

Monument Junction Traffic Impact Study

Prepared for:
Mr. Joe Loidolt
Classic Homes
2138 Flying Horse Club Drive
Colorado Springs, CO, 80921

MARCH 17, 2022

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

LSC #S214510



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LSC TRANSPORTATION CONSULTANTS, INC.
2504 East Pikes Peak Avenue, Suite 304
Colorado Springs, CO 80909
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lsctrans.com
Website: <http://www.lsctrans.com>

March 17, 2022

Mr. Joe Loidolt
Classic Homes
2138 Flying Horse Club Drive
Colorado Springs, Co, 80921

RE: Monument Junction
Traffic Impact Study
Monument, Colorado
LSC #S214510

Dear Mr. Loidolt:

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic impact study for the proposed Monument Junction development located in Monument, Colorado. As shown in Figure 1, the site is located southeast of Interstate 25 (I-25) and State Highway (SH) 105.

REPORT CONTENTS

The report contains the following:

- An inventory of existing roadway and traffic conditions on the adjacent and nearby roadway system, including surface conditions, functional classification, widths, pavement markings, traffic-control signs, posted speed limits, intersection and access spacing, roadway and intersection alignments, roadway grades, and auxiliary turn lanes;
- Weekday peak-hour turning movement traffic counts at the following intersections:
 - SH 105/I-25 Northbound Ramp Terminal
 - SH 105/Jackson Creek Parkway
 - Highway 105/Knollwood Boulevard
 - Higby Road/Jackson Creek Parkway
- Estimated current average weekday traffic (AWT) volumes on the study-area streets, including Jackson Creek Parkway and Higby Road;
- Projections of 20-year background traffic volumes on the study-area streets and intersections, based on information available from the Highway 105 traffic study and previous LSC studies completed in the area and traffic data;
- The proposed site land uses, circulation, and access;
- Development phasing;

- Estimates of average weekday and weekday peak-hour trip generation for the proposed development and the estimated directional distribution of site-generated vehicle trips on the area street and roadway network;
- Projected site-generated and resulting total peak-hour intersection traffic volumes at the study intersections:
 - SH 105/I-25 Northbound Ramp Terminal
 - SH 105/Jackson Creek Parkway
 - Highway 105/Knollwood Boulevard
 - Jackson Creek Parkway/Site Accesses
 - Higby Road/Jackson Creek Parkway
- Level of service analysis at the study-area intersections for existing, short- and long-term background and total traffic scenarios;
- Vehicle queuing at the study-area intersections; and
- Short- and long-term projected intersection analysis to determine intersection traffic control, auxiliary right-/left-turn lane needs, and other recommendations.

LAND USE AND PROPOSED ACCESS PLAN

The 84-acre site is located southeast of I-25 and SH 105. Jackson Creek Parkway runs north/south through the middle of the property. It is planned to be developed with residential and commercial land uses. A total of 267 apartment units, 146 attached single-family homes, and 158 single-family units are planned, along with a gas station with convenience store, fast-food restaurant with a drive through, and undetermined retail/commercial land uses are planned for the development.

The site plan is shown in Figure 2a. Primary site access is to Jackson Creek Parkway via two full-movement access intersections. Additionally, three right-in/right-out access points are proposed to Jackson Creek Parkway. A street connection between this development and Knollwood Boulevard is being required and is shown on the site plan. The access plan is shown in Figure 2b.

The Phase 1 portion of the development is outlined in Figure 2b (and Table 2) and will consist of all the development **except** one retail site in the northwest corner of the project, the single-family residential in the southwest corner of the project, and the retail site in the center of the project (south of the proposed apartment development). These post-phase-1, future development areas are shown in Figure 2b with green borders. . Phase 1 access is proposed to Jackson Creek Parkway, as shown in Figure 2b.

EXISTING ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

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

State Highway 105 is a Colorado Department of Transportation (CDOT) roadway that runs from the Douglas/El Paso County Line to Jackson Creek Parkway. The CDOT-controlled portion (SH 105) begins

immediately west of the intersection with Jackson Creek Parkway (about 100 feet west of the center of the intersection). The roadway is a four-lane roadway and is classified as a Non-Rural Principal Arterial (NR-A) adjacent to the site. The posted speed limit is 45 miles per hour (mph) between Jackson Creek Parkway and just west of the I-25 ramps. Further to the west, the speed limit is 35 mph. The intersections of SH 105 with the northbound I-25 ramps and Jackson Creek Parkway are signalized.

Highway 105 is a Principal Arterial that extends east from just west of the Knollwood/Highway 105 intersection to SH 83/Walker Road. The road is currently a two-lane roadway with a posted speed limit of 45 mph adjacent to the site. The road is planned in the El Paso County *Major Transportation Corridor Plan (MTCP)* to be a four-lane roadway by 2040. Additionally, the *Highway 105 Corridor Study – Corridor Preservation Plan*, November 2012, shows the ultimate laneage of the roadway to be four-lanes.

Jackson Creek Parkway is a paved two-lane (in the vicinity of the site) north/south Town Major Collector street that extends from SH 105 south to Baptist Road (note: the roadway continues south to North Gate Boulevard as Struthers Road). Jackson Creek Parkway has recently been upgraded to four lanes south of Higby Road. Jackson Creek Parkway has a posted speed limit of 40 mph adjacent to the site.

Higby Road is a two-lane Minor Arterial that extends east from Jackson Creek Parkway to Roller Coaster Road. The posted speed limit is 35 mph. The intersection of Higby Road/Jackson Creek Parkway is signalized.

Existing Traffic Conditions

Figure 3 shows current morning and afternoon peak-hour traffic volumes at the following intersections:

- SH 105/I-25 northbound ramps
- SH 105/Jackson Creek Parkway
- Highway 105/Knollwood Boulevard
- Higby Road/Jackson Creek Parkway

Counts were completed in October 2021 at the intersection of Jackson Creek Parkway/SH 105 and November 2021 at the intersection of Highway 105/Knollwood Boulevard. Previous counts are also shown in the figure and include adjustments based on newer counts at adjacent intersections and data contained in the Highway 105 study. The traffic count reports are attached.

Existing Levels of Service

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from “A” to “F.” LOS A represents control delay of less than 10 seconds for unsignalized and signalized intersections. LOS F represents

control delay of more than 50 seconds for unsignalized intersections and more than 80 seconds for signalized intersections. Table 1 shows the level of service delay ranges.

Table 1: Intersection Levels of Service

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

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

The study intersections were analyzed to determine the existing levels of service. Figure 3 shows the existing level of service analysis results. As shown, all of the study intersections operate at an overall LOS C or better during the peak hours. All of the turning movements operate at LOS D or better during the peak hours. The level of service reports are attached.

BACKGROUND TRAFFIC

Figure 4 shows the projected 2040 background traffic volumes. Background traffic is the traffic estimated to be on the adjacent roadways without consideration of the land uses and associated trips from the proposed development. The background traffic estimates do assume site road connections to be in place, such as the required street connection to Knollwood Boulevard. Background traffic includes existing traffic volumes, plus the traffic expected to be generated by nearby existing and future developments but assumes zero traffic generated by the site.

The 2040 background traffic-volume estimates were based on the current traffic conditions, the expected development in the surrounding area, and traffic studies completed in the area by LSC and the Highway 105 traffic study.

TRIP GENERATION

Estimates of the traffic volumes expected to be generated by the site have been made using the nationally published trip-generation rates found in *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE).

Table 2 shows the estimated trips generated by Phase 1 only and buildout of the site.

Note: Regarding the 79 high-density “four-square” units along the east side of the development, LSC has utilized the single-family attached trip-generation rates for these units. Based on the strict definition of “detached” vs. “attached” units, these are “single-family detached units.” However, for purposes of estimating of trips, the “attached” rates have been used. The following is an excerpt from the ITE Trip Generation Manual:

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

Phase 1 Trip Generation

Phase 1 could be expected to generate approximately 9,200 total vehicle trips on the average weekday, with about half entering and half exiting in a 24-hour period. These daily trip estimates as well as morning and afternoon peak-hour trip generation estimates are presented in Table 2 (attached). The trip-generation estimates for the Phase 1 land uses are shown in the top section of the table.

Development Buildout Trip Generation

Table 2 also presents the buildout trip-generation estimate with internal capture and passby trip estimates.

Internal Capture Calculations and Resulting Estimates

The development is planned to have both retail (including service land uses) and residential land uses, some of the trips generated by the land uses will remain internal to the development. Internal trips are those for which both the origin and destination are within the development. The internal trip percentages are estimates by LSC. Table 2 shows the external trips generated by the site at buildout.

Pass-by Trips

The total number of trips to be generated by the site has also been analyzed to account for pass-by trips. A pass-by trip is one made by a motorist who would already be on an adjacent road regardless

of the proposed development, but who stops in at the site while passing by. That pass-by motorist would then continue on his or her way to a final destination in the original direction. Non-primary trip percentage has been based on data from the *Trip Generation Handbook - An ITE Proposed Recommended Practice, 3rd Edition, 2014* by ITE and adjustments by LSC for site-specific conditions. Table 2 has a detailed trip-generation estimate, including internal and pass-by trips.

Table 2 (attached) provides detailed trip generation for the buildout scenario.

TRIP DISTRIBUTION AND ASSIGNMENT

Figure 5 shows the specific distribution estimates for the site-generated traffic volumes. The trip distribution represents the percentages of site-generated traffic projected to be oriented to and from the major approaches to the site. The estimates are based on the following factors: the location of the site with respect to regional residential, employment, commercial, and activity centers; the location of the site with respect to the Town of Monument, the Tri-Lakes region, and the balance of the City of Colorado Springs metropolitan area; the land use proposed for the site; the proposed access system for the site; the roadway system serving the site; and the existing traffic counts.

Phase 1

When the distribution percentages (from Figure 5) are applied to the Phase 1 trip-generation estimates (from Table 2), the Phase 1 site-generated traffic volumes on the adjacent roadways can be determined. Figure 6 shows the projected Phase 1 site-generated traffic volumes.

Buildout

Applying the distribution percentages (from Figure 5) to the buildout trip-generation estimates (from Table 2), the buildout site-generated traffic volumes on the adjacent roadways can be determined. Figure 7 shows the projected buildout site-generated traffic volumes.

TOTAL TRAFFIC

Short Term – Phase 1

Figure 8 shows the sum of the existing traffic (from Figure 3) plus the Phase 1 site-generated traffic volumes (from Figure 6). These volumes represent the short-term impacts of Phase 1 of the proposed development. Figure 9 provides the resulting levels of service at the study intersections.

Short Term – Buildout

Figure 10 shows the sum of the existing traffic (from Figure 3) plus the buildout site-generated traffic volumes (from Figure 7 Figure 6). These volumes represent the short-term impacts of the buildout of the development. Figure 11 provides the resulting levels of service at the study intersections.

Long Term – Buildout

Figure 12 shows the 2040 total traffic volumes. The volumes are the sum of the 2040 background traffic volumes (from Figure 4) plus the buildout site-generated traffic volumes (from Figure 6). Figure 13 provides the resulting levels of service at the study intersections.

PROJECTED LEVELS OF SERVICE

The study intersections have been analyzed to determine the projected levels of service, based on the 2040 background, as well as short- and long-term total traffic volumes. The level of service reports are attached. Figures 4, 9, 11, and 13 show the level of service analysis results for the long-term background, short-term Phase 1 total, short-term buildout total, and long-term buildout total scenarios, respectively. The figures also show the laneage utilized in the analysis for Jackson Creek Parkway south of Highway 105 and at the study-area intersections. The laneage has been based on the proposed roadway and intersection phasing plan.

SH 105/I-25 Northbound Ramps

The intersection of SH 105/I-25 northbound ramps operates at LOS D or better during both peak hours in all scenarios.

SH 105/Jackson Creek Parkway

Short-Term

The intersection of SH 105/Jackson Creek Parkway operates at LOS D or better during both peak hours in all scenarios. The northbound left-turning movement is projected to operate at LOS E during the Short-Term Phase 1 and Short-Term Buildout morning peak-hour scenarios, based on existing signal timings. Signal timings will likely need to be adjusted with growth to provide additional phase time.

The eastbound right-turning movement meets the criteria to require a deceleration lane with the existing volumes.

The eastbound-to-southbound right-turn volume is high and will benefit from a channelized right-turn movement, and this is proposed with the project. Per CDOT requirement, this channelized right will be configured as a yield condition for this right-turn movement. These improvements have been reflected in the Synchro analysis and in the figures.

All scenarios also include a dual westbound left-turn lane on Highway 105.

Long-Term

In all future scenarios, it has been assumed that an eastbound right-turn deceleration has been constructed, along with the channelized right turn with a yield condition. All individual turning movements have been shown to operate at LOS D or better during the long term, based on the existing signal timings. The signal timing will likely need to be adjusted with growth to provide additional phase time.

Highway 105/Knollwood Boulevard/Knollwood Drive

Overall, the intersection of Highway 105/Knollwood is projected to operate at LOS C during both short-term and long-term peak hours.

Higby Road/Jackson Creek Parkway

The intersection of Higby Road/Jackson Creek Parkway operates at LOS C or better during both peak hours in all scenarios, while the individual turning movements operate at LOS D or better. In the long term, it has been assumed that Jackson Creek Parkway will be widened to four lanes through this intersection. All individual turning movements would operate at LOS D or better during both long-term peak hours.

Jackson Creek Parkway/Site Access Points

There are five planned access points along Jackson Creek Parkway. From north to south these access points are as follows:

- Access A – right-in/right-out, T-intersection
- Access B – full-movement, four-leg intersection, expected to meet signal warrants
- Access C – right-in/right-out, T-intersection
- Access D – full-movement, four-leg intersection, not expected to meet signal warrants
- Access E – right-in/right-out, T-intersection

All unsignalized intersections are planned to be stop sign-controlled on the side street. It has been assumed that, in the long term, Jackson Creek Parkway will be widened to four lanes.

Short-Term Phase 1

In the short-term Phase 1 total traffic conditions, the westbound left-turning movement at Access D is projected to operate at LOS F during the afternoon peak hour. All other minor-street movements at the site-access intersections are forecast to operate at LOS B or better.

Short-Term Buildout

At the south full-movement four-leg intersection (Access D), the left-turning movements from the side streets onto Jackson Creek Parkway are projected to operate at LOS F. These lower levels of service are typical of left-turning movements from a side street onto a major street. The left-turning movements all have a calculated 95th-percentile queue length of less than 100 feet (within the proposed vehicle stacking distances). The volume-to-capacity ratio for the eastbound left-turning movement during the Short-Term Buildout PM peak is greater than 1.0.

In the short-term buildout total traffic conditions, all other yielding movements at the site access intersections are forecast to operate at LOS D or better. The north full-movement signalized access (Access B) is anticipated to operate at LOS D during the peak hours with all individual movements operating at LOS D or better.

Long-Term Buildout

In the long-term buildout total traffic conditions, the signalized access (Access B) is anticipated to operate at LOS C or better (overall) during the peak hours, with all movements operating at LOS D or better.

Left-turning movements from the side streets (eastbound and westbound approaches) at Access D are forecast to operate at LOS F during both peak hours. As mentioned previously, the lower levels of service are typical of left-turning movements from a side street onto a major street. The eastbound left-turning movements have queue lengths under 118 feet during both peak hours. The volume-to-capacity ratio for the eastbound left-turning movement during the long-term PM peak is greater than 1.0.

These levels of service are based on turning-movement estimates, which are subject to change with specific development within the retail development site that would utilize this intersection for ingress and egress from Jackson Creek Parkway. Depending on the land uses/commercial site “end users” and associated trip generation, an MUTCD warrant for a traffic signal may be met at this intersection (potentially with the combination residential development traffic) and/or the Town may decide to signalize this intersection. A traffic signal would mitigate LOS-F turning movements shown for the side-street approaches.

QUEUING ANALYSIS

Queuing Analysis Terminology

“Upstream block time” represents the percent of time during the peak hour in which the entry point for a turn lane upstream of the subject intersection is blocked by a queue in the adjacent through lane. “Storage block time” is the proportion of time in which the turn lane’s queue

exceeds the available storage length and left-turning vehicles overspill the turn lane in the model and into the adjacent through lane.

“Maximum queue” represents the maximum queue length observed for each individual lane during the 15-minute analysis period. SimTraffic records the maximum back of queue observed for every two-minute period. In SimTraffic, a vehicle is considered queued whenever it is behind another vehicle traveling at less than 10 feet/second (approximately 7 mph) or at a stop bar. The maximum observed queue might not occur during the same interval in which the highest upstream block time (percent) or storage block time (percent) occurs. SimTraffic reports have reported the highest value for each metric for each turn lane/approach, regardless of whether or not they occur in the same 15-minute interval.

Reported queue length for auxiliary turn lanes in SimTraffic is generally limited by the turn-lane length. SimTraffic simply reports the maximum observed queue length during simulations. The reported 95th-percentile queue is also part of the results.

SH 105/Jackson Creek Parkway

The westbound left-turn lane on Highway 105 at Jackson Creek Parkway is proposed for upgrade to a dual left-turn lane. The lane is currently about 280 feet long plus an 85-foot transition taper. This lane is back-to-back with the 480-foot long eastbound left-turn lane at the Highway 105/Knollwood intersection.

The 95th-percentile queue length for the westbound left-turning movement at SH 105/Jackson Creek Parkway is projected to reach 188 feet during the long-term morning peak hour. Just east of this intersection, the eastbound left-turning movement at SH 105/Knollwood Drive is projected to have a 95th-percentile queue of 289 feet during the long-term morning peak hour. Neither of these projected long-term queue lengths would exceed the proposed available full-width lane lengths for each of the back-to-back left-turn lanes. Based on the long-term analysis, the proposed dual westbound left-turn lanes would accommodate projected queues at SH 105/Jackson Creek.

Jackson Creek Parkway/Site Full-Movement Access Intersections

Access B

Exhibit 1 shows projected short-term and long-term 95th-percentile queue lengths at Access B. Results from the SimTraffic queuing reports indicate that queues for the southeast left-turn lane extending back from Jackson Creek Parkway/Access B would reach approximately 200 feet during the long-term afternoon peak hour. In order to prevent storage block time, LSC recommends that at least 200 feet of stacking distance be provided for the southeast left-exiting turn lane at Access B. All other minor-street exiting turn lanes and left-turning movements on Jackson Creek

Parkway at Access B would be accommodated during both long-term peak hours based on the recommended turn-lane lengths described in this report.

Access D

Exhibit 2 shows projected short-term and long-term 95th-percentile queue lengths at Access D. Results from the SimTraffic queuing reports indicate that all minor-street queues extending back from Jackson Creek Parkway/Access D would be accommodated during both long-term peak hours if the internal left-turn stacking distance were to be at least 150 feet long.

TRAFFIC SIGNAL WARRANT ANALYSIS

The northern four-leg intersection is anticipated to meet signal warrants in the short-term total – site buildout scenario and long-term total scenarios. None of the other site accesses are projected to meet signal warrants, based on projected minor street approach volumes with the forecast traffic volumes. The Town may decide to allow signalization at the south four-leg intersection at buildout. This intersection could be reevaluated with individual site developments, served by this intersection, to evaluate the signal warrants with traffic-volume data and projections. A signal at this location would also provide a controlled location for pedestrians to cross Jackson Creek Parkway.

ROADWAY IMPROVEMENTS

Figure 14 presents the roadway improvements associated with the project, including auxiliary turn lanes, traffic control, the required connection to Knollwood, and Jackson Creek Parkway improvements. The level of service figures show the proposed intersection laneage for the short and long term.

Jackson Creek Parkway

As mentioned previously, Jackson Creek Parkway is planned to be upgraded to a four-lane roadway between Higby Road and Highway 105 in the future. This is reflected in the long-term scenario. The proposed site contributes to the projected volumes on Jackson Creek Parkway, although the site alone does not generate enough traffic to necessitate the four-lane upgrade roadway project. Figure 2b shows the proposed roadway phasing and Figure 11 shows potential auxiliary turn lanes along Jackson Creek Parkway that will likely or may be needed at the access points (as noted).

Figure 14 shows the short-term/interim laneage along Jackson Creek Parkway south of the north full-movement access.

Per applicant meetings with Town staff, the **north section** of Jackson Creek Parkway is planned to be constructed to the “ultimate” condition with Phase 1. Also, the side streets at the middle access points are planned to be constructed to the ultimate cross section. The existing section of Jackson Creek Parkway south of the north full-movement access is planned to include interim

modification to function as a transition section that would tie into the existing Jackson Creek Parkway cross section.

As development progresses and final PD site plans are submitted, this interim section of Jackson Creek Parkway south of the north access could be evaluated. Evaluation of the interim section of Jackson Creek Parkway could include the need for any additional interim turn lanes, traffic signal(s), or other upgrades prior to the completion of the full roadway section by the Town.

In the short-term buildout, it is estimated that the proposed development will make up 23.3 percent of the afternoon peak hour traffic on Jackson Creek Parkway south of SH 105. In the long term, that percentage is expected to drop to 21.8 percent, due to growth in the area.

Auxiliary Turn Lanes

- Based on the criteria contained in the Colorado State Highway Access Code, an eastbound right-turn deceleration lane should be provided at the intersection of SH 105/Jackson Creek Parkway. With a roadway classification of NR-A and a posted speed of 45 mph, a 435-foot deceleration lane is required with a 165-foot taper. Although the applicant will construct this lane, it should be noted that a deceleration lane is required under existing traffic volumes. Note: This lane has been assumed in the analysis for Phase 1 and the short- and long-term buildout scenarios. As required by CDOT, the design will include a channelized eastbound right-turn movement with yield-sign control at the intersection.
- Regarding the northbound left-turn movement at the Highway 105/Jackson Creek Parkway intersection, the movement will fail without dual left-turn lanes. Exclusive dual left-turn lanes and a separate right-turn lane are planned to be constructed with the Phase 1 development. The short-and long-term buildout scenarios also assume this expanded laneage.
- The westbound left-turn lane on Highway 105 at Jackson Creek Parkway is about 280 feet long plus and 85-foot transition taper. This lane is back-to-back with the 480-foot-long eastbound left-turn lane at the Highway 105/Knollwood intersection. As required, the applicant will expand the single left-turn lane to a dual left-turn lane. The proposed westbound dual left-turn lanes would accommodate the projected 95th percentile queues. (Note regarding the El Paso County criteria – added as requested in County comments: *Engineering Criteria Manual (ECM)* requires 235 feet of lane plus stacking distance **plus** a 200-foot taper. As such, the lane does not meet *ECM* standards for deceleration distance + stacking + taper (Note: The El Paso County *ECM* has a standard requirement for left-turn lanes to include three components: 1) storage/queue length **plus** deceleration distance **plus** taper length). The proposed dual left-turn lanes will accommodate the projected 95th percentile queues even if the *ECM*-prescribed combination of queue distance **plus** full deceleration length **will not fit** given the

back-to-back left-turn lane configuration on Highway 105 between Jackson Creek Parkway and the Knollwood intersections and the distance between these intersections).

- The applicant is proposing to construct the westbound dual left-turn lane at Jackson Creek Parkway/Highway 105 in lieu of an eastbound right-turn acceleration lane on the south side of Highway 105 beginning at Jackson Creek Parkway and extending east. The Access Code prescribes an acceleration lane; however, the widening of Highway 105 on the south side would be significantly more useful in accommodating the westbound dual left-turn lanes and the necessary shift in the eastbound through lanes to the south. This is a better solution given the series of coordinated signals and relatively short intersection spacing along Highway 105. The northbound right-turn movement is shown as a channelized movement that could either be configured with yield-sign control or signal control with a right-turn overlap phase, if needed. The level of service and queuing analysis indicate the northbound right-turn movement would operate acceptably without an acceleration lane and a relatively short weaving section would be avoided.
- It is recommended that the site-access points have left-turn lanes into the site. Right-turn deceleration lanes will also be needed depending on turning volume. Additionally, the outbound laneage at each of the site-access points should have a two-lane approach (for separate left turns). Please refer to Figure 14 for details.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

Please refer to Table 2 and the trip-generation section of the report for Phase 1 and site buildout trip generation for the average weekday and the weekday peak hours.

Projected Levels of Service

- The signalized intersections within the study area are all forecast to operate at LOS D or better during both peak hours in all future scenarios.
- In the short-term with Phase 1 of the development, all turning movements at the site access are projected to operate at LOS C or better during the peak hours.
- The north four-leg intersection is anticipated to meet signal warrants in the short-term and long-term buildout total scenarios. The intersection is anticipated to operate at LOS D or better during both peak hours in both total traffic scenarios.
- In the short-term and long-term scenarios, the eastbound and westbound left-turning movements at the unsignalized four-leg intersection are projected to operate at LOS E or F during both peak hours. This intersection could be reevaluated with individual site

developments, served by this intersection, to evaluate the signal warrants with traffic volume data and projections. A signal at this location would also provide a controlled location for pedestrians to cross Jackson Creek Parkway.

Roadway Improvements

- Figure 14 presents the roadway improvements associated with the project, including auxiliary turn lanes, traffic control, the required connection to Knollwood, and Jackson Creek Parkway improvements.
- Jackson Creek Parkway north of Higby Road is planned to be improved to four-lanes in the future. It is our understanding that this would be the responsibility of the Town. The intersection of Jackson Creek Parkway/Highway 105, and the north full-movement access/Jackson Creek Parkway, and the segment of Jackson Creek Parkway between these two intersections are planned to be constructed to the “ultimate” condition **by the applicant**. This would occur with Phase 1 development. Also, the side-streets at the middle access points are planned to be constructed to the ultimate cross section (with respect to the intersection laneage and side street width). The applicant would be responsible for construction of the site-access points.
- The existing section of Jackson Creek Parkway south of the north full-movement access is planned to include interim modification to function as a transition section that would tie into the existing Jackson Creek Parkway cross section. The interim section of Jackson Creek Parkway south of the north access will also include auxiliary right- and left-turn lanes. The applicant would be responsible for construction of the required auxiliary turn lanes and traffic control at the site-access points.
- LSC recommends the following laneage for the full-movement access points: A three-lane cross section just east/west of Jackson Creek Parkway (JCP), with separate outbound left- and right-turn bays (at the stop signs) with one inbound lane (about 15 to 16 feet for a short distance east of the intersection. A slightly wider inbound lane (or “departure lane” from the intersection with JCP) would benefit traffic operations. Two outbound lanes at JCP would allow for reduced delay/convenience for right-turning traffic as right turners would not need to wait behind left-turning traffic, and 2) allow for better operations. The applicant would be responsible for construction of the required laneage at the site-access points.
- Please refer to the “Queueing Analysis” section for more detail regarding projected 95th-percentile queue lengths for proposed left-turn bays on the side streets of the two full-movement access-point intersections (Access B and Access D).
- It is forecast that the proposed development will make up 23.3 percent of the afternoon peak hour traffic on Jackson Creek Parkway in the vicinity of the site in the short term at

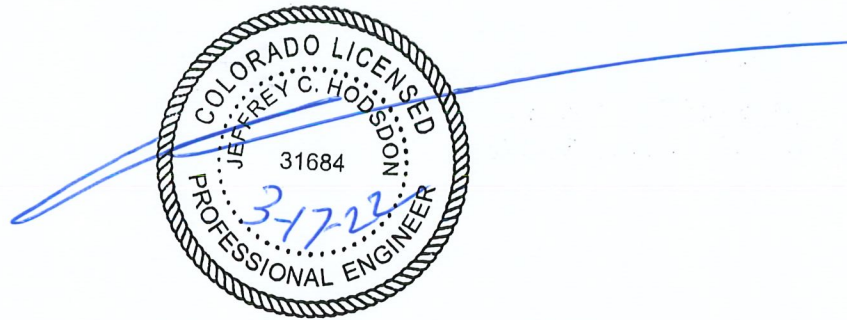
buildout. In the long term, the development-generated traffic will make up 21.8 percent of the afternoon peak hour traffic on Jackson Creek Parkway.

* * * * *

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

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.



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

JCH/JAB:jas

Enclosures: Table 2
Figures 1-14
Exhibits 1-2
Traffic Count Reports
Level of Service Reports
Queuing Reports

Table 2



**Table 2
Trip Generation Estimate**

TRAFFIC TAZ	ITE Code	Land Use Description	Units	Trip Generation Rates ⁽¹⁾					Total Trips Generated					Internal Trips	Internal Trips Generated ⁽³⁾					External Trips Generated					AM Pass-By Trip % ⁽⁴⁾	PM Pass-By Trip % ⁽⁴⁾	New External Trips Generated Weekday Traffic
				Weekday Traffic	AM Peak Hour In	PM Peak Hour Out	In	Out	Weekday Traffic	AM Peak Hour In	PM Peak Hour Out	In	Out		Weekday Traffic	AM Peak Hour In	PM Peak Hour Out	In	Out	Weekday Traffic	AM Peak Hour In	PM Peak Hour Out	In	Out			
Phase 1 Proposed Land Use																											
7	210	Single-Family Detached Housing	58 DU ⁽²⁾	9.43	0.18	0.52	0.59	0.35	547	11	30	34	20	10%	55	1	3	3	2	492	10	27	31	18	0%	0%	492
5,6	215	Single Family Attached	146 DU	7.20	0.15	0.33	0.32	0.25	1,051	22	48	47	36	10%	105	2	5	5	4	946	20	43	42	32	0%	0%	946
2	220	Multi-Family Housing (Low Rise)	267 DU	6.69	0.09	0.30	0.32	0.19	1,787	25	80	85	50	10%	179	3	8	9	5	1,608	22	72	76	45	0%	0%	1,608
9	822	Strip Retail Plaza (<40ksf)	15 KSF ⁽²⁾	57.51	1.50	1.00	3.46	3.46	863	23	15	52	52	15%	129	3	2	8	8	734	20	13	44	44	34%	34%	484
8	934	Fast Food with Drive Thru	3.75 KSF	467.48	22.75	21.86	17.18	15.85	1,753	85	82	64	59	15%	263	13	12	10	9	1,490	72	70	54	50	49%	50%	752
1	945	Convenience Store/Gas Station (2.0-4.0 KSF	12 VFP ⁽²⁾	265.12	8.03	8.03	9.21	9.21	3,181	96	96	111	111	15%	477	14	14	17	17	2,704	82	82	94	94	62%	56%	1,109
Phase 1 Total									9,182	262	351	393	328		1,208	36	44	52	45	7,974	226	307	341	283			5,391
Future Land Use																											
4	210	Single-Family Detached Housing	100 DU	9.43	0.18	0.52	0.59	0.35	943	18	52	59	35	10%	94	2	5	6	4	849	16	47	53	31	0%	0%	849
10	822	Strip Retail Plaza (<40ksf)	12 KSF	61.34	1.62	1.08	3.69	3.69	736	19	13	44	44	15%	110	3	2	7	7	626	16	11	37	37	34%	34%	413
3	822	Strip Retail Plaza (<40ksf)	20 KSF	53.68	1.36	0.91	3.18	3.18	1,074	27	18	64	64	7%	75	2	1	4	4	999	25	17	60	60	34%	34%	659
Future Total									2,753	64	83	167	143		279	7	8	17	15	2,474	57	75	150	128			1,921
Grand Total									11,935	326	434	560	471		1,487	43	52	69	60	10,448	283	382	491	411			7,312

Notes:

- (1) Source: "Trip Generation, 11th Edition, 2021" by the Institute of Transportation Engineers (ITE)
- (2) KSF = one thousand square feet of floor space, DU = dwelling unit, VFP = vehicle fueling position
- (3) Source: Estimates by LSC
- (4) Source: "Trip Generation Handbook - An ITE Proposed Recommended Practice, Third Edition September 2017" by ITE

Figures 1-14





Not to scale

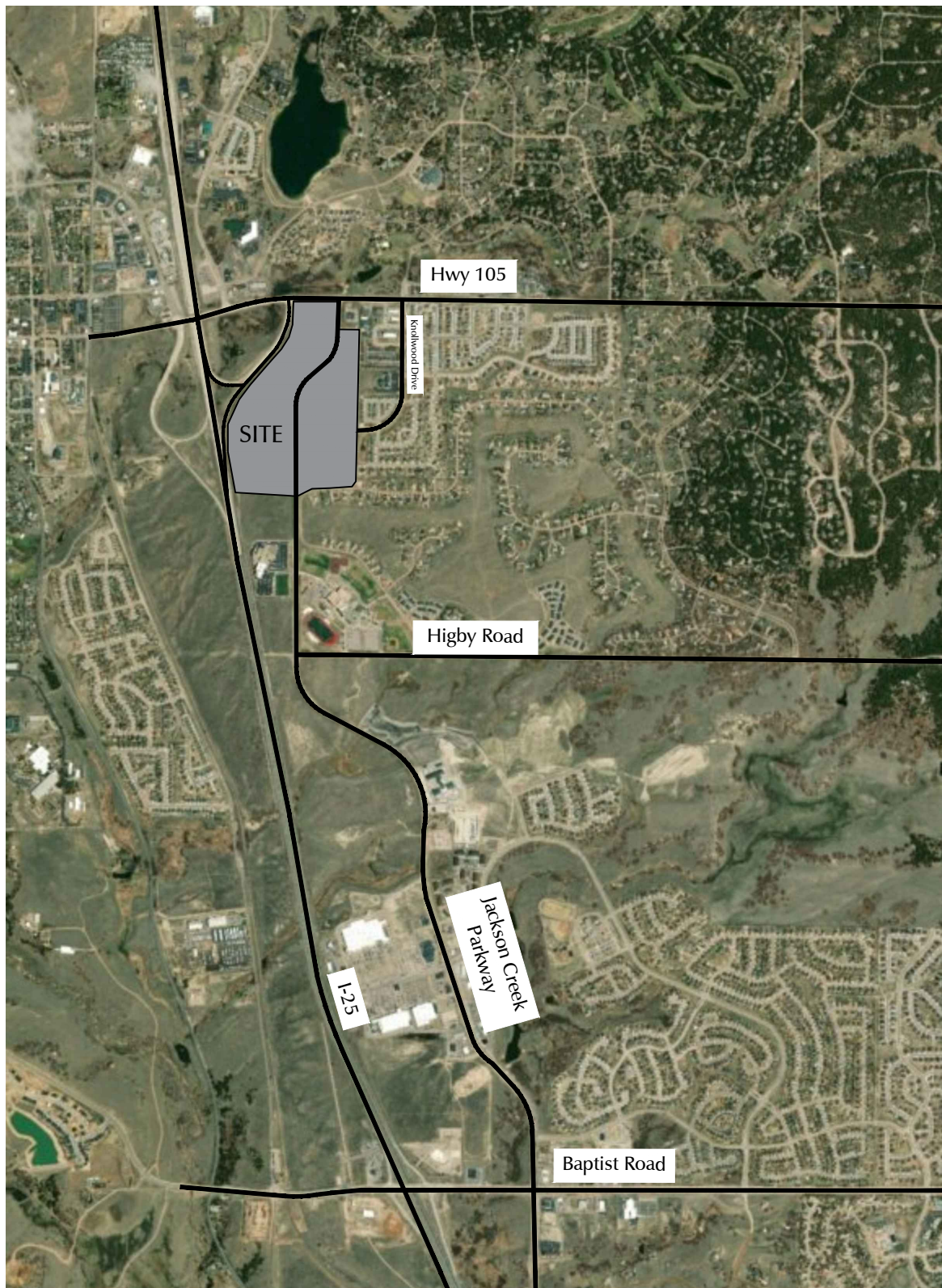


Figure 1

Vicinity

Monument Junction (LSC# S214510)



Approximate
Scale:
1" = 350'

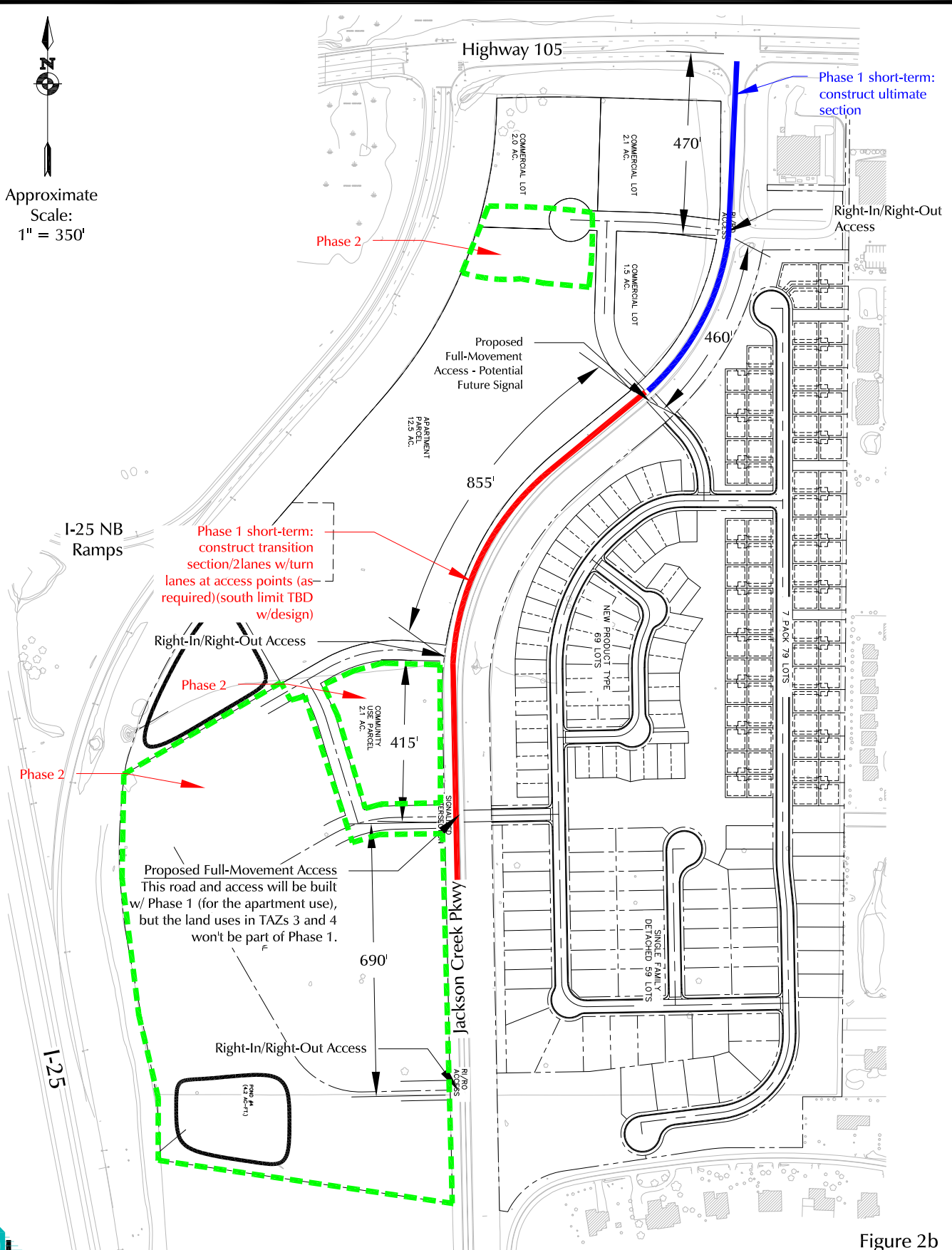


Figure 2b

Land Use and Roadway Phasing

Monument Junction (LSC# S214510)



Note: Development shown is Phase 1 unless noted and shown with green dashed border.

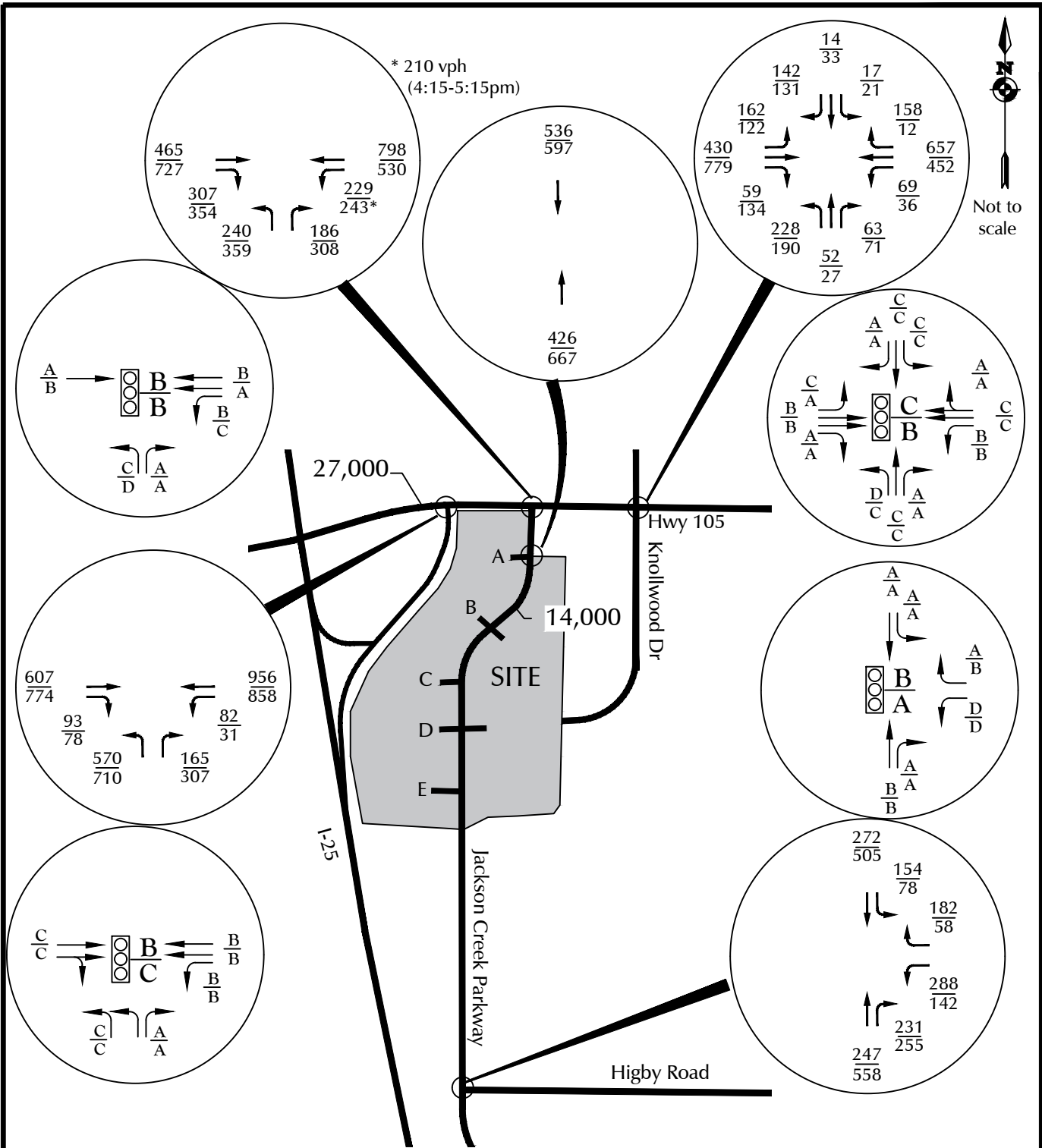
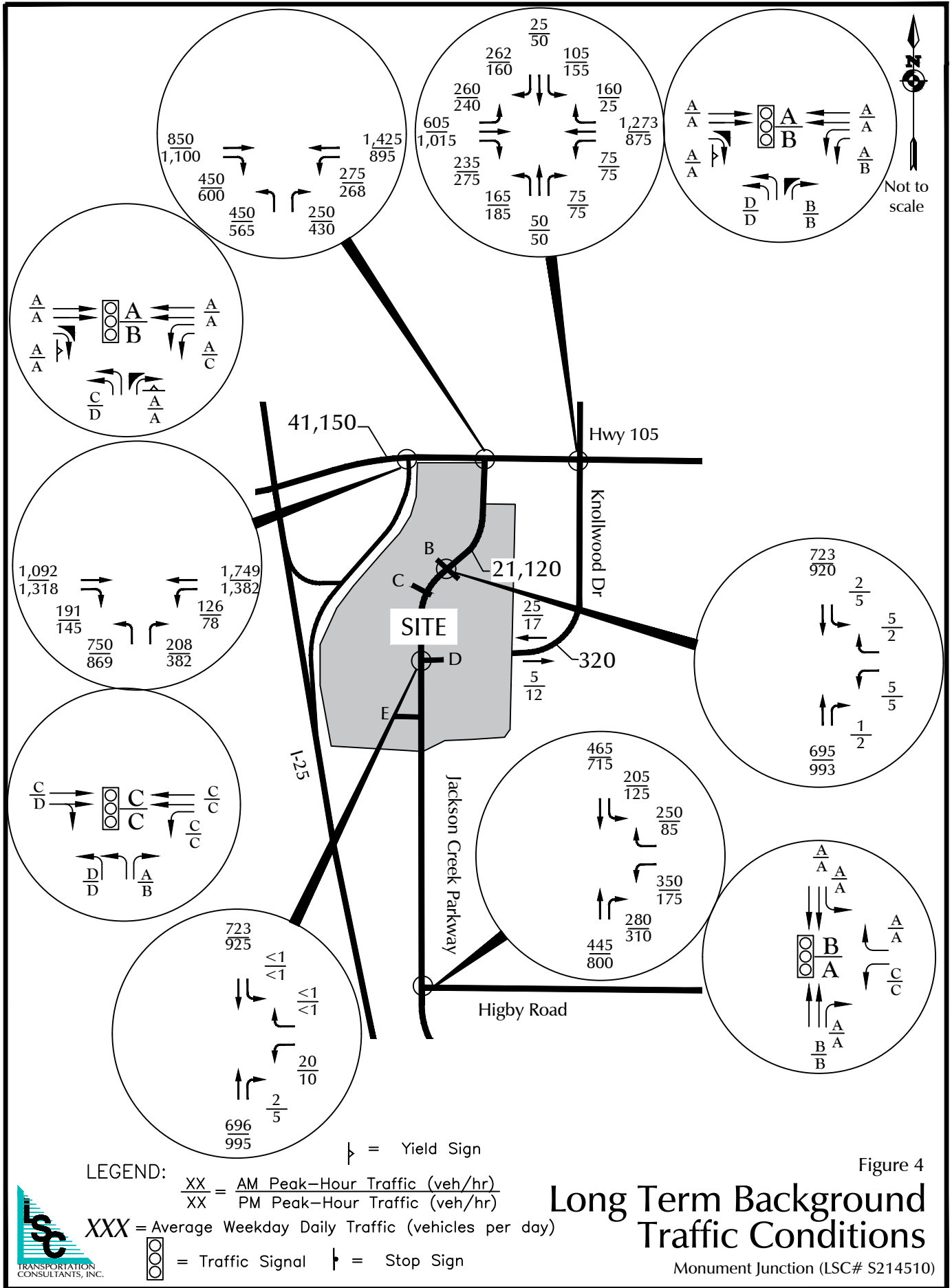


Figure 3

Fall 2021 Existing Traffic Conditions

Monument Junction (LSC# S214510)





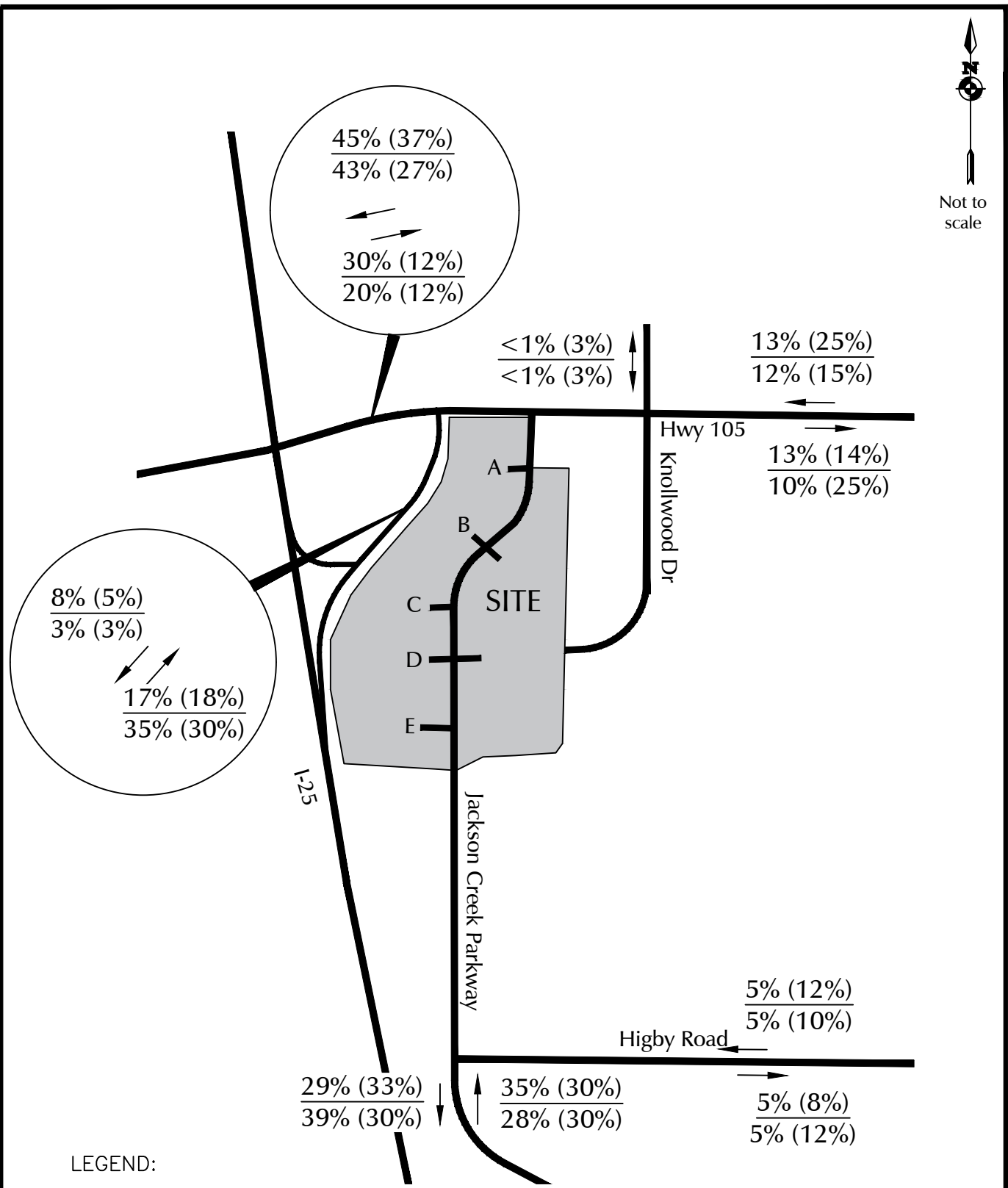
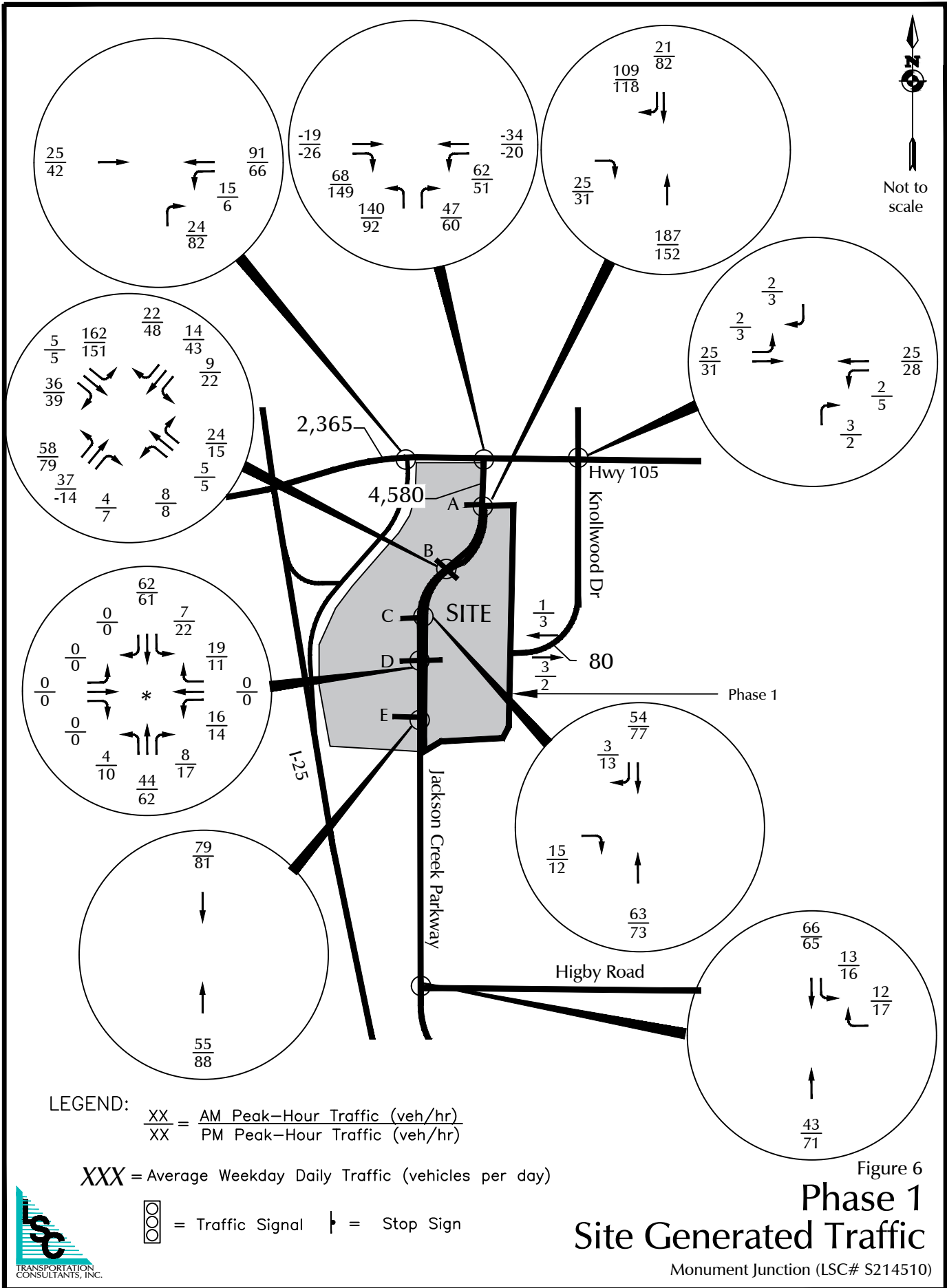


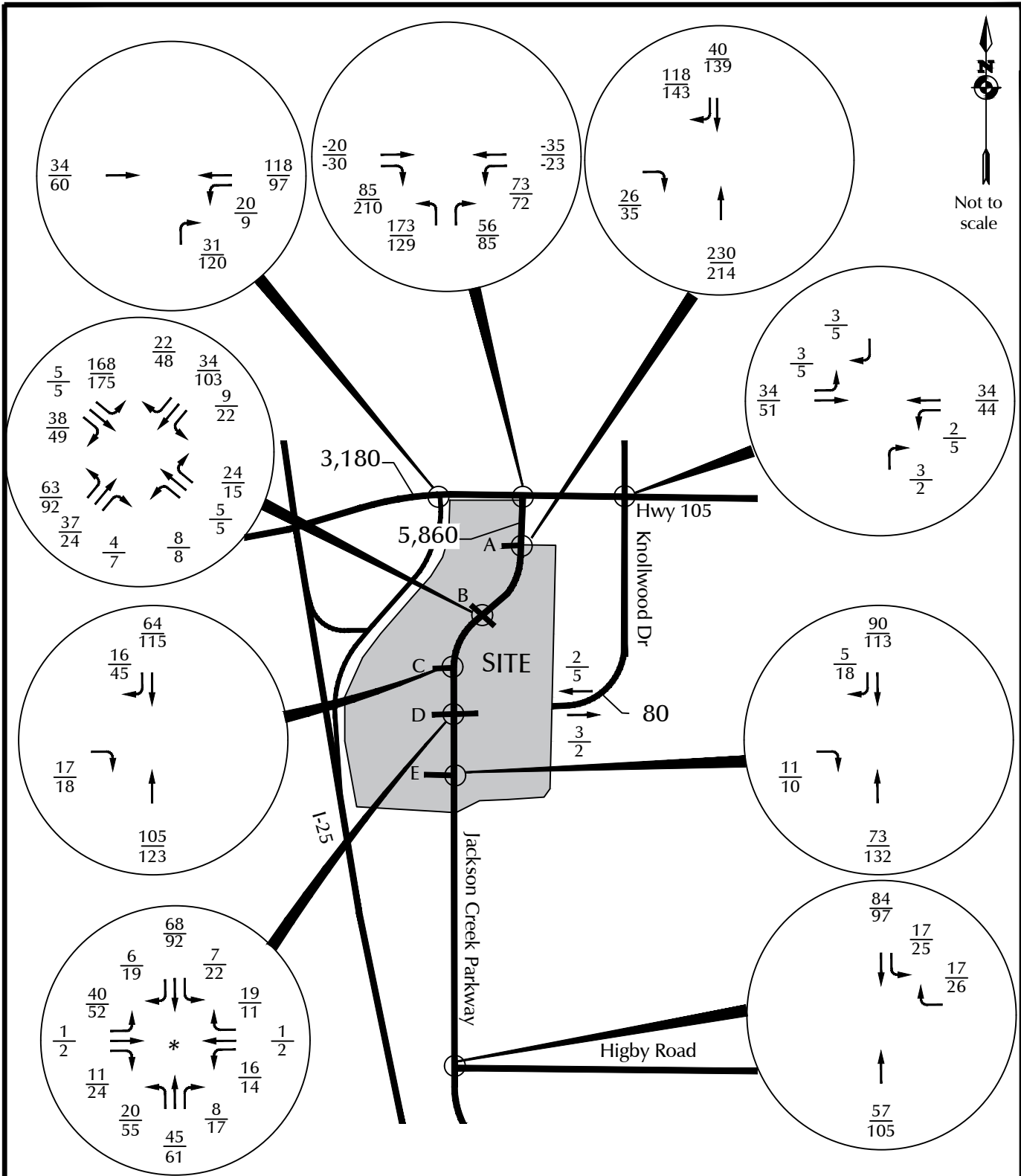
Figure 5

Trip Directional Distribution

Monument Junction (LSC# S214510)







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

XXX = Average Weekday Daily Traffic (vehicles per day)

= Traffic Signal = Stop Sign

Figure 7

Buildout Site Generated Traffic

Monument Junction (LSC# S214510)



