	51	0	0	151	0	828	54	0	560	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	560	-	-	828	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	-	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	-	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	528	0	0	371	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	528	-	-	371	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	12.6	21.2	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SELn1	SWT	SWR
Capacity (veh/h)	-	-	371	528	-	-
HCM Lane V/C Ratio	-	-	0.406	0.097	-	-
HCM Control Delay (s)	-	-	21.2	12.6	-	-
HCM Lane LOS	-	-	C	B	-	-
HCM 95th %tile Q(veh)	-	-	1.9	0.3	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	60	320	40	85	220
Future Vol, veh/h	25	60	320	40	85	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	72	348	43	92	239

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	652	174	0	0	391	0
Stage 1	348	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	401	839	-	-	1164	-
Stage 1	686	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	369	839	-	-	1164	-
Mov Cap-2 Maneuver	369	-	-	-	-	-
Stage 1	686	-	-	-	-	-
Stage 2	665	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	2.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	369	839	1164	-
HCM Lane V/C Ratio	-	-	0.082	0.086	0.079	-
HCM Control Delay (s)	-	-	15.6	9.7	8.4	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.3	0.3	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	64	1	3	54	270	2	86	19	135	84	2
Future Vol, veh/h	4	64	1	3	54	270	2	86	19	135	84	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	92	92	92	83	83	83	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	77	1	3	59	293	2	104	23	155	97	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	352	0	0	78	0	0	349	446	78	363	300	206
Stage 1	-	-	-	-	-	-	88	88	-	212	212	-
Stage 2	-	-	-	-	-	-	261	358	-	151	88	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1207	-	-	1520	-	-	606	507	983	593	612	835
Stage 1	-	-	-	-	-	-	920	822	-	790	727	-
Stage 2	-	-	-	-	-	-	744	628	-	851	822	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1207	-	-	1520	-	-	528	503	983	485	608	835
Mov Cap-2 Maneuver	-	-	-	-	-	-	528	503	-	485	608	-
Stage 1	-	-	-	-	-	-	916	819	-	787	725	-
Stage 2	-	-	-	-	-	-	641	626	-	723	819	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	13.5	18
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	551	1207	-	-	1520	-	-	528
HCM Lane V/C Ratio	0.234	0.004	-	-	0.002	-	-	0.481
HCM Control Delay (s)	13.5	8	0	-	7.4	0	-	18
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	2.6

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	200	325	5	2	10
Future Vol, veh/h	5	200	325	5	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	230	353	5	3	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	358	0	-	0	598	356
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1201	-	-	-	465	688
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1201	-	-	-	462	688
Mov Cap-2 Maneuver	-	-	-	-	462	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	798	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1201	-	-	-	462	688
HCM Lane V/C Ratio	0.005	-	-	-	0.006	0.019
HCM Control Delay (s)	8	0	-	-	12.8	10.3
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0	0.1

Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	75	5	1065	40	5	660
Future Volume (vph)	75	5	1065	40	5	660
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1765	0	1863	1583	1770	1863
Flt Permitted	0.955				0.198	
Satd. Flow (perm)	1765	0	1863	1583	369	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			42		
Link Speed (mph)	30		55			55
Link Distance (ft)	2795		731			2552
Travel Time (s)	63.5		9.1			31.6
Peak Hour Factor	0.83	0.83	0.95	0.95	0.93	0.93
Adj. Flow (vph)	90	6	1121	42	5	710
Shared Lane Traffic (%)						
Lane Group Flow (vph)	96	0	1121	42	5	710
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0

Lane Group	WBL	WBR	NET	NER	SWL	SWT
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	16.0		108.0	108.0	108.0	108.0
Total Split (%)	12.9%		87.1%	87.1%	87.1%	87.1%
Maximum Green (s)	11.5		103.5	103.5	103.5	103.5
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)	10.3		104.7	104.7	104.7	104.7
Actuated g/C Ratio	0.08		0.84	0.84	0.84	0.84
v/c Ratio	0.64		0.71	0.03	0.02	0.45
Control Delay	73.6		7.1	0.6	1.8	3.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	73.6		7.1	0.6	1.8	3.6
LOS	E		A	A	A	A
Approach Delay	73.6		6.9			3.6
Approach LOS	E		A			A
Queue Length 50th (ft)	74		285	0	1	116
Queue Length 95th (ft)	121		409	5	2	158
Internal Link Dist (ft)	2715		651			2472
Turn Bay Length (ft)						
Base Capacity (vph)	165		1572	1342	311	1572
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.58		0.71	0.03	0.02	0.45

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 124			
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 8.9		Intersection LOS: A	
Intersection Capacity Utilization 68.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: US 24 & Falcon Highway

