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March 2, 2022

Karen Levitt Ortiz
Development Manager
2390 East Camelback Road, Suite 410
Phoenix, Arizona 85016

RE: Falcon Marketplace
El Paso County, CO
Updated Traffic Technical Memorandum
LSC #215050

Dear Ms. Levitt Ortiz,

LSC Transportation Consultants, Inc. has prepared this updated Traffic Technical Memorandum for the traffic-signal timing of the Meridian Road/Eastonville Road traffic signal in the Falcon area of El Paso County. Also included is proposed signal timing for several other signals in the Meridian Road "arterial corridor" located "upstream" and "downstream" of this Eastonville intersection.

This memo is associated with the Falcon Marketplace project and this new traffic signal at the Meridian/Eastonville intersection. Falcon Marketplace is located northwest of the intersection of Woodmen Road and Meridian Road in El Paso County. LSC prepared a full traffic impact study for this development dated September 5, 2018.

The purpose of this memorandum is to present data, volume projections, analysis, and recommendations for operation of the signalized intersections on Meridian Road between US Highway 24 (US Hwy 24) and Woodmen Hills Drive, including the additional traffic signal at the intersection of Meridian/Eastonville Road, as shown in Figure 1.

RECENT AREA TRAFFIC STUDIES

LSC prepared a full traffic impact study for the Falcon Marketplace dated September 5, 2018. Table 1 includes a list of other recent traffic studies conducted by LSC in the vicinity of the subject Meridian Road arterial corridor.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

The roadways in the study area are shown in Figure 1 and are described below.

Meridian Road is shown on the El Paso County 2040 *Major Transportation Corridors Plan (MTCP)* and the *Preserved Corridor Network Plan* as a four-lane Principal Arterial. Meridian Road has two through lanes in each direction plus a center median. Current posted speed limits in the corridor are 35 miles per hour (mph) between US Hwy 24 and Meridian Road and 55 miles per hour north of Eastonville Road. It was assumed that the section between Woodmen Road and Bent Grass Meadows Drive will be posted at 45 mph (regardless, this has been used for purposes of the progression speed). Meridian Road was recently extended across US Hwy 24 to Falcon Highway.

US Highway (Hwy) 24 is generally a two-lane State Highway extending 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. US Hwy 24 is classified as an Expressway by the Colorado Department of Transportation (CDOT) and on the El Paso County *Major Transportation Corridors Plan (MTCP)*. The posted speed limit on US Hwy 24 in the vicinity of Meridian Road is 50 mph.

Woodmen Road is shown on the El Paso County 2040 *Major Transportation Corridors Plan* and the *Preserved Corridor Network Plan* as a four-lane Expressway adjacent to and in the vicinity of the site. The posted speed limit on **eastbound and westbound** Woodmen Road through and east of the Meridian Road intersection is 45 mph. Note: The posted speed limit on Woodmen Road a short distance west of Meridian Road is 55 mph.

Eastonville Road is a two-lane roadway extending northeast from Meridian Road to past Hodgen Road. It is shown as a two-lane Minor Arterial on the *MTCP*. The traffic-signal equipment has recently been installed at the intersection of Meridian Road and Eastonville Road, but the traffic-signal control is not yet in operation. Two-way, stop-sign control is still in effect. The posted speed limit is **35 mph** east of Meridian Road.

Bent Grass Meadows Drive is a Non-Residential Collector that extends north from the Woodmen North frontage road for about 2,000 feet and then curves east and extends to Meridian Road. The intersection of Meridian/Bent Grass Meadows was recently converted to traffic-signal control. The posted speed limit is **35 mph**.

Woodmen Hills Drive is a Collector roadway that extends from about one mile west of Meridian Road to just east of Eastonville Road. Woodmen Hills Drive is a two-lane road with a posted speed limit of **30 mph**. The Woodmen Hills/Meridian intersection is signalized.

Existing Traffic Volumes

Figure 1 shows the existing morning and afternoon peak-hour traffic volumes at all of the signal-controlled intersections on Meridian Road between US Hwy 24 and Woodmen Hills Drive. LSC conducted traffic counts at the following intersections:

- *Meridian Road/US 24 (August 2021)*
- *Meridian Road/Rolling Thunder Way (July 2021)*
- *Meridian Road/Woodmen Road (December 2021)*
- *Meridian Road/Eastonville Road (September 2015)*
- *Meridian Road/Bent Grass Meadows Drive (January 2022)*
- *Meridian Road/Woodmen Hills Drive (March 2018)*

For counts conducted prior to 2021 the through traffic volumes Meridian Road shown in Figure 1 were adjusted based on more current traffic counts conducted at the adjacent intersections. The traffic-count reports are attached.

LSC also conducted off-peak traffic counts at the intersections of Meridian Road/Woodmen Road and Meridian Road/Bent Grass Meadows Drive in February 2022.

SHORT-TERM TOTAL TRAFFIC

Figure 2 shows the projected short-term total traffic volumes at the study-area intersections. The volumes are the sum of the existing traffic volumes (from Figure 1) plus the additional short-term traffic volumes projected to be generated by buildout of known projects within the study area, including the Falcon Marketplace, Bent Grass East Commercial, Bent Grass Residential Filing No. 2, and Falcon Meadows at Bent Grass.

ECM CRITERIA

The following are applicable sections of the *Engineering Criteria Manual (ECM)* with excerpts:

Section B.4.1.B Traffic Signals and Access Locations.

- *Include a signal progression (time-space) analysis.*
- *A cycle length of between 80 and 120 seconds should be selected and agreed to by the ECM Administrator.*
- *Where intersections or other accesses have no signals presently, but are expected to have signals, a 60 percent mainline, 40 percent cross roadway, and cycle split should be assumed. Where more detailed information is available from turning movement projections, other split assumptions may be made.*
- *A major arterial bandwidth of 50 percent and a minor arterial bandwidth of 40 percent are considered desirable.*

2.2.5.B Rural and Urban Principal Arterial and Rural Minor Arterial Access Criteria

- *An arterial progression through bandwidth percentage of 35 percent or greater must be achieved or the inclusion of a signal at the access must not degrade the existing signal progression.*

LEVEL OF SERVICE ANALYSIS AND INTERSECTION PHASING SPLITS

The level of service/intersection operations analysis from several traffic reports, the latest traffic-count data, and short-term projected total traffic volumes have been used as input for the Synchro analysis of cycle lengths, AM and PM peak-hour and off-peak intersection phasing and phase-time splits for the corridor signalized intersections. The analysis assumes the intersection of Eastonville/Meridian has been converted to traffic-signal control. The results of the analysis are shown in Figure 2. The level of service reports are attached.

SIGNAL PROGRESSION ANALYSIS

For coordination of signals within the corridor, LSC has completed an analysis of the coordinated cycle lengths and offsets for peak and off-peak time periods and resulting traffic-signal progression along Meridian Road from Rolling Thunder to Meridian Hills assuming the intersection with Eastonville Road is converted to traffic-signal control. The analysis assumes “semi-actuated” operation with the north/south through movement phases (2 and 6) set to “recall-max,” and side-street and separate left-turn phases set to “no recall” – i.e., detector-actuated operation for side-street approaches and left turns.

The outcome of the analysis is a proposed common cycle length and timing offsets for coordination of the series of signalized intersections in the corridor for peak and off-peak time periods. These have been developed using optimization in Synchro. The cycle length optimization reports are included in the Appendix. One of the several metrics included in the optimization is the north/south through progression “bandwidth” on Meridian Road at the subject intersection, specifically, as well as Bent Grass Meadows Drive and per *ECM* Criteria listed above. The progression analysis takes into account the projected volumes, intersection spacings, progression link speeds, the individual intersection phases/splits, and other factors. The Synchro reports: “Coordinatability Analysis Using Current Cycle Lengths” are attached for reference.

Please refer to the following progression analysis printouts:

- *Morning-peak time/space diagram with vehicle flows and queues (90%)*
- *Morning-peak time/space diagram with progression “link” bands (90%)*
- *Morning-peak time/space diagram with corridor arterial progression bands (90%)*
- *Afternoon-peak time/space diagram with vehicle flows and queues (90%)*
- *Afternoon-peak time/space diagram with progression “link” bands (90%)*
- *Afternoon-peak time/space diagram with corridor arterial progression bands (90%)*
- *Off-peak time/space diagram with vehicle flows and queues (90%)*

- *Off-peak time/space diagram with progression “link” bands (90%)*
- *Off-peak time/space diagram with corridor arterial progression bands (90%)*

As traffic flow is not constant, Synchro modes traffic flow, actuated green times, and traffic volumes for several scenarios. The 50% scenario would represent average traffic flow and the 90% scenario shown in the exhibits represents traffic cycle with 90% of the maximum flow. The exhibits show the “link” through bands between intersections. Note: the corridor/arterial progression bands through the series of intersections during the morning peak hour, the afternoon peak hour, and the off peak are shown between Eastonville Road and Woodmen Hills Road only.

These “theoretical” maximum corridor-progression band efficiencies could be increased on the corridor time/space diagrams. However, the offsets were shifted based on the Synchro optimization analysis of corridor-specific conditions to prioritize the progression bands according to predominant AM or PM peak-period traffic volumes, optimize link bandwidth, minimize stops, minimize delay, account for queuing and other factors.

The results of the Synchro optimization can be seen graphically in the versions of the Time/Space diagrams with vehicle paths/flows. These graphics depict estimated vehicle “release” from intersections, stops for yellow/red signal indications, queue formation, etc. The closely spaced parallel lines through the series of intersections generally represent more dense platoons of traffic.

Table 2 shows the results of the progression analysis. As on the table the projected bandwidth on Meridian Road between Eastonville Road and Woodmen Hills Drive meets the criteria of 35% required by the *ECM*.

SUMMARY OF FINDINGS

The following intersections proposed to be coordinated:

- *Rolling Thunder/Meridian*
- *Woodmen/Meridian*
- *Eastonville/Meridian*
- *Bent Grass Meadows/Meridian*
- *Woodmen Hills/Meridian*

The NCHRP 812 *Signal Timing Manual Second Edition*, 2015 was used as a reference to determine the recommended signal-timing plan. NCHRP 731 *Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections (2012)* was also used as a reference. El Paso Department of County Public Works provided some minimum/maximum parameters as well – specific to El Paso County.

Table 3 (attached) summarizes some global signal-timing details for all time periods, including yellow clearance and all-red phase times, pedestrian walk and clearance (flashing-don't-walk) times, passage times, and minimum initial-green times by phase. Table 4 (attached) summarizes the proposed signal-phasing plans.

Please note that El Paso County Department of Public Works test period and field-proven operations will all be necessary prior to County preliminary acceptance of the signals.

* * * * *

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

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

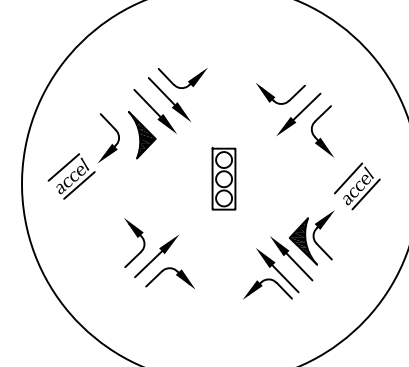
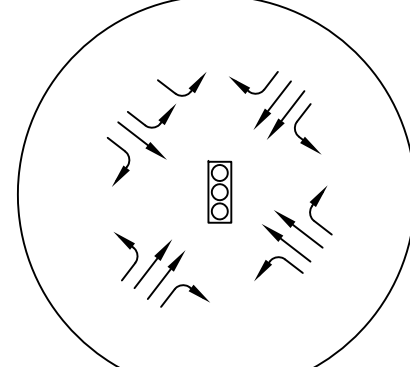
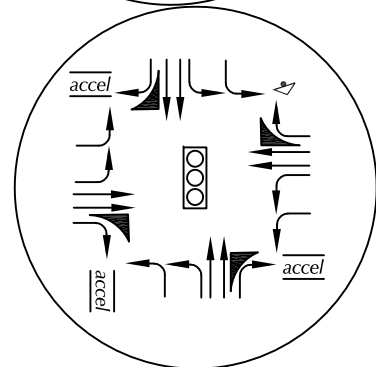
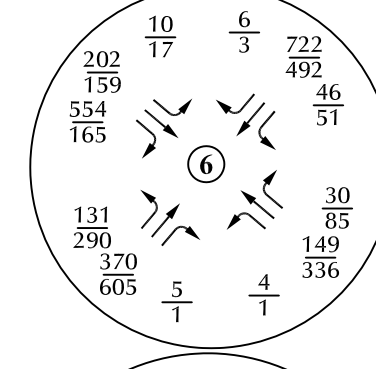
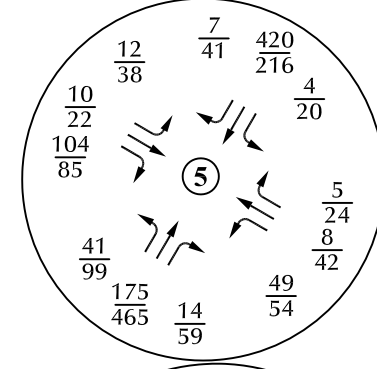
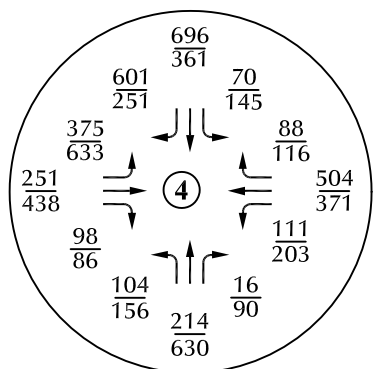
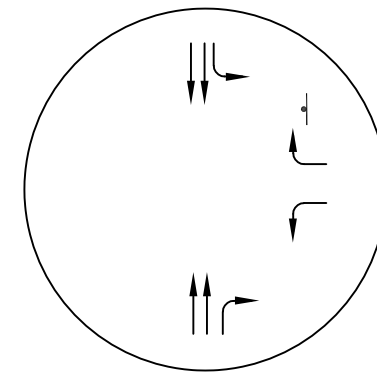
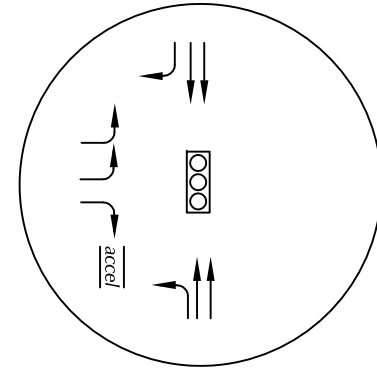
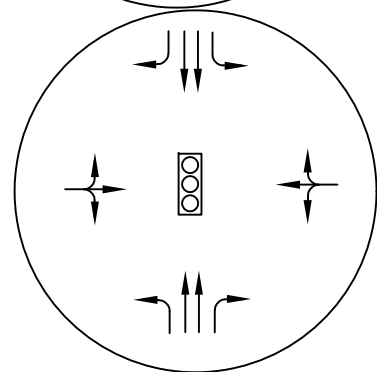
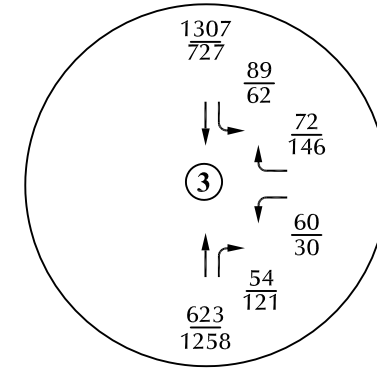
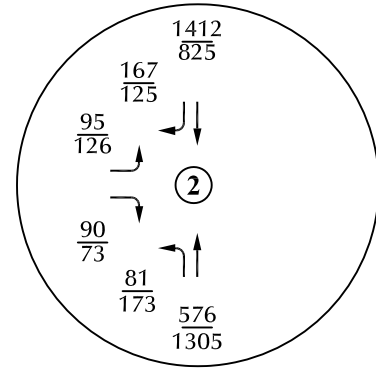
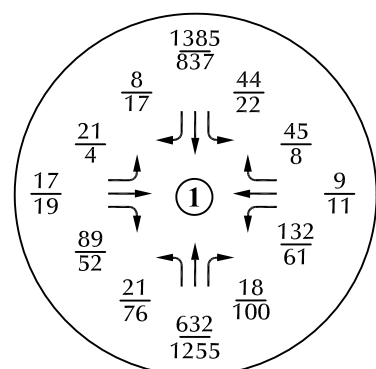
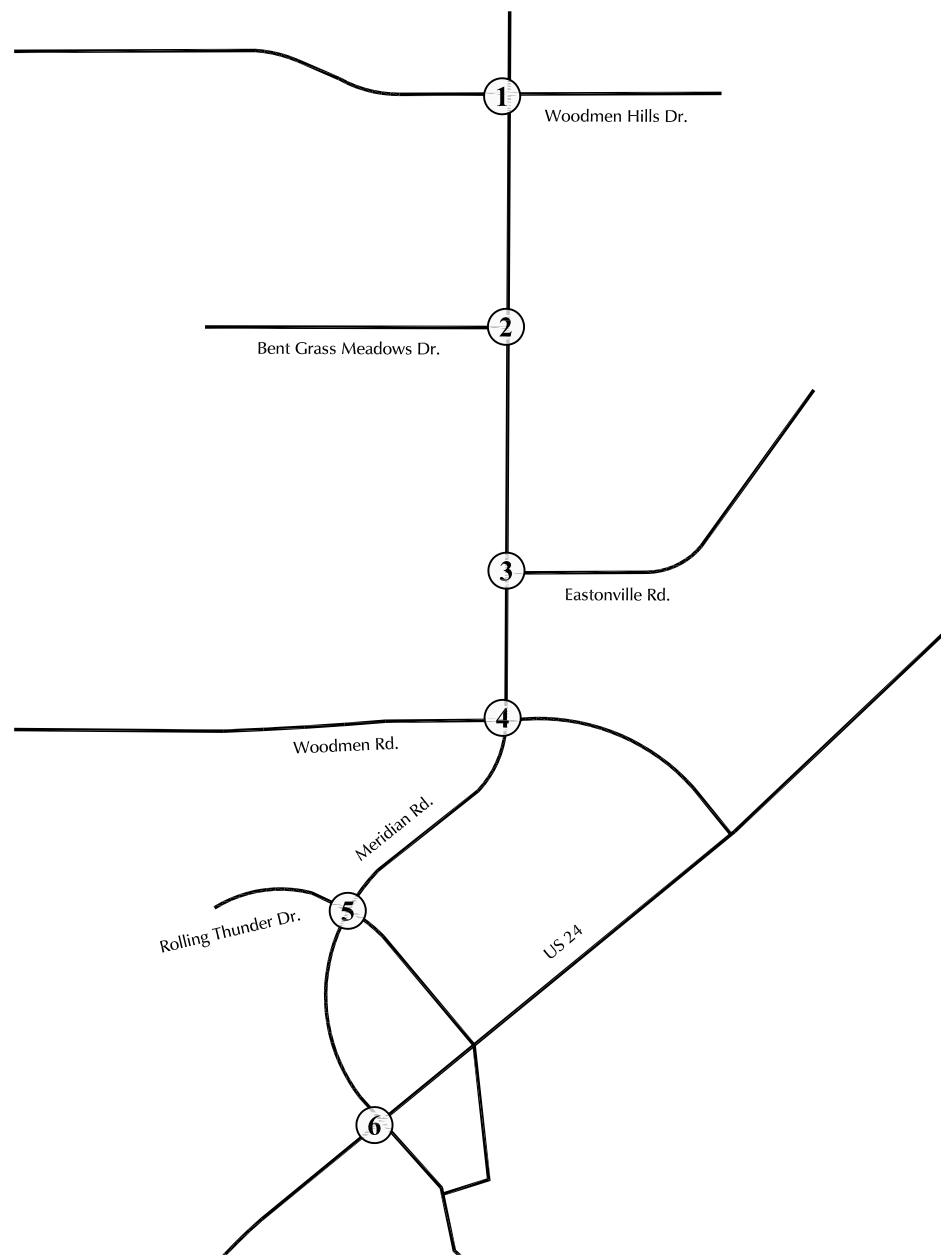
By: Jeffrey C. Hodsdon, P.E.
Principal

JCH/KDF:jas

Enclosures: Figures 1-2
Tables 1-4
Level of Service Reports
Time/Space Diagrams
Traffic Count Data
Cycle Optimization
Coordinatability Reports

Figures





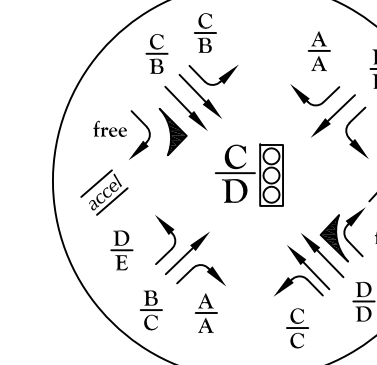
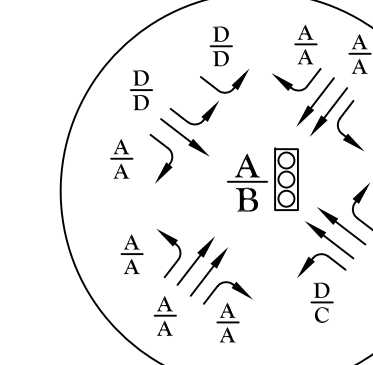
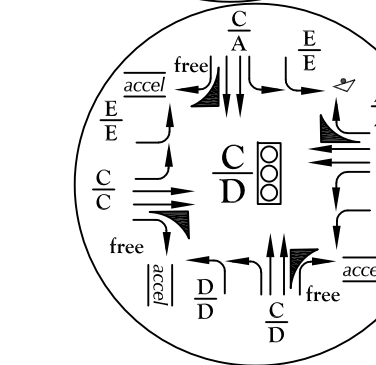
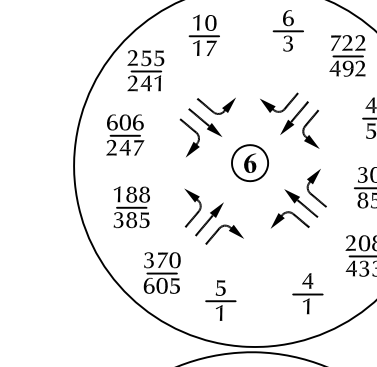
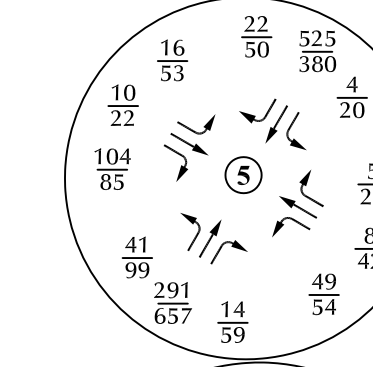
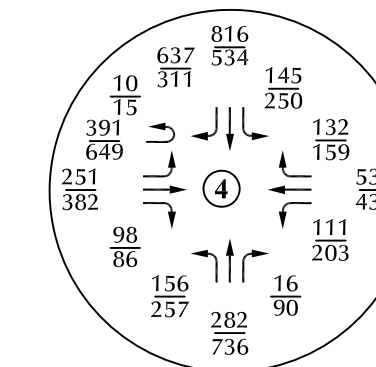
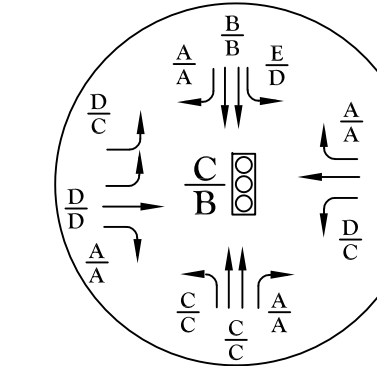
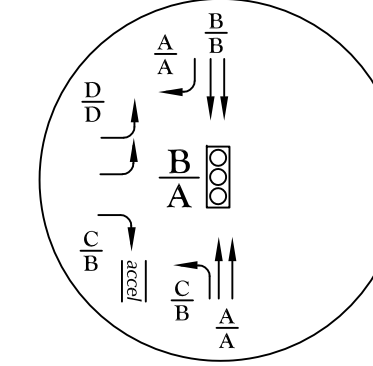
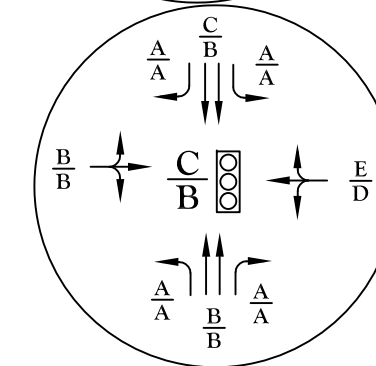
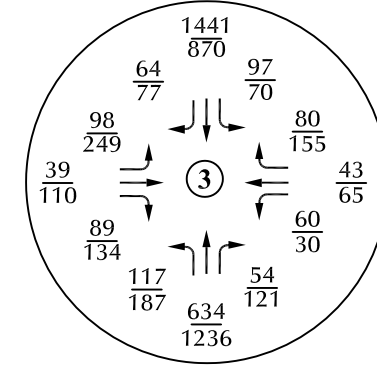
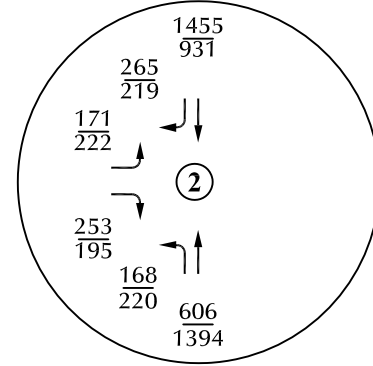
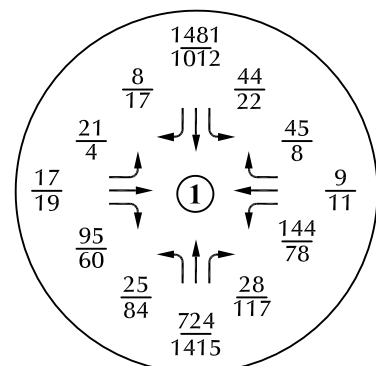
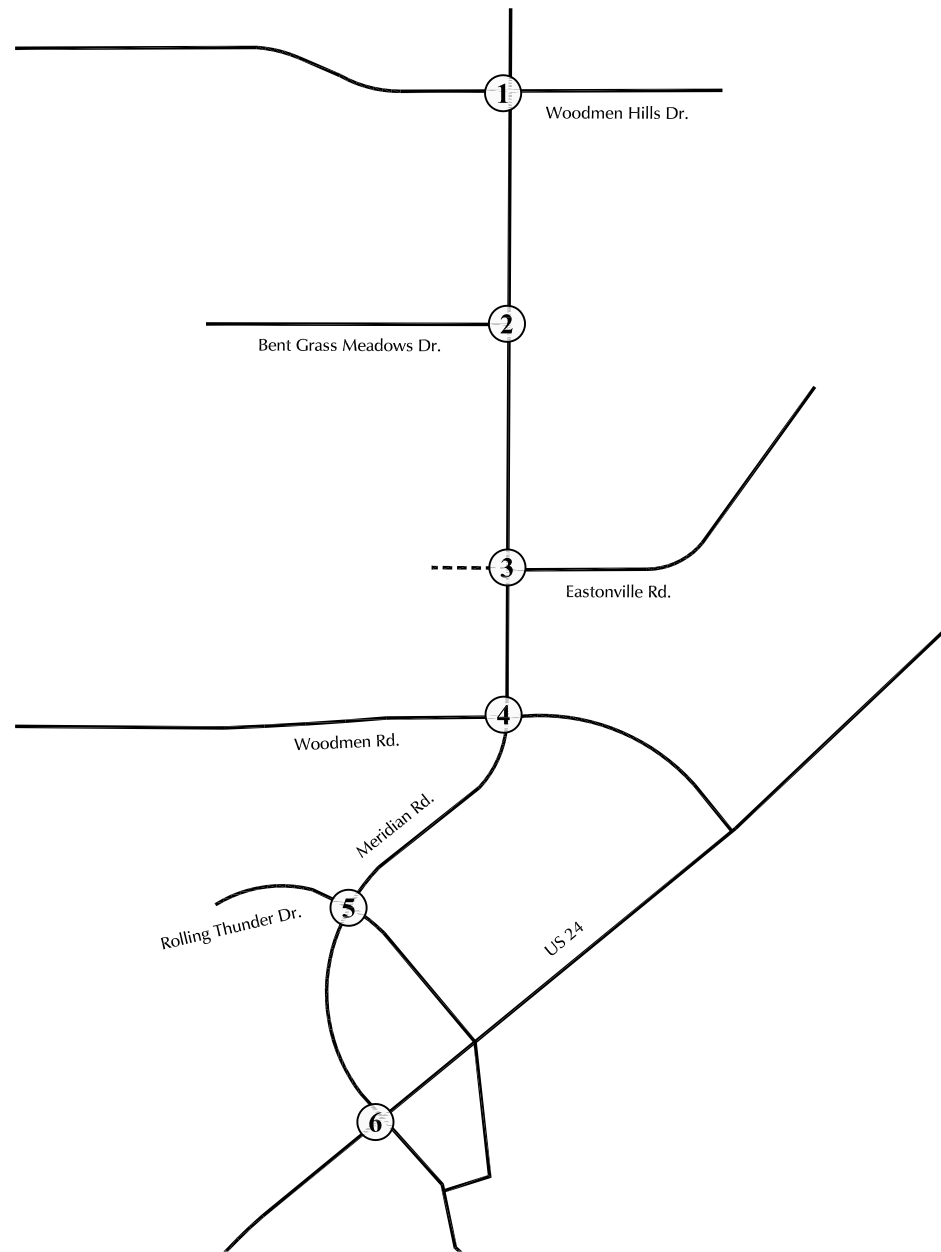
LEGEND: $\frac{XX}{XX}$ = AM Peak-Hour Traffic (veh/hr)
 $\frac{XX}{XX}$ = PM Peak-Hour Traffic (veh/hr)

= Traffic Signal
 = Stop Sign

North arrow pointing up.
 Not to scale



Figure 1
Existing Traffic Conditions
 Falcon Marketplace 2021 (LSC# S215050)



LEGEND:

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

A/B = AM Individual Movement Peak-Hour Level of Service
 B = PM Individual Movement Peak-Hour Level of Service

C = AM Entire Intersection Peak-Hour Level of Service
 D = PM Entire Intersection Peak-Hour Level of Service

⓪ = Traffic Signal
 † = Stop Sign



Figure 2
 Short-Term Total Traffic Conditions



Tables



**Table 2
Progression Analysis
Falcon Marketplace**

	Meridian Road between Eastonville Road and Woodmen Hills Drive					Meridian Road at Rolling Thunder Drive ⁽¹⁾				Meridian Road between Rolling Thunder Drive and Woodmen Road			
	NB (Phase 2)		SB (Phase 6)			NB (Phase 2)		SB (Phase 6)		NB (Phase 2)		SB (Phase 6)	
	Efficiency		Efficiency			Efficiency		Efficiency		Efficiency		Efficiency	
	(seconds)	(seconds)	(%)	(seconds)	(%)	(seconds)	(%)	(seconds)	(%)	(seconds)	(%)	(seconds)	(%)
Plan 1 (AM Peak)	115	49	42.61%	50	43.48%	53	46.09%	53	46.09%	22	19.13%	40	34.78%
Plan 2 (Midday)	90	34	37.78%	34	37.78%	34	37.78%	34	37.78%	20	22.22%	25	27.78%
Plan 3 (PM Peak)	90	33	36.67%	33	36.67%	35	38.89%	35	38.89%	21	23.33%	24	26.67%

Notes:
(1) The bandwidth includes all of the green and yellow time for the phase

Source: LSC Transportation Consultants, Inc. (March 2022)

Table 3
Global Signal Timing Details⁽¹⁾
Falcon Marketplace

Woodmen Hills/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Min Green	5	15	X	8	5	15	X	8
Passage Time	2.5	2.5	X	2.5	2.5	2.5	X	2.5
Max Green I	15	60	X	30	15	60	X	30
Yellow Clearance	5	5.5	X	4	5	5.5	X	4
Red Clearance	3.5	2	X	3.5	3.5	2	X	3.5
Walk Time	X	7	X	7	X	7	X	7
Pedestrian Clearance	X	11	X	27	X	9	X	30
Coordination	X	X			X	X		

Bent Grass Meadows/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Min Green	X	15	X	X	5	15	8	X
Passage Time	X	2.5	X	X	2.5	2.5	2.5	X
Max Green I	X	60	X	X	15	60	30	X
Yellow Clearance	X	5.5	X	X	5	5.5	4	X
Red Clearance	X	2	X	X	3.5	2	3.5	X
Walk Time	X	X	X	X	X	X	X	X
Pedestrian Clearance	X	X	X	X	X	X	X	X
Coordination		X			X	X		

Eastonville/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Min Green	5	15	5	8	5	15	5	8
Passage Time	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Max Green I	15	60	15	30	15	60	15	30
Yellow Clearance	5	5.5	4	4	4	5.5	4	4
Red Clearance	3.5	2	3.5	2.5	3.5	2	3.5	2.5
Walk Time	X	7	X	7	X	7	X	7
Pedestrian Clearance	X	29	X	32	X	29	X	32
Coordination	X	X			X	X		

Woodmen/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Min Green	5	15	5	15	5	15	5	15
Passage Time	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Max Green I	20	60	15	30	20	60	15	30
Yellow Clearance	5	5	4	5	5	5	4	5
Red Clearance	3.5	2	3.5	2	3.5	2	3.5	2
Walk Time	X	7	X	7	X	7	X	7
Pedestrian Clearance	X	29	X	32	X	29	X	32
Coordination	X	X			X	X		

Rolling Thunder/Meridian⁽²⁾

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Min Green	5	12	5	8	5	12	5	8
Passage Time	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Max Green I	20	50	15	30	20	50	30	30
Yellow Clearance	4	4	4	4	4	4	4	4
Red Clearance	3.5	2	3.5	2.5	3.5	2	3.5	2.5
Walk Time	X	7	X	7	X	7	X	7
Pedestrian Clearance	X	29	X	40	X	29	X	42
Coordination	X	X			X	X		

Notes:

- (1) The NCHRP 812 Signal Timing Manual Second Edition, 2015 was used to determine the recommended signal timing plan.
- (2) Please refer to the *Meridian Road and Rolling Thunder Signal Timing* memorandum dated October 18, 2021 by HDR

**Table 4
Phasing Plans
Falcon Marketplace**

Plan 1 (AM Peak)

Woodmen Hills/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Split	15	65	X	35	15	65	X	35
Cycle Length (sec)	115							
Offset	66							
Leading Phases	1,5							

Bent Grass Meadows/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Split	X	89	X	X	20	69	26	X
Cycle Length (sec)	115							
Offset	75							
Leading Phases	5,7							

Eastonville/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Split	15	70	10	20	15	70	10	20
Cycle Length (sec)	115							
Offset	11							
Leading Phases	1,3,5,7							

Woodmen/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Split	20	40	15	40	20	40	25	30
Cycle Length (sec)	115							
Offset	0							
Leading Phases	1,3,5,7							

Rolling Thunder/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Split	15	55	15	30	15	55	15	30
Cycle Length (sec)	115							
Offset	70							
Leading Phases	1,3,5,7							

Time of Day Schedule

Day of Week	Hour	Min	Act.
M, Tu, W, Th, F	6	0	1
M, Tu, W, Th, F	9	0	2
M, Tu, W, Th, F	13	30	3
M, Tu, W, Th, F	19	0	20
Sat, Sun	10	0	2
Sat, Sun	19	0	20

Action 20 equates to uncoordinated (free) operation

Plan 2 (Midday)

Woodmen Hills/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Split	15	50	X	25	15	50	X	25
Cycle Length	90							
Offset	1							
Leading Phases	1,5							

Bent Grass Meadows/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Split	X	64	X	X	15	49	26	X
Cycle Length	90							
Offset	10							
Leading Phases	5,7							

Eastonville/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Split	15	40	15	20	15	40	15	20
Cycle Length	90							
Offset	45							
Leading Phases	1,3,5,7							

Woodmen/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Split	17	25	15	33	17	25	22	26
Cycle Length	90							
Offset	0							
Leading Phases	1,3,5,7							

Rolling Thunder/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Split	15	36	14	25	15	36	14	25
Cycle Length	90							
Offset	59							
Leading Phases	1,3,5,7							

Plan 3 (PM Peak)

Woodmen Hills/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Split	15	50	X	25	15	50	X	25
Cycle Length	90							
Offset	4							
Leading Phases	1,5							

Bent Grass Meadows/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Split	X	64	X	X	15	49	26	X
Cycle Length	90							
Offset	12							
Leading Phases	5,7							

Eastonville/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Split	17	38	15	20	17	38	15	20
Cycle Length	90							
Offset	48							
Leading Phases	1,3,5,7							

Woodmen/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Split	15	27	15	33	18	24	25	23
Cycle Length	90							
Offset	0							
Leading Phases	1,3,5,7							

Rolling Thunder/Meridian

	1	2	3	4	5	6	7	8
	SB LT	NB TH	WB LT	EB TH	NB LT	SB TH	EB LT	WB TH
Split	15	37	15	23	15	37	15	23
Cycle Length	90							
Offset	57							
Leading Phases	1,3,5,7							

Source: LSC Transportation Consultants, Inc. (March 2022)

Levels of Service



Timings
1: Meridian Rd #1 & Woodmen Hills Dr

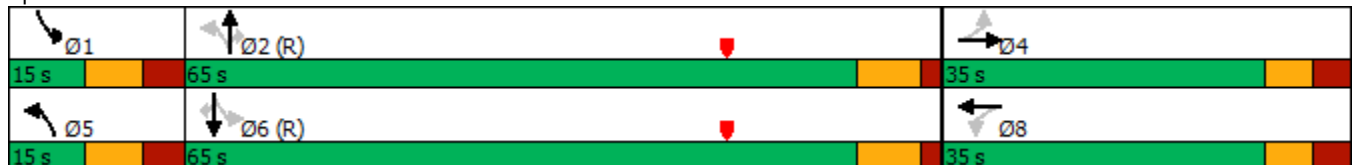
Short-Term Total Traffic
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	21	17	144	9	25	724	28	44	1481	8
Future Volume (vph)	21	17	144	9	25	724	28	44	1481	8
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	25.0	25.0	25.0	25.0	13.5	22.5	22.5	13.5	22.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	15.0	65.0	65.0	15.0	65.0	65.0
Total Split (%)	30.4%	30.4%	30.4%	30.4%	13.0%	56.5%	56.5%	13.0%	56.5%	56.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.5	5.5	5.0	5.5	5.5
All-Red Time (s)	3.5	3.5	3.5	3.5	3.5	2.0	2.0	3.5	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.5		7.5	8.5	7.5	7.5	8.5	7.5	7.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		24.5		24.5	67.5	63.6	63.6	69.5	66.6	66.6
Actuated g/C Ratio		0.21		0.21	0.59	0.55	0.55	0.60	0.58	0.58
v/c Ratio		0.38		0.90	0.18	0.42	0.03	0.12	0.78	0.01
Control Delay		16.8		76.6	8.7	10.6	0.3	9.3	24.4	0.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		16.8		76.6	8.7	10.6	0.3	9.3	24.4	0.0
LOS		B		E	A	B	A	A	C	A
Approach Delay		16.8		76.6		10.2			23.9	
Approach LOS		B		E		B			C	

Intersection Summary

Cycle Length: 115
 Actuated Cycle Length: 115
 Offset: 66 (57%), Referenced to phase 2:NBTL and 6:SBTL, Start of FDW or yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 23.5
 Intersection LOS: C
 Intersection Capacity Utilization 71.3%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 1: Meridian Rd #1 & Woodmen Hills Dr



Timings
2: Meridian Rd #1 & Bent Grass Meadows Dr

Short-Term Total Traffic
AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↖	↖	↑↑	↑↑	↖
Traffic Volume (vph)	171	253	168	606	1455	265
Future Volume (vph)	171	253	168	606	1455	265
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	7		5	2	6	
Permitted Phases		7	2			6
Detector Phase	7	7	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	15.0
Minimum Split (s)	25.5	25.5	13.5	25.5	25.5	25.5
Total Split (s)	26.0	26.0	20.0	89.0	69.0	69.0
Total Split (%)	22.6%	22.6%	17.4%	77.4%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	5.0	5.5	5.5	5.5
All-Red Time (s)	3.5	3.5	3.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	8.5	7.5	7.5	7.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	12.9	12.9	86.1	87.1	67.4	67.4
Actuated g/C Ratio	0.11	0.11	0.75	0.76	0.59	0.59
v/c Ratio	0.47	0.78	0.69	0.24	0.76	0.28
Control Delay	51.0	31.7	32.1	6.9	13.7	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	31.7	32.1	6.9	13.7	2.2
LOS	D	C	C	A	B	A
Approach Delay	39.5			12.4	11.9	
Approach LOS	D			B	B	

Intersection Summary

Cycle Length: 115
 Actuated Cycle Length: 115
 Offset: 75 (65%), Referenced to phase 2:NBT and 6:SBT, Start of FDW or yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 16.0
 Intersection LOS: B
 Intersection Capacity Utilization 75.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: Meridian Rd #1 & Bent Grass Meadows Dr



Timings
3: Meridian Rd #1 & Eastonville Rd

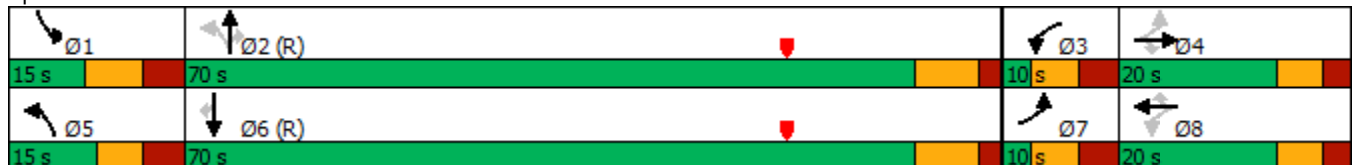
Short-Term Total Traffic
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	39	89	60	43	80	117	634	54	97	1441	64
Future Volume (vph)	98	39	89	60	43	80	117	634	54	97	1441	64
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	12.5	14.5	14.5	12.5	14.5	14.5	12.5	22.5	22.5	13.5	22.5	22.5
Total Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	15.0	70.0	70.0	15.0	70.0	70.0
Total Split (%)	8.7%	17.4%	17.4%	8.7%	17.4%	17.4%	13.0%	60.9%	60.9%	13.0%	60.9%	60.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.5	5.5	5.0	5.5	5.5
All-Red Time (s)	3.5	2.5	2.5	3.5	2.5	2.5	3.5	2.0	2.0	3.5	2.0	2.0
Lost Time Adjust (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
Total Lost Time (s)	6.5	5.5	5.5	6.5	5.5	5.5	6.5	6.5	6.5	7.5	6.5	6.5
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
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.3	12.5	12.5	13.0	10.5	10.5	73.6	63.9	63.9	11.0	66.3	66.3
Actuated g/C Ratio	0.12	0.11	0.11	0.11	0.09	0.09	0.64	0.56	0.56	0.10	0.58	0.58
v/c Ratio	0.32	0.21	0.28	0.49	0.35	0.34	0.59	0.37	0.06	0.62	0.77	0.07
Control Delay	44.0	50.4	2.0	54.1	54.2	2.9	28.4	21.3	2.9	69.8	17.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.0	50.4	2.0	54.1	54.2	2.9	28.4	21.3	2.9	69.8	17.6	0.2
LOS	D	D	A	D	D	A	C	C	A	E	B	A
Approach Delay		28.5			31.7			21.1			20.1	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 115
 Actuated Cycle Length: 115
 Offset: 11 (10%), Referenced to phase 2:NBTL and 6:SBT, Start of FDW or yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 21.9
 Intersection LOS: C
 Intersection Capacity Utilization 71.7%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: Meridian Rd #1 & Eastonville Rd