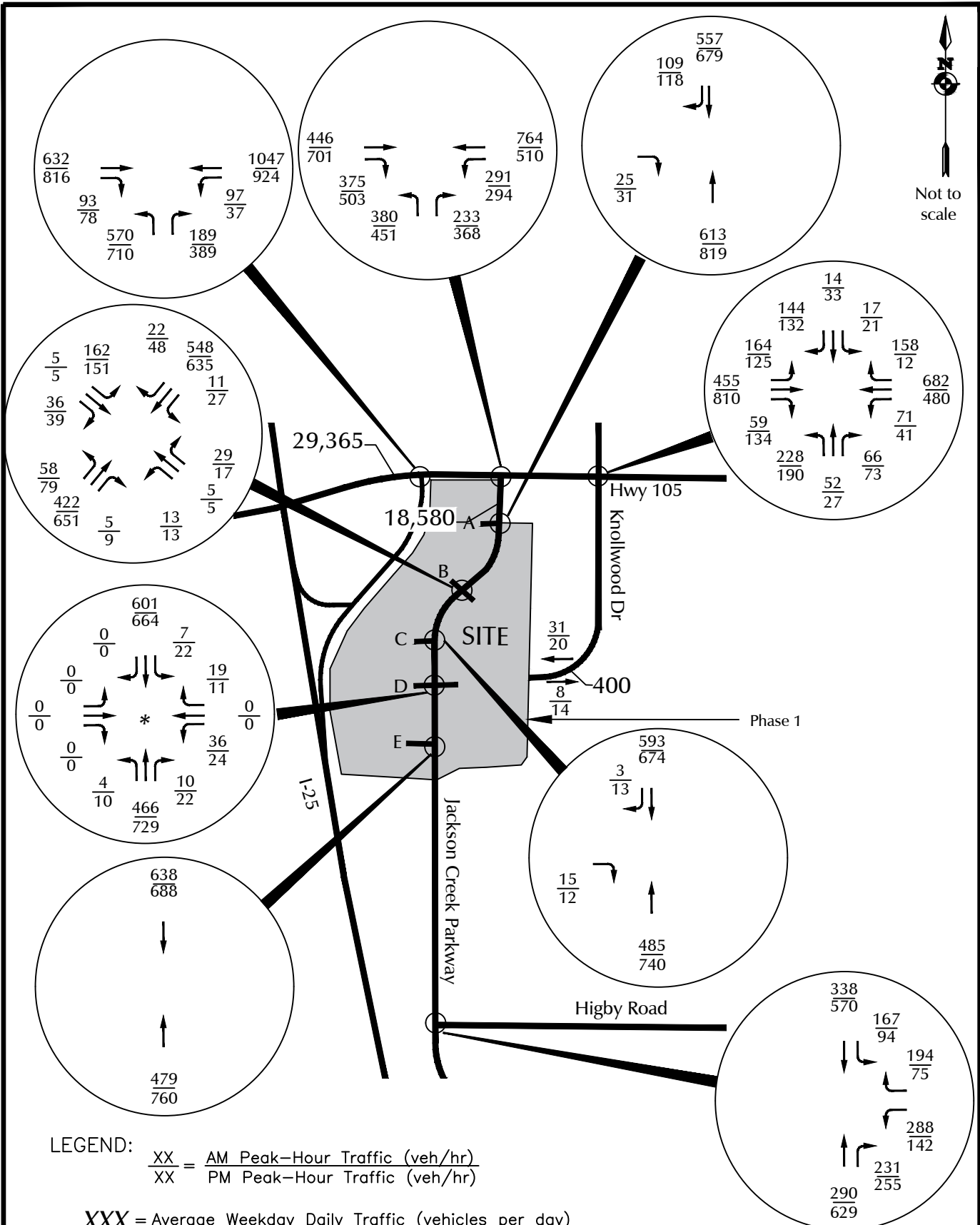
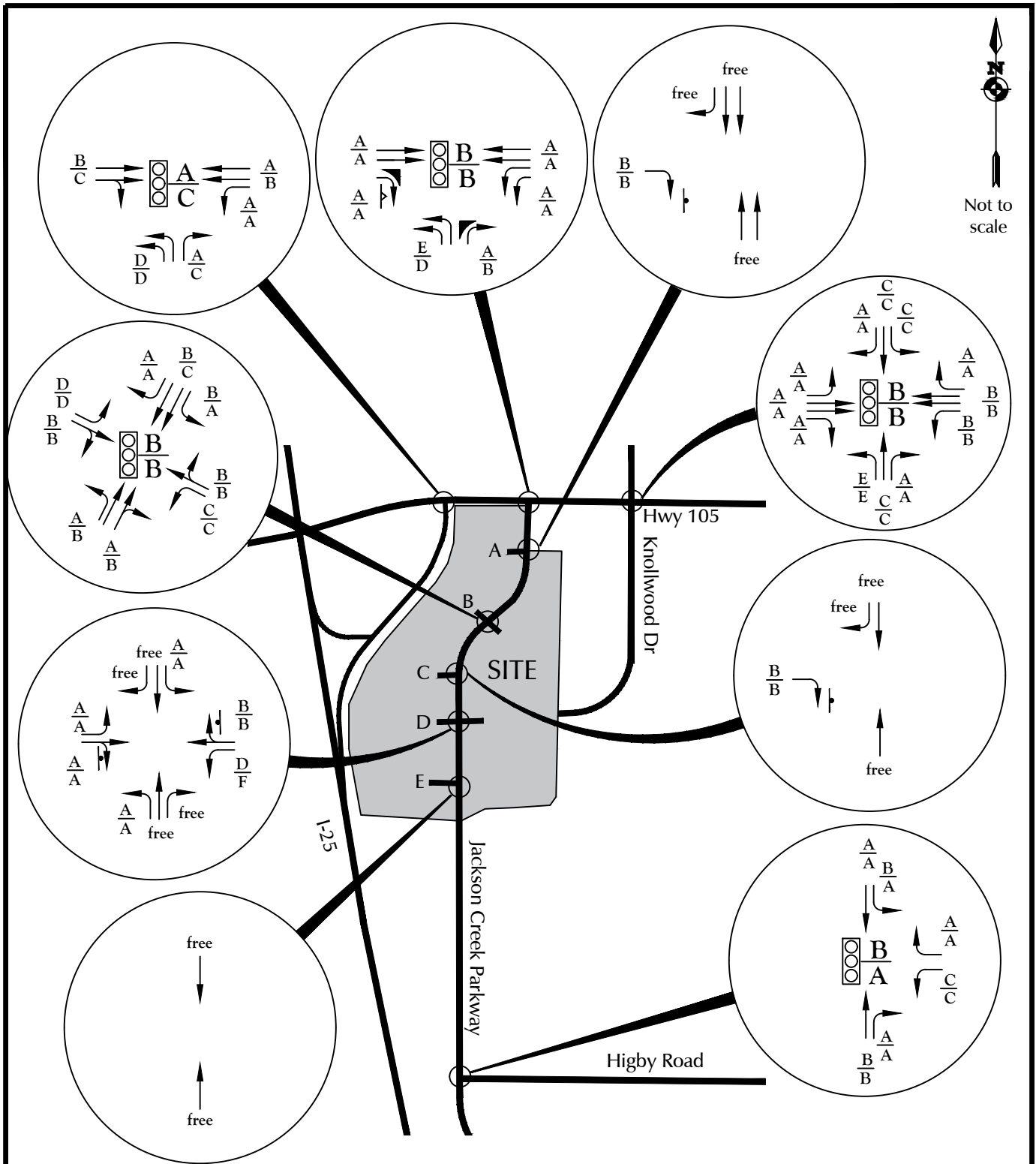


Figure 8
 Short-Term Phase 1 Total Traffic Volumes

Monument Junction (LSC# S214510)





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

XXX = Average Weekday Daily Traffic (vehicles per day)

 = Traffic Signal  = Stop Sign

Figure 9

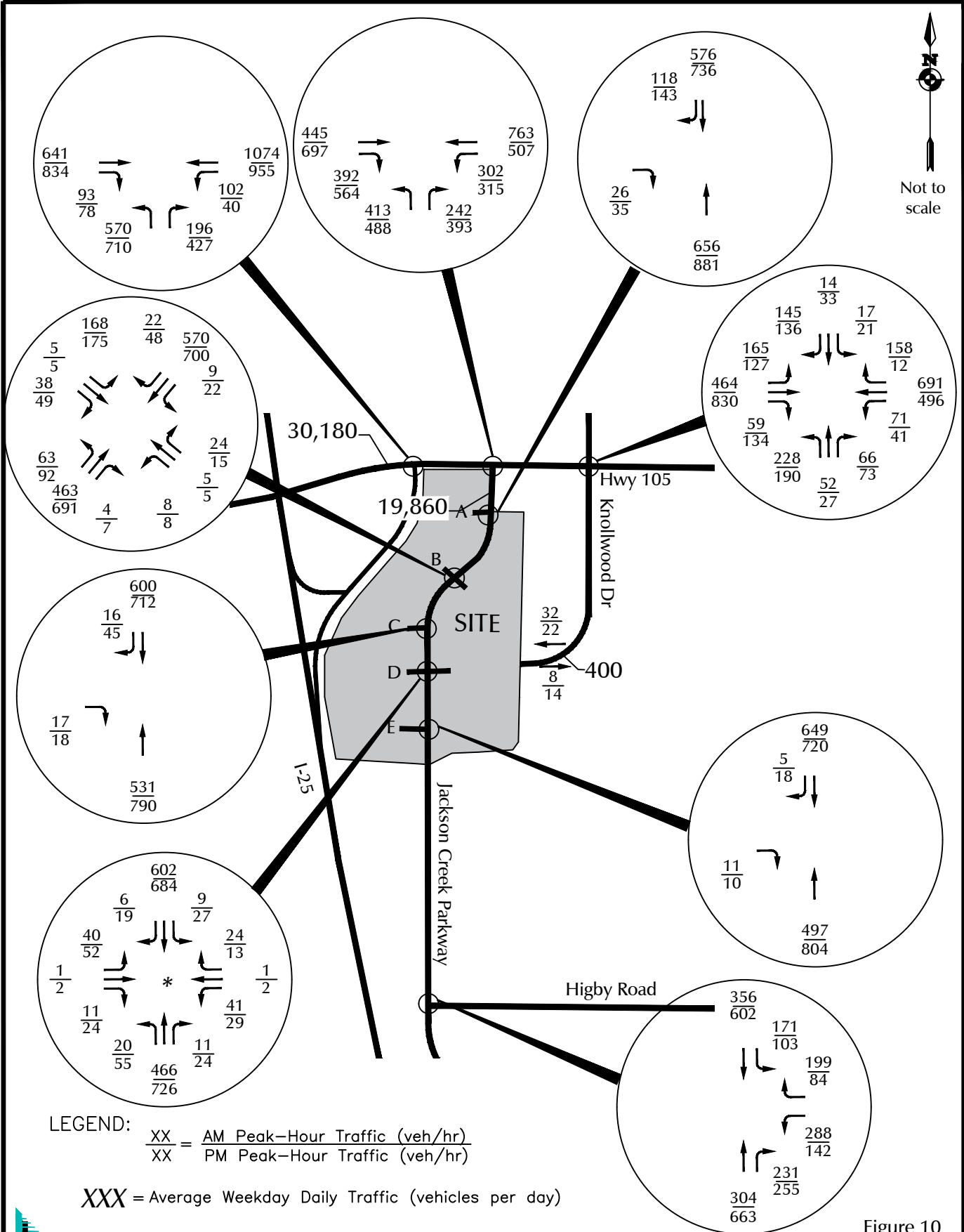
Short-Term Phase 1 Total Levels of Service

Monument Junction (LSC# S214510)





Not to scale



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

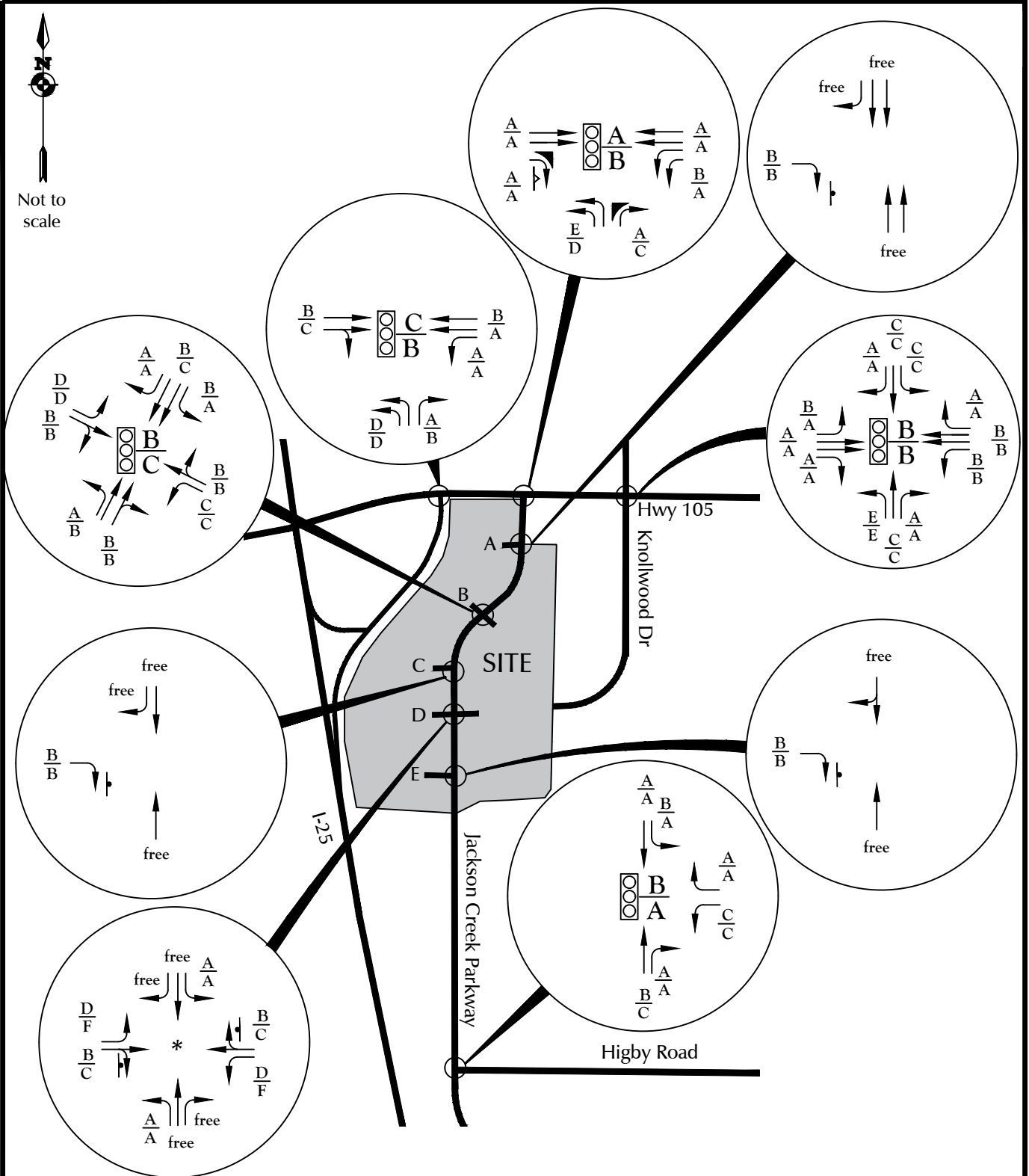
XXX = Average Weekday Daily Traffic (vehicles per day)

Figure 10

Short-Term Buildout Total Traffic Volumes

Monument Junction (LSC# S214510)





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

XXX = Average Weekday Daily Traffic (vehicles per day)

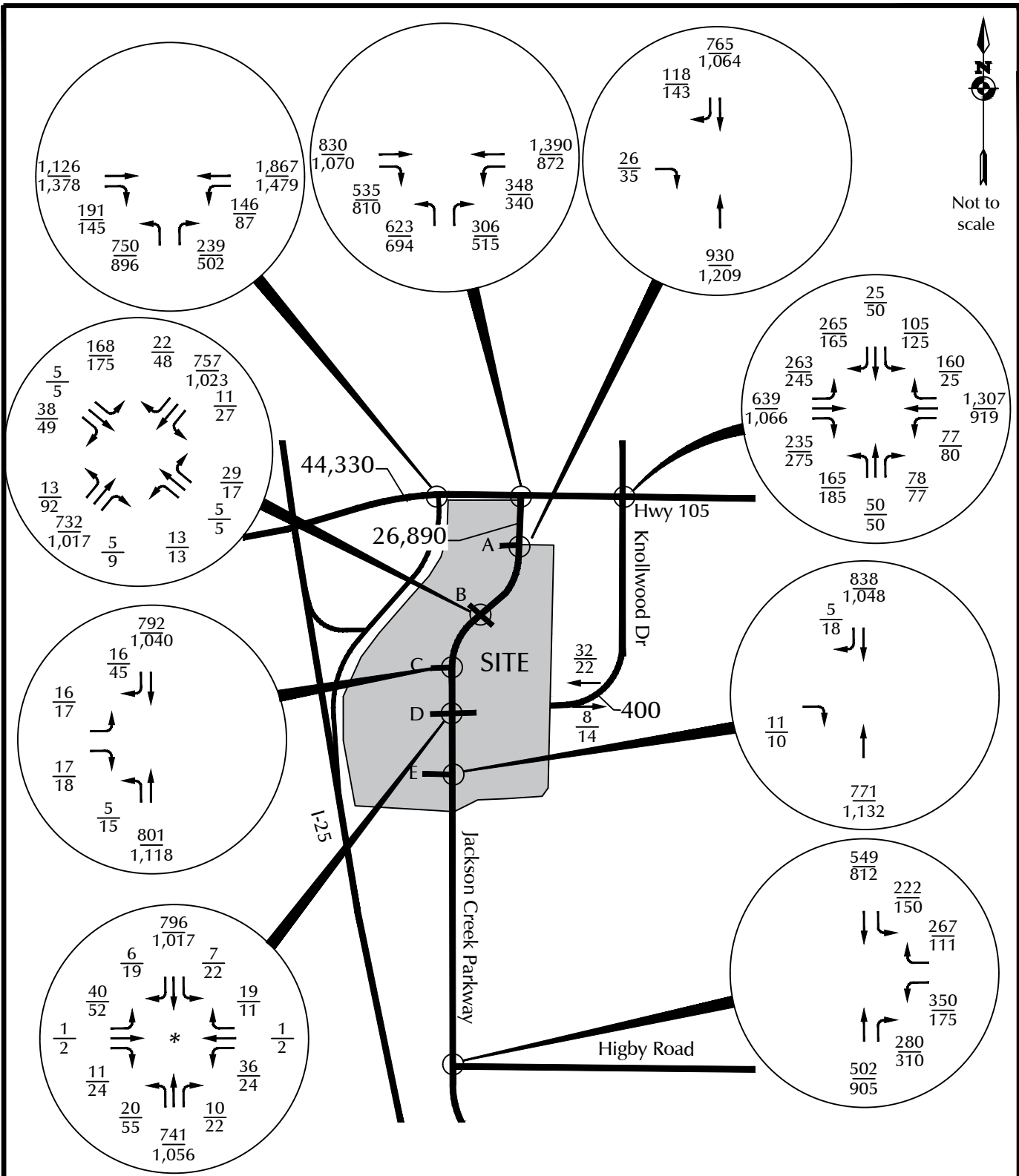
= Traffic Signal = Stop Sign
 = Yield Sign

Figure 11

Short-Term Buildout Total Levels of Service

Monument Junction (LSC# S214510)





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

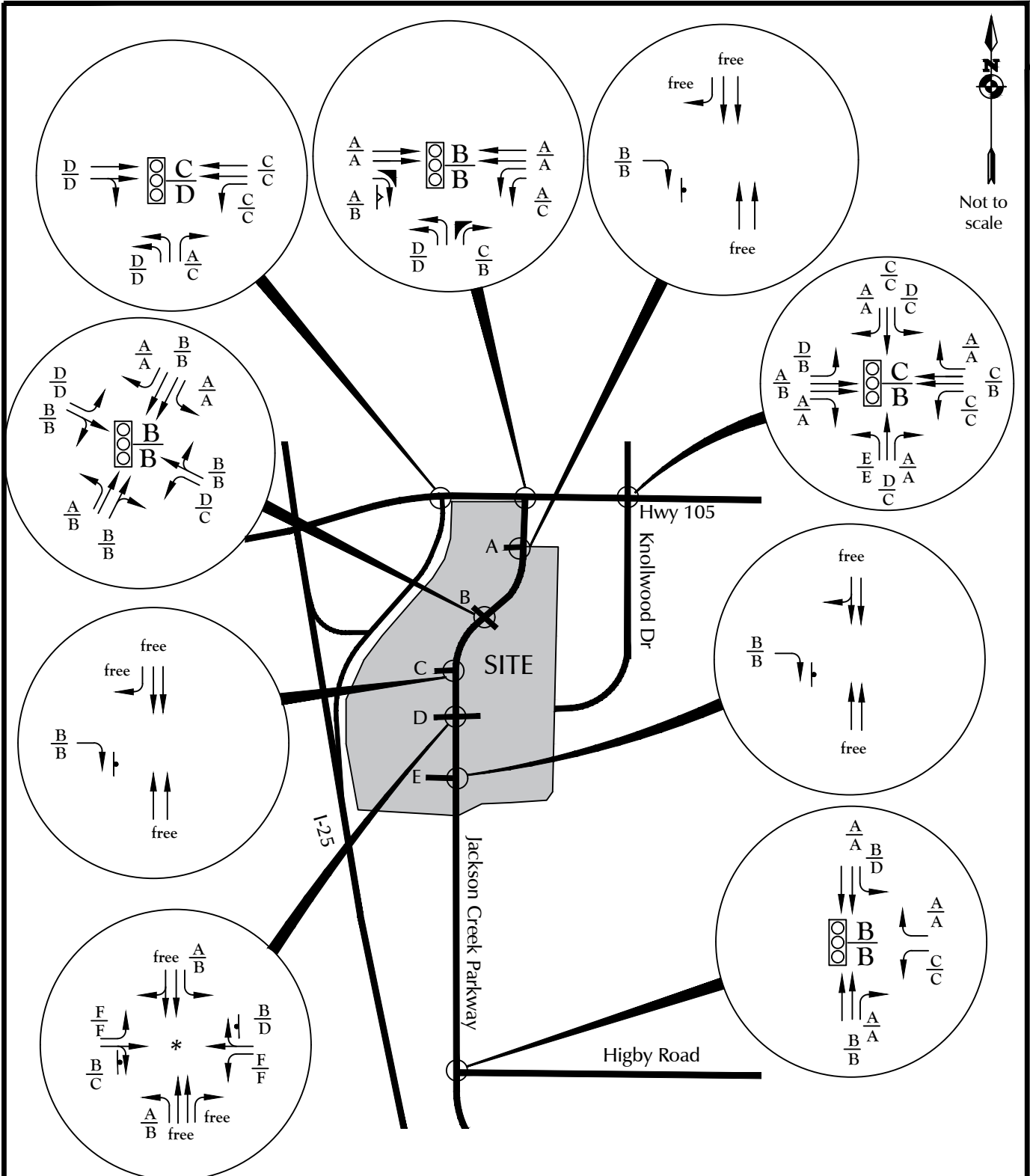
XXX = Average Weekday Daily Traffic (vehicles per day)

Figure 12

Long-Term Buildout Total Traffic Volumes

Monument Junction (LSC# S214510)





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

XXX = Average Weekday Daily Traffic (vehicles per day)

- = Traffic Signal
- = Stop Sign
- = Yield Sign



Figure 13
**Long-Term Buildout
 Total Levels of Service**
 Monument Junction (LSC# S214510)



Approximate
Scale:
1" = 350'

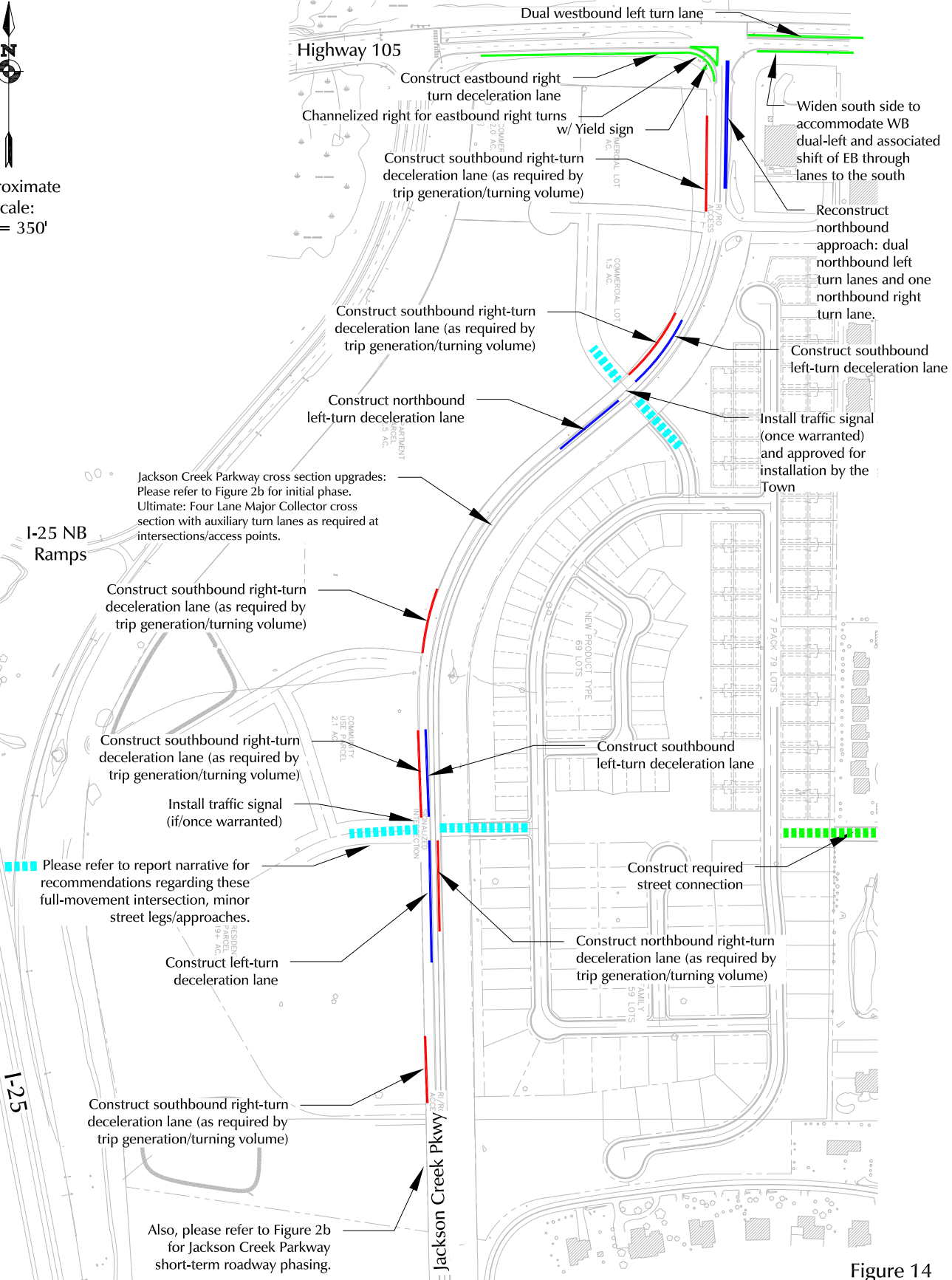


Figure 14

Roadway Improvements

Monument Junction (LSC# S214510)



Exhibits 1-2



Short-Term (Buildout)

AM Peak Hour

PM Peak Hour

Queue Lengths

195'	Southeast-left
128'	Southeast-right
64'	Northeast-left
56'	Northwest-right/thru
33'	Northwest-left
27'	Southwest-left

Queue Lengths


192'	Southeast-left
95'	Southeast-right
110'	Northeast-left
52'	Northwest-right/thru
29'	Northwest-left
44'	Southwest-left

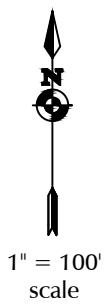
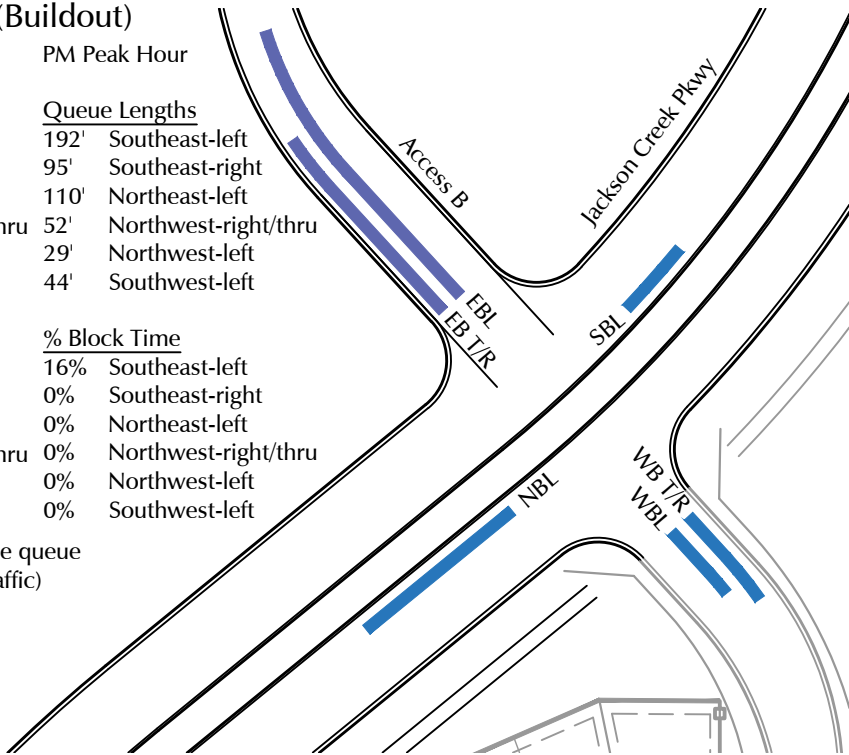
% Block Time

16%	Southeast-left
0%	Southeast-right
0%	Northeast-left
0%	Northwest-right/thru
0%	Northwest-left
0%	Southwest-left

% Block Time

16%	Southeast-left
0%	Southeast-right
0%	Northeast-left
0%	Northwest-right/thru
0%	Northwest-left
0%	Southwest-left

 95th-percentile queue length (SimTraffic)



Long-Term (Buildout)

AM Peak Hour

PM Peak Hour

Queue Lengths

200'	Southeast-left
157'	Southeast-right
41'	Northeast-left
71'	Northwest-right/thru
50'	Northwest-left
29'	Southwest-left

Queue Lengths


189'	Southeast-left
126'	Southeast-right
85'	Northeast-left
52'	Northwest-right/thru
113'	Northwest-left
51'	Southwest-left

% Block Time

15%	Southeast-left
0%	Southeast-right
0%	Northeast-left
0%	Northwest-right/thru
0%	Northwest-left
0%	Southwest-left

% Block Time

19%	Southeast-left
0%	Southeast-right
0%	Northeast-left
0%	Northwest-right/thru
1%	Northwest-left
0%	Southwest-left

 95th-percentile queue length (SimTraffic)

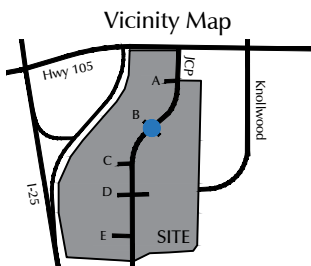
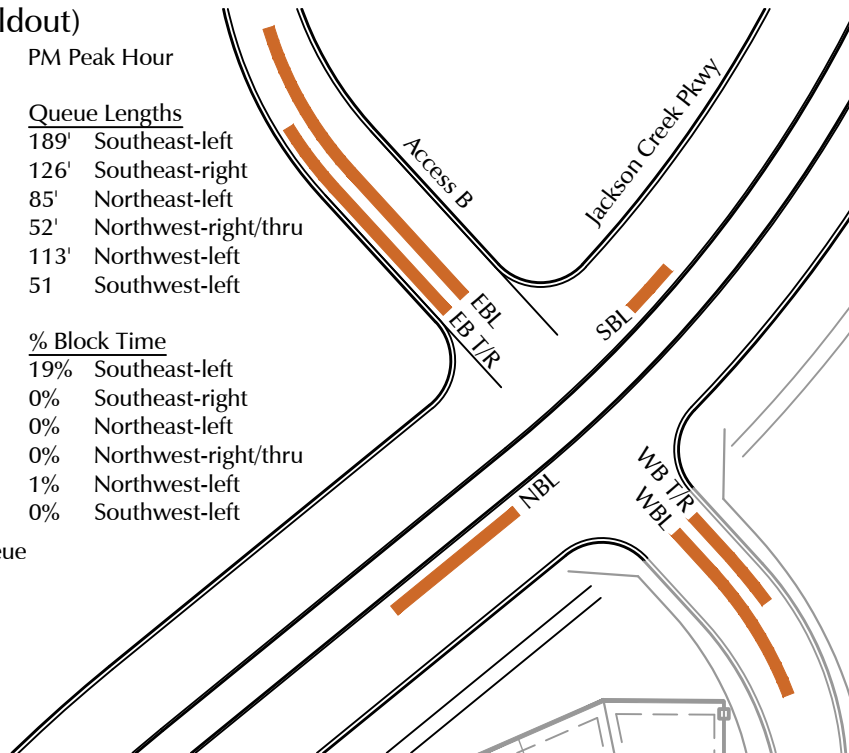


Exhibit 1

Queuing Analysis North Full-Movement Access B

Monument Junction (LSC # S214510)

Short-Term (Buildout)

95th-percentile queue length (SimTraffic)



AM Peak Hour

Queue Lengths

71'	Eastbound-left
29'	Eastbound-thru/right
34'	Northbound-left
37'	Westbound-right/thru
62'	Westbound-left
27'	Southbound-left

% Block Time

1%	Eastbound-left
0%	Eastbound-thru/right
0%	Northbound-left
0%	Westbound-right/thru
0%	Westbound-left
0%	Southbound-left

PM Peak Hour

Queue Lengths

91'	Eastbound-left
72'	Eastbound-thru/right
59'	Northbound-left
36'	Westbound-right/thru
67'	Westbound-left
46'	Southbound-left

% Block Time

9%	Eastbound-left
0%	Eastbound-thru/right
0%	Northbound-left
0%	Westbound-right/thru
0%	Westbound-left
0%	Southbound-left

Long-Term (Buildout)

95th-percentile queue length (SimTraffic)



AM Peak Hour

Queue Lengths

81'	Eastbound-left
31'	Eastbound-right/thru
39'	Northbound-left
36'	Westbound-right/thru
77'	Westbound-left
25'	Southbound-left

% Block Time

0%	Eastbound-left
0%	Eastbound-thru/right
0%	Northbound-left
0%	Westbound-right/thru
0%	Westbound-left
0%	Southbound-left

PM Peak Hour

Queue Lengths

118'	Eastbound-left
52'	Eastbound-thru/right
56'	Northbound-left
37'	Westbound-right/thru
56'	Westbound-left
36'	Southbound-left

% Block Time

11%	Eastbound-left
0%	Eastbound-thru/right
0%	Northbound-left
0%	Westbound-right/thru
0%	Westbound-left
0%	Southbound-left

Vicinity Map

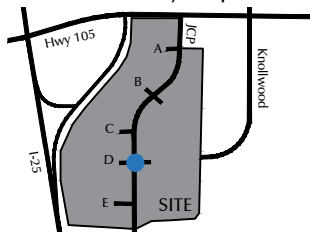


Exhibit 2

Queuing Analysis

South Full-Movement Access D

Monument Junction (LSC # S214510)

Traffic Counts



LSC Transportation Consultants, Inc.

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

File Name : Jackson Creek Pkwy - Hwy 105 AM
 Site Code : S214540
 Start Date : 6/16/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Southbound					Hwy 105 Westbound					Jackson Creek Pkwy Northbound					Hwy 105 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	0	0	0	0	8	111	0	0	119	26	0	2	0	28	0	30	18	0	48	195
06:45 AM	0	0	0	0	0	30	99	0	0	129	24	0	6	0	30	0	47	37	0	84	243
Total	0	0	0	0	0	38	210	0	0	248	50	0	8	0	58	0	77	55	0	132	438
07:00 AM	0	0	0	0	0	18	115	0	0	133	29	0	9	0	38	0	35	15	0	50	221
07:15 AM	0	0	0	0	0	10	139	0	0	149	35	0	14	0	49	0	56	21	0	77	275
07:30 AM	0	0	0	0	0	38	138	0	1	177	44	0	19	0	63	0	61	39	0	100	340
07:45 AM	0	0	0	0	0	46	173	0	0	219	61	0	26	0	87	0	79	78	0	157	463
Total	0	0	0	0	0	112	565	0	1	678	169	0	68	0	237	0	231	153	0	384	1299
08:00 AM	0	0	0	0	0	27	141	0	0	168	53	0	16	0	69	0	95	51	0	146	383
08:15 AM	0	0	0	0	0	36	147	0	0	183	46	0	16	0	62	0	88	66	0	154	399
Grand Total	0	0	0	0	0	213	1063	0	1	1277	318	0	108	0	426	0	491	325	0	816	2519
Apprch %	0	0	0	0	0	16.7	83.2	0	0.1		74.6	0	25.4	0		0	60.2	39.8	0		
Total %	0	0	0	0	0	8.5	42.2	0	0	50.7	12.6	0	4.3	0	16.9	0	19.5	12.9	0	32.4	

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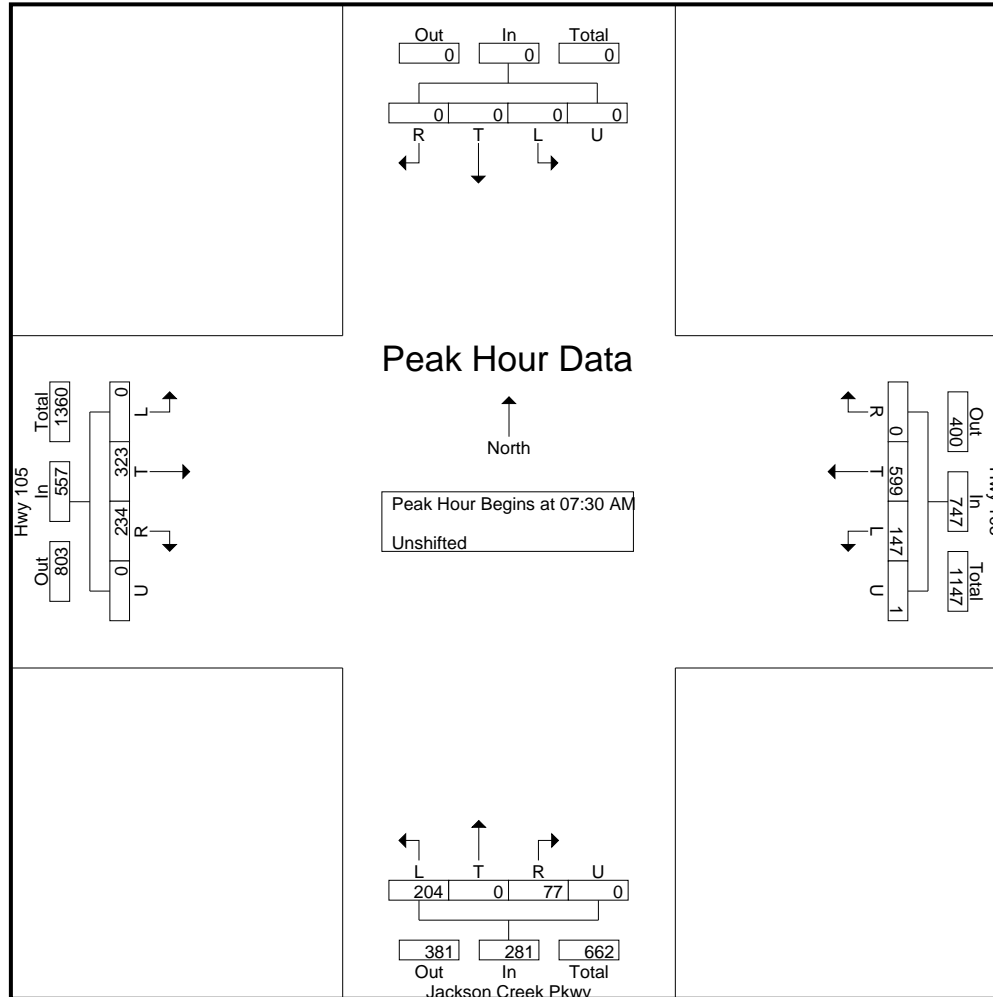
File Name : Jackson Creek Pkwy - Hwy 105 AM
 Site Code : S214540
 Start Date : 6/16/2021
 Page No : 2

Start Time	Southbound					Hwy 105 Westbound					Jackson Creek Pkwy Northbound					Hwy 105 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 7:30:00 AM																					
7:30:00 AM	0	0	0	0	0	38	138	0	1	177	44	0	19	0	63	0	61	39	0	100	340
7:45:00 AM	0	0	0	0	0	46	173	0	0	219	61	0	26	0	87	0	79	78	0	157	463
8:00:00 AM	0	0	0	0	0	27	141	0	0	168	53	0	16	0	69	0	95	51	0	146	383
8:15:00 AM	0	0	0	0	0	36	147	0	0	183	46	0	16	0	62	0	88	66	0	154	399
Total Volume	0	0	0	0	0	147	599	0	1	747	204	0	77	0	281	0	323	234	0	557	1585
% App. Total	0	0	0	0	0	19.7	80.2	0	0.1		72.6	0	27.4	0		0	58	42	0		
PHF	.000	.000	.000	.000	.000	.799	.866	.000	.250	.853	.836	.000	.740	.000	.807	.000	.850	.750	.000	.887	.856

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File Name : Jackson Creek Pkwy - Hwy 105 AM
 Site Code : S214540
 Start Date : 6/16/2021
 Page No : 3



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File Name : Jackson Creek Pkwy - Hwy 105 AM
 Site Code : S214540
 Start Date : 6/16/2021
 Page No : 4

Start Time	Southbound					Hwy 105 Westbound					Jackson Creek Pkwy Northbound					Hwy 105 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

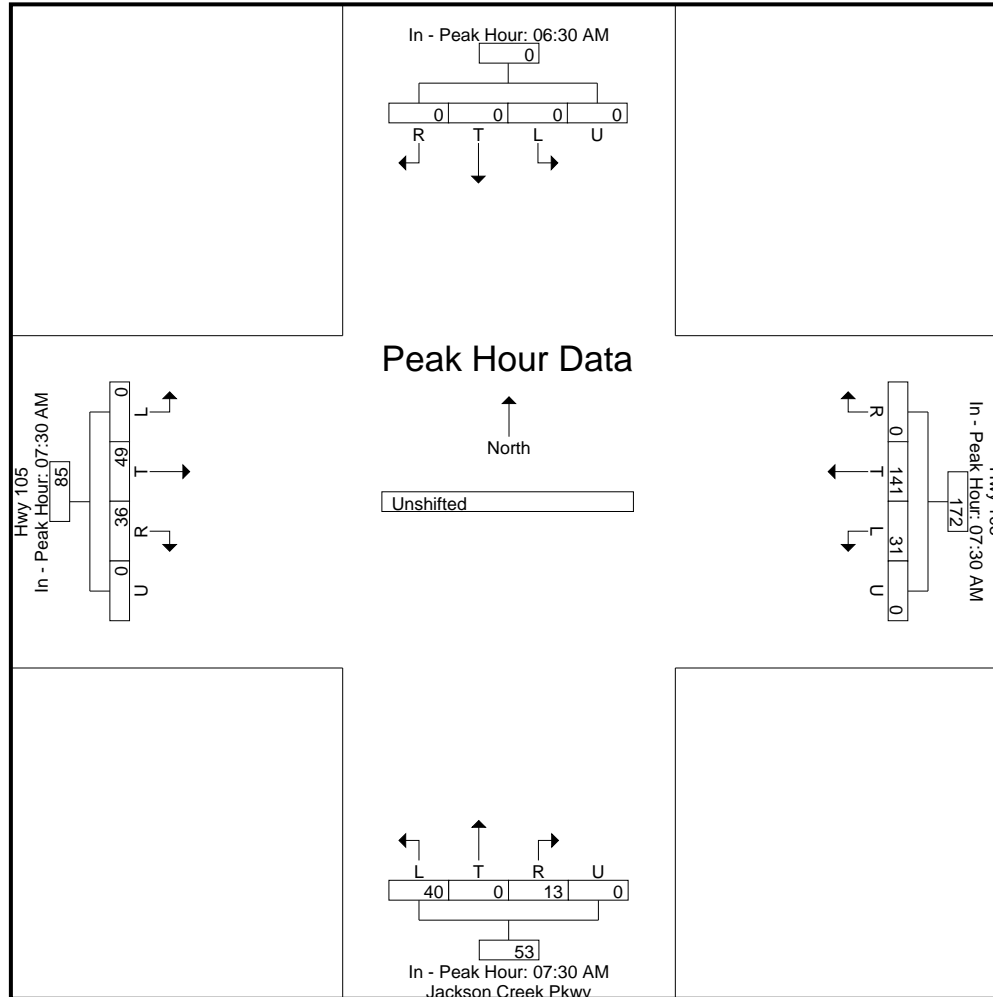
Peak Hour for Each Approach Begins at:

	6:30:00 AM					7:30:00 AM					7:30:00 AM					7:30:00 AM				
+0 mins.	0	0	0	0	0	38	138	0	1	177	44	0	19	0	63	0	61	39	0	100
+5 mins.	0	0	0	0	0	46	173	0	0	219	61	0	26	0	87	0	79	78	0	157
+10 mins.	0	0	0	0	0	27	141	0	0	168	53	0	16	0	69	0	95	51	0	146
+15 mins.	0	0	0	0	0	36	147	0	0	183	46	0	16	0	62	0	88	66	0	154
Total Volume	0	0	0	0	0	147	599	0	1	747	204	0	77	0	281	0	323	234	0	557
% App. Total	0	0	0	0	0	19.7	80.2	0	0.1		72.6	0	27.4	0		0	58	42	0	
PHF	.000	.000	.000	.000	.000	.799	.866	.000	.250	.853	.836	.000	.740	.000	.807	.000	.850	.750	.000	.887

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File Name : Jackson Creek Pkwy - Hwy 105 AM
 Site Code : S214540
 Start Date : 6/16/2021
 Page No : 5



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 719-633-2868

File Name : Jackson Creek Pkwy - Hwy 105 PM
 Site Code : S214540
 Start Date : 6/15/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Southbound					Hwy 105 Westbound					Jackson Creek Pkwy Northbound					Hwy 105 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	0	0	0	0	54	106	0	0	160	96	0	67	0	163	0	173	86	0	259	582
04:15 PM	0	0	0	0	0	62	117	0	0	179	85	0	71	0	156	0	182	86	0	268	603
04:30 PM	0	0	0	0	0	49	116	0	0	165	95	0	67	0	162	0	154	99	0	253	580
04:45 PM	0	0	0	0	0	50	122	2	0	174	80	0	67	0	147	0	187	89	0	276	597
Total	0	0	0	0	0	215	461	2	0	678	356	0	272	0	628	0	696	360	0	1056	2362
05:00 PM	0	0	0	0	0	45	115	1	0	161	58	0	71	0	129	0	181	82	0	263	553
05:15 PM	0	0	0	0	0	53	111	0	0	164	83	0	59	0	142	0	184	64	0	248	554
05:30 PM	0	0	0	0	0	54	110	0	0	164	64	0	57	0	121	0	162	59	0	221	506
05:45 PM	0	0	0	0	0	45	107	0	0	152	63	0	57	0	120	0	162	78	0	240	512
Total	0	0	0	0	0	197	443	1	0	641	268	0	244	0	512	0	689	283	0	972	2125
Grand Total	0	0	0	0	0	412	904	3	0	1319	624	0	516	0	1140	0	1385	643	0	2028	4487
Apprch %	0	0	0	0	0	31.2	68.5	0.2	0		54.7	0	45.3	0		0	68.3	31.7	0		
Total %	0	0	0	0	0	9.2	20.1	0.1	0	29.4	13.9	0	11.5	0	25.4	0	30.9	14.3	0	45.2	

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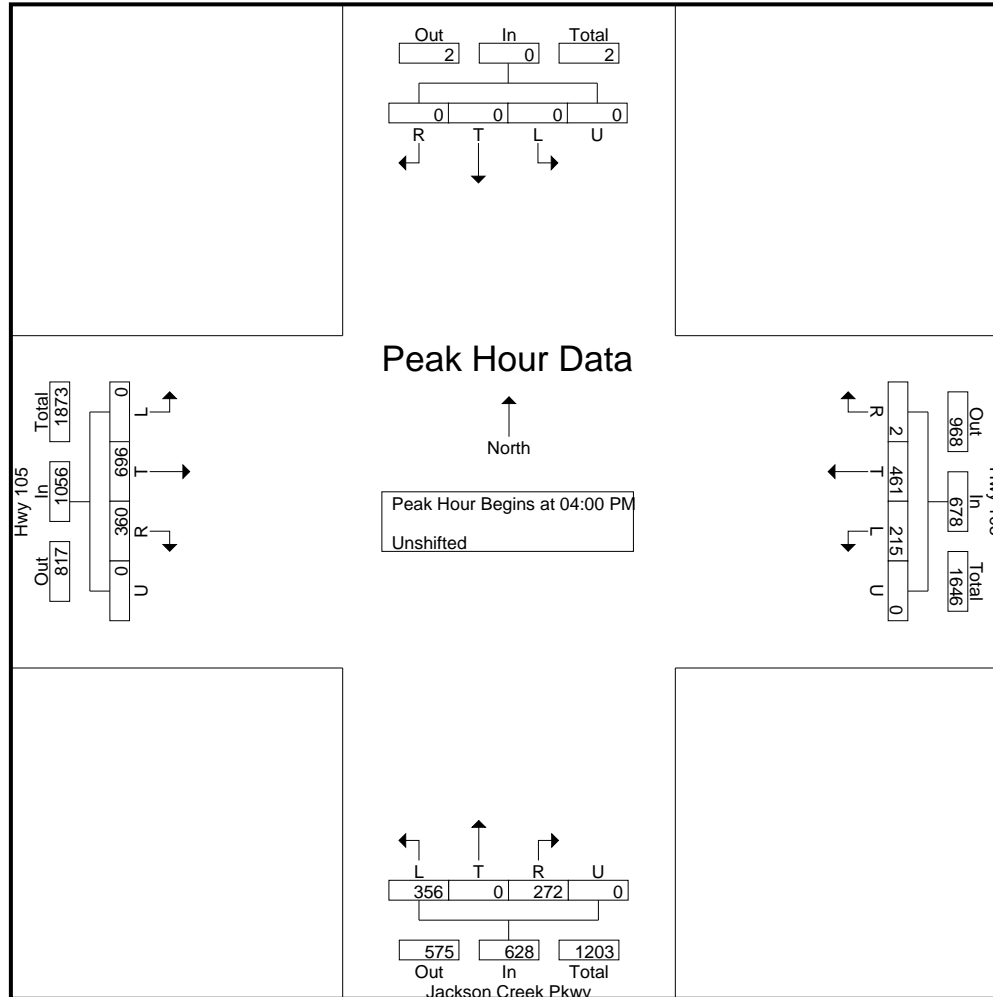
File Name : Jackson Creek Pkwy - Hwy 105 PM
 Site Code : S214540
 Start Date : 6/15/2021
 Page No : 2

Start Time	Southbound					Hwy 105 Westbound					Jackson Creek Pkwy Northbound					Hwy 105 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 4:00:00 PM																					
4:00:00 PM	0	0	0	0	0	54	106	0	0	160	96	0	67	0	163	0	173	86	0	259	582
4:15:00 PM	0	0	0	0	0	62	117	0	0	179	85	0	71	0	156	0	182	86	0	268	603
4:30:00 PM	0	0	0	0	0	49	116	0	0	165	95	0	67	0	162	0	154	99	0	253	580
4:45:00 PM	0	0	0	0	0	50	122	2	0	174	80	0	67	0	147	0	187	89	0	276	597
Total Volume	0	0	0	0	0	215	461	2	0	678	356	0	272	0	628	0	696	360	0	1056	2362
% App. Total	0	0	0	0	0	31.7	68	0.3	0		56.7	0	43.3	0		0	65.9	34.1	0		
PHF	.000	.000	.000	.000	.000	.867	.945	.250	.000	.947	.927	.000	.958	.000	.963	.000	.930	.909	.000	.957	.979

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File Name : Jackson Creek Pkwy - Hwy 105 PM
 Site Code : S214540
 Start Date : 6/15/2021
 Page No : 3



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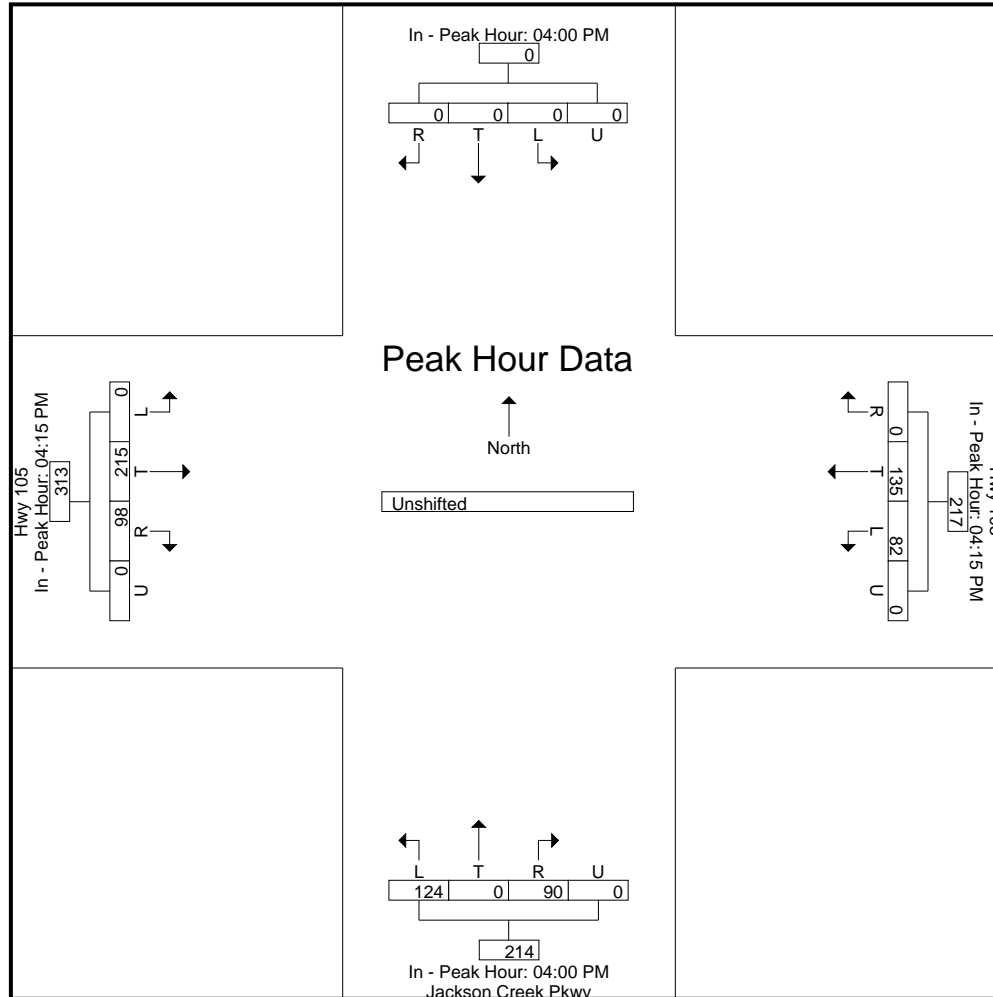
File Name : Jackson Creek Pkwy - Hwy 105 PM
 Site Code : S214540
 Start Date : 6/15/2021
 Page No : 4

Start Time	Southbound					Hwy 105 Westbound					Jackson Creek Pkwy Northbound					Hwy 105 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					4:00:00 PM					4:15:00 PM					
+0 mins.	0	0	0	0	0	62	117	0	0	179	96	0	67	0	163	0	182	86	0	268	
+5 mins.	0	0	0	0	0	49	116	0	0	165	85	0	71	0	156	0	154	99	0	253	
+10 mins.	0	0	0	0	0	50	122	2	0	174	95	0	67	0	162	0	187	89	0	276	
+15 mins.	0	0	0	0	0	45	115	1	0	161	80	0	67	0	147	0	181	82	0	263	
Total Volume	0	0	0	0	0	206	470	3	0	679	356	0	272	0	628	0	704	356	0	1060	
% App. Total	0	0	0	0	0	30.3	69.2	0.4	0		56.7	0	43.3	0		0	66.4	33.6	0		
PHF	.000	.000	.000	.000	.000	.831	.963	.375	.000	.948	.927	.000	.958	.000	.963	.000	.941	.899	.000	.960	

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File Name : Jackson Creek Pkwy - Hwy 105 PM
 Site Code : S214540
 Start Date : 6/15/2021
 Page No : 5



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File Name : Jackson Creek Pkwy - Higby Rd AM 6-21
 Site Code : S214510
 Start Date : 6/22/2021
 Page No : 1

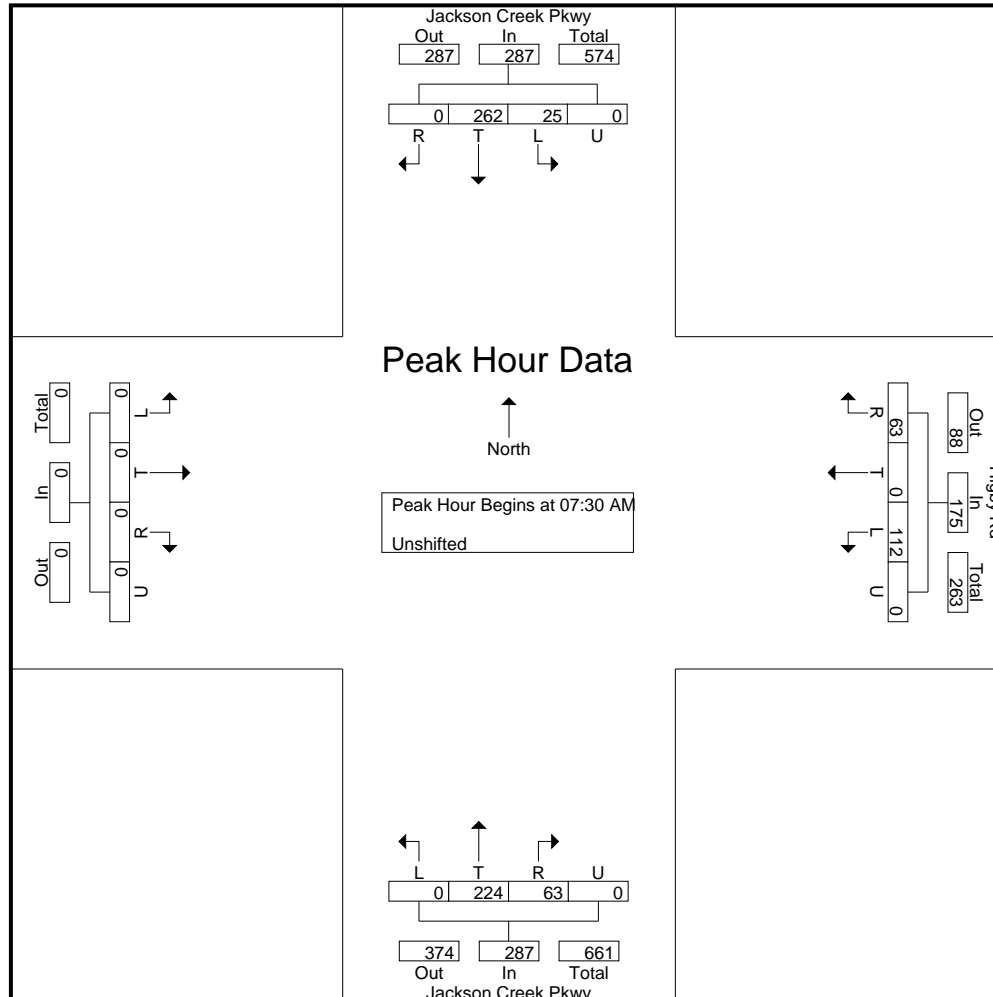
Groups Printed- Unshifted

Start Time	Jackson Creek Pkwy Southbound					Higby Rd Westbound					Jackson Creek Pkwy Northbound					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	2	24	0	0	26	11	0	8	0	19	0	27	4	0	31	0	0	0	0	0	76
06:45 AM	9	53	0	0	62	37	0	10	0	47	0	37	17	0	54	0	0	0	0	0	163
Total	11	77	0	0	88	48	0	18	0	66	0	64	21	0	85	0	0	0	0	0	239
07:00 AM	4	41	0	0	45	24	0	8	0	32	0	31	6	0	37	0	0	0	0	0	114
07:15 AM	1	40	0	0	41	21	0	11	0	32	0	33	13	0	46	0	0	0	0	0	119
07:30 AM	4	50	0	0	54	24	0	14	0	38	0	44	12	0	56	0	0	0	0	0	148
07:45 AM	6	78	0	0	84	30	0	22	0	52	0	76	17	0	93	0	0	0	0	0	229
Total	15	209	0	0	224	99	0	55	0	154	0	184	48	0	232	0	0	0	0	0	610
08:00 AM	7	65	0	0	72	27	0	13	0	40	0	50	16	0	66	0	0	0	0	0	178
08:15 AM	8	69	0	0	77	31	0	14	0	45	0	54	18	0	72	0	0	0	0	0	194
Grand Total	41	420	0	0	461	205	0	100	0	305	0	352	103	0	455	0	0	0	0	0	1221
Apprch %	8.9	91.1	0	0		67.2	0	32.8	0		0	77.4	22.6	0		0	0	0	0		
Total %	3.4	34.4	0	0	37.8	16.8	0	8.2	0	25	0	28.8	8.4	0	37.3	0	0	0	0	0	

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File Name : Jackson Creek Pkwy - Higby Rd AM 6-21
 Site Code : S214510
 Start Date : 6/22/2021
 Page No : 3