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	5	340	85	20	210	165	290	765	10	85	495	5
Future Volume (vph)	5	340	85	20	210	165	290	765	10	85	495	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		300	500		500	500		500
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.535			0.358			0.950			0.950		
Satd. Flow (perm)	997	3539	1583	667	3539	1583	1770	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			179			95			95
Link Speed (mph)		40			40			55			55	
Link Distance (ft)		800			120			2552			1042	
Travel Time (s)		13.6			2.0			31.6			12.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	5	370	92	22	228	179	305	805	11	91	532	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	370	92	22	228	179	305	805	11	91	532	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6			4			8

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	12.0	24.0	24.0	12.0	24.0	24.0	48.4	62.0	62.0	22.0	35.6	35.6
Total Split (%)	10.0%	20.0%	20.0%	10.0%	20.0%	20.0%	40.3%	51.7%	51.7%	18.3%	29.7%	29.7%
Maximum Green (s)	7.5	19.5	19.5	7.5	19.5	19.5	43.9	57.5	57.5	17.5	31.1	31.1
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	25.0	19.5	19.5	26.8	23.5	23.5	43.9	69.5	69.5	11.5	37.1	37.1
Actuated g/C Ratio	0.21	0.16	0.16	0.22	0.20	0.20	0.37	0.58	0.58	0.10	0.31	0.31
v/c Ratio	0.02	0.64	0.25	0.11	0.33	0.39	0.47	0.75	0.01	0.54	0.93	0.01
Control Delay	34.8	52.8	3.7	38.0	40.1	19.4	32.2	26.1	0.0	49.3	58.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	52.8	3.7	38.0	40.1	19.4	32.2	26.1	0.0	49.3	58.8	0.0
LOS	C	D	A	D	D	B	C	C	A	D	E	A
Approach Delay		43.0			31.3			27.5			56.9	
Approach LOS		D			C			C			E	
Queue Length 50th (ft)	3	142	0	17	93	67	180	478	0	72	~451	0
Queue Length 95th (ft)	14	196	16	m29	m128	m112	265	#735	0	m108	#670	m0
Internal Link Dist (ft)		720			40			2472			962	
Turn Bay Length (ft)	300		300	300		300	500		500	500		500
Base Capacity (vph)	272	575	371	229	693	454	647	1079	956	258	575	554
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.64	0.25	0.10	0.33	0.39	0.47	0.75	0.01	0.35	0.93	0.01

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 95 (79%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 37.8 Intersection LOS: D
Intersection Capacity Utilization 72.8% ICU Level of Service C
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

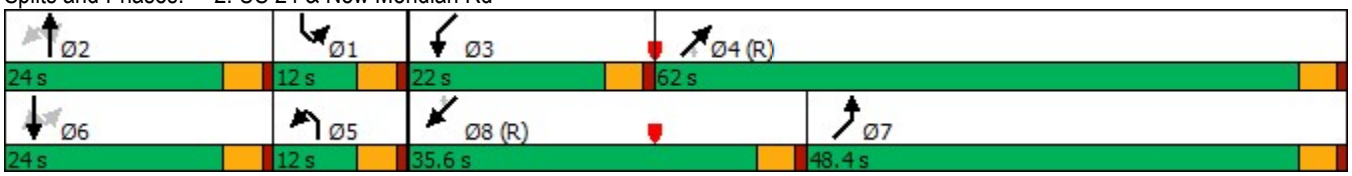
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: US 24 & New Meridian Rd



Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	152	43	61	65
Demand Flow Rate, veh/h	155	43	62	67
Vehicles Circulating, veh/h	39	90	90	20
Vehicles Exiting, veh/h	48	62	104	113
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.7	3.2	3.3	3.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	155	43	62	67
Cap Entry Lane, veh/h	1326	1259	1259	1352
Entry HV Adj Factor	0.980	0.991	0.981	0.976
Flow Entry, veh/h	152	43	61	65
Cap Entry, veh/h	1300	1248	1235	1320
V/C Ratio	0.117	0.034	0.049	0.050
Control Delay, s/veh	3.7	3.2	3.3	3.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	50	0	0	175	0	2120	130	0	1335	15
Future Vol, veh/h	0	0	50	0	0	175	0	2120	130	0	1335	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	500	-	-	550
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	87	87	87	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	60	0	0	201	0	2232	137	0	1405	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	703	-	-	1116	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	326	0	0	*421	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %						1		-	-		-	-
Mov Cap-1 Maneuver	-	-	326	-	-	*421	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	18.5	21.1	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SELn1	SWT	SWR
Capacity (veh/h)	-	-	421	326	-	-
HCM Lane V/C Ratio	-	-	0.478	0.185	-	-
HCM Control Delay (s)	-	-	21.1	18.5	-	-
HCM Lane LOS	-	-	C	C	-	-
HCM 95th %tile Q(veh)	-	-	2.5	0.7	-	-

