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Meadowlake Industrial Park
Master Traffic Impact Study
(LSC #S214950)
May 17, 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.

Kevin O'Neil

5-17-2022
Date

Add PCD File No
CS221, I221, I222

Meadowlake Industrial Park
Master Traffic Impact Study

Prepared for:
Meadowlake Developments, LLC
P.O. Box 1385
Colorado Springs, CO 80901

Contact: Kevin O'Neil

MAY 17, 2022

LSC Transportation Consultants
Prepared by: Jeffrey C. Hodsdon, P.E.

LSC #S214950

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May 17, 2022

Mr. Kevin O'Neil
Meadowlake Developments, LLC
P.O. Box 1385
Colorado Springs, CO 80901

RE: Meadowlake Industrial Park
El Paso County, CO
Master Traffic Impact Study
LSC #S214950

See comment on Fig 2

Dear Mr. O'Neil,

LSC Transportation Consultants, Inc. has prepared this master traffic impact study for the proposed Meadowlake Industrial Park to be located in El Paso County, Colorado. Located at El Paso County parcel IDs 4300000548, 4300000551, 4300000552, and 4300000553, the site is located northwest of the intersection of Falcon Highway/Curtis Road. Three site access points are proposed (one to Falcon Highway and two on Curtis Road). This report has been prepared to accompany a rezone submittal to El Paso County.

REPORT CONTENTS

The preparation of this report included the following:

- An inventory of existing roadway and traffic conditions on major thoroughfares adjacent to the site, 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;
- Weekday peak-hour turning movement traffic counts at several of the major intersections in the area:
- Estimated average weekday traffic (ADT) volumes on Falcon Highway, Curtis Road, Meridian Road, Judge Orr Road, and US Highway 24 (US Hwy 24);
- Projections of 20-year background traffic volumes on Falcon Highway, Curtis Road, Meridian Road, Judge Orr Road, and US Hwy 24;
- The proposed site land use and access plan;

- Estimates of average weekday and weekday peak-hour trip generation for the proposed industrial park and the estimated directional distribution of site-generated vehicle trips on roadways and intersections adjacent to and in the vicinity of the site;
- Projected site-generated and resulting total peak-hour intersection traffic volumes at the following "study area" intersections:
    - Falcon Highway/proposed three-quarter site access
    - Curtis Road/north site access (full-movement)
    - Curtis Road/Minden Drive south site access (three-quarter movement)
    - Falcon Highway/Curtis Road
    - Curtis Road/Judge Orr Road
    - US Highway 24/Stapleton Road
    - US Highway 24/Judge Orr Road
    - US Highway 24/Meridian Road
- Projected total daily and peak-hour traffic volumes at the study-area intersections;
- Intersection level of service analysis at the study-area intersections;
- Evaluation of the long-term projected intersection volumes to determine potential requirements for any auxiliary right-/left-turn lanes at the proposed site access points, based on the criteria in El Paso County's *Engineering Criteria Manual (ECM)*. Also included are potential long-term lane requirements; and
- Master-TIS-level findings and recommendations for submittal to El Paso County.

LIST OF OTHER TRAFFIC REPORTS USED IN THE PREPARATION OF THIS REPORT

Saddlehorn Ranch (dated July 11, 2019) was a previously-completed traffic report in the vicinity of the proposed Meadowlake Industrial Park. This report has been provided for reference and to provide context.

LAND USE AND ACCESS

Figure 1 shows the site location relative to the adjacent and nearby roadways. Located at El Paso County parcel IDs 4300000548, 4300000551, 4300000552, and 4300000553, the site is located northwest of the intersection of Falcon Highway/Curtis Road. Meadow Lake Airport is located north and west of the site. Single-family homes currently exist south of Falcon Highway, while the parcel east of Curtis Road is currently vacant.

Figure 2 shows the access points to the existing, adjacent public roads (preliminary) and the proposed zoning map. As shown in Figure 2, the site is planned for a mix of I-2, I-3, and CS zoning. Table 1 below shows the assumed land uses in this study.

Table 1: Land Use Table – Meadowlake Industrial Park

Land Uses			Corresponding ITE Land Uses (for use in the Trip Generation Estimate)				
Rezone Plan Land Uses	Acreage		ITE Land Use	ITE Land Use Category	F.A.R.	Land Use Quantities (KSF)	
CS Zone	19.11	9.56	Shopping Plaza (No Supermarket)	821	0.18	75	KSF (Thousand square feet of building floor
		9.56	Business Park	770	0.25	104	KSF (Thousand square feet of building floor
Industrial Zones (I-2 & I-3)	173.38		Industrial Park	130	**0.29**	2,190	KSF (Thousand square feet of building floor
Total (not including detention, open space. Street ROW, etc.)	192.49						
Source: LSC Transportation Consultants, Inc							*May-22*

Two proposed site-access points to Curtis Road would be located approximately 1/4-mile (three-quarter-movement south access) and 3,790 feet north of Falcon Highway (full-movement access). There would be about 2,460 feet between the two proposed site access points. The north access would be located about 1,600 feet south of the Oscuro Trail – the south Saddlehorn development access. A three-quarter-movement access (left-in/right-in/right-out-only access), is also planned to Falcon Highway about 1,430 feet west of Curtis Road (770 feet east of McCandish Road).

ROAD AND TRAFFIC CONDITIONS AND *MTCP* CLASSIFICATION

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

US Highway (US Hwy) 24 is located about one mile north of the site (via Curtis Road) and about 1.5 miles west of the site (via Judge Orr Road). US Hwy 24 is also accessible from the southwest corner of the site via Falcon Highway. The travel distance to/from the intersection of US Hwy 24/ Falcon Highway via Falcon Highway is about four miles.

This State Highway extends east/west across Colorado connecting the Buena Vista, Colorado Springs, and Limon areas. US Hwy 24 is planned to be widened to four lanes through the Falcon area and is classified as an Expressway by the Colorado Department of Transportation (CDOT) and the 2016 *El Paso County Major Transportation Corridors Plan (MTCP)*.

Judge Orr Road is a two-lane roadway that extends east from Eastonville Road across most of El Paso County. It is shown on the *El Paso County 2040 Major Transportation Corridors Plan* and the *Preserved Corridor Network Plan* as a four-lane Minor Arterial west of Curtis Road. Posted speed limits range from 45 to 55 miles per hour (mph). West of Curtis Road, the speed limit is 45 mph, while it generally increases to 55 mph east of Curtis Road. The intersection of US Hwy 24/Judge Orr is currently signalized. Due to the oblique angle of this intersection, the eastbound and westbound approaches are split-phased. The *US 24 Access Control Plan/PEL Study* shows future plans for realignment of Judge Orr at US Hwy 24 to improve the intersection and provide an intersection angle closer to 90 degrees.

Curtis Road is a two-lane roadway that extends south from the intersection of US Hwy 24/ Stapleton Road intersection to Drennan Road. It is shown as a two-lane, rural Principal Arterial on El Paso County's *2040 Major Transportation Corridors Plan* and a four-lane Principal Arterial on the *Preserved Corridor Network Plan*. Adjacent to the site, the posted speed limit is 45 mph. Both intersections of Curtis Road/Judge Orr Road and Curtis Road/Falcon Highway are two-way, stop-sign controlled. The newer section north of Judge Orr was constructed to current *ECM* standards with paved shoulders, etc. Generally, Curtis Road is an "unimproved," two-lane paved road between Judge Orr and Falcon Highway.

Falcon Highway extends from US Hwy 24 to Ellicott Highway and is classified as a two-lane Minor Arterial on the 2040 El Paso County *MTCP*. Adjacent to the site, the posted speed limit is 55 mph. Currently, the intersection of Falcon Highway/Curtis Road has an auxiliary right-turn lane on the eastbound approach and auxiliary left-turn lanes on the northbound and southbound approaches. The westbound approach is currently a single lane at the two-way stop-sign-controlled (TWSC) intersection of Falcon Highway/Curtis Road.

Meridian Road extends north from South Blaney Road to County Line Road. The Meridian Road project connecting "New Meridian" Road to US Hwy 24 has been completed. As classified on the County's *MTCP*, Meridian Road is shown as a:

- Four-lane Principal Arterial south of Rex Road
- Four-lane Minor Arterial north of Rex Road
- Two-lane Minor Arterial north of Murphy Road and south of Falcon Highway

Existing Traffic Volumes

Vehicular-turning-movement counts were conducted at the study-area intersections. Figure 3 shows these turning-movement volumes, as well as the average weekday traffic volumes (estimated based on factored peak-hour count data) on the study-area roadways. Raw count data are attached.

PEDESTRIAN AND BICYCLE FACILITIES

The following roadway improvement projects have been identified as being needed by the year 2040 per Map 15 and Table 5 of El Paso County's 2016 *MTCP*:

- M4 – Falcon Highway from Meridian Road to South Peyton Highway
  - Bicycle and secondary regional trail improvements (6.95 miles)
- M7 – Elbert Road from US 24 to Judge Orr Road
  - Bicycle improvements (2.32 miles)
- M8 – Judge Orr Road from Eastonville Road to South Peyton Highway
  - Bicycle improvements (2.98 miles)
- M9 – Stapleton Road from Meridian Road to US 24
  - Bicycle improvements (2.56 miles)

TRIP GENERATION

Estimates of the vehicle trips projected to be generated by Meadowlake Industrial Park have been made using the nationally published trip-generation rates from *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE). Corresponding trip-generation rates from the following ITE Land Use Categories have been used to develop the trip-generation estimates for site buildout:

- "130 – Industrial Park"
- "770 – Business Park"
- "821 – Strip Retail Plaza w/o Supermarket (40-150 KSF)

Table 2 below presents a summary of the estimated site trip generation. A detailed trip-generation estimate for the industrial park, including ITE rates for the proposed land uses, is presented in (attached).

Table 2: Estimated External Site Vehicle-Trip Generation

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour*	890	264	1,154
Evening Peak Hour*	522	1030	1,522
Daily/24-hour	6,576	6,576	13,152
*Less Internal Capture Trips			

Pass-By Trips

The total number of trips to be generated by the site has also been aggregated by trip type to account for pass-by trips. A pass-by trip is one made by a motorist who would already be on an adjacent road regardless of the proposed development, but who stops in at the site while passing by. That pass-by motorist would then continue on his or her way to a final destination in the original direction. Table 6 (attached) shows the percent of the trips generated that were assumed to be pass-by trips. The passby trip percentage of 34 percent has been based on data from the *Trip Generation Handbook - An ITE Proposed Recommended Practice, 3rd Edition, 2014* by ITE.

Analysis accounts for pass-by trips from Curtis Road & Falcon Highway. The ITE-average percent pass-by trips for shopping-related land uses were used for this study, as summarized in Table 6. The resulting trip estimate is shown in Table 6.

The proposed Meadowlake Industrial Park is projected to generate about 13,152 new, external vehicle trips on the average weekday during a 24-hour period, with approximately half entering and half exiting the site. During the morning peak hour, approximately 890 entering vehicles and 264 exiting vehicles would be generated (less internal capture trips). Approximately 522 entering

and 1,030 exiting vehicles (less internal capture trips) would be generated by the site during the evening peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

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 4 shows the percentages of the site-generated vehicle trips projected to be oriented to and from the site's major approaches. Estimates have been based on the following factors: the proposed general land uses, the area roadway system serving the site, and the site's geographic location relative to the overall greater El Paso County/Colorado Springs area.

Site-Generated Traffic

Short-Term

Short-term site-generated traffic volumes have been estimated at the study area intersections. The volumes have been calculated by applying the short-term directional distribution percentages estimated by LSC (from Figure 4) to the trip-generation estimates (from Table 6). Figure 6 shows the projected site-generated traffic volumes for the weekday morning and evening peak hours. The figure also shows the estimated average daily traffic volumes (ADTs).

Long-Term

Long-term site-generated traffic volumes have been estimated at the study area intersections. The volumes have been calculated by applying the long-term directional distribution percentages estimated by LSC (from Figure 5) to the trip-generation estimates (from Table 6). Figure 7 shows the projected site-generated traffic volumes for the weekday morning and evening peak hours. The figure also shows the estimated average daily traffic volumes (ADTs).

Existing-Plus-Site-Generated Traffic Volumes

Figure 8 shows the sum of the existing traffic volumes (from Figure 3) and short-term site-generated peak-hour traffic volumes (shown in Figure 6). These volumes represent the projected short-term total traffic following site buildout. Laneage and traffic control at the study-area intersections following site buildout are shown in Figure 8.

2042 Background Traffic Volumes

The 2040 background traffic volumes are generally based on the projections presented in the *MTCP*, but adjustments have been made to account for the removal of the PUD, urban-density

land use and corresponding trip generation from the former Santa Fe Springs development area. For more information and details, please refer to PCD File Nos. P178 through P1714. The County rezoned the former Santa Fe Springs development parcels to A-5, A-35, F-5, RR.5, RR2.5, and RR-2, which replaced the Santa Fe Springs PUD 1 zoning.

US Hwy 24 volumes are estimates by LSC based, in part, on the Colorado Department of Transportation *US 24 Planning and Environmental Linkages Study Final Corridor Conditions Report* (dated December 2016). These volumes assume the 2040 roadway system including the extension of Stapleton Road west to Briargate Parkway. Traffic from the proposed Meadowlake Industrial Park is **not** included in the 2040 **background** traffic volumes.

2042 Total Traffic Volumes

Figure 10 shows the sum of 2042 background traffic volumes (from Figure 9) plus long-term site-generated traffic volumes (from Figure 7).

LEVEL OF SERVICE ANALYSIS

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 3 shows the level of service delay ranges for signalized and unsignalized intersections.

Table 3: Intersection Levels of Service Delay Ranges

	Signalized Intersections	Unsignalized Intersections
Level of Service	Average Control Delay (seconds per vehicle)	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.		

LOS values have been included on each figure for each turning movement/approach during the weekday morning and evening peak hours for the proposed site access intersections and off-site intersections in the study area:

Figure 3: Existing Traffic, Lane Geometry, Traffic Control, and LOS
Figure 8: Existing + Site Traffic, Lane Geometry, Traffic Control, and LOS

Figure 9: 2040 Background Traffic, Lane Geometry, Traffic Control, and LOS
Figure 10: 2040 Background + Site Traffic, Lane Geometry, Traffic Control, and LOS

LOS calculations for long-term scenarios were based upon the recommended lane geometries and traffic controls outlined in the figures above.

Falcon Highway/Proposed Three-Quarter Site Access

All individual turning movements and approaches are projected to operate at LOS C or better through the 2040 horizon year. This analysis assumes that the southbound left-turn movement would be prohibited (three-quarter-movement intersection configuration). Please refer to Figure 8 and Figure 10 for recommended lane configurations and LOS summaries at this intersection during the short- and long-term scenarios, respectively.

Curtis Road/North Full-Movement Site Access

Short-Term

See comment on Figure 2. Please note if the deviation request is denied, the TIS report will need to be revised based on a single access from Curtis Road.

The eastbound-left turn peak hour of the short-term total scenario. It is not uncommon for minor-street movements like this to operate at LOS E (or even LOS F) during peak periods. Gaps created by traffic control improvements at the nearby intersection of Falcon Highway/Curtis Road would allow for vehicles to exit the site from this access, as the approach has a volume-to-capacity (v/c) ratio below 1.0.

All other individual turning movements and approaches are projected to operate at LOS D or better during the short-term as a two-way stop-sign-controlled intersection with the following auxiliary turn lanes: southbound right-turn deceleration lane, southbound right-turn acceleration lane, and northbound left-turn deceleration lane. Please refer to Figure 8 for recommended lane configurations and LOS summaries at this intersection during the short-term scenario.

Long-Term

Please refer to Figure 10 for recommended lane configurations and LOS summaries at this intersection during the long-term scenario:

- The eastbound left-turning movement is projected to operate at LOS F during both long-term peak hours if the intersection were to operate as two-way stop-sign-controlled.
- All individual turning movements would operate at LOS D or better if this intersection were to be signalized
- If the intersection were to be converted to a two-lane roundabout, all individual approaches would operate at LOS C or better during the long term.

Curtis Road/South (3/4-Movement) Site Access

Short-Term

All individual turning movements and approaches are projected to operate at LOS C or better through the long term as a two-way stop-sign-controlled intersection with the following auxiliary turn lanes: southbound right-turn deceleration lane, southbound right-turn acceleration lane, and northbound left-turn deceleration lane. Please refer to Figure 8 and Figure 10 for recommended lane configurations and LOS summaries at this intersection during the short- and long-term scenarios, respectively.

US Highway 24/Stapleton Road

Short-Term

Currently, the intersection of US Hwy 24/Stapleton is two-way stop-sign-controlled (TWSC). The following turning movements currently operate at LOS E or worse, with or without the addition of site-generated traffic: northwest-bound left, northwest-bound through, southeast-bound left, and southeast-bound through.

Once signalized, all individual turning movements and the intersection overall currently operate at and are projected to operate at LOS C or better during both short-term peak hours, with or without the addition of site-generated traffic.

Long-Term

Based on the long-term scenario analyzed in this report, dual left-turn lanes are projected to be constructed to all approaches at the intersection of US Hwy 24/Stapleton Road. Additionally, all approaches on US Hwy 24 and Stapleton Road would be improved to two through lanes in each direction. Assuming the planned future traffic-signal control, all individual turning movements and the intersection overall are projected to operate at LOS D or better during both long-term peak hours, with or without the addition of site-generated traffic. Please refer to Figure 9 and Figure 10 for anticipated/assumed future lane geometry and LOS at this intersection.

Judge Orr Road/Curtis Road

Short-Term

Currently, all individual approaches/turning movements at the intersection of Judge Orr/Curtis operate at LOS B or better during both peak hours. The northbound-left and southbound-left turning movements are projected to operate at LOS E during the short-term with the addition of site-generated traffic, if the intersection were to remain TWSC or have all-way stop-sign control.

If the intersection of Judge Orr/Curtis were to be converted to a roundabout, all individual turning movements would operate at LOS C or better during the short-term buildout scenario.

Long-Term

If the intersection of Judge Orr/Curtis were to be converted from TWSC to a roundabout, all individual turning movements would operate at LOS B or better during both peak hours of the long-term buildout scenario. This intersection improvement was previously recommended in the Saddlehorn Ranch traffic study. Additionally, all approaches on Judge Orr Road and Curtis Road would be improved to two through lanes in each direction (per the 2040 *MTCP*).

Falcon Highway/Curtis Road

Short-Term

Currently, all individual approaches/turning movements at the intersection of Falcon Highway/Curtis Road operate at LOS D or better during both peak hours. The northbound left-turn, northbound-through/right, southbound through, and southbound left-turn movements are projected to operate at LOS E or worse during the short-term with the addition of site-generated traffic. If the intersection of Falcon Highway/Curtis Road were to be converted from TWSC to a roundabout, all individual turning movements would operate at LOS B or better during the short-term buildout scenario.

Long-Term

If the intersection of Falcon Highway/Curtis Road were to be converted from TWSC to a roundabout, all individual turning movements would operate at LOS C or better during both peak hours of the long-term buildout scenario. This intersection improvement was previously recommended in the Saddlehorn Ranch traffic study. Additionally, all approaches at the Falcon Highway/Curtis Road intersection would be improved to two through lanes in each direction (per the 2040 *MTCP*).

AUXILIARY TURN-LANE ANALYSIS, INTERSECTION CONFIGURATION, AND TRAFFIC CONTROL

Auxiliary Turn-Lane Requirements

update sentence. Which intersection are you referring to?

All auxiliary left- and right-turn lanes at this intersection would be required to meet the County's *Engineering Criteria Manual*'s (*ECM*) auxiliary turn-lane-length criteria for each roadway's respective design speed.

Deceleration lanes shall meet design criteria specified in El Paso County's *Engineering Criteria Manual* (*ECM* Tables 2-24 and 2-27) or the Colorado State Highway Access Code (CDOT) for US Hwy 24.

Table 4

Why was expressway removed? Include the Expressway information that was provided with the March 26, 2021 TIS.

Turn-Lane Criteria

Table summarizes peak-hour auxiliary thresholds according to *ECM* criteria. Roadway classifications for key the vicinity of the site include:

- Principal Arterial – Curtis Road, Meridian Road
- Minor Arterial – Judge Orr Road, Falcon Highway

Table 4: *ECM* Auxiliary Turn-Lane Thresholds by

Functional Classification	Deceleration Lanes	
	Left	Right
Principal Arterial	10+ vph	25+ vph
Minor Arterial and Lower	25+ vph	50+ vph
* May be required if the design would benefit safety Note: vph = vehicles per hour		

Based on projected volumes and *ECM* criteria summarized be required for the following turning movements at the foll

Table 3 summarizes peak-hour auxiliary left- and right-turn lane thresholds according to *ECM* criteria. Roadway classifications for key thoroughfares in the vicinity of the site include:

- Expressway – US Highway 24
- Principal Arterial – Curtis Road, Meridian Road
- Minor Arterial – Judge Orr Road, Falcon Highway
- Non-Residential Collector – all proposed site accesses

Table 3: *ECM* Auxiliary Turn-Lane Thresholds by Functional Classification

Functional Classification	Deceleration Lanes		Acceleration Lanes	
	Left	Right	Left	Right
Expressway	Required	10+ vph	*	10+ vph
Principal Arterial	10+ vph	25+ vph	*	50+ vph
Minor Arterial and Lower	25+ vph	50+ vph	*	Generally not required
* May be required if the design would benefit safety and roadway operations Note: vph = vehicles per hour				

Note: all proposed auxiliary turn lanes at these intersections have been based on the *ECM* design speed for the roadway's classification. However, at the time of Preliminary Plan submittal, these auxiliary turn-lane lengths may be adjusted for storage lengths and/or based on the more site-specific design speed of the adjacent roadway (if different from the *ECM* design speed by general roadway classification).

Falcon Highway/Proposed Three-Quarter Site Access

For the proposed three-quarter-movement intersection configuration, LSC recommends the following auxiliary turn lanes, based on projected site-generated traffic volumes:

- Eastbound left-turn deceleration lane
  - 290-foot deceleration lane
  - 150-foot storage length
  - 240-foot approach taper
  - 55:1 redirect taper length
- Westbound right-turn deceleration lane
  - 290-foot deceleration lane
  - 240-foot approach taper
  - 55:1 redirect taper length

Curtis Road/ North Full-Movement Site Access

Short Term/Long Term

The north site access on Curtis Road, if not constructed as a roundabout, would likely require the following auxiliary turn lanes:

- Southbound right-turn deceleration lane
  - 235-foot deceleration lane
  - 200-foot approach taper
  - 45:1 redirect taper length
- Southbound right-turn acceleration lane
  - 550-foot acceleration lane
  - 13.5:1 transition taper ratio
- Northbound left-turn deceleration lane
  - 235-foot deceleration lane
  - 150-foot storage length
  - 200-foot approach taper
  - 45:1 redirect taper length

Note: if a roundabout is selected for traffic control, the above would not apply. Any auxiliary turn lanes would be identified as part of the roundabout design.

Curtis Road/South Three-Quarter-Movement Site Access

Short Term/Long Term

Update per comment on Figure 2

The south site access on Curtis as an unsignalized, three-quarter movement (turn-restricted) intersection would likely require the following auxiliary turn lanes:

- Southbound right-turn deceleration lane
  - 235-foot deceleration lane
  - 200-foot approach taper
  - 45:1 redirect taper length
- Southbound right-turn acceleration lane
  - 550-foot acceleration lane
  - 13.5:1 transition taper ratio
- Northbound left-turn deceleration lane
  - 235-foot deceleration lane
  - 150-foot storage length
  - 200-foot approach taper
  - 45:1 redirect taper length

Judge Orr Road/Curtis Road

The intersection will likley require improvements/upgrades, including traffic control, in order for all individual turning movements/approaches to operate at an acceptable level of service upon site buildout. The development may be required to participate in future improvements or construct improvements. The intersection could potentially be signed AWSC in the short term once AWSC warrants are met.

Although the "buildout" scenario has been assumed for the "existing + site" (short-term) volumes, this project will likely take a while to build out. As such, the northbound-left-turning movement is projected to operate at LOS F during the short term for this project. Although the roundabout improvements in the Saddlehorn Ranch traffic study were recommended as a long-term improvement, the need for intersection improvements in the "immediate term" could be addressed with Preliminary Plans/site development plans/plats as the project develops over time.

Note: The following auxiliary turn-lane upgrades would not be required if a roundabout were to be constructed at the intersection of Falcon Highway/Curtis Road. However, these auxiliary turn lanes may be needed if two-way stop control or all-way stop-sign control is used as an intermediate traffic condition:

- Eastbound right-turn deceleration lane
    - 290-foot acceleration lane
    - 240-foot approach taper
    - 55:1 redirect taper length

Falcon Highway/Curtis Road

The intersection will likley require improvements/upgrades, including traffic control, in order for all individual turning movements/approaches to operate at an acceptable level of service upon site buildout. The development may be required to participate in future improvements or construct improvements. The intersection of Falcon Highway/Curtis Road could potentially be signed AWSC during the short term once AWSC warrants are met, as all approaches would operate at LOS D or better with AWSC.

Note: The following auxiliary turn-lane upgrades would not be required if a roundabout were to be constructed at the intersection of Falcon Highway/Curtis Road. However, these auxiliary turn lanes may be needed if all-way stop-sign control is used as an intermediate traffic condition:

- Southbound right-turn deceleration lane
    - 235-foot deceleration lane
    - 200-foot approach taper
    - 45:1 redirect taper length
- Eastbound left-turn deceleration lane
    - 290-foot acceleration lane

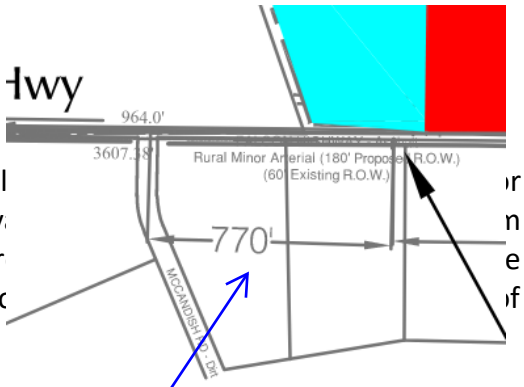
  - 240-foot approach taper
  - 55:1 redirect taper length
- Westbound right-turn deceleration lane
  - 290-foot deceleration lane
  - 240-foot approach taper
  - 55:1 redirect taper length

Please refer to the Improvements Table for a complete list and additional detail.

ROADWAY CLASSIFICATIONS

Classifications of internal streets within the site will be determined with the Preliminary Plan. However, it is most likely that the streets connecting to Curtis Road and Falcon Highway will be classified as Urban Non-Residential Collectors.

ROADWAY SEGMENT IMPROVEMENTS



Curtis Road

Curtis Road should be improved to a two-lane, Principal ır
one-half of a two-lane Principal Arterial with ROW reserv n
centerline for the four-lane Principal Arterial corridor pr e
from Falcon Highway north to connect to the segment c f
the Saddlehorn development to the north

Falcon Highway

Falcon Highway should be improved to a two-lane, Rural Minor Arterial, as shown in the 2040 *MTCP* (Project U5). Dedication of right-of-way for one-half of a two-lane, rural Minor Arterial with ROW reservation for additional width up to 90' from centerline for the four-lane Minor Arterial corridor pre

Update text or Figure 2 so they are consistent.

DEVIATIONS

Deviations may be needed but are not typically included with a rezone submittal. These will be addressed at the Preliminary Plan stage.

  - A deviation may be required at the Preliminary Plan stage for the 805-foot spacing on Falcon Highway between the proposed south access and McCandish Road (existing). The *ECM* requires a minimum of 1/4-mile spacing (1,320 feet) between public street intersections on Rural Minor Arterials.
  - A deviation(s) may be required for the proposed intersection spacing on Curtis Road. The *ECM* r

Staff recommends submitting the deviation request at this time. Per comment on Fig 2 it has been expressed in the past that two access points on Curtis Road is likely to be denied. A single access appears to accommodate the intersection spacing requirement.

on Principal Arterials. Prior direction from Staff would likely apply: "*The deviations would not be a part of this rezone as the actual design layout for the roadways have not been submitted and so that a decision on the deviation[s] does not hold up the rezone project*."

COUNTY ROAD IMPROVEMENT FEE PROGRAM

Transportation Impact Fees

Per *ECM* Appendix B: *State what the current applicable Transportation Impact Fees are and what option the developer will be selecting for payment*.

The applicant will be required to participate in this program. The PID option will be identified with a future Preliminary Plan/Plat submittal.

MTCP Improvements

Per the County TIS Checklist: *State whether the MTCP or other approved corridor study calls for the construction of improvements in the immediate area.*

The following roadway improvement projects have been identified as being needed by the year 2040 per Map 13 and Table 4 of El Paso County's 2016 *MTCP*. Note: this list below is not indicating that this project must complete all these improvements, rather simply echoing a general list from the *MTCP* of nearby improvements called out on the *MTCP*, based on the collective impacts of new development in general. Specific obligations for this project will be addressed with the Preliminary Plan.

- U1 – Curtis Road from Judge Orr Road to State Highway 94 ($35,549,000)
    - Existing conditions – 2-lane Rural Unimproved County Road
    - Future conditions – 2-lane Principal Arterial
- U5 – Falcon Highway from US Hwy 24 to 1 mile east of Curtis Road ($16,509,000)
    - Existing conditions – 2-lane Rural Unimproved County Road
    - Future conditions – 2-lane Minor Arterial
- C12 – Stapleton Road from Towner Road to Judge Orr Road ($41,076,000)
    - Existing conditions – 2-lane Principal Arterial
    - Future conditions – 4-lane Principal Arterial
- C14 – Judge Orr Road from Eastonville Road to Peyton Highway (38,248,000)
    - Existing conditions – 2-lane Minor Arterial
    - Future conditions – 4-lane Minor Arterial

Per the County TIS Checklist: *State whether or not any improvements affected by the project are reimbursable under the current Major Transportation Corridors Plan (MTCP) and Road Fee program.*

The determination of specific "eligible improvements" affected by the project – i.e., which improvements the project will need to construct and determine if those improvements will qualify as eligible for credit (and reimbursement) – will be determined with the Preliminary Plan. This would also include determination of eligible intersection improvements.

MULTI-MODAL TRANSPORTATION AND TDM OPPORTUNITIES

The following roadway improvement projects have been identified as being needed by the year 2040 per Map 15 and Table 5 of El Paso County's 2016 *MTCP*:

- M4 – Falcon Highway from Meridian Road to South Peyton Highway
  - Bicycle and secondary regional trail improvements (6.95 miles)
- M7 – Elbert Road from US Hwy 24 to Judge Orr Road
  - Bicycle improvements (2.32 miles)
- M8 – Judge Orr Road from Eastonville Road to South Peyton Highway
  - Bicycle improvements (2.98 miles)
- M9 – Stapleton Road from Meridian Road to US 24
  - Bicycle improvements (2.56 miles)

Also, the Falcon Park-and-Ride facility recently opened at the intersection of Meridian Road/Swingline Road.

IMPROVEMENTS SUMMARY TABLE

Please refer to Table 1, which presents a summary of improvements.

FINDINGS AND CONCLUSIONS

- The site is projected to generate about 13,152 new, external driveway vehicle trips on the average weekday.
- During the weekday morning peak hour of adjacent street traffic, 890 vehicles would enter the site while 264vehicles would exit (less internal capture trips).
- During the weekday evening peak hour of adjacent street traffic, 522vehicles would enter the site while 1030 vehicles would exit (less internal capture trips).
- In order for both intersections to operate at acceptable levels of service, LSC recommends that the intersections of Curtis Road/Falcon Highway and Curtis Road/Judge Orr Road be converted to roundabouts in the short-term.
- As a TWSC intersection, the eastbound left-turning movement at both proposed site accesses on Curtis Road (Sunriver Drive and Minden Drive) would operate at LOS C or better during the short term but LOS F during the long term. All approaches at both site accesses on Curtis Road are projected to operate at LOS B, during the long-term scenario, if both were converted to roundabouts or channelized-T intersections.
- Please refer to the Improvements Table for a detailed list of roadway system improvements.

- Please refer to the "Auxiliary Turn-Lane Analysis" section above for preliminary recommendations. These are subject to change at the Preliminary Plan stage..
- All major internal streets within the site will likely be designed to meet Urban Non-Residential Collector criteria prescribed in the ECM. Classifications will be determined at the Preliminary Plan stage.
- CDOT State Highway Access Permit applications will be submitted at the Preliminary Plan stage of development when the Land Use(s) and associated trip generation are defined.

* * * * *

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

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E.
Principal

JCH/JAB:jas

Enclosures: Tables 5-6
Figures 1-10
Traffic Count Reports
Synchro Los Reports

Tables

TRANSPORTATION
CONSULTANTS, INC.

Table 6: Detailed Trip-Generation Estimate

ITE		Parcel Sizes on Site Plan			Usable Area		Trip Generation Rates [2]					Total ITE Trips Generated					Internal Capture		% Primary Trips	% Passby Trips	Total "New" External Trips Generated				
		Value	Units [1]	% Floor Area	Value	Units [1]	Average Weekday	A.M.		P.M.		Average Weekday	A.M.		P.M.		Average Weekday	Peak Hours			Average Weekday	A.M.		P.M.	
Code	Description							In	Out	In	Out		In	Out	In	Out						In	Out	In	Out
Currently-Proposed Site Plan																									
130	Industrial Park	174.280	Acres	29%	2201.575	KSF	3.37	0.28	0.06	0.07	0.27	7419	606	142	165	584	0%	0%	100%	0%	7419	606	142	165	584
770	Business Park	9.555	Acres	25%	104.054	KSF	12.44	1.15	0.20	0.32	0.90	1294	119	21	33	94	0%	0%	100%	0%	1294	119	21	33	94
821	Strip Retail Plaza w/o Supermarket (40-150 KSF)	9.555	Acres	18%	74.919	KSF	94.49	2.19	1.34	4.33	4.70	7079	164	100	325	352	5%	10%	66%	34%	4439	97	60	193	209
											Total	**15793**	**890**	**264**	**522**	**1030**				**Total**	**13152**	**823**	**223**	**391**	**887**

[1] KSF = 1,000 square feet

[2] Source: *Trip Generation, 11th Edition (2021)* by the Institute of Transportation Engineers (ITE)

Updated by LSC 05/12/2022

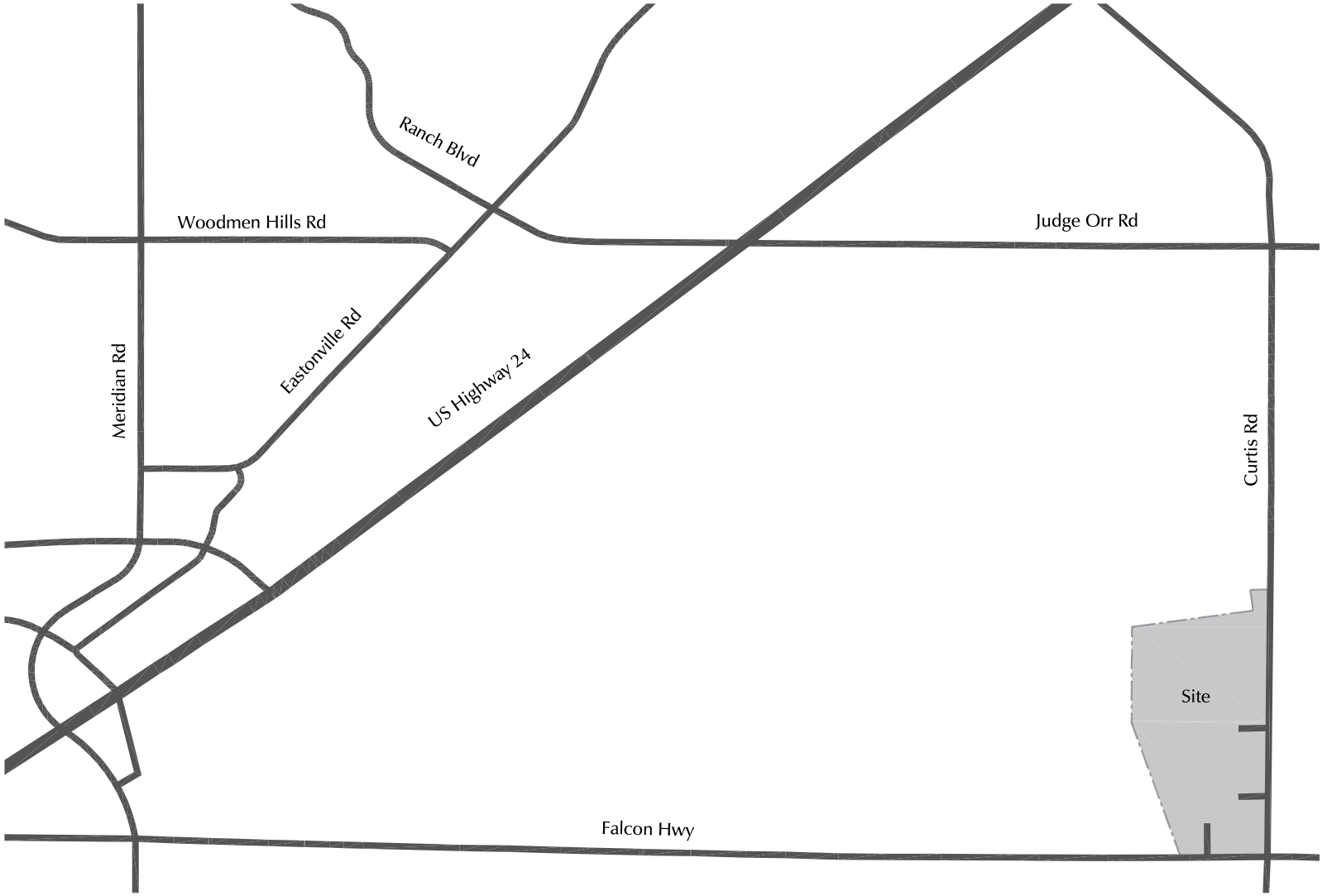
Table 6: Roadway Improvements for Meadowlake Industrial Park

Item #	Improvement	Timing	Responsibility
Roadway Segment Improvements			
1.1	Curtis Road (Short-Term) -- Falcon Hwy to south end of planned Saddlehorn improvements Upgrade to 2-lane Principal Arterial	With this development; potential for phasing with subdivision/plat filings	Details TBD Applicant or potentially with the property on the east side of Curtis Road if that land owner happens to begin developing that property)
1.2	Curtis Road (Long-Term) -- Falcon Hwy to SH 94 Upgrade to 2-Lane Rural Principal Arterial	Shown in 2040 MTCP (Project U1)	Details TBD Applicant will pay fee program traffic impact fees
1.3	Falcon Highway Upgrade to 2-Lane Rural Minor Arterial	Shown in 2040 MTCP (Project U5)	Details TBD Applicant will pay fee program traffic impact fees
1.4	Stapleton Road Widen to 4-Lane Rural Principal Arterial	Shown in 2040 MTCP (Project C12)	Details TBD Applicant will pay fee program traffic impact fees
1.5	Judge Orr Road Widen to 4-Lane Rural Minor Arterial	Shown in 2040 MTCP (Project C14)	Details TBD Applicant will pay fee program traffic impact fees
Adjacent County Arterial Roadway ROW Requirements			
Item #	**Improvement**	**Timing**	**Responsibility**
2.1	Curtis Road 2-Lane Rural Principal Arterial 130' to 150' estimated ROW dedication (Note: 4-lane Rural Principal is 180')	Shown in 2040 MTCP	Applicant (west side - half ROW)
2.2	Curtis Road 4-Lane Rural Principal Arterial 180' right-of-way preservation	Shown in 2060 Corridor Preservation Plan	Applicant (west side - half ROW)
Internal Subdivision Roadways			
Item #	**Improvement**	**Timing**	**Responsibility**
3.1	Construct major internal streets to County Urban Non-Residential Collector Standards (to be determined)	With subdivision/plat filings	Applicant
Off-Site Intersections			
US Highway 24/Stapleton Intersection			
Item #	**Improvement**	**Timing**	**Responsibility**
4.1	Submit Access Permit Application to CDOT	Submit access permit application with the Preliminary Plan stage of the development process when the Land Use(s) and associated trip generation are defined.	Applicant
4.2	Escrow towards cost of signalization	TBD w/Preliminary Plan/Plat	CDOT plans to signalize this intersection based on their priority system. This project is only at the rezone stage. Specific responsibility with respect to this project for possible installation or participation toward the cost of the signal will be addressed at the Preliminary Plan stage of the development process when the Land Use(s) and associated trip generation are defined. The responsibility will be determined with the access permit process and the application will be submitted with the preliminary plan.
US Highway 24/Falcon Highway and US Highway 24/Judge Orr Intersections			
Item #	**Improvement**	**Timing**	**Responsibility**
5.1	Submit Access Permit Application(s) to CDOT as required.	Submit access permit application(s) with the Preliminary Plan or platting/site development plan stage of the development process when the Land Use(s) and associated trip generation are defined.	Applicant
5.2	Potential escrows toward the construction of signals and/or improvements at these intersections.	To be determined as part of the access permit process.	Applicant
Falcon Highway/Meridian Road Intersection			
6.1	Short Term Westbound right-turn deceleration lane	Currently warranted by ECM	Escrow for improvement or construction at the time of development (fee program credit per fee program provisions)
Judge Orr/Curtis Road Intersection			
Item #	**Improvement**	**Timing**	**Responsibility**
7.1	Short Term Eastbound right-turn deceleration lane	Currently warranted by ECM	Escrow for improvement or construction at the time of development (fee program credit per fee program provisions)
7.2	Short Term Potentially sign for all way stop-sign control	Once warrants for AWSC are met	Applicant
7.3	Long Term (or Prior to 2040) Participate on a pro-rata basis with a fair share contribution or upgrade the intersection, potentially including new traffic control, to mitigate substandard level of service, as necessary.	Once LOS of AWSC drops below acceptable levels; and/or once signal warrants are met. Depends on the pace and intensity of development of this site and the rate of other area development and associated background traffic growth.	The applicant will pay fee program traffic impact fees and any required intersection improvments (or participation) may be fee-program eligible for credit based on the program guidelines.
7.4	Long Term (if signalized in the future) Lengthen northbound left-turn deceleration lane	As needed based on future speed limit and turning volume/stacking length criteria	Escrow for improvement or construction if warranted at the time of development (fee program credit per fee program provisions)
Adjacent & Access Intersections			
Curtis Road/Falcon Highway			
Item #	**Improvement**	**Timing**	**Responsibility**
8.1	Short Term/Long Term Change to AWSC traffic control as necessary. Participate on a pro-rata basis with a fair share contribution toward upgrade the intersection, potentially including new traffic control, to mitigate substandard level of service, as necessary. Significant improvments may be needed in the short term if rapid site buildout and area growth occurs. Otherwise, intermediate term.	Once LOS of AWSC drops below acceptable levels; and/or once signal warrants are met. Depends on the pace and intensity of development of this site and the rate of other area development and associated background traffic growth.	The applicant will pay fee program traffic impact fees and any required intersection improvments (or participation) may be fee-program eligible for credit based on the program guidelines.
8.2	Short Term (if planned to be signalized in the future) Construct SB right-turn deceleration lane on Curtis Road approaching Falcon Highway	With subdivision/plat filings, per ECM turning volume thresholds	Escrow for pro-rata share of improvement or construction if warranted at the time of development (fee program credit per fee program provisions)
8.3	Short Term (if planned to be signalized in the future) Construct EB left-turn deceleration lane on Curtis Road approaching Falcon Highway	With subdivision/plat filings, per ECM turning volume thresholds	Escrow for pro-rata share of improvement or construction if warranted at the time of development (fee program credit per fee program provisions)
8.4	Short Term (if planned to be signalized in the future) Construct WB right-turn deceleration lane on Curtis Road approaching Falcon Highway	With subdivision/plat filings, per ECM turning volume thresholds	Escrow for pro-rata share of improvement or construction if warranted at the time of development (fee program credit per fee program provisions)
8.5	Long Term (if planned to be signalized in the future) Lengthen northbound left-turn deceleration lane	As needed based on future speed limit and turning volume/stacking length criteria	Escrow for improvement or construction if warranted at the time of development (fee program credit per fee program provisions)
Falcon Highway/Three-Quarter-Movement Site Access			
Item #	**Improvement**	**Timing**	**Responsibility**
9.1	Short Term Westbound right-turn deceleration lane	With subdivision/plat filings, per ECM turning volume thresholds	Applicant
9.2	Short Term Eastbound left-turn deceleration lane and standard 3/4-movement intersection design	With subdivision/plat filings, per ECM turning volume thresholds	Applicant
9.3	Short Term Southbound right-turn acceleration lane - typically not required (if necessary to maintain acceptable southbound right-turn LOS).	To be determined w/ subdivision/plat filings.	Applicant (if deemed necessary)
Curtis Road/Full-Movement North Site Access			
Item #	**Improvement**	**Timing**	**Responsibility**
	Short Term		
10a.1	Short Term & Long Term w/ Roundabout Option - Construct one-lane modern roundabout, expandable to a two-lane roundabout.	With subdivision/plat filings, per ECM turning volume thresholds	Applicant
OR			
10b.1	Short Term Southbound right-turn deceleration lane on Curtis Rd approaching the site access	With subdivision/plat filings, per ECM turning volume thresholds	Applicant
10b.2	Short Term Northbound left-turn deceleration lane on Curtis Rd approaching the site access	With subdivision/plat filings, per ECM turning volume thresholds	Applicant
10b.3	Short Term Southbound right-turn acceleration lane on Curtis Rd for right-turning traffic exiting the site access	With subdivision/plat filings, per ECM turning volume thresholds	Applicant
10b.4	Long Term Install traffic signal	Once warranted - with site development, as necessary to maintain acceptable intersection operations	Applicant
Curtis Road/Three-Quarter-Movement South Site Access			
Item #	**Improvement**	**Timing**	**Responsibility**
11.1	Short Term Southbound right-turn deceleration lane on Curtis Rd approaching the site access	With subdivision/plat filings, per ECM turning volume thresholds	Applicant
11.2	Short Term Northbound left-turn deceleration lane and standard 3/4-movement intersection design	With subdivision/plat filings, per ECM turning volume thresholds	Applicant
11.3	Short Term Southbound right-turn acceleration lane on Curtis Rd for right-turning traffic exiting the site access	With subdivision/plat filings, per ECM turning volume thresholds	Applicant

Source: LSC Transportation Consultants, Inc. (5/17/2022)

Figures

TRANSPORTATION
CONSULTANTS, INC.



Approximate Scale
NTS

Figure 1

Vicinity Map

Meadowlake Industrial Park (LSC #S214950)

LSC TRANSPORTATION CONSULTANTS, INC.

section spacing for Principal
al is 1/2 mile (2,640). A
tion request application is
red for the County Engineer's
deration. However, based on
correspondence the deviation
ely to be denied. Revise the
or a single access on Curtis
See the attached email
spondence.

se note if the deviation request
nied, the TIS report will need to
vised based on a single
ss from Curtis Road.

From: Daniel Torres
Sent: Wednesday, March 31, 2021 10:00 PM
To: 'Jeff Hodsdon'
Subject: Meadow Lake Industrial Park I201

Hi Jeff,

A deviation request was submitted regarding access to Curtis Rd for this project. I received a decision from Elizabeth after her discussion with Jennifer. A second access onto Curtis will be denied. One access to the east onto Curtis Rd and one to the south onto Falcon Hwy will be permitted. Please let me know if you would like a formal denial of the deviation request for the second access onto Curtis Rd.

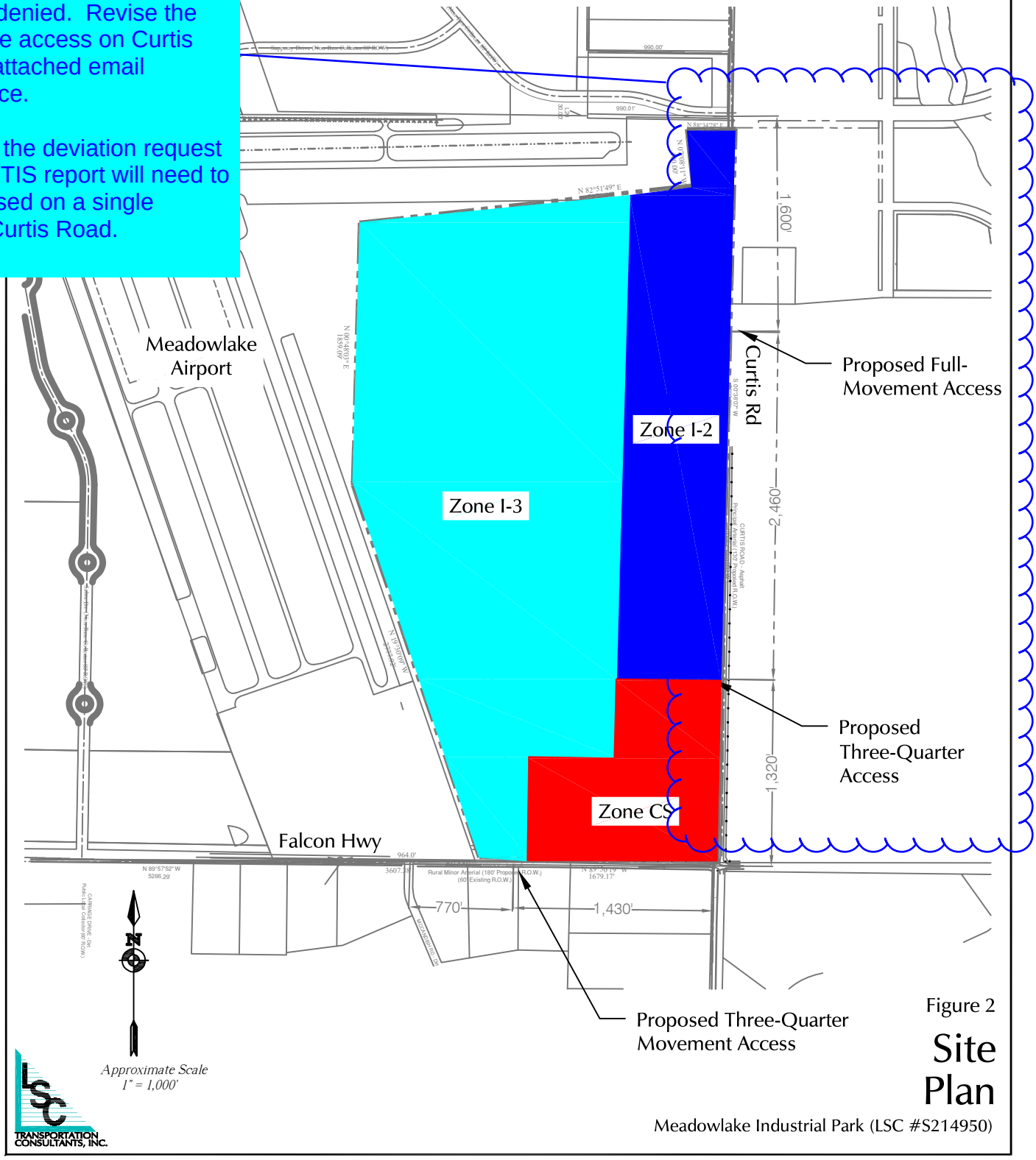


Figure 2

Site Plan

Meadowlake Industrial Park (LSC #S214950)

LSC TRANSPORTATION CONSULTANTS, INC.