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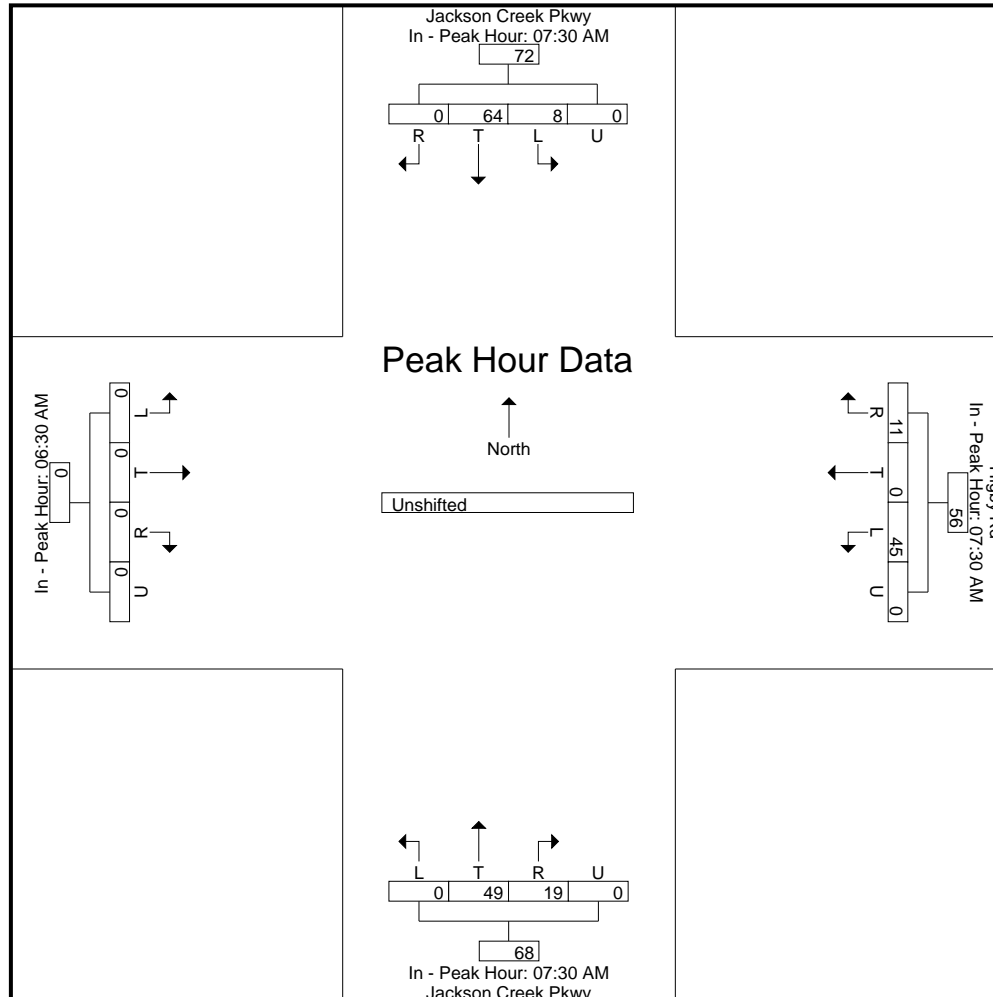
File Name : Jackson Creek Pkwy - Higby Rd AM 6-21
 Site Code : S214510
 Start Date : 6/22/2021
 Page No : 4

Start Time	Jackson Creek Pkwy Southbound					Higby Rd Westbound					Jackson Creek Pkwy Northbound					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:																					
	7:30:00 AM					7:30:00 AM					7:30:00 AM					6:30:00 AM					
+0 mins.	4	50	0	0	54	24	0	14	0	38	0	44	12	0	56	0	0	0	0	0	
+5 mins.	6	78	0	0	84	30	0	22	0	52	0	76	17	0	93	0	0	0	0	0	
+10 mins.	7	65	0	0	72	27	0	13	0	40	0	50	16	0	66	0	0	0	0	0	
+15 mins.	8	69	0	0	77	31	0	14	0	45	0	54	18	0	72	0	0	0	0	0	
Total Volume	25	262	0	0	287	112	0	63	0	175	0	224	63	0	287	0	0	0	0	0	
% App. Total	8.7	91.3	0	0		64	0	36	0		0	78	22	0		0	0	0	0		
PHF	.781	.840	.000	.000	.854	.903	.000	.716	.000	.841	.000	.737	.875	.000	.772	.000	.000	.000	.000	.000	

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File Name : Jackson Creek Pkwy - Higby Rd AM 6-21
 Site Code : S214510
 Start Date : 6/22/2021
 Page No : 5



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File Name : Jackson Creek Pkwy - Higby Rd PM 6-21
 Site Code : S214510
 Start Date : 6/22/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Jackson Creek Pkwy Southbound					Higby Rd Westbound					Jackson Creek Pkwy Northbound					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	22	128	0	0	150	35	0	6	0	41	1	117	52	0	170	2	0	0	0	2	363
04:15 PM	16	119	1	0	136	41	0	12	0	53	0	122	43	0	165	0	0	1	0	1	355
04:30 PM	11	101	0	0	112	32	0	12	0	44	0	124	44	0	168	0	0	0	0	0	324
04:45 PM	11	114	0	0	125	27	0	20	0	47	0	165	50	0	215	1	0	1	0	2	389
Total	60	462	1	0	523	135	0	50	0	185	1	528	189	0	718	3	0	2	0	5	1431
05:00 PM	16	109	0	0	125	21	0	7	0	28	0	124	32	0	156	0	1	0	0	1	310
05:15 PM	11	106	0	0	117	24	0	13	0	37	0	117	53	0	170	0	0	0	0	0	324
05:30 PM	18	118	0	0	136	27	0	11	0	38	0	112	39	1	152	0	0	0	0	0	326
05:45 PM	14	89	0	0	103	23	0	12	0	35	2	137	51	0	190	0	1	0	0	1	329
Total	59	422	0	0	481	95	0	43	0	138	2	490	175	1	668	0	2	0	0	2	1289
Grand Total	119	884	1	0	1004	230	0	93	0	323	3	1018	364	1	1386	3	2	2	0	7	2720
Apprch %	11.9	88	0.1	0		71.2	0	28.8	0		0.2	73.4	26.3	0.1		42.9	28.6	28.6	0		
Total %	4.4	32.5	0	0	36.9	8.5	0	3.4	0	11.9	0.1	37.4	13.4	0	51	0.1	0.1	0.1	0	0.3	

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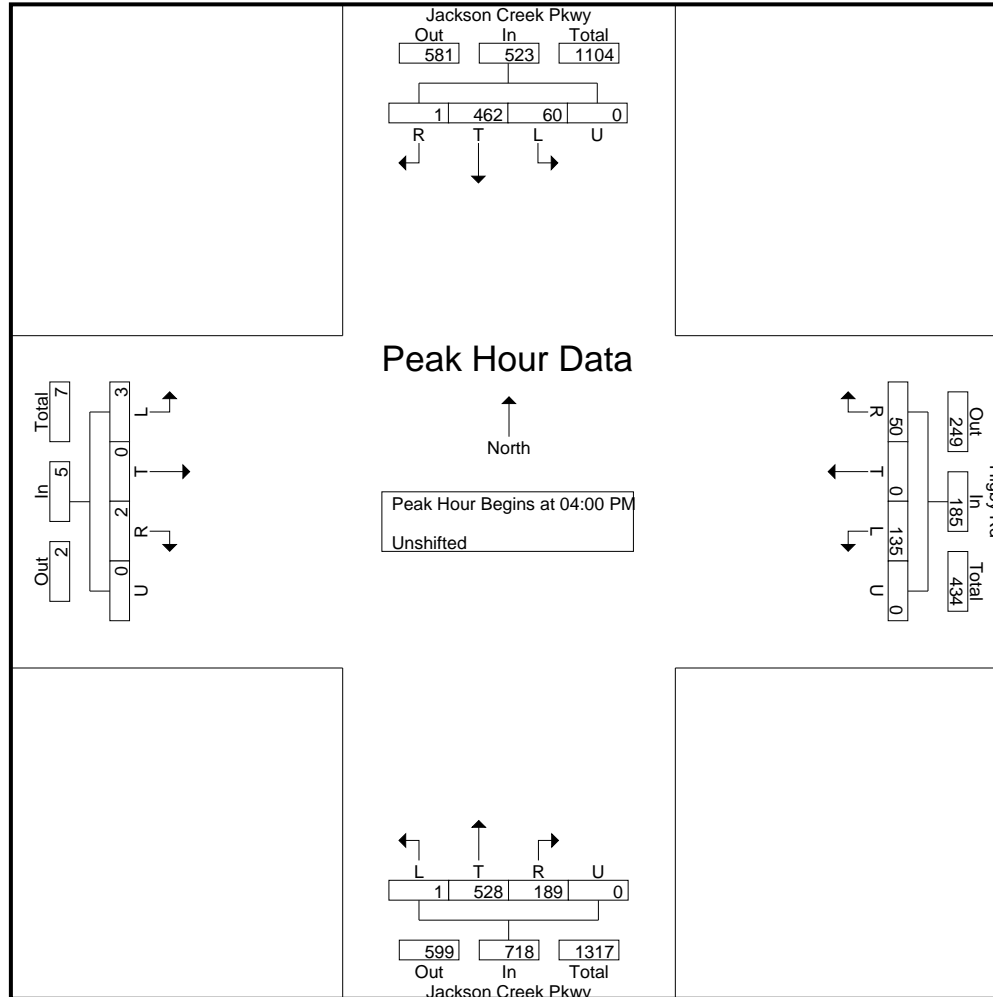
File Name : Jackson Creek Pkwy - Higby Rd PM 6-21
 Site Code : S214510
 Start Date : 6/22/2021
 Page No : 2

Start Time	Jackson Creek Pkwy Southbound					Higby Rd Westbound					Jackson Creek Pkwy Northbound					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 4:00:00 PM																					
4:00:00 PM	22	128	0	0	150	35	0	6	0	41	1	117	52	0	170	2	0	0	0	2	363
4:15:00 PM	16	119	1	0	136	41	0	12	0	53	0	122	43	0	165	0	0	1	0	1	355
4:30:00 PM	11	101	0	0	112	32	0	12	0	44	0	124	44	0	168	0	0	0	0	0	324
4:45:00 PM	11	114	0	0	125	27	0	20	0	47	0	165	50	0	215	1	0	1	0	2	389
Total Volume	60	462	1	0	523	135	0	50	0	185	1	528	189	0	718	3	0	2	0	5	1431
% App. Total	11.5	88.3	0.2	0		73	0	27	0		0.1	73.5	26.3	0		60	0	40	0		
PHF	.682	.902	.250	.000	.872	.823	.000	.625	.000	.873	.250	.800	.909	.000	.835	.375	.000	.500	.000	.625	.920

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File Name : Jackson Creek Pkwy - Higby Rd PM 6-21
 Site Code : S214510
 Start Date : 6/22/2021
 Page No : 3



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File Name : Jackson Creek Pkwy - Higby Rd PM 6-21
 Site Code : S214510
 Start Date : 6/22/2021
 Page No : 4

Start Time	Jackson Creek Pkwy Southbound					Higby Rd Westbound					Jackson Creek Pkwy Northbound					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

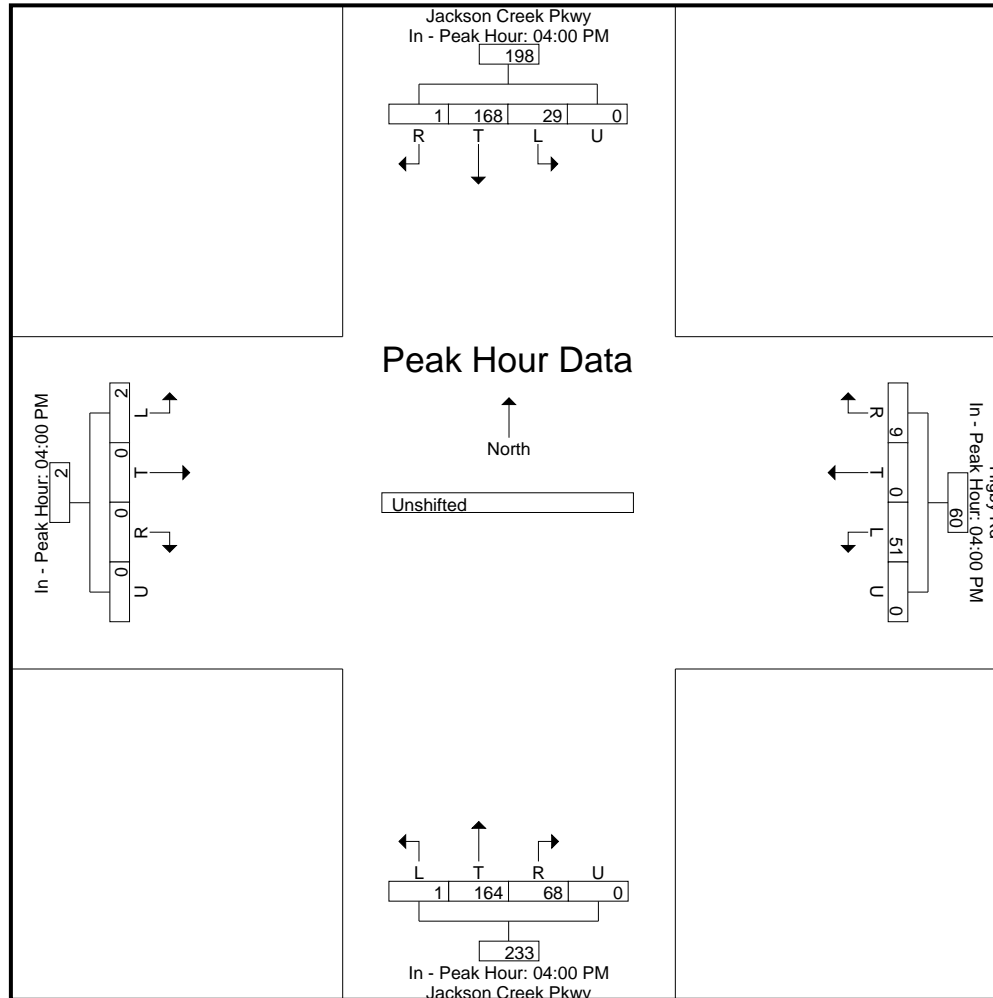
Peak Hour for Each Approach Begins at:

	4:00:00 PM					4:00:00 PM					4:00:00 PM					4:00:00 PM				
+0 mins.	22	128	0	0	150	35	0	6	0	41	1	117	52	0	170	2	0	0	0	2
+5 mins.	16	119	1	0	136	41	0	12	0	53	0	122	43	0	165	0	0	1	0	1
+10 mins.	11	101	0	0	112	32	0	12	0	44	0	124	44	0	168	0	0	0	0	0
+15 mins.	11	114	0	0	125	27	0	20	0	47	0	165	50	0	215	1	0	1	0	2
Total Volume	60	462	1	0	523	135	0	50	0	185	1	528	189	0	718	3	0	2	0	5
% App. Total	11.5	88.3	0.2	0		73	0	27	0		0.1	73.5	26.3	0		60	0	40	0	
PHF	.682	.902	.250	.000	.872	.823	.000	.625	.000	.873	.250	.800	.909	.000	.835	.375	.000	.500	.000	.625

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File Name : Jackson Creek Pkwy - Higby Rd PM 6-21
 Site Code : S214510
 Start Date : 6/22/2021
 Page No : 5



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2504 E Pikes Peak Ave, Suite 304
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File Name : I-25 NB Ramps - Hwy 105 AM
 Site Code : S214510
 Start Date : 6/24/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Southbound					Hwy 105 Westbound					I-25 NB Ramps Northbound					Hwy 105 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	0	0	0	0	10	71	0	0	81	81	0	16	0	97	0	33	14	0	47	225
06:45 AM	0	0	0	0	0	27	102	0	0	129	132	0	14	0	146	0	50	21	0	71	346
Total	0	0	0	0	0	37	173	0	0	210	213	0	30	0	243	0	83	35	0	118	571
07:00 AM	0	0	0	0	0	24	104	0	0	128	78	0	22	0	100	0	50	25	0	75	303
07:15 AM	0	0	0	0	0	31	141	0	0	172	108	0	28	0	136	0	63	19	0	82	390
07:30 AM	0	0	0	0	0	22	148	0	0	170	158	0	43	0	201	0	53	32	0	85	456
07:45 AM	0	0	0	0	0	20	159	0	0	179	200	0	51	0	251	0	85	17	0	102	532
Total	0	0	0	0	0	97	552	0	0	649	544	0	144	0	688	0	251	93	0	344	1681
08:00 AM	0	0	0	0	0	19	140	0	0	159	102	0	36	0	138	0	63	21	0	84	381
08:15 AM	0	0	0	0	0	21	133	0	0	154	110	0	35	0	145	0	86	23	0	109	408
Grand Total	0	0	0	0	0	174	998	0	0	1172	969	0	245	0	1214	0	483	172	0	655	3041
Apprch %	0	0	0	0	0	14.8	85.2	0	0	79.8	79.8	0	20.2	0	73.7	0	73.7	26.3	0	26.3	0
Total %	0	0	0	0	0	5.7	32.8	0	0	38.5	31.9	0	8.1	0	39.9	0	15.9	5.7	0	21.5	0

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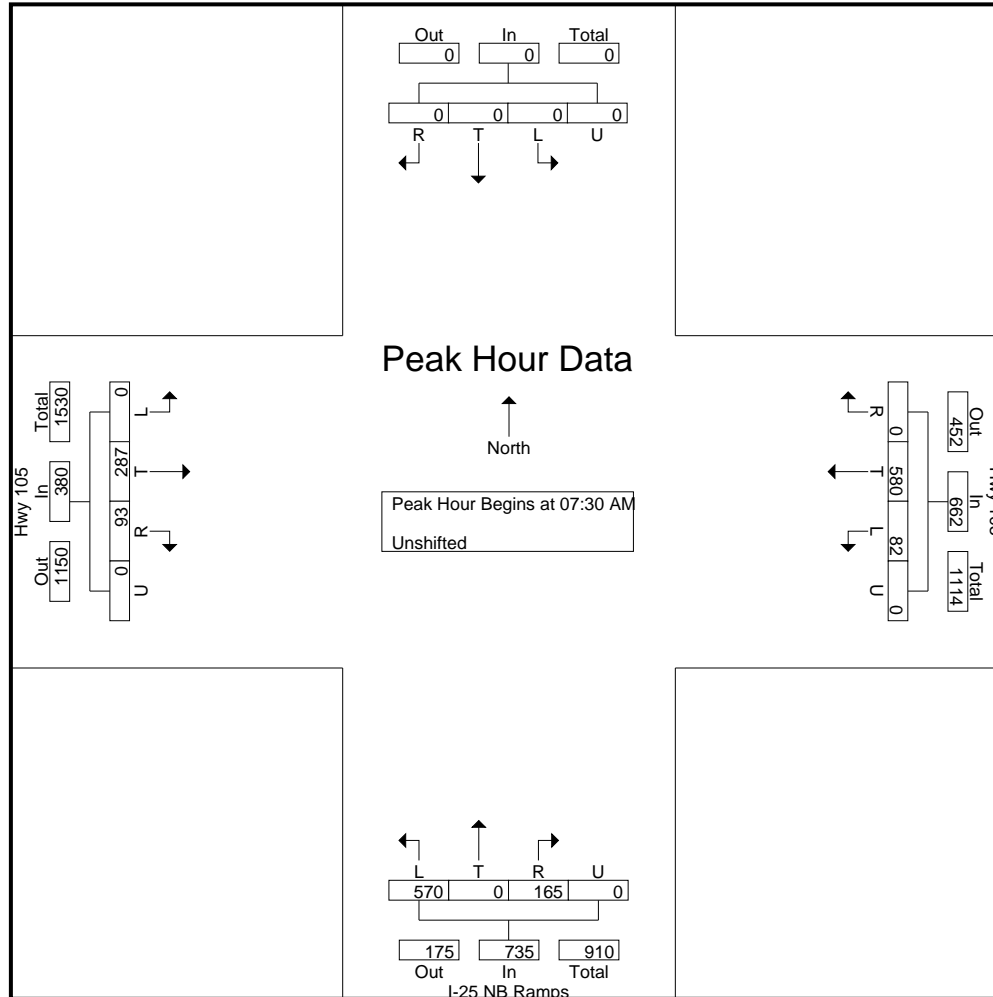
File Name : I-25 NB Ramps - Hwy 105 AM
 Site Code : S214510
 Start Date : 6/24/2021
 Page No : 2

Start Time	Southbound					Hwy 105 Westbound					I-25 NB Ramps Northbound					Hwy 105 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 7:30:00 AM																					
7:30:00 AM	0	0	0	0	0	22	148	0	0	170	158	0	43	0	201	0	53	32	0	85	456
7:45:00 AM	0	0	0	0	0	20	159	0	0	179	200	0	51	0	251	0	85	17	0	102	532
8:00:00 AM	0	0	0	0	0	19	140	0	0	159	102	0	36	0	138	0	63	21	0	84	381
8:15:00 AM	0	0	0	0	0	21	133	0	0	154	110	0	35	0	145	0	86	23	0	109	408
Total Volume	0	0	0	0	0	82	580	0	0	662	570	0	165	0	735	0	287	93	0	380	1777
% App. Total	0	0	0	0	0	12.4	87.6	0	0		77.6	0	22.4	0		0	75.5	24.5	0		
PHF	.000	.000	.000	.000	.000	.932	.912	.000	.000	.925	.713	.000	.809	.000	.732	.000	.834	.727	.000	.872	.835

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File Name : I-25 NB Ramps - Hwy 105 AM
 Site Code : S214510
 Start Date : 6/24/2021
 Page No : 3



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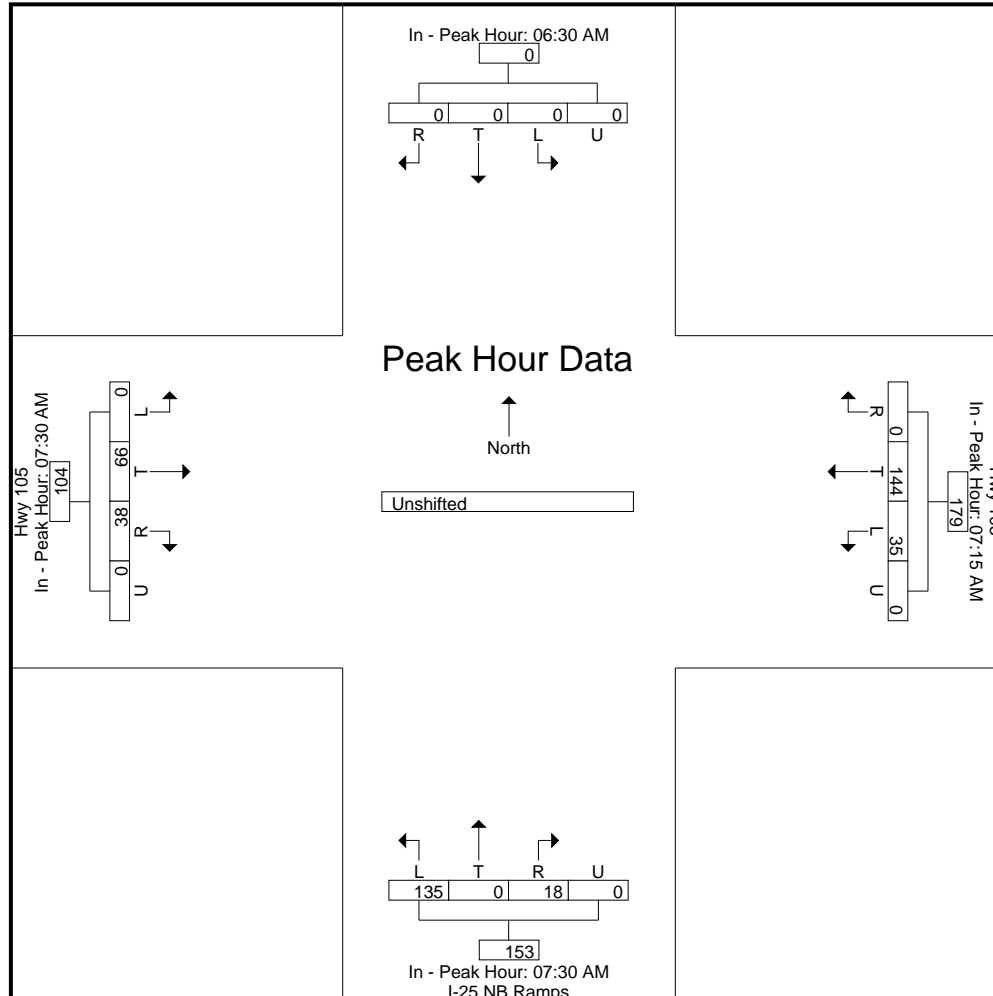
File Name : I-25 NB Ramps - Hwy 105 AM
 Site Code : S214510
 Start Date : 6/24/2021
 Page No : 4

Start Time	Southbound					Hwy 105 Westbound					I-25 NB Ramps Northbound					Hwy 105 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					7:15:00 AM					7:30:00 AM					7:30:00 AM					
+0 mins.	0	0	0	0	0	31	141	0	0	172	158	0	43	0	201	0	53	32	0	85	
+5 mins.	0	0	0	0	0	22	148	0	0	170	200	0	51	0	251	0	85	17	0	102	
+10 mins.	0	0	0	0	0	20	159	0	0	179	102	0	36	0	138	0	63	21	0	84	
+15 mins.	0	0	0	0	0	19	140	0	0	159	110	0	35	0	145	0	86	23	0	109	
Total Volume	0	0	0	0	0	92	588	0	0	680	570	0	165	0	735	0	287	93	0	380	
% App. Total	0	0	0	0	0	13.5	86.5	0	0		77.6	0	22.4	0		0	75.5	24.5	0		
PHF	.000	.000	.000	.000	.000	.742	.925	.000	.000	.950	.713	.000	.809	.000	.732	.000	.834	.727	.000	.872	

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File Name : I-25 NB Ramps - Hwy 105 AM
Site Code : S214510
Start Date : 6/24/2021
Page No : 5



LSC Transportation Consultants, Inc.

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

File Name : I-25 NB Ramps - Hwy 105 PM
 Site Code : S214510
 Start Date : 6/24/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Southbound					Hwy 105 Westbound					I-25 NB Ramps Northbound					Hwy 105 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	0	0	0	0	15	176	0	0	191	166	0	62	0	228	0	150	31	0	181	600
04:15 PM	0	0	0	0	0	9	180	0	0	189	129	0	52	0	181	0	180	20	0	200	570
04:30 PM	0	0	0	0	0	8	190	0	0	198	181	0	65	0	246	0	148	16	0	164	608
04:45 PM	0	0	0	0	0	9	172	0	0	181	190	0	83	1	274	0	148	13	0	161	616
Total	0	0	0	0	0	41	718	0	0	759	666	0	262	1	929	0	626	80	0	706	2394
05:00 PM	0	0	0	0	0	8	175	0	0	183	167	0	77	0	244	0	163	28	0	191	618
05:15 PM	0	0	0	0	0	6	187	0	0	193	172	0	82	0	254	0	134	21	0	155	602
05:30 PM	0	0	0	0	0	7	178	0	0	185	131	0	69	0	200	0	144	12	0	156	541
05:45 PM	0	0	0	0	0	5	147	0	0	152	156	0	80	0	236	0	122	14	0	136	524
Total	0	0	0	0	0	26	687	0	0	713	626	0	308	0	934	0	563	75	0	638	2285
Grand Total	0	0	0	0	0	67	1405	0	0	1472	1292	0	570	1	1863	0	1189	155	0	1344	4679
Apprch %	0	0	0	0	0	4.6	95.4	0	0		69.4	0	30.6	0.1		0	88.5	11.5	0		
Total %	0	0	0	0	0	1.4	30	0	0	31.5	27.6	0	12.2	0	39.8	0	25.4	3.3	0	28.7	

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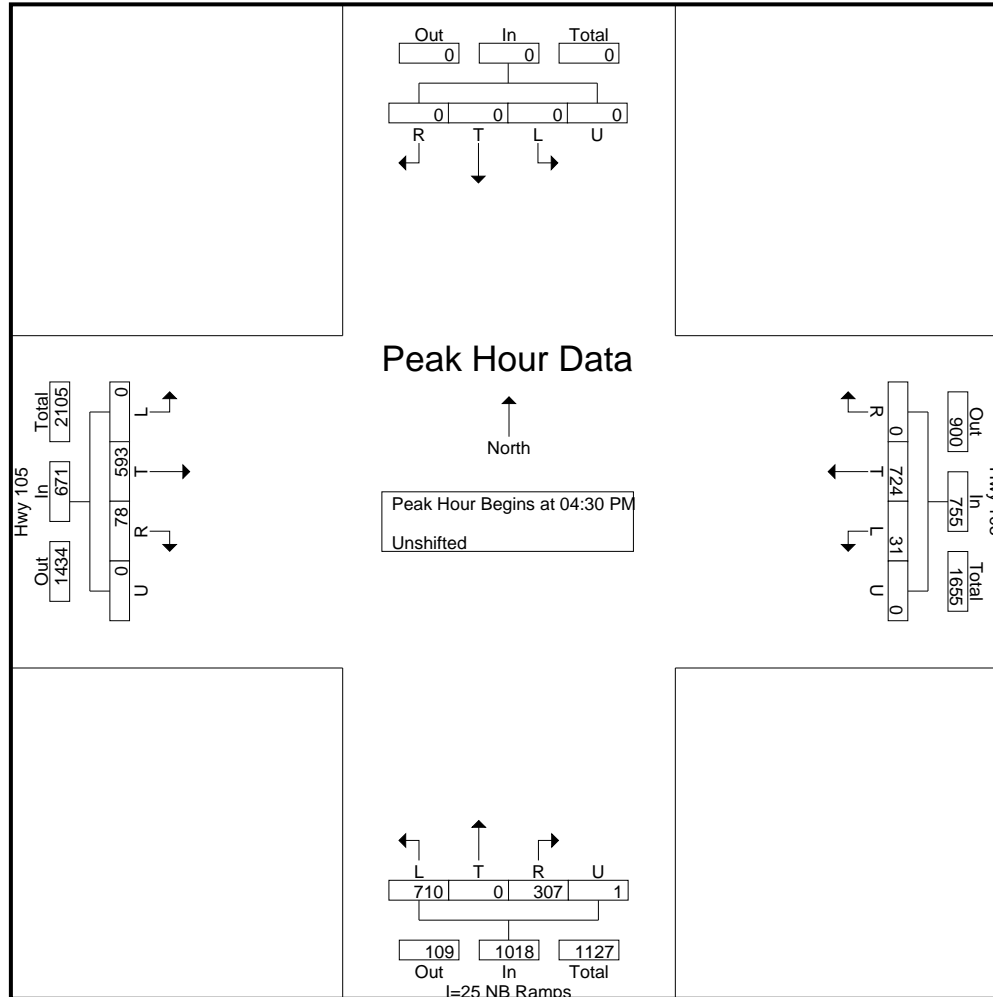
File Name : I-25 NB Ramps - Hwy 105 PM
 Site Code : S214510
 Start Date : 6/24/2021
 Page No : 2

Start Time	Southbound					Hwy 105 Westbound					I-25 NB Ramps Northbound					Hwy 105 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	0	0	0	0	0	8	190	0	0	198	181	0	65	0	246	0	148	16	0	164	608
4:45:00 PM	0	0	0	0	0	9	172	0	0	181	190	0	83	1	274	0	148	13	0	161	616
5:00:00 PM	0	0	0	0	0	8	175	0	0	183	167	0	77	0	244	0	163	28	0	191	618
5:15:00 PM	0	0	0	0	0	6	187	0	0	193	172	0	82	0	254	0	134	21	0	155	602
Total Volume	0	0	0	0	0	31	724	0	0	755	710	0	307	1	1018	0	593	78	0	671	2444
% App. Total	0	0	0	0	0	4.1	95.9	0	0		69.7	0	30.2	0.1		0	88.4	11.6	0		
PHF	.000	.000	.000	.000	.000	.861	.953	.000	.000	.953	.934	.000	.925	.250	.929	.000	.910	.696	.000	.878	.989

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File Name : I-25 NB Ramps - Hwy 105 PM
 Site Code : S214510
 Start Date : 6/24/2021
 Page No : 3



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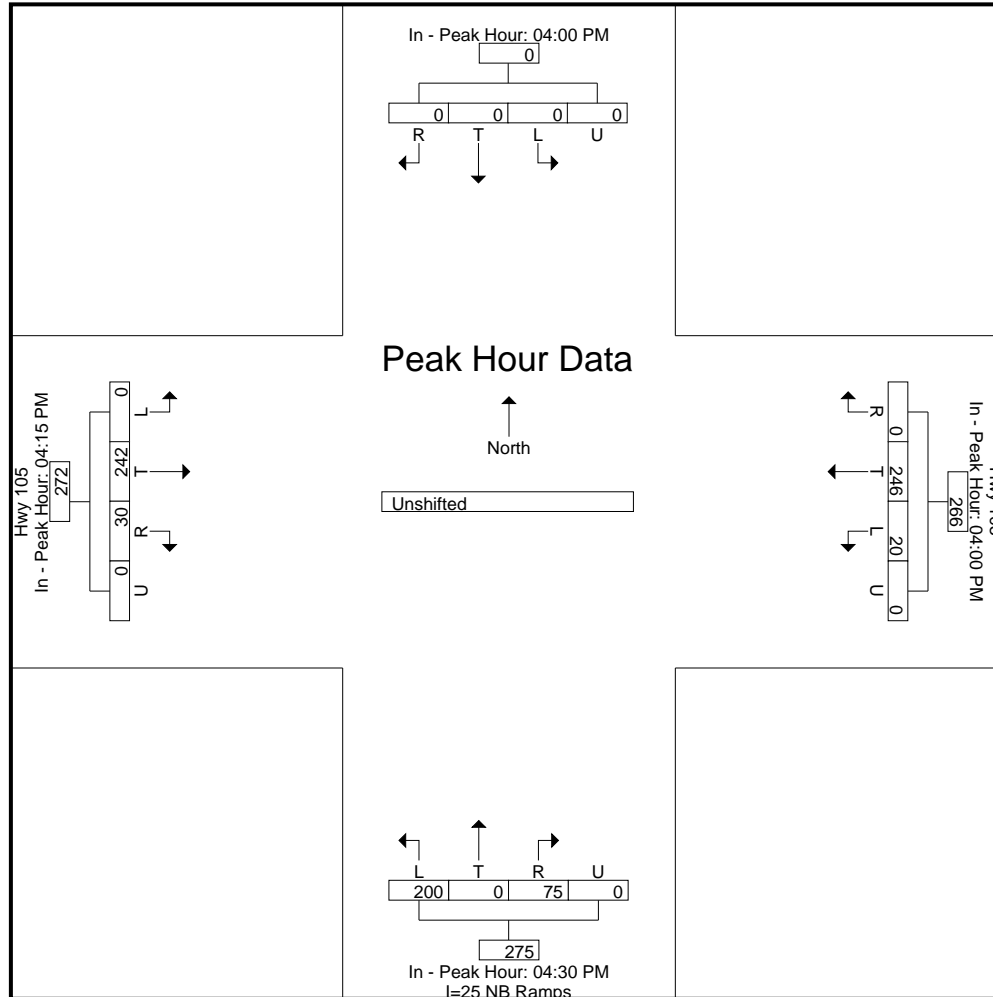
File Name : I-25 NB Ramps - Hwy 105 PM
 Site Code : S214510
 Start Date : 6/24/2021
 Page No : 4

Start Time	Southbound					Hwy 105 Westbound					I-25 NB Ramps Northbound					Hwy 105 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					4:00:00 PM					4:30:00 PM					4:15:00 PM					
+0 mins.	0	0	0	0	0	15	176	0	0	191	181	0	65	0	246	0	180	20	0	200	
+5 mins.	0	0	0	0	0	9	180	0	0	189	190	0	83	1	274	0	148	16	0	164	
+10 mins.	0	0	0	0	0	8	190	0	0	198	167	0	77	0	244	0	148	13	0	161	
+15 mins.	0	0	0	0	0	9	172	0	0	181	172	0	82	0	254	0	163	28	0	191	
Total Volume	0	0	0	0	0	41	718	0	0	759	710	0	307	1	1018	0	639	77	0	716	
% App. Total	0	0	0	0	0	5.4	94.6	0	0		69.7	0	30.2	0.1		0	89.2	10.8	0		
PHF	.000	.000	.000	.000	.000	.683	.945	.000	.000	.958	.934	.000	.925	.250	.929	.000	.888	.688	.000	.895	

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File Name : I-25 NB Ramps - Hwy 105 PM
 Site Code : S214510
 Start Date : 6/24/2021
 Page No : 5



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2504 E Pikes Peak Ave, Suite 304
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File Name : Jackson Creek Pkwy - Hwy 105 AM 10-21
 Site Code : S214510
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Southbound					Hwy 105 Westbound					Jackson Creek Pkwy Northbound					Hwy 105 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	
07:00 AM	0	0	0	0	0	29	191	0	0	220	78	0	21	0	99	0	90	83	0	173	492
07:15 AM	0	0	0	0	0	61	168	0	0	229	59	0	60	0	119	0	134	115	0	249	597
07:30 AM	0	0	0	0	0	72	202	0	0	274	64	0	52	0	116	0	123	59	0	182	572
07:45 AM	0	0	0	0	0	67	237	0	0	304	39	0	53	0	92	0	118	50	0	168	564
Total	0	0	0	0	0	229	798	0	0	1027	240	0	186	0	426	0	465	307	0	772	2225
08:00 AM	0	0	0	0	0	54	146	0	0	200	41	0	14	0	55	0	98	41	0	139	394
08:15 AM	0	0	0	0	0	38	122	0	0	160	33	0	21	0	54	0	86	52	0	138	352
Grand Total	0	0	0	0	0	321	1066	0	0	1387	314	0	221	0	535	0	649	400	0	1049	2971
Apprch %	0	0	0	0	0	23.1	76.9	0	0		58.7	0	41.3	0		0	61.9	38.1	0		
Total %	0	0	0	0	0	10.8	35.9	0	0	46.7	10.6	0	7.4	0	18	0	21.8	13.5	0	35.3	

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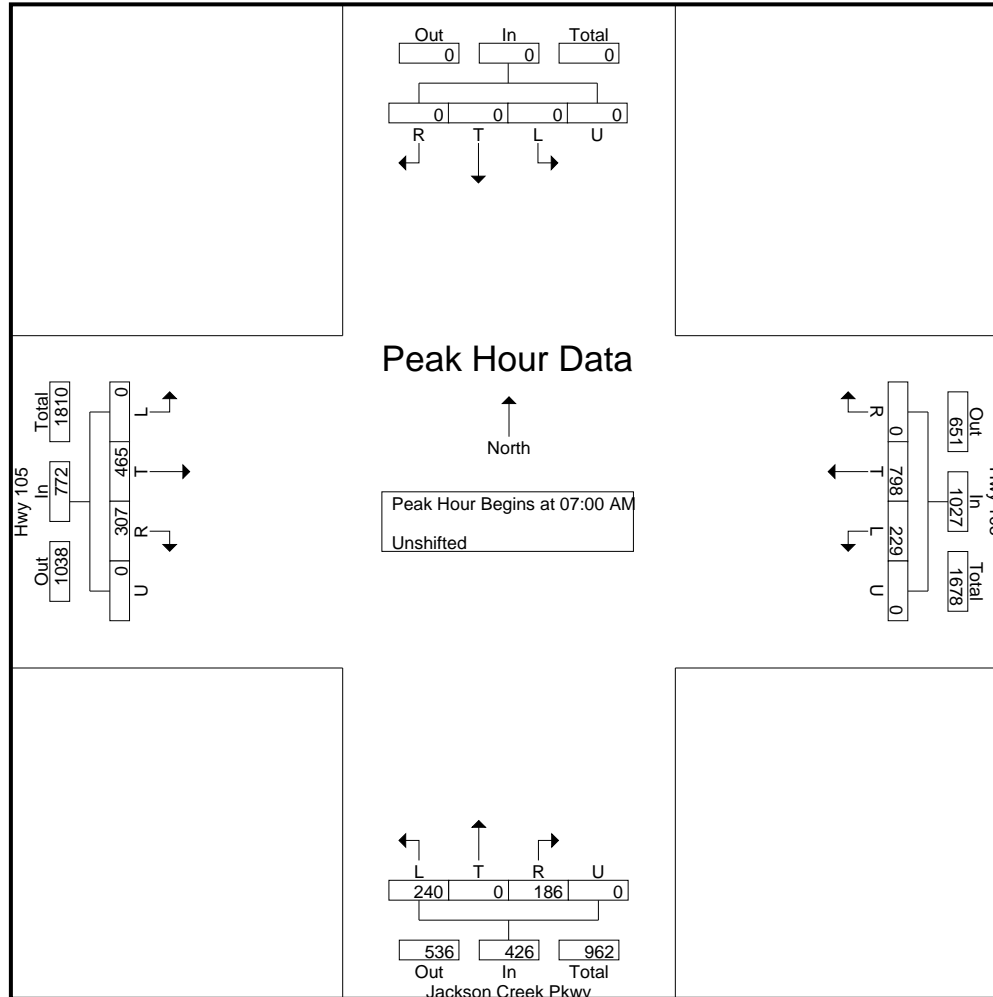
File Name : Jackson Creek Pkwy - Hwy 105 AM 10-21
 Site Code : S214510
 Start Date : 10/21/2021
 Page No : 2

Start Time	Southbound					Hwy 105 Westbound					Jackson Creek Pkwy Northbound					Hwy 105 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 7:00:00 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	0	0	0	0	0	29	191	0	0	220	78	0	21	0	99	0	90	83	0	173	492
7:15:00 AM	0	0	0	0	0	61	168	0	0	229	59	0	60	0	119	0	134	115	0	249	597
7:30:00 AM	0	0	0	0	0	72	202	0	0	274	64	0	52	0	116	0	123	59	0	182	572
7:45:00 AM	0	0	0	0	0	67	237	0	0	304	39	0	53	0	92	0	118	50	0	168	564
Total Volume	0	0	0	0	0	229	798	0	0	1027	240	0	186	0	426	0	465	307	0	772	2225
% App. Total	0	0	0	0	0	22.3	77.7	0	0		56.3	0	43.7	0		0	60.2	39.8	0		
PHF	.000	.000	.000	.000	.000	.795	.842	.000	.000	.845	.769	.000	.775	.000	.895	.000	.868	.667	.000	.775	.932

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File Name : Jackson Creek Pkwy - Hwy 105 AM 10-21
 Site Code : S214510
 Start Date : 10/21/2021
 Page No : 3



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File Name : Jackson Creek Pkwy - Hwy 105 AM 10-21
 Site Code : S214510
 Start Date : 10/21/2021
 Page No : 4

Start Time	Southbound					Hwy 105 Westbound					Jackson Creek Pkwy Northbound					Hwy 105 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 7:00:00 AM to 8:15:00 AM - Peak 1 of 1

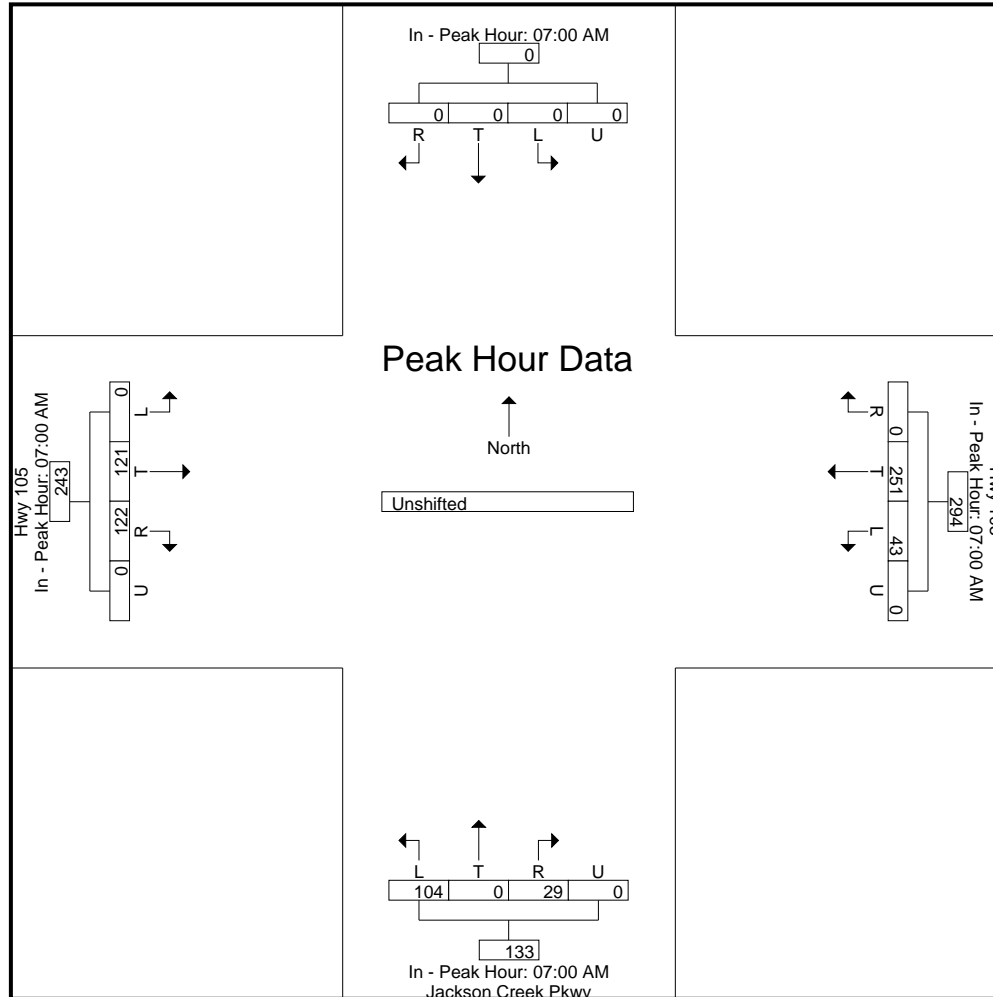
Peak Hour for Each Approach Begins at:

	7:00:00 AM					7:00:00 AM					7:00:00 AM					7:00:00 AM				
+0 mins.	0	0	0	0	0	29	191	0	0	220	78	0	21	0	99	0	90	83	0	173
+5 mins.	0	0	0	0	0	61	168	0	0	229	59	0	60	0	119	0	134	115	0	249
+10 mins.	0	0	0	0	0	72	202	0	0	274	64	0	52	0	116	0	123	59	0	182
+15 mins.	0	0	0	0	0	67	237	0	0	304	39	0	53	0	92	0	118	50	0	168
Total Volume	0	0	0	0	0	229	798	0	0	1027	240	0	186	0	426	0	465	307	0	772
% App. Total	0	0	0	0	0	22.3	77.7	0	0		56.3	0	43.7	0		0	60.2	39.8	0	
PHF	.000	.000	.000	.000	.000	.795	.842	.000	.000	.845	.769	.000	.775	.000	.895	.000	.868	.667	.000	.775

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File Name : Jackson Creek Pkwy - Hwy 105 AM 10-21
 Site Code : S214510
 Start Date : 10/21/2021
 Page No : 5



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2504 E Pikes Peak Ave, Suite 304
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File Name : Jackson Creek Pkwy - Hwy 105 PM 10-21
 Site Code : S214510
 Start Date : 10/28/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Southbound					Hwy 105 Westbound					Jackson Creek Pkwy Northbound					Hwy 105 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	
03:00 PM	0	0	0	0	0	62	135	0	0	197	103	0	117	0	220	0	183	147	0	330	747
03:15 PM	0	0	0	0	0	65	157	0	0	222	115	0	63	0	178	0	206	101	0	307	707
03:30 PM	0	0	0	0	0	62	161	0	0	223	89	0	57	0	146	0	148	94	0	242	611
03:45 PM	0	0	0	0	0	50	128	0	0	178	101	0	52	0	153	0	164	85	0	249	580
Total	0	0	0	0	0	239	581	0	0	820	408	0	289	0	697	0	701	427	0	1128	2645
04:00 PM	0	0	0	0	0	73	150	0	0	223	110	0	93	0	203	0	187	81	0	268	694
04:15 PM	0	0	0	0	0	60	142	0	0	202	82	0	81	0	163	0	188	91	0	279	644
04:30 PM	0	0	0	0	0	54	128	0	0	182	77	0	57	0	134	0	162	86	0	248	564
04:45 PM	0	0	0	0	0	56	110	0	0	166	90	0	77	0	167	0	190	96	0	286	619
Total	0	0	0	0	0	243	530	0	0	773	359	0	308	0	667	0	727	354	0	1081	2521
05:00 PM	0	0	0	0	0	42	110	0	0	152	96	0	66	0	162	0	189	99	0	288	602
05:15 PM	0	0	0	0	0	59	124	0	0	183	78	0	58	0	136	0	205	102	0	307	626
05:30 PM	0	0	0	0	0	50	149	0	0	199	79	0	70	0	149	0	160	98	0	258	606
05:45 PM	0	0	0	0	0	53	120	0	0	173	100	0	74	0	174	0	150	70	0	220	567
Total	0	0	0	0	0	204	503	0	0	707	353	0	268	0	621	0	704	369	0	1073	2401
Grand Total	0	0	0	0	0	686	1614	0	0	2300	1120	0	865	0	1985	0	2132	1150	0	3282	7567
Apprch %	0	0	0	0	0	29.8	70.2	0	0		56.4	0	43.6	0		0	65	35	0		
Total %	0	0	0	0	0	9.1	21.3	0	0	30.4	14.8	0	11.4	0	26.2	0	28.2	15.2	0	43.4	

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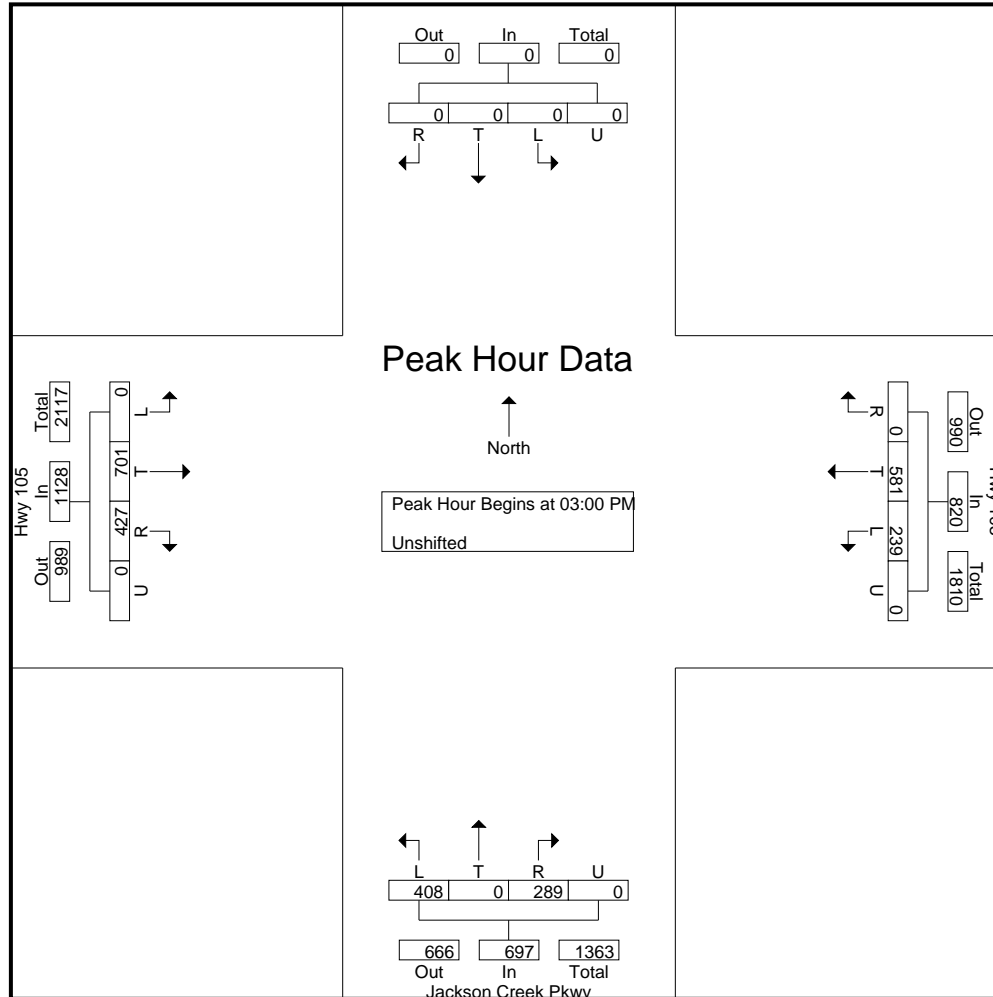
File Name : Jackson Creek Pkwy - Hwy 105 PM 10-21
 Site Code : S214510
 Start Date : 10/28/2021
 Page No : 2

Start Time	Southbound					Hwy 105 Westbound					Jackson Creek Pkwy Northbound					Hwy 105 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 3:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 3:00:00 PM																					
3:00:00 PM	0	0	0	0	0	62	135	0	0	197	103	0	117	0	220	0	183	147	0	330	747
3:15:00 PM	0	0	0	0	0	65	157	0	0	222	115	0	63	0	178	0	206	101	0	307	707
3:30:00 PM	0	0	0	0	0	62	161	0	0	223	89	0	57	0	146	0	148	94	0	242	611
3:45:00 PM	0	0	0	0	0	50	128	0	0	178	101	0	52	0	153	0	164	85	0	249	580
Total Volume	0	0	0	0	0	239	581	0	0	820	408	0	289	0	697	0	701	427	0	1128	2645
% App. Total	0	0	0	0	0	29.1	70.9	0	0		58.5	0	41.5	0		0	62.1	37.9	0		
PHF	.000	.000	.000	.000	.000	.919	.902	.000	.000	.919	.887	.000	.618	.000	.792	.000	.851	.726	.000	.855	.885

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File Name : Jackson Creek Pkwy - Hwy 105 PM 10-21
 Site Code : S214510
 Start Date : 10/28/2021
 Page No : 3



LSC Transportation Consultants, Inc.

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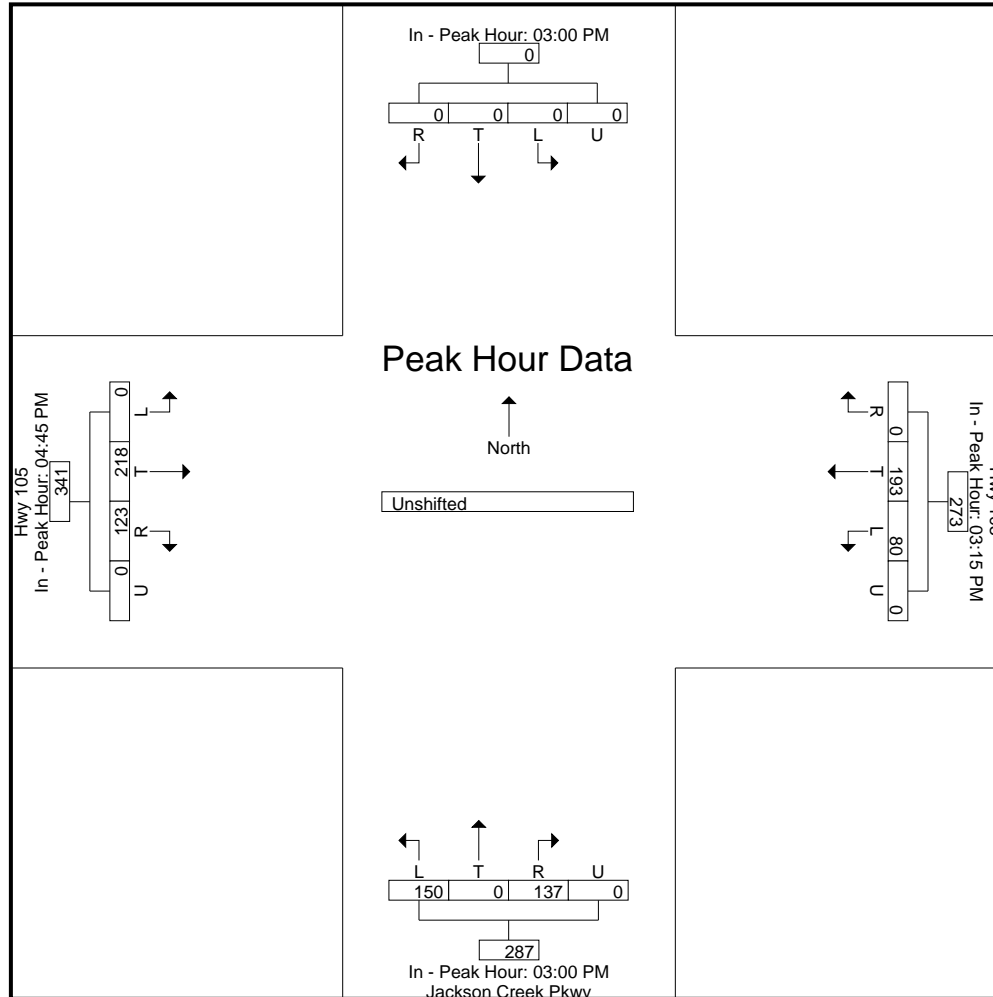
File Name : Jackson Creek Pkwy - Hwy 105 PM 10-21
 Site Code : S214510
 Start Date : 10/28/2021
 Page No : 4

Start Time	Southbound					Hwy 105 Westbound					Jackson Creek Pkwy Northbound					Hwy 105 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 3:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	3:00:00 PM					3:15:00 PM					3:00:00 PM					4:45:00 PM					
+0 mins.	0	0	0	0	0	65	157	0	0	222	103	0	117	0	220	0	190	96	0	286	
+5 mins.	0	0	0	0	0	62	161	0	0	223	115	0	63	0	178	0	189	99	0	288	
+10 mins.	0	0	0	0	0	50	128	0	0	178	89	0	57	0	146	0	205	102	0	307	
+15 mins.	0	0	0	0	0	73	150	0	0	223	101	0	52	0	153	0	160	98	0	258	
Total Volume	0	0	0	0	0	250	596	0	0	846	408	0	289	0	697	0	744	395	0	1139	
% App. Total	0	0	0	0	0	29.6	70.4	0	0		58.5	0	41.5	0		0	65.3	34.7	0		
PHF	.000	.000	.000	.000	.000	.856	.925	.000	.000	.948	.887	.000	.618	.000	.792	.000	.907	.968	.000	.928	

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File Name : Jackson Creek Pkwy - Hwy 105 PM 10-21
 Site Code : S214510
 Start Date : 10/28/2021
 Page No : 5



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

File Name : Knollwood Blvd - Hwy 105 AM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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	
07:30 AM	0	0	0	0	0	1	25	0	0	26	8	0	2	0	10	2	5	2	0	9	45
07:35 AM	1	1	5	0	7	1	29	1	0	31	2	0	0	0	2	0	7	0	0	7	47
07:40 AM	0	0	3	0	3	4	22	0	0	26	9	0	0	0	9	3	7	3	0	13	51
07:45 AM	1	0	7	0	8	0	25	1	0	26	8	0	2	0	10	2	11	1	0	14	58
07:50 AM	0	0	1	0	1	3	35	0	0	38	8	1	0	0	9	6	10	0	0	16	64
07:55 AM	0	1	5	0	6	4	41	0	0	45	13	1	0	0	14	13	15	2	0	30	95
Total	2	2	21	0	25	13	177	2	0	192	48	2	4	0	54	26	55	8	0	89	360
08:00 AM	1	0	8	0	9	3	37	4	0	44	17	0	1	0	18	7	20	0	0	27	98
08:05 AM	1	0	11	0	12	6	71	2	0	79	21	2	3	0	26	3	22	3	0	28	145
08:10 AM	0	0	18	0	18	2	62	0	0	64	21	2	4	0	27	6	28	4	0	38	147
08:15 AM	1	1	16	0	18	3	46	4	0	53	23	1	3	0	27	13	37	3	0	53	151
08:20 AM	2	1	18	0	21	4	66	6	0	76	23	2	9	0	34	9	29	6	0	44	175
08:25 AM	5	1	11	0	17	5	62	9	0	76	15	2	2	0	19	21	43	10	0	74	186
08:30 AM	2	0	13	0	15	6	66	14	0	86	23	6	4	0	33	15	31	8	0	54	188
08:35 AM	1	0	10	0	11	8	53	19	0	80	20	8	2	0	30	33	30	6	0	69	190
08:40 AM	1	1	8	0	10	7	60	18	0	85	20	7	8	0	35	19	30	1	0	50	180
08:45 AM	1	1	15	0	17	6	57	15	0	78	25	7	5	0	37	9	33	1	0	43	175
08:50 AM	0	3	19	0	22	3	44	19	0	66	18	8	7	0	33	9	24	8	0	41	162
08:55 AM	1	0	6	0	7	6	55	27	0	88	14	8	5	0	27	9	21	3	0	33	155
Total	16	8	153	0	177	59	679	137	0	875	240	53	53	0	346	153	348	53	0	554	1952
09:00 AM	1	3	13	0	17	10	63	9	0	82	19	2	9	0	30	17	18	5	0	40	169

LSC Transportation Consultants, Inc.