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

Intersection	
Int Delay, s/veh	9.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	100	5	5	80	350	5	115	25	250	150	10
Future Vol, veh/h	5	100	5	5	80	350	5	115	25	250	150	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	92	92	92	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	120	6	5	87	380	6	139	30	272	163	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	467	0	0	126	0	0	509	612	123	317	235	87
Stage 1	-	-	-	-	-	-	135	135	-	97	97	-
Stage 2	-	-	-	-	-	-	374	477	-	220	138	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1094	-	-	1460	-	-	475	408	928	636	666	971
Stage 1	-	-	-	-	-	-	868	785	-	910	815	-
Stage 2	-	-	-	-	-	-	647	556	-	782	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1094	-	-	1460	-	-	377	404	928	448	659	971
Mov Cap-2 Maneuver	-	-	-	-	-	-	377	404	-	448	659	-
Stage 1	-	-	-	-	-	-	863	780	-	905	811	-
Stage 2	-	-	-	-	-	-	509	553	-	618	777	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	18.2	19.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	446	1094	-	-	1460	-	-	448	673
HCM Lane V/C Ratio	0.392	0.006	-	-	0.004	-	-	0.607	0.258
HCM Control Delay (s)	18.2	8.3	0	-	7.5	0	-	24.7	12.2
HCM Lane LOS	C	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	1.8	0	-	-	0	-	-	3.9	1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	400	425	5	2	10
Future Vol, veh/h	5	400	425	5	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	435	462	5	3	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	467	0	-	0	910	465
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	445	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1094	-	-	-	305	597
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	646	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1094	-	-	-	303	597
Mov Cap-2 Maneuver	-	-	-	-	303	-
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	646	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1094	-	-	-	303	597
HCM Lane V/C Ratio	0.005	-	-	-	0.008	0.021
HCM Control Delay (s)	8.3	0	-	-	17	11.2
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0	0.1

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	75	600	50	225	400
Future Vol, veh/h	10	75	600	50	225	400
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	90	645	54	242	430

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1344	323	0	0	699	0
Stage 1	645	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	187	673	-	-	893	-
Stage 1	484	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	136	673	-	-	893	-
Mov Cap-2 Maneuver	136	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	449	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	3.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	136	673	893	-
HCM Lane V/C Ratio	-	-	0.089	0.134	0.271	-
HCM Control Delay (s)	-	-	34	11.2	10.5	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0.5	1.1	-

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	298	122	174	179
Demand Flow Rate, veh/h	304	124	177	183
Vehicles Circulating, veh/h	155	203	113	63
Vehicles Exiting, veh/h	91	87	346	264
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.5	4.2	4.2	4.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	304	124	177	183
Cap Entry Lane, veh/h	1178	1122	1230	1294
Entry HV Adj Factor	0.980	0.982	0.981	0.976
Flow Entry, veh/h	298	122	174	179
Cap Entry, veh/h	1155	1102	1206	1263
V/C Ratio	0.258	0.111	0.144	0.141
Control Delay, s/veh	5.5	4.2	4.2	4.0
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	0

Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	90	5	2420	100	5	1490
Future Volume (vph)	90	5	2420	100	5	1490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Frt	0.993			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1766	0	5085	1583	1770	5085
Flt Permitted	0.955				0.056	
Satd. Flow (perm)	1766	0	5085	1583	104	5085
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	3			105		
Link Speed (mph)	45		55			55
Link Distance (ft)	2858		1113			2626
Travel Time (s)	43.3		13.8			32.6
Peak Hour Factor	0.83	0.83	0.95	0.95	0.95	0.95
Adj. Flow (vph)	108	6	2547	105	5	1568
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	0	2547	105	5	1568
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		36			36
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0

Lane Group	WBL	WBR	NET	NER	SWL	SWT
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	22.5		67.5	67.5	67.5	67.5
Total Split (%)	25.0%		75.0%	75.0%	75.0%	75.0%
Maximum Green (s)	18.0		63.0	63.0	63.0	63.0
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)	11.0		73.2	73.2	73.2	73.2
Actuated g/C Ratio	0.12		0.81	0.81	0.81	0.81
v/c Ratio	0.53		0.62	0.08	0.06	0.38
Control Delay	44.1		5.2	0.8	5.0	3.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	44.1		5.2	0.8	5.0	3.5
LOS	D		A	A	A	A
Approach Delay	44.1		5.1			3.5
Approach LOS	D		A			A
Queue Length 50th (ft)	60		182	0	1	81
Queue Length 95th (ft)	98		282	12	4	128
Internal Link Dist (ft)	2778		1033			2546
Turn Bay Length (ft)						
Base Capacity (vph)	355		4133	1306	84	4133
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.32		0.62	0.08	0.06	0.38