Timings
4: Meridian Rd & Woodmen Rd

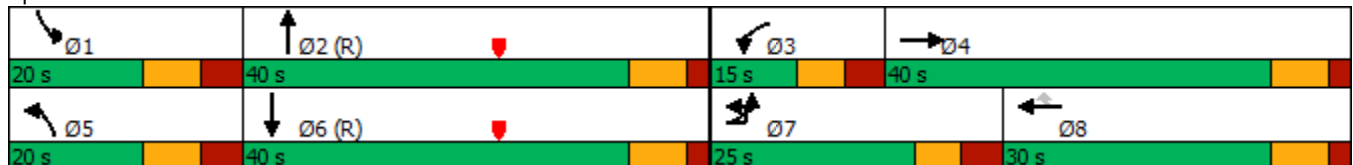
Short-Term Total Traffic
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	391	221	98	111	530	132	156	282	16	145	816	637
Future Volume (vph)	391	221	98	111	530	132	156	282	16	145	816	637
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			Free
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	13.5	25.0		13.5	22.0	22.0	13.5	22.0		13.5	22.0	
Total Split (s)	25.0	40.0		15.0	30.0	30.0	20.0	40.0		20.0	40.0	
Total Split (%)	21.7%	34.8%		13.0%	26.1%	26.1%	17.4%	34.8%		17.4%	34.8%	
Yellow Time (s)	4.0	5.0		4.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	3.5	2.0		3.5	2.0	2.0	3.5	2.0		3.5	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	6.5	6.0		6.5	6.0	6.0	7.5	6.0		7.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	17.9	32.5	115.0	8.4	23.0	23.0	11.2	36.9	115.0	11.2	36.9	115.0
Actuated g/C Ratio	0.16	0.28	1.00	0.07	0.20	0.20	0.10	0.32	1.00	0.10	0.32	1.00
v/c Ratio	0.79	0.24	0.07	0.49	0.82	0.27	0.49	0.26	0.01	0.49	0.81	0.45
Control Delay	58.5	32.0	0.1	58.2	54.1	1.3	52.7	30.2	0.0	70.1	32.8	0.7
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	58.5	32.0	0.1	58.2	54.1	1.3	52.7	30.2	0.0	70.1	32.8	0.7
LOS	E	C	A	E	D	A	D	C	A	E	C	A
Approach Delay		42.2			45.7			36.9			23.4	
Approach LOS		D			D			D			C	

Intersection Summary

Cycle Length: 115
 Actuated Cycle Length: 115
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of FDW or yellow, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 33.6
 Intersection LOS: C
 Intersection Capacity Utilization 74.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 4: Meridian Rd & Woodmen Rd



Timings
5: Meridian Rd & Rolling Thunder Way

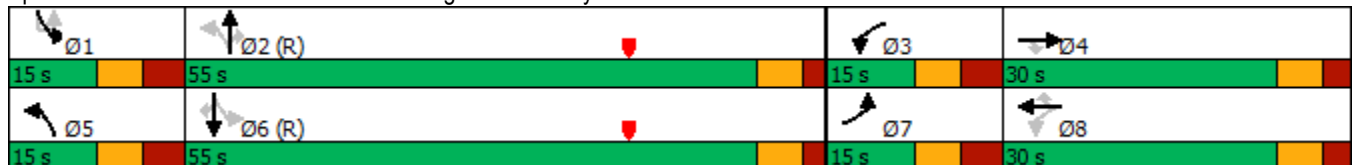
Short-Term Total Traffic
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	16	10	104	49	8	5	41	291	14	3	4	525
Future Volume (vph)	16	10	104	49	8	5	41	291	14	3	4	525
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt	NA
Protected Phases	7	4		3	8		5	2			1	6
Permitted Phases			4	8		8	2		2	1	6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	12.0	12.0	5.0	5.0	12.0
Minimum Split (s)	13.5	21.0	21.0	13.5	22.5	22.5	13.5	21.0	21.0	13.5	13.5	21.0
Total Split (s)	15.0	30.0	30.0	15.0	30.0	30.0	15.0	55.0	55.0	15.0	15.0	55.0
Total Split (%)	13.0%	26.1%	26.1%	13.0%	26.1%	26.1%	13.0%	47.8%	47.8%	13.0%	13.0%	47.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.5	2.5	2.5	3.5	2.5	2.5	3.5	2.0	2.0	3.5	3.5	2.0
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)	7.5	6.5	6.5	7.5	6.5	6.5	7.5	6.0	6.0		7.5	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	None	C-Max
Act Effct Green (s)	6.2	8.2	8.2	16.5	14.5	14.5	79.6	79.6	79.6		74.0	70.9
Actuated g/C Ratio	0.05	0.07	0.07	0.14	0.13	0.13	0.69	0.69	0.69		0.64	0.62
v/c Ratio	0.11	0.10	0.49	0.32	0.02	0.02	0.08	0.14	0.01		0.01	0.26
Control Delay	52.8	51.6	9.4	43.9	47.0	0.0	2.4	2.4	0.0		0.6	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	52.8	51.6	9.4	43.9	47.0	0.0	2.4	2.4	0.0		0.6	1.1
LOS	D	D	A	D	D	A	A	A	A		A	A
Approach Delay		18.0			40.9			2.3				1.1
Approach LOS		B			D			A				A

Intersection Summary

Cycle Length: 115
 Actuated Cycle Length: 115
 Offset: 70 (61%), Referenced to phase 2:NBTL and 6:SBTL, Start of FDW or yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 6.3
 Intersection Capacity Utilization 47.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 5: Meridian Rd & Rolling Thunder Way



Timings
 5: Meridian Rd & Rolling Thunder Way

Short-Term Total Traffic
 AM Peak Hour

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	22
Future Volume (vph)	22
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	21.0
Total Split (s)	55.0
Total Split (%)	47.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	C-Max
Act Effct Green (s)	70.9
Actuated g/C Ratio	0.62
v/c Ratio	0.02
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

Timings
6: Meridian Rd & US 24

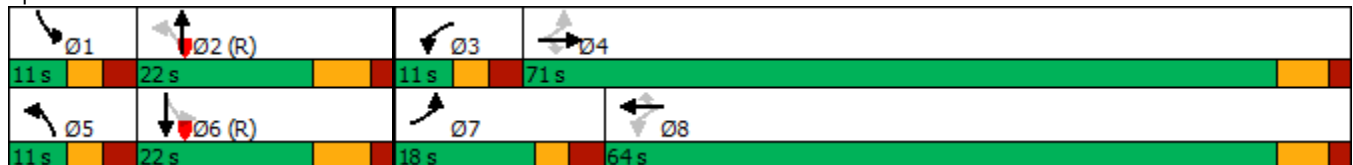
Short-Term Total Traffic
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	188	370	5	46	722	6	4	208	30	10	255	606
Future Volume (vph)	188	370	5	46	722	6	4	208	30	10	255	606
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		Free	6		Free
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	16.0	20.0	20.0	11.0	20.0	20.0	11.0	20.0		11.0	20.0	
Total Split (s)	18.0	71.0	71.0	11.0	64.0	64.0	11.0	22.0		11.0	22.0	
Total Split (%)	15.7%	61.7%	61.7%	9.6%	55.7%	55.7%	9.6%	19.1%		9.6%	19.1%	
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0		3.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.5	6.5	6.0	6.5	6.5	6.0	7.0		6.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	72.0	62.7	62.7	59.1	53.6	53.6	29.8	27.8	115.0	29.8	27.8	115.0
Actuated g/C Ratio	0.63	0.55	0.55	0.51	0.47	0.47	0.26	0.24	1.00	0.26	0.24	1.00
v/c Ratio	0.76	0.40	0.01	0.09	0.91	0.01	0.01	0.26	0.02	0.03	0.33	0.42
Control Delay	37.8	16.4	0.0	8.4	43.1	0.0	34.0	38.8	0.0	26.2	31.3	1.0
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	37.8	16.4	0.0	8.4	43.1	0.0	34.0	38.8	0.0	26.2	31.3	1.0
LOS	D	B	A	A	D	A	C	D	A	C	C	A
Approach Delay		23.4			40.7			33.9			10.2	
Approach LOS		C			D			C			B	

Intersection Summary

Cycle Length: 115
 Actuated Cycle Length: 115
 Offset: 103 (90%), Referenced to phase 2:NBT and 6:SBT, Start of FDW or yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 25.1
 Intersection Capacity Utilization 73.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 6: Meridian Rd & US 24



Timings
1: Meridian Rd #1 & Woodmen Hills Dr

Short-Term Total Traffic
PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	4	19	78	11	84	1415	117	22	1012	17
Future Volume (vph)	4	19	78	11	84	1415	117	22	1012	17
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	25.0	25.0	25.0	25.0	13.5	22.5	22.5	13.5	22.5	22.5
Total Split (s)	25.0	25.0	25.0	25.0	15.0	50.0	50.0	15.0	50.0	50.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	16.7%	55.6%	55.6%	16.7%	55.6%	55.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.5	5.5	5.0	5.5	5.5
All-Red Time (s)	3.5	3.5	3.5	3.5	3.5	2.0	2.0	3.5	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.5		7.5	8.5	7.5	7.5	8.5	7.5	7.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		12.9		12.9	61.1	60.8	60.8	56.7	54.4	54.4
Actuated g/C Ratio		0.14		0.14	0.68	0.68	0.68	0.63	0.60	0.60
v/c Ratio		0.30		0.56	0.26	0.63	0.11	0.11	0.51	0.02
Control Delay		15.6		44.0	8.2	11.0	1.9	7.3	15.2	0.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		15.6		44.0	8.2	11.0	1.9	7.3	15.2	0.1
LOS		B		D	A	B	A	A	B	A
Approach Delay		15.6		44.0		10.2			14.8	
Approach LOS		B		D		B			B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 4 (4%), Referenced to phase 2:NBTL and 6:SBTL, Start of FDW or yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 13.4
 Intersection Capacity Utilization 74.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 1: Meridian Rd #1 & Woodmen Hills Dr



Timings
2: Meridian Rd #1 & Bent Grass Meadows Dr

Short-Term Total Traffic
PM Peak Hour

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	222	195	220	1394	931	219
Future Volume (vph)	222	195	220	1394	931	219
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	7		5	2	6	
Permitted Phases		7	2			6
Detector Phase	7	7	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	15.0
Minimum Split (s)	25.5	25.5	13.5	25.5	25.5	25.5
Total Split (s)	26.0	26.0	15.0	64.0	49.0	49.0
Total Split (%)	28.9%	28.9%	16.7%	71.1%	54.4%	54.4%
Yellow Time (s)	4.0	4.0	5.0	5.5	5.5	5.5
All-Red Time (s)	3.5	3.5	3.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	8.5	7.5	7.5	7.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	12.2	12.2	61.8	62.8	44.7	44.7
Actuated g/C Ratio	0.14	0.14	0.69	0.70	0.50	0.50
v/c Ratio	0.55	0.58	0.60	0.60	0.56	0.26
Control Delay	40.6	13.6	13.7	3.0	11.7	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	13.6	13.7	3.0	11.7	1.6
LOS	D	B	B	A	B	A
Approach Delay	27.9			4.5	9.7	
Approach LOS	C			A	A	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 12 (13%), Referenced to phase 2:NBT and 6:SBT, Start of FDW or yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 9.7
 Intersection Capacity Utilization 64.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 2: Meridian Rd #1 & Bent Grass Meadows Dr



Timings
3: Meridian Rd #1 & Eastonville Rd

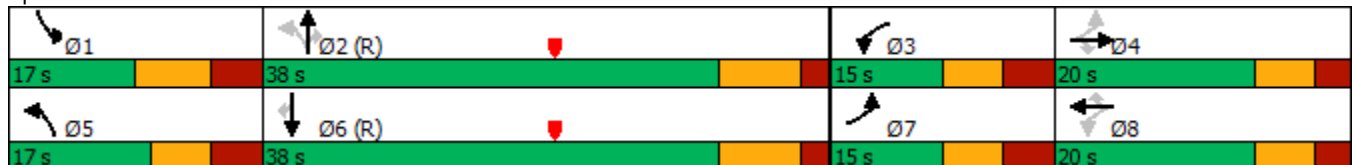
Short-Term Total Traffic
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	249	110	134	30	65	155	187	1236	121	70	870	77
Future Volume (vph)	249	110	134	30	65	155	187	1236	121	70	870	77
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	12.5	15.0	15.0	12.5	15.0	15.0	12.5	22.5	22.5	13.5	22.5	22.5
Total Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	17.0	38.0	38.0	17.0	38.0	38.0
Total Split (%)	16.7%	22.2%	22.2%	16.7%	22.2%	22.2%	18.9%	42.2%	42.2%	18.9%	42.2%	42.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.5	5.5	5.0	5.5	5.5
All-Red Time (s)	3.5	2.5	2.5	3.5	2.5	2.5	3.5	2.0	2.0	3.5	2.0	2.0
Lost Time Adjust (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
Total Lost Time (s)	6.5	5.5	5.5	6.5	5.5	5.5	6.5	6.5	6.5	7.5	6.5	6.5
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
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	21.8	17.7	17.7	18.1	11.5	11.5	46.5	37.8	37.8	9.1	34.6	34.6
Actuated g/C Ratio	0.24	0.20	0.20	0.20	0.13	0.13	0.52	0.42	0.42	0.10	0.38	0.38
v/c Ratio	0.43	0.33	0.29	0.11	0.32	0.43	0.65	0.91	0.17	0.42	0.69	0.11
Control Delay	27.1	36.0	1.4	23.7	38.5	4.5	22.6	20.3	1.6	51.4	15.7	0.7
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	27.1	36.0	1.4	23.7	38.5	4.5	22.6	20.3	1.6	51.4	15.7	0.7
LOS	C	D	A	C	D	A	C	C	A	D	B	A
Approach Delay		22.1			15.7			19.1			17.0	
Approach LOS		C			B			B			B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 48 (53%), Referenced to phase 2:NBTL and 6:SBT, Start of FDW or yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 18.6
 Intersection LOS: B
 Intersection Capacity Utilization 68.4%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: Meridian Rd #1 & Eastonville Rd



Timings
4: Meridian Rd & Woodmen Rd

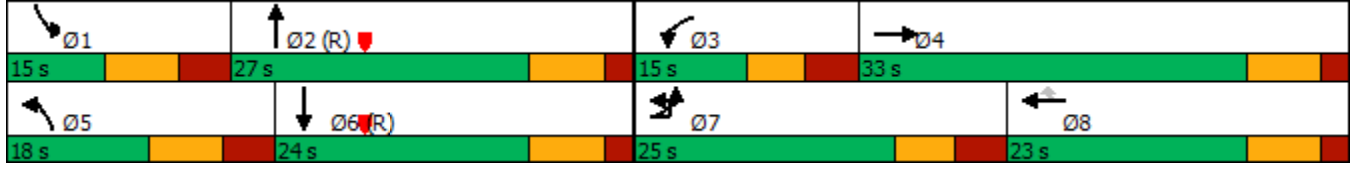
Short-Term Total Traffic
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	649	382	86	203	437	159	257	736	90	250	534	311
Future Volume (vph)	649	382	86	203	437	159	257	736	90	250	534	311
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			Free
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	12.5	22.0		12.5	22.0	22.0	13.5	22.0		13.5	22.0	
Total Split (s)	25.0	33.0		15.0	23.0	23.0	18.0	27.0		15.0	24.0	
Total Split (%)	27.8%	36.7%		16.7%	25.6%	25.6%	20.0%	30.0%		16.7%	26.7%	
Yellow Time (s)	4.0	5.0		4.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	3.5	2.0		3.5	2.0	2.0	3.5	2.0		3.5	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	6.5	6.0		6.5	6.0	6.0	7.5	6.0		7.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	18.5	26.6	90.0	8.5	16.6	16.6	10.6	21.0	90.0	7.9	18.3	90.0
Actuated g/C Ratio	0.21	0.30	1.00	0.09	0.18	0.18	0.12	0.23	1.00	0.09	0.20	1.00
v/c Ratio	0.99	0.39	0.06	0.67	0.71	0.30	0.68	0.96	0.06	0.91	0.81	0.21
Control Delay	68.7	26.5	0.1	50.3	41.2	1.4	53.1	53.2	0.1	57.0	42.2	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	68.7	26.5	0.1	50.3	41.2	1.4	53.1	53.2	0.1	57.0	42.2	0.3
LOS	E	C	A	D	D	A	D	D	A	E	D	A
Approach Delay		49.0			35.6			48.7			33.7	
Approach LOS		D			D			D			C	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of FDW or yellow, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 42.2
 Intersection LOS: D
 Intersection Capacity Utilization 79.7%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 4: Meridian Rd & Woodmen Rd



Timings
5: Meridian Rd & Rolling Thunder Way

Short-Term Total Traffic
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	53	22	85	54	42	24	99	657	59	42	20	380
Future Volume (vph)	53	22	85	54	42	24	99	657	59	42	20	380
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt	NA
Protected Phases	7	4		3	8		5	2			1	6
Permitted Phases			4	8		8	2		2	1	6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	12.0	12.0	5.0	5.0	12.0
Minimum Split (s)	13.5	21.0	21.0	13.5	22.5	22.5	13.5	21.0	21.0	13.5	13.5	21.0
Total Split (s)	15.0	23.0	23.0	15.0	23.0	23.0	15.0	37.0	37.0	15.0	15.0	37.0
Total Split (%)	16.7%	25.6%	25.6%	16.7%	25.6%	25.6%	16.7%	41.1%	41.1%	16.7%	16.7%	41.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.5	2.5	2.5	3.5	2.5	2.5	3.5	2.0	2.0	3.5	3.5	2.0
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)	7.5	6.5	6.5	7.5	6.5	6.5	7.5	6.0	6.0		7.5	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	None	C-Max
Act Effct Green (s)	6.5	8.0	8.0	13.0	8.5	8.5	53.8	50.2	50.2		52.2	49.4
Actuated g/C Ratio	0.07	0.09	0.09	0.14	0.09	0.09	0.60	0.56	0.56		0.58	0.55
v/c Ratio	0.26	0.16	0.30	0.35	0.18	0.10	0.18	0.36	0.06		0.15	0.22
Control Delay	41.8	40.4	2.3	32.1	39.1	0.6	5.9	7.3	0.1		2.7	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	41.8	40.4	2.3	32.1	39.1	0.6	5.9	7.3	0.1		2.7	2.2
LOS	D	D	A	C	D	A	A	A	A		A	A
Approach Delay		20.7			28.3			6.6				2.1
Approach LOS		C			C			A				A

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 57 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of FDW or yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.36
 Intersection Signal Delay: 8.8
 Intersection LOS: A
 Intersection Capacity Utilization 56.1%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 5: Meridian Rd & Rolling Thunder Way



Timings
5: Meridian Rd & Rolling Thunder Way

Short-Term Total Traffic
PM Peak Hour

Lane Group	SBR
Lane Configurations	7
Traffic Volume (vph)	50
Future Volume (vph)	50
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	21.0
Total Split (s)	37.0
Total Split (%)	41.1%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	C-Max
Act Effct Green (s)	49.4
Actuated g/C Ratio	0.55
v/c Ratio	0.06
Control Delay	0.1
Queue Delay	0.0
Total Delay	0.1
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

Timings
6: Meridian Rd & US 24

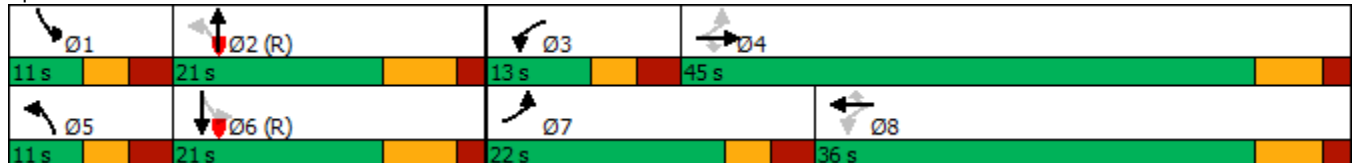
Short-Term Total Traffic
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	385	605	1	51	492	3	1	433	85	17	241	247
Future Volume (vph)	385	605	1	51	492	3	1	433	85	17	241	247
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		Free	6		Free
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	16.0	20.0	20.0	11.0	20.0	20.0	11.0	20.0		11.0	20.0	
Total Split (s)	22.0	45.0	45.0	13.0	36.0	36.0	11.0	21.0		11.0	21.0	
Total Split (%)	24.4%	50.0%	50.0%	14.4%	40.0%	40.0%	12.2%	23.3%		12.2%	23.3%	
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0		3.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.5	6.5	6.0	6.5	6.5	6.0	7.0		6.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	50.7	40.1	40.1	35.2	28.2	28.2	24.9	21.9	90.0	26.1	24.1	90.0
Actuated g/C Ratio	0.56	0.45	0.45	0.39	0.31	0.31	0.28	0.24	1.00	0.29	0.27	1.00
v/c Ratio	1.04	0.81	0.00	0.21	0.92	0.00	0.00	0.55	0.06	0.08	0.29	0.18
Control Delay	79.1	31.9	0.0	11.8	52.2	0.0	23.0	35.0	0.1	15.6	19.6	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	79.1	31.9	0.0	11.8	52.2	0.0	23.0	35.0	0.1	15.6	19.6	0.3
LOS	E	C	A	B	D	A	C	D	A	B	B	A
Approach Delay		50.2			48.2			29.3			10.0	
Approach LOS		D			D			C			B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of FDW or yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 37.4
 Intersection LOS: D
 Intersection Capacity Utilization 77.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 6: Meridian Rd & US 24



Timings
6: Meridian Rd & US 24

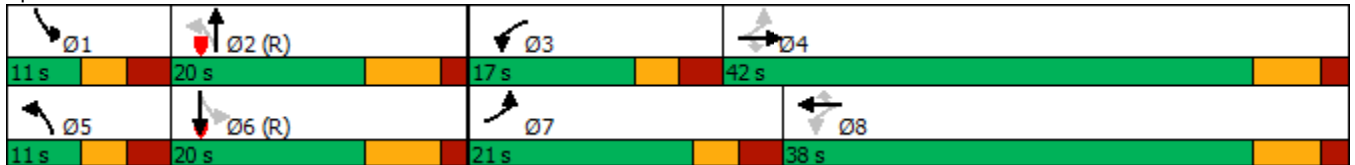
Short-Term Total Traffic
Off Peak (10-11 AM)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	303	1	38	363	2	1	309	43	9	272	151
Future Volume (vph)	223	303	1	38	363	2	1	309	43	9	272	151
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		Free	6		Free
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	16.0	20.0	20.0	11.0	20.0	20.0	11.0	20.0		11.0	20.0	
Total Split (s)	21.0	42.0	42.0	17.0	38.0	38.0	11.0	20.0		11.0	20.0	
Total Split (%)	23.3%	46.7%	46.7%	18.9%	42.2%	42.2%	12.2%	22.2%		12.2%	22.2%	
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0		3.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.5	6.5	6.0	6.5	6.5	6.0	7.0		6.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	44.9	36.5	36.5	31.3	24.3	24.3	31.9	29.9	90.0	31.9	29.9	90.0
Actuated g/C Ratio	0.50	0.41	0.41	0.35	0.27	0.27	0.35	0.33	1.00	0.35	0.33	1.00
v/c Ratio	0.57	0.45	0.00	0.10	0.79	0.00	0.00	0.29	0.03	0.02	0.27	0.11
Control Delay	17.6	21.7	0.0	11.2	41.6	0.0	22.0	26.0	0.0	7.6	11.4	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	17.6	21.7	0.0	11.2	41.6	0.0	22.0	26.0	0.0	7.6	11.4	0.1
LOS	B	C	A	B	D	A	C	C	A	A	B	A
Approach Delay		19.9			38.6			22.8			7.4	
Approach LOS		B			D			C			A	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of FDW or yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 21.5
 Intersection LOS: C
 Intersection Capacity Utilization 56.3%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 6: Meridian Rd & US 24



Timings
1: Meridian Rd #1 & Woodmen Hills Dr

Short-Term Total Traffic
11:30 AM - 12:30 PM

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	3	13	59	8	48	783	67	12	924	9
Future Volume (vph)	3	13	59	8	48	783	67	12	924	9
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	25.0	25.0	25.0	25.0	13.5	22.5	22.5	13.5	22.5	22.5
Total Split (s)	25.0	25.0	25.0	25.0	15.0	50.0	50.0	15.0	50.0	50.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	16.7%	55.6%	55.6%	16.7%	55.6%	55.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.5	5.5	5.0	5.5	5.5
All-Red Time (s)	2.5	2.5	2.5	2.5	3.5	2.0	2.0	3.5	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	8.5	7.5	7.5	8.5	7.5	7.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		11.4		11.4	65.1	66.1	66.1	60.9	59.8	59.8
Actuated g/C Ratio		0.13		0.13	0.72	0.73	0.73	0.68	0.66	0.66
v/c Ratio		0.26		0.51	0.12	0.32	0.06	0.03	0.42	0.01
Control Delay		16.9		44.9	3.7	4.2	0.5	5.4	11.4	0.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		16.9		44.9	3.7	4.2	0.5	5.4	11.4	0.0
LOS		B		D	A	A	A	A	B	A
Approach Delay		16.9		44.9		3.9			11.2	
Approach LOS		B		D		A			B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of FDW or yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 9.5
 Intersection Capacity Utilization 59.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 1: Meridian Rd #1 & Woodmen Hills Dr



Timings
2: Meridian Rd #1 & Bent Grass Meadows Dr

Short-Term Total Traffic
11:30 AM - 12:30 PM

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	138	189	172	760	855	174
Future Volume (vph)	138	189	172	760	855	174
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	7		5	2	6	
Permitted Phases		7	2			6
Detector Phase	7	7	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	15.0
Minimum Split (s)	25.5	25.5	13.5	25.5	25.5	25.5
Total Split (s)	26.0	26.0	15.0	64.0	49.0	49.0
Total Split (%)	28.9%	28.9%	16.7%	71.1%	54.4%	54.4%
Yellow Time (s)	4.0	4.0	5.0	5.5	5.5	5.5
All-Red Time (s)	3.5	3.5	3.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	8.5	7.5	7.5	7.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	10.0	10.0	64.0	65.0	47.9	47.9
Actuated g/C Ratio	0.11	0.11	0.71	0.72	0.53	0.53
v/c Ratio	0.42	0.60	0.44	0.32	0.49	0.20
Control Delay	40.2	13.1	5.8	2.4	9.5	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	13.1	5.8	2.4	9.5	0.8
LOS	D	B	A	A	A	A
Approach Delay	24.6			3.0	8.0	
Approach LOS	C			A	A	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 10 (11%), Referenced to phase 2:NBT and 6:SBT, Start of FDW or yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 8.5
 Intersection Capacity Utilization 59.4%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 2: Meridian Rd #1 & Bent Grass Meadows Dr



Timings
3: Meridian Rd #1 & Eastonville Rd

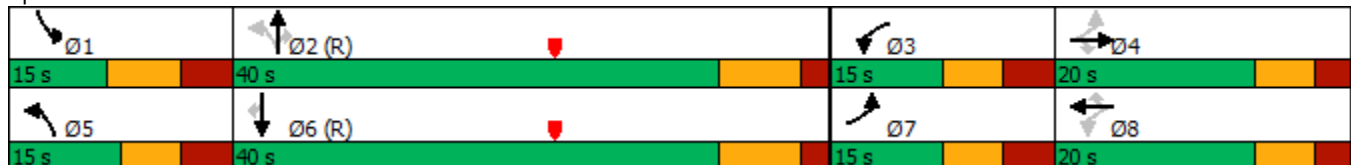
Short-Term Total Traffic
11:30 AM - 12:30 PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	90	110	21	65	113	181	548	66	42	825	75
Future Volume (vph)	204	90	110	21	65	113	181	548	66	42	825	75
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	12.5	15.0	15.0	12.5	15.0	15.0	12.5	22.5	22.5	13.5	22.5	22.5
Total Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	15.0	40.0	40.0	15.0	40.0	40.0
Total Split (%)	16.7%	22.2%	22.2%	16.7%	22.2%	22.2%	16.7%	44.4%	44.4%	16.7%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.5	5.5	5.0	5.5	5.5
All-Red Time (s)	3.5	2.5	2.5	3.5	2.5	2.5	3.5	2.0	2.0	3.5	2.0	2.0
Lost Time Adjust (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
Total Lost Time (s)	6.5	5.5	5.5	6.5	5.5	5.5	6.5	6.5	6.5	7.5	6.5	6.5
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
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	22.4	20.0	20.0	17.3	10.9	10.9	48.6	42.4	42.4	8.0	35.8	35.8
Actuated g/C Ratio	0.25	0.22	0.22	0.19	0.12	0.12	0.54	0.47	0.47	0.09	0.40	0.40
v/c Ratio	0.35	0.24	0.22	0.08	0.33	0.32	0.62	0.36	0.08	0.29	0.63	0.11
Control Delay	26.5	32.8	0.9	23.8	39.6	2.0	25.7	5.5	0.9	52.0	15.0	0.6
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	26.5	32.8	0.9	23.8	39.6	2.0	25.7	5.5	0.9	52.0	15.0	0.6
LOS	C	C	A	C	D	A	C	A	A	D	B	A
Approach Delay		20.9			16.6			9.7			15.5	
Approach LOS		C			B			A			B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 45 (50%), Referenced to phase 2:NBTL and 6:SBT, Start of FDW or yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 14.6
 Intersection LOS: B
 Intersection Capacity Utilization 60.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 3: Meridian Rd #1 & Eastonville Rd



Timings

4: Meridian Rd & Woodmen Rd

Short-Term Total Traffic
11:30 AM - 12:30 PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	359	266	133	135	385	111	201	325	12	144	410	436
Future Volume (vph)	359	266	133	135	385	111	201	325	12	144	410	436
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			Free
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	13.5	22.0		12.5	21.0	21.0	13.5	22.0		13.5	22.0	
Total Split (s)	22.0	33.0		15.0	26.0	26.0	17.0	25.0		17.0	25.0	
Total Split (%)	24.4%	36.7%		16.7%	28.9%	28.9%	18.9%	27.8%		18.9%	27.8%	
Yellow Time (s)	5.0	5.0		4.0	4.0	4.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	3.5	2.0		3.5	2.0	2.0	3.5	2.0		3.5	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	7.5	6.0		6.5	5.0	5.0	7.5	6.0		7.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	14.1	23.6	90.0	8.3	17.8	17.8	10.5	22.4	90.0	9.7	21.7	90.0
Actuated g/C Ratio	0.16	0.26	1.00	0.09	0.20	0.20	0.12	0.25	1.00	0.11	0.24	1.00
v/c Ratio	0.74	0.32	0.09	0.46	0.59	0.24	0.54	0.40	0.01	0.43	0.52	0.30
Control Delay	45.4	27.4	0.1	43.6	36.3	1.1	48.4	21.3	0.0	23.3	34.6	0.6
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	45.4	27.4	0.1	43.6	36.3	1.1	48.4	21.3	0.0	23.3	34.6	0.6
LOS	D	C	A	D	D	A	D	C	A	C	C	A
Approach Delay		31.1			31.7			30.9			18.0	
Approach LOS		C			C			C			B	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of FDW or yellow, Master Intersection

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 26.8

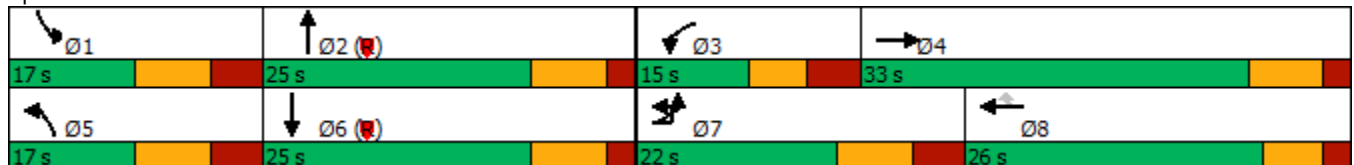
Intersection LOS: C

Intersection Capacity Utilization 62.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: Meridian Rd & Woodmen Rd



Timings
5: Meridian Rd & Rolling Thunder Way

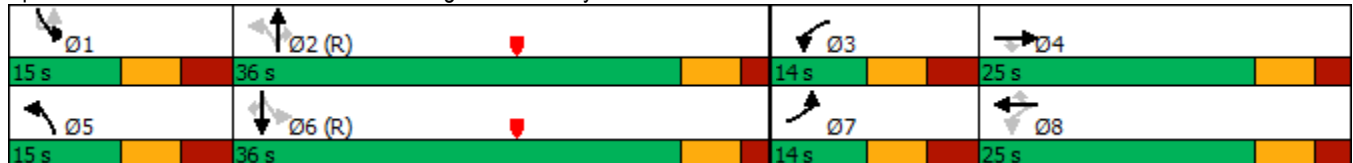
Short-Term Total Traffic
11:30 AM - 12:30 PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	33	25	42	17	26	42	28	409	33	11	26	357
Future Volume (vph)	33	25	42	17	26	42	28	409	33	11	26	357
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt	NA
Protected Phases	7	4		3	8		5	2			1	6
Permitted Phases			4	8		8	2		2	1	6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	12.0	12.0	5.0	5.0	12.0
Minimum Split (s)	13.5	21.0	21.0	13.5	22.5	22.5	13.5	21.0	21.0	13.5	13.5	21.0
Total Split (s)	14.0	25.0	25.0	14.0	25.0	25.0	15.0	36.0	36.0	15.0	15.0	36.0
Total Split (%)	15.6%	27.8%	27.8%	15.6%	27.8%	27.8%	16.7%	40.0%	40.0%	16.7%	16.7%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.5	2.5	2.5	3.5	2.5	2.5	3.5	2.0	2.0	3.5	3.5	2.0
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)	7.5	6.5	6.5	7.5	6.5	6.5	7.5	6.0	6.0		7.5	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	None	C-Max
Act Effct Green (s)	5.9	10.8	10.8	10.5	8.1	8.1	57.8	56.9	56.9		58.1	57.0
Actuated g/C Ratio	0.07	0.12	0.12	0.12	0.09	0.09	0.64	0.63	0.63		0.65	0.63
v/c Ratio	0.19	0.14	0.14	0.12	0.10	0.16	0.05	0.21	0.04		0.06	0.17
Control Delay	41.5	37.5	0.8	29.2	38.3	1.0	3.8	5.8	0.1		1.6	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	41.5	37.5	0.8	29.2	38.3	1.0	3.8	5.8	0.1		1.6	2.1
LOS	D	D	A	C	D	A	A	A	A		A	A
Approach Delay		23.3			18.1			5.3				1.9
Approach LOS		C			B			A				A

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 59 (66%), Referenced to phase 2:NBTL and 6:SBTL, Start of FDW or yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.21
 Intersection Signal Delay: 7.0
 Intersection LOS: A
 Intersection Capacity Utilization 49.2%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 5: Meridian Rd & Rolling Thunder Way



Timings
 5: Meridian Rd & Rolling Thunder Way

Short-Term Total Traffic
 11:30 AM - 12:30 PM

Lane Group	SBR
Lane Configurations	↑
Traffic Volume (vph)	44
Future Volume (vph)	44
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	21.0
Total Split (s)	36.0
Total Split (%)	40.0%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	C-Max
Act Effct Green (s)	57.0
Actuated g/C Ratio	0.63
v/c Ratio	0.04
Control Delay	0.1
Queue Delay	0.0
Total Delay	0.1
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

Timings
6: Meridian Rd & US 24

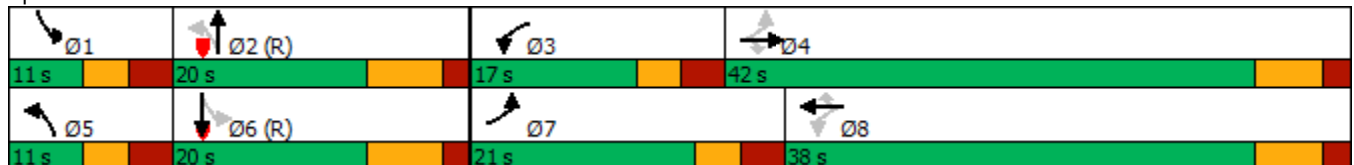
Short-Term Total Traffic
11:30 AM - 12:30 PM

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	190	229	46	445	3	1	277	32	6	202	209
Future Volume (vph)	190	229	46	445	3	1	277	32	6	202	209
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt	NA	Free
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases	4		8		8	2		Free	6		Free
Detector Phase	7	4	3	8	8	5	2		1	6	
Switch Phase											
Minimum Initial (s)	10.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	16.0	20.0	11.0	20.0	20.0	11.0	20.0		11.0	20.0	
Total Split (s)	21.0	42.0	17.0	38.0	38.0	11.0	20.0		11.0	20.0	
Total Split (%)	23.3%	46.7%	18.9%	42.2%	42.2%	12.2%	22.2%		12.2%	22.2%	
Yellow Time (s)	3.0	4.5	3.0	4.5	4.5	3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	2.0	3.0	2.0	2.0	3.0	2.0		3.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.5	6.0	6.5	6.5	6.0	7.0		6.0	7.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	47.4	38.9	34.6	27.4	27.4	29.4	27.4	90.0	29.4	27.4	90.0
Actuated g/C Ratio	0.53	0.43	0.38	0.30	0.30	0.33	0.30	1.00	0.33	0.30	1.00
v/c Ratio	0.53	0.32	0.10	0.85	0.00	0.00	0.28	0.02	0.02	0.22	0.15
Control Delay	15.5	18.2	10.2	44.1	0.0	24.0	27.5	0.0	10.8	14.2	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
Total Delay	15.5	18.2	10.2	44.1	0.0	24.0	27.5	0.0	10.8	14.2	0.2
LOS	B	B	B	D	A	C	C	A	B	B	A
Approach Delay		17.0		40.7			24.7			7.2	
Approach LOS		B		D			C			A	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of FDW or yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 22.8
 Intersection LOS: C
 Intersection Capacity Utilization 57.9%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 6: Meridian Rd & US 24



Timings
1: Meridian Rd #1 & Woodmen Hills Dr

Short-Term Total Traffic
Off Peak (3:00-4:00 PM)

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	3	16	70	9	73	1257	102	18	1210	14
Future Volume (vph)	3	16	70	9	73	1257	102	18	1210	14
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	25.0	25.0	25.0	25.0	13.5	22.5	22.5	13.5	22.5	22.5
Total Split (s)	25.0	25.0	25.0	25.0	15.0	50.0	50.0	15.0	50.0	50.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	16.7%	55.6%	55.6%	16.7%	55.6%	55.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.5	5.5	5.0	5.5	5.5
All-Red Time (s)	2.5	2.5	2.5	2.5	3.5	2.0	2.0	3.5	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5		6.5	8.5	7.5	7.5	8.5	7.5	7.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		12.3		12.3	62.6	62.2	62.2	58.0	55.7	55.7
Actuated g/C Ratio		0.14		0.14	0.70	0.69	0.69	0.64	0.62	0.62
v/c Ratio		0.28		0.50	0.27	0.55	0.10	0.07	0.59	0.01
Control Delay		15.9		42.1	7.2	8.0	0.9	6.3	15.9	0.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		15.9		42.1	7.2	8.0	0.9	6.3	15.9	0.0
LOS		B		D	A	A	A	A	B	A
Approach Delay		15.9		42.1		7.5			15.6	
Approach LOS		B		D		A			B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of FDW or yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 12.4
 Intersection LOS: B
 Intersection Capacity Utilization 69.1%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 1: Meridian Rd #1 & Woodmen Hills Dr



Timings
2: Meridian Rd #1 & Bent Grass Meadows Dr

Short-Term Total Traffic
Off Peak (3:00-4:00 PM)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↖	↖	↖	↑↑	↑↑	↖
Traffic Volume (vph)	202	179	175	1230	1109	224
Future Volume (vph)	202	179	175	1230	1109	224
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	7		5	2	6	
Permitted Phases		7	2			6
Detector Phase	7	7	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	5.0	15.0	15.0	15.0
Minimum Split (s)	25.5	25.5	13.5	25.5	25.5	25.5
Total Split (s)	26.0	26.0	15.0	64.0	49.0	49.0
Total Split (%)	28.9%	28.9%	16.7%	71.1%	54.4%	54.4%
Yellow Time (s)	4.0	4.0	5.0	5.5	5.5	5.5
All-Red Time (s)	3.5	3.5	3.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	8.5	7.5	7.5	7.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	11.4	11.4	62.6	63.6	45.1	45.1
Actuated g/C Ratio	0.13	0.13	0.70	0.71	0.50	0.50
v/c Ratio	0.53	0.58	0.58	0.55	0.67	0.26
Control Delay	41.1	15.6	16.0	5.1	13.0	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	15.6	16.0	5.1	13.0	2.4
LOS	D	B	B	A	B	A
Approach Delay	29.1			6.5	11.2	
Approach LOS	C			A	B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 10 (11%), Referenced to phase 2:NBT and 6:SBT, Start of FDW or yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 11.3
 Intersection LOS: B
 Intersection Capacity Utilization 66.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: Meridian Rd #1 & Bent Grass Meadows Dr



Timings
3: Meridian Rd #1 & Eastonville Rd

Short-Term Total Traffic
Off Peak (3:00-4:00 PM)

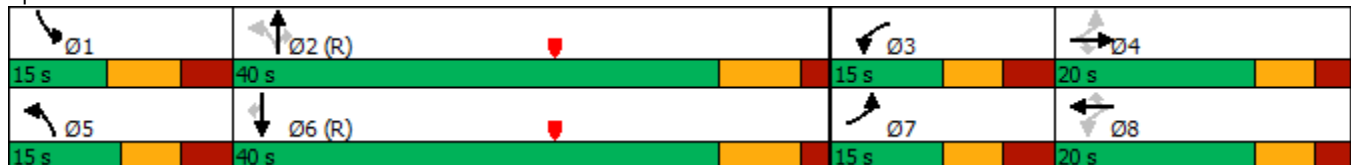
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	237	105	128	25	65	132	172	533	100	59	678	71
Future Volume (vph)	237	105	128	25	65	132	172	533	100	59	678	71
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	12.5	15.0	15.0	12.5	15.0	15.0	12.5	22.5	22.5	13.5	22.5	22.5
Total Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	15.0	40.0	40.0	15.0	40.0	40.0
Total Split (%)	16.7%	22.2%	22.2%	16.7%	22.2%	22.2%	16.7%	44.4%	44.4%	16.7%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.5	5.5	5.0	5.5	5.5
All-Red Time (s)	3.5	2.5	2.5	3.5	2.5	2.5	3.5	2.0	2.0	3.5	2.0	2.0
Lost Time Adjust (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
Total Lost Time (s)	6.5	5.5	5.5	6.5	5.5	5.5	6.5	6.5	6.5	7.5	6.5	6.5
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
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	22.6	20.2	20.2	17.7	11.1	11.1	46.8	39.0	39.0	8.1	36.0	36.0
Actuated g/C Ratio	0.25	0.22	0.22	0.20	0.12	0.12	0.52	0.43	0.43	0.09	0.40	0.40
v/c Ratio	0.41	0.27	0.25	0.10	0.33	0.37	0.50	0.38	0.13	0.39	0.52	0.10
Control Delay	27.0	33.0	1.1	23.8	39.1	2.7	12.1	5.5	1.4	57.9	9.7	0.4
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	27.0	33.0	1.1	23.8	39.1	2.7	12.1	5.5	1.4	57.9	9.7	0.4
LOS	C	C	A	C	D	A	B	A	A	E	A	A
Approach Delay		21.3			15.8			6.4			12.4	
Approach LOS		C			B			A			B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 45 (50%), Referenced to phase 2:NBTL and 6:SBT, Start of FDW or yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 12.4
 Intersection Capacity Utilization 57.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 3: Meridian Rd #1 & Eastonville Rd