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File Name : Knollwood Blvd - Hwy 105 AM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 2

Groups Printed- Unshifted

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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	
09:05 AM	0	1	7	0	8	5	56	16	0	77	14	1	6	0	21	6	23	4	0	33	139
09:10 AM	2	2	6	0	10	6	71	2	0	79	14	0	3	0	17	2	14	4	0	20	126
09:15 AM	0	1	9	0	10	7	50	2	0	59	10	2	3	0	15	7	24	2	0	33	117
09:20 AM	1	1	7	0	9	2	32	0	0	34	13	1	3	0	17	4	24	2	0	30	90
09:25 AM	2	0	3	0	5	1	46	4	0	51	9	0	6	0	15	4	26	7	0	37	108
Grand Total	24	18	219	0	261	103	1174	172	0	1449	367	61	87	0	515	219	532	85	0	836	3061
Apprch %	9.2	6.9	83.9	0		7.1	81	11.9	0		71.3	11.8	16.9	0		26.2	63.6	10.2	0		
Total %	0.8	0.6	7.2	0	8.5	3.4	38.4	5.6	0	47.3	12	2	2.8	0	16.8	7.2	17.4	2.8	0	27.3	

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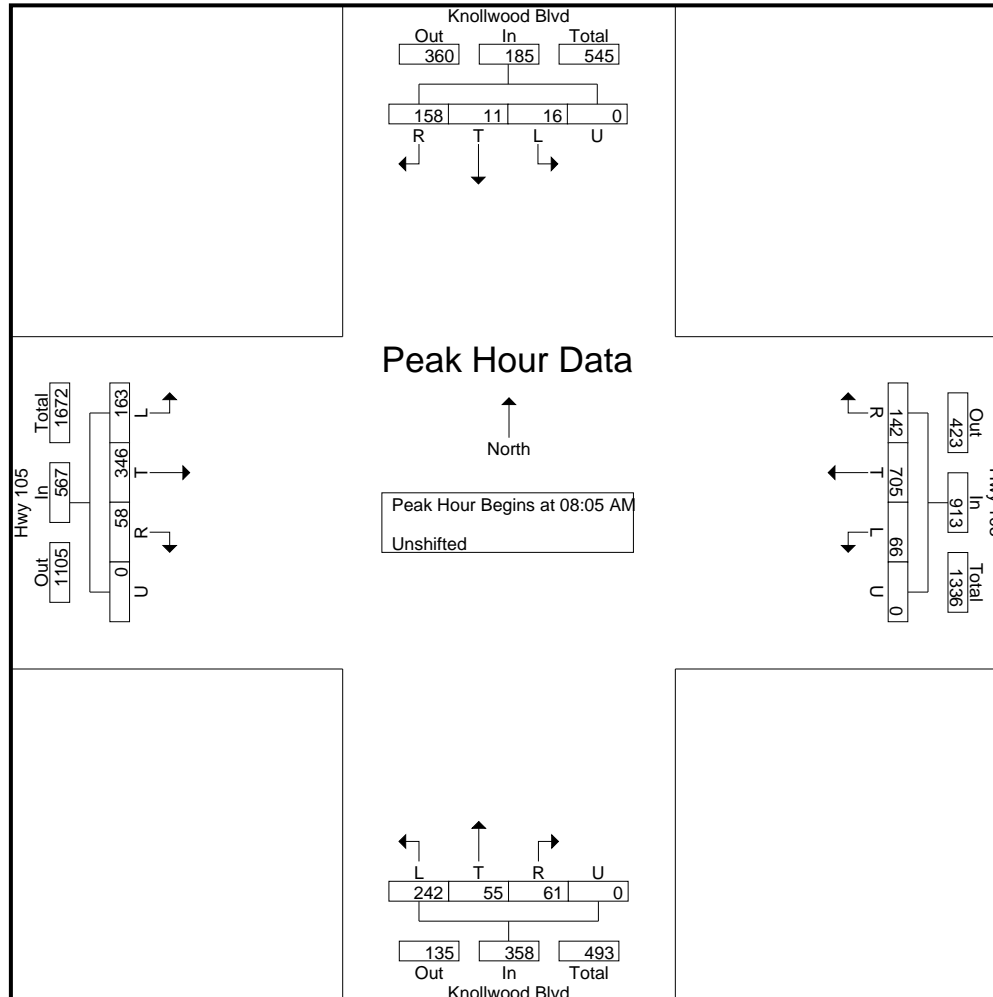
File Name : Knollwood Blvd - Hwy 105 AM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 3

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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 07:30 AM to 09:25 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:05 AM																					
08:05 AM	1	0	11	0	12	6	71	2	0	79	21	2	3	0	26	3	22	3	0	28	145
08:10 AM	0	0	18	0	18	2	62	0	0	64	21	2	4	0	27	6	28	4	0	38	147
08:15 AM	1	1	16	0	18	3	46	4	0	53	23	1	3	0	27	13	37	3	0	53	151
08:20 AM	2	1	18	0	21	4	66	6	0	76	23	2	9	0	34	9	29	6	0	44	175
08:25 AM	5	1	11	0	17	5	62	9	0	76	15	2	2	0	19	21	43	10	0	74	186
08:30 AM	2	0	13	0	15	6	66	14	0	86	23	6	4	0	33	15	31	8	0	54	188
08:35 AM	1	0	10	0	11	8	53	19	0	80	20	8	2	0	30	33	30	6	0	69	190
08:40 AM	1	1	8	0	10	7	60	18	0	85	20	7	8	0	35	19	30	1	0	50	180
08:45 AM	1	1	15	0	17	6	57	15	0	78	25	7	5	0	37	9	33	1	0	43	175
08:50 AM	0	3	19	0	22	3	44	19	0	66	18	8	7	0	33	9	24	8	0	41	162
08:55 AM	1	0	6	0	7	6	55	27	0	88	14	8	5	0	27	9	21	3	0	33	155
09:00 AM	1	3	13	0	17	10	63	9	0	82	19	2	9	0	30	17	18	5	0	40	169
Total Volume	16	11	158	0	185	66	705	142	0	913	242	55	61	0	358	163	346	58	0	567	2023
% App. Total	8.6	5.9	85.4	0		7.2	77.2	15.6	0		67.6	15.4	17	0		28.7	61	10.2	0		
PHF	.267	.306	.693	.000	.701	.550	.827	.438	.000	.865	.807	.573	.565	.000	.806	.412	.671	.483	.000	.639	.887

LSC Transportation Consultants, Inc.

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File Name : Knollwood Blvd - Hwy 105 AM
 Site Code : S214830
 Start Date : 11/9/2021
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LSC Transportation Consultants, Inc.

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 Colorado Springs, CO 80909
 719-633-2868

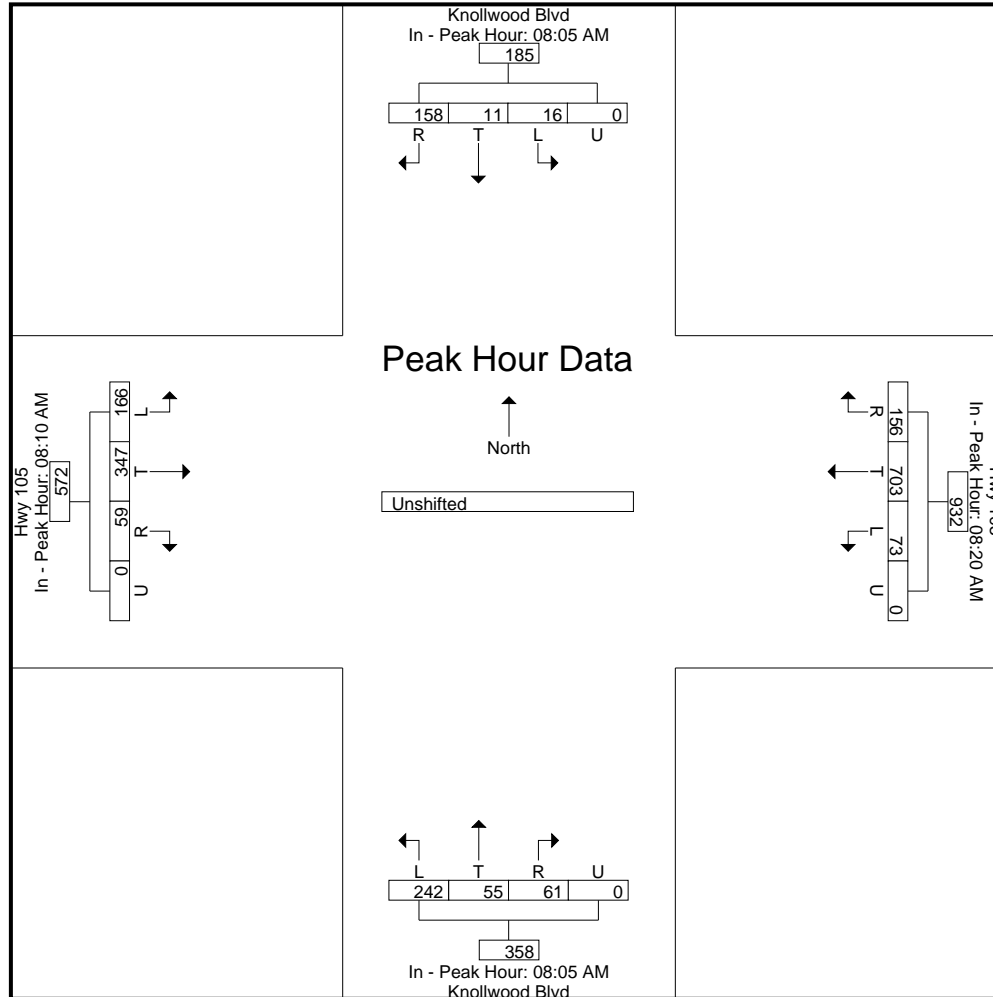
File Name : Knollwood Blvd - Hwy 105 AM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 5

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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 07:30 AM to 09:25 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:05 AM					08:20 AM					08:05 AM					08:10 AM					
+0 mins.	1	0	11	0	12	4	66	6	0	76	21	2	3	0	26	6	28	4	0	38	
+5 mins.	0	0	18	0	18	5	62	9	0	76	21	2	4	0	27	13	37	3	0	53	
+10 mins.	1	1	16	0	18	6	66	14	0	86	23	1	3	0	27	9	29	6	0	44	
+15 mins.	2	1	18	0	21	8	53	19	0	80	23	2	9	0	34	21	43	10	0	74	
+20 mins.	5	1	11	0	17	7	60	18	0	85	15	2	2	0	19	15	31	8	0	54	
+25 mins.	2	0	13	0	15	6	57	15	0	78	23	6	4	0	33	33	30	6	0	69	
+30 mins.	1	0	10	0	11	3	44	19	0	66	20	8	2	0	30	19	30	1	0	50	
+35 mins.	1	1	8	0	10	6	55	27	0	88	20	7	8	0	35	9	33	1	0	43	
+40 mins.	1	1	15	0	17	10	63	9	0	82	25	7	5	0	37	9	24	8	0	41	
+45 mins.	0	3	19	0	22	5	56	16	0	77	18	8	7	0	33	9	21	3	0	33	
+50 mins.	1	0	6	0	7	6	71	2	0	79	14	8	5	0	27	17	18	5	0	40	
+55 mins.	1	3	13	0	17	7	50	2	0	59	19	2	9	0	30	6	23	4	0	33	
Total Volume	16	11	158	0	185	73	703	156	0	932	242	55	61	0	358	166	347	59	0	572	
% App. Total	8.6	5.9	85.4	0		7.8	75.4	16.7	0		67.6	15.4	17	0		29	60.7	10.3	0		
PHF	.267	.306	.693	.000	.701	.608	.825	.481	.000	.883	.807	.573	.565	.000	.806	.419	.672	.492	.000	.644	

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
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File Name : Knollwood Blvd - Hwy 105 AM
Site Code : S214830
Start Date : 11/9/2021
Page No : 6



LSC Transportation Consultants, Inc.

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

File Name : Knollwood Blvd - Hwy 105 AM sch. peak
 Site Code : S214830
 Start Date : 11/18/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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	
07:30 AM	2	1	22	0	25	9	62	16	0	87	17	1	5	0	23	15	29	2	0	46	181
07:35 AM	2	0	8	0	10	10	52	24	0	86	20	6	9	0	35	19	32	7	0	58	189
07:40 AM	0	3	10	0	13	7	58	20	0	85	12	6	3	0	21	29	27	3	0	59	178
07:45 AM	1	0	8	0	9	3	43	22	0	68	24	19	7	0	50	27	27	5	0	59	186
07:50 AM	2	2	17	0	21	11	53	20	1	85	10	10	5	0	25	9	17	2	0	28	159
07:55 AM	0	1	9	0	10	16	56	22	0	94	7	9	10	1	27	13	19	4	0	36	167
Total	7	7	74	0	88	56	324	124	1	505	90	51	39	1	181	112	151	23	0	286	1060
08:00 AM	3	0	6	0	9	6	53	13	0	72	12	8	8	2	30	14	17	2	0	33	144
08:05 AM	0	1	5	0	6	9	42	7	0	58	12	2	7	5	26	11	13	4	0	28	118
08:10 AM	0	3	7	0	10	16	71	9	0	96	11	0	7	3	21	4	11	4	0	19	146
08:15 AM	0	1	10	0	11	11	64	3	0	78	16	0	8	2	26	8	17	4	0	29	144
08:20 AM	1	1	8	0	10	3	23	4	0	30	16	0	2	0	18	6	23	3	0	32	90
08:25 AM	0	2	5	0	7	1	25	1	0	27	15	1	4	0	20	5	17	2	0	24	78
Grand Total	11	15	115	0	141	102	602	161	1	866	172	62	75	13	322	160	249	42	0	451	1780
Apprch %	7.8	10.6	81.6	0		11.8	69.5	18.6	0.1		53.4	19.3	23.3	4		35.5	55.2	9.3	0		
Total %	0.6	0.8	6.5	0	7.9	5.7	33.8	9	0.1	48.7	9.7	3.5	4.2	0.7	18.1	9	14	2.4	0	25.3	

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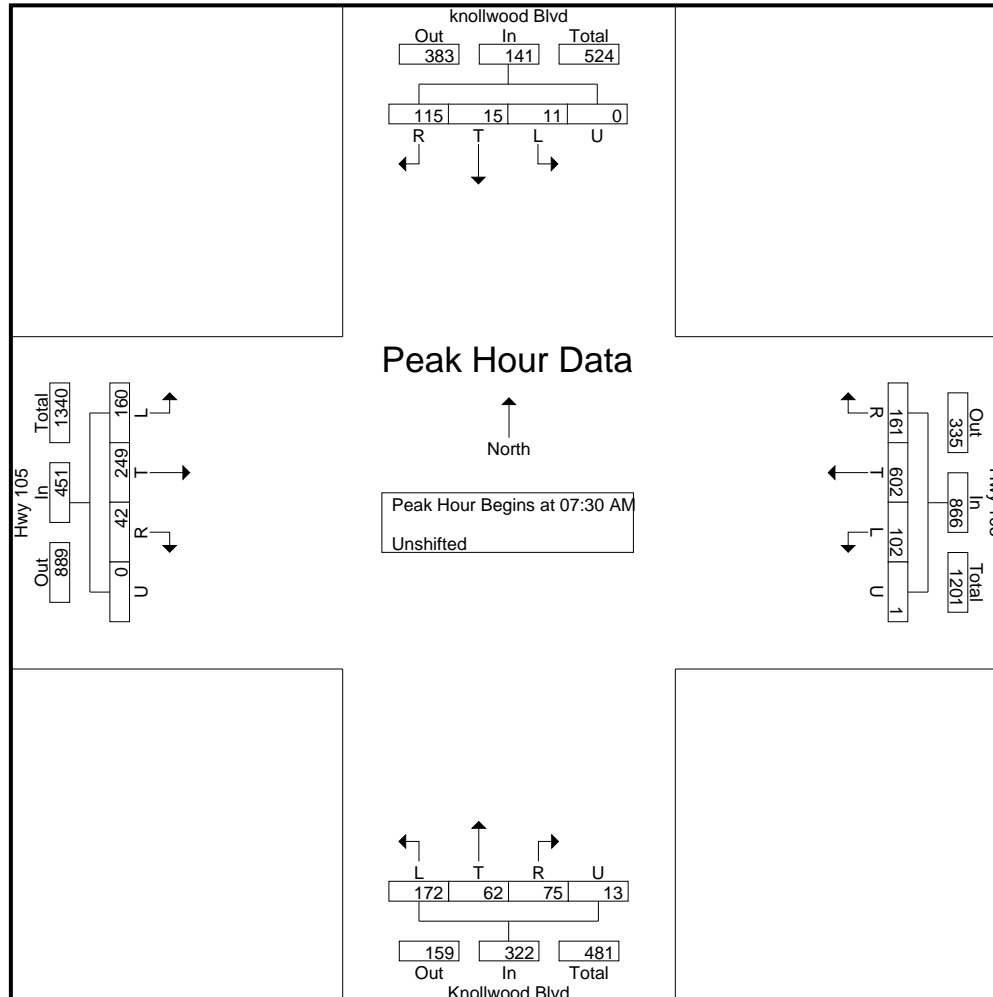
File Name : Knollwood Blvd - Hwy 105 AM sch. peak
 Site Code : S214830
 Start Date : 11/18/2021
 Page No : 2

Start Time	knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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 07:30 AM to 08:25 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	1	22	0	25	9	62	16	0	87	17	1	5	0	23	15	29	2	0	46	181
07:35 AM	2	0	8	0	10	10	52	24	0	86	20	6	9	0	35	19	32	7	0	58	189
07:40 AM	0	3	10	0	13	7	58	20	0	85	12	6	3	0	21	29	27	3	0	59	178
07:45 AM	1	0	8	0	9	3	43	22	0	68	24	19	7	0	50	27	27	5	0	59	186
07:50 AM	2	2	17	0	21	11	53	20	1	85	10	10	5	0	25	9	17	2	0	28	159
07:55 AM	0	1	9	0	10	16	56	22	0	94	7	9	10	1	27	13	19	4	0	36	167
08:00 AM	3	0	6	0	9	6	53	13	0	72	12	8	8	2	30	14	17	2	0	33	144
08:05 AM	0	1	5	0	6	9	42	7	0	58	12	2	7	5	26	11	13	4	0	28	118
08:10 AM	0	3	7	0	10	16	71	9	0	96	11	0	7	3	21	4	11	4	0	19	146
08:15 AM	0	1	10	0	11	11	64	3	0	78	16	0	8	2	26	8	17	4	0	29	144
08:20 AM	1	1	8	0	10	3	23	4	0	30	16	0	2	0	18	6	23	3	0	32	90
08:25 AM	0	2	5	0	7	1	25	1	0	27	15	1	4	0	20	5	17	2	0	24	78
Total Volume	11	15	115	0	141	102	602	161	1	866	172	62	75	13	322	160	249	42	0	451	1780
% App. Total	7.8	10.6	81.6	0		11.8	69.5	18.6	0.1		53.4	19.3	23.3	4		35.5	55.2	9.3	0		
PHF	.306	.417	.436	.000	.470	.531	.707	.559	.083	.752	.597	.272	.625	.217	.537	.460	.648	.500	.000	.637	.785

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File Name : Knollwood Blvd - Hwy 105 AM sch. peak
 Site Code : S214830
 Start Date : 11/18/2021
 Page No : 3



LSC Transportation Consultants, Inc.

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

File Name : Knollwood Blvd - Hwy 105 AM sch. peak
 Site Code : S214830
 Start Date : 11/18/2021
 Page No : 4

Start Time	knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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 07:30 AM to 08:25 AM - Peak 1 of 1

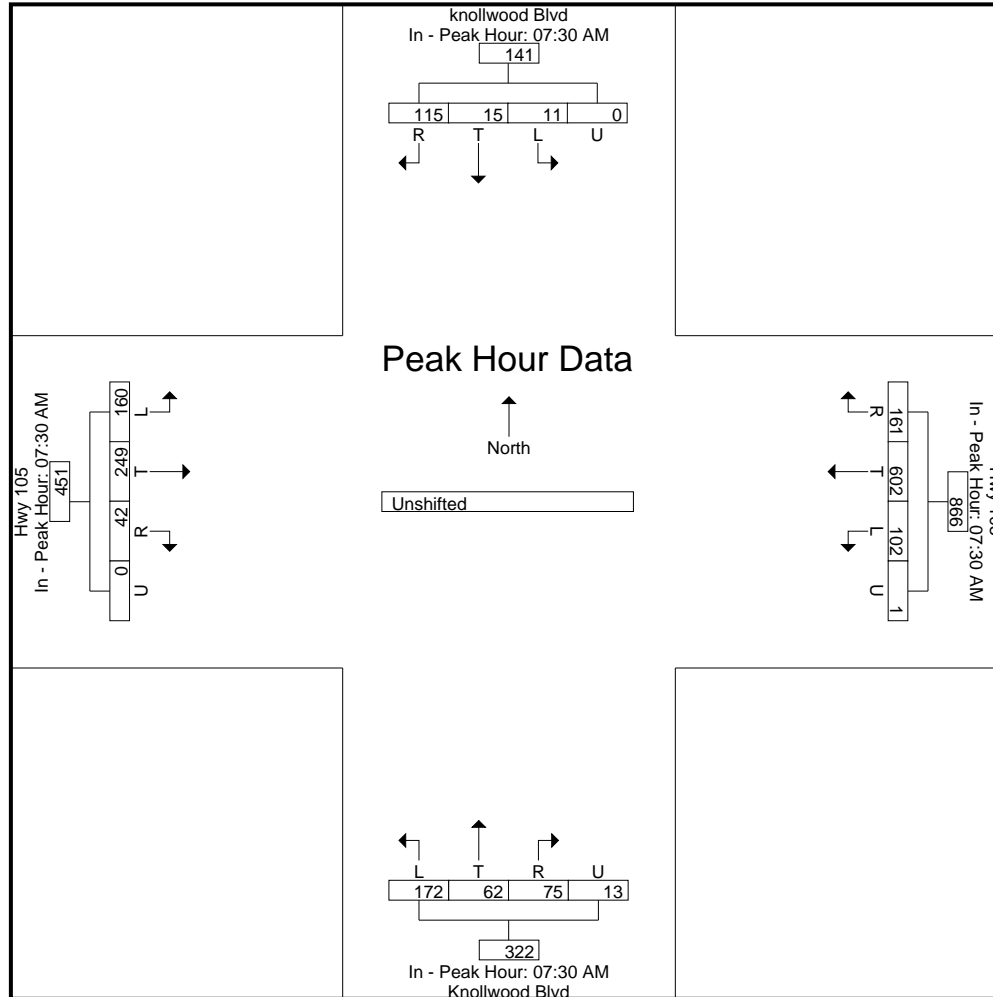
Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM				
+0 mins.	2	1	22	0	25	9	62	16	0	87	17	1	5	0	23	15	29	2	0	46
+5 mins.	2	0	8	0	10	10	52	24	0	86	20	6	9	0	35	19	32	7	0	58
+10 mins.	0	3	10	0	13	7	58	20	0	85	12	6	3	0	21	29	27	3	0	59
+15 mins.	1	0	8	0	9	3	43	22	0	68	24	19	7	0	50	27	27	5	0	59
+20 mins.	2	2	17	0	21	11	53	20	1	85	10	10	5	0	25	9	17	2	0	28
+25 mins.	0	1	9	0	10	16	56	22	0	94	7	9	10	1	27	13	19	4	0	36
+30 mins.	3	0	6	0	9	6	53	13	0	72	12	8	8	2	30	14	17	2	0	33
+35 mins.	0	1	5	0	6	9	42	7	0	58	12	2	7	5	26	11	13	4	0	28
+40 mins.	0	3	7	0	10	16	71	9	0	96	11	0	7	3	21	4	11	4	0	19
+45 mins.	0	1	10	0	11	11	64	3	0	78	16	0	8	2	26	8	17	4	0	29
+50 mins.	1	1	8	0	10	3	23	4	0	30	16	0	2	0	18	6	23	3	0	32
+55 mins.	0	2	5	0	7	1	25	1	0	27	15	1	4	0	20	5	17	2	0	24
Total Volume	11	15	115	0	141	102	602	161	1	866	172	62	75	13	322	160	249	42	0	451
% App. Total	7.8	10.6	81.6	0		11.8	69.5	18.6	0.1		53.4	19.3	23.3	4		35.5	55.2	9.3	0	
PHF	.306	.417	.436	.000	.470	.531	.707	.559	.083	.752	.597	.272	.625	.217	.537	.460	.648	.500	.000	.637

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2504 E Pikes Peak Ave, Suite 304
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File Name : Knollwood Blvd - Hwy 105 AM sch. peak
Site Code : S214830
Start Date : 11/18/2021
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LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
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File Name : Knollwood Blvd - Hwy 105 AM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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	
07:30 AM	1	1	8	0	10	6	76	1	0	83	19	0	2	0	21	5	19	5	0	29	143
07:45 AM	1	1	13	0	15	7	101	1	0	109	29	2	2	0	33	21	36	3	0	60	217
Total	2	2	21	0	25	13	177	2	0	192	48	2	4	0	54	26	55	8	0	89	360
08:00 AM	2	0	37	0	39	11	170	6	0	187	59	4	8	0	71	16	70	7	0	93	390
08:15 AM	8	3	45	0	56	12	174	19	0	205	61	5	14	0	80	43	109	19	0	171	512
08:30 AM	4	1	31	0	36	21	179	51	0	251	63	21	14	0	98	67	91	15	0	173	558
08:45 AM	2	4	40	0	46	15	156	61	0	232	57	23	17	0	97	27	78	12	0	117	492
Total	16	8	153	0	177	59	679	137	0	875	240	53	53	0	346	153	348	53	0	554	1952
09:00 AM	3	6	26	0	35	21	190	27	0	238	47	3	18	0	68	25	55	13	0	93	434
09:15 AM	3	2	19	0	24	10	128	6	0	144	32	3	12	0	47	15	74	11	0	100	315
Grand Total	24	18	219	0	261	103	1174	172	0	1449	367	61	87	0	515	219	532	85	0	836	3061
Apprch %	9.2	6.9	83.9	0		7.1	81	11.9	0		71.3	11.8	16.9	0		26.2	63.6	10.2	0		
Total %	0.8	0.6	7.2	0	8.5	3.4	38.4	5.6	0	47.3	12	2	2.8	0	16.8	7.2	17.4	2.8	0	27.3	

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2504 E Pikes Peak Ave, Suite 304
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File Name : Knollwood Blvd - Hwy 105 AM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 2

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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 7:30:00 AM to 9:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 8:15:00 AM																					
8:15:00 AM	8	3	45	0	56	12	174	19	0	205	61	5	14	0	80	43	109	19	0	171	512
8:30:00 AM	4	1	31	0	36	21	179	51	0	251	63	21	14	0	98	67	91	15	0	173	558
8:45:00 AM	2	4	40	0	46	15	156	61	0	232	57	23	17	0	97	27	78	12	0	117	492
9:00:00 AM	3	6	26	0	35	21	190	27	0	238	47	3	18	0	68	25	55	13	0	93	434
Total Volume	17	14	142	0	173	69	699	158	0	926	228	52	63	0	343	162	333	59	0	554	1996
% App. Total	9.8	8.1	82.1	0		7.5	75.5	17.1	0		66.5	15.2	18.4	0		29.2	60.1	10.6	0		
PHF	.531	.583	.789	.000	.772	.821	.920	.648	.000	.922	.905	.565	.875	.000	.875	.604	.764	.776	.000	.801	.894

LSC Transportation Consultants, Inc.

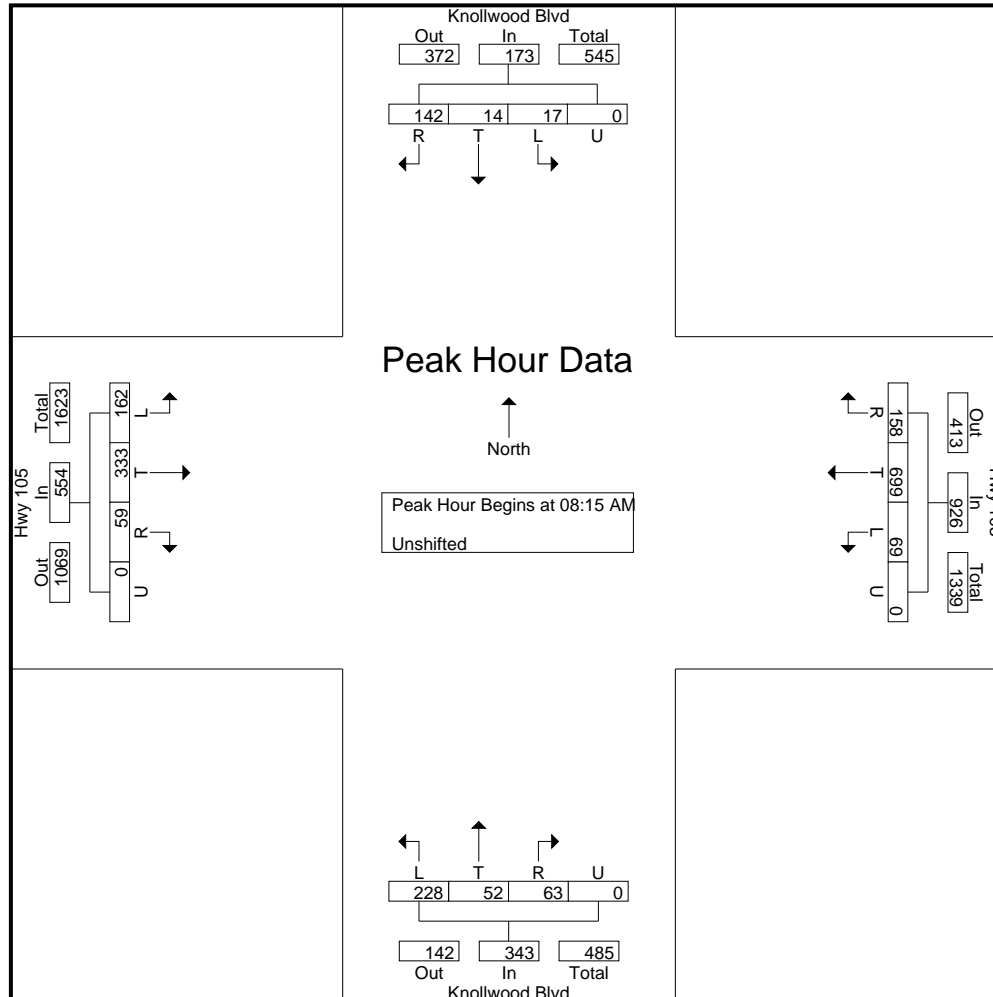
2504 E Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 719-633-2868

File Name : Knollwood Blvd - Hwy 105 AM

Site Code : S214830

Start Date : 11/9/2021

Page No : 3



LSC Transportation Consultants, Inc.

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

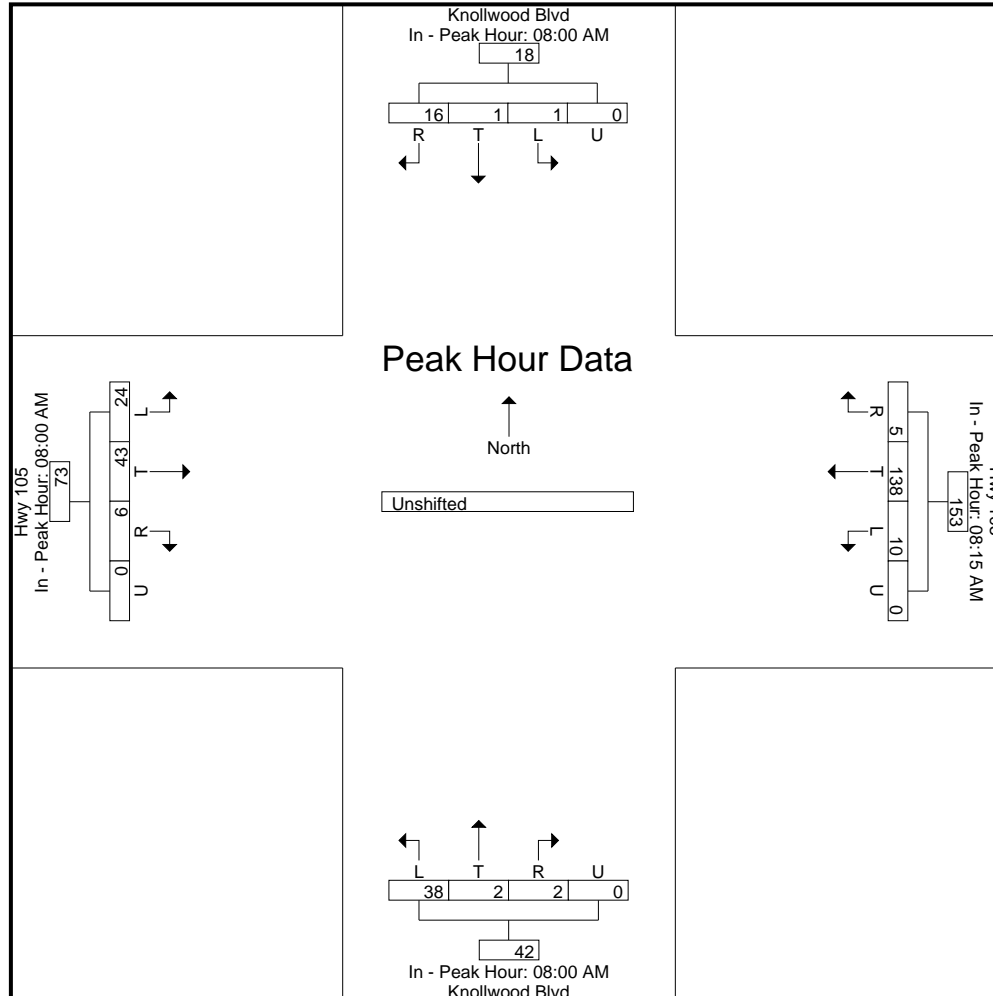
File Name : Knollwood Blvd - Hwy 105 AM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 4

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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 7:30:00 AM to 9:15:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	8:00:00 AM					8:15:00 AM					8:00:00 AM					8:00:00 AM					
+0 mins.	2	0	37	0	39	12	174	19	0	205	59	4	8	0	71	16	70	7	0	93	
+5 mins.	8	3	45	0	56	21	179	51	0	251	61	5	14	0	80	43	109	19	0	171	
+10 mins.	4	1	31	0	36	15	156	61	0	232	63	21	14	0	98	67	91	15	0	173	
+15 mins.	2	4	40	0	46	21	190	27	0	238	57	23	17	0	97	27	78	12	0	117	
Total Volume	16	8	153	0	177	69	699	158	0	926	240	53	53	0	346	153	348	53	0	554	
% App. Total	9	4.5	86.4	0		7.5	75.5	17.1	0		69.4	15.3	15.3	0		27.6	62.8	9.6	0		
PHF	.500	.500	.850	.000	.790	.821	.920	.648	.000	.922	.952	.576	.779	.000	.883	.571	.798	.697	.000	.801	

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File Name : Knollwood Blvd - Hwy 105 AM
 Site Code : S214830
 Start Date : 11/9/2021
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LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
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File Name : Knollwood Blvd - Hwy 105 Mid
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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	
02:50 PM	2	1	4	0	7	2	28	1	0	31	12	0	2	0	14	5	26	3	0	34	86
02:55 PM	3	1	5	0	9	3	30	0	0	33	14	0	2	0	16	6	28	3	0	37	95
Total	5	2	9	0	16	5	58	1	0	64	26	0	4	0	30	11	54	6	0	71	181
03:00 PM	0	0	4	0	4	3	37	2	0	42	6	2	4	0	12	9	22	2	0	33	91
03:05 PM	0	1	6	0	7	6	29	2	0	37	13	0	3	0	16	9	37	10	0	56	116
03:10 PM	0	0	11	0	11	2	32	5	0	39	5	1	3	0	9	11	31	7	0	49	108
03:15 PM	0	3	3	0	6	0	37	1	0	38	11	0	1	0	12	5	43	5	0	53	109
03:20 PM	1	0	10	0	11	3	39	0	0	42	9	4	3	0	16	11	27	4	0	42	111
03:25 PM	0	1	5	0	6	6	38	1	0	45	9	3	3	0	15	16	37	4	1	58	124
03:30 PM	2	0	6	0	8	2	33	5	0	40	17	3	5	0	25	9	30	5	0	44	117
03:35 PM	1	1	8	0	10	6	36	10	0	52	12	4	7	0	23	26	53	8	0	87	172
03:40 PM	0	1	10	0	11	6	44	5	0	55	7	1	8	0	16	22	49	5	0	76	158
03:45 PM	2	2	17	0	21	8	44	9	0	61	20	2	6	0	28	18	44	5	0	67	177
03:50 PM	5	2	19	0	26	13	46	13	0	72	8	3	10	2	23	14	44	8	0	66	187
03:55 PM	1	3	10	0	14	11	34	9	0	54	15	11	10	0	36	30	45	11	0	86	190
Total	12	14	109	0	135	66	449	62	0	577	132	34	63	2	231	180	462	74	1	717	1660
04:00 PM	3	1	8	0	12	4	34	10	0	48	27	2	11	1	41	19	56	8	0	83	184
04:05 PM	2	4	14	0	20	6	43	5	0	54	13	4	8	0	25	18	60	12	0	90	189
04:10 PM	2	1	12	0	15	13	51	10	0	74	12	6	14	1	33	22	54	10	0	86	208
04:15 PM	5	2	11	0	18	7	49	8	0	64	13	1	8	0	22	22	65	8	0	95	199
04:20 PM	4	3	13	0	20	13	53	13	0	79	10	4	7	1	22	21	51	6	0	78	199

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2504 E Pikes Peak Ave, Suite 304
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File Name : Knollwood Blvd - Hwy 105 Mid
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 2

Groups Printed- Unshifted

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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	
04:25 PM	2	3	4	0	9	20	54	8	0	82	8	4	16	0	28	20	45	11	0	76	195
04:30 PM	1	0	7	0	8	11	63	8	1	83	15	3	12	2	32	12	47	8	0	67	190
04:35 PM	1	2	5	0	8	9	50	2	1	62	12	3	4	0	19	14	58	6	0	78	167
04:40 PM	5	4	5	0	14	4	46	2	0	52	11	5	5	0	21	12	42	6	0	60	147
04:45 PM	1	2	9	0	12	4	25	2	0	31	14	1	6	0	21	15	35	11	0	61	125
Grand Total	43	38	206	0	287	162	975	131	2	1270	293	67	158	7	525	366	1029	166	1	1562	3644
Apprch %	15	13.2	71.8	0		12.8	76.8	10.3	0.2		55.8	12.8	30.1	1.3		23.4	65.9	10.6	0.1		
Total %	1.2	1	5.7	0	7.9	4.4	26.8	3.6	0.1	34.9	8	1.8	4.3	0.2	14.4	10	28.2	4.6	0	42.9	

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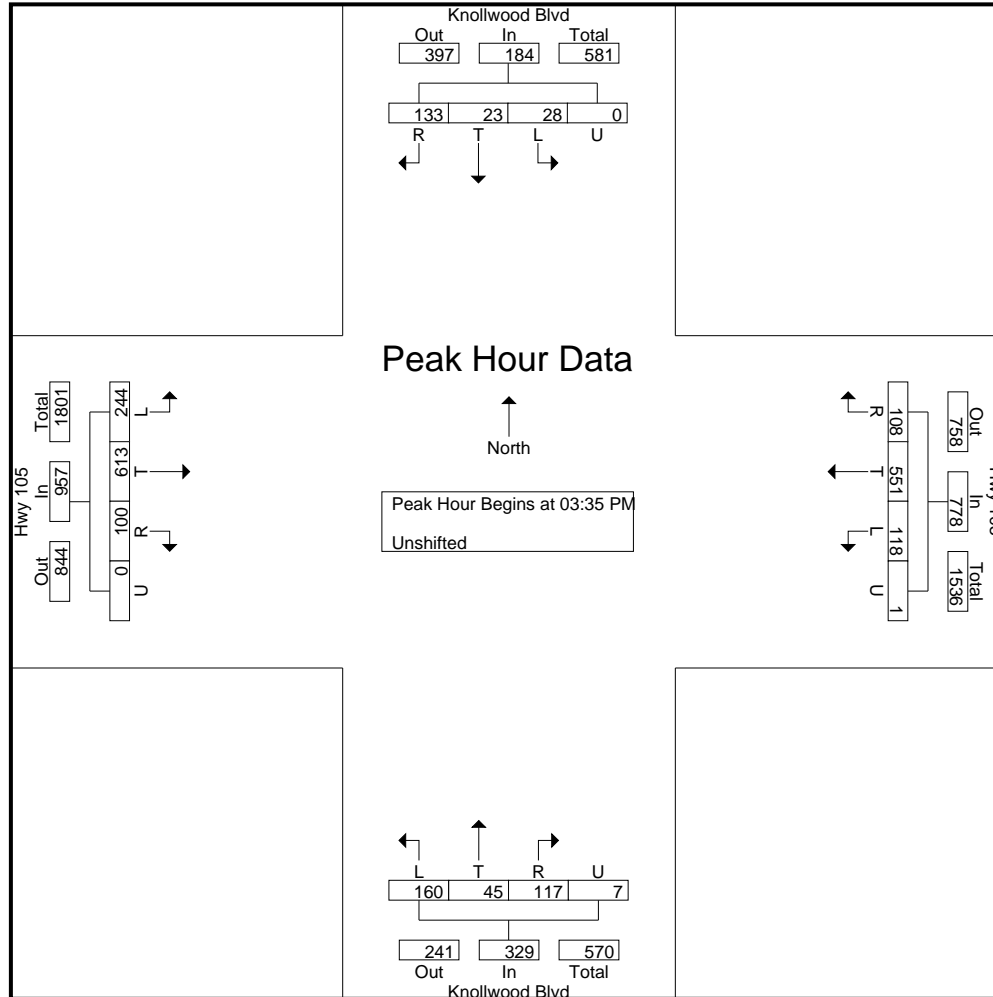
File Name : Knollwood Blvd - Hwy 105 Mid
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 3

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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 02:50 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:35 PM																					
03:35 PM	1	1	8	0	10	6	36	10	0	52	12	4	7	0	23	26	53	8	0	87	172
03:40 PM	0	1	10	0	11	6	44	5	0	55	7	1	8	0	16	22	49	5	0	76	158
03:45 PM	2	2	17	0	21	8	44	9	0	61	20	2	6	0	28	18	44	5	0	67	177
03:50 PM	5	2	19	0	26	13	46	13	0	72	8	3	10	2	23	14	44	8	0	66	187
03:55 PM	1	3	10	0	14	11	34	9	0	54	15	11	10	0	36	30	45	11	0	86	190
04:00 PM	3	1	8	0	12	4	34	10	0	48	27	2	11	1	41	19	56	8	0	83	184
04:05 PM	2	4	14	0	20	6	43	5	0	54	13	4	8	0	25	18	60	12	0	90	189
04:10 PM	2	1	12	0	15	13	51	10	0	74	12	6	14	1	33	22	54	10	0	86	208
04:15 PM	5	2	11	0	18	7	49	8	0	64	13	1	8	0	22	22	65	8	0	95	199
04:20 PM	4	3	13	0	20	13	53	13	0	79	10	4	7	1	22	21	51	6	0	78	199
04:25 PM	2	3	4	0	9	20	54	8	0	82	8	4	16	0	28	20	45	11	0	76	195
04:30 PM	1	0	7	0	8	11	63	8	1	83	15	3	12	2	32	12	47	8	0	67	190
Total Volume	28	23	133	0	184	118	551	108	1	778	160	45	117	7	329	244	613	100	0	957	2248
% App. Total	15.2	12.5	72.3	0		15.2	70.8	13.9	0.1		48.6	13.7	35.6	2.1		25.5	64.1	10.4	0		
PHF	.467	.479	.583	.000	.590	.492	.729	.692	.083	.781	.494	.341	.609	.292	.669	.678	.786	.694	.000	.839	.901

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File Name : Knollwood Blvd - Hwy 105 Mid
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 4



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

File Name : Knollwood Blvd - Hwy 105 Mid
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 5

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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 02:50 PM to 04:45 PM - Peak 1 of 1

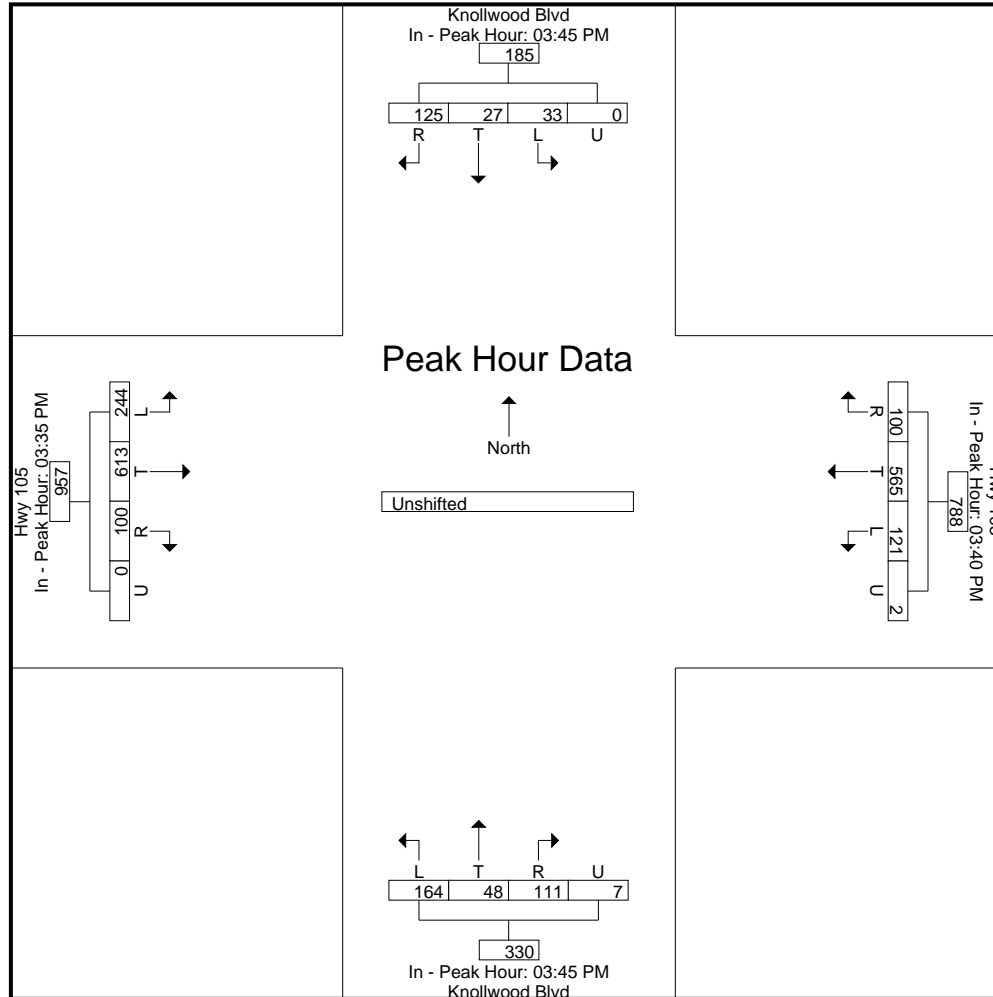
Peak Hour for Each Approach Begins at:

	03:45 PM					03:40 PM					03:45 PM					03:35 PM				
+0 mins.	2	2	17	0	21	6	44	5	0	55	20	2	6	0	28	26	53	8	0	87
+5 mins.	5	2	19	0	26	8	44	9	0	61	8	3	10	2	23	22	49	5	0	76
+10 mins.	1	3	10	0	14	13	46	13	0	72	15	11	10	0	36	18	44	5	0	67
+15 mins.	3	1	8	0	12	11	34	9	0	54	27	2	11	1	41	14	44	8	0	66
+20 mins.	2	4	14	0	20	4	34	10	0	48	13	4	8	0	25	30	45	11	0	86
+25 mins.	2	1	12	0	15	6	43	5	0	54	12	6	14	1	33	19	56	8	0	83
+30 mins.	5	2	11	0	18	13	51	10	0	74	13	1	8	0	22	18	60	12	0	90
+35 mins.	4	3	13	0	20	7	49	8	0	64	10	4	7	1	22	22	54	10	0	86
+40 mins.	2	3	4	0	9	13	53	13	0	79	8	4	16	0	28	22	65	8	0	95
+45 mins.	1	0	7	0	8	20	54	8	0	82	15	3	12	2	32	21	51	6	0	78
+50 mins.	1	2	5	0	8	11	63	8	1	83	12	3	4	0	19	20	45	11	0	76
+55 mins.	5	4	5	0	14	9	50	2	1	62	11	5	5	0	21	12	47	8	0	67
Total Volume	33	27	125	0	185	121	565	100	2	788	164	48	111	7	330	244	613	100	0	957
% App. Total	17.8	14.6	67.6	0		15.4	71.7	12.7	0.3		49.7	14.5	33.6	2.1		25.5	64.1	10.4	0	
PHF	.550	.563	.548	.000	.593	.504	.747	.641	.167	.791	.506	.364	.578	.292	.671	.678	.786	.694	.000	.839

LSC Transportation Consultants, Inc.

2504 E Pikes Peak Ave, Suite 304
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File Name : Knollwood Blvd - Hwy 105 Mid
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 6



LSC Transportation Consultants, Inc.

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

File Name : Knollwood Blvd - Hwy 105 Mid sch. peak
 Site Code : S214830
 Start Date : 11/18/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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	
02:15 PM	0	0	5	0	5	5	33	1	0	39	6	2	5	0	13	5	33	6	0	44	101
02:20 PM	1	1	6	0	8	4	28	0	0	32	13	0	3	0	16	14	22	9	0	45	101
02:25 PM	2	1	8	0	11	3	27	0	0	30	14	2	5	0	21	13	19	3	0	35	97
02:30 PM	1	0	6	0	7	2	29	5	0	36	9	1	1	0	11	10	41	8	0	59	113
02:35 PM	0	1	7	0	8	3	37	8	0	48	9	2	8	1	20	23	38	4	0	65	141
02:40 PM	0	2	13	0	15	3	36	6	0	45	13	1	3	0	17	23	47	6	0	76	153
02:45 PM	3	1	12	0	16	14	39	8	0	61	10	2	10	5	27	20	47	13	0	80	184
02:50 PM	3	2	16	0	21	22	38	11	1	72	17	3	11	9	40	22	36	6	0	64	197
02:55 PM	1	0	10	1	12	9	33	10	0	52	6	9	9	2	26	23	44	15	0	82	172
Total	11	8	83	1	103	65	300	49	1	415	97	22	55	17	191	153	327	70	0	550	1259
03:00 PM	3	3	7	0	13	7	31	11	0	49	22	3	13	0	38	32	45	14	0	91	191
03:05 PM	1	3	13	0	17	10	47	12	0	69	13	9	14	3	39	20	39	14	0	73	198
03:10 PM	1	2	8	0	11	5	42	11	0	58	16	4	9	0	29	28	50	15	0	93	191
03:15 PM	2	1	8	0	11	5	38	6	0	49	15	3	9	0	27	20	66	16	0	102	189
03:20 PM	3	3	8	0	14	12	30	15	0	57	13	2	8	1	24	11	48	9	0	68	163
03:25 PM	5	0	6	0	11	11	51	10	0	72	10	5	12	1	28	29	51	12	0	92	203
03:30 PM	3	2	7	0	12	23	59	6	0	88	9	2	14	0	25	5	59	8	0	72	197
03:35 PM	0	2	9	0	11	7	52	3	0	62	15	2	16	4	37	10	47	3	0	60	170
03:40 PM	4	2	4	0	10	13	33	4	0	50	24	5	5	0	34	12	50	9	0	71	165
Grand Total	33	26	153	1	213	158	683	127	1	969	234	57	155	26	472	320	782	170	0	1272	2926
Apprch %	15.5	12.2	71.8	0.5		16.3	70.5	13.1	0.1		49.6	12.1	32.8	5.5		25.2	61.5	13.4	0		
Total %	1.1	0.9	5.2	0	7.3	5.4	23.3	4.3	0	33.1	8	1.9	5.3	0.9	16.1	10.9	26.7	5.8	0	43.5	

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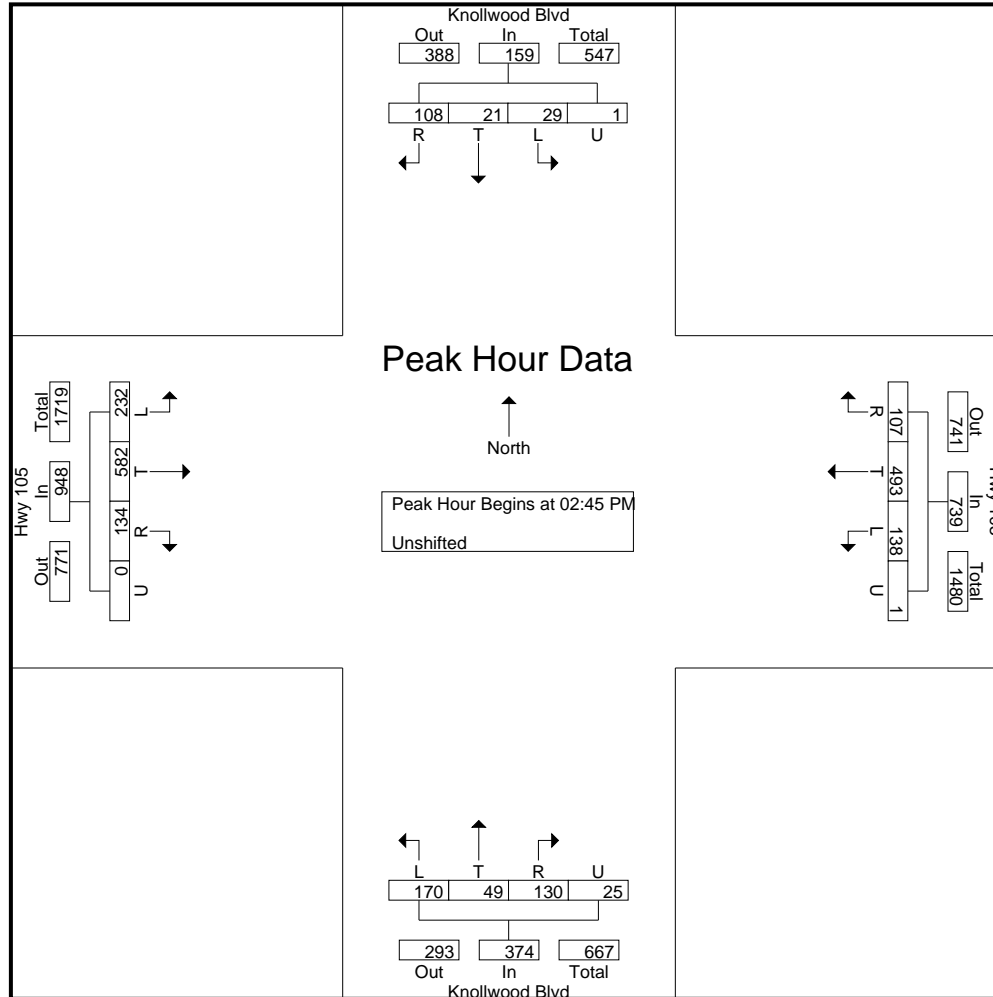
File Name : Knollwood Blvd - Hwy 105 Mid sch. peak
 Site Code : S214830
 Start Date : 11/18/2021
 Page No : 2

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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 02:15 PM to 03:40 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	3	1	12	0	16	14	39	8	0	61	10	2	10	5	27	20	47	13	0	80	184
02:50 PM	3	2	16	0	21	22	38	11	1	72	17	3	11	9	40	22	36	6	0	64	197
02:55 PM	1	0	10	1	12	9	33	10	0	52	6	9	9	2	26	23	44	15	0	82	172
03:00 PM	3	3	7	0	13	7	31	11	0	49	22	3	13	0	38	32	45	14	0	91	191
03:05 PM	1	3	13	0	17	10	47	12	0	69	13	9	14	3	39	20	39	14	0	73	198
03:10 PM	1	2	8	0	11	5	42	11	0	58	16	4	9	0	29	28	50	15	0	93	191
03:15 PM	2	1	8	0	11	5	38	6	0	49	15	3	9	0	27	20	66	16	0	102	189
03:20 PM	3	3	8	0	14	12	30	15	0	57	13	2	8	1	24	11	48	9	0	68	163
03:25 PM	5	0	6	0	11	11	51	10	0	72	10	5	12	1	28	29	51	12	0	92	203
03:30 PM	3	2	7	0	12	23	59	6	0	88	9	2	14	0	25	5	59	8	0	72	197
03:35 PM	0	2	9	0	11	7	52	3	0	62	15	2	16	4	37	10	47	3	0	60	170
03:40 PM	4	2	4	0	10	13	33	4	0	50	24	5	5	0	34	12	50	9	0	71	165
Total Volume	29	21	108	1	159	138	493	107	1	739	170	49	130	25	374	232	582	134	0	948	2220
% App. Total	18.2	13.2	67.9	0.6		18.7	66.7	14.5	0.1		45.5	13.1	34.8	6.7		24.5	61.4	14.1	0		
PHF	.483	.583	.563	.083	.631	.500	.696	.594	.083	.700	.590	.454	.677	.231	.779	.604	.735	.698	.000	.775	.911

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File Name : Knollwood Blvd - Hwy 105 Mid sch. peak
 Site Code : S214830
 Start Date : 11/18/2021
 Page No : 3



LSC Transportation Consultants, Inc.