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 5.5		Intersection LOS: A	
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: US 24 & Falcon Highway

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	60	400	235	80	375	280	410	1935	80	170	1155	60
Future Volume (vph)	60	400	235	80	375	280	410	1935	80	170	1155	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		300	500		500	500		500
Storage Lanes	1		1	1		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	5085	1583	1770	5085	1583
Flt Permitted	0.515			0.192			0.950			0.950		
Satd. Flow (perm)	959	3539	1583	358	3539	1583	3433	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			253			301			136			136
Link Speed (mph)		40			40			55			55	
Link Distance (ft)		800			120			2626			1042	
Travel Time (s)		13.6			2.0			32.6			12.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	65	430	253	86	403	301	432	2037	84	179	1216	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	430	253	86	403	301	432	2037	84	179	1216	63
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6			4			8

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	26.6	26.6	13.4	30.5	30.5	31.9	59.0	59.0	21.0	48.1	48.1
Total Split (%)	7.9%	22.2%	22.2%	11.2%	25.4%	25.4%	26.6%	49.2%	49.2%	17.5%	40.1%	40.1%
Maximum Green (s)	5.0	22.1	22.1	8.9	26.0	26.0	27.4	54.5	54.5	16.5	43.6	43.6
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	24.8	24.8	24.8	27.9	27.9	27.9	27.4	55.7	55.7	15.3	43.6	43.6
Actuated g/C Ratio	0.21	0.21	0.21	0.23	0.23	0.23	0.23	0.46	0.46	0.13	0.36	0.36
v/c Ratio	0.28	0.59	0.48	0.48	0.49	0.50	0.55	0.86	0.10	0.80	0.66	0.10
Control Delay	46.7	47.8	8.5	42.6	40.6	19.5	44.0	33.8	0.8	61.6	36.1	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.7	47.8	8.5	42.6	40.6	19.5	44.0	33.8	0.8	61.6	36.1	7.9
LOS	D	D	A	D	D	B	D	C	A	E	D	A
Approach Delay		34.4			32.8			34.4			38.0	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	43	164	0	67	168	117	153	514	0	135	337	10
Queue Length 95th (ft)	85	221	71	m99	m216	m153	206	587	6	m#227	380	m27
Internal Link Dist (ft)		720			40			2546			962	
Turn Bay Length (ft)	300		300	300		300	500		500	500		500
Base Capacity (vph)	232	731	527	188	822	598	783	2361	808	243	1847	661
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.59	0.48	0.46	0.49	0.50	0.55	0.86	0.10	0.74	0.66	0.10

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 95 (79%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 35.1 Intersection LOS: D
Intersection Capacity Utilization 77.3% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: US 24 & New Meridian Rd

Intersection	
Int Delay, s/veh	2.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	40	0	0	153	0	775	61	0	549	5
Future Vol, veh/h	0	0	40	0	0	153	0	775	61	0	549	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	500	-	-	550
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	87	87	87	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	6	2
Mvmt Flow	0	0	51	0	0	176	0	833	66	0	590	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	590	-	-	833	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	-	-	6.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	-	-	3.318	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	508	0	0	369	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	508	-	-	369	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	12.9	23.3	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SELn1	SWT	SWR
Capacity (veh/h)	-	-	369	508	-	-
HCM Lane V/C Ratio	-	-	0.477	0.101	-	-
HCM Control Delay (s)	-	-	23.3	12.9	-	-
HCM Lane LOS	-	-	C	B	-	-
HCM 95th %tile Q(veh)	-	-	2.5	0.3	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	109	320	42	156	220
Future Vol, veh/h	26	109	320	42	156	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	92	92	92	92
Heavy Vehicles, %	2	2	2	2	31	2
Mvmt Flow	31	131	348	46	170	239

