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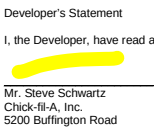


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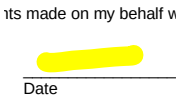


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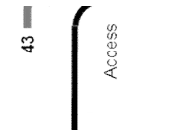


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TRAFFIC IMPACT STUDY

# Chick-fil-A Powers & Palmer Park

## El Paso County

*PCD File PR2521*

Prepared for:

**Merrick & Company**

Kimley»Horn

# T R A F F I C  I M P A C T  S T U D Y

Traffic Engineer's Statement

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

Jeffrey R. Planck

Jeffrey R. Planck, P.E., PE #53006

September 18,2026
Date

Developer's Statement

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

owner signature

Mr. Steve Schwartz
Chick-fil-A, Inc.
5200 Buffington Road
Atlanta, GA 30349

Date

## Chick-fil-A Powers & Palmer Park

El Paso County

**Prepared for**
**Merrick & Company**
5700 Greenwood Plaza Boulevard
Greenwood Village, Colorado 80111

**Prepared by**
**Kimley-Horn and Associates, Inc**
2 North Nevada Avenue
Suite 900
Colorado Springs, Colorado 80903
(719) 453-0180




September 2026

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## 1.0 EXECUTIVE SUMMARY

The Chick-fil-A Powers & Palmer Park project is proposed within the existing retail center located on the southeast corner of the Palmer Park Boulevard and Powers Boulevard (SH-21) intersection in El Paso County. The project is proposed to include a 2,962 square foot fast-food restaurant with drive-through only and no indoor seating. It is expected that the project will be completed in the next several years; therefore, analysis was conducted for the 2028 short-term buildout horizon as well as the 2045 long-term twenty-year planning horizon.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study in accordance with El Paso County and State of Colorado Department of Transportation standards and requirements:

- Palmer Park Boulevard and Powers Boulevard (SH-21)
- Omaha Boulevard and Powers Boulevard (SH-21)
- Palmer Park Boulevard Signalized Access
- Omaha Boulevard Full Movement Access

Regional and primary access to the site will be provided by Powers Boulevard (SH-21). Primary access will be provided by Palmer Park Boulevard and Omaha Boulevard. Direct access will be provided by the existing signalized intersection access along Palmer Park Boulevard and the existing full movement access along Omaha Boulevard. Both accesses are approximately 350 feet east of Powers Boulevard (SH-21).

Accounting for pass-by trips, new trips to the surrounding street network would result in approximately 1,298 weekday daily new trips, with 91 of these new trips occurring during the morning peak hour and 130 of these new trips occurring during the afternoon peak hour.

A CDOT access permit that meets CDOT requirements will be required as condition of approval.

Based on the analysis presented in this report, Kimley-Horn believes Chick-fil-A Powers & Palmer Park will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

- By 2045, if traffic volumes are realized, the intersection of Palmer Park Boulevard and Powers Boulevard (#1) is anticipated to operate with an overall LOS E in both the background and total condition PM peak hour and a delay of 55.8 seconds which is less than one second over the threshold for LOS D. Project traffic is only anticipated to increase the overall delay at this intersection by 0.1 seconds in the afternoon peak, and this intersection is built to the ultimate configuration. It should be noted that with additional development of the northeast corner, the east leg of this intersection will be realigned to allow additional westbound dual left turn lane and westbound right turn lane storage length; however, the lane configurations will remain the same at this intersection.

- By the 2045 background condition, in accordance with any additional retail development on the northeast corner of the Palmer Park Boulevard and Powers Boulevard intersection, the west access along Palmer Park Boulevard will be converted to right-in/right-out movements with stop control and R1-1 “STOP” signs on the northbound and southbound approaches. Additionally, the access to the east along Palmer Park Boulevard will include a traffic signal and Waynoka Road will be realigned to create a four-leg intersection with the east project access along Palmer Park Boulevard.

- The threshold for requiring an access permit along Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the any leg of Palmer Park Boulevard at SH-21 is not anticipated to increase existing access traffic volumes by more than 20 percent, with the maximum expected increase at 5.0 percent during the afternoon peak hour on the east leg (72 project / 1,447 existing). Based on traffic projections, the addition of project traffic on the east leg of Omaha Boulevard at SH-21 is anticipated to increase existing access traffic volumes by more than 20 percent, with the expected increase at 20.3 percent during the afternoon peak hour on the east leg (37

project/182 existing). Therefore, a CDOT access permit is anticipated to be required along the east leg of Omaha Boulevard at the intersection with SH-21 in association with the project.

- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of El Paso County and the Manual on Uniform Traffic Control Devices (MUTCD) – 11th Edition, 2023.

## 2.0 INTRODUCTION

Kimley-Horn has prepared this report to document the results of a Traffic Impact Study for Chick-fil-A Powers & Palmer Park proposed to be within the existing retail center located on the southeast corner of the Palmer Park Boulevard and Powers Boulevard (SH-21) intersection in El Paso County. A vicinity map illustrating the project development location is shown in **Figure 1**. The project is proposed to include a 2,962 square foot fast-food restaurant with drive-through only and no indoor seating. A conceptual site plan is attached in **Appendix A**. It is expected that the project will be completed in the next several years; therefore, analysis was conducted for the 2028 short-term buildout horizon as well as the 2045 long-term twenty-year planning horizon.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study in accordance with El Paso County and CDOT standards and requirements:

- Palmer Park Boulevard and Powers Boulevard (SH-21)
- Omaha Boulevard and Powers Boulevard (SH-21)
- Palmer Park Boulevard and Signalized Access
- Omaha Boulevard and Full Movement Access

Regional and primary access to the site will be provided by Powers Boulevard (SH-21). Primary access will be provided by Palmer Park Boulevard and Omaha Boulevard. Direct access will be provided by the existing signalized intersection access along Palmer Park Boulevard and the existing full movement access along Omaha Boulevard. Both accesses are approximately 350 feet east of Powers Boulevard (SH-21).

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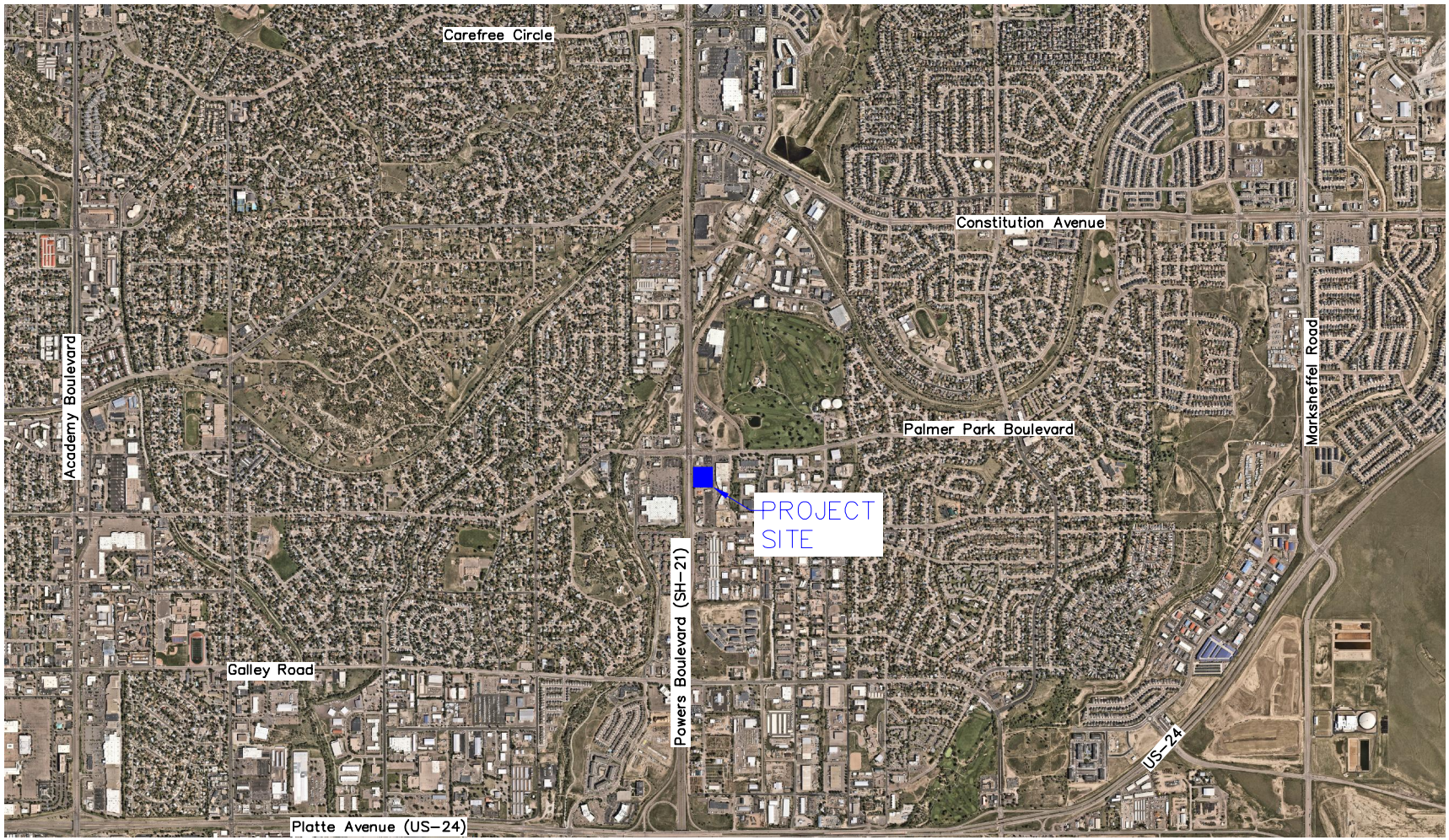


FIGURE 1
Chick-fil-A Powers & Palmer Park
El Paso County, Colorado
Vicinity Map

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## 3.1 Existing Study Area

The site currently contains overflow parking for the existing retail center. Directly north is a 7-Eleven gas and convenience store and to the east is VASA Fitness. To the south are restaurant and retail uses. A retail center is also located to the west of Powers Boulevard while specialty retail uses are located in the area east and south of the site. A golf course is located to the northeast of the site while single family residences are located in the extended area to the east and west. The extended site is directly east of Powers Boulevard (SH-21) which provides regional north-south connectivity through the east side of Colorado Springs.

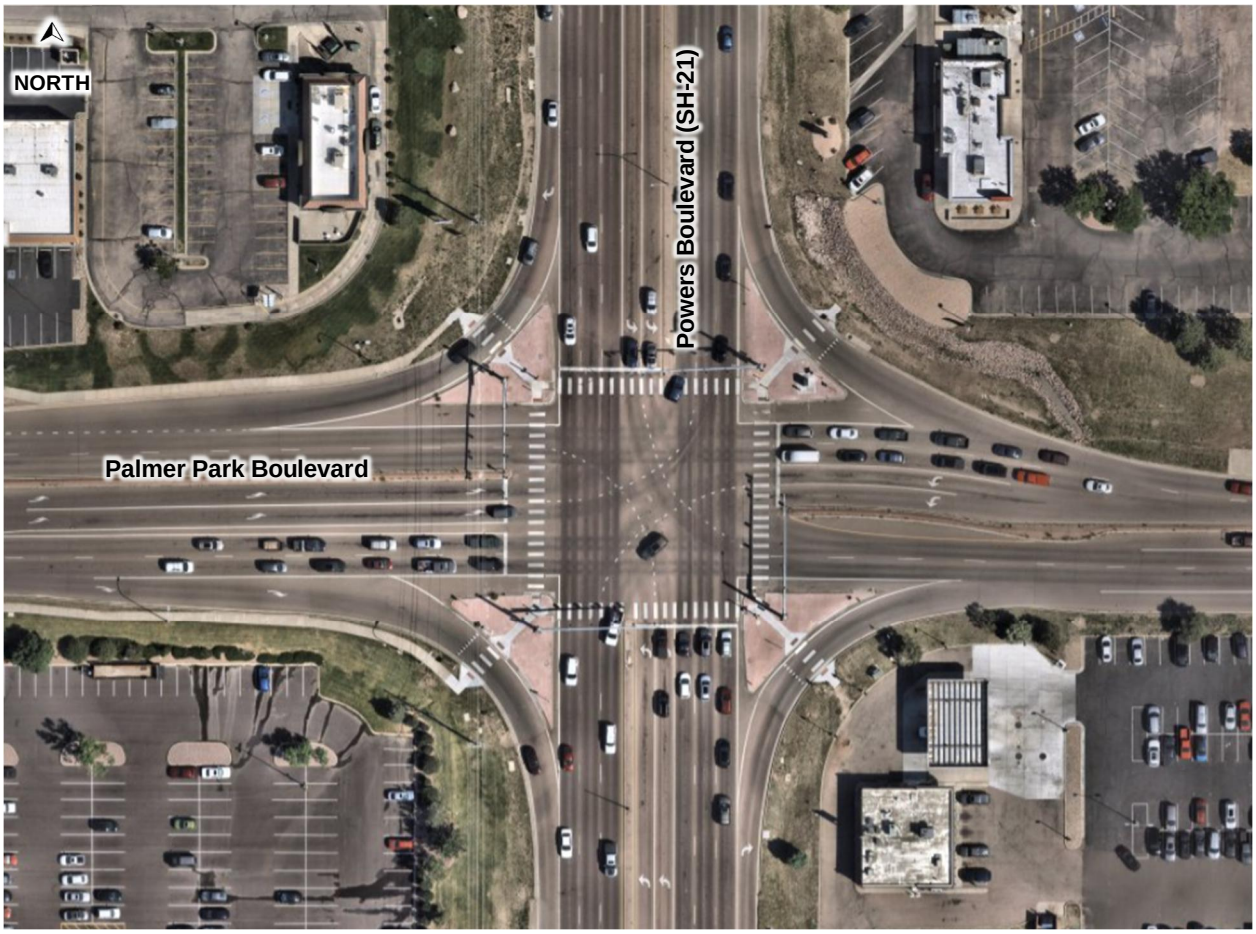
## 3.2 Existing Roadway Network

Powers Boulevard (SH-21) is a six-lane divided highway that extends primarily in the north-south direction. The posted speed limit along the roadway is 55 miles per hour near the study intersections. The Colorado Department of Transportation (CDOT) identifies this roadway as a *F-W, Interstate System, Freeway Facility*.

Palmer Park Boulevard extends as an east-west roadway with two through lanes provided in each direction with a mix of raised center median and two-way left turn lane median. The posted speed limit is 35 miles per hour. El Paso County identifies the roadway as a *Principal Arterial*.

Omaha Boulevard is a three-lane roadway with a center two-way left turn lane and one through lane both eastbound and westbound. The roadway extends for approximately 1.5 miles from Powers Boulevard (SH-21) to Mineola Street. The roadway is classified as a *Collector*. The posted speed limit is 40 miles per hour.

The signalized intersection of Palmer Park Boulevard and Powers Boulevard (SH-21) operates with protected-only left turn phasing on all four approaches. Additionally, the right turn movements for all approaches operate under free conditions with acceleration lanes provided. The northbound and southbound Powers Boulevard (SH-21) approaches both provide dual left turn lanes, three through lanes, and a right turn lane. The eastbound and westbound Palmer Park Boulevard approaches provide dual left turn lanes, two through lanes, and right turn lanes. An aerial photo of the existing intersection configuration is below (north is up - typical).




*Palmer Park Boulevard & Powers Boulevard (SH-21)*

The unsignalized T-intersection of Omaha Boulevard and Powers Boulevard (SH-21) operates with no control. The westbound approach of Omaha Boulevard provides a right turn-only lane with a westbound to northbound acceleration lane. Therefore, the westbound right movement operates under free conditions. Additionally, the northbound approach of Powers Boulevard (SH-21) provides three through lane and a separate right turn lane while the southbound approach provides three through lanes. An aerial photo of the existing intersection configuration is below.




*Omaha Boulevard & Powers Boulevard (SH-21)*

The existing access along Palmer Park Boulevard is signalized with permissive-only left turn phasing on all four approaches. The northbound and southbound approaches are not striped but provide adequate width to accommodate a separate left turn lane and a shared through/right turn lane. The eastbound approach of Palmer Park Boulevard provides a left turn lane, two through lane, and a right turn lane while the westbound approach provides a left turn lane and two through lanes with the outside through lane being a shared right. Notably, as mentioned in the VASA traffic study, VASA PPR267, it is recommended that the north and south legs provide striping to show a dedicated left turn lane and a shared through/right turn lane. Additionally, by the 2045 horizon, it is anticipated that this access will be converted to a Right-In/Right-Out access. The access to the east will instead be signalized to provide improved access spacing from the intersection of Palmer Park Boulevard & Powers Boulevard (#1). An aerial photo of the existing intersection configuration is below.




*Palmer Park Boulevard & Signalized Access*

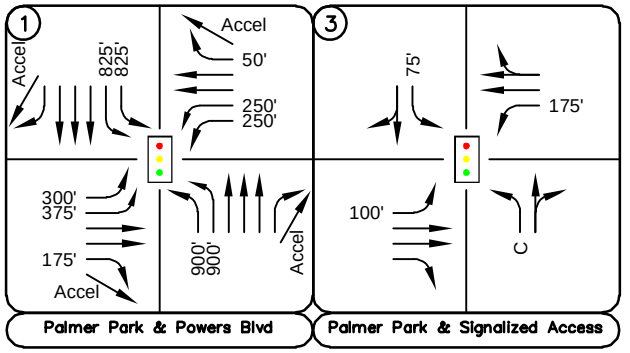
The existing access along Omaha Boulevard operates with stop control on the northbound and southbound access approaches. The north and south legs provide a single lane shared for all movements. The eastbound and westbound approaches of Omaha Boulevard provide a left turn lane and a shared through/right turn lane. The eastbound approach has a designated left turn lane while the westbound approach provides a two-way left turn center lane for left turn movements. An aerial photo of the existing intersection configuration is below.

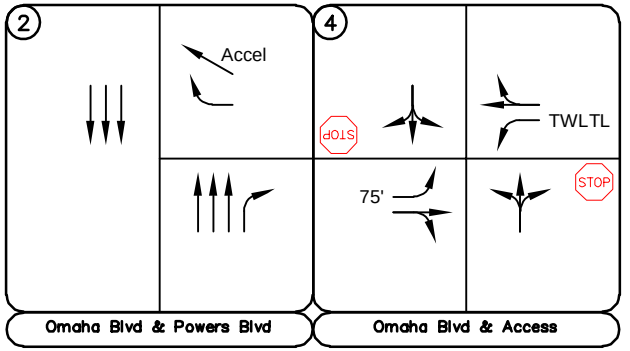



*Omaha Boulevard & Full Movement Access*

The intersection lane configuration and control for the study area intersections are shown in **Figure 2**.

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| | |
|---|---|
| X | Study Area Key Intersection |
| | Signalized Intersection |
| STOP | Stop Controlled Approach |
| SPEED LIMIT XX | Roadway Speed Limit |
| TWLTL | Two-Way Left Turn Lane |
| ACCEL | Acceleration Lane |
| 100' | Turn Lane Length (feet) |

FIGURE 2
Chick-fil-A Powers & Palmer Park
El Paso County, Colorado
Existing Geometry and Control

### 3.3 Existing Traffic Volumes

Existing turning movement counts were conducted at the study intersections on Thursday, January 9, 2025, during the weekday morning and afternoon peak hours. The counts for movements associated with the south leg of the Palmer Park Boulevard East Access (#5) and north leg of Waynoka Road (#5) were collected on Thursday, June 26, 2025. Through movements along Palmer Park Boulevard at this intersection were extrapolated from the counts at the Palmer Park Boulevard East Access (#5) The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on this count date. The existing intersection traffic volumes are shown in **Figure 3** with count sheets provided in **Appendix B.**

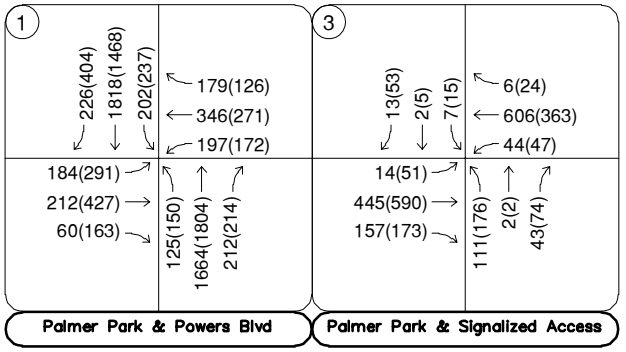
### 3.4 Unspecified Development Traffic Growth

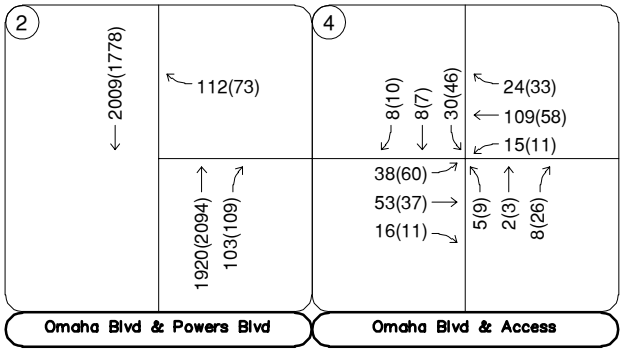
According to information provided on the website for the Colorado Department of Transportation (CDOT), the 20-year growth factor along SH-21 (Powers Boulevard) in the vicinity of the site is 1.25. The 20-year growth factor equates to annual growth rate of 1.12 percent. Traffic information from the CDOT Online Transportation Information System (OTIS) website is included in **Appendix C**. This annual growth rate was used to estimate near-term 2028 and long-term 2045 traffic volume projections at the key intersections.

Additionally, development traffic volumes associated with the future expansion of the retail parcels on the northeast corner of the Powers Boulevard and Palmer Park Boulevard intersection were incorporated into the 2045 background traffic volumes. Notably, the VASA located in the same overall development area as the proposed Chick-fil-A is an existing site and was operational at the time counts were collected and therefore no additional volume was added to account for the existing Health/Fitness Club. Applicable documents from the background studies are included in **Appendix C**.

Background traffic volumes for 2028 and 2045 are shown in **Figure 4** and **Figure 5**, respectively. There are not any known traffic studies from the previous five years for developments in the surrounding area.