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

File Name : Knollwood Blvd - Hwy 105 Mid sch. peak
 Site Code : S214830
 Start Date : 11/18/2021
 Page No : 4

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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 02:15 PM to 03:40 PM - Peak 1 of 1

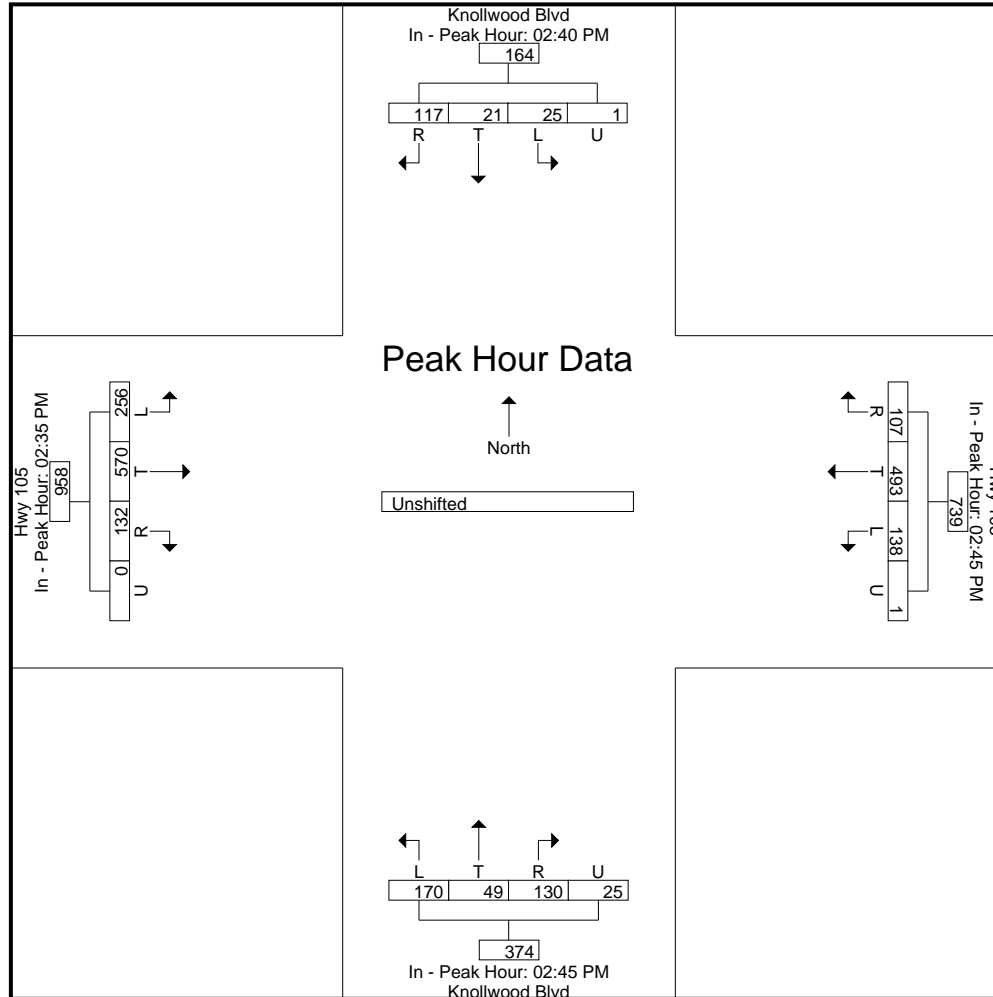
Peak Hour for Each Approach Begins at:

	02:40 PM					02:45 PM					02:45 PM					02:35 PM				
+0 mins.	0	2	13	0	15	14	39	8	0	61	10	2	10	5	27	23	38	4	0	65
+5 mins.	3	1	12	0	16	22	38	11	1	72	17	3	11	9	40	23	47	6	0	76
+10 mins.	3	2	16	0	21	9	33	10	0	52	6	9	9	2	26	20	47	13	0	80
+15 mins.	1	0	10	1	12	7	31	11	0	49	22	3	13	0	38	22	36	6	0	64
+20 mins.	3	3	7	0	13	10	47	12	0	69	13	9	14	3	39	23	44	15	0	82
+25 mins.	1	3	13	0	17	5	42	11	0	58	16	4	9	0	29	32	45	14	0	91
+30 mins.	1	2	8	0	11	5	38	6	0	49	15	3	9	0	27	20	39	14	0	73
+35 mins.	2	1	8	0	11	12	30	15	0	57	13	2	8	1	24	28	50	15	0	93
+40 mins.	3	3	8	0	14	11	51	10	0	72	10	5	12	1	28	20	66	16	0	102
+45 mins.	5	0	6	0	11	23	59	6	0	88	9	2	14	0	25	11	48	9	0	68
+50 mins.	3	2	7	0	12	7	52	3	0	62	15	2	16	4	37	29	51	12	0	92
+55 mins.	0	2	9	0	11	13	33	4	0	50	24	5	5	0	34	5	59	8	0	72
Total Volume	25	21	117	1	164	138	493	107	1	739	170	49	130	25	374	256	570	132	0	958
% App. Total	15.2	12.8	71.3	0.6		18.7	66.7	14.5	0.1		45.5	13.1	34.8	6.7		26.7	59.5	13.8	0	
PHF	.417	.583	.609	.083	.651	.500	.696	.594	.083	.700	.590	.454	.677	.231	.779	.667	.720	.688	.000	.783

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File Name : Knollwood Blvd - Hwy 105 Mid sch. peak
 Site Code : S214830
 Start Date : 11/18/2021
 Page No : 5



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

File Name : Knollwood Blvd - Hwy 105 Mid
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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	
02:50 PM	5	2	13	0	20	8	95	3	0	106	32	2	8	0	42	20	76	8	0	104	272
03:05 PM	0	4	20	0	24	8	98	8	0	114	29	1	7	0	37	25	111	22	0	158	333
03:20 PM	3	1	21	0	25	11	110	6	0	127	35	10	11	0	56	36	94	13	1	144	352
03:35 PM	3	4	35	0	42	20	124	24	0	168	39	7	21	0	67	66	146	18	0	230	507
03:50 PM	9	6	37	0	52	28	114	32	0	174	50	16	31	3	100	63	145	27	0	235	561
04:05 PM	9	7	37	0	53	26	143	23	0	192	38	11	30	1	80	62	179	30	0	271	596
04:20 PM	7	6	24	0	37	44	170	29	1	244	33	11	35	3	82	53	143	25	0	221	584
04:35 PM	7	8	19	0	34	17	121	6	1	145	37	9	15	0	61	41	135	23	0	199	439
Grand Total	43	38	206	0	287	162	975	131	2	1270	293	67	158	7	525	366	1029	166	1	1562	3644
Apprch %	15	13.2	71.8	0		12.8	76.8	10.3	0.2		55.8	12.8	30.1	1.3		23.4	65.9	10.6	0.1		
Total %	1.2	1	5.7	0	7.9	4.4	26.8	3.6	0.1	34.9	8	1.8	4.3	0.2	14.4	10	28.2	4.6	0	42.9	

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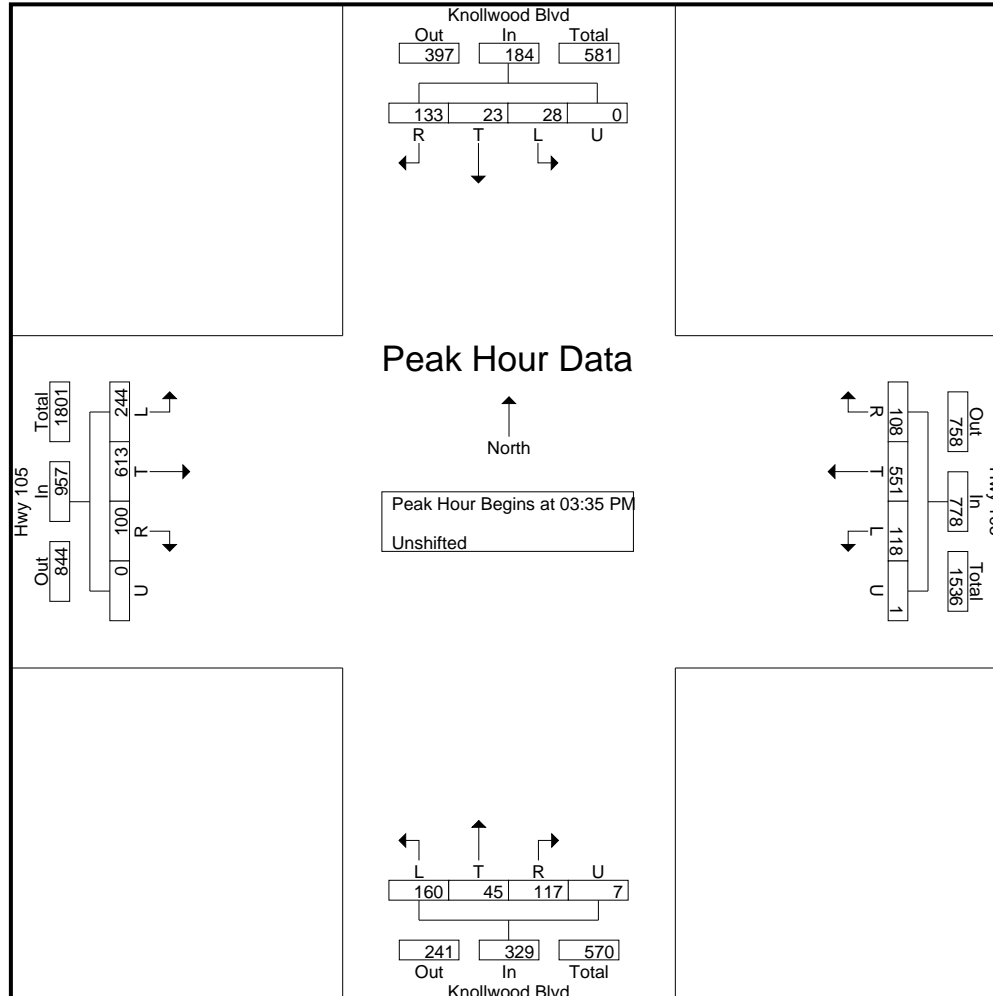
File Name : Knollwood Blvd - Hwy 105 Mid
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 2

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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 2:50:00 PM to 4:35:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 3:35:00 PM																					
3:35:00 PM	3	4	35	0	42	20	124	24	0	168	39	7	21	0	67	66	146	18	0	230	507
3:50:00 PM	9	6	37	0	52	28	114	32	0	174	50	16	31	3	100	63	145	27	0	235	561
4:05:00 PM	9	7	37	0	53	26	143	23	0	192	38	11	30	1	80	62	179	30	0	271	596
4:20:00 PM	7	6	24	0	37	44	170	29	1	244	33	11	35	3	82	53	143	25	0	221	584
Total Volume	28	23	133	0	184	118	551	108	1	778	160	45	117	7	329	244	613	100	0	957	2248
% App. Total	15.2	12.5	72.3	0		15.2	70.8	13.9	0.1		48.6	13.7	35.6	2.1		25.5	64.1	10.4	0		
PHF	.778	.821	.899	.000	.868	.670	.810	.844	.250	.797	.800	.703	.836	.583	.823	.924	.856	.833	.000	.883	.943

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File Name : Knollwood Blvd - Hwy 105 Mid
 Site Code : S214830
 Start Date : 11/9/2021
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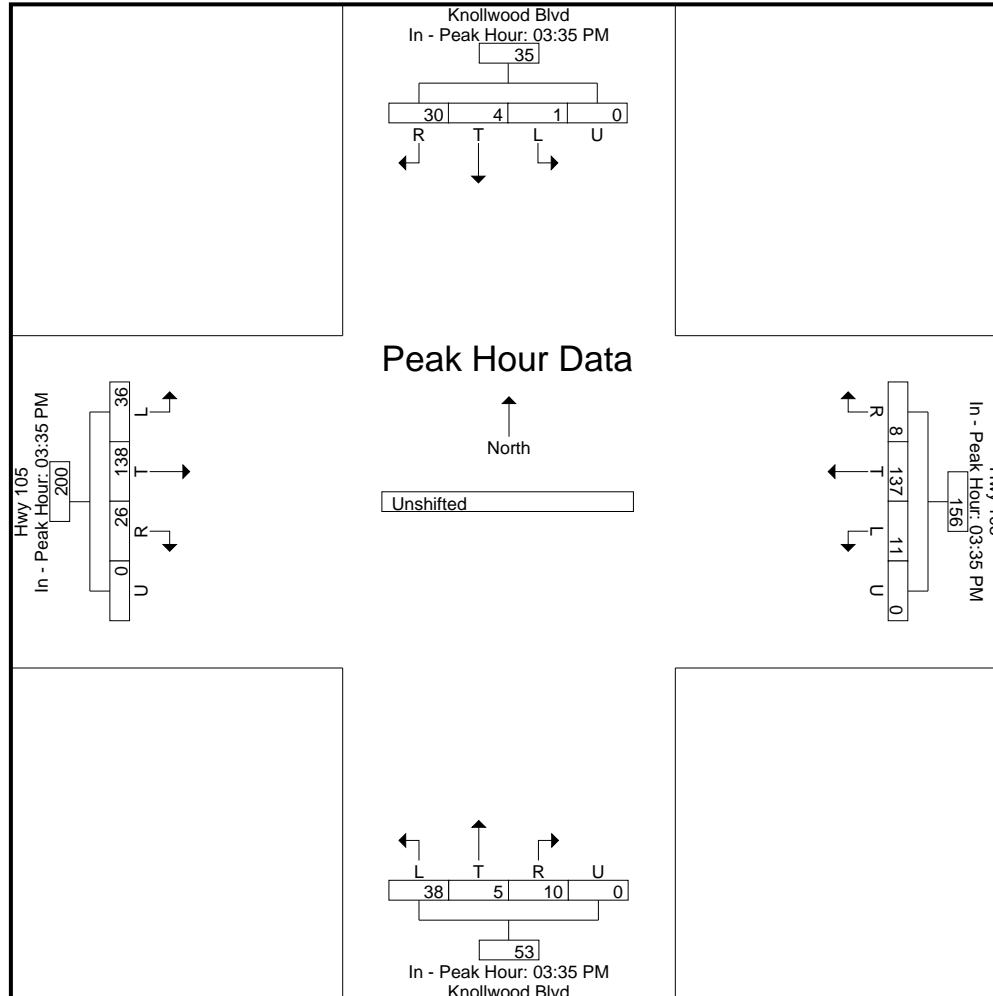
File Name : Knollwood Blvd - Hwy 105 Mid
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 4

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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 2:50:00 PM to 4:35:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	3:35:00 PM					3:35:00 PM					3:35:00 PM					3:35:00 PM					
+0 mins.	3	4	35	0	42	20	124	24	0	168	39	7	21	0	67	66	146	18	0	230	
+5 mins.	9	6	37	0	52	28	114	32	0	174	50	16	31	3	100	63	145	27	0	235	
+10 mins.	9	7	37	0	53	26	143	23	0	192	38	11	30	1	80	62	179	30	0	271	
+15 mins.	7	6	24	0	37	44	170	29	1	244	33	11	35	3	82	53	143	25	0	221	
Total Volume	28	23	133	0	184	118	551	108	1	778	160	45	117	7	329	244	613	100	0	957	
% App. Total	15.2	12.5	72.3	0		15.2	70.8	13.9	0.1		48.6	13.7	35.6	2.1		25.5	64.1	10.4	0		
PHF	.778	.821	.899	.000	.868	.670	.810	.844	.250	.797	.800	.703	.836	.583	.823	.924	.856	.833	.000	.883	

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File Name : Knollwood Blvd - Hwy 105 Mid
Site Code : S214830
Start Date : 11/9/2021
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File Name : Knollwood Blvd - Hwy 105 PM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 1

Groups Printed- Unshifted

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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	9	11	57	0	77	24	125	3	0	152	52	4	13	0	69	33	167	44	0	244	542
04:15 PM	6	11	31	0	48	15	123	2	0	140	50	12	19	0	81	42	165	26	0	233	502
04:30 PM	2	3	23	0	28	19	130	2	0	151	39	7	20	0	66	17	170	31	0	218	463
04:45 PM	4	8	20	0	32	31	88	5	0	124	49	4	19	0	72	30	150	33	0	213	441
Total	21	33	131	0	185	89	466	12	0	567	190	27	71	0	288	122	652	134	0	908	1948
05:00 PM	4	9	22	0	35	27	117	6	0	150	70	7	26	0	103	27	171	43	0	241	529
05:15 PM	0	11	7	0	18	24	89	1	0	114	65	8	24	0	97	41	160	37	0	238	467
05:30 PM	4	6	26	0	36	19	107	4	0	130	55	9	25	0	89	45	166	25	0	236	491
05:45 PM	2	13	18	0	33	13	104	9	0	126	48	11	22	0	81	60	109	14	0	183	423
Total	10	39	73	0	122	83	417	20	0	520	238	35	97	0	370	173	606	119	0	898	1910
Grand Total	31	72	204	0	307	172	883	32	0	1087	428	62	168	0	658	295	1258	253	0	1806	3858
Apprch %	10.1	23.5	66.4	0		15.8	81.2	2.9	0		65	9.4	25.5	0		16.3	69.7	14	0		
Total %	0.8	1.9	5.3	0	8	4.5	22.9	0.8	0	28.2	11.1	1.6	4.4	0	17.1	7.6	32.6	6.6	0	46.8	

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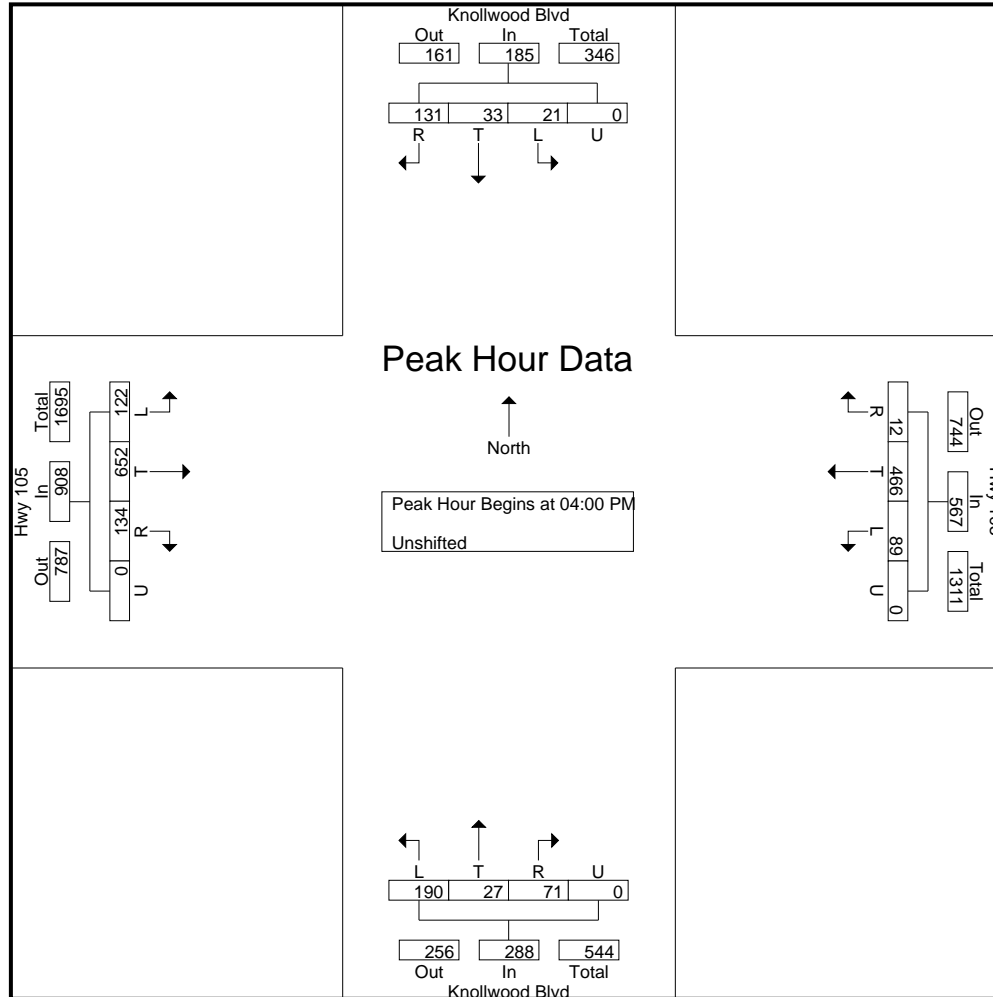
File Name : Knollwood Blvd - Hwy 105 PM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 2

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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 4:00:00 PM																					
4:00:00 PM	9	11	57	0	77	24	125	3	0	152	52	4	13	0	69	33	167	44	0	244	542
4:15:00 PM	6	11	31	0	48	15	123	2	0	140	50	12	19	0	81	42	165	26	0	233	502
4:30:00 PM	2	3	23	0	28	19	130	2	0	151	39	7	20	0	66	17	170	31	0	218	463
4:45:00 PM	4	8	20	0	32	31	88	5	0	124	49	4	19	0	72	30	150	33	0	213	441
Total Volume	21	33	131	0	185	89	466	12	0	567	190	27	71	0	288	122	652	134	0	908	1948
% App. Total	11.4	17.8	70.8	0		15.7	82.2	2.1	0		66	9.4	24.7	0		13.4	71.8	14.8	0		
PHF	.583	.750	.575	.000	.601	.718	.896	.600	.000	.933	.913	.563	.888	.000	.889	.726	.959	.761	.000	.930	.899

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File Name : Knollwood Blvd - Hwy 105 PM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 3



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File Name : Knollwood Blvd - Hwy 105 PM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 4

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 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

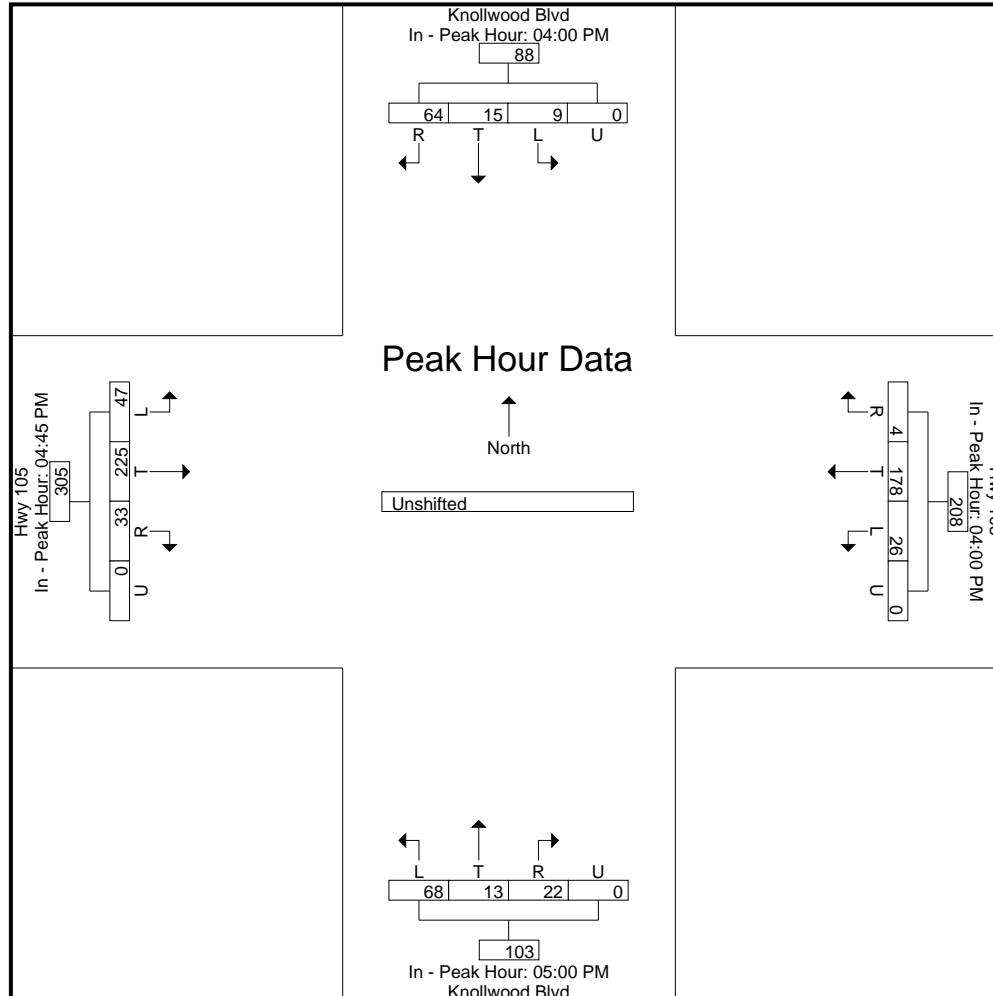
Peak Hour for Each Approach Begins at:

	4:00:00 PM					4:00:00 PM					5:00:00 PM					4:45:00 PM				
+0 mins.	9	11	57	0	77	24	125	3	0	152	70	7	26	0	103	30	150	33	0	213
+5 mins.	6	11	31	0	48	15	123	2	0	140	65	8	24	0	97	27	171	43	0	241
+10 mins.	2	3	23	0	28	19	130	2	0	151	55	9	25	0	89	41	160	37	0	238
+15 mins.	4	8	20	0	32	31	88	5	0	124	48	11	22	0	81	45	166	25	0	236
Total Volume	21	33	131	0	185	89	466	12	0	567	238	35	97	0	370	143	647	138	0	928
% App. Total	11.4	17.8	70.8	0		15.7	82.2	2.1	0		64.3	9.5	26.2	0		15.4	69.7	14.9	0	
PHF	.583	.750	.575	.000	.601	.718	.896	.600	.000	.933	.850	.795	.933	.000	.898	.794	.946	.802	.000	.963

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File Name : Knollwood Blvd - Hwy 105 PM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 5

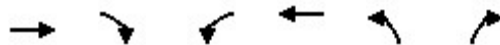


Levels of Service



Lanes, Volumes, Timings
3: Jackson Creek Parkway & SH 105

Existing
AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	465	307	229	798	240	186
Future Volume (vph)	465	307	229	798	240	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	285		225	225
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted			0.385		0.950	
Satd. Flow (perm)	3539	1583	717	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		310				171
Link Speed (mph)	30			30	30	
Link Distance (ft)	755			966	490	
Travel Time (s)	17.2			22.0	11.1	
Peak Hour Factor	0.93	0.99	0.93	0.93	0.92	0.92
Adj. Flow (vph)	500	310	246	858	261	202
Shared Lane Traffic (%)						
Lane Group Flow (vph)	500	310	246	858	261	202
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		4	8			2

Lanes, Volumes, Timings
 3: Jackson Creek Parkway & SH 105

Existing
 AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4	4	3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	13.0	13.0	12.0	13.0	12.5	12.0
Total Split (s)	45.0	45.0	30.0	75.0	35.0	30.0
Total Split (%)	40.9%	40.9%	27.3%	68.2%	31.8%	27.3%
Maximum Green (s)	39.0	39.0	24.0	69.0	29.5	24.0
Yellow Time (s)	5.0	5.0	3.0	5.0	4.5	3.0
All-Red Time (s)	1.0	1.0	3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.5	6.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	None
Act Effect Green (s)	50.8	50.8	69.0	69.0	29.5	47.2
Actuated g/C Ratio	0.46	0.46	0.63	0.63	0.27	0.43
v/c Ratio	0.31	0.35	0.43	0.39	0.28	0.26
Control Delay	8.8	1.5	7.5	7.7	36.6	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.8	1.5	7.5	7.7	36.6	7.0
LOS	A	A	A	A	D	A
Approach Delay	6.0			7.7	23.7	
Approach LOS	A			A	C	
Queue Length 50th (ft)	31	0	74	179	58	25
Queue Length 95th (ft)	51	0	m30	61	118	42
Internal Link Dist (ft)	675			886	410	
Turn Bay Length (ft)			285		225	225
Base Capacity (vph)	1634	897	679	2219	920	928
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.35	0.36	0.39	0.28	0.22

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 6.5 (6%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.43
 Intersection Signal Delay: 10.2
 Intersection LOS: B
 Intersection Capacity Utilization 47.0%
 ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Jackson Creek Parkway & SH 105



Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

Existing
AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵↵	↵
Traffic Volume (vph)	607	93	82	956	570	165
Future Volume (vph)	607	93	82	956	570	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	370		0	0
Storage Lanes		0	1		2	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.980					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3468	0	1770	3539	3433	1583
Flt Permitted			0.288		0.950	
Satd. Flow (perm)	3468	0	536	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	18					177
Link Speed (mph)	30			30	30	
Link Distance (ft)	708			755	1133	
Travel Time (s)	16.1			17.2	25.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	653	100	88	1028	613	177
Shared Lane Traffic (%)						
Lane Group Flow (vph)	753	0	88	1028	613	177
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4

Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

Existing
AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	6.0		5.0	6.0	6.0	6.0
Minimum Split (s)	13.0		11.0	13.0	33.0	33.0
Total Split (s)	50.0		15.0	65.0	45.0	45.0
Total Split (%)	45.5%		13.6%	59.1%	40.9%	40.9%
Maximum Green (s)	43.5		9.0	58.5	39.0	39.0
Yellow Time (s)	5.0		3.0	5.0	4.5	4.5
All-Red Time (s)	1.5		3.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.0	6.5	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		None	C-Max	None	None
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					18.0	18.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	60.5		72.2	71.7	25.8	25.8
Actuated g/C Ratio	0.55		0.66	0.65	0.23	0.23
v/c Ratio	0.39		0.20	0.45	0.76	0.35
Control Delay	16.3		8.0	9.1	45.5	6.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	16.3		8.0	9.1	45.5	6.6
LOS	B		A	A	D	A
Approach Delay	16.3			9.0	36.8	
Approach LOS	B			A	D	
Queue Length 50th (ft)	157		13	154	208	0
Queue Length 95th (ft)	241		44	215	250	50
Internal Link Dist (ft)	628			675	1053	
Turn Bay Length (ft)			370			
Base Capacity (vph)	1914		454	2307	1217	675
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.39		0.19	0.45	0.50	0.26

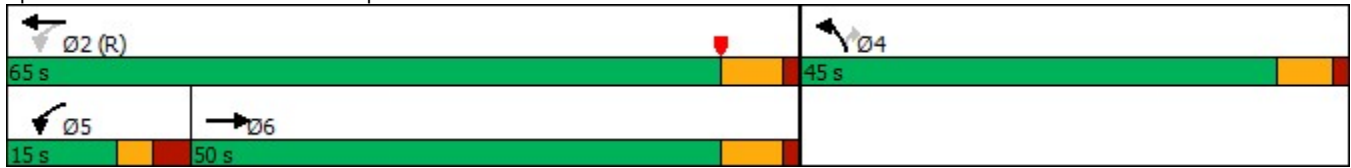
Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	105 (95%), Referenced to phase 2:WBTL, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	19.3
Intersection LOS:	B
Intersection Capacity Utilization:	56.0%
ICU Level of Service:	B
Analysis Period (min):	15

Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

























Existing
AM

Splits and Phases: 5: I-25 NB Ramps & SH 105



Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Existing
AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	430	59	69	657	158	228	52	63	17	14	142
Future Volume (vph)	162	430	59	69	657	158	228	52	63	17	14	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		0	485		260	225		150	100		160
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.189			0.497			0.747			0.720		
Satd. Flow (perm)	352	1863	1583	926	1863	1583	1391	1863	1583	1341	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			63			150			84			163
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		966			1084			1534			443	
Travel Time (s)		22.0			24.6			34.9			10.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	174	462	63	74	706	170	248	57	68	20	16	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	462	63	74	706	170	248	57	68	20	16	163
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4

Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Existing
AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	22.0	22.0	20.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.5	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	13.5	13.5	13.5
Total Split (s)	20.0	70.0	70.0	50.0	50.0	50.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	18.2%	63.6%	63.6%	45.5%	45.5%	45.5%	36.4%	36.4%	36.4%	36.4%	36.4%	36.4%
Maximum Green (s)	14.5	64.0	64.0	44.0	44.0	44.0	35.0	35.0	35.0	35.0	35.0	35.0
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		12.0	12.0	12.0	12.0	12.0	15.0	15.0	15.0			
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0			
Act Effct Green (s)	74.5	74.0	74.0	57.7	57.7	57.7	25.0	25.0	25.0	25.0	25.0	25.0
Actuated g/C Ratio	0.68	0.67	0.67	0.52	0.52	0.52	0.23	0.23	0.23	0.23	0.23	0.23
v/c Ratio	0.46	0.37	0.06	0.15	0.72	0.19	0.78	0.13	0.16	0.07	0.04	0.34
Control Delay	11.1	11.7	3.1	18.1	28.1	4.8	56.5	31.8	5.1	30.3	29.5	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.1	11.7	3.1	18.1	28.1	4.8	56.5	31.8	5.1	30.3	29.5	6.5
LOS	B	B	A	B	C	A	E	C	A	C	C	A
Approach Delay		10.8			23.1			43.4			10.8	
Approach LOS		B			C			D			B	
Queue Length 50th (ft)	61	0	9	26	362	6	166	32	0	11	9	0
Queue Length 95th (ft)	119	373	25	69	#718	51	232	59	24	27	23	43
Internal Link Dist (ft)		886			1004			1454			363	
Turn Bay Length (ft)	285			485		260	225		150	100		160
Base Capacity (vph)	427	1252	1085	485	977	902	442	592	560	426	592	614
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.37	0.06	0.15	0.72	0.19	0.56	0.10	0.12	0.05	0.03	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 61.5 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 21.5
 Intersection Capacity Utilization 76.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.













Queue shown is maximum after two cycles.

Splits and Phases: 7: Knollwood Dr & SH 105



Lanes, Volumes, Timings
10: Jackson Creek Parkway & Higby Rd

Existing
AM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	288	182	247	231	154	272
Future Volume (vph)	288	182	247	231	154	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	620		150	620	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.463	
Satd. Flow (perm)	1770	1583	1863	1583	862	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		198		251		
Link Speed (mph)	30		30			30
Link Distance (ft)	1663		451			2987
Travel Time (s)	37.8		10.3			67.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	313	198	268	251	167	296
Shared Lane Traffic (%)						
Lane Group Flow (vph)	313	198	268	251	167	296
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	

Lanes, Volumes, Timings
 10: Jackson Creek Parkway & Higby Rd

Existing
 AM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	10.0	32.5
Total Split (%)	40.9%	40.9%	40.9%	40.9%	18.2%	59.1%
Maximum Green (s)	18.0	18.0	18.0	18.0	5.5	28.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	14.3	14.3	22.7	22.7	31.7	31.7
Actuated g/C Ratio	0.26	0.26	0.41	0.41	0.58	0.58
v/c Ratio	0.68	0.35	0.35	0.31	0.28	0.28
Control Delay	25.6	4.6	15.0	3.6	9.4	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	4.6	15.0	3.6	9.4	9.6
LOS	C	A	B	A	A	A
Approach Delay	17.5		9.5			9.5
Approach LOS	B		A			A
Queue Length 50th (ft)	90	0	66	0	39	75
Queue Length 95th (ft)	147	35	123	40	78	128
Internal Link Dist (ft)	1583		371			2907
Turn Bay Length (ft)		620		150	620	
Base Capacity (vph)	579	651	768	800	603	1072
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.30	0.35	0.31	0.28	0.28

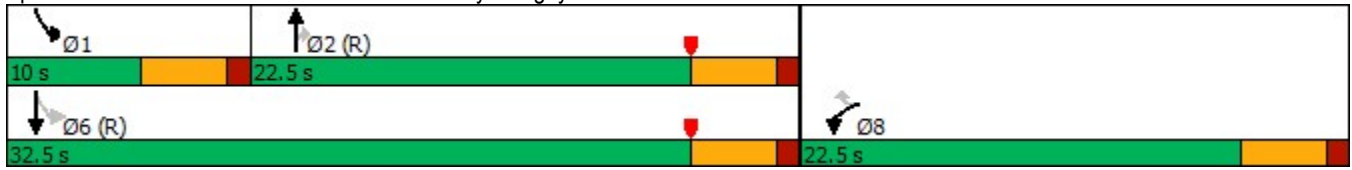
Intersection Summary

Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	55
Offset:	18 (33%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	12.2
Intersection LOS:	B
Intersection Capacity Utilization:	48.7%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
10: Jackson Creek Parkway & Higby Rd

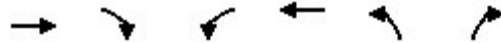
Existing
AM

Splits and Phases: 10: Jackson Creek Parkway & Higby Rd



Lanes, Volumes, Timings
3: Jackson Creek Parkway & SH 105

Existing
PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (vph)	727	354	243	530	359	308
Future Volume (vph)	727	354	243	530	359	308
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	285		225	225
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted			0.225		0.950	
Satd. Flow (perm)	3539	1583	419	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		373				61
Link Speed (mph)	30			30	30	
Link Distance (ft)	755			966	490	
Travel Time (s)	17.2			22.0	11.1	
Peak Hour Factor	0.95	0.95	0.93	0.93	0.93	0.93
Adj. Flow (vph)	765	373	261	570	386	331
Shared Lane Traffic (%)						
Lane Group Flow (vph)	765	373	261	570	386	331
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		4	8			2

Lanes, Volumes, Timings

3: Jackson Creek Parkway & SH 105

Existing
PM

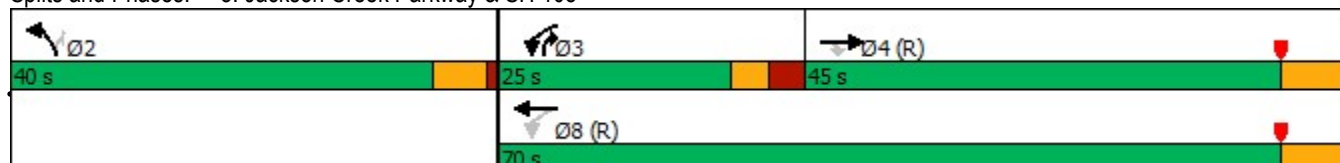


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4	4	3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	13.0	13.0	12.0	13.0	12.5	12.0
Total Split (s)	45.0	45.0	25.0	70.0	40.0	25.0
Total Split (%)	40.9%	40.9%	22.7%	63.6%	36.4%	22.7%
Maximum Green (s)	39.0	39.0	19.0	64.0	34.5	19.0
Yellow Time (s)	5.0	5.0	3.0	5.0	4.5	3.0
All-Red Time (s)	1.0	1.0	3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.5	6.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	None
Act Effect Green (s)	44.2	44.2	64.0	64.0	34.5	53.8
Actuated g/C Ratio	0.40	0.40	0.58	0.58	0.31	0.49
v/c Ratio	0.54	0.43	0.63	0.28	0.36	0.41
Control Delay	16.2	2.5	19.3	11.6	28.3	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	2.5	19.3	11.6	28.3	20.9
LOS	B	A	B	B	C	C
Approach Delay	11.7			14.0	24.9	
Approach LOS	B			B	C	
Queue Length 50th (ft)	132	0	101	116	95	163
Queue Length 95th (ft)	134	7	138	115	115	230
Internal Link Dist (ft)	675			886	410	
Turn Bay Length (ft)			285		225	225
Base Capacity (vph)	1423	859	477	2059	1076	877
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.43	0.55	0.28	0.36	0.38

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 6.5 (6%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 15.9
 Intersection LOS: B
 Intersection Capacity Utilization 58.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 3: Jackson Creek Parkway & SH 105



Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

Existing
PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙↙	↙
Traffic Volume (vph)	774	78	31	858	710	307
Future Volume (vph)	774	78	31	858	710	307
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	370		0	0
Storage Lanes		0	1		2	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.986					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3490	0	1770	3539	3433	1583
Flt Permitted			0.213		0.950	
Satd. Flow (perm)	3490	0	397	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	11					243
Link Speed (mph)	30			30	30	
Link Distance (ft)	708			755	1133	
Travel Time (s)	16.1			17.2	25.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	832	84	33	923	763	330
Shared Lane Traffic (%)						
Lane Group Flow (vph)	916	0	33	923	763	330
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4

Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

Existing
PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	6.0		5.0	6.0	6.0	6.0
Minimum Split (s)	13.0		11.0	13.0	33.0	33.0
Total Split (s)	45.0		15.0	60.0	50.0	50.0
Total Split (%)	40.9%		13.6%	54.5%	45.5%	45.5%
Maximum Green (s)	38.5		9.0	53.5	44.0	44.0
Yellow Time (s)	5.0		3.0	5.0	4.5	4.5
All-Red Time (s)	1.5		3.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.0	6.5	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					18.0	18.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	57.9		66.1	65.6	31.9	31.9
Actuated g/C Ratio	0.53		0.60	0.60	0.29	0.29
v/c Ratio	0.50		0.10	0.44	0.77	0.52
Control Delay	19.9		10.5	13.2	40.8	11.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.9		10.5	13.2	40.8	11.3
LOS	B		B	B	D	B
Approach Delay	19.9			13.1	31.9	
Approach LOS	B			B	C	
Queue Length 50th (ft)	227		8	204	253	46
Queue Length 95th (ft)	336		30	257	291	116
Internal Link Dist (ft)	628			675	1053	
Turn Bay Length (ft)			370			
Base Capacity (vph)	1841		351	2111	1373	779
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.50		0.09	0.44	0.56	0.42

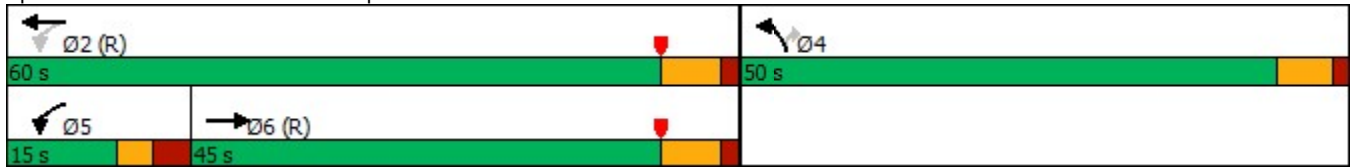
Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	105 (95%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	22.2
Intersection LOS:	C
Intersection Capacity Utilization:	56.4%
ICU Level of Service:	B
Analysis Period (min):	15

Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

























Existing
PM

Splits and Phases: 5: I-25 NB Ramps & SH 105



Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Existing
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	779	134	36	452	12	190	27	71	21	33	131
Future Volume (vph)	122	779	134	36	452	12	190	27	71	21	33	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		0	485		260	225		150	100		160
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.362			0.299			0.732			0.738		
Satd. Flow (perm)	674	1863	1583	557	1863	1583	1364	1863	1583	1375	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			133			74			84			151
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		966			1084			1534			443	
Travel Time (s)		22.0			24.6			34.9			10.1	
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	131	838	144	39	491	13	207	29	77	24	38	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	131	838	144	39	491	13	207	29	77	24	38	151
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4

Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Existing
PM

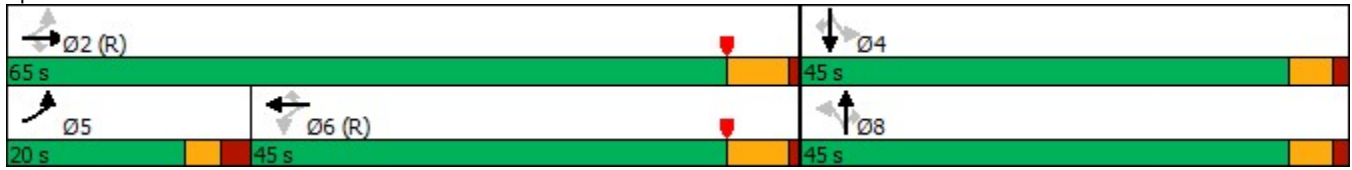


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	22.0	22.0	20.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.5	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	13.5	13.5	13.5
Total Split (s)	20.0	65.0	65.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0
Total Split (%)	18.2%	59.1%	59.1%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Maximum Green (s)	14.5	59.0	59.0	39.0	39.0	39.0	40.0	40.0	40.0	40.0	40.0	40.0
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		12.0	12.0	12.0	12.0	12.0	15.0	15.0	15.0			
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0			
Act Effct Green (s)	77.1	76.6	76.6	62.7	62.7	62.7	22.4	22.4	22.4	22.4	22.4	22.4
Actuated g/C Ratio	0.70	0.70	0.70	0.57	0.57	0.57	0.20	0.20	0.20	0.20	0.20	0.20
v/c Ratio	0.24	0.65	0.13	0.12	0.46	0.01	0.75	0.08	0.20	0.09	0.10	0.34
Control Delay	1.9	8.8	0.3	15.5	17.4	0.0	56.7	32.5	7.0	32.7	33.0	7.3
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	1.9	8.8	0.3	15.5	17.4	0.0	56.7	32.5	7.0	32.7	33.0	7.3
LOS	A	A	A	B	B	A	E	C	A	C	C	A
Approach Delay		6.9			16.9			42.3			14.7	
Approach LOS		A			B			D			B	
Queue Length 50th (ft)	3	403	0	12	189	0	138	17	0	14	22	0
Queue Length 95th (ft)	6	569	0	39	353	0	200	38	31	32	44	43
Internal Link Dist (ft)		886			1004			1454			363	
Turn Bay Length (ft)	285			485		260	225		150	100		160
Base Capacity (vph)	616	1297	1142	317	1062	934	496	677	629	500	677	671
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.65	0.13	0.12	0.46	0.01	0.42	0.04	0.12	0.05	0.06	0.23

Intersection Summary













Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	61.5 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	15.2
Intersection LOS:	B
Intersection Capacity Utilization:	89.0%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 7: Knollwood Dr & SH 105



Lanes, Volumes, Timings
 10: Jackson Creek Parkway & Higby Rd

Existing
 PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	142	58	558	255	78	505
Future Volume (vph)	142	58	558	255	78	505
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	620		150	620	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.258	
Satd. Flow (perm)	1770	1583	1863	1583	481	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		67		274		
Link Speed (mph)	30		30			30
Link Distance (ft)	1663		451			2987
Travel Time (s)	37.8		10.3			67.9
Peak Hour Factor	0.87	0.87	0.93	0.93	0.92	0.92
Adj. Flow (vph)	163	67	600	274	85	549
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	67	600	274	85	549
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	

Lanes, Volumes, Timings
 10: Jackson Creek Parkway & Higby Rd

Existing
 PM



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	10.0	32.5
Total Split (%)	40.9%	40.9%	40.9%	40.9%	18.2%	59.1%
Maximum Green (s)	18.0	18.0	18.0	18.0	5.5	28.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effect Green (s)	10.3	10.3	31.8	31.8	37.9	38.8
Actuated g/C Ratio	0.19	0.19	0.58	0.58	0.69	0.71
v/c Ratio	0.49	0.19	0.56	0.27	0.18	0.42
Control Delay	24.4	6.8	16.8	2.8	2.6	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.4	6.8	16.8	2.8	2.6	5.9
LOS	C	A	B	A	A	A
Approach Delay	19.3		12.4			5.4
Approach LOS	B		B			A
Queue Length 50th (ft)	48	0	149	0	3	214
Queue Length 95th (ft)	84	22	#361	40	4	100
Internal Link Dist (ft)	1583		371			2907
Turn Bay Length (ft)		620		150	620	
Base Capacity (vph)	579	563	1075	1029	485	1313
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.12	0.56	0.27	0.18	0.42

Intersection Summary

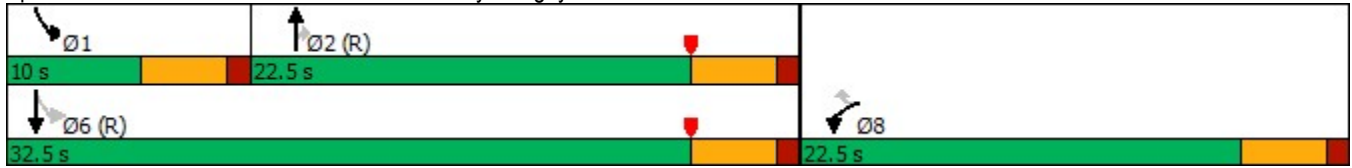
Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 18 (33%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 10.8
 Intersection LOS: B
 Intersection Capacity Utilization 52.8%
 ICU Level of Service A
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Lanes, Volumes, Timings
 10: Jackson Creek Parkway & Higby Rd

Existing
 PM

Queue shown is maximum after two cycles.

Splits and Phases: 10: Jackson Creek Parkway & Higby Rd



Lanes, Volumes, Timings
3: Jackson Creek Parkway & SH 105

Short-Term Total
AM -- Phase 1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑
Traffic Volume (vph)	446	375	291	764	380	233
Future Volume (vph)	446	375	291	764	380	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		436	260		380	0
Storage Lanes		1	2		2	1
Taper Length (ft)			200		145	
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	3433	3539	3433	1583
Flt Permitted			0.429		0.950	
Satd. Flow (perm)	3539	1583	1550	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		403				185
Link Speed (mph)	45			45	40	
Link Distance (ft)	755			966	439	
Travel Time (s)	11.4			14.6	7.5	
Peak Hour Factor	0.93	0.93	0.95	0.95	0.93	0.93
Adj. Flow (vph)	480	403	306	804	409	251
Shared Lane Traffic (%)						
Lane Group Flow (vph)	480	403	306	804	409	251
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		4	8			2

Lanes, Volumes, Timings
3: Jackson Creek Parkway & SH 105

Short-Term Total
AM -- Phase 1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4	4	3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	13.0	13.0	12.0	13.0	12.5	12.0
Total Split (s)	45.0	45.0	30.0	75.0	35.0	30.0
Total Split (%)	40.9%	40.9%	27.3%	68.2%	31.8%	27.3%
Maximum Green (s)	39.0	39.0	24.0	69.0	29.5	24.0
Yellow Time (s)	5.0	5.0	3.0	5.0	4.5	3.0
All-Red Time (s)	1.0	1.0	3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.5	6.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	65.4	65.4	80.1	80.1	18.4	32.6
Actuated g/C Ratio	0.59	0.59	0.73	0.73	0.17	0.30
v/c Ratio	0.23	0.37	0.24	0.31	0.71	0.42
Control Delay	4.1	0.9	4.5	5.0	57.4	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.1	0.9	4.5	5.0	57.4	8.8
LOS	A	A	A	A	E	A
Approach Delay	2.6			4.9	38.9	
Approach LOS	A			A	D	
Queue Length 50th (ft)	19	0	26	91	156	36
Queue Length 95th (ft)	41	1	43	120	207	84
Internal Link Dist (ft)	675			886	359	
Turn Bay Length (ft)		436	260		380	
Base Capacity (vph)	2103	1104	1539	2577	920	793
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.37	0.20	0.31	0.44	0.32

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	21 (19%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow
Natural Cycle:	50
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	12.6
Intersection LOS:	B
Intersection Capacity Utilization:	46.1%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
 3: Jackson Creek Parkway & SH 105

Short-Term Total
 AM -- Phase 1

Splits and Phases: 3: Jackson Creek Parkway & SH 105



Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

Short-Term Total
AM -- Phase 1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙↙	↙
Traffic Volume (vph)	632	93	97	1047	570	189
Future Volume (vph)	632	93	97	1047	570	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	370		0	0
Storage Lanes		0	1		2	1
Taper Length (ft)			160		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.981					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3472	0	1770	3539	3433	1583
Flt Permitted			0.273		0.950	
Satd. Flow (perm)	3472	0	509	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	17					203
Link Speed (mph)	35			35	30	
Link Distance (ft)	708			755	1133	
Travel Time (s)	13.8			14.7	25.8	
Peak Hour Factor	0.93	0.93	0.95	0.95	0.93	0.93
Adj. Flow (vph)	680	100	102	1102	613	203
Shared Lane Traffic (%)						
Lane Group Flow (vph)	780	0	102	1102	613	203
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4

Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

Short-Term Total
AM -- Phase 1

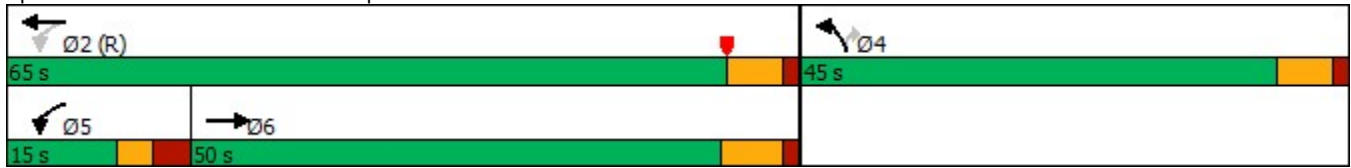


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	6.0		5.0	6.0	6.0	6.0
Minimum Split (s)	14.0		11.0	33.0	33.0	33.0
Total Split (s)	50.0		15.0	65.0	45.0	45.0
Total Split (%)	45.5%		13.6%	59.1%	40.9%	40.9%
Maximum Green (s)	43.5		9.0	59.0	39.0	39.0
Yellow Time (s)	5.0		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		3.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	None	None
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					18.0	18.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	57.8		72.2	72.2	25.8	25.8
Actuated g/C Ratio	0.53		0.66	0.66	0.23	0.23
v/c Ratio	0.43		0.24	0.47	0.76	0.39
Control Delay	17.5		7.4	9.3	45.5	6.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	17.5		7.4	9.3	45.5	6.5
LOS	B		A	A	D	A
Approach Delay	17.5			9.2	35.8	
Approach LOS	B			A	D	
Queue Length 50th (ft)	166		16	199	208	0
Queue Length 95th (ft)	255		59	311	250	53
Internal Link Dist (ft)	628			675	1053	
Turn Bay Length (ft)			370			
Base Capacity (vph)	1831		440	2323	1217	692
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.43		0.23	0.47	0.50	0.29

Intersection Summary

























Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	12 (11%), Referenced to phase 2:WBTL, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	19.3
Intersection LOS:	B
Intersection Capacity Utilization:	57.5%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 5: I-25 NB Ramps & SH 105



Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Short-Term Total
AM -- Phase 1

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	455	59	71	682	158	228	52	66	17	14	144
Future Volume (vph)	164	455	59	71	682	158	228	52	66	17	14	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		230	485		260	225		150	100		160
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	200			160			120			120		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.294			0.474			0.747			0.720		
Satd. Flow (perm)	548	3539	1583	883	3539	1583	1391	1863	1583	1341	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			63			170			84			166
Link Speed (mph)		45			45			30				30
Link Distance (ft)		966			1084			1534				443
Travel Time (s)		14.6			16.4			34.9				10.1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	176	489	63	76	733	170	248	57	72	20	16	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	489	63	76	733	170	248	57	72	20	16	166
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			8				4
Permitted Phases	2		2	6		6	8		8	4		4

Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Short-Term Total
AM -- Phase 1

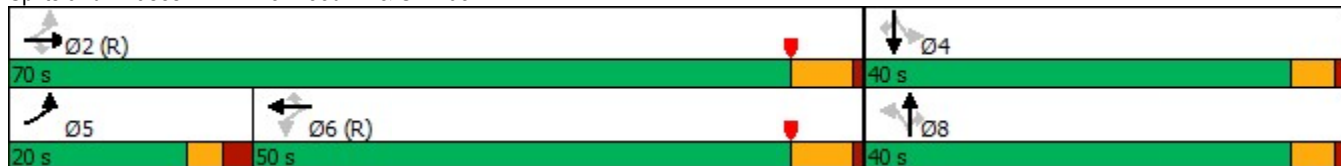


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.5	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	13.0	13.0	13.0
Total Split (s)	20.0	70.0	70.0	50.0	50.0	50.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	18.2%	63.6%	63.6%	45.5%	45.5%	45.5%	36.4%	36.4%	36.4%	36.4%	36.4%	36.4%
Maximum Green (s)	14.5	64.0	64.0	44.0	44.0	44.0	35.0	35.0	35.0	35.0	35.0	35.0
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		12.0	12.0	12.0	12.0	12.0	15.0	15.0	15.0			
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0			
Act Effct Green (s)	74.3	73.8	73.8	58.6	58.6	58.6	25.2	25.2	25.2	25.2	25.2	25.2
Actuated g/C Ratio	0.68	0.67	0.67	0.53	0.53	0.53	0.23	0.23	0.23	0.23	0.23	0.23
v/c Ratio	0.37	0.21	0.06	0.16	0.39	0.18	0.78	0.13	0.17	0.07	0.04	0.34
Control Delay	8.5	6.4	1.3	17.6	17.6	3.4	55.9	31.6	5.7	30.1	29.4	6.5
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	8.5	6.4	1.3	17.6	17.6	3.4	55.9	31.6	5.7	30.1	29.4	6.5
LOS	A	A	A	B	B	A	E	C	A	C	C	A
Approach Delay		6.5			15.1			42.7			10.6	
Approach LOS		A			B			D			B	
Queue Length 50th (ft)	38	56	0	26	151	0	166	32	0	11	9	0
Queue Length 95th (ft)	66	80	6	69	253	40	232	59	27	27	23	43
Internal Link Dist (ft)		886			1004			1454			363	
Turn Bay Length (ft)	345		230	485		260	225		150	100		160
Base Capacity (vph)	531	2375	1083	470	1884	922	442	592	560	426	592	616
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.21	0.06	0.16	0.39	0.18	0.56	0.10	0.13	0.05	0.03	0.27

Intersection Summary













Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	12.7 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	16.5
Intersection LOS:	B
Intersection Capacity Utilization:	66.8%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 7: Knollwood Dr & SH 105



Lanes, Volumes, Timings
 10: Jackson Creek Parkway & Higby Rd

Short-Term Total
 AM -- Phase 1

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	288	194	290	231	167	338
Future Volume (vph)	288	194	290	231	167	338
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	620		150	620	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				160	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.436	
Satd. Flow (perm)	1770	1583	1863	1583	812	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		209		251		
Link Speed (mph)	40		40			40
Link Distance (ft)	1663		451			2987
Travel Time (s)	28.3		7.7			50.9
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.92
Adj. Flow (vph)	310	209	315	251	182	367
Shared Lane Traffic (%)						
Lane Group Flow (vph)	310	209	315	251	182	367
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	

Lanes, Volumes, Timings
 10: Jackson Creek Parkway & Higby Rd

Short-Term Total
 AM -- Phase 1



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	20.0	20.0	26.0	26.0	9.0	35.0
Total Split (%)	36.4%	36.4%	47.3%	47.3%	16.4%	63.6%
Maximum Green (s)	15.5	15.5	21.5	21.5	4.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	13.4	13.4	24.7	24.7	32.6	32.6
Actuated g/C Ratio	0.24	0.24	0.45	0.45	0.59	0.59
v/c Ratio	0.72	0.38	0.38	0.30	0.32	0.33
Control Delay	28.7	5.2	13.4	3.0	10.2	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	5.2	13.4	3.0	10.2	8.6
LOS	C	A	B	A	B	A
Approach Delay	19.3		8.8			9.2
Approach LOS	B		A			A
Queue Length 50th (ft)	90	0	73	0	31	54
Queue Length 95th (ft)	158	39	129	35	134	229
Internal Link Dist (ft)	1583		371			2907
Turn Bay Length (ft)		620		150	620	
Base Capacity (vph)	498	596	835	848	576	1103
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.35	0.38	0.30	0.32	0.33

Intersection Summary

Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	55
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	12.2
Intersection LOS:	B
Intersection Capacity Utilization:	51.7%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
 10: Jackson Creek Parkway & Higby Rd






















Short-Term Total
 AM -- Phase 1

Splits and Phases: 10: Jackson Creek Parkway & Higby Rd



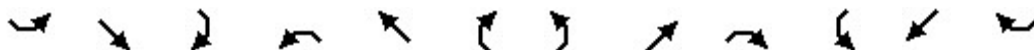
Lanes, Volumes, Timings
 11: Jackson Creek Parkway & Access B

Short-Term Total
 AM -- Phase 1

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	162	5	36	13	5	29	58	422	5	11	548	22
Future Volume (vph)	162	5	36	13	5	29	58	422	5	11	548	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	200		0	200		250
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	120			120			160			160		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.869			0.871			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1619	0	1770	1622	0	1770	3532	0	1770	3539	1583
Flt Permitted	0.729			0.726			0.371			0.485		
Satd. Flow (perm)	1358	1619	0	1352	1622	0	691	3532	0	903	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41			37			1				60
Link Speed (mph)		25			25			40				40
Link Distance (ft)		270			340			661				457
Travel Time (s)		7.4			9.3			11.3				7.8
Peak Hour Factor	0.87	0.87	0.87	0.78	0.78	0.78	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	186	6	41	17	6	37	63	459	5	12	589	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	47	0	17	43	0	63	464	0	12	589	24
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6			2			4			8		8

Lanes, Volumes, Timings
11: Jackson Creek Parkway & Access B

Short-Term Total
AM -- Phase 1



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	6	6		2	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	34.0	34.0		34.0	34.0		15.0	61.0		15.0	61.0	61.0
Total Split (%)	30.9%	30.9%		30.9%	30.9%		13.6%	55.5%		13.6%	55.5%	55.5%
Maximum Green (s)	29.5	29.5		29.5	29.5		10.5	56.5		10.5	56.5	56.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
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)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	Max		None	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	29.5	29.5		29.5	29.5		71.0	69.3		66.8	62.1	62.1
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.65	0.63		0.61	0.56	0.56
v/c Ratio	0.51	0.10		0.05	0.09		0.12	0.21		0.02	0.29	0.03
Control Delay	40.0	11.8		30.5	12.2		5.8	7.9		12.8	17.6	5.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.0	11.8		30.5	12.2		5.8	7.9		12.8	17.6	5.5
LOS	D	B		C	B		A	A		B	B	A
Approach Delay		34.3			17.4			7.7			17.0	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)	112	3		9	3		13	67		3	88	0
Queue Length 95th (ft)	177	30		24	24		25	118		m16	207	13
Internal Link Dist (ft)		190			260			581			377	
Turn Bay Length (ft)	100			100			200			200		250
Base Capacity (vph)	364	464		362	462		552	2227		661	1998	920
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.51	0.10		0.05	0.09		0.11	0.21		0.02	0.29	0.03







Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 16.4 Intersection LOS: B
 Intersection Capacity Utilization 46.2% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
 11: Jackson Creek Parkway & Access B

Short-Term Total
 AM -- Phase 1

Splits and Phases: 11: Jackson Creek Parkway & Access B

 Ø2 (R)	 Ø3	 Ø4
34 s	15 s	61 s
 Ø6 (R)	 Ø7	 Ø8
34 s	15 s	61 s

HCM 6th TWSC
 15: Jackson Creek Parkway & Access C

Short-Term Total
 AM -- Phase 1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↖	↗
Traffic Vol, veh/h	0	15	0	485	593	3
Future Vol, veh/h	0	15	0	485	593	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	92	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	0	527	638	3

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	638	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	477	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	477	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	477	-	-
HCM Lane V/C Ratio	-	0.04	-	-
HCM Control Delay (s)	-	12.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

HCM 6th TWSC
 17: Jackson Creek Parkway & Access D

Short-Term Total
 AM -- Phase 1

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑	↗	↖	↑	↗
Traffic Vol, veh/h	0	0	0	36	0	19	4	466	10	7	601	0
Future Vol, veh/h	0	0	0	36	0	19	4	466	10	7	601	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	225	-	225	225	-	170
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	83	92	83	92	92	92	93	93	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	43	0	23	4	507	11	8	646	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1194	1188	646	1177	1177	507	646	0	0	518	0	0
Stage 1	662	662	-	515	515	-	-	-	-	-	-	-
Stage 2	532	526	-	662	662	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	163	188	472	168	191	566	939	-	-	1048	-	-
Stage 1	451	459	-	543	535	-	-	-	-	-	-	-
Stage 2	531	529	-	451	459	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	155	186	472	166	189	566	939	-	-	1048	-	-
Mov Cap-2 Maneuver	155	186	-	166	189	-	-	-	-	-	-	-
Stage 1	449	455	-	541	533	-	-	-	-	-	-	-
Stage 2	507	527	-	448	455	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	26.4	0.1	0.1
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	939	-	-	-	-	166	566	1048	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-	0.261	0.04	0.007	-	-
HCM Control Delay (s)	8.9	-	-	0	0	34.2	11.6	8.5	-	-
HCM Lane LOS	A	-	-	A	A	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	1	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↕	↗
Traffic Vol, veh/h	0	25	0	613	557	109
Future Vol, veh/h	0	25	0	613	557	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	32	0	659	599	117