Timings
4: Meridian Rd & Woodmen Rd

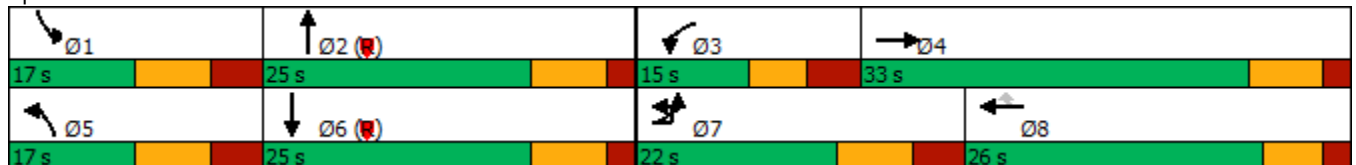
Short-Term Total Traffic
Off Peak (3:00-4:00 PM)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	387	244	94	107	368	77	202	341	22	152	385	355
Future Volume (vph)	387	244	94	107	368	77	202	341	22	152	385	355
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			Free			Free
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	5.0	15.0		5.0	15.0	
Minimum Split (s)	13.5	22.0		12.5	21.0	21.0	13.5	22.0		13.5	22.0	
Total Split (s)	22.0	33.0		15.0	26.0	26.0	17.0	25.0		17.0	25.0	
Total Split (%)	24.4%	36.7%		16.7%	28.9%	28.9%	18.9%	27.8%		18.9%	27.8%	
Yellow Time (s)	5.0	5.0		4.0	4.0	4.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	3.5	2.0		3.5	2.0	2.0	3.5	2.0		3.5	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	7.5	6.0		6.5	5.0	5.0	7.5	6.0		7.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	14.5	26.6	90.0	8.2	17.6	17.6	10.7	22.1	90.0	9.9	21.2	90.0
Actuated g/C Ratio	0.16	0.30	1.00	0.09	0.20	0.20	0.12	0.25	1.00	0.11	0.24	1.00
v/c Ratio	0.84	0.28	0.07	0.37	0.58	0.17	0.57	0.45	0.02	0.44	0.50	0.24
Control Delay	51.5	26.0	0.1	41.9	36.2	0.7	52.7	25.9	0.0	26.4	35.1	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	51.5	26.0	0.1	41.9	36.2	0.7	52.7	25.9	0.0	26.4	35.1	0.3
LOS	D	C	A	D	D	A	D	C	A	C	D	A
Approach Delay		36.3			32.3			34.5			19.8	
Approach LOS		D			C			C			B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of FDW or yellow, Master Intersection
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 29.9
 Intersection LOS: C
 Intersection Capacity Utilization 63.5%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 4: Meridian Rd & Woodmen Rd



Timings
5: Meridian Rd & Rolling Thunder Way

Short-Term Total Traffic
Off Peak (3:00-4:00 PM)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	39	24	80	26	24	38	76	643	20	27	23	477
Future Volume (vph)	39	24	80	26	24	38	76	643	20	27	23	477
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt	NA
Protected Phases	7	4		3	8		5	2			1	6
Permitted Phases			4	8		8	2		2	1	6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	12.0	12.0	5.0	5.0	12.0
Minimum Split (s)	13.5	21.0	21.0	13.5	22.5	22.5	13.5	21.0	21.0	13.5	13.5	21.0
Total Split (s)	14.0	25.0	25.0	14.0	25.0	25.0	15.0	36.0	36.0	15.0	15.0	36.0
Total Split (%)	15.6%	27.8%	27.8%	15.6%	27.8%	27.8%	16.7%	40.0%	40.0%	16.7%	16.7%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.5	2.5	2.5	3.5	2.5	2.5	3.5	2.0	2.0	3.5	3.5	2.0
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)	7.5	6.5	6.5	7.5	6.5	6.5	7.5	6.0	6.0		7.5	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	None	C-Max
Act Effct Green (s)	5.9	8.0	8.0	10.5	8.1	8.1	57.2	54.1	54.1		55.8	53.5
Actuated g/C Ratio	0.07	0.09	0.09	0.12	0.09	0.09	0.64	0.60	0.60		0.62	0.59
v/c Ratio	0.20	0.16	0.26	0.17	0.09	0.14	0.15	0.36	0.02		0.12	0.25
Control Delay	41.6	40.4	1.9	30.4	38.4	0.8	5.2	7.3	0.1		1.8	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	41.6	40.4	1.9	30.4	38.4	0.8	5.2	7.3	0.1		1.8	2.2
LOS	D	D	A	C	D	A	A	A	A		A	A
Approach Delay		19.2			19.7			6.9				1.9
Approach LOS		B			B			A				A

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 59 (66%), Referenced to phase 2:NBTL and 6:SBTL, Start of FDW or yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.36
 Intersection Signal Delay: 6.9
 Intersection Capacity Utilization 55.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 5: Meridian Rd & Rolling Thunder Way



Timings
5: Meridian Rd & Rolling Thunder Way

Short-Term Total Traffic
Off Peak (3:00-4:00 PM)

Lane Group	SBR
Lane Configurations	7
Traffic Volume (vph)	71
Future Volume (vph)	71
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	12.0
Minimum Split (s)	21.0
Total Split (s)	36.0
Total Split (%)	40.0%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	C-Max
Act Effct Green (s)	53.5
Actuated g/C Ratio	0.59
v/c Ratio	0.07
Control Delay	0.1
Queue Delay	0.0
Total Delay	0.1
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

Timings
6: Meridian Rd & US 24

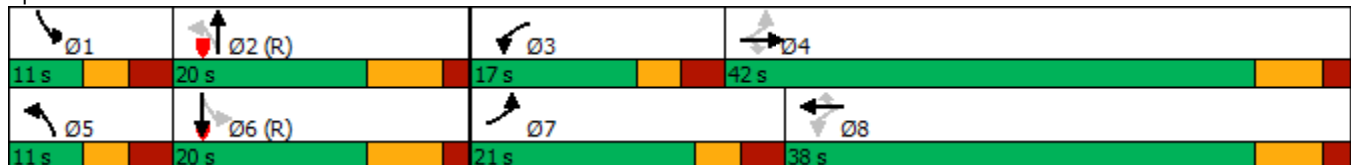
Short-Term Total Traffic
Off Peak (3:00-4:00 PM)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	306	638	1	57	551	3	1	226	90	18	209	185
Future Volume (vph)	306	638	1	57	551	3	1	226	90	18	209	185
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		Free	6		Free
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	16.0	20.0	20.0	11.0	20.0	20.0	11.0	20.0		11.0	20.0	
Total Split (s)	21.0	42.0	42.0	17.0	38.0	38.0	11.0	20.0		11.0	20.0	
Total Split (%)	23.3%	46.7%	46.7%	18.9%	42.2%	42.2%	12.2%	22.2%		12.2%	22.2%	
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5	4.5	3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0		3.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.5	6.5	6.0	6.5	6.5	6.0	7.0		6.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	52.2	41.1	41.1	38.0	30.7	30.7	23.4	20.4	90.0	24.6	22.6	90.0
Actuated g/C Ratio	0.58	0.46	0.46	0.42	0.34	0.34	0.26	0.23	1.00	0.27	0.25	1.00
v/c Ratio	0.90	0.83	0.00	0.24	0.94	0.00	0.00	0.31	0.06	0.06	0.27	0.13
Control Delay	50.4	33.0	0.0	11.5	54.3	0.0	24.0	32.2	0.1	9.8	14.9	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	50.4	33.0	0.0	11.5	54.3	0.0	24.0	32.2	0.1	9.8	14.9	0.2
LOS	D	C	A	B	D	A	C	C	A	A	B	A
Approach Delay		38.6			50.0			23.1			8.1	
Approach LOS		D			D			C			A	

Intersection Summary

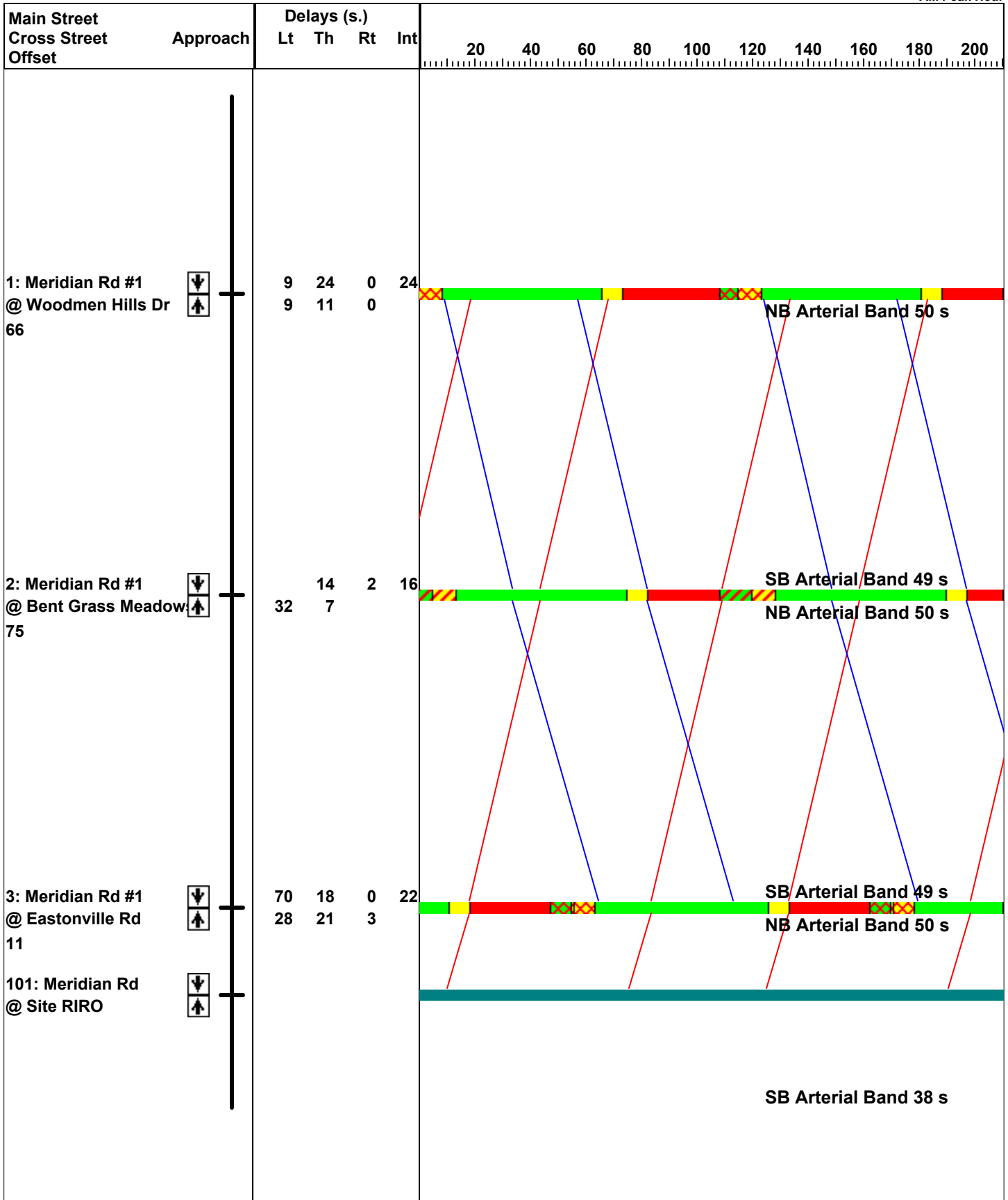
Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of FDW or yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 33.8
 Intersection LOS: C
 Intersection Capacity Utilization 77.2%
 ICU Level of Service D
 Analysis Period (min) 15

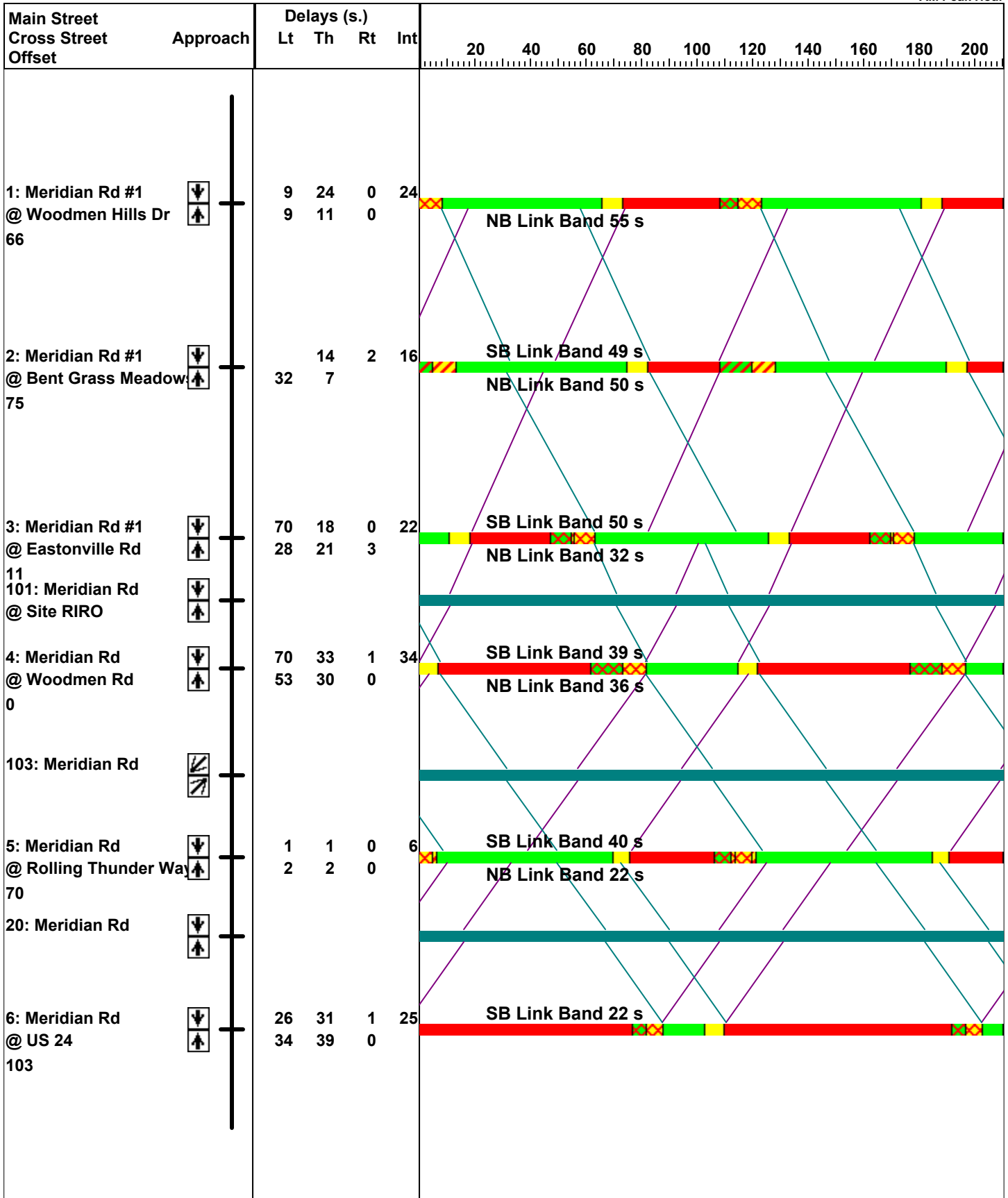
Splits and Phases: 6: Meridian Rd & US 24