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LEGEND

| | |
|---|---|
| X | Study Area Key Intersection |
| XXX(XXX) | Weekday AM(PM) Peak Hour Traffic Volumes |
| XX,X00 | Estimated Daily Traffic Volume |

# FIGURE 3
## Chick-fil-A Powers & Palmer Park
## El Paso County, Colorado
## 2025 Existing Traffic Volumes

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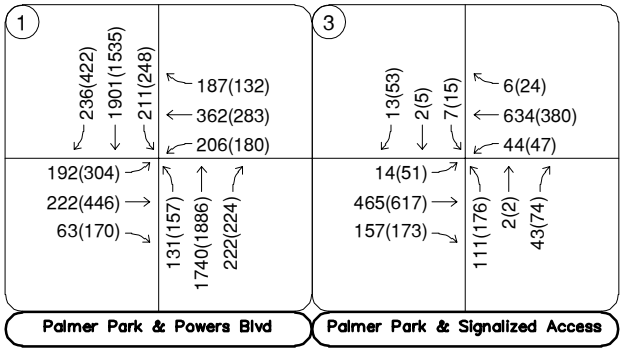
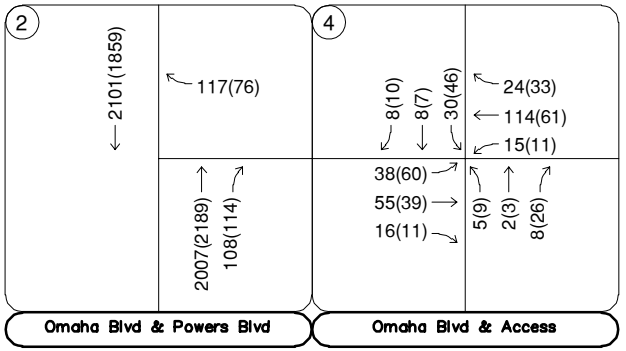


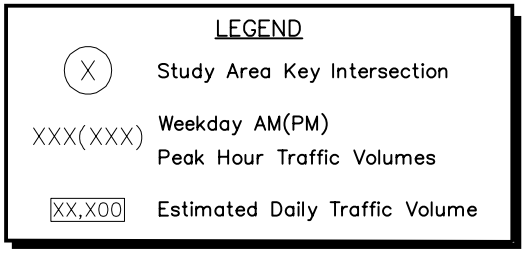
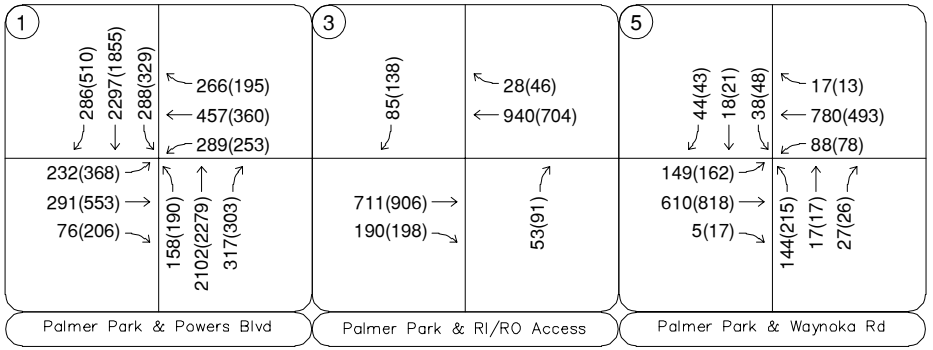
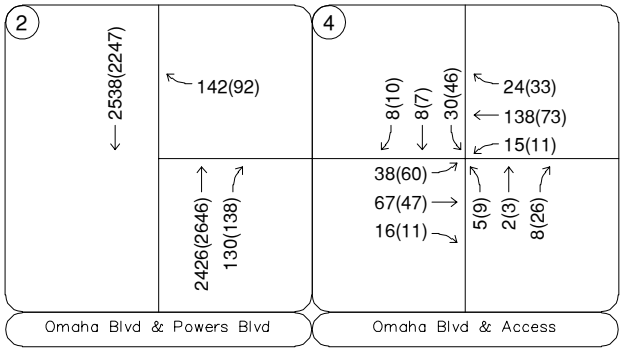




FIGURE 4
Chick-fil-A Powers & Palmer Park
El Paso County, Colorado
2028 Background Traffic Volumes




Kimley»Horn NORTH
NTS 096206022

LEGEND

| | |
|---|---|
| X | Study Area Key Intersection |
| XXX(XXX) | Weekday AM(PM) Peak Hour Traffic Volumes |
| XX,X00 | Estimated Daily Traffic Volume |

# FIGURE 5
## Chick-fil-A Powers & Palmer Park
## El Paso County, Colorado
## 2045 Background Traffic Volumes

Kimley»Horn

## 4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*[1] published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For comparison purposes, Kimley-Horn used the ITE Trip Generation Report average rates that apply to Fast-Food Restaurant with Drive-Through Window and With Indoor Seating (ITE Land Use Code 934) and Fast-Food Restaurant with Drive-Through Window and No Indoor Seating (ITE Land Use Code 935) for traffic associated with the development. Further, user specific trip generation data was utilized for sites without indoor seating. With the current application not having indoor seating, it is not applicable to utilize trip generation data for fast-food restaurants with indoor seating and the data was provided for informational purposes. However, the most applicable trip generation data, user-specific without indoor seating, resulted in the highest trip generation and was utilized in the analysis in this study.

It is recognized that Chick-fil-A restaurants can generate more traffic than a typical fast-food restaurant with drive-through. In addition, because this proposed site is anticipated to be almost exclusively drive-through operations only, the traffic generation from this site will be unique to other typical Chick-fil-A restaurants as well as being different from other fast-food restaurants with no indoor seating. There are limited existing Chick-fil-A (CFA) sites nationwide that operate in this nature. Data from two existing sites of a similar nature—one in Glendale, Wisconsin, and the other in Raleigh, North Carolina—were prepared in a previous CFA study and utilized for use in this study. There is currently not any other provided user-specific trip generation data for sites without indoor seating, but the trip rate data used is much higher than the industry standard ITE trip rate data. The two data point sites operate with a near-identical building size and these sites provide two drive-thru lanes beginning prior to the order boards and continuing through the pickup area.

[1] Institute of Transportation Engineers, *Trip Generation Manual*, Twelfth Edition, Washington DC, 2025.

The proposed site at Palmer Park Boulevard and Powers Boulevard (SH-21) provides two continuous drive-through lanes. Based on the site-specific traffic generation rates for restaurants without indoor seating, Chick-fil-A Powers & Palmer Park is expected to generate approximately 1,880 weekday daily trips, with 132 of these trips occurring during the morning peak hour and 188 of these trips occurring during the afternoon peak hour. The user-specific traffic generation for restaurants without indoor seating is higher than ITE Trip Generation data for fast-food restaurants with (which is less applicable) and without indoor seating. As such, it is believed that use of the Chick-fil-A site-specific data for fast-food restaurants without indoor seating provides a conservative analysis of the expected traffic operations of the site and the surrounding intersections included in this study. **Table 1** summarizes the estimated trip generation for the site. The trip generation worksheets are included in **Appendix D**.

**Table 1 – Chick-fil-A Powers & Palmer Park Traffic Generation**

| Land Use and Size | Weekday Vehicle Trips | | | | | | |
|---|---|---|---|---|---|---|---|
| | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | In | Out | Total | In | Out | Total |
| **ITE 934 – Fast Food w/ Indoor Seating & DT (informational purposes)** | | | | | | | |
| 2,962 Square Feet | 940 | 50 | 48 | 98 | 49 | 45 | 94 |
| **ITE 935 – Fast Food w/o Indoor Seating & w/ DT (applicable use)** | | | | | | | |
| 2 Drive-Thru Lanes | 1,190 | 40 | 46 | 86 | 61 | 58 | 119 |
| **User Specific - Fast Food w/o Indoor Seating & w/ DT (applicable use)** | | | | | | | |
| **2 Drive-Thru Lanes** | **1,880** | **61** | **71** | **132** | **90** | **98** | **188** |

Because Chick-fil-A Powers & Palmer Park is a fast-food restaurant, pass-by trips are expected to occur. These pass-by trips are vehicles already on the street network that will be attracted to the development on their way to a destination. Of note, pass-by trips do not reduce the number of trips entering and exiting the proposed site. Based on the ITE Trip Generation Manual for fast-food restaurants with a drive-through window and no indoor seating, the morning and afternoon peak hour pass-by percentages are 31 percent.

Accounting for pass-by trips, new trips to the surrounding street network would result in approximately 1,298 weekday daily new trips, with 91 of these new trips occurring during the morning peak hour and 130 of these new trips occurring during the afternoon peak hour. Table 2 summarizes the trip generation based on the site-specific data (without indoor seating) and pass-by percentages from ITE.

**Table 2 – Chick-fil-A Powers & Palmer Park Non Pass-By & Pass-By**

| Land Use and Size | Weekday Vehicle Trips | | | | | | |
|---|---|---|---|---|---|---|---|
| | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | In | Out | Total | In | Out | Total |
| **User Specific - Fast Food w/o Indoor Seating & w/ DT** | | | | | | | |
| Non Pass-By Trips | 1,298 | 42 | 49 | 91 | 62 | 68 | 130 |
| Pass-By Trips | 582 | 19 | 22 | 41 | 28 | 30 | 58 |
| **Total Project Trips** | **1,880** | **61** | **71** | **132** | **90** | **98** | **188** |

Notably, the VASA located in the same overall development area as the proposed Chick-fil-A is an existing site and was operational at the time counts were collected and therefore no additional volume was added to account for the existing Health/Fitness Club. The existing VASA would be expected to generate approximately 2,048 daily trips with 97 occurring during the morning peak hour and 212 occurring during the afternoon peak hour based on ITE Trip Generation Manual equations for Health/Fitness Club (ITE LUC 492).

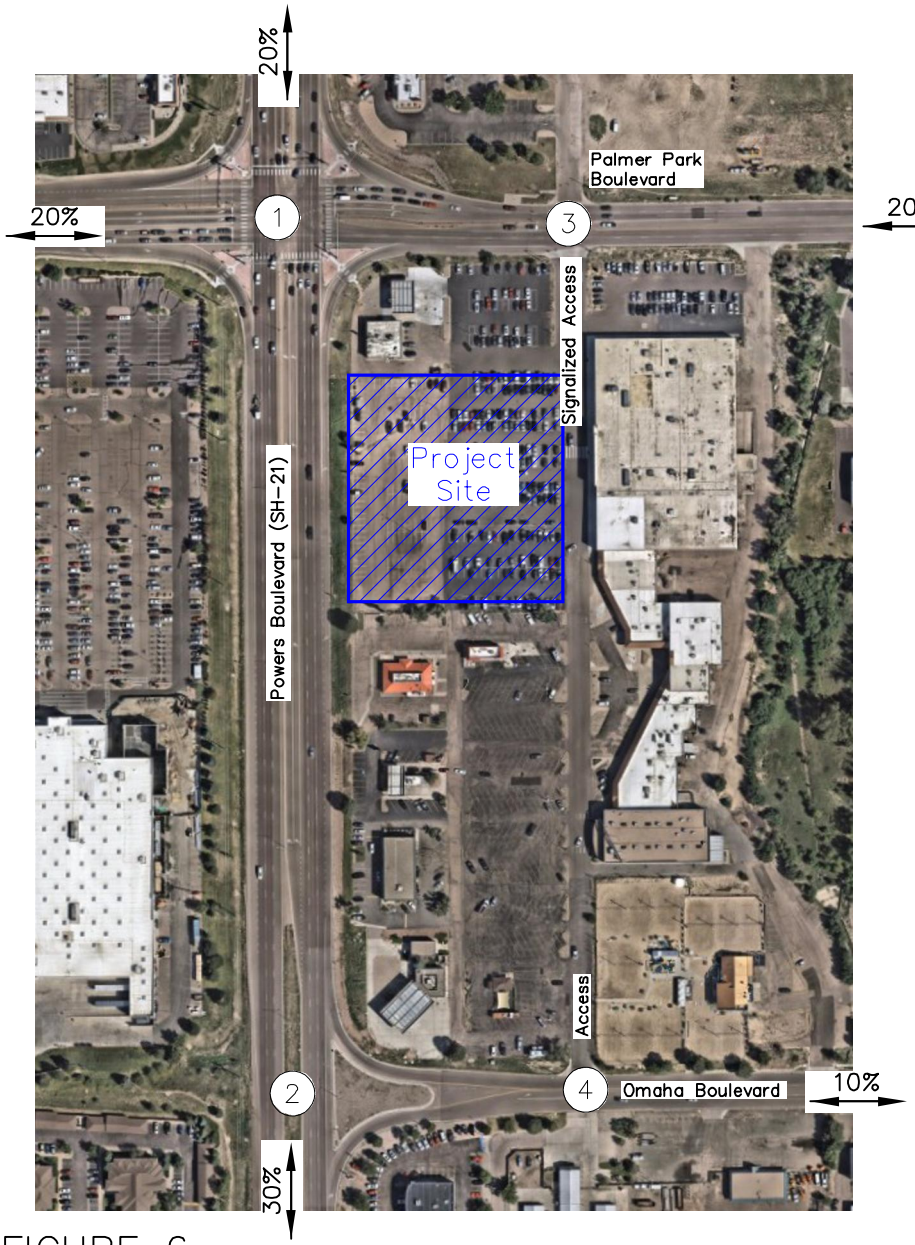
### 4.2 Trip Distribution

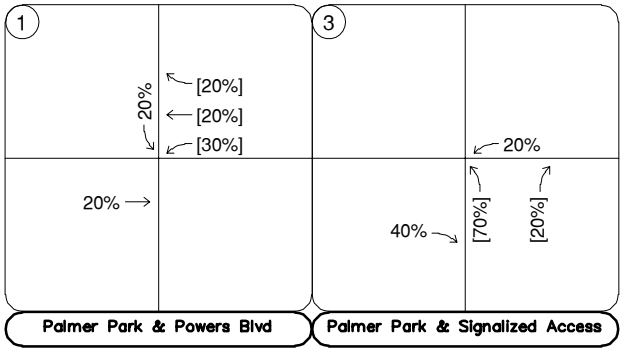
Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. By the 2045 background condition, the intersection of Palmer Park & Access (#3) will become Right-In/Right-Out (RI/RO) and the existing signal will move to the access to the east. Waynoka Road will realign with the east, signalized access along Palmer Park. Therefore, 2028 and 2045 have different distributions. The project trip distribution for the proposed development is illustrated in **Figure 6** in 2028 and **Figure 7** for 2045.

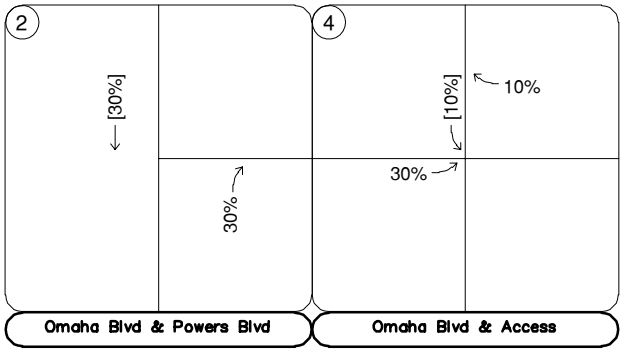
Since the project is a commercial development, a certain amount of traffic attracted to the development will already be passing by the site. This pass-by distribution is a means to quantify the amount of traffic arriving to the site from a given direction and then leaving the site in the same original direction of travel, continuing the driver's trip. The expected weekday morning and afternoon peak hour pass-by trip distributions were calculated based on actual traffic volumes. Directional differences in the morning and afternoon peak hours were accounted for in the pass-by distributions as shown in **Figure 8** and **Figure 9**, respectively for 2028 and **Figure 10** and **Figure 11**, respectively for 2045.

### 4.3 Traffic Assignment and Total Traffic (Background Plus Project)

The project's traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in Table 1. Project non pass-by traffic assignments are shown in **Figure 12** for 2028 and **Figure 13** for 2045. **Figure 14** illustrates the expected pass-by traffic assignment for the project in 2028 while **Figure 15** illustrates the expected pass-by traffic assignment for the project in 2045. Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short-term 2028 buildout horizon and long-term 2045 twenty-year planning horizon. As referenced previously, development traffic volumes associated with the future expansion of the retail parcels on the northeast corner of the Powers Boulevard and Palmer Park Boulevard intersection were incorporated into the 2045 traffic volumes. Total traffic volumes for the study area are illustrated for the 2028 and 2045 horizon years in **Figure 16** and **Figure 17**, respectively.




NTS 096206022

LEGEND

X — Study Area Key Intersection

XX% — External Trip Distribution Percentage

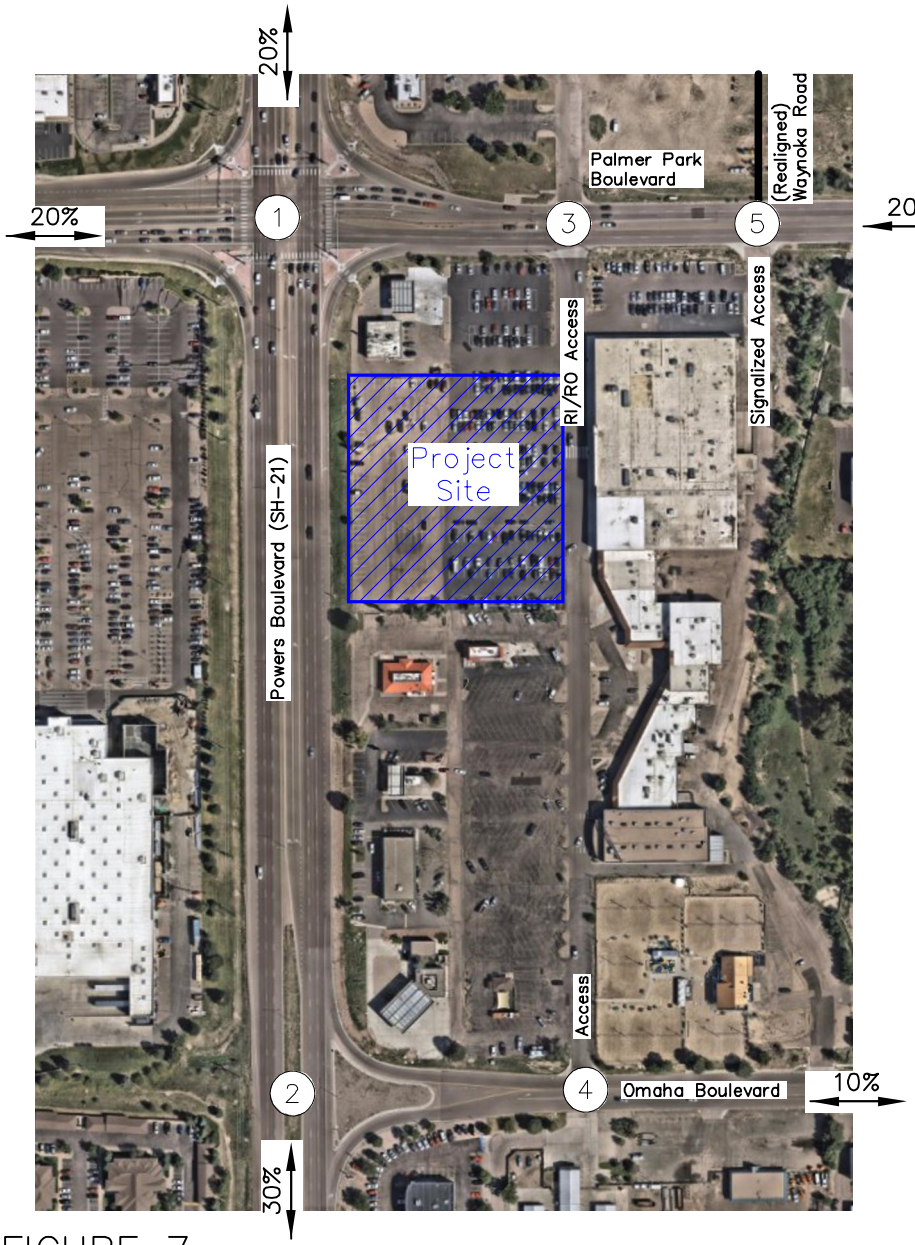
XX%[XX%] — Entering[Exiting] Trip Distribution Percentage

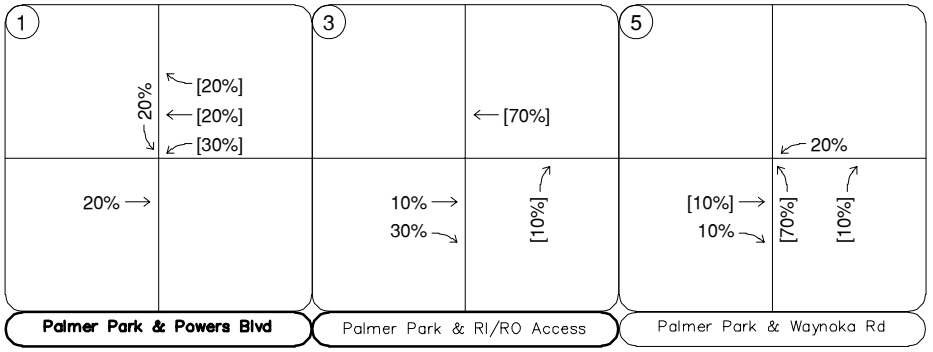
FIGURE 6

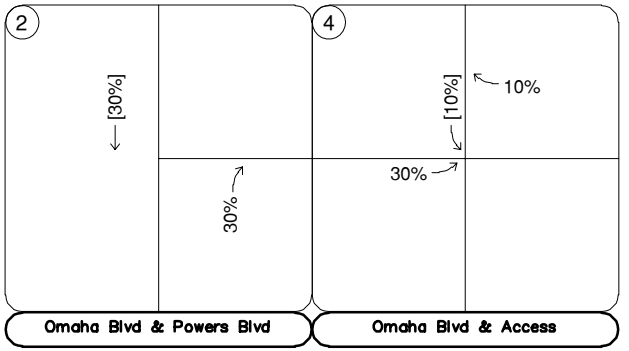
Chick-fil-A Powers & Palmer Park

El Paso County, Colorado

2028 Non Pass-By Traffic Distribution



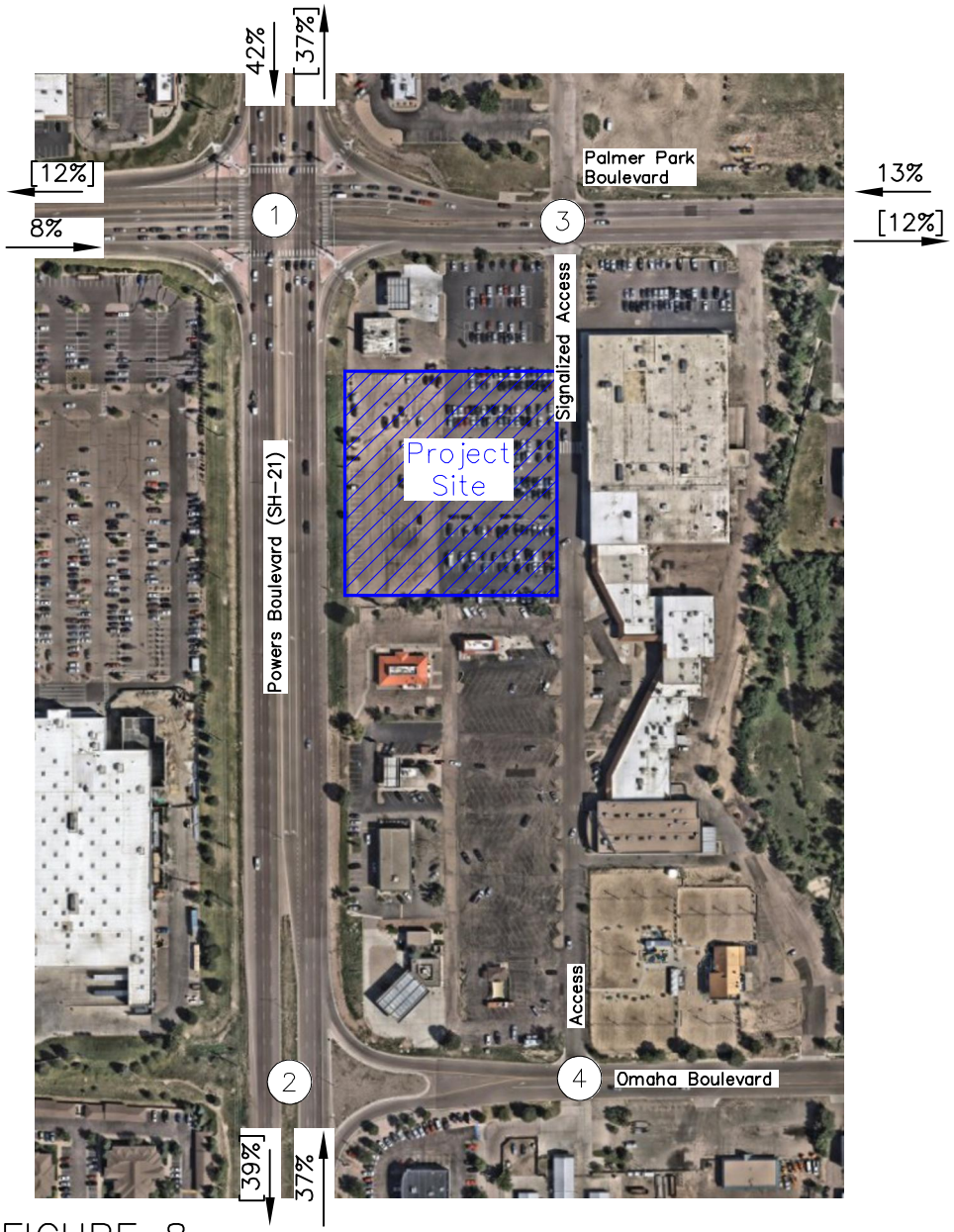



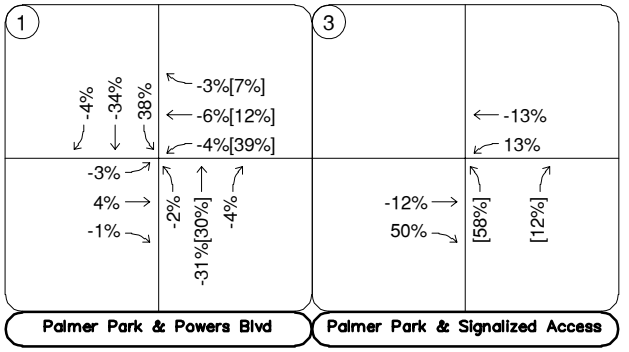

NORTH
NTS 096206022

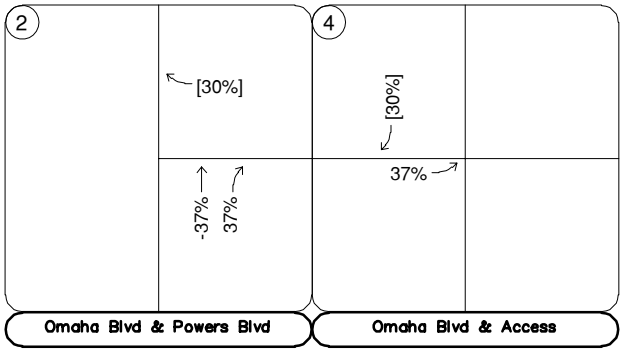
LEGEND

| | |
|---|---|
| X | Study Area Key Intersection |
| XX% | External Trip Distribution Percentage |
| XX%[XX%] | Entering[Exiting] Trip Distribution Percentage |