10/6/2021

Short-Term Baseline

Short-Term Baseline

Short-Term Baseline

04/21/2022

Approximate Scale
Scale: 1"= 3,000'

Stapleton Rd

Meridian Ranch Blvd

Woodmen Hills Rd

Judge Orr Rd

2,550**

2,000**

2,700*

3,900*

Eastonville Rd

US Highway 24

Meridian Rd

Woodmen Rd

McLaughlin Rd

Rolling Thunder Way

Curtis Rd

SITE

Falcon Hwy

3,900*

4,800*

6,600**

04/20/2022

$\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (vehicles per hour) / PM Weekday Peak-Hour Traffic (vehicles per hour)

X,XXX = Average Daily Traffic (vehicles per day)

$\frac{X}{X}$ = AM Individual Movement Peak-Hour LOS / PM Individual Movement Peak-Hour LOS

$\frac{X}{X}$ = AM Entire Intersection Peak-Hour LOS / PM Entire Intersection Peak-Hour LOS

Note: Based on counts by LSC

* 2016 MTCP ** Estimated by LSC

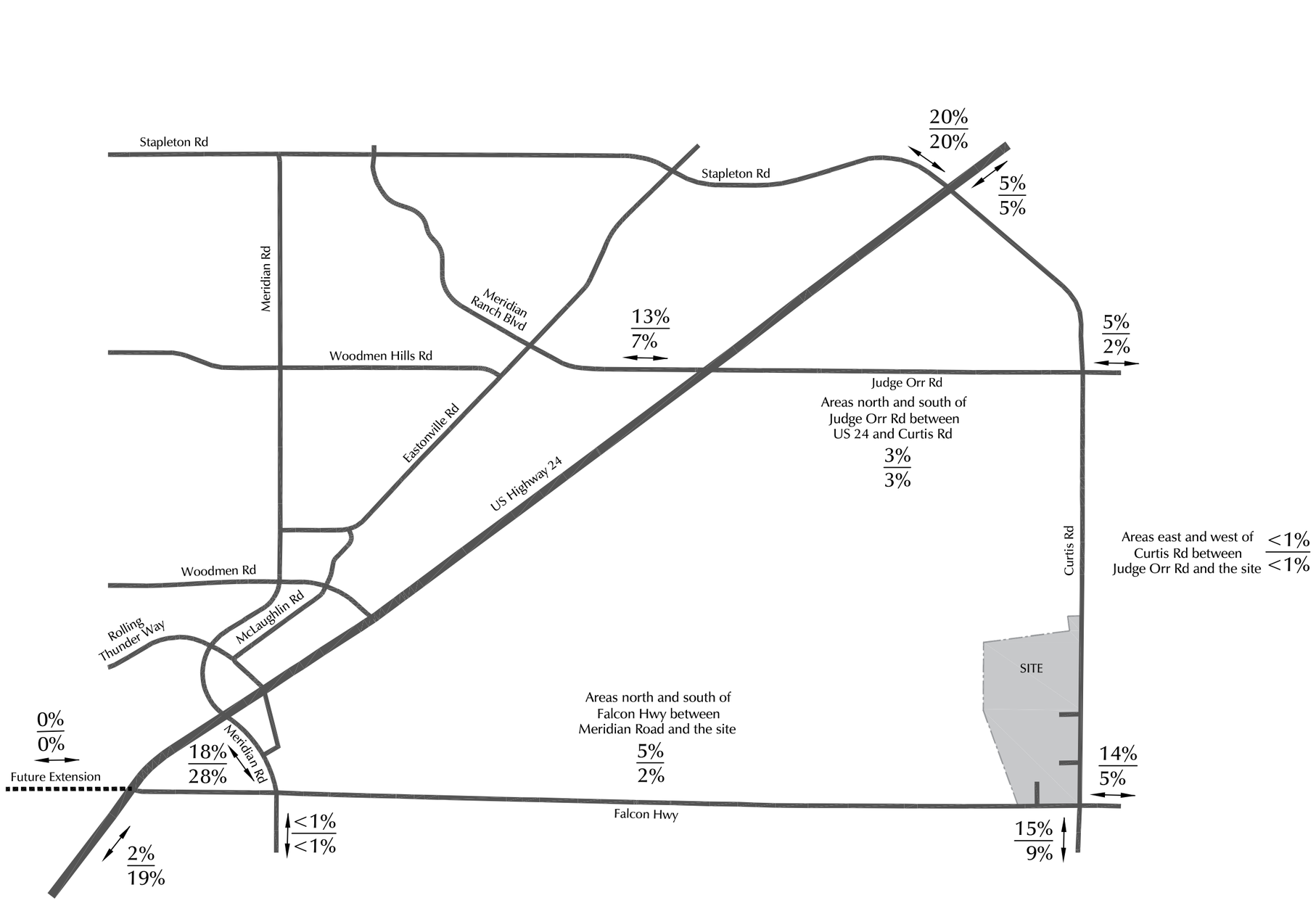
= Traffic Signal = Stop Sign

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 3

Existing Traffic, Lane Geometry, Traffic Control, and Level of Service

Meadowlake Industrial Park (LSC #S214950)



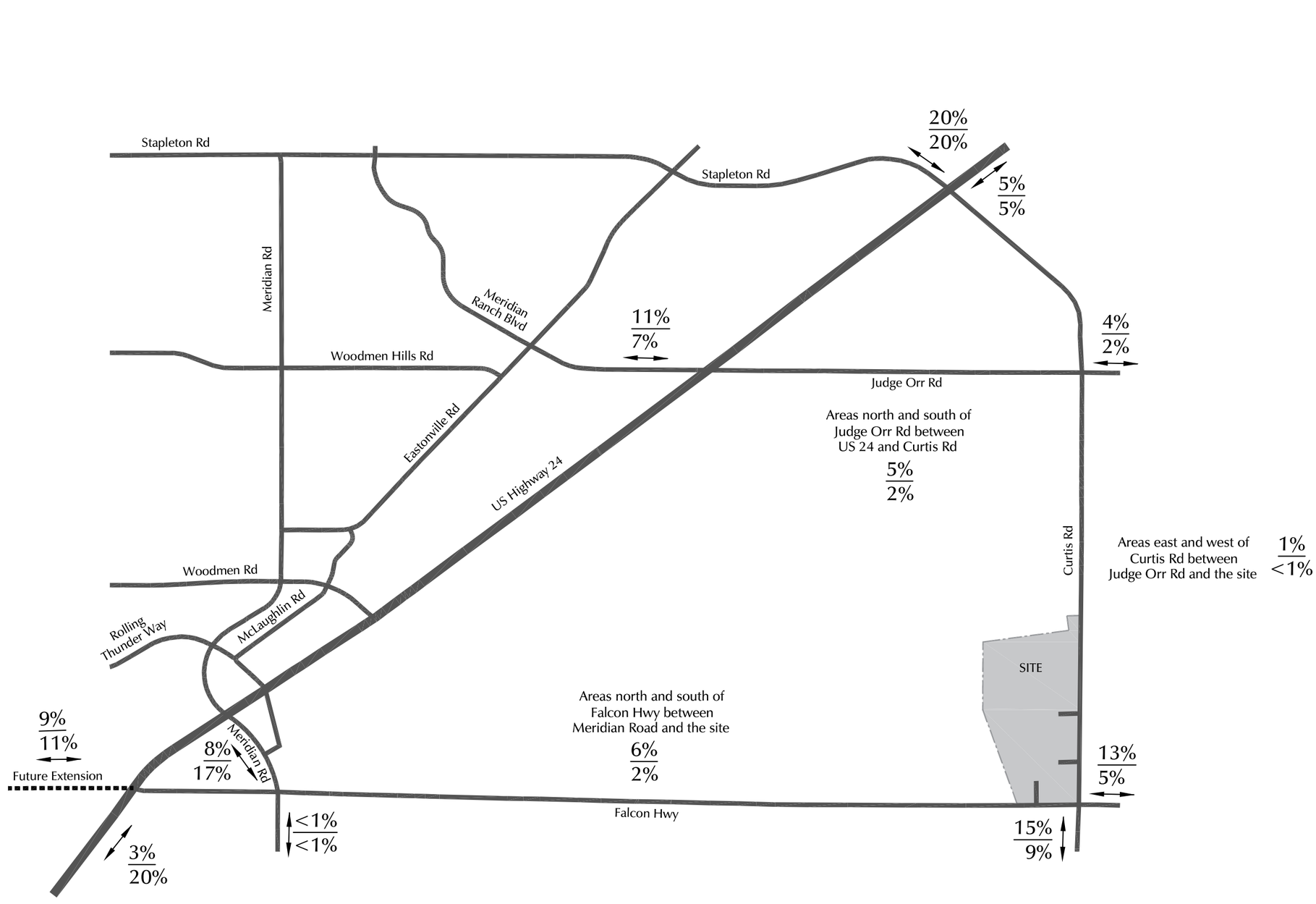
LSC TRANSPORTATION CONSULTANTS, INC.

XX% / XX% = Directional Distribution for Commercial Land Uses / Directional Distribution for Industrial Land Uses

Figure 4

Short-Term Directional Distribution

Meadowlake Industrial Park (LSC #S214950)



XX% / XX% = Directional Distribution for Commercial Land Uses / Directional Distribution for Industrial Land Uses

Figure 5

Long-Term Directional Distribution

Meadowlake Industrial Park (LSC #S214950)

Update the trip distribution exhibit or provide a separate exhibit showing the pass-by and diverted trip distribution.

This appears to be diverted trips but no diverted percentage was identified in Table 6. Provide an explanation in the narrative section of the TIS.

See comments on Figure 2.

Approximate Scale
Scale: 1"= 3,000'

Stapleton Rd
Meridian Ranch Blvd
Woodmen Hills Rd
Eastonville Rd
US Highway 24
Meridian Rd
Woodmen Rd
Rolling Thunder Way
McLaughlin Rd
Judge Orr Rd
Areas north and south of Judge Orr Rd between US 24 and Curtis Rd
400
Areas east and west of Curtis Rd between Judge Orr Rd and the site
67
Curtis Rd
Areas north and south of Falcon Hwy between Meridian Road and the site
534
Falcon Hwy
SITE
2,669
667
3,336
467
1,334
1,734
4,203
3,069
4,470
1,401
4,497
4,747
4,100
1,268
5,004
1,601

XX / XX = AM Weekday Peak-Hour Traffic (vehicles per hour) / PM Weekday Peak-Hour Traffic (vehicles per hour)
X,XXX = Average Daily Traffic (vehicles per day)

TRANSPORTATION CONSULTANTS, INC.

Figure 6

Short-Term Site-Generated Traffic

Meadowlake Industrial Park (LSC #S214950)

Approximate Scale
Scale: 1" = 3,000'

Stapleton Rd

2,669

667

3,336

Judge Orr Rd

534

Woodmen Hills Rd

1,468

2,135

Meridian Ranch Blvd

Areas north and south of
Judge Orr Rd between
US 24 and Curtis Rd
667

4,537

Eastonville Rd

US Highway 24

Areas east and west of
Curtis Rd between
Judge Orr Rd and the site
133

Curtis Rd

Meridian Rd

Woodmen Rd

McLaughlin Rd

Rolling Thunder Way

SITE

4,471

4,695

1,735

Areas north and south of
Falcon Hwy between
Meridian Road and the site
801

Meridian Rd

1,067

2,668

Future Extension

1,201

1,601

Falcon Hwy

4,177

3,469

2,001

400

XX / XX = AM Weekday Peak-Hour Traffic (vehicles per hour) / PM Weekday Peak-Hour Traffic (vehicles per hour)

X,XXX = Average Daily Traffic (vehicles per day)

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 7

Long-Term Site-Generated Traffic

Meadowlake Industrial Park (LSC #S214950)

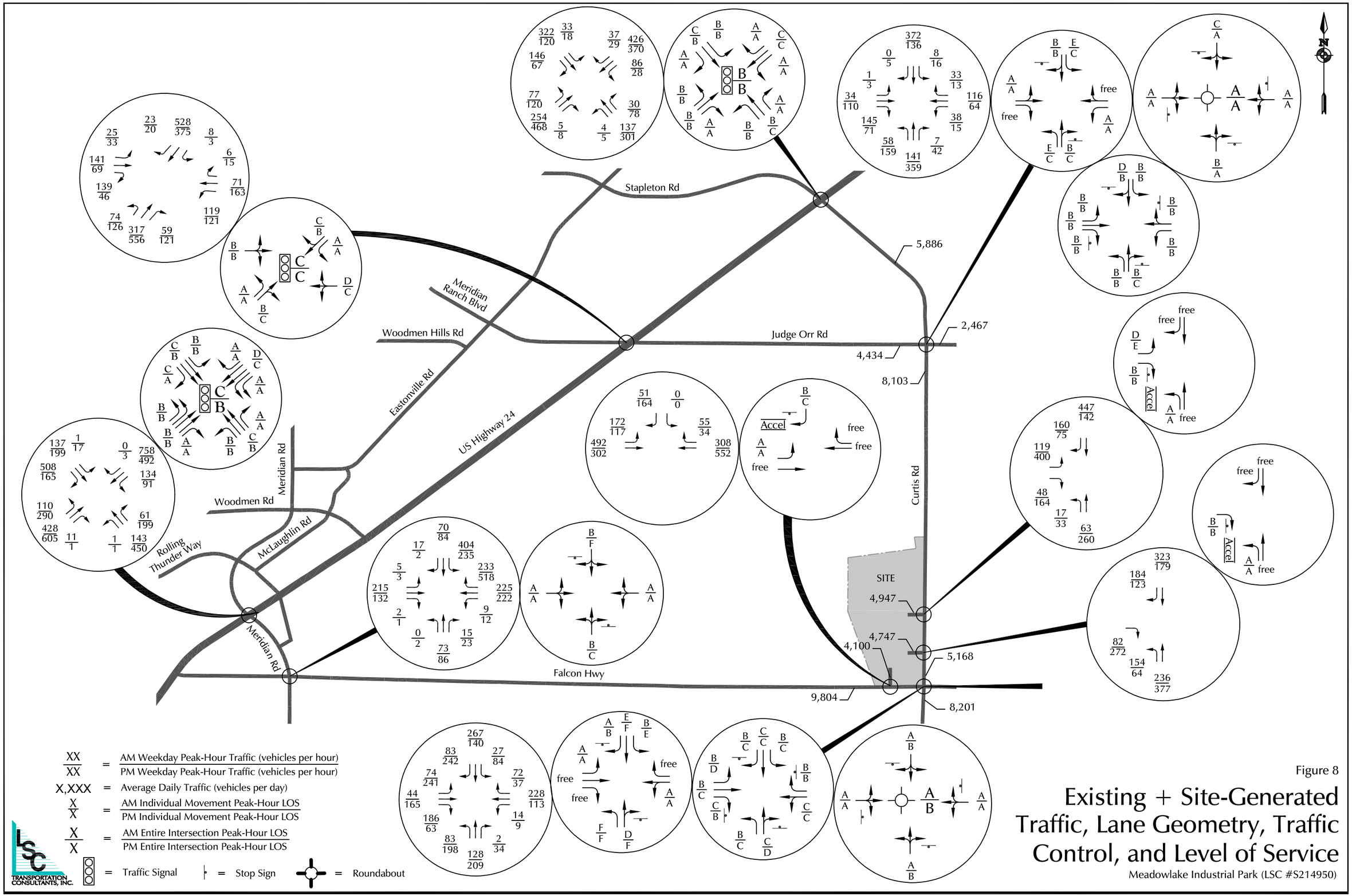


Figure 8

Existing + Site-Generated Traffic, Lane Geometry, Traffic Control, and Level of Service

Meadowlake Industrial Park (LSC #S214950)

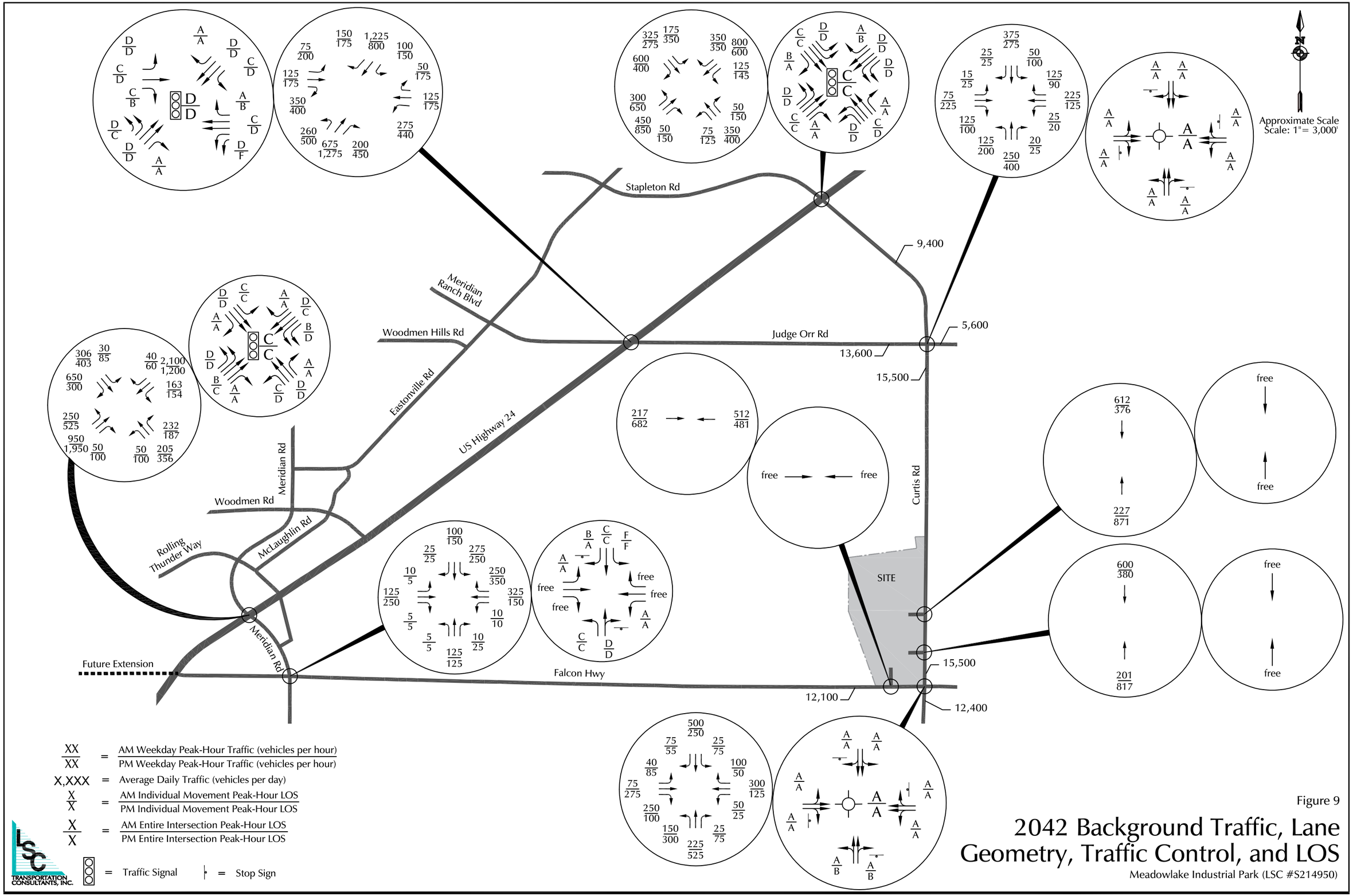


Figure 9

2042 Background Traffic, Lane Geometry, Traffic Control, and LOS

Meadowlake Industrial Park (LSC #S214950)

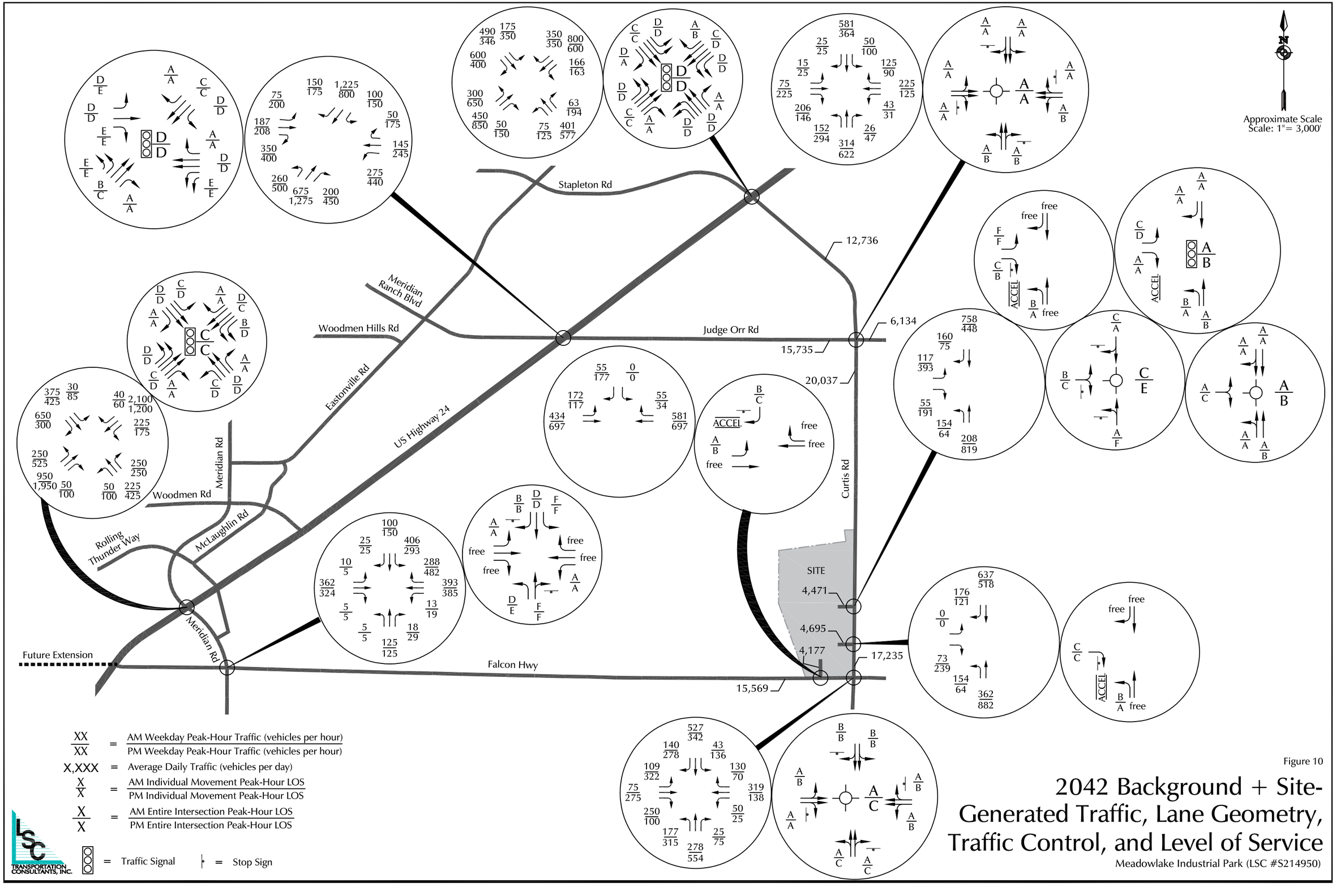


Figure 10

2042 Background + Site-Generated Traffic, Lane Geometry, Traffic Control, and Level of Service

Meadowlake Industrial Park (LSC #S214950)

Traffic Counts

TRANSPORTATION
CONSULTANTS, INC.

LSC Transportation Consultants, Inc.

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

File Name : Curtis Rd - Falcon Hwy AM
Site Code : S214950
Start Date : 4/20/2022
Page No : 1

Groups Printed- Unshifted

	Curtis Rd Southbound					Falcon Hwy Westbound					Curtis 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	12	0	0	12	2	15	2	0	19	0	4	4	0	8	12	1	0	0	13	52
06:35	0	14	1	0	15	1	15	2	0	18	0	3	4	0	7	13	0	0	0	13	53
06:40	0	13	0	0	13	2	14	3	0	19	0	4	5	0	9	15	1	0	0	16	57
06:45	0	20	0	0	20	1	13	1	0	15	0	4	4	0	8	6	3	0	0	9	52
06:50	0	18	0	0	18	0	15	1	0	16	0	5	4	0	9	19	1	0	0	20	63
06:55	0	15	0	0	15	5	19	2	0	26	0	7	4	0	11	16	5	0	0	21	73
Total	0	92	1	0	93	11	91	11	0	113	0	27	25	0	52	81	11	0	0	92	350
07:00	0	19	2	0	21	4	19	1	0	24	0	3	4	0	7	11	3	2	0	16	68
07:05	2	23	0	0	25	5	26	2	0	33	0	5	1	0	6	10	3	1	0	14	78
07:10	2	23	0	0	25	5	16	1	0	22	0	9	2	0	11	16	4	0	0	20	78
07:15	3	23	1	0	27	4	18	1	0	23	0	10	6	0	16	15	1	1	0	17	83
07:20	3	20	2	0	25	4	19	1	0	24	1	8	5	0	14	23	2	0	0	25	88
07:25	2	11	1	0	14	4	20	0	0	24	0	6	7	0	13	15	6	0	0	21	72
07:30	3	18	0	0	21	2	20	1	0	23	0	6	8	0	14	14	4	2	0	20	78
07:35	2	22	1	0	25	3	11	3	0	17	1	6	4	0	11	25	9	2	0	36	89
07:40	0	28	2	0	30	4	13	0	0	17	0	6	7	0	13	16	3	0	0	19	79
07:45	1	21	1	0	23	1	10	3	0	14	0	4	5	0	9	12	4	1	0	17	63
07:50	1	15	0	0	16	2	9	0	0	11	0	1	2	0	3	10	3	0	0	13	43
07:55	0	11	1	0	12	4	11	1	0	16	1	2	7	0	10	17	6	1	0	24	62
Total	19	234	11	0	264	42	192	14	0	248	3	66	58	0	127	184	48	10	0	242	881
08:00	0	19	2	0	21	0	18	0	0	18	0	2	12	0	14	13	6	0	0	19	72
08:05	2	7	2	0	11	0	15	1	0	16	1	2	2	0	5	12	5	0	0	17	49
08:10	1	14	0	0	15	1	11	1	0	13	1	2	7	0	10	10	5	3	0	18	56
08:15	0	7	0	0	7	1	8	1	0	10	0	3	4	0	7	9	6	0	0	15	39
08:20	1	8	0	0	9	2	17	1	0	20	0	3	7	0	10	11	9	0	0	20	59
08:25	0	4	0	0	4	3	9	2	0	14	0	2	6	0	8	7	7	1	0	15	41
Grand Total	23	385	16	0	424	60	361	31	0	452	5	107	121	0	233	327	97	14	0	438	1547
Apprch %	5.4	90.8	3.8	0		13.3	79.9	6.9	0		2.1	45.9	51.9	0		74.7	22.1	3.2	0		
Total %	1.5	24.9	1	0	27.4	3.9	23.3	2	0	29.2	0.3	6.9	7.8	0	15.1	21.1	6.3	0.9	0	28.3	

LSC Transportation Consultants, Inc.

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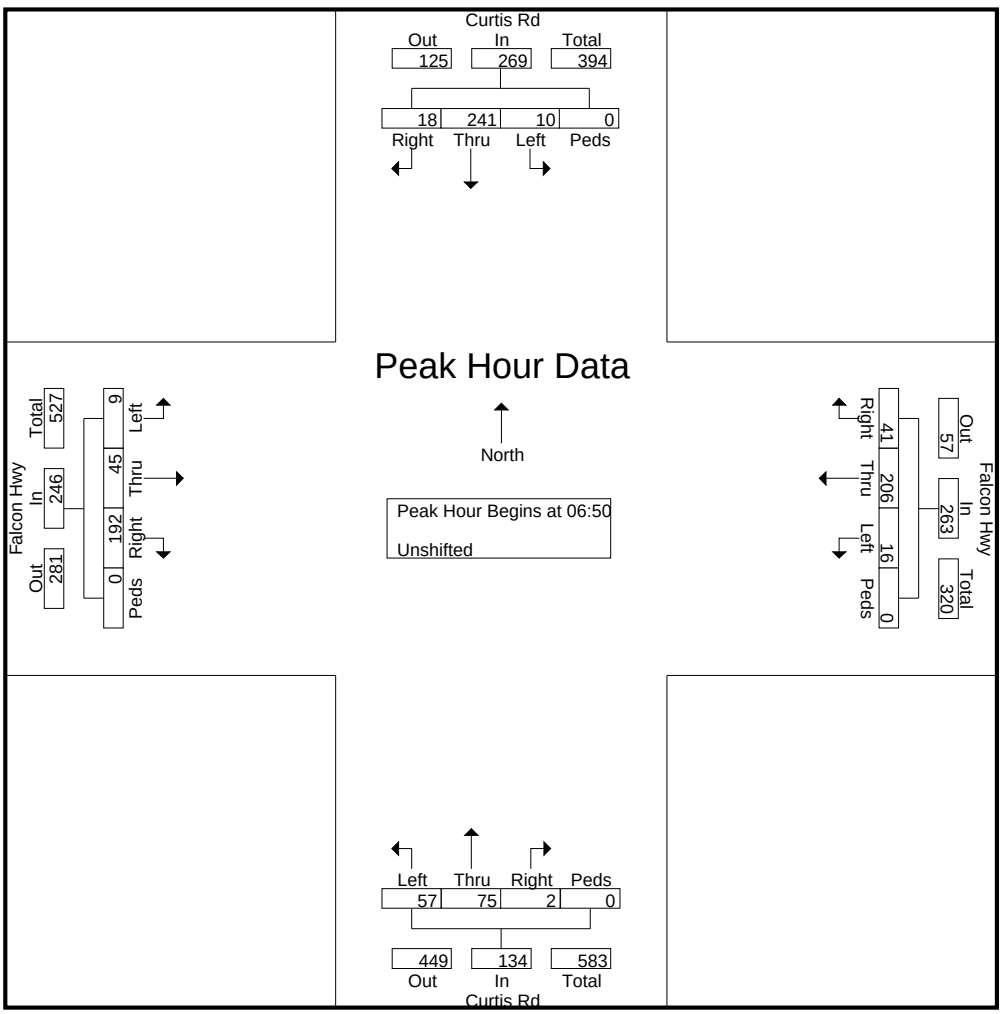
719-633-2868

File Name : Curtis Rd - Falcon Hwy AM
Site Code : S214950
Start Date : 4/20/2022
Page No : 2

	Curtis Rd Southbound					Falcon Hwy Westbound					Curtis 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 06:50																					
06:50	0	18	0	0	18	0	15	1	0	16	0	5	4	0	9	19	1	0	0	20	63
06:55	0	15	0	0	15	**5**	19	2	0	26	0	7	4	0	11	16	5	0	0	21	73
07:00	0	19	**2**	0	21	4	19	1	0	24	0	3	4	0	7	11	3	**2**	0	16	68
07:05	2	23	0	0	25	5	**26**	2	0	**33**	0	5	1	0	6	10	3	1	0	14	78
07:10	2	23	0	0	25	5	16	1	0	22	0	9	2	0	11	16	4	0	0	20	78
07:15	**3**	23	1	0	27	4	18	1	0	23	0	**10**	6	0	**16**	15	1	1	0	17	83
07:20	3	20	2	0	25	4	19	1	0	24	**1**	8	5	0	14	23	2	0	0	25	88
07:25	2	11	1	0	14	4	20	0	0	24	0	6	7	0	13	15	6	0	0	21	72
07:30	3	18	0	0	21	2	20	1	0	23	0	6	**8**	0	14	14	4	2	0	20	78
07:35	2	22	1	0	25	3	11	**3**	0	17	1	6	4	0	11	**25**	**9**	2	0	**36**	**89**
07:40	0	**28**	2	0	**30**	4	13	0	0	17	0	6	7	0	13	16	3	0	0	19	79
07:45	1	21	1	0	23	1	10	3	0	14	0	4	5	0	9	12	4	1	0	17	63
Total Volume	18	241	10	0	269	41	206	16	0	263	2	75	57	0	134	192	45	9	0	246	912
% App. Total	6.7	89.6	3.7	0		15.6	78.3	6.1	0		1.5	56	42.5	0		78	18.3	3.7	0		
PHF	.500	.717	.417	.000	.747	.683	.660	.444	.000	.664	.167	.625	.594	.000	.698	.640	.417	.375	.000	.569	.854

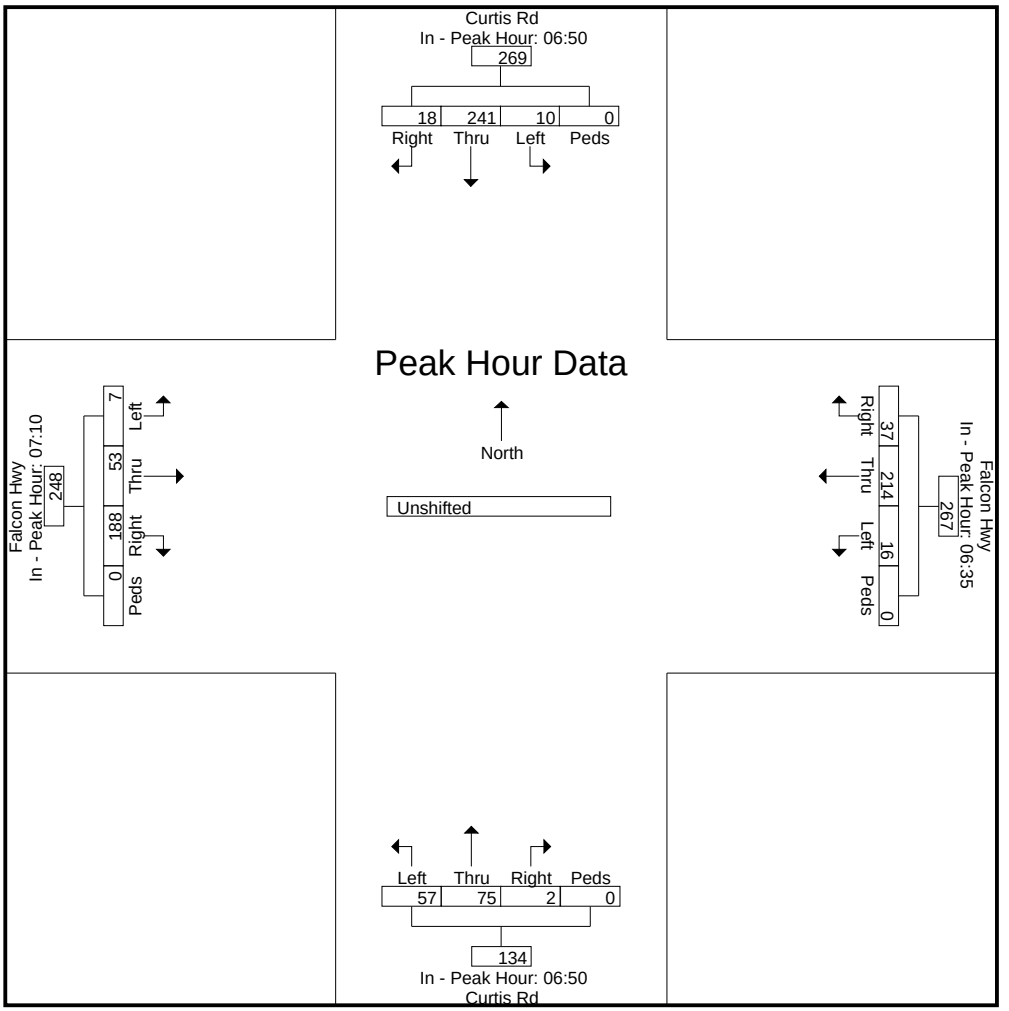


LSC Transportation Consultants, Inc.

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

File Name : Curtis Rd - Falcon Hwy AM
Site Code : S214950
Start Date : 4/20/2022
Page No : 3

	Curtis Rd Southbound					Falcon Hwy Westbound					Curtis 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:																					
	06:50					06:35					06:50					07:10					
+0 mins.	0	18	0	0	18	1	15	2	0	18	0	5	4	0	9	16	4	0	0	20	
+5 mins.	0	15	0	0	15	2	14	**3**	0	19	0	7	4	0	11	15	1	1	0	17	
+10 mins.	0	19	**2**	0	21	1	13	1	0	15	0	3	4	0	7	23	2	0	0	25	
+15 mins.	2	23	0	0	25	0	15	1	0	16	0	5	1	0	6	15	6	0	0	21	
+20 mins.	2	23	0	0	25	**5**	19	2	0	26	0	9	2	0	11	14	4	**2**	0	20	
+25 mins.	**3**	23	1	0	27	4	19	1	0	24	0	**10**	6	0	**16**	**25**	**9**	2	0	**36**	
+30 mins.	3	20	2	0	25	5	**26**	2	0	**33**	**1**	8	5	0	14	16	3	0	0	19	
+35 mins.	2	11	1	0	14	5	16	1	0	22	0	6	7	0	13	12	4	1	0	17	
+40 mins.	3	18	0	0	21	4	18	1	0	23	0	6	**8**	0	14	10	3	0	0	13	
+45 mins.	2	22	1	0	25	4	19	1	0	24	1	6	4	0	11	17	6	1	0	24	
+50 mins.	0	**28**	2	0	**30**	4	20	0	0	24	0	6	7	0	13	13	6	0	0	19	
+55 mins.	1	21	1	0	23	2	20	1	0	23	0	4	5	0	9	12	5	0	0	17	
Total Volume	18	241	10	0	269	37	214	16	0	267	2	75	57	0	134	188	53	7	0	248	
% App. Total	6.7	89.6	3.7	0		13.9	80.1	6	0		1.5	56	42.5	0		75.8	21.4	2.8	0		
PHF	.500	.717	.417	.000	.747	.617	.686	.444	.000	.674	.167	.625	.594	.000	.698	.627	.491	.292	.000	.574	



LSC Transportation Consultants, Inc.

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

File Name : Curtis Rd - Falcon Hwy AM
Site Code : S214950
Start Date : 4/20/2022
Page No : 1

Groups Printed- Unshifted

	Curtis Rd Southbound					Falcon Hwy Westbound					Curtis 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	39	1	0	40	5	44	7	0	56	0	11	13	0	24	40	2	0	0	42	162
06:45	0	53	0	0	53	6	47	4	0	57	0	16	12	0	28	41	9	0	0	50	188
Total	0	92	1	0	93	11	91	11	0	113	0	27	25	0	52	81	11	0	0	92	350
07:00	4	65	2	0	71	14	61	4	0	79	0	17	7	0	24	37	10	3	0	50	224
07:15	8	54	4	0	66	12	57	2	0	71	1	24	18	0	43	53	9	1	0	63	243
07:30	5	68	3	0	76	9	44	4	0	57	1	18	19	0	38	55	16	4	0	75	246
07:45	2	47	2	0	51	7	30	4	0	41	1	7	14	0	22	39	13	2	0	54	168
Total	19	234	11	0	264	42	192	14	0	248	3	66	58	0	127	184	48	10	0	242	881
08:00	3	40	4	0	47	1	44	2	0	47	2	6	21	0	29	35	16	3	0	54	177
08:15	1	19	0	0	20	6	34	4	0	44	0	8	17	0	25	27	22	1	0	50	139
Grand Total	23	385	16	0	424	60	361	31	0	452	5	107	121	0	233	327	97	14	0	438	1547
Apprch %	5.4	90.8	3.8	0		13.3	79.9	6.9	0		2.1	45.9	51.9	0		74.7	22.1	3.2	0		
Total %	1.5	24.9	1	0	27.4	3.9	23.3	2	0	29.2	0.3	6.9	7.8	0	15.1	21.1	6.3	0.9	0	28.3	

LSC Transportation Consultants, Inc.

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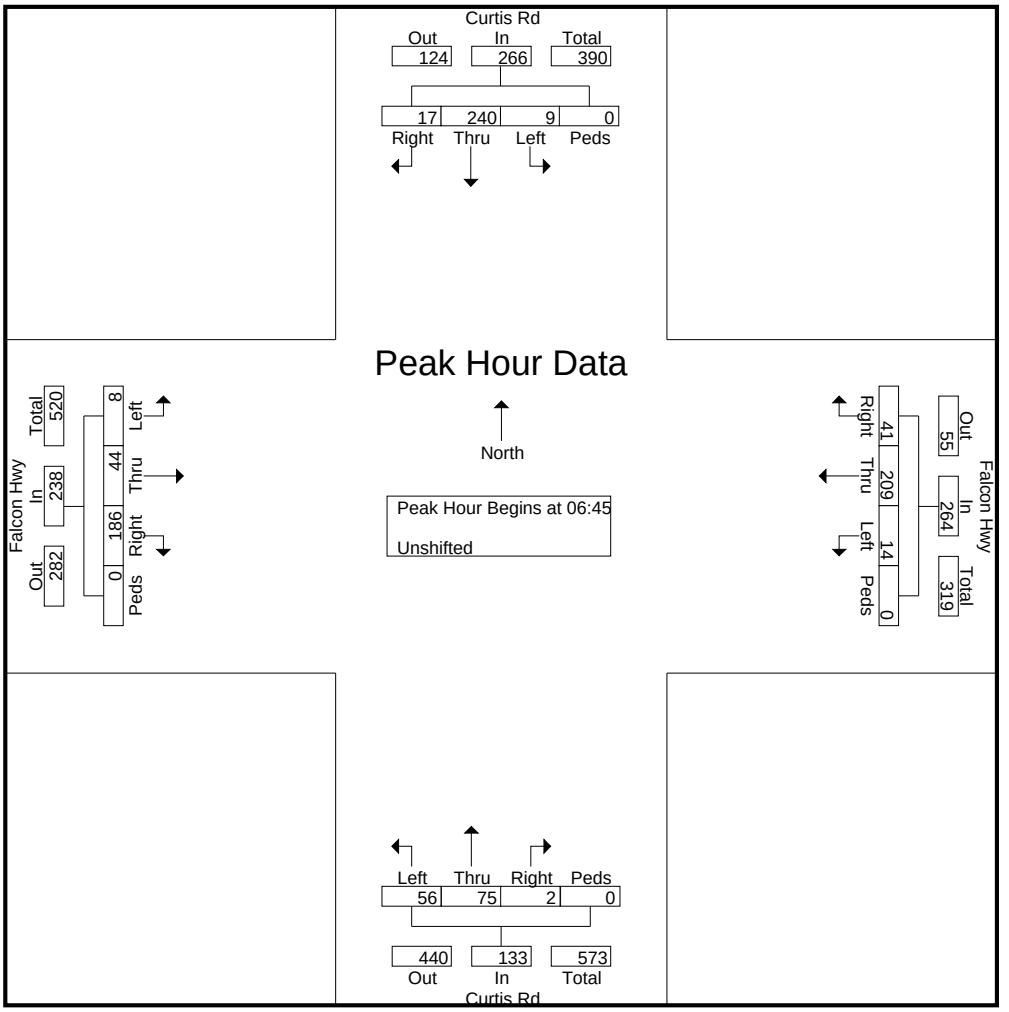
File Name : Curtis Rd - Falcon Hwy AM
Site Code : S214950
Start Date : 4/20/2022
Page No : 2

	Curtis Rd Southbound					Falcon Hwy Westbound					Curtis 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 6:45:00 AM																					
6:45:00 AM	0	53	0	0	53	6	47	**4**	0	57	0	16	12	0	28	41	9	0	0	50	188
7:00:00 AM	4	65	2	0	71	**14**	**61**	4	0	**79**	0	17	7	0	24	37	10	3	0	50	224
7:15:00 AM	**8**	54	**4**	0	66	12	57	2	0	71	**1**	**24**	18	0	**43**	53	9	1	0	63	243
7:30:00 AM	5	**68**	3	0	**76**	9	44	4	0	57	1	18	**19**	0	38	**55**	**16**	**4**	0	**75**	**246**
Total Volume	17	240	9	0	266	41	209	14	0	264	2	75	56	0	133	186	44	8	0	238	901
% App. Total	6.4	90.2	3.4	0		15.5	79.2	5.3	0		1.5	56.4	42.1	0		78.2	18.5	3.4	0		
PHF	.531	.882	.563	.000	.875	.732	.857	.875	.000	.835	.500	.781	.737	.000	.773	.845	.688	.500	.000	.793	.916



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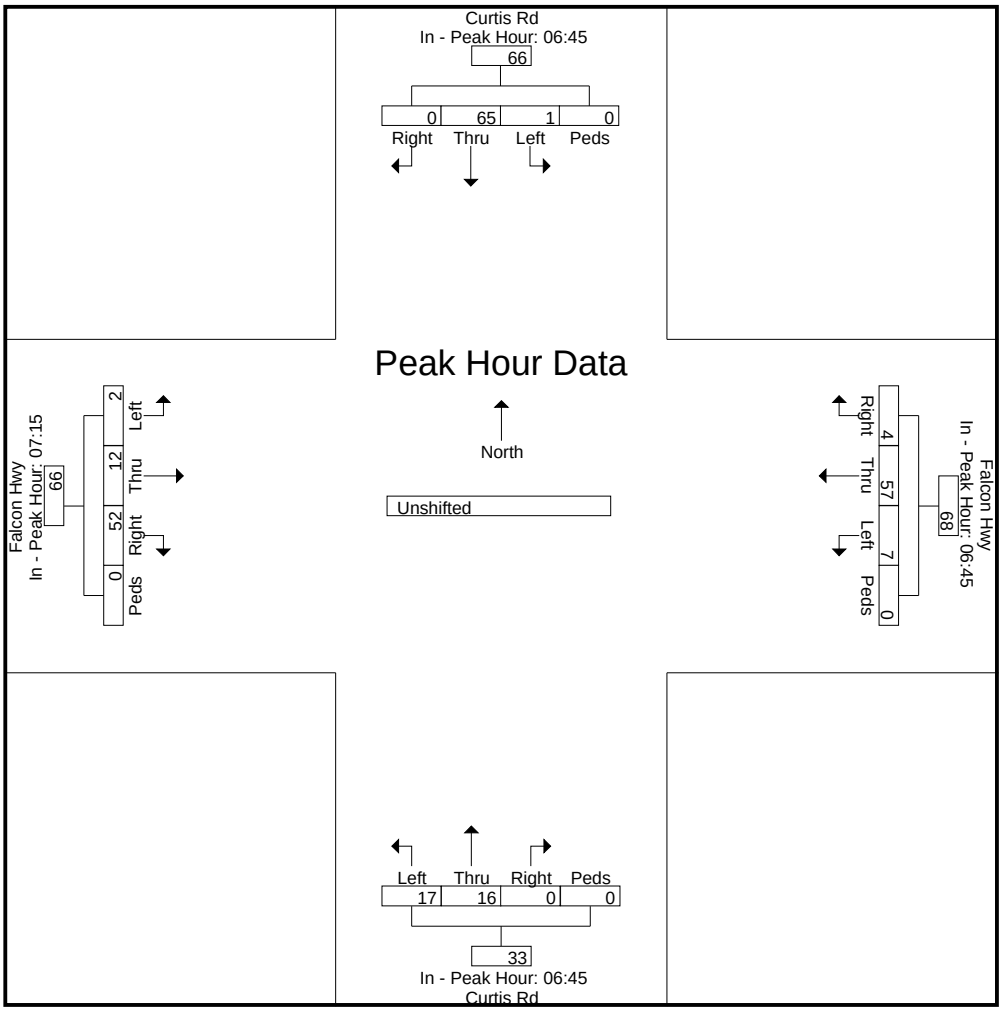
2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Curtis Rd - Falcon Hwy AM
Site Code : S214950
Start Date : 4/20/2022
Page No : 3

	Curtis Rd Southbound					Falcon Hwy Westbound					Curtis 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:																					
	6:45:00 AM					6:45:00 AM					6:45:00 AM					7:15:00 AM					
+0 mins.	0	53	0	0	53	6	47	**4**	0	57	0	16	12	0	28	53	9	1	0	63	
+5 mins.	4	65	2	0	71	**14**	**61**	4	0	**79**	0	17	7	0	24	**55**	**16**	**4**	0	**75**	
+10 mins.	**8**	54	**4**	0	66	12	57	2	0	71	**1**	**24**	18	0	**43**	39	13	2	0	54	
+15 mins.	5	**68**	3	0	**76**	9	44	4	0	57	1	18	**19**	0	38	35	16	3	0	54	
Total Volume	17	240	9	0	266	41	209	14	0	264	2	75	56	0	133	182	54	10	0	246	
% App. Total	6.4	90.2	3.4	0		15.5	79.2	5.3	0		1.5	56.4	42.1	0		74	22	4.1	0		
PHF	.531	.882	.563	.000	.875	.732	.857	.875	.000	.835	.500	.781	.737	.000	.773	.827	.844	.625	.000	.820	



LSC Transportation Consultants, Inc.