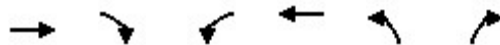
Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	300	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	696	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	696	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	696	-	-
HCM Lane V/C Ratio	-	0.046	-	-
HCM Control Delay (s)	-	10.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Lanes, Volumes, Timings
3: Jackson Creek Parkway & SH 105

Short-Term Total
PM -- Phase 1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑↑	↑↑	↑
Traffic Volume (vph)	701	503	294	510	451	368
Future Volume (vph)	701	503	294	510	451	368
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		435	260		380	0
Storage Lanes		1	2		1	1
Taper Length (ft)			200		145	
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	3433	3539	3433	1583
Flt Permitted			0.298		0.950	
Satd. Flow (perm)	3539	1583	1077	3539	3433	1583
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						68
Link Speed (mph)	45			45	40	
Link Distance (ft)	755			966	439	
Travel Time (s)	11.4			14.6	7.5	
Peak Hour Factor	0.95	0.95	0.93	0.93	0.93	0.93
Adj. Flow (vph)	738	529	316	548	485	396
Shared Lane Traffic (%)						
Lane Group Flow (vph)	738	529	316	548	485	396
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template		Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Free	pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		Free	8			2

Lanes, Volumes, Timings
3: Jackson Creek Parkway & SH 105

Short-Term Total
PM -- Phase 1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4		3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0
Minimum Split (s)	13.0		12.0	13.0	12.5	12.0
Total Split (s)	45.0		25.0	70.0	40.0	25.0
Total Split (%)	40.9%		22.7%	63.6%	36.4%	22.7%
Maximum Green (s)	39.0		19.0	64.0	34.5	19.0
Yellow Time (s)	5.0		3.0	5.0	4.5	3.0
All-Red Time (s)	1.0		3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	61.6	110.0	77.6	77.6	20.9	36.4
Actuated g/C Ratio	0.56	1.00	0.71	0.71	0.19	0.33
v/c Ratio	0.37	0.33	0.32	0.22	0.74	0.70
Control Delay	8.3	0.5	7.1	6.3	46.3	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.3	0.5	7.1	6.3	46.3	18.4
LOS	A	A	A	A	D	B
Approach Delay	5.0			6.6	33.8	
Approach LOS	A			A	C	
Queue Length 50th (ft)	67	0	38	69	137	91
Queue Length 95th (ft)	97	0	60	100	161	106
Internal Link Dist (ft)	675			886	359	
Turn Bay Length (ft)		435	260		380	
Base Capacity (vph)	1980	1583	1166	2495	1076	693
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.33	0.27	0.22	0.45	0.57

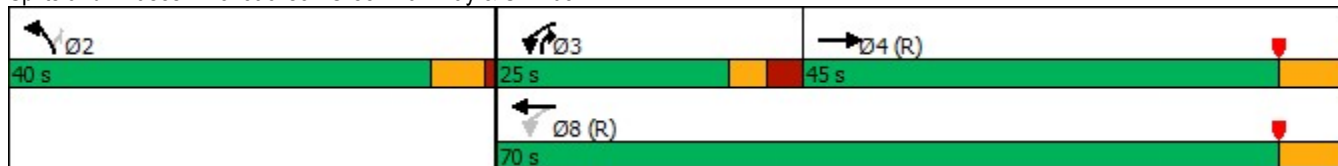
Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 21 (19%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 13.9
 Intersection Capacity Utilization 55.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Lanes, Volumes, Timings
 3: Jackson Creek Parkway & SH 105

Short-Term Total
 PM -- Phase 1

Splits and Phases: 3: Jackson Creek Parkway & SH 105



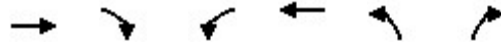
Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

Short-Term Total
PM -- Phase 1

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↖↖	↗
Traffic Volume (vph)	816	78	37	924	710	389
Future Volume (vph)	816	78	37	924	710	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	365		0	0
Storage Lanes		0	1		2	1
Taper Length (ft)			100		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.987					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3493	0	1770	3539	3433	1583
Flt Permitted			0.199		0.950	
Satd. Flow (perm)	3493	0	371	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	10					237
Link Speed (mph)	35			35	30	
Link Distance (ft)	708			755	1133	
Travel Time (s)	13.8			14.7	25.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.95	0.95
Adj. Flow (vph)	877	84	40	994	747	409
Shared Lane Traffic (%)						
Lane Group Flow (vph)	961	0	40	994	747	409
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4

Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

Short-Term Total
PM -- Phase 1

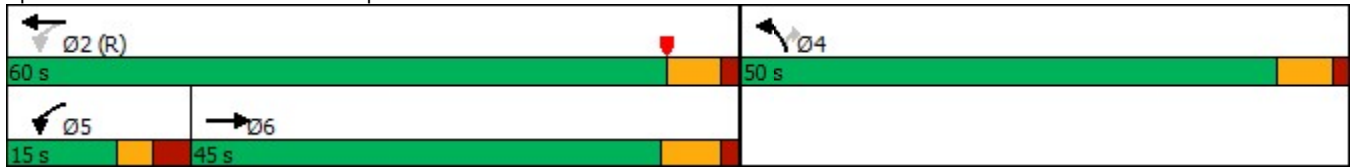


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	6.0		5.0	6.0	6.0	6.0
Minimum Split (s)	14.0		11.0	33.0	33.0	33.0
Total Split (s)	45.0		15.0	60.0	50.0	50.0
Total Split (%)	40.9%		13.6%	54.5%	45.5%	45.5%
Maximum Green (s)	38.5		9.0	54.0	44.0	44.0
Yellow Time (s)	5.0		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		3.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	None	None
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					18.0	18.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	58.1		66.5	66.5	31.5	31.5
Actuated g/C Ratio	0.53		0.60	0.60	0.29	0.29
v/c Ratio	0.52		0.13	0.46	0.76	0.66
Control Delay	20.2		8.1	12.1	40.8	18.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	20.2		8.1	12.1	40.8	18.5
LOS	C		A	B	D	B
Approach Delay	20.2			11.9	32.9	
Approach LOS	C			B	C	
Queue Length 50th (ft)	241		11	223	248	104
Queue Length 95th (ft)	357		m30	351	286	192
Internal Link Dist (ft)	628			675	1053	
Turn Bay Length (ft)			365			
Base Capacity (vph)	1848		338	2138	1373	775
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.52		0.12	0.46	0.54	0.53

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 12 (11%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 22.2 Intersection LOS: C
 Intersection Capacity Utilization 61.0% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: I-25 NB Ramps & SH 105



Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Short-Term Total
PM -- Phase 1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	810	134	41	480	12	190	27	73	21	33	134
Future Volume (vph)	125	810	134	41	480	12	190	27	73	21	33	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		230	485		260	225		150	100		160
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	200			160			120			120		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.408			0.332			0.732			0.738		
Satd. Flow (perm)	760	3539	1583	618	3539	1583	1364	1863	1583	1375	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			141			74			84			154
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		966			1084			1534			443	
Travel Time (s)		22.0			24.6			34.9			10.1	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	132	853	141	44	516	13	207	29	79	24	38	154
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	853	141	44	516	13	207	29	79	24	38	154
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4

Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Short-Term Total
PM -- Phase 1

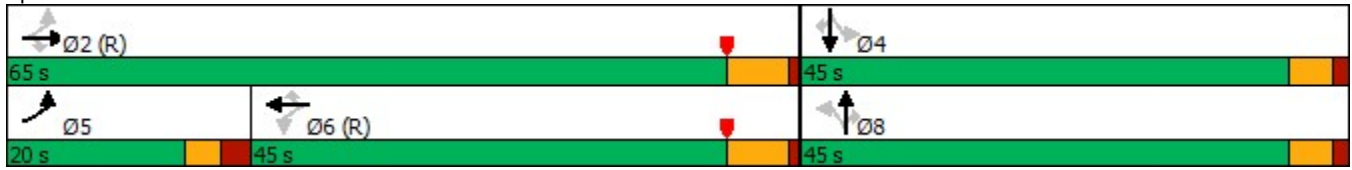


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.5	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	13.0	13.0	13.0
Total Split (s)	20.0	65.0	65.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0
Total Split (%)	18.2%	59.1%	59.1%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Maximum Green (s)	14.5	59.0	59.0	39.0	39.0	39.0	40.0	40.0	40.0	40.0	40.0	40.0
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		12.0	12.0	12.0	12.0	12.0	15.0	15.0	15.0			
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0			
Act Effct Green (s)	77.1	76.6	76.6	62.7	62.7	62.7	22.4	22.4	22.4	22.4	22.4	22.4
Actuated g/C Ratio	0.70	0.70	0.70	0.57	0.57	0.57	0.20	0.20	0.20	0.20	0.20	0.20
v/c Ratio	0.22	0.35	0.12	0.12	0.26	0.01	0.75	0.08	0.20	0.09	0.10	0.35
Control Delay	7.0	6.8	2.1	15.4	13.7	0.0	56.7	32.5	7.4	32.7	33.0	7.2
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	7.0	6.8	2.1	15.4	13.7	0.0	56.7	32.5	7.4	32.7	33.0	7.2
LOS	A	A	A	B	B	A	E	C	A	C	C	A
Approach Delay		6.2			13.5			42.1			14.6	
Approach LOS		A			B			D			B	
Queue Length 50th (ft)	16	59	0	14	90	0	138	17	0	14	22	0
Queue Length 95th (ft)	60	171	22	42	157	0	200	38	33	32	44	44
Internal Link Dist (ft)		886			1004			1454			363	
Turn Bay Length (ft)	345		230	485		260	225		150	100		160
Base Capacity (vph)	665	2464	1145	352	2018	934	496	677	629	500	677	673
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.35	0.12	0.13	0.26	0.01	0.42	0.04	0.13	0.05	0.06	0.23

Intersection Summary













Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	12.7 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	14.0
Intersection LOS:	B
Intersection Capacity Utilization:	70.4%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 7: Knollwood Dr & SH 105



Lanes, Volumes, Timings
 10: Jackson Creek Parkway & Higby Rd

Short-Term Total
 PM -- Phase 1

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	142	75	629	255	94	570
Future Volume (vph)	142	75	629	255	94	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	620		150	620	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				160	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.196	
Satd. Flow (perm)	1770	1583	1863	1583	365	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		86		274		
Link Speed (mph)	40		40			40
Link Distance (ft)	1663		451			2987
Travel Time (s)	28.3		7.7			50.9
Peak Hour Factor	0.87	0.87	0.93	0.93	0.93	0.93
Adj. Flow (vph)	163	86	676	274	101	613
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	86	676	274	101	613
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	

Lanes, Volumes, Timings
 10: Jackson Creek Parkway & Higby Rd

Short-Term Total
 PM -- Phase 1



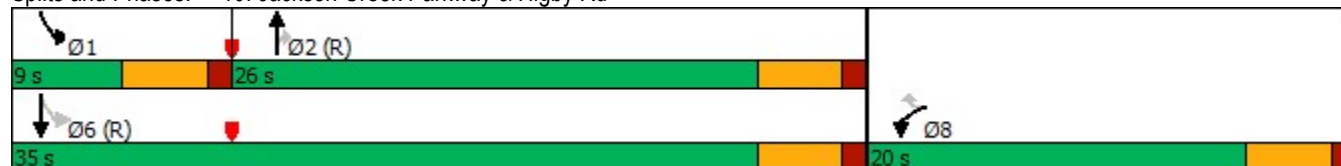
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	20.0	20.0	26.0	26.0	9.0	35.0
Total Split (%)	36.4%	36.4%	47.3%	47.3%	16.4%	63.6%
Maximum Green (s)	15.5	15.5	21.5	21.5	4.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effect Green (s)	10.3	10.3	30.0	30.0	37.9	38.8
Actuated g/C Ratio	0.19	0.19	0.55	0.55	0.69	0.71
v/c Ratio	0.49	0.23	0.66	0.28	0.25	0.47
Control Delay	24.5	6.6	19.5	2.7	7.2	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	6.6	19.5	2.7	7.2	7.4
LOS	C	A	B	A	A	A
Approach Delay	18.3		14.6			7.3
Approach LOS	B		B			A
Queue Length 50th (ft)	48	0	180	0	7	103
Queue Length 95th (ft)	84	25	#394	37	42	218
Internal Link Dist (ft)	1583		371			2907
Turn Bay Length (ft)		620		150	620	
Base Capacity (vph)	498	507	1017	988	410	1313
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.17	0.66	0.28	0.25	0.47

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 12.4 Intersection LOS: B
 Intersection Capacity Utilization 57.4% ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.






















Queue shown is maximum after two cycles.

Splits and Phases: 10: Jackson Creek Parkway & Higby Rd



Lanes, Volumes, Timings
 11: Jackson Creek Parkway & Access B

Short-Term Total
 PM -- Phase 1

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	151	5	39	13	5	17	89	651	9	27	635	48
Future Volume (vph)	151	5	39	13	5	17	89	651	9	27	635	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	200		0	200		250
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	120			120			160			160		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.868			0.882			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1617	0	1770	1643	0	1770	3532	0	1770	3539	1583
Flt Permitted	0.739			0.724			0.322			0.360		
Satd. Flow (perm)	1377	1617	0	1349	1643	0	600	3532	0	671	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			22			2				60
Link Speed (mph)		25			25			40				40
Link Distance (ft)		270			340			661				457
Travel Time (s)		7.4			9.3			11.3				7.8
Peak Hour Factor	0.87	0.87	0.87	0.78	0.78	0.78	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	174	6	45	17	6	22	96	700	10	29	683	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	51	0	17	28	0	96	710	0	29	683	52
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6			2			4			8		8

Lanes, Volumes, Timings
 11: Jackson Creek Parkway & Access B

Short-Term Total
 PM -- Phase 1

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	6	6		2	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	34.0	34.0		34.0	34.0		15.0	61.0		15.0	61.0	61.0
Total Split (%)	30.9%	30.9%		30.9%	30.9%		13.6%	55.5%		13.6%	55.5%	55.5%
Maximum Green (s)	29.5	29.5		29.5	29.5		10.5	56.5		10.5	56.5	56.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
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)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	Max		None	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	29.5	29.5		29.5	29.5		70.0	64.9		65.4	59.3	59.3
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.64	0.59		0.59	0.54	0.54
v/c Ratio	0.47	0.11		0.05	0.06		0.21	0.34		0.06	0.36	0.06
Control Delay	38.8	11.2		30.5	14.8		10.5	14.5		8.6	20.0	7.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	38.8	11.2		30.5	14.8		10.5	14.5		8.6	20.0	7.4
LOS	D	B		C	B		B	B		A	B	A
Approach Delay		32.6			20.7			14.0			18.7	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	103	3		9	3		21	131		11	194	6
Queue Length 95th (ft)	165	31		24	21		m42	211		20	235	33
Internal Link Dist (ft)		190			260			581			377	
Turn Bay Length (ft)	100			100			200			200		250
Base Capacity (vph)	369	466		361	456		499	2084		530	1907	880
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.47	0.11		0.05	0.06		0.19	0.34		0.05	0.36	0.06

Intersection Summary







Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 90 (82%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 18.4 Intersection LOS: B
 Intersection Capacity Utilization 48.8% ICU Level of Service A
 Analysis Period (min) 15

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

Lanes, Volumes, Timings
 11: Jackson Creek Parkway & Access B

Short-Term Total
 PM -- Phase 1

Splits and Phases: 11: Jackson Creek Parkway & Access B

 Ø2 (R) 34 s	 Ø3 15 s	 Ø4 61 s
 Ø6 (R) 34 s	 Ø7 15 s	 Ø8 61 s

HCM 6th TWSC
 15: Jackson Creek Parkway & Access C

Short-Term Total
 PM -- Phase 1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↖	↗
Traffic Vol, veh/h	0	12	0	750	674	13
Future Vol, veh/h	0	12	0	750	674	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	15	0	806	725	14

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	725	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	425	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			
Mov Cap-1 Maneuver	-	425	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	425	-	-
HCM Lane V/C Ratio	-	0.036	-	-
HCM Control Delay (s)	-	13.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

HCM 6th TWSC
 17: Jackson Creek Parkway & Access D

Short-Term Total
 PM -- Phase 1

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↶	↶	↶	↶	↶
Traffic Vol, veh/h	0	0	0	24	0	11	10	729	22	22	664	0
Future Vol, veh/h	0	0	0	24	0	11	10	729	22	22	664	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	225	-	225	225	-	170
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	78	92	78	92	93	93	93	93	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	31	0	14	11	784	24	24	714	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1587	1592	714	1568	1568	784	714	0	0	808	0	0
Stage 1	762	762	-	806	806	-	-	-	-	-	-	-
Stage 2	825	830	-	762	762	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	87	107	431	90	111	393	886	-	-	817	-	-
Stage 1	397	414	-	376	395	-	-	-	-	-	-	-
Stage 2	367	385	-	397	414	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	81	103	431	87	106	393	886	-	-	817	-	-
Mov Cap-2 Maneuver	81	103	-	87	106	-	-	-	-	-	-	-
Stage 1	392	402	-	371	390	-	-	-	-	-	-	-
Stage 2	349	380	-	385	402	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	50.8	0.1	0.3
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	886	-	-	-	-	87	393	817	-	-
HCM Lane V/C Ratio	0.012	-	-	-	-	0.354	0.036	0.029	-	-
HCM Control Delay (s)	9.1	-	-	0	0	67.5	14.5	9.5	-	-
HCM Lane LOS	A	-	-	A	A	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	1.4	0.1	0.1	-	-

HCM 6th TWSC
 21: Jackson Creek Parkway & Access A

Short-Term Total
 PM -- Phase 1

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	↗
Traffic Vol, veh/h	0	31	0	819	679	118
Future Vol, veh/h	0	31	0	819	679	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	95	95	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	0	862	730	127

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	365	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	632	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			
Mov Cap-1 Maneuver	-	632	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 632	-	-
HCM Lane V/C Ratio	- 0.063	-	-
HCM Control Delay (s)	- 11.1	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.2	-	-

Lanes, Volumes, Timings
3: Jackson Creek Parkway & SH 105

Short-Term Total
AM -- Buildout



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑
Traffic Volume (vph)	445	392	763	302	413	242
Future Volume (vph)	445	392	763	302	413	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		435	260		380	0
Storage Lanes		1	2		1	1
Taper Length (ft)			200		145	
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	3433	3539	3433	1583
Flt Permitted			0.411		0.950	
Satd. Flow (perm)	3539	1583	1485	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		422				186
Link Speed (mph)	45			45	40	
Link Distance (ft)	755			966	439	
Travel Time (s)	11.4			14.6	7.5	
Peak Hour Factor	0.93	0.93	0.95	0.95	0.93	0.93
Adj. Flow (vph)	478	422	803	318	444	260
Shared Lane Traffic (%)						
Lane Group Flow (vph)	478	422	803	318	444	260
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		4	8			2

Lanes, Volumes, Timings
 3: Jackson Creek Parkway & SH 105

Short-Term Total
 AM -- Buildout



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4	4	3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	13.0	13.0	12.0	13.0	12.5	12.0
Total Split (s)	45.0	45.0	30.0	75.0	35.0	30.0
Total Split (%)	40.9%	40.9%	27.3%	68.2%	31.8%	27.3%
Maximum Green (s)	39.0	39.0	24.0	69.0	29.5	24.0
Yellow Time (s)	5.0	5.0	3.0	5.0	4.5	3.0
All-Red Time (s)	1.0	1.0	3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.5	6.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	56.1	56.1	79.0	79.0	19.5	41.9
Actuated g/C Ratio	0.51	0.51	0.72	0.72	0.18	0.38
v/c Ratio	0.26	0.42	0.59	0.13	0.73	0.36
Control Delay	6.0	1.5	11.3	4.5	56.7	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.0	1.5	11.3	4.5	56.7	5.7
LOS	A	A	B	A	E	A
Approach Delay	3.9			9.4	37.9	
Approach LOS	A			A	D	
Queue Length 50th (ft)	24	0	89	30	166	31
Queue Length 95th (ft)	46	1	158	47	218	55
Internal Link Dist (ft)	675			886	359	
Turn Bay Length (ft)		435	260		380	
Base Capacity (vph)	1806	1014	1491	2541	920	808
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.42	0.54	0.13	0.48	0.32

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	21 (19%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	14.9
Intersection LOS:	B
Intersection Capacity Utilization:	60.4%
ICU Level of Service:	B
Analysis Period (min):	15

Lanes, Volumes, Timings
 3: Jackson Creek Parkway & SH 105

Short-Term Total
 AM -- Buildout

Splits and Phases: 3: Jackson Creek Parkway & SH 105



Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

Short-Term Total
AM -- Buildout

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘↘	↗
Traffic Volume (vph)	641	93	102	1074	570	196
Future Volume (vph)	641	93	102	1074	570	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	370		0	0
Storage Lanes		0	1		2	1
Taper Length (ft)			160		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.981					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3472	0	1770	3539	3433	1583
Flt Permitted			0.269		0.950	
Satd. Flow (perm)	3472	0	501	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	17					211
Link Speed (mph)	35			35	30	
Link Distance (ft)	708			755	1133	
Travel Time (s)	13.8			14.7	25.8	
Peak Hour Factor	0.93	0.93	0.95	0.95	0.93	0.93
Adj. Flow (vph)	689	100	107	1131	613	211
Shared Lane Traffic (%)						
Lane Group Flow (vph)	789	0	107	1131	613	211
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4

Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

Short-Term Total
AM -- Buildout



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	6.0		5.0	6.0	6.0	6.0
Minimum Split (s)	14.0		11.0	33.0	33.0	33.0
Total Split (s)	50.0		15.0	65.0	45.0	45.0
Total Split (%)	45.5%		13.6%	59.1%	40.9%	40.9%
Maximum Green (s)	43.5		9.0	59.0	39.0	39.0
Yellow Time (s)	5.0		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		3.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	None	None
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					18.0	18.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	57.6		72.2	72.2	25.8	25.8
Actuated g/C Ratio	0.52		0.66	0.66	0.23	0.23
v/c Ratio	0.43		0.25	0.49	0.76	0.40
Control Delay	17.7		8.2	12.0	45.5	6.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	17.7		8.2	12.0	45.5	6.5
LOS	B		A	B	D	A
Approach Delay	17.7			11.7	35.5	
Approach LOS	B			B	D	
Queue Length 50th (ft)	168		22	266	208	0
Queue Length 95th (ft)	259		70	397	250	54
Internal Link Dist (ft)	628			675	1053	
Turn Bay Length (ft)			370			
Base Capacity (vph)	1827		436	2323	1217	697
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.43		0.25	0.49	0.50	0.30

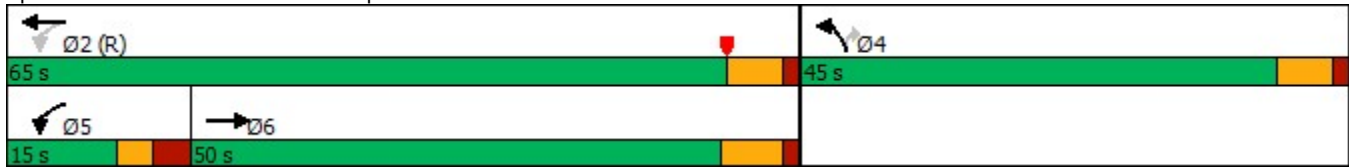
Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	12 (11%), Referenced to phase 2:WBTL, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	20.2
Intersection LOS:	C
Intersection Capacity Utilization:	58.0%
ICU Level of Service:	B
Analysis Period (min):	15

Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

























Short-Term Total
AM -- Buildout

Splits and Phases: 5: I-25 NB Ramps & SH 105



Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Short-Term Total
AM -- Buildout

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	464	59	71	691	158	228	52	66	17	14	145
Future Volume (vph)	165	464	59	71	691	158	228	52	66	17	14	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		230	485		260	225		150	100		160
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	200			160			120			120		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.290			0.469			0.747			0.720		
Satd. Flow (perm)	540	3539	1583	874	3539	1583	1391	1863	1583	1341	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			63			170			84			167
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		966			1084			1534			443	
Travel Time (s)		22.0			24.6			34.9			10.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	177	499	63	76	743	170	248	57	72	20	16	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	499	63	76	743	170	248	57	72	20	16	167
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4

Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Short-Term Total
AM -- Buildout



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.5	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	13.0	13.0	13.0
Total Split (s)	20.0	70.0	70.0	50.0	50.0	50.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	18.2%	63.6%	63.6%	45.5%	45.5%	45.5%	36.4%	36.4%	36.4%	36.4%	36.4%	36.4%
Maximum Green (s)	14.5	64.0	64.0	44.0	44.0	44.0	35.0	35.0	35.0	35.0	35.0	35.0
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		12.0	12.0	12.0	12.0	12.0	15.0	15.0	15.0			
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0			
Act Effct Green (s)	74.3	73.8	73.8	58.6	58.6	58.6	25.2	25.2	25.2	25.2	25.2	25.2
Actuated g/C Ratio	0.68	0.67	0.67	0.53	0.53	0.53	0.23	0.23	0.23	0.23	0.23	0.23
v/c Ratio	0.37	0.21	0.06	0.16	0.39	0.18	0.78	0.13	0.17	0.07	0.04	0.34
Control Delay	13.3	7.6	2.6	17.6	17.7	3.4	55.9	31.6	5.7	30.1	29.4	6.5
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	13.3	7.6	2.6	17.6	17.7	3.4	55.9	31.6	5.7	30.1	29.4	6.5
LOS	B	A	A	B	B	A	E	C	A	C	C	A
Approach Delay		8.6			15.2			42.7			10.6	
Approach LOS		A			B			D			B	
Queue Length 50th (ft)	34	51	0	26	154	0	166	32	0	11	9	0
Queue Length 95th (ft)	119	108	14	69	257	41	232	59	27	27	23	43
Internal Link Dist (ft)		886			1004			1454			363	
Turn Bay Length (ft)	345		230	485		260	225		150	100		160
Base Capacity (vph)	527	2375	1083	465	1884	922	442	592	560	426	592	617
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.21	0.06	0.16	0.39	0.18	0.56	0.10	0.13	0.05	0.03	0.27

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	12.7 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	17.2
Intersection LOS:	B
Intersection Capacity Utilization:	66.8%
ICU Level of Service:	C
Analysis Period (min):	15

Lanes, Volumes, Timings
7: Knollwood Dr & SH 105













Short-Term Total
AM -- Buildout

Splits and Phases: 7: Knollwood Dr & SH 105



Lanes, Volumes, Timings
10: Jackson Creek Parkway & Higby Rd

Short-Term Total
AM -- Buildout

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	288	199	304	231	171	356
Future Volume (vph)	288	199	304	231	171	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	620		150	620	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				160	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.422	
Satd. Flow (perm)	1770	1583	1863	1583	786	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		214		251		
Link Speed (mph)	40		40			40
Link Distance (ft)	1663		451			2987
Travel Time (s)	28.3		7.7			50.9
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.92
Adj. Flow (vph)	310	214	330	251	186	387
Shared Lane Traffic (%)						
Lane Group Flow (vph)	310	214	330	251	186	387
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	

Lanes, Volumes, Timings
 10: Jackson Creek Parkway & Higby Rd

Short-Term Total
 AM -- Buildout



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	20.0	20.0	26.0	26.0	9.0	35.0
Total Split (%)	36.4%	36.4%	47.3%	47.3%	16.4%	63.6%
Maximum Green (s)	15.5	15.5	21.5	21.5	4.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	13.4	13.4	24.7	24.7	32.6	32.6
Actuated g/C Ratio	0.24	0.24	0.45	0.45	0.59	0.59
v/c Ratio	0.72	0.39	0.40	0.30	0.33	0.35
Control Delay	28.7	5.2	13.6	3.0	10.4	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	5.2	13.6	3.0	10.4	9.0
LOS	C	A	B	A	B	A
Approach Delay	19.1		9.0			9.5
Approach LOS	B		A			A
Queue Length 50th (ft)	90	0	77	0	42	94
Queue Length 95th (ft)	158	40	136	35	122	257
Internal Link Dist (ft)	1583		371			2907
Turn Bay Length (ft)		620		150	620	
Base Capacity (vph)	498	599	835	848	563	1103
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.36	0.40	0.30	0.33	0.35

Intersection Summary

Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	55
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	12.3
Intersection LOS:	B
Intersection Capacity Utilization:	52.7%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
10: Jackson Creek Parkway & Higby Rd
























Short-Term Total
AM -- Buildout

Splits and Phases: 10: Jackson Creek Parkway & Higby Rd



Lanes, Volumes, Timings
 11: Jackson Creek Parkway & Access B

Short-Term Total
 AM -- Buildout

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations								 			 	
Traffic Volume (vph)	168	5	38	8	5	24	63	463	4	9	570	22
Future Volume (vph)	168	5	38	8	5	24	63	463	4	9	570	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	200		0	200		250
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	120			120			160			160		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.868			0.874			0.999				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1617	0	1770	1628	0	1770	3536	0	1770	3539	1583
Flt Permitted	0.733			0.724			0.360			0.465		
Satd. Flow (perm)	1365	1617	0	1349	1628	0	671	3536	0	866	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44			31			1				60
Link Speed (mph)		25			25			40				40
Link Distance (ft)		270			340			661				457
Travel Time (s)		7.4			9.3			11.3				7.8
Peak Hour Factor	0.87	0.87	0.87	0.78	0.78	0.78	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	193	6	44	10	6	31	68	503	4	10	613	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	50	0	10	37	0	68	507	0	10	613	24
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6			2			4			8		8

Lanes, Volumes, Timings
11: Jackson Creek Parkway & Access B

Short-Term Total
AM -- Buildout



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	6	6		2	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	34.0	34.0		34.0	34.0		15.0	61.0		15.0	61.0	61.0
Total Split (%)	30.9%	30.9%		30.9%	30.9%		13.6%	55.5%		13.6%	55.5%	55.5%
Maximum Green (s)	29.5	29.5		29.5	29.5		10.5	56.5		10.5	56.5	56.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
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)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	Max		None	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	29.5	29.5		29.5	29.5		71.1	69.4		66.7	62.0	62.0
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.65	0.63		0.61	0.56	0.56
v/c Ratio	0.53	0.11		0.03	0.08		0.14	0.23		0.02	0.31	0.03
Control Delay	40.5	11.4		30.1	13.0		6.0	8.2		11.4	17.6	3.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.5	11.4		30.1	13.0		6.0	8.2		11.4	17.6	3.5
LOS	D	B		C	B		A	A		B	B	A
Approach Delay		34.5			16.6			7.9			17.0	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)	116	3		5	3		14	75		3	112	0
Queue Length 95th (ft)	184	31		16	22		27	128		m8	188	m5
Internal Link Dist (ft)		190			260			581			377	
Turn Bay Length (ft)	100			100			200			200		250
Base Capacity (vph)	366	465		361	459		541	2229		640	1994	918
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.53	0.11		0.03	0.08		0.13	0.23		0.02	0.31	0.03







Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 16.3 Intersection LOS: B
 Intersection Capacity Utilization 47.1% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
 11: Jackson Creek Parkway & Access B

Short-Term Total
 AM -- Buildout

Splits and Phases: 11: Jackson Creek Parkway & Access B

 Ø2 (R) 34 s	 Ø3 15 s	 Ø4 61 s
 Ø6 (R) 34 s	 Ø7 15 s	 Ø8 61 s

HCM 6th TWSC
 15: Jackson Creek Parkway & Access C

Short-Term Total
 AM -- Buildout

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	17	0	531	600	16
Future Vol, veh/h	0	17	0	531	600	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	92	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	0	577	645	17

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	331	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	665	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	665	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	665	-	-
HCM Lane V/C Ratio	-	0.033	-	-
HCM Control Delay (s)	-	10.6	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

HCM 6th TWSC
 17: Jackson Creek Parkway & Access D

Short-Term Total
 AM -- Buildout

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↵↵		↵	↵↵	
Traffic Vol, veh/h	40	1	11	41	1	24	20	466	11	9	602	6
Future Vol, veh/h	40	1	11	41	1	24	20	466	11	9	602	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	200	-	-	140	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	92	92	92	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	1	13	49	1	29	22	507	12	10	647	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	968	1233	327	901	1230	260	653	0	0	519	0	0
Stage 1	670	670	-	557	557	-	-	-	-	-	-	-
Stage 2	298	563	-	344	673	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	208	176	669	233	176	739	930	-	-	1043	-	-
Stage 1	413	454	-	482	510	-	-	-	-	-	-	-
Stage 2	686	507	-	645	452	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	194	170	669	221	170	739	930	-	-	1043	-	-
Mov Cap-2 Maneuver	194	170	-	221	170	-	-	-	-	-	-	-
Stage 1	403	449	-	470	498	-	-	-	-	-	-	-
Stage 2	642	495	-	624	447	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	25.5		20.2		0.4		0.1	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	930	-	-	194	538	221	652	1043	-	-
HCM Lane V/C Ratio	0.023	-	-	0.248	0.027	0.224	0.046	0.009	-	-
HCM Control Delay (s)	9	-	-	29.6	11.9	25.9	10.8	8.5	-	-
HCM Lane LOS	A	-	-	D	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.1	0.8	0.1	0	-	-

HCM 6th TWSC
 19: Jackson Creek Parkway & Access E

Short-Term Total
 AM -- Buildout

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	11	0	497	649	5
Future Vol, veh/h	0	11	0	497	649	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	92	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	0	540	698	5

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	352	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	644	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	644	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	644	-	-
HCM Lane V/C Ratio	-	0.022	-	-
HCM Control Delay (s)	-	10.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

HCM 6th TWSC
 21: Jackson Creek Parkway & Access A

Short-Term Total
 AM -- Buildout

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↕	↗
Traffic Vol, veh/h	0	35	0	881	736	143
Future Vol, veh/h	0	35	0	881	736	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	0	947	791	154

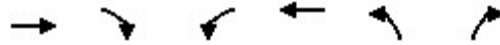
Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	396	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	603	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	603	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	603	-	-
HCM Lane V/C Ratio	-	0.074	-	-
HCM Control Delay (s)	-	11.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Lanes, Volumes, Timings
3: Jackson Creek Parkway & SH 105

Short-Term Total
PM -- Buildout



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑
Traffic Volume (vph)	697	564	315	507	488	393
Future Volume (vph)	697	564	315	507	488	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		435	260		380	0
Storage Lanes		1	2		1	1
Taper Length (ft)			200		145	
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	3433	3539	3433	1583
Flt Permitted			0.295		0.950	
Satd. Flow (perm)	3539	1583	1066	3539	3433	1583
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						69
Link Speed (mph)	45			45	40	
Link Distance (ft)	755			966	439	
Travel Time (s)	11.4			14.6	7.5	
Peak Hour Factor	0.95	0.95	0.93	0.93	0.93	0.93
Adj. Flow (vph)	734	594	339	545	525	423
Shared Lane Traffic (%)						
Lane Group Flow (vph)	734	594	339	545	525	423
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template		Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Free	pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		Free	8			2

Lanes, Volumes, Timings
3: Jackson Creek Parkway & SH 105

Short-Term Total
PM -- Buildout



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4		3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0
Minimum Split (s)	13.0		12.0	13.0	12.5	12.0
Total Split (s)	45.0		25.0	70.0	40.0	25.0
Total Split (%)	40.9%		22.7%	63.6%	36.4%	22.7%
Maximum Green (s)	39.0		19.0	64.0	34.5	19.0
Yellow Time (s)	5.0		3.0	5.0	4.5	3.0
All-Red Time (s)	1.0		3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	59.6	110.0	76.3	76.3	22.2	38.4
Actuated g/C Ratio	0.54	1.00	0.69	0.69	0.20	0.35
v/c Ratio	0.38	0.38	0.35	0.22	0.76	0.71
Control Delay	9.7	0.6	7.7	6.6	44.1	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	0.6	7.7	6.6	44.1	18.7
LOS	A	A	A	A	D	B
Approach Delay	5.6			7.1	32.7	
Approach LOS	A			A	C	
Queue Length 50th (ft)	74	0	41	68	143	100
Queue Length 95th (ft)	105	0	63	100	168	119
Internal Link Dist (ft)	675			886	359	
Turn Bay Length (ft)		435	260		380	
Base Capacity (vph)	1916	1583	1148	2455	1076	711
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.38	0.30	0.22	0.49	0.59

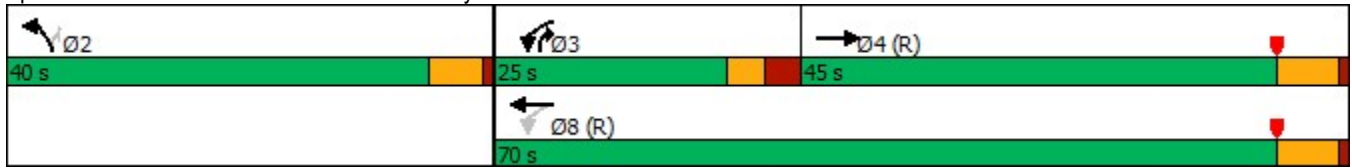
Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	21 (19%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow
Natural Cycle:	50
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	14.2
Intersection LOS:	B
Intersection Capacity Utilization:	56.8%
ICU Level of Service:	B
Analysis Period (min):	15

Lanes, Volumes, Timings
 3: Jackson Creek Parkway & SH 105

Short-Term Total
 PM -- Buildout

Splits and Phases: 3: Jackson Creek Parkway & SH 105



Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

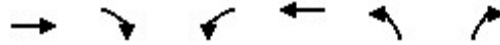
Short-Term Total
PM -- Buildout



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙↙	↙
Traffic Volume (vph)	834	78	40	955	710	427
Future Volume (vph)	834	78	40	955	710	427
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	365		0	0
Storage Lanes		0	1		2	1
Taper Length (ft)			100		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.987					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3493	0	1770	3539	3433	1583
Flt Permitted			0.192		0.950	
Satd. Flow (perm)	3493	0	358	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	10					234
Link Speed (mph)	35			35	30	
Link Distance (ft)	708			755	1133	
Travel Time (s)	13.8			14.7	25.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.95	0.95
Adj. Flow (vph)	897	84	43	1027	747	449
Shared Lane Traffic (%)						
Lane Group Flow (vph)	981	0	43	1027	747	449
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4

Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

Short-Term Total
PM -- Buildout

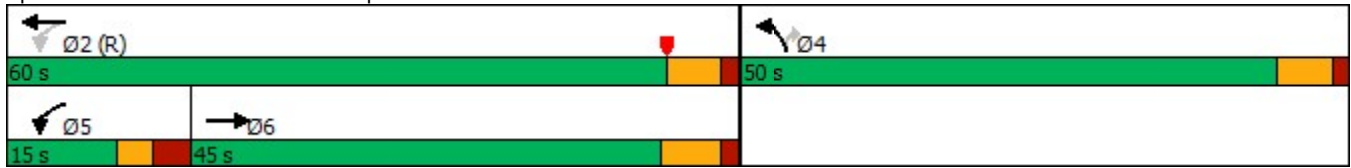


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	6.0		5.0	6.0	6.0	6.0
Minimum Split (s)	14.0		11.0	33.0	33.0	33.0
Total Split (s)	45.0		15.0	60.0	50.0	50.0
Total Split (%)	40.9%		13.6%	54.5%	45.5%	45.5%
Maximum Green (s)	38.5		9.0	54.0	44.0	44.0
Yellow Time (s)	5.0		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		3.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	None	None
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					18.0	18.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	58.0		66.5	66.5	31.5	31.5
Actuated g/C Ratio	0.53		0.60	0.60	0.29	0.29
v/c Ratio	0.53		0.14	0.48	0.76	0.72
Control Delay	20.5		8.1	12.3	40.8	22.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	20.5		8.1	12.3	40.8	22.9
LOS	C		A	B	D	C
Approach Delay	20.5			12.1	34.1	
Approach LOS	C			B	C	
Queue Length 50th (ft)	248		11	237	248	138
Queue Length 95th (ft)	368		m31	366	286	235
Internal Link Dist (ft)	628			675	1053	
Turn Bay Length (ft)			365			
Base Capacity (vph)	1846		332	2138	1373	773
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.53		0.13	0.48	0.54	0.58

Intersection Summary

























Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 12 (11%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 22.7
 Intersection Capacity Utilization 63.5%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: I-25 NB Ramps & SH 105



Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Short-Term Total
PM -- Buildout

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	830	134	41	496	12	190	27	73	21	33	136
Future Volume (vph)	127	830	134	41	496	12	190	27	73	21	33	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		230	485		260	225		150	100		160
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	200			160			120			120		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.399			0.325			0.732			0.738		
Satd. Flow (perm)	743	3539	1583	605	3539	1583	1364	1863	1583	1375	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			141			74			84			156
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		966			1084			1534			443	
Travel Time (s)		22.0			24.6			34.9			10.1	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	134	874	141	44	533	13	207	29	79	24	38	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	874	141	44	533	13	207	29	79	24	38	156
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4

Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Short-Term Total
PM -- Buildout

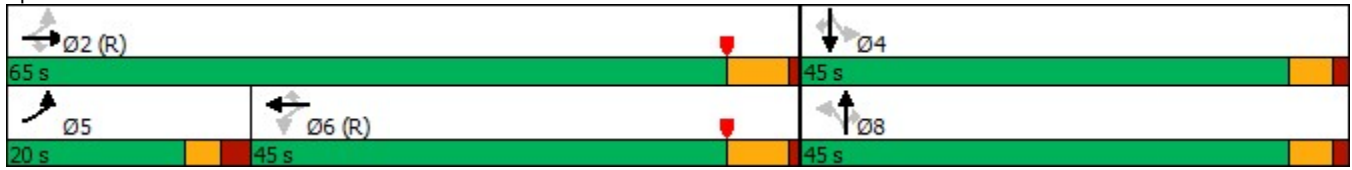


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.5	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	13.0	13.0	13.0
Total Split (s)	20.0	65.0	65.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0
Total Split (%)	18.2%	59.1%	59.1%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Maximum Green (s)	14.5	59.0	59.0	39.0	39.0	39.0	40.0	40.0	40.0	40.0	40.0	40.0
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		12.0	12.0	12.0	12.0	12.0	15.0	15.0	15.0			
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0			
Act Effct Green (s)	77.1	76.6	76.6	62.7	62.7	62.7	22.4	22.4	22.4	22.4	22.4	22.4
Actuated g/C Ratio	0.70	0.70	0.70	0.57	0.57	0.57	0.20	0.20	0.20	0.20	0.20	0.20
v/c Ratio	0.22	0.35	0.12	0.13	0.26	0.01	0.75	0.08	0.20	0.09	0.10	0.35
Control Delay	6.8	6.6	1.9	15.5	13.8	0.0	56.7	32.5	7.4	32.7	33.0	7.3
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	6.8	6.6	1.9	15.5	13.8	0.0	56.7	32.5	7.4	32.7	33.0	7.3
LOS	A	A	A	B	B	A	E	C	A	C	C	A
Approach Delay		6.1			13.6			42.1			14.6	
Approach LOS		A			B			D			B	
Queue Length 50th (ft)	16	58	0	13	93	0	138	17	0	14	22	0
Queue Length 95th (ft)	60	175	21	42	163	0	200	38	33	32	44	44
Internal Link Dist (ft)		886			1004			1454			363	
Turn Bay Length (ft)	345		230	485		260	225		150	100		160
Base Capacity (vph)	656	2464	1145	344	2016	933	496	677	629	500	677	674
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.35	0.12	0.13	0.26	0.01	0.42	0.04	0.13	0.05	0.06	0.23

Intersection Summary













Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	12.7 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	13.8
Intersection LOS:	B
Intersection Capacity Utilization:	71.0%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 7: Knollwood Dr & SH 105



Lanes, Volumes, Timings
 10: Jackson Creek Parkway & Higby Rd

Short-Term Total
 PM -- Buildout

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	142	84	663	255	103	602
Future Volume (vph)	142	84	663	255	103	602
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	620		150	620	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				160	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.169	
Satd. Flow (perm)	1770	1583	1863	1583	315	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		97		274		
Link Speed (mph)	40		40			40
Link Distance (ft)	1663		451			2987
Travel Time (s)	28.3		7.7			50.9
Peak Hour Factor	0.87	0.87	0.93	0.93	0.93	0.93
Adj. Flow (vph)	163	97	713	274	111	647
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	97	713	274	111	647
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	

Lanes, Volumes, Timings
10: Jackson Creek Parkway & Higby Rd

Short-Term Total
PM -- Buildout



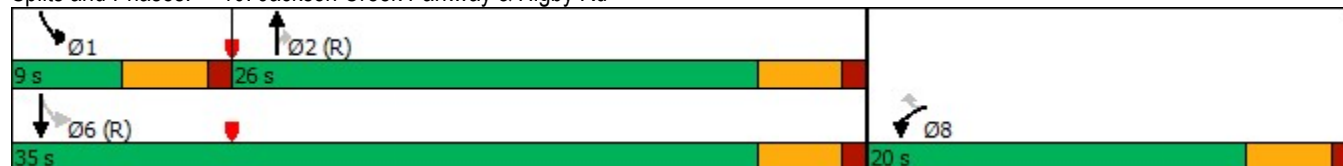
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	20.0	20.0	26.0	26.0	9.0	35.0
Total Split (%)	36.4%	36.4%	47.3%	47.3%	16.4%	63.6%
Maximum Green (s)	15.5	15.5	21.5	21.5	4.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effect Green (s)	10.3	10.3	30.0	30.0	37.9	38.8
Actuated g/C Ratio	0.19	0.19	0.55	0.55	0.69	0.71
v/c Ratio	0.49	0.26	0.70	0.28	0.29	0.49
Control Delay	24.5	6.5	21.2	2.7	9.7	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	6.5	21.2	2.7	9.7	7.4
LOS	C	A	C	A	A	A
Approach Delay	17.8		16.1			7.7
Approach LOS	B		B			A
Queue Length 50th (ft)	48	0	197	0	11	87
Queue Length 95th (ft)	84	26	#423	37	57	238
Internal Link Dist (ft)	1583		371			2907
Turn Bay Length (ft)		620		150	620	
Base Capacity (vph)	498	515	1014	987	384	1313
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.19	0.70	0.28	0.29	0.49

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 13.1
 Intersection LOS: B
 Intersection Capacity Utilization 59.7%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Jackson Creek Parkway & Higby Rd



Lanes, Volumes, Timings
11: Jackson Creek Parkway & Access B

Short-Term Total
PM -- Buildout

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	175	5	49	8	5	15	92	691	7	22	700	48
Future Volume (vph)	175	5	49	8	5	15	92	691	7	22	700	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	200		0	200		250
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	120			120			160			160		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.865			0.886			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1611	0	1770	1650	0	1770	3532	0	1770	3539	1583
Flt Permitted	0.741			0.717			0.291			0.342		
Satd. Flow (perm)	1380	1611	0	1336	1650	0	542	3532	0	637	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			19			1				60
Link Speed (mph)		25			25			40				40
Link Distance (ft)		270			340			661				457
Travel Time (s)		7.4			9.3			11.3				7.8
Peak Hour Factor	0.87	0.87	0.87	0.78	0.78	0.78	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	201	6	56	10	6	19	99	743	8	24	753	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	62	0	10	25	0	99	751	0	24	753	52
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6			2			4			8		8

Lanes, Volumes, Timings
 11: Jackson Creek Parkway & Access B

Short-Term Total
 PM -- Buildout



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	6	6		2	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	34.0	34.0		34.0	34.0		15.0	61.0		15.0	61.0	61.0
Total Split (%)	30.9%	30.9%		30.9%	30.9%		13.6%	55.5%		13.6%	55.5%	55.5%
Maximum Green (s)	29.5	29.5		29.5	29.5		10.5	56.5		10.5	56.5	56.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
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)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	Max		None	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	29.5	29.5		29.5	29.5		70.1	65.0		65.3	59.2	59.2
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.64	0.59		0.59	0.54	0.54
v/c Ratio	0.54	0.13		0.03	0.05		0.23	0.36		0.05	0.40	0.06
Control Delay	41.0	10.4		30.1	15.6		10.6	14.8		8.3	20.1	7.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	41.0	10.4		30.1	15.6		10.6	14.8		8.3	20.1	7.0
LOS	D	B		C	B		B	B		A	C	A
Approach Delay		33.8			19.8			14.3			18.9	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	122	3		5	3		22	148		9	214	6
Queue Length 95th (ft)	191	33		16	20		m42	227		16	253	32
Internal Link Dist (ft)		190			260			581			377	
Turn Bay Length (ft)	100			100			200			200		250
Base Capacity (vph)	370	473		358	456		468	2087		512	1905	880
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.54	0.13		0.03	0.05		0.21	0.36		0.05	0.40	0.06







Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 90 (82%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 18.9 Intersection LOS: B
 Intersection Capacity Utilization 52.1% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
 11: Jackson Creek Parkway & Access B

Short-Term Total
 PM -- Buildout

Splits and Phases: 11: Jackson Creek Parkway & Access B

 Ø2 (R)	 Ø3	 Ø4
34 s	15 s	61 s
 Ø6 (R)	 Ø7	 Ø8
34 s	15 s	61 s

HCM 6th TWSC
 15: Jackson Creek Parkway & Access C

Short-Term Total
 PM -- Buildout

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↖	↗
Traffic Vol, veh/h	0	18	0	790	712	45
Future Vol, veh/h	0	18	0	790	712	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	0	849	766	48

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	766	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	403	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			
Mov Cap-1 Maneuver	-	403	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	403	-	-
HCM Lane V/C Ratio	-	0.057	-	-
HCM Control Delay (s)	-	14.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

HCM 6th TWSC
17: Jackson Creek Parkway & Access D

Short-Term Total
PM -- Buildout

Intersection												
Int Delay, s/veh	12											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑	↗	↖	↑	↗
Traffic Vol, veh/h	52	2	24	29	2	13	55	726	24	27	684	19
Future Vol, veh/h	52	2	24	29	2	13	55	726	24	27	684	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	225	-	225	225	-	170
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	2	29	37	3	17	59	781	26	29	735	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1715	1718	735	1718	1712	781	755	0	0	807	0	0
Stage 1	793	793	-	899	899	-	-	-	-	-	-	-
Stage 2	922	925	-	819	813	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	71	90	420	71	90	395	855	-	-	818	-	-
Stage 1	382	400	-	334	358	-	-	-	-	-	-	-
Stage 2	324	348	-	369	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 61	81	420	60	81	395	855	-	-	818	-	-
Mov Cap-2 Maneuver	~ 61	81	-	60	81	-	-	-	-	-	-	-
Stage 1	356	386	-	311	333	-	-	-	-	-	-	-
Stage 2	287	324	-	329	378	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	162.8	95.4	0.7	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	855	-	-	61	318	60	260	818	-	-
HCM Lane V/C Ratio	0.069	-	-	1.027	0.099	0.62	0.074	0.035	-	-
HCM Control Delay (s)	9.5	-	-	235.4	17.6	134.5	19.9	9.6	-	-
HCM Lane LOS	A	-	-	F	C	F	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	5	0.3	2.6	0.2	0.1	-	-

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

HCM 6th TWSC
 19: Jackson Creek Parkway & Access E

Short-Term Total
 PM -- Buildout

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	10	0	804	720	18
Future Vol, veh/h	0	10	0	804	720	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	846	758	19

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	768	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	402	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	402	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	402	-	-
HCM Lane V/C Ratio	-	0.032	-	-
HCM Control Delay (s)	-	14.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

HCM 6th TWSC
 21: Jackson Creek Parkway & Access A

Short-Term Total
 PM -- Buildout

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↕	↗
Traffic Vol, veh/h	0	35	0	881	736	143
Future Vol, veh/h	0	35	0	881	736	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	95	95	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	0	927	791	154

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	396	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	603	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	603	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	603	-	-
HCM Lane V/C Ratio	-	0.074	-	-
HCM Control Delay (s)	-	11.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Lanes, Volumes, Timings
3: Jackson Creek Parkway & SH 105



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑↑	↑↑	↑
Traffic Volume (vph)	850	450	275	1425	450	250
Future Volume (vph)	850	450	275	1425	450	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		435	260		380	0
Storage Lanes		1	2		1	1
Taper Length (ft)			200		145	
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	3433	3539	3433	1583
Flt Permitted			0.241		0.950	
Satd. Flow (perm)	3539	1583	871	3539	3433	1583
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						36
Link Speed (mph)	45			45	40	
Link Distance (ft)	755			966	439	
Travel Time (s)	11.4			14.6	7.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.93	0.93
Adj. Flow (vph)	895	474	289	1500	484	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	895	474	289	1500	484	269
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Free	pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		Free	8			2

Lanes, Volumes, Timings
3: Jackson Creek Parkway & SH 105



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4		3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0
Minimum Split (s)	13.0		12.0	13.0	12.5	12.0
Total Split (s)	45.0		30.0	75.0	35.0	30.0
Total Split (%)	40.9%		27.3%	68.2%	31.8%	27.3%
Maximum Green (s)	39.0		24.0	69.0	29.5	24.0
Yellow Time (s)	5.0		3.0	5.0	4.5	3.0
All-Red Time (s)	1.0		3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	63.0	110.0	77.7	77.7	20.8	35.0
Actuated g/C Ratio	0.57	1.00	0.71	0.71	0.19	0.32
v/c Ratio	0.44	0.30	0.35	0.60	0.75	0.51
Control Delay	4.3	0.3	5.4	6.1	34.3	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.3	0.3	5.4	6.2	34.3	4.0
LOS	A	A	A	A	C	A
Approach Delay	2.9			6.1	23.5	
Approach LOS	A			A	C	
Queue Length 50th (ft)	33	0	20	116	48	0
Queue Length 95th (ft)	m65	m0	m42	202	137	7
Internal Link Dist (ft)	675			886	359	
Turn Bay Length (ft)		435	260		380	
Base Capacity (vph)	2026	1583	1174	2500	920	742
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	98	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.30	0.25	0.62	0.53	0.36

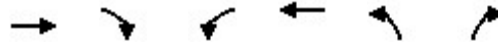
Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 21 (19%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 8.3
 Intersection LOS: A
 Intersection Capacity Utilization 61.8%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Jackson Creek Parkway & SH 105



Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙↙	↙
Traffic Volume (vph)	1092	191	126	1749	750	208
Future Volume (vph)	1092	191	126	1749	750	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	365		0	0
Storage Lanes		0	1		2	1
Taper Length (ft)			100		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.978					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3461	0	1770	3539	3433	1583
Flt Permitted			0.070		0.950	
Satd. Flow (perm)	3461	0	130	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	21					204
Link Speed (mph)	35			35	30	
Link Distance (ft)	708			755	1133	
Travel Time (s)	13.8			14.7	25.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.93	0.93
Adj. Flow (vph)	1149	201	133	1841	806	224
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1350	0	133	1841	806	224
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4

Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

Long Term Background
AM



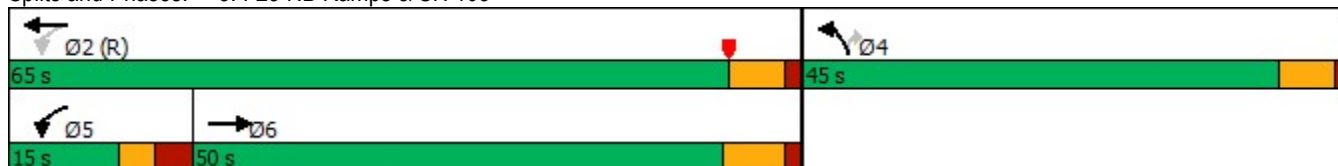
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	6.0		5.0	6.0	6.0	6.0
Minimum Split (s)	14.0		11.0	33.0	33.0	33.0
Total Split (s)	50.0		15.0	65.0	45.0	45.0
Total Split (%)	45.5%		13.6%	59.1%	40.9%	40.9%
Maximum Green (s)	43.5		9.0	59.0	39.0	39.0
Yellow Time (s)	5.0		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		3.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	None	None
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					18.0	18.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	50.3		65.6	65.6	32.4	32.4
Actuated g/C Ratio	0.46		0.60	0.60	0.29	0.29
v/c Ratio	0.85		0.64	0.87	0.80	0.37
Control Delay	33.5		33.9	25.0	41.9	6.7
Queue Delay	0.0		0.0	0.1	0.0	0.0
Total Delay	33.5		33.9	25.1	41.9	6.7
LOS	C		C	C	D	A
Approach Delay	33.5			25.7	34.3	
Approach LOS	C			C	C	
Queue Length 50th (ft)	433		55	468	268	10
Queue Length 95th (ft)	#644		#132	#819	313	61
Internal Link Dist (ft)	628			675	1053	
Turn Bay Length (ft)			365			
Base Capacity (vph)	1595		218	2111	1217	692
Starvation Cap Reductn	0		0	19	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.85		0.61	0.88	0.66	0.32

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 12 (11%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 30.1 Intersection LOS: C
 Intersection Capacity Utilization 80.1% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

























Queue shown is maximum after two cycles.

Splits and Phases: 5: I-25 NB Ramps & SH 105



Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Long Term Background
AM















												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	565	235	75	1297	160	165	50	75	25	25	262
Future Volume (vph)	260	565	235	75	1297	160	165	50	75	25	25	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		230	485		260	225		150	100		160
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	200			160			120			120		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.084			0.427			0.740			0.722		
Satd. Flow (perm)	156	3539	1583	795	3539	1583	1378	1863	1583	1345	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			247			145			84			278
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		966			1084			1534			443	
Travel Time (s)		22.0			24.6			34.9			10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	274	595	247	79	1365	168	179	54	82	27	27	285
Shared Lane Traffic (%)												
Lane Group Flow (vph)	274	595	247	79	1365	168	179	54	82	27	27	285
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4

Queue shown is maximum after two cycles.