FIGURE 7
Chick-fil-A Powers & Palmer Park
El Paso County, Colorado
2045 Non Pass-By Traffic Distribution




LEGEND

(X) Study Area Key Intersection

XX% External Trip Distribution Percentage

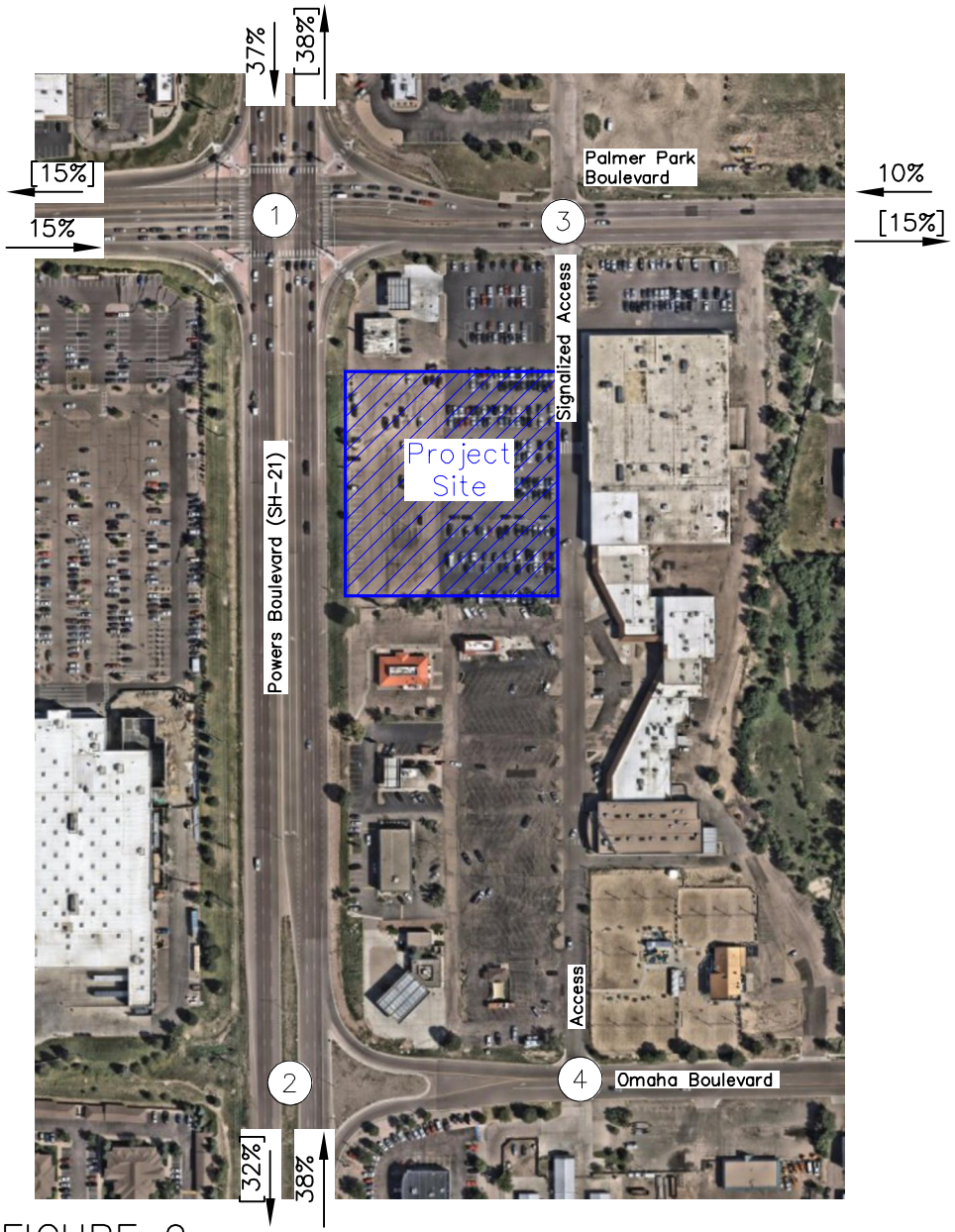
XX%[XX%] Entering[Exiting] Trip Distribution Percentage

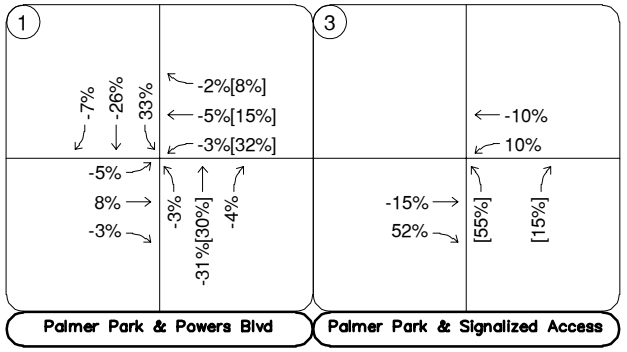
FIGURE 8

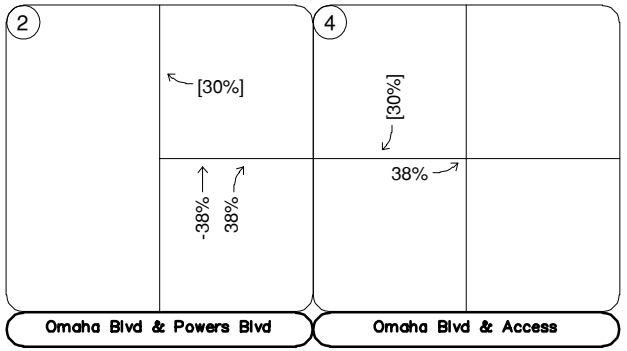
Chick-fil-A Powers & Palmer Park

El Paso County, Colorado

2028 AM Pass-By Traffic Distribution




LEGEND

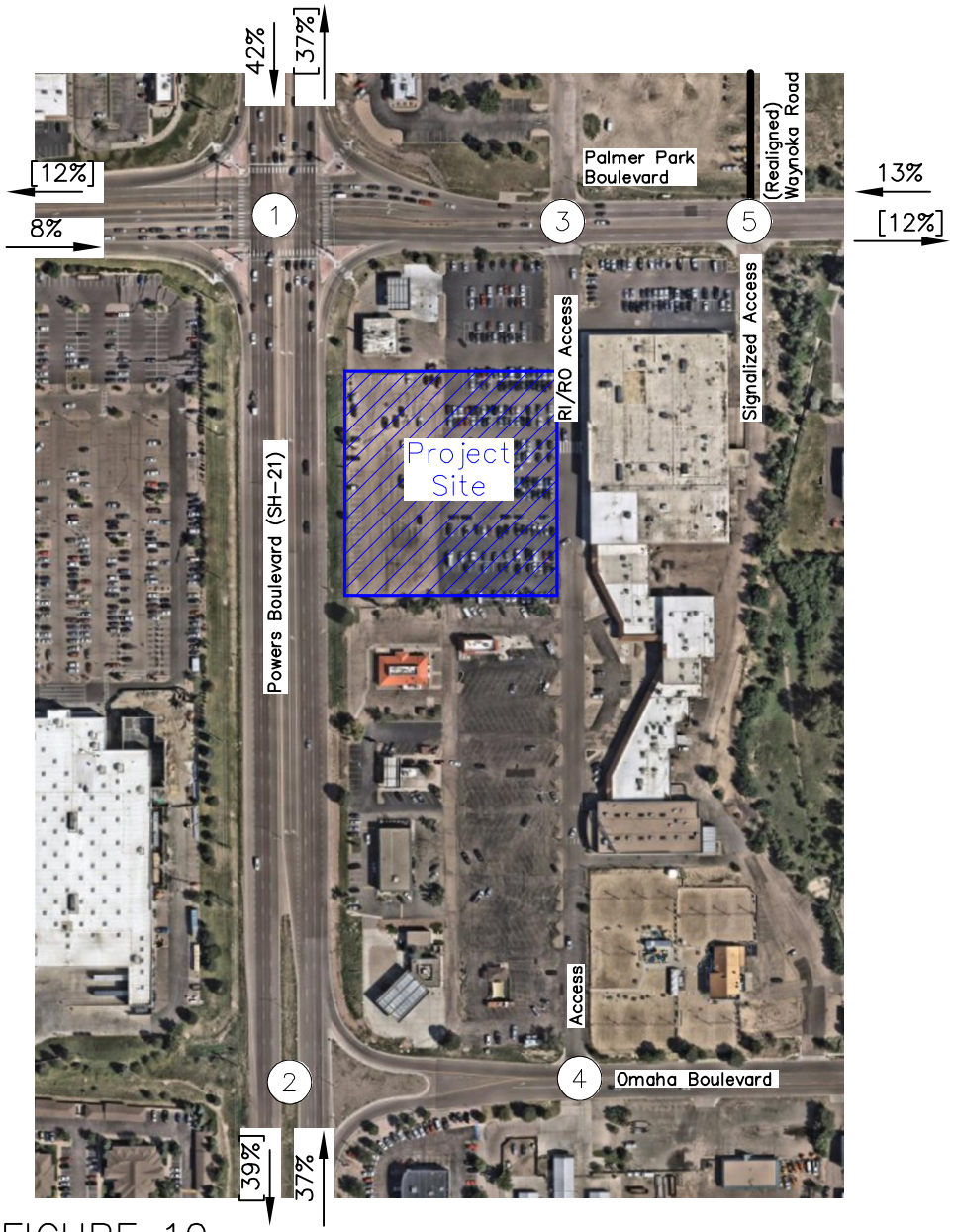
(X) Study Area Key Intersection

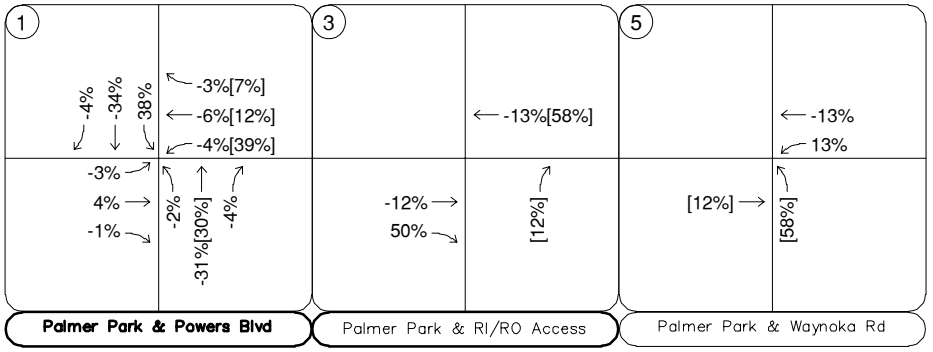
XX% External Trip Distribution Percentage

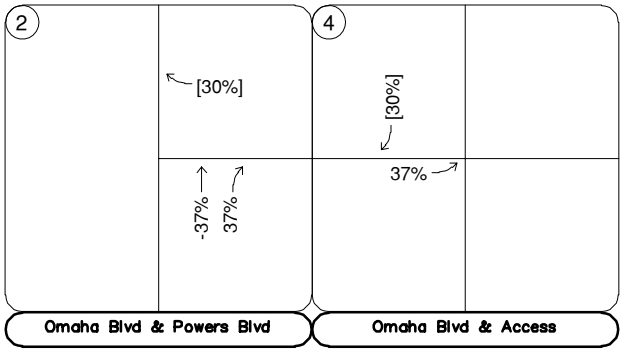
XX%[XX%] Entering[Exiting] Trip Distribution Percentage

FIGURE 9

Chick-fil-A Powers & Palmer Park
El Paso County, Colorado
2028 PM Pass-By Traffic Distribution




LEGEND

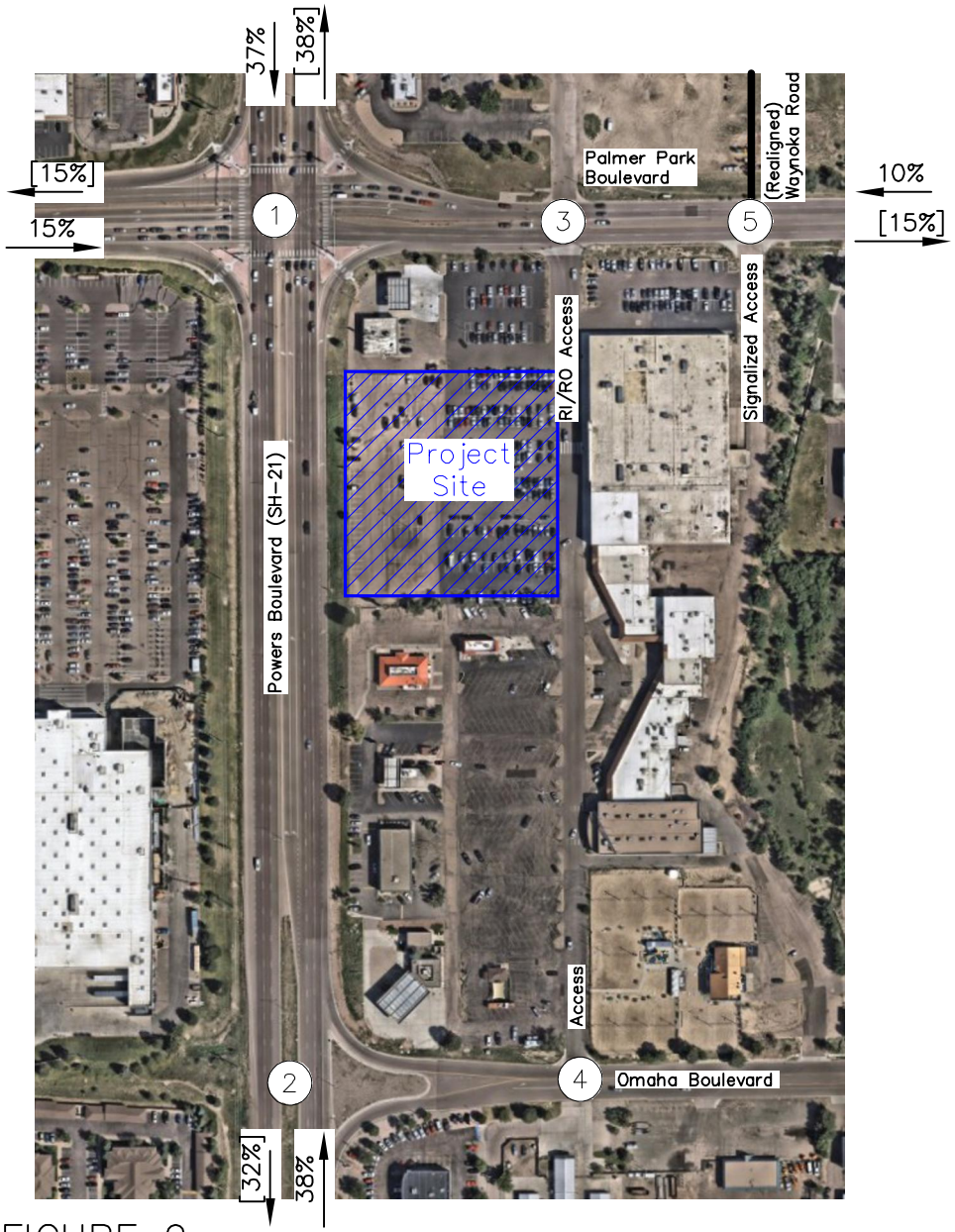
X — Study Area Key Intersection

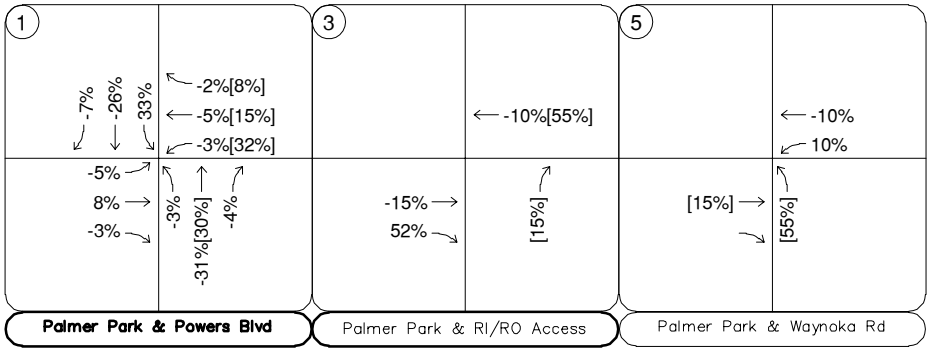
XX% — External Trip Distribution Percentage

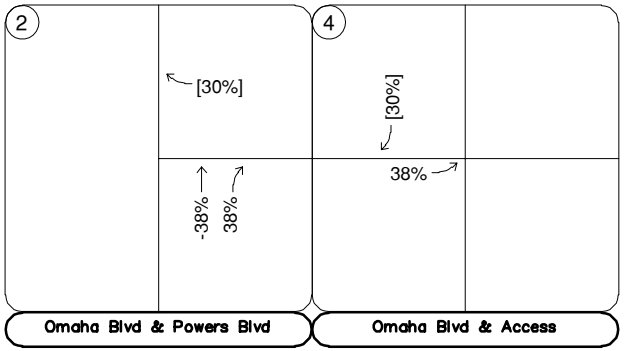
XX%[XX%] — Entering[Exiting] Trip Distribution Percentage

FIGURE 10

Chick-fil-A Powers & Palmer Park
El Paso County, Colorado
2045 AM Pass-By Traffic Distribution




LEGEND

(X) Study Area Key Intersection

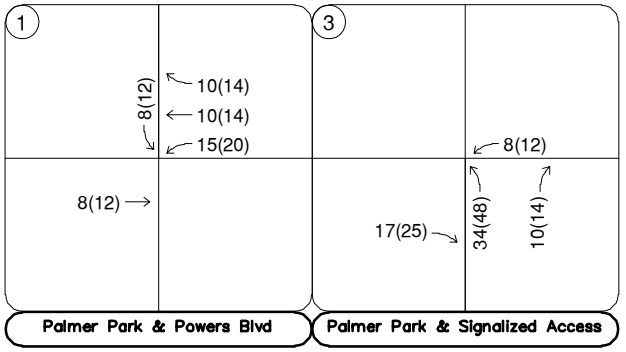
XX% External Trip Distribution Percentage

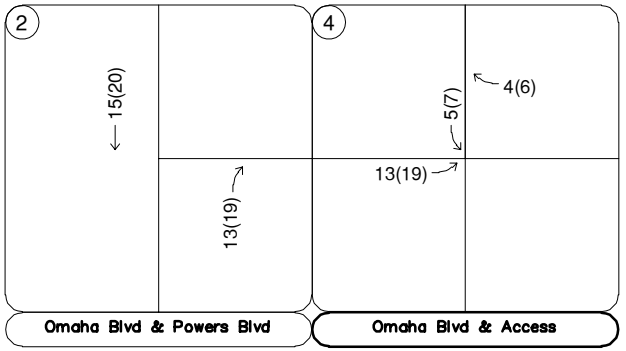
XX%[XX%] Entering[Exiting] Trip Distribution Percentage

FIGURE 9

Chick-fil-A Powers & Palmer Park
El Paso County, Colorado
2028 PM Pass-By Traffic Distribution



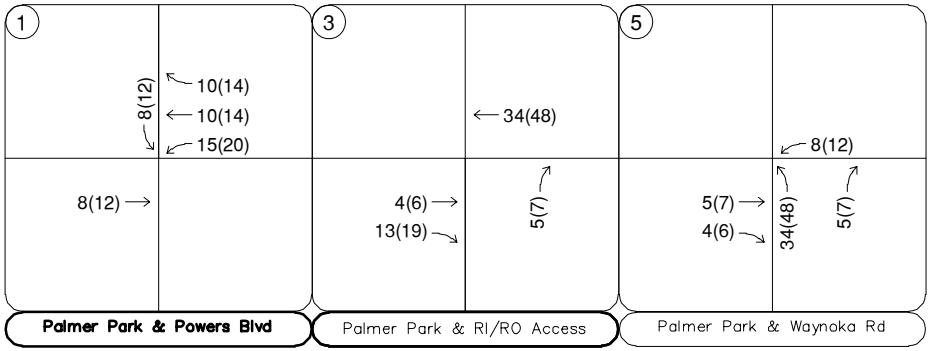



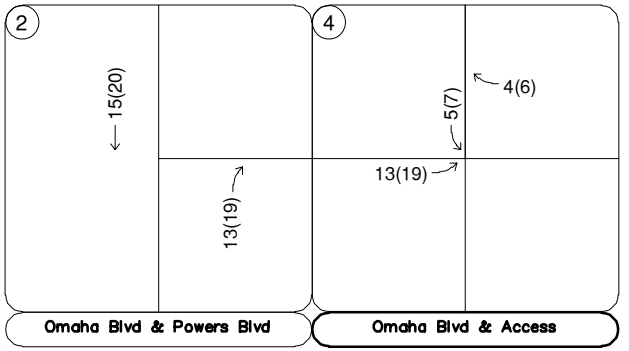

LEGEND

| | |
|---|---|
| (X) | Study Area Key Intersection |
| XXX(XXX) | Weekday AM(PM) Peak Hour Traffic Volumes |
| XX,X00 | Estimated Daily Traffic Volume |

FIGURE 12
Chick-fil-A Powers & Palmer Park
El Paso County, Colorado
2028 Non Pass-By Traffic Assignment



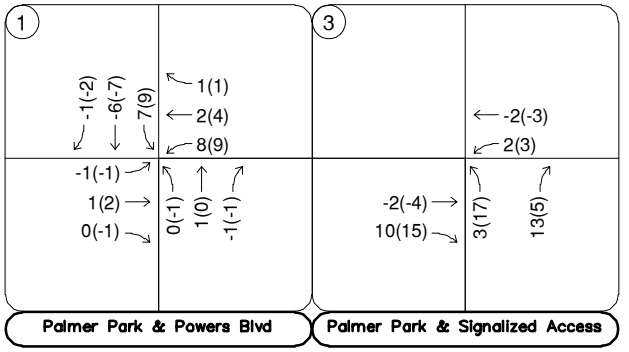



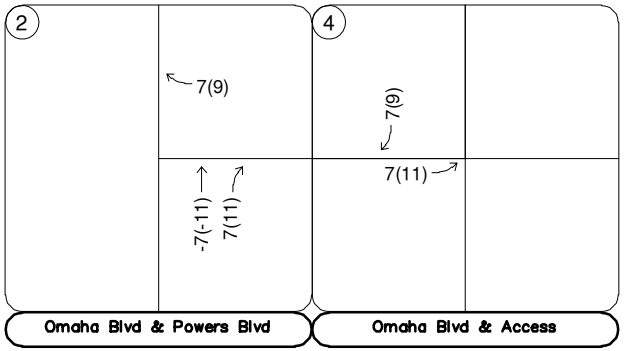

LEGEND

| | |
|---|---|
| (X) | Study Area Key Intersection |
| XXX(XXX) | Weekday AM(PM) Peak Hour Traffic Volumes |
| XX,X00 | Estimated Daily Traffic Volume |

FIGURE 13
Chick-fil-A Powers & Palmer Park
El Paso County, Colorado
2045 Non Pass-By Traffic Assignment