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

File Name : Curtis Rd - Falcon Hwy PM
Site Code : S214950
Start Date : 4/20/2022
Page No : 1

Groups Printed- Unshifted

	Curtis Rd Southbound					Falcon Hwy Westbound					Curtis 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	2	1	0	4	2	6	1	0	9	1	9	12	0	22	5	13	1	0	19	54
16:05	2	9	4	0	15	1	9	0	0	10	2	11	12	0	25	6	12	1	0	19	69
16:10	1	4	3	0	8	2	8	1	0	11	2	14	9	0	25	1	12	2	0	15	59
16:15	0	7	1	0	8	0	9	0	0	9	1	13	16	0	30	3	13	0	0	16	63
16:20	1	3	0	0	4	1	5	0	0	6	4	16	14	0	34	6	11	2	0	19	63
16:25	1	6	0	0	7	2	10	1	0	13	3	18	16	0	37	5	17	1	0	23	80
16:30	2	2	1	0	5	0	7	1	0	8	6	21	20	0	47	3	12	0	0	15	75
16:35	1	6	2	0	9	2	9	3	0	14	3	17	14	0	34	13	14	1	0	28	85
16:40	1	2	1	0	4	0	15	0	0	15	3	16	19	0	38	5	13	0	0	18	75
16:45	2	3	3	0	8	1	8	0	0	9	3	10	16	0	29	9	14	2	0	25	71
16:50	2	2	3	0	7	1	7	1	0	9	3	19	18	0	40	3	21	2	0	26	82
16:55	0	2	2	0	4	3	7	1	0	11	3	16	17	0	36	4	13	1	0	18	69
Total	14	48	21	0	83	15	100	9	0	124	34	180	183	0	397	63	165	13	0	241	845
17:00	0	5	0	0	5	0	4	0	0	4	2	7	18	0	27	8	16	2	0	26	62
17:05	2	2	1	0	5	1	5	1	0	7	2	20	10	0	32	6	14	1	0	21	65
17:10	0	4	2	0	6	0	9	0	0	9	3	11	4	0	18	4	14	0	0	18	51
17:15	1	1	2	0	4	0	9	1	0	10	3	18	12	0	33	10	18	1	0	29	76
17:20	1	6	1	0	8	0	5	0	0	5	1	16	12	0	29	3	18	2	0	23	65
17:25	0	4	3	0	7	0	2	0	0	2	3	11	17	0	31	6	18	1	0	25	65
17:30	2	3	0	0	5	0	3	1	0	4	0	11	6	0	17	4	14	2	0	20	46
17:35	0	2	2	0	4	1	9	0	0	10	4	9	8	0	21	6	14	1	0	21	56
17:40	0	5	0	0	5	1	8	1	0	10	0	10	8	0	18	4	13	1	0	18	51
17:45	1	3	2	0	6	0	4	0	0	4	0	8	10	0	18	9	21	0	0	30	58
17:50	1	3	0	0	4	0	8	1	0	9	2	5	4	0	11	6	13	0	0	19	43
17:55	0	4	3	0	7	0	10	0	0	10	2	5	13	0	20	5	19	0	0	24	61
Total	8	42	16	0	66	3	76	5	0	84	22	131	122	0	275	71	192	11	0	274	699
Grand Total	22	90	37	0	149	18	176	14	0	208	56	311	305	0	672	134	357	24	0	515	1544
Apprch %	14.8	60.4	24.8	0		8.7	84.6	6.7	0		8.3	46.3	45.4	0		26	69.3	4.7	0		
Total %	1.4	5.8	2.4	0	9.7	1.2	11.4	0.9	0	13.5	3.6	20.1	19.8	0	43.5	8.7	23.1	1.6	0	33.4	

LSC Transportation Consultants, Inc.

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

File Name : Curtis Rd - Falcon Hwy PM
Site Code : S214950
Start Date : 4/20/2022

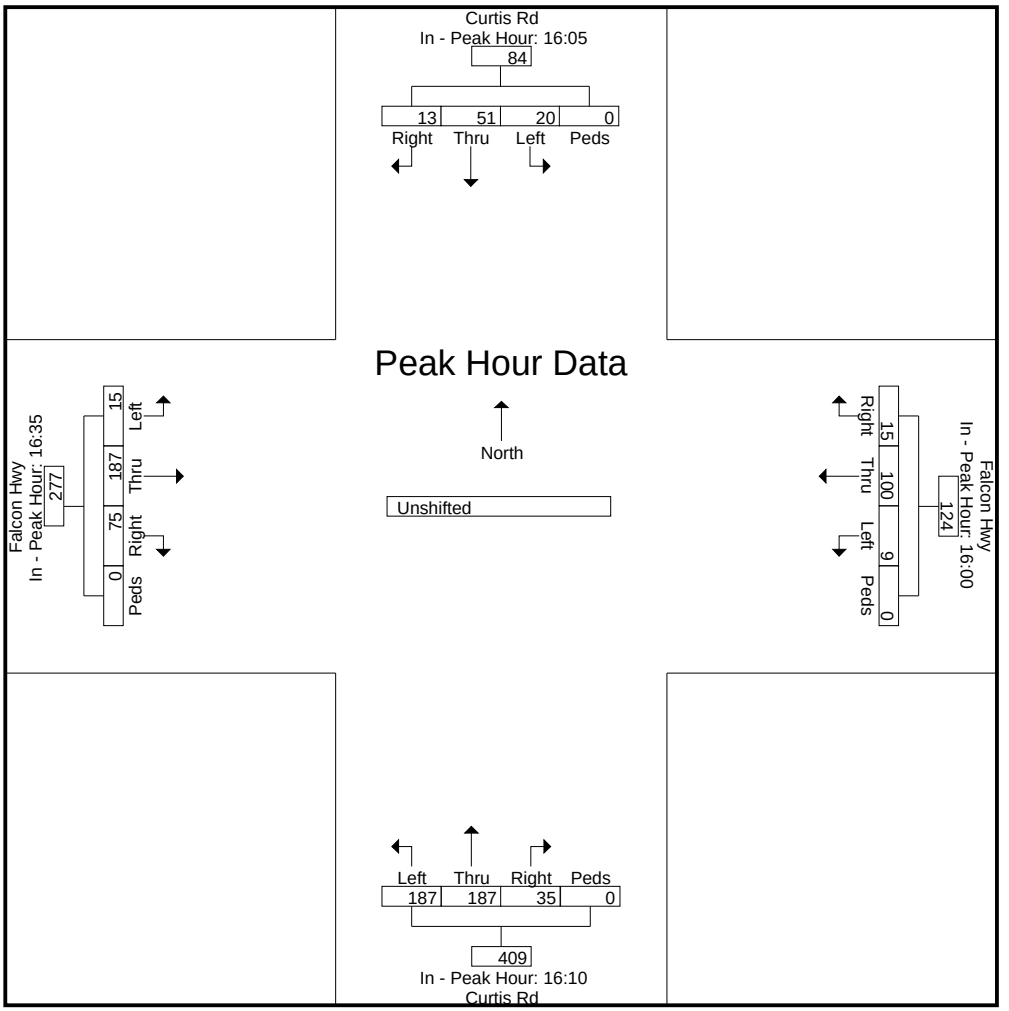
	Curtis Rd Southbound					Falcon Hwy Westbound					Curtis Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:55 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:25																					
16:25	1	**6**	0	0	7	2	10	1	0	13	3	18	16	0	37	5	17	1	0	23	80
16:30	**2**	2	1	0	5	0	7	1	0	8	**6**	**21**	**20**	0	**47**	3	12	0	0	15	75
16:35	1	6	2	0	**9**	2	9	**3**	0	14	3	17	14	0	34	**13**	14	1	0	28	**85**
16:40	1	2	1	0	4	0	**15**	0	0	**15**	3	16	19	0	38	5	13	0	0	18	75
16:45	2	3	**3**	0	8	1	8	0	0	9	3	10	16	0	29	9	14	**2**	0	25	71
16:50	2	2	3	0	7	1	7	1	0	9	3	19	18	0	40	3	**21**	2	0	26	82
16:55	0	2	2	0	4	**3**	7	1	0	11	3	16	17	0	36	4	13	1	0	18	69
17:00	0	5	0	0	5	0	4	0	0	4	2	7	18	0	27	8	16	2	0	26	62
17:05	2	2	1	0	5	1	5	1	0	7	2	20	10	0	32	6	14	1	0	21	65
17:10	0	4	2	0	6	0	9	0	0	9	3	11	4	0	18	4	14	0	0	18	51
17:15	1	1	2	0	4	0	9	1	0	10	3	18	12	0	33	10	18	1	0	**29**	76
17:20	1	6	1	0	8	0	5	0	0	5	1	16	12	0	29	3	18	2	0	23	65
Total Volume	13	41	18	0	72	10	95	9	0	114	35	189	176	0	400	73	184	13	0	270	856
% App. Total	18.1	56.9	25	0		8.8	83.3	7.9	0		8.8	47.2	44	0		27	68.1	4.8	0		
PHF	.542	.569	.500	.000	.667	.278	.528	.250	.000	.633	.486	.750	.733	.000	.709	.468	.730	.542	.000	.776	.839

LSC Transportation Consultants, Inc.

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

File Name : Curtis Rd - Falcon Hwy PM
Site Code : S214950
Start Date : 4/20/2022
Page No : 3

	Curtis Rd Southbound					Falcon Hwy Westbound					Curtis 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:																					
	16:05					16:00					16:10					16:35					
+0 mins.	**2**	**9**	**4**	0	**15**	2	6	1	0	9	2	14	9	0	25	**13**	14	1	0	28	
+5 mins.	1	4	3	0	8	1	9	0	0	10	1	13	16	0	30	5	13	0	0	18	
+10 mins.	0	7	1	0	8	2	8	1	0	11	4	16	14	0	34	9	14	**2**	0	25	
+15 mins.	1	3	0	0	4	0	9	0	0	9	3	18	16	0	37	3	**21**	2	0	26	
+20 mins.	1	6	0	0	7	1	5	0	0	6	**6**	**21**	**20**	0	**47**	4	13	1	0	18	
+25 mins.	2	2	1	0	5	2	10	1	0	13	3	17	14	0	34	8	16	2	0	26	
+30 mins.	1	6	2	0	9	0	7	1	0	8	3	16	19	0	38	6	14	1	0	21	
+35 mins.	1	2	1	0	4	2	9	**3**	0	14	3	10	16	0	29	4	14	0	0	18	
+40 mins.	2	3	3	0	8	0	**15**	0	0	**15**	3	19	18	0	40	10	18	1	0	**29**	
+45 mins.	2	2	3	0	7	1	8	0	0	9	3	16	17	0	36	3	18	2	0	23	
+50 mins.	0	2	2	0	4	1	7	1	0	9	2	7	18	0	27	6	18	1	0	25	
+55 mins.	0	5	0	0	5	**3**	7	1	0	11	2	20	10	0	32	4	14	2	0	20	
Total Volume	13	51	20	0	84	15	100	9	0	124	35	187	187	0	409	75	187	15	0	277	
% App. Total	15.5	60.7	23.8	0		12.1	80.6	7.3	0		8.6	45.7	45.7	0		27.1	67.5	5.4	0		
PHF	.542	.472	.417	.000	.467	.417	.556	.250	.000	.689	.486	.742	.779	.000	.725	.481	.742	.625	.000	.796	



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

File Name : Curtis Rd - Falcon Hwy PM
Site Code : S214950
Start Date : 4/20/2022
Page No : 1

Groups Printed- Unshifted

	Curtis Rd Southbound					Falcon Hwy Westbound					Curtis 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	4	15	8	0	27	5	23	2	0	30	5	34	33	0	72	12	37	4	0	53	182
16:15	2	16	1	0	19	3	24	1	0	28	8	47	46	0	101	14	41	3	0	58	206
16:30	4	10	4	0	18	2	31	4	0	37	12	54	53	0	119	21	39	1	0	61	235
16:45	4	7	8	0	19	5	22	2	0	29	9	45	51	0	105	16	48	5	0	69	222
Total	14	48	21	0	83	15	100	9	0	124	34	180	183	0	397	63	165	13	0	241	845
17:00	2	11	3	0	16	1	18	1	0	20	7	38	32	0	77	18	44	3	0	65	178
17:15	2	11	6	0	19	0	16	1	0	17	7	45	41	0	93	19	54	4	0	77	206
17:30	2	10	2	0	14	2	20	2	0	24	4	30	22	0	56	14	41	4	0	59	153
17:45	2	10	5	0	17	0	22	1	0	23	4	18	27	0	49	20	53	0	0	73	162
Total	8	42	16	0	66	3	76	5	0	84	22	131	122	0	275	71	192	11	0	274	699
Grand Total	22	90	37	0	149	18	176	14	0	208	56	311	305	0	672	134	357	24	0	515	1544
Apprch %	14.8	60.4	24.8	0		8.7	84.6	6.7	0		8.3	46.3	45.4	0		26	69.3	4.7	0		
Total %	1.4	5.8	2.4	0	9.7	1.2	11.4	0.9	0	13.5	3.6	20.1	19.8	0	43.5	8.7	23.1	1.6	0	33.4	

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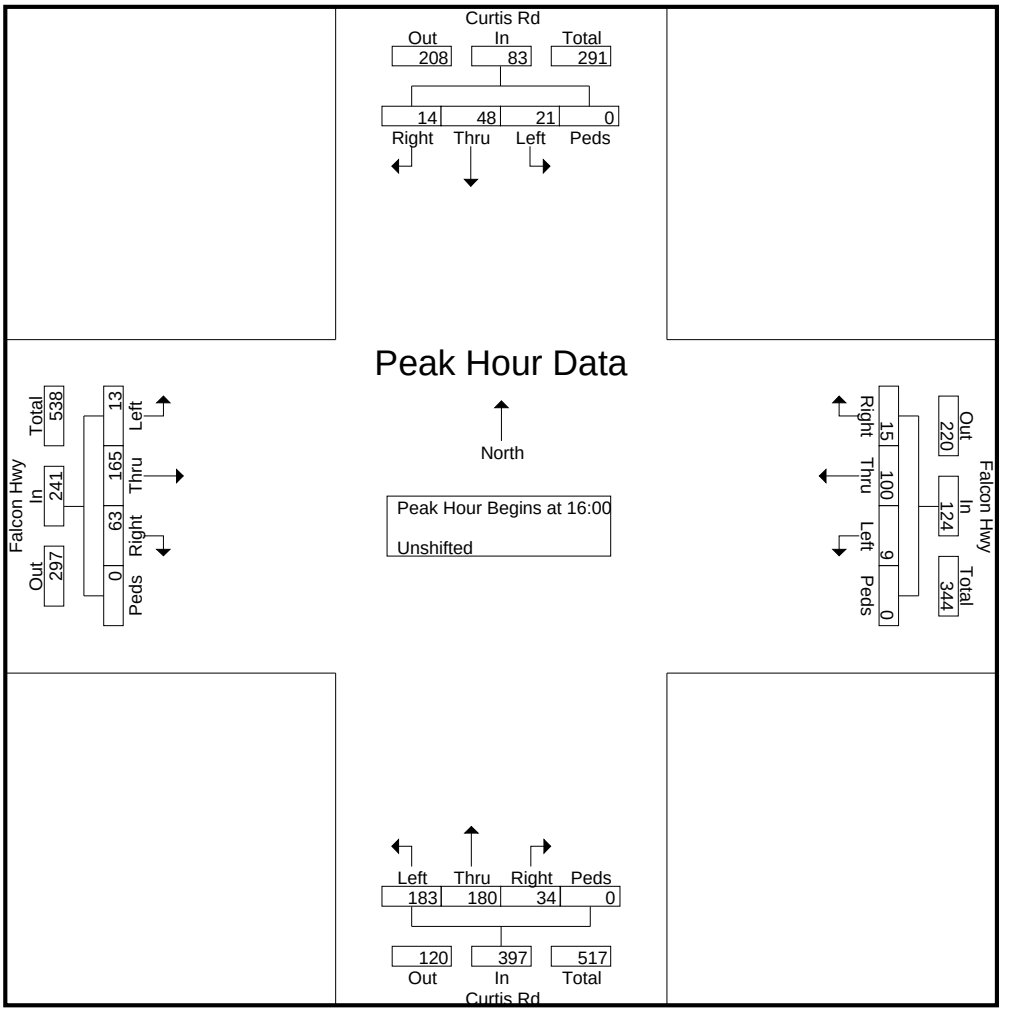
File Name : Curtis Rd - Falcon Hwy PM
Site Code : S214950
Start Date : 4/20/2022
Page No : 2

	Curtis Rd Southbound					Falcon Hwy Westbound					Curtis 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	**4**	15	**8**	0	**27**	**5**	23	2	0	30	5	34	33	0	72	12	37	4	0	53	182
4:15:00 PM	2	**16**	1	0	19	3	24	1	0	28	8	47	46	0	101	14	41	3	0	58	206
4:30:00 PM	4	10	4	0	18	2	**31**	**4**	0	**37**	**12**	**54**	**53**	0	**119**	**21**	39	1	0	61	**235**
4:45:00 PM	4	7	8	0	19	5	22	2	0	29	9	45	51	0	105	16	**48**	**5**	0	**69**	222
Total Volume	14	48	21	0	83	15	100	9	0	124	34	180	183	0	397	63	165	13	0	241	845
% App. Total	16.9	57.8	25.3	0		12.1	80.6	7.3	0		8.6	45.3	46.1	0		26.1	68.5	5.4	0		
PHF	.875	.750	.656	.000	.769	.750	.806	.563	.000	.838	.708	.833	.863	.000	.834	.750	.859	.650	.000	.873	.899



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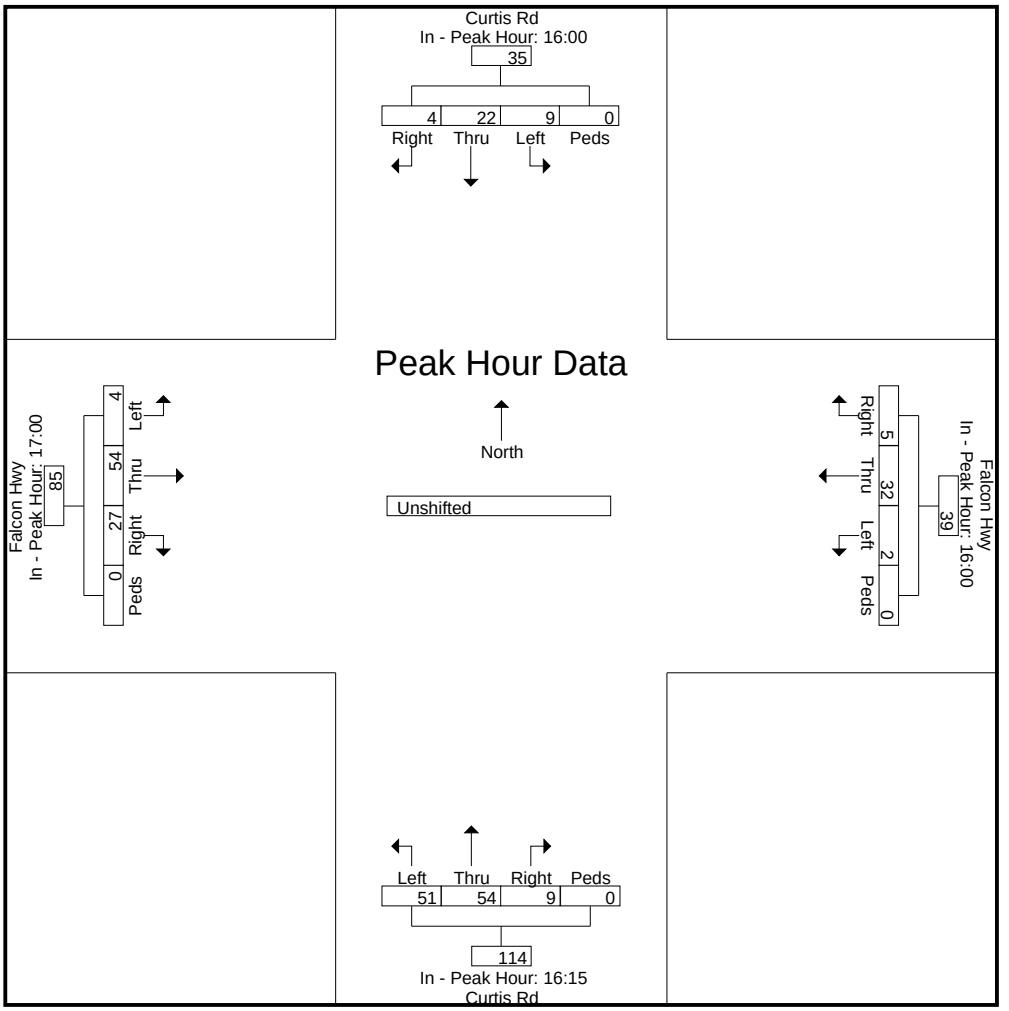
719-633-2868

File Name : Curtis Rd - Falcon Hwy PM
Site Code : S214950
Start Date : 4/20/2022
Page No : 3

	Curtis Rd Southbound					Falcon Hwy Westbound					Curtis 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:																					
	4:00:00 PM					4:00:00 PM					4:15:00 PM					5:00:00 PM					
+0 mins.	**4**	15	**8**	0	**27**	**5**	23	2	0	30	8	47	46	0	101	18	44	3	0	65	
+5 mins.	2	**16**	1	0	19	3	24	1	0	28	**12**	**54**	**53**	0	**119**	19	**54**	**4**	0	**77**	
+10 mins.	4	10	4	0	18	2	**31**	**4**	0	**37**	9	45	51	0	105	14	41	4	0	59	
+15 mins.	4	7	8	0	19	5	22	2	0	29	7	38	32	0	77	**20**	53	0	0	73	
Total Volume	14	48	21	0	83	15	100	9	0	124	36	184	182	0	402	71	192	11	0	274	
% App. Total	16.9	57.8	25.3	0		12.1	80.6	7.3	0		9	45.8	45.3	0		25.9	70.1	4	0		
PHF	.875	.750	.656	.000	.769	.750	.806	.563	.000	.838	.750	.852	.858	.000	.845	.888	.889	.688	.000	.890	



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

File Name : Curtis Rd - Judge Orr Rd AM
Site Code : S214950
Start Date : 4/21/2022
Page No : 1

Groups Printed- Unshifted

	Curtis Rd Southbound					Judge Orr Rd Westbound					Curtis Rd Northbound					Judge Orr 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
06:30	0	15	0	0	15	1	8	0	0	9	0	3	1	0	4	4	2	0	0	6	34
06:35	0	13	1	0	14	1	10	1	0	12	0	2	2	0	4	6	1	0	0	7	37
06:40	0	14	0	0	14	0	11	1	0	12	0	4	1	0	5	4	2	0	0	6	37
06:45	0	12	1	0	13	2	12	1	0	15	0	5	3	0	8	5	1	0	0	6	42
06:50	0	14	0	0	14	4	6	0	0	10	0	5	1	0	6	4	5	0	0	9	39
06:55	0	14	2	0	16	0	9	4	0	13	0	2	2	0	4	4	3	0	0	7	40
Total	0	82	4	0	86	8	56	7	0	71	0	21	10	0	31	27	14	0	0	41	229
07:00	0	13	0	0	13	1	9	2	0	12	0	11	2	0	13	4	4	0	0	8	46
07:05	0	13	0	0	13	5	16	2	0	23	0	6	3	0	9	6	3	0	0	9	54
07:10	0	18	0	0	18	2	9	1	0	12	0	9	4	0	13	9	3	0	0	12	55
07:15	0	16	0	0	16	6	11	4	0	21	0	9	2	0	11	7	3	0	0	10	58
07:20	0	15	0	0	15	1	9	1	0	11	0	9	4	0	13	7	3	0	0	10	49
07:25	0	9	1	0	10	5	11	1	0	17	0	7	4	0	11	8	2	0	0	10	48
07:30	0	20	0	0	20	1	8	1	0	10	0	4	2	0	6	7	4	1	0	12	48
07:35	0	9	1	0	10	3	7	2	0	12	0	5	3	0	8	9	1	0	0	10	40
07:40	0	13	3	0	16	3	9	0	0	12	0	5	5	0	10	9	2	0	0	11	49
07:45	0	18	0	0	18	1	7	1	0	9	0	3	2	0	5	5	1	1	0	7	39
07:50	0	13	1	0	14	0	12	0	0	12	0	3	1	0	4	4	2	0	0	6	36
07:55	1	11	1	0	13	2	13	1	0	16	1	5	5	0	11	3	2	0	0	5	45
Total	1	168	7	0	176	30	121	16	0	167	1	76	37	0	114	78	30	2	0	110	567
08:00	1	8	1	0	10	1	4	1	0	6	0	3	3	0	6	2	2	0	0	4	26
08:05	0	8	3	0	11	2	6	1	0	9	0	2	0	0	2	1	2	0	0	3	25
08:10	0	1	3	0	4	1	8	0	0	9	0	3	0	0	3	2	3	1	0	6	22
08:15	0	7	1	0	8	0	6	1	0	7	0	3	1	0	4	1	4	0	0	5	24
08:20	0	6	2	0	8	3	9	0	0	12	0	7	1	0	8	4	3	0	0	7	35
08:25	1	4	0	0	5	0	6	0	0	6	2	4	0	0	6	2	6	0	0	8	25
Grand Total	3	284	21	0	308	45	216	26	0	287	3	119	52	0	174	117	64	3	0	184	953
Apprch %	1	92.2	6.8	0		15.7	75.3	9.1	0		1.7	68.4	29.9	0		63.6	34.8	1.6	0		
Total %	0.3	29.8	2.2	0	32.3	4.7	22.7	2.7	0	30.1	0.3	12.5	5.5	0	18.3	12.3	6.7	0.3	0	19.3	

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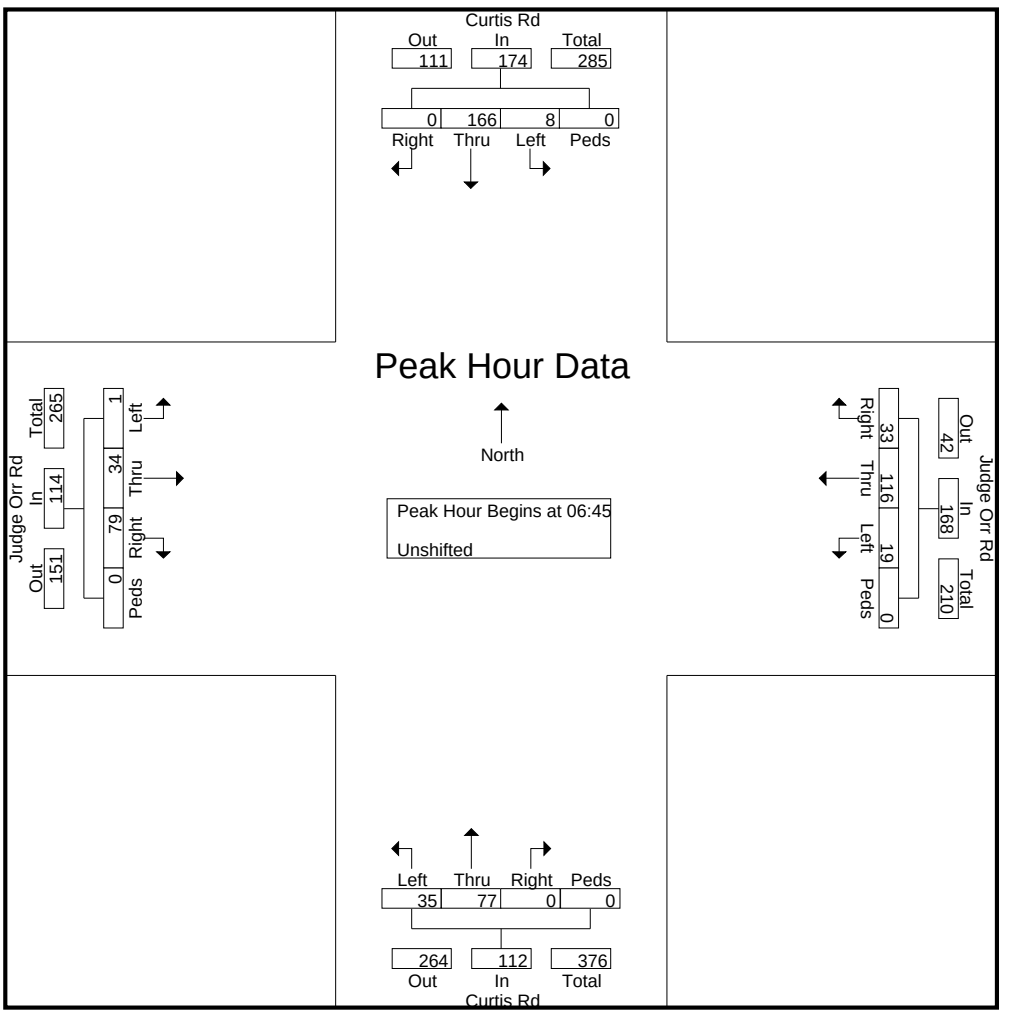
719-633-2868

File Name : Curtis Rd - Judge Orr Rd AM
Site Code : S214950
Start Date : 4/21/2022
Page No : 2

	Curtis Rd Southbound					Judge Orr Rd Westbound					Curtis Rd Northbound					Judge Orr 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 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45																					
06:45	0	12	1	0	13	2	12	1	0	15	0	5	3	0	8	5	1	0	0	6	42
06:50	0	14	0	0	14	4	6	0	0	10	0	5	1	0	6	4	**5**	0	0	9	39
06:55	0	14	2	0	16	0	9	**4**	0	13	0	2	2	0	4	4	3	0	0	7	40
07:00	0	13	0	0	13	1	9	2	0	12	0	**11**	2	0	**13**	4	4	0	0	8	46
07:05	0	13	0	0	13	5	**16**	2	0	**23**	0	6	3	0	9	6	3	0	0	9	54
07:10	0	18	0	0	18	2	9	1	0	12	0	9	4	0	13	**9**	3	0	0	**12**	55
07:15	0	16	0	0	16	**6**	11	4	0	21	0	9	2	0	11	7	3	0	0	10	**58**
07:20	0	15	0	0	15	1	9	1	0	11	0	9	4	0	13	7	3	0	0	10	49
07:25	0	9	1	0	10	5	11	1	0	17	0	7	4	0	11	8	2	0	0	10	48
07:30	0	**20**	0	0	**20**	1	8	1	0	10	0	4	2	0	6	7	4	**1**	0	12	48
07:35	0	9	1	0	10	3	7	2	0	12	0	5	3	0	8	9	1	0	0	10	40
07:40	0	13	**3**	0	16	3	9	0	0	12	0	5	**5**	0	10	9	2	0	0	11	49
Total Volume	0	166	8	0	174	33	116	19	0	168	0	77	35	0	112	79	34	1	0	114	568
% App. Total	0	95.4	4.6	0		19.6	69	11.3	0		0	68.8	31.2	0		69.3	29.8	0.9	0		
PHF	.000	.692	.222	.000	.725	.458	.604	.396	.000	.609	.000	.583	.583	.000	.718	.731	.567	.083	.000	.792	.816



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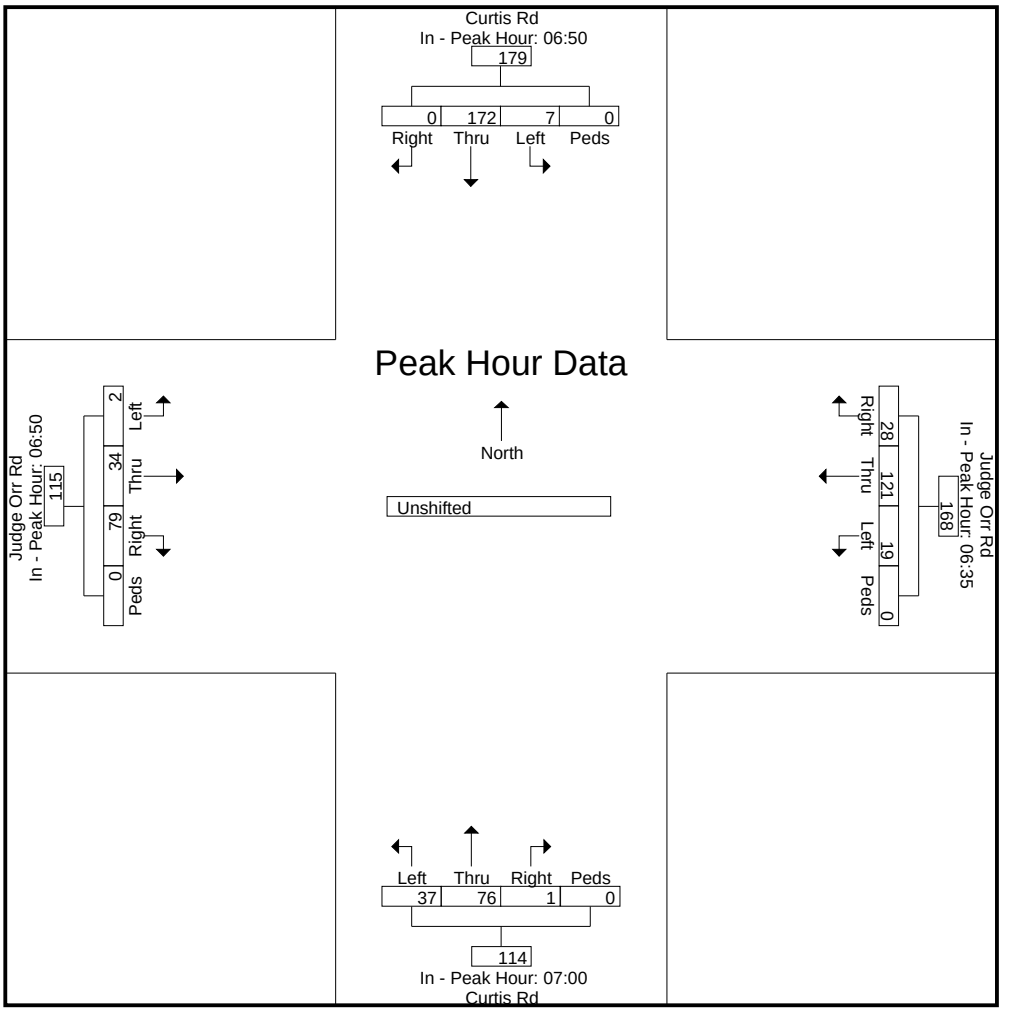
2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Curtis Rd - Judge Orr Rd AM
Site Code : S214950
Start Date : 4/21/2022
Page No : 3

	Curtis Rd Southbound					Judge Orr Rd Westbound					Curtis Rd Northbound					Judge Orr 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 06:30 to 08:25 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	06:50					06:35					07:00					06:50					
+0 mins.	0	14	0	0	14	1	10	1	0	12	0	**11**	2	0	**13**	4	**5**	0	0	9	
+5 mins.	0	14	2	0	16	0	11	1	0	12	0	6	3	0	9	4	3	0	0	7	
+10 mins.	0	13	0	0	13	2	12	1	0	15	0	9	4	0	13	4	4	0	0	8	
+15 mins.	0	13	0	0	13	4	6	0	0	10	0	9	2	0	11	6	3	0	0	9	
+20 mins.	0	18	0	0	18	0	9	**4**	0	13	0	9	4	0	13	**9**	3	0	0	**12**	
+25 mins.	0	16	0	0	16	1	9	2	0	12	0	7	4	0	11	7	3	0	0	10	
+30 mins.	0	15	0	0	15	5	**16**	2	0	**23**	0	4	2	0	6	7	3	0	0	10	
+35 mins.	0	9	1	0	10	2	9	1	0	12	0	5	3	0	8	8	2	0	0	10	
+40 mins.	0	**20**	0	0	**20**	**6**	11	4	0	21	0	5	**5**	0	10	7	4	**1**	0	12	
+45 mins.	0	9	1	0	10	1	9	1	0	11	0	3	2	0	5	9	1	0	0	10	
+50 mins.	0	13	**3**	0	16	5	11	1	0	17	0	3	1	0	4	9	2	0	0	11	
+55 mins.	0	18	0	0	18	1	8	1	0	10	**1**	5	5	0	11	5	1	1	0	7	
Total Volume	0	172	7	0	179	28	121	19	0	168	1	76	37	0	114	79	34	2	0	115	
% App. Total	0	96.1	3.9	0		16.7	72	11.3	0		0.9	66.7	32.5	0		68.7	29.6	1.7	0		
PHF	.000	.717	.194	.000	.746	.389	.630	.396	.000	.609	.083	.576	.617	.000	.731	.731	.567	.167	.000	.799	



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

File Name : Curtis Rd - Judge Orr Rd AM
Site Code : S214950
Start Date : 4/21/2022
Page No : 1

Groups Printed- Unshifted

	Curtis Rd Southbound					Judge Orr Rd Westbound					Curtis Rd Northbound					Judge Orr 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
06:30	0	42	1	0	43	2	29	2	0	33	0	9	4	0	13	14	5	0	0	19	108
06:45	0	40	3	0	43	6	27	5	0	38	0	12	6	0	18	13	9	0	0	22	121
Total	0	82	4	0	86	8	56	7	0	71	0	21	10	0	31	27	14	0	0	41	229
07:00	0	44	0	0	44	8	34	5	0	47	0	26	9	0	35	19	10	0	0	29	155
07:15	0	40	1	0	41	12	31	6	0	49	0	25	10	0	35	22	8	0	0	30	155
07:30	0	42	4	0	46	7	24	3	0	34	0	14	10	0	24	25	7	1	0	33	137
07:45	1	42	2	0	45	3	32	2	0	37	1	11	8	0	20	12	5	1	0	18	120
Total	1	168	7	0	176	30	121	16	0	167	1	76	37	0	114	78	30	2	0	110	567
08:00	1	17	7	0	25	4	18	2	0	24	0	8	3	0	11	5	7	1	0	13	73
08:15	1	17	3	0	21	3	21	1	0	25	2	14	2	0	18	7	13	0	0	20	84
Grand Total	3	284	21	0	308	45	216	26	0	287	3	119	52	0	174	117	64	3	0	184	953
Apprch %	1	92.2	6.8	0		15.7	75.3	9.1	0		1.7	68.4	29.9	0		63.6	34.8	1.6	0		
Total %	0.3	29.8	2.2	0	32.3	4.7	22.7	2.7	0	30.1	0.3	12.5	5.5	0	18.3	12.3	6.7	0.3	0	19.3	

LSC Transportation Consultants, Inc.

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

File Name : Curtis Rd - Judge Orr Rd AM
Site Code : S214950
Start Date : 4/21/2022

	Curtis Rd Southbound					Judge Orr Rd Westbound					Curtis Rd Northbound					Judge Orr 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 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	40	3	0	43	6	27	5	0	38	0	12	6	0	18	13	9	0	0	22	121
7:00:00 AM	0	**44**	0	0	44	8	**34**	5	0	47	0	**26**	9	0	**35**	19	**10**	0	0	29	**155**
7:15:00 AM	0	40	1	0	41	**12**	31	**6**	0	**49**	0	25	**10**	0	35	22	8	0	0	30	155
7:30:00 AM	0	42	**4**	0	**46**	7	24	3	0	34	0	14	10	0	24	**25**	7	**1**	0	**33**	137
Total Volume	0	166	8	0	174	33	116	19	0	168	0	77	35	0	112	79	34	1	0	114	568
% App. Total	0	95.4	4.6	0		19.6	69	11.3	0		0	68.8	31.2	0		69.3	29.8	0.9	0		
PHF	.000	.943	.500	.000	.946	.688	.853	.792	.000	.857	.000	.740	.875	.000	.800	.790	.850	.250	.000	.864	.916

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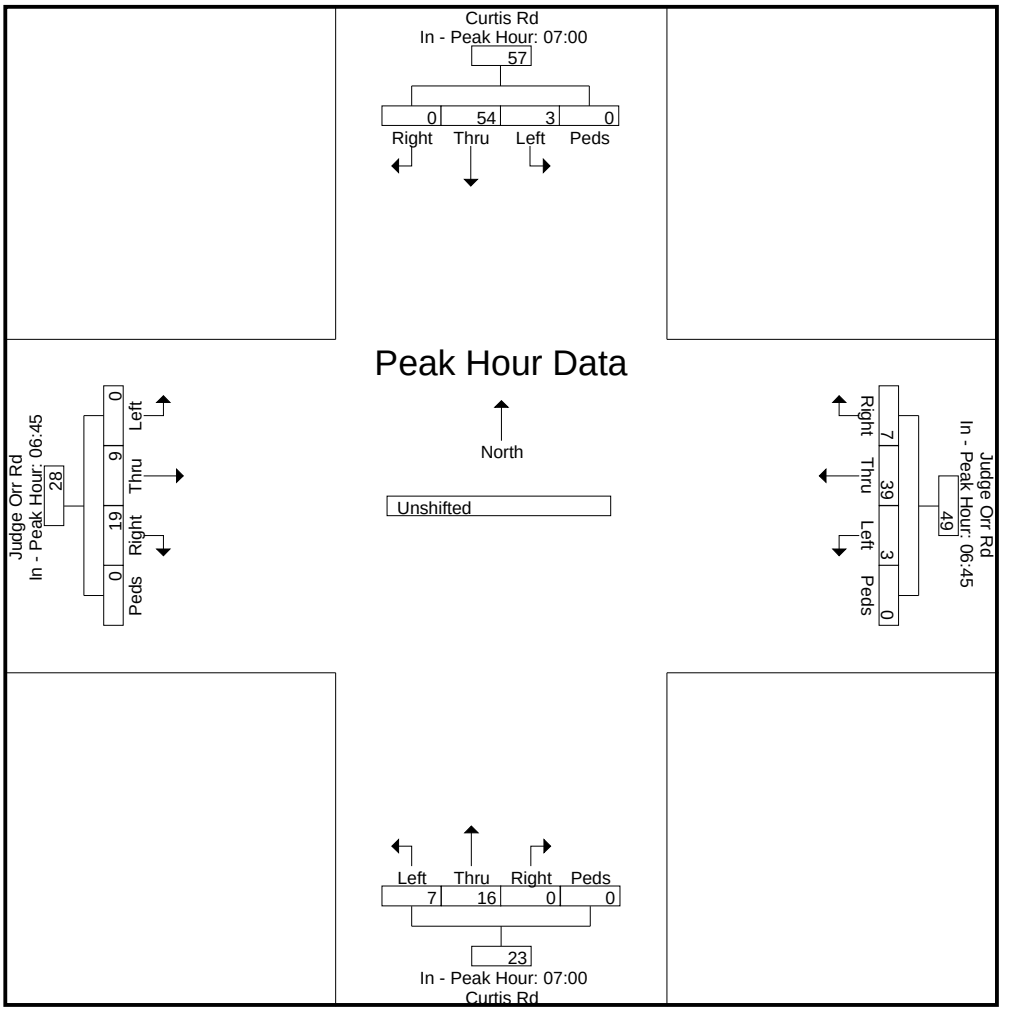
719-633-2868

File Name : Curtis Rd - Judge Orr Rd AM
Site Code : S214950
Start Date : 4/21/2022
Page No : 3

	Curtis Rd Southbound					Judge Orr Rd Westbound					Curtis Rd Northbound					Judge Orr 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 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					6:45:00 AM					
+0 mins.	0	**44**	0	0	44	6	27	5	0	38	0	**26**	9	0	**35**	13	9	0	0	22	
+5 mins.	0	40	1	0	41	8	**34**	5	0	47	0	25	**10**	0	35	19	**10**	0	0	29	
+10 mins.	0	42	**4**	0	**46**	**12**	31	**6**	0	**49**	0	14	10	0	24	22	8	0	0	30	
+15 mins.	**1**	42	2	0	45	7	24	3	0	34	**1**	11	8	0	20	**25**	7	**1**	0	**33**	
Total Volume	1	168	7	0	176	33	116	19	0	168	1	76	37	0	114	79	34	1	0	114	
% App. Total	0.6	95.5	4	0		19.6	69	11.3	0		0.9	66.7	32.5	0		69.3	29.8	0.9	0		
PHF	.250	.955	.438	.000	.957	.688	.853	.792	.000	.857	.250	.731	.925	.000	.814	.790	.850	.250	.000	.864	



LSC Transportation Consultants, Inc.

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

File Name : Curtis Rd - Judge Orr Rd PM
Site Code : S214950
Start Date : 4/21/2022
Page No : 1

Groups Printed- Unshifted

	Curtis Rd Southbound					Judge Orr Rd Westbound					Curtis Rd Northbound					Judge Orr 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	1	4	1	0	6	0	7	0	0	7	0	11	4	0	15	3	10	0	0	13	41
16:05	1	5	2	1	9	1	8	0	0	9	0	12	8	0	20	2	9	0	0	11	49
16:10	0	3	1	0	4	0	10	1	0	11	2	10	3	0	15	4	12	0	0	16	46
16:15	0	4	1	0	5	1	3	1	0	5	1	11	3	0	15	3	8	0	0	11	36
16:20	1	5	0	0	6	1	5	0	0	6	3	11	9	0	23	3	10	0	0	13	48
16:25	0	1	1	0	2	2	5	0	0	7	0	16	6	0	22	3	3	0	0	6	37
16:30	0	4	2	0	6	2	6	0	0	8	1	9	5	0	15	1	16	1	0	18	47
16:35	0	1	1	0	2	1	3	0	0	4	1	13	3	0	17	4	9	1	0	14	37
16:40	0	6	2	0	8	2	2	0	0	4	3	8	5	0	16	2	5	0	0	7	35
16:45	0	7	1	0	8	1	3	0	0	4	3	9	5	0	17	1	7	0	0	8	37
16:50	1	4	3	0	8	2	7	0	0	9	1	15	10	0	26	2	14	1	0	17	60
16:55	1	3	1	0	5	0	5	0	0	5	3	12	5	0	20	1	7	0	0	8	38
Total	5	47	16	1	69	13	64	2	0	79	18	137	66	0	221	29	110	3	0	142	511
17:00	0	3	2	0	5	0	4	0	0	4	2	9	3	0	14	4	11	0	0	15	38
17:05	0	2	1	0	3	4	4	0	0	8	3	21	3	0	27	0	5	0	0	5	43
17:10	0	4	1	0	5	0	2	0	0	2	1	11	5	0	17	1	16	1	0	18	42
17:15	1	7	0	0	8	0	4	0	0	4	1	8	3	0	12	2	8	0	0	10	34
17:20	0	6	2	0	8	2	5	0	0	7	1	9	3	0	13	3	8	1	0	12	40
17:25	0	2	0	0	2	1	6	0	0	7	0	6	5	0	11	3	6	0	0	9	29
17:30	0	1	2	0	3	2	3	0	0	5	0	7	1	0	8	3	15	0	0	18	34
17:35	0	5	4	0	9	1	3	0	0	4	0	7	2	0	9	3	7	0	0	10	32
17:40	1	4	3	0	8	2	5	0	0	7	2	3	3	0	8	0	14	0	0	14	37
17:45	1	4	5	0	10	0	9	0	0	9	0	7	2	0	9	3	12	0	0	15	43
17:50	0	6	2	0	8	0	7	1	0	8	0	3	2	0	5	0	4	1	0	5	26
17:55	0	3	2	0	5	0	3	0	0	3	1	8	0	0	9	0	7	0	0	7	24
Total	3	47	24	0	74	12	55	1	0	68	11	99	32	0	142	22	113	3	0	138	422
Grand Total	8	94	40	1	143	25	119	3	0	147	29	236	98	0	363	51	223	6	0	280	933
Apprch %	5.6	65.7	28	0.7		17	81	2	0		8	65	27	0		18.2	79.6	2.1	0		
Total %	0.9	10.1	4.3	0.1	15.3	2.7	12.8	0.3	0	15.8	3.1	25.3	10.5	0	38.9	5.5	23.9	0.6	0	30	

LSC Transportation Consultants, Inc.