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	808	174	0	0	394	0
Stage 1	348	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.72	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.51	-
Pot Cap-1 Maneuver	319	839	-	-	979	-
Stage 1	686	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	263	839	-	-	979	-
Mov Cap-2 Maneuver	263	-	-	-	-	-
Stage 1	686	-	-	-	-	-
Stage 2	497	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	3.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	263	839	979	-
HCM Lane V/C Ratio	-	-	0.119	0.157	0.173	-
HCM Control Delay (s)	-	-	20.5	10.1	9.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.6	0.6	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	64	1	4	75	272	2	86	19	135	85	2
Future Vol, veh/h	4	64	1	4	75	272	2	86	19	135	85	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	92	92	92	83	83	83	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	77	1	4	82	296	2	104	23	155	98	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	378	0	0	78	0	0	376	474	78	389	326	230
Stage 1	-	-	-	-	-	-	88	88	-	238	238	-
Stage 2	-	-	-	-	-	-	288	386	-	151	88	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1180	-	-	1520	-	-	581	489	983	570	592	809
Stage 1	-	-	-	-	-	-	920	822	-	765	708	-
Stage 2	-	-	-	-	-	-	720	610	-	851	822	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1180	-	-	1520	-	-	503	486	983	463	588	809
Mov Cap-2 Maneuver	-	-	-	-	-	-	503	486	-	463	588	-
Stage 1	-	-	-	-	-	-	916	819	-	762	706	-
Stage 2	-	-	-	-	-	-	617	608	-	723	819	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	13.9	19.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	534	1180	-	-	1520	-	-	506
HCM Lane V/C Ratio	0.241	0.004	-	-	0.003	-	-	0.504
HCM Control Delay (s)	13.9	8.1	0	-	7.4	0	-	19.1
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	2.8

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	200	327	5	4	32
Future Vol, veh/h	5	200	327	5	4	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	230	355	5	5	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	360	0	-	0	600	358
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1199	-	-	-	464	686
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1199	-	-	-	461	686
Mov Cap-2 Maneuver	-	-	-	-	461	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	798	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1199	-	-	-	461	686
HCM Lane V/C Ratio	0.005	-	-	-	0.011	0.06
HCM Control Delay (s)	8	0	-	-	12.9	10.6
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0	0.2

Intersection	
Intersection Delay, s/veh	4.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	228	134	61	79
Demand Flow Rate, veh/h	316	137	62	81
Vehicles Circulating, veh/h	53	87	267	80
Vehicles Exiting, veh/h	108	242	101	144
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.2	3.8	4.0	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	316	137	62	81
Cap Entry Lane, veh/h	1307	1263	1051	1272
Entry HV Adj Factor	0.722	0.981	0.981	0.980
Flow Entry, veh/h	228	134	61	79
Cap Entry, veh/h	944	1239	1031	1246
V/C Ratio	0.242	0.108	0.059	0.064
Control Delay, s/veh	6.2	3.8	4.0	3.4
LOS	A	A	A	A
95th %tile Queue, veh	1	0	0	0

Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	96	5	1082	40	5	681
Future Volume (vph)	96	5	1082	40	5	681
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1766	0	1863	1583	1770	1863
Flt Permitted	0.955				0.148	
Satd. Flow (perm)	1766	0	1863	1583	276	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	3			42		
Link Speed (mph)	45		55			55
Link Distance (ft)	2848		977			2578
Travel Time (s)	43.2		12.1			32.0
Peak Hour Factor	0.83	0.83	0.95	0.95	0.93	0.93
Adj. Flow (vph)	116	6	1139	42	5	732
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	1139	42	5	732
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases				2	6	
Detector Phase	8		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0

Lane Group	WBL	WBR	NET	NER	SWL	SWT
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	22.5		67.5	67.5	67.5	67.5
Total Split (%)	25.0%		75.0%	75.0%	75.0%	75.0%
Maximum Green (s)	18.0		63.0	63.0	63.0	63.0
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)	11.4		69.6	69.6	69.6	69.6
Actuated g/C Ratio	0.13		0.77	0.77	0.77	0.77
v/c Ratio	0.54		0.79	0.03	0.02	0.51
Control Delay	44.2		12.3	1.2	3.6	5.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	44.2		12.3	1.2	3.6	5.7
LOS	D		B	A	A	A
Approach Delay	44.2		11.9			5.7
Approach LOS	D		B			A
Queue Length 50th (ft)	64		294	0	1	121
Queue Length 95th (ft)	103		627	8	4	233
Internal Link Dist (ft)	2768		897			2498
Turn Bay Length (ft)						
Base Capacity (vph)	355		1441	1234	213	1441
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.34		0.79	0.03	0.02	0.51

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 70.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: US 24 & Falcon Highway