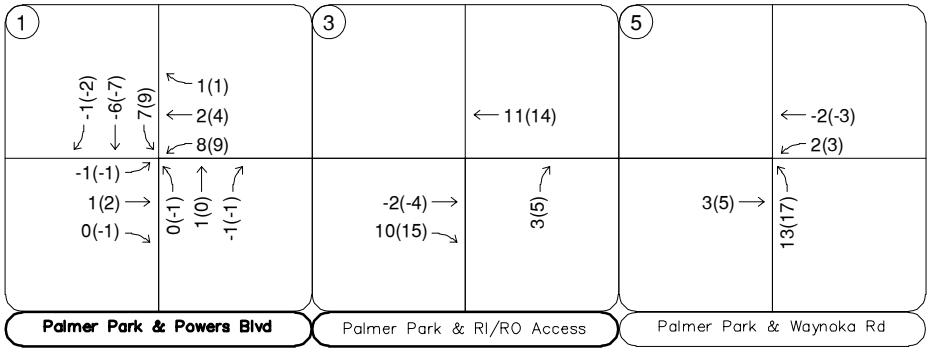



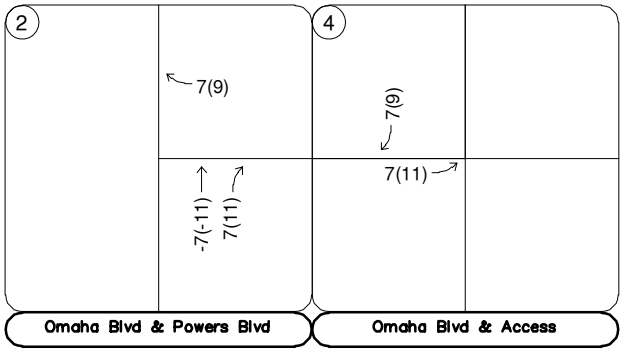

LEGEND

| | |
|---|---|
| (X) | Study Area Key Intersection |
| XXX(XXX) | Weekday AM(PM) Peak Hour Traffic Volumes |
| XX,X00 | Estimated Daily Traffic Volume |

FIGURE 14
Chick-fil-A Powers & Palmer Park
El Paso County, Colorado
2028 Pass-By Traffic Assignment



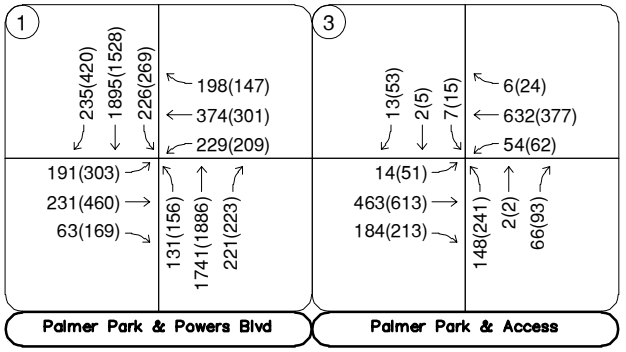



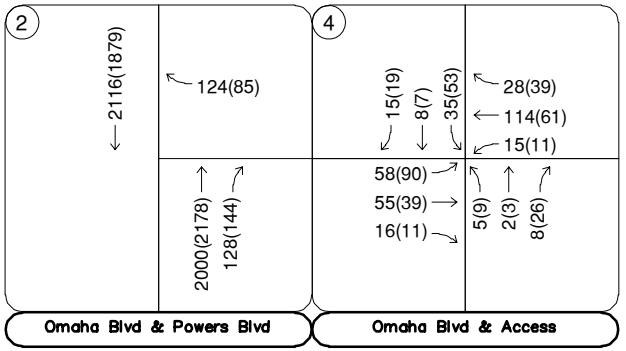

LEGEND

| | |
|---|---|
| (X) | Study Area Key Intersection |
| XXX(XXX) | Weekday AM(PM) Peak Hour Traffic Volumes |
| XX,X00 | Estimated Daily Traffic Volume |

FIGURE 15
Chick-fil-A Powers & Palmer Park
El Paso County, Colorado
2045 Pass-By Traffic Assignment




LEGEND

(X) Study Area Key Intersection

XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes

XX,X00 Estimated Daily Traffic Volume

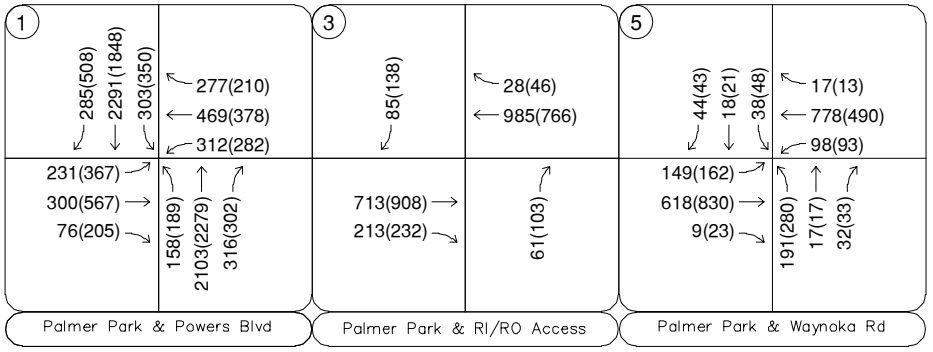
FIGURE 16

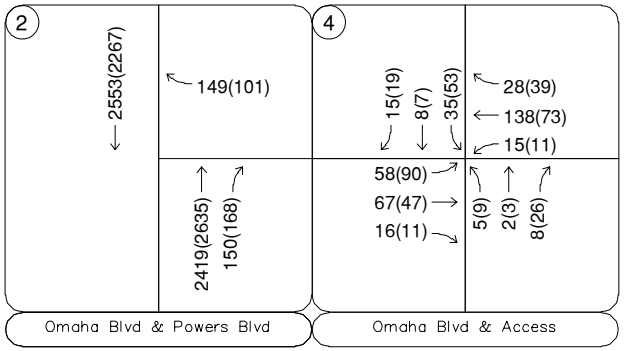
Chick-fil-A Powers & Palmer Park

El Paso County, Colorado

2028 Total Traffic Volumes




LEGEND

(X) Study Area Key Intersection

XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes

XX,X00 Estimated Daily Traffic Volume

FIGURE 17

Chick-fil-A Powers & Palmer Park

El Paso County, Colorado

2045 Total Traffic Volumes

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2028 and 2045 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the *Highway Capacity Manual (HCM)*[2].

## 5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). Based on El Paso County standards, the threshold for acceptable LOS is not less than LOS D during peak hours. **Table 3** shows the definition of level of service for signalized and unsignalized intersections.

**Table 3 – Level of Service Definitions**

| Level of Service | Signalized Intersection Average Total Delay (sec/veh) | Unsignalized Intersection Average Total Delay (sec/veh) |
|---|---|---|
| A | ≤ 10 | ≤ 10 |
| B | > 10 and ≤ 20 | > 10 and ≤ 15 |
| C | > 20 and ≤ 35 | > 15 and ≤ 25 |
| D | > 35 and ≤ 55 | > 25 and ≤ 35 |
| E | > 55 and ≤ 80 | > 35 and ≤ 50 |
| F | > 80 | > 50 |

Definitions provided from the Highway Capacity Manual, Seventh Edition, Transportation Research Board, 2022.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for signalized, roundabout, and all-way stop controlled intersections are defined for each approach and for the overall intersection.

[2] Transportation Research Board, *Highway Capacity Manual*, Seventh Edition, Washington DC, 2022.

### 5.2 Key Intersection Operational Analysis

Calculations for the operational level of service at the key intersections for the study area are provided in **Appendix E**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 2.** Existing peak hour factors were utilized in the existing, 2028, and 2045 horizon analysis years. The existing heavy vehicle percentages obtained from the turning movement counts were also used in each horizon year. The signalized intersection analysis utilizes existing signal timing sheets. Synchro traffic analysis software was used to analyze the signalized and unsignalized key intersections for HCM level of service.

**Palmer Park Boulevard & Powers Boulevard (#1)**

The intersection of Palmer Park Boulevard and Powers Boulevard is signalized with protected left turn phasing on each approach. The intersection movement operates acceptably at LOS D or better during both peak hours under existing conditions. With project traffic, the intersection is anticipated to continue operating at an acceptable level of service throughout the 2028 horizon.

However, if 2045 traffic projections are realized, the afternoon peak hour is reported to have an overall LOS E in both the background and total conditions and a delay of 55.8 seconds which is less than one second over the threshold for LOS D. Project traffic is only anticipated to increase the overall delay at this intersection by 0.1 seconds in the afternoon peak, and this intersection is built to the ultimate configuration. It should be noted that with development of the northeast corner, the east leg of this intersection will realign to allow additional westbound dual left turn lane and westbound right turn lane storage length; however, the lane configurations will remain the same at this intersection. **Table 4** provides the results of the LOS analysis conducted at this intersection.

**Table 4 – Palmer Park Boulevard & Powers Boulevard LOS Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2025 Existing** | 39.0 | D | 40.7 | D |
| **2028 Background** | 41.2 | D | 42.3 | D |
| **2028 Background Plus Project** | 43.5 | D | 44.6 | D |
| **2045 Background** | 54.1 | D | 55.7 | E |
| **2045 Background Plus Project** | 54.1 | D | 55.8 | E |

### Omaha Boulevard & Powers Boulevard (#2)

The intersection of Omaha Boulevard and Powers Boulevard is an unsignalized and uncontrolled right-in/right-out intersection. The Omaha Boulevard minor approach right-turn movement is uncontrolled due to the westbound to northbound right turn acceleration lane incorporated with this movement. Therefore, this intersection has no measurable vehicle delay. The intersection movements operate acceptably at LOS A during both peak hours under existing conditions and throughout the 2045 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 5** provides the results of the LOS analysis conducted at this intersection.

**Table 5 – Omaha Boulevard & Powers Boulevard LOS Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2025 Existing** | | | | |
| Westbound Right | 0.0 | A | 0.0 | A |
| **2028 Background** | | | | |
| Westbound Right | 0.0 | A | 0.0 | A |
| **2028 Background Plus Project** | | | | |
| Westbound Right | 0.0 | A | 0.0 | A |
| **2045 Background** | | | | |
| Westbound Right | 0.0 | A | 0.0 | A |
| **2045 Background Plus Project** | | | | |
| Westbound Right | 0.0 | A | 0.0 | A |

### Palmer Park Boulevard Access (#3)

The existing project access along Palmer Park Boulevard is signalized and operates with permitted left turn phasing on each approach. The intersection operates acceptably at LOS B or better during both peak hours under existing conditions. With project traffic, the intersection is anticipated to continue operating at an acceptable level of service throughout the 2028 horizon.

By the 2045 background condition, it is anticipated that the access will be converted to a right-in/right-out access, operating with stop control on the northbound and southbound approaches. In association with this intersection control change, the east access along Palmer Park Boulevard will be converted from stop control to signal control (replacing this signal location). In addition, Waynoka Road will realign to align with the east project access and the timing with this realignment and signal conversion with coincide with any future development on the northeast corner of the Palmer Park Boulevard and Powers Boulevard intersection. With the intersection control change, it is expected that the 2045 movements will operate at LOS B with and without project traffic. **Table 6** provides the results of the LOS analysis conducted at this intersection.

**Table 6 – Palmer Park Boulevard & Access LOS Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2025 Existing** | 10.2 | B | 18.5 | B |
| **2028 Background** | 10.0 | B | 18.3 | B |
| **2028 Background Plus Project** | 12.5 | B | 24.2 | C |
| **2045 Background*** | | | | |
| Northbound Right | 11.4 | B | 13.4 | B |
| Southbound Right | 13.9 | B | 13.1 | B |
| **2045 Background Plus Project*** | | | | |
| Northbound Right | 11.5 | B | 13.7 | B |
| Southbound Right | 14.2 | B | 13.6 | B |

***** = Intersection converted to RI/RO

### Omaha Boulevard & Ainsworth Street/Access (#4)

The intersection of Omaha Boulevard and Ainsworth Street/Access is unsignalized with stop control on the northbound and southbound approaches. The intersection movements operate acceptably at LOS B or better during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 7** provides the results of the LOS analysis conducted at this intersection.

**Table 7 – Omaha Boulevard & Ainsworth Street/Access LOS Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2025 Existing** | | | | |
| Northbound Approach | 9.9 | A | 9.4 | A |
| Eastbound Left | 7.6 | A | 7.5 | A |
| Westbound Left | 7.4 | A | 7.3 | A |
| Southbound Approach | 11.2 | B | 10.9 | B |
| **2028 Background** | | | | |
| Northbound Approach | 10.0 | A | 9.4 | A |
| Eastbound Left | 7.6 | A | 7.5 | A |
| Westbound Left | 7.4 | A | 7.3 | A |
| Southbound Approach | 11.2 | B | 11.0 | B |
| **2028 Background Plus Project** | | | | |
| Northbound Approach | 10.3 | B | 9.6 | A |
| Eastbound Left | 7.7 | A | 7.6 | A |
| Westbound Left | 7.4 | A | 7.3 | A |
| Southbound Approach | 11.6 | B | 11.6 | B |
| **2045 Background** | | | | |
| Northbound Approach | 10.2 | B | 9.5 | A |
| Eastbound Left | 7.7 | A | 7.5 | A |
| Westbound Left | 7.4 | A | 7.3 | A |
| Southbound Approach | 11.6 | B | 11.2 | B |
| **2045 Background Plus Project** | | | | |
| Northbound Approach | 10.5 | B | 9.7 | A |
| Eastbound Left | 7.8 | A | 7.6 | A |
| Westbound Left | 7.4 | A | 7.3 | A |
| Southbound Approach | 12.1 | B | 11.9 | B |

### Palmer Park Boulevard & East Access/Waynoka Road (#5)

In 2045, Waynoka Road will be realigned to align with the existing east access along Palmer Park Road. It is anticipated that the access will be signalized to replace the traffic signal to the west. The timing with this realignment and signal conversion with coincide with any future development on the northeast corner of the Palmer Park Boulevard and Powers Boulevard intersection The intersection is expected to provide a left turn lane and two through lanes with the outside through lane being a shared through/right turn lane on the eastbound and westbound approaches. The northbound and southbound approaches are expected to provide a left turn lane and a shared through/right turn lane. The future signaled intersection of the realigned Waynoka Road/East Access and Palmer Park Boulevard is anticipated to operate with LOS B through the 2045 background and total conditions. **Table 8** provides the results of the LOS analysis conducted at this intersection.

**Table 8 – Palmer Park Boulevard & East Access/Waynoka Road LOS Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2045 Background** | 14.7 | B | 16.6 | B |
| **2045 Total** | 16.1 | B | 18.7 | B |

### 5.3 CDOT Access Permit Evaluation

The threshold for requiring an access permit along Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the any leg of Palmer Park Boulevard at SH-21 is not anticipated to increase existing access traffic volumes by more than 20 percent, with the maximum expected increase at 5.0 percent during the afternoon peak hour on the east leg (72 project / 1,447 existing). Based on traffic projections, the addition of project traffic on the east leg of Omaha Boulevard at SH-21 is anticipated to increase existing access traffic volumes by more than 20 percent, with the expected increase at 20.3 percent during the afternoon peak hour on the east leg (37 project / 182 existing). Therefore, a CDOT access permit is anticipated to be required along the east leg of Omaha Boulevard at the intersection with SH-21 in association with the project.

### 5.4 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths. Results are shown in the following **Table 9** with calculations provided within the level of service operational sheets of **Appendix E** for unsignalized intersections and **Appendix F** for signalized intersections.

**Table 9 – Turn Lane Queuing Analysis Results**

| Intersection Turn Lane | Existing Turn Lane Length | 2028 Calculated Queue (AM/PM) | 2028 Recommended Length | 2045 Calculated Queue (AM/PM) | 2045 Recommended Length |
|---|---|---|---|---|---|
| **Palmer Park and Powers (#1)** | | | | | |
| Eastbound Left | 300’ | 146’/201’ | 300’ | 207’/237’ | 300’ |
| Eastbound Right | 175’ | 0’/0’ | 175’ | 0’/0’ | 175’ |
| Westbound Left | 250’ DL | 171’/153’ | 250’ DL | 284’/254’ | **300’ DL** |
| Westbound Right | 50’ | 0’/0’ | 50’ | 0’/0’ | 50’ |
| Northbound Left | 900’ | 108’/117’ | 900’ | 140’/136’ | 900’ |
| Northbound Right | C | 72’/74’ | C | 199’/141’ | C |
| Southbound Left | 825’ | 168’/229’ | 825’ | 252’/298’ | 825’ |
| Southbound Right | C | 0’/0’ | C | 0’/0’ | C |
| **Palmer Park West Access (#3)** | | | | | |
| Eastbound Left | 100’ | 11’/30’ | 100’ | - | **REMOVE** |
| Eastbound Right | C | 22’/23’ | C | 25’/25’ | C |
| Westbound Left | 175’ | 30’/37’ | 175’ | - | **REMOVE** |
| Northbound Left | C | 222’/425’ | C | - | **REMOVE** |
| Southbound Left | 75’ | 22’/35’ | 75’ | - | **REMOVE** |
| **Omaha Blvd Access (#4)** | | | | | |
| Eastbound Left | 75’ | 25’/25’ | 75’ | 25’/25’ | 75’ |
| Westbound Left | TWLTL | 0’/0’ | TWLTL | 0’/0’ | TWLTL |
| **Palmer Park & Waynoka / East Access (#5)** | | | | | |
| Eastbound Left | TWLTL | - | TWLTL | 69’/75’ | **210’** |
| Westbound Left | TWLTL | - | TWLTL | 48’/46’ | TWLTL |
| Northbound Left | DNE | - | DNE | 139’/219’ | **C** |
| Southbound Left | DNE | - | DNE | 37’/43’ | **150’** |

TWLTL = Two Way Left Turn Lane; C = Continuous Lane; DNE = Does Not Exist; **Blue Text** = Recommendation

All vehicle queues are anticipated to remain within the existing or recommended turn lane lengths through 2045. Notably, with the conversion of the Palmer Park West Access (#3) to RI/RO, all left turn lanes will be removed at this access intersection in association with future additional development added on the northeast corner of the Palmer Park Boulevard and Powers Boulevard intersection. When the eastbound left turn lane removed at the existing Palmer Park West Access and the existing roadway skew is realigned on the east leg of Palmer Park Boulevard (at Powers Boulevard) in association with future development on the northeast corner, the westbound dual left turn lanes at the intersection of Palmer Park and Powers (#1) can be extended to 300 feet,

meeting the vehicle queuing demands in 2050 horizon. There is approximately 610 feet of available space to incorporate left turn lanes along Palmer Park Boulevard between Powers Boulevard and the future realignment of Waynoka Road/East Project Access which allows for 300-foot westbound dual left turn lanes at Palmer Park Boulevard and Powers Boulevard, a 210-foot eastbound left turn lane at the future alignment of Waynoka Road/Palmer Park Boulevard, and a shared 100-foot taper shared between the future back-to-back left turn lanes.

### 5.5 Roadway Classifications and Access Spacing Requirements

According to El Paso County 2016 Major Transportation Corridors Plan Update, Powers Boulevard is classified as a Freeway, Palmer Park Boulevard is classified as a Principal Arterial, and Omaha Boulevard is classified as a Collector. The accesses for the project are existing for the current retail center; therefore, no modifications are recommended for the placement of accesses for the existing retail center. Figure 18 illustrates the road classifications.

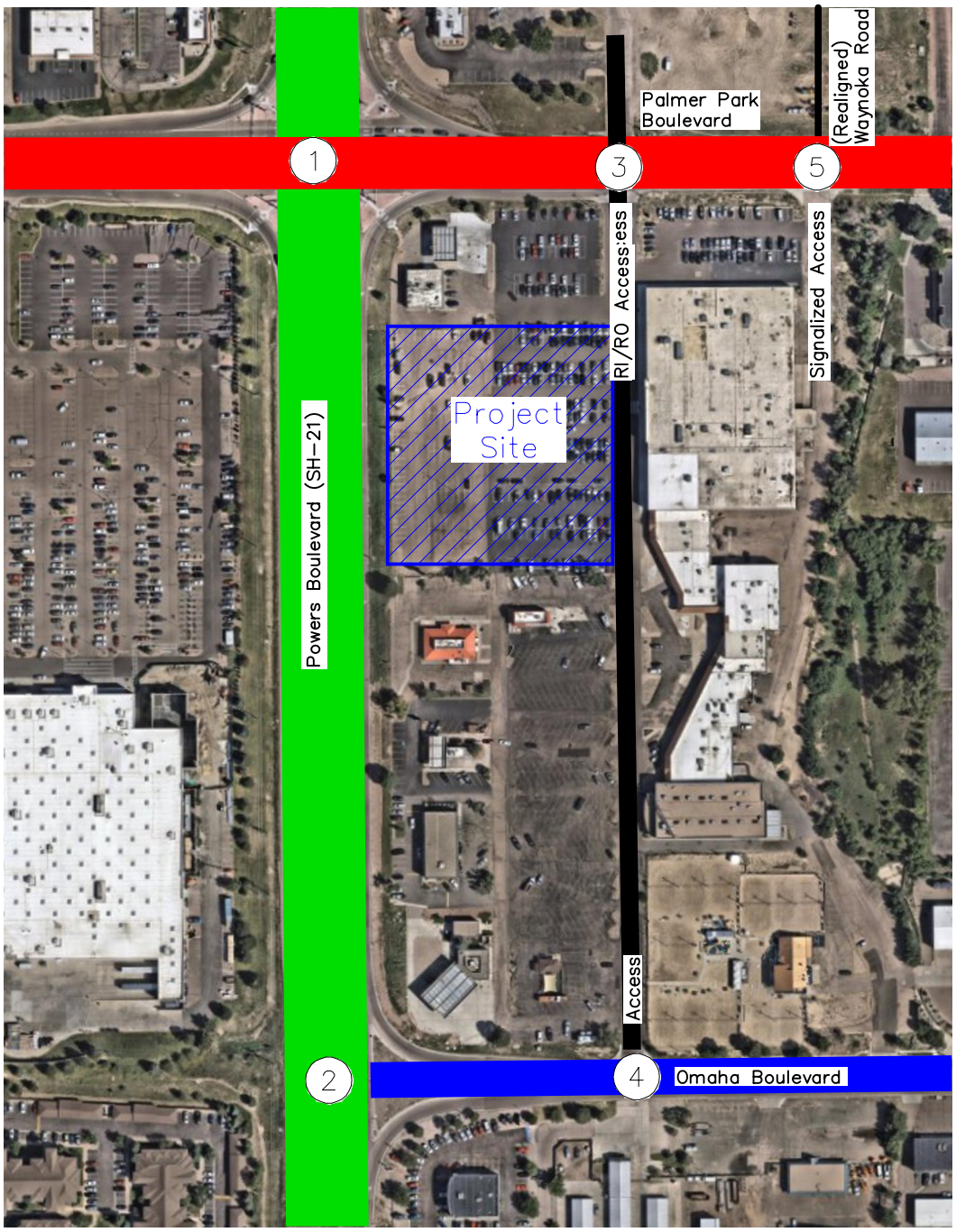
### 5.6 Sight Distance Evaluation

It is recommended that sight triangles be provided at all site access points to give drivers exiting the site a clear view of oncoming traffic. Landscaping and objects within sight triangles must not obstruct drivers' views of the adjacent travel lanes. The El Paso County Engineering Criteria Manual (ECM) design intersection/driveway sight distances for left and right turn from stop were evaluated at the existing access along Omaha Boulevard. The other intersections within the study area are either signalized or uncontrolled and do not require sight distances for entering from minor approach. The following identifies sight distance requirements for the applicable access intersection associated with the project:

Omaha Boulevard Access

According to Table 2-35 from the ECM and a posted speed of 40 miles per hour along Omaha Boulevard, the intersection sight distance for a vehicle entering the major street (Omaha Boulevard) from a driveway is 400 feet for passenger vehicles. Therefore, all obstructions for left and right turning vehicles from stop should be clear to the left and right within the triangle created with a vertex point located 10 feet from the edge of the major road traveled way and a line-of-sight distance of 400 feet located in the middle of both the eastbound (for left turning only) and westbound (for both left and right turning) through lanes along Omaha Boulevard. It is believed that the existing access along Omaha Boulevard currently provides the necessary sight distances.