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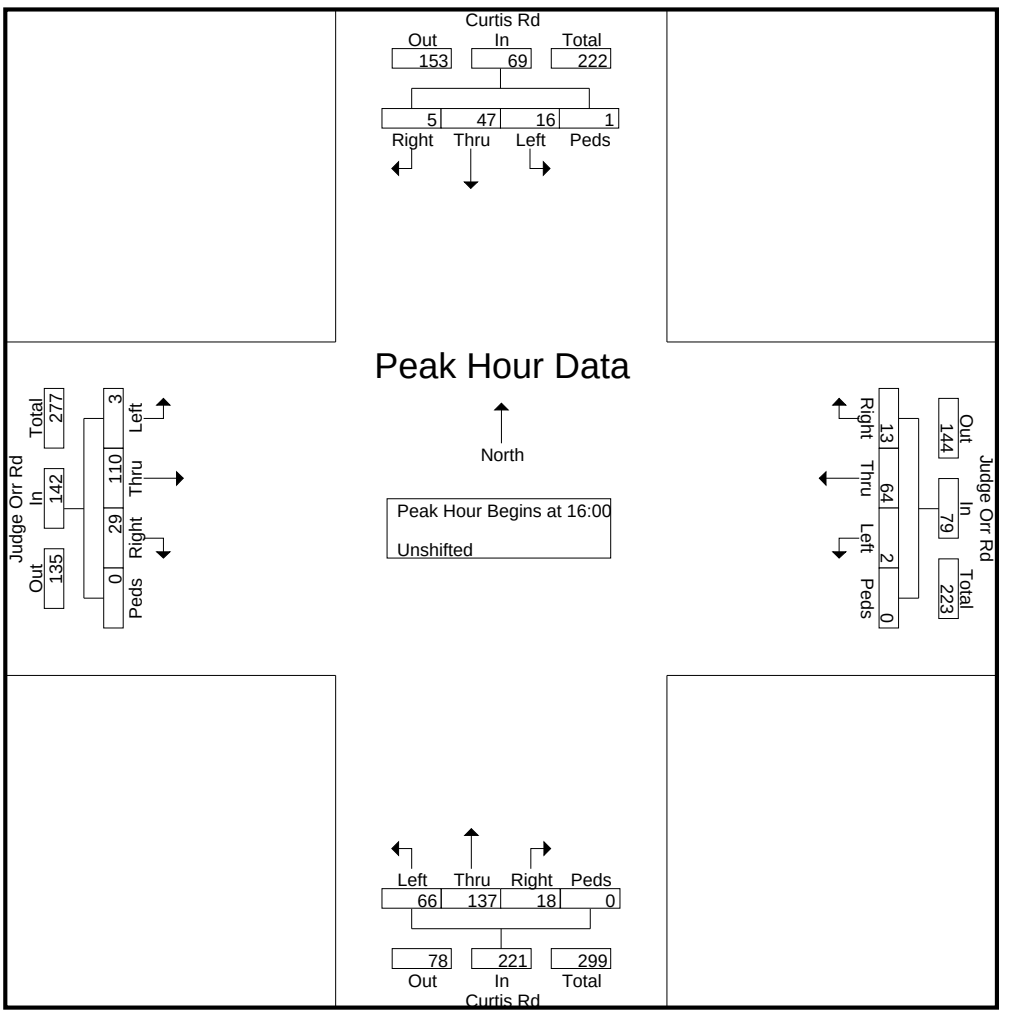
719-633-2868

File Name : Curtis Rd - Judge Orr Rd PM
Site Code : S214950
Start Date : 4/21/2022
Page No : 2

	Curtis Rd Southbound					Judge Orr Rd Westbound					Curtis Rd Northbound					Judge Orr 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 16:00																					
16:00	**1**	4	1	0	6	0	7	0	0	7	0	11	4	0	15	3	10	0	0	13	41
16:05	1	5	2	**1**	**9**	1	8	0	0	9	0	12	8	0	20	2	9	0	0	11	49
16:10	0	3	1	0	4	0	**10**	**1**	0	**11**	2	10	3	0	15	**4**	12	0	0	16	46
16:15	0	4	1	0	5	1	3	1	0	5	1	11	3	0	15	3	8	0	0	11	36
16:20	1	5	0	0	6	1	5	0	0	6	**3**	11	9	0	23	3	10	0	0	13	48
16:25	0	1	1	0	2	**2**	5	0	0	7	0	**16**	6	0	22	3	3	0	0	6	37
16:30	0	4	2	0	6	2	6	0	0	8	1	9	5	0	15	1	**16**	**1**	0	**18**	47
16:35	0	1	1	0	2	1	3	0	0	4	1	13	3	0	17	4	9	1	0	14	37
16:40	0	6	2	0	8	2	2	0	0	4	3	8	5	0	16	2	5	0	0	7	35
16:45	0	**7**	1	0	8	1	3	0	0	4	3	9	5	0	17	1	7	0	0	8	37
16:50	1	4	**3**	0	8	2	7	0	0	9	1	15	**10**	0	**26**	2	14	1	0	17	**60**
16:55	1	3	1	0	5	0	5	0	0	5	3	12	5	0	20	1	7	0	0	8	38
Total Volume	5	47	16	1	69	13	64	2	0	79	18	137	66	0	221	29	110	3	0	142	511
% App. Total	7.2	68.1	23.2	1.4		16.5	81	2.5	0		8.1	62	29.9	0		20.4	77.5	2.1	0		
PHF	.417	.560	.444	.083	.639	.542	.533	.167	.000	.598	.500	.714	.550	.000	.708	.604	.573	.250	.000	.657	.710

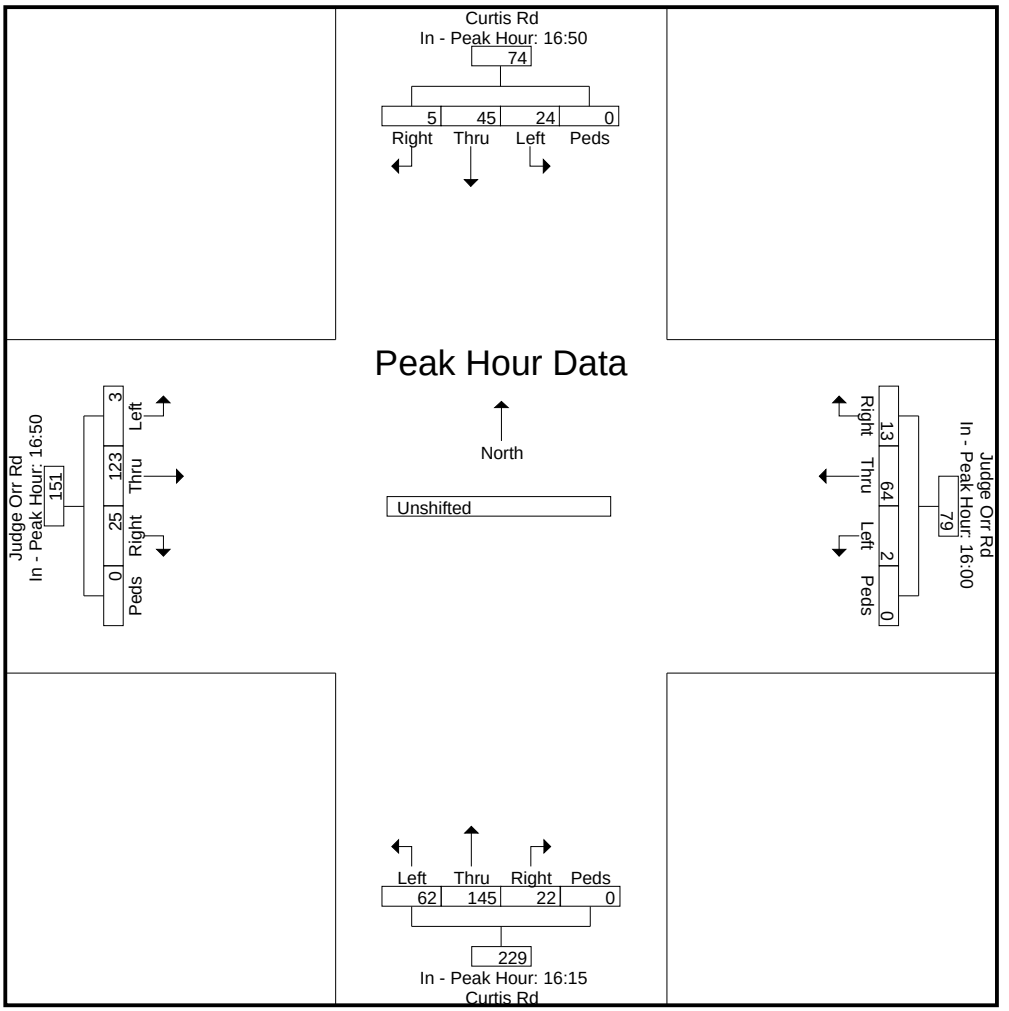


LSC Transportation Consultants, Inc.

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

File Name : Curtis Rd - Judge Orr Rd PM
Site Code : S214950
Start Date : 4/21/2022
Page No : 3

	Curtis Rd Southbound					Judge Orr Rd Westbound					Curtis Rd Northbound					Judge Orr 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:																					
	16:50					16:00					16:15					16:50					
+0 mins.	**1**	4	3	0	8	0	7	0	0	7	1	11	3	0	15	2	14	**1**	0	17	
+5 mins.	1	3	1	0	5	1	8	0	0	9	**3**	11	9	0	23	1	7	0	0	8	
+10 mins.	0	3	2	0	5	0	**10**	**1**	0	**11**	0	16	6	0	22	**4**	11	0	0	15	
+15 mins.	0	2	1	0	3	1	3	1	0	5	1	9	5	0	15	0	5	0	0	5	
+20 mins.	0	4	1	0	5	1	5	0	0	6	1	13	3	0	17	1	**16**	1	0	**18**	
+25 mins.	1	**7**	0	0	8	**2**	5	0	0	7	3	8	5	0	16	2	8	0	0	10	
+30 mins.	0	6	2	0	8	2	6	0	0	8	3	9	5	0	17	3	8	1	0	12	
+35 mins.	0	2	0	0	2	1	3	0	0	4	1	15	**10**	0	26	3	6	0	0	9	
+40 mins.	0	1	2	0	3	2	2	0	0	4	3	12	5	0	20	3	15	0	0	18	
+45 mins.	0	5	4	0	9	1	3	0	0	4	2	9	3	0	14	3	7	0	0	10	
+50 mins.	1	4	3	0	8	2	7	0	0	9	3	**21**	3	0	**27**	0	14	0	0	14	
+55 mins.	1	4	**5**	0	**10**	0	5	0	0	5	1	11	5	0	17	3	12	0	0	15	
Total Volume	5	45	24	0	74	13	64	2	0	79	22	145	62	0	229	25	123	3	0	151	
% App. Total	6.8	60.8	32.4	0		16.5	81	2.5	0		9.6	63.3	27.1	0		16.6	81.5	2	0		
PHF	.417	.536	.400	.000	.617	.542	.533	.167	.000	.598	.611	.575	.517	.000	.707	.521	.641	.250	.000	.699	



LSC Transportation Consultants, Inc.

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

File Name : Curtis Rd - Judge Orr Rd PM
Site Code : S214950
Start Date : 4/21/2022
Page No : 1

Groups Printed- Unshifted

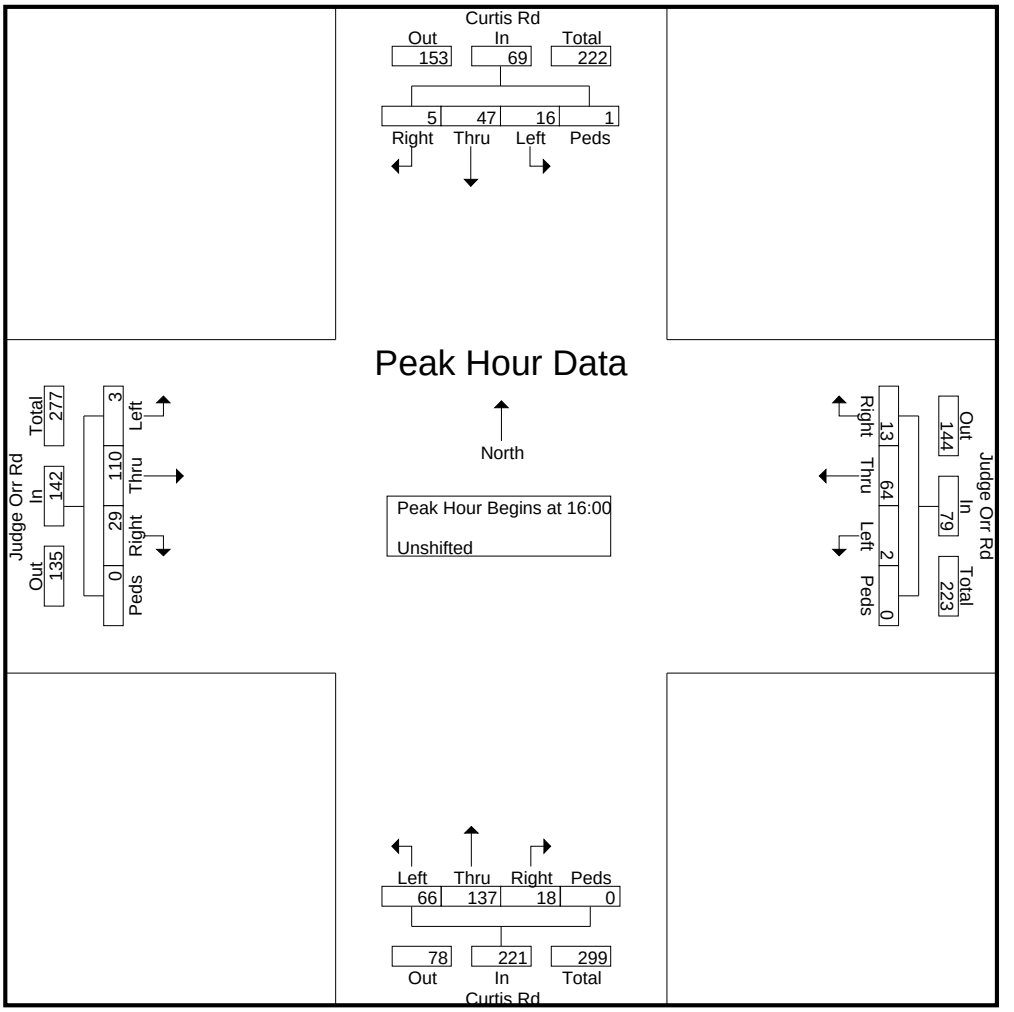
	Curtis Rd Southbound					Judge Orr Rd Westbound					Curtis Rd Northbound					Judge Orr Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	2	12	4	1	19	1	25	1	0	27	2	33	15	0	50	9	31	0	0	40	136
16:15	1	10	2	0	13	4	13	1	0	18	4	38	18	0	60	9	21	0	0	30	121
16:30	0	11	5	0	16	5	11	0	0	16	5	30	13	0	48	7	30	2	0	39	119
16:45	2	14	5	0	21	3	15	0	0	18	7	36	20	0	63	4	28	1	0	33	135
Total	5	47	16	1	69	13	64	2	0	79	18	137	66	0	221	29	110	3	0	142	511
17:00	0	9	4	0	13	4	10	0	0	14	6	41	11	0	58	5	32	1	0	38	123
17:15	1	15	2	0	18	3	15	0	0	18	2	23	11	0	36	8	22	1	0	31	103
17:30	1	10	9	0	20	5	11	0	0	16	2	17	6	0	25	6	36	0	0	42	103
17:45	1	13	9	0	23	0	19	1	0	20	1	18	4	0	23	3	23	1	0	27	93
Total	3	47	24	0	74	12	55	1	0	68	11	99	32	0	142	22	113	3	0	138	422
Grand Total	8	94	40	1	143	25	119	3	0	147	29	236	98	0	363	51	223	6	0	280	933
Apprch %	5.6	65.7	28	0.7		17	81	2	0		8	65	27	0		18.2	79.6	2.1	0		
Total %	0.9	10.1	4.3	0.1	15.3	2.7	12.8	0.3	0	15.8	3.1	25.3	10.5	0	38.9	5.5	23.9	0.6	0	30	

LSC Transportation Consultants, Inc.

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

File Name : Curtis Rd - Judge Orr Rd PM
Site Code : S214950
Start Date : 4/21/2022
Page No : 2

	Curtis Rd Southbound					Judge Orr Rd Westbound					Curtis Rd Northbound					Judge Orr 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**	12	4	**1**	19	1	**25**	**1**	0	**27**	2	33	15	0	50	**9**	**31**	0	0	**40**	**136**
4:15:00 PM	1	10	2	0	13	4	13	1	0	18	4	**38**	18	0	60	9	21	0	0	30	121
4:30:00 PM	0	11	**5**	0	16	**5**	11	0	0	16	5	30	13	0	48	7	30	**2**	0	39	119
4:45:00 PM	2	**14**	5	0	**21**	3	15	0	0	18	**7**	36	**20**	0	**63**	4	28	1	0	33	135
Total Volume	5	47	16	1	69	13	64	2	0	79	18	137	66	0	221	29	110	3	0	142	511
% App. Total	7.2	68.1	23.2	1.4		16.5	81	2.5	0		8.1	62	29.9	0		20.4	77.5	2.1	0		
PHF	.625	.839	.800	.250	.821	.650	.640	.500	.000	.731	.643	.901	.825	.000	.877	.806	.887	.375	.000	.888	.939

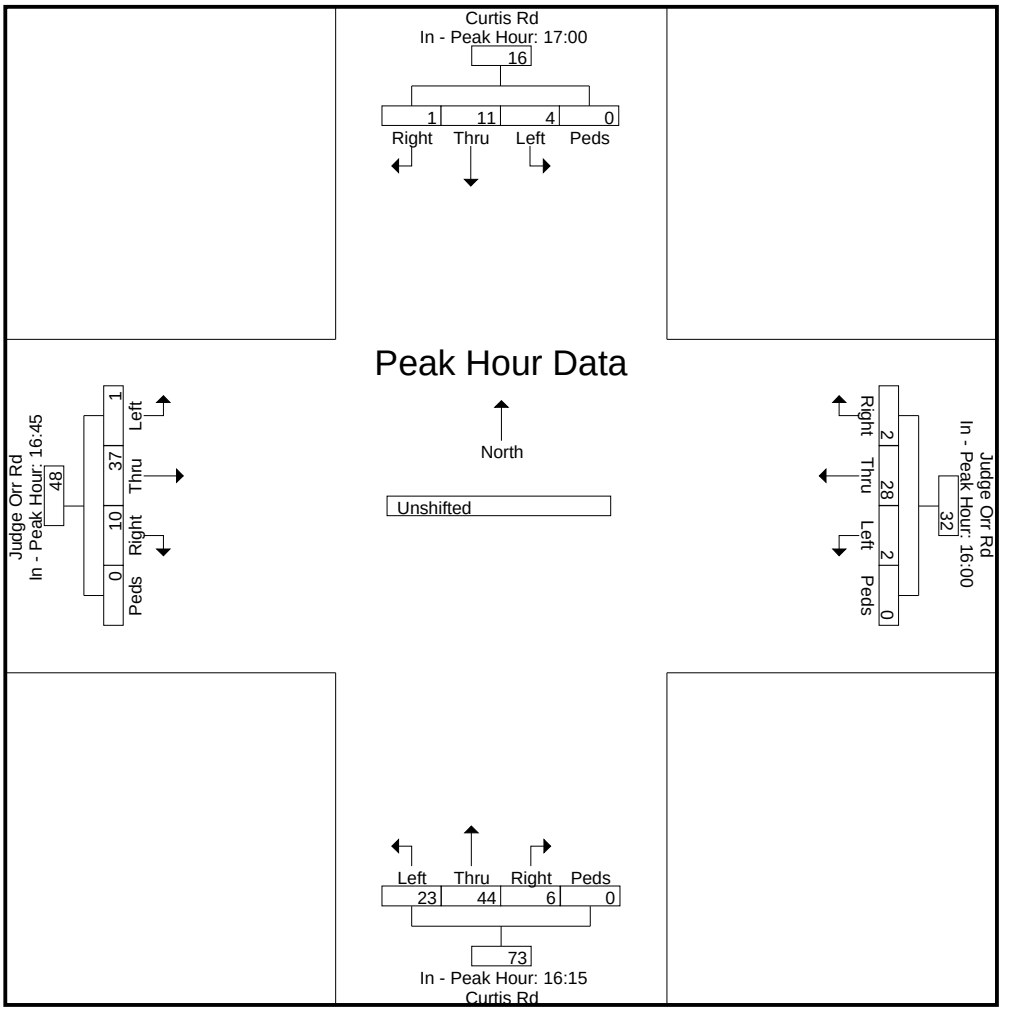


LSC Transportation Consultants, Inc.

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

File Name : Curtis Rd - Judge Orr Rd PM
Site Code : S214950
Start Date : 4/21/2022
Page No : 3

	Curtis Rd Southbound					Judge Orr Rd Westbound					Curtis Rd Northbound					Judge Orr 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:																					
	5:00:00 PM					4:00:00 PM					4:15:00 PM					4:45:00 PM					
+0 mins.	0	9	4	0	13	1	**25**	**1**	0	**27**	4	38	18	0	60	4	28	**1**	0	33	
+5 mins.	**1**	**15**	2	0	18	4	13	1	0	18	5	30	13	0	48	5	32	1	0	38	
+10 mins.	1	10	**9**	0	20	**5**	11	0	0	16	**7**	36	**20**	0	**63**	**8**	22	1	0	31	
+15 mins.	1	13	9	0	**23**	3	15	0	0	18	6	**41**	11	0	58	6	**36**	0	0	**42**	
Total Volume	3	47	24	0	74	13	64	2	0	79	22	145	62	0	229	23	118	3	0	144	
% App. Total	4.1	63.5	32.4	0		16.5	81	2.5	0		9.6	63.3	27.1	0		16	81.9	2.1	0		
PHF	.750	.783	.667	.000	.804	.650	.640	.500	.000	.731	.786	.884	.775	.000	.909	.719	.819	.750	.000	.857	



LSC Transportation Consultants, Inc.

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

File Name : hwy 24 - judge orr rd am
Site Code : S214950
Start Date : 5/10/2022

Groups Printed- Unshifted

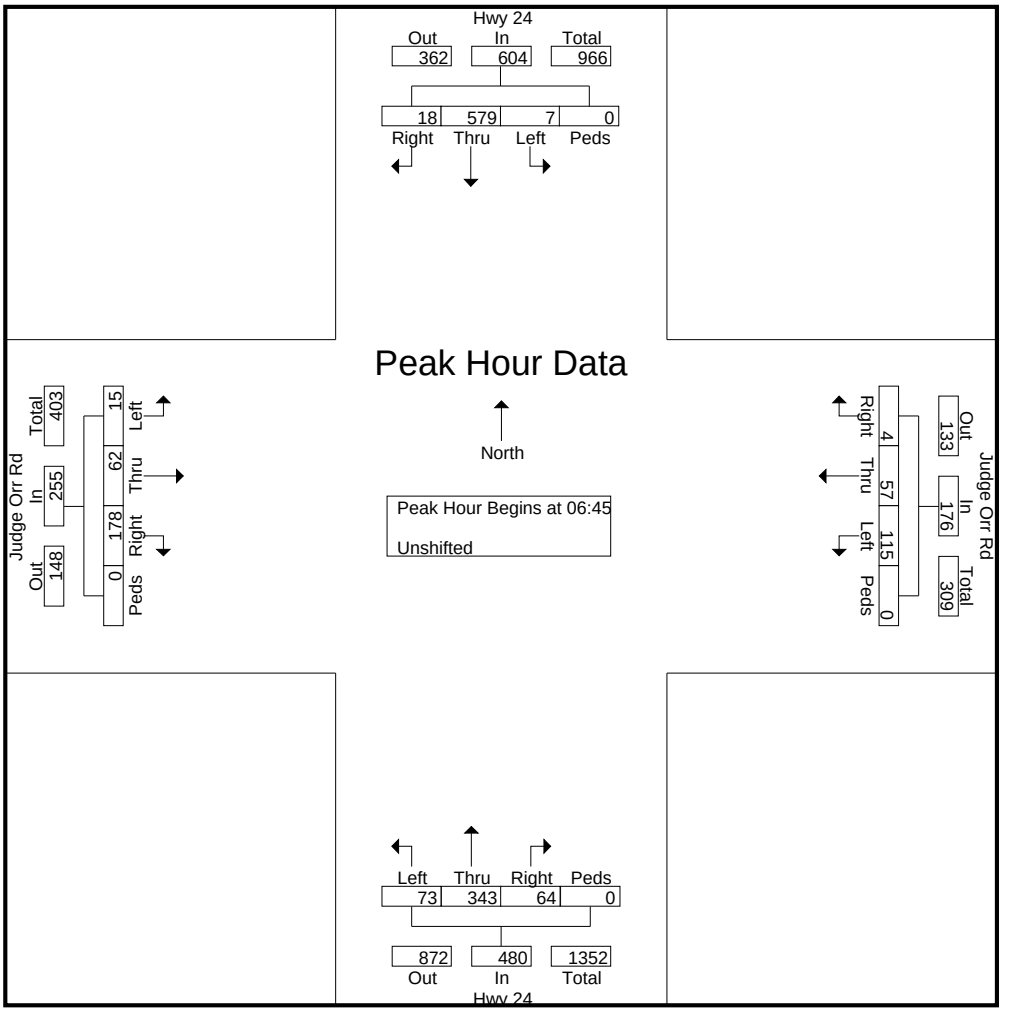
	Hwy 24 Southbound					Judge Orr Rd Westbound					Hwy 24 Northbound					Judge Orr Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30	1	130	0	0	131	1	7	36	0	44	4	66	8	0	78	43	14	2	0	59	312
06:45	4	173	3	0	180	0	10	20	0	30	18	92	8	0	118	34	10	4	0	48	376
Total	5	303	3	0	311	1	17	56	0	74	22	158	16	0	196	77	24	6	0	107	688
07:00	2	132	0	0	134	3	7	39	0	49	18	98	23	0	139	50	16	9	0	75	397
07:15	3	137	2	0	142	1	23	26	0	50	19	82	18	0	119	43	16	2	0	61	372
07:30	9	137	2	0	148	0	17	30	0	47	9	71	24	0	104	51	20	0	0	71	370
07:45	1	102	1	0	104	1	15	15	0	31	21	67	17	0	105	21	15	3	0	39	279
Total	15	508	5	0	528	5	62	110	0	177	67	318	82	0	467	165	67	14	0	246	1418
08:00	2	108	1	0	111	1	8	22	0	31	23	68	12	1	104	28	20	5	0	53	299
08:15	5	96	1	0	102	2	3	29	0	34	15	70	14	0	99	15	13	4	0	32	267
Grand Total	27	1015	10	0	1052	9	90	217	0	316	127	614	124	1	866	285	124	29	0	438	2672
Apprch %	2.6	96.5	1	0		2.8	28.5	68.7	0		14.7	70.9	14.3	0.1		65.1	28.3	6.6	0		
Total %	1	38	0.4	0	39.4	0.3	3.4	8.1	0	11.8	4.8	23	4.6	0	32.4	10.7	4.6	1.1	0	16.4	

LSC Transportation Consultants, Inc.

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

File Name : hwy 24 - judge orr rd am
Site Code : S214950
Start Date : 5/10/2022
Page No : 2

	Hwy 24 Southbound					Judge Orr Rd Westbound					Hwy 24 Northbound					Judge Orr 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 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	4	**173**	**3**	0	**180**	0	10	20	0	30	18	92	8	0	118	34	10	4	0	48	376
7:00:00 AM	2	132	0	0	134	**3**	7	**39**	0	49	18	**98**	23	0	**139**	50	16	**9**	0	**75**	**397**
7:15:00 AM	3	137	2	0	142	1	**23**	26	0	**50**	**19**	82	18	0	119	43	16	2	0	61	372
7:30:00 AM	**9**	137	2	0	148	0	17	30	0	47	9	71	**24**	0	104	**51**	**20**	0	0	71	370
Total Volume	18	579	7	0	604	4	57	115	0	176	64	343	73	0	480	178	62	15	0	255	1515
% App. Total	3	95.9	1.2	0		2.3	32.4	65.3	0		13.3	71.5	15.2	0		69.8	24.3	5.9	0		
PHF	.500	.837	.583	.000	.839	.333	.620	.737	.000	.880	.842	.875	.760	.000	.863	.873	.775	.417	.000	.850	.954



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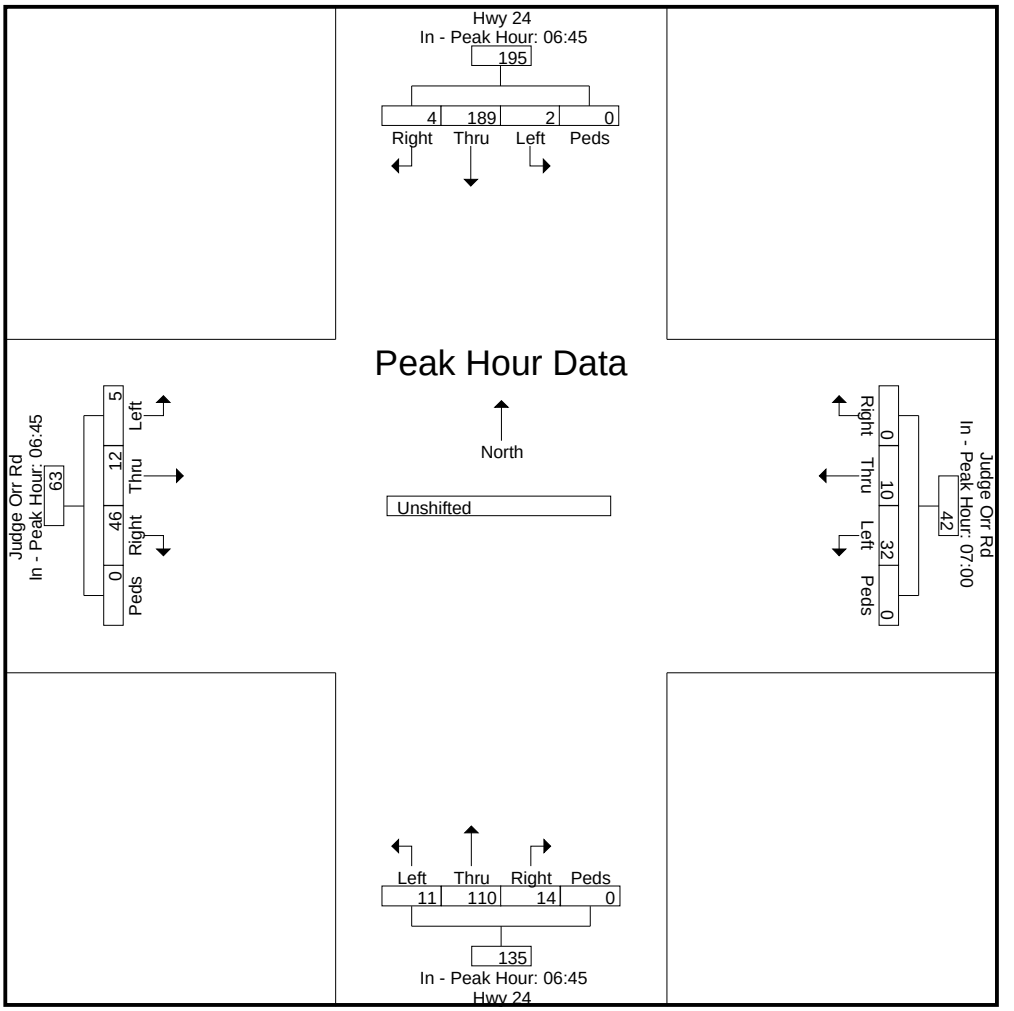
2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : hwy 24 - judge orr rd am
Site Code : S214950
Start Date : 5/10/2022
Page No : 3

	Hwy 24 Southbound					Judge Orr Rd Westbound					Hwy 24 Northbound					Judge Orr 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 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	6:45:00 AM					7:00:00 AM					6:45:00 AM					6:45:00 AM					
+0 mins.	4	**173**	**3**	0	**180**	**3**	7	**39**	0	49	18	92	8	0	118	34	10	4	0	48	
+5 mins.	2	132	0	0	134	1	**23**	26	0	**50**	18	**98**	23	0	**139**	50	16	**9**	0	**75**	
+10 mins.	3	137	2	0	142	0	17	30	0	47	**19**	82	18	0	119	43	16	2	0	61	
+15 mins.	**9**	137	2	0	148	1	15	15	0	31	9	71	**24**	0	104	**51**	**20**	0	0	71	
Total Volume	18	579	7	0	604	5	62	110	0	177	64	343	73	0	480	178	62	15	0	255	
% App. Total	3	95.9	1.2	0		2.8	35	62.1	0		13.3	71.5	15.2	0		69.8	24.3	5.9	0		
PHF	.500	.837	.583	.000	.839	.417	.674	.705	.000	.885	.842	.875	.760	.000	.863	.873	.775	.417	.000	.850	



LSC Transportation Consultants, Inc.

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

File Name : Hwy 24 - Judge Orr Rd PM
Site Code : S214950
Start Date : 5/10/2022
Page No : 1

Groups Printed- Unshifted

	Hwy 24 Southbound					Judge Orr Rd Westbound					Hwy 24 Northbound					Judge Orr 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	5	77	2	0	84	1	7	22	0	30	33	143	24	0	200	10	7	5	0	22	336
16:15	3	105	1	0	109	5	17	25	0	47	27	152	30	0	209	21	11	11	0	43	408
16:30	7	105	1	0	113	1	14	29	0	44	34	144	34	1	213	18	11	11	0	40	410
16:45	1	101	0	0	102	2	9	24	0	35	31	135	41	0	207	15	13	12	0	40	384
Total	16	388	4	0	408	9	47	100	0	156	125	574	129	1	829	64	42	39	0	145	1538
17:00	2	99	0	0	101	4	13	38	0	55	29	147	40	0	216	16	16	10	0	42	414
17:15	7	127	0	0	134	2	16	26	0	44	34	133	24	1	192	13	11	7	0	31	401
17:30	6	91	1	0	98	2	6	16	0	24	39	149	32	0	220	10	15	10	0	35	377
17:45	6	98	0	0	104	0	5	22	0	27	29	158	30	0	217	11	17	8	0	36	384
Total	21	415	1	0	437	8	40	102	0	150	131	587	126	1	845	50	59	35	0	144	1576
Grand Total	37	803	5	0	845	17	87	202	0	306	256	1161	255	2	1674	114	101	74	0	289	3114
Apprch %	4.4	95	0.6	0		5.6	28.4	66	0		15.3	69.4	15.2	0.1		39.4	34.9	25.6	0		
Total %	1.2	25.8	0.2	0	27.1	0.5	2.8	6.5	0	9.8	8.2	37.3	8.2	0.1	53.8	3.7	3.2	2.4	0	9.3	

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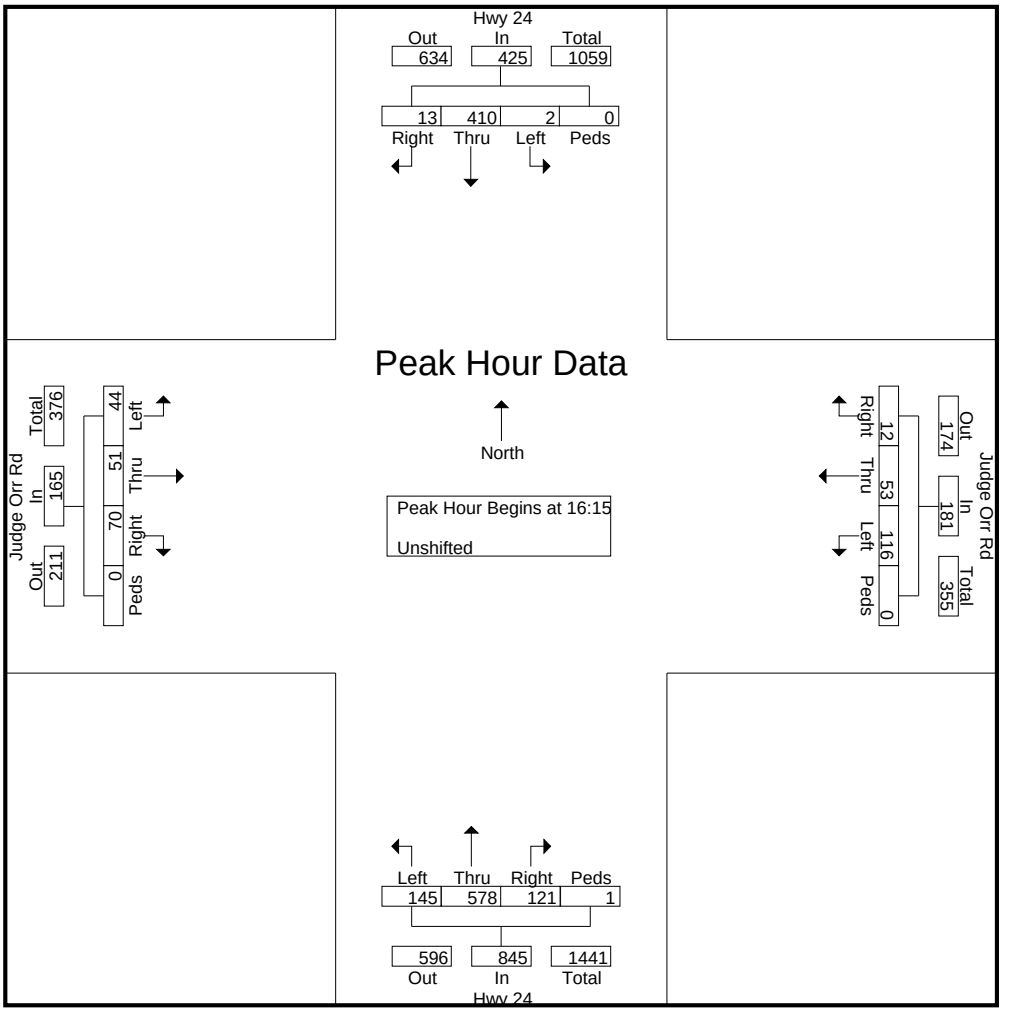
719-633-2868

File Name : Hwy 24 - Judge Orr Rd PM
Site Code : S214950
Start Date : 5/10/2022
Page No : 2

	Hwy 24 Southbound					Judge Orr Rd Westbound					Hwy 24 Northbound					Judge Orr 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 4:15:00 PM																					
4:15:00 PM	3	**105**	**1**	0	109	**5**	**17**	25	0	47	27	**152**	30	0	209	**21**	11	11	0	**43**	408
4:30:00 PM	**7**	105	1	0	**113**	1	14	29	0	44	**34**	144	34	**1**	213	18	11	11	0	40	410
4:45:00 PM	1	101	0	0	102	2	9	24	0	35	31	135	**41**	0	207	15	13	**12**	0	40	384
5:00:00 PM	2	99	0	0	101	4	13	**38**	0	**55**	29	147	40	0	**216**	16	**16**	10	0	42	**414**
Total Volume	13	410	2	0	425	12	53	116	0	181	121	578	145	1	845	70	51	44	0	165	1616
% App. Total	3.1	96.5	0.5	0		6.6	29.3	64.1	0		14.3	68.4	17.2	0.1		42.4	30.9	26.7	0		
PHF	.464	.976	.500	.000	.940	.600	.779	.763	.000	.823	.890	.951	.884	.250	.978	.833	.797	.917	.000	.959	.976



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

File Name : Hwy 24 - Judge Orr Rd PM
Site Code : S214950
Start Date : 5/10/2022
Page No : 3

	Hwy 24 Southbound					Judge Orr Rd Westbound					Hwy 24 Northbound					Judge Orr 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:																					
	4:30:00 PM					4:15:00 PM					4:15:00 PM					4:15:00 PM					
+0 mins.	**7**	105	**1**	0	113	**5**	**17**	25	0	47	27	**152**	30	0	209	**21**	11	11	0	**43**	
+5 mins.	1	101	0	0	102	1	14	29	0	44	**34**	144	34	**1**	213	18	11	11	0	40	
+10 mins.	2	99	0	0	101	2	9	24	0	35	31	135	**41**	0	207	15	13	**12**	0	40	
+15 mins.	7	**127**	0	0	**134**	4	13	**38**	0	**55**	29	147	40	0	**216**	16	**16**	10	0	42	
Total Volume	17	432	1	0	450	12	53	116	0	181	121	578	145	1	845	70	51	44	0	165	
% App. Total	3.8	96	0.2	0		6.6	29.3	64.1	0		14.3	68.4	17.2	0.1		42.4	30.9	26.7	0		
PHF	.607	.850	.250	.000	.840	.600	.779	.763	.000	.823	.890	.951	.884	.250	.978	.833	.797	.917	.000	.959	

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
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.

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

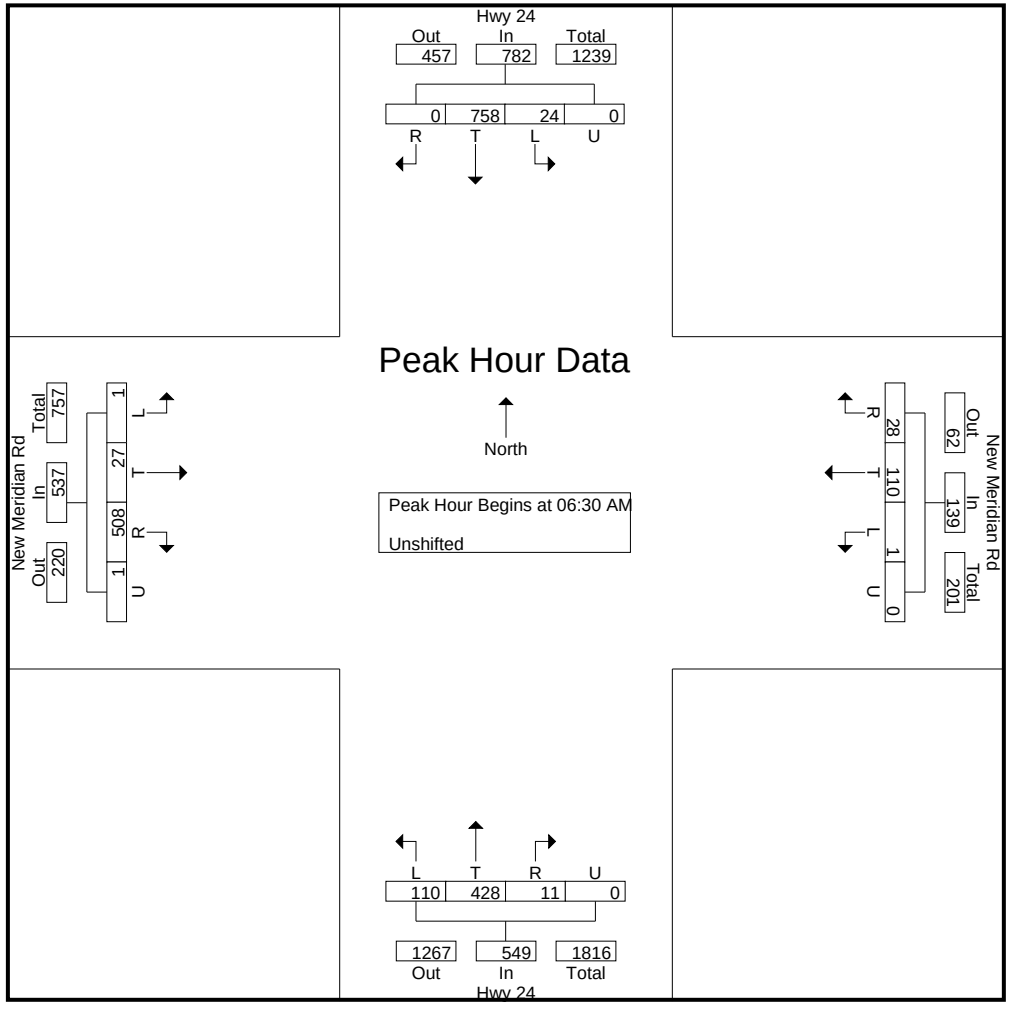
File Name : Hwy 24 - New Meridian Rd AM
Site Code : S214620
Start Date : 8/5/2021

	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

LSC Transportation Consultants, Inc.

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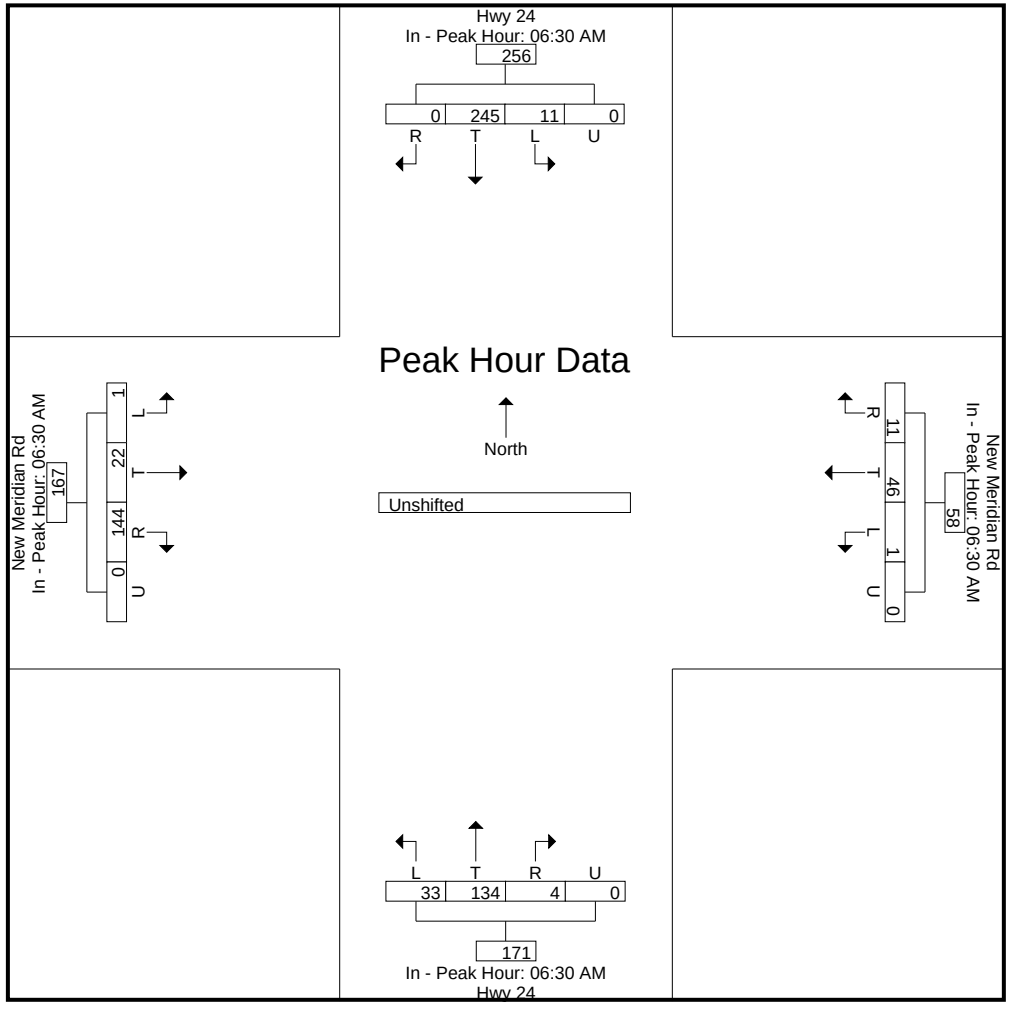
719-633-2868

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



LSC Transportation Consultants, Inc.

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

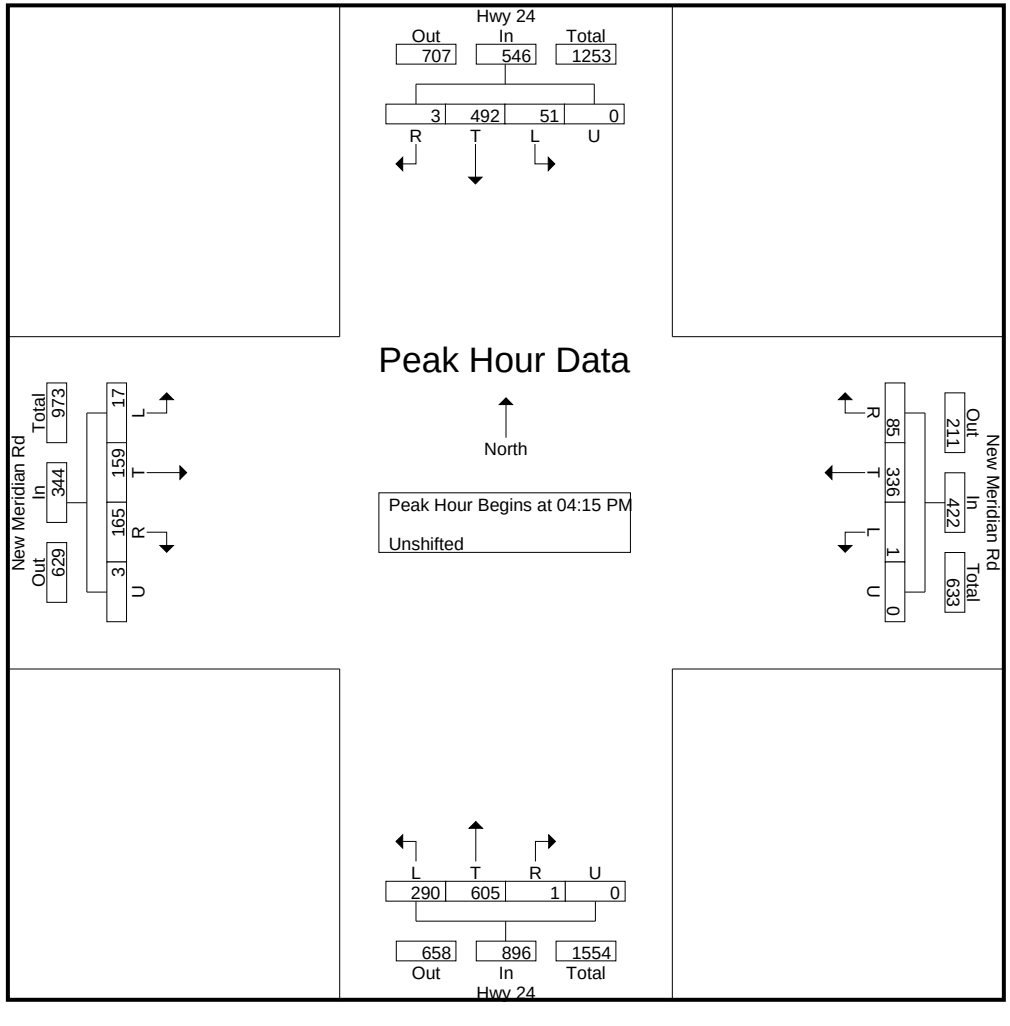
File Name : Hwy 24 - New Meridian Rd PM
Site Code : S214620
Start Date : 8/4/2021

	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 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

LSC Transportation Consultants, Inc.