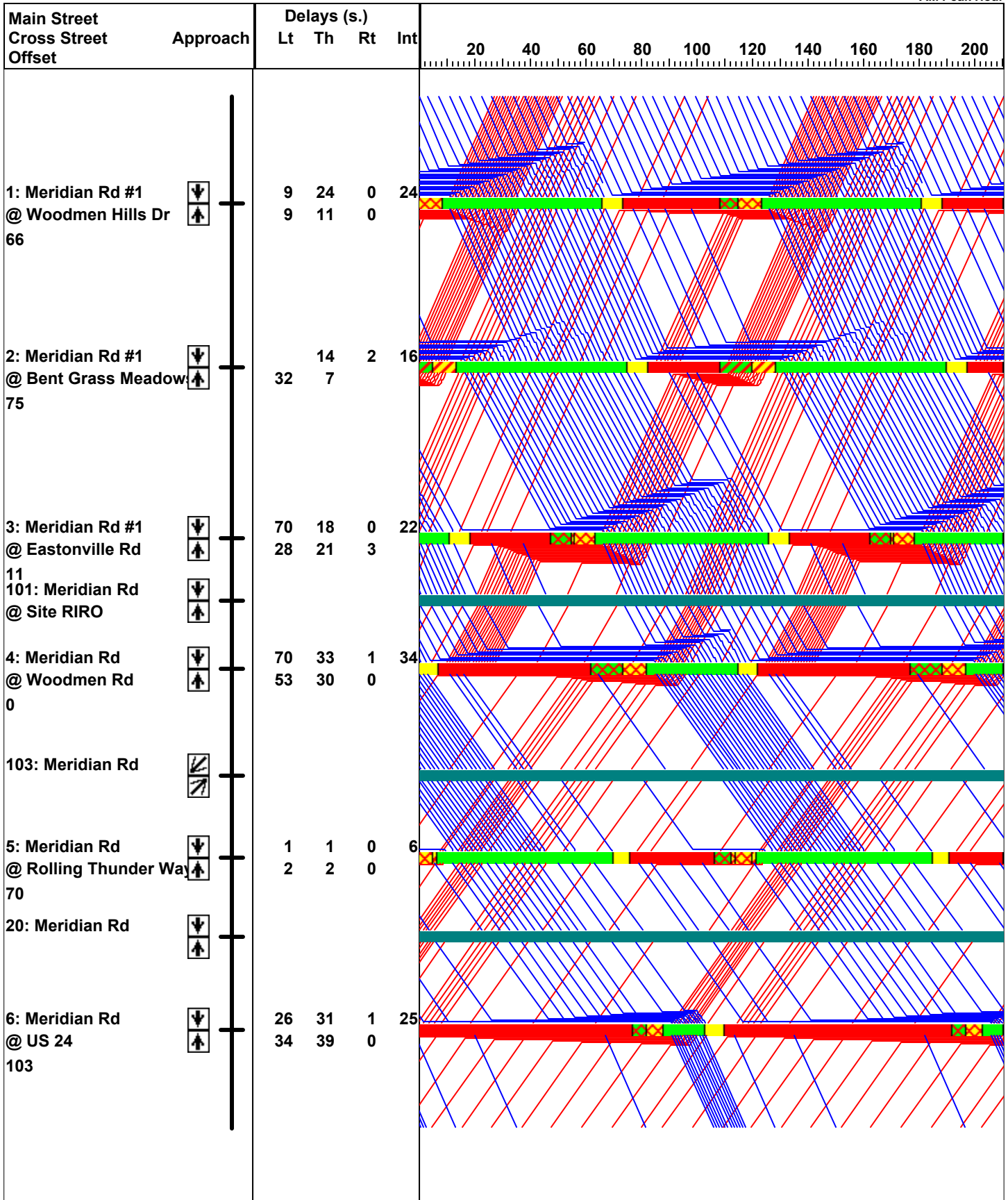


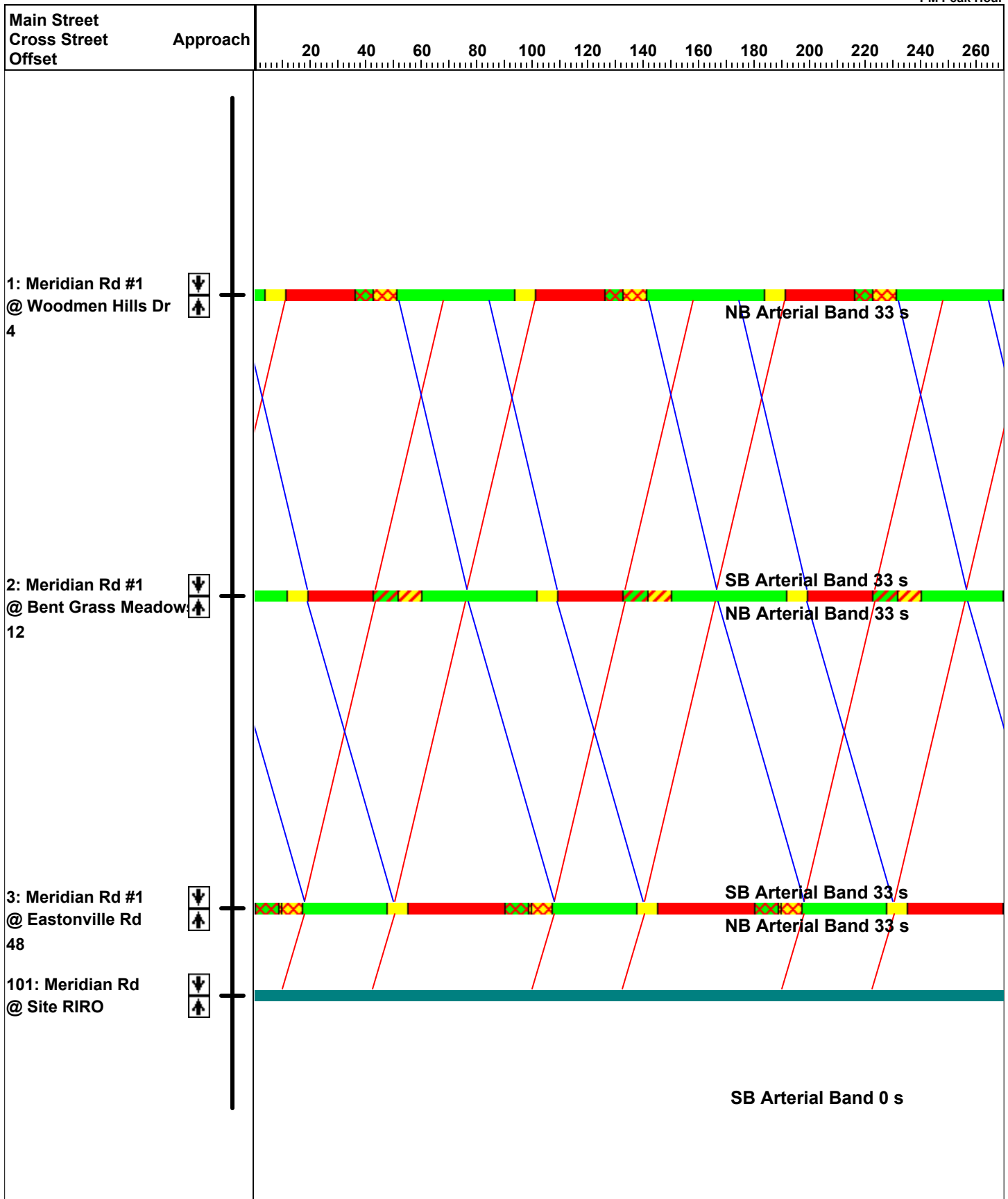
Time-Space Diagrams

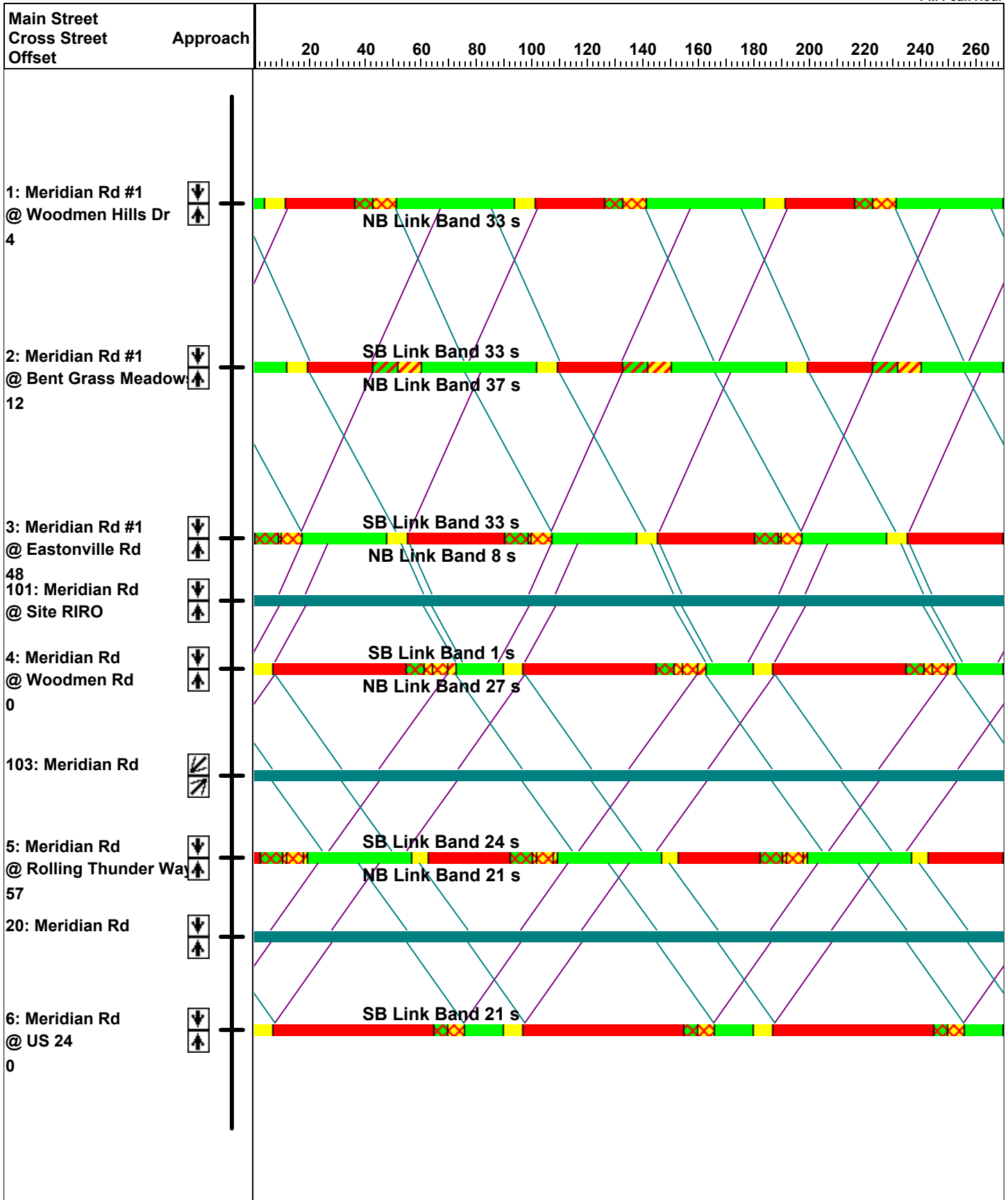


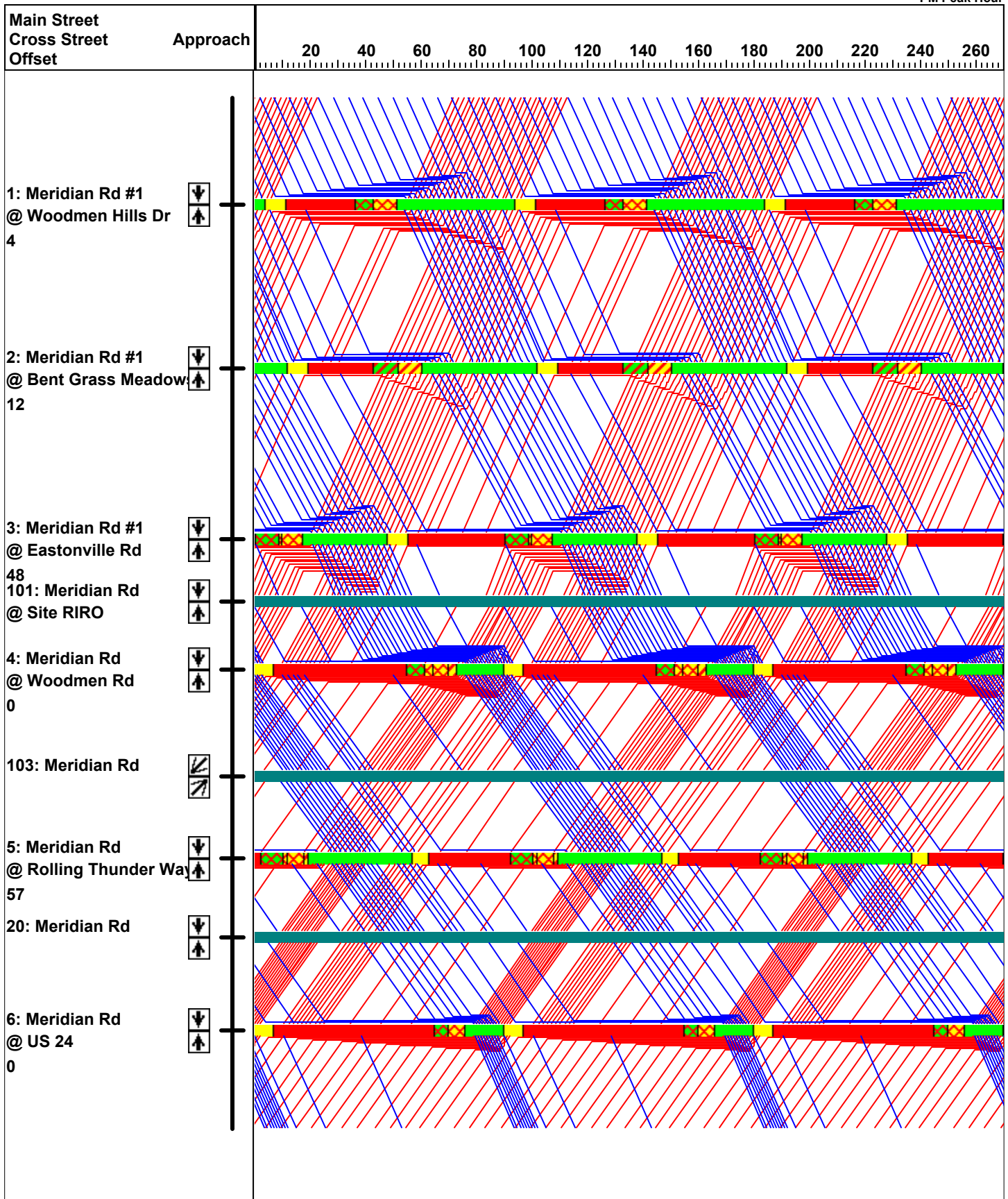


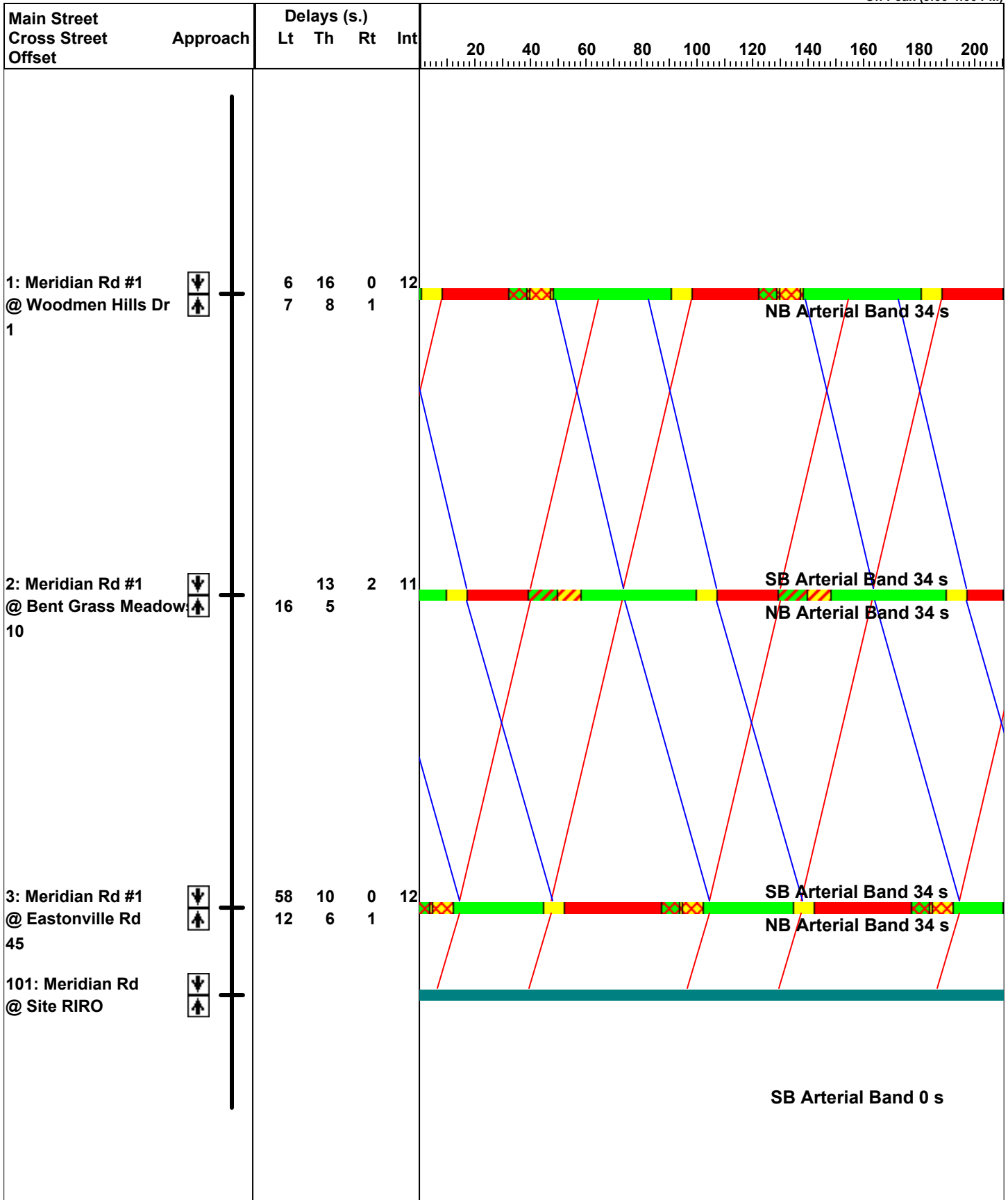


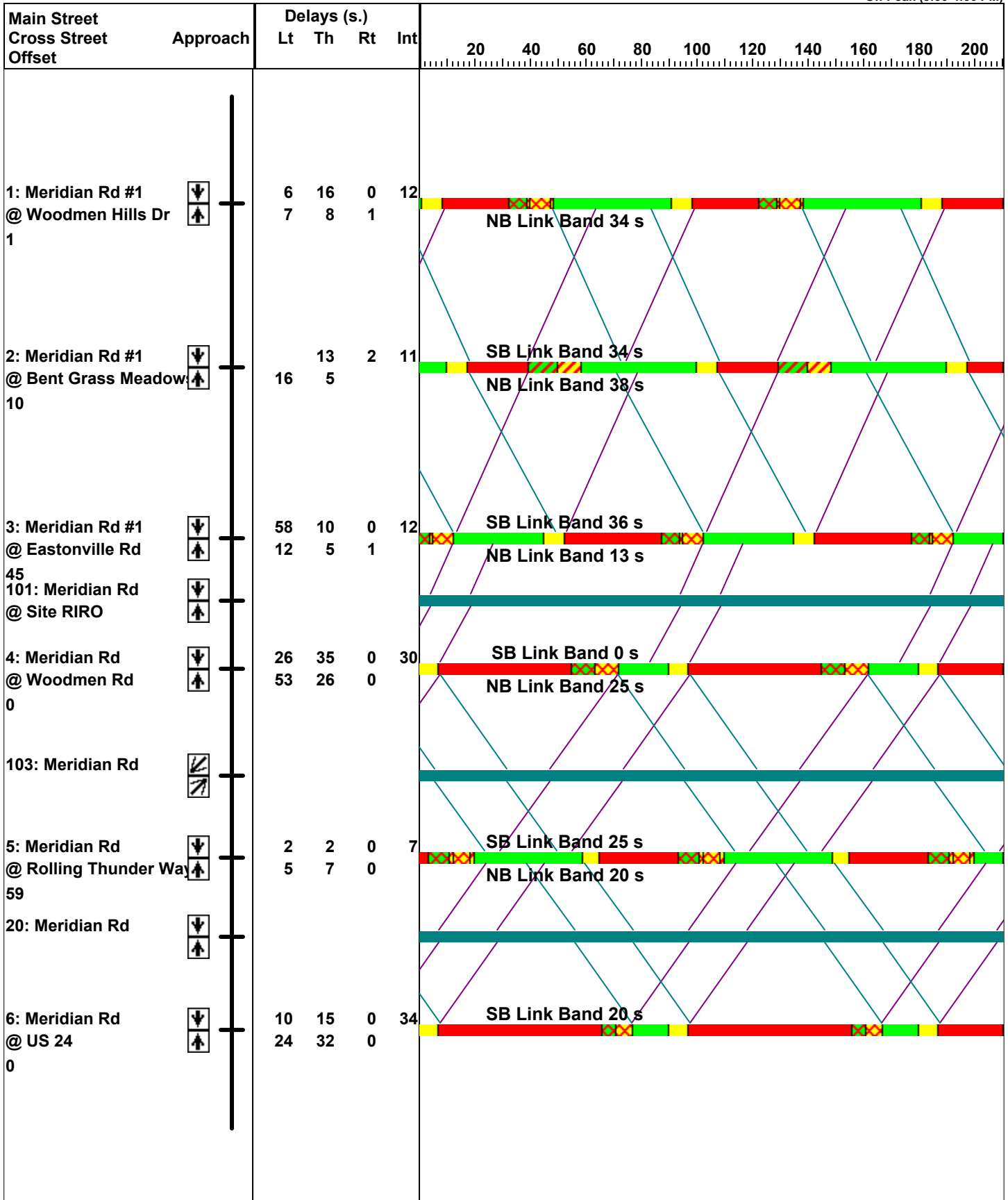


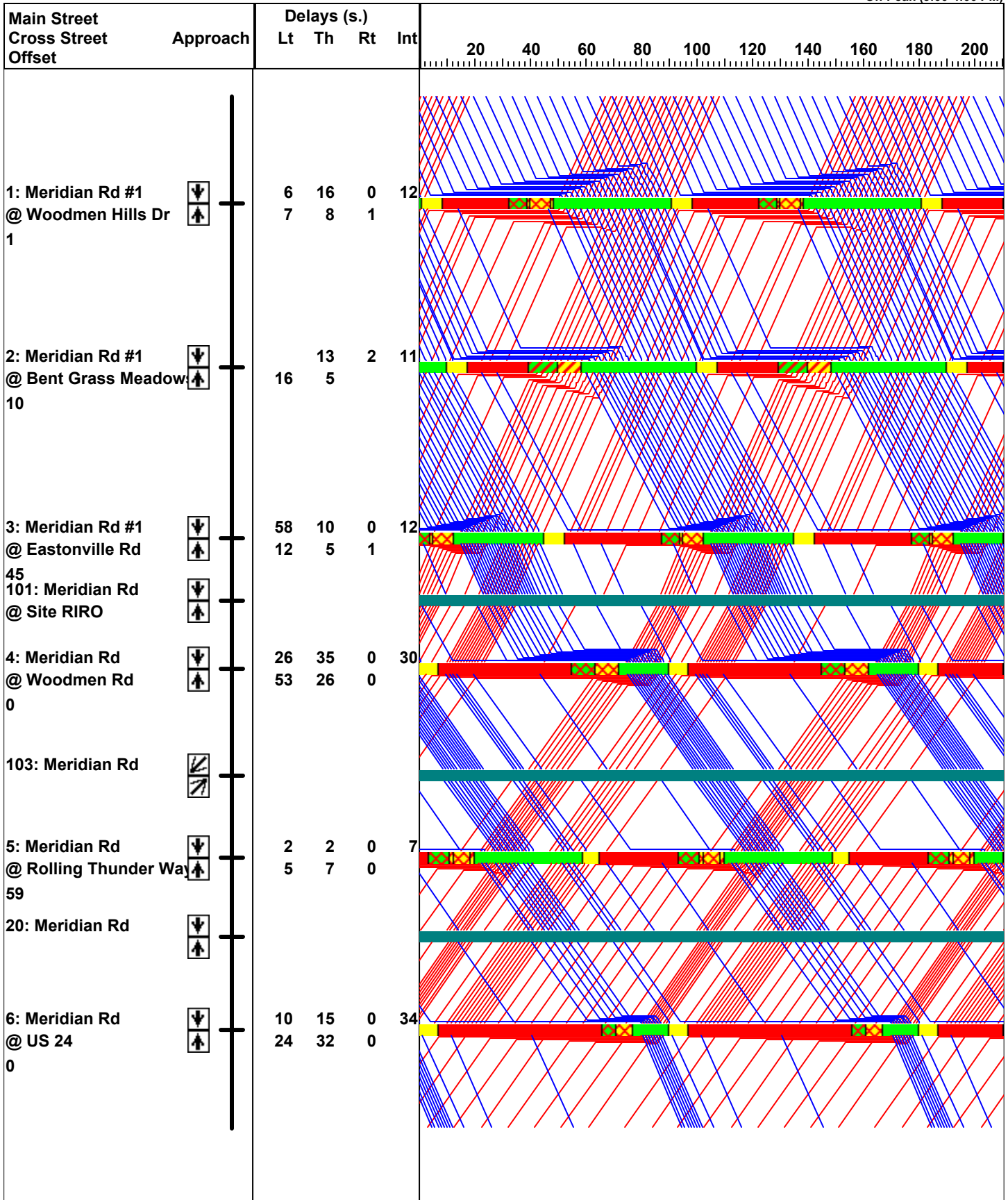


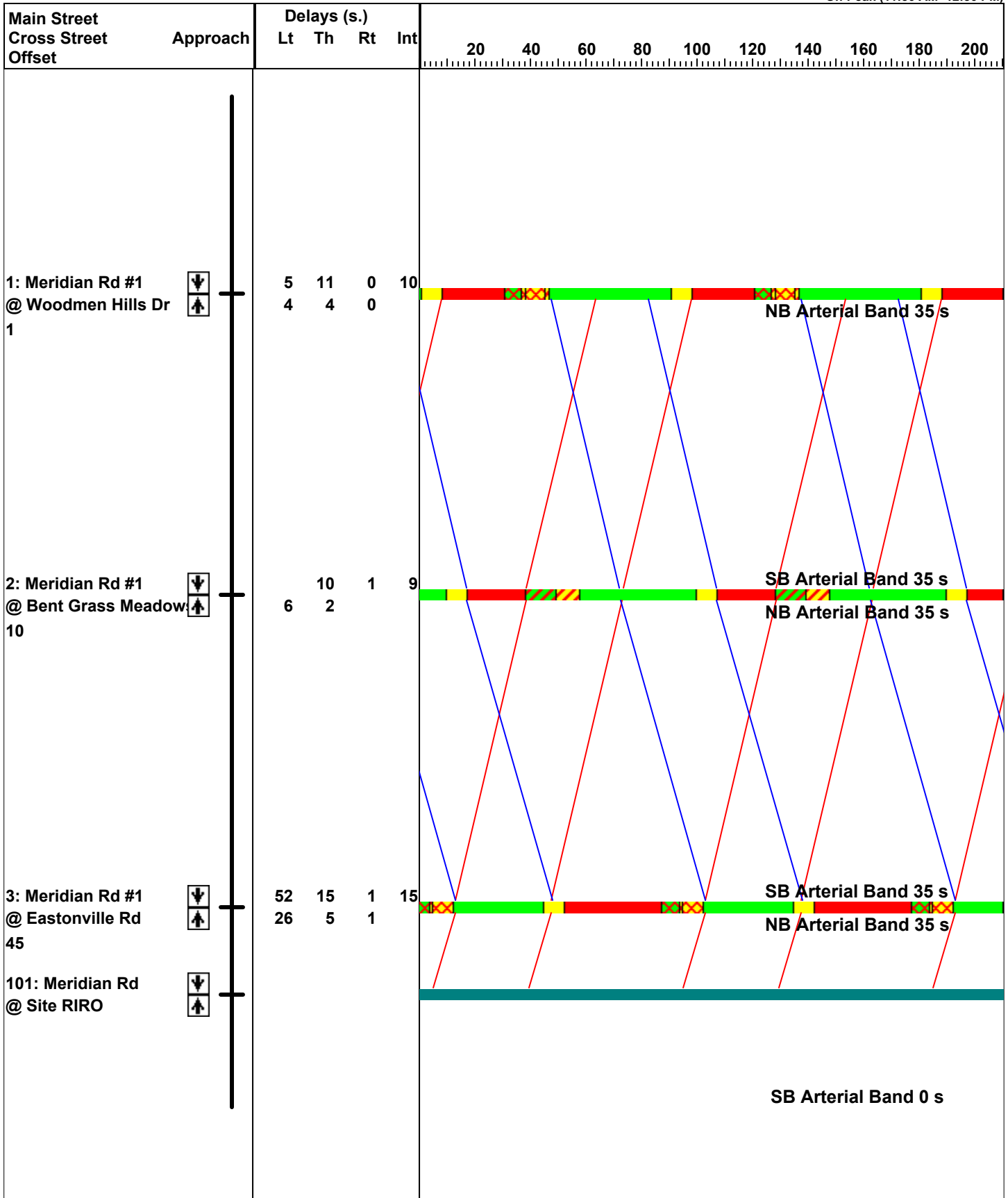


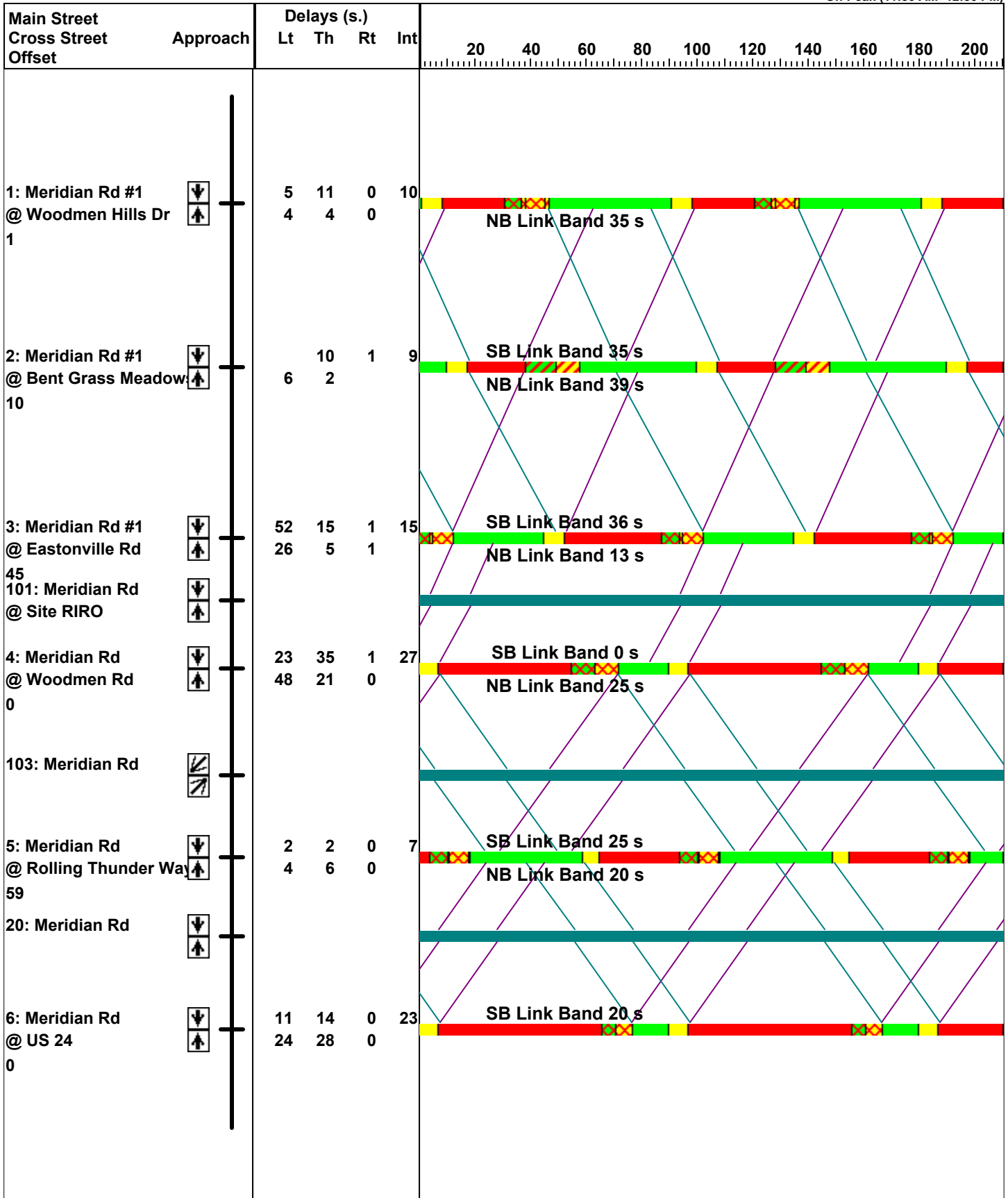


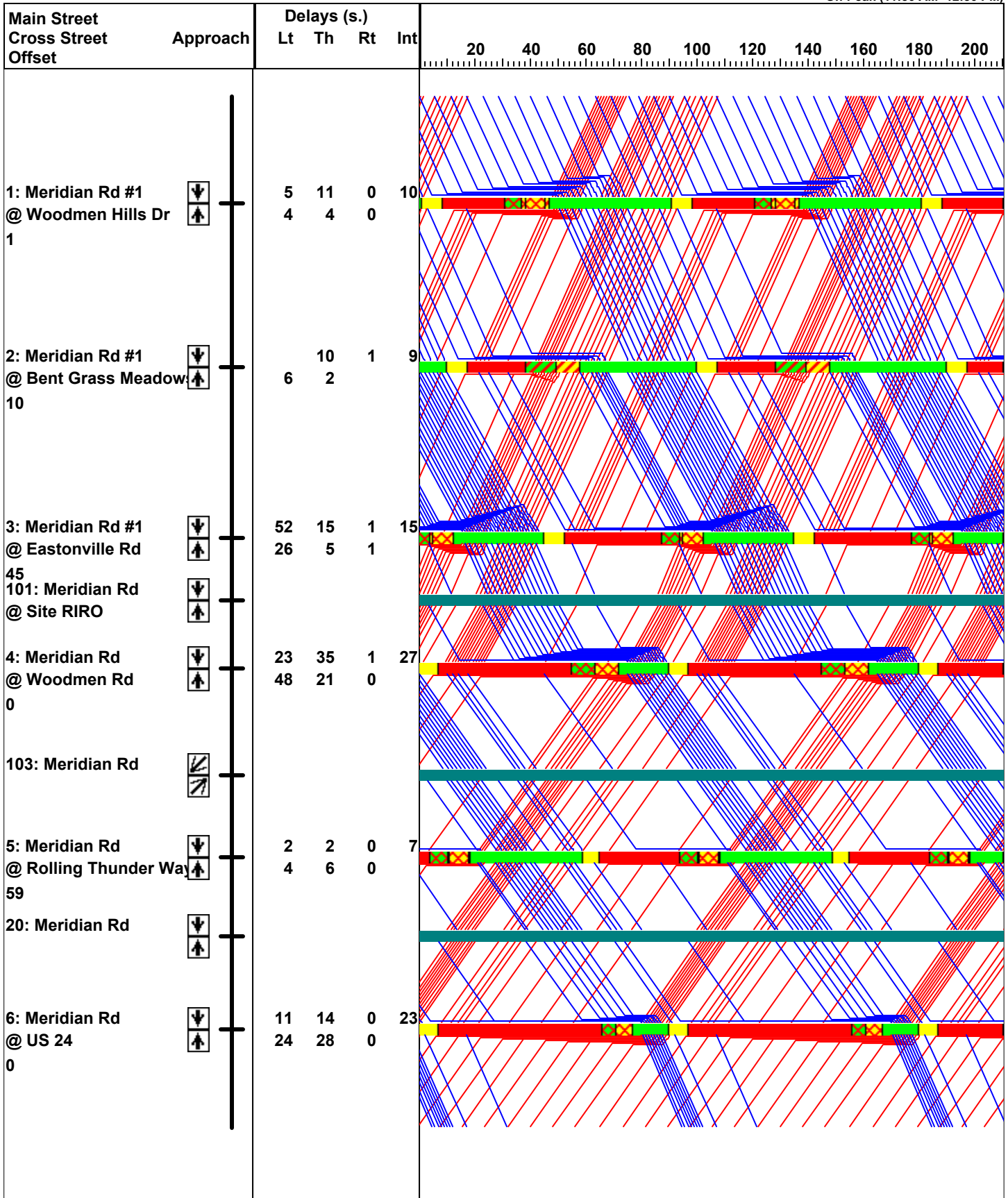


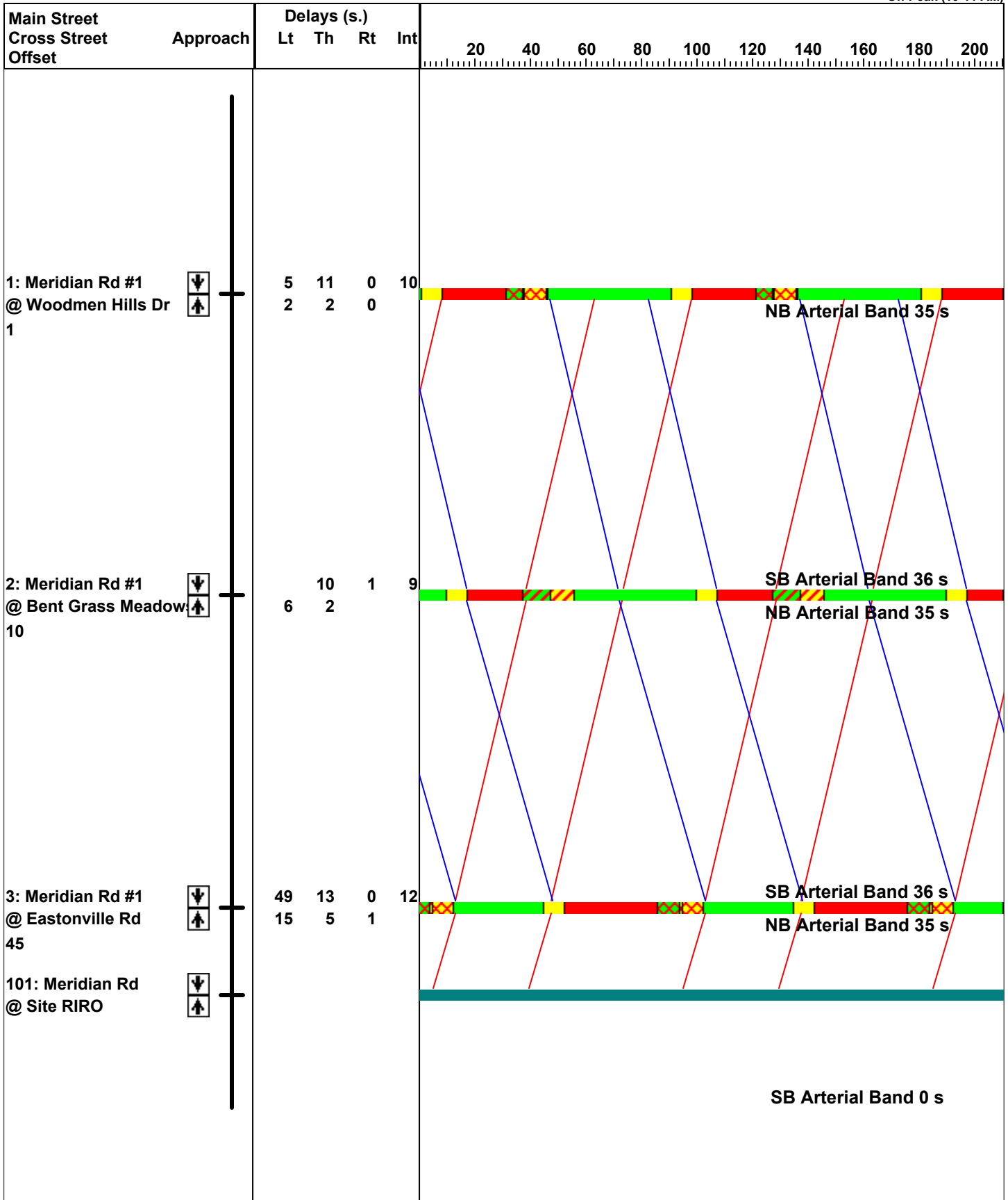


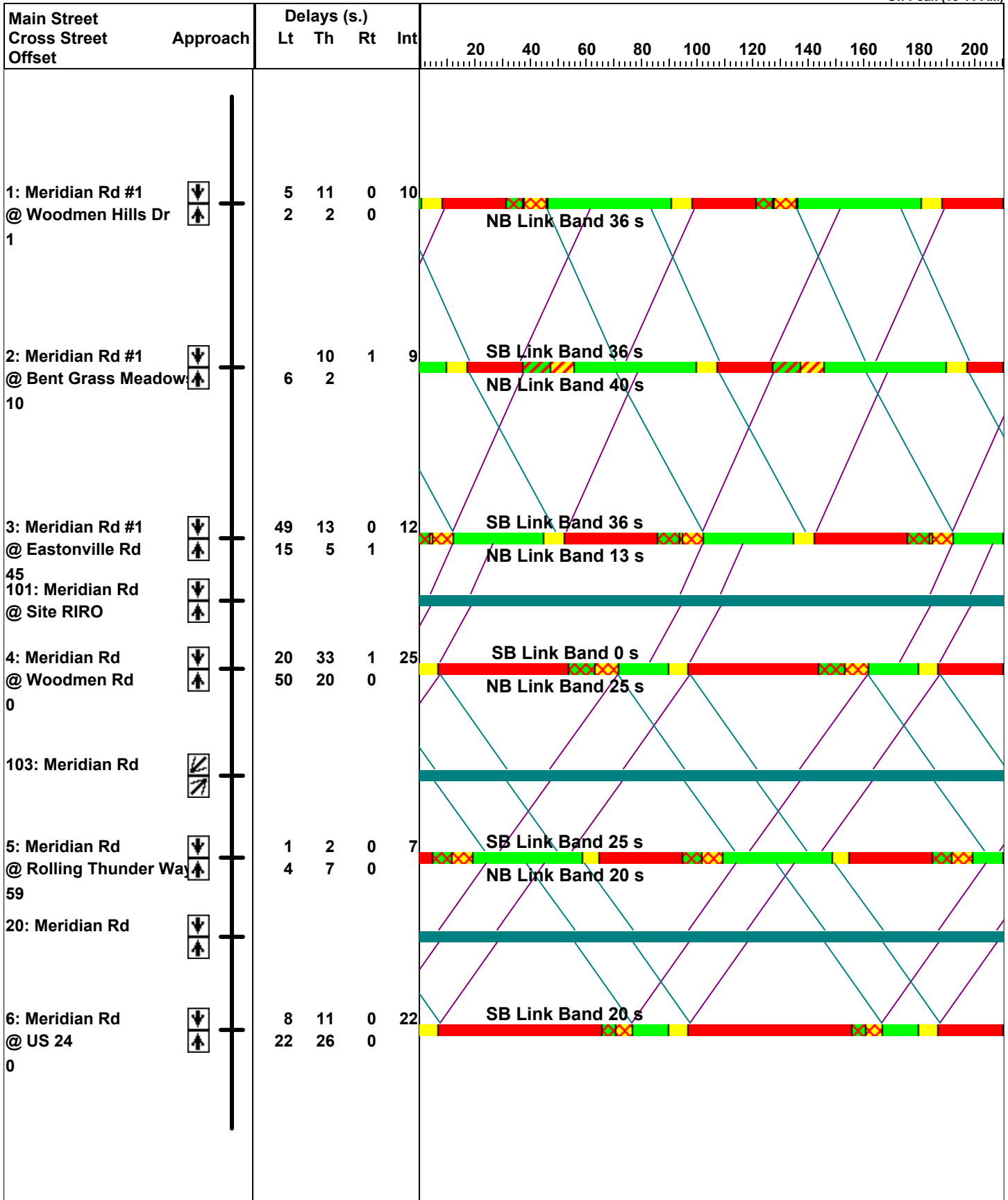


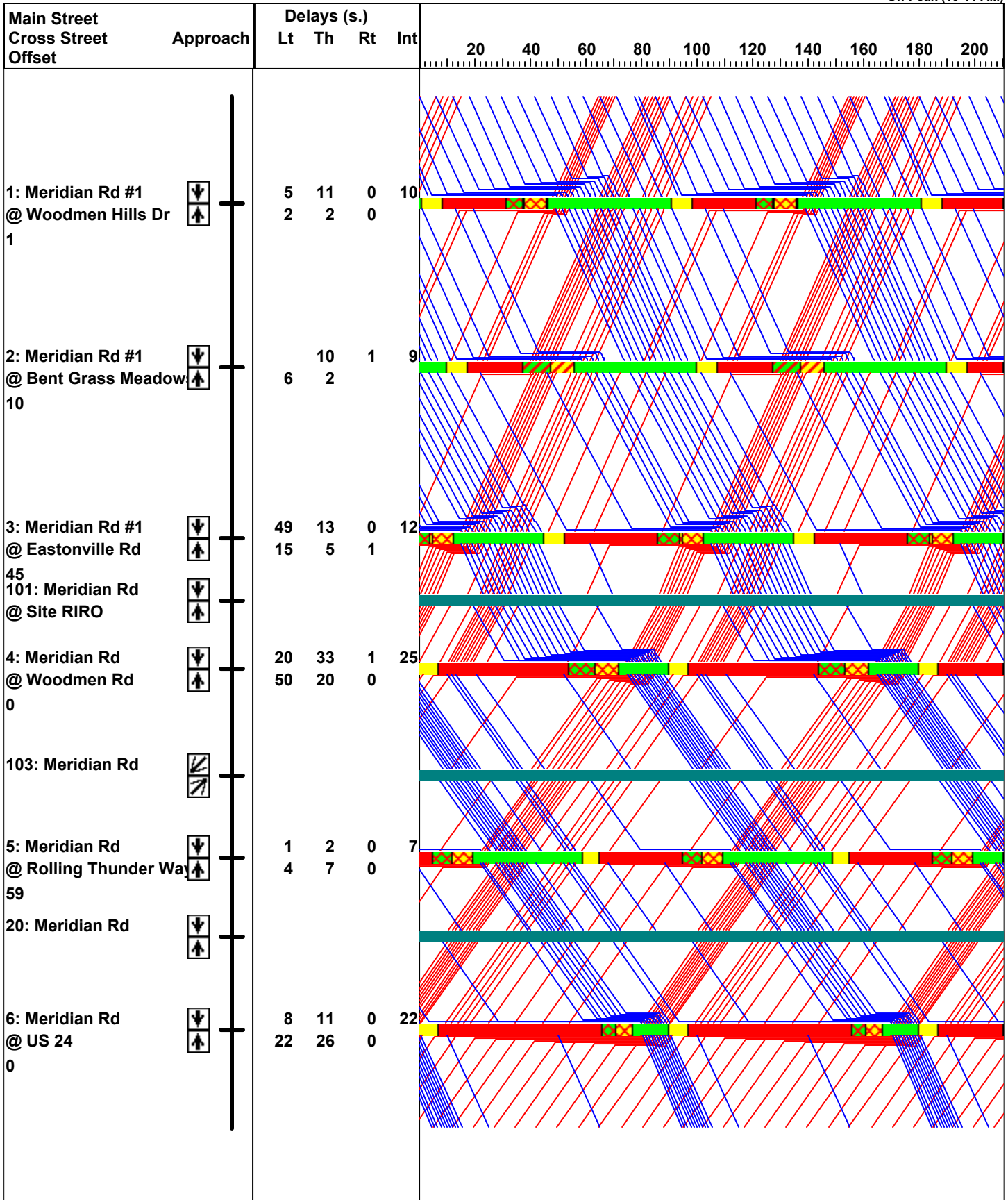












Traffic Counts



LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210

Colorado Springs, CO 80905

719-633-2868

File Name : Meridian Rd - Woodmen Hills Dr AM

Site Code : 184390

Start Date : 05/08/2018

Page No : 1

Groups Printed- Unshifted

Start Time	Meridian rd Southbound					Woodmen Hills Dr Westbound					Meridian rd Northbound					Woodmen Hills Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30	2	225	1	0	228	25	2	11	0	38	1	137	4	0	142	0	2	9	0	11	419
06:45	2	271	1	0	274	31	2	10	0	43	1	144	7	0	152	0	2	10	0	12	481
Total	4	496	2	0	502	56	4	21	0	81	2	281	11	0	294	0	4	19	0	23	900
07:00	4	381	1	0	386	41	3	14	0	58	4	128	2	0	134	6	9	33	0	48	626
07:15	4	367	3	0	374	37	3	12	0	52	3	188	4	0	195	4	4	23	0	31	652
07:30	20	355	2	0	377	33	3	15	0	51	4	189	4	0	197	8	2	22	0	32	657
07:45	16	293	2	0	311	21	0	4	0	25	10	154	8	0	172	3	2	11	0	16	524
Total	44	1396	8	0	1448	132	9	45	0	186	21	659	18	0	698	21	17	89	0	127	2459
08:00	12	258	0	0	270	21	1	3	0	25	4	134	25	0	163	0	9	13	0	22	480
08:15	21	223	3	0	247	53	7	17	0	77	6	146	17	0	169	0	6	13	0	19	512

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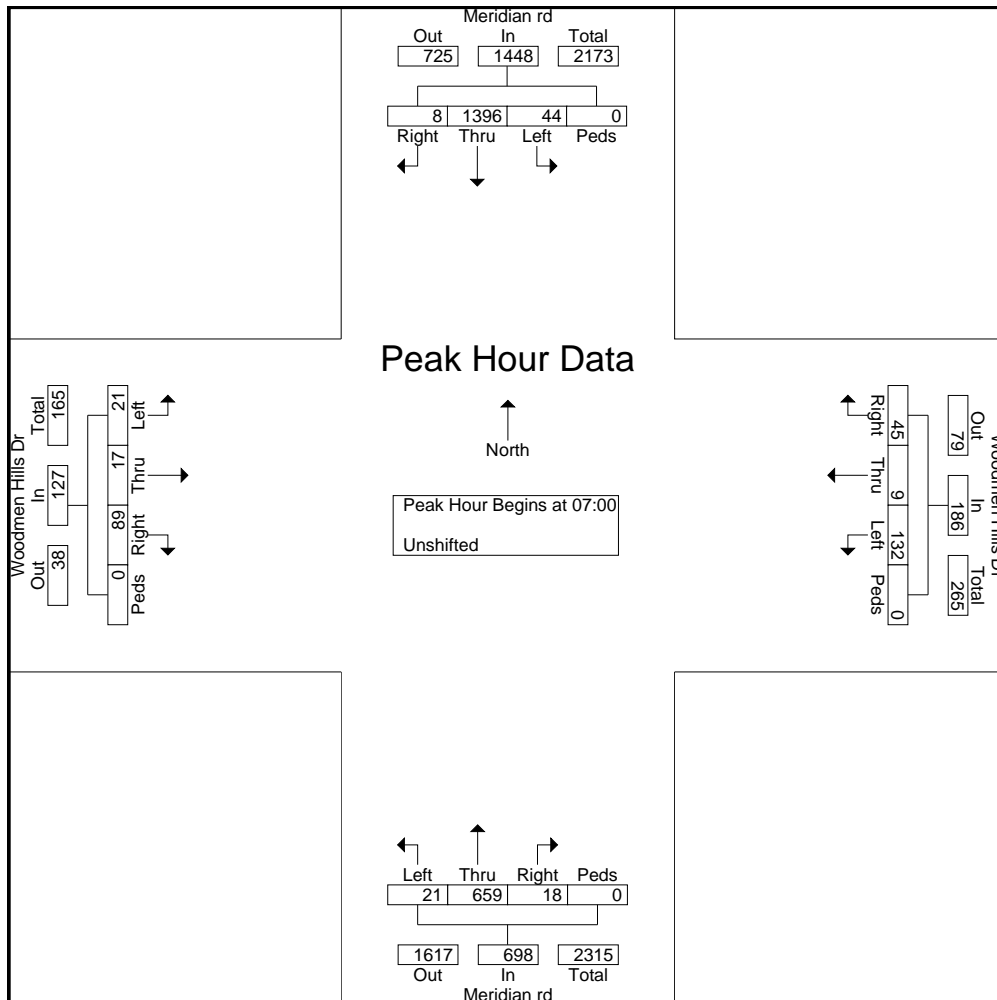
File Name : Meridian Rd - Woodmen Hills Dr AM

Site Code : 184390

Start Date : 05/08/2018

Page No : 3

Start Time	Meridian rd Southbound					Woodmen Hills Dr Westbound					Meridian rd Northbound					Woodmen Hills Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	4	381	1	0	386	41	3	14	0	58	4	128	2	0	134	6	9	33	0	48	626
07:15	4	367	3	0	374	37	3	12	0	52	3	188	4	0	195	4	4	23	0	31	652
07:30	20	355	2	0	377	33	3	15	0	51	4	189	4	0	197	8	2	22	0	32	657
07:45	16	293	2	0	311	21	0	4	0	25	10	154	8	0	172	3	2	11	0	16	524
Total Volume	44	1396	8	0	1448	132	9	45	0	186	21	659	18	0	698	21	17	89	0	127	2459
% App. Total	3	96.4	0.6	0		71	4.8	24.2	0		3	94.4	2.6	0		16.5	13.4	70.1	0		
PHF	.550	.916	.667	.000	.938	.805	.750	.750	.000	.802	.525	.872	.563	.000	.886	.656	.472	.674	.000	.661	.936



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545 E Pikes Peak Ave, Suite 210
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File Name : Meridian Rd - Woodmen Hills Dr PM

Site Code : 184390

Start Date : 05/08/2018

Page No : 1

Groups Printed- Unshifted

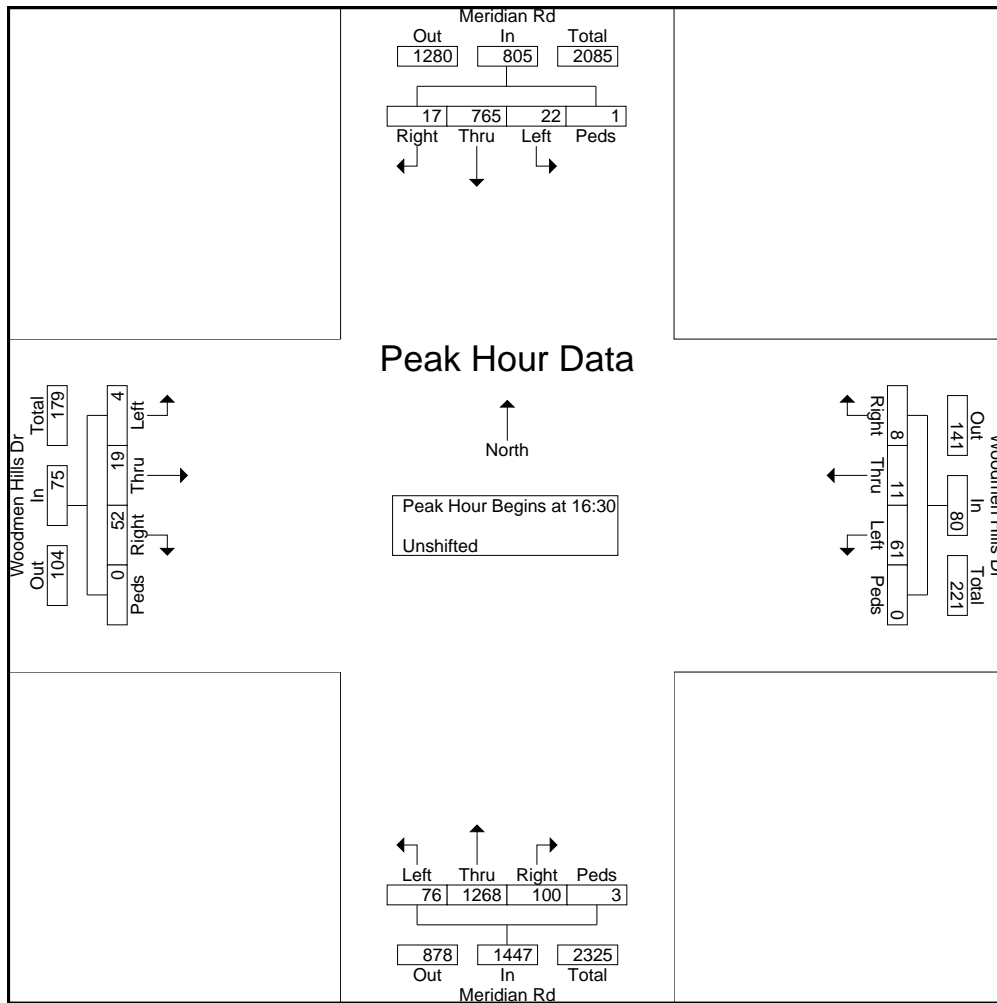
Start Time	Meridian Rd Southbound					Woodmen Hills Dr Westbound					Meridian Rd Northbound					Woodmen Hills Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
16:00	6	244	2	0	252	13	0	1	0	14	24	272	21	0	317	2	0	13	0	15	598
16:15	1	199	5	0	205	11	7	6	0	24	20	276	18	1	315	1	4	6	0	11	555
16:30	4	181	6	0	191	24	3	2	0	29	14	320	24	0	358	3	5	12	0	20	598
16:45	2	215	3	0	220	4	5	3	0	12	23	297	23	1	344	1	1	14	0	16	592
Total	13	839	16	0	868	52	15	12	0	79	81	1165	86	2	1334	7	10	45	0	62	2343
17:00	5	195	5	1	206	20	3	1	0	24	27	334	22	0	383	0	8	12	0	20	633
17:15	11	174	3	0	188	13	0	2	0	15	12	317	31	2	362	0	5	14	0	19	584
17:30	3	192	1	0	196	18	1	3	0	22	28	292	42	0	362	3	2	8	0	13	593
17:45	8	161	4	0	173	17	5	0	0	22	17	327	19	0	363	2	4	16	0	22	580
Total	27	722	13	1	763	68	9	6	0	83	84	1270	114	2	1470	5	19	50	0	74	2390

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545 E Pikes Peak Ave, Suite 210
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File Name : Meridian Rd - Woodmen Hills Dr PM
 Site Code : 184390
 Start Date : 05/08/2018
 Page No : 3

Start Time	Meridian Rd Southbound					Woodmen Hills Dr Westbound					Meridian Rd Northbound					Woodmen Hills Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	4	181	6	0	191	24	3	2	0	29	14	320	24	0	358	3	5	12	0	20	598
16:45	2	215	3	0	220	4	5	3	0	12	23	297	23	1	344	1	1	14	0	16	592
17:00	5	195	5	1	206	20	3	1	0	24	27	334	22	0	383	0	8	12	0	20	633
17:15	11	174	3	0	188	13	0	2	0	15	12	317	31	2	362	0	5	14	0	19	584
Total Volume	22	765	17	1	805	61	11	8	0	80	76	1268	100	3	1447	4	19	52	0	75	2407
% App. Total	2.7	95	2.1	0.1		76.2	13.8	10	0		5.3	87.6	6.9	0.2		5.3	25.3	69.3	0		
PHF	.500	.890	.708	.250	.915	.635	.550	.667	.000	.690	.704	.949	.806	.375	.945	.333	.594	.929	.000	.938	.951



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2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
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File Name : Meridian Rd - Bent Grass Meadows AM 1-22 with light
 Site Code : S215050
 Start Date : 1/11/2022
 Page No : 1

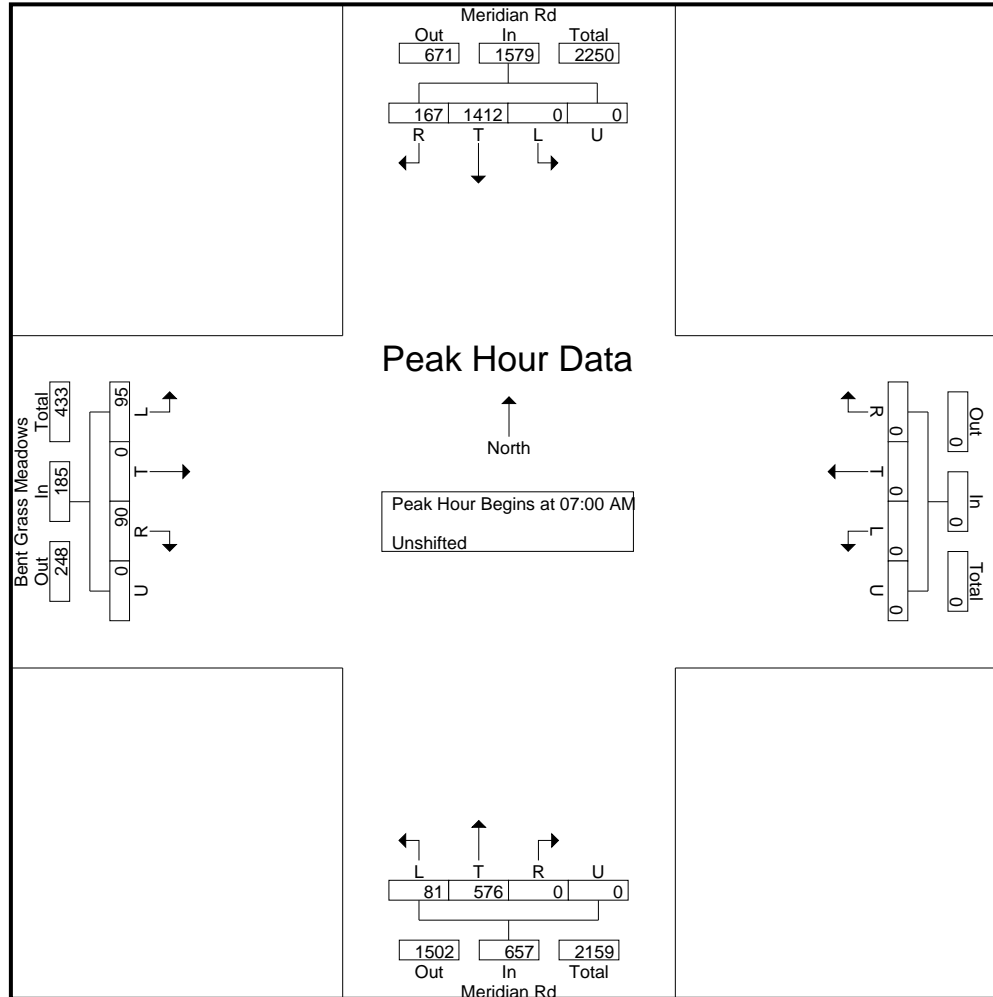
Groups Printed- Unshifted

Start Time	Meridian Rd Southbound					Westbound					Meridian Rd Northbound					Bent Grass Meadows Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	296	27	0	323	0	0	0	0	0	10	58	0	0	68	17	0	13	0	30	421
06:45 AM	0	276	29	0	305	0	0	0	0	0	11	83	0	0	94	11	0	28	0	39	438
Total	0	572	56	0	628	0	0	0	0	0	21	141	0	0	162	28	0	41	0	69	859
07:00 AM	0	354	32	0	386	0	0	0	0	0	14	105	0	0	119	17	0	24	0	41	546
07:15 AM	0	398	32	0	430	0	0	0	0	0	20	154	0	0	174	28	0	21	0	49	653
07:30 AM	0	350	41	0	391	0	0	0	0	0	23	169	0	0	192	29	0	25	0	54	637
07:45 AM	0	310	62	0	372	0	0	0	0	0	24	148	0	0	172	21	0	20	0	41	585
Total	0	1412	167	0	1579	0	0	0	0	0	81	576	0	0	657	95	0	90	0	185	2421
08:00 AM	0	239	22	0	261	0	0	0	0	0	16	168	0	0	184	19	0	23	0	42	487
08:15 AM	0	244	43	0	287	0	0	0	0	0	9	152	0	0	161	24	0	12	0	36	484
Grand Total	0	2467	288	0	2755	0	0	0	0	0	127	1037	0	0	1164	166	0	166	0	332	4251
Apprch %	0	89.5	10.5	0		0	0	0	0	0	10.9	89.1	0	0		50	0	50	0		
Total %	0	58	6.8	0	64.8	0	0	0	0	0	3	24.4	0	0	27.4	3.9	0	3.9	0	7.8	

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2504 E Pikes Peak Ave, Suite 304
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File Name : Meridian Rd - Bent Grass Meadows AM 1-22 with light
 Site Code : S215050
 Start Date : 1/11/2022
 Page No : 3



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2504 E Pikes Peak Ave, Suite 304
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File Name : Meridian Rd - Bent Grass Meadows PM 1-22 with light
 Site Code : S215050
 Start Date : 1/11/2022
 Page No : 1

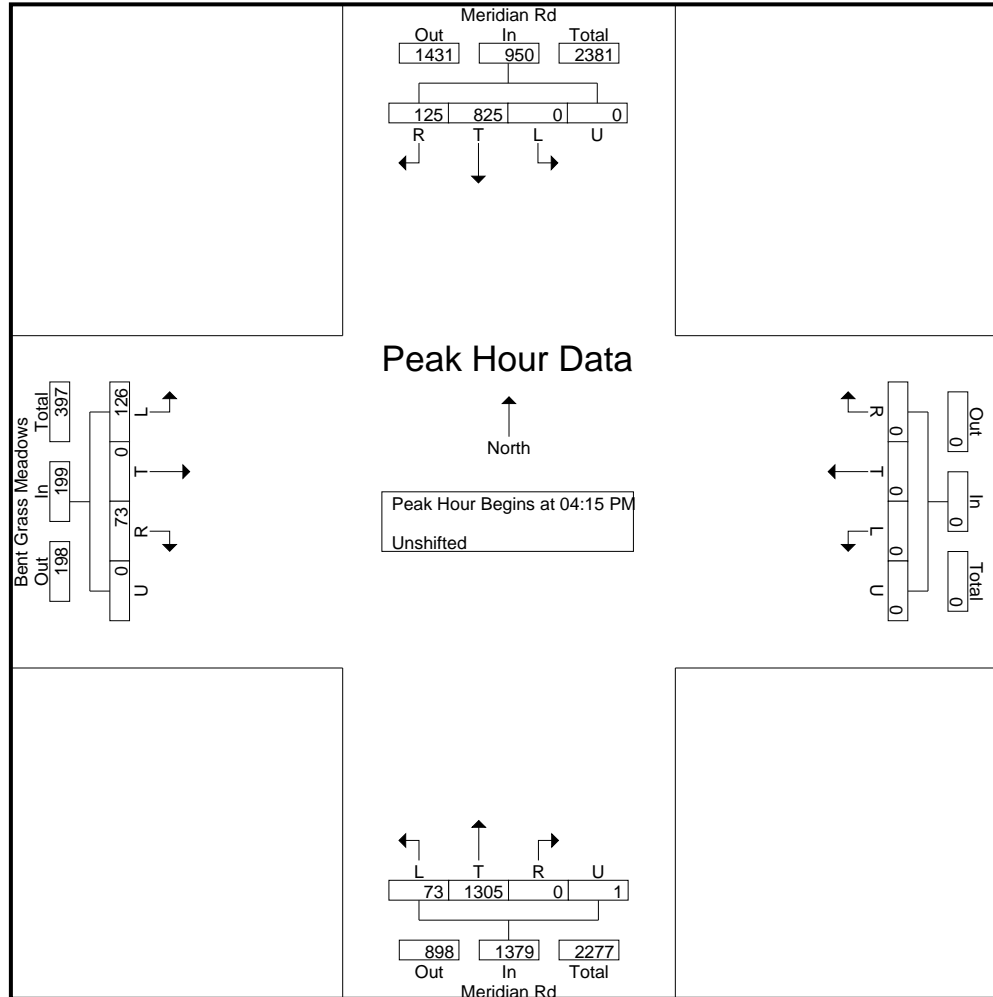
Groups Printed- Unshifted

Start Time	Meridian Rd Southbound					Westbound					Meridian Rd Northbound					Bent Grass Meadows Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	0	260	36	0	296	0	0	0	0	0	16	308	0	0	324	33	0	17	0	50	670
04:15 PM	0	217	32	0	249	0	0	0	0	0	16	324	0	1	341	26	0	15	0	41	631
04:30 PM	0	185	43	0	228	0	0	0	0	0	17	291	0	0	308	33	0	21	0	54	590
04:45 PM	0	201	21	0	222	0	0	0	0	0	18	345	0	0	363	33	0	13	0	46	631
Total	0	863	132	0	995	0	0	0	0	0	67	1268	0	1	1336	125	0	66	0	191	2522
05:00 PM	0	222	29	0	251	0	0	0	0	0	22	345	0	0	367	34	0	24	0	58	676
05:15 PM	0	181	22	0	203	0	0	0	0	0	11	340	0	0	351	20	0	30	0	50	604
05:30 PM	0	197	13	1	211	0	0	0	0	0	14	337	0	0	351	28	0	23	0	51	613
05:45 PM	0	164	20	0	184	0	0	0	0	0	19	296	0	0	315	18	0	19	0	37	536
Total	0	764	84	1	849	0	0	0	0	0	66	1318	0	0	1384	100	0	96	0	196	2429
Grand Total	0	1627	216	1	1844	0	0	0	0	0	133	2586	0	1	2720	225	0	162	0	387	4951
Apprch %	0	88.2	11.7	0.1		0	0	0	0	0	4.9	95.1	0	0		58.1	0	41.9	0		
Total %	0	32.9	4.4	0	37.2	0	0	0	0	0	2.7	52.2	0	0	54.9	4.5	0	3.3	0	7.8	

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2504 E Pikes Peak Ave, Suite 304
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File Name : Meridian Rd - Bent Grass Meadows PM 1-22 with light
 Site Code : S215050
 Start Date : 1/11/2022
 Page No : 3



LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Bent Grass Meadows 945-11AM with light
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 1

Groups Printed- Unshifted

Start Time	Meridian Rd Southbound					Westbound					Meridian Rd Northbound					Bent Grass Meadows Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
09:45 AM	0	174	17	0	191	0	0	0	0	0	9	130	0	0	139	13	0	13	0	26	356
Total	0	174	17	0	191	0	0	0	0	0	9	130	0	0	139	13	0	13	0	26	356
10:00 AM	0	186	24	0	210	0	0	0	0	0	10	141	0	0	151	10	0	16	0	26	387
10:15 AM	0	185	26	0	211	0	0	0	0	0	7	118	0	1	126	13	0	24	0	37	374
10:30 AM	0	186	26	0	212	0	0	0	0	0	11	119	0	0	130	15	0	17	0	32	374
10:45 AM	0	185	15	0	200	0	0	0	0	0	14	167	0	0	181	14	0	19	0	33	414
Total	0	742	91	0	833	0	0	0	0	0	42	545	0	1	588	52	0	76	0	128	1549
Grand Total	0	916	108	0	1024	0	0	0	0	0	51	675	0	1	727	65	0	89	0	154	1905
Apprch %	0	89.5	10.5	0		0	0	0	0		7	92.8	0	0.1		42.2	0	57.8	0		
Total %	0	48.1	5.7	0	53.8	0	0	0	0	0	2.7	35.4	0	0.1	38.2	3.4	0	4.7	0	8.1	

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

File Name : Meridian Rd - Bent Grass Meadows 945-11AM with light
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 2

Start Time	Meridian Rd Southbound					Westbound					Meridian Rd Northbound					Bent Grass Meadows Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 9:45:00 AM to 10:45:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00:00 AM																					
10:00:00 AM	0	186	24	0	210	0	0	0	0	0	10	141	0	0	151	10	0	16	0	26	387
10:15:00 AM	0	185	26	0	211	0	0	0	0	0	7	118	0	1	126	13	0	24	0	37	374
10:30:00 AM	0	186	26	0	212	0	0	0	0	0	11	119	0	0	130	15	0	17	0	32	374
10:45:00 AM	0	185	15	0	200	0	0	0	0	0	14	167	0	0	181	14	0	19	0	33	414
Total Volume	0	742	91	0	833	0	0	0	0	0	42	545	0	1	588	52	0	76	0	128	1549
% App. Total	0	89.1	10.9	0		0	0	0	0		7.1	92.7	0	0.2		40.6	0	59.4	0		
PHF	.000	.997	.875	.000	.982	.000	.000	.000	.000	.000	.750	.816	.000	.250	.812	.867	.000	.792	.000	.865	.935

LSC Transportation Consultants, Inc.