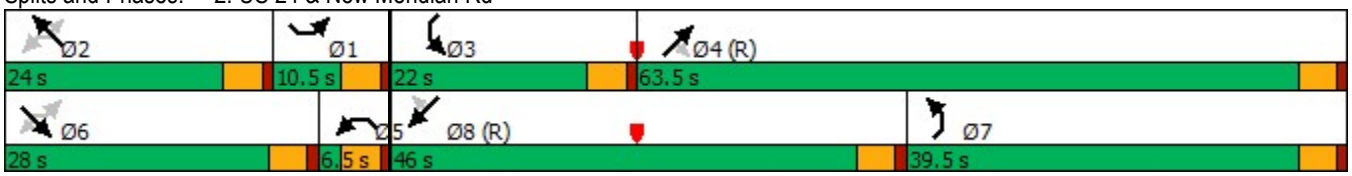
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	20	245	165	26	363	90	290	776	16	119	495	5
Future Volume (vph)	20	245	165	26	363	90	290	776	16	119	495	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		300	500		500	500		500
Storage Lanes	1		2	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3112	1583	1770	3539	1583	1770	1863	1114	1327	1863	1583
Flt Permitted	0.333			0.486			0.950			0.950		
Satd. Flow (perm)	620	3112	1583	905	3539	1583	1770	1863	1114	1327	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			136			95			95
Link Speed (mph)		40			40			55			55	
Link Distance (ft)		120			845			2578			1035	
Travel Time (s)		2.0			14.4			32.0			12.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.93	0.93	0.93
Heavy Vehicles (%)	2%	16%	2%	2%	2%	2%	2%	2%	45%	36%	2%	2%
Adj. Flow (vph)	22	266	179	28	395	98	305	817	17	128	532	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	266	179	28	395	98	305	817	17	128	532	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6		6	2		2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	10.5	28.0	28.0	6.5	24.0	24.0	39.5	63.5	63.5	22.0	46.0	46.0
Total Split (%)	8.8%	23.3%	23.3%	5.4%	20.0%	20.0%	32.9%	52.9%	52.9%	18.3%	38.3%	38.3%
Maximum Green (s)	6.0	23.5	23.5	2.0	19.5	19.5	35.0	59.0	59.0	17.5	41.5	41.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	29.3	23.5	23.5	23.1	21.1	21.1	35.0	63.8	63.8	15.3	44.1	44.1
Actuated g/C Ratio	0.24	0.20	0.20	0.19	0.18	0.18	0.29	0.53	0.53	0.13	0.37	0.37
v/c Ratio	0.11	0.44	0.40	0.15	0.64	0.25	0.59	0.83	0.03	0.76	0.78	0.01
Control Delay	33.6	38.1	17.0	37.5	51.5	4.3	42.0	33.5	0.1	65.7	38.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	38.1	17.0	37.5	51.5	4.3	42.0	33.5	0.1	65.7	38.5	0.0
LOS	C	D	B	D	D	A	D	C	A	E	D	A
Approach Delay		29.8			41.9			35.3			43.4	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	16	111	67	17	153	0	202	552	0	98	390	0
Queue Length 95th (ft)	m27	m149	m116	41	208	21	299	#822	0	m#164	#564	m0
Internal Link Dist (ft)		40			765			2498			955	
Turn Bay Length (ft)	300		300	300		300	500		500	500		500
Base Capacity (vph)	209	609	453	188	622	390	516	990	637	193	684	641
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.44	0.40	0.15	0.64	0.25	0.59	0.83	0.03	0.66	0.78	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 89 (74%), Referenced to phase 4:NET and 8:SWT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 37.5		Intersection LOS: D	
Intersection Capacity Utilization 76.6%		ICU Level of Service D	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: US 24 & New Meridian Rd



Intersection	
Int Delay, s/veh	1.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	50	0	0	237	0	2131	153	0	1407	15
Future Vol, veh/h	0	0	50	0	0	237	0	2131	153	0	1407	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	500	-	-	550
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	5	2
Mvmt Flow	0	0	54	0	0	258	0	2316	166	0	1529	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	765	-	-	1158	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	297	0	0	*421	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %						1		-	-		-	-
Mov Cap-1 Maneuver	-	-	297	-	-	*421	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	19.8	26.1	0	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SELn1	SWT	SWR
Capacity (veh/h)	-	-	421	297	-	-
HCM Lane V/C Ratio	-	-	0.612	0.183	-	-
HCM Control Delay (s)	-	-	26.1	19.8	-	-
HCM Lane LOS	-	-	D	C	-	-
HCM 95th %tile Q(veh)	-	-	4	0.7	-	-

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

Intersection	
Int Delay, s/veh	6.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	184	600	56	376	400
Future Vol, veh/h	11	184	600	56	376	400
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	93	93	93	93
Heavy Vehicles, %	2	2	2	2	40	2
Mvmt Flow	13	211	645	60	404	430

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1668	323	0	0	705	0
Stage 1	645	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.9	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.6	-
Pot Cap-1 Maneuver	87	673	-	-	677	-
Stage 1	484	-	-	-	-	-
Stage 2	308	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	35	673	-	-	677	-
Mov Cap-2 Maneuver	35	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	124	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21	0	8.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	35	673	677	-
HCM Lane V/C Ratio	-	-	0.361	0.314	0.597	-
HCM Control Delay (s)	-	-	157.5	12.8	17.9	-
HCM Lane LOS	-	-	F	B	C	-
HCM 95th %tile Q(veh)	-	-	1.2	1.3	4	-