2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
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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2504 E. Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
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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2504 E. Pikes Peak Ave, Suite 304
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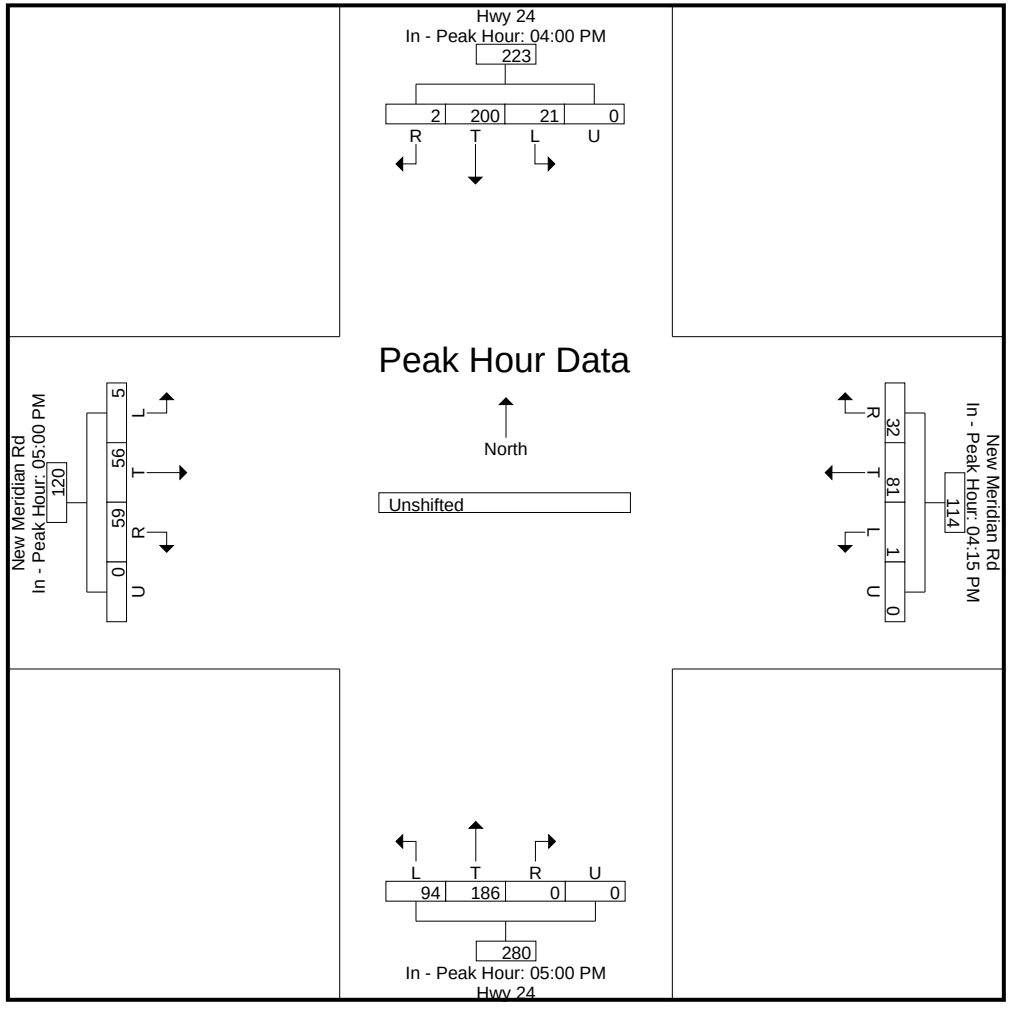
File Name : Hwy 24 - New Meridian Rd PM
Site Code : S214620
Start Date : 8/4/2021
Page No : 5



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

File Name : Hwy 24 - Stapleton Rd AM
Site Code : S214740
Start Date : 10/6/2021
Page No : 1

Groups Printed- Unshifted

	Hwy 24 Southbound					Stapleton Rd Westbound					Hwy 24 Northbound					Stapleton 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	6	101	2	0	109	0	7	3	0	10	11	79	0	0	90	6	44	20	0	70	279
06:45 AM	8	112	3	0	123	2	12	2	0	16	24	77	1	0	102	6	32	36	1	75	316
Total	14	213	5	0	232	2	19	5	0	26	35	156	1	0	192	12	76	56	1	145	595
07:00 AM	9	98	8	0	115	1	27	4	0	32	17	71	1	0	89	16	41	32	1	90	326
07:15 AM	16	105	19	0	140	1	29	6	0	36	22	64	3	0	89	7	46	46	0	99	364
07:30 AM	12	111	7	0	130	0	18	5	0	23	14	42	0	0	56	4	38	32	0	74	283
07:45 AM	6	71	7	0	84	1	11	3	0	15	12	62	1	0	75	8	23	19	0	50	224
Total	43	385	41	0	469	3	85	18	0	106	65	239	5	0	309	35	148	129	1	313	1197
08:00 AM	4	95	8	0	107	0	9	3	0	12	18	59	3	0	80	1	22	15	0	38	237
08:15 AM	3	105	4	0	112	0	8	3	0	11	13	48	1	0	62	1	15	20	0	36	221
08:30 AM	4	44	4	0	52	4	4	2	0	10	4	43	0	0	47	8	9	7	0	24	133
Grand Total	68	842	62	0	972	9	125	31	0	165	135	545	10	0	690	57	270	227	2	556	2383
Apprch %	7	86.6	6.4	0		5.5	75.8	18.8	0		19.6	79	1.4	0		10.3	48.6	40.8	0.4		
Total %	2.9	35.3	2.6	0	40.8	0.4	5.2	1.3	0	6.9	5.7	22.9	0.4	0	29	2.4	11.3	9.5	0.1	23.3	

LSC Transportation Consultants, Inc.

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

File Name : Hwy 24 - Stapleton Rd AM
Site Code : S214740
Start Date : 10/6/2021

	Hwy 24 Southbound					Stapleton Rd Westbound					Hwy 24 Northbound					Stapleton 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 8:30:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 6:45:00 AM																					
6:45:00 AM	8	**112**	3	0	123	**2**	12	2	0	16	**24**	**77**	1	0	**102**	6	32	36	**1**	75	316
7:00:00 AM	9	98	8	0	115	1	27	4	0	32	17	71	1	0	89	**16**	41	32	1	90	326
7:15:00 AM	**16**	105	**19**	0	**140**	1	**29**	**6**	0	**36**	22	64	**3**	0	89	7	**46**	**46**	0	**99**	**364**
7:30:00 AM	12	111	7	0	130	0	18	5	0	23	14	42	0	0	56	4	38	32	0	74	283
Total Volume	45	426	37	0	508	4	86	17	0	107	77	254	5	0	336	33	157	146	2	338	1289
% App. Total	8.9	83.9	7.3	0		3.7	80.4	15.9	0		22.9	75.6	1.5	0		9.8	46.4	43.2	0.6		
PHF	.703	.951	.487	.000	.907	.500	.741	.708	.000	.743	.802	.825	.417	.000	.824	.516	.853	.793	.500	.854	.885

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2504 E. Pikes Peak Ave, Suite 304
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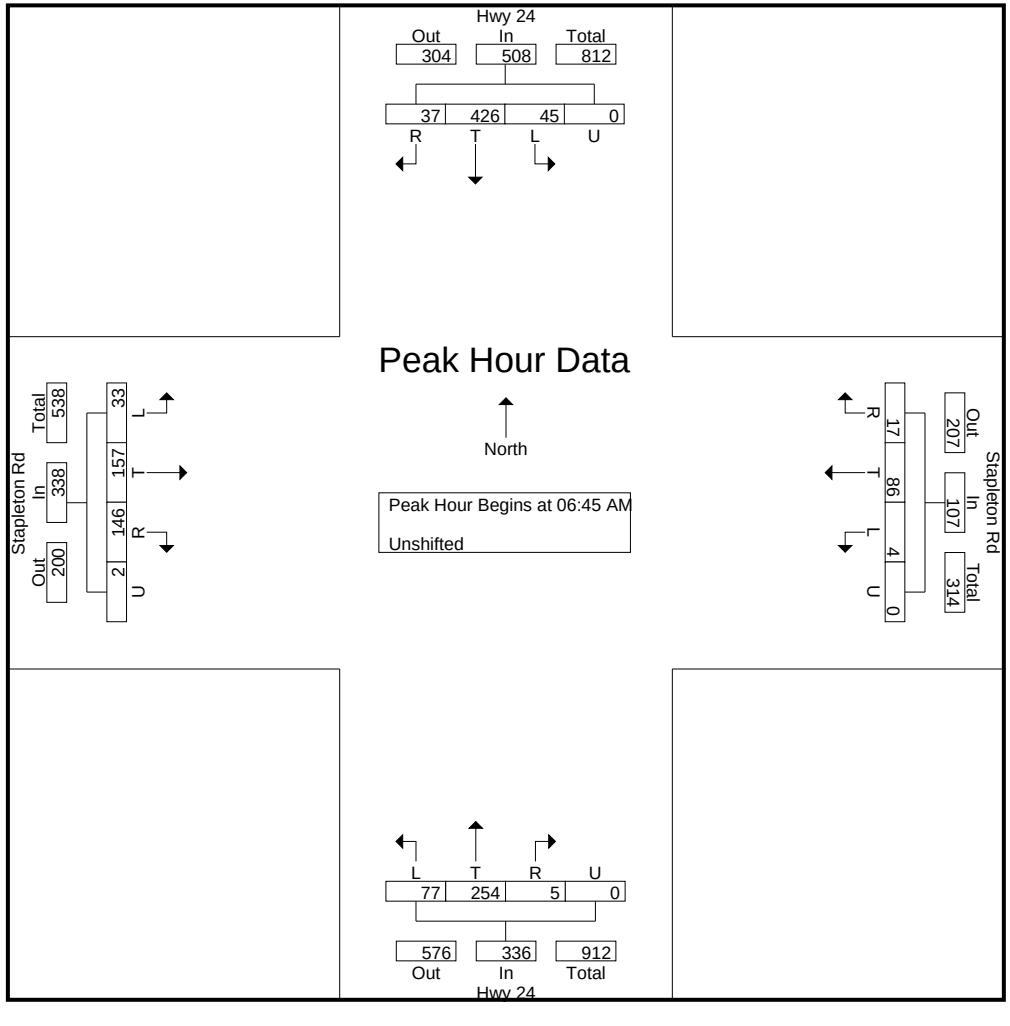
File Name : Hwy 24 - Stapleton Rd AM
Site Code : S214740
Start Date : 10/6/2021
Page No : 3



LSC Transportation Consultants, Inc.

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

File Name : Hwy 24 - Stapleton Rd AM
Site Code : S214740
Start Date : 10/6/2021

	Hwy 24 Southbound					Stapleton Rd Westbound					Hwy 24 Northbound					Stapleton 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 8:30:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	6:45:00 AM					6:45:00 AM					6:30:00 AM					6:45:00 AM					
+0 mins.	8	**112**	3	0	123	**2**	12	2	0	16	11	**79**	0	0	90	6	32	36	**1**	75	
+5 mins.	9	98	8	0	115	1	27	4	0	32	**24**	77	1	0	**102**	**16**	41	32	1	90	
+10 mins.	**16**	105	**19**	0	**140**	1	**29**	**6**	0	**36**	17	71	1	0	89	7	**46**	**46**	0	**99**	
+15 mins.	12	111	7	0	130	0	18	5	0	23	22	64	**3**	0	89	4	38	32	0	74	
Total Volume	45	426	37	0	508	4	86	17	0	107	74	291	5	0	370	33	157	146	2	338	
% App. Total	8.9	83.9	7.3	0		3.7	80.4	15.9	0		20	78.6	1.4	0		9.8	46.4	43.2	0.6		
PHF	.703	.951	.487	.000	.907	.500	.741	.708	.000	.743	.771	.921	.417	.000	.907	.516	.853	.793	.500	.854	

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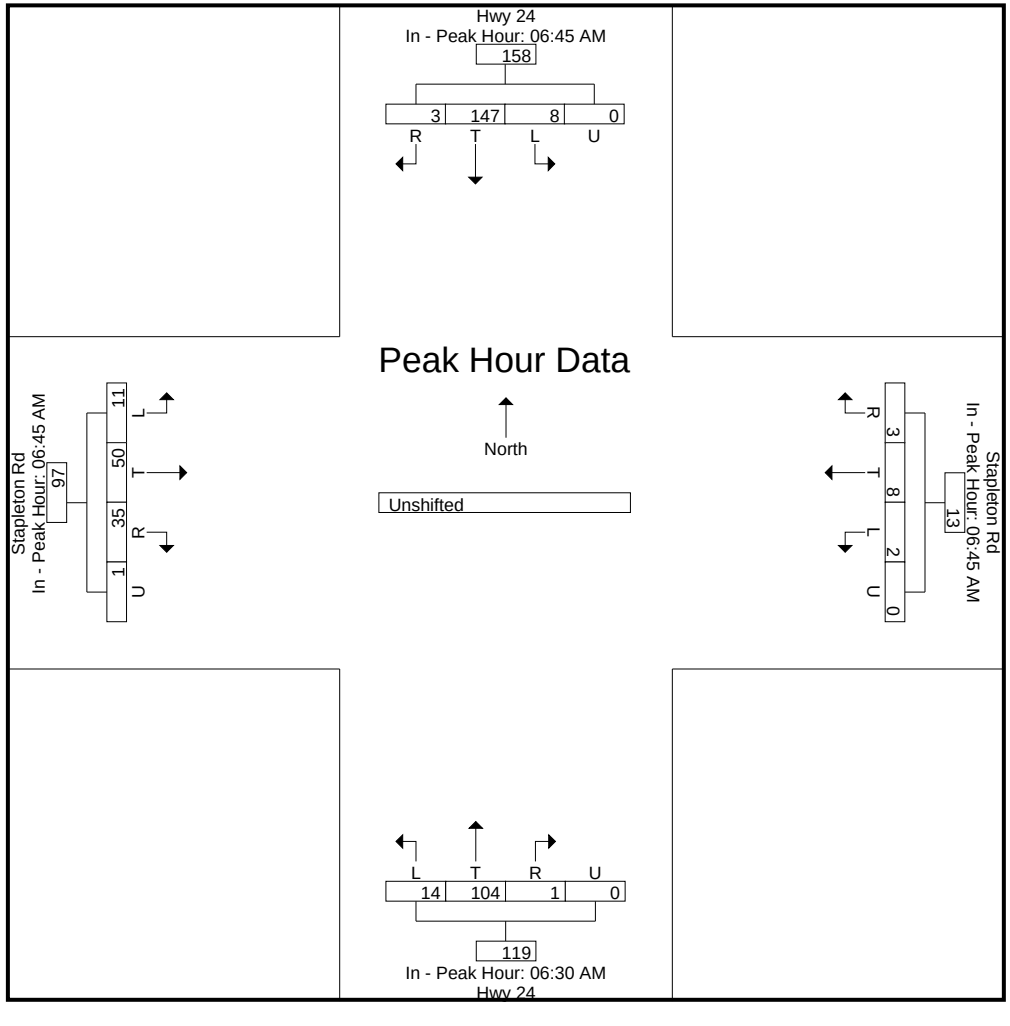
719-633-2868

File Name : Hwy 24 - Stapleton Rd AM
Site Code : S214740
Start Date : 10/6/2021
Page No : 5



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

File Name : Not Named 3
Site Code : S214740
Start Date : 10/5/2021
Page No : 1

Groups Printed- Unshifted

	Southbound					Westbound					Northbound					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**
01:45 PM	2	80	6	0	88	5	7	6	0	18	15	89	3	0	107	4	7	12	0	23	236
Total	2	80	6	0	88	5	7	6	0	18	15	89	3	0	107	4	7	12	0	23	236
02:00 PM	0	87	9	0	96	1	11	1	0	13	16	80	5	0	101	5	6	16	2	29	239
02:15 PM	3	78	10	0	91	1	11	5	0	17	19	95	1	0	115	2	4	7	0	13	236
02:30 PM	3	79	6	0	88	4	13	3	0	20	22	76	4	0	102	7	3	16	0	26	236
02:45 PM	1	84	4	0	89	3	16	0	0	19	16	91	3	0	110	8	14	25	2	49	267
Total	7	328	29	0	364	9	51	9	0	69	73	342	13	0	428	22	27	64	4	117	978
03:00 PM	2	79	3	0	84	5	19	2	0	26	19	78	6	0	103	7	11	11	0	29	242
03:15 PM	2	73	3	0	78	2	40	7	0	49	31	111	5	0	147	8	19	21	0	48	322
03:30 PM	3	121	10	0	134	3	21	2	0	26	20	119	11	0	150	5	16	23	0	44	354
03:45 PM	4	91	9	0	104	1	35	8	0	44	38	122	3	0	163	7	14	19	0	40	351
Total	11	364	25	0	400	11	115	19	0	145	108	430	25	0	563	27	60	74	0	161	1269
Grand Total	20	772	60	0	852	25	173	34	0	232	196	861	41	0	1098	53	94	150	4	301	2483
Apprch %	2.3	90.6	7	0		10.8	74.6	14.7	0		17.9	78.4	3.7	0		17.6	31.2	49.8	1.3		
Total %	0.8	31.1	2.4	0	34.3	1	7	1.4	0	9.3	7.9	34.7	1.7	0	44.2	2.1	3.8	6	0.2	12.1	

LSC Transportation Consultants, Inc.

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

File Name : Not Named 3
Site Code : S214740
Start Date : 10/5/2021

	Southbound					Westbound					Northbound					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 1:45:00 PM to 3:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 3:00:00 PM																					
3:00:00 PM	2	79	3	0	84	**5**	19	2	0	26	19	78	6	0	103	7	11	11	0	29	242
3:15:00 PM	2	73	3	0	78	2	**40**	7	0	**49**	31	111	5	0	147	**8**	**19**	21	0	**48**	322
3:30:00 PM	3	**121**	**10**	0	**134**	3	21	2	0	26	20	119	**11**	0	150	5	16	**23**	0	44	**354**
3:45:00 PM	**4**	91	9	0	104	1	35	**8**	0	44	**38**	**122**	3	0	**163**	7	14	19	0	40	351
Total Volume	11	364	25	0	400	11	115	19	0	145	108	430	25	0	563	27	60	74	0	161	1269
% App. Total	2.8	91	6.2	0		7.6	79.3	13.1	0		19.2	76.4	4.4	0		16.8	37.3	46	0		
PHF	.688	.752	.625	.000	.746	.550	.719	.594	.000	.740	.711	.881	.568	.000	.863	.844	.789	.804	.000	.839	.896

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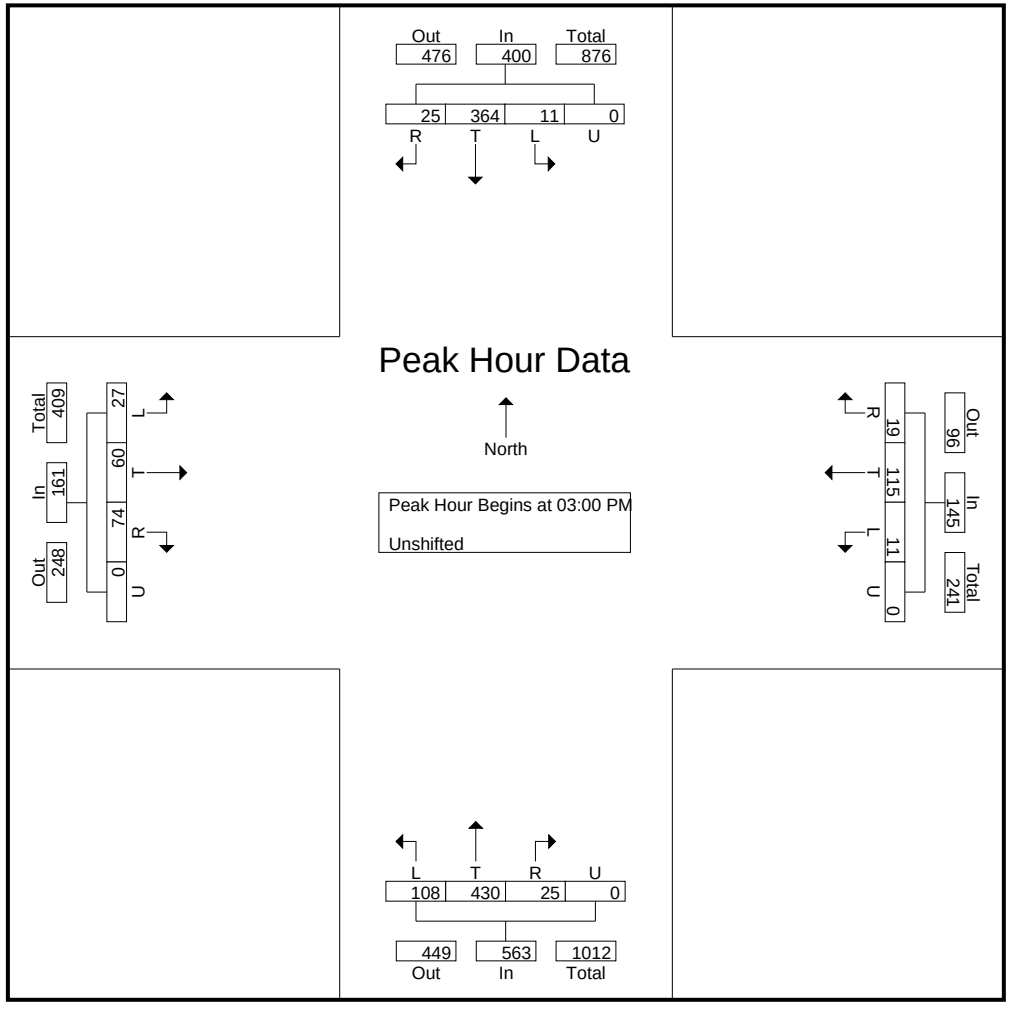
719-633-2868

File Name : Not Named 3
Site Code : S214740
Start Date : 10/5/2021
Page No : 3



LSC Transportation Consultants, Inc.

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

File Name : Not Named 3
Site Code : S214740
Start Date : 10/5/2021

	Southbound					Westbound					Northbound					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 1:45:00 PM to 3:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	3:00:00 PM					3:00:00 PM					3:00:00 PM					2:45:00 PM					
+0 mins.	2	79	3	0	84	**5**	19	2	0	26	19	78	6	0	103	**8**	14	**25**	**2**	**49**	
+5 mins.	2	73	3	0	78	2	**40**	7	0	**49**	31	111	5	0	147	7	11	11	0	29	
+10 mins.	3	**121**	**10**	0	**134**	3	21	2	0	26	20	119	**11**	0	150	8	**19**	21	0	48	
+15 mins.	**4**	91	9	0	104	1	35	**8**	0	44	**38**	**122**	3	0	**163**	5	16	23	0	44	
Total Volume	11	364	25	0	400	11	115	19	0	145	108	430	25	0	563	28	60	80	2	170	
% App. Total	2.8	91	6.2	0		7.6	79.3	13.1	0		19.2	76.4	4.4	0		16.5	35.3	47.1	1.2		
PHF	.688	.752	.625	.000	.746	.550	.719	.594	.000	.740	.711	.881	.568	.000	.863	.875	.789	.800	.250	.867	

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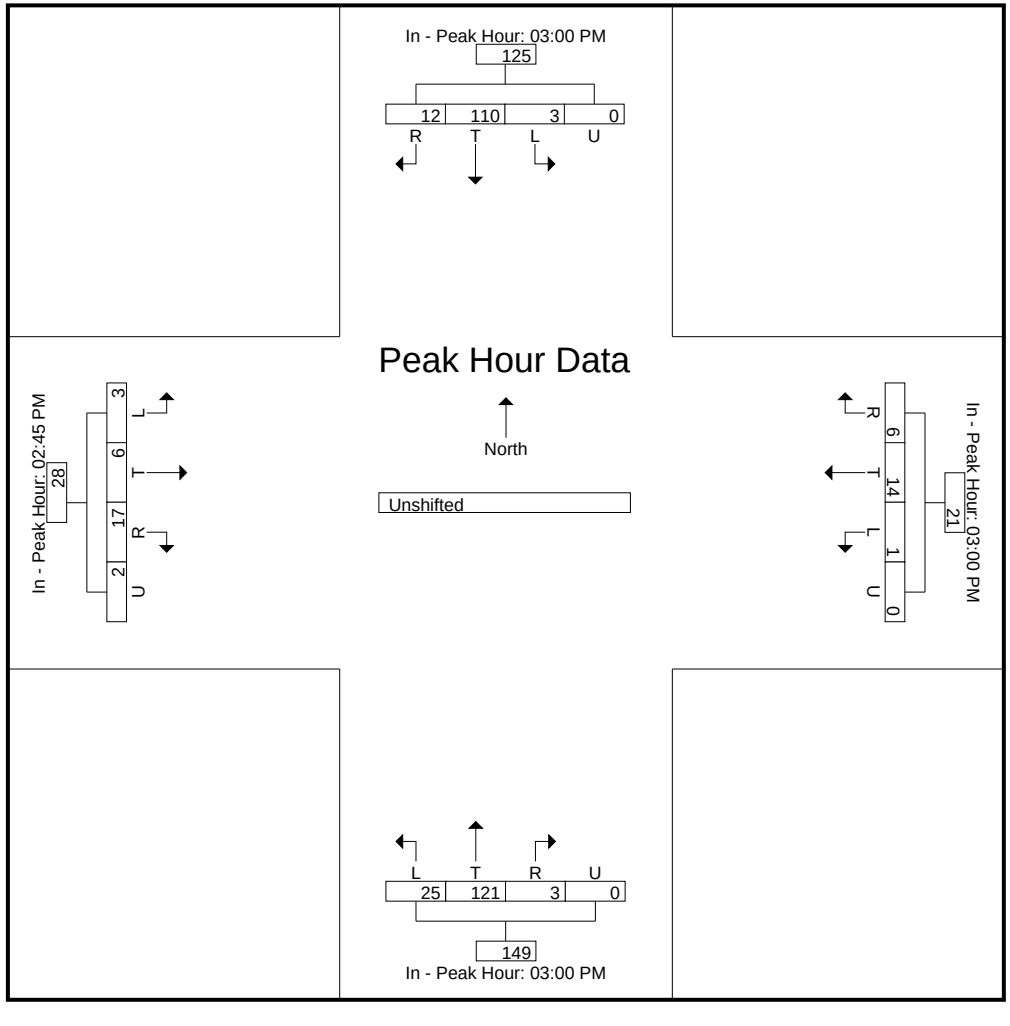
719-633-2868

File Name : Not Named 3
Site Code : S214740
Start Date : 10/5/2021
Page No : 5



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

File Name : Hwy 24 - Stapleton Rd Noon
Site Code : S214740
Start Date : 10/5/2021
Page No : 1

Groups Printed- Unshifted

	Hwy 24 Southbound					Stapleton Rd Westbound					Hwy 24 Northbound					Stapleton 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**
11:00 AM	0	97	5	0	102	0	4	1	0	5	16	84	6	0	106	5	1	12	0	18	231
11:15 AM	2	83	3	0	88	0	5	1	0	6	18	73	5	0	96	3	2	12	0	17	207
11:30 AM	2	76	3	0	81	3	5	2	0	10	11	66	2	0	79	6	6	2	0	14	184
11:45 AM	3	70	5	0	78	2	9	3	0	14	14	91	4	0	109	5	4	7	0	16	217
Total	7	326	16	0	349	5	23	7	0	35	59	314	17	0	390	19	13	33	0	65	839
12:00 PM	1	79	3	0	83	1	6	2	0	9	14	68	6	0	88	8	6	7	0	21	201
12:15 PM	5	64	8	0	77	2	8	3	0	13	16	64	6	0	86	7	4	9	0	20	196
12:30 PM	4	76	4	0	84	2	3	1	0	6	11	76	7	0	94	3	6	11	0	20	204
12:45 PM	2	72	4	0	78	3	12	2	0	17	15	83	4	0	102	3	5	13	0	21	218
Total	12	291	19	0	322	8	29	8	0	45	56	291	23	0	370	21	21	40	0	82	819
Grand Total	19	617	35	0	671	13	52	15	0	80	115	605	40	0	760	40	34	73	0	147	1658
Apprch %	2.8	92	5.2	0		16.2	65	18.8	0		15.1	79.6	5.3	0		27.2	23.1	49.7	0		
Total %	1.1	37.2	2.1	0	40.5	0.8	3.1	0.9	0	4.8	6.9	36.5	2.4	0	45.8	2.4	2.1	4.4	0	8.9	

LSC Transportation Consultants, Inc.

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

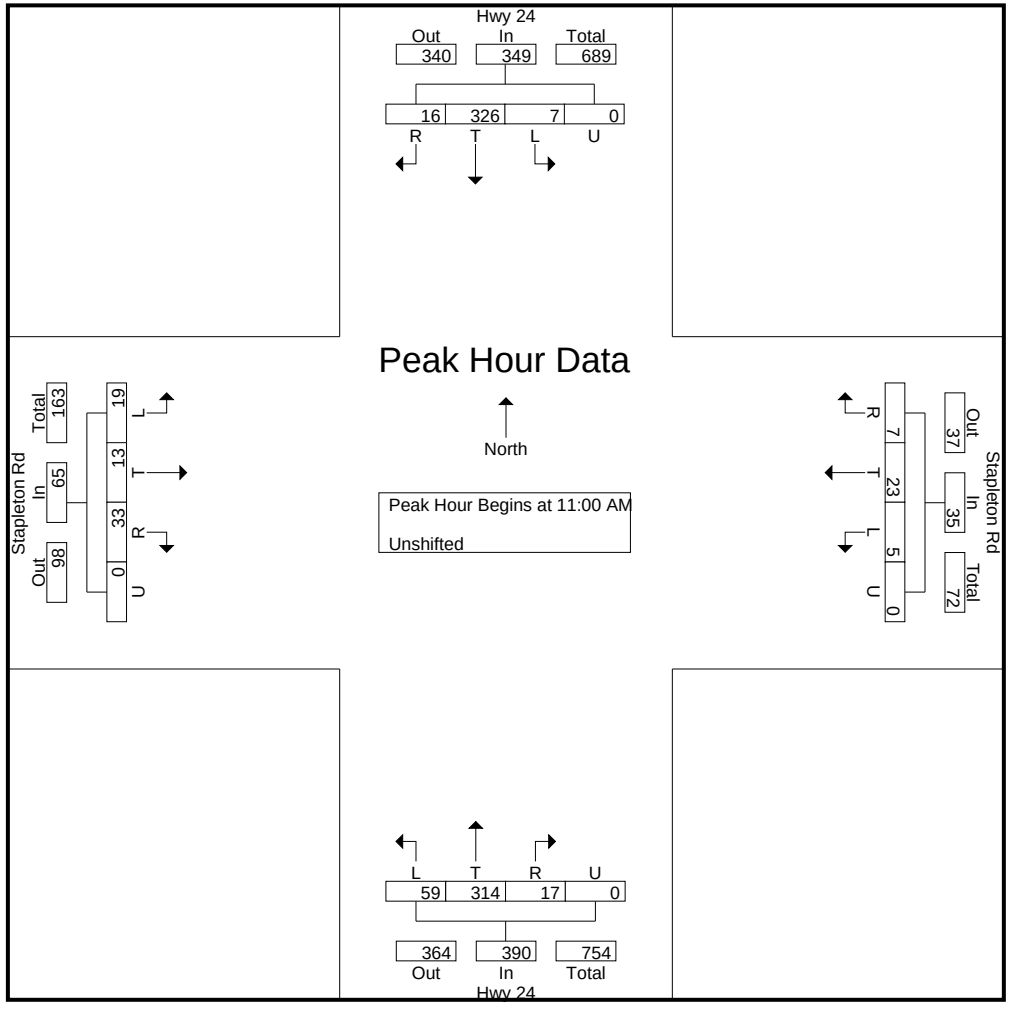
File Name : Hwy 24 - Stapleton Rd Noon
Site Code : S214740
Start Date : 10/5/2021

	Hwy 24 Southbound					Stapleton Rd Westbound					Hwy 24 Northbound					Stapleton 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 11:00:00 AM to 12:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00:00 AM																					
11:00:00 AM	0	**97**	**5**	0	**102**	0	4	1	0	5	16	84	**6**	0	106	5	1	**12**	0	**18**	**231**
11:15:00 AM	2	83	3	0	88	0	5	1	0	6	**18**	73	5	0	96	3	2	12	0	17	207
11:30:00 AM	2	76	3	0	81	**3**	5	2	0	10	11	66	2	0	79	**6**	**6**	2	0	14	184
11:45:00 AM	**3**	70	5	0	78	2	**9**	**3**	0	**14**	14	**91**	4	0	**109**	5	4	7	0	16	217
Total Volume	7	326	16	0	349	5	23	7	0	35	59	314	17	0	390	19	13	33	0	65	839
% App. Total	2	93.4	4.6	0		14.3	65.7	20	0		15.1	80.5	4.4	0		29.2	20	50.8	0		
PHF	.583	.840	.800	.000	.855	.417	.639	.583	.000	.625	.819	.863	.708	.000	.894	.792	.542	.688	.000	.903	.908

LSC Transportation Consultants, Inc.

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

File Name : Hwy 24 - Stapleton Rd Noon
Site Code : S214740
Start Date : 10/5/2021
Page No : 3



LSC Transportation Consultants, Inc.

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

File Name : Hwy 24 - Stapleton Rd Noon
Site Code : S214740
Start Date : 10/5/2021

	Hwy 24 Southbound					Stapleton Rd Westbound					Hwy 24 Northbound					Stapleton 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 11:00:00 AM to 12:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00:00 AM					11:30:00 AM					11:00:00 AM					12:00:00 PM					
+0 mins.	0	**97**	**5**	0	**102**	**3**	5	2	0	10	16	84	**6**	0	106	**8**	**6**	7	0	**21**	
+5 mins.	2	83	3	0	88	2	**9**	**3**	0	**14**	**18**	73	5	0	96	7	4	9	0	20	
+10 mins.	2	76	3	0	81	1	6	2	0	9	11	66	2	0	79	3	6	11	0	20	
+15 mins.	**3**	70	5	0	78	2	8	3	0	13	14	**91**	4	0	**109**	3	5	**13**	0	21	
Total Volume	7	326	16	0	349	8	28	10	0	46	59	314	17	0	390	21	21	40	0	82	
% App. Total	2	93.4	4.6	0		17.4	60.9	21.7	0		15.1	80.5	4.4	0		25.6	25.6	48.8	0		
PHF	.583	.840	.800	.000	.855	.667	.778	.833	.000	.821	.819	.863	.708	.000	.894	.656	.875	.769	.000	.976	

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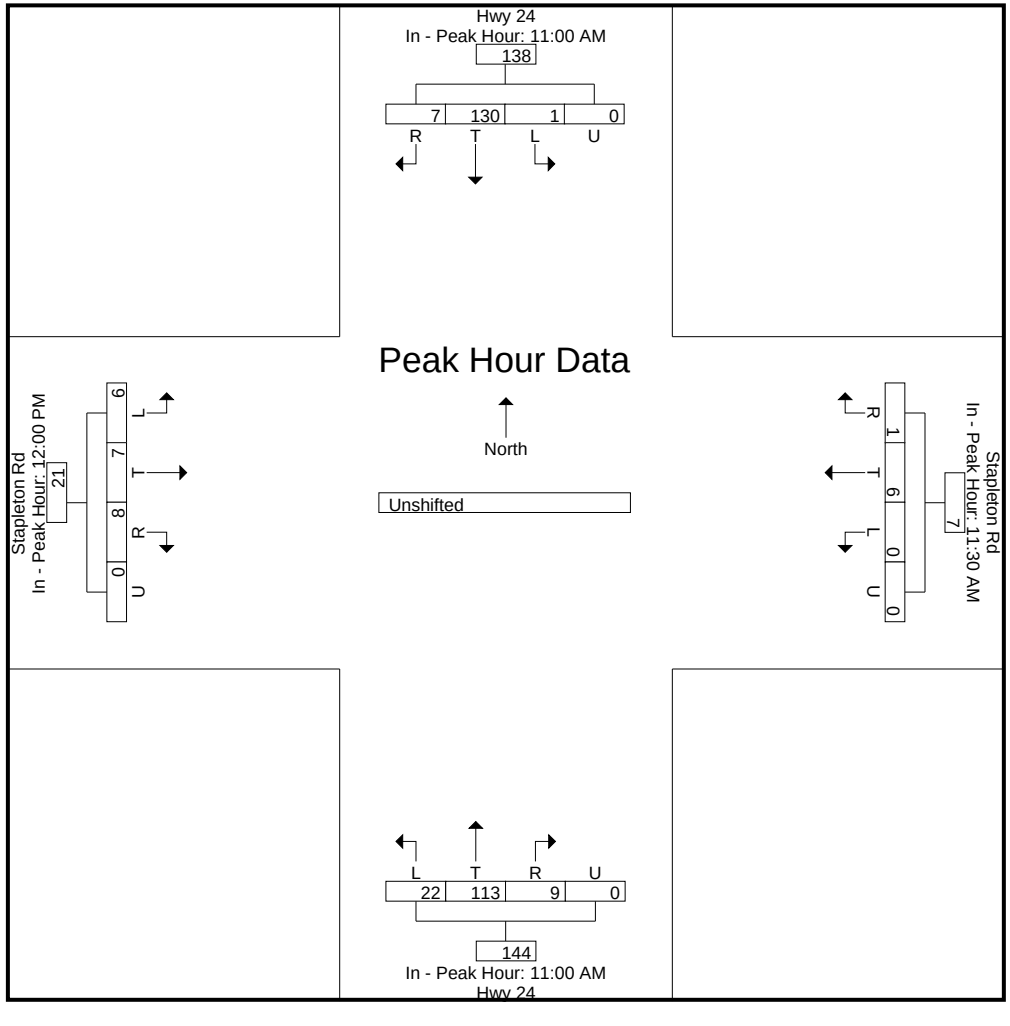
719-633-2868

File Name : Hwy 24 - Stapleton Rd Noon
Site Code : S214740
Start Date : 10/5/2021
Page No : 5



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

File Name : Hwy 24 - Stapleton Rd PM
Site Code : S214740
Start Date : 10/6/2021
Page No : 1

Groups Printed- Unshifted

	Hwy 24 Southbound					Stapleton Rd Westbound					Hwy 24 Northbound					Stapleton 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	2	100	10	0	112	2	27	6	0	35	32	115	2	0	149	3	11	20	0	34	330
04:15 PM	4	98	11	0	113	1	35	12	0	48	26	109	4	0	139	3	15	15	0	33	333
04:30 PM	2	101	3	0	106	2	27	9	0	38	28	124	1	0	153	5	15	16	0	36	333
04:45 PM	2	71	5	0	78	0	35	7	0	42	34	120	1	0	155	7	8	16	0	31	306
Total	10	370	29	0	409	5	124	34	0	163	120	468	8	0	596	18	49	67	0	134	1302
05:00 PM	0	73	12	0	85	0	25	7	0	32	26	112	10	0	148	5	9	24	0	38	303
05:15 PM	1	80	9	0	90	2	18	6	0	26	37	122	3	0	162	4	14	20	0	38	316
05:30 PM	6	82	6	0	94	1	26	6	0	33	29	121	4	0	154	5	9	20	0	34	315
05:45 PM	1	73	3	1	78	3	22	7	1	33	25	107	3	0	135	10	19	4	1	34	280
Total	8	308	30	1	347	6	91	26	1	124	117	462	20	0	599	24	51	68	1	144	1214
06:00 PM	3	87	2	0	92	2	18	5	0	25	18	108	9	0	135	5	8	24	0	37	289
Grand Total	21	765	61	1	848	13	233	65	1	312	255	1038	37	0	1330	47	108	159	1	315	2805
Apprch %	2.5	90.2	7.2	0.1		4.2	74.7	20.8	0.3		19.2	78	2.8	0		14.9	34.3	50.5	0.3		
Total %	0.7	27.3	2.2	0	30.2	0.5	8.3	2.3	0	11.1	9.1	37	1.3	0	47.4	1.7	3.9	5.7	0	11.2	

LSC Transportation Consultants, Inc.

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

File Name : Hwy 24 - Stapleton Rd PM
Site Code : S214740
Start Date : 10/6/2021

	Hwy 24 Southbound					Stapleton Rd Westbound					Hwy 24 Northbound					Stapleton 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 6:00:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	2	100	10	0	112	**2**	27	6	0	35	32	115	2	0	149	3	11	**20**	0	34	330
4:15:00 PM	**4**	98	**11**	0	**113**	1	**35**	**12**	0	**48**	26	109	**4**	0	139	3	**15**	15	0	33	**333**
4:30:00 PM	2	**101**	3	0	106	2	27	9	0	38	28	**124**	1	0	153	5	15	16	0	**36**	333
4:45:00 PM	2	71	5	0	78	0	35	7	0	42	**34**	120	1	0	**155**	**7**	8	16	0	31	306
Total Volume	10	370	29	0	409	5	124	34	0	163	120	468	8	0	596	18	49	67	0	134	1302
% App. Total	2.4	90.5	7.1	0		3.1	76.1	20.9	0		20.1	78.5	1.3	0		13.4	36.6	50	0		
PHF	.625	.916	.659	.000	.905	.625	.886	.708	.000	.849	.882	.944	.500	.000	.961	.643	.817	.838	.000	.931	.977

LSC Transportation Consultants, Inc.

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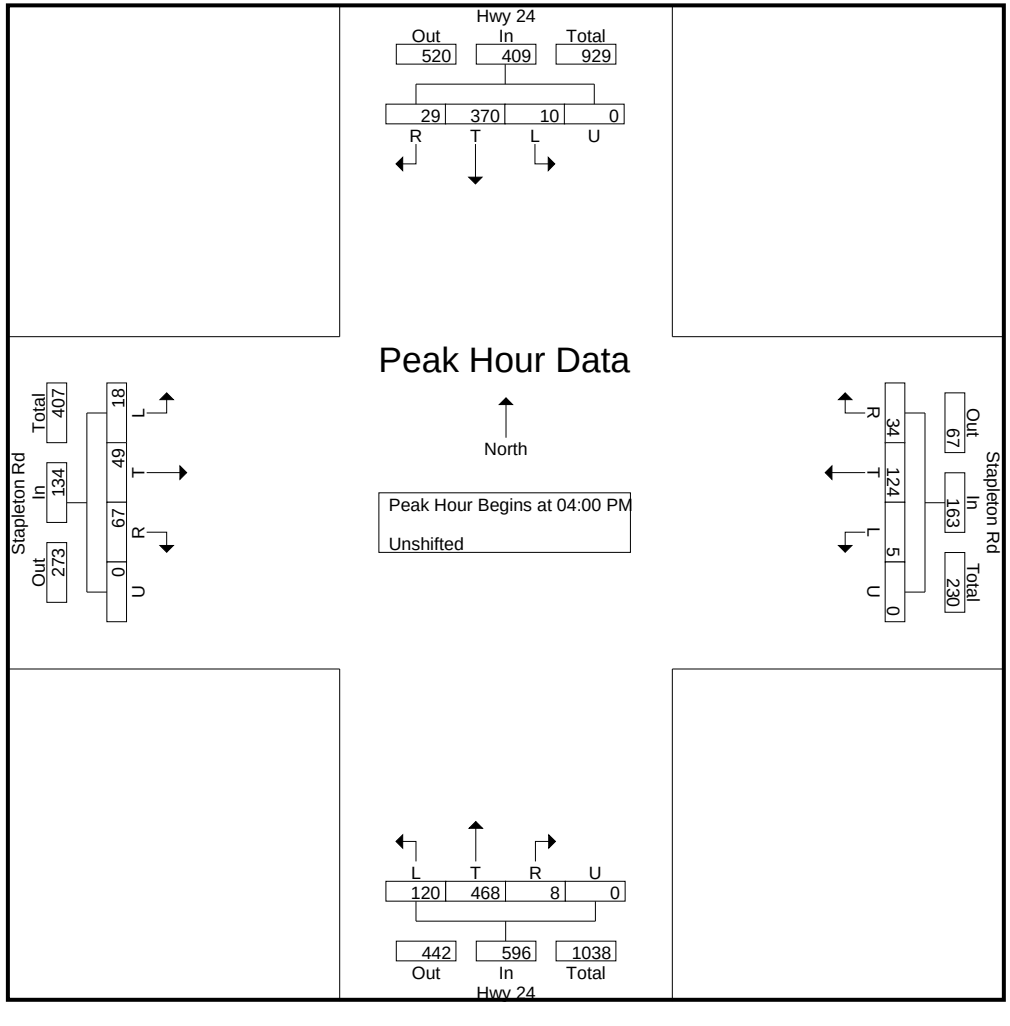
719-633-2868

File Name : Hwy 24 - Stapleton Rd PM
Site Code : S214740
Start Date : 10/6/2021
Page No : 3



LSC Transportation Consultants, Inc.