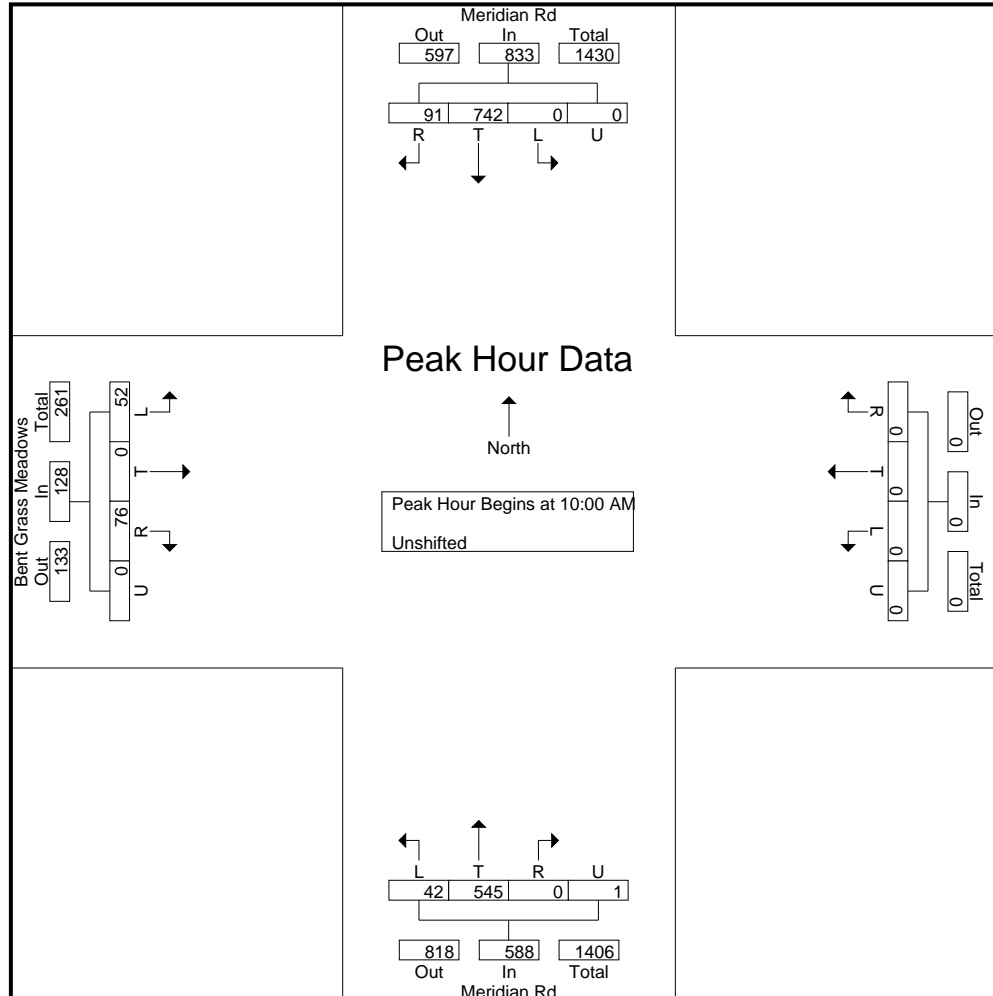
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Meridian Rd - Bent Grass Meadows 945-11AM with light

Site Code : S215050

Start Date : 2/10/2022

Page No : 3



LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Bent Grass Meadows 945-11AM with light
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 4

Start Time	Meridian Rd Southbound					Westbound					Meridian Rd Northbound					Bent Grass Meadows Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 9:45:00 AM to 10:45:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	10:00:00 AM					9:45:00 AM					10:00:00 AM					10:00:00 AM					
+0 mins.	0	186	24	0	210	0	0	0	0	0	10	141	0	0	151	10	0	16	0	26	
+5 mins.	0	185	26	0	211	0	0	0	0	0	7	118	0	1	126	13	0	24	0	37	
+10 mins.	0	186	26	0	212	0	0	0	0	0	11	119	0	0	130	15	0	17	0	32	
+15 mins.	0	185	15	0	200	0	0	0	0	0	14	167	0	0	181	14	0	19	0	33	
Total Volume	0	742	91	0	833	0	0	0	0	0	42	545	0	1	588	52	0	76	0	128	
% App. Total	0	89.1	10.9	0		0	0	0	0		7.1	92.7	0	0.2		40.6	0	59.4	0		
PHF	.000	.997	.875	.000	.982	.000	.000	.000	.000	.000	.750	.816	.000	.250	.812	.867	.000	.792	.000	.865	

LSC Transportation Consultants, Inc.

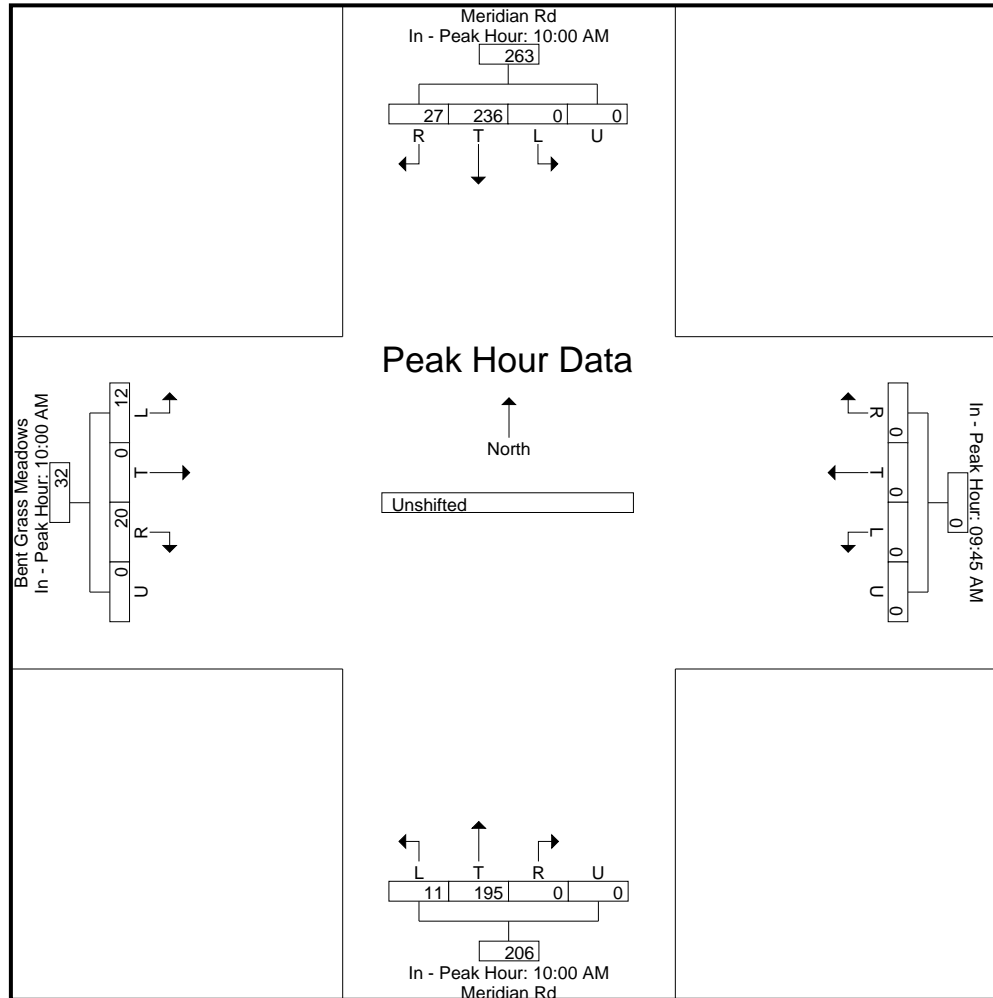
2504 E Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Meridian Rd - Bent Grass Meadows 945-11AM with light

Site Code : S215050

Start Date : 2/10/2022

Page No : 5



LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Bent Grass Meadows 11-1PM with light
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 1

Groups Printed- Unshifted

Start Time	Meridian Rd Southbound					Westbound					Meridian Rd Northbound					Bent Grass Meadows Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
11:00 AM	0	209	30	0	239	0	0	0	0	0	12	137	0	0	149	23	0	16	0	39	427
11:15 AM	0	199	18	0	217	0	0	0	0	0	12	149	0	0	161	16	0	14	0	30	408
11:30 AM	0	201	19	1	221	0	0	0	0	0	13	186	0	1	200	14	1	17	0	32	453
11:45 AM	0	192	27	0	219	0	0	0	0	0	22	171	0	0	193	10	1	24	0	35	447
Total	0	801	94	1	896	0	0	0	0	0	59	643	0	1	703	63	2	71	0	136	1735
12:00 PM	0	150	23	1	174	0	0	0	0	0	11	164	0	0	175	21	0	28	0	49	398
12:15 PM	0	201	27	0	228	0	0	0	0	0	13	191	0	0	204	16	0	26	0	42	474
12:30 PM	0	179	22	1	202	0	0	0	0	0	7	194	0	1	202	10	0	17	0	27	431
12:45 PM	0	170	23	0	193	0	0	0	0	0	13	184	0	0	197	14	0	24	0	38	428
Total	0	700	95	2	797	0	0	0	0	0	44	733	0	1	778	61	0	95	0	156	1731
Grand Total	0	1501	189	3	1693	0	0	0	0	0	103	1376	0	2	1481	124	2	166	0	292	3466
Apprch %	0	88.7	11.2	0.2		0	0	0	0	0	7	92.9	0	0.1		42.5	0.7	56.8	0		
Total %	0	43.3	5.5	0.1	48.8	0	0	0	0	0	3	39.7	0	0.1	42.7	3.6	0.1	4.8	0	8.4	

LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Bent Grass Meadows 11-1PM with light
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 2

Start Time	Meridian Rd Southbound					Westbound					Meridian Rd Northbound					Bent Grass Meadows Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. 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 11:30:00 AM																					
11:30:00 AM	0	201	19	1	221	0	0	0	0	0	13	186	0	1	200	14	1	17	0	32	453
11:45:00 AM	0	192	27	0	219	0	0	0	0	0	22	171	0	0	193	10	1	24	0	35	447
12:00:00 PM	0	150	23	1	174	0	0	0	0	0	11	164	0	0	175	21	0	28	0	49	398
12:15:00 PM	0	201	27	0	228	0	0	0	0	0	13	191	0	0	204	16	0	26	0	42	474
Total Volume	0	744	96	2	842	0	0	0	0	0	59	712	0	1	772	61	2	95	0	158	1772
% App. Total	0	88.4	11.4	0.2		0	0	0	0		7.6	92.2	0	0.1		38.6	1.3	60.1	0		
PHF	.000	.925	.889	.500	.923	.000	.000	.000	.000	.000	.670	.932	.000	.250	.946	.726	.500	.848	.000	.806	.935

LSC Transportation Consultants, Inc.

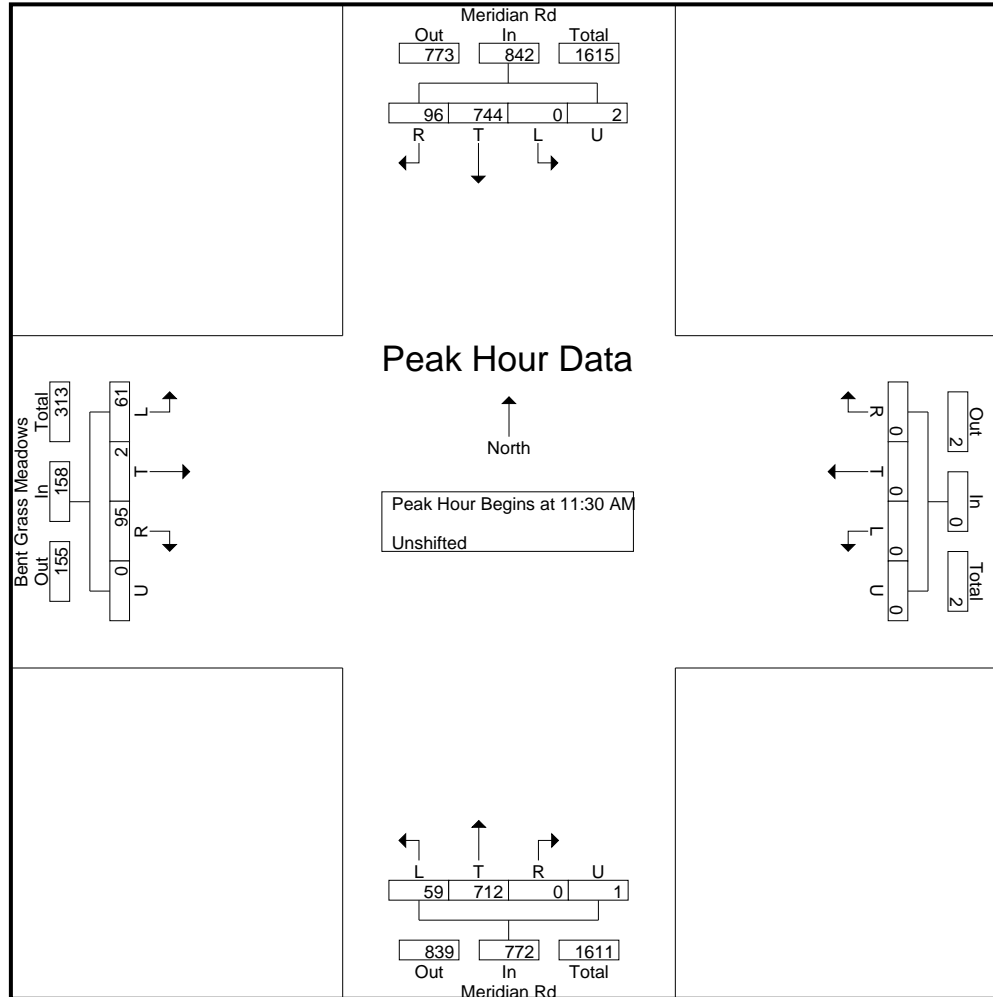
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Meridian Rd - Bent Grass Meadows 11-1PM with light

Site Code : S215050

Start Date : 2/10/2022

Page No : 3



LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Bent Grass Meadows 11-1PM with light
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 4

Start Time	Meridian Rd Southbound					Westbound					Meridian Rd Northbound					Bent Grass Meadows Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. 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					11:00:00 AM					12:00:00 PM					11:30:00 AM					
+0 mins.	0	209	30	0	239	0	0	0	0	0	11	164	0	0	175	14	1	17	0	32	
+5 mins.	0	199	18	0	217	0	0	0	0	0	13	191	0	0	204	10	1	24	0	35	
+10 mins.	0	201	19	1	221	0	0	0	0	0	7	194	0	1	202	21	0	28	0	49	
+15 mins.	0	192	27	0	219	0	0	0	0	0	13	184	0	0	197	16	0	26	0	42	
Total Volume	0	801	94	1	896	0	0	0	0	0	44	733	0	1	778	61	2	95	0	158	
% App. Total	0	89.4	10.5	0.1		0	0	0	0		5.7	94.2	0	0.1		38.6	1.3	60.1	0		
PHF	.000	.958	.783	.250	.937	.000	.000	.000	.000	.000	.846	.945	.000	.250	.953	.726	.500	.848	.000	.806	

LSC Transportation Consultants, Inc.

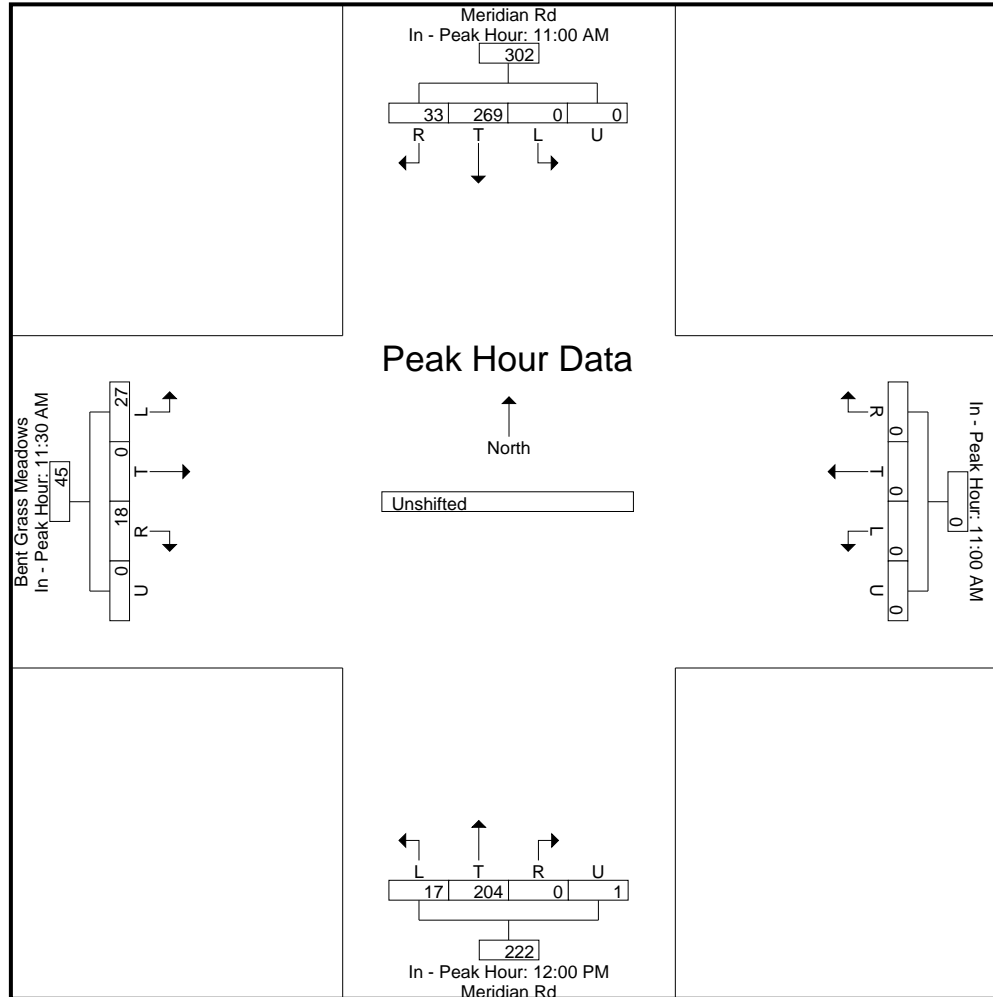
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Meridian Rd - Bent Grass Meadows 11-1PM with light

Site Code : S215050

Start Date : 2/10/2022

Page No : 5



LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Bent Grass Meadows 1-4PM with light
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 1

Groups Printed- Unshifted

Start Time	Meridian Rd Southbound					Westbound					Meridian Rd Northbound					Bent Grass Meadows Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
01:00 PM	0	181	22	0	203	0	0	0	0	0	15	175	0	0	190	16	0	16	0	32	425
01:15 PM	0	141	19	0	160	0	0	0	0	0	11	181	0	0	192	17	0	18	0	35	387
01:30 PM	0	196	20	0	216	0	0	0	0	0	11	198	0	0	209	11	0	16	0	27	452
01:45 PM	0	150	35	1	186	0	0	0	0	0	17	181	0	0	198	21	0	17	0	38	422
Total	0	668	96	1	765	0	0	0	0	0	54	735	0	0	789	65	0	67	0	132	1686
02:00 PM	0	167	18	0	185	0	0	0	0	0	21	173	0	0	194	17	0	16	0	33	412
02:15 PM	0	210	25	0	235	0	0	0	0	0	11	179	0	0	190	40	0	15	0	55	480
02:30 PM	0	190	23	0	213	0	0	0	0	0	9	217	0	0	226	30	0	18	0	48	487
02:45 PM	0	219	21	0	240	0	0	0	0	0	4	268	0	0	272	26	0	20	0	46	558
Total	0	786	87	0	873	0	0	0	0	0	45	837	0	0	882	113	0	69	0	182	1937
03:00 PM	0	241	32	1	274	0	0	0	0	0	9	252	0	0	261	17	0	13	0	30	565
03:15 PM	0	231	58	0	289	0	0	0	0	0	12	273	0	0	285	19	0	29	0	48	622
03:30 PM	0	255	25	0	280	0	0	0	0	0	6	314	0	0	320	25	0	19	0	44	644
03:45 PM	0	266	26	0	292	0	0	0	0	0	19	268	0	0	287	12	0	19	0	31	610
Total	0	993	141	1	1135	0	0	0	0	0	46	1107	0	0	1153	73	0	80	0	153	2441
Grand Total	0	2447	324	2	2773	0	0	0	0	0	145	2679	0	0	2824	251	0	216	0	467	6064
Apprch %	0	88.2	11.7	0.1		0	0	0	0	0	5.1	94.9	0	0		53.7	0	46.3	0		
Total %	0	40.4	5.3	0	45.7	0	0	0	0	0	2.4	44.2	0	0	46.6	4.1	0	3.6	0	7.7	

LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Bent Grass Meadows 1-4PM with light
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 2

Start Time	Meridian Rd Southbound					Westbound					Meridian Rd Northbound					Bent Grass Meadows Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 1:00:00 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	0	241	32	1	274	0	0	0	0	0	9	252	0	0	261	17	0	13	0	30	565
3:15:00 PM	0	231	58	0	289	0	0	0	0	0	12	273	0	0	285	19	0	29	0	48	622
3:30:00 PM	0	255	25	0	280	0	0	0	0	0	6	314	0	0	320	25	0	19	0	44	644
3:45:00 PM	0	266	26	0	292	0	0	0	0	0	19	268	0	0	287	12	0	19	0	31	610
Total Volume	0	993	141	1	1135	0	0	0	0	0	46	1107	0	0	1153	73	0	80	0	153	2441
% App. Total	0	87.5	12.4	0.1		0	0	0	0		4	96	0	0		47.7	0	52.3	0		
PHF	.000	.933	.608	.250	.972	.000	.000	.000	.000	.000	.605	.881	.000	.000	.901	.730	.000	.690	.000	.797	.948

LSC Transportation Consultants, Inc.

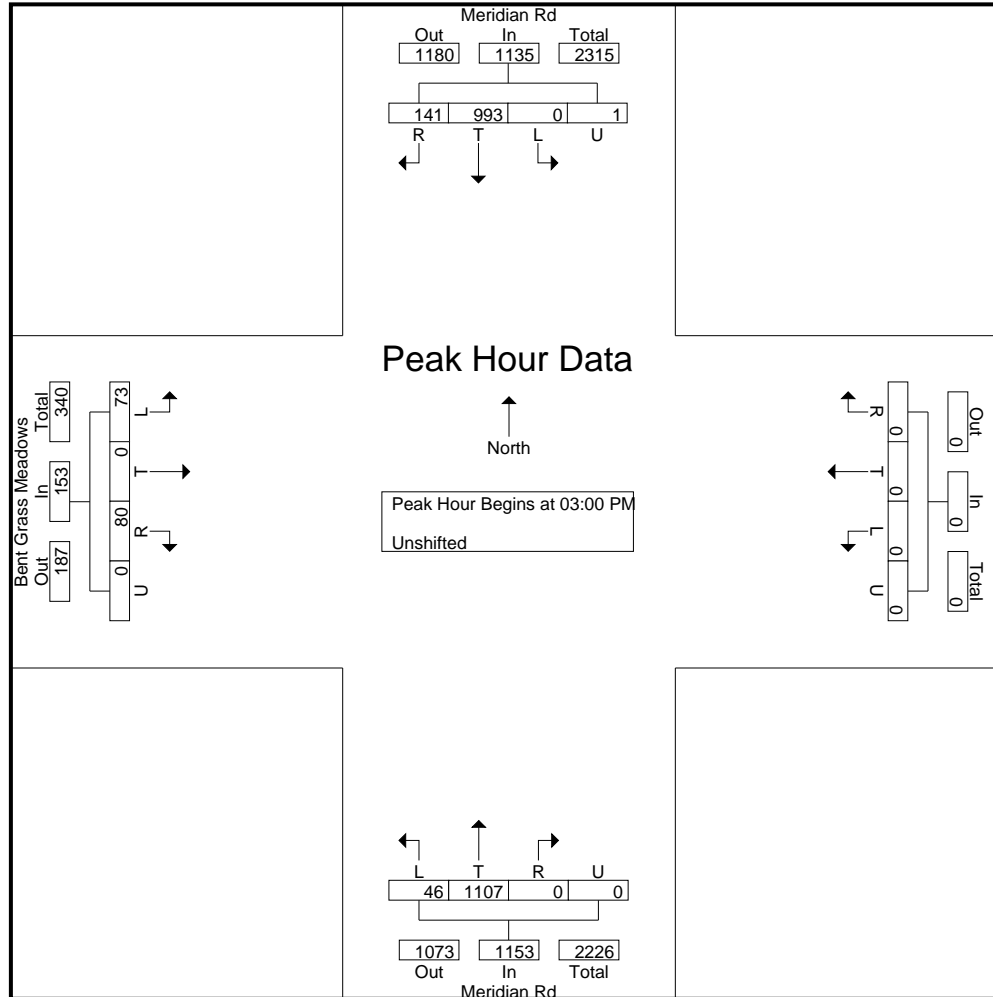
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Meridian Rd - Bent Grass Meadows 1-4PM with light

Site Code : S215050

Start Date : 2/10/2022

Page No : 3



LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Bent Grass Meadows 1-4PM with light
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 4

Start Time	Meridian Rd Southbound					Westbound					Meridian Rd Northbound					Bent Grass Meadows Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 1:00:00 PM to 3:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	3:00:00 PM					1:00:00 PM					3:00:00 PM					2:00:00 PM					
+0 mins.	0	241	32	1	274	0	0	0	0	0	9	252	0	0	261	17	0	16	0	33	
+5 mins.	0	231	58	0	289	0	0	0	0	0	12	273	0	0	285	40	0	15	0	55	
+10 mins.	0	255	25	0	280	0	0	0	0	0	6	314	0	0	320	30	0	18	0	48	
+15 mins.	0	266	26	0	292	0	0	0	0	0	19	268	0	0	287	26	0	20	0	46	
Total Volume	0	993	141	1	1135	0	0	0	0	0	46	1107	0	0	1153	113	0	69	0	182	
% App. Total	0	87.5	12.4	0.1		0	0	0	0		4	96	0	0		62.1	0	37.9	0		
PHF	.000	.933	.608	.250	.972	.000	.000	.000	.000	.000	.605	.881	.000	.000	.901	.706	.000	.863	.000	.827	

LSC Transportation Consultants, Inc.

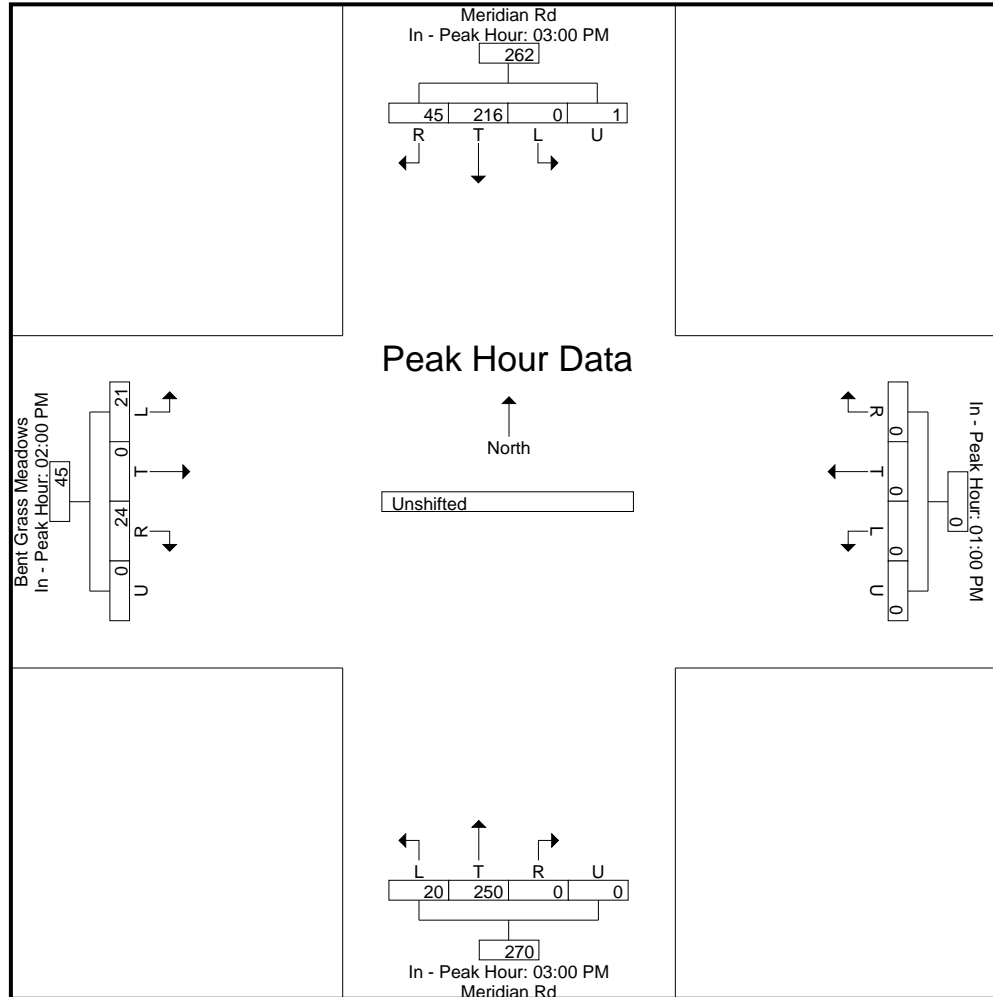
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Meridian Rd - Bent Grass Meadows 1-4PM with light

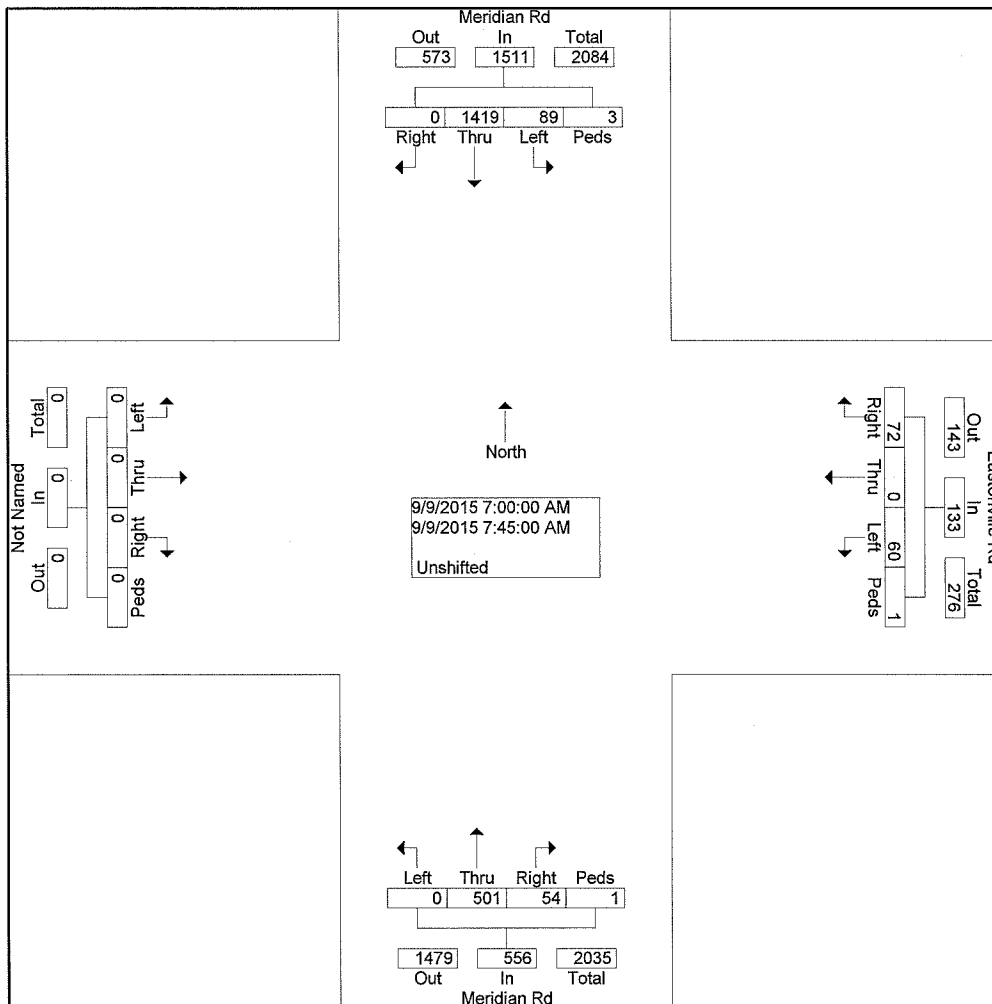
Site Code : S215050

Start Date : 2/10/2022

Page No : 5



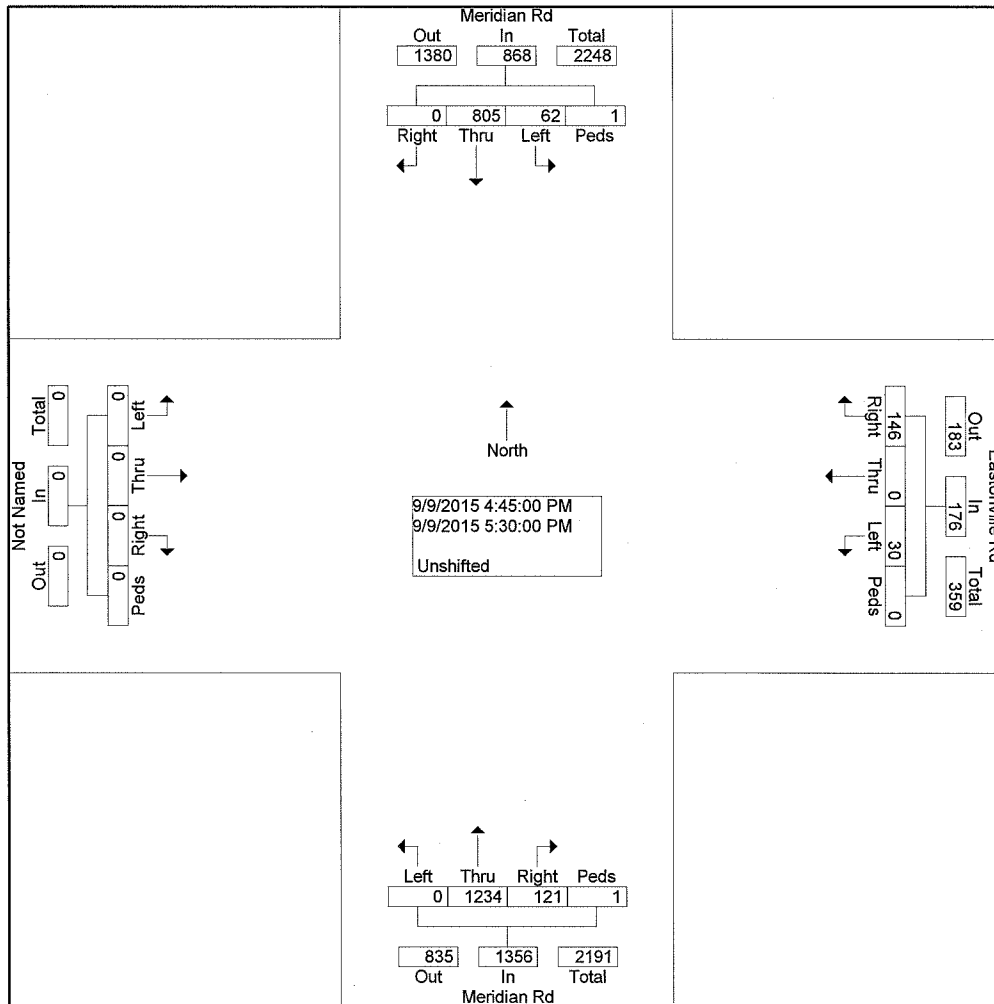
Start Time	Meridian Rd From North					Eastonville Rd From East					Meridian Rd From South					From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Intersection	07:00 AM																				
Volume	0	1419	89	3	1511	72	0	60	1	133	54	501	0	1	556	0	0	0	0	0	2200
Percent	0.0	93.9	5.9	0.2		54.1	0.0	45.1	0.8		9.7	90.1	0.0	0.2		0.0	0.0	0.0	0.0		
07:30 Volume	0	387	24	1	412	27	0	18	1	46	13	146	0	0	159	0	0	0	0	0	617
Peak Factor	0.891																				
High Int. Volume	07:30 AM					07:30 AM					07:30 AM					6:15:00 AM					
Peak Factor	0	387	24	1	412	27	0	18	1	46	13	146	0	0	159						
					0.917					0.723					0.874						



Groups Printed- Unshifted

Start Time	Meridian Rd From North				Eastonville Rd From East				Meridian Rd From South				From West				Int. Total	
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds		
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	182	27	0	43	0	14	0	22	238	0	0	0	0	0	0	0	526
04:15 PM	0	161	29	1	45	0	10	0	35	243	0	1	0	0	0	0	0	525
04:30 PM	0	150	14	0	40	0	5	0	21	270	0	0	0	0	0	0	0	500
04:45 PM	0	198	19	0	38	0	3	0	21	300	0	1	0	0	0	0	0	580
Total	0	691	89	1	166	0	32	0	99	1051	0	2	0	0	0	0	0	2131
05:00 PM	0	199	10	0	38	0	6	0	23	313	0	0	0	0	0	0	0	589
05:15 PM	0	207	20	0	39	0	10	0	35	290	0	0	0	0	0	0	0	601
05:30 PM	0	201	13	1	31	0	11	0	42	331	0	0	0	0	0	0	0	630
05:45 PM	0	183	15	0	30	0	10	0	39	301	0	1	0	0	0	0	0	579
Total	0	790	58	1	138	0	37	0	139	1235	0	1	0	0	0	0	0	2399
Grand Total	0	1481	147	2	304	0	69	0	238	2286	0	3	0	0	0	0	0	4530
Apprch %	0.0	90.9	9.0	0.1	81.5	0.0	18.5	0.0	9.4	90.5	0.0	0.1	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	32.7	3.2	0.0	6.7	0.0	1.5	0.0	5.3	50.5	0.0	0.1	0.0	0.0	0.0	0.0	0.0	

Start Time	Meridian Rd From North					Eastonville Rd From East					Meridian Rd From South					From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	0	805	62	1	868	146	0	30	0	176	121	1234	0	1	1356	0	0	0	0	0	2400
Percent	0.0	92.7	7.1	0.1		83.0	0.0	17.0	0.0		8.9	91.0	0.0	0.1		0.0	0.0	0.0	0.0		
05:30 Volume Peak Factor	0	201	13	1	215	31	0	11	0	42	42	331	0	0	373	0	0	0	0	0	630
High Int. Peak Factor	05:15 PM					05:15 PM					05:30 PM					3:45:00 PM					0.952
Volume	0	207	20	0	227	39	0	10	0	49	42	331	0	0	373						
Peak Factor					0.956					0.898					0.909						



LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Woodmen Rd AM
 Site Code : S215050
 Start Date : 12/14/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Meridian Rd Southbound					Woodmen Rd Westbound					Meridian Rd Northbound					Woodmen Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	9	131	116	0	256	9	102	5	0	116	26	20	4	0	50	29	41	11	0	81	503
06:45 AM	10	172	142	0	324	31	99	11	0	141	30	41	6	0	77	64	67	23	0	154	696
Total	19	303	258	0	580	40	201	16	0	257	56	61	10	0	127	93	108	34	0	235	1199
07:00 AM	9	160	175	11	355	32	117	8	0	157	24	41	4	1	70	86	65	19	0	170	752
07:15 AM	11	206	128	27	372	21	130	16	0	167	39	52	2	0	93	101	72	32	0	205	837
07:30 AM	25	177	184	0	386	28	170	15	0	213	24	60	3	0	87	94	55	21	0	170	856
07:45 AM	25	153	114	0	292	30	87	49	1	167	17	61	7	0	85	94	59	26	0	179	723
Total	70	696	601	38	1405	111	504	88	1	704	104	214	16	1	335	375	251	98	0	724	3168
08:00 AM	22	121	114	0	257	19	85	20	0	124	22	77	6	0	105	109	68	19	2	198	684
08:15 AM	27	106	135	0	268	25	100	10	0	135	19	59	6	0	84	83	61	18	0	162	649
Grand Total	138	1226	1108	38	2510	195	890	134	1	1220	201	411	38	1	651	660	488	169	2	1319	5700
Apprch %	5.5	48.8	44.1	1.5		16	73	11	0.1		30.9	63.1	5.8	0.2		50	37	12.8	0.2		
Total %	2.4	21.5	19.4	0.7	44	3.4	15.6	2.4	0	21.4	3.5	7.2	0.7	0	11.4	11.6	8.6	3	0	23.1	

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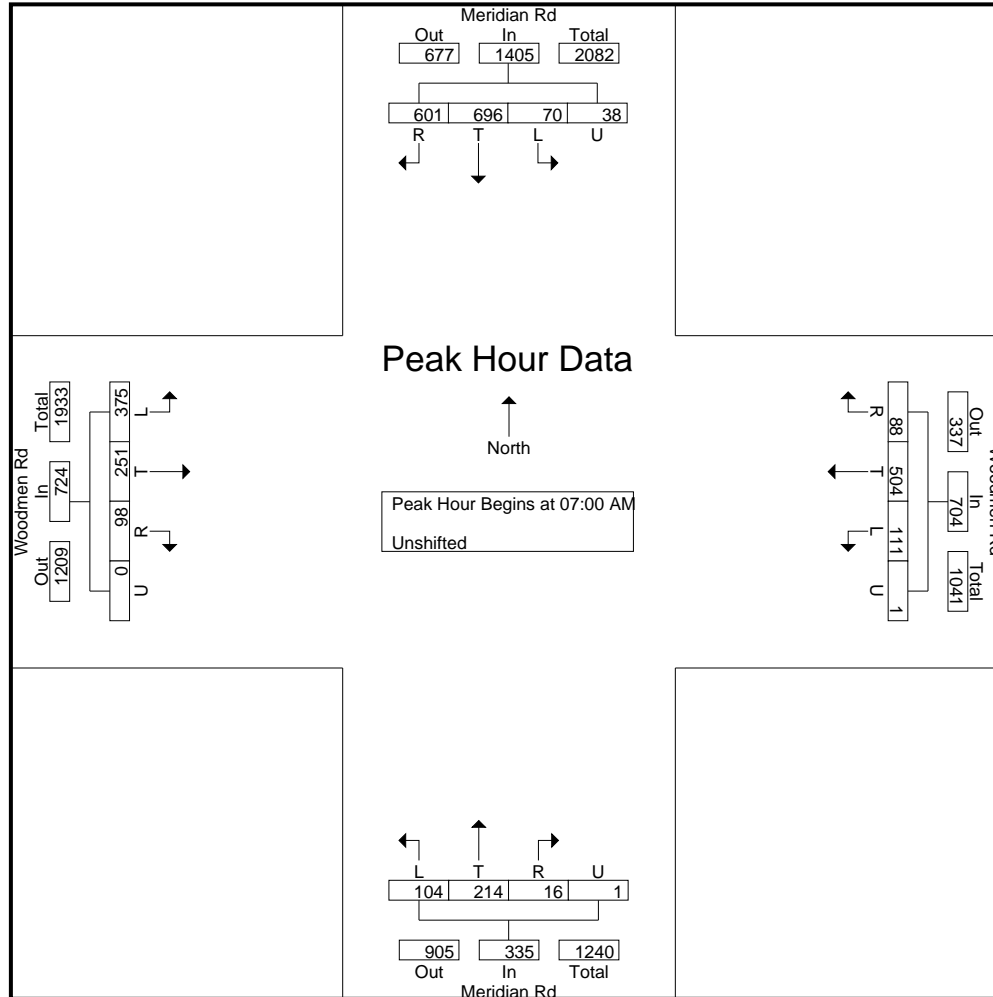
File Name : Meridian Rd - Woodmen Rd AM
 Site Code : S215050
 Start Date : 12/14/2021
 Page No : 2