Intersection	
Int Delay, s/veh	11.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	100	5	6	127	354	5	117	25	250	151	25
Future Vol, veh/h	5	100	5	6	127	354	5	117	25	250	151	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	92	92	92	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	120	6	7	138	385	6	141	30	272	164	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	523	0	0	126	0	0	575	672	123	373	290	138
Stage 1	-	-	-	-	-	-	135	135	-	152	152	-
Stage 2	-	-	-	-	-	-	440	537	-	221	138	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1043	-	-	1460	-	-	429	377	928	584	620	910
Stage 1	-	-	-	-	-	-	868	785	-	850	772	-
Stage 2	-	-	-	-	-	-	596	523	-	781	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1043	-	-	1460	-	-	327	372	928	395	612	910
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	372	-	395	612	-
Stage 1	-	-	-	-	-	-	863	780	-	845	767	-
Stage 2	-	-	-	-	-	-	451	519	-	615	777	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	20.2	24.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	412	1043	-	-	1460	-	-	395	642
HCM Lane V/C Ratio	0.43	0.006	-	-	0.004	-	-	0.688	0.298
HCM Control Delay (s)	20.2	8.5	0	-	7.5	0	-	31.9	13
HCM Lane LOS	C	A	A	-	A	A	-	D	B
HCM 95th %tile Q(veh)	2.1	0	-	-	0	-	-	5	1.2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	400	429	5	7	58
Future Vol, veh/h	5	400	429	5	7	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	435	466	5	8	70

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	471	0	-	0	914	469
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	445	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1091	-	-	-	303	594
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	646	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1091	-	-	-	301	594
Mov Cap-2 Maneuver	-	-	-	-	301	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	646	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1091	-	-	-	301	594
HCM Lane V/C Ratio	0.005	-	-	-	0.028	0.118
HCM Control Delay (s)	8.3	0	-	-	17.3	11.9
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.4

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	469	298	174	182
Demand Flow Rate, veh/h	652	303	177	186
Vehicles Circulating, veh/h	158	203	464	179
Vehicles Exiting, veh/h	207	438	346	327
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.2	5.8	6.4	4.6
Approach LOS	B	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	652	303	177	186
Cap Entry Lane, veh/h	1174	1122	860	1150
Entry HV Adj Factor	0.720	0.982	0.981	0.976
Flow Entry, veh/h	469	298	174	182
Cap Entry, veh/h	845	1102	843	1122
V/C Ratio	0.555	0.270	0.206	0.162
Control Delay, s/veh	12.2	5.8	6.4	4.6
LOS	B	A	A	A
95th %tile Queue, veh	3	1	1	1

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	27	508	1	112	28	110	428	11	24	758	0
Future Volume (vph)	1	27	508	1	112	28	110	428	11	24	758	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		300	500		500	500		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1863
Flt Permitted	0.670			0.737			0.950			0.950		
Satd. Flow (perm)	1248	3539	1583	1373	3539	1583	1770	1863	1583	1770	1863	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			335			127			127			
Link Speed (mph)		40			40			55			55	
Link Distance (ft)		119			583			1391			1034	
Travel Time (s)		2.0			9.9			17.2			12.8	
Peak Hour Factor	0.92	0.92	0.92	0.87	0.87	0.87	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1	29	552	1	129	32	118	460	12	26	815	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	29	552	1	129	32	118	460	12	26	815	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2			4			8

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	22.0	22.0	9.5	22.0	22.0	16.0	46.3	46.3	12.2	42.5	42.5
Total Split (%)	10.6%	24.4%	24.4%	10.6%	24.4%	24.4%	17.8%	51.4%	51.4%	13.6%	47.2%	47.2%
Maximum Green (s)	5.0	17.5	17.5	5.0	17.5	17.5	11.5	41.8	41.8	7.7	38.0	38.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	26.1	25.1	25.1	26.1	25.1	25.1	10.1	49.1	49.1	6.7	39.4	
Actuated g/C Ratio	0.29	0.28	0.28	0.29	0.28	0.28	0.11	0.55	0.55	0.07	0.44	
v/c Ratio	0.00	0.03	0.81	0.00	0.13	0.06	0.59	0.45	0.01	0.20	1.00	
Control Delay	12.0	15.4	32.2	22.0	26.0	0.2	50.2	15.5	0.0	40.8	57.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.0	15.4	32.2	22.0	26.0	0.2	50.2	15.5	0.0	40.8	57.8	
LOS	B	B	C	C	C	A	D	B	A	D	E	
Approach Delay		31.3			20.9			22.1			57.2	
Approach LOS		C			C			C			E	
Queue Length 50th (ft)	0	7	283	0	27	0	64	127	0	15	~315	
Queue Length 95th (ft)	m1	m18	#376	4	55	0	119	269	0	m32	#718	
Internal Link Dist (ft)		39			503			1311			954	
Turn Bay Length (ft)	300		300	300		300	500		500	500		
Base Capacity (vph)	391	986	683	419	986	532	226	1017	921	151	814	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.00	0.03	0.81	0.00	0.13	0.06	0.52	0.45	0.01	0.17	1.00	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 38.1		Intersection LOS: D	
Intersection Capacity Utilization 86.8%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