Kimley»Horn
NORTH
NTS 096206022




LEGEND

- Freeway
- Principal Arterial
- Collector
- Private

FIGURE 18
Chick-fil-A Powers & Palmer Park
El Paso County, Colorado
Road Classification Map

Kimley»Horn

### 5.7 Bicycle and Pedestrian Access

Sidewalks are not present on either side Powers Boulevard or Omaha Boulevard within the study limits. Sidewalks are provided along Palmer Park Boulevard west of Powers Boulevard but are not provided east of Powers Boulevard within the project limits. Of note, a new sidewalk is proposed with the VASA SDP and will be incorporated into the existing sidewalk network. Pedestrian crosswalks are provided on each leg of the Palmer Park Boulevard and Powers Boulevard intersection. There are not any designated bike lanes along the studied roadways within the project limits.

### 5.8 Road Impact Fees

Road impact fees were evaluated based on the El Paso County Road Impact Fee Schedule. Based on these fee schedule guidelines, the fee per 1,000 square feet of fast-food restaurant use is $13,694. Therefore, the road impact fee for the proposed 2,962 square foot is expected to be $40,561.63. Road impact fee calculations are shown in **Table 9**. The project team will determine if the impact fees are paid up front or if the property will be included in one of the available public improvement districts with reduced upfront costs.

**Table 10 – Road Impact Fees**

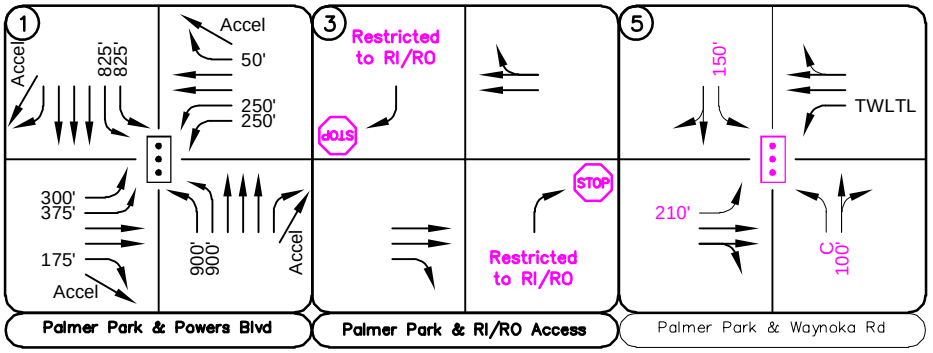
| Use | SF | Fee / 1,000sf | Total Fee |
|---|---|---|---|
| Fast Food Restaurant | 2,962 | $13,694 | $40,561.63 |

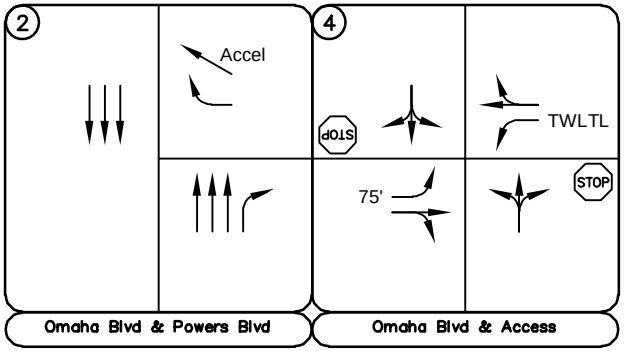
### 5.9 Improvement Summary

The study area key intersections and accesses are all expected to operate acceptably with existing lane configurations and control throughout the 2028 horizon. Further, vehicle queues are calculated to be contained within existing turn lane lengths through the short-term planning horizon. With the 2045 background condition, it is anticipated that improvements will be made with the realignment of Waynoka Road and the relocation of the traffic signal from the west project access to the east project access which will align with Waynoka Road. The anticipated intersection recommended improvements and control for 2045 are shown in **Figure 19**.




NTS 096206022




LEGEND

| | |
|---|---|
| X | Study Area Key Intersection |
| | Signalized Intersection |
| STOP | Stop Controlled Approach |
| | Improvement by Others |
| TWLTL | Two-Way Left Turn Lane |
| ACCEL | Acceleration Lane |
| 100' | Turn Lane Length (feet) |

FIGURE 19
Chick-fil-A Powers & Palmer Park
El Paso County, Colorado
2045 Recommended Geometry and Control

Kimley»Horn

## 6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes Chick-fil-A Powers & Palmer Park will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

- By 2045, if traffic volumes are realized, the intersection of Palmer Park Boulevard and Powers Boulevard (#1) is anticipated to operate with an overall LOS E in both the background and total condition PM peak hour and a delay of 55.8 seconds which is less than one second over the threshold for LOS D. Project traffic is only anticipated to increase the overall delay at this intersection by 0.1 seconds in the afternoon peak, and this intersection is built to the ultimate configuration. It should be noted that with additional development of the northeast corner, the east leg of this intersection will be realigned to allow additional westbound dual left turn lane and westbound right turn lane storage length; however, the lane configurations will remain the same at this intersection.

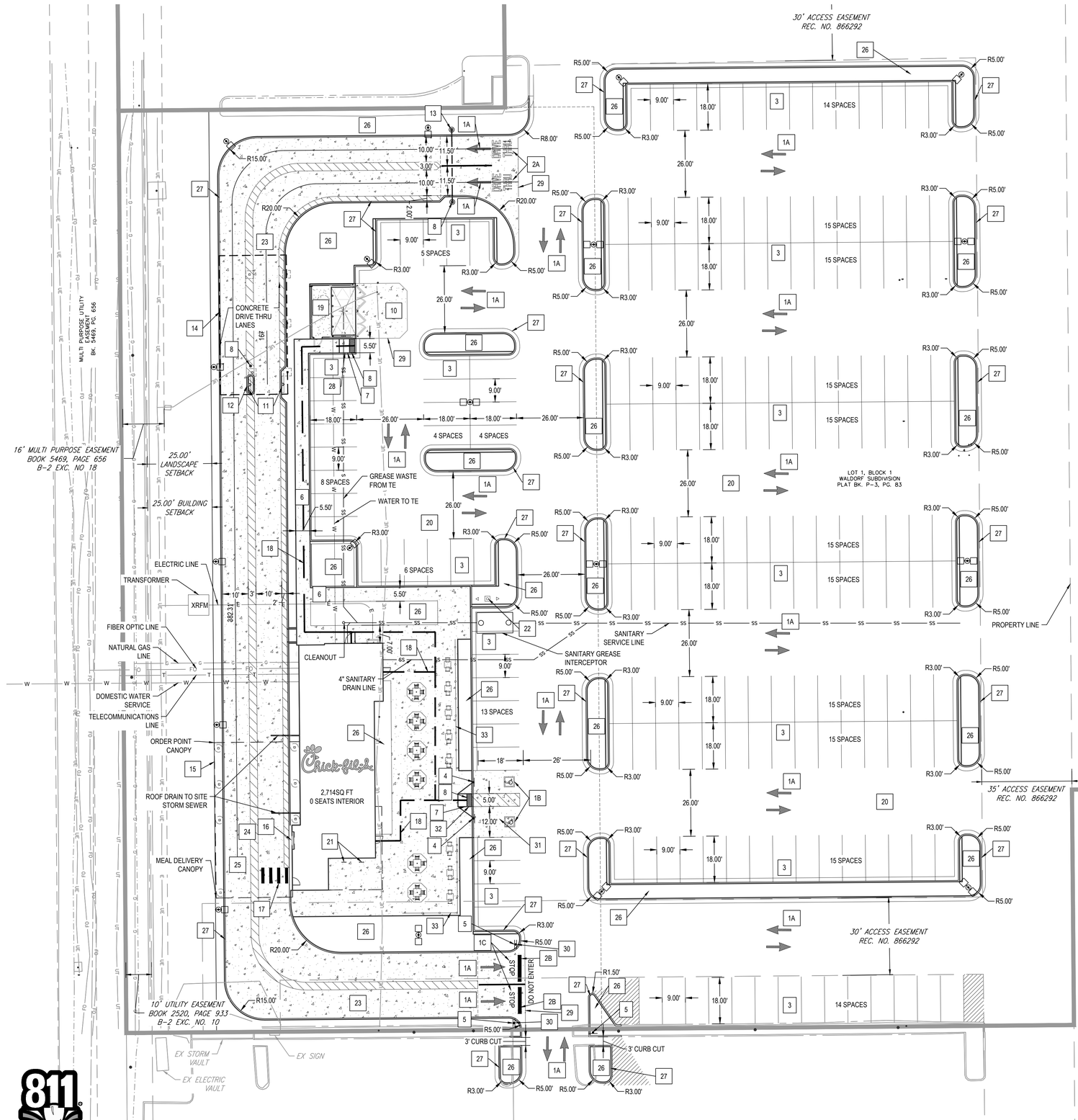
- By the 2045 background condition, in accordance with any additional retail development on the northeast corner of the Palmer Park Boulevard and Powers Boulevard intersection, the west access along Palmer Park Boulevard will be converted to right-in/right-out movements with stop control and R1-1 “STOP” signs on the northbound and southbound approaches. Additionally, the access to the east along Palmer Park Boulevard will include a traffic signal and Waynoka Road will be realigned to create a four-leg intersection with the east project access along Palmer Park Boulevard.

- The threshold for requiring an access permit along Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the any leg of Palmer Park Boulevard at SH-21 is not anticipated to increase existing access traffic volumes by more than 20 percent, with the maximum expected increase at 5.0 percent during the afternoon peak hour on the east leg (72 project / 1,447 existing). Based on traffic projections, the addition of project traffic on the east leg of Omaha Boulevard at SH-21 is anticipated to increase existing access traffic volumes by more than 20 percent, with the

expected increase at 20.3 percent during the afternoon peak hour on the east leg (37 project/182 existing). Therefore, a CDOT access permit is anticipated to be required along the east leg of Omaha Boulevard at the intersection with SH-21 in association with the project.

- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of El Paso County and the Manual on Uniform Traffic Control Devices (MUTCD) – 11th Edition, 2023.

# Appendix A: Conceptual Site Plan




## SITE PLAN DESIGN NOTES & KEY PLAN

1 PAVEMENT MARKINGS - 1
- 1A DIRECTIONAL ARROW
- 1B ACCESSIBILITY SYMBOL
- 1C STOP

2 PAVEMENT MARKINGS - 2
- 2A DRIVE-THRU
- 2B STOP BAR

3 90 DEGREE PARKING STRIPING
4 ACCESSIBLE PARKING SIGN
5 STOP SIGN
6 CONCRETE SIDEWALK
7 SIDEWALK ACCESSIBLE RAMP
8 DETECTABLE WARNING DEVICE
9 CONCRETE BOLLARD
10 CONCRETE APRON @ TRASH ENCLOSURE
11 MENU BOARD LOOP DETECTION SYSTEM
12 DRIVE-THRU ORDER POINT ISLAND
13 DRIVE-THRU CLEARANCE BAR
14 ORDER POINT CANOPY
15 MEAL DELIVERY CANOPY
16 TORMAX DOOR
17 CROSSWALK MARKINGS
18 ACCESSIBLE ACCESS PATH
19 SCREENED REFUSE ENCLOSURE
20 TYPICAL HMAC PAVEMENT SECTION
21 BIKE RACKS
22 FLAG POLE
23 CONCRETE PAVEMENT DRIVE-THRU LANE
24 DRIVE-THRU PLAN - FLUSH WITH FFE
25 DRIVE-THRU ISOMETRIC
26 LANDSCAPED AREA
27 CONCRETE CURB & GUTTER
28 SIDEWALK ACCESSIBLE RAMP
29 PAVEMENT EDGE DETAIL
30 DO NOT ENTER SIGN
31 CONCRETE PAVEMENT
32 CURB RAMP w/ FLARED SIDES
33 ALUMINUM HANDRAIL

TOTAL PROPOSED PARKING SPOTS: 40 SPOTS ON SITE
203 INCLUDING SHARED PARKING AREA

| PROJECT DATA TABLE | | |
|---|---|---|
| **ITEM** | **REQUIRED** | **PROPOSED** |
| **PROPERTY AREA** | | |
| GROSS SF | | 66,046 |
| GROSS AC | | 1.52 |
| **BUILDING SF** | | 2,714 |
| **PARKING** | | |
| CALCULATION | 2714 S.F. / 150 S.F. PER STALL | |
| STANDARD STALLS | 18 | 38 |
| ACCESSIBLE STALLS | 2 | 2 |
| TOTAL | 20 | 40 |
| **BICYCLE** | N/A | 4 |
| **BUILDING SET BACK (FT)** | | |
| NORTH | 15 | 15 |
| SOUTH | 15 | 15 |
| EAST | 20 | 20 |
| WEST | 25 | 25 |
| **LANDSCAPE SET BACK (FT)** | | |
| NORTH | 10 | 10 |
| SOUTH | 10 | 10 |
| EAST | 10 | 10 |
| WEST | 25 | 25 |

N

20' 0 10' 20' 40'
1" = 20' HOR.

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# CHICK-FIL-A
## POWERS & PALMER PARK
SEC OF POWERS BLVD & PALMER PARK,
COLORADO SPRINGS, CO

ENGINEERED SITE PLAN

**FSR#05934**

BUILDING TYPE / SIZE: P12 LS LRG
RELEASE: vX.YY.MM

**REVISION SCHEDULE**

| NO. | DATE | DESCRIPTION |
|---|---|---|

CONSULTANT PROJECT #
PRINTED FOR
DATE XX/XX/2024
DRAWN BY BRJ
SHEET ESP

SHEET NUMBER
1


File Path: Q:\DEN\Projects\100810.00 CFA Powers & Palmer\CAD\CDs\ESP\100810 -ENGINEERED SITE PLAN.dwg Last Saved By: CONNER.BURBA
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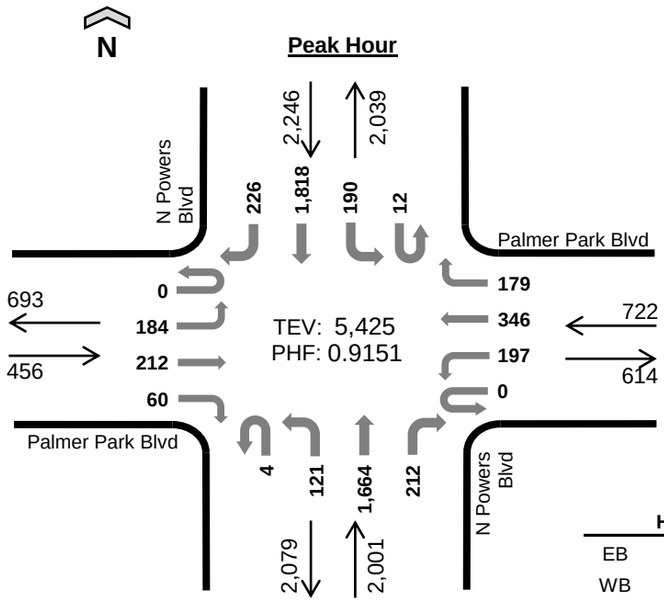
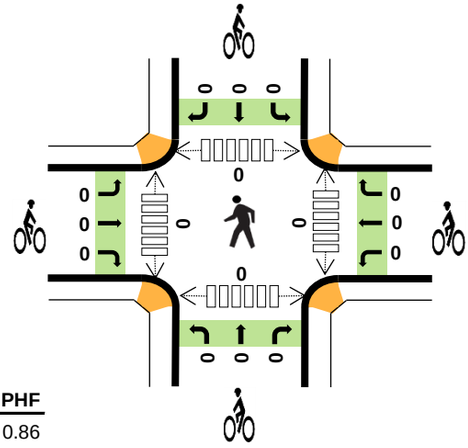
# Appendix B: Intersection Count Sheets

# N Powers Blvd
# Palmer Park Blvd

**Date:** 1/9/2025
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:15 AM to 8:15 AM



| | HV% | PHF |
|---|---|---|
| EB | 2% | 0.86 |
| WB | 2% | 0.95 |
| NB | 4% | 0.87 |
| SB | 2% | 0.86 |
| TOTAL | 3% | 0.92 |

## Peak Hour Count Summaries

| Peak Hour Interval Start | | Palmer Park Blvd Eastbound | | | | Palmer Park Blvd Westbound | | | | N Powers Blvd Northbound | | | | N Powers Blvd Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:15 AM | | 0 | 37 | 57 | 12 | 0 | 53 | 93 | 44 | 1 | 26 | 406 | 51 | 1 | 37 | 479 | 53 | 1,350 | 0 |
| 7:30 AM | | 0 | 55 | 48 | 12 | 0 | 55 | 88 | 44 | 0 | 38 | 482 | 55 | 2 | 31 | 369 | 43 | 1,322 | 0 |
| 7:45 AM | | 0 | 51 | 59 | 22 | 0 | 44 | 74 | 49 | 2 | 35 | 432 | 58 | 5 | 60 | 514 | 77 | 1,482 | 0 |
| 8:00 AM | | 0 | 41 | 48 | 14 | 0 | 45 | 91 | 42 | 1 | 22 | 344 | 48 | 4 | 62 | 456 | 53 | 1,271 | 5,425 |
| Pk Hr | All | 0 | 184 | 212 | 60 | 0 | 197 | 346 | 179 | 4 | 121 | 1,664 | 212 | 12 | 190 | 1,818 | 226 | 5,425 | |
| | HV | 0 | 4 | 4 | 2 | 0 | 5 | 1 | 12 | 0 | 3 | 75 | 8 | 0 | 4 | 42 | 5 | 165 | |
| | HV% | - | 2% | 2% | 3% | - | 3% | 0% | 7% | 0% | 2% | 5% | 4% | 0% | 2% | 2% | 2% | 3% | |

*Note: For complete count summary (all intervals), see following pages.*
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals EB | WB | NB | SB | Total | Bicycles EB | WB | NB | SB | Total | Pedestrians (Crossing Leg) E | W | N | S | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:15 AM | 1 | 5 | 24 | 15 | *45* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:30 AM | 3 | 6 | 23 | 11 | *43* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:45 AM | 5 | 3 | 23 | 12 | *43* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:00 AM | 1 | 4 | 16 | 13 | *34* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Peak Hour | 10 | 18 | 86 | 51 | *165* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Count Summaries - All Vehicles

| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | N Powers Blvd | | | | N Powers Blvd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 72 | 43 | 9 | 0 | 69 | 41 | 38 | 0 | 10 | 383 | 52 | 0 | 41 | 423 | 40 | 1,221 | 0 |
| **7:15 AM** | **0** | **37** | **57** | **12** | **0** | **53** | **93** | **44** | **1** | **26** | **406** | **51** | **1** | **37** | **479** | **53** | **1,350** | **0** |
| **7:30 AM** | **0** | **55** | **48** | **12** | **0** | **55** | **88** | **44** | **0** | **38** | **482** | **55** | **2** | **31** | **369** | **43** | **1,322** | **0** |
| **7:45 AM** | **0** | **51** | **59** | **22** | **0** | **44** | **74** | **49** | **2** | **35** | **432** | **58** | **5** | **60** | **514** | **77** | **1,482** | **5,375** |
| **8:00 AM** | **0** | **41** | **48** | **14** | **0** | **45** | **91** | **42** | **1** | **22** | **344** | **48** | **4** | **62** | **456** | **53** | **1,271** | **5,425** |
| 8:15 AM | 0 | 30 | 51 | 13 | 0 | 37 | 64 | 30 | 0 | 38 | 408 | 34 | 8 | 48 | 362 | 68 | 1,191 | 5,266 |
| 8:30 AM | 0 | 60 | 53 | 14 | 1 | 43 | 46 | 30 | 0 | 36 | 345 | 29 | 10 | 42 | 421 | 71 | 1,201 | 5,145 |
| 8:45 AM | 0 | 45 | 53 | 16 | 0 | 37 | 55 | 27 | 0 | 30 | 349 | 30 | 2 | 58 | 340 | 54 | 1,096 | 4,759 |
| Count Total | 0 | 391 | 412 | 112 | 1 | 383 | 552 | 304 | 4 | 235 | 3,149 | 357 | 32 | 379 | 3,364 | 459 | 10,134 | |
| Pk Hr All | **0** | **184** | **212** | **60** | **0** | **197** | **346** | **179** | **4** | **121** | **1,664** | **212** | **12** | **190** | **1,818** | **226** | **5,425** | |
| Pk Hr HV | **0** | **4** | **4** | **2** | **0** | **5** | **1** | **12** | **0** | **3** | **75** | **8** | **0** | **4** | **42** | **5** | **165** | |
| Pk Hr HV% | **-** | **2%** | **2%** | **3%** | **-** | **3%** | **0%** | **7%** | **0%** | **2%** | **5%** | **4%** | **0%** | **2%** | **2%** | **2%** | **3%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 7:00 AM | 3 | 2 | 11 | 8 | *24* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:15 AM** | **1** | **5** | **24** | **15** | **45** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **3** | **6** | **23** | **11** | **43** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **5** | **3** | **23** | **12** | **43** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:00 AM** | **1** | **4** | **16** | **13** | **34** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:15 AM | 2 | 7 | 20 | 10 | *39* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 6 | 5 | 15 | 24 | *50* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| 8:45 AM | 5 | 7 | 14 | 22 | *48* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 1 | 0 | *2* |
| Count Total | 26 | 39 | 146 | 115 | *326* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 1 | 1 | *3* |
| **Peak Hour** | **10** | **18** | **86** | **51** | ***165*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Count Summaries - Heavy Vehicles

| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | N Powers Blvd | | | | N Powers Blvd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 4 | 4 | 0 | 24 | 0 |
| **7:15 AM** | **0** | **0** | **1** | **0** | **0** | **2** | **0** | **3** | **0** | **1** | **21** | **2** | **0** | **1** | **12** | **2** | **45** | **0** |
| **7:30 AM** | **0** | **1** | **0** | **2** | **0** | **2** | **1** | **3** | **0** | **1** | **21** | **1** | **0** | **2** | **7** | **2** | **43** | **0** |
| **7:45 AM** | **0** | **2** | **3** | **0** | **0** | **1** | **0** | **2** | **0** | **0** | **21** | **2** | **0** | **1** | **11** | **0** | **43** | **155** |
| **8:00 AM** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **1** | **12** | **3** | **0** | **0** | **12** | **1** | **34** | **165** |
| 8:15 AM | 0 | 1 | 1 | 0 | 0 | 3 | 1 | 3 | 0 | 2 | 17 | 1 | 0 | 3 | 6 | 1 | 39 | 159 |
| 8:30 AM | 0 | 3 | 1 | 2 | 0 | 3 | 2 | 0 | 0 | 2 | 13 | 0 | 2 | 0 | 19 | 3 | 50 | 166 |
| 8:45 AM | 0 | 0 | 3 | 2 | 0 | 2 | 3 | 2 | 0 | 0 | 14 | 0 | 0 | 1 | 21 | 0 | 48 | 171 |
| Count Total | 0 | 9 | 11 | 6 | 0 | 14 | 7 | 18 | 0 | 7 | 130 | 9 | 2 | 12 | 92 | 9 | 326 | |
| **Pk Hr Heavy** | **0** | **4** | **4** | **2** | **0** | **5** | **1** | **12** | **0** | **3** | **75** | **8** | **0** | **4** | **42** | **5** | **165** | |

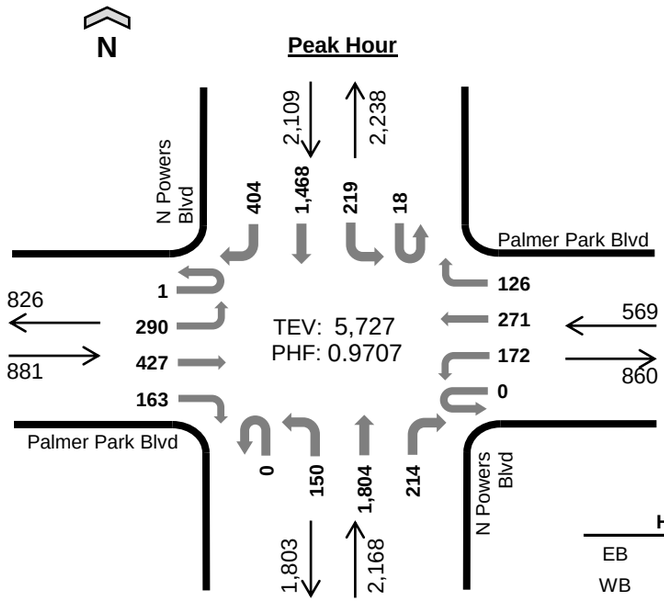
## Count Summaries - Bikes

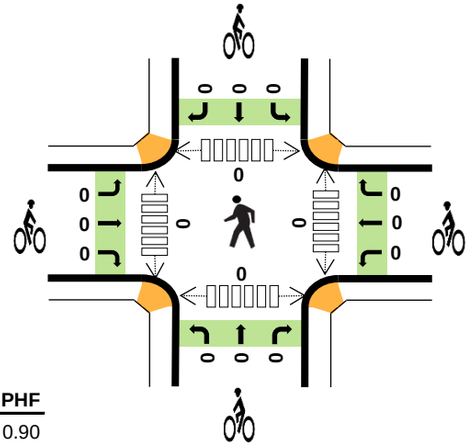
| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | N Powers Blvd | | | | N Powers Blvd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