Start Time	Meridian Rd Southbound					Woodmen Rd Westbound					Meridian Rd Northbound					Woodmen Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. 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	9	160	175	11	355	32	117	8	0	157	24	41	4	1	70	86	65	19	0	170	752
7:15:00 AM	11	206	128	27	372	21	130	16	0	167	39	52	2	0	93	101	72	32	0	205	837
7:30:00 AM	25	177	184	0	386	28	170	15	0	213	24	60	3	0	87	94	55	21	0	170	856
7:45:00 AM	25	153	114	0	292	30	87	49	1	167	17	61	7	0	85	94	59	26	0	179	723
Total Volume	70	696	601	38	1405	111	504	88	1	704	104	214	16	1	335	375	251	98	0	724	3168
% App. Total	5	49.5	42.8	2.7		15.8	71.6	12.5	0.1		31	63.9	4.8	0.3		51.8	34.7	13.5	0		
PHF	.700	.845	.817	.352	.910	.867	.741	.449	.250	.826	.667	.877	.571	.250	.901	.928	.872	.766	.000	.883	.925

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File Name : Meridian Rd - Woodmen Rd AM
 Site Code : S215050
 Start Date : 12/14/2021
 Page No : 3



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File Name : Meridian Rd - Woodmen Rd AM
 Site Code : S215050
 Start Date : 12/14/2021
 Page No : 4

Start Time	Meridian Rd Southbound					Woodmen Rd Westbound					Meridian Rd Northbound					Woodmen Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1

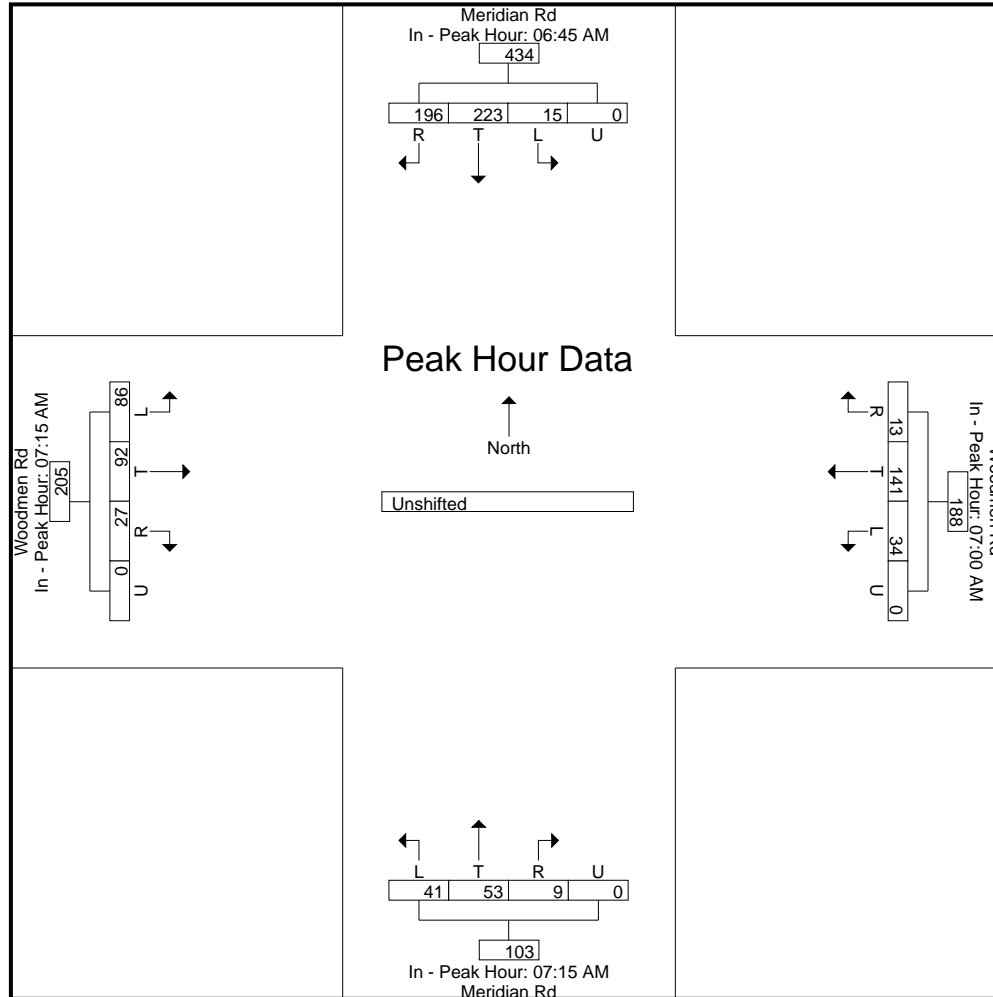
Peak Hour for Each Approach Begins at:

	6:45:00 AM					7:00:00 AM					7:15:00 AM									
+0 mins.	10	172	142	0	324	32	117	8	0	157	39	52	2	0	93	101	72	32	0	205
+5 mins.	9	160	175	11	355	21	130	16	0	167	24	60	3	0	87	94	55	21	0	170
+10 mins.	11	206	128	27	372	28	170	15	0	213	17	61	7	0	85	94	59	26	0	179
+15 mins.	25	177	184	0	386	30	87	49	1	167	22	77	6	0	105	109	68	19	2	198
Total Volume	55	715	629	38	1437	111	504	88	1	704	102	250	18	0	370	398	254	98	2	752
% App. Total	3.8	49.8	43.8	2.6		15.8	71.6	12.5	0.1		27.6	67.6	4.9	0		52.9	33.8	13	0.3	
PHF	.550	.868	.855	.352	.931	.867	.741	.449	.250	.826	.654	.812	.643	.000	.881	.913	.882	.766	.250	.917

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File Name : Meridian Rd - Woodmen Rd AM
 Site Code : S215050
 Start Date : 12/14/2021
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File Name : Meridian Rd - Woodmen Rd PM
 Site Code : S215050
 Start Date : 12/14/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Meridian Rd Southbound					Woodmen Rd Westbound					Meridian Rd Northbound					Woodmen Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	45	110	61	0	216	46	89	29	0	164	36	122	36	1	195	159	107	21	0	287	862
04:15 PM	36	100	85	0	221	54	89	24	0	167	34	133	23	0	190	152	112	24	0	288	866
04:30 PM	35	92	65	0	192	43	101	39	0	183	35	170	26	0	231	141	120	22	0	283	889
04:45 PM	43	83	44	0	170	63	86	25	0	174	48	154	19	1	222	178	76	23	0	277	843
Total	159	385	255	0	799	206	365	117	0	688	153	579	104	2	838	630	415	90	0	1135	3460
05:00 PM	31	86	57	0	174	43	95	28	0	166	39	173	22	0	234	162	130	17	0	309	883
05:15 PM	37	120	46	0	203	20	82	34	3	139	24	144	24	3	195	146	144	18	0	308	845
05:30 PM	23	83	53	10	169	40	71	24	0	135	33	137	20	1	191	166	128	26	0	320	815
05:45 PM	35	101	50	0	186	25	69	30	0	124	17	155	17	2	191	173	113	17	0	303	804
Total	126	390	206	10	732	128	317	116	3	564	113	609	83	6	811	647	515	78	0	1240	3347
Grand Total	285	775	461	10	1531	334	682	233	3	1252	266	1188	187	8	1649	1277	930	168	0	2375	6807
Apprch %	18.6	50.6	30.1	0.7		26.7	54.5	18.6	0.2		16.1	72	11.3	0.5		53.8	39.2	7.1	0		
Total %	4.2	11.4	6.8	0.1	22.5	4.9	10	3.4	0	18.4	3.9	17.5	2.7	0.1	24.2	18.8	13.7	2.5	0	34.9	

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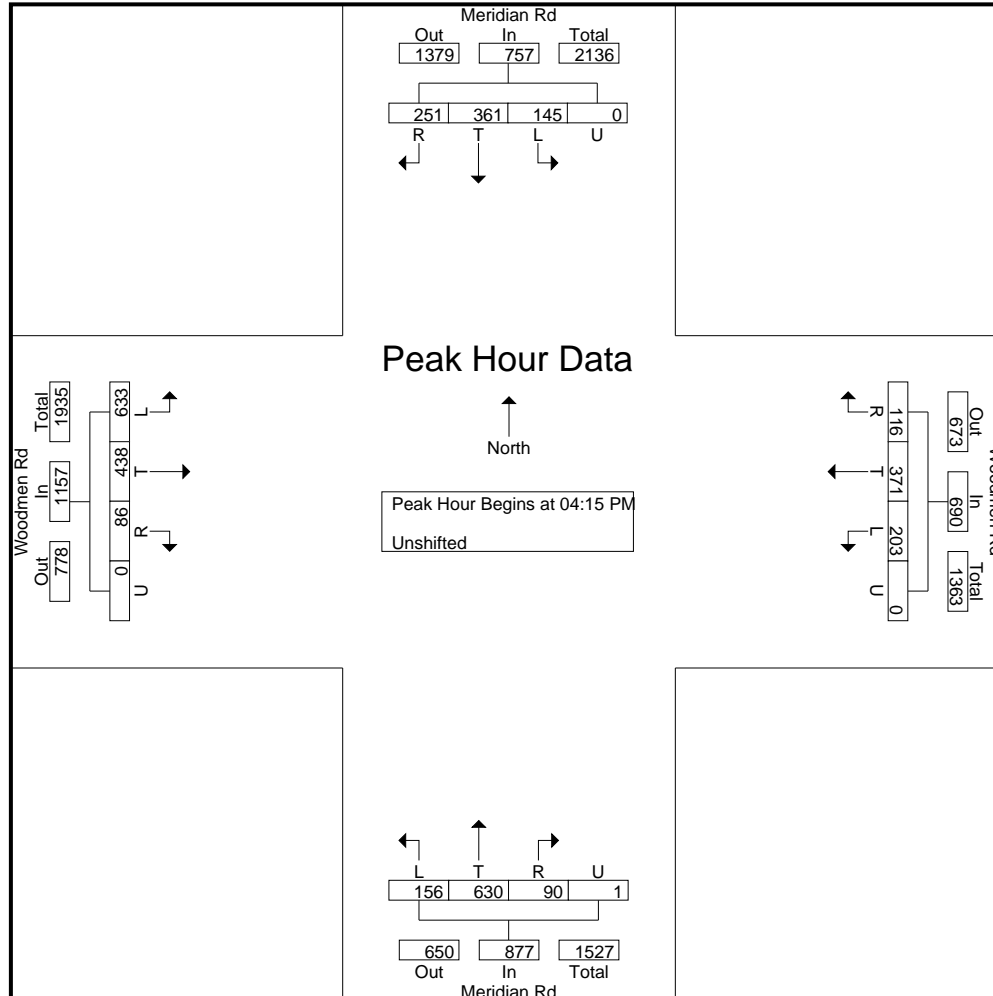
File Name : Meridian Rd - Woodmen Rd PM
 Site Code : S215050
 Start Date : 12/14/2021
 Page No : 2

Start Time	Meridian Rd Southbound					Woodmen Rd Westbound					Meridian Rd Northbound					Woodmen Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. 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	36	100	85	0	221	54	89	24	0	167	34	133	23	0	190	152	112	24	0	288	866
4:30:00 PM	35	92	65	0	192	43	101	39	0	183	35	170	26	0	231	141	120	22	0	283	889
4:45:00 PM	43	83	44	0	170	63	86	25	0	174	48	154	19	1	222	178	76	23	0	277	843
5:00:00 PM	31	86	57	0	174	43	95	28	0	166	39	173	22	0	234	162	130	17	0	309	883
Total Volume	145	361	251	0	757	203	371	116	0	690	156	630	90	1	877	633	438	86	0	1157	3481
% App. Total	19.2	47.7	33.2	0		29.4	53.8	16.8	0		17.8	71.8	10.3	0.1		54.7	37.9	7.4	0		
PHF	.843	.903	.738	.000	.856	.806	.918	.744	.000	.943	.813	.910	.865	.250	.937	.889	.842	.896	.000	.936	.979

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File Name : Meridian Rd - Woodmen Rd PM
 Site Code : S215050
 Start Date : 12/14/2021
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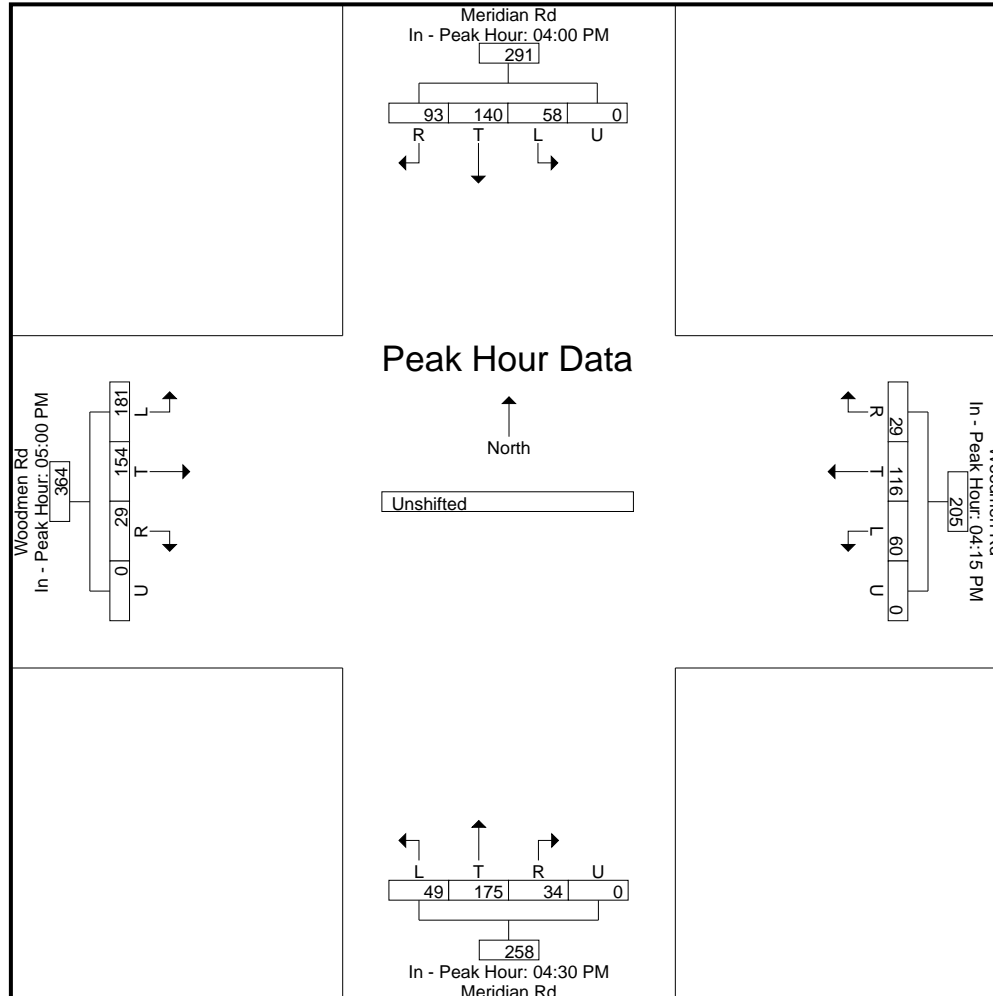
File Name : Meridian Rd - Woodmen Rd PM
 Site Code : S215050
 Start Date : 12/14/2021
 Page No : 4

Start Time	Meridian Rd Southbound					Woodmen Rd Westbound					Meridian Rd Northbound					Woodmen Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. 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					4:30:00 PM					5:00:00 PM					
+0 mins.	45	110	61	0	216	54	89	24	0	167	35	170	26	0	231	162	130	17	0	309	
+5 mins.	36	100	85	0	221	43	101	39	0	183	48	154	19	1	222	146	144	18	0	308	
+10 mins.	35	92	65	0	192	63	86	25	0	174	39	173	22	0	234	166	128	26	0	320	
+15 mins.	43	83	44	0	170	43	95	28	0	166	24	144	24	3	195	173	113	17	0	303	
Total Volume	159	385	255	0	799	203	371	116	0	690	146	641	91	4	882	647	515	78	0	1240	
% App. Total	19.9	48.2	31.9	0		29.4	53.8	16.8	0		16.6	72.7	10.3	0.5		52.2	41.5	6.3	0		
PHF	.883	.875	.750	.000	.904	.806	.918	.744	.000	.943	.760	.926	.875	.333	.942	.935	.894	.750	.000	.969	

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File Name : Meridian Rd - Woodmen Rd PM
 Site Code : S215050
 Start Date : 12/14/2021
 Page No : 5



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File Name : Meridian Rd - Woodmen Rd 945-11AM
 Site Code : 00215050
 Start Date : 2/10/2022
 Page No : 1

Groups Printed- Unshifted

Start Time	Meridian Rd Southbound					Woodmen Rd Westbound					Meridian Rd Northbound					Woodmen Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
09:45 AM	17	70	88	0	175	27	87	10	0	124	18	35	4	6	63	85	53	13	0	151	513
Total	17	70	88	0	175	27	87	10	0	124	18	35	4	6	63	85	53	13	0	151	513
10:00 AM	13	47	122	0	182	20	68	12	0	100	36	42	4	7	89	62	45	20	0	127	498
10:15 AM	31	70	96	0	197	19	87	8	0	114	24	49	10	13	96	57	52	27	0	136	543
10:30 AM	17	76	79	0	172	26	76	8	0	110	19	58	5	9	91	67	57	21	0	145	518
10:45 AM	23	76	95	0	194	33	61	21	2	117	19	58	5	5	87	75	48	23	0	146	544
Total	84	269	392	0	745	98	292	49	2	441	98	207	24	34	363	261	202	91	0	554	2103
Grand Total	101	339	480	0	920	125	379	59	2	565	116	242	28	40	426	346	255	104	0	705	2616
Apprch %	11	36.8	52.2	0		22.1	67.1	10.4	0.4		27.2	56.8	6.6	9.4		49.1	36.2	14.8	0		
Total %	3.9	13	18.3	0	35.2	4.8	14.5	2.3	0.1	21.6	4.4	9.3	1.1	1.5	16.3	13.2	9.7	4	0	26.9	

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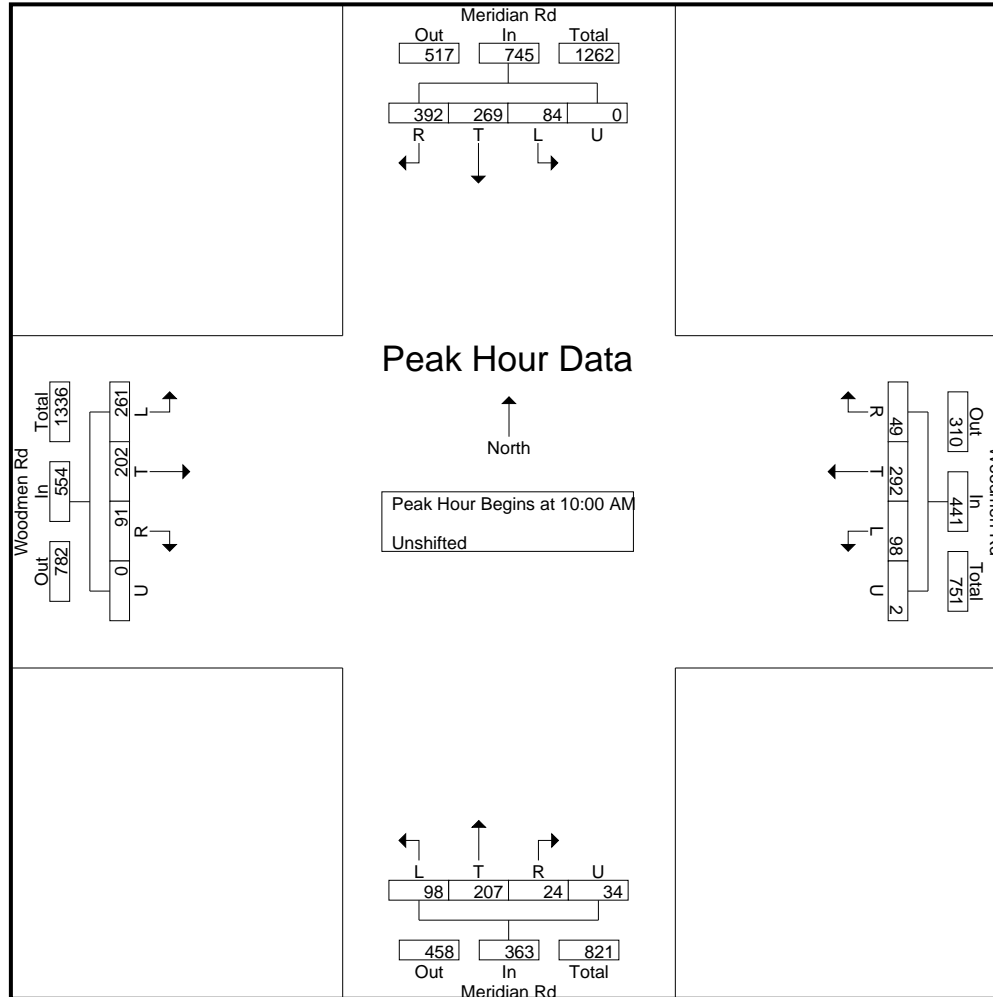
File Name : Meridian Rd - Woodmen Rd 945-11AM
 Site Code : 00215050
 Start Date : 2/10/2022
 Page No : 2

Start Time	Meridian Rd Southbound					Woodmen Rd Westbound					Meridian Rd Northbound					Woodmen Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 9:45:00 AM to 10:45:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00:00 AM																					
10:00:00 AM	13	47	122	0	182	20	68	12	0	100	36	42	4	7	89	62	45	20	0	127	498
10:15:00 AM	31	70	96	0	197	19	87	8	0	114	24	49	10	13	96	57	52	27	0	136	543
10:30:00 AM	17	76	79	0	172	26	76	8	0	110	19	58	5	9	91	67	57	21	0	145	518
10:45:00 AM	23	76	95	0	194	33	61	21	2	117	19	58	5	5	87	75	48	23	0	146	544
Total Volume	84	269	392	0	745	98	292	49	2	441	98	207	24	34	363	261	202	91	0	554	2103
% App. Total	11.3	36.1	52.6	0		22.2	66.2	11.1	0.5		27	57	6.6	9.4		47.1	36.5	16.4	0		
PHF	.677	.885	.803	.000	.945	.742	.839	.583	.250	.942	.681	.892	.600	.654	.945	.870	.886	.843	.000	.949	.966

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File Name : Meridian Rd - Woodmen Rd 945-11AM
 Site Code : 00215050
 Start Date : 2/10/2022
 Page No : 3



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2504 E Pikes Peak Ave, Suite 304
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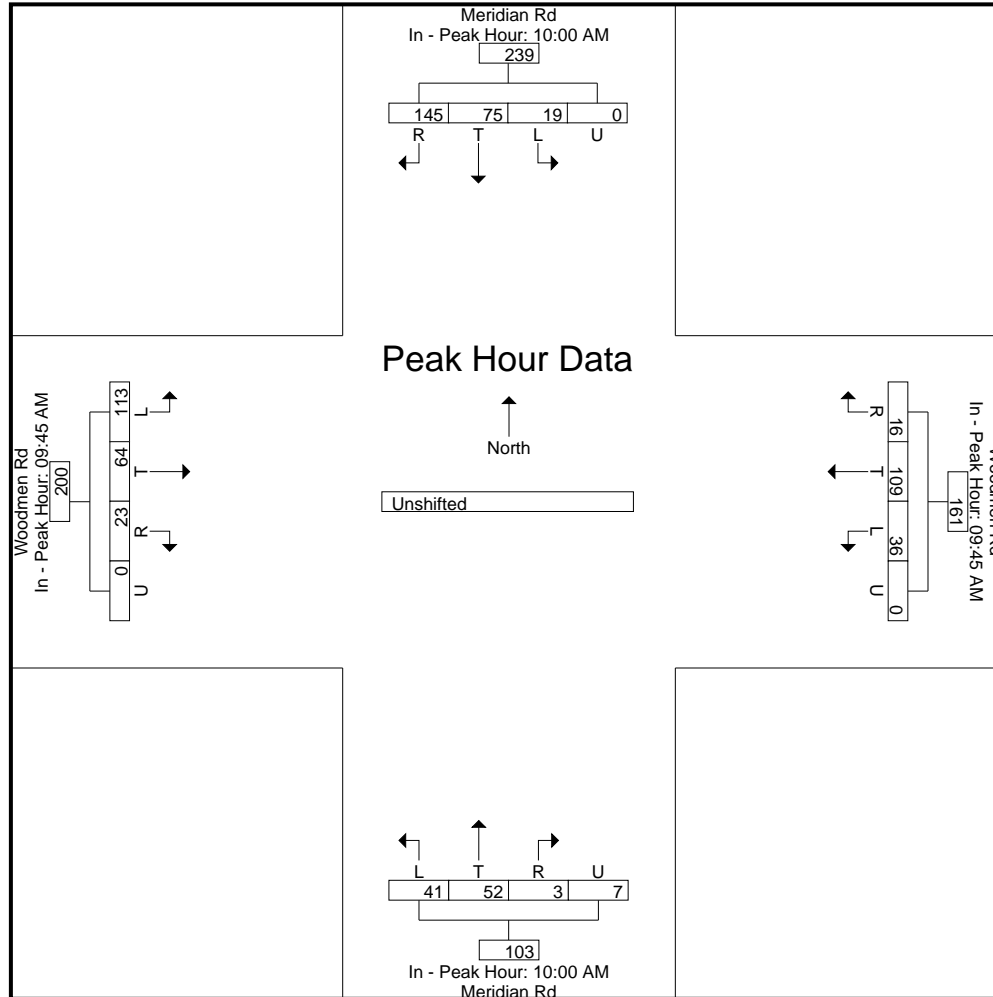
File Name : Meridian Rd - Woodmen Rd 945-11AM
 Site Code : 00215050
 Start Date : 2/10/2022
 Page No : 4

Start Time	Meridian Rd Southbound					Woodmen Rd Westbound					Meridian Rd Northbound					Woodmen Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 9:45:00 AM to 10:45:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	10:00:00 AM					9:45:00 AM					10:00:00 AM					9:45:00 AM					
+0 mins.	13	47	122	0	182	27	87	10	0	124	36	42	4	7	89	85	53	13	0	151	
+5 mins.	31	70	96	0	197	20	68	12	0	100	24	49	10	13	96	62	45	20	0	127	
+10 mins.	17	76	79	0	172	19	87	8	0	114	19	58	5	9	91	57	52	27	0	136	
+15 mins.	23	76	95	0	194	26	76	8	0	110	19	58	5	5	87	67	57	21	0	145	
Total Volume	84	269	392	0	745	92	318	38	0	448	98	207	24	34	363	271	207	81	0	559	
% App. Total	11.3	36.1	52.6	0		20.5	71	8.5	0		27	57	6.6	9.4		48.5	37	14.5	0		
PHF	.677	.885	.803	.000	.945	.852	.914	.792	.000	.903	.681	.892	.600	.654	.945	.797	.908	.750	.000	.925	

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File Name : Meridian Rd - Woodmen Rd 945-11AM
 Site Code : 00215050
 Start Date : 2/10/2022
 Page No : 5



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2504 E Pikes Peak Ave, Suite 304
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File Name : Meridian Rd - Woodmen Rd 11-1PM
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 1

Groups Printed- Unshifted

Start Time	Meridian Rd Southbound					Woodmen Rd Westbound					Meridian Rd Northbound					Woodmen Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
11:00 AM	18	84	101	0	203	55	48	10	0	113	31	51	3	2	87	71	58	26	0	155	558
11:15 AM	7	79	104	0	190	37	74	8	0	119	24	42	4	1	71	72	76	26	1	175	555
11:30 AM	13	76	101	0	190	36	73	25	1	135	26	64	5	2	97	74	69	46	1	190	612
11:45 AM	21	81	86	0	188	35	77	9	0	121	24	63	4	0	91	74	74	31	0	179	579
Total	59	320	392	0	771	163	272	52	1	488	105	220	16	5	346	291	277	129	2	699	2304
12:00 PM	4	60	98	0	162	22	86	20	0	128	14	54	2	2	72	94	88	26	0	208	570
12:15 PM	14	69	101	0	184	42	84	15	0	141	39	73	1	0	113	101	89	30	2	222	660
12:30 PM	9	67	96	0	172	42	68	9	0	119	26	56	4	2	88	108	79	22	1	210	589
12:45 PM	14	67	69	0	150	42	76	19	0	137	23	48	6	0	77	102	69	17	0	188	552
Total	41	263	364	0	668	148	314	63	0	525	102	231	13	4	350	405	325	95	3	828	2371
Grand Total	100	583	756	0	1439	311	586	115	1	1013	207	451	29	9	696	696	602	224	5	1527	4675
Apprch %	6.9	40.5	52.5	0		30.7	57.8	11.4	0.1		29.7	64.8	4.2	1.3		45.6	39.4	14.7	0.3		
Total %	2.1	12.5	16.2	0	30.8	6.7	12.5	2.5	0	21.7	4.4	9.6	0.6	0.2	14.9	14.9	12.9	4.8	0.1	32.7	

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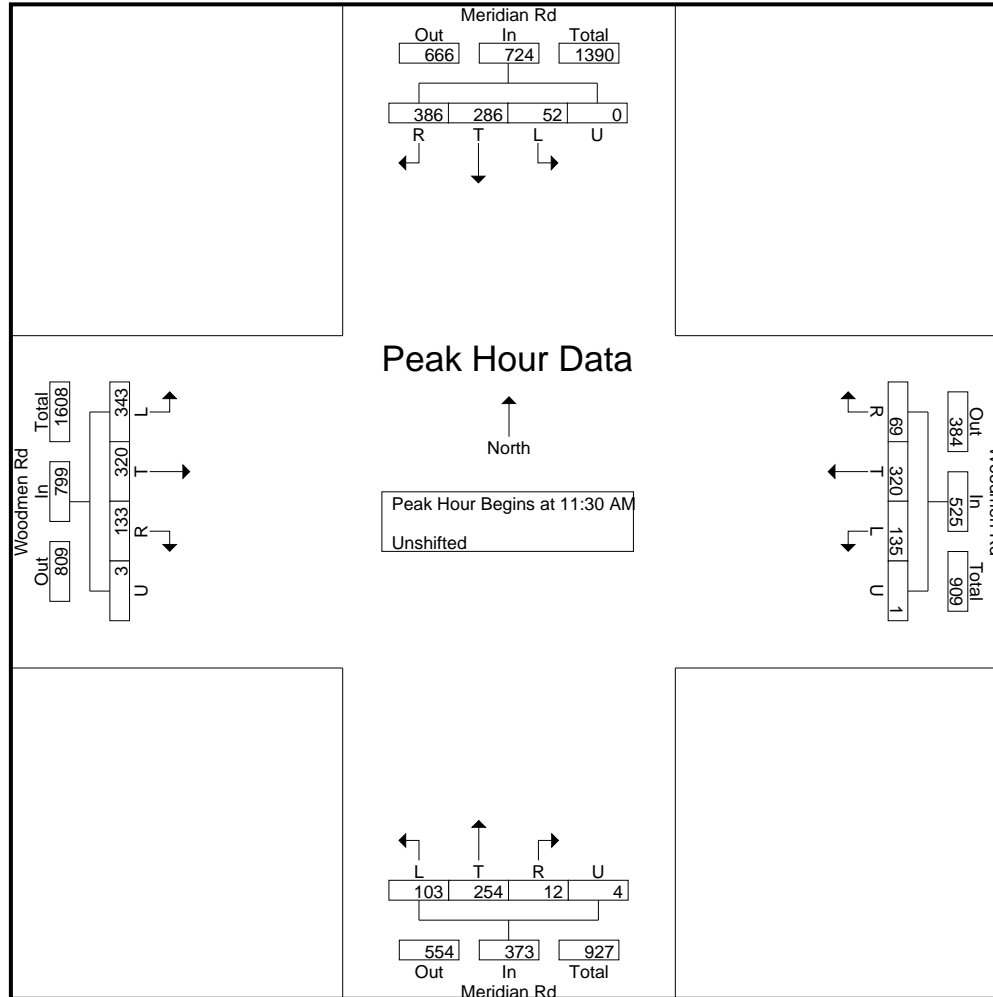
File Name : Meridian Rd - Woodmen Rd 11-1PM
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 2

Start Time	Meridian Rd Southbound					Woodmen Rd Westbound					Meridian Rd Northbound					Woodmen Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. 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 11:30:00 AM																					
11:30:00 AM	13	76	101	0	190	36	73	25	1	135	26	64	5	2	97	74	69	46	1	190	612
11:45:00 AM	21	81	86	0	188	35	77	9	0	121	24	63	4	0	91	74	74	31	0	179	579
12:00:00 PM	4	60	98	0	162	22	86	20	0	128	14	54	2	2	72	94	88	26	0	208	570
12:15:00 PM	14	69	101	0	184	42	84	15	0	141	39	73	1	0	113	101	89	30	2	222	660
Total Volume	52	286	386	0	724	135	320	69	1	525	103	254	12	4	373	343	320	133	3	799	2421
% App. Total	7.2	39.5	53.3	0		25.7	61	13.1	0.2		27.6	68.1	3.2	1.1		42.9	40.1	16.6	0.4		
PHF	.619	.883	.955	.000	.953	.804	.930	.690	.250	.931	.660	.870	.600	.500	.825	.849	.899	.723	.375	.900	.917

LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Woodmen Rd 11-1PM
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 3



LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Woodmen Rd 11-1PM
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 4

Start Time	Meridian Rd Southbound					Woodmen Rd Westbound					Meridian Rd Northbound					Woodmen Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 11:00:00 AM to 12:45:00 PM - Peak 1 of 1

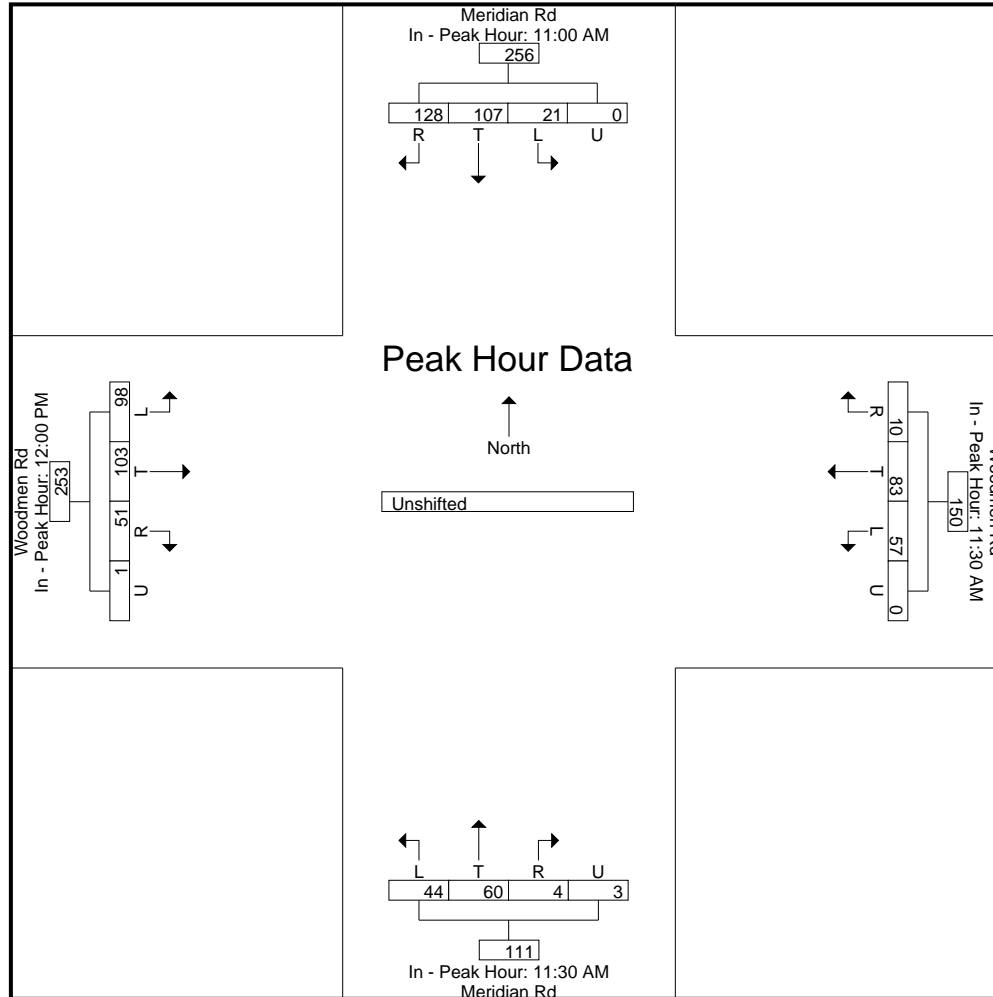
Peak Hour for Each Approach Begins at:

	11:00:00 AM					11:30:00 AM					11:30:00 AM					12:00:00 PM				
+0 mins.	18	84	101	0	203	36	73	25	1	135	26	64	5	2	97	94	88	26	0	208
+5 mins.	7	79	104	0	190	35	77	9	0	121	24	63	4	0	91	101	89	30	2	222
+10 mins.	13	76	101	0	190	22	86	20	0	128	14	54	2	2	72	108	79	22	1	210
+15 mins.	21	81	86	0	188	42	84	15	0	141	39	73	1	0	113	102	69	17	0	188
Total Volume	59	320	392	0	771	135	320	69	1	525	103	254	12	4	373	405	325	95	3	828
% App. Total	7.7	41.5	50.8	0		25.7	61	13.1	0.2		27.6	68.1	3.2	1.1		48.9	39.3	11.5	0.4	
PHF	.702	.952	.942	.000	.950	.804	.930	.690	.250	.931	.660	.870	.600	.500	.825	.938	.913	.792	.375	.932

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
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File Name : Meridian Rd - Woodmen Rd 11-1PM
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 5



LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Woodmen Rd 1-2PM
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 1

Groups Printed- Unshifted

Start Time	Meridian Rd Southbound					Woodmen Rd Westbound					Meridian Rd Northbound					Woodmen Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
01:00 PM	13	59	96	0	168	42	73	10	0	125	29	56	9	1	95	117	82	27	2	228	616
01:15 PM	11	52	73	0	136	35	87	8	0	130	24	59	8	0	91	95	85	21	0	201	558
01:30 PM	17	71	82	0	170	15	88	7	0	110	36	61	4	0	101	109	75	27	0	211	592
01:45 PM	10	25	47	0	82	15	58	11	0	84	19	43	1	1	64	51	54	19	0	124	354
Total	51	207	298	0	556	107	306	36	0	449	108	219	22	2	351	372	296	94	2	764	2120
Grand Total	51	207	298	0	556	107	306	36	0	449	108	219	22	2	351	372	296	94	2	764	2120
Apprch %	9.2	37.2	53.6	0		23.8	68.2	8	0		30.8	62.4	6.3	0.6		48.7	38.7	12.3	0.3		
Total %	2.4	9.8	14.1	0	26.2	5	14.4	1.7	0	21.2	5.1	10.3	1	0.1	16.6	17.5	14	4.4	0.1	36	

LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
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 719-633-2868

File Name : New Meridian Rd - Rolling Thunder Wy AM
 Site Code : S214620
 Start Date : 7/21/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	New Meridian Rd Southbound					Rolling Thunder Wy Westbound					New Meridian Rd Northbound					Rolling Thunder Wy Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	0	82	2	0	84	11	4	0	0	15	13	28	1	0	42	2	1	13	0	16	157
06:45 AM	2	107	1	0	110	11	3	1	0	15	14	46	2	0	62	1	1	27	0	29	216
Total	2	189	3	0	194	22	7	1	0	30	27	74	3	0	104	3	2	40	0	45	373
07:00 AM	1	113	3	0	117	10	1	3	0	14	14	41	5	0	60	6	1	33	0	40	231
07:15 AM	0	97	1	2	100	13	3	1	0	17	6	51	2	0	59	2	3	23	0	28	204
07:30 AM	1	103	2	1	107	15	1	0	0	16	7	37	5	0	49	3	5	21	0	29	201
07:45 AM	2	63	3	4	72	13	2	1	0	16	7	31	14	1	53	2	0	19	0	21	162
Total	4	376	9	7	396	51	7	5	0	63	34	160	26	1	221	13	9	96	0	118	798
08:00 AM	4	57	4	3	68	9	3	3	0	15	8	45	4	1	58	2	3	16	0	21	162
08:15 AM	0	78	5	0	83	6	2	6	0	14	7	42	2	0	51	2	0	8	0	10	158
Grand Total	10	700	21	10	741	88	19	15	0	122	76	321	35	2	434	20	14	160	0	194	1491
Apprch %	1.3	94.5	2.8	1.3		72.1	15.6	12.3	0		17.5	74	8.1	0.5		10.3	7.2	82.5	0		
Total %	0.7	46.9	1.4	0.7	49.7	5.9	1.3	1	0	8.2	5.1	21.5	2.3	0.1	29.1	1.3	0.9	10.7	0	13	

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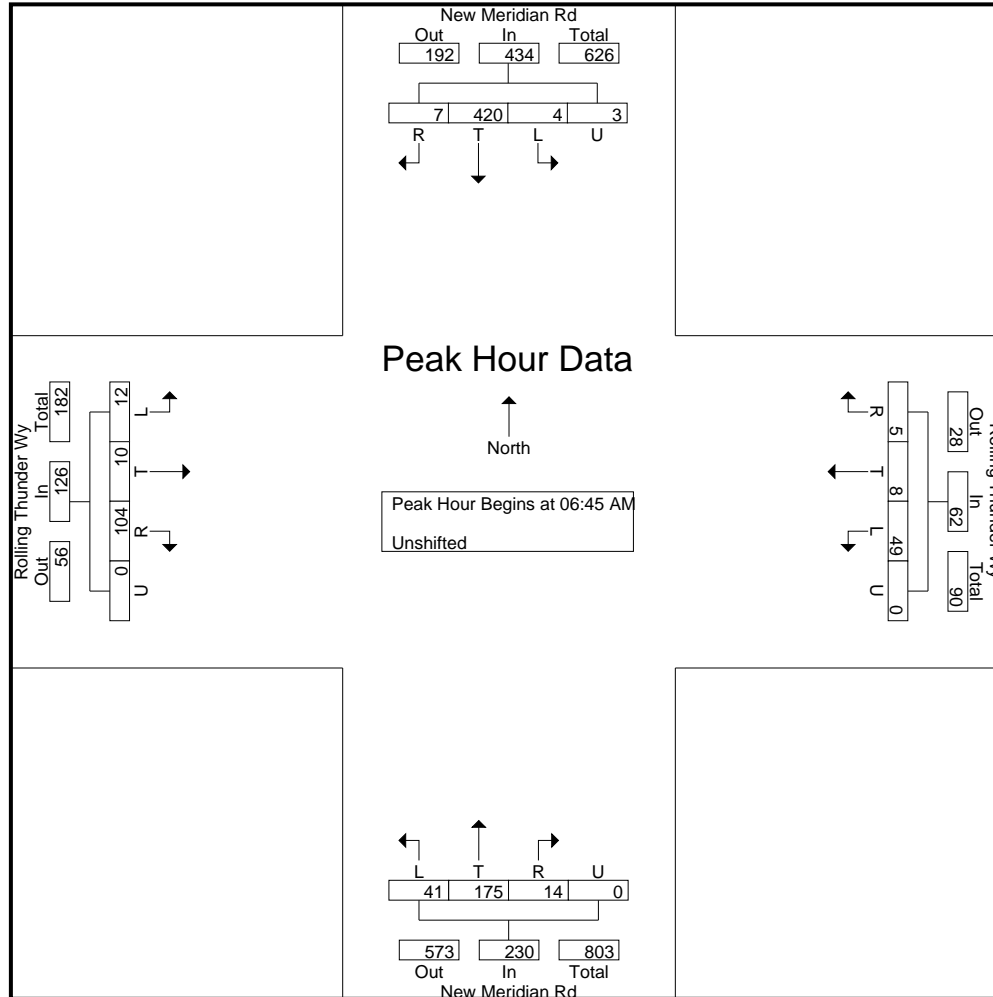
File Name : New Meridian Rd - Rolling Thunder Wy AM
 Site Code : S214620
 Start Date : 7/21/2021
 Page No : 2

Start Time	New Meridian Rd Southbound					Rolling Thunder Wy Westbound					New Meridian Rd Northbound					Rolling Thunder Wy Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. 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	2	107	1	0	110	11	3	1	0	15	14	46	2	0	62	1	1	27	0	29	216
7:00:00 AM	1	113	3	0	117	10	1	3	0	14	14	41	5	0	60	6	1	33	0	40	231
7:15:00 AM	0	97	1	2	100	13	3	1	0	17	6	51	2	0	59	2	3	23	0	28	204
7:30:00 AM	1	103	2	1	107	15	1	0	0	16	7	37	5	0	49	3	5	21	0	29	201
Total Volume	4	420	7	3	434	49	8	5	0	62	41	175	14	0	230	12	10	104	0	126	852
% App. Total	0.9	96.8	1.6	0.7		79	12.9	8.1	0		17.8	76.1	6.1	0		9.5	7.9	82.5	0		
PHF	.500	.929	.583	.375	.927	.817	.667	.417	.000	.912	.732	.858	.700	.000	.927	.500	.500	.788	.000	.788	.922

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545 E Pikes Peak Ave, Suite 210
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File Name : New Meridian Rd - Rolling Thunder Wy AM
 Site Code : S214620
 Start Date : 7/21/2021
 Page No : 3



LSC Transportation Consultants, Inc.