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

File Name : Hwy 24 - Stapleton Rd PM
Site Code : S214740
Start Date : 10/6/2021

	Hwy 24 Southbound					Stapleton Rd Westbound					Hwy 24 Northbound					Stapleton 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 6:00:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:00:00 PM					4:00:00 PM					4:45:00 PM					5:00:00 PM					
+0 mins.	2	100	10	0	112	**2**	27	6	0	35	34	120	1	0	155	5	9	**24**	0	**38**	
+5 mins.	**4**	98	**11**	0	**113**	1	**35**	**12**	0	**48**	26	112	**10**	0	148	4	14	20	0	38	
+10 mins.	2	**101**	3	0	106	2	27	9	0	38	**37**	**122**	3	0	**162**	5	9	20	0	34	
+15 mins.	2	71	5	0	78	0	35	7	0	42	29	121	4	0	154	**10**	**19**	4	**1**	34	
Total Volume	10	370	29	0	409	5	124	34	0	163	126	475	18	0	619	24	51	68	1	144	
% App. Total	2.4	90.5	7.1	0		3.1	76.1	20.9	0		20.4	76.7	2.9	0		16.7	35.4	47.2	0.7		
PHF	.625	.916	.659	.000	.905	.625	.886	.708	.000	.849	.851	.973	.450	.000	.955	.600	.671	.708	.250	.947	

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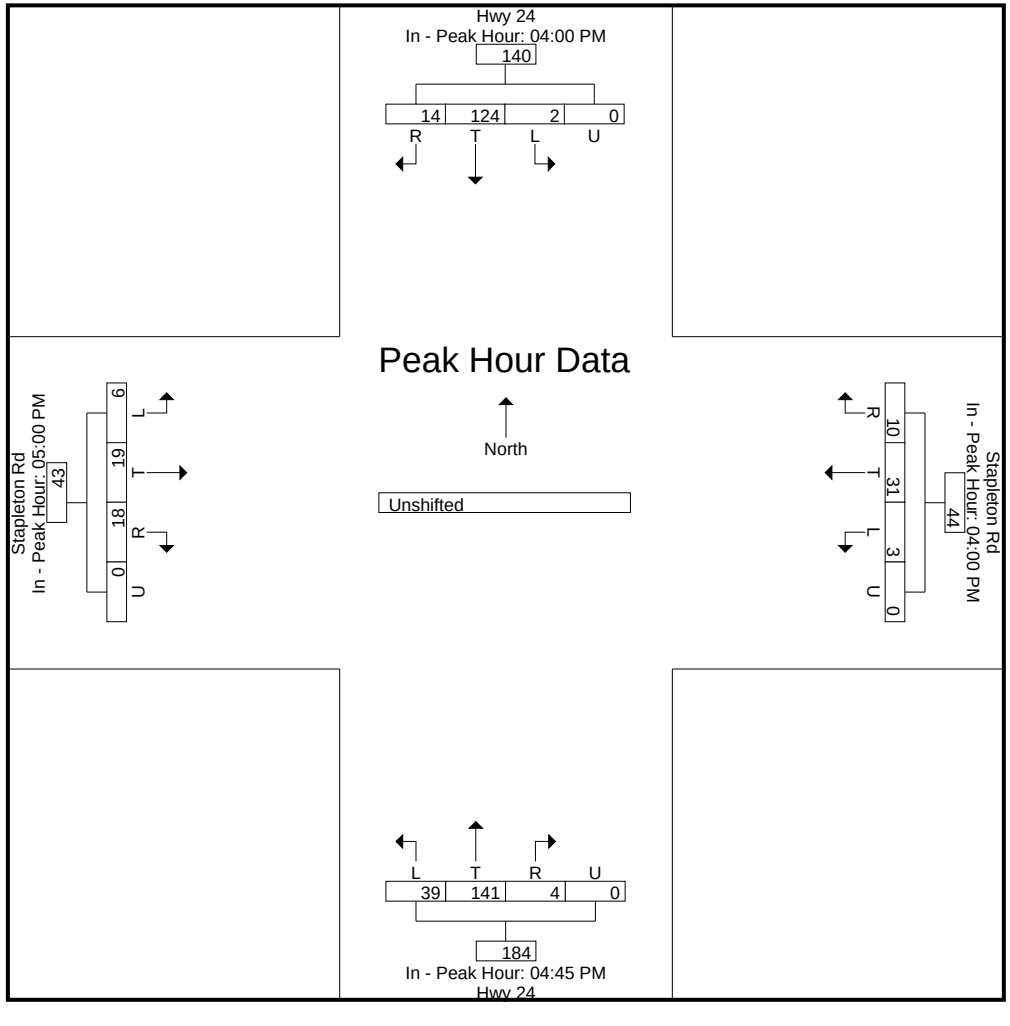
719-633-2868

File Name : Hwy 24 - Stapleton Rd PM
Site Code : S214740
Start Date : 10/6/2021
Page No : 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 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
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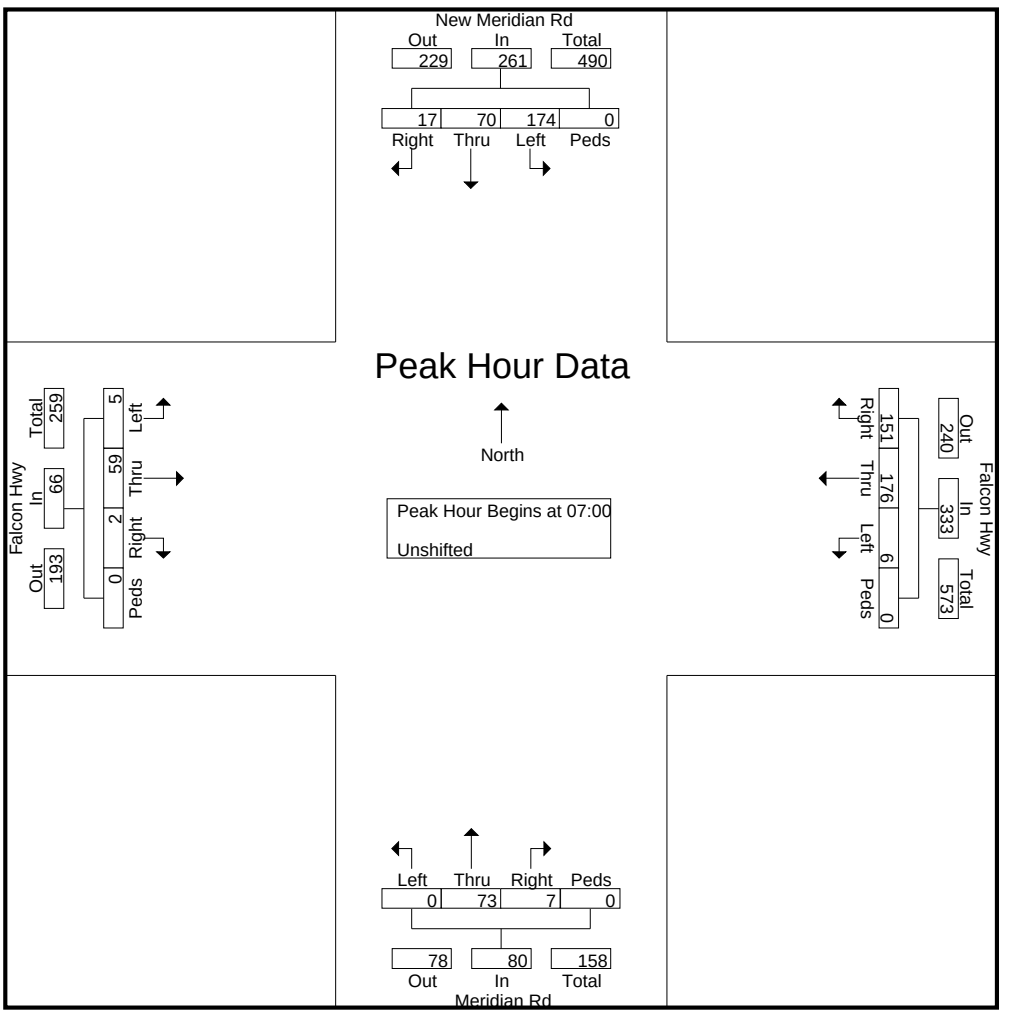
719-633-2868

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

Groups Printed- Unshifted

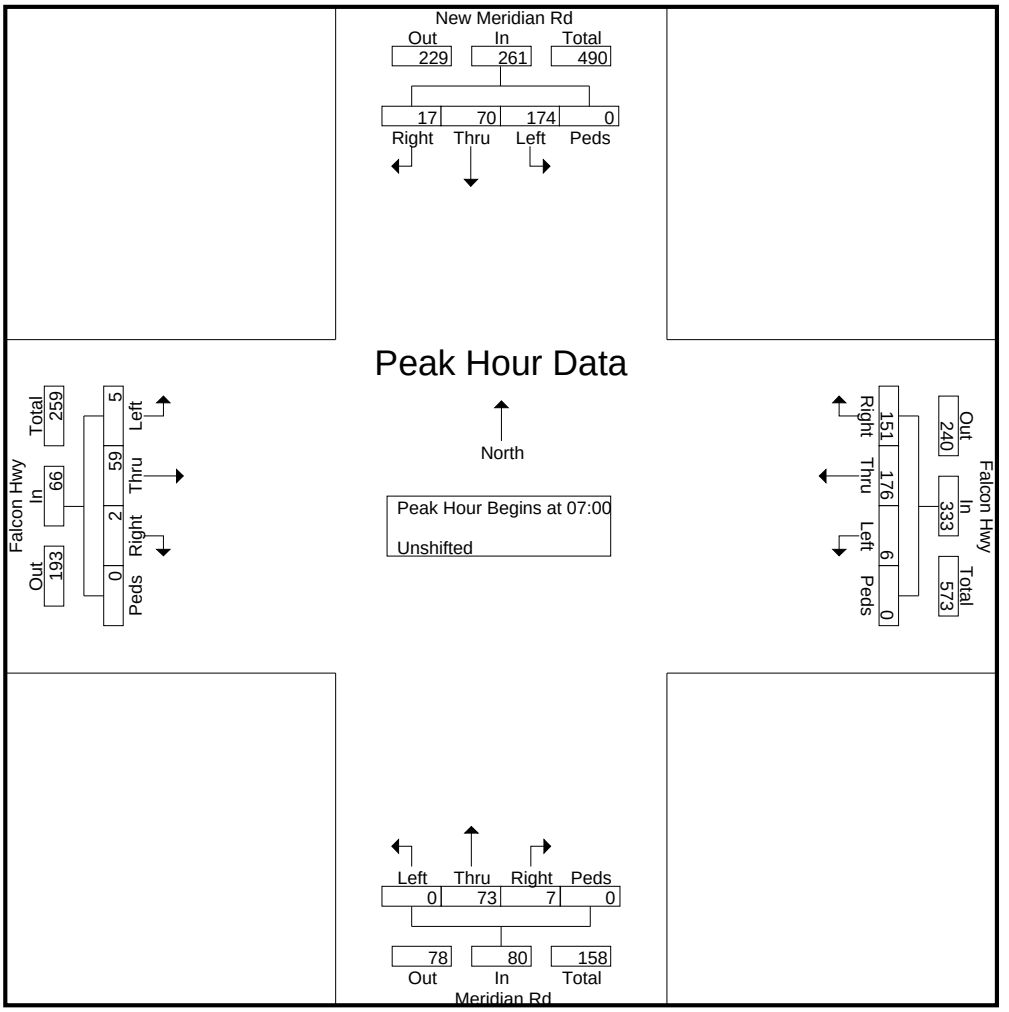
	New Meridian Rd Southbound					Falcon Hwy Westbound					Meridian Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30	1	7	38	0	46	33	30	0	0	63	0	18	0	0	18	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	

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 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

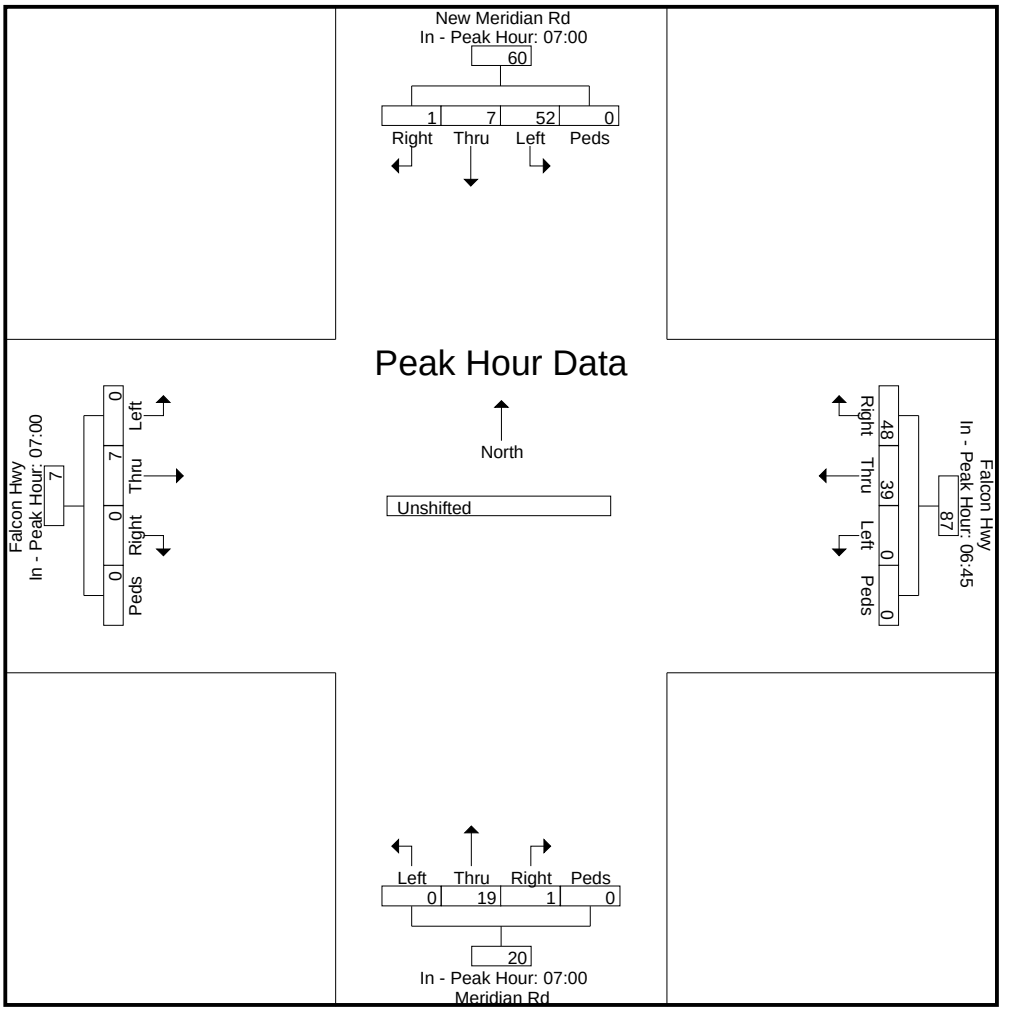


LSC Transportation Consultants, Inc.

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 : 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	



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 : 1

Groups Printed- Unshifted

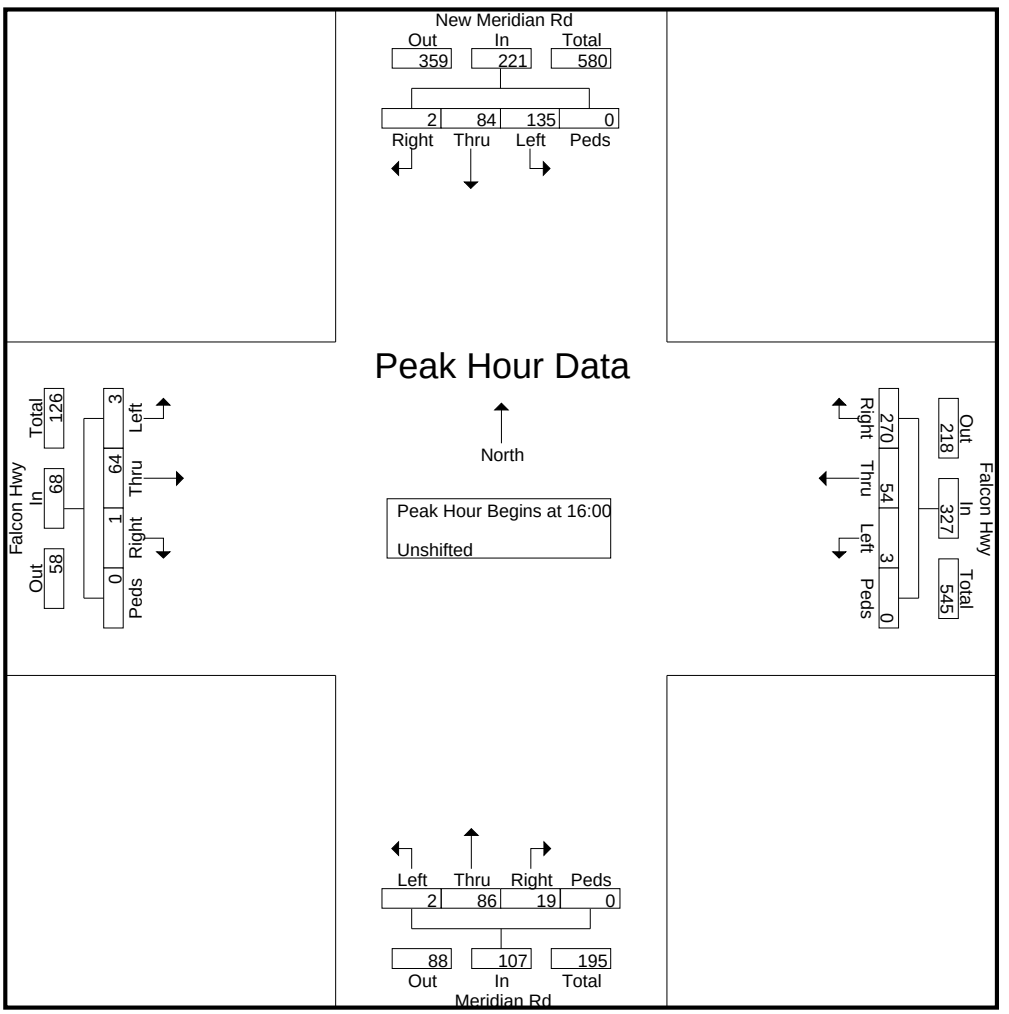
	New Meridian Rd Southbound					Falcon Hwy Westbound					Meridian Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	1	7	10	0	18	28	6	0	0	34	3	6	0	0	9	1	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

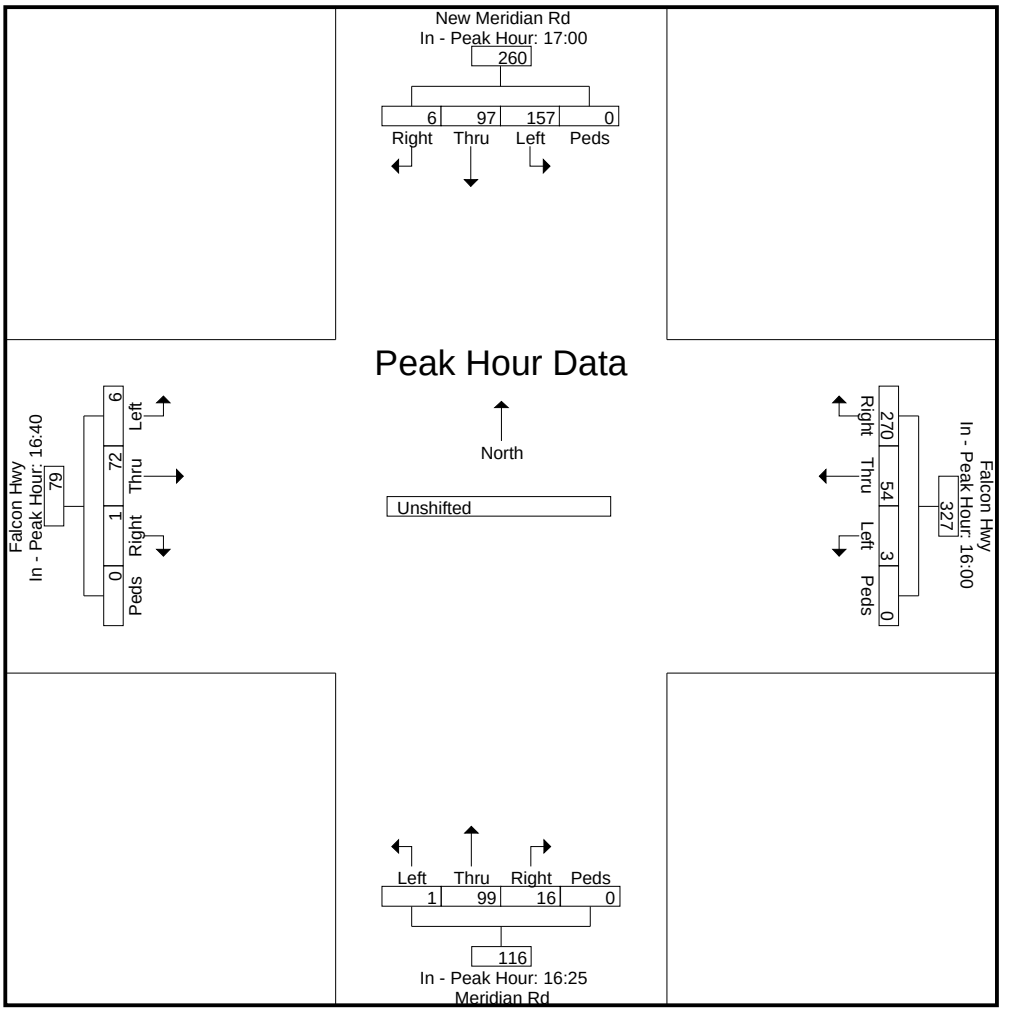


LSC Transportation Consultants, Inc.

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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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	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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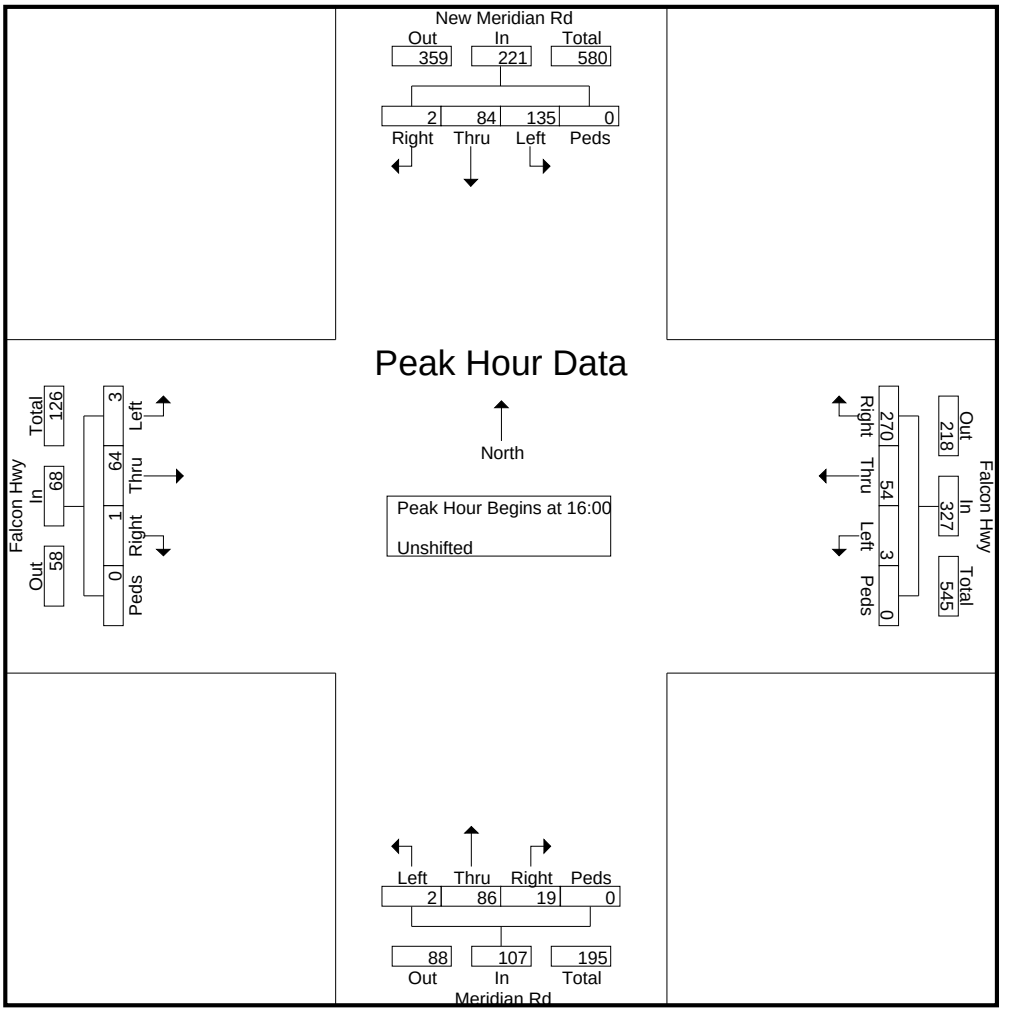
Page No : 2

	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 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



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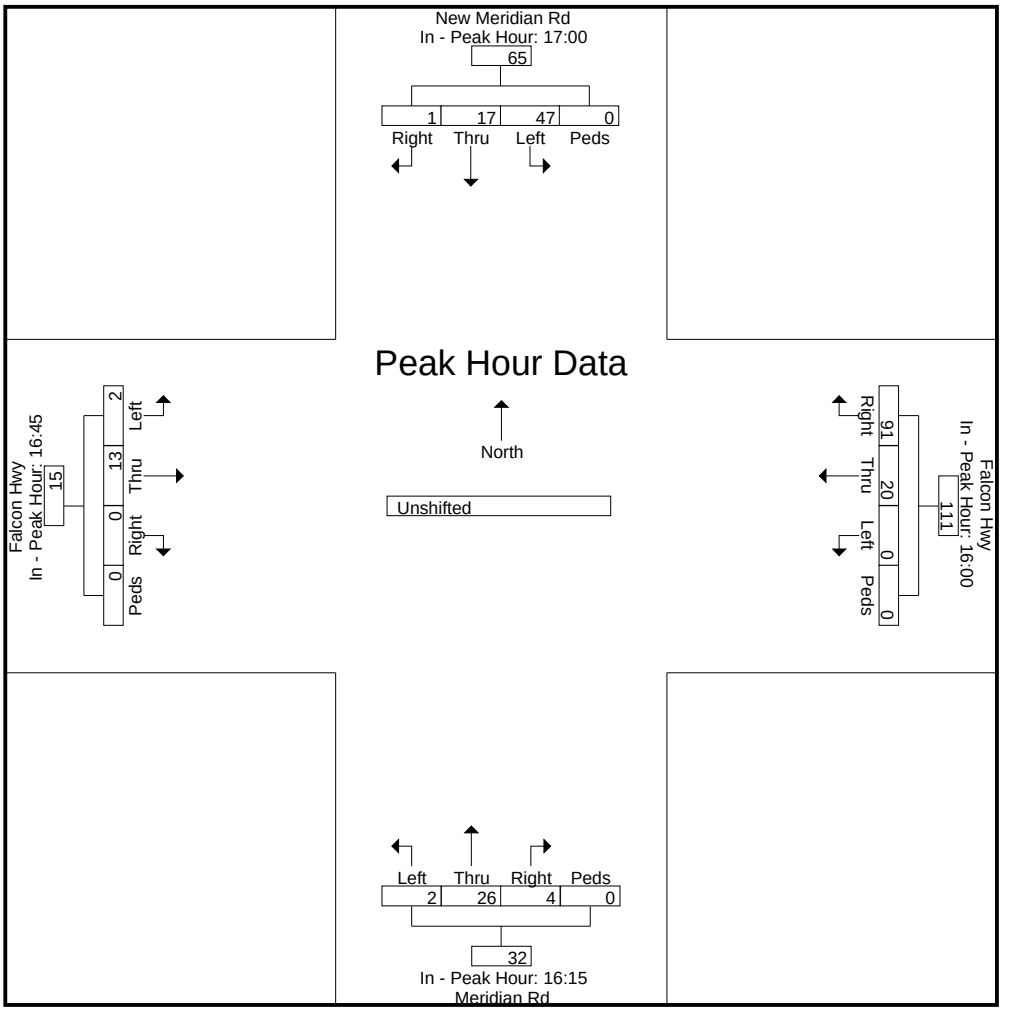
	New Meridian Rd Southbound					Falcon Hwy Westbound					Meridian Rd Northbound					Falcon Hwy Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for 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

	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
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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 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

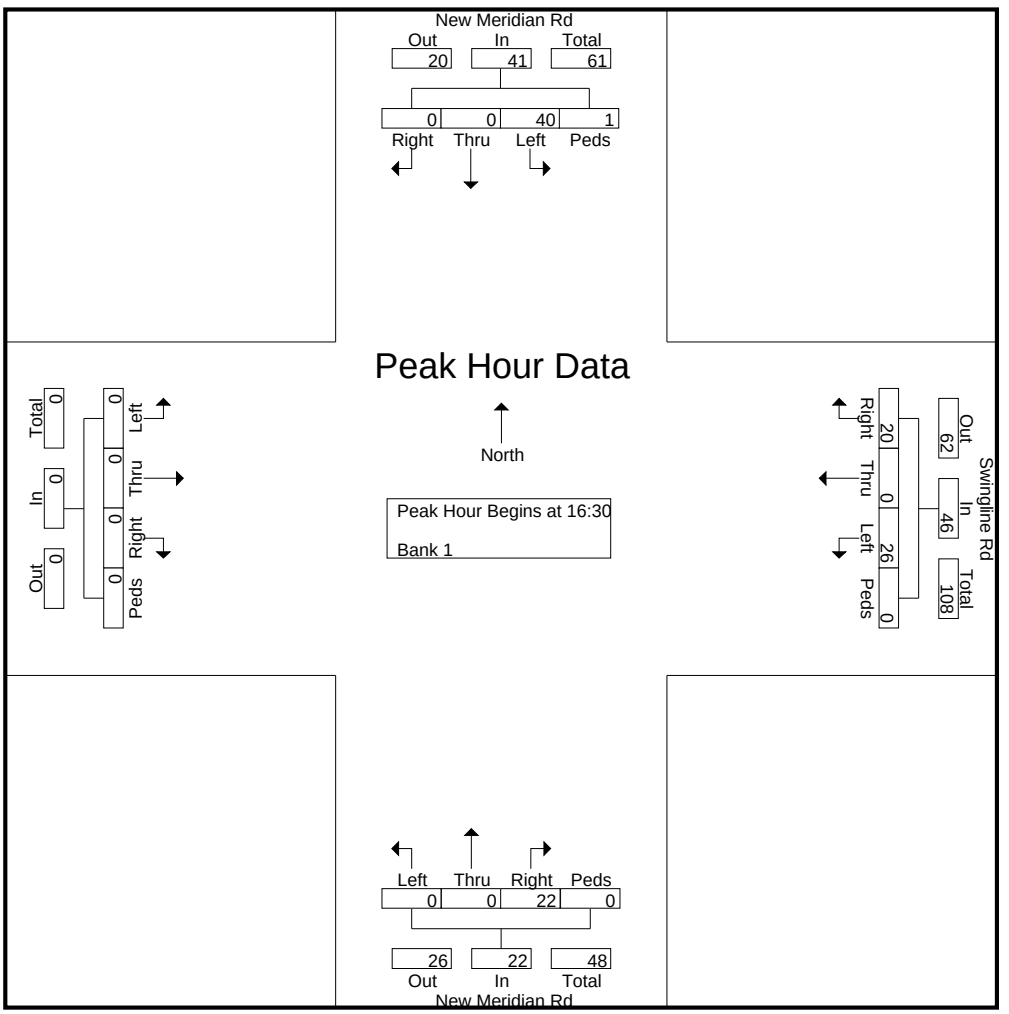
	New Meridian Rd Southbound					Swingline Rd Westbound					New Meridian Rd Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
16:00	0	0	4	0	4	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	8
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	

Levels of Service

TRANSPORTATION
CONSULTANTS, INC.

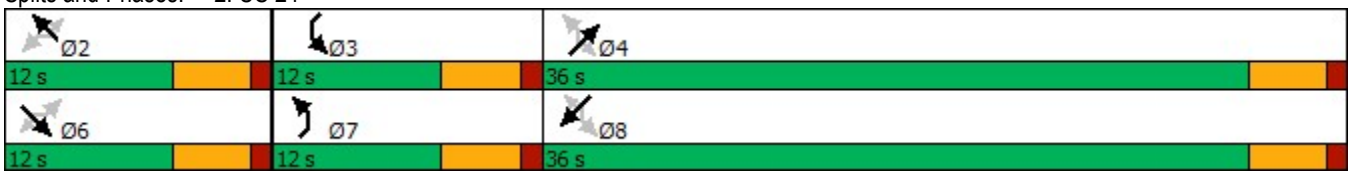
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	17	159	165	1	336	85	290	605	1	51	492	3
Future Volume (vph)	17	159	165	1	336	85	290	605	1	51	492	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		195	195		195	555		490	555		490
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	180			180			300			300		
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	0.502			0.643			0.215			0.226		
Satd. Flow (perm)	935	3539	1583	1198	3539	1583	400	1863	1583	421	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			109			109			109
Link Speed (mph)		40			40			65			65	
Link Distance (ft)		873			1300			985			695	
Travel Time (s)		14.9			22.2			10.3			7.3	
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	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	6	6	6	2	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)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	36.0	36.0	12.0	36.0	36.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	60.0%	60.0%	20.0%	60.0%	60.0%
Maximum Green (s)	7.5	7.5	7.5	7.5	7.5	7.5	7.5	31.5	31.5	7.5	31.5	31.5
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							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							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	Max	Max	Max	Max	Max	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		7.0	7.0
Flash Dont Walk (s)	11.0	11.0	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		0	0
Act Effct Green (s)	18.2	18.2	18.2	18.2	18.2	18.2	33.7	29.6	29.6	30.1	23.7	23.7
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.29	0.29	0.53	0.47	0.47	0.48	0.38	0.38
v/c Ratio	0.07	0.17	0.31	0.00	0.36	0.17	0.83	0.75	0.00	0.16	0.77	0.00
Control Delay	20.5	19.4	5.5	19.0	20.7	4.7	30.2	21.9	0.0	6.9	24.9	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	20.5	19.4	5.5	19.0	20.7	4.7	30.2	21.9	0.0	6.9	24.9	0.0
LOS	C	B	A	B	C	A	C	C	A	A	C	A
Approach Delay		12.7			17.5			24.5			23.1	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	5	27	0	0	62	0	55	221	0	8	172	0
Queue Length 95th (ft)	21	54	43	4	106	26	#178	#383	0	20	273	0
Internal Link Dist (ft)		793			1220			905			615	
Turn Bay Length (ft)	195		195	195		195	555		490	555		490
Base Capacity (vph)	269	1021	584	345	1021	534	378	940	853	370	940	853
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	0.07	0.17	0.31	0.00	0.36	0.17	0.83	0.69	0.00	0.15	0.57	0.00

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 63.2			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 21.0		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.

Splits and Phases: 2: US 24



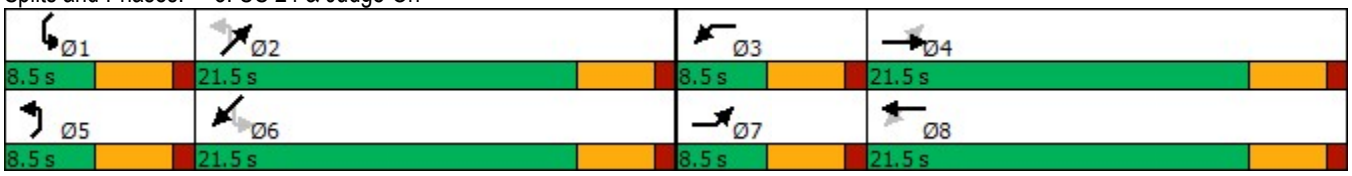
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	33	32	46	121	88	15	126	556	121	3	375	20
Future Volume (vph)	33	32	46	121	88	15	126	556	121	3	375	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	850		0	700		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			280			300		
Lane Util. 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
Frt		0.945			0.991			0.973			0.992	
Flt Protected		0.985			0.974		0.950			0.950		
Satd. Flow (prot)	0	1734	0	0	1798	0	1770	1812	0	1770	1848	0
Flt Permitted		0.874			0.803		0.362			0.185		
Satd. Flow (perm)	0	1538	0	0	1482	0	674	1812	0	345	1848	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55			7			18			5	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		801			719			1315			2758	
Travel Time (s)		12.1			10.9			16.3			34.2	
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	40	39	55	139	101	17	135	598	130	3	408	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	134	0	0	257	0	135	728	0	3	430	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)		0			0			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	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	8.5	21.5		8.5	21.5		8.5	21.5		8.5	21.5	
Total Split (%)	14.2%	35.8%		14.2%	35.8%		14.2%	35.8%		14.2%	35.8%	
Maximum Green (s)	4.0	17.0		4.0	17.0		4.0	17.0		4.0	17.0	
Yellow Time (s)	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	
Lost Time Adjust (s)		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	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None	None		None	None		None	Max		None	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)		13.0			13.0		25.3	24.5		22.6	19.5	
Actuated g/C Ratio		0.27			0.27		0.52	0.51		0.47	0.40	
v/c Ratio		0.29			0.63		0.30	0.78		0.01	0.57	
Control Delay		10.7			22.7		8.6	21.7		6.7	17.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		10.7			22.7		8.6	21.7		6.7	17.0	
LOS		B			C		A	C		A	B	
Approach Delay		10.7			22.7			19.7			16.9	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)		17			62		17	136		0	97	
Queue Length 95th (ft)		44			115		43	#457		3	#195	
Internal Link Dist (ft)		721			639			1235			2678	
Turn Bay Length (ft)							850			700		
Base Capacity (vph)		582			531		445	931		281	752	
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		0.23			0.48		0.30	0.78		0.01	0.57	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 48.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 18.7 Intersection LOS: B
Intersection Capacity Utilization 70.9% 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.

Splits and Phases: 3: US 24 & Judge Orr



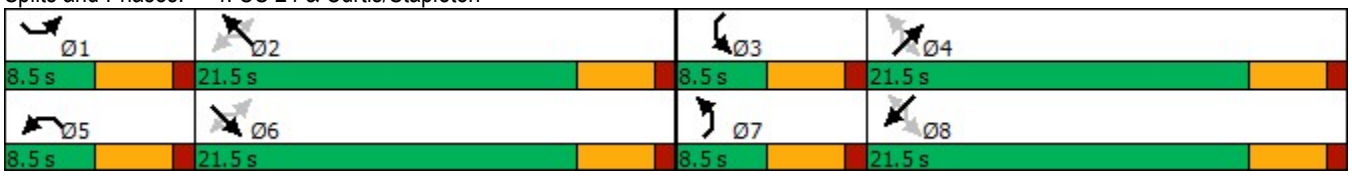
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	49	67	5	124	34	120	468	8	10	370	29
Future Volume (vph)	18	49	67	5	124	34	120	468	8	10	370	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		325	215		215	890		1000	790		790
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	240			200			190			190		
Lane Util. 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
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.666			0.719			0.354			0.373		
Satd. Flow (perm)	1241	1863	1583	1339	1863	1583	659	1863	1583	695	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191			191			191			191
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1349			1298			2758			1426	
Travel Time (s)		20.4			19.7			34.2			17.7	
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	22	59	81	6	143	39	129	503	9	11	402	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	59	81	6	143	39	129	503	9	11	402	32
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	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		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)	8.5	21.5	21.5	8.5	21.5	21.5	8.5	21.5	21.5	8.5	21.5	21.5
Total Split (%)	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%
Maximum Green (s)	4.0	17.0	17.0	4.0	17.0	17.0	4.0	17.0	17.0	4.0	17.0	17.0
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	Min	Min	None	Min	Min	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)	9.3	8.8	8.8	9.3	8.8	8.8	21.0	20.4	20.4	18.2	15.2	15.2
Actuated g/C Ratio	0.23	0.21	0.21	0.23	0.21	0.21	0.51	0.50	0.50	0.44	0.37	0.37
v/c Ratio	0.07	0.15	0.17	0.02	0.36	0.08	0.29	0.54	0.01	0.03	0.59	0.05
Control Delay	12.7	16.2	0.7	12.2	18.6	0.3	8.3	14.5	0.0	6.7	17.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	16.2	0.7	12.2	18.6	0.3	8.3	14.5	0.0	6.7	17.4	0.1
LOS	B	B	A	B	B	A	A	B	A	A	B	A
Approach Delay		8.0			14.6			13.1			15.9	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	4	11	0	1	28	0	11	55	0	1	71	0
Queue Length 95th (ft)	14	37	0	7	78	0	50	#314	0	9	#229	0
Internal Link Dist (ft)		1269			1218			2678			1346	
Turn Bay Length (ft)	190		325	215		215	890		1000	790		790
Base Capacity (vph)	336	810	797	348	810	797	449	970	916	417	810	797
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	0.07	0.07	0.10	0.02	0.18	0.05	0.29	0.52	0.01	0.03	0.50	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 41.1			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 13.6		Intersection LOS: B	
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 4: US 24 & Curtis/Stapleton



Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	110	29	2	64	13	78	137	18	16	47	5
Future Vol, veh/h	3	110	29	2	64	13	78	137	18	16	47	5
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	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	87	87	87	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	133	35	2	77	16	90	157	21	19	57	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	93	0	0	168	0	0	262	238	133	337	265	85
Stage 1	-	-	-	-	-	-	141	141	-	89	89	-
Stage 2	-	-	-	-	-	-	121	97	-	248	176	-
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	1501	-	-	1410	-	-	691	663	916	617	640	974
Stage 1	-	-	-	-	-	-	862	780	-	918	821	-
Stage 2	-	-	-	-	-	-	883	815	-	756	753	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1501	-	-	1410	-	-	638	660	916	491	637	974
Mov Cap-2 Maneuver	-	-	-	-	-	-	638	660	-	491	637	-
Stage 1	-	-	-	-	-	-	859	778	-	915	820	-
Stage 2	-	-	-	-	-	-	816	814	-	588	751	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	11.9	11.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	638	682	1501	-	-	1410	-	-	491	659
HCM Lane V/C Ratio	0.141	0.261	0.002	-	-	0.002	-	-	0.039	0.095
HCM Control Delay (s)	11.6	12.1	7.4	0	-	7.6	-	-	12.6	11
HCM Lane LOS	B	B	A	A	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.5	1	0	-	-	0	-	-	0.1	0.3

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	290	2	86	19	135	84	2
Future Vol, veh/h	3	64	1	3	54	290	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	315	2	104	23	155	97	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	374	0	0	78	0	0	358	466	78	372	309	217
Stage 1	-	-	-	-	-	-	86	86	-	223	223	-
Stage 2	-	-	-	-	-	-	272	380	-	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	1184	-	-	1520	-	-	597	494	983	585	605	823
Stage 1	-	-	-	-	-	-	922	824	-	780	719	-
Stage 2	-	-	-	-	-	-	734	614	-	854	824	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1184	-	-	1520	-	-	519	491	983	476	601	823
Mov Cap-2 Maneuver	-	-	-	-	-	-	519	491	-	476	601	-
Stage 1	-	-	-	-	-	-	918	821	-	777	717	-
Stage 2	-	-	-	-	-	-	631	612	-	726	821	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	13.8	18.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	539	1184	-	-	1520	-	-	519
HCM Lane V/C Ratio	0.239	0.003	-	-	0.002	-	-	0.489
HCM Control Delay (s)	13.8	8.1	0	-	7.4	0	-	18.4
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	2.7

Intersection	
Intersection Delay, s/veh	17.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	71	44	186	14	228	72	83	128	2	27	267	83
Future Vol, veh/h	71	44	186	14	228	72	83	128	2	27	267	83
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	77	48	202	15	248	78	95	147	2	29	290	90
Number of Lanes	1	1	1	0	1	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	2	3
HCM Control Delay	14.7	19.8	15.1	20.6
HCM LOS	B	C	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	6%	0%	100%	0%	0%
Vol Thru, %	0%	98%	0%	100%	0%	94%	0%	0%	100%	0%
Vol Right, %	0%	2%	0%	0%	100%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	130	71	44	186	242	72	27	267	83
LT Vol	83	0	71	0	0	14	0	27	0	0
Through Vol	0	128	0	44	0	228	0	0	267	0
RT Vol	0	2	0	0	186	0	72	0	0	83
Lane Flow Rate	95	149	77	48	202	263	78	29	290	90
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.236	0.348	0.189	0.11	0.426	0.597	0.161	0.07	0.646	0.181
Departure Headway (Hd)	8.917	8.395	8.809	8.297	7.579	8.166	7.422	8.529	8.019	7.334
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	404	429	408	433	477	445	484	421	453	493
Service Time	6.661	6.139	6.539	6.027	5.309	5.893	5.149	6.26	5.749	5.034
HCM Lane V/C Ratio	0.235	0.347	0.189	0.111	0.423	0.591	0.161	0.069	0.64	0.183
HCM Control Delay	14.4	15.6	13.6	12.1	15.8	22.3	11.6	11.9	24.3	11.6
HCM Lane LOS	B	C	B	B	C	C	B	B	C	B
HCM 95th-tile Q	0.9	1.5	0.7	0.4	2.1	3.8	0.6	0.2	4.5	0.7

Intersection	
Intersection Delay, s/veh	19.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	34	145	38	116	33	58	141	7	8	372	0
Future Vol, veh/h	1	34	145	38	116	33	58	141	7	8	372	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	39	167	44	133	38	67	162	8	9	404	0
Number of Lanes	1	1	1	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	3
HCM Control Delay	12.6	13.8	13.4	28.9
HCM LOS	B	B	B	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	100%	0%
Vol Thru, %	0%	95%	0%	100%	0%	0%	78%	0%	100%
Vol Right, %	0%	5%	0%	0%	100%	0%	22%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	148	1	34	145	38	149	8	372
LT Vol	58	0	1	0	0	38	0	8	0
Through Vol	0	141	0	34	0	0	116	0	372
RT Vol	0	7	0	0	145	0	33	0	0
Lane Flow Rate	67	170	1	39	167	44	171	9	404
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.146	0.347	0.003	0.083	0.323	0.099	0.355	0.018	0.772
Departure Headway (Hd)	7.892	7.349	8.201	7.689	6.972	8.14	7.467	7.378	6.872
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	454	488	436	465	515	440	481	485	526
Service Time	5.647	5.104	5.96	5.448	4.73	5.897	5.223	5.123	4.617
HCM Lane V/C Ratio	0.148	0.348	0.002	0.084	0.324	0.1	0.356	0.019	0.768
HCM Control Delay	12	14	11	11.1	13	11.8	14.3	10.3	29.3
HCM Lane LOS	B	B	B	B	B	B	B	B	D
HCM 95th-tile Q	0.5	1.5	0	0.3	1.4	0.3	1.6	0.1	6.9

Intersection	
Intersection Delay, s/veh	6.3
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	207	215	237	413
Demand Flow Rate, veh/h	211	220	241	421
Vehicles Circulating, veh/h	466	234	50	249
Vehicles Exiting, veh/h	204	57	627	205
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.9	5.3	4.3	7.6
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	211	220	241	421
Cap Entry Lane, veh/h	858	1087	1311	1070
Entry HV Adj Factor	0.982	0.979	0.982	0.981
Flow Entry, veh/h	207	215	237	413
Cap Entry, veh/h	842	1064	1288	1050
V/C Ratio	0.246	0.202	0.184	0.393
Control Delay, s/veh	6.9	5.3	4.3	7.6
LOS	A	A	A	A
95th %tile Queue, veh	1	1	1	2

Intersection	
Intersection Delay, s/veh	6.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	330	341	244	409
Demand Flow Rate, veh/h	337	348	249	418
Vehicles Circulating, veh/h	341	329	161	365
Vehicles Exiting, veh/h	442	81	517	312
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.1	7.5	3.9	7.4
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Left	Right	Left	Right
Designated Moves	LT	R	LTR	L	TR	L	TR
Assumed Moves	LT	R	LTR	L	TR	L	TR
RT Channelized							
Lane Util	0.389	0.611	1.000	0.390	0.610	0.072	0.928
Follow-Up Headway, s	2.535	2.535	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	131	206	348	97	152	30	388
Cap Entry Lane, veh/h	1041	1041	987	1227	1227	1019	1019
Entry HV Adj Factor	0.977	0.981	0.980	0.979	0.981	0.967	0.980
Flow Entry, veh/h	128	202	341	95	149	29	380
Cap Entry, veh/h	1018	1021	967	1201	1203	985	998
V/C Ratio	0.126	0.198	0.353	0.079	0.124	0.029	0.381
Control Delay, s/veh	4.7	5.4	7.5	3.6	4.0	3.9	7.7
LOS	A	A	A	A	A	A	A
95th %tile Queue, veh	0	1	2	0	0	0	2

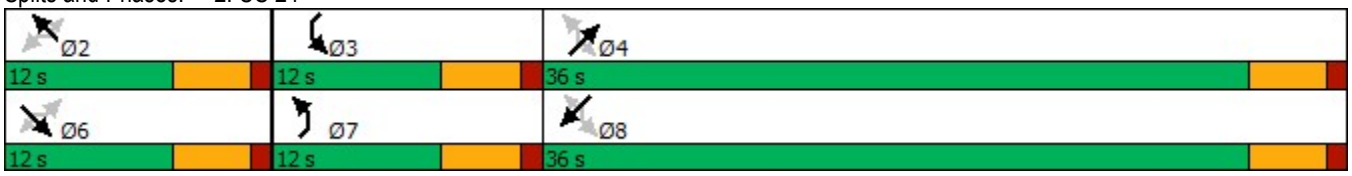
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	137	508	1	143	61	110	428	11	134	758	0
Future Volume (vph)	1	137	508	1	143	61	110	428	11	134	758	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		195	195		195	555		490	555		490
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	180			180			300			300		
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	0.648			0.659			0.139			0.348		
Satd. Flow (perm)	1207	3539	1583	1228	3539	1583	259	1863	1583	648	1863	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			324			109			109			
Link Speed (mph)		40			40			65			65	
Link Distance (ft)		873			1300			985			695	
Travel Time (s)		14.9			22.2			10.3			7.3	
Peak Hour Factor	0.93	0.93	0.93	0.87	0.87	0.87	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	1	147	546	1	164	70	120	465	12	144	815	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	147	546	1	164	70	120	465	12	144	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	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	6	6	6	2	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)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	36.0	36.0	12.0	36.0	36.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	60.0%	60.0%	20.0%	60.0%	60.0%
Maximum Green (s)	7.5	7.5	7.5	7.5	7.5	7.5	7.5	31.5	31.5	7.5	31.5	31.5
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							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							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	Max	Max	Max	Max	Max	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		7.0	7.0
Flash Dont Walk (s)	11.0	11.0	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		0	0
Act Effct Green (s)	18.5	18.5	18.5	18.5	18.5	18.5	34.3	28.8	28.8	34.2	28.7	
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28	0.28	0.52	0.44	0.44	0.52	0.44	
v/c Ratio	0.00	0.15	0.80	0.00	0.16	0.13	0.40	0.57	0.02	0.31	1.00	
Control Delay	20.0	20.8	21.5	20.0	20.8	2.7	10.2	17.4	0.0	7.8	51.8	
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	20.0	20.8	21.5	20.0	20.8	2.7	10.2	17.4	0.0	7.8	51.8	
LOS	B	C	C	B	C	A	B	B	A	A	D	
Approach Delay		21.3			15.4			15.6			45.2	
Approach LOS		C			B			B			D	
Queue Length 50th (ft)	0	26	89	0	29	0	19	142	0	23	333	
Queue Length 95th (ft)	4	47	#269	4	50	12	37	227	0	44	#573	
Internal Link Dist (ft)		793			1220			905			615	
Turn Bay Length (ft)	195		195	195		195	555		490	555		
Base Capacity (vph)	342	1003	680	348	1003	526	314	924	840	472	924	
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	0.15	0.80	0.00	0.16	0.13	0.38	0.50	0.01	0.31	0.88	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 65.4			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 28.6		Intersection LOS: C	
Intersection Capacity Utilization 86.8%		ICU Level of Service E	
Analysis Period (min) 15			

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

Splits and Phases: 2: US 24



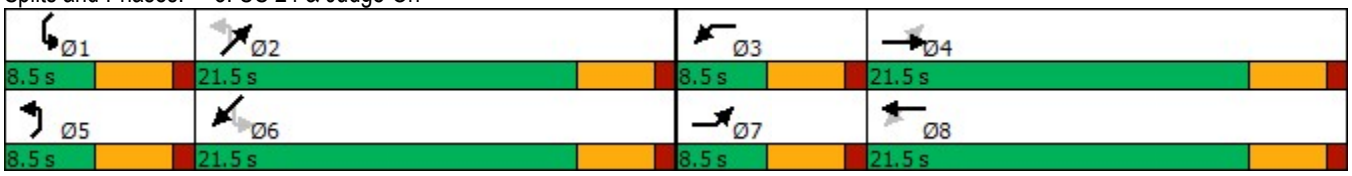
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	25	141	139	119	71	6	74	317	59	8	528	23
Future Volume (vph)	25	141	139	119	71	6	74	317	59	8	528	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	850		0	700		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			280			300		
Lane Util. 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
Frt		0.938			0.996			0.977			0.994	
Flt Protected		0.996			0.971		0.950			0.950		
Satd. Flow (prot)	0	1740	0	0	1801	0	1770	1820	0	1770	1852	0
Flt Permitted		0.961			0.539		0.218			0.469		
Satd. Flow (perm)	0	1679	0	0	1000	0	406	1820	0	874	1852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		77			3			16			4	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		801			719			1315			2758	
Travel Time (s)		12.1			10.9			16.3			34.2	
Peak Hour Factor	0.92	0.92	0.92	0.87	0.87	0.87	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	27	153	151	137	82	7	80	345	64	9	568	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	331	0	0	226	0	80	409	0	9	593	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)		0			0			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	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	8.5	21.5		8.5	21.5		8.5	21.5		8.5	21.5	
Total Split (%)	14.2%	35.8%		14.2%	35.8%		14.2%	35.8%		14.2%	35.8%	
Maximum Green (s)	4.0	17.0		4.0	17.0		4.0	17.0		4.0	17.0	
Yellow Time (s)	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	
Lost Time Adjust (s)		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	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None	None		None	None		None	Max		None	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)		12.8			12.8		22.3	21.6		20.7	18.6	
Actuated g/C Ratio		0.28			0.28		0.49	0.48		0.46	0.41	
v/c Ratio		0.62			0.79		0.25	0.47		0.02	0.78	
Control Delay		16.8			38.0		8.5	11.6		6.8	25.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		16.8			38.0		8.5	11.6		6.8	25.3	
LOS		B			D		A	B		A	C	
Approach Delay		16.8			38.0			11.1			25.1	
Approach LOS		B			D			B			C	
Queue Length 50th (ft)		61			59		10	60		1	155	
Queue Length 95th (ft)		127			#144		28	179		6	#351	
Internal Link Dist (ft)		721			639			1235			2678	
Turn Bay Length (ft)							850			700		
Base Capacity (vph)		699			390		325	877		481	763	
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		0.47			0.58		0.25	0.47		0.02	0.78	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 45.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 21.0		Intersection LOS: C	
Intersection Capacity Utilization 76.3%		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.