# N Powers Blvd
# Palmer Park Blvd

**Date:** 1/9/2025
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:00 PM to 5:00 PM



| | HV% | PHF |
|---|---|---|
| EB | 1% | 0.90 |
| WB | 2% | 0.93 |
| NB | 1% | 0.96 |
| SB | 1% | 0.95 |
| TOTAL | 1% | 0.97 |

## Peak Hour Count Summaries

| Peak Hour Interval Start | | Palmer Park Blvd Eastbound | | | | Palmer Park Blvd Westbound | | | | N Powers Blvd Northbound | | | | N Powers Blvd Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | | 0 | 68 | 106 | 45 | 0 | 37 | 83 | 27 | 0 | 39 | 464 | 61 | 5 | 55 | 359 | 108 | 1,457 | 0 |
| 4:15 PM | | 0 | 72 | 135 | 37 | 0 | 52 | 51 | 30 | 0 | 44 | 445 | 48 | 3 | 63 | 400 | 90 | 1,470 | 0 |
| 4:30 PM | | 1 | 88 | 91 | 40 | 0 | 38 | 74 | 41 | 0 | 35 | 475 | 52 | 3 | 45 | 385 | 107 | 1,475 | 0 |
| 4:45 PM | | 0 | 62 | 95 | 41 | 0 | 45 | 63 | 28 | 0 | 32 | 420 | 53 | 7 | 56 | 324 | 99 | 1,325 | 5,727 |
| Pk Hr | All | 1 | 290 | 427 | 163 | 0 | 172 | 271 | 126 | 0 | 150 | 1,804 | 214 | 18 | 219 | 1,468 | 404 | 5,727 | |
| | HV | 0 | 4 | 9 | 0 | 0 | 9 | 1 | 2 | 0 | 3 | 10 | 6 | 0 | 2 | 24 | 1 | 71 | |
| | HV% | 0% | 1% | 2% | 0% | - | 5% | 0% | 2% | - | 2% | 1% | 3% | 0% | 1% | 2% | 0% | 1% | |

*Note: For complete count summary (all intervals), see following pages.*
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals EB | WB | NB | SB | Total | Bicycles EB | WB | NB | SB | Total | Pedestrians (Crossing Leg) E | W | N | S | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | 1 | 4 | 9 | 8 | *22* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 5 | 4 | 4 | 4 | *17* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 3 | 1 | 4 | 10 | *18* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:45 PM | 4 | 3 | 2 | 5 | *14* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Peak Hour | 13 | 12 | 19 | 27 | *71* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Count Summaries - All Vehicles

| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | N Powers Blvd | | | | N Powers Blvd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **68** | **106** | **45** | **0** | **37** | **83** | **27** | **0** | **39** | **464** | **61** | **5** | **55** | **359** | **108** | **1,457** | 0 |
| **4:15 PM** | **0** | **72** | **135** | **37** | **0** | **52** | **51** | **30** | **0** | **44** | **445** | **48** | **3** | **63** | **400** | **90** | **1,470** | **0** |
| **4:30 PM** | **1** | **88** | **91** | **40** | **0** | **38** | **74** | **41** | **0** | **35** | **475** | **52** | **3** | **45** | **385** | **107** | **1,475** | **0** |
| **4:45 PM** | **0** | **62** | **95** | **41** | **0** | **45** | **63** | **28** | **0** | **32** | **420** | **53** | **7** | **56** | **324** | **99** | **1,325** | **5,727** |
| 5:00 PM | 0 | 71 | 95 | 18 | 0 | 39 | 74 | 41 | 0 | 40 | 404 | 54 | 2 | 64 | 269 | 68 | 1,239 | 5,509 |
| 5:15 PM | 0 | 62 | 117 | 16 | 0 | 32 | 69 | 52 | 0 | 31 | 380 | 38 | 1 | 56 | 326 | 87 | 1,267 | 5,306 |
| 5:30 PM | 0 | 78 | 106 | 13 | 0 | 11 | 81 | 31 | 0 | 31 | 272 | 35 | 0 | 40 | 318 | 71 | 1,087 | 4,918 |
| 5:45 PM | 0 | 54 | 90 | 28 | 0 | 22 | 52 | 34 | 0 | 20 | 302 | 29 | 0 | 36 | 303 | 73 | 1,043 | 4,636 |
| Count Total | 1 | 555 | 835 | 238 | 0 | 276 | 547 | 284 | 0 | 272 | 3,162 | 370 | 21 | 415 | 2,684 | 703 | 10,363 | |
| Pk Hr All | **1** | **290** | **427** | **163** | **0** | **172** | **271** | **126** | **0** | **150** | **1,804** | **214** | **18** | **219** | **1,468** | **404** | **5,727** | |
| Pk Hr HV | **0** | **4** | **9** | **0** | **0** | **9** | **1** | **2** | **0** | **3** | **10** | **6** | **0** | **2** | **24** | **1** | **71** | |
| Pk Hr HV% | **0%** | **1%** | **2%** | **0%** | **-** | **5%** | **0%** | **2%** | **-** | **2%** | **1%** | **3%** | **0%** | **1%** | **2%** | **0%** | **1%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| **4:00 PM** | **1** | **4** | **9** | **8** | **22** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:15 PM** | **5** | **4** | **4** | **4** | **17** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **3** | **1** | **4** | **10** | **18** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **4** | **3** | **2** | **5** | **14** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:00 PM | 0 | 1 | 8 | 7 | *16* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:15 PM | 1 | 1 | 3 | 5 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:30 PM | 1 | 0 | 2 | 2 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 0 | 1 | 1 | 1 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 15 | 15 | 33 | 42 | *105* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **13** | **12** | **19** | **27** | ***71*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Count Summaries - Heavy Vehicles

| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | N Powers Blvd | | | | N Powers Blvd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **1** | **0** | **0** | **3** | **0** | **1** | **0** | **0** | **5** | **4** | **0** | **0** | **8** | **0** | **22** | 0 |
| **4:15 PM** | **0** | **0** | **5** | **0** | **0** | **3** | **1** | **0** | **0** | **1** | **3** | **0** | **0** | **0** | **3** | **1** | **17** | **0** |
| **4:30 PM** | **0** | **2** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **2** | **1** | **0** | **1** | **9** | **0** | **18** | **0** |
| **4:45 PM** | **0** | **2** | **2** | **0** | **0** | **2** | **0** | **1** | **0** | **1** | **0** | **1** | **0** | **1** | **4** | **0** | **14** | **71** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 1 | 5 | 1 | 16 | 65 |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 1 | 10 | 58 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 5 | 45 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 34 |
| Count Total | 0 | 5 | 10 | 0 | 0 | 11 | 2 | 2 | 0 | 4 | 19 | 10 | 0 | 4 | 34 | 4 | 105 | |
| **Pk Hr Heavy** | **0** | **4** | **9** | **0** | **0** | **9** | **1** | **2** | **0** | **3** | **10** | **6** | **0** | **2** | **24** | **1** | **71** | |

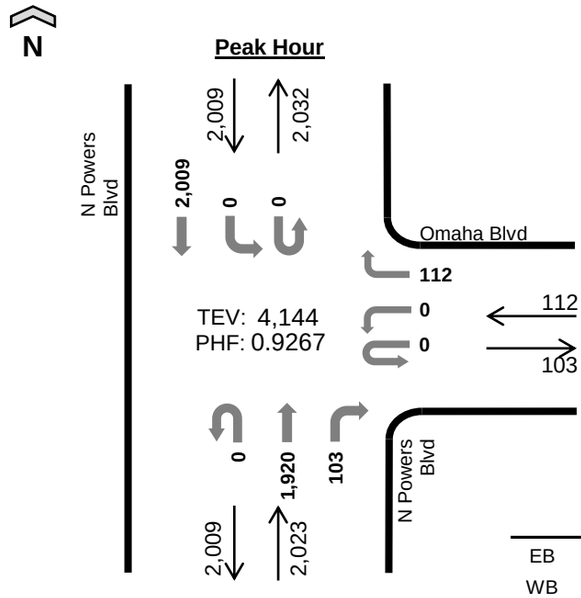
## Count Summaries - Bikes

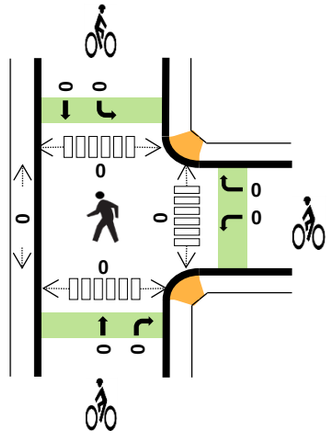
| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | N Powers Blvd | | | | N Powers Blvd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

# N Powers Blvd
# Omaha Blvd

**Date:** 1/9/2025
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:00 AM to 8:00 AM



| | HV% | PHF |
|---|---|---|
| EB | -- | -- |
| WB | 7% | 0.88 |
| NB | 4% | 0.87 |
| SB | 2% | 0.90 |
| TOTAL | 3% | 0.93 |

## Peak Hour Count Summaries

| Peak Hour Interval Start | | n/a | | | | Omaha Blvd | | | | N Powers Blvd | | | | N Powers Blvd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 422 | 20 | 0 | 0 | 492 | 0 | 957 | 0 |
| 7:15 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 454 | 18 | 0 | 0 | 533 | 0 | 1,035 | 0 |
| 7:30 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 549 | 34 | 0 | 0 | 424 | 0 | 1,034 | 0 |
| 7:45 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 495 | 31 | 0 | 0 | 560 | 0 | 1,118 | 4,144 |
| Pk Hr | All | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 0 | 0 | 1,920 | 103 | 0 | 0 | 2,009 | 0 | 4,144 | |
| | HV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 74 | 5 | 0 | 0 | 40 | 0 | 127 | |
| | HV% | - | - | - | - | - | - | - | 7% | - | - | 4% | 5% | - | - | 2% | - | 3% | |

*Note: For complete count summary (all intervals), see following pages.*
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 7:00 AM | 0 | 2 | 10 | 5 | *17* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 0 | 2 | 24 | 14 | *40* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:30 AM | 0 | 3 | 23 | 9 | *35* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:45 AM | 0 | 1 | 22 | 12 | *35* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Peak Hour | 0 | 8 | 79 | 40 | *127* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Count Summaries - All Vehicles

| Interval Start | n/a | | | | Omaha Blvd | | | | N Powers Blvd | | | | N Powers Blvd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **23** | **0** | **0** | **422** | **20** | **0** | **0** | **492** | **0** | **957** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **30** | **0** | **0** | **454** | **18** | **0** | **0** | **533** | **0** | **1,035** | **0** |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **27** | **0** | **0** | **549** | **34** | **0** | **0** | **424** | **0** | **1,034** | **0** |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **32** | **0** | **0** | **495** | **31** | **0** | **0** | **560** | **0** | **1,118** | **4,144** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 391 | 23 | 0 | 0 | 502 | 0 | 940 | 4,127 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 446 | 19 | 0 | 0 | 399 | 0 | 898 | 3,990 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 381 | 33 | 0 | 0 | 465 | 0 | 908 | 3,864 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 378 | 33 | 0 | 0 | 377 | 0 | 819 | 3,565 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 230 | 0 | 0 | 3,516 | 211 | 0 | 0 | 3,752 | 0 | 7,709 | |
| Pk Hr All | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **112** | **0** | **0** | **1,920** | **103** | **0** | **0** | **2,009** | **0** | **4,144** | |
| Pk Hr HV | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **0** | **0** | **74** | **5** | **0** | **0** | **40** | **0** | **127** | |
| Pk Hr HV% | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **7%** | **-** | **-** | **4%** | **5%** | **-** | **-** | **2%** | **-** | **3%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| **7:00 AM** | **0** | **2** | **10** | **5** | **17** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:15 AM** | **0** | **2** | **24** | **14** | **40** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **0** | **3** | **23** | **9** | **35** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **0** | **1** | **22** | **12** | **35** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:00 AM | 0 | 4 | 16 | 12 | *32* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 0 | 2 | 18 | 9 | *29* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 0 | 1 | 15 | 22 | *38* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 0 | 0 | 17 | 23 | *40* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 15 | 145 | 106 | *266* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **0** | **8** | **79** | **40** | ***127*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Count Summaries - Heavy Vehicles

| Interval Start | n/a | | | | Omaha Blvd | | | | N Powers Blvd | | | | N Powers Blvd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **9** | **1** | **0** | **0** | **5** | **0** | **17** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **22** | **2** | **0** | **0** | **14** | **0** | **40** | **0** |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **21** | **2** | **0** | **0** | **9** | **0** | **35** | **0** |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **22** | **0** | **0** | **0** | **12** | **0** | **35** | **127** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 12 | 4 | 0 | 0 | 12 | 0 | 32 | 142 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 18 | 0 | 0 | 0 | 9 | 0 | 29 | 131 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 14 | 1 | 0 | 0 | 22 | 0 | 38 | 134 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 3 | 0 | 0 | 23 | 0 | 40 | 139 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 132 | 13 | 0 | 0 | 106 | 0 | 266 | |
| **Pk Hr Heavy** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **0** | **0** | **74** | **5** | **0** | **0** | **40** | **0** | **127** | |

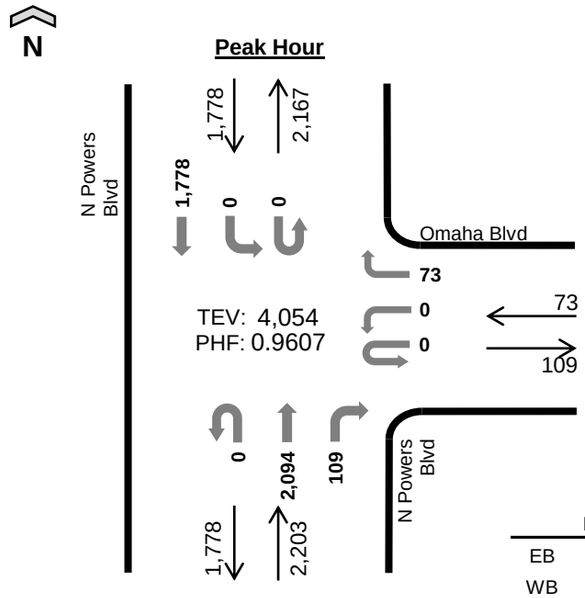
## Count Summaries - Bikes

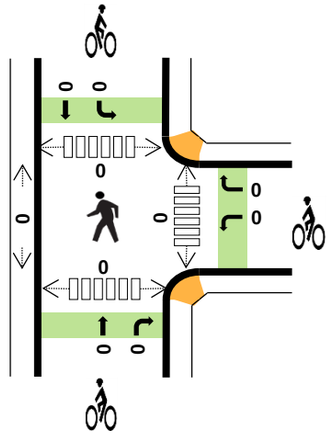
| Interval Start | n/a | | | | Omaha Blvd | | | | N Powers Blvd | | | | N Powers Blvd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

# N Powers Blvd
# Omaha Blvd

**Date:** 1/9/2025
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:00 PM to 5:00 PM




| | HV% | PHF |
|---|---|---|
| EB | -- | -- |
| WB | 0% | 0.87 |
| NB | 1% | 0.95 |
| SB | 2% | 0.91 |
| TOTAL | 1% | 0.96 |

## Peak Hour Count Summaries

| Peak Hour Interval Start | | n/a | | | | Omaha Blvd | | | | N Powers Blvd | | | | N Powers Blvd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 552 | 27 | 0 | 0 | 436 | 0 | 1,026 | 0 |
| 4:15 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 516 | 31 | 0 | 0 | 487 | 0 | 1,055 | 0 |
| 4:30 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 542 | 27 | 0 | 0 | 454 | 0 | 1,043 | 0 |
| 4:45 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 484 | 24 | 0 | 0 | 401 | 0 | 930 | 4,054 |
| Pk Hr | All | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 2,094 | 109 | 0 | 0 | 1,778 | 0 | 4,054 | |
| | HV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 3 | 0 | 0 | 33 | 0 | 54 | |
| | HV% | - | - | - | - | - | - | - | 0% | - | - | 1% | 3% | - | - | 2% | - | 1% | |

*Note: For complete count summary (all intervals), see following pages.*
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 4:00 PM | 0 | 0 | 10 | 11 | *21* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 0 | 0 | 4 | 6 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 0 | 0 | 5 | 10 | *15* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:45 PM | 0 | 0 | 2 | 6 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Peak Hour | 0 | 0 | 21 | 33 | *54* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Count Summaries - All Vehicles

| Interval Start | n/a | | | | Omaha Blvd | | | | N Powers Blvd | | | | N Powers Blvd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **11** | **0** | **0** | **552** | **27** | **0** | **0** | **436** | **0** | **1,026** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **21** | **0** | **0** | **516** | **31** | **0** | **0** | **487** | **0** | **1,055** | **0** |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **20** | **0** | **0** | **542** | **27** | **0** | **0** | **454** | **0** | **1,043** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **21** | **0** | **0** | **484** | **24** | **0** | **0** | **401** | **0** | **930** | **4,054** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 468 | 19 | 0 | 0 | 331 | 0 | 849 | 3,877 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 425 | 22 | 0 | 0 | 375 | 0 | 846 | 3,668 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 318 | 14 | 0 | 0 | 343 | 0 | 694 | 3,319 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 337 | 23 | 0 | 0 | 354 | 0 | 728 | 3,117 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 0 | 0 | 3,642 | 187 | 0 | 0 | 3,181 | 0 | 7,171 | |
| Pk Hr All | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **73** | **0** | **0** | **2,094** | **109** | **0** | **0** | **1,778** | **0** | **4,054** | |
| Pk Hr HV | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **18** | **3** | **0** | **0** | **33** | **0** | **54** | |
| Pk Hr HV% | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **0%** | **-** | **-** | **1%** | **3%** | **-** | **-** | **2%** | **-** | **1%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| **4:00 PM** | **0** | **0** | **10** | **11** | **21** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:15 PM** | **0** | **0** | **4** | **6** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **0** | **0** | **5** | **10** | **15** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **0** | **0** | **2** | **6** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:00 PM | 0 | 0 | 8 | 6 | *14* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:15 PM | 0 | 0 | 4 | 4 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:30 PM | 0 | 0 | 1 | 1 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 0 | 35 | 44 | *79* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **0** | **0** | **21** | **33** | ***54*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Count Summaries - Heavy Vehicles

| Interval Start | n/a | | | | Omaha Blvd | | | | N Powers Blvd | | | | N Powers Blvd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **2** | **0** | **0** | **11** | **0** | **21** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **6** | **0** | **10** | **0** |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **1** | **0** | **0** | **10** | **0** | **15** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **6** | **0** | **8** | **54** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 6 | 0 | 14 | 47 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 8 | 45 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 32 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 4 | 0 | 0 | 44 | 0 | 79 | |
| **Pk Hr Heavy** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **18** | **3** | **0** | **0** | **33** | **0** | **54** | |

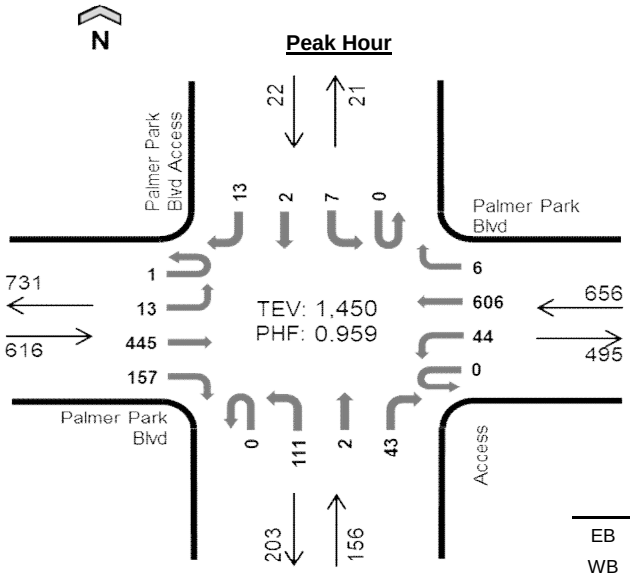
## Count Summaries - Bikes

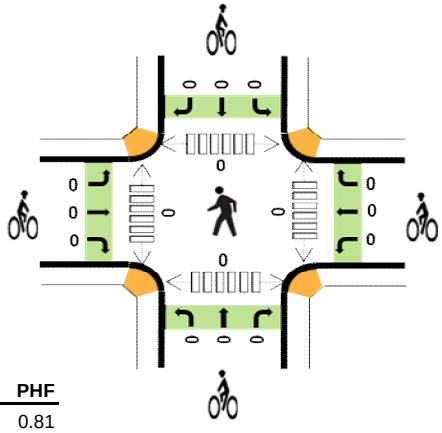
| Interval Start | n/a | | | | Omaha Blvd | | | | N Powers Blvd | | | | N Powers Blvd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

# Access
# Palmer Park Blvd

**Date:** 1/9/2025
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:15 AM to 8:15 AM



| | HV% | PHF |
|---|---|---|
| EB | 3% | 0.81 |
| WB | 2% | 0.92 |
| NB | 6% | 0.89 |
| SB | 9% | 0.79 |
| TOTAL | 3% | 0.96 |

## Peak Hour Count Summaries

| Peak Hour Interval Start | | Palmer Park Blvd Eastbound | | | | Palmer Park Blvd Westbound | | | | Palmer Park Blvd Access Northbound | | | | Palmer Park Blvd Access Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:15 AM | | 0 | 2 | 94 | 45 | 0 | 11 | 165 | 3 | 0 | 22 | 0 | 9 | 0 | 1 | 1 | 4 | 357 | 0 |
| 7:30 AM | | 0 | 5 | 101 | 26 | 0 | 7 | 168 | 0 | 0 | 26 | 1 | 14 | 0 | 0 | 0 | 5 | 353 | 0 |
| 7:45 AM | | 1 | 1 | 148 | 40 | 0 | 10 | 134 | 0 | 0 | 30 | 0 | 10 | 0 | 4 | 0 | 0 | 378 | 0 |
| 8:00 AM | | 0 | 5 | 102 | 46 | 0 | 16 | 139 | 3 | 0 | 33 | 1 | 10 | 0 | 2 | 1 | 4 | 362 | 1,450 |
| Pk Hr | All | 1 | 13 | 445 | 157 | 0 | 44 | 606 | 6 | 0 | 111 | 2 | 43 | 0 | 7 | 2 | 13 | 1,450 | |
| | HV | 0 | 0 | 14 | 3 | 0 | 1 | 13 | 1 | 0 | 8 | 0 | 2 | 0 | 2 | 0 | 0 | 44 | |
| | HV% | 0% | 0% | 3% | 2% | - | 2% | 2% | 17% | - | 7% | 0% | 5% | - | 29% | 0% | 0% | 3% | |