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

File Name : New Meridian Rd - Rolling Thunder Wy AM
 Site Code : S214620
 Start Date : 7/21/2021
 Page No : 4

Start Time	New Meridian Rd Southbound					Rolling Thunder Wy Westbound					New Meridian Rd Northbound					Rolling Thunder Wy Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1

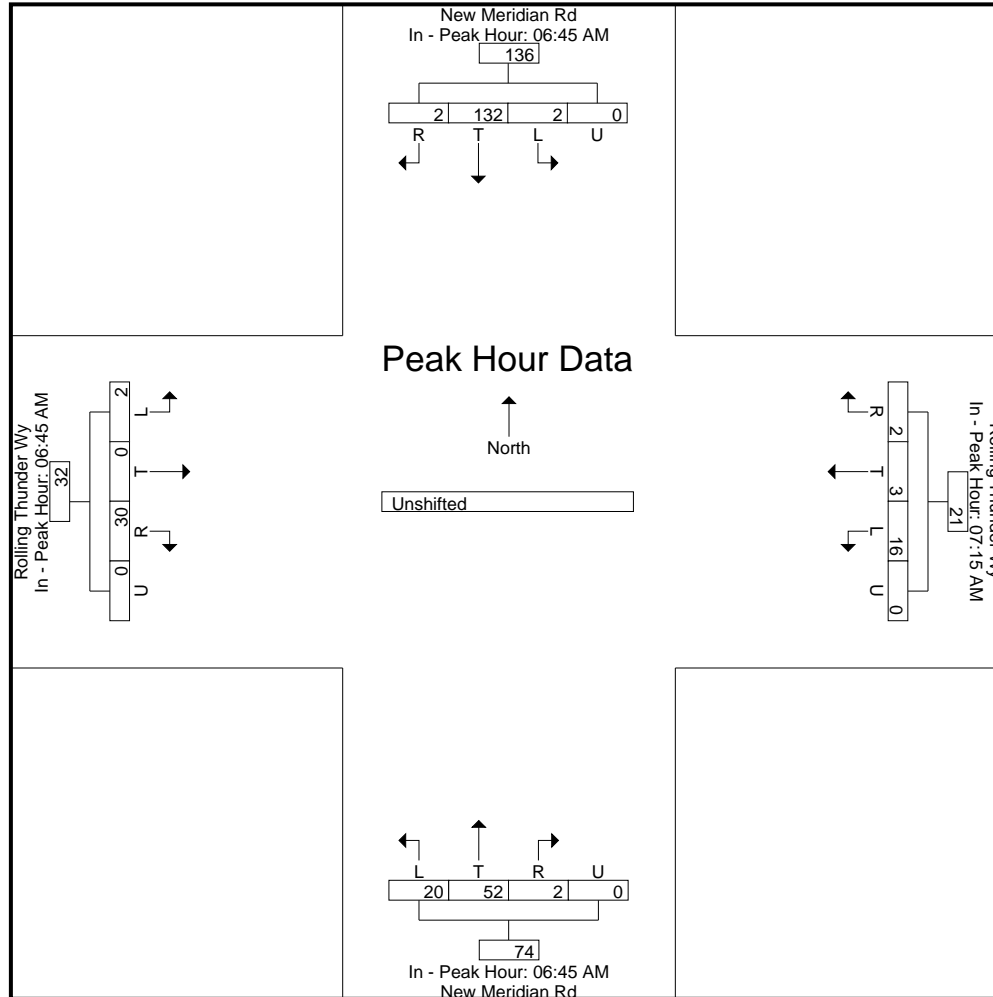
Peak Hour for Each Approach Begins at:

	6:45:00 AM					7:15:00 AM					6:45:00 AM					6:45:00 AM				
+0 mins.	2	107	1	0	110	13	3	1	0	17	14	46	2	0	62	1	1	27	0	29
+5 mins.	1	113	3	0	117	15	1	0	0	16	14	41	5	0	60	6	1	33	0	40
+10 mins.	0	97	1	2	100	13	2	1	0	16	6	51	2	0	59	2	3	23	0	28
+15 mins.	1	103	2	1	107	9	3	3	0	15	7	37	5	0	49	3	5	21	0	29
Total Volume	4	420	7	3	434	50	9	5	0	64	41	175	14	0	230	12	10	104	0	126
% App. Total	0.9	96.8	1.6	0.7		78.1	14.1	7.8	0		17.8	76.1	6.1	0		9.5	7.9	82.5	0	
PHF	.500	.929	.583	.375	.927	.833	.750	.417	.000	.941	.732	.858	.700	.000	.927	.500	.500	.788	.000	.788

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545 E Pikes Peak Ave, Suite 210
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File Name : New Meridian Rd - Rolling Thunder Wy AM
 Site Code : S214620
 Start Date : 7/21/2021
 Page No : 5



LSC Transportation Consultants, Inc.

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

File Name : New Meridian Rd - Rolling Thunder Wy PM
 Site Code : S214620
 Start Date : 7/21/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	New Meridian Rd Southbound					Rolling Thunder Wy Westbound					New Meridian Rd Northbound					Rolling Thunder Wy Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
04:00 PM	8	28	7	5	48	16	7	4	0	27	25	93	15	0	133	6	10	19	0	35	243
04:15 PM	3	53	5	4	65	18	8	9	0	35	25	89	13	0	127	8	7	22	0	37	264
04:30 PM	5	48	6	9	68	12	10	4	0	26	27	121	14	0	162	7	3	19	0	29	285
04:45 PM	7	64	9	8	88	15	7	4	0	26	17	112	15	1	145	5	3	20	0	28	287
Total	23	193	27	26	269	61	32	21	0	114	94	415	57	1	567	26	23	80	0	129	1079
05:00 PM	5	52	12	12	81	15	17	11	0	43	30	117	20	0	167	8	7	22	0	37	328
05:15 PM	3	52	14	13	82	12	8	5	0	25	25	115	10	0	150	18	9	24	0	51	308
05:30 PM	4	59	5	6	74	14	13	9	0	36	23	89	10	0	122	7	7	32	0	46	278
05:45 PM	4	44	11	4	63	15	9	6	0	30	19	93	14	0	126	10	3	16	0	29	248
Total	16	207	42	35	300	56	47	31	0	134	97	414	54	0	565	43	26	94	0	163	1162
Grand Total	39	400	69	61	569	117	79	52	0	248	191	829	111	1	1132	69	49	174	0	292	2241
Apprch %	6.9	70.3	12.1	10.7		47.2	31.9	21	0		16.9	73.2	9.8	0.1		23.6	16.8	59.6	0		
Total %	1.7	17.8	3.1	2.7	25.4	5.2	3.5	2.3	0	11.1	8.5	37	5	0	50.5	3.1	2.2	7.8	0	13	

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

File Name : New Meridian Rd - Rolling Thunder Wy PM
 Site Code : S214620
 Start Date : 7/21/2021
 Page No : 2

Start Time	New Meridian Rd Southbound					Rolling Thunder Wy Westbound					New Meridian Rd Northbound					Rolling Thunder Wy Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. 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	5	48	6	9	68	12	10	4	0	26	27	121	14	0	162	7	3	19	0	29	285
4:45:00 PM	7	64	9	8	88	15	7	4	0	26	17	112	15	1	145	5	3	20	0	28	287
5:00:00 PM	5	52	12	12	81	15	17	11	0	43	30	117	20	0	167	8	7	22	0	37	328
5:15:00 PM	3	52	14	13	82	12	8	5	0	25	25	115	10	0	150	18	9	24	0	51	308
Total Volume	20	216	41	42	319	54	42	24	0	120	99	465	59	1	624	38	22	85	0	145	1208
% App. Total	6.3	67.7	12.9	13.2		45	35	20	0		15.9	74.5	9.5	0.2		26.2	15.2	58.6	0		
PHF	.714	.844	.732	.808	.906	.900	.618	.545	.000	.698	.825	.961	.738	.250	.934	.528	.611	.885	.000	.711	.921

LSC Transportation Consultants, Inc.

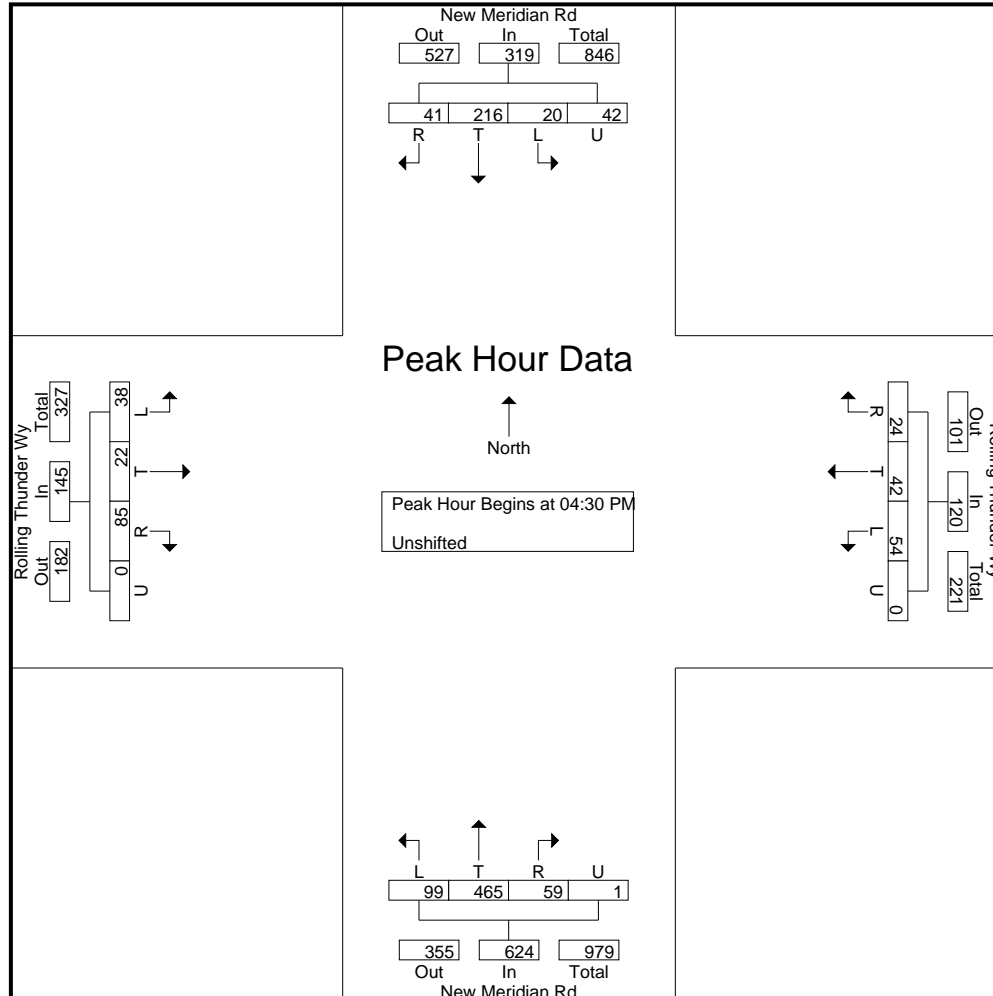
545 E Pikes Peak Ave, Suite 210
 Colorado Springs, CO 80905
 719-633-2868

File Name : New Meridian Rd - Rolling Thunder Wy PM

Site Code : S214620

Start Date : 7/21/2021

Page No : 3



LSC Transportation Consultants, Inc.

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

File Name : New Meridian Rd - Rolling Thunder Wy PM
 Site Code : S214620
 Start Date : 7/21/2021
 Page No : 4

Start Time	New Meridian Rd Southbound					Rolling Thunder Wy Westbound					New Meridian Rd Northbound					Rolling Thunder Wy Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1

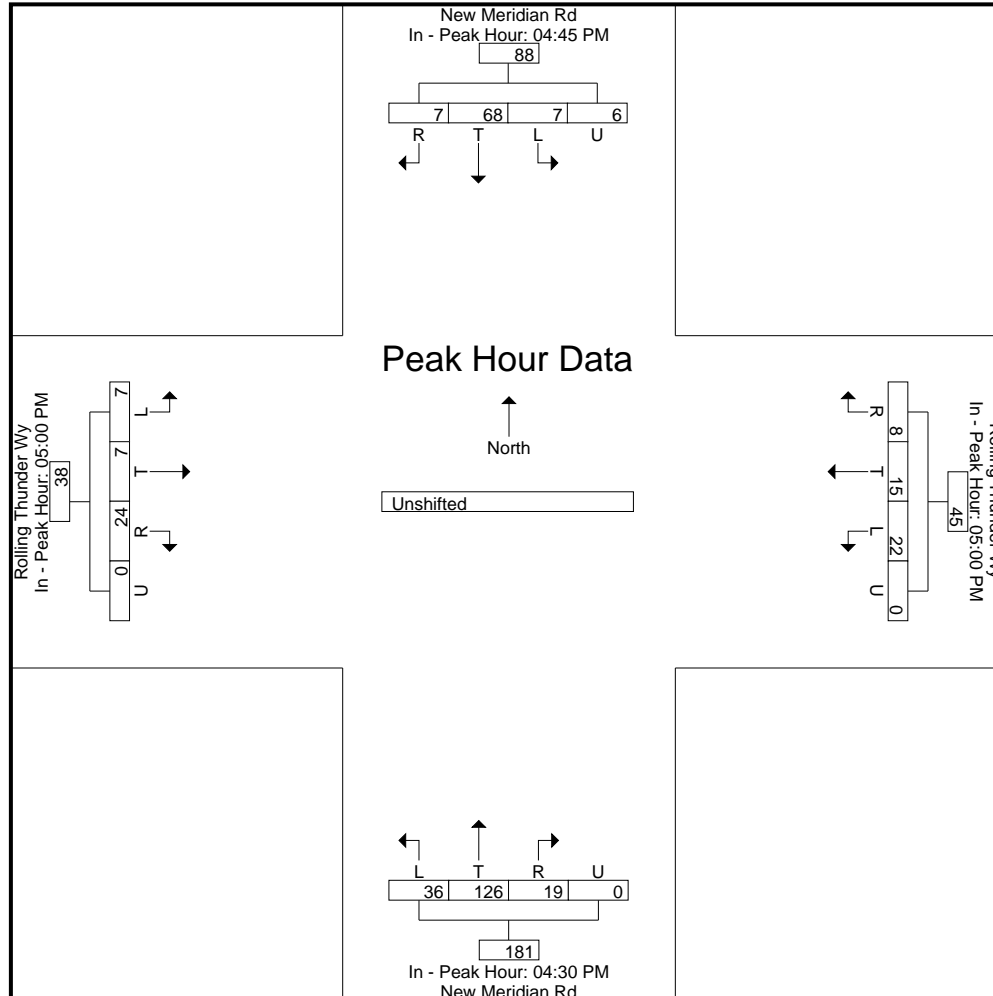
Peak Hour for Each Approach Begins at:

	4:45:00 PM					5:00:00 PM					4:30:00 PM					5:00:00 PM				
+0 mins.	7	64	9	8	88	15	17	11	0	43	27	121	14	0	162	8	7	22	0	37
+5 mins.	5	52	12	12	81	12	8	5	0	25	17	112	15	1	145	18	9	24	0	51
+10 mins.	3	52	14	13	82	14	13	9	0	36	30	117	20	0	167	7	7	32	0	46
+15 mins.	4	59	5	6	74	15	9	6	0	30	25	115	10	0	150	10	3	16	0	29
Total Volume	19	227	40	39	325	56	47	31	0	134	99	465	59	1	624	43	26	94	0	163
% App. Total	5.8	69.8	12.3	12		41.8	35.1	23.1	0		15.9	74.5	9.5	0.2		26.4	16	57.7	0	
PHF	.679	.887	.714	.750	.923	.933	.691	.705	.000	.779	.825	.961	.738	.250	.934	.597	.722	.734	.000	.799

LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
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File Name : New Meridian Rd - Rolling Thunder Wy PM
 Site Code : S214620
 Start Date : 7/21/2021
 Page No : 5



LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Rolling Thunder Way 10-11AM
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 1

Groups Printed- Unshifted

Start Time	Meridian Rd Southbound					Rolling Thunder Way Westbound					Meridian Rd Northbound					Rolling Thunder Way Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
10:00 AM	9	85	4	0	98	2	7	6	0	15	9	88	8	0	105	0	8	12	0	20	238
10:15 AM	9	78	5	0	92	3	6	7	0	16	9	77	8	0	94	2	8	15	0	25	227
10:30 AM	10	81	6	0	97	3	10	15	0	28	10	71	9	0	90	10	7	18	0	35	250
10:45 AM	8	63	7	2	80	3	5	8	0	16	10	74	3	0	87	8	7	9	0	24	207
Total	36	307	22	2	367	11	28	36	0	75	38	310	28	0	376	20	30	54	0	104	922
Grand Total	36	307	22	2	367	11	28	36	0	75	38	310	28	0	376	20	30	54	0	104	922
Apprch %	9.8	83.7	6	0.5		14.7	37.3	48	0		10.1	82.4	7.4	0		19.2	28.8	51.9	0		
Total %	3.9	33.3	2.4	0.2	39.8	1.2	3	3.9	0	8.1	4.1	33.6	3	0	40.8	2.2	3.3	5.9	0	11.3	

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

File Name : Meridian Rd - Rolling Thunder Way 10-11AM
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 2

Start Time	Meridian Rd Southbound					Rolling Thunder Way Westbound					Meridian Rd Northbound					Rolling Thunder Way Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 10:00:00 AM to 10:30:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00:00 AM																					
10:00:00 AM	9	85	4	0	98	2	7	6	0	15	9	88	8	0	105	0	8	12	0	20	238
10:15:00 AM	9	78	5	0	92	3	6	7	0	16	9	77	8	0	94	2	8	15	0	25	227
10:30:00 AM	10	81	6	0	97	3	10	15	0	28	10	71	9	0	90	10	7	18	0	35	250
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	28	244	15	0	287	8	23	28	0	59	28	236	25	0	289	12	23	45	0	80	715
% App. Total	9.8	85	5.2	0		13.6	39	47.5	0		9.7	81.7	8.7	0		15	28.8	56.2	0		
PHF	.700	.718	.625	.000	.732	.667	.575	.467	.000	.527	.700	.670	.694	.000	.688	.300	.719	.625	.000	.571	.715

LSC Transportation Consultants, Inc.

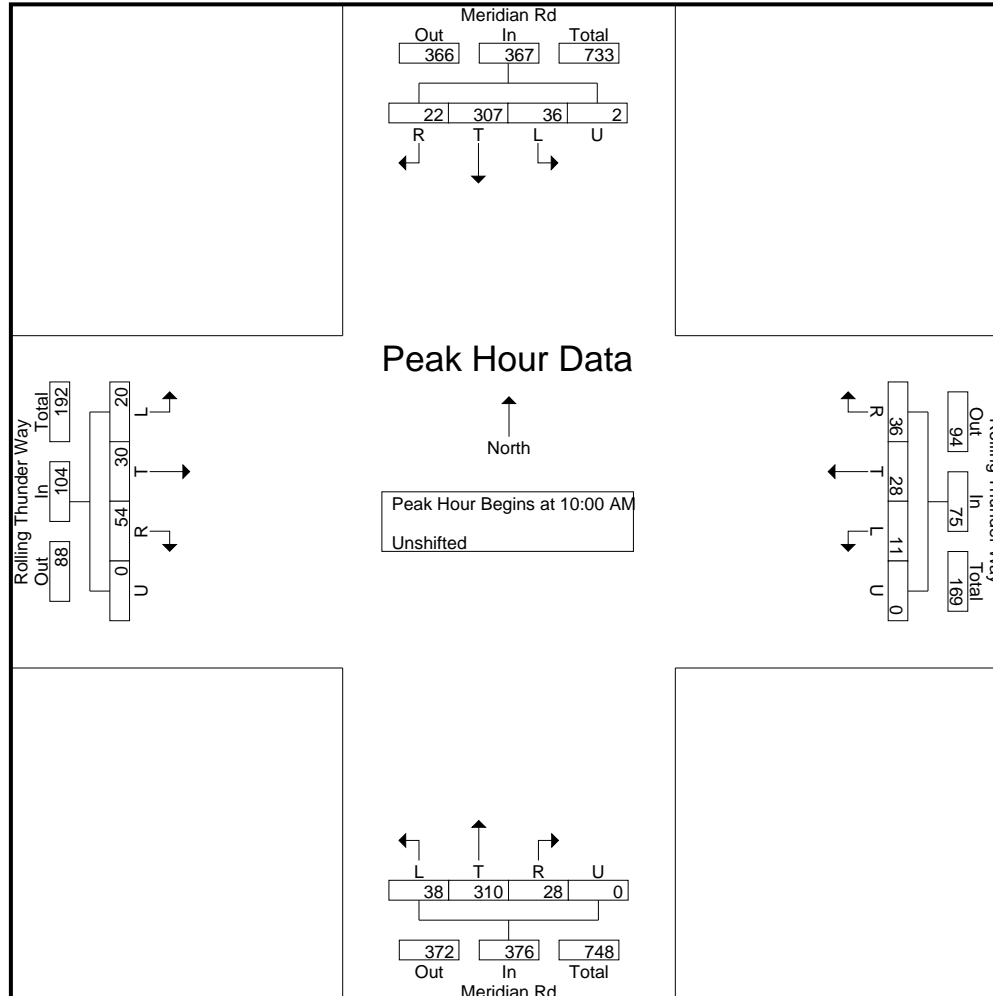
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Meridian Rd - Rolling Thunder Way 10-11AM

Site Code : S215050

Start Date : 2/10/2022

Page No : 3



LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Rolling Thunder Way 10-11AM
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 4

Start Time	Meridian Rd Southbound					Rolling Thunder Way Westbound					Meridian Rd Northbound					Rolling Thunder Way Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 10:00:00 AM to 10:30:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:00:00 AM					10:00:00 AM					10:00:00 AM					10:00:00 AM				
+0 mins.	9	85	4	0	98	2	7	6	0	15	9	88	8	0	105	0	8	12	0	20
+5 mins.	9	78	5	0	92	3	6	7	0	16	9	77	8	0	94	2	8	15	0	25
+10 mins.	10	81	6	0	97	3	10	15	0	28	10	71	9	0	90	10	7	18	0	35
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	28	244	15	0	287	8	23	28	0	59	28	236	25	0	289	12	23	45	0	80
% App. Total	9.8	85	5.2	0		13.6	39	47.5	0		9.7	81.7	8.7	0		15	28.8	56.2	0	
PHF	.700	.718	.625	.000	.732	.667	.575	.467	.000	.527	.700	.670	.694	.000	.688	.300	.719	.625	.000	.571

LSC Transportation Consultants, Inc.

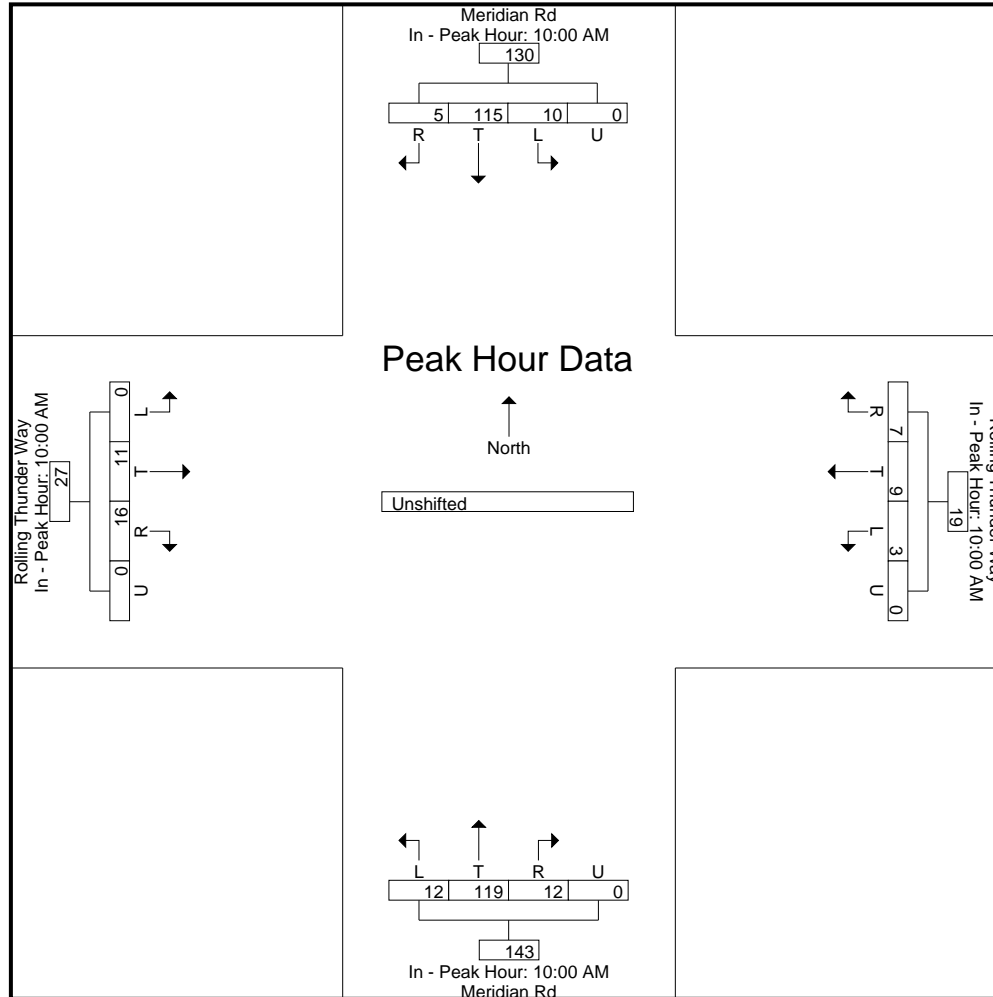
2504 E Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Meridian Rd - Rolling Thunder Way 10-11AM

Site Code : S215050

Start Date : 2/10/2022

Page No : 5



LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Rolling Thunder Way 11-2PM
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 1

Groups Printed- Unshifted

Start Time	Meridian Rd Southbound					Rolling Thunder Way Westbound					Meridian Rd Northbound					Rolling Thunder Way Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
11:00 AM	5	60	3	2	70	3	8	10	0	21	4	54	3	0	61	2	11	16	0	29	181
11:15 AM	5	47	2	0	54	3	5	13	0	21	9	49	4	0	62	6	4	14	0	24	161
11:30 AM	6	57	7	3	73	1	6	11	0	18	8	68	2	0	78	3	7	8	0	18	187
11:45 AM	8	63	6	1	78	6	9	10	0	25	8	59	6	0	73	3	9	8	0	20	196
Total	24	227	18	6	275	13	28	44	0	85	29	230	15	0	274	14	31	46	0	91	725
12:00 PM	5	61	10	2	78	5	6	5	0	16	10	56	10	0	76	7	1	10	0	18	188
12:15 PM	4	69	8	3	84	3	6	18	0	27	4	76	8	0	88	9	6	15	0	30	229
12:30 PM	9	45	15	5	74	3	5	9	0	17	6	58	9	0	73	7	9	9	0	25	189
12:45 PM	5	53	7	7	72	6	9	8	0	23	9	53	8	0	70	0	7	6	0	13	178
Total	23	228	40	17	308	17	26	40	0	83	29	243	35	0	307	23	23	40	0	86	784
01:00 PM	7	57	14	6	84	4	7	14	0	25	15	47	7	0	69	1	5	18	0	24	202
01:15 PM	6	48	8	4	66	4	7	13	0	24	8	56	5	0	69	8	8	10	0	26	185
01:30 PM	9	58	5	8	80	3	6	2	0	11	11	59	8	0	78	3	5	17	0	25	194
01:45 PM	11	51	6	7	75	7	8	6	0	21	4	66	8	0	78	3	6	7	0	16	190
Total	33	214	33	25	305	18	28	35	0	81	38	228	28	0	294	15	24	52	0	91	771
Grand Total	80	669	91	48	888	48	82	119	0	249	96	701	78	0	875	52	78	138	0	268	2280
Apprch %	9	75.3	10.2	5.4		19.3	32.9	47.8	0		11	80.1	8.9	0		19.4	29.1	51.5	0		
Total %	3.5	29.3	4	2.1	38.9	2.1	3.6	5.2	0	10.9	4.2	30.7	3.4	0	38.4	2.3	3.4	6.1	0	11.8	

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

File Name : Meridian Rd - Rolling Thunder Way 11-2PM
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 2

Start Time	Meridian Rd Southbound					Rolling Thunder Way Westbound					Meridian Rd Northbound					Rolling Thunder Way Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 11:00:00 AM to 1:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45:00 AM																					
11:45:00 AM	8	63	6	1	78	6	9	10	0	25	8	59	6	0	73	3	9	8	0	20	196
12:00:00 PM	5	61	10	2	78	5	6	5	0	16	10	56	10	0	76	7	1	10	0	18	188
12:15:00 PM	4	69	8	3	84	3	6	18	0	27	4	76	8	0	88	9	6	15	0	30	229
12:30:00 PM	9	45	15	5	74	3	5	9	0	17	6	58	9	0	73	7	9	9	0	25	189
Total Volume	26	238	39	11	314	17	26	42	0	85	28	249	33	0	310	26	25	42	0	93	802
% App. Total	8.3	75.8	12.4	3.5		20	30.6	49.4	0		9	80.3	10.6	0		28	26.9	45.2	0		
PHF	.722	.862	.650	.550	.935	.708	.722	.583	.000	.787	.700	.819	.825	.000	.881	.722	.694	.700	.000	.775	.876

LSC Transportation Consultants, Inc.

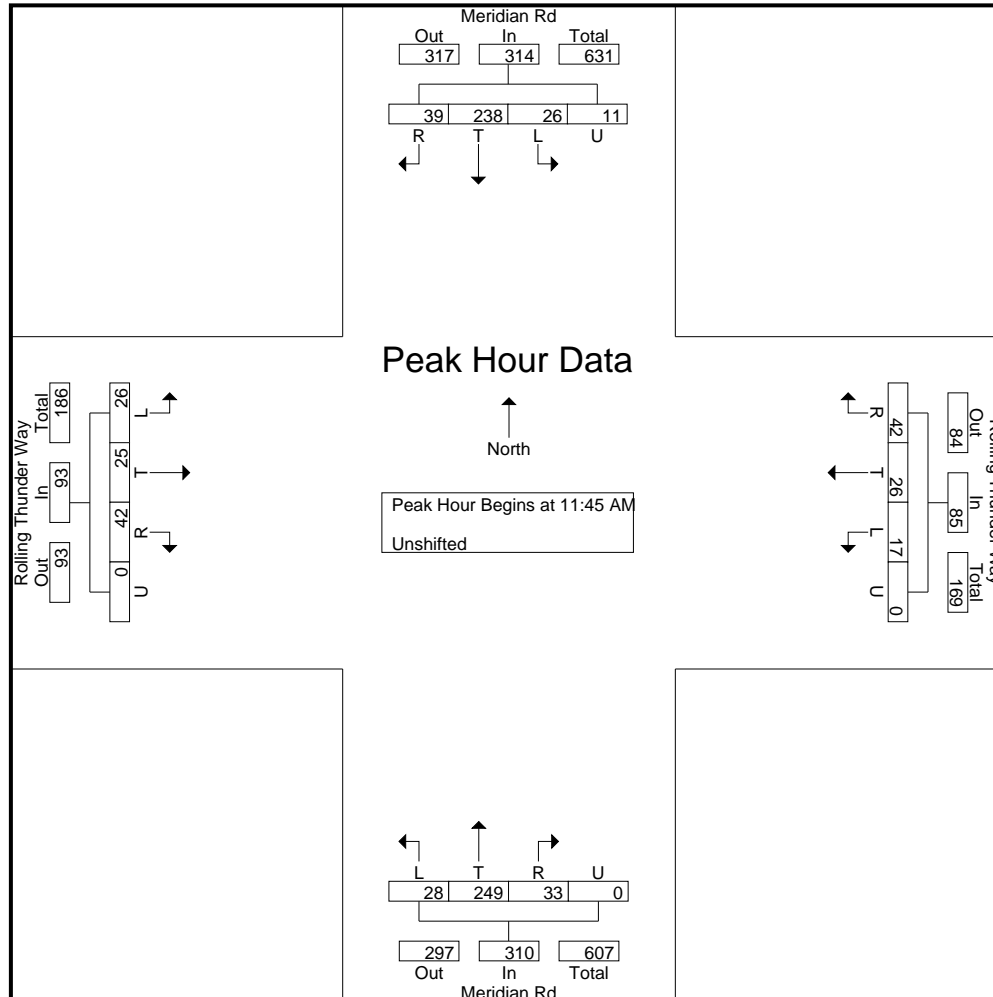
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Meridian Rd - Rolling Thunder Way 11-2PM

Site Code : S215050

Start Date : 2/10/2022

Page No : 3



LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Rolling Thunder Way 11-2PM
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 4

Start Time	Meridian Rd Southbound					Rolling Thunder Way Westbound					Meridian Rd Northbound					Rolling Thunder Way Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 11:00:00 AM to 1:45:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45:00 AM					12:15:00 PM					11:30:00 AM					11:45:00 AM				
+0 mins.	8	63	6	1	78	3	6	18	0	27	8	68	2	0	78	3	9	8	0	20
+5 mins.	5	61	10	2	78	3	5	9	0	17	8	59	6	0	73	7	1	10	0	18
+10 mins.	4	69	8	3	84	6	9	8	0	23	10	56	10	0	76	9	6	15	0	30
+15 mins.	9	45	15	5	74	4	7	14	0	25	4	76	8	0	88	7	9	9	0	25
Total Volume	26	238	39	11	314	16	27	49	0	92	30	259	26	0	315	26	25	42	0	93
% App. Total	8.3	75.8	12.4	3.5		17.4	29.3	53.3	0		9.5	82.2	8.3	0		28	26.9	45.2	0	
PHF	.722	.862	.650	.550	.935	.667	.750	.681	.000	.852	.750	.852	.650	.000	.895	.722	.694	.700	.000	.775

LSC Transportation Consultants, Inc.

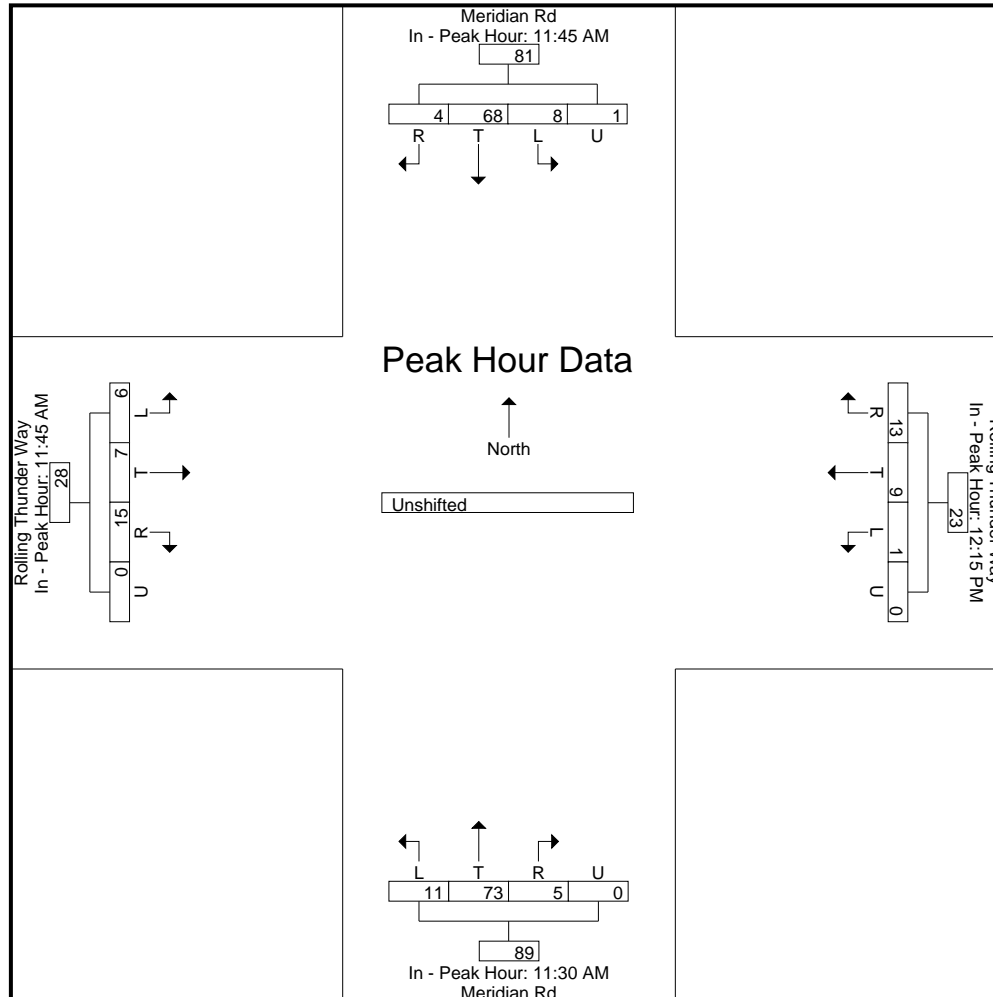
2504 E Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Meridian Rd - Rolling Thunder Way 11-2PM

Site Code : S215050

Start Date : 2/10/2022

Page No : 5



LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Rolling Thunder Way 2-4PM
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 1

Groups Printed- Unshifted

Start Time	Meridian Rd Southbound					Rolling Thunder Way Westbound					Meridian Rd Northbound					Rolling Thunder Way Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
02:00 PM	11	53	7	5	76	8	6	9	0	23	6	63	4	0	73	3	5	10	0	18	190
02:15 PM	10	59	9	9	87	3	2	8	0	13	14	66	6	0	86	6	5	10	0	21	207
02:30 PM	4	78	10	8	100	4	3	9	0	16	11	82	6	1	100	13	1	17	0	31	247
02:45 PM	5	72	9	8	94	9	5	8	0	22	21	75	5	0	101	9	4	16	0	29	246
Total	30	262	35	30	357	24	16	34	0	74	52	286	21	1	360	31	15	53	0	99	890
03:00 PM	4	73	17	3	97	10	3	10	0	23	18	87	5	0	110	8	5	20	0	33	263
03:15 PM	8	89	19	8	124	7	5	11	0	23	7	110	4	0	121	5	7	21	0	33	301
03:30 PM	6	67	10	8	91	5	9	9	0	23	20	122	5	1	148	2	6	20	0	28	290
03:45 PM	5	77	18	8	108	4	7	8	0	19	31	120	6	1	158	12	6	19	0	37	322
Total	23	306	64	27	420	26	24	38	0	88	76	439	20	2	537	27	24	80	0	131	1176
Grand Total	53	568	99	57	777	50	40	72	0	162	128	725	41	3	897	58	39	133	0	230	2066
Apprch %	6.8	73.1	12.7	7.3		30.9	24.7	44.4	0		14.3	80.8	4.6	0.3		25.2	17	57.8	0		
Total %	2.6	27.5	4.8	2.8	37.6	2.4	1.9	3.5	0	7.8	6.2	35.1	2	0.1	43.4	2.8	1.9	6.4	0	11.1	

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

File Name : Meridian Rd - Rolling Thunder Way 2-4PM
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 2

Start Time	Meridian Rd Southbound					Rolling Thunder Way Westbound					Meridian Rd Northbound					Rolling Thunder Way Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 2:00:00 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	4	73	17	3	97	10	3	10	0	23	18	87	5	0	110	8	5	20	0	33	263
3:15:00 PM	8	89	19	8	124	7	5	11	0	23	7	110	4	0	121	5	7	21	0	33	301
3:30:00 PM	6	67	10	8	91	5	9	9	0	23	20	122	5	1	148	2	6	20	0	28	290
3:45:00 PM	5	77	18	8	108	4	7	8	0	19	31	120	6	1	158	12	6	19	0	37	322
Total Volume	23	306	64	27	420	26	24	38	0	88	76	439	20	2	537	27	24	80	0	131	1176
% App. Total	5.5	72.9	15.2	6.4		29.5	27.3	43.2	0		14.2	81.8	3.7	0.4		20.6	18.3	61.1	0		
PHF	.719	.860	.842	.844	.847	.650	.667	.864	.000	.957	.613	.900	.833	.500	.850	.563	.857	.952	.000	.885	.913

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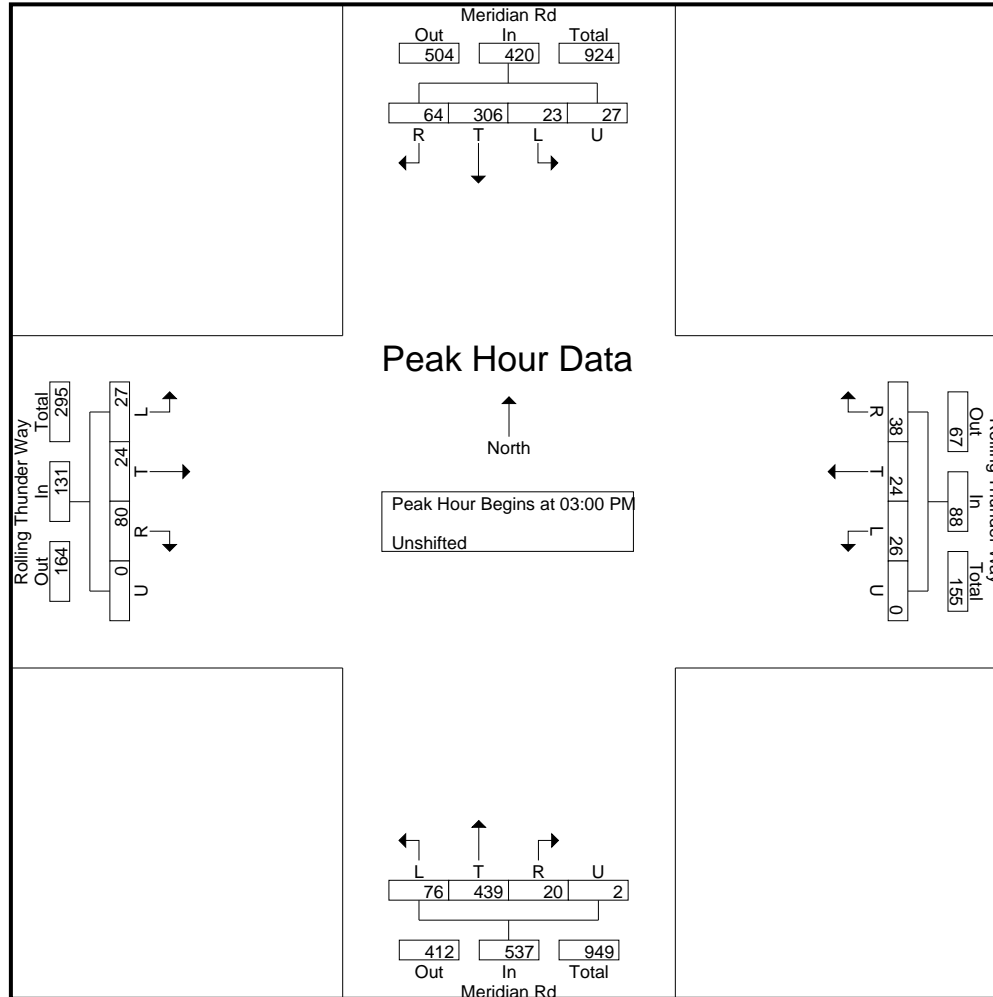
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Meridian Rd - Rolling Thunder Way 2-4PM

Site Code : S215050

Start Date : 2/10/2022

Page No : 3



LSC Transportation Consultants, Inc.