Splits and Phases: 3: US 24 & Judge Orr



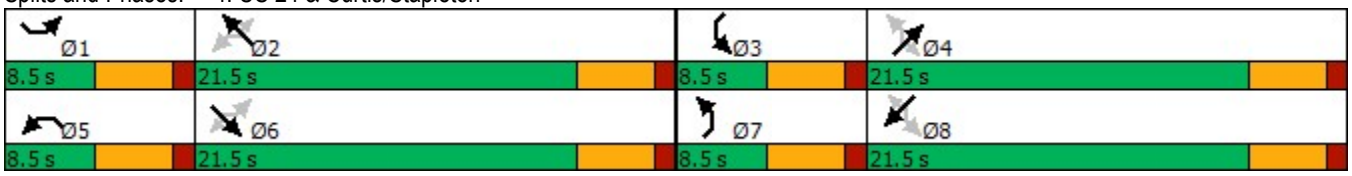
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	33	322	146	4	137	30	77	254	5	86	426	37
Future Volume (vph)	33	322	146	4	137	30	77	254	5	86	426	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		325	215		215	890		1000	790		790
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	240			200			190			190		
Lane Util. 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
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.625			0.402			0.270			0.524		
Satd. Flow (perm)	1164	1863	1583	749	1863	1583	503	1863	1583	976	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191			191			191			191
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1349			1298			2758			1426	
Travel Time (s)		20.4			19.7			34.2			17.7	
Peak Hour Factor	0.92	0.92	0.92	0.87	0.87	0.87	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	36	350	159	5	157	34	84	276	5	92	458	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	350	159	5	157	34	84	276	5	92	458	40
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	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		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)	8.5	21.5	21.5	8.5	21.5	21.5	8.5	21.5	21.5	8.5	21.5	21.5
Total Split (%)	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%
Maximum Green (s)	4.0	17.0	17.0	4.0	17.0	17.0	4.0	17.0	17.0	4.0	17.0	17.0
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	Min	Min	None	Min	Min	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)	14.7	14.1	14.1	13.9	12.7	12.7	18.1	16.1	16.1	18.1	16.1	16.1
Actuated g/C Ratio	0.32	0.31	0.31	0.31	0.28	0.28	0.40	0.35	0.35	0.40	0.35	0.35
v/c Ratio	0.08	0.61	0.26	0.02	0.30	0.06	0.26	0.42	0.01	0.20	0.70	0.06
Control Delay	11.5	20.4	3.3	10.8	17.7	0.2	10.9	16.5	0.0	9.9	23.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.5	20.4	3.3	10.8	17.7	0.2	10.9	16.5	0.0	9.9	23.9	0.2
LOS	B	C	A	B	B	A	B	B	A	A	C	A
Approach Delay		14.8			14.5			15.0			20.1	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	7	85	0	1	34	0	10	58	0	12	108	0
Queue Length 95th (ft)	21	#191	27	6	83	0	40	148	0	43	#307	0
Internal Link Dist (ft)		1269			1218			2678			1346	
Turn Bay Length (ft)	190		325	215		215	890		1000	790		790
Base Capacity (vph)	433	772	767	326	753	754	320	753	754	463	753	754
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	0.08	0.45	0.21	0.02	0.21	0.05	0.26	0.37	0.01	0.20	0.61	0.05

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 45.5
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 16.7 Intersection LOS: B
Intersection Capacity Utilization 62.8% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: US 24 & Curtis/Stapleton



Intersection	
Int Delay, s/veh	20.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	34	145	38	116	33	58	141	7	8	372	0
Future Vol, veh/h	1	34	145	38	116	33	58	141	7	8	372	0
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	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	39	167	44	133	38	67	162	8	9	404	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	171	0	0	206	0	0	483	300	39	450	448	152
Stage 1	-	-	-	-	-	-	41	41	-	240	240	-
Stage 2	-	-	-	-	-	-	442	259	-	210	208	-
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	1406	-	-	1365	-	-	494	612	1033	519	506	894
Stage 1	-	-	-	-	-	-	974	861	-	763	707	-
Stage 2	-	-	-	-	-	-	594	694	-	792	730	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1406	-	-	1365	-	-	149	592	1033	396	489	894
Mov Cap-2 Maneuver	-	-	-	-	-	-	149	592	-	396	489	-
Stage 1	-	-	-	-	-	-	973	860	-	762	684	-
Stage 2	-	-	-	-	-	-	235	672	-	637	729	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.6	22.9	38.2
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	149	604	1406	-	-	1365	-	-	396	489
HCM Lane V/C Ratio	0.447	0.282	0.001	-	-	0.032	-	-	0.022	0.827
HCM Control Delay (s)	47.4	13.3	7.6	0	-	7.7	-	-	14.3	38.7
HCM Lane LOS	E	B	A	A	-	A	-	-	B	E
HCM 95th %tile Q(veh)	2	1.2	0	-	-	0.1	-	-	0.1	8.1

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	119	48	17	63	447	160
Future Vol, veh/h	119	48	17	63	447	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	385	-	-	235
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	83	83	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	137	55	20	76	481	172

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	597	481	653	0	-	0
Stage 1	481	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	466	585	934	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	456	585	934	-	-	-
Mov Cap-2 Maneuver	456	-	-	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	909	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	934	-	456	585	-	-
HCM Lane V/C Ratio	0.022	-	0.3	0.094	-	-
HCM Control Delay (s)	8.9	-	16.2	11.8	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	0.3	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	82	154	236	323	184
Future Vol, veh/h	0	82	154	236	323	184
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	385	-	-	235
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	0	99	167	257	351	200

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	351	551	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	692	1019	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	692	1019	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	3.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1019	-	692	-	-
HCM Lane V/C Ratio	0.164	-	0.143	-	-
HCM Control Delay (s)	9.2	-	11.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.5	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	172	492	308	55	0	51
Future Vol, veh/h	172	492	308	55	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	385	-	-	235	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	99	92	92	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	185	497	335	60	0	61

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	395	0	-	0	-	335
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	3.318
Pot Cap-1 Maneuver	1164	-	-	-	0	707
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1164	-	-	-	-	707
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1164	-	-	-	707
HCM Lane V/C Ratio	0.159	-	-	-	0.087
HCM Control Delay (s)	8.7	-	-	-	10.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.6	-	-	-	0.3

Intersection	
Int Delay, s/veh	167.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	215	2	9	225	233	0	73	15	404	70	17
Future Vol, veh/h	5	215	2	9	225	233	0	73	15	404	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	87	87	87	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	247	2	10	245	253	0	88	18	439	76	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	498	0	0	249	0	0	699	778	248	705	653	372
Stage 1	-	-	-	-	-	-	260	260	-	392	392	-
Stage 2	-	-	-	-	-	-	439	518	-	313	261	-
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	1066	-	-	1317	-	-	354	328	791	~ 351	387	674
Stage 1	-	-	-	-	-	-	745	693	-	633	606	-
Stage 2	-	-	-	-	-	-	597	533	-	698	692	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1066	-	-	1317	-	-	287	322	791	~ 267	380	674
Mov Cap-2 Maneuver	-	-	-	-	-	-	287	322	-	~ 267	380	-
Stage 1	-	-	-	-	-	-	740	688	-	629	599	-
Stage 2	-	-	-	-	-	-	501	527	-	591	687	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	19.2	$ 435.8
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	358	1066	-	-	1317	-	-	285
HCM Lane V/C Ratio	0.296	0.005	-	-	0.007	-	-	1.873
HCM Control Delay (s)	19.2	8.4	0	-	7.8	0	-	$ 435.8
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.2	0	-	-	0	-	-	36.6

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

Intersection	
Int Delay, s/veh	42.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	44	186	114	228	72	83	128	2	27	267	83
Future Vol, veh/h	74	44	186	114	228	72	83	128	2	27	267	83
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	-	-	0	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	48	202	124	248	78	95	147	2	29	290	90

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	326	0	0	250	0	0	933	782	48	880	906	248
Stage 1	-	-	-	-	-	-	208	208	-	496	496	-
Stage 2	-	-	-	-	-	-	725	574	-	384	410	-
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	1234	-	-	1316	-	-	246	326	1021	268	~ 276	791
Stage 1	-	-	-	-	-	-	794	730	-	556	545	-
Stage 2	-	-	-	-	-	-	416	503	-	639	595	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1234	-	-	1316	-	-	-	270	1021	134	~ 228	791
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	270	-	134	~ 228	-
Stage 1	-	-	-	-	-	-	742	683	-	520	482	-
Stage 2	-	-	-	-	-	-	130	445	-	468	556	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	2.2		143.4
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	-	273	1234	-	-	1316	-	-	134	228	791
HCM Lane V/C Ratio	-	0.547	0.065	-	-	0.094	-	-	0.219	1.273	0.114
HCM Control Delay (s)	-	33	8.1	-	-	8	0	-	39.2	195.4	10.1
HCM Lane LOS	-	D	A	-	-	A	A	-	E	F	B
HCM 95th %tile Q(veh)	-	3	0.2	-	-	0.3	-	-	0.8	15	0.4

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

Intersection	
Intersection Delay, s/veh	23.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	241	165	63	9	113	37	198	209	34	84	140	242
Future Vol, veh/h	241	165	63	9	113	37	198	209	34	84	140	242
Peak Hour Factor	0.92	0.92	0.92	0.87	0.87	0.87	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	262	179	68	10	130	43	215	227	37	91	152	263
Number of Lanes	1	1	1	0	1	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	2	3
HCM Control Delay	25.5	18.3	26.8	20.9
HCM LOS	D	C	D	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	7%	0%	100%	0%	0%
Vol Thru, %	0%	86%	0%	100%	0%	93%	0%	0%	100%	0%
Vol Right, %	0%	14%	0%	0%	100%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	198	243	241	165	63	122	37	84	140	242
LT Vol	198	0	241	0	0	9	0	84	0	0
Through Vol	0	209	0	165	0	113	0	0	140	0
RT Vol	0	34	0	0	63	0	37	0	0	242
Lane Flow Rate	215	264	262	179	68	140	43	91	152	263
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.579	0.666	0.706	0.458	0.161	0.4	0.112	0.248	0.391	0.623
Departure Headway (Hd)	9.686	9.072	9.709	9.194	8.473	10.272	9.508	9.77	9.255	8.533
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	372	399	372	391	423	349	376	367	388	423
Service Time	7.457	6.843	7.48	6.965	6.244	8.057	7.294	7.542	7.026	6.304
HCM Lane V/C Ratio	0.578	0.662	0.704	0.458	0.161	0.401	0.114	0.248	0.392	0.622
HCM Control Delay	25	28.3	32.8	19.6	12.9	19.8	13.5	15.8	17.9	24.5
HCM Lane LOS	C	D	D	C	B	C	B	C	C	C
HCM 95th-tile Q	3.5	4.7	5.2	2.3	0.6	1.9	0.4	1	1.8	4.1

Intersection	
Intersection Delay, s/veh	17.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	110	71	15	64	13	159	359	42	16	136	5
Future Vol, veh/h	3	110	71	15	64	13	159	359	42	16	136	5
Peak Hour Factor	0.87	0.87	0.87	0.83	0.83	0.83	0.93	0.93	0.93	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	126	82	18	77	16	171	386	45	18	156	6
Number of Lanes	1	1	1	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	3
HCM Control Delay	12	12.1	21.3	13.1
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	100%	0%
Vol Thru, %	0%	90%	0%	100%	0%	0%	83%	0%	96%
Vol Right, %	0%	10%	0%	0%	100%	0%	17%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	401	3	110	71	15	77	16	141
LT Vol	159	0	3	0	0	15	0	16	0
Through Vol	0	359	0	110	0	0	64	0	136
RT Vol	0	42	0	0	71	0	13	0	5
Lane Flow Rate	171	431	3	126	82	18	93	18	162
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.321	0.74	0.008	0.261	0.153	0.041	0.196	0.04	0.326
Departure Headway (Hd)	6.861	6.283	7.95	7.44	6.741	8.245	7.61	7.765	7.232
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	527	578	452	484	535	436	473	463	499
Service Time	4.561	3.983	5.665	5.155	4.441	5.965	5.33	5.482	4.949
HCM Lane V/C Ratio	0.324	0.746	0.007	0.26	0.153	0.041	0.197	0.039	0.325
HCM Control Delay	12.8	24.7	10.7	12.8	10.7	11.3	12.2	10.8	13.4
HCM Lane LOS	B	C	B	B	B	B	B	B	B
HCM 95th-tile Q	1.4	6.4	0	1	0.5	0.1	0.7	0.1	1.4

Intersection	
Intersection Delay, s/veh	7.3
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	211	111	602	180
Demand Flow Rate, veh/h	216	113	614	183
Vehicles Circulating, veh/h	195	571	150	271
Vehicles Exiting, veh/h	259	193	261	413
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.0	6.3	9.0	5.1
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	216	113	614	183
Cap Entry Lane, veh/h	1131	771	1184	1047
Entry HV Adj Factor	0.979	0.986	0.981	0.983
Flow Entry, veh/h	211	111	602	180
Cap Entry, veh/h	1107	760	1161	1029
V/C Ratio	0.191	0.147	0.519	0.175
Control Delay, s/veh	5.0	6.3	9.0	5.1
LOS	A	A	A	A
95th %tile Queue, veh	1	1	3	1

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	509	183	479	506
Demand Flow Rate, veh/h	519	187	489	516
Vehicles Circulating, veh/h	258	718	543	362
Vehicles Exiting, veh/h	620	314	234	543
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.2	9.1	14.9	11.0
Approach LOS	A	A	B	B

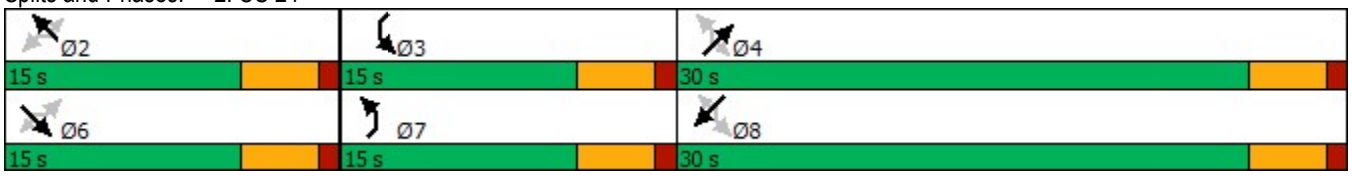
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	519	187	489	516
Cap Entry Lane, veh/h	1061	663	793	954
Entry HV Adj Factor	0.982	0.981	0.980	0.981
Flow Entry, veh/h	509	183	479	506
Cap Entry, veh/h	1041	651	778	935
V/C Ratio	0.489	0.282	0.617	0.541
Control Delay, s/veh	9.2	9.1	14.9	11.0
LOS	A	A	B	B
95th %tile Queue, veh	3	1	4	3

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	17	199	165	1	450	199	290	650	1	91	492	3
Future Volume (vph)	17	199	165	1	450	199	290	650	1	91	492	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		195	195		195	555		490	555		490
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	180			180			300			300		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
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	3539	1583	1770	3539	1583
Flt Permitted	0.427			0.617			0.284			0.363		
Satd. Flow (perm)	795	3539	1583	1149	3539	1583	529	3539	1583	676	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			214			109			109
Link Speed (mph)		40			40			65			65	
Link Distance (ft)		873			1300			985			695	
Travel Time (s)		14.9			22.2			10.3			7.3	
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	18	216	179	1	484	214	312	699	1	98	529	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	216	179	1	484	214	312	699	1	98	529	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	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	6	6	6	2	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)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	30.0	30.0	15.0	30.0	30.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	50.0%	50.0%	25.0%	50.0%	50.0%
Maximum Green (s)	10.5	10.5	10.5	10.5	10.5	10.5	10.5	25.5	25.5	10.5	25.5	25.5
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							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							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	Max	Max	Max	Max	Max	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		7.0	7.0
Flash Dont Walk (s)	11.0	11.0	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		0	0
Act Effct Green (s)	18.1	18.1	18.1	18.1	18.1	18.1	27.4	19.4	19.4	21.2	14.1	14.1
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.32	0.32	0.49	0.35	0.35	0.38	0.25	0.25
v/c Ratio	0.07	0.19	0.28	0.00	0.42	0.33	0.65	0.57	0.00	0.25	0.59	0.01
Control Delay	16.4	15.4	4.7	16.0	17.2	4.6	14.9	17.9	0.0	8.8	21.0	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	16.4	15.4	4.7	16.0	17.2	4.6	14.9	17.9	0.0	8.8	21.0	0.0
LOS	B	B	A	B	B	A	B	B	A	A	C	A
Approach Delay		10.8			13.3			16.9			19.0	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	4	26	0	0	64	0	55	103	0	15	82	0
Queue Length 95th (ft)	19	57	39	3	122	43	96	156	0	33	121	0
Internal Link Dist (ft)		793			1220			905			615	
Turn Bay Length (ft)	195		195	195		195	555		490	555		490
Base Capacity (vph)	258	1148	634	372	1148	658	495	1627	786	506	1627	786
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	0.07	0.19	0.28	0.00	0.42	0.33	0.63	0.43	0.00	0.19	0.33	0.00

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 55.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 55.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: US 24

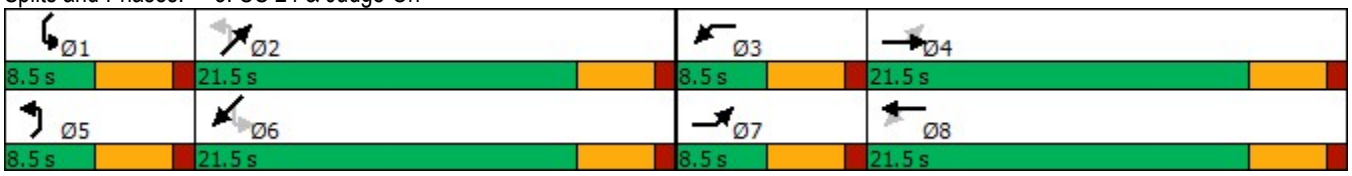


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	33	69	46	121	163	15	126	556	121	3	375	20
Future Volume (vph)	33	69	46	121	163	15	126	556	121	3	375	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	850		0	700		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			280			300		
Lane Util. 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
Frt		0.958			0.993			0.973			0.992	
Flt Protected		0.989			0.980		0.950			0.950		
Satd. Flow (prot)	0	1765	0	0	1813	0	1770	1812	0	1770	1848	0
Flt Permitted		0.888			0.816		0.349			0.191		
Satd. Flow (perm)	0	1585	0	0	1509	0	650	1812	0	356	1848	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			5			18			5	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		801			719			1315			2758	
Travel Time (s)		12.1			10.9			16.3			34.2	
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	38	79	53	132	177	16	135	598	130	3	408	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	0	0	325	0	135	728	0	3	430	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)		0			0			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	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	8.5	21.5		8.5	21.5		8.5	21.5		8.5	21.5	
Total Split (%)	14.2%	35.8%		14.2%	35.8%		14.2%	35.8%		14.2%	35.8%	
Maximum Green (s)	4.0	17.0		4.0	17.0		4.0	17.0		4.0	17.0	
Yellow Time (s)	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	
Lost Time Adjust (s)		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	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None	None		None	None		None	Max		None	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)		14.1			14.1		23.9	23.2		21.4	18.4	
Actuated g/C Ratio		0.29			0.29		0.50	0.48		0.44	0.38	
v/c Ratio		0.34			0.73		0.32	0.82		0.01	0.61	
Control Delay		12.8			26.4		9.3	24.4		6.7	18.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		12.8			26.4		9.3	24.4		6.7	18.3	
LOS		B			C		A	C		A	B	
Approach Delay		12.8			26.4			22.1			18.2	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)		29			83		19	155		1	106	
Queue Length 95th (ft)		64			#180		43	#457		3	#195	
Internal Link Dist (ft)		721			639			1235			2678	
Turn Bay Length (ft)							850			700		
Base Capacity (vph)		598			548		418	884		278	709	
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		0.28			0.59		0.32	0.82		0.01	0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 48.1			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 21.0		Intersection LOS: C	
Intersection Capacity Utilization 74.9%		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.			

Splits and Phases: 3: US 24 & Judge Orr



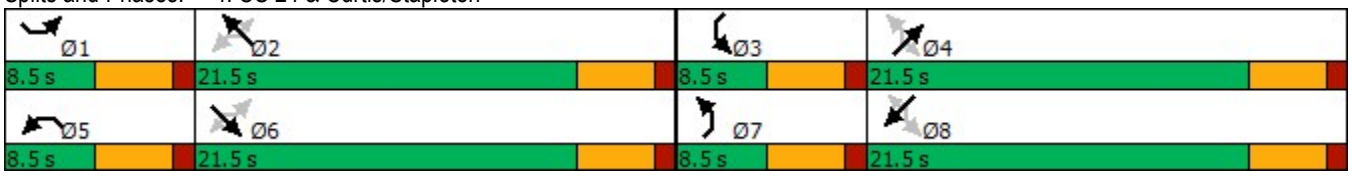
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	120	67	5	301	78	120	468	8	28	370	29
Future Volume (vph)	18	120	67	5	301	78	120	468	8	28	370	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		325	215		215	890		1000	790		790
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	240			200			190			190		
Lane Util. 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
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.369			0.669			0.330			0.336		
Satd. Flow (perm)	687	1863	1583	1246	1863	1583	615	1863	1583	626	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			191			191			191			191
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1349			1298			2758			1426	
Travel Time (s)		20.4			19.7			34.2			17.7	
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	21	138	77	5	327	85	129	503	9	30	402	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	138	77	5	327	85	129	503	9	30	402	32
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	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		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)	8.5	21.5	21.5	8.5	21.5	21.5	8.5	21.5	21.5	8.5	21.5	21.5
Total Split (%)	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%	14.2%	35.8%	35.8%
Maximum Green (s)	4.0	17.0	17.0	4.0	17.0	17.0	4.0	17.0	17.0	4.0	17.0	17.0
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	Min	Min	None	Min	Min	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)	13.5	12.8	12.8	13.5	12.8	12.8	21.5	20.9	20.9	18.8	15.8	15.8
Actuated g/C Ratio	0.29	0.28	0.28	0.29	0.28	0.28	0.47	0.46	0.46	0.41	0.34	0.34
v/c Ratio	0.07	0.26	0.13	0.01	0.63	0.15	0.33	0.59	0.01	0.08	0.63	0.05
Control Delay	11.7	16.0	0.5	11.0	21.8	0.5	11.0	17.6	0.0	8.8	21.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.7	16.0	0.5	11.0	21.8	0.5	11.0	17.6	0.0	8.8	21.2	0.1
LOS	B	B	A	B	C	A	B	B	A	A	C	A
Approach Delay		10.5			17.3			16.1			19.0	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	4	28	0	1	76	0	16	78	0	3	88	0
Queue Length 95th (ft)	14	75	0	6	176	0	57	#347	0	19	#255	0
Internal Link Dist (ft)		1269			1218			2678			1346	
Turn Bay Length (ft)	190		325	215		215	890		1000	790		790
Base Capacity (vph)	301	726	733	413	726	733	395	888	854	362	726	733
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	0.07	0.19	0.11	0.01	0.45	0.12	0.33	0.57	0.01	0.08	0.55	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 45.8			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 16.4		Intersection LOS: B	
Intersection Capacity Utilization 55.9%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 4: US 24 & Curtis/Stapleton



Intersection	
Int Delay, s/veh	13

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	110	71	15	64	13	159	359	42	16	136	5
Future Vol, veh/h	3	110	71	15	64	13	159	359	42	16	136	5
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	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	83	83	83	93	93	93	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	126	82	18	77	16	171	386	45	18	156	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	93	0	0	208	0	0	334	261	126	510	335	85
Stage 1	-	-	-	-	-	-	132	132	-	121	121	-
Stage 2	-	-	-	-	-	-	202	129	-	389	214	-
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	1501	-	-	1363	-	-	620	644	924	474	585	974
Stage 1	-	-	-	-	-	-	871	787	-	883	796	-
Stage 2	-	-	-	-	-	-	800	789	-	635	725	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1501	-	-	1363	-	-	482	634	924	229	576	974
Mov Cap-2 Maneuver	-	-	-	-	-	-	482	634	-	229	576	-
Stage 1	-	-	-	-	-	-	869	785	-	881	786	-
Stage 2	-	-	-	-	-	-	629	779	-	306	724	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.3	19.3	14.4
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	482	656	1501	-	-	1363	-	-	229	584
HCM Lane V/C Ratio	0.355	0.657	0.002	-	-	0.013	-	-	0.08	0.278
HCM Control Delay (s)	16.5	20.4	7.4	0	-	7.7	-	-	22.1	13.5
HCM Lane LOS	C	C	A	A	-	A	-	-	C	B
HCM 95th %tile Q(veh)	1.6	4.9	0	-	-	0	-	-	0.3	1.1

Intersection	
Int Delay, s/veh	16.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	400	164	33	260	142	75
Future Vol, veh/h	400	164	33	260	142	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	385	-	-	235
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	92	92	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	430	176	36	283	163	86

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	518	163	249	0	-	0
Stage 1	163	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	518	882	1317	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	504	882	1317	-	-	-
Mov Cap-2 Maneuver	504	-	-	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	710	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.1	0.9	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1317	-	504	882	-	-
HCM Lane V/C Ratio	0.027	-	0.853	0.2	-	-
HCM Control Delay (s)	7.8	-	41.1	10.1	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	8.9	0.7	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	272	64	377	179	123
Future Vol, veh/h	0	272	64	377	179	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	385	-	-	235
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	296	70	410	195	134

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	195	329	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	846	1231	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	846	1231	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	1.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1231	-	846	-	-
HCM Lane V/C Ratio	0.057	-	0.349	-	-
HCM Control Delay (s)	8.1	-	11.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.6	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	117	302	552	34	0	164
Future Vol, veh/h	117	302	552	34	0	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	385	-	-	235	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	93	93	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	328	594	37	0	189

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	631	0	-	0	-	594
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	3.318
Pot Cap-1 Maneuver	951	-	-	-	0	505
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	951	-	-	-	-	505
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	16.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	951	-	-	-	505
HCM Lane V/C Ratio	0.134	-	-	-	0.373
HCM Control Delay (s)	9.4	-	-	-	16.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	1.7

Intersection	
Int Delay, s/veh	77.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	132	1	12	222	518	2	86	23	235	84	2
Future Vol, veh/h	3	132	1	12	222	518	2	86	23	235	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	93	93	93	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	159	1	13	239	557	2	104	28	255	91	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	796	0	0	160	0	0	758	990	160	778	712	518
Stage 1	-	-	-	-	-	-	168	168	-	544	544	-
Stage 2	-	-	-	-	-	-	590	822	-	234	168	-
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	826	-	-	1419	-	-	324	246	885	314	358	558
Stage 1	-	-	-	-	-	-	834	759	-	523	519	-
Stage 2	-	-	-	-	-	-	494	388	-	769	759	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	826	-	-	1419	-	-	253	240	885	~ 198	350	558
Mov Cap-2 Maneuver	-	-	-	-	-	-	253	240	-	~ 198	350	-
Stage 1	-	-	-	-	-	-	830	755	-	520	510	-
Stage 2	-	-	-	-	-	-	397	381	-	639	755	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	28.6	$ 310.9
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	283	826	-	-	1419	-	-	224
HCM Lane V/C Ratio	0.473	0.004	-	-	0.009	-	-	1.558
HCM Control Delay (s)	28.6	9.4	0	-	7.6	0	-	$ 310.9
HCM Lane LOS	D	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	2.4	0	-	-	0	-	-	21.7

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

Intersection	
Int Delay, s/veh	215.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	241	165	63	9	113	37	198	209	34	84	140	242
Future Vol, veh/h	241	165	63	9	113	37	198	209	34	84	140	242
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	0	-	0	0	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	87	87	87	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	262	179	68	10	130	43	215	227	37	91	152	263

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	173	0	0	247	0	0	1082	896	179	1019	921	130
Stage 1	-	-	-	-	-	-	703	703	-	150	150	-
Stage 2	-	-	-	-	-	-	379	193	-	869	771	-
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	1404	-	-	1319	-	-	~ 195	280	864	215	270	920
Stage 1	-	-	-	-	-	-	428	440	-	853	773	-
Stage 2	-	-	-	-	-	-	643	741	-	347	410	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1404	-	-	1319	-	-	~ 53	~ 226	864	-	218	920
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 53	~ 226	-	-	218	-
Stage 1	-	-	-	-	-	-	348	358	-	693	767	-
Stage 2	-	-	-	-	-	-	365	735	-	99	333	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.2	0.4	$ 751.4	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	53	252	1404	-	-	1319	-	-	-	218	920
HCM Lane V/C Ratio	4.061	1.048	0.187	-	-	0.008	-	-	-	0.698	0.286
HCM Control Delay (s)	$ 1535.1	112.9	8.2	-	-	7.8	-	-	-	52.6	10.5
HCM Lane LOS	F	F	A	-	-	A	-	-	-	F	B
HCM 95th %tile Q(veh)	23.7	10.7	0.7	-	-	0	-	-	-	4.5	1.2

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

Intersection	
Intersection Delay, s/veh	5.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	247	408	430	489
Demand Flow Rate, veh/h	252	417	438	499
Vehicles Circulating, veh/h	499	433	160	417
Vehicles Exiting, veh/h	417	165	591	433
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	6.1	4.6	6.5
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	R	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.417	0.583	0.470	0.530	0.470	0.530	0.471	0.529
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	105	147	196	221	206	232	235	264
Cap Entry Lane, veh/h	853	929	906	983	1165	1240	920	996
Entry HV Adj Factor	0.984	0.980	0.979	0.979	0.980	0.981	0.978	0.981
Flow Entry, veh/h	103	144	192	216	202	228	230	259
Cap Entry, veh/h	839	910	887	962	1142	1216	899	978
V/C Ratio	0.123	0.158	0.216	0.225	0.177	0.187	0.255	0.265
Control Delay, s/veh	5.5	5.5	6.3	5.9	4.7	4.6	6.6	6.3
LOS	A	A	A	A	A	A	A	A
95th %tile Queue, veh	0	1	1	1	1	1	1	1

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	397	489	435	646
Demand Flow Rate, veh/h	405	499	444	660
Vehicles Circulating, veh/h	632	460	156	554
Vehicles Exiting, veh/h	582	140	881	405
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.8	6.8	4.6	9.0
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	R	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.316	0.684	0.471	0.529	0.471	0.529	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	128	277	235	264	209	235	310	350
Cap Entry Lane, veh/h	755	830	884	960	1169	1244	811	887
Entry HV Adj Factor	0.979	0.982	0.979	0.983	0.978	0.981	0.980	0.979
Flow Entry, veh/h	125	272	230	259	204	231	304	343
Cap Entry, veh/h	739	815	866	944	1144	1220	794	868
V/C Ratio	0.170	0.334	0.266	0.275	0.179	0.189	0.382	0.395
Control Delay, s/veh	6.7	8.3	7.0	6.6	4.7	4.6	9.2	8.8
LOS	A	A	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	1	1	2	2

Intersection	
Intersection Delay, s/veh	16.9
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	397	489	435	646
Demand Flow Rate, veh/h	405	499	444	660
Vehicles Circulating, veh/h	632	460	156	554
Vehicles Exiting, veh/h	582	140	881	405
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	14.1	12.8	6.9	28.4
Approach LOS	B	B	A	D

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	405	499	444	660
Cap Entry Lane, veh/h	724	863	1177	784
Entry HV Adj Factor	0.981	0.981	0.980	0.979
Flow Entry, veh/h	397	489	435	646
Cap Entry, veh/h	711	847	1153	768
V/C Ratio	0.559	0.578	0.377	0.842
Control Delay, s/veh	14.1	12.8	6.9	28.4
LOS	B	B	A	D
95th %tile Queue, veh	3	4	2	10

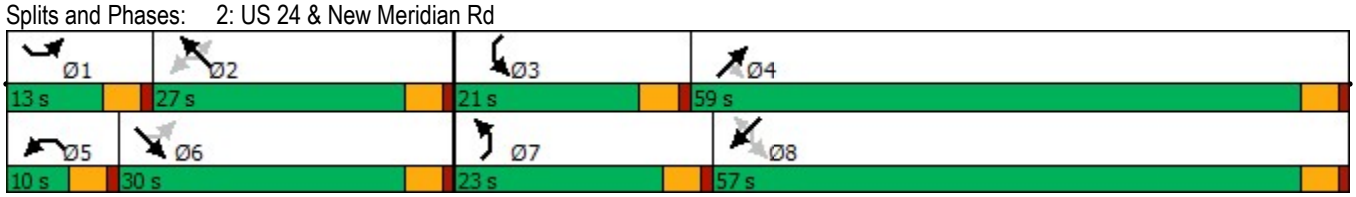
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	306	650	50	205	232	250	950	50	163	2100	40
Future Volume (vph)	30	306	650	50	205	232	250	950	50	163	2100	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		195	195		195	555		490	555		490
Storage Lanes	1		0	1		0	2		1	1		1
Taper Length (ft)	180			180			300			300		
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	0.568			0.453			0.950			0.239		
Satd. Flow (perm)	1058	3539	1583	844	3539	1583	3433	5085	1583	445	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			422			252			95			95
Link Speed (mph)		40			40			55			55	
Link Distance (ft)		1093			1072			1370			1144	
Travel Time (s)		18.6			18.3			17.0			14.2	
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	329	699	54	223	252	263	1000	53	172	2211	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	329	699	54	223	252	263	1000	53	172	2211	42
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	Free	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		Free	2		2			4	8		8

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	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
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	13.0	30.0		10.0	27.0	27.0	23.0	59.0	59.0	21.0	57.0	57.0
Total Split (%)	10.8%	25.0%		8.3%	22.5%	22.5%	19.2%	49.2%	49.2%	17.5%	47.5%	47.5%
Maximum Green (s)	8.5	25.5		5.5	22.5	22.5	18.5	54.5	54.5	16.5	52.5	52.5
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
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
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	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		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	31.3	25.6	113.6	29.5	26.3	26.3	14.0	56.5	56.5	62.8	52.7	52.7
Actuated g/C Ratio	0.28	0.23	1.00	0.26	0.23	0.23	0.12	0.50	0.50	0.55	0.46	0.46
v/c Ratio	0.10	0.41	0.44	0.20	0.27	0.45	0.62	0.40	0.06	0.47	0.94	0.05
Control Delay	30.2	40.4	0.9	31.9	38.8	7.9	54.5	19.0	0.7	14.2	38.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.2	40.4	0.9	31.9	38.8	7.9	54.5	19.0	0.7	14.2	38.8	0.1
LOS	C	D	A	C	D	A	D	B	A	B	D	A
Approach Delay		14.1			23.4			25.4			36.4	
Approach LOS		B			C			C			D	
Queue Length 50th (ft)	17	111	0	29	74	0	97	168	0	51	568	0
Queue Length 95th (ft)	43	164	0	63	118	72	140	214	5	82	#741	0
Internal Link Dist (ft)		1013			992			1290			1064	
Turn Bay Length (ft)	195		195	195		195	555		490	555		490
Base Capacity (vph)	353	797	1583	264	819	560	561	2529	835	462	2358	785
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	0.09	0.41	0.44	0.20	0.27	0.45	0.47	0.40	0.06	0.37	0.94	0.05

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 113.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 27.9 — Intersection LOS: C
Intersection Capacity Utilization 75.3% — 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.

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

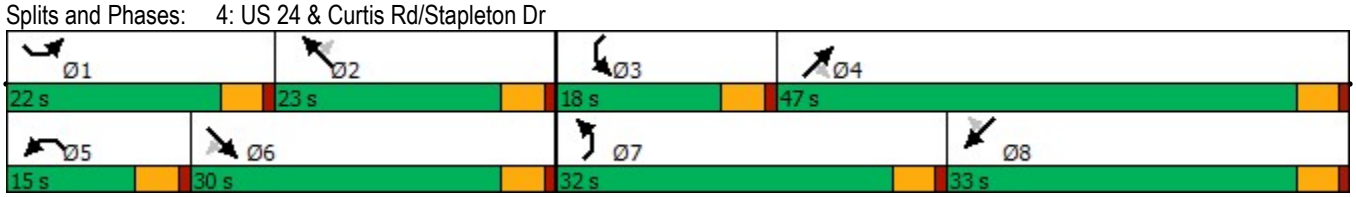


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	175	325	600	75	350	50	300	450	50	125	800	350
Future Volume (vph)	175	325	600	75	350	50	300	450	50	125	800	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		325	235		235	890		1000	790		790
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			200			190			190		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			471			193			149			363
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		687			651			1501			1327	
Travel Time (s)		10.4			9.9			18.6			16.5	
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.93	0.93	0.95	0.95	0.95
Adj. Flow (vph)	184	342	632	82	380	54	323	484	54	132	842	368
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	342	632	82	380	54	323	484	54	132	842	368
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)		24			24			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	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			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)	22.0	30.0	30.0	15.0	23.0	23.0	32.0	47.0	47.0	18.0	33.0	33.0
Total Split (%)	20.0%	27.3%	27.3%	13.6%	20.9%	20.9%	29.1%	42.7%	42.7%	16.4%	30.0%	30.0%
Maximum Green (s)	17.5	25.5	25.5	10.5	18.5	18.5	27.5	42.5	42.5	13.5	28.5	28.5
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	10.3	26.9	26.9	7.6	21.8	21.8	13.9	32.1	32.1	8.9	27.1	27.1
Actuated g/C Ratio	0.11	0.29	0.29	0.08	0.24	0.24	0.15	0.35	0.35	0.10	0.30	0.30
v/c Ratio	0.48	0.33	0.79	0.29	0.45	0.10	0.62	0.39	0.08	0.39	0.80	0.51
Control Delay	43.4	28.3	17.3	43.9	32.8	0.4	42.3	23.7	0.2	43.6	37.2	6.0
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	43.4	28.3	17.3	43.9	32.8	0.4	42.3	23.7	0.2	43.6	37.2	6.0
LOS	D	C	B	D	C	A	D	C	A	D	D	A
Approach Delay		24.7			31.2			29.2			29.3	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	54	85	83	24	101	0	93	111	0	38	238	2
Queue Length 95th (ft)	90	136	#311	48	159	0	140	164	0	69	#344	70
Internal Link Dist (ft)		607			571			1421			1247	
Turn Bay Length (ft)	190		325	235		235	890		1000	790		790
Base Capacity (vph)	664	1044	799	398	844	524	1044	1664	823	512	1115	747
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	0.33	0.79	0.21	0.45	0.10	0.31	0.29	0.07	0.26	0.76	0.49

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 91.3			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 28.2		Intersection LOS: C	
Intersection Capacity Utilization 74.7%		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.			

Splits and Phases: 4: US 24 & Curtis Rd/Stapleton Dr



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	75	125	350	275	125	50	260	675	200	100	1225	150
Future Volume (vph)	75	125	350	275	125	50	260	675	200	100	1225	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		325	215		215	890		1000	790		790
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			200			190			190		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			216			149			211			158
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1050			925			1430			1303	
Travel Time (s)		15.9			14.0			17.7			16.2	
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	81	134	376	299	136	54	274	711	211	105	1289	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	134	376	299	136	54	274	711	211	105	1289	158
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)		24			24			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	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			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)	19.0	48.2	48.2	14.8	44.0	44.0	13.0	26.0	26.0	21.0	34.0	34.0
Total Split (%)	17.3%	43.8%	43.8%	13.5%	40.0%	40.0%	11.8%	23.6%	23.6%	19.1%	30.9%	30.9%
Maximum Green (s)	14.5	43.7	43.7	10.3	39.5	39.5	8.5	21.5	21.5	16.5	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	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	Min	Min	Min	Min	Min	Min	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	7.4	15.0	15.0	10.4	18.1	18.1	8.6	21.6	21.6	16.6	29.7	29.7
Actuated g/C Ratio	0.09	0.18	0.18	0.13	0.22	0.22	0.11	0.26	0.26	0.20	0.36	0.36
v/c Ratio	0.26	0.21	0.81	0.69	0.17	0.12	0.76	0.76	0.37	0.15	1.00	0.23
Control Delay	38.6	27.9	26.9	45.0	25.8	0.5	52.6	35.4	6.3	29.6	54.5	4.9
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	38.6	27.9	26.9	45.0	25.8	0.5	52.6	35.4	6.3	29.6	54.5	4.9
LOS	D	C	C	D	C	A	D	D	A	C	D	A
Approach Delay		28.7			34.7			34.2			47.8	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	20	30	76	75	29	0	70	173	0	22	336	0
Queue Length 95th (ft)	44	53	175	#150	53	0	#153	#306	55	50	#598	42
Internal Link Dist (ft)		970			845			1350			1223	
Turn Bay Length (ft)	190		325	215		215	890		1000	790		790
Base Capacity (vph)	612	1903	951	435	1720	846	359	936	573	697	1285	675
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	0.13	0.07	0.40	0.69	0.08	0.06	0.76	0.76	0.37	0.15	1.00	0.23

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 81.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 38.9 Intersection LOS: D
Intersection Capacity Utilization 74.6% 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.