*Note: For complete count summary (all intervals), see following pages.*
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 7:15 AM | 4 | 10 | 2 | 0 | *16* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:30 AM | 3 | 3 | 4 | 0 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:45 AM | 6 | 0 | 4 | 0 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:00 AM | 4 | 2 | 0 | 2 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Peak Hour | 17 | 15 | 10 | 2 | *44* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Count Summaries - All Vehicles

| Interval Start | Palmer Park Blvd Eastbound | | | | Palmer Park Blvd Westbound | | | | Palmer Park Blvd Access Northbound | | | | Palmer Park Blvd Access Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 1 | 2 | 104 | 28 | 0 | 4 | 133 | 3 | 0 | 19 | 0 | 16 | 0 | 2 | 1 | 2 | 315 | 0 |
| 7:15 AM | 0 | 2 | 94 | 45 | 0 | 11 | 165 | 3 | 0 | 22 | 0 | 9 | 0 | 1 | 1 | 4 | 357 | 0 |
| 7:30 AM | 0 | 5 | 101 | 26 | 0 | 7 | 168 | 0 | 0 | 26 | 1 | 14 | 0 | 0 | 0 | 5 | 353 | 0 |
| 7:45 AM | 1 | 1 | 148 | 40 | 0 | 10 | 134 | 0 | 0 | 30 | 0 | 10 | 0 | 4 | 0 | 0 | 378 | 1,403 |
| 8:00 AM | 0 | 5 | 102 | 46 | 0 | 16 | 139 | 3 | 0 | 33 | 1 | 10 | 0 | 2 | 1 | 4 | 362 | 1,450 |
| 8:15 AM | 1 | 3 | 89 | 40 | 0 | 13 | 91 | 0 | 0 | 24 | 2 | 9 | 0 | 2 | 1 | 2 | 277 | 1,370 |
| 8:30 AM | 1 | 7 | 86 | 33 | 0 | 11 | 94 | 1 | 0 | 26 | 0 | 9 | 0 | 2 | 1 | 1 | 272 | 1,289 |
| 8:45 AM | 0 | 5 | 83 | 52 | 0 | 19 | 81 | 2 | 0 | 30 | 0 | 11 | 0 | 1 | 0 | 2 | 286 | 1,197 |
| Count Total | 4 | 30 | 807 | 310 | 0 | 91 | 1,005 | 12 | 0 | 210 | 4 | 88 | 0 | 14 | 5 | 20 | 2,600 | |
| Pk Hr All | **1** | **13** | **445** | **157** | **0** | **44** | **606** | **6** | **0** | **111** | **2** | **43** | **0** | **7** | **2** | **13** | **1,450** | |
| Pk Hr HV | **0** | **0** | **14** | **3** | **0** | **1** | **13** | **1** | **0** | **8** | **0** | **2** | **0** | **2** | **0** | **0** | **44** | |
| Pk Hr HV% | **0%** | **0%** | **3%** | **2%** | **-** | **2%** | **2%** | **17%** | **-** | **7%** | **0%** | **5%** | **-** | **29%** | **0%** | **0%** | **3%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 7:00 AM | 5 | 2 | 1 | 0 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 4 | 10 | 2 | 0 | *16* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:30 AM | 3 | 3 | 4 | 0 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:45 AM | 6 | 0 | 4 | 0 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:00 AM | 4 | 2 | 0 | 2 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 6 | 7 | 0 | 1 | *14* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 1 | 6 | 0 | 0 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 4 | 6 | 1 | 1 | *12* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 33 | 36 | 12 | 4 | *85* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **17** | **15** | **10** | **2** | ***44*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** |

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

## Count Summaries - Heavy Vehicles

| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | Palmer Park Blvd Access | | | | Palmer Park Blvd Access | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 7:15 AM | 0 | 0 | 2 | 2 | 0 | 0 | 9 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 0 |
| 7:30 AM | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 0 |
| 7:45 AM | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 44 |
| 8:00 AM | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 8 | 44 |
| 8:15 AM | 0 | 1 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 42 |
| 8:30 AM | 0 | 0 | 1 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 39 |
| 8:45 AM | 0 | 1 | 3 | 0 | 0 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 41 |
| Count Total | 0 | 2 | 27 | 4 | 0 | 3 | 31 | 2 | 0 | 10 | 0 | 2 | 0 | 2 | 0 | 2 | 85 | |
| **Pk Hr Heavy** | **0** | **0** | **14** | **3** | **0** | **1** | **13** | **1** | **0** | **8** | **0** | **2** | **0** | **2** | **0** | **0** | **44** | |

## Count Summaries - Bikes

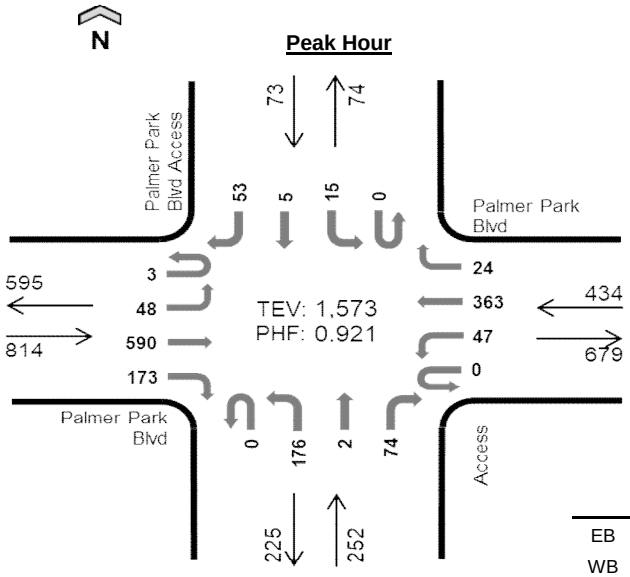
| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | Palmer Park Blvd Access | | | | Palmer Park Blvd Access | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

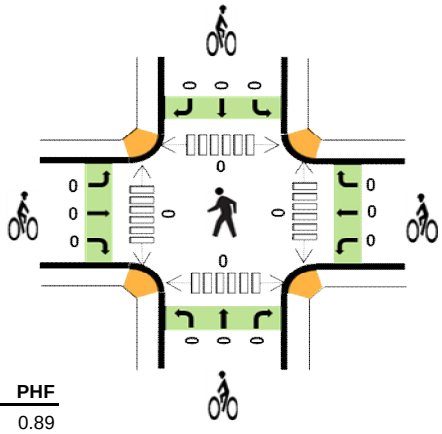
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

# Access
# Palmer Park Blvd

**Date:** 1/9/2025
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:30 PM to 5:30 PM



| | HV% | PHF |
|---|---|---|
| EB | 1% | 0.89 |
| WB | 1% | 0.93 |
| NB | 0% | 0.93 |
| SB | 1% | 0.79 |
| TOTAL | 1% | 0.92 |

## Peak Hour Count Summaries

| Peak Hour Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | Palmer Park Blvd Access | | | | Palmer Park Blvd Access | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:30 PM** | 1 | 9 | 139 | 38 | 0 | 7 | 95 | 2 | 0 | 47 | 0 | 20 | 0 | 5 | 1 | 10 | 374 | 0 |
| **4:45 PM** | 0 | 14 | 144 | 41 | 0 | 14 | 81 | 6 | 0 | 41 | 1 | 17 | 0 | 2 | 0 | 13 | 374 | 0 |
| **5:00 PM** | 0 | 14 | 137 | 49 | 0 | 11 | 96 | 10 | 0 | 43 | 1 | 14 | 0 | 5 | 2 | 16 | 398 | 0 |
| **5:15 PM** | 2 | 11 | 170 | 45 | 0 | 15 | 91 | 6 | 0 | 45 | 0 | 23 | 0 | 3 | 2 | 14 | 427 | 1,573 |
| Pk Hr All | 3 | 48 | 590 | 173 | 0 | 47 | 363 | 24 | 0 | 176 | 2 | 74 | 0 | 15 | 5 | 53 | 1,573 | |
| Pk Hr HV | 0 | 1 | 11 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | |
| Pk Hr HV% | 0% | 2% | 2% | 0% | - | 0% | 1% | 0% | - | 0% | 0% | 0% | - | 0% | 0% | 2% | 1% | |

*Note: For complete count summary (all intervals), see following pages.*
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| **4:30 PM** | 3 | 0 | 0 | 1 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:45 PM** | 4 | 2 | 0 | 0 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **5:00 PM** | 4 | 1 | 0 | 0 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **5:15 PM** | 1 | 1 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | 12 | 4 | 0 | 1 | *17* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Count Summaries - All Vehicles

| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | Palmer Park Blvd Access | | | | Palmer Park Blvd Access | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 16 | 162 | 44 | 0 | 4 | 95 | 1 | 0 | 36 | 0 | 15 | 0 | 7 | 0 | 16 | 396 | 0 |
| 4:15 PM | 2 | 18 | 170 | 56 | 0 | 9 | 97 | 1 | 0 | 25 | 1 | 15 | 0 | 4 | 3 | 9 | 410 | 0 |
| 4:30 PM | 1 | 9 | 139 | 38 | 0 | 7 | 95 | 2 | 0 | 47 | 0 | 20 | 0 | 5 | 1 | 10 | 374 | 0 |
| 4:45 PM | 0 | 14 | 144 | 41 | 0 | 14 | 81 | 6 | 0 | 41 | 1 | 17 | 0 | 2 | 0 | 13 | 374 | 1,554 |
| 5:00 PM | 0 | 14 | 137 | 49 | 0 | 11 | 96 | 10 | 0 | 43 | 1 | 14 | 0 | 5 | 2 | 16 | 398 | 1,556 |
| 5:15 PM | 2 | 11 | 170 | 45 | 0 | 15 | 91 | 6 | 0 | 45 | 0 | 23 | 0 | 3 | 2 | 14 | 427 | 1,573 |
| 5:30 PM | 1 | 15 | 126 | 39 | 0 | 11 | 77 | 1 | 0 | 39 | 0 | 20 | 0 | 2 | 0 | 6 | 337 | 1,536 |
| 5:45 PM | 0 | 14 | 98 | 43 | 0 | 3 | 64 | 0 | 0 | 33 | 1 | 10 | 0 | 6 | 0 | 11 | 283 | 1,445 |
| Count Total | 6 | 111 | 1,146 | 355 | 0 | 74 | 696 | 27 | 0 | 309 | 4 | 134 | 0 | 34 | 8 | 95 | 2,999 | |
| Pk Hr All | **3** | **48** | **590** | **173** | **0** | **47** | **363** | **24** | **0** | **176** | **2** | **74** | **0** | **15** | **5** | **53** | **1,573** | |
| Pk Hr HV | **0** | **1** | **11** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **17** | |
| Pk Hr HV% | **0%** | **2%** | **2%** | **0%** | **-** | **0%** | **1%** | **0%** | **-** | **0%** | **0%** | **0%** | **-** | **0%** | **0%** | **2%** | **1%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 4:00 PM | 5 | 4 | 0 | 0 | *9* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 5 | 3 | 0 | 1 | *9* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 3 | 0 | 0 | 1 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:45 PM | 4 | 2 | 0 | 0 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:00 PM | 4 | 1 | 0 | 0 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:15 PM | 1 | 1 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:30 PM | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 1 | 1 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 24 | 12 | 0 | 2 | *38* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **12** | **4** | **0** | **1** | ***17*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** |

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

## Count Summaries - Heavy Vehicles

| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | Palmer Park Blvd Access | | | | Palmer Park Blvd Access | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 |
| 4:15 PM | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 |
| 4:30 PM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 |
| 4:45 PM | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 28 |
| 5:00 PM | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 24 |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 |
| 5:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 |
| Count Total | 0 | 1 | 23 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 38 | |
| **Pk Hr Heavy** | **0** | **1** | **11** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **17** | |

## Count Summaries - Bikes

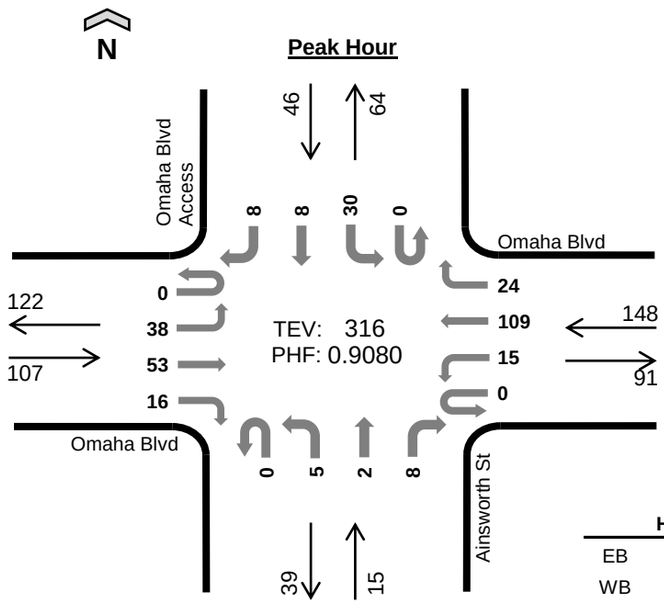
| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | Palmer Park Blvd Access | | | | Palmer Park Blvd Access | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

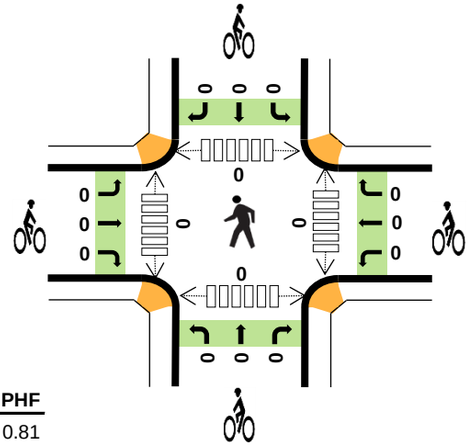
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

# Ainsworth St
# Omaha Blvd

**Date:** 1/9/2025
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:45 AM to 8:45 AM



| | HV% | PHF |
|---|---|---|
| EB | 6% | 0.81 |
| WB | 3% | 0.90 |
| NB | 7% | 0.42 |
| SB | 4% | 0.77 |
| TOTAL | 4% | 0.91 |

## Peak Hour Count Summaries

| Peak Hour Interval Start | | Omaha Blvd Eastbound | | | | Omaha Blvd Westbound | | | | Ainsworth St Northbound | | | | Omaha Blvd Access Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:45 AM** | | **0** | **8** | **19** | **3** | **0** | **4** | **29** | **6** | **0** | **2** | **0** | **1** | **0** | **9** | **3** | **3** | **87** | **0** |
| **8:00 AM** | | **0** | **7** | **12** | **5** | **0** | **4** | **27** | **10** | **0** | **0** | **0** | **1** | **0** | **11** | **2** | **0** | **79** | **0** |
| **8:15 AM** | | **0** | **10** | **7** | **3** | **0** | **3** | **31** | **3** | **0** | **0** | **1** | **1** | **0** | **7** | **2** | **1** | **69** | **0** |
| **8:30 AM** | | **0** | **13** | **15** | **5** | **0** | **4** | **22** | **5** | **0** | **3** | **1** | **5** | **0** | **3** | **1** | **4** | **81** | **316** |
| Pk Hr | All | **0** | **38** | **53** | **16** | **0** | **15** | **109** | **24** | **0** | **5** | **2** | **8** | **0** | **30** | **8** | **8** | **316** | |
| | HV | **0** | **0** | **4** | **2** | **0** | **0** | **5** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | **0** | **0** | **14** | |
| | HV% | **-** | **0%** | **8%** | **13%** | **-** | **0%** | **5%** | **0%** | **-** | **0%** | **0%** | **13%** | **-** | **7%** | **0%** | **0%** | **4%** | |

*Note: For complete count summary (all intervals), see following pages.*
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| **7:45 AM** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| **8:00 AM** | **4** | **4** | **0** | **2** | ***10*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| **8:15 AM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| **8:30 AM** | **2** | **0** | **1** | **0** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| **Peak Hour** | **6** | **5** | **1** | **2** | ***14*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Count Summaries - All Vehicles

| Interval Start | Omaha Blvd | | | | Omaha Blvd | | | | Ainsworth St | | | | Omaha Blvd Access | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 9 | 12 | 0 | 0 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 54 | 0 |
| 7:15 AM | 0 | 4 | 15 | 1 | 0 | 0 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 2 | 63 | 0 |
| 7:30 AM | 0 | 6 | 22 | 3 | 0 | 0 | 24 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 63 | 0 |
| **7:45 AM** | **0** | **8** | **19** | **3** | **0** | **4** | **29** | **6** | **0** | **2** | **0** | **1** | **0** | **9** | **3** | **3** | **87** | **267** |
| **8:00 AM** | **0** | **7** | **12** | **5** | **0** | **4** | **27** | **10** | **0** | **0** | **0** | **1** | **0** | **11** | **2** | **0** | **79** | **292** |
| **8:15 AM** | **0** | **10** | **7** | **3** | **0** | **3** | **31** | **3** | **0** | **0** | **1** | **1** | **0** | **7** | **2** | **1** | **69** | **298** |
| **8:30 AM** | **0** | **13** | **15** | **5** | **0** | **4** | **22** | **5** | **0** | **3** | **1** | **5** | **0** | **3** | **1** | **4** | **81** | **316** |
| 8:45 AM | 0 | 11 | 15 | 5 | 0 | 4 | 29 | 6 | 0 | 2 | 0 | 6 | 0 | 7 | 1 | 0 | 86 | 315 |
| Count Total | 0 | 68 | 117 | 25 | 0 | 19 | 213 | 42 | 0 | 7 | 3 | 14 | 0 | 52 | 10 | 12 | 582 | |
| Pk Hr All | **0** | **38** | **53** | **16** | **0** | **15** | **109** | **24** | **0** | **5** | **2** | **8** | **0** | **30** | **8** | **8** | **316** | |
| Pk Hr HV | **0** | **0** | **4** | **2** | **0** | **0** | **5** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | **0** | **0** | **14** | |
| Pk Hr HV% | **-** | **0%** | **8%** | **13%** | **-** | **0%** | **5%** | **0%** | **-** | **0%** | **0%** | **13%** | **-** | **7%** | **0%** | **0%** | **4%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 7:00 AM | 1 | 2 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 1 | 5 | 0 | 0 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:30 AM | 2 | 2 | 0 | 1 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:45 AM** | **0** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:00 AM** | **4** | **4** | **0** | **2** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:30 AM** | **2** | **0** | **1** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:45 AM | 0 | 1 | 1 | 1 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 10 | 15 | 2 | 4 | *31* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **6** | **5** | **1** | **2** | ***14*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Count Summaries - Heavy Vehicles

| Interval Start | Omaha Blvd | | | | Omaha Blvd | | | | Ainsworth St | | | | Omaha Blvd Access | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 7:30 AM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **15** |
| **8:00 AM** | **0** | **0** | **2** | **2** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **10** | **22** |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **16** |
| **8:30 AM** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **3** | **14** |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 16 |
| Count Total | 0 | 1 | 7 | 2 | 0 | 1 | 11 | 3 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 31 | |
| **Pk Hr Heavy** | **0** | **0** | **4** | **2** | **0** | **0** | **5** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | **0** | **0** | **14** | |

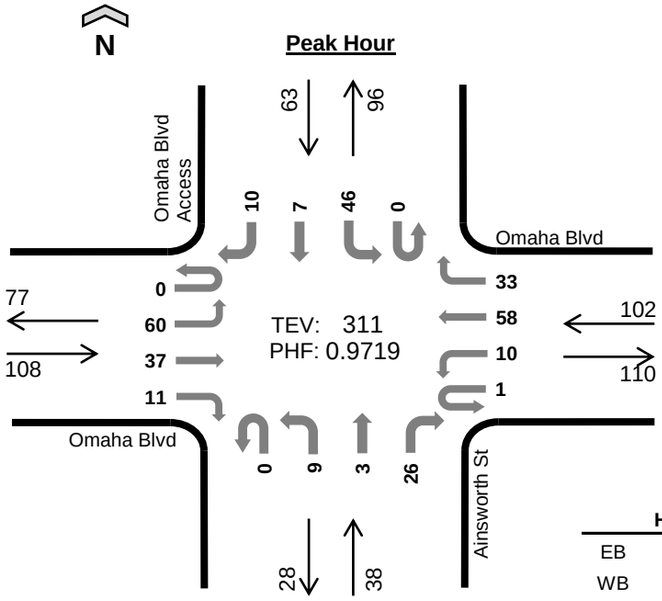
## Count Summaries - Bikes

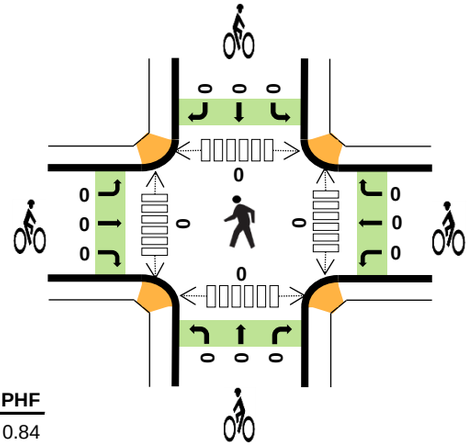
| Interval Start | Omaha Blvd | | | | Omaha Blvd | | | | Ainsworth St | | | | Omaha Blvd Access | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

# Ainsworth St
# Omaha Blvd

**Date:** 1/9/2025
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:00 PM to 5:00 PM



| | HV% | PHF |
|---|---|---|
| EB | 2% | 0.84 |
| WB | 1% | 0.88 |
| NB | 0% | 0.86 |
| SB | 0% | 0.79 |
| TOTAL | 1% | 0.97 |

## Peak Hour Count Summaries

| Peak Hour Interval Start | | Omaha Blvd Eastbound | | | | Omaha Blvd Westbound | | | | Ainsworth St Northbound | | | | Omaha Blvd Access Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | | 0 | 14 | 8 | 3 | 0 | 6 | 12 | 11 | 0 | 1 | 1 | 7 | 0 | 10 | 0 | 2 | 75 | 0 |
| 4:15 PM | | 0 | 11 | 16 | 5 | 0 | 1 | 17 | 7 | 0 | 3 | 0 | 6 | 0 | 12 | 1 | 0 | 79 | 0 |
| 4:30 PM | | 0 | 20 | 6 | 2 | 0 | 2 | 13 | 10 | 0 | 3 | 1 | 5 | 0 | 10 | 3 | 5 | 80 | 0 |
| 4:45 PM | | 0 | 15 | 7 | 1 | 1 | 1 | 16 | 5 | 0 | 2 | 1 | 8 | 0 | 14 | 3 | 3 | 77 | 311 |
| Pk Hr | All | 0 | 60 | 37 | 11 | 1 | 10 | 58 | 33 | 0 | 9 | 3 | 26 | 0 | 46 | 7 | 10 | 311 | |
| | HV | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| | HV% | - | 0% | 5% | 0% | 0% | 0% | 2% | 0% | - | 0% | 0% | 0% | - | 0% | 0% | 0% | 1% | |

*Note: For complete count summary (all intervals), see following pages.*
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 4:00 PM | 1 | 1 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:45 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Peak Hour | 2 | 1 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Count Summaries - All Vehicles

| Interval Start | Omaha Blvd | | | | Omaha Blvd | | | | Ainsworth St | | | | Omaha Blvd Access | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **14** | **8** | **3** | **0** | **6** | **12** | **11** | **0** | **1** | **1** | **7** | **0** | **10** | **0** | **2** | **75** | 0 |
| **4:15 PM** | **0** | **11** | **16** | **5** | **0** | **1** | **17** | **7** | **0** | **3** | **0** | **6** | **0** | **12** | **1** | **0** | **79** | **0** |
| **4:30 PM** | **0** | **20** | **6** | **2** | **0** | **2** | **13** | **10** | **0** | **3** | **1** | **5** | **0** | **10** | **3** | **5** | **80** | **0** |
| **4:45 PM** | **0** | **15** | **7** | **1** | **1** | **1** | **16** | **5** | **0** | **2** | **1** | **8** | **0** | **14** | **3** | **3** | **77** | **311** |
| 5:00 PM | 0 | 12 | 4 | 3 | 0 | 2 | 20 | 9 | 0 | 1 | 1 | 5 | 1 | 8 | 0 | 9 | 75 | 311 |
| 5:15 PM | 0 | 18 | 4 | 0 | 0 | 0 | 17 | 5 | 0 | 4 | 2 | 0 | 0 | 12 | 1 | 3 | 66 | 298 |
| 5:30 PM | 0 | 8 | 5 | 1 | 0 | 1 | 15 | 9 | 0 | 2 | 1 | 4 | 0 | 17 | 0 | 1 | 64 | 282 |
| 5:45 PM | 0 | 19 | 6 | 1 | 0 | 0 | 11 | 6 | 0 | 0 | 1 | 2 | 0 | 9 | 1 | 3 | 59 | 264 |
| Count Total | 0 | 117 | 56 | 16 | 1 | 13 | 121 | 62 | 0 | 16 | 8 | 37 | 1 | 92 | 9 | 26 | 575 | |
| Pk Hr All | **0** | **60** | **37** | **11** | **1** | **10** | **58** | **33** | **0** | **9** | **3** | **26** | **0** | **46** | **7** | **10** | **311** | |
| Pk Hr HV | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | |
| Pk Hr HV% | **-** | **0%** | **5%** | **0%** | **0%** | **0%** | **2%** | **0%** | **-** | **0%** | **0%** | **0%** | **-** | **0%** | **0%** | **0%** | **1%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| **4:00 PM** | **1** | **1** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:00 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:15 PM | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:30 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 3 | 1 | 0 | 0 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **2** | **1** | **0** | **0** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Count Summaries - Heavy Vehicles

| Interval Start | Omaha Blvd | | | | Omaha Blvd | | | | Ainsworth St | | | | Omaha Blvd Access | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Count Total | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| **Pk Hr Heavy** | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | |