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

File Name : Meridian Rd - Rolling Thunder Way 2-4PM
 Site Code : S215050
 Start Date : 2/10/2022
 Page No : 4

Start Time	Meridian Rd Southbound					Rolling Thunder Way Westbound					Meridian Rd Northbound					Rolling Thunder Way Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 2:00:00 PM to 3:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	3:00:00 PM					2:45:00 PM					3:00:00 PM					3:00:00 PM					
+0 mins.	4	73	17	3	97	9	5	8	0	22	18	87	5	0	110	8	5	20	0	33	
+5 mins.	8	89	19	8	124	10	3	10	0	23	7	110	4	0	121	5	7	21	0	33	
+10 mins.	6	67	10	8	91	7	5	11	0	23	20	122	5	1	148	2	6	20	0	28	
+15 mins.	5	77	18	8	108	5	9	9	0	23	31	120	6	1	158	12	6	19	0	37	
Total Volume	23	306	64	27	420	31	22	38	0	91	76	439	20	2	537	27	24	80	0	131	
% App. Total	5.5	72.9	15.2	6.4		34.1	24.2	41.8	0		14.2	81.8	3.7	0.4		20.6	18.3	61.1	0		
PHF	.719	.860	.842	.844	.847	.775	.611	.864	.000	.989	.613	.900	.833	.500	.850	.563	.857	.952	.000	.885	

LSC Transportation Consultants, Inc.

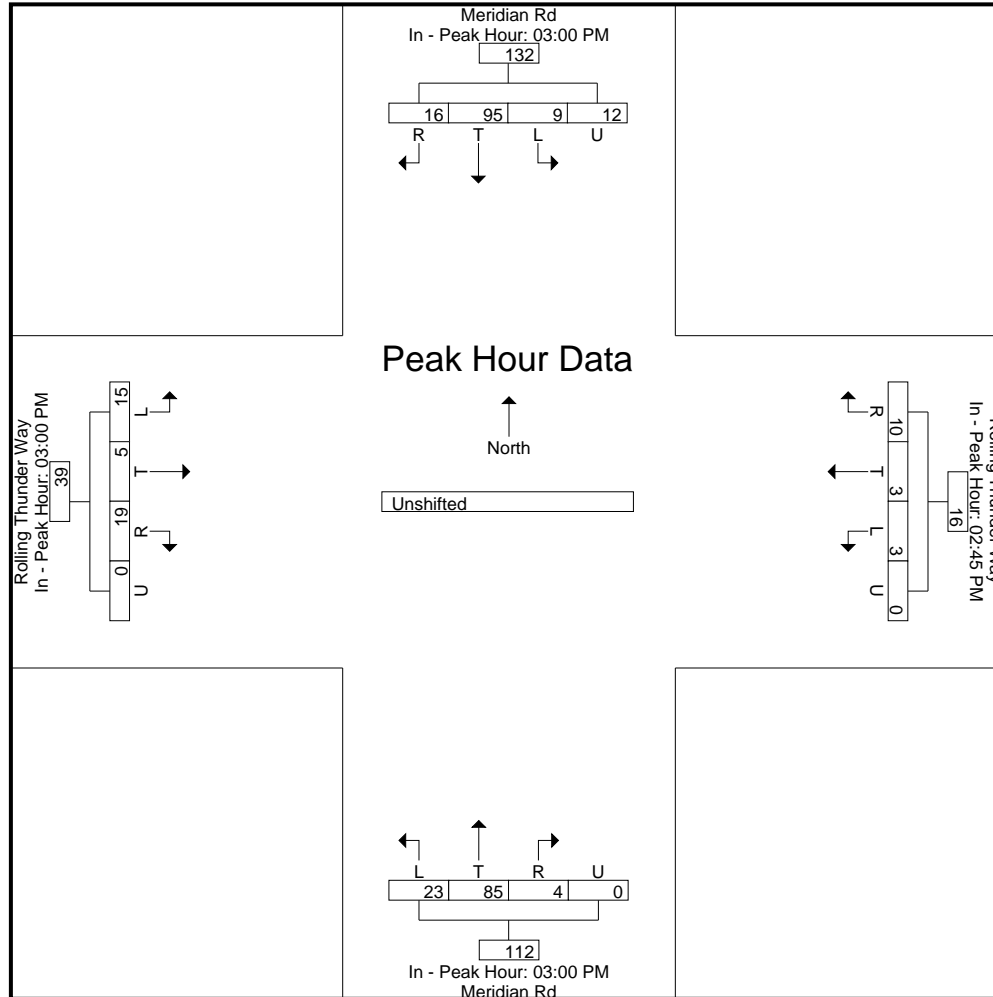
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Meridian Rd - Rolling Thunder Way 2-4PM

Site Code : S215050

Start Date : 2/10/2022

Page No : 5



LSC Transportation Consultants, Inc.

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

File Name : Hwy 24 - New Meridian Rd AM2
 Site Code : S214620
 Start Date : 8/24/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Hwy 24 Southbound					New Meridian Rd Westbound					Hwy 24 Northbound					New Meridian Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
06:30 AM	8	191	1	0	200	0	35	8	0	43	31	105	0	0	136	1	22	111	0	134	513
06:45 AM	8	201	0	0	209	0	35	3	0	38	24	107	2	0	133	2	28	91	0	121	501
Total	16	392	1	0	409	0	70	11	0	81	55	212	2	0	269	3	50	202	0	255	1014
07:00 AM	12	192	0	0	204	0	44	6	0	50	26	98	3	0	127	0	55	156	0	211	592
07:15 AM	8	163	0	0	171	1	39	4	0	44	30	94	1	0	125	1	49	149	0	199	539
07:30 AM	12	176	2	0	190	0	37	11	0	48	32	83	1	0	116	7	66	130	0	203	557
07:45 AM	14	191	4	0	209	3	29	9	0	41	43	95	0	0	138	2	32	119	0	153	541
Total	46	722	6	0	774	4	149	30	0	183	131	370	5	0	506	10	202	554	0	766	2229
08:00 AM	15	103	0	0	118	0	33	11	0	44	37	90	1	0	128	4	35	81	0	120	410
08:15 AM	10	133	1	0	144	0	59	15	0	74	44	88	0	0	132	1	35	63	0	99	449
Grand Total	87	1350	8	0	1445	4	311	67	0	382	267	760	8	0	1035	18	322	900	0	1240	4102
Apprch %	6	93.4	0.6	0		1	81.4	17.5	0		25.8	73.4	0.8	0		1.5	26	72.6	0		
Total %	2.1	32.9	0.2	0	35.2	0.1	7.6	1.6	0	9.3	6.5	18.5	0.2	0	25.2	0.4	7.8	21.9	0	30.2	

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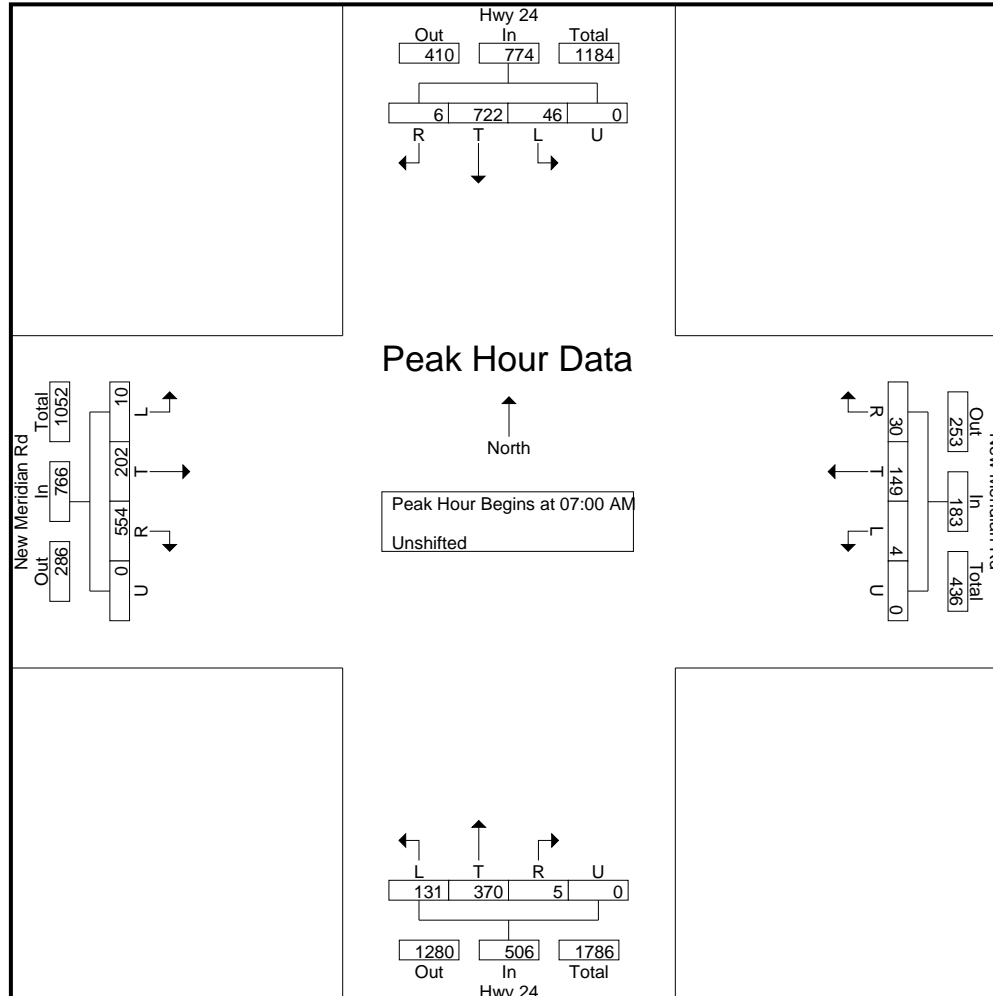
File Name : Hwy 24 - New Meridian Rd AM2
 Site Code : S214620
 Start Date : 8/24/2021
 Page No : 2

Start Time	Hwy 24 Southbound					New Meridian Rd Westbound					Hwy 24 Northbound					New Meridian Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. 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	12	192	0	0	204	0	44	6	0	50	26	98	3	0	127	0	55	156	0	211	592
7:15:00 AM	8	163	0	0	171	1	39	4	0	44	30	94	1	0	125	1	49	149	0	199	539
7:30:00 AM	12	176	2	0	190	0	37	11	0	48	32	83	1	0	116	7	66	130	0	203	557
7:45:00 AM	14	191	4	0	209	3	29	9	0	41	43	95	0	0	138	2	32	119	0	153	541
Total Volume	46	722	6	0	774	4	149	30	0	183	131	370	5	0	506	10	202	554	0	766	2229
% App. Total	5.9	93.3	0.8	0		2.2	81.4	16.4	0		25.9	73.1	1	0		1.3	26.4	72.3	0		
PHF	.821	.940	.375	.000	.926	.333	.847	.682	.000	.915	.762	.944	.417	.000	.917	.357	.765	.888	.000	.908	.941

LSC Transportation Consultants, Inc.

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

File Name : Hwy 24 - New Meridian Rd AM2
 Site Code : S214620
 Start Date : 8/24/2021
 Page No : 3



LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210
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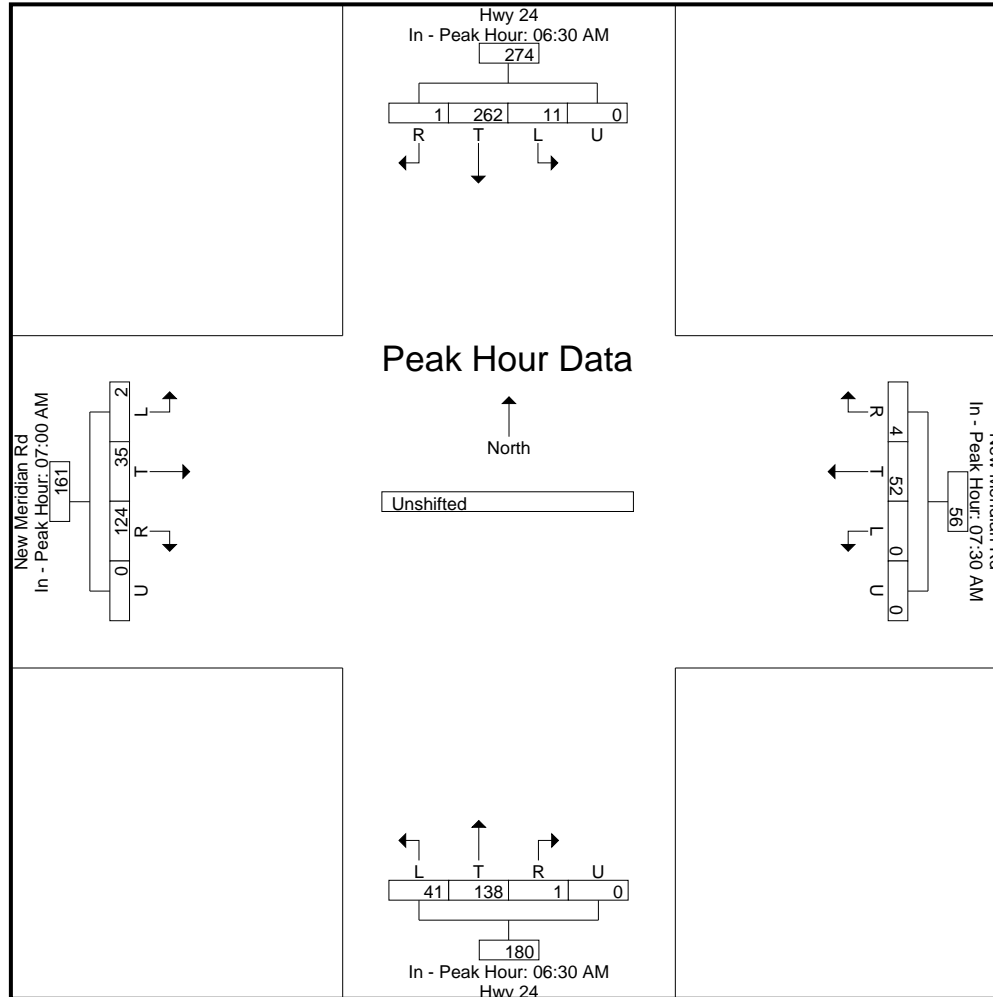
File Name : Hwy 24 - New Meridian Rd AM2
 Site Code : S214620
 Start Date : 8/24/2021
 Page No : 4

Start Time	Hwy 24 Southbound					New Meridian Rd Westbound					Hwy 24 Northbound					New Meridian Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. 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:																					
	6:30:00 AM					7:30:00 AM					6:30:00 AM					7:00:00 AM					
+0 mins.	8	191	1	0	200	0	37	11	0	48	31	105	0	0	136	0	55	156	0	211	
+5 mins.	8	201	0	0	209	3	29	9	0	41	24	107	2	0	133	1	49	149	0	199	
+10 mins.	12	192	0	0	204	0	33	11	0	44	26	98	3	0	127	7	66	130	0	203	
+15 mins.	8	163	0	0	171	0	59	15	0	74	30	94	1	0	125	2	32	119	0	153	
Total Volume	36	747	1	0	784	3	158	46	0	207	111	404	6	0	521	10	202	554	0	766	
% App. Total	4.6	95.3	0.1	0		1.4	76.3	22.2	0		21.3	77.5	1.2	0		1.3	26.4	72.3	0		
PHF	.750	.929	.250	.000	.938	.250	.669	.767	.000	.699	.895	.944	.500	.000	.958	.357	.765	.888	.000	.908	

LSC Transportation Consultants, Inc.

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

File Name : Hwy 24 - New Meridian Rd AM2
 Site Code : S214620
 Start Date : 8/24/2021
 Page No : 5



LSC Transportation Consultants, Inc.

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

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

Groups Printed- Unshifted

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

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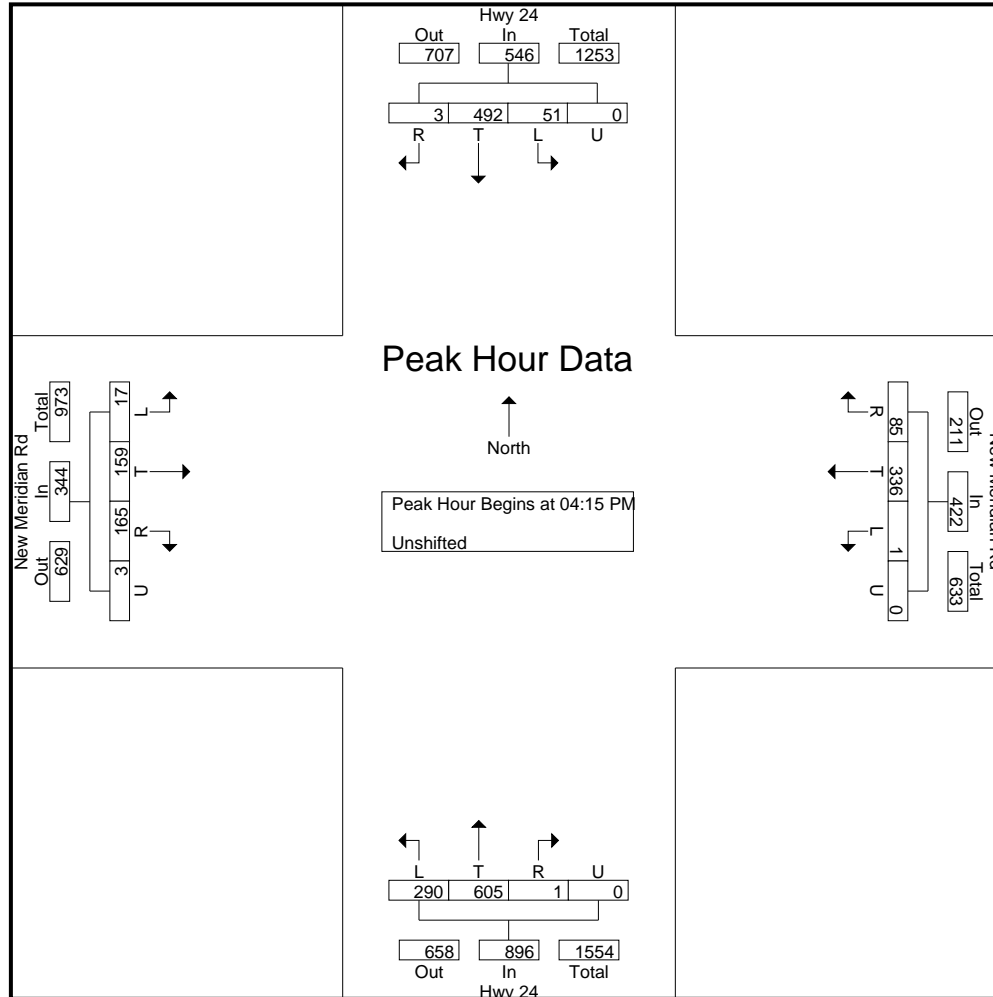
File Name : Hwy 24 - New Meridian Rd PM
 Site Code : S214620
 Start Date : 8/4/2021
 Page No : 2

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

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

Start Time	Hwy 24 Southbound					New Meridian Rd Westbound					Hwy 24 Northbound					New Meridian Rd Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1

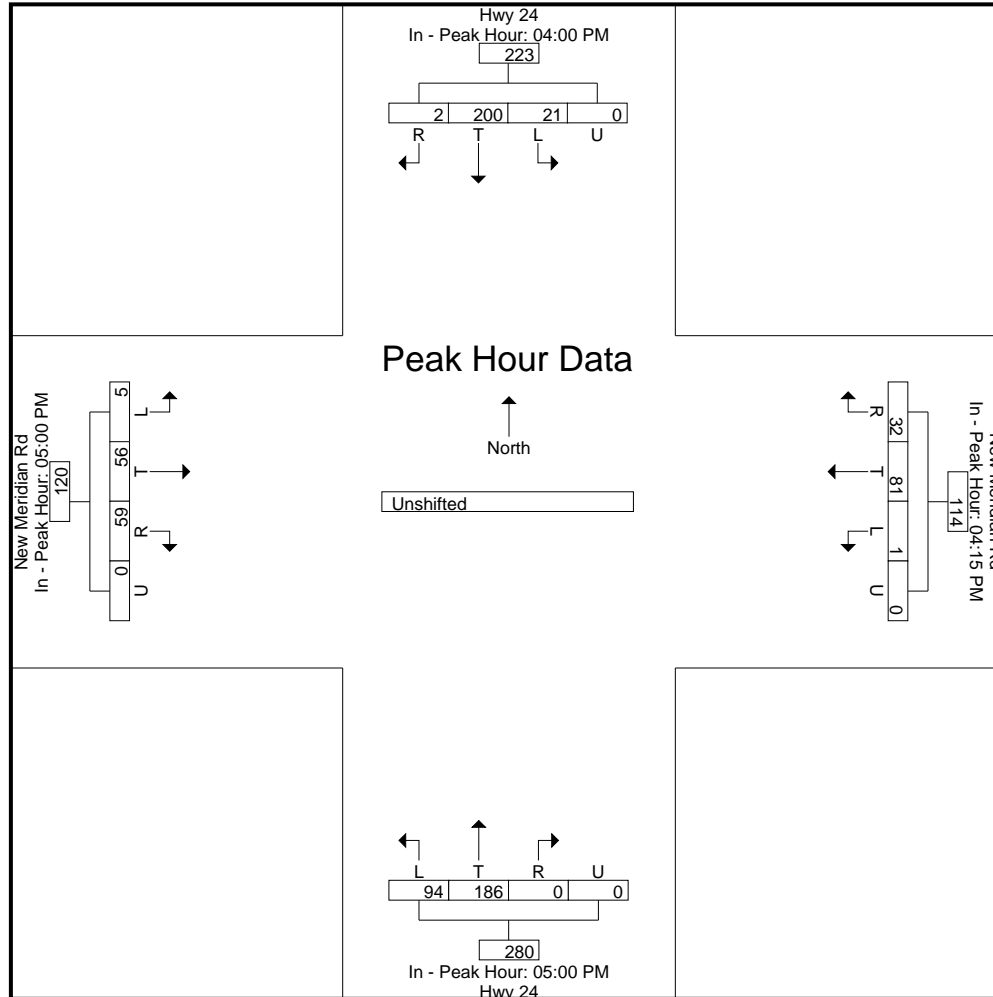
Peak Hour for Each Approach Begins at:

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



Cycle Optimization



Synchro Cycle Length Optimization Tables

AM Peak Hour

Cycle Length	Perform Index	Queue Delay (hr)	Total Delay (hr)	Delay / Veh (s)	Total Stops	Stops / Veh	Fuel (gal)	Unservd Vehicles	Dilemma Vehicles	% Dilem Vehicle
80	102	0	82	23	7236	0.56	285	3	463	4%
85	95	0	74	21	7389	0.57	282	0	451	3%
90	93	0	72	20	7430	0.57	282	0	408	3%
95	93	0	72	20	7285	0.56	279	0	394	3%
100	94	0	74	20	7488	0.58	283	0	326	3%
105	96	0	75	21	7408	0.57	283	0	302	2%
110	92	0	73	20	7013	0.54	278	0	287	2%
115	91	0	73	20	6719	0.52	273	0	391	3%
120	93	0	74	20	6764	0.52	275	0	310	2%
125	94	0	75	21	6637	0.51	274	0	281	2%
130	96	0	77	21	6766	0.52	276	0	234	2%
135	98	0	79	22	6850	0.53	279	0	210	2%
140	100	0	81	22	6805	0.52	280	0	183	1%

Zone: Coord
 Cycle Length: 115
 Number of intersections: 5
 Uncoordinated: 0
 Half Cycled: 0
 Locked Other: 0

PM Peak Hour

Cycle Length	Perform Index	Queue Delay (hr)	Total Delay (hr)	Delay / Veh (s)	Total Stops	Stops / Veh	Fuel (gal)	Unservd Vehicles	Dilemma Vehicles	% Dilem Vehicle
80	125	0	103	25	7828	0.52	326	111	542	4%
85	114	0	90	22	8439	0.56	324	26	468	3%
90	105	0	82	20	8238	0.55	315	0	450	3%
95	108	0	84	20	8519	0.57	317	0	395	3%
100	107	0	84	20	8369	0.56	315	0	342	2%
105	109	0	86	21	8407	0.56	318	0	388	3%
110	111	0	88	21	8257	0.55	315	0	310	2%
115	114	0	91	22	8201	0.55	316	0	292	2%
120	111	0	90	22	7663	0.51	310	0	242	2%
125	111	0	90	22	7598	0.51	314	0	305	2%
130	114	0	93	22	7718	0.51	317	0	286	2%
135	114	0	94	22	7370	0.49	314	0	377	3%
140	115	0	95	23	7244	0.48	313	0	340	2%

Zone: Coord
 Cycle Length: 90
 Number of intersections: 5
 Uncoordinated: 0
 Half Cycled: 0
 Locked Other: 0

10:00 AM - 11:00 AM

Cycle Length	Perform Index	Queue Delay (hr)	Total Delay (hr)	Delay / Veh (s)	Total Stops	Stops / Veh	Fuel (gal)	Unservd Vehicles	Dilemma Vehicles	% Dilem Vehicle
80	46	0	34	13	4407	0.48	172	0	306	3%
85	47	0	34	14	4441	0.49	173	0	280	3%
90	48	0	35	14	4406	0.48	173	0	260	3%
95	46	0	34	14	4069	0.45	169	0	203	2%
100	46	0	36	14	3734	0.41	166	0	238	3%
105	48	0	37	15	3808	0.42	168	0	209	2%
110	49	0	38	15	3908	0.43	170	0	198	2%
115	50	0	40	16	3790	0.42	169	0	192	2%
120	55	0	43	17	4307	0.47	177	0	248	3%
125	54	0	43	17	3947	0.43	173	0	246	3%
130	55	0	44	17	3893	0.43	172	0	266	3%
135	55	0	45	18	3866	0.42	172	0	232	3%
140	56	0	45	18	3854	0.42	173	0	211	2%

Zone: Coord
 Cycle Length: 95
 Number of intersections: 5
 Uncoordinated: 0
 Half Cycled: 0
 Locked Other: 0

11:30 AM - 12:30 PM

Cycle Length	Perform Index	Queue Delay (hr)	Total Delay (hr)	Delay / Veh (s)	Total Stops	Stops / Veh	Fuel (gal)	Unservd Vehicles	Dilemma Vehicles	% Dilem Vehicle
80	56	0	42	14	5132	0.48	199	0	370	3%
85	58	0	43	15	5339	0.50	203	0	277	3%
90	60	0	45	15	5328	0.50	204	0	282	3%
95	58	0	44	15	4976	0.47	200	0	214	2%
100	58	0	45	15	4543	0.43	196	0	234	2%
105	59	0	46	16	4601	0.43	197	0	260	2%
110	61	0	48	16	4654	0.44	199	0	214	2%
115	62	0	50	17	4633	0.44	200	0	199	2%
120	68	0	54	18	4977	0.47	206	0	256	2%
125	69	0	55	19	4923	0.46	206	0	225	2%
130	71	0	57	19	5023	0.47	209	0	229	2%
135	71	0	58	20	4687	0.44	204	0	278	3%
140	72	0	59	20	4643	0.44	204	0	260	2%

Zone: Coord
 Cycle Length: 80
 Number of intersections: 5
 Uncoordinated: 1
 Half Cycled: 0
 Locked Other: 0

3:00 - 4:00 PM

Cycle Length	Perform Index	Queue Delay (hr)	Total Delay (hr)	Delay / Veh (s)	Total Stops	Stops / Veh	Fuel (gal)	Unservd Vehicles	Dilemma Vehicles	% Dilem Vehicle
80	72	0	54	16	6263	0.50	253	0	440	4%
85	70	0	52	15	6315	0.50	251	0	401	3%
90	74	0	55	16	6691	0.53	255	0	424	3%
95	74	0	56	16	6547	0.52	253	0	379	3%
100	75	0	58	16	6485	0.51	252	0	333	3%
105	78	0	59	17	6646	0.53	257	0	335	3%
110	77	0	60	17	6110	0.49	250	0	386	3%
115	73	0	58	17	5646	0.45	245	0	320	3%
120	75	0	59	17	5712	0.45	247	0	277	2%
125	77	0	61	17	5788	0.46	249	0	255	2%
130	77	0	62	18	5320	0.42	241	0	309	2%
135	78	0	63	18	5313	0.42	242	0	320	3%
140	80	0	65	19	5446	0.43	246	0	266	2%

Zone: Coord
 Cycle Length: 85
 Number of intersections: 5
 Uncoordinated: 0
 Half Cycled: 0
 Locked Other: 0

Coordinatability Reports



Link: Meridian Rd #1, Woodmen Hills Dr to Bent Grass Meadows Dr

Variable	Value	Comments
Travel Time (s)	24	Travel Time okay For Coordination
CF1	73	
Traffic / Storage Space	0.34	Storage Space is adequate
CF2	34	
Proportion of Traffic In Platoon	0.74	Traffic moderately platooned
Ap, platoon adjustment	-4	
Main Street Volume (vph)	2742	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	115	at Woodmen Hills Dr
Cycle Length	115	at Bent Grass Meadows Dr
Combined Cycle Length	115	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	89	Coordination definitely recommended

Link: Meridian Rd #1, Bent Grass Meadows Dr to Eastonville Rd

Variable	Value	Comments
Travel Time (s)	25	Travel Time okay For Coordination
CF1	72	
Traffic / Storage Space	0.33	Storage Space is adequate
CF2	33	
Proportion of Traffic In Platoon	0.75	Traffic moderately platooned
Ap, platoon adjustment	-4	
Main Street Volume (vph)	2565	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	115	at Bent Grass Meadows Dr
Cycle Length	115	at Eastonville Rd
Combined Cycle Length	115	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	88	Coordination definitely recommended

Link: Meridian Rd #1, Eastonville Rd to Woodmen Rd

Variable	Value	Comments
Travel Time (s)	19	Travel Time okay For Coordination
CF1	80	
Traffic / Storage Space	0.51	Storage Space is adequate
CF2	51	
Proportion of Traffic In Platoon	0.75	Traffic moderately platooned
Ap, platoon adjustment	-4	
Main Street Volume (vph)	2721	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	115	at Eastonville Rd
Cycle Length	115	at Woodmen Rd
Combined Cycle Length	115	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	96	Coordination definitely recommended

Link: Meridian Rd, Woodmen Rd to Rolling Thunder Way

Variable	Value	Comments
Travel Time (s)	42	Travel Time okay For Coordination
CF1	50	
Traffic / Storage Space	0.11	Storage Space is adequate
CF2	11	
Proportion of Traffic In Platoon	0.87	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	3	
Main Street Volume (vph)	1069	High Volumes, coordination is high priority
Av, volume adjustment	7	
Cycle Length	115	at Woodmen Rd
Cycle Length	115	at Rolling Thunder Way
Combined Cycle Length	115	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	60	Coordination probably recommended

Link: Meridian Rd, Rolling Thunder Way to US 24

Variable	Value	Comments
Travel Time (s)	37	Travel Time okay For Coordination
CF1	56	
Traffic / Storage Space	0.30	Storage Space is adequate
CF2	30	
Proportion of Traffic In Platoon	0.70	Traffic moderately platooned
Ap, platoon adjustment	-6	
Main Street Volume (vph)	1354	High Volumes, coordination is high priority
Av, volume adjustment	12	
Cycle Length	115	at Rolling Thunder Way
Cycle Length	115	at US 24
Combined Cycle Length	115	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	62	Coordination probably recommended

Link: Meridian Rd #1, Woodmen Hills Dr to Bent Grass Meadows Dr

Variable	Value	Comments
Travel Time (s)	24	Travel Time okay For Coordination
CF1	73	
Traffic / Storage Space	0.26	Storage Space is adequate
CF2	26	
Proportion of Traffic In Platoon	0.80	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	-1	
Main Street Volume (vph)	2929	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	90	at Woodmen Hills Dr
Cycle Length	90	at Bent Grass Meadows Dr
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	92	Coordination definitely recommended

Link: Meridian Rd #1, Bent Grass Meadows Dr to Eastonville Rd

Variable	Value	Comments
Travel Time (s)	25	Travel Time okay For Coordination
CF1	72	
Traffic / Storage Space	0.24	Storage Space is adequate
CF2	24	
Proportion of Traffic In Platoon	0.77	Traffic moderately platooned
Ap, platoon adjustment	-3	
Main Street Volume (vph)	2810	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	90	at Bent Grass Meadows Dr
Cycle Length	90	at Eastonville Rd
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	89	Coordination definitely recommended

Link: Meridian Rd #1, Eastonville Rd to Woodmen Rd

Variable	Value	Comments
Travel Time (s)	19	Travel Time okay For Coordination
CF1	80	
Traffic / Storage Space	0.38	Storage Space is adequate
CF2	38	
Proportion of Traffic In Platoon	0.81	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	0	
Main Street Volume (vph)	2886	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	90	at Eastonville Rd
Cycle Length	90	at Woodmen Rd
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	100	Coordination definitely recommended

Link: Meridian Rd, Woodmen Rd to Rolling Thunder Way

Variable	Value	Comments
Travel Time (s)	42	Travel Time okay For Coordination
CF1	50	
Traffic / Storage Space	0.12	Storage Space is adequate
CF2	12	
Proportion of Traffic In Platoon	0.85	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	2	
Main Street Volume (vph)	1725	High Volumes, coordination is high priority
Av, volume adjustment	15	
Cycle Length	90	at Woodmen Rd
Cycle Length	90	at Rolling Thunder Way
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	67	Coordination probably recommended

Link: Meridian Rd, Rolling Thunder Way to US 24

Variable	Value	Comments
Travel Time (s)	37	Travel Time okay For Coordination
CF1	56	
Traffic / Storage Space	0.12	Storage Space is adequate
CF2	12	
Proportion of Traffic In Platoon	0.76	Traffic moderately platooned
Ap, platoon adjustment	-3	
Main Street Volume (vph)	1456	High Volumes, coordination is high priority
Av, volume adjustment	13	
Cycle Length	90	at Rolling Thunder Way
Cycle Length	89.8	at US 24
Combined Cycle Length	100	
Cycle Length Increase	20.2	Moderate increase in cycle length
Ac, Cycle Adjustment	-10	
CF, Coordinatability Factor	56	Coordination probably recommended

Link: Meridian Rd #1, Woodmen Hills Dr to Bent Grass Meadows Dr

Variable	Value	Comments
Travel Time (s)	24	Travel Time okay For Coordination
CF1	73	
Traffic / Storage Space	0.18	Storage Space is adequate
CF2	18	
Proportion of Traffic In Platoon	0.76	Traffic moderately platooned
Ap, platoon adjustment	-3	
Main Street Volume (vph)	1900	High Volumes, coordination is high priority
Av, volume adjustment	17	
Cycle Length	90	at Woodmen Hills Dr
Cycle Length	90	at Bent Grass Meadows Dr
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	87	Coordination definitely recommended

Link: Meridian Rd #1, Bent Grass Meadows Dr to Eastonville Rd

Variable	Value	Comments
Travel Time (s)	25	Travel Time okay For Coordination
CF1	72	
Traffic / Storage Space	0.15	Storage Space is adequate
CF2	15	
Proportion of Traffic In Platoon	0.83	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	1	
Main Street Volume (vph)	1695	High Volumes, coordination is high priority
Av, volume adjustment	15	
Cycle Length	90	at Bent Grass Meadows Dr
Cycle Length	90	at Eastonville Rd
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	88	Coordination definitely recommended

Link: Meridian Rd #1, Eastonville Rd to Woodmen Rd

Variable	Value	Comments
Travel Time (s)	19	Travel Time okay For Coordination
CF1	80	
Traffic / Storage Space	0.25	Storage Space is adequate
CF2	25	
Proportion of Traffic In Platoon	0.89	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	4	
Main Street Volume (vph)	1680	High Volumes, coordination is high priority
Av, volume adjustment	15	
Cycle Length	90	at Eastonville Rd
Cycle Length	90	at Woodmen Rd
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	99	Coordination definitely recommended

Link: Meridian Rd, Woodmen Rd to Rolling Thunder Way

Variable	Value	Comments
Travel Time (s)	42	Travel Time okay For Coordination
CF1	50	
Traffic / Storage Space	0.07	Storage Space is adequate
CF2	7	
Proportion of Traffic In Platoon	0.81	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	0	
Main Street Volume (vph)	1062	High Volumes, coordination is high priority
Av, volume adjustment	7	
Cycle Length	90	at Woodmen Rd
Cycle Length	90	at Rolling Thunder Way
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	57	Coordination probably recommended

Link: Meridian Rd, Rolling Thunder Way to US 24

Variable	Value	Comments
Travel Time (s)	37	Travel Time okay For Coordination
CF1	56	
Traffic / Storage Space	0.09	Storage Space is adequate
CF2	9	
Proportion of Traffic In Platoon	0.81	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	0	
Main Street Volume (vph)	1111	High Volumes, coordination is high priority
Av, volume adjustment	8	
Cycle Length	90	at Rolling Thunder Way
Cycle Length	90	at US 24
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	64	Coordination probably recommended

Link: Meridian Rd #1, Woodmen Hills Dr to Bent Grass Meadows Dr

Variable	Value	Comments
Travel Time (s)	24	Travel Time okay For Coordination
CF1	73	
Traffic / Storage Space	0.16	Storage Space is adequate
CF2	16	
Proportion of Traffic In Platoon	0.79	Traffic moderately platooned
Ap, platoon adjustment	-1	
Main Street Volume (vph)	2073	High Volumes, coordination is high priority
Av, volume adjustment	19	
Cycle Length	90	at Woodmen Hills Dr
Cycle Length	90	at Bent Grass Meadows Dr
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	91	Coordination definitely recommended

Link: Meridian Rd #1, Bent Grass Meadows Dr to Eastonville Rd

Variable	Value	Comments
Travel Time (s)	25	Travel Time okay For Coordination
CF1	72	
Traffic / Storage Space	0.14	Storage Space is adequate
CF2	14	
Proportion of Traffic In Platoon	0.78	Traffic moderately platooned
Ap, platoon adjustment	-2	
Main Street Volume (vph)	2005	High Volumes, coordination is high priority
Av, volume adjustment	18	
Cycle Length	90	at Bent Grass Meadows Dr
Cycle Length	90	at Eastonville Rd
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	88	Coordination definitely recommended

Link: Meridian Rd #1, Eastonville Rd to Woodmen Rd

Variable	Value	Comments
Travel Time (s)	19	Travel Time okay For Coordination
CF1	80	
Traffic / Storage Space	0.27	Storage Space is adequate
CF2	27	
Proportion of Traffic In Platoon	0.84	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	1	
Main Street Volume (vph)	1951	High Volumes, coordination is high priority
Av, volume adjustment	18	
Cycle Length	90	at Eastonville Rd
Cycle Length	90	at Woodmen Rd
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	99	Coordination definitely recommended

Link: Meridian Rd, Woodmen Rd to Rolling Thunder Way

Variable	Value	Comments
Travel Time (s)	42	Travel Time okay For Coordination
CF1	50	
Traffic / Storage Space	0.06	Storage Space is adequate
CF2	6	
Proportion of Traffic In Platoon	0.80	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	-1	
Main Street Volume (vph)	1049	High Volumes, coordination is high priority
Av, volume adjustment	7	
Cycle Length	90	at Woodmen Rd
Cycle Length	90	at Rolling Thunder Way
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	56	Coordination probably recommended

Link: Meridian Rd, Rolling Thunder Way to US 24

Variable	Value	Comments
Travel Time (s)	37	Travel Time okay For Coordination
CF1	56	
Traffic / Storage Space	0.08	Storage Space is adequate
CF2	8	
Proportion of Traffic In Platoon	0.80	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	-1	
Main Street Volume (vph)	1014	High Volumes, coordination is high priority
Av, volume adjustment	6	
Cycle Length	90	at Rolling Thunder Way
Cycle Length	90	at US 24
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	61	Coordination probably recommended

Link: Meridian Rd #1, Woodmen Hills Dr to Bent Grass Meadows Dr

Variable	Value	Comments
Travel Time (s)	24	Travel Time okay For Coordination
CF1	73	
Traffic / Storage Space	0.23	Storage Space is adequate
CF2	23	
Proportion of Traffic In Platoon	0.81	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	0	
Main Street Volume (vph)	2957	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	90	at Woodmen Hills Dr
Cycle Length	90	at Bent Grass Meadows Dr
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	93	Coordination definitely recommended

Link: Meridian Rd #1, Bent Grass Meadows Dr to Eastonville Rd

Variable	Value	Comments
Travel Time (s)	25	Travel Time okay For Coordination
CF1	72	
Traffic / Storage Space	0.22	Storage Space is adequate
CF2	22	
Proportion of Traffic In Platoon	0.79	Traffic moderately platooned
Ap, platoon adjustment	-1	
Main Street Volume (vph)	2429	High Volumes, coordination is high priority
Av, volume adjustment	20	
Cycle Length	90	at Bent Grass Meadows Dr
Cycle Length	90	at Eastonville Rd
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	91	Coordination definitely recommended

Link: Meridian Rd #1, Eastonville Rd to Woodmen Rd

Variable	Value	Comments
Travel Time (s)	19	Travel Time okay For Coordination
CF1	80	
Traffic / Storage Space	0.22	Storage Space is adequate
CF2	22	
Proportion of Traffic In Platoon	0.80	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	-1	
Main Street Volume (vph)	1854	High Volumes, coordination is high priority
Av, volume adjustment	17	
Cycle Length	90	at Eastonville Rd
Cycle Length	90	at Woodmen Rd
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	96	Coordination definitely recommended

Link: Meridian Rd, Woodmen Rd to Rolling Thunder Way

Variable	Value	Comments
Travel Time (s)	42	Travel Time okay For Coordination
CF1	50	
Traffic / Storage Space	0.08	Storage Space is adequate
CF2	8	
Proportion of Traffic In Platoon	0.82	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	0	
Main Street Volume (vph)	1298	High Volumes, coordination is high priority
Av, volume adjustment	11	
Cycle Length	90	at Woodmen Rd
Cycle Length	90	at Rolling Thunder Way
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	61	Coordination probably recommended

Link: Meridian Rd, Rolling Thunder Way to US 24

Variable	Value	Comments
Travel Time (s)	37	Travel Time okay For Coordination
CF1	56	
Traffic / Storage Space	0.13	Storage Space is adequate
CF2	13	
Proportion of Traffic In Platoon	0.81	Traffic heavily platooned, coordination is appropriate
Ap, platoon adjustment	0	
Main Street Volume (vph)	1343	High Volumes, coordination is high priority
Av, volume adjustment	11	
Cycle Length	90	at Rolling Thunder Way
Cycle Length	90	at US 24
Combined Cycle Length	90	
Cycle Length Increase	0	
Ac, Cycle Adjustment	0	
CF, Coordinatability Factor	67	Coordination probably recommended