Splits and Phases: 54: US 24 & Judge Orr Rd

Intersection	
Int Delay, s/veh	47.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	125	5	10	325	250	5	125	10	275	100	25
Future Vol, veh/h	10	125	5	10	325	250	5	125	10	275	100	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	-	-	-	-	-	235	-	-	-	385	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	93	93	93	83	83	83	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	151	6	11	349	269	6	151	12	299	109	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	618	0	0	157	0	0	752	818	154	631	552	349
Stage 1	-	-	-	-	-	-	178	178	-	371	371	-
Stage 2	-	-	-	-	-	-	574	640	-	260	181	-
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	962	-	-	1423	-	-	327	311	892	394	442	694
Stage 1	-	-	-	-	-	-	824	752	-	649	620	-
Stage 2	-	-	-	-	-	-	504	470	-	745	750	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	962	-	-	1423	-	-	248	303	892	~ 232	431	694
Mov Cap-2 Maneuver	-	-	-	-	-	-	248	303	-	~ 232	431	-
Stage 1	-	-	-	-	-	-	812	741	-	640	613	-
Stage 2	-	-	-	-	-	-	394	464	-	577	740	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	28.9	142.7
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	315	962	-	-	1423	-	-	232	466
HCM Lane V/C Ratio	0.535	0.013	-	-	0.008	-	-	1.288	0.292
HCM Control Delay (s)	28.9	8.8	0	-	7.5	0	-	200.3	15.9
HCM Lane LOS	D	A	A	-	A	A	-	F	C
HCM 95th %tile Q(veh)	3	0	-	-	0	-	-	15.6	1.2

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

Intersection	
Intersection Delay, s/veh	6.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	381	256	672	435
Demand Flow Rate, veh/h	389	261	686	444
Vehicles Circulating, veh/h	438	686	389	380
Vehicles Exiting, veh/h	386	389	438	567
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.0	6.7	7.5	5.9
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.470	0.530	0.471	0.529	0.469	0.531	0.471	0.529
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	183	206	123	138	322	364	209	235
Cap Entry Lane, veh/h	902	979	718	793	944	1020	952	1028
Entry HV Adj Factor	0.979	0.980	0.979	0.984	0.981	0.979	0.978	0.981
Flow Entry, veh/h	179	202	120	136	316	356	204	231
Cap Entry, veh/h	883	960	703	780	926	999	931	1009
V/C Ratio	0.203	0.211	0.171	0.174	0.341	0.357	0.220	0.229
Control Delay, s/veh	6.1	5.8	7.0	6.5	7.6	7.4	6.0	5.8
LOS	A	A	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	2	2	1	1

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	500	230	969	414
Demand Flow Rate, veh/h	510	235	988	422
Vehicles Circulating, veh/h	391	999	483	506
Vehicles Exiting, veh/h	537	472	418	728
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.4	9.1	11.6	6.6
Approach LOS	A	A	B	A

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.471	0.529	0.468	0.532	0.470	0.530	0.469	0.531
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	240	270	110	125	464	524	198	224
Cap Entry Lane, veh/h	942	1019	539	607	866	942	847	924
Entry HV Adj Factor	0.979	0.982	0.983	0.976	0.981	0.980	0.982	0.979
Flow Entry, veh/h	235	265	108	122	455	513	194	219
Cap Entry, veh/h	922	1000	529	593	849	923	832	904
V/C Ratio	0.255	0.265	0.204	0.206	0.536	0.556	0.234	0.243
Control Delay, s/veh	6.5	6.2	9.6	8.7	11.7	11.5	6.8	6.5
LOS	A	A	A	A	B	B	A	A
95th %tile Queue, veh	1	1	1	1	3	4	1	1

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	85	403	300	100	356	187	525	1950	100	154	1200	60
Future Volume (vph)	85	403	300	100	356	187	525	1950	100	154	1200	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		195	195		195	555		490	555		490
Storage Lanes	1		0	1		0	2		1	1		1
Taper Length (ft)	180			180			300			300		
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	0.370			0.359			0.950			0.095		
Satd. Flow (perm)	689	3539	1583	669	3539	1583	3433	5085	1583	177	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			323			201			105			136
Link Speed (mph)		40			40			55			55	
Link Distance (ft)		1093			1072			1370			1144	
Travel Time (s)		18.6			18.3			17.0			14.2	
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)	91	433	323	108	383	201	553	2053	105	162	1263	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	433	323	108	383	201	553	2053	105	162	1263	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	Free	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		Free	2		2			4	8		8

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	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
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	13.0	30.0		10.0	27.0	27.0	30.0	59.0	59.0	21.0	50.0	50.0
Total Split (%)	10.8%	25.0%		8.3%	22.5%	22.5%	25.0%	49.2%	49.2%	17.5%	41.7%	41.7%
Maximum Green (s)	8.5	25.5		5.5	22.5	22.5	25.5	54.5	54.5	16.5	45.5	45.5
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
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
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	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		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	33.6	25.6	113.8	29.8	25.5	25.5	22.4	52.9	52.9	54.1	42.3	42.3
Actuated g/C Ratio	0.30	0.22	1.00	0.26	0.22	0.22	0.20	0.46	0.46	0.48	0.37	0.37
v/c Ratio	0.33	0.54	0.20	0.47	0.48	0.39	0.82	0.87	0.13	0.65	0.67	0.09
Control Delay	33.4	42.8	0.3	39.7	43.1	8.2	54.9	32.6	4.0	35.7	32.2	0.3
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	33.4	42.8	0.3	39.7	43.1	8.2	54.9	32.6	4.0	35.7	32.2	0.3
LOS	C	D	A	D	D	A	D	C	A	D	C	A
Approach Delay		25.6			32.4			36.1			31.2	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	49	151	0	59	136	0	203	481	0	61	283	0
Queue Length 95th (ft)	95	214	0	111	196	64	273	594	31	131	345	0
Internal Link Dist (ft)		1013			992			1290			1064	
Turn Bay Length (ft)	195		195	195		195	555		490	555		490
Base Capacity (vph)	287	795	1583	228	792	510	771	2442	815	323	2039	716
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	0.32	0.54	0.20	0.47	0.48	0.39	0.72	0.84	0.13	0.50	0.62	0.09

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 113.8			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 32.8		Intersection LOS: C	
Intersection Capacity Utilization 77.9%		ICU Level of Service D	
Analysis Period (min) 15			

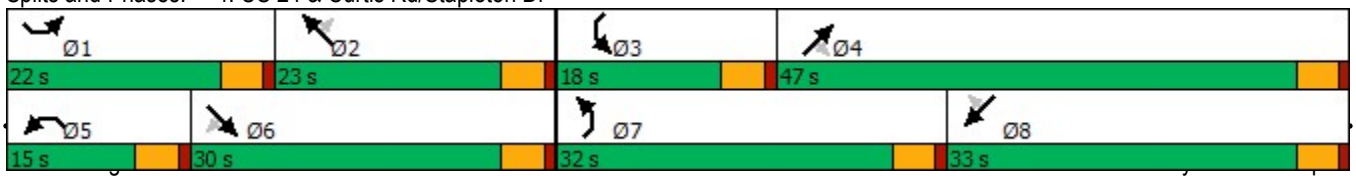
Splits and Phases: 2: US 24 & New Meridian Rd

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	350	275	400	125	400	150	650	850	150	145	600	350
Future Volume (vph)	350	275	400	125	400	150	650	850	150	145	600	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		325	235		235	890		1000	790		790
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			200			190			190		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			430			193			158			283
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		687			651			1501			1327	
Travel Time (s)		10.4			9.9			18.6			16.5	
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)	376	296	430	134	430	161	684	895	158	153	632	368
Shared Lane Traffic (%)												
Lane Group Flow (vph)	376	296	430	134	430	161	684	895	158	153	632	368
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)		24			24			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	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			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)	22.0	30.0	30.0	15.0	23.0	23.0	32.0	47.0	47.0	18.0	33.0	33.0
Total Split (%)	20.0%	27.3%	27.3%	13.6%	20.9%	20.9%	29.1%	42.7%	42.7%	16.4%	30.0%	30.0%
Maximum Green (s)	17.5	25.5	25.5	10.5	18.5	18.5	27.5	42.5	42.5	13.5	28.5	28.5
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	15.4	25.8	25.8	9.0	19.5	19.5	24.0	38.4	38.4	10.0	24.3	24.3
Actuated g/C Ratio	0.15	0.25	0.25	0.09	0.19	0.19	0.24	0.38	0.38	0.10	0.24	0.24
v/c Ratio	0.72	0.33	0.59	0.44	0.63	0.35	0.84	0.67	0.23	0.45	0.75	0.62
Control Delay	50.6	33.8	7.3	50.2	44.4	5.5	47.8	29.1	4.3	49.0	42.1	13.9
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	50.6	33.8	7.3	50.2	44.4	5.5	47.8	29.1	4.3	49.0	42.1	13.9
LOS	D	C	A	D	D	A	D	C	A	D	D	B
Approach Delay		29.2			36.8			34.2			34.0	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	125	87	0	45	145	0	225	251	0	51	206	46
Queue Length 95th (ft)	181	133	85	78	209	36	303	337	41	84	277	144
Internal Link Dist (ft)		607			571			1421			1247	
Turn Bay Length (ft)	190		325	235		235	890		1000	790		790
Base Capacity (vph)	598	901	723	359	680	460	941	1515	768	462	1005	652
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.33	0.59	0.37	0.63	0.35	0.73	0.59	0.21	0.33	0.63	0.56

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 101.3			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 33.4		Intersection LOS: C	
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: US 24 & Curtis Rd/Stapleton Dr



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	200	175	400	440	175	175	500	1275	450	150	800	175
Future Volume (vph)	200	175	400	440	175	175	500	1275	450	150	800	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		325	215		215	890		1000	790		790
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			200			190			190		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			388			193			474			193
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1050			925			1430			1303	
Travel Time (s)		15.9			14.0			17.7			16.2	
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)	215	188	430	473	188	188	526	1342	474	158	842	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	215	188	430	473	188	188	526	1342	474	158	842	184
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)		24			24			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	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8

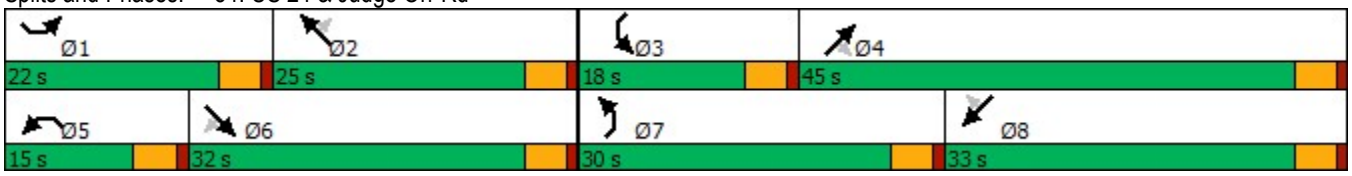
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.0	32.0	32.0	15.0	25.0	25.0	30.0	45.0	45.0	18.0	33.0	33.0
Total Split (%)	20.0%	29.1%	29.1%	13.6%	22.7%	22.7%	27.3%	40.9%	40.9%	16.4%	30.0%	30.0%
Maximum Green (s)	17.5	27.5	27.5	10.5	20.5	20.5	25.5	40.5	40.5	13.5	28.5	28.5
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	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	Min	Min	Min	Min	Min	Min	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	11.3	13.0	13.0	10.5	12.3	12.3	25.6	40.6	40.6	13.5	28.6	28.6
Actuated g/C Ratio	0.12	0.14	0.14	0.11	0.13	0.13	0.27	0.42	0.42	0.14	0.30	0.30
v/c Ratio	0.53	0.39	0.78	1.25	0.42	0.51	0.57	0.89	0.50	0.33	0.80	0.30
Control Delay	45.3	39.5	16.9	171.5	41.5	10.5	34.2	35.6	4.1	40.4	38.6	5.3
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	45.3	39.5	16.9	171.5	41.5	10.5	34.2	35.6	4.1	40.4	38.6	5.3
LOS	D	D	B	F	D	B	C	D	A	D	D	A
Approach Delay		29.3			107.1			28.9			33.6	
Approach LOS		C			F			C			C	
Queue Length 50th (ft)	62	55	23	~180	55	0	138	373	0	43	238	0
Queue Length 95th (ft)	107	87	121	#325	92	56	223	#636	64	84	#400	48
Internal Link Dist (ft)		970			845			1350			1223	
Turn Bay Length (ft)	190		325	215		215	890		1000	790		790
Base Capacity (vph)	629	1019	732	377	760	491	917	1501	944	485	1056	607
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	0.34	0.18	0.59	1.25	0.25	0.38	0.57	0.89	0.50	0.33	0.80	0.30

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 95.8			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.25			
Intersection Signal Delay: 42.8		Intersection LOS: D	
Intersection Capacity Utilization 71.9%		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.

Splits and Phases: 54: US 24 & Judge Orr Rd



Intersection	
Int Delay, s/veh	25.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	250	5	10	150	350	5	125	25	250	150	25
Future Vol, veh/h	5	250	5	10	150	350	5	125	25	250	150	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	0	-	235	0	-	-	385	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	87	87	87	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	272	5	11	163	380	6	144	29	272	163	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	543	0	0	277	0	0	752	847	272	556	472	163
Stage 1	-	-	-	-	-	-	282	282	-	185	185	-
Stage 2	-	-	-	-	-	-	470	565	-	371	287	-
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	1026	-	-	1286	-	-	327	299	767	442	490	882
Stage 1	-	-	-	-	-	-	725	678	-	817	747	-
Stage 2	-	-	-	-	-	-	574	508	-	649	674	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1026	-	-	1286	-	-	232	295	767	~ 260	483	882
Mov Cap-2 Maneuver	-	-	-	-	-	-	232	295	-	~ 260	483	-
Stage 1	-	-	-	-	-	-	721	675	-	813	740	-
Stage 2	-	-	-	-	-	-	430	503	-	489	671	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	27.2	71.1
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	232	329	1026	-	-	1286	-	-	260	483	882
HCM Lane V/C Ratio	0.025	0.524	0.005	-	-	0.008	-	-	1.045	0.338	0.031
HCM Control Delay (s)	20.9	27.4	8.5	-	-	7.8	-	-	110.3	16.2	9.2
HCM Lane LOS	C	D	A	-	-	A	-	-	F	C	A
HCM 95th %tile Q(veh)	0.1	2.9	0	-	-	0	-	-	10.9	1.5	0.1

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

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	322	428	534	706
Demand Flow Rate, veh/h	328	437	545	721
Vehicles Circulating, veh/h	740	532	155	466
Vehicles Exiting, veh/h	446	168	913	503
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.0	6.9	5.1	8.5
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	R	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.305	0.695	0.469	0.531	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	100	228	205	232	256	289	339	382
Cap Entry Lane, veh/h	683	757	827	903	1170	1245	879	956
Entry HV Adj Factor	0.984	0.982	0.981	0.978	0.981	0.980	0.979	0.980
Flow Entry, veh/h	98	224	201	227	251	283	332	374
Cap Entry, veh/h	672	744	812	884	1148	1219	861	937
V/C Ratio	0.146	0.301	0.248	0.257	0.219	0.232	0.386	0.400
Control Delay, s/veh	7.0	8.4	7.1	6.8	5.1	5.0	8.7	8.4
LOS	A	A	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	1	1	2	2

Intersection	
Intersection Delay, s/veh	17.8
Intersection LOS	C

Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	187	393	987
Demand Flow Rate, veh/h	191	401	1006
Vehicles Circulating, veh/h	831	130	170
Vehicles Exiting, veh/h	345	892	361
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.8	6.2	23.7
Approach LOS	B	A	C

Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	191	401	1006
Cap Entry Lane, veh/h	591	1209	1160
Entry HV Adj Factor	0.979	0.981	0.981
Flow Entry, veh/h	187	393	987
Cap Entry, veh/h	579	1186	1138
V/C Ratio	0.323	0.332	0.867
Control Delay, s/veh	10.8	6.2	23.7
LOS	B	A	C
95th %tile Queue, veh	1	1	12

Intersection	
Intersection Delay, s/veh	6.8
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	1	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	187	393	987
Demand Flow Rate, veh/h	191	401	1006
Vehicles Circulating, veh/h	831	130	170
Vehicles Exiting, veh/h	345	892	361
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.6	4.4	7.4
Approach LOS	A	A	A

Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.469	0.531	0.470	0.530
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	191	188	213	473	533
Cap Entry Lane, veh/h	701	1198	1272	1154	1229
Entry HV Adj Factor	0.979	0.984	0.979	0.980	0.981
Flow Entry, veh/h	187	185	209	464	523
Cap Entry, veh/h	686	1178	1245	1132	1206
V/C Ratio	0.273	0.157	0.168	0.410	0.434
Control Delay, s/veh	8.6	4.4	4.3	7.4	7.4
LOS	A	A	A	A	A
95th %tile Queue, veh	1	1	1	2	2

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	472	542	521	764
Demand Flow Rate, veh/h	481	553	532	779
Vehicles Circulating, veh/h	680	624	251	605
Vehicles Exiting, veh/h	704	159	910	572
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.6	8.8	5.6	11.0
Approach LOS	A	A	A	B

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	R	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.424	0.576	0.470	0.530	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	204	277	260	293	250	282	366	413
Cap Entry Lane, veh/h	722	797	760	835	1072	1147	774	849
Entry HV Adj Factor	0.982	0.982	0.980	0.981	0.979	0.979	0.981	0.980
Flow Entry, veh/h	200	272	255	287	245	276	359	405
Cap Entry, veh/h	709	782	745	819	1049	1123	759	832
V/C Ratio	0.282	0.348	0.342	0.351	0.233	0.246	0.473	0.486
Control Delay, s/veh	8.5	8.8	9.0	8.5	5.6	5.5	11.3	10.8
LOS	A	A	A	A	A	A	B	B
95th %tile Queue, veh	1	2	2	2	1	1	3	3

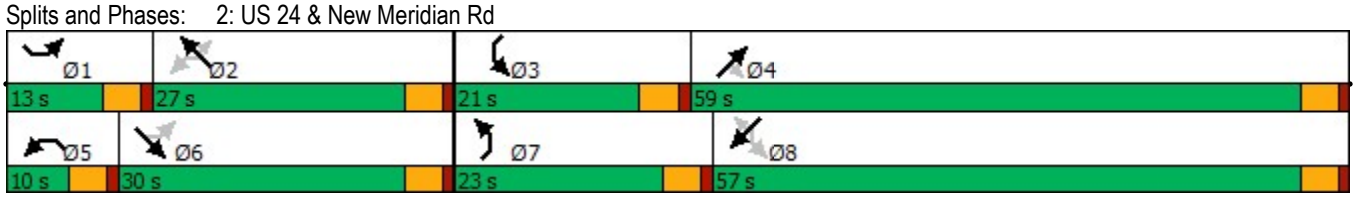
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	375	650	50	225	250	250	950	50	225	2100	40
Future Volume (vph)	30	375	650	50	225	250	250	950	50	225	2100	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		195	195		195	555		490	555		490
Storage Lanes	1		0	1		0	2		1	1		1
Taper Length (ft)	180			180			300			300		
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	0.545			0.382			0.950			0.226		
Satd. Flow (perm)	1015	3539	1583	712	3539	1583	3433	5085	1583	421	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			422			269			95			95
Link Speed (mph)		40			40			55			55	
Link Distance (ft)		1093			1072			1370			1144	
Travel Time (s)		18.6			18.3			17.0			14.2	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	395	684	54	242	269	263	1000	53	237	2211	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	395	684	54	242	269	263	1000	53	237	2211	42
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	Free	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		Free	2		2			4	8		8

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	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
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	13.0	30.0		10.0	27.0	27.0	23.0	59.0	59.0	21.0	57.0	57.0
Total Split (%)	10.8%	25.0%		8.3%	22.5%	22.5%	19.2%	49.2%	49.2%	17.5%	47.5%	47.5%
Maximum Green (s)	8.5	25.5		5.5	22.5	22.5	18.5	54.5	54.5	16.5	52.5	52.5
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
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
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	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		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	31.3	25.6	113.6	29.5	26.3	26.3	14.0	54.5	54.5	64.9	52.7	52.7
Actuated g/C Ratio	0.28	0.23	1.00	0.26	0.23	0.23	0.12	0.48	0.48	0.57	0.46	0.46
v/c Ratio	0.10	0.50	0.43	0.23	0.30	0.47	0.62	0.41	0.07	0.62	0.94	0.05
Control Delay	30.2	41.8	0.9	32.4	39.1	7.9	54.5	20.5	0.8	17.4	38.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.2	41.8	0.9	32.4	39.1	7.9	54.5	20.5	0.8	17.4	38.8	0.1
LOS	C	D	A	C	D	A	D	C	A	B	D	A
Approach Delay		16.3			23.6			26.5			36.1	
Approach LOS		B			C			C			D	
Queue Length 50th (ft)	17	136	0	29	81	0	97	175	0	73	568	0
Queue Length 95th (ft)	43	195	0	63	127	74	140	226	5	112	#741	0
Internal Link Dist (ft)		1013			992			1290			1064	
Turn Bay Length (ft)	195		195	195		195	555		490	555		490
Base Capacity (vph)	344	797	1583	236	819	573	561	2449	811	451	2358	785
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	0.09	0.50	0.43	0.23	0.30	0.47	0.47	0.41	0.07	0.53	0.94	0.05

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 113.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 28.5 — Intersection LOS: C
Intersection Capacity Utilization 77.2% — 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.

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



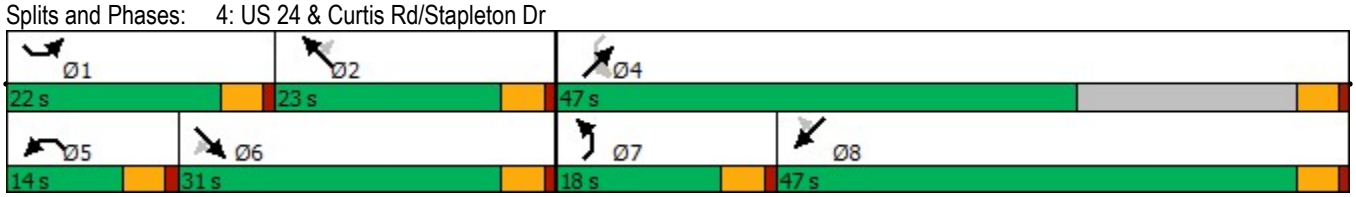
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	175	490	600	125	400	150	300	450	50	166	800	350
Future Volume (vph)	175	490	600	125	400	150	300	450	50	166	800	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		325	235		235	890		1000	790		790
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			200			190			190		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.441		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	1594	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			284			161			104			339
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		687			651			1501			1327	
Travel Time (s)		10.4			9.9			18.6			16.5	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.93	0.93	0.93	0.95	0.95	0.95
Adj. Flow (vph)	184	516	632	134	430	161	323	484	54	175	842	368
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	516	632	134	430	161	323	484	54	175	842	368
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)		24			24			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	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	D.Pm	NA	Perm
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6			2			4	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	4	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	22.5	22.5	22.5
Total Split (s)	22.0	31.0	31.0	14.0	23.0	23.0	18.0	47.0	47.0	47.0	47.0	47.0
Total Split (%)	20.0%	28.2%	28.2%	12.7%	20.9%	20.9%	16.4%	42.7%	42.7%	42.7%	42.7%	42.7%
Maximum Green (s)	17.5	26.5	26.5	9.5	18.5	18.5	13.5	42.5	42.5	42.5	42.5	42.5
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead				Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	10.6	26.7	26.7	8.6	24.7	24.7	12.7	48.4	48.4	48.4	31.2	31.2
Actuated g/C Ratio	0.11	0.27	0.27	0.09	0.25	0.25	0.13	0.50	0.50	0.50	0.32	0.32
v/c Ratio	0.49	0.53	0.99	0.45	0.48	0.31	0.72	0.28	0.06	0.22	0.74	0.50
Control Delay	46.7	33.9	54.2	49.0	35.1	7.5	52.0	14.4	0.3	14.3	33.8	6.2
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	33.9	54.2	49.0	35.1	7.5	52.0	14.4	0.3	14.3	33.8	6.2
LOS	D	C	D	D	D	A	D	B	A	B	C	A
Approach Delay		45.3			31.5			27.6			24.0	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	57	145	246	41	120	0	101	88	0	30	246	13
Queue Length 95th (ft)	97	227	#551	78	200	56	#175	120	2	50	315	76
Internal Link Dist (ft)		607			571			1421			1247	
Turn Bay Length (ft)	190		325	235		235	890		1000	790		790
Base Capacity (vph)	622	972	640	338	898	522	480	2220	1031	1000	1559	886
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	0.30	0.53	0.99	0.40	0.48	0.31	0.67	0.22	0.05	0.17	0.54	0.42

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 97.3
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 32.6 — Intersection LOS: C
Intersection Capacity Utilization 74.7% — 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.

Splits and Phases: 4: US 24 & Curtis Rd/Stapleton Dr

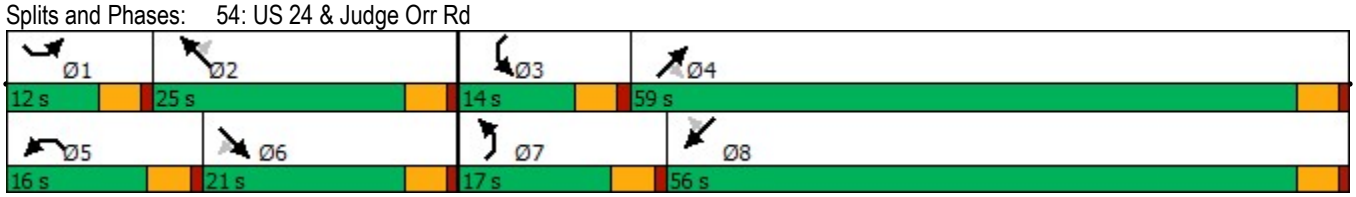


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	75	187	350	275	145	50	260	675	200	100	1225	150
Future Volume (vph)	75	187	350	275	145	50	260	675	200	100	1225	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		325	215		215	890		1000	790		790
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			200			190			190		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			173			104			211			158
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1050			925			1430			1303	
Travel Time (s)		15.9			14.0			17.7			16.2	
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	81	201	376	299	158	54	274	711	211	105	1289	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	201	376	299	158	54	274	711	211	105	1289	158
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)		24			24			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	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			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)	12.0	21.0	21.0	16.0	25.0	25.0	17.0	59.0	59.0	14.0	56.0	56.0
Total Split (%)	10.9%	19.1%	19.1%	14.5%	22.7%	22.7%	15.5%	53.6%	53.6%	12.7%	50.9%	50.9%
Maximum Green (s)	7.5	16.5	16.5	11.5	20.5	20.5	12.5	54.5	54.5	9.5	51.5	51.5
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	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	Min	Min	Min	Min	Min	Min	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	7.1	16.5	16.5	11.5	20.9	20.9	12.5	54.5	54.5	9.5	51.5	51.5
Actuated g/C Ratio	0.06	0.15	0.15	0.10	0.19	0.19	0.11	0.50	0.50	0.09	0.47	0.47
v/c Ratio	0.37	0.38	0.98	0.84	0.24	0.14	0.70	0.41	0.24	0.35	0.78	0.19
Control Delay	54.0	44.5	67.1	68.9	39.1	1.3	57.5	18.4	2.8	51.0	28.6	3.2
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	54.0	44.5	67.1	68.9	39.1	1.3	57.5	18.4	2.8	51.0	28.6	3.2
LOS	D	D	E	E	D	A	E	B	A	D	C	A
Approach Delay		58.6			52.6			24.6			27.5	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	28	68	152	108	50	0	97	161	0	36	389	0
Queue Length 95th (ft)	53	105	#347	#179	81	4	142	207	38	64	478	35
Internal Link Dist (ft)		970			845			1350			1223	
Turn Bay Length (ft)	190		325	215		215	890		1000	790		790
Base Capacity (vph)	234	530	384	358	672	385	390	1753	890	296	1656	825
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	0.35	0.38	0.98	0.84	0.24	0.14	0.70	0.41	0.24	0.35	0.78	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 35.1		Intersection LOS: D	
Intersection Capacity Utilization 74.6%		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.			

Splits and Phases: 54: US 24 & Judge Orr Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	117	55	154	208	758	160
Future Volume (vph)	117	55	154	208	758	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	245			195
Storage Lanes	1	1	1			1
Taper Length (ft)	25		180			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.263			
Satd. Flow (perm)	1770	1583	490	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		60				172
Link Speed (mph)	30			45	45	
Link Distance (ft)	338			593	690	
Travel Time (s)	7.7			9.0	10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.93	0.93
Adj. Flow (vph)	127	60	167	226	815	172
Shared Lane Traffic (%)						
Lane Group Flow (vph)	127	60	167	226	815	172
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
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	2	2	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	6	6	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
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	Perm	Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.5	30.5	29.5	29.5	29.5	29.5
Total Split (%)	50.8%	50.8%	49.2%	49.2%	49.2%	49.2%
Maximum Green (s)	26.0	26.0	25.0	25.0	25.0	25.0
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	9.7	9.7	41.3	41.3	41.3	41.3
Actuated g/C Ratio	0.16	0.16	0.69	0.69	0.69	0.69
v/c Ratio	0.45	0.20	0.50	0.18	0.64	0.15
Control Delay	26.9	8.0	11.9	4.2	8.7	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.9	8.0	11.9	4.2	8.7	1.2
LOS	C	A	B	A	A	A
Approach Delay	20.9			7.5	7.4	
Approach LOS	C			A	A	
Queue Length 50th (ft)	42	0	22	23	127	0
Queue Length 95th (ft)	80	25	88	54	283	17
Internal Link Dist (ft)	258			513	610	
Turn Bay Length (ft)			245			195
Base Capacity (vph)	767	719	337	1283	1283	1143
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	0.17	0.08	0.50	0.18	0.64	0.15

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 9.0		Intersection LOS: A	
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 61: Curtis Rd & Richland Dr

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	172	434	581	55	0	55
Future Vol, veh/h	172	434	581	55	0	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	385	-	-	235	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	185	467	625	59	0	66

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	684	0	-	0	-	625
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	3.318
Pot Cap-1 Maneuver	909	-	-	-	0	485
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	909	-	-	-	-	485
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	909	-	-	-	485
HCM Lane V/C Ratio	0.203	-	-	-	0.137
HCM Control Delay (s)	10	-	-	-	13.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.8	-	-	-	0.5

Intersection	
Int Delay, s/veh	412.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	362	5	13	393	288	5	125	18	406	100	25
Future Vol, veh/h	10	362	5	13	393	288	5	125	18	406	100	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	0	-	235	0	-	-	385	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	93	93	93	92	92	92	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	393	5	14	423	310	5	136	20	437	108	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	733	0	0	398	0	0	1089	1176	393	947	871	423
Stage 1	-	-	-	-	-	-	415	415	-	451	451	-
Stage 2	-	-	-	-	-	-	674	761	-	496	420	-
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	872	-	-	1161	-	-	193	191	656	~ 241	289	631
Stage 1	-	-	-	-	-	-	615	592	-	588	571	-
Stage 2	-	-	-	-	-	-	444	414	-	556	589	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	872	-	-	1161	-	-	128	186	656	~ 93	282	631
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	186	-	~ 93	282	-
Stage 1	-	-	-	-	-	-	607	584	-	580	564	-
Stage 2	-	-	-	-	-	-	340	409	-	~ 409	581	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	62.5	$ 1346.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	128	204	872	-	-	1161	-	-	93	282	631
HCM Lane V/C Ratio	0.042	0.762	0.012	-	-	0.012	-	-	4.694	0.381	0.043
HCM Control Delay (s)	34.4	63.5	9.2	-	-	8.1	-	-	$ 1753.9	25.4	11
HCM Lane LOS	D	F	A	-	-	A	-	-	F	D	B
HCM 95th %tile Q(veh)	0.1	5.2	0	-	-	0	-	-	46.5	1.7	0.1

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

Intersection	
Int Delay, s/veh	17.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	117	55	154	208	758	160
Future Vol, veh/h	117	55	154	208	758	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	245	-	-	195
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	92	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	63	167	226	815	172

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1375	815	987	0	-	0
Stage 1	815	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	160	377	700	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 122	377	700	-	-	-
Mov Cap-2 Maneuver	~ 122	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	128.2	5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	700	-	122	377	-	-
HCM Lane V/C Ratio	0.239	-	1.102	0.168	-	-
HCM Control Delay (s)	11.8	-	180.7	16.5	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.9	-	7.9	0.6	-	-

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

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	73	154	362	637	176
Future Vol, veh/h	0	73	154	362	637	176
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	385	-	-	235
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	92	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	88	167	393	685	189

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	685	874	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	448	772	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	448	772	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	3.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	772	-	448	-	-
HCM Lane V/C Ratio	0.217	-	0.196	-	-
HCM Control Delay (s)	10.9	-	15	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.8	-	0.7	-	-

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	431	268	1036	532
Demand Flow Rate, veh/h	440	274	1056	543
Vehicles Circulating, veh/h	550	1032	389	496
Vehicles Exiting, veh/h	489	413	601	810
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.1	10.0	10.7	7.4
Approach LOS	A	A	B	A

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.470	0.530	0.471	0.529	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	207	233	129	145	496	560	255	288
Cap Entry Lane, veh/h	814	890	522	591	944	1020	855	932
Entry HV Adj Factor	0.979	0.981	0.977	0.981	0.981	0.980	0.981	0.979
Flow Entry, veh/h	203	228	126	142	487	549	250	282
Cap Entry, veh/h	797	872	511	579	926	1000	839	912
V/C Ratio	0.254	0.262	0.247	0.246	0.526	0.549	0.298	0.309
Control Delay, s/veh	7.3	6.9	10.6	9.5	10.7	10.6	7.6	7.2
LOS	A	A	B	A	B	B	A	A
95th %tile Queue, veh	1	1	1	1	3	3	1	1

Intersection	
Intersection Delay, s/veh	43.1
Intersection LOS	E

Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	628	950	569
Demand Flow Rate, veh/h	640	969	581
Vehicles Circulating, veh/h	497	431	70
Vehicles Exiting, veh/h	154	706	1330
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	21.4	78.7	7.5
Approach LOS	C	F	A

Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	640	969	581
Cap Entry Lane, veh/h	831	889	1285
Entry HV Adj Factor	0.981	0.981	0.980
Flow Entry, veh/h	628	950	569
Cap Entry, veh/h	816	872	1259
V/C Ratio	0.770	1.090	0.452
Control Delay, s/veh	21.4	78.7	7.5
LOS	C	F	A
95th %tile Queue, veh	8	24	2

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Approach	EB	NB	SB
Entry Lanes	1	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	635	960	563
Demand Flow Rate, veh/h	648	979	575
Vehicles Circulating, veh/h	492	436	71
Vehicles Exiting, veh/h	154	704	1344
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	15.8	10.6	4.7
Approach LOS	C	B	A

Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	648	460	519	270	305
Cap Entry Lane, veh/h	935	904	980	1264	1337
Entry HV Adj Factor	0.980	0.981	0.981	0.981	0.979
Flow Entry, veh/h	635	451	509	265	299
Cap Entry, veh/h	916	887	961	1240	1309
V/C Ratio	0.693	0.509	0.529	0.214	0.228
Control Delay, s/veh	15.8	10.7	10.5	4.8	4.7
LOS	C	B	B	A	A
95th %tile Queue, veh	6	3	3	1	1

Intersection	
Intersection Delay, s/veh	15.6
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	750	253	1016	813
Demand Flow Rate, veh/h	765	259	1037	829
Vehicles Circulating, veh/h	552	1307	804	527
Vehicles Exiting, veh/h	804	534	513	1039
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.0	13.5	24.3	10.4
Approach LOS	B	B	C	B

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.471	0.529	0.471	0.529	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	360	405	122	137	487	550	390	439
Cap Entry Lane, veh/h	812	888	406	467	644	717	831	907
Entry HV Adj Factor	0.979	0.982	0.975	0.979	0.981	0.979	0.979	0.981
Flow Entry, veh/h	353	398	119	134	478	539	382	431
Cap Entry, veh/h	796	872	395	458	632	702	814	890
V/C Ratio	0.443	0.456	0.301	0.293	0.756	0.767	0.469	0.484
Control Delay, s/veh	10.3	9.8	14.5	12.6	24.9	23.8	10.6	10.2
LOS	B	A	B	B	C	C	B	B
95th %tile Queue, veh	2	2	1	1	7	7	3	3

Intersection	
Intersection Delay, s/veh	158.0
Intersection LOS	F

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	750	268	1016	813
Demand Flow Rate, veh/h	765	274	1037	829
Vehicles Circulating, veh/h	554	1307	804	538
Vehicles Exiting, veh/h	813	534	515	1043
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	49.7	39.1	342.9	65.9
Approach LOS	E	E	F	F

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	765	274	1037	829
Cap Entry Lane, veh/h	784	364	608	797
Entry HV Adj Factor	0.980	0.977	0.980	0.980
Flow Entry, veh/h	750	268	1016	813
Cap Entry, veh/h	769	356	595	781
V/C Ratio	0.975	0.753	1.706	1.040
Control Delay, s/veh	49.7	39.1	342.9	65.9
LOS	E	E	F	F
95th %tile Queue, veh	16	6	59	20

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	85	425	300	100	425	250	525	1950	100	175	1200	60
Future Volume (vph)	85	425	300	100	425	250	525	1950	100	175	1200	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		195	195		195	555		490	555		490
Storage Lanes	1		0	1		0	2		1	1		1
Taper Length (ft)	180			180			300			300		
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	0.296			0.333			0.950			0.094		
Satd. Flow (perm)	551	3539	1583	620	3539	1583	3433	5085	1583	175	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			323			269			105			136
Link Speed (mph)		40			40			55			55	
Link Distance (ft)		1093			1072			1370			1144	
Travel Time (s)		18.6			18.3			17.0			14.2	
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)	91	457	323	108	457	269	553	2053	105	184	1263	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	457	323	108	457	269	553	2053	105	184	1263	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	Free	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		Free	2		2			4	8		8

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	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
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	13.0	30.0		10.0	27.0	27.0	31.0	59.0	59.0	21.0	49.0	49.0
Total Split (%)	10.8%	25.0%		8.3%	22.5%	22.5%	25.8%	49.2%	49.2%	17.5%	40.8%	40.8%
Maximum Green (s)	8.5	25.5		5.5	22.5	22.5	26.5	54.5	54.5	16.5	44.5	44.5
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
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
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	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		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	33.6	25.6	114.7	29.8	25.5	25.5	22.9	52.9	52.9	55.3	42.7	42.7
Actuated g/C Ratio	0.29	0.22	1.00	0.26	0.22	0.22	0.20	0.46	0.46	0.48	0.37	0.37
v/c Ratio	0.37	0.58	0.20	0.50	0.58	0.48	0.81	0.88	0.13	0.71	0.67	0.09
Control Delay	34.9	44.0	0.3	41.4	45.5	8.1	54.0	33.4	4.0	41.0	32.4	0.3
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	34.9	44.0	0.3	41.4	45.5	8.1	54.0	33.4	4.0	41.0	32.4	0.3
LOS	C	D	A	D	D	A	D	C	A	D	C	A
Approach Delay		26.9			32.9			36.5			32.1	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	50	163	0	60	168	0	205	491	0	79	284	0
Queue Length 95th (ft)	95	226	0	111	234	74	270	594	31	157	349	0
Internal Link Dist (ft)		1013			992			1290			1064	
Turn Bay Length (ft)	195		195	195		195	555		490	555		490
Base Capacity (vph)	254	789	1583	216	785	560	795	2423	809	320	1978	699
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	0.36	0.58	0.20	0.50	0.58	0.48	0.70	0.85	0.13	0.57	0.64	0.09

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 114.7			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 33.5		Intersection LOS: C	
Intersection Capacity Utilization 79.7%		ICU Level of Service D	
Analysis Period (min) 15			

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

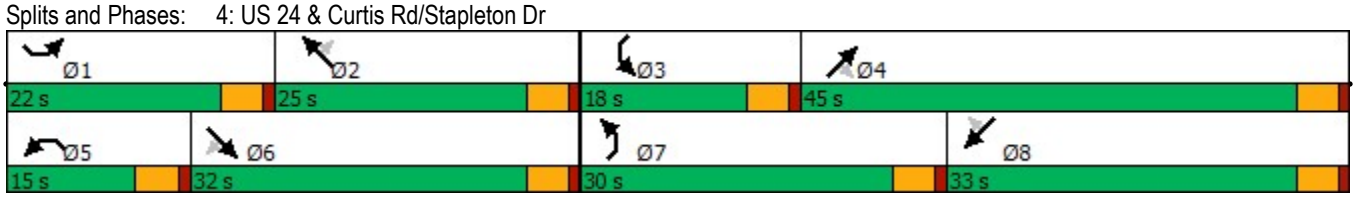
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	350	346	400	125	577	194	650	850	150	163	600	350
Future Volume (vph)	350	346	400	125	577	194	650	850	150	163	600	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		325	235		235	890		1000	790		790
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			200			190			190		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			421			209			158			272
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		687			651			1501			1327	
Travel Time (s)		10.4			9.9			18.6			16.5	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	368	364	421	134	620	209	684	895	158	172	632	368
Shared Lane Traffic (%)												
Lane Group Flow (vph)	368	364	421	134	620	209	684	895	158	172	632	368
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)		24			24			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	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			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)	22.0	32.0	32.0	15.0	25.0	25.0	30.0	45.0	45.0	18.0	33.0	33.0
Total Split (%)	20.0%	29.1%	29.1%	13.6%	22.7%	22.7%	27.3%	40.9%	40.9%	16.4%	30.0%	30.0%
Maximum Green (s)	17.5	27.5	27.5	10.5	20.5	20.5	25.5	40.5	40.5	13.5	28.5	28.5
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	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	15.3	27.7	27.7	9.0	21.4	21.4	23.6	37.6	37.6	10.5	24.5	24.5
Actuated g/C Ratio	0.15	0.27	0.27	0.09	0.21	0.21	0.23	0.37	0.37	0.10	0.24	0.24
v/c Ratio	0.72	0.38	0.57	0.45	0.84	0.42	0.87	0.69	0.23	0.49	0.75	0.63
Control Delay	51.2	33.5	6.8	50.9	52.7	8.3	51.9	31.2	4.6	49.8	42.9	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	33.5	6.8	50.9	52.7	8.3	51.9	31.2	4.6	49.8	42.9	15.1
LOS	D	C	A	D	D	A	D	C	A	D	D	B
Approach Delay		29.4			42.8			37.0			35.2	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	124	108	0	45	221	0	231	262	0	58	210	53
Queue Length 95th (ft)	178	158	81	78	#340	63	#333	351	42	93	277	153
Internal Link Dist (ft)		607			571			1421			1247	
Turn Bay Length (ft)	190		325	235		235	890		1000	790		790
Base Capacity (vph)	587	952	733	352	735	494	855	1416	728	453	985	637
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	0.63	0.38	0.57	0.38	0.84	0.42	0.80	0.63	0.22	0.38	0.64	0.58

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 103
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 35.9 — Intersection LOS: D
Intersection Capacity Utilization 76.1% — 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.

Splits and Phases: 4: US 24 & Curtis Rd/Stapleton Dr



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	200	208	400	440	245	175	500	1275	450	150	800	175
Future Volume (vph)	200	208	400	440	245	175	500	1275	450	150	800	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		325	215		215	890		1000	790		790
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			200			190			190		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			274			188			446			193
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1050			925			1430			1303	
Travel Time (s)		15.9			14.0			17.7			16.2	
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)	215	224	430	473	263	188	526	1342	474	158	842	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	215	224	430	473	263	188	526	1342	474	158	842	184
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)		24			24			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	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8

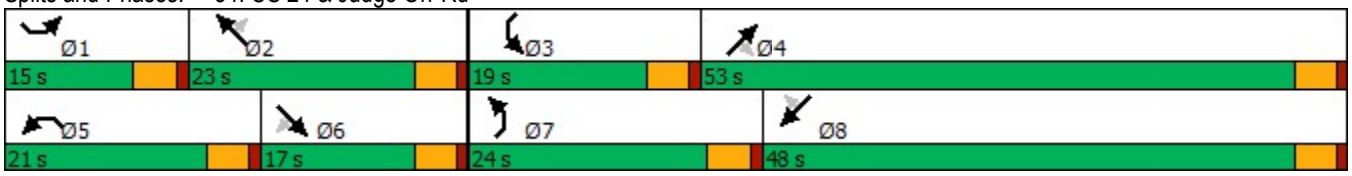
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	15.0	17.0	17.0	21.0	23.0	23.0	24.0	53.0	53.0	19.0	48.0	48.0
Total Split (%)	13.6%	15.5%	15.5%	19.1%	20.9%	20.9%	21.8%	48.2%	48.2%	17.3%	43.6%	43.6%
Maximum Green (s)	10.5	12.5	12.5	16.5	18.5	18.5	19.5	48.5	48.5	14.5	43.5	43.5
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	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	Min	Min	Min	Min	Min	Min	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	10.2	12.5	12.5	16.5	18.8	18.8	19.5	48.5	48.5	14.5	43.5	43.5
Actuated g/C Ratio	0.09	0.11	0.11	0.15	0.17	0.17	0.18	0.44	0.44	0.13	0.40	0.40
v/c Ratio	0.68	0.56	1.02	0.92	0.43	0.44	0.87	0.86	0.50	0.35	0.60	0.25
Control Delay	59.8	52.0	67.2	70.9	43.5	9.4	59.7	34.7	4.5	45.9	28.6	3.6
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	59.8	52.0	67.2	70.9	43.5	9.4	59.7	34.7	4.5	45.9	28.6	3.6
LOS	E	D	E	E	D	A	E	C	A	D	C	A
Approach Delay		61.4			50.6			34.2			27.0	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	76	80	~128	172	88	0	187	438	11	53	244	0
Queue Length 95th (ft)	117	121	#336	#267	130	61	#276	538	74	85	310	39
Internal Link Dist (ft)		970			845			1350			1223	
Turn Bay Length (ft)	190		325	215		215	890		1000	790		790
Base Capacity (vph)	327	402	422	514	606	426	608	1560	947	452	1399	742
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	0.66	0.56	1.02	0.92	0.43	0.44	0.87	0.86	0.50	0.35	0.60	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 39.9		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.

Splits and Phases: 54: US 24 & Judge Orr Rd



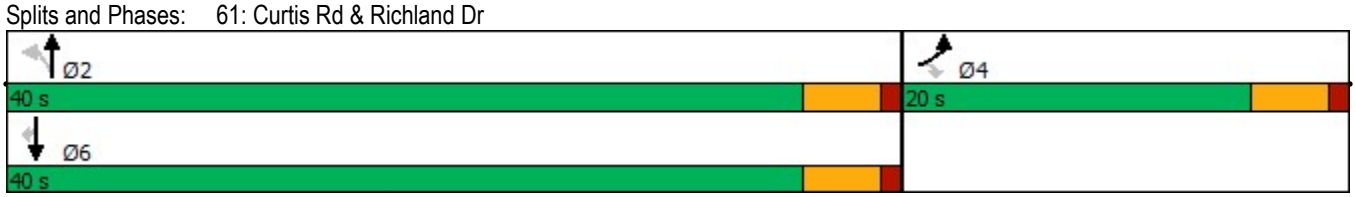
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	393	191	64	819	448	75
Future Volume (vph)	393	191	64	819	448	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	245			195
Storage Lanes	1	1	1			1
Taper Length (ft)	25		180			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.423			
Satd. Flow (perm)	1770	1583	788	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		205				82
Link Speed (mph)	30			45	45	
Link Distance (ft)	338			593	690	
Travel Time (s)	7.7			9.0	10.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.92	0.92
Adj. Flow (vph)	423	205	69	881	487	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	423	205	69	881	487	82
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
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	2	2	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	6	6	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
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	Perm	Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	20.0	20.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	15.5	15.5	35.5	35.5	35.5	35.5
Yellow Time (s)	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
Lost Time Adjust (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Max	Max	Max	Max
Act Effct Green (s)	15.5	15.5	35.5	35.5	35.5	35.5
Actuated g/C Ratio	0.26	0.26	0.59	0.59	0.59	0.59
v/c Ratio	0.93	0.37	0.15	0.80	0.44	0.08
Control Delay	52.5	5.4	6.5	16.9	8.4	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	5.4	6.5	16.9	8.4	1.8
LOS	D	A	A	B	A	A
Approach Delay	37.1			16.2	7.4	
Approach LOS	D			B	A	
Queue Length 50th (ft)	148	0	10	215	85	0
Queue Length 95th (ft)	#302	42	25	#400	141	13
Internal Link Dist (ft)	258			513	610	
Turn Bay Length (ft)			245			195
Base Capacity (vph)	457	560	466	1102	1102	970
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	0.93	0.37	0.15	0.80	0.44	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 20.0		Intersection LOS: B	
Intersection Capacity Utilization 72.4%		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.

Splits and Phases: 61: Curtis Rd & Richland Dr



Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	117	697	697	34	0	177
Future Vol, veh/h	117	697	697	34	0	177
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	385	-	-	235	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	749	749	37	0	203

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	786	0	-	0	-	749
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	3.318
Pot Cap-1 Maneuver	833	-	-	-	0	412
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	833	-	-	-	-	412
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	22
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	833	-	-	-	412
HCM Lane V/C Ratio	0.151	-	-	-	0.494
HCM Control Delay (s)	10.1	-	-	-	22
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	2.7

Intersection	
Int Delay, s/veh	404.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	324	5	19	385	482	5	125	29	293	150	25
Future Vol, veh/h	5	324	5	19	385	482	5	125	29	293	150	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	236	-	235	235	-	235	235	-	-	385	-	235
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	93	93	93	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	352	5	20	414	518	5	136	32	318	163	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	932	0	0	357	0	0	1170	1334	352	903	821	414
Stage 1	-	-	-	-	-	-	362	362	-	454	454	-
Stage 2	-	-	-	-	-	-	808	972	-	449	367	-
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	734	-	-	1202	-	-	170	154	692	~ 258	309	638
Stage 1	-	-	-	-	-	-	657	625	-	586	569	-
Stage 2	-	-	-	-	-	-	375	331	-	589	622	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	734	-	-	1202	-	-	92	150	692	~ 52	302	638
Mov Cap-2 Maneuver	-	-	-	-	-	-	92	150	-	~ 52	302	-
Stage 1	-	-	-	-	-	-	652	621	-	582	559	-
Stage 2	-	-	-	-	-	-	250	325	-	436	618	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	106.7	$ 1550.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	92	176	734	-	-	1202	-	-	52	302	638
HCM Lane V/C Ratio	0.059	0.951	0.007	-	-	0.017	-	-	6.125	0.54	0.043
HCM Control Delay (s)	46.6	108.7	9.9	-	-	8	-	-	$ 2460.3	30.1	10.9
HCM Lane LOS	E	F	A	-	-	A	-	-	F	D	B
HCM 95th %tile Q(veh)	0.2	7.4	0	-	-	0.1	-	-	36.6	3	0.1

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

Intersection	
Int Delay, s/veh	229.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	393	191	64	819	448	75
Future Vol, veh/h	393	191	64	819	448	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	245	-	-	195
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	423	205	69	881	487	82

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1506	487	569	0	-	0
Stage 1	487	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 133	581	1003	-	-	-
Stage 1	618	-	-	-	-	-
Stage 2	~ 348	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 124	581	1003	-	-	-
Mov Cap-2 Maneuver	~ 124	-	-	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	~ 348	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 783.5	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1003	-	124	581	-	-
HCM Lane V/C Ratio	0.069	-	3.408	0.353	-	-
HCM Control Delay (s)	8.9	-	$ 1157.2	14.5	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	41.2	1.6	-	-

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

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	239	64	882	518	121
Future Vol, veh/h	0	239	64	882	518	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	385	-	-	235
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	2	2
Mvmt Flow	0	275	69	948	557	130

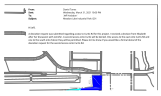
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	557	687	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	530	907	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	530	907	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.9	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	907	-	530	-	-
HCM Lane V/C Ratio	0.076	-	0.518	-	-
HCM Control Delay (s)	9.3	-	18.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	3	-	-

Traffic Impact Study_v1 redline.pdf Markup Summary

dsdlaforce (18)



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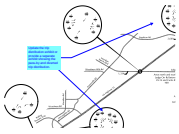

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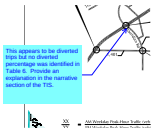
Update the trip distribution exhibit or provide a separate exhibit showing the pass-by and diverted trip distribution.



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Page Label: 31
Author: dsdlaforce
Date: 6/2/2022 2:58:49 PM
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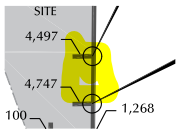
This appears to be diverted trips but no diverted percentage was identified in Table 6. Provide an explanation in the narrative section of the TIS.



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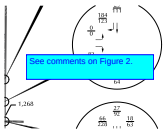

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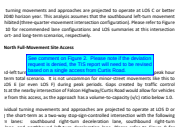
See comments on Figure 2.



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See comment on Figure 2. Please note if the deviation request is denied, the TIS report will need to be revised based on a single access from Curtis Road.

Subject: Cloud+
Page Label: 27
Author: dsdlaforce
Date: 6/2/2022 3:14:21 PM
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Intersection spacing for Principal arterial is 1/2 mile (2,640). A deviation request application is required for the County Engineer's consideration. However, based on prior correspondence the deviation is likely to be denied. Revise the TIS for a single access on Curtis Rd. See the attached email correspondence.

Please note if the deviation request is denied, the TIS report will need to be revised based on a single access from Curtis Road.

Subject: Highlight
Page Label: 5
Author: dsdlaforce
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two

Subject: Callout
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Author: dsdlaforce
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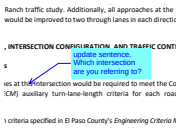
See comment on Fig 2



Subject: Callout
Page Label: 14
Author: dsdlaforce
Date: 6/2/2022 4:00:33 PM
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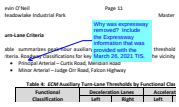
update sentence. Which intersection are you referring to?



Subject: Callout
Page Label: 15
Author: dsdlaforce
Date: 6/2/2022 4:05:01 PM
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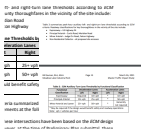
Why was expressway removed? Include the Expressway information that was provided with the March 26, 2021 TIS.



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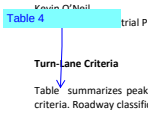

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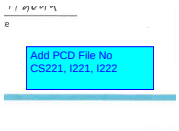
Table 4



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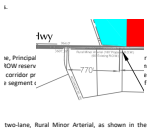
Add PCD File No CS221, I221, I222



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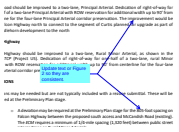

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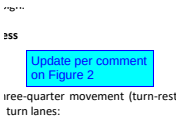
Update text or Figure 2 so they are consistent.



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Update per comment on Figure 2

Subject: Callout
Page Label: 18
Author: dsdlaforce
Date: 6/6/2022 9:58:15 AM
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Staff recommends submitting the deviation request at this time. Per comment on Fig 2 it has been expressed in the past that two access points on Curtis Road is likely to be denied. A single access appears to accommodate the intersection spacing requirement.