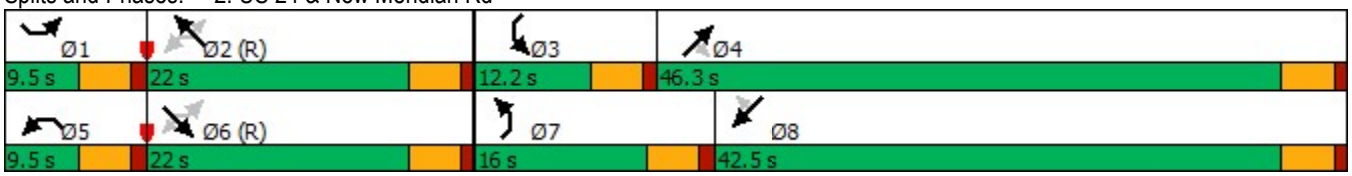
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: US 24 & New Meridian Rd



Traffic Impact Study_5-9-22.pdf Markup Summary

8/10/2022 9:54:11 AM (1)

Subject: Callout
Page Label: 23
Author: dsdlaforce
Date: 8/10/2022 9:54:11 AM
Status:
Color:
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Identify the ADT of the internal road which includes other traffic besides the Transportation Center traffic.
It appears this would exceed 200 ADT.

If it exceeds 200 ADT then this access road shall be asphalt not gravel with phase 1.

8/4/2022 2:05:27 PM (1)

Subject: Cloud
Page Label: 15
Author: dsdlaforce
Date: 8/4/2022 2:05:27 PM
Status:
Color:
Layer:
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8/4/2022 2:05:32 PM (1)

Subject: Cloud
Page Label: 15
Author: dsdlaforce
Date: 8/4/2022 2:05:32 PM
Status:
Color:
Layer:
Space:

8/4/2022 2:09:11 PM (1)

Subject: Text Box
Page Label: 15
Author: dsdlaforce
Date: 8/4/2022 2:09:11 PM
Status:
Color:
Layer:
Space:

Address the SBLT at New Meridian/Swingline Rd intersection with this site plan application. Provide recommendation to mitigate the traffic impact to be implemented by the applicant as part of the site development plan application. A deviation request application for the ECM Administrator's consideration would be required if the recommended improvement does not meet county criteria.

8/4/2022 2:10:07 PM (1)

Subject: Cloud
Page Label: 16
Author: dsdlaforce
Date: 8/4/2022 2:10:07 PM
Status:
Color:
Layer:
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8/4/2022 2:16:30 PM (1)

Subject: Image
Page Label: 15
Author: dsdlaforce
Date: 8/4/2022 2:16:30 PM
Status:
Color:
Layer:
Space:

8/4/2022 2:18:03 PM (1)

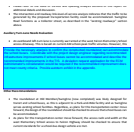
Subject: Callout
Page Label: 15
Author: dsdlaforce
Date: 8/4/2022 2:18:03 PM
Status:
Color:
Layer:
Space:

Update statement. Road Impact Fee is required per the approval of location condition of approval no. 5 (Resolution No. U-22-001).

8/8/2022 7:39:56 AM (1)

Subject: Cloud
Page Label: 15
Author: dsdlaforce
Date: 8/8/2022 7:39:56 AM
Status:
Color:
Layer:
Space:

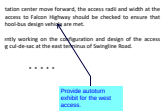
8/8/2022 7:40:53 AM (1)



Subject: Text Box
Page Label: 16
Author: dsdlaforce
Date: 8/8/2022 7:40:53 AM
Status:
Color:
Layer:
Space:

Provide the necessary analysis to confirm the constructed roundabout can accommodate the school buses. Coordinate with the project design engineer regarding recommended infrastructure improvements if school buses cannot be accommodated and describe the recommended improvements in the TIS. A deviation request application for the ECM Administrator's consideration would be required if the recommended improvement does not meet county criteria. Provide autoturn exhibit in the appendix.

8/8/2022 7:43:19 AM (1)



Subject: Callout
Page Label: 16
Author: dsdlaforce
Date: 8/8/2022 7:43:19 AM
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Provide autoturn exhibit for the west access.