Splits and Phases: 7: Knollwood Dr & SH 105



Lanes, Volumes, Timings
10: Jackson Creek Parkway & Higby Rd

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	350	250	445	280	205	465
Future Volume (vph)	350	250	445	280	205	465
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	620		150	620	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				160	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.382	
Satd. Flow (perm)	1770	1583	3539	1583	712	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		269		301		
Link Speed (mph)	40		40			40
Link Distance (ft)	1663		451			2987
Travel Time (s)	28.3		7.7			50.9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	376	269	478	301	220	500
Shared Lane Traffic (%)						
Lane Group Flow (vph)	376	269	478	301	220	500
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	

Lanes, Volumes, Timings
 10: Jackson Creek Parkway & Higby Rd



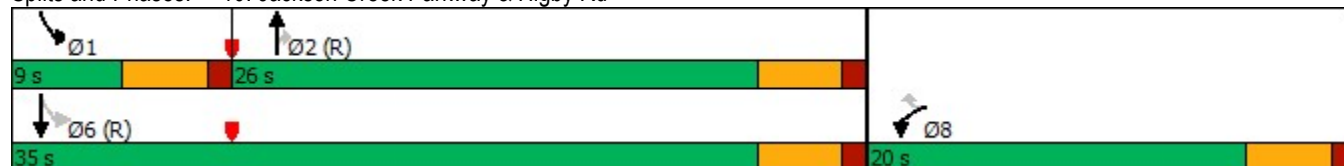
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	20.0	20.0	26.0	26.0	9.0	35.0
Total Split (%)	36.4%	36.4%	47.3%	47.3%	16.4%	63.6%
Maximum Green (s)	15.5	15.5	21.5	21.5	4.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effect Green (s)	14.5	14.5	22.0	22.0	31.5	31.5
Actuated g/C Ratio	0.26	0.26	0.40	0.40	0.57	0.57
v/c Ratio	0.81	0.44	0.34	0.37	0.44	0.25
Control Delay	34.5	5.1	12.5	3.2	9.2	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	5.1	12.5	3.2	9.2	1.5
LOS	C	A	B	A	A	A
Approach Delay	22.2		8.9			3.8
Approach LOS	C		A			A
Queue Length 50th (ft)	111	0	55	0	24	1
Queue Length 95th (ft)	#228	44	86	38	76	8
Internal Link Dist (ft)	1583		371			2907
Turn Bay Length (ft)		620		150	620	
Base Capacity (vph)	498	639	1415	814	504	2026
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.42	0.34	0.37	0.44	0.25

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 11.2 Intersection LOS: B
 Intersection Capacity Utilization 54.3% ICU Level of Service A
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Jackson Creek Parkway & Higby Rd



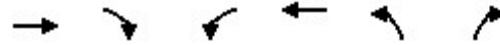
Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		T	TT
Traffic Vol, veh/h	20	1	695	2	1	728
Future Vol, veh/h	20	1	695	2	1	728
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	140	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	1	747	2	1	783

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1142	375	0	0	749
Stage 1	748	-	-	-	-
Stage 2	394	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	194	623	-	-	856
Stage 1	429	-	-	-	-
Stage 2	650	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	194	623	-	-	856
Mov Cap-2 Maneuver	319	-	-	-	-
Stage 1	429	-	-	-	-
Stage 2	649	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	327	856
HCM Lane V/C Ratio	-	-	0.082	0.001
HCM Control Delay (s)	-	-	17	9.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Lanes, Volumes, Timings
3: Jackson Creek Parkway & SH 105



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑
Traffic Volume (vph)	1100	600	325	895	565	430
Future Volume (vph)	1100	600	325	895	565	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		435	260		380	0
Storage Lanes		1	2		1	1
Taper Length (ft)			200		145	
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	3433	3539	3433	1583
Flt Permitted			0.131		0.950	
Satd. Flow (perm)	3539	1583	473	3539	3433	1583
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						12
Link Speed (mph)	45			45	40	
Link Distance (ft)	755			966	439	
Travel Time (s)	11.4			14.6	7.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.93	0.93
Adj. Flow (vph)	1158	632	342	942	608	462
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1158	632	342	942	608	462
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Free	pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		Free	8			2

Lanes, Volumes, Timings
3: Jackson Creek Parkway & SH 105

Long Term Background
PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4		3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0
Minimum Split (s)	13.0		12.0	13.0	12.5	12.0
Total Split (s)	45.0		25.0	70.0	40.0	25.0
Total Split (%)	40.9%		22.7%	63.6%	36.4%	22.7%
Maximum Green (s)	39.0		19.0	64.0	34.5	19.0
Yellow Time (s)	5.0		3.0	5.0	4.5	3.0
All-Red Time (s)	1.0		3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	54.8	110.0	73.5	73.5	25.0	43.2
Actuated g/C Ratio	0.50	1.00	0.67	0.67	0.23	0.39
v/c Ratio	0.66	0.40	0.52	0.40	0.78	0.73
Control Delay	9.5	1.1	22.5	6.5	40.5	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.5	1.1	22.5	6.5	40.5	7.8
LOS	A	A	C	A	D	A
Approach Delay	6.5			10.8	26.4	
Approach LOS	A			B	C	
Queue Length 50th (ft)	94	0	40	92	94	0
Queue Length 95th (ft)	m115	m0	118	125	163	11
Internal Link Dist (ft)	675			886	359	
Turn Bay Length (ft)		435	260		380	
Base Capacity (vph)	1761	1583	827	2365	1076	718
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.40	0.41	0.40	0.57	0.64

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 21 (19%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 13.0

Intersection LOS: B

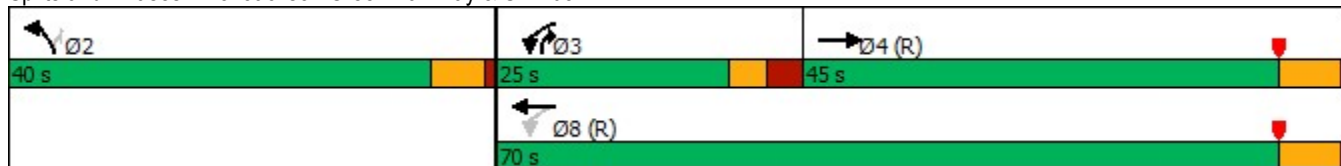
Intersection Capacity Utilization 70.4%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 3: Jackson Creek Parkway & SH 105

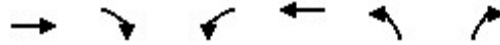


Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵↵	↵
Traffic Volume (vph)	1318	145	78	1382	869	382
Future Volume (vph)	1318	145	78	1382	869	382
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	365		0	0
Storage Lanes		0	1		2	1
Taper Length (ft)			100		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.985					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3486	0	1770	3539	3433	1583
Flt Permitted			0.073		0.950	
Satd. Flow (perm)	3486	0	136	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	12					210
Link Speed (mph)	35			35	30	
Link Distance (ft)	708			755	1133	
Travel Time (s)	13.8			14.7	25.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1387	153	82	1455	915	402
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1540	0	82	1455	915	402
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4

Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	6.0		5.0	6.0	6.0	6.0
Minimum Split (s)	14.0		11.0	33.0	33.0	33.0
Total Split (s)	45.0		15.0	60.0	50.0	50.0
Total Split (%)	40.9%		13.6%	54.5%	45.5%	45.5%
Maximum Green (s)	38.5		9.0	54.0	44.0	44.0
Yellow Time (s)	5.0		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		3.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	None	None
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					18.0	18.0
Pedestrian Calls (#/hr)					0	0
Act Effect Green (s)	49.3		61.1	61.1	36.9	36.9
Actuated g/C Ratio	0.45		0.56	0.56	0.34	0.34
v/c Ratio	0.98		0.43	0.74	0.80	0.60
Control Delay	50.7		22.0	21.4	38.4	17.0
Queue Delay	0.0		0.0	0.1	0.0	0.0
Total Delay	50.7		22.0	21.5	38.4	17.0
LOS	D		C	C	D	B
Approach Delay	50.7			21.5	31.9	
Approach LOS	D			C	C	
Queue Length 50th (ft)	~617		27	385	298	108
Queue Length 95th (ft)	#860		m76	558	338	189
Internal Link Dist (ft)	628			675	1053	
Turn Bay Length (ft)			365			
Base Capacity (vph)	1569		209	1967	1373	759
Starvation Cap Reductn	0		0	32	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.98		0.39	0.75	0.67	0.53

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	12 (11%), Referenced to phase 2:WBTL, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.98
Intersection Signal Delay:	34.9
Intersection LOS:	C
Intersection Capacity Utilization:	85.6%
ICU Level of Service:	E
Analysis Period (min):	15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

























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

Splits and Phases: 5: I-25 NB Ramps & SH 105



Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Long Term Background
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	1015	275	75	875	25	185	50	75	25	30	160
Future Volume (vph)	240	1015	275	75	875	25	185	50	75	25	30	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		230	485		260	225		150	100		160
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	200			160			120			120		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.220			0.268			0.735			0.722		
Satd. Flow (perm)	410	3539	1583	499	3539	1583	1369	1863	1583	1345	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			289			74			84			184
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		966			1084			1534			443	
Travel Time (s)		22.0			24.6			34.9			10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	253	1068	289	79	921	26	201	54	82	29	34	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	253	1068	289	79	921	26	201	54	82	29	34	184
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4

Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Long Term Background
PM

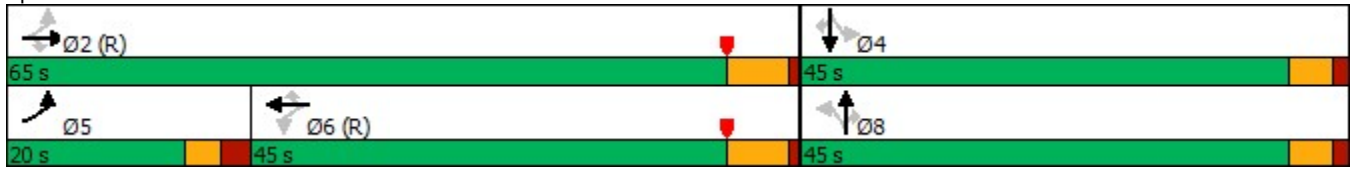


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.5	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	13.0	13.0	13.0
Total Split (s)	20.0	65.0	65.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0
Total Split (%)	18.2%	59.1%	59.1%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Maximum Green (s)	14.5	59.0	59.0	39.0	39.0	39.0	40.0	40.0	40.0	40.0	40.0	40.0
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		12.0	12.0	12.0	12.0	12.0	15.0	15.0	15.0			
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0			
Act Effct Green (s)	77.6	77.1	77.1	58.3	58.3	58.3	21.9	21.9	21.9	21.9	21.9	21.9
Actuated g/C Ratio	0.71	0.70	0.70	0.53	0.53	0.53	0.20	0.20	0.20	0.20	0.20	0.20
v/c Ratio	0.56	0.43	0.24	0.30	0.49	0.03	0.74	0.15	0.22	0.11	0.09	0.40
Control Delay	16.0	11.5	4.3	23.2	19.8	0.1	56.8	34.4	7.9	33.8	33.3	7.4
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	16.0	11.5	4.3	23.2	19.8	0.1	56.8	34.4	7.9	33.8	33.3	7.4
LOS	B	B	A	C	B	A	E	C	A	C	C	A
Approach Delay		10.9			19.5			41.3			14.0	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	73	171	21	29	201	0	135	32	0	17	20	0
Queue Length 95th (ft)	162	279	93	90	356	0	196	60	35	38	41	47
Internal Link Dist (ft)		886			1004			1454			363	
Turn Bay Length (ft)	345		230	485		260	225		150	100		160
Base Capacity (vph)	487	2481	1196	264	1877	874	497	677	629	489	677	692
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.43	0.24	0.30	0.49	0.03	0.40	0.08	0.13	0.06	0.05	0.27















Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	12.7 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	17.1
Intersection LOS:	B
Intersection Capacity Utilization:	75.8%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 7: Knollwood Dr & SH 105



Lanes, Volumes, Timings
 10: Jackson Creek Parkway & Higby Rd

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	175	85	800	310	125	715
Future Volume (vph)	175	85	800	310	125	715
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	620		150	620	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				160	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.236	
Satd. Flow (perm)	1770	1583	3539	1583	440	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		92		326		
Link Speed (mph)	40		40			40
Link Distance (ft)	1663		451			2987
Travel Time (s)	28.3		7.7			50.9
Peak Hour Factor	0.92	0.92	0.95	0.95	0.93	0.93
Adj. Flow (vph)	190	92	842	326	134	769
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	92	842	326	134	769
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	

Lanes, Volumes, Timings
 10: Jackson Creek Parkway & Higby Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	20.0	20.0	26.0	26.0	9.0	35.0
Total Split (%)	36.4%	36.4%	47.3%	47.3%	16.4%	63.6%
Maximum Green (s)	15.5	15.5	21.5	21.5	4.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effect Green (s)	11.1	11.1	29.4	29.4	37.2	38.1
Actuated g/C Ratio	0.20	0.20	0.53	0.53	0.68	0.69
v/c Ratio	0.54	0.24	0.44	0.33	0.30	0.31
Control Delay	24.6	6.1	12.1	2.8	6.1	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.6	6.1	12.1	2.8	6.1	1.4
LOS	C	A	B	A	A	A
Approach Delay	18.6		9.5			2.1
Approach LOS	B		A			A
Queue Length 50th (ft)	56	0	103	0	5	13
Queue Length 95th (ft)	97	27	161	40	46	28
Internal Link Dist (ft)	1583		371			2907
Turn Bay Length (ft)		620		150	620	
Base Capacity (vph)	498	512	1893	998	447	2451
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.18	0.44	0.33	0.30	0.31

Intersection Summary

Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	55
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.54
Intersection Signal Delay:	7.8
Intersection LOS:	A
Intersection Capacity Utilization:	50.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 10: Jackson Creek Parkway & Higby Rd



Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	10	1	995	5	1	925
Future Vol, veh/h	10	1	995	5	1	925
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	140	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	1	1070	5	1	995

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1573	538	0	0	1075
Stage 1	1073	-	-	-	-
Stage 2	500	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	101	488	-	-	644
Stage 1	290	-	-	-	-
Stage 2	575	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	101	488	-	-	644
Mov Cap-2 Maneuver	215	-	-	-	-
Stage 1	290	-	-	-	-
Stage 2	574	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	227	644
HCM Lane V/C Ratio	-	-	0.062	0.002
HCM Control Delay (s)	-	-	21.9	10.6
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.2	0

Lanes, Volumes, Timings
3: Jackson Creek Parkway & SH 105

Long Term Total
AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑
Traffic Volume (vph)	830	535	348	1370	623	306
Future Volume (vph)	830	535	348	1370	623	306
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		435	260		380	0
Storage Lanes		1	2		1	1
Taper Length (ft)			200		145	
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	3433	3539	3433	1583
Flt Permitted			0.228		0.950	
Satd. Flow (perm)	3539	1583	824	3539	3433	1583
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						39
Link Speed (mph)	45			45	40	
Link Distance (ft)	755			966	439	
Travel Time (s)	11.4			14.6	7.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.93	0.93
Adj. Flow (vph)	874	563	366	1442	670	329
Shared Lane Traffic (%)						
Lane Group Flow (vph)	874	563	366	1442	670	329
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Free	pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		Free	8			2

Lanes, Volumes, Timings
3: Jackson Creek Parkway & SH 105

Long Term Total
AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4		3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0
Minimum Split (s)	13.0		12.0	13.0	12.5	12.0
Total Split (s)	45.0		30.0	75.0	35.0	30.0
Total Split (%)	40.9%		27.3%	68.2%	31.8%	27.3%
Maximum Green (s)	39.0		24.0	69.0	29.5	24.0
Yellow Time (s)	5.0		3.0	5.0	4.5	3.0
All-Red Time (s)	1.0		3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	56.1	110.0	72.6	72.6	25.9	41.9
Actuated g/C Ratio	0.51	1.00	0.66	0.66	0.24	0.38
v/c Ratio	0.48	0.36	0.46	0.62	0.83	0.52
Control Delay	5.9	0.4	9.5	7.7	49.2	25.4
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	5.9	0.4	9.5	8.0	49.2	25.4
LOS	A	A	A	A	D	C
Approach Delay	3.7			8.3	41.4	
Approach LOS	A			A	D	
Queue Length 50th (ft)	43	0	28	120	230	156
Queue Length 95th (ft)	m70	m0	m70	200	288	219
Internal Link Dist (ft)	675			886	359	
Turn Bay Length (ft)		435	260		380	
Base Capacity (vph)	1804	1583	1112	2334	920	817
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	302	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.36	0.33	0.71	0.73	0.40

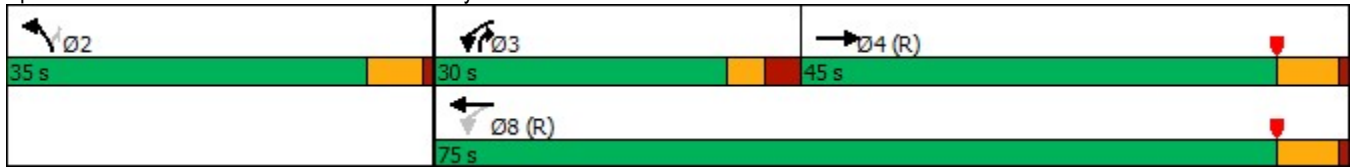
Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 21 (19%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 14.5
 Intersection Capacity Utilization 65.2%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
 3: Jackson Creek Parkway & SH 105















Long Term Total
 AM

Splits and Phases: 3: Jackson Creek Parkway & SH 105



Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

Long Term Total
AM

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	1126	191	146	1867	750	239
Future Volume (vph)	1126	191	146	1867	750	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	365		0	0
Storage Lanes		0	1		2	1
Taper Length (ft)			100		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.978					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3461	0	1770	3539	3433	1583
Flt Permitted			0.072		0.950	
Satd. Flow (perm)	3461	0	134	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	21					202
Link Speed (mph)	35			35	30	
Link Distance (ft)	708			755	1133	
Travel Time (s)	13.8			14.7	25.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.93	0.93
Adj. Flow (vph)	1185	201	154	1965	806	257
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1386	0	154	1965	806	257
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4

Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

Long Term Total
AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	6.0		5.0	6.0	6.0	6.0
Minimum Split (s)	14.0		11.0	33.0	33.0	33.0
Total Split (s)	50.0		15.0	65.0	45.0	45.0
Total Split (%)	45.5%		13.6%	59.1%	40.9%	40.9%
Maximum Green (s)	43.5		9.0	59.0	39.0	39.0
Yellow Time (s)	5.0		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		3.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	None	None
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					18.0	18.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	49.4		65.6	65.6	32.4	32.4
Actuated g/C Ratio	0.45		0.60	0.60	0.29	0.29
v/c Ratio	0.89		0.69	0.93	0.80	0.42
Control Delay	36.8		33.9	28.9	41.9	9.2
Queue Delay	0.0		0.0	0.4	0.0	0.0
Total Delay	36.8		33.9	29.3	41.9	9.2
LOS	D		C	C	D	A
Approach Delay	36.8			29.7	34.0	
Approach LOS	D			C	C	
Queue Length 50th (ft)	463		65	548	268	28
Queue Length 95th (ft)	#673		m#152	#920	313	86
Internal Link Dist (ft)	628			675	1053	
Turn Bay Length (ft)			365			
Base Capacity (vph)	1565		229	2111	1217	691
Starvation Cap Reductn	0		0	20	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.89		0.67	0.94	0.66	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 12 (11%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 32.8
 Intersection LOS: C
 Intersection Capacity Utilization 83.0%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Lanes, Volumes, Timings
 5: I-25 NB Ramps & SH 105

Long Term Total
 AM

Queue shown is maximum after two cycles.

























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

Splits and Phases: 5: I-25 NB Ramps & SH 105



Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Long Term Total
AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	263	639	235	77	1307	160	165	50	78	150	25	265
Future Volume (vph)	263	639	235	77	1307	160	165	50	78	150	25	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		230	485		260	225		150	100		160
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	200			160			120			120		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.078			0.396			0.740			0.720		
Satd. Flow (perm)	145	3539	1583	738	3539	1583	1378	1863	1583	1341	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			247			144			90			278
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		966			1084			1534			443	
Travel Time (s)		22.0			24.6			34.9			10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	277	673	247	81	1376	168	190	57	90	163	27	288
Shared Lane Traffic (%)												
Lane Group Flow (vph)	277	673	247	81	1376	168	190	57	90	163	27	288
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4

Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Long Term Total
AM



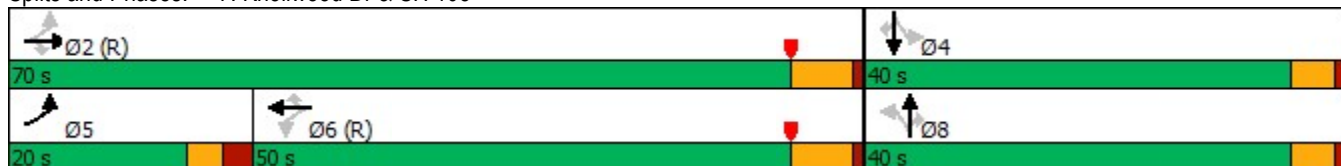
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.5	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	13.0	13.0	13.0
Total Split (s)	20.0	70.0	70.0	50.0	50.0	50.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	18.2%	63.6%	63.6%	45.5%	45.5%	45.5%	36.4%	36.4%	36.4%	36.4%	36.4%	36.4%
Maximum Green (s)	14.5	64.0	64.0	44.0	44.0	44.0	35.0	35.0	35.0	35.0	35.0	35.0
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		12.0	12.0	12.0	12.0	12.0	15.0	15.0	15.0			
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0			
Act Effct Green (s)	78.8	78.3	78.3	54.9	54.9	54.9	20.7	20.7	20.7	20.7	20.7	20.7
Actuated g/C Ratio	0.72	0.71	0.71	0.50	0.50	0.50	0.19	0.19	0.19	0.19	0.19	0.19
v/c Ratio	0.75	0.27	0.21	0.22	0.78	0.19	0.73	0.16	0.24	0.65	0.08	0.55
Control Delay	35.8	9.9	4.1	21.0	28.6	5.4	57.7	35.8	8.5	52.2	34.0	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	9.9	4.1	21.0	28.6	5.4	57.7	35.8	8.5	52.2	34.0	8.9
LOS	D	A	A	C	C	A	E	D	A	D	C	A
Approach Delay		14.7			25.8			40.8			25.1	
Approach LOS		B			C			D			C	
Queue Length 50th (ft)	131	109	22	32	415	9	128	34	0	107	16	6
Queue Length 95th (ft)	#247	180	68	78	#655	53	181	61	36	163	37	72
Internal Link Dist (ft)		886			1004			1454			363	
Turn Bay Length (ft)	345		230	485		260	225		150	100		160
Base Capacity (vph)	376	2518	1197	368	1767	862	438	592	565	426	592	693
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.27	0.21	0.22	0.78	0.19	0.43	0.10	0.16	0.38	0.05	0.42

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 12.7 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 23.5 Intersection LOS: C
 Intersection Capacity Utilization 80.3% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.















Queue shown is maximum after two cycles.

Splits and Phases: 7: Knollwood Dr & SH 105



Lanes, Volumes, Timings
10: Jackson Creek Parkway & Higby Rd

Long Term Total
AM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	350	267	502	280	222	549
Future Volume (vph)	350	267	502	280	222	549
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	620		150	620	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				160	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.346	
Satd. Flow (perm)	1770	1583	3539	1583	645	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		287		301		
Link Speed (mph)	40		40			40
Link Distance (ft)	1663		451			2987
Travel Time (s)	28.3		7.7			50.9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	376	287	540	301	239	590
Shared Lane Traffic (%)						
Lane Group Flow (vph)	376	287	540	301	239	590
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	

Lanes, Volumes, Timings
 10: Jackson Creek Parkway & Higby Rd

Long Term Total
 AM



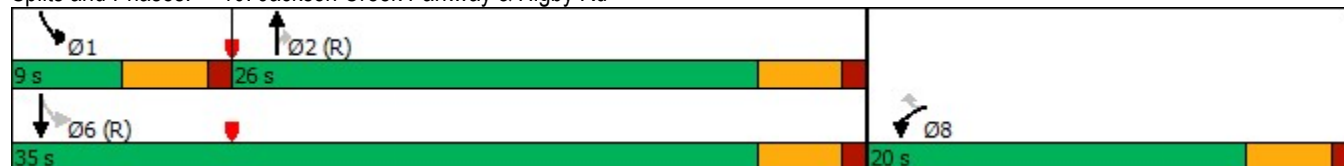
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	20.0	20.0	26.0	26.0	9.0	35.0
Total Split (%)	36.4%	36.4%	47.3%	47.3%	16.4%	63.6%
Maximum Green (s)	15.5	15.5	21.5	21.5	4.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	14.5	14.5	22.0	22.0	31.5	31.5
Actuated g/C Ratio	0.26	0.26	0.40	0.40	0.57	0.57
v/c Ratio	0.81	0.46	0.38	0.37	0.51	0.29
Control Delay	34.5	5.1	12.9	3.2	10.6	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	5.1	12.9	3.2	10.6	6.8
LOS	C	A	B	A	B	A
Approach Delay	21.8		9.4			7.9
Approach LOS	C		A			A
Queue Length 50th (ft)	111	0	64	0	36	47
Queue Length 95th (ft)	#228	46	98	38	67	72
Internal Link Dist (ft)	1583		371			2907
Turn Bay Length (ft)		620		150	620	
Base Capacity (vph)	498	652	1413	813	472	2026
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.44	0.38	0.37	0.51	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 12.4 Intersection LOS: B
 Intersection Capacity Utilization 56.8% ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.






















Queue shown is maximum after two cycles.

Splits and Phases: 10: Jackson Creek Parkway & Higby Rd















Lanes, Volumes, Timings
11: Jackson Creek Parkway & Access B

Long Term Total
AM

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	168	5	38	13	5	29	13	732	5	11	757	22
Future Volume (vph)	168	5	38	13	5	29	13	732	5	11	757	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	200		0	200		250
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	120			120			160			160		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.868			0.871			0.999				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1617	0	1770	1622	0	1770	3536	0	1770	3539	1583
Flt Permitted	0.729			0.724			0.307			0.316		
Satd. Flow (perm)	1358	1617	0	1349	1622	0	572	3536	0	589	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44			37			1				53
Link Speed (mph)		25			25			40				40
Link Distance (ft)		270			340			661				457
Travel Time (s)		7.4			9.3			11.3				7.8
Peak Hour Factor	0.87	0.87	0.87	0.78	0.78	0.78	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	193	6	44	17	6	37	14	787	5	12	814	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	50	0	17	43	0	14	792	0	12	814	24
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6			2			4			8		8

Lanes, Volumes, Timings
11: Jackson Creek Parkway & Access B

Long Term Total
AM

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	6	6		2	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	34.0	34.0		34.0	34.0		15.0	75.0		15.0	75.0	75.0
Total Split (%)	27.4%	27.4%		27.4%	27.4%		12.1%	60.5%		12.1%	60.5%	60.5%
Maximum Green (s)	29.5	29.5		29.5	29.5		10.5	70.5		10.5	70.5	70.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
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)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	Max		None	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	29.5	29.5		29.5	29.5		83.7	81.3		83.7	81.2	81.2
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.68	0.66		0.68	0.65	0.65
v/c Ratio	0.60	0.12		0.05	0.10		0.03	0.34		0.03	0.35	0.02
Control Delay	50.8	13.5		37.2	14.5		6.2	10.5		6.3	10.7	0.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	50.8	13.5		37.2	14.5		6.2	10.5		6.3	10.7	0.4
LOS	D	B		D	B		A	B		A	B	A
Approach Delay		43.1			20.9			10.5			10.3	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)	138	4		11	4		3	121		3	125	0
Queue Length 95th (ft)	212	34		27	26		10	201		9	208	2
Internal Link Dist (ft)		190			260			581			377	
Turn Bay Length (ft)	100			100			200			200		250
Base Capacity (vph)	323	418		320	414		495	2318		506	2318	1055
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.60	0.12		0.05	0.10		0.03	0.34		0.02	0.35	0.02

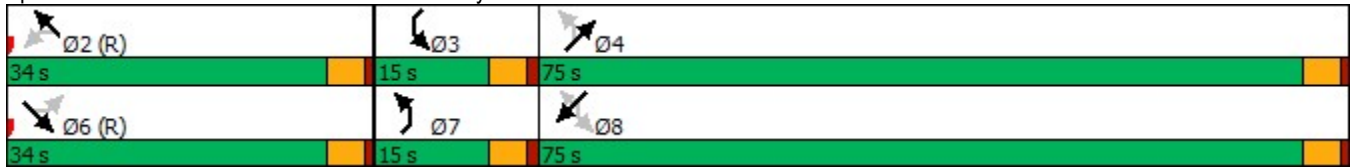
Intersection Summary

Area Type:	Other
Cycle Length:	124
Actuated Cycle Length:	124
Offset:	90 (73%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	14.8
Intersection LOS:	B
Intersection Capacity Utilization:	44.4%
ICU Level of Service:	A
Analysis Period (min):	15

Lanes, Volumes, Timings
 11: Jackson Creek Parkway & Access B

Long Term Total
 AM

Splits and Phases: 11: Jackson Creek Parkway & Access B



Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↕	↗
Traffic Vol, veh/h	0	17	0	801	792	16
Future Vol, veh/h	0	17	0	801	792	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	0	861	852	17

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	426	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	577	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	577	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 577	-	-
HCM Lane V/C Ratio	- 0.038	-	-
HCM Control Delay (s)	- 11.5	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.1	-	-

HCM 6th TWSC
 17: Jackson Creek Parkway & Access D

Long Term Total
 AM

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↖	↖	↑↑	↖
Traffic Vol, veh/h	40	1	11	36	1	19	20	741	10	7	796	6
Future Vol, veh/h	40	1	11	36	1	19	20	741	10	7	796	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	225	-	225	225	-	170
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	1	13	43	1	23	22	797	11	8	856	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1315	1724	428	1286	1719	399	862	0	0	808	0	0
Stage 1	872	872	-	841	841	-	-	-	-	-	-	-
Stage 2	443	852	-	445	878	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	116	88	575	122	89	601	776	-	-	813	-	-
Stage 1	312	366	-	326	379	-	-	-	-	-	-	-
Stage 2	564	374	-	562	364	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	107	85	575	114	86	601	776	-	-	813	-	-
Mov Cap-2 Maneuver	107	85	-	114	86	-	-	-	-	-	-	-
Stage 1	303	362	-	317	368	-	-	-	-	-	-	-
Stage 2	525	364	-	542	360	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	52.4		39.9		0.3		0.1	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	776	-	-	107	388	114	463	813	-	-
HCM Lane V/C Ratio	0.028	-	-	0.45	0.037	0.38	0.052	0.009	-	-
HCM Control Delay (s)	9.8	-	-	63.7	14.6	54.8	13.2	9.5	-	-
HCM Lane LOS	A	-	-	F	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.9	0.1	1.6	0.2	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	5	0	771	838	5
Future Vol, veh/h	0	5	0	771	838	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	6	0	829	901	5

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	453	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	554	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	554	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	554	-	-
HCM Lane V/C Ratio	-	0.012	-	-
HCM Control Delay (s)	-	11.6	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

HCM 6th TWSC
 21: Jackson Creek Parkway & Access A

Long Term Total
 AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↕	↗
Traffic Vol, veh/h	0	26	0	930	765	118
Future Vol, veh/h	0	26	0	930	765	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	33	0	1000	823	127

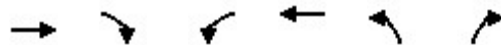
Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	412	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	589	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	589	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	589	-	-
HCM Lane V/C Ratio	-	0.057	-	-
HCM Control Delay (s)	-	11.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Lanes, Volumes, Timings
3: Jackson Creek Parkway & SH 105

Long Term Total
PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑↑	↑↑	↑
Traffic Volume (vph)	1070	810	340	872	694	515
Future Volume (vph)	1070	810	340	872	694	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		435	260		380	0
Storage Lanes		1	2		1	1
Taper Length (ft)			200		145	
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	3433	3539	3433	1583
Flt Permitted			0.117		0.950	
Satd. Flow (perm)	3539	1583	423	3539	3433	1583
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						16
Link Speed (mph)	45			45	40	
Link Distance (ft)	755			966	439	
Travel Time (s)	11.4			14.6	7.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1126	853	358	918	731	542
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1126	853	358	918	731	542
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Free	pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		Free	8			2

Lanes, Volumes, Timings
 3: Jackson Creek Parkway & SH 105

Long Term Total
 PM

Queue shown is maximum after two cycles.















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

Splits and Phases: 3: Jackson Creek Parkway & SH 105



Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

Long Term Total
PM

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	1378	145	87	1479	896	502
Future Volume (vph)	1378	145	87	1479	896	502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	365		0	0
Storage Lanes		0	1		2	1
Taper Length (ft)			100		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.986					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3490	0	1770	3539	3433	1583
Flt Permitted			0.072		0.950	
Satd. Flow (perm)	3490	0	134	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	12					190
Link Speed (mph)	40			40	40	
Link Distance (ft)	708			755	1133	
Travel Time (s)	12.1			12.9	19.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1451	153	92	1557	943	528
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1604	0	92	1557	943	528
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4

Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

Long Term Total
PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	6.0		5.0	6.0	6.0	6.0
Minimum Split (s)	14.0		11.0	33.0	33.0	33.0
Total Split (s)	51.0		15.0	66.0	44.0	44.0
Total Split (%)	46.4%		13.6%	60.0%	40.0%	40.0%
Maximum Green (s)	44.5		9.0	60.0	38.0	38.0
Yellow Time (s)	5.0		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		3.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	None	None
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					18.0	18.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	50.5		62.4	62.4	35.6	35.6
Actuated g/C Ratio	0.46		0.57	0.57	0.32	0.32
v/c Ratio	1.00		0.48	0.78	0.85	0.82
Control Delay	53.5		20.4	21.9	42.9	33.3
Queue Delay	0.0		0.0	0.1	0.0	0.0
Total Delay	53.5		20.4	22.0	42.9	33.3
LOS	D		C	C	D	C
Approach Delay	53.5			21.9	39.4	
Approach LOS	D			C	D	
Queue Length 50th (ft)	~671		30	428	310	224
Queue Length 95th (ft)	#834		m66	591	387	368
Internal Link Dist (ft)	628			675	1053	
Turn Bay Length (ft)			365			
Base Capacity (vph)	1607		209	2008	1185	671
Starvation Cap Reductn	0		0	47	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	1.00		0.44	0.79	0.80	0.79

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 12 (11%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 38.1
 Intersection Capacity Utilization 88.5%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service E

~ Volume exceeds capacity, queue is theoretically infinite.

Lanes, Volumes, Timings
 5: I-25 NB Ramps & SH 105

Long Term Total
 PM

























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

Splits and Phases: 5: I-25 NB Ramps & SH 105



Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Long Term Total
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	1066	275	80	862	25	185	50	77	25	50	165
Future Volume (vph)	245	1066	275	80	862	25	185	50	77	25	50	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	345		230	485		260	225		150	100		160
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	200			160			120			120		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.224			0.254			0.720			0.722		
Satd. Flow (perm)	417	3539	1583	473	3539	1583	1341	1863	1583	1345	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			289			74			84			190
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		966			1084			1534			443	
Travel Time (s)		22.0			24.6			34.9			10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	258	1122	289	84	907	26	201	54	84	29	57	190
Shared Lane Traffic (%)												
Lane Group Flow (vph)	258	1122	289	84	907	26	201	54	84	29	57	190
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4

Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Long Term Total
PM

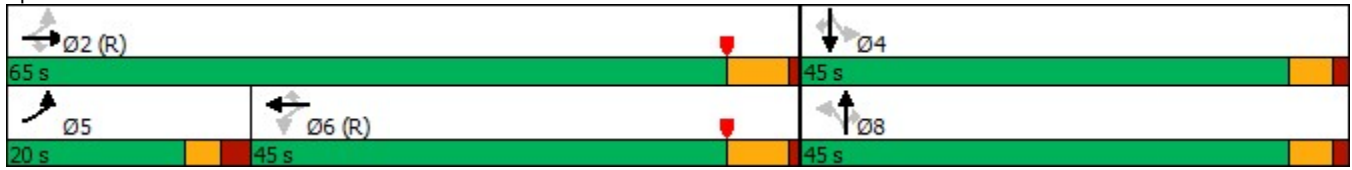


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.5	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	13.0	13.0	13.0
Total Split (s)	20.0	65.0	65.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0
Total Split (%)	18.2%	59.1%	59.1%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Maximum Green (s)	14.5	59.0	59.0	39.0	39.0	39.0	40.0	40.0	40.0	40.0	40.0	40.0
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag			Lag					
Lead-Lag Optimize?	Yes			Yes			Yes					
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		12.0	12.0	12.0	12.0	12.0	15.0	15.0	15.0			
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0			
Act Effct Green (s)	77.3	76.8	76.8	57.9	57.9	57.9	22.2	22.2	22.2	22.2	22.2	22.2
Actuated g/C Ratio	0.70	0.70	0.70	0.53	0.53	0.53	0.20	0.20	0.20	0.20	0.20	0.20
v/c Ratio	0.56	0.45	0.24	0.34	0.49	0.03	0.74	0.14	0.22	0.11	0.15	0.40
Control Delay	17.1	12.7	4.7	24.9	20.0	0.1	56.9	34.0	8.2	33.4	34.2	7.2
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	17.1	12.7	4.7	24.9	20.0	0.1	56.9	34.0	8.2	33.4	34.2	7.2
LOS	B	B	A	C	B	A	E	C	A	C	C	A
Approach Delay		12.0				19.9			41.2			15.5
Approach LOS		B				B			D			B
Queue Length 50th (ft)	82	171	13	32	198	0	135	32	0	17	33	0
Queue Length 95th (ft)	m186	361	98	99	353	0	196	59	36	37	59	47
Internal Link Dist (ft)		886				1004			1454			363
Turn Bay Length (ft)	345		230	485		260	225		150	100		160
Base Capacity (vph)	490	2470	1192	248	1862	868	487	677	629	489	677	696
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.45	0.24	0.34	0.49	0.03	0.41	0.08	0.13	0.06	0.08	0.27

Intersection Summary















Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 12.7 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 17.7 Intersection LOS: B
 Intersection Capacity Utilization 77.2% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Knollwood Dr & SH 105



Lanes, Volumes, Timings
 10: Jackson Creek Parkway & Higby Rd

Long Term Total
 PM

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	350	267	905	280	222	812
Future Volume (vph)	350	267	905	280	222	812
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	620		150	620	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				160	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.153	
Satd. Flow (perm)	1770	1583	3539	1583	285	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		223		295		
Link Speed (mph)	40		40			40
Link Distance (ft)	1663		451			2987
Travel Time (s)	28.3		7.7			50.9
Peak Hour Factor	0.93	0.93	0.95	0.95	0.93	0.93
Adj. Flow (vph)	376	287	953	295	239	873
Shared Lane Traffic (%)						
Lane Group Flow (vph)	376	287	953	295	239	873
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	

Lanes, Volumes, Timings
 10: Jackson Creek Parkway & Higby Rd

Long Term Total
 PM



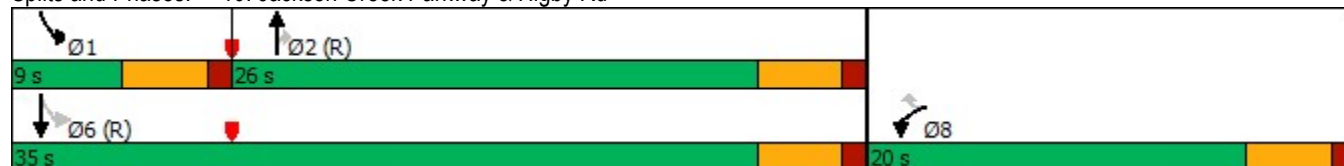
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	20.0	20.0	26.0	26.0	9.0	35.0
Total Split (%)	36.4%	36.4%	47.3%	47.3%	16.4%	63.6%
Maximum Green (s)	15.5	15.5	21.5	21.5	4.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	14.5	14.5	21.6	21.6	31.5	31.5
Actuated g/C Ratio	0.26	0.26	0.39	0.39	0.57	0.57
v/c Ratio	0.81	0.49	0.69	0.37	0.78	0.43
Control Delay	34.5	8.0	17.0	3.3	42.2	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	8.0	17.0	3.3	42.2	3.8
LOS	C	A	B	A	D	A
Approach Delay	23.0		13.8			12.1
Approach LOS	C		B			B
Queue Length 50th (ft)	111	16	131	0	105	37
Queue Length 95th (ft)	#228	65	188	38	#130	102
Internal Link Dist (ft)	1583		371			2907
Turn Bay Length (ft)		620		150	620	
Base Capacity (vph)	498	606	1391	801	308	2026
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.47	0.69	0.37	0.78	0.43

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 15.2 Intersection LOS: B
 Intersection Capacity Utilization 68.0% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.






















Queue shown is maximum after two cycles.

Splits and Phases: 10: Jackson Creek Parkway & Higby Rd



Lanes, Volumes, Timings
11: Jackson Creek Parkway & Access B







Long Term Total
PM

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	175	5	49	73	5	17	92	1017	9	27	1023	48
Future Volume (vph)	175	5	49	73	5	17	92	1017	9	27	1023	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	200		0	200		250
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	120			120			160			160		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.865			0.885			0.999				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1611	0	1770	1649	0	1770	3536	0	1770	3539	1583
Flt Permitted	0.740			0.717			0.176			0.210		
Satd. Flow (perm)	1378	1611	0	1336	1649	0	328	3536	0	391	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			20			1				60
Link Speed (mph)		25			25			40				40
Link Distance (ft)		270			340			661				457
Travel Time (s)		7.4			9.3			11.3				7.8
Peak Hour Factor	0.87	0.87	0.87	0.83	0.83	0.83	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	201	6	56	88	6	20	97	1071	9	28	1077	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	201	62	0	88	26	0	97	1080	0	28	1077	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6			2			4			8		8

Lanes, Volumes, Timings
 11: Jackson Creek Parkway & Access B

Long Term Total
 PM

Splits and Phases: 11: Jackson Creek Parkway & Access B

 Ø2 (R) 34 s	 Ø3 15 s	 Ø4 61 s
 Ø6 (R) 34 s	 Ø7 15 s	 Ø8 61 s

HCM 6th TWSC
 15: Jackson Creek Parkway & Access C

Long Term Total
 PM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↕	↗
Traffic Vol, veh/h	0	18	0	1118	1040	45
Future Vol, veh/h	0	18	0	1118	1040	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	0	1177	1095	47

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	548	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	480	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	480	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	480	-	-
HCM Lane V/C Ratio	-	0.048	-	-
HCM Control Delay (s)	-	12.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

HCM 6th TWSC
17: Jackson Creek Parkway & Access D

Long Term Total
PM

Intersection												
Int Delay, s/veh	13.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↖	↖	↑↑	↖
Traffic Vol, veh/h	52	2	24	24	2	11	35	1056	22	22	1017	19
Future Vol, veh/h	52	2	24	24	2	11	35	1056	22	22	1017	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	225	-	225	225	-	170
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	2	29	31	3	14	37	1112	23	23	1071	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1749	2326	536	1769	2323	556	1091	0	0	1135	0	0
Stage 1	1117	1117	-	1186	1186	-	-	-	-	-	-	-
Stage 2	632	1209	-	583	1137	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 55	37	489	53	37	475	635	-	-	611	-	-
Stage 1	221	281	-	200	260	-	-	-	-	-	-	-
Stage 2	435	254	-	465	275	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 47	34	489	44	34	475	635	-	-	611	-	-
Mov Cap-2 Maneuver	~ 47	34	-	44	34	-	-	-	-	-	-	-
Stage 1	208	270	-	188	245	-	-	-	-	-	-	-
Stage 2	393	239	-	417	265	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	263.1	136	0.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	635	-	-	47	241	44	159	611	-	-
HCM Lane V/C Ratio	0.058	-	-	1.333	0.13	0.699	0.105	0.038	-	-
HCM Control Delay (s)	11	-	-	\$ 383.6	22.2	193.3	30.3	11.1	-	-
HCM Lane LOS	B	-	-	F	C	F	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	5.9	0.4	2.7	0.3	0.1	-	-

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

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	10	0	1132	1048	18
Future Vol, veh/h	0	10	0	1132	1048	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	1192	1103	19

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	561	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	471	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	471	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	471	-	-
HCM Lane V/C Ratio	-	0.027	-	-
HCM Control Delay (s)	-	12.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

HCM 6th TWSC
 21: Jackson Creek Parkway & Access A

Long Term Total
 PM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↕	↗
Traffic Vol, veh/h	0	35	0	1209	1064	143
Future Vol, veh/h	0	35	0	1209	1064	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	95	95	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	0	1273	1144	154

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	572	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	463	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	463	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	463	-	-
HCM Lane V/C Ratio	-	0.097	-	-
HCM Control Delay (s)	-	13.6	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Queuing Reports



Intersection: 3: Jackson Creek Parkway & SH 105, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	99	89	238	78	80	92	89	180	187	102
Average Queue (ft)	44	40	99	47	49	48	47	130	144	36
95th Queue (ft)	105	94	261	86	85	98	89	189	199	120
Link Distance (ft)	663	663				894	894			346
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			436	260	260			380	380	
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #2

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	77	70	205	77	84	82	90	169	180	104
Average Queue (ft)	33	24	90	46	50	48	49	124	138	37
95th Queue (ft)	74	66	230	91	86	87	97	191	209	115
Link Distance (ft)	663	663				894	894			346
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			436	260	260			380	380	
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #3

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	70	60	164	79	86	80	77	161	178	66
Average Queue (ft)	31	30	69	44	50	47	41	108	127	26
95th Queue (ft)	79	68	189	83	87	91	85	178	187	77
Link Distance (ft)	663	663				894	894			346
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			436	260	260			380	380	
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #4

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	95	78	208	84	81	84	95	155	191	128
Average Queue (ft)	41	37	83	45	51	44	53	113	130	31
95th Queue (ft)	98	88	228	81	88	90	104	174	209	127
Link Distance (ft)	663	663				894	894			346
Upstream Blk Time (%)									0	0
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)			436	260	260			380	380	
Storage Blk Time (%)									0	0
Queuing Penalty (veh)									0	0

Intersection: 3: Jackson Creek Parkway & SH 105, All Intervals

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	119	104	263	95	102	103	108	201	220	169
Average Queue (ft)	37	33	85	45	50	47	47	119	135	33
95th Queue (ft)	90	81	229	85	87	92	94	185	203	112
Link Distance (ft)	663	663				894	894			346
Upstream Blk Time (%)									0	0
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)			436	260	260			380	380	
Storage Blk Time (%)									0	0
Queuing Penalty (veh)									0	0

Intersection: 5: I-25 NB Ramps & SH 105, Interval #1

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	173	268	81	221	240	270	230	120
Average Queue (ft)	96	161	50	106	121	199	171	70
95th Queue (ft)	186	285	86	203	229	281	241	126
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			370					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: I-25 NB Ramps & SH 105, Interval #2

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	164	226	83	229	223	232	209	90
Average Queue (ft)	98	137	47	131	141	185	164	44
95th Queue (ft)	165	239	86	234	233	241	227	86
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			370					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: I-25 NB Ramps & SH 105, Interval #3

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	173	227	76	180	179	255	218	80
Average Queue (ft)	104	153	46	104	118	185	161	45
95th Queue (ft)	171	250	80	179	189	270	247	81
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			370					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: I-25 NB Ramps & SH 105, Interval #4

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	225	299	91	237	235	263	232	88
Average Queue (ft)	123	192	53	121	133	191	166	48
95th Queue (ft)	231	314	93	237	238	271	253	83
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			370					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: I-25 NB Ramps & SH 105, All Intervals

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	244	320	111	255	267	288	264	120
Average Queue (ft)	105	161	49	115	128	190	165	52
95th Queue (ft)	192	277	86	216	225	267	243	98
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	370							
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 7: Knollwood Dr & SH 105, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	108	70	82	25	63	240	192	68	223	100	31	44
Average Queue (ft)	64	38	48	8	35	149	84	27	156	44	20	18
95th Queue (ft)	109	78	92	21	70	259	202	66	241	106	35	47
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)	0											
Queuing Penalty (veh)	0											

Intersection: 7: Knollwood Dr & SH 105, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	34	69
Average Queue (ft)	11	39
95th Queue (ft)	34	71
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	160	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Knollwood Dr & SH 105, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	118	63	82	33	64	230	158	47	236	83	52	37
Average Queue (ft)	71	39	47	9	29	161	87	24	169	35	21	15
95th Queue (ft)	122	72	95	32	61	241	178	47	256	85	51	41
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)												2
Queuing Penalty (veh)												3

Intersection: 7: Knollwood Dr & SH 105, Interval #2

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	33	87
Average Queue (ft)	11	44
95th Queue (ft)	35	84
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	160	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
AM -- Phase 1

Short-Term Total
AM -- Phase 1

Intersection: 7: Knollwood Dr & SH 105, Interval #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	111	74	86	25	51	226	175	59	241	70	35	36
Average Queue (ft)	70	35	47	9	30	139	75	23	148	32	20	10
95th Queue (ft)	121	75	94	27	60	232	177	57	245	81	42	38
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)									3			
Queuing Penalty (veh)									4			

Intersection: 7: Knollwood Dr & SH 105, Interval #3

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	32	53
Average Queue (ft)	8	32
95th Queue (ft)	29	55
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
AM -- Phase 1

Short-Term Total
AM -- Phase 1

Intersection: 7: Knollwood Dr & SH 105, Interval #4

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	124	80	93	27	61	222	201	60	240	118	49	48
Average Queue (ft)	60	38	47	9	29	164	106	27	162	42	24	17
95th Queue (ft)	119	80	87	27	67	246	213	56	261	140	52	50
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)							0		4			
Queuing Penalty (veh)							0		5			

Intersection: 7: Knollwood Dr & SH 105, Interval #4

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	16	105
Average Queue (ft)	6	46
95th Queue (ft)	21	98
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	160	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 7: Knollwood Dr & SH 105, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	141	92	115	48	82	268	242	87	284	184	67	59
Average Queue (ft)	67	37	47	9	31	153	88	25	159	38	21	15
95th Queue (ft)	118	76	92	27	65	247	195	57	252	106	46	44
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)							0		3			
Queuing Penalty (veh)							0		3			

Intersection: 7: Knollwood Dr & SH 105, All Intervals

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	44	115
Average Queue (ft)	9	40
95th Queue (ft)	30	79
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	160	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #1

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	394	74	120	66	107	143
Average Queue (ft)	273	48	76	38	61	74
95th Queue (ft)	442	76	135	68	92	153
Link Distance (ft)	1612		410			2925
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)			0			
Queuing Penalty (veh)			0			

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #2

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	551	218	125	69	93	130
Average Queue (ft)	416	53	61	39	60	72
95th Queue (ft)	719	100	128	74	100	144
Link Distance (ft)	1612		410			2925
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)	7		1			
Queuing Penalty (veh)	14		2			

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #3

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	801	305	112	60	114	128
Average Queue (ft)	680	268	64	32	62	78
95th Queue (ft)	1317	834	110	59	107	146
Link Distance (ft)	1612		410			2925
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)	37		0			
Queuing Penalty (veh)	69		0			

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #4

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	920	545	151	72	115	119
Average Queue (ft)	715	311	77	38	61	71
95th Queue (ft)	1398	889	161	74	120	123
Link Distance (ft)	1612		410			2925
Upstream Blk Time (%)	0					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)	40		1			
Queuing Penalty (veh)	85		3			

Intersection: 10: Jackson Creek Parkway & Higby Rd, All Intervals

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	966	551	167	88	145	166
Average Queue (ft)	521	170	70	37	61	74
95th Queue (ft)	1104	621	136	69	106	142
Link Distance (ft)	1612		410			2925
Upstream Blk Time (%)	0					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)	21		1			
Queuing Penalty (veh)	42		1			

Intersection: 11: Jackson Creek Parkway & Access B, Interval #1

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	167	100	41	43	66	96	75	27	137	153	21
Average Queue (ft)	105	26	15	21	30	53	35	7	86	100	7
95th Queue (ft)	182	101	43	48	70	100	80	25	150	159	24
Link Distance (ft)		211		290		581	581		394	394	
Upstream Blk Time (%)	0	1									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	14										
Queuing Penalty (veh)	6										

Intersection: 11: Jackson Creek Parkway & Access B, Interval #2

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	150	138	28	38	71	107	69	29	130	150	20
Average Queue (ft)	98	34	10	20	29	57	30	9	84	100	5
95th Queue (ft)	168	115	31	47	65	114	75	30	140	156	19
Link Distance (ft)		211		290		581	581		394	394	
Upstream Blk Time (%)		0									
Queuing Penalty (veh)		0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	13	0									
Queuing Penalty (veh)	6	0									

Intersection: 11: Jackson Creek Parkway & Access B, Interval #3

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	132	40	32	38	56	72	61	21	148	153	18
Average Queue (ft)	64	10	11	17	28	41	21	6	89	100	7
95th Queue (ft)	123	38	35	45	60	82	62	23	158	163	23
Link Distance (ft)		211		290		581	581		394	394	
Upstream Blk Time (%)	0										
Queuing Penalty (veh)	0										
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	5								0		
Queuing Penalty (veh)	2								0		

Intersection: 11: Jackson Creek Parkway & Access B, Interval #4

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	163	100	39	41	64	94	77	14	126	139	21
Average Queue (ft)	95	23	14	16	34	46	28	5	90	97	5
95th Queue (ft)	167	85	41	46	68	105	72	23	133	145	19
Link Distance (ft)		211		290		581	581		394	394	
Upstream Blk Time (%)	0	1									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	12	0									
Queuing Penalty (veh)	6	0									

Intersection: 11: Jackson Creek Parkway & Access B, All Intervals

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	179	178	46	50	89	119	100	32	168	181	22
Average Queue (ft)	90	23	13	18	30	49	28	7	87	99	6
95th Queue (ft)	165	90	38	47	66	102	73	26	146	156	21
Link Distance (ft)		211		290		581	581		394	394	
Upstream Blk Time (%)	0	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	11	0							0		
Queuing Penalty (veh)	5	0							0		

Intersection: 15: Jackson Creek Parkway & Access C, Interval #1

Movement	EB	SB
Directions Served	R	T
Maximum Queue (ft)	22	111
Average Queue (ft)	12	16
95th Queue (ft)	30	183
Link Distance (ft)	236	581
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Jackson Creek Parkway & Access C, Interval #2

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	12
95th Queue (ft)	32
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, Interval #3

Movement	EB	SB
Directions Served	R	T
Maximum Queue (ft)	22	111
Average Queue (ft)	8	16
95th Queue (ft)	25	184
Link Distance (ft)	236	581
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Jackson Creek Parkway & Access C, Interval #4

Movement	EB
Directions Served	R
Maximum Queue (ft)	33
Average Queue (ft)	15
95th Queue (ft)	37
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, All Intervals

Movement	EB	SB
Directions Served	R	T
Maximum Queue (ft)	33	222
Average Queue (ft)	12	8
95th Queue (ft)	31	127
Link Distance (ft)	236	581
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Jackson Creek Parkway & Access D, Interval #1

Movement	WB	WB	NB	SB
Directions Served	L	TR	L	L
Maximum Queue (ft)	46	22	14	14
Average Queue (ft)	24	13	3	1
95th Queue (ft)	45	31	16	11
Link Distance (ft)		385		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		225	225
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Jackson Creek Parkway & Access D, Interval #2

Movement	WB	WB	NB	SB
Directions Served	L	TR	L	L
Maximum Queue (ft)	52	22	8	14
Average Queue (ft)	24	15	1	2
95th Queue (ft)	50	32	10	13
Link Distance (ft)	385			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		225	225
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Jackson Creek Parkway & Access D, Interval #3

Movement	WB	WB	NB	SB
Directions Served	L	TR	L	L
Maximum Queue (ft)	46	34	13	9
Average Queue (ft)	19	13	2	2
95th Queue (ft)	47	36	13	13
Link Distance (ft)	385			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		225	225
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Jackson Creek Parkway & Access D, Interval #4

Movement	WB	WB	NB	SB
Directions Served	L	TR	L	L
Maximum Queue (ft)	55	26	22	28
Average Queue (ft)	28	12	4	6
95th Queue (ft)	61	31	18	24
Link Distance (ft)	385			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		225	225
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 17: Jackson Creek Parkway & Access D, All Intervals

Movement	WB	WB	NB	SB
Directions Served	L	TR	L	L
Maximum Queue (ft)	65	34	27	28
Average Queue (ft)	24	13	2	3
95th Queue (ft)	51	33	15	16
Link Distance (ft)	385			
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		225	225
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 21: Jackson Creek Parkway & Access A, Interval #1

Movement	EB
Directions Served	R
Maximum Queue (ft)	38
Average Queue (ft)	22
95th Queue (ft)	44
Link Distance (ft)	209
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, Interval #2

Movement	EB
Directions Served	R
Maximum Queue (ft)	38
Average Queue (ft)	20
95th Queue (ft)	44
Link Distance (ft)	209
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, Interval #3

Movement	EB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	27	7	8
Average Queue (ft)	12	1	1
95th Queue (ft)	33	12	14
Link Distance (ft)	209	394	394
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 21: Jackson Creek Parkway & Access A, Interval #4

Movement	EB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	31	11	9
Average Queue (ft)	17	2	1
95th Queue (ft)	41	13	15
Link Distance (ft)	209	394	394
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 21: Jackson Creek Parkway & Access A, All Intervals

Movement	EB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	46	13	18
Average Queue (ft)	18	1	1
95th Queue (ft)	41	9	10
Link Distance (ft)	209	394	394
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 9
Network wide Queuing Penalty, Interval #2: 25
Network wide Queuing Penalty, Interval #3: 76
Network wide Queuing Penalty, Interval #4: 99
Network wide Queuing Penalty, All Intervals: 52

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	187	169	192	119	133	90	93	191	216	119
Average Queue (ft)	106	103	53	70	75	47	55	126	147	54
95th Queue (ft)	193	177	182	132	140	97	94	198	232	137
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #2

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	194	186	139	111	131	98	104	211	222	123
Average Queue (ft)	97	99	49	73	80	44	50	135	151	59
95th Queue (ft)	182	187	176	125	132	102	111	216	230	130
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #3

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	170	177	148	70	87	92	92	187	201	123
Average Queue (ft)	86	81	31	48	59	39	52	116	139	50
95th Queue (ft)	169	171	164	75	94	88	99	198	221	123
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #4

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	198	179	180	115	124	72	97	190	204	159
Average Queue (ft)	113	108	45	64	74	41	49	131	146	70
95th Queue (ft)	213	187	161	120	142	84	98	204	225	171
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)	0									
Queuing Penalty (veh)	0									

Intersection: 3: Jackson Creek Parkway & SH 105, All Intervals

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	224	213	223	145	160	123	133	235	250	176
Average Queue (ft)	100	98	44	64	72	43	52	127	146	58
95th Queue (ft)	191	182	172	117	130	93	101	205	227	142
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)	0									
Queuing Penalty (veh)	0									

Intersection: 5: I-25 NB Ramps & SH 105, Interval #1

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	235	315	56	236	248	274	263	202
Average Queue (ft)	152	219	29	136	151	218	194	131
95th Queue (ft)	242	330	56	258	272	291	262	215
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			365					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: I-25 NB Ramps & SH 105, Interval #2

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	295	348	51	250	248	298	281	241
Average Queue (ft)	175	232	26	133	143	221	185	135
95th Queue (ft)	292	370	59	259	258	304	283	275
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			365					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: I-25 NB Ramps & SH 105, Interval #3

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	269	311	51	251	257	297	270	193
Average Queue (ft)	139	193	24	136	148	206	181	115
95th Queue (ft)	266	327	56	265	279	302	282	205
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			365					
Storage Blk Time (%)				0				
Queuing Penalty (veh)				0				

Intersection: 5: I-25 NB Ramps & SH 105, Interval #4

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	256	304	44	264	261	272	264	185
Average Queue (ft)	156	214	24	144	166	204	187	112
95th Queue (ft)	276	343	57	265	287	278	266	202
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			365					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: I-25 NB Ramps & SH 105, All Intervals

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	322	378	66	302	302	323	305	257
Average Queue (ft)	155	214	26	137	152	212	186	123
95th Queue (ft)	272	345	57	262	275	295	275	228
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			365					
Storage Blk Time (%)				0				
Queuing Penalty (veh)				0				

Intersection: 7: Knollwood Dr & SH 105, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	98	204	204	36	70	231	154	16	204	74	39	33
Average Queue (ft)	53	128	136	22	26	128	63	5	133	22	19	16
95th Queue (ft)	103	203	215	43	66	234	154	19	217	75	39	42
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)			1						1			
Queuing Penalty (veh)			1						1			

Intersection: 7: Knollwood Dr & SH 105, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	59	69
Average Queue (ft)	25	37
95th Queue (ft)	64	71
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 7: Knollwood Dr & SH 105, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	87	199	210	51	54	214	160	10	240	40	49	41
Average Queue (ft)	55	123	134	27	26	129	63	2	150	16	20	16
95th Queue (ft)	92	208	221	53	64	214	156	11	253	45	43	45
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)			0						2			
Queuing Penalty (veh)			1						2			

Intersection: 7: Knollwood Dr & SH 105, Interval #2

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	51	71
Average Queue (ft)	25	36
95th Queue (ft)	55	68
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Knollwood Dr & SH 105, Interval #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	101	186	188	53	40	177	135	10	180	48	50	36
Average Queue (ft)	51	109	122	27	17	106	54	2	125	11	24	14
95th Queue (ft)	107	200	208	53	44	178	136	12	197	37	49	43
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)			1						0			
Queuing Penalty (veh)			1						0			

Intersection: 7: Knollwood Dr & SH 105, Interval #3

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	38	60
Average Queue (ft)	16	33
95th Queue (ft)	42	59
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	160	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Knollwood Dr & SH 105, Interval #4

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	103	197	219	57	54	192	131	16	219	56	50	39
Average Queue (ft)	55	128	146	32	26	115	47	4	123	14	29	13
95th Queue (ft)	113	219	234	63	59	207	124	17	199	50	57	39
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)			1						1			
Queuing Penalty (veh)			1						1			

Intersection: 7: Knollwood Dr & SH 105, Interval #4

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	49	69
Average Queue (ft)	22	36
95th Queue (ft)	51	71
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	160	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Knollwood Dr & SH 105, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	132	240	249	67	81	254	184	20	269	93	58	52
Average Queue (ft)	54	122	135	27	24	119	57	3	133	16	23	15
95th Queue (ft)	104	209	221	54	59	211	143	15	219	54	48	42
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)			1						1			
Queuing Penalty (veh)			1						1			

Intersection: 7: Knollwood Dr & SH 105, All Intervals

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	70	92
Average Queue (ft)	22	35
95th Queue (ft)	54	68
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #1

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	128	70	233	62	80	212
Average Queue (ft)	80	37	121	43	43	112
95th Queue (ft)	132	73	228	68	80	224
Link Distance (ft)	1612		410			2925
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)			3			
Queuing Penalty (veh)			9			

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #2

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	160	66	225	66	80	203
Average Queue (ft)	100	34	127	41	46	112
95th Queue (ft)	172	68	222	71	83	212
Link Distance (ft)	1612		410			2925
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)			4			
Queuing Penalty (veh)			11			

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #3

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	110	49	194	67	70	219
Average Queue (ft)	71	27	103	43	40	110
95th Queue (ft)	116	48	197	69	75	211
Link Distance (ft)	1612		410			2925
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)			2			
Queuing Penalty (veh)			4			

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #4

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	156	57	260	114	77	173
Average Queue (ft)	86	28	134	47	43	105
95th Queue (ft)	145	58	252	122	79	187
Link Distance (ft)	1612		410			2925
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)			5			
Queuing Penalty (veh)			13			

Intersection: 10: Jackson Creek Parkway & Higby Rd, All Intervals

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	179	83	292	121	100	240
Average Queue (ft)	84	31	121	43	43	110
95th Queue (ft)	145	63	227	88	79	209
Link Distance (ft)	1612		410			2925
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)			3			
Queuing Penalty (veh)			9			

Intersection: 11: Jackson Creek Parkway & Access B, Interval #1

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	149	99	32	30	86	160	141	38	162	171	30
Average Queue (ft)	90	19	12	15	57	97	87	14	103	114	13
95th Queue (ft)	159	68	35	39	94	157	151	40	173	182	33
Link Distance (ft)		211		290		581	581		393	393	
Upstream Blk Time (%)		0									
Queuing Penalty (veh)		0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	13	0									
Queuing Penalty (veh)	7	0									

Intersection: 11: Jackson Creek Parkway & Access B, Interval #2

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	166	96	34	38	88	157	139	31	152	151	35
Average Queue (ft)	94	27	14	18	44	104	90	17	91	103	13
95th Queue (ft)	161	94	42	45	87	183	155	39	157	160	34
Link Distance (ft)		211		290		581	581		393	393	
Upstream Blk Time (%)	0	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	10	0				0					
Queuing Penalty (veh)	5	0				0					

Intersection: 11: Jackson Creek Parkway & Access B, Interval #3

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	131	76	32	30	82	156	151	38	165	180	34
Average Queue (ft)	73	26	11	13	43	100	89	12	100	115	11
95th Queue (ft)	133	89	35	36	83	166	154	37	183	190	35
Link Distance (ft)		211		290		581	581		393	393	
Upstream Blk Time (%)		0									
Queuing Penalty (veh)		0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	6					0			0		
Queuing Penalty (veh)	3					0			0		

Intersection: 11: Jackson Creek Parkway & Access B, Interval #4

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	138	71	35	44	82	162	154	46	139	144	30
Average Queue (ft)	89	23	12	18	46	93	90	17	95	108	10
95th Queue (ft)	148	75	36	47	86	164	166	48	148	157	32
Link Distance (ft)		211		290		581	581		393	393	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	9	0				0					
Queuing Penalty (veh)	4	0				0					

Intersection: 11: Jackson Creek Parkway & Access B, All Intervals

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	172	150	49	48	104	192	167	53	180	190	50
Average Queue (ft)	87	24	12	16	48	98	89	15	97	110	12
95th Queue (ft)	152	82	37	42	88	168	157	41	166	174	34
Link Distance (ft)		211		290		581	581		393	393	
Upstream Blk Time (%)	0	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	9	0				0			0		
Queuing Penalty (veh)	5	0				0			0		

Intersection: 15: Jackson Creek Parkway & Access C, Interval #1

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	8
95th Queue (ft)	27
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, Interval #2

Movement	EB
Directions Served	R
Maximum Queue (ft)	22
Average Queue (ft)	8
95th Queue (ft)	25
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, Interval #3

Movement	EB
Directions Served	R
Maximum Queue (ft)	22
Average Queue (ft)	7
95th Queue (ft)	24
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, Interval #4

Movement	EB
Directions Served	R
Maximum Queue (ft)	23
Average Queue (ft)	8
95th Queue (ft)	25
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, All Intervals

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	8
95th Queue (ft)	25
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Jackson Creek Parkway & Access D, Interval #1

Movement	WB	WB	NB	SB
Directions Served	L	TR	L	L
Maximum Queue (ft)	63	23	28	32
Average Queue (ft)	29	9	7	11
95th Queue (ft)	73	27	27	34
Link Distance (ft)	386	386		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			225	225
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Jackson Creek Parkway & Access D, Interval #2

Movement	WB	WB	NB	NB	SB
Directions Served	L	TR	L	R	L
Maximum Queue (ft)	34	31	31	4	24
Average Queue (ft)	17	10	8	0	10
95th Queue (ft)	42	32	31	6	31
Link Distance (ft)	386	386			
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			225	225	225
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 17: Jackson Creek Parkway & Access D, Interval #3

Movement	WB	WB	NB	SB
Directions Served	L	TR	L	L
Maximum Queue (ft)	30	23	18	28
Average Queue (ft)	16	6	3	8
95th Queue (ft)	39	23	18	29
Link Distance (ft)	386	386		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			225	225
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Jackson Creek Parkway & Access D, Interval #4

Movement	WB	WB	NB	SB
Directions Served	L	TR	L	L
Maximum Queue (ft)	37	23	24	28
Average Queue (ft)	16	10	5	7
95th Queue (ft)	40	28	22	27
Link Distance (ft)	386	386		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			225	225
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Jackson Creek Parkway & Access D, All Intervals

Movement	WB	WB	NB	NB	SB
Directions Served	L	TR	L	R	L
Maximum Queue (ft)	63	31	36	4	32
Average Queue (ft)	20	9	6	0	9
95th Queue (ft)	51	28	25	3	31
Link Distance (ft)	386	386			
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			225	225	225
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 21: Jackson Creek Parkway & Access A, Interval #1

Movement	EB
Directions Served	R
Maximum Queue (ft)	42
Average Queue (ft)	24
95th Queue (ft)	47
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, Interval #2

Movement	EB
Directions Served	R
Maximum Queue (ft)	34
Average Queue (ft)	19
95th Queue (ft)	42
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, Interval #3

Movement	EB
Directions Served	R
Maximum Queue (ft)	40
Average Queue (ft)	21
95th Queue (ft)	47
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, Interval #4

Movement	EB
Directions Served	R
Maximum Queue (ft)	37
Average Queue (ft)	23
95th Queue (ft)	47
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, All Intervals

Movement	EB
Directions Served	R
Maximum Queue (ft)	48
Average Queue (ft)	22
95th Queue (ft)	46
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty, Interval #1: 17
Network wide Queuing Penalty, Interval #2: 19
Network wide Queuing Penalty, Interval #3: 8
Network wide Queuing Penalty, Interval #4: 20
Network wide Queuing Penalty, All Intervals: 16

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	142	126	231	200	215	56	52	199	206	55
Average Queue (ft)	69	65	110	134	129	25	20	138	159	13
95th Queue (ft)	144	128	268	207	219	58	58	200	222	51
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)				0	0					
Queuing Penalty (veh)				0	0					

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #2

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	146	146	232	174	196	53	58	194	245	49
Average Queue (ft)	82	71	107	126	128	25	30	140	168	13
95th Queue (ft)	156	147	264	198	213	60	66	212	252	53
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)				0	0					
Queuing Penalty (veh)				0	0					

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #3

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	146	129	217	175	162	59	61	168	189	44
Average Queue (ft)	80	64	89	117	103	26	25	115	139	14
95th Queue (ft)	153	129	243	182	167	62	64	174	204	52
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #4

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	
Directions Served	T	T	R	L	L	T	T	L	L	R	
Maximum Queue (ft)	137	107	211	167	158	45	48	165	185	50	
Average Queue (ft)	83	71	95	122	118	19	27	121	146	12	
95th Queue (ft)	152	123	248	178	186	51	57	170	198	56	
Link Distance (ft)	663	663				894	894		347	347	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	435			260	260				380		
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 3: Jackson Creek Parkway & SH 105, All Intervals

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	
Directions Served	T	T	R	L	L	T	T	L	L	R	
Maximum Queue (ft)	172	168	297	223	246	74	77	216	260	73	
Average Queue (ft)	79	68	100	125	119	24	25	129	153	13	
95th Queue (ft)	152	133	256	192	199	58	62	192	222	53	
Link Distance (ft)	663	663				894	894		347	347	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	435			260	260				380		
Storage Blk Time (%)					0	0					
Queuing Penalty (veh)					0	0					

Intersection: 5: I-25 NB Ramps & SH 105, Interval #1

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	220	263	81	260	278	250	228	95
Average Queue (ft)	112	168	50	156	151	186	167	59
95th Queue (ft)	220	273	85	288	307	257	238	104
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	370							
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: I-25 NB Ramps & SH 105, Interval #2

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	172	294	111	249	265	267	242	104
Average Queue (ft)	106	173	58	145	138	199	171	47
95th Queue (ft)	175	296	108	261	279	284	254	97
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	370							
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: I-25 NB Ramps & SH 105, Interval #3

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	160	236	81	200	213	273	250	106
Average Queue (ft)	96	144	40	127	129	196	173	44
95th Queue (ft)	171	249	79	224	245	291	257	98
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	370							
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: I-25 NB Ramps & SH 105, Interval #4

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	205	306	85	286	285	257	238	93
Average Queue (ft)	115	190	52	156	159	184	161	49
95th Queue (ft)	213	329	91	293	305	254	225	94
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	370							
Storage Blk Time (%)	0							
Queuing Penalty (veh)	0							

Intersection: 5: I-25 NB Ramps & SH 105, All Intervals

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	252	330	116	310	321	302	282	142
Average Queue (ft)	107	169	50	146	144	191	168	50
95th Queue (ft)	197	291	92	269	286	273	244	99
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			370					
Storage Blk Time (%)				0				
Queuing Penalty (veh)				0				

Intersection: 7: Knollwood Dr & SH 105, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	147	138	138	35	82	342	244	57	271	157	40	33
Average Queue (ft)	80	67	83	14	33	218	86	30	188	55	18	12
95th Queue (ft)	145	136	148	35	76	361	230	64	304	167	39	38
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)							0		5			
Queuing Penalty (veh)							0		7			

Intersection: 7: Knollwood Dr & SH 105, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	44	98
Average Queue (ft)	16	49
95th Queue (ft)	45	100
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
AM -- Buildout

Short-Term Total
AM -- Buildout

Intersection: 7: Knollwood Dr & SH 105, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	121	115	131	36	82	353	272	74	240	91	41	40
Average Queue (ft)	83	73	86	17	34	233	96	35	164	38	20	12
95th Queue (ft)	139	132	147	41	79	368	267	73	255	132	42	39
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)						0	0		3			
Queuing Penalty (veh)						0	0		4			

Intersection: 7: Knollwood Dr & SH 105, Interval #2

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	29	86
Average Queue (ft)	9	41
95th Queue (ft)	32	89
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
 AM -- Buildout

Short-Term Total
 AM -- Buildout

Intersection: 7: Knollwood Dr & SH 105, Interval #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	134	86	102	38	61	320	183	52	226	63	38	34
Average Queue (ft)	81	48	62	12	29	208	71	25	148	30	16	12
95th Queue (ft)	142	96	116	36	63	335	194	54	236	68	36	36
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)							0		1			
Queuing Penalty (veh)							0		1			

Intersection: 7: Knollwood Dr & SH 105, Interval #3

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	31	64
Average Queue (ft)	8	36
95th Queue (ft)	27	64
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	160	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
AM -- Buildout

Short-Term Total
AM -- Buildout

Intersection: 7: Knollwood Dr & SH 105, Interval #4

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	133	123	137	44	61	309	186	53	224	130	49	40
Average Queue (ft)	77	71	85	18	37	218	87	29	153	44	26	16
95th Queue (ft)	135	131	151	46	70	342	199	52	252	140	49	45
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)									4			
Queuing Penalty (veh)									5			

Intersection: 7: Knollwood Dr & SH 105, Interval #4

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	24	97
Average Queue (ft)	9	44
95th Queue (ft)	27	97
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

Queuing and Blocking Report
AM -- Buildout

Short-Term Total
AM -- Buildout

Intersection: 7: Knollwood Dr & SH 105, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	166	154	155	58	98	381	312	80	298	212	54	54
Average Queue (ft)	80	65	79	15	33	219	85	30	163	42	20	13
95th Queue (ft)	140	127	143	40	73	352	225	62	265	132	42	40
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)						0	0		3			
Queuing Penalty (veh)						0	0		4			

Intersection: 7: Knollwood Dr & SH 105, All Intervals

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	52	124
Average Queue (ft)	10	43
95th Queue (ft)	34	89
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	160	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #1

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	397	83	137	84	97	127
Average Queue (ft)	294	53	65	42	57	64
95th Queue (ft)	437	86	131	89	98	131
Link Distance (ft)	1612		410			2927
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)			0	0		
Queuing Penalty (veh)			1	0		

Queuing and Blocking Report
AM -- Buildout

Short-Term Total
AM -- Buildout

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #2

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	494	201	156	78	92	138
Average Queue (ft)	375	66	72	44	55	69
95th Queue (ft)	649	253	147	84	94	137
Link Distance (ft)	1612		410			2927
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)	9		1			
Queuing Penalty (veh)	20		1			

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #3

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	640	189	125	80	108	158
Average Queue (ft)	477	168	67	40	61	81
95th Queue (ft)	1159	620	135	78	110	164
Link Distance (ft)	1612		410			2927
Upstream Blk Time (%)	2					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)	17		0			
Queuing Penalty (veh)	32		0			

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #4

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	654	204	143	83	104	127
Average Queue (ft)	530	174	83	43	59	68
95th Queue (ft)	1360	622	149	92	111	135
Link Distance (ft)	1612		410			2927
Upstream Blk Time (%)	16					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)	17		1	0		
Queuing Penalty (veh)	36		1	0		

Intersection: 10: Jackson Creek Parkway & Higby Rd, All Intervals

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	693	209	188	107	130	174
Average Queue (ft)	419	115	72	42	58	71
95th Queue (ft)	998	460	141	86	104	143
Link Distance (ft)	1612		410			2927
Upstream Blk Time (%)	4					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)	11		0	0		
Queuing Penalty (veh)	22		1	0		

Intersection: 11: Jackson Creek Parkway & Access B, Interval #1

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	151	92	24	52	59	95	84	22	113	121	17
Average Queue (ft)	95	20	9	25	32	55	50	3	66	74	5
95th Queue (ft)	161	67	30	56	62	109	93	17	119	125	18
Link Distance (ft)		211		290		581	581		393	393	
Upstream Blk Time (%)		0									
Queuing Penalty (veh)		0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	11	1									
Queuing Penalty (veh)	6	2									

Intersection: 11: Jackson Creek Parkway & Access B, Interval #2

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	183	139	24	38	60	103	86	21	118	114	22
Average Queue (ft)	108	33	4	19	30	60	48	5	69	74	6
95th Queue (ft)	195	128	20	45	62	110	93	21	128	123	24
Link Distance (ft)		211		290		581	581		393	393	
Upstream Blk Time (%)	0	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	15										
Queuing Penalty (veh)	7										

Queuing and Blocking Report
AM -- Buildout

Short-Term Total
AM -- Buildout

Intersection: 11: Jackson Creek Parkway & Access B, Interval #3

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	119	37	32	38	53	83	67	26	128	136	21
Average Queue (ft)	72	13	10	17	30	38	36	8	80	90	6
95th Queue (ft)	133	36	33	44	59	90	82	27	139	144	21
Link Distance (ft)		211		290		581	581		393	393	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	5										
Queuing Penalty (veh)	2										

Intersection: 11: Jackson Creek Parkway & Access B, Interval #4

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	168	96	31	41	60	112	100	21	122	126	16
Average Queue (ft)	107	32	7	22	32	44	43	2	79	90	3
95th Queue (ft)	172	111	30	52	64	109	102	15	132	138	15
Link Distance (ft)		211		290		581	581		393	393	
Upstream Blk Time (%)	1	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	16										
Queuing Penalty (veh)	8										

Intersection: 11: Jackson Creek Parkway & Access B, All Intervals

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	197	171	36	57	68	127	107	31	149	153	27
Average Queue (ft)	96	24	7	21	31	49	44	5	74	82	5
95th Queue (ft)	170	93	29	50	62	107	94	21	130	134	20
Link Distance (ft)		211		290		581	581		393	393	
Upstream Blk Time (%)	0	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	12	0									
Queuing Penalty (veh)	6	1									

Queuing and Blocking Report
AM -- Buildout

Short-Term Total
AM -- Buildout

Intersection: 15: Jackson Creek Parkway & Access C, Interval #1

Movement	EB
Directions Served	R
Maximum Queue (ft)	29
Average Queue (ft)	12
95th Queue (ft)	33
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, Interval #2

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	11
95th Queue (ft)	30
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, Interval #3

Movement	EB
Directions Served	R
Maximum Queue (ft)	23
Average Queue (ft)	11
95th Queue (ft)	29
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
AM -- Buildout

Short-Term Total
AM -- Buildout

Intersection: 15: Jackson Creek Parkway & Access C, Interval #4

Movement	EB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	11
95th Queue (ft)	32
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, All Intervals

Movement	EB
Directions Served	R
Maximum Queue (ft)	33
Average Queue (ft)	11
95th Queue (ft)	31
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Jackson Creek Parkway & Access D, Interval #1

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	64	22	50	37	33	18
Average Queue (ft)	32	8	25	18	10	3
95th Queue (ft)	71	25	52	39	34	18
Link Distance (ft)		247		385		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		225	225
Storage Blk Time (%)	1					
Queuing Penalty (veh)	0					

Queuing and Blocking Report
AM -- Buildout

Short-Term Total
AM -- Buildout

Intersection: 17: Jackson Creek Parkway & Access D, Interval #2

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	39	21	67	29	28	26
Average Queue (ft)	22	7	27	13	6	7
95th Queue (ft)	44	23	62	34	25	27
Link Distance (ft)		247		385		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		225	225
Storage Blk Time (%)			0			
Queuing Penalty (veh)			0			

Intersection: 17: Jackson Creek Parkway & Access D, Interval #3

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	45	18	48	22	32	23
Average Queue (ft)	19	5	24	13	8	6
95th Queue (ft)	46	19	53	31	30	25
Link Distance (ft)		247		385		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		225	225
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 17: Jackson Creek Parkway & Access D, Interval #4

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	57	26	47	39	27	17
Average Queue (ft)	28	10	23	14	8	2
95th Queue (ft)	60	29	51	37	31	15
Link Distance (ft)		247		385		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		225	225
Storage Blk Time (%)	0					
Queuing Penalty (veh)	0					

Queuing and Blocking Report
 AM -- Buildout

Short-Term Total
 AM -- Buildout

Intersection: 17: Jackson Creek Parkway & Access D, All Intervals

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	75	26	75	44	41	28
Average Queue (ft)	25	7	25	15	8	5
95th Queue (ft)	57	24	55	36	30	22
Link Distance (ft)		247		385		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		225	225
Storage Blk Time (%)	0		0			
Queuing Penalty (veh)	0		0			

Intersection: 19: Jackson Creek Parkway & Access E, Interval #1

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	10
95th Queue (ft)	31
Link Distance (ft)	346
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #2

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	9
95th Queue (ft)	29
Link Distance (ft)	346
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
AM -- Buildout

Short-Term Total
AM -- Buildout

Intersection: 19: Jackson Creek Parkway & Access E, Interval #3

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	9
95th Queue (ft)	29
Link Distance (ft)	346
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #4

Movement	EB
Directions Served	R
Maximum Queue (ft)	31
Average Queue (ft)	13
95th Queue (ft)	37
Link Distance (ft)	346
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, All Intervals

Movement	EB
Directions Served	R
Maximum Queue (ft)	31
Average Queue (ft)	10
95th Queue (ft)	32
Link Distance (ft)	346
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
AM -- Buildout

Short-Term Total
AM -- Buildout

Intersection: 21: Jackson Creek Parkway & Access A, Interval #1

Movement	EB
Directions Served	R
Maximum Queue (ft)	45
Average Queue (ft)	26
95th Queue (ft)	48
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, Interval #2

Movement	EB
Directions Served	R
Maximum Queue (ft)	35
Average Queue (ft)	22
95th Queue (ft)	44
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, Interval #3

Movement	EB
Directions Served	R
Maximum Queue (ft)	40
Average Queue (ft)	18
95th Queue (ft)	44
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
AM -- Buildout

Short-Term Total
AM -- Buildout

Intersection: 21: Jackson Creek Parkway & Access A, Interval #4

Movement	EB
Directions Served	R
Maximum Queue (ft)	56
Average Queue (ft)	23
95th Queue (ft)	53
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, All Intervals

Movement	EB
Directions Served	R
Maximum Queue (ft)	60
Average Queue (ft)	22
95th Queue (ft)	48
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty, Interval #1: 17
Network wide Queuing Penalty, Interval #2: 34
Network wide Queuing Penalty, Interval #3: 36
Network wide Queuing Penalty, Interval #4: 50
Network wide Queuing Penalty, All Intervals: 34

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	195	194	202	108	109	100	104	215	232	146
Average Queue (ft)	129	132	62	69	71	53	57	142	161	72
95th Queue (ft)	203	212	202	113	113	107	115	236	256	159
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #2

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	194	169	182	96	111	97	101	208	231	147
Average Queue (ft)	118	102	65	61	70	47	55	140	162	78
95th Queue (ft)	216	191	195	105	117	100	104	210	234	166
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #3

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	188	191	180	92	95	64	77	208	226	126
Average Queue (ft)	108	108	73	59	57	36	47	130	144	45
95th Queue (ft)	174	175	220	97	97	80	91	204	228	124
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #4

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	184	177	156	87	103	103	107	192	216	99
Average Queue (ft)	117	112	33	55	63	47	52	134	150	52
95th Queue (ft)	191	188	137	92	111	103	111	207	231	122
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Jackson Creek Parkway & SH 105, All Intervals

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	236	222	230	118	126	119	126	241	265	165
Average Queue (ft)	118	113	58	61	66	46	53	137	154	62
95th Queue (ft)	198	194	192	103	111	99	106	215	239	146
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 5: I-25 NB Ramps & SH 105, Interval #1

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	272	365	56	237	250	290	260	239
Average Queue (ft)	150	245	32	137	150	223	195	165
95th Queue (ft)	256	370	66	261	263	310	292	250
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			365					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: I-25 NB Ramps & SH 105, Interval #2

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	282	366	66	263	294	282	268	229
Average Queue (ft)	158	241	27	145	168	226	198	159
95th Queue (ft)	279	397	65	271	295	315	289	251
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			365					
Storage Blk Time (%)				0				
Queuing Penalty (veh)				0				

Intersection: 5: I-25 NB Ramps & SH 105, Interval #3

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	219	313	55	227	234	281	251	228
Average Queue (ft)	134	204	27	120	129	209	180	136
95th Queue (ft)	222	331	61	235	242	292	263	229
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			365					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: I-25 NB Ramps & SH 105, Interval #4

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	280	354	60	228	246	300	261	223
Average Queue (ft)	154	228	30	150	166	214	183	126
95th Queue (ft)	278	360	67	261	276	309	282	211
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			365					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: I-25 NB Ramps & SH 105, All Intervals

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	320	410	74	297	312	325	302	264
Average Queue (ft)	149	230	29	138	153	218	189	146
95th Queue (ft)	261	368	65	259	272	307	282	239
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			365					
Storage Blk Time (%)				0				
Queuing Penalty (veh)				0				

Intersection: 7: Knollwood Dr & SH 105, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	92	208	227	64	47	168	128	10	181	41	48	37
Average Queue (ft)	52	119	140	33	23	105	49	3	123	17	24	17
95th Queue (ft)	91	226	237	66	49	190	126	13	191	47	50	41
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)			1									
Queuing Penalty (veh)			2									

Intersection: 7: Knollwood Dr & SH 105, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	59	64
Average Queue (ft)	21	37
95th Queue (ft)	56	71
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 7: Knollwood Dr & SH 105, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	106	180	200	59	53	192	151	10	217	43	49	33
Average Queue (ft)	55	128	144	26	18	115	63	2	155	16	20	15
95th Queue (ft)	104	197	216	61	56	213	158	12	245	44	50	38
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)			0						2			
Queuing Penalty (veh)			0						2			

Intersection: 7: Knollwood Dr & SH 105, Interval #2

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	53	72
Average Queue (ft)	27	39
95th Queue (ft)	64	76
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 7: Knollwood Dr & SH 105, Interval #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	122	182	191	48	57	172	104	15	178	50	51	37
Average Queue (ft)	60	105	117	26	25	111	41	2	118	20	22	15
95th Queue (ft)	120	185	196	55	59	189	112	12	201	61	48	38
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)			0						1			
Queuing Penalty (veh)			0						1			

Intersection: 7: Knollwood Dr & SH 105, Interval #3

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	41	58
Average Queue (ft)	20	28
95th Queue (ft)	45	57
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	160	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Knollwood Dr & SH 105, Interval #4

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	94	200	210	57	47	228	138	16	217	69	42	46
Average Queue (ft)	57	125	134	28	26	131	60	4	138	21	25	18
95th Queue (ft)	107	209	222	62	51	225	151	18	223	71	52	46
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)			1						1			
Queuing Penalty (veh)			1						1			

Intersection: 7: Knollwood Dr & SH 105, Interval #4

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	58	60
Average Queue (ft)	24	33
95th Queue (ft)	56	64
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	160	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Knollwood Dr & SH 105, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	131	232	240	74	65	237	174	20	232	88	66	51
Average Queue (ft)	56	119	134	29	23	115	53	3	134	18	23	16
95th Queue (ft)	106	207	220	61	55	206	138	14	219	57	50	41
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)			1						1			
Queuing Penalty (veh)			1						1			

Intersection: 7: Knollwood Dr & SH 105, All Intervals

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	77	86
Average Queue (ft)	23	34
95th Queue (ft)	56	68
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #1

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	148	68	231	118	79	201
Average Queue (ft)	86	40	139	55	47	103
95th Queue (ft)	150	73	256	155	84	196
Link Distance (ft)	1612		410			2927
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)			4			
Queuing Penalty (veh)			11			

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #2

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	131	60	318	151	84	191
Average Queue (ft)	79	31	165	52	48	112
95th Queue (ft)	132	62	316	150	87	203
Link Distance (ft)	1612		410			2927
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)			10			
Queuing Penalty (veh)			27			

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #3

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	94	56	251	96	81	193
Average Queue (ft)	63	33	137	44	46	96
95th Queue (ft)	100	63	250	117	87	199
Link Distance (ft)	1612		410			2927
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)			5			
Queuing Penalty (veh)			11			

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #4

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	134	85	297	114	79	162
Average Queue (ft)	82	36	143	57	49	94
95th Queue (ft)	139	76	306	156	89	172
Link Distance (ft)	1612		410			2927
Upstream Blk Time (%)			1			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)			5			
Queuing Penalty (veh)			15			

Intersection: 10: Jackson Creek Parkway & Higby Rd, All Intervals

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	167	92	382	234	103	234
Average Queue (ft)	78	35	146	52	47	101
95th Queue (ft)	133	69	285	145	87	194
Link Distance (ft)	1612		410			2927
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)		620		150	620	
Storage Blk Time (%)			6			
Queuing Penalty (veh)			16			

Intersection: 11: Jackson Creek Parkway & Access B, Interval #1

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	181	108	28	37	110	163	138	42	225	220	41
Average Queue (ft)	117	39	9	16	51	103	86	15	146	152	17
95th Queue (ft)	192	121	29	42	110	176	157	44	292	280	41
Link Distance (ft)		211		290		581	581		393	393	
Upstream Blk Time (%)	0	0							0		
Queuing Penalty (veh)	0	0							1		
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	14	0				0			10	5	
Queuing Penalty (veh)	9	0				0			2	3	

Intersection: 11: Jackson Creek Parkway & Access B, Interval #2

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	167	81	24	42	100	167	144	41	184	175	23
Average Queue (ft)	105	27	5	16	56	107	89	17	116	121	12
95th Queue (ft)	175	86	22	43	105	179	157	43	201	202	29
Link Distance (ft)		211		290		581	581		393	393	
Upstream Blk Time (%)	0	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	16	0							1	0	
Queuing Penalty (veh)	10	0							0	0	

Intersection: 11: Jackson Creek Parkway & Access B, Interval #3

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	165	82	24	36	101	179	144	35	205	218	42
Average Queue (ft)	89	20	6	10	54	99	83	13	126	142	11
95th Queue (ft)	156	78	23	37	110	183	159	39	221	236	39
Link Distance (ft)		211		290		581	581		393	393	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	9	0				0			1	1	
Queuing Penalty (veh)	5	0				0			0	0	

Intersection: 11: Jackson Creek Parkway & Access B, Interval #4

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	139	89	29	45	92	165	164	35	187	199	34
Average Queue (ft)	98	34	6	18	53	102	99	15	130	136	14
95th Queue (ft)	162	88	23	52	90	184	174	39	211	212	36
Link Distance (ft)		211		290		581	581		393	393	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	9	0		1		0			1	0	
Queuing Penalty (veh)	5	0		0		0			0	0	

Intersection: 11: Jackson Creek Parkway & Access B, All Intervals

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	192	160	29	53	133	194	172	53	268	261	53
Average Queue (ft)	102	30	6	15	53	103	89	15	129	138	14
95th Queue (ft)	173	95	25	44	104	180	163	41	236	236	37
Link Distance (ft)		211		290		581	581		393	393	
Upstream Blk Time (%)	0	0							0		
Queuing Penalty (veh)	0	0							0		
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	12	0		0		0			3	2	
Queuing Penalty (veh)	7	0		0		0			1	1	

Intersection: 15: Jackson Creek Parkway & Access C, Interval #1

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	12
95th Queue (ft)	31
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, Interval #2

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	13
95th Queue (ft)	32
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, Interval #3

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	11
95th Queue (ft)	31
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, Interval #4

Movement	EB
Directions Served	R
Maximum Queue (ft)	22
Average Queue (ft)	11
95th Queue (ft)	30
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, All Intervals

Movement	EB
Directions Served	R
Maximum Queue (ft)	33
Average Queue (ft)	11
95th Queue (ft)	31
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Jackson Creek Parkway & Access D, Interval #1

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	R	L	R
Maximum Queue (ft)	93	69	61	33	55	3	24	3
Average Queue (ft)	55	26	32	14	27	0	9	0
95th Queue (ft)	116	72	67	36	59	6	30	4
Link Distance (ft)		247		385				
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		225	225	225	170
Storage Blk Time (%)	7		0					
Queuing Penalty (veh)	2		0					

Intersection: 17: Jackson Creek Parkway & Access D, Interval #2

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	110	46	50	22	44	39
Average Queue (ft)	55	20	31	10	24	13
95th Queue (ft)	121	47	59	28	47	39
Link Distance (ft)		247		385		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		225	225
Storage Blk Time (%)	9					
Queuing Penalty (veh)	3					

Intersection: 17: Jackson Creek Parkway & Access D, Interval #3

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	R
Maximum Queue (ft)	71	29	43	22	44	39	3
Average Queue (ft)	33	15	18	8	21	13	0
95th Queue (ft)	78	34	43	25	49	39	5
Link Distance (ft)		247		385			
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100		225	225	170
Storage Blk Time (%)	2						
Queuing Penalty (veh)	0						

Intersection: 17: Jackson Creek Parkway & Access D, Interval #4

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	63	38	50	22	47	41
Average Queue (ft)	35	17	24	10	26	14
95th Queue (ft)	70	39	55	27	58	46
Link Distance (ft)		247		385		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		225	225
Storage Blk Time (%)	0					
Queuing Penalty (veh)	0					

Intersection: 17: Jackson Creek Parkway & Access D, All Intervals

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	R	L	R
Maximum Queue (ft)	118	76	69	33	62	3	59	6
Average Queue (ft)	44	19	26	11	24	0	12	0
95th Queue (ft)	101	50	58	30	54	3	39	3
Link Distance (ft)		247		385				
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		225	225	225	170
Storage Blk Time (%)	4		0					
Queuing Penalty (veh)	1		0					

Intersection: 19: Jackson Creek Parkway & Access E, Interval #1

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	13
95th Queue (ft)	34
Link Distance (ft)	346
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #2

Movement	EB
Directions Served	R
Maximum Queue (ft)	34
Average Queue (ft)	9
95th Queue (ft)	34
Link Distance (ft)	346
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #3

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	9
95th Queue (ft)	29
Link Distance (ft)	346
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #4

Movement	EB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	9
95th Queue (ft)	31
Link Distance (ft)	346
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, All Intervals

Movement	EB
Directions Served	R
Maximum Queue (ft)	38
Average Queue (ft)	10
95th Queue (ft)	32
Link Distance (ft)	346
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, Interval #1

Movement	EB
Directions Served	R
Maximum Queue (ft)	38
Average Queue (ft)	20
95th Queue (ft)	44
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, Interval #2

Movement	EB
Directions Served	R
Maximum Queue (ft)	38
Average Queue (ft)	23
95th Queue (ft)	42
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, Interval #3

Movement	EB
Directions Served	R
Maximum Queue (ft)	46
Average Queue (ft)	22
95th Queue (ft)	50
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, Interval #4

Movement	EB
Directions Served	R
Maximum Queue (ft)	49
Average Queue (ft)	26
95th Queue (ft)	53
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, All Intervals

Movement	EB
Directions Served	R
Maximum Queue (ft)	60
Average Queue (ft)	23
95th Queue (ft)	48
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty, Interval #1: 30
Network wide Queuing Penalty, Interval #2: 43
Network wide Queuing Penalty, Interval #3: 19
Network wide Queuing Penalty, Interval #4: 23
Network wide Queuing Penalty, All Intervals: 29

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	168	162	207	119	134	336	314	267	324	117
Average Queue (ft)	87	85	30	91	90	192	193	201	225	58
95th Queue (ft)	157	166	149	123	140	302	310	275	311	128
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)	3									
Queuing Penalty (veh)	11									

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #2

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	114	120	261	118	116	244	248	195	193	235
Average Queue (ft)	57	79	72	90	82	208	212	150	165	57
95th Queue (ft)	110	132	261	119	120	269	288	190	193	185
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)	0									
Queuing Penalty (veh)	0									

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #3

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	
Directions Served	T	T	L	L	T	T	L	L	R	
Maximum Queue (ft)	96	116	121	142	273	286	310	325	125	
Average Queue (ft)	73	51	89	106	183	191	207	228	56	
95th Queue (ft)	91	118	122	148	272	289	302	331	142	
Link Distance (ft)	663	663			894	894		347	347	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			260	260			380			
Storage Blk Time (%)	2									
Queuing Penalty (veh)	5									

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #4

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	L	L	T	T	L	L	R
Maximum Queue (ft)	115	96	193	209	292	289	245	228	115
Average Queue (ft)	77	76	109	120	215	222	175	176	24
95th Queue (ft)	110	113	176	188	298	299	250	225	93
Link Distance (ft)	663	663			894	894		347	347
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			260	260			380		
Storage Blk Time (%)	2								
Queuing Penalty (veh)	7								

Intersection: 3: Jackson Creek Parkway & SH 105, All Intervals

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	168	162	261	193	209	336	314	310	325	235
Average Queue (ft)	73	73	25	95	99	200	205	183	199	49
95th Queue (ft)	124	138	147	140	156	289	300	266	285	143
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)	2									
Queuing Penalty (veh)	6									

Intersection: 5: I-25 NB Ramps & SH 105, Interval #1

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	692	688	116	412	472	278	262	210
Average Queue (ft)	662	674	64	297	331	227	222	117
95th Queue (ft)	730	684	109	402	453	287	279	200
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)	13	36						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)			365					
Storage Blk Time (%)	2							
Queuing Penalty (veh)	4							

Intersection: 5: I-25 NB Ramps & SH 105, Interval #2

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	672	696	74	485	562	304	296	151
Average Queue (ft)	550	653	56	378	418	236	204	108
95th Queue (ft)	774	743	78	487	563	333	306	152
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)	4	30						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)			365					
Storage Blk Time (%)				9				
Queuing Penalty (veh)				14				

Intersection: 5: I-25 NB Ramps & SH 105, Interval #3

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	653	672	158	541	495	275	245	150
Average Queue (ft)	517	626	104	381	388	220	209	60
95th Queue (ft)	728	698	154	586	528	279	250	105
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)	0	12						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)			365					
Storage Blk Time (%)				7				
Queuing Penalty (veh)				10				

Intersection: 5: I-25 NB Ramps & SH 105, Interval #4

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	672	672	464	627	637	262	240	153
Average Queue (ft)	629	646	160	449	451	220	172	87
95th Queue (ft)	773	754	371	670	668	278	280	139
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)	22	55						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)			365					
Storage Blk Time (%)				12				
Queuing Penalty (veh)				18				

Intersection: 5: I-25 NB Ramps & SH 105, All Intervals

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	692	696	464	627	637	304	296	210
Average Queue (ft)	589	650	96	376	397	226	202	93
95th Queue (ft)	788	734	226	567	573	297	289	161
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)	10	33						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)			365					
Storage Blk Time (%)				7				
Queuing Penalty (veh)				11				

Intersection: 7: Knollwood Dr & SH 105, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	323	174	197	64	116	461	438	414	132	67	44	155
Average Queue (ft)	188	108	124	41	62	382	329	26	90	44	21	101
95th Queue (ft)	289	182	198	68	124	461	393	43	137	81	35	148
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)							19					9
Queuing Penalty (veh)							31					27

Intersection: 7: Knollwood Dr & SH 105, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	23	106
Average Queue (ft)	11	97
95th Queue (ft)	28	113
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Knollwood Dr & SH 105, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	172	178	171	109	65	668	572	414	201	187	42	133
Average Queue (ft)	142	118	123	45	30	459	434	88	125	42	21	69
95th Queue (ft)	179	175	159	91	59	617	626	308	222	141	41	107
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)						9	25					4
Queuing Penalty (veh)						7	42					13

Intersection: 7: Knollwood Dr & SH 105, Interval #2

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	106	174
Average Queue (ft)	23	100
95th Queue (ft)	81	155
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	1
Queuing Penalty (veh)	1	2

Intersection: 7: Knollwood Dr & SH 105, Interval #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	192	174	175	66	66	608	627	411	157	45	61	134
Average Queue (ft)	114	142	145	43	43	358	326	151	109	26	26	96
95th Queue (ft)	153	181	177	71	64	629	621	422	172	57	56	135
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)						8	18					17
Queuing Penalty (veh)						6	29					47

Intersection: 7: Knollwood Dr & SH 105, Interval #3

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	125	127
Average Queue (ft)	34	82
95th Queue (ft)	100	144
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	160	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Knollwood Dr & SH 105, Interval #4

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	233	158	172	72	64	586	544	420	248	87	79	111
Average Queue (ft)	154	123	137	47	43	487	433	142	151	37	34	59
95th Queue (ft)	229	160	175	72	69	609	559	433	231	82	82	111
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)						13	32		4			4
Queuing Penalty (veh)						10	54		6			12

Intersection: 7: Knollwood Dr & SH 105, Interval #4

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	45	143
Average Queue (ft)	13	108
95th Queue (ft)	40	145
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	160	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 7: Knollwood Dr & SH 105, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	323	178	197	109	116	668	627	420	248	187	79	155
Average Queue (ft)	150	123	132	44	44	421	381	102	119	37	26	81
95th Queue (ft)	231	180	182	77	87	615	589	344	202	98	57	134
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)						7	24		1			8
Queuing Penalty (veh)						6	39		1			25

Intersection: 7: Knollwood Dr & SH 105, All Intervals

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	125	174
Average Queue (ft)	20	97
95th Queue (ft)	69	145
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	0
Queuing Penalty (veh)	0	1

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #1

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	565	90	248	231	55	139	104	120
Average Queue (ft)	311	68	98	45	39	83	31	52
95th Queue (ft)	480	87	204	172	55	134	89	104
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #2

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	1615	780	141	164	93	158	94	77
Average Queue (ft)	1353	672	90	39	42	100	53	48
95th Queue (ft)	1911	1108	147	128	86	162	99	76
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	48							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	98			0				
Queuing Penalty (veh)	282			0				

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #3

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	1639	780	126	52	116	142	53	
Average Queue (ft)	1621	780	73	21	56	94	20	
95th Queue (ft)	1637	780	116	53	104	145	52	
Link Distance (ft)	1600		408	408			2928	
Upstream Blk Time (%)	97							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	100							
Queuing Penalty (veh)	259							

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #4

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	1634	780	117	121	102	153	77	107
Average Queue (ft)	1620	780	79	23	65	101	39	30
95th Queue (ft)	1634	780	112	59	97	152	77	90
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	93							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	99							
Queuing Penalty (veh)	285							

Intersection: 10: Jackson Creek Parkway & Higby Rd, All Intervals

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	1639	780	248	231	116	158	104	120
Average Queue (ft)	1226	575	85	32	51	95	31	37
95th Queue (ft)	2163	1110	153	115	92	150	83	87
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	60							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	74			0				
Queuing Penalty (veh)	207			0				

Intersection: 11: Jackson Creek Parkway & Access B, Interval #1

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	169	47	49	74	26	177	182	28	114	132	19
Average Queue (ft)	102	28	26	36	7	106	85	7	75	89	5
95th Queue (ft)	176	52	50	71	26	174	183	26	99	137	20
Link Distance (ft)		213		290		576	576		393	393	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	9										
Queuing Penalty (veh)	5										

Intersection: 11: Jackson Creek Parkway & Access B, Interval #2

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T
Maximum Queue (ft)	195	206	29	30	44	196	109	28	177	160
Average Queue (ft)	96	47	16	17	14	73	67	4	107	112
95th Queue (ft)	200	157	40	41	41	163	133	20	173	185
Link Distance (ft)		213		290		576	576		393	393
Upstream Blk Time (%)	0	0								
Queuing Penalty (veh)	0	0								
Storage Bay Dist (ft)	100		100		200			200		
Storage Blk Time (%)	15					0				
Queuing Penalty (veh)	7					0				

Intersection: 11: Jackson Creek Parkway & Access B, Interval #3

Movement	SE	SE	NW	NW	NE	NE	SW	SW	SW
Directions Served	L	TR	L	TR	T	TR	L	T	T
Maximum Queue (ft)	134	51	29	31	222	160	28	114	135
Average Queue (ft)	88	29	14	23	125	98	10	84	93
95th Queue (ft)	138	44	35	41	231	195	29	110	146
Link Distance (ft)		213		290	576	576		393	393
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	100		100				200		
Storage Blk Time (%)	5				1				
Queuing Penalty (veh)	2				0				

Intersection: 11: Jackson Creek Parkway & Access B, Interval #4

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	T	T	R
Maximum Queue (ft)	181	145	29	52	24	132	109	130	174	17
Average Queue (ft)	108	39	16	34	3	107	58	89	119	2
95th Queue (ft)	180	116	36	54	17	136	119	143	176	12
Link Distance (ft)		213		290		576	576	393	393	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100		100		200					250
Storage Blk Time (%)	15									
Queuing Penalty (veh)	8									

Intersection: 11: Jackson Creek Parkway & Access B, All Intervals

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	195	206	49	74	44	222	182	28	177	174	19
Average Queue (ft)	99	36	18	27	6	103	77	5	89	103	2
95th Queue (ft)	177	105	42	56	26	188	163	22	139	165	11
Link Distance (ft)		213		290		576	576		393	393	
Upstream Blk Time (%)	0	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	11					0					
Queuing Penalty (veh)	5					0					

Intersection: 15: Jackson Creek Parkway & Access C, Interval #1

Movement	EB
Directions Served	R
Maximum Queue (ft)	22
Average Queue (ft)	9
95th Queue (ft)	27
Link Distance (ft)	224
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, Interval #2

Movement	EB
Directions Served	R
Maximum Queue (ft)	44
Average Queue (ft)	10
95th Queue (ft)	36
Link Distance (ft)	224
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, Interval #3

Movement	EB
Directions Served	R
Maximum Queue (ft)	23
Average Queue (ft)	3
95th Queue (ft)	16
Link Distance (ft)	224
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, Interval #4

Movement	EB
Directions Served	R
Maximum Queue (ft)	23
Average Queue (ft)	10
95th Queue (ft)	28
Link Distance (ft)	224
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, All Intervals

Movement	EB
Directions Served	R
Maximum Queue (ft)	44
Average Queue (ft)	8
95th Queue (ft)	28
Link Distance (ft)	224
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Jackson Creek Parkway & Access D, Interval #1

Movement	EB	EB	WB	WB	NB
Directions Served	L	TR	L	TR	L
Maximum Queue (ft)	69	21	46	67	28
Average Queue (ft)	35	6	28	19	11
95th Queue (ft)	81	22	40	56	33
Link Distance (ft)		235		373	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100		100		225
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 17: Jackson Creek Parkway & Access D, Interval #2

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	47	22	26	22	28	25
Average Queue (ft)	25	9	18	9	8	7
95th Queue (ft)	43	27	38	27	29	25
Link Distance (ft)		235		373		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		225	225
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 17: Jackson Creek Parkway & Access D, Interval #3

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	26	22	47	20	30	24
Average Queue (ft)	18	15	18	6	16	3
95th Queue (ft)	37	31	46	21	39	17
Link Distance (ft)		235		373		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		225	225
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 17: Jackson Creek Parkway & Access D, Interval #4

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	26	22	76	22	24	26
Average Queue (ft)	18	6	45	9	7	7
95th Queue (ft)	33	21	77	27	25	25
Link Distance (ft)		235		373		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		225	225
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 17: Jackson Creek Parkway & Access D, All Intervals

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	69	22	76	67	30	26
Average Queue (ft)	24	9	27	11	11	4
95th Queue (ft)	54	26	57	36	32	20
Link Distance (ft)		235		373		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		225	225
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 19: Jackson Creek Parkway & Access E, Interval #1

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	11
95th Queue (ft)	32
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #2

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	4
95th Queue (ft)	19
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #3

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 19: Jackson Creek Parkway & Access E, Interval #4

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	9
95th Queue (ft)	27
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, All Intervals

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	6
95th Queue (ft)	23
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, Interval #1

Movement	EB
Directions Served	R
Maximum Queue (ft)	48
Average Queue (ft)	32
95th Queue (ft)	48
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, Interval #2

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	8
95th Queue (ft)	28
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, Interval #3

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	19
95th Queue (ft)	39
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, Interval #4

Movement	EB
Directions Served	R
Maximum Queue (ft)	49
Average Queue (ft)	29
95th Queue (ft)	53
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, All Intervals

Movement	EB
Directions Served	R
Maximum Queue (ft)	49
Average Queue (ft)	22
95th Queue (ft)	47
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty, Interval #1: 78
Network wide Queuing Penalty, Interval #2: 370
Network wide Queuing Penalty, Interval #3: 359
Network wide Queuing Penalty, Interval #4: 400
Network wide Queuing Penalty, All Intervals: 302

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #1

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	206	209	264	138	130	95	120	294	298	230
Average Queue (ft)	149	143	69	97	88	63	73	235	243	128
95th Queue (ft)	217	216	239	148	132	101	121	326	334	245
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)								0	1	
Queuing Penalty (veh)								0	8	
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)			0					0	1	
Queuing Penalty (veh)			1					0	5	

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #2

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	208	217	235	141	126	121	136	287	294	238
Average Queue (ft)	150	150	77	92	87	68	84	219	231	134
95th Queue (ft)	239	239	230	147	132	128	140	337	341	248
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)								0	2	
Queuing Penalty (veh)								0	10	
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)								0	2	
Queuing Penalty (veh)								1	6	

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #3

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	226	239	144	143	154	101	114	282	286	213
Average Queue (ft)	160	156	47	98	91	54	68	219	231	128
95th Queue (ft)	256	263	163	153	151	105	121	325	346	239
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)								0	1	
Queuing Penalty (veh)								0	7	
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)								0	1	
Queuing Penalty (veh)								0	4	

Intersection: 3: Jackson Creek Parkway & SH 105, Interval #4

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	215	233	248	145	121	118	128	305	317	209
Average Queue (ft)	156	159	112	92	75	68	74	235	248	121
95th Queue (ft)	227	242	270	143	126	120	133	360	371	248
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)								0	5	1
Queuing Penalty (veh)								0	29	6
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)								0	5	
Queuing Penalty (veh)								1	17	

Intersection: 3: Jackson Creek Parkway & SH 105, All Intervals

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	L	R
Maximum Queue (ft)	250	257	311	161	157	139	148	341	347	285
Average Queue (ft)	154	152	76	95	85	63	75	227	238	128
95th Queue (ft)	236	241	232	148	137	115	130	339	349	245
Link Distance (ft)	663	663				894	894		347	347
Upstream Blk Time (%)								0	2	0
Queuing Penalty (veh)								0	14	2
Storage Bay Dist (ft)			435	260	260			380		
Storage Blk Time (%)			0					0	2	
Queuing Penalty (veh)			0					1	8	

Intersection: 5: I-25 NB Ramps & SH 105, Interval #1

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	690	695	102	329	340	350	326	347
Average Queue (ft)	647	671	54	223	249	260	234	222
95th Queue (ft)	764	729	107	333	360	366	344	403
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)	21	65						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)			365					
Storage Blk Time (%)				0				
Queuing Penalty (veh)				0				

Intersection: 5: I-25 NB Ramps & SH 105, Interval #2

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	679	689	95	351	358	345	314	345
Average Queue (ft)	671	675	51	233	252	265	234	228
95th Queue (ft)	684	688	95	365	385	358	325	360
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)	24	73						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)			365					
Storage Blk Time (%)				0				
Queuing Penalty (veh)				0				

Intersection: 5: I-25 NB Ramps & SH 105, Interval #3

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	677	687	94	282	315	371	345	358
Average Queue (ft)	664	675	61	200	234	277	243	234
95th Queue (ft)	708	688	109	300	330	372	348	385
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)	28	69						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)			365					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: I-25 NB Ramps & SH 105, Interval #4

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	685	699	84	362	375	358	338	326
Average Queue (ft)	671	678	47	255	276	272	244	221
95th Queue (ft)	688	698	87	407	424	375	340	342
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)	32	72						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)			365					
Storage Blk Time (%)				1				
Queuing Penalty (veh)				1				

Intersection: 5: I-25 NB Ramps & SH 105, All Intervals

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	699	709	124	386	394	393	371	408
Average Queue (ft)	663	675	53	228	253	268	239	226
95th Queue (ft)	729	707	101	357	379	368	340	374
Link Distance (ft)	657	657		663	663	1077	1077	1077
Upstream Blk Time (%)	26	70						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)			365					
Storage Blk Time (%)					0			
Queuing Penalty (veh)					0			

Intersection: 7: Knollwood Dr & SH 105, Interval #1

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	172	239	252	85	96	312	270	29	202	85	57	54
Average Queue (ft)	111	176	191	49	52	230	172	7	135	37	32	21
95th Queue (ft)	191	257	266	90	101	326	282	33	226	99	60	58
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)			4				0		1	0		0
Queuing Penalty (veh)			11				0		2	0		0

Intersection: 7: Knollwood Dr & SH 105, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	82	83
Average Queue (ft)	37	49
95th Queue (ft)	82	88
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 7: Knollwood Dr & SH 105, Interval #2

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	196	213	243	89	79	291	255	23	196	69	54	44
Average Queue (ft)	102	158	178	43	46	227	172	7	117	34	28	21
95th Queue (ft)	183	240	262	88	83	307	269	23	190	72	58	52
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)			2				1		1			0
Queuing Penalty (veh)			7				0		1			0

Intersection: 7: Knollwood Dr & SH 105, Interval #2

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	92	98
Average Queue (ft)	36	57
95th Queue (ft)	87	104
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	
Queuing Penalty (veh)	1	

Intersection: 7: Knollwood Dr & SH 105, Interval #3

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	160	254	280	84	82	315	245	22	225	96	58	46
Average Queue (ft)	97	160	179	44	43	210	144	6	128	47	27	17
95th Queue (ft)	178	255	278	82	90	328	257	24	217	102	60	49
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)			4				0		2			
Queuing Penalty (veh)			10				0		2			

Intersection: 7: Knollwood Dr & SH 105, Interval #3

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	73	77
Average Queue (ft)	37	44
95th Queue (ft)	75	86
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	
Queuing Penalty (veh)	1	

Intersection: 7: Knollwood Dr & SH 105, Interval #4

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	171	240	259	83	102	303	264	31	208	59	61	41
Average Queue (ft)	104	169	182	50	55	209	151	9	149	24	29	20
95th Queue (ft)	183	256	273	98	125	321	274	32	223	60	62	50
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)			4				0		1			
Queuing Penalty (veh)			11				0		1			

Intersection: 7: Knollwood Dr & SH 105, Interval #4

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	66	93
Average Queue (ft)	36	50
95th Queue (ft)	75	89
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 7: Knollwood Dr & SH 105, All Intervals

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	226	269	286	125	131	333	295	42	241	118	69	64
Average Queue (ft)	104	166	183	46	49	219	160	7	132	35	29	20
95th Queue (ft)	184	253	271	90	102	323	273	28	217	86	60	52
Link Distance (ft)		894	894			1038	1038			1469		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	345			230	485			260	225		150	100
Storage Blk Time (%)			3				0		1	0		0
Queuing Penalty (veh)			9				0		1	0		0

Intersection: 7: Knollwood Dr & SH 105, All Intervals

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	111	105
Average Queue (ft)	36	50
95th Queue (ft)	80	92
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #1

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	1062	436	243	181	86	159	150	138
Average Queue (ft)	618	199	159	84	51	95	74	77
95th Queue (ft)	1216	664	246	182	91	172	149	142
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	4							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	31			0				
Queuing Penalty (veh)	88			1				

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #2

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	1631	780	210	169	85	207	108	108
Average Queue (ft)	1426	712	153	86	49	121	61	67
95th Queue (ft)	1960	1057	219	183	85	204	120	126
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	52							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	94			0				
Queuing Penalty (veh)	270			1				

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #3

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	1642	780	225	169	88	212	100	95
Average Queue (ft)	1622	780	152	81	44	120	50	61
95th Queue (ft)	1641	783	234	181	88	214	110	115
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	98							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	100			0				
Queuing Penalty (veh)	260			0				

Intersection: 10: Jackson Creek Parkway & Higby Rd, Interval #4

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	1632	780	219	164	81	177	104	133
Average Queue (ft)	1619	761	139	82	50	114	57	68
95th Queue (ft)	1635	957	208	165	90	203	130	144
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	97							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	100			0				
Queuing Penalty (veh)	286			1				

Intersection: 10: Jackson Creek Parkway & Higby Rd, All Intervals

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	1648	780	266	204	106	244	162	159
Average Queue (ft)	1321	613	151	83	49	112	60	68
95th Queue (ft)	2113	1114	228	178	89	200	129	133
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	63							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	81			0				
Queuing Penalty (veh)	226			1				

Intersection: 11: Jackson Creek Parkway & Access B, Interval #1

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	154	71	107	42	80	199	176	46	160	192	29
Average Queue (ft)	109	36	59	20	47	114	90	19	99	112	12
95th Queue (ft)	161	81	113	52	84	227	207	51	167	188	31
Link Distance (ft)		213		290		576	576		393	393	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	15	0	3			2			0	0	
Queuing Penalty (veh)	9	1	1			2			0	0	

Intersection: 11: Jackson Creek Parkway & Access B, Interval #2

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	176	139	88	41	80	175	169	42	162	175	29
Average Queue (ft)	126	51	53	12	47	108	96	17	93	112	9
95th Queue (ft)	189	126	94	41	85	188	186	46	167	180	30
Link Distance (ft)		213		290		576	576		393	393	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	19	0	1			1			0		
Queuing Penalty (veh)	12	0	0			1			0		

Intersection: 11: Jackson Creek Parkway & Access B, Interval #3

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	154	105	74	44	72	152	156	34	154	159	26
Average Queue (ft)	94	37	39	14	34	103	97	12	92	106	11
95th Queue (ft)	163	108	78	48	62	183	169	37	165	175	30
Link Distance (ft)		213		290		576	576		393	393	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	10	0		0		0			0		
Queuing Penalty (veh)	5	0		0		0			0		

Intersection: 11: Jackson Creek Parkway & Access B, Interval #4

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	176	139	87	38	83	206	188	38	150	170	23
Average Queue (ft)	104	43	53	16	45	135	118	18	103	113	11
95th Queue (ft)	189	122	100	44	84	230	208	45	162	192	29
Link Distance (ft)		213		290		576	576		393	393	
Upstream Blk Time (%)	0	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	13	0	2			2					
Queuing Penalty (veh)	8	0	0			2					

Intersection: 11: Jackson Creek Parkway & Access B, All Intervals

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	190	170	114	62	101	249	230	57	185	208	34
Average Queue (ft)	108	42	51	15	43	115	100	16	97	111	11
95th Queue (ft)	179	111	98	47	80	210	196	45	166	184	30
Link Distance (ft)		213		290		576	576		393	393	
Upstream Blk Time (%)	0	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	15	0	1	0		1			0	0	
Queuing Penalty (veh)	9	0	0	0		1			0	0	

Intersection: 15: Jackson Creek Parkway & Access C, Interval #1

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	13
95th Queue (ft)	33
Link Distance (ft)	224
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, Interval #2

Movement	EB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	14
95th Queue (ft)	35
Link Distance (ft)	224
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, Interval #3

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	11
95th Queue (ft)	32
Link Distance (ft)	224
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, Interval #4

Movement	EB
Directions Served	R
Maximum Queue (ft)	23
Average Queue (ft)	13
95th Queue (ft)	31
Link Distance (ft)	224
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Jackson Creek Parkway & Access C, All Intervals

Movement	EB
Directions Served	R
Maximum Queue (ft)	38
Average Queue (ft)	13
95th Queue (ft)	33
Link Distance (ft)	224
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Jackson Creek Parkway & Access D, Interval #1

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	R
Maximum Queue (ft)	95	45	48	30	39	30	3
Average Queue (ft)	60	15	20	11	19	11	0
95th Queue (ft)	112	46	50	35	45	33	5
Link Distance (ft)		235		373			
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100		225	225	170
Storage Blk Time (%)	10	0	0				
Queuing Penalty (veh)	3	0	0				

Intersection: 17: Jackson Creek Parkway & Access D, Interval #2

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	94	42	47	26	50	27
Average Queue (ft)	50	17	24	10	19	10
95th Queue (ft)	108	52	56	29	56	30
Link Distance (ft)		235		373		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		225	225
Storage Blk Time (%)	7	0	0			
Queuing Penalty (veh)	2	0	0			

Intersection: 17: Jackson Creek Parkway & Access D, Interval #3

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	111	25	37	29	36	26
Average Queue (ft)	50	11	18	12	15	10
95th Queue (ft)	110	30	49	37	40	34
Link Distance (ft)		235		373		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		225	225
Storage Blk Time (%)	5					
Queuing Penalty (veh)	1					

Intersection: 17: Jackson Creek Parkway & Access D, Interval #4

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	T
Maximum Queue (ft)	99	39	47	29	32	34	3
Average Queue (ft)	54	21	21	9	13	12	0
95th Queue (ft)	118	42	50	30	36	36	4
Link Distance (ft)		235		373			464
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100		225	225	
Storage Blk Time (%)	11						
Queuing Penalty (veh)	3						

Intersection: 17: Jackson Creek Parkway & Access D, All Intervals

Movement	EB	EB	WB	WB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	L	T	R
Maximum Queue (ft)	137	63	66	47	57	39	3	3
Average Queue (ft)	53	16	21	10	16	11	0	0
95th Queue (ft)	113	44	51	33	45	34	2	2
Link Distance (ft)		235		373			464	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		225	225		170
Storage Blk Time (%)	8	0	0					
Queuing Penalty (veh)	2	0	0					

Intersection: 19: Jackson Creek Parkway & Access E, Interval #1

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	12
95th Queue (ft)	33
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #2

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	8
95th Queue (ft)	28
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #3

Movement	EB
Directions Served	R
Maximum Queue (ft)	22
Average Queue (ft)	6
95th Queue (ft)	25
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #4

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	13
95th Queue (ft)	34
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, All Intervals

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	10
95th Queue (ft)	30
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: Jackson Creek Parkway & Access A, Interval #1

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	59	43
Average Queue (ft)	29	14
95th Queue (ft)	57	82
Link Distance (ft)	215	393
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: Jackson Creek Parkway & Access A, Interval #2

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	41	58
Average Queue (ft)	23	12
95th Queue (ft)	45	82
Link Distance (ft)	215	393
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: Jackson Creek Parkway & Access A, Interval #3

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	48	43
Average Queue (ft)	20	7
95th Queue (ft)	53	66
Link Distance (ft)	215	393
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: Jackson Creek Parkway & Access A, Interval #4

Movement	EB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	48	76	45
Average Queue (ft)	26	33	8
95th Queue (ft)	56	176	64
Link Distance (ft)	215	393	393
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 21: Jackson Creek Parkway & Access A, All Intervals

Movement	EB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	67	156	45
Average Queue (ft)	24	17	2
95th Queue (ft)	53	110	30
Link Distance (ft)	215	393	393
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 132
Network wide Queuing Penalty, Interval #2: 312
Network wide Queuing Penalty, Interval #3: 291
Network wide Queuing Penalty, Interval #4: 367
Network wide Queuing Penalty, All Intervals: 276