## Count Summaries - Bikes

| Interval Start | Omaha Blvd | | | | Omaha Blvd | | | | Ainsworth St | | | | Omaha Blvd Access | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

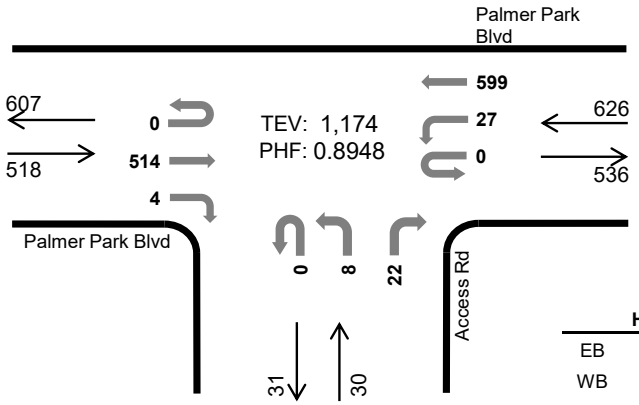
TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

# Access Rd
# Palmer Park Blvd

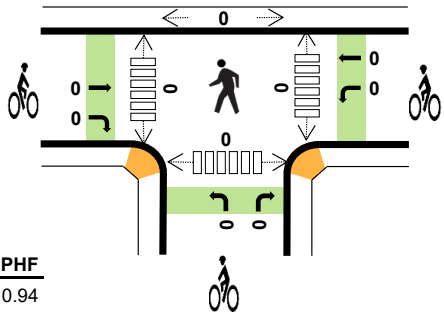
N

**Peak Hour**

**Date:** 6/26/2025
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:00 AM to 8:00 AM




| | HV% | PHF |
|---|---|---|
| EB | 3% | 0.94 |
| WB | 5% | 0.85 |
| NB | 0% | 0.58 |
| SB | -- | -- |
| TOTAL | 4% | 0.89 |




## Peak Hour Count Summaries

| Peak Hour Interval Start | | Palmer Park Blvd Eastbound | | | | Palmer Park Blvd Westbound | | | | Access Rd Northbound | | | | n/a Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | | 0 | 0 | 130 | 1 | 0 | 6 | 152 | 0 | 0 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 302 | 0 |
| **7:15 AM** | | 0 | 0 | 116 | 0 | 0 | 8 | 147 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 277 | 0 |
| **7:30 AM** | | 0 | 0 | 136 | 2 | 0 | 6 | 178 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 328 | 0 |
| **7:45 AM** | | 0 | 0 | 132 | 1 | 0 | 7 | 122 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 267 | 1,174 |
| Pk Hr | All | 0 | 0 | 514 | 4 | 0 | 27 | 599 | 0 | 0 | 8 | 0 | 22 | 0 | 0 | 0 | 0 | 1,174 | |
| | HV | 0 | 0 | 17 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | |
| | HV% | - | - | 3% | 0% | - | 0% | 5% | - | - | 0% | - | 0% | - | - | - | - | 4% | |

*Note: For complete count summary (all intervals), see following pages.*
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| **7:00 AM** | 2 | 7 | 0 | 0 | *9* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:15 AM** | 3 | 16 | 0 | 0 | *19* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:30 AM** | 9 | 6 | 0 | 0 | *15* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:45 AM** | 3 | 2 | 0 | 0 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | 17 | 31 | 0 | 0 | *48* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Count Summaries - All Vehicles

| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | Access Rd | | | | n/a | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **130** | **1** | **0** | **6** | **152** | **0** | **0** | **4** | **0** | **9** | **0** | **0** | **0** | **0** | **302** | 0 |
| **7:15 AM** | **0** | **0** | **116** | **0** | **0** | **8** | **147** | **0** | **0** | **1** | **0** | **5** | **0** | **0** | **0** | **0** | **277** | **0** |
| **7:30 AM** | **0** | **0** | **136** | **2** | **0** | **6** | **178** | **0** | **0** | **2** | **0** | **4** | **0** | **0** | **0** | **0** | **328** | **0** |
| **7:45 AM** | **0** | **0** | **132** | **1** | **0** | **7** | **122** | **0** | **0** | **1** | **0** | **4** | **0** | **0** | **0** | **0** | **267** | **1,174** |
| 8:00 AM | 0 | 0 | 102 | 0 | 0 | 2 | 143 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 248 | 1,120 |
| 8:15 AM | 0 | 0 | 102 | 1 | 0 | 3 | 119 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 228 | 1,071 |
| 8:30 AM | 0 | 0 | 81 | 0 | 0 | 2 | 123 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 214 | 957 |
| 8:45 AM | 0 | 0 | 109 | 0 | 1 | 7 | 119 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 239 | 929 |
| Count Total | 0 | 0 | 908 | 5 | 1 | 41 | 1,103 | 0 | 0 | 13 | 0 | 32 | 0 | 0 | 0 | 0 | 2,103 | |
| Pk Hr All | **0** | **0** | **514** | **4** | **0** | **27** | **599** | **0** | **0** | **8** | **0** | **22** | **0** | **0** | **0** | **0** | **1,174** | |
| Pk Hr HV | **0** | **0** | **17** | **0** | **0** | **0** | **31** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **48** | |
| Pk Hr HV% | **-** | **-** | **3%** | **0%** | **-** | **0%** | **5%** | **-** | **-** | **0%** | **-** | **0%** | **-** | **-** | **-** | **-** | **4%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| **7:00 AM** | **2** | **7** | **0** | **0** | **9** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:15 AM** | **3** | **16** | **0** | **0** | **19** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **9** | **6** | **0** | **0** | **15** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **3** | **2** | **0** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:00 AM | 3 | 7 | 0 | 0 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 5 | 6 | 0 | 0 | *11* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 7 | 7 | 0 | 0 | *14* | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 6 | 6 | 0 | 0 | *12* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 38 | 57 | 0 | 0 | *95* | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **17** | **31** | **0** | **0** | ***48*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** |

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

## Count Summaries - Heavy Vehicles

| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | Access Rd | | | | n/a | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **2** | **0** | **0** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **9** | 0 |
| **7:15 AM** | **0** | **0** | **3** | **0** | **0** | **0** | **16** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **19** | **0** |
| **7:30 AM** | **0** | **0** | **9** | **0** | **0** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **15** | **0** |
| **7:45 AM** | **0** | **0** | **3** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **48** |
| 8:00 AM | 0 | 0 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 49 |
| 8:15 AM | 0 | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 41 |
| 8:30 AM | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 40 |
| 8:45 AM | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 47 |
| Count Total | 0 | 0 | 38 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | |
| **Pk Hr Heavy** | **0** | **0** | **17** | **0** | **0** | **0** | **31** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **48** | |

## Count Summaries - Bikes

| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | Access Rd | | | | n/a | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Count Total | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

TJ Wethington
(720) 646-1008

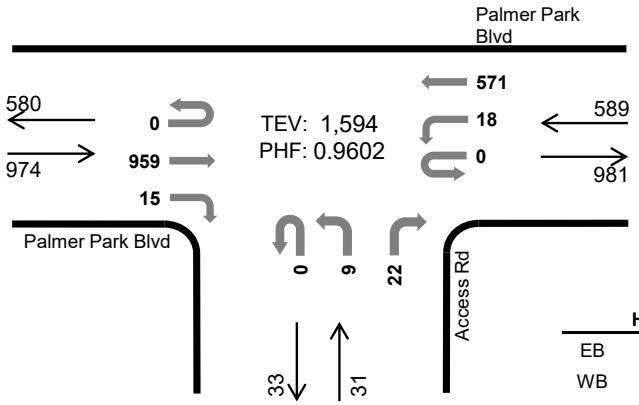
tj.wethington@idaxdata.com

# Access Rd
# Palmer Park Blvd

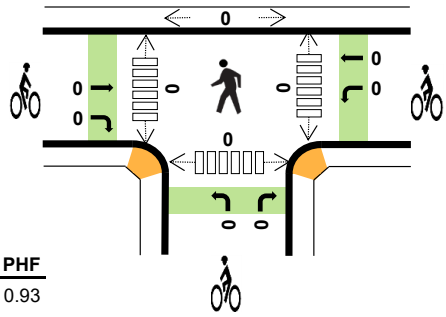
N

**Peak Hour**

**Date:** 6/26/2025
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:15 PM to 5:15 PM




| | HV% | PHF |
|---|---|---|
| EB | 3% | 0.93 |
| WB | 2% | 0.90 |
| NB | 0% | 0.65 |
| SB | -- | -- |
| TOTAL | 2% | 0.96 |




## Peak Hour Count Summaries

| Peak Hour Interval Start | | Palmer Park Blvd Eastbound | | | | Palmer Park Blvd Westbound | | | | Access Rd Northbound | | | | n/a Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:15 PM** | | **0** | **0** | **260** | **1** | **0** | **6** | **142** | **0** | **0** | **1** | **0** | **5** | **0** | **0** | **0** | **0** | **415** | **0** |
| **4:30 PM** | | **0** | **0** | **220** | **1** | **0** | **5** | **159** | **0** | **0** | **4** | **0** | **3** | **0** | **0** | **0** | **0** | **392** | **0** |
| **4:45 PM** | | **0** | **0** | **232** | **11** | **0** | **4** | **130** | **0** | **0** | **1** | **0** | **5** | **0** | **0** | **0** | **0** | **383** | **0** |
| **5:00 PM** | | **0** | **0** | **247** | **2** | **0** | **3** | **140** | **0** | **0** | **3** | **0** | **9** | **0** | **0** | **0** | **0** | **404** | **1,594** |
| Pk Hr | All | **0** | **0** | **959** | **15** | **0** | **18** | **571** | **0** | **0** | **9** | **0** | **22** | **0** | **0** | **0** | **0** | **1,594** | |
| | HV | **0** | **0** | **25** | **0** | **0** | **0** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **37** | |
| | HV% | - | - | **3%** | **0%** | - | **0%** | **2%** | - | - | **0%** | - | **0%** | - | - | - | - | **2%** | |

*Note: For complete count summary (all intervals), see following pages.*
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals EB | WB | NB | SB | Total | Bicycles EB | WB | NB | SB | Total | Pedestrians (Crossing Leg) E | W | N | S | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **4:15 PM** | **6** | **2** | **0** | **0** | ***8*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| **4:30 PM** | **7** | **3** | **0** | **0** | ***10*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| **4:45 PM** | **6** | **4** | **0** | **0** | ***10*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| **5:00 PM** | **6** | **3** | **0** | **0** | ***9*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| **Peak Hour** | **25** | **12** | **0** | **0** | ***37*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Count Summaries - All Vehicles

| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | Access Rd | | | | n/a | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 227 | 3 | 0 | 3 | 148 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 390 | 0 |
| **4:15 PM** | **0** | **0** | **260** | **1** | **0** | **6** | **142** | **0** | **0** | **1** | **0** | **5** | **0** | **0** | **0** | **0** | **415** | **0** |
| **4:30 PM** | **0** | **0** | **220** | **1** | **0** | **5** | **159** | **0** | **0** | **4** | **0** | **3** | **0** | **0** | **0** | **0** | **392** | **0** |
| **4:45 PM** | **0** | **0** | **232** | **11** | **0** | **4** | **130** | **0** | **0** | **1** | **0** | **5** | **0** | **0** | **0** | **0** | **383** | **1,580** |
| **5:00 PM** | **0** | **0** | **247** | **2** | **0** | **3** | **140** | **0** | **0** | **3** | **0** | **9** | **0** | **0** | **0** | **0** | **404** | **1,594** |
| 5:15 PM | 0 | 0 | 228 | 5 | 0 | 4 | 138 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 383 | 1,562 |
| 5:30 PM | 0 | 0 | 212 | 5 | 0 | 5 | 109 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 339 | 1,509 |
| 5:45 PM | 0 | 0 | 212 | 5 | 0 | 10 | 121 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 362 | 1,488 |
| Count Total | 0 | 0 | 1,838 | 33 | 0 | 40 | 1,087 | 0 | 0 | 22 | 0 | 48 | 0 | 0 | 0 | 0 | 3,068 | |
| Pk Hr All | **0** | **0** | **959** | **15** | **0** | **18** | **571** | **0** | **0** | **9** | **0** | **22** | **0** | **0** | **0** | **0** | **1,594** | |
| Pk Hr HV | **0** | **0** | **25** | **0** | **0** | **0** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **37** | |
| Pk Hr HV% | **-** | **-** | **3%** | **0%** | **-** | **0%** | **2%** | **-** | **-** | **0%** | **-** | **0%** | **-** | **-** | **-** | **-** | **2%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 4:00 PM | 3 | 3 | 0 | 0 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:15 PM** | **6** | **2** | **0** | **0** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **7** | **3** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **6** | **4** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **5:00 PM** | **6** | **3** | **0** | **0** | **9** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:15 PM | 5 | 3 | 0 | 0 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:30 PM | 4 | 3 | 0 | 0 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 4 | 2 | 0 | 0 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 41 | 23 | 0 | 0 | *64* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **25** | **12** | **0** | **0** | ***37*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** |

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

## Count Summaries - Heavy Vehicles

| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | Access Rd | | | | n/a | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| **4:15 PM** | **0** | **0** | **6** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **0** |
| **4:30 PM** | **0** | **0** | **7** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **10** | **0** |
| **4:45 PM** | **0** | **0** | **6** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **10** | **34** |
| **5:00 PM** | **0** | **0** | **6** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **9** | **37** |
| 5:15 PM | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 37 |
| 5:30 PM | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 34 |
| 5:45 PM | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 30 |
| Count Total | 0 | 0 | 41 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | |
| **Pk Hr Heavy** | **0** | **0** | **25** | **0** | **0** | **0** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **37** | |

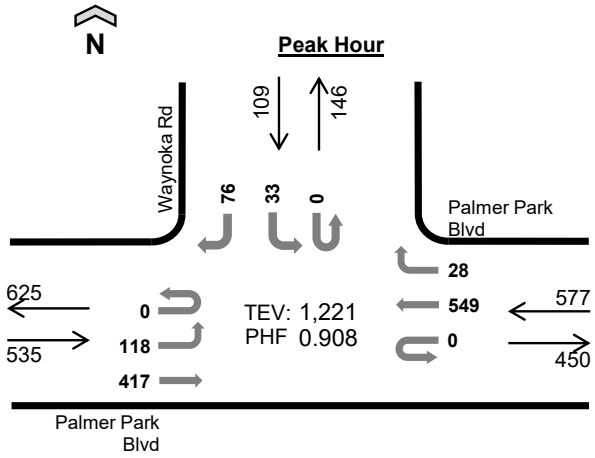
## Count Summaries - Bikes

| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | Access Rd | | | | n/a | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

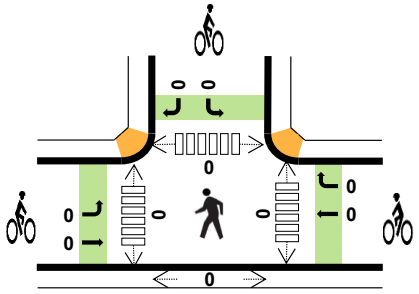
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

# Waynoka Rd
# Palmer Park Blvd




**Date:** 6/26/2025
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:00 AM to 8:00 AM




| | HV% | PHF |
|---|---|---|
| EB | 3% | 0.96 |
| WB | 3% | 0.83 |
| NB | -- | -- |
| SB | 19% | 0.88 |
| TOTAL | 4% | 0.91 |

## Peak Hour Count Summaries

| Peak Hour Interval Start | | Palmer Park Blvd Eastbound | | | | Palmer Park Blvd Westbound | | | | n/a Northbound | | | | Waynoka Rd Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | | 0 | 34 | 104 | 0 | 0 | 0 | 142 | 4 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 13 | 307 | 0 |
| **7:15 AM** | | 0 | 14 | 107 | 0 | 0 | 0 | 132 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 25 | 290 | 0 |
| **7:30 AM** | | 0 | 39 | 98 | 0 | 0 | 0 | 164 | 10 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 18 | 336 | 0 |
| **7:45 AM** | | 0 | 31 | 108 | 0 | 0 | 0 | 111 | 7 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 20 | 288 | 1,221 |
| Pk Hr | All | 0 | 118 | 417 | 0 | 0 | 0 | 549 | 28 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 76 | 1,221 | |
| | HV | 0 | 5 | 11 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19 | 52 | |
| | HV% | - | 4% | 3% | - | - | - | 2% | 11% | - | - | - | - | - | 6% | - | 25% | 4% | |

*Note: For complete count summary (all intervals), see following pages.*
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| **7:00 AM** | 2 | 5 | 0 | 2 | *9* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:15 AM** | 4 | 2 | 0 | 15 | *21* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:30 AM** | 6 | 5 | 0 | 1 | *12* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:45 AM** | 4 | 3 | 0 | 3 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | 16 | 15 | 0 | 21 | *52* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Count Summaries - All Vehicles

| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | n/a | | | | Waynoka Rd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **34** | **104** | **0** | **0** | **0** | **142** | **4** | **0** | **0** | **0** | **0** | **0** | **10** | **0** | **13** | **307** | 0 |
| **7:15 AM** | **0** | **14** | **107** | **0** | **0** | **0** | **132** | **7** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **25** | **290** | **0** |
| **7:30 AM** | **0** | **39** | **98** | **0** | **0** | **0** | **164** | **10** | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **18** | **336** | **0** |
| **7:45 AM** | **0** | **31** | **108** | **0** | **0** | **0** | **111** | **7** | **0** | **0** | **0** | **0** | **0** | **11** | **0** | **20** | **288** | **1,221** |
| 8:00 AM | 0 | 20 | 83 | 0 | 0 | 0 | 131 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 16 | 262 | 1,176 |
| 8:15 AM | 0 | 18 | 86 | 0 | 0 | 0 | 105 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 18 | 232 | 1,118 |
| 8:30 AM | 0 | 12 | 75 | 0 | 0 | 0 | 115 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 10 | 223 | 1,005 |
| 8:45 AM | 0 | 16 | 96 | 0 | 0 | 0 | 109 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 16 | 255 | 972 |
| Count Total | 0 | 184 | 757 | 0 | 0 | 0 | 1,009 | 54 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 136 | 2,193 | |
| Pk Hr All | **0** | **118** | **417** | **0** | **0** | **0** | **549** | **28** | **0** | **0** | **0** | **0** | **0** | **33** | **0** | **76** | **1,221** | |
| Pk Hr HV | **0** | **5** | **11** | **0** | **0** | **0** | **12** | **3** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **19** | **52** | |
| Pk Hr HV% | **-** | **4%** | **3%** | **-** | **-** | **-** | **2%** | **11%** | **-** | **-** | **-** | **-** | **-** | **6%** | **-** | **25%** | **4%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| **7:00 AM** | **2** | **5** | **0** | **2** | **9** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:15 AM** | **4** | **2** | **0** | **15** | **21** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **6** | **5** | **0** | **1** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **4** | **3** | **0** | **3** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:00 AM | 4 | 6 | 0 | 3 | *13* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 6 | 4 | 0 | 3 | *13* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 7 | 5 | 0 | 2 | *14* | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 5 | 4 | 0 | 4 | *13* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 38 | 34 | 0 | 33 | *105* | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **16** | **15** | **0** | **21** | ***52*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** |

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

## Count Summaries - Heavy Vehicles

| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | n/a | | | | Waynoka Rd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **2** | **0** | **0** | **0** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **9** | 0 |
| **7:15 AM** | **0** | **2** | **2** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **15** | **21** | **0** |
| **7:30 AM** | **0** | **2** | **4** | **0** | **0** | **0** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **12** | **0** |
| **7:45 AM** | **0** | **1** | **3** | **0** | **0** | **0** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | **10** | **52** |
| 8:00 AM | 0 | 1 | 3 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 56 |
| 8:15 AM | 0 | 4 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 48 |
| 8:30 AM | 0 | 2 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 14 | 50 |
| 8:45 AM | 0 | 2 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 13 | 53 |
| Count Total | 0 | 14 | 24 | 0 | 0 | 0 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 28 | 105 | |
| **Pk Hr Heavy** | **0** | **5** | **11** | **0** | **0** | **0** | **12** | **3** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **19** | **52** | |

## Count Summaries - Bikes

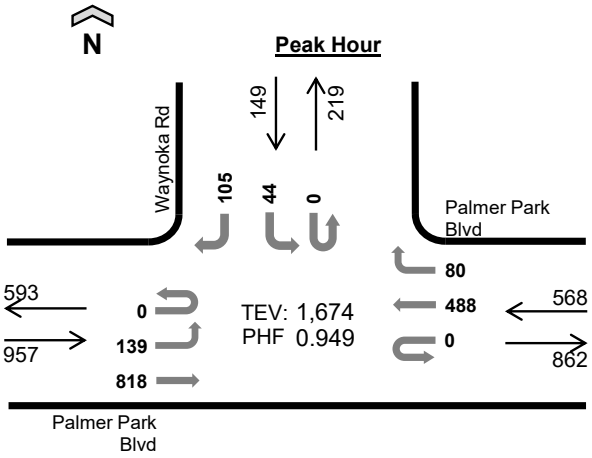
| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | n/a | | | | Waynoka Rd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Count Total | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

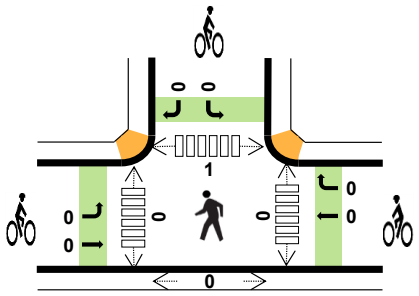
TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

# Waynoka Rd
# Palmer Park Blvd

**Date:** 6/26/2025
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:00 PM to 5:00 PM




| | HV% | PHF |
|---|---|---|
| EB | 2% | 0.91 |
| WB | 1% | 0.95 |
| NB | -- | -- |
| SB | 7% | 0.73 |
| TOTAL | 2% | 0.95 |

## Peak Hour Count Summaries

| Peak Hour Interval Start | | Palmer Park Blvd Eastbound | | | | Palmer Park Blvd Westbound | | | | n/a Northbound | | | | Waynoka Rd Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | | 0 | 32 | 208 | 0 | 0 | 0 | 115 | 20 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 36 | 426 | 0 |
| **4:15 PM** | | 0 | 41 | 223 | 0 | 0 | 0 | 128 | 19 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 21 | 441 | 0 |
| **4:30 PM** | | 0 | 31 | 191 | 0 | 0 | 0 | 133 | 16 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 28 | 408 | 0 |
| **4:45 PM** | | 0 | 35 | 196 | 0 | 0 | 0 | 112 | 25 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 20 | 399 | 1,674 |
| Pk Hr | All | 0 | 139 | 818 | 0 | 0 | 0 | 488 | 80 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 105 | 1,674 | |
| | HV | 0 | 11 | 10 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 39 | |
| | HV% | - | 8% | 1% | - | - | - | 1% | 5% | - | - | - | - | - | 5% | - | 9% | 2% | |

*Note: For complete count summary (all intervals), see following pages.*
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| **4:00 PM** | 3 | 3 | 0 | 2 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:15 PM** | 7 | 2 | 0 | 2 | *11* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:30 PM** | 5 | 1 | 0 | 2 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:45 PM** | 6 | 1 | 0 | 5 | *12* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 0 | *1* |
| **Peak Hour** | 21 | 7 | 0 | 11 | *39* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 0 | *1* |

TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

## Count Summaries - All Vehicles

| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | n/a | | | | Waynoka Rd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **32** | **208** | **0** | **0** | **0** | **115** | **20** | **0** | **0** | **0** | **0** | **0** | **15** | **0** | **36** | **426** | 0 |
| **4:15 PM** | **0** | **41** | **223** | **0** | **0** | **0** | **128** | **19** | **0** | **0** | **0** | **0** | **0** | **9** | **0** | **21** | **441** | **0** |
| **4:30 PM** | **0** | **31** | **191** | **0** | **0** | **0** | **133** | **16** | **0** | **0** | **0** | **0** | **0** | **9** | **0** | **28** | **408** | **0** |
| **4:45 PM** | **0** | **35** | **196** | **0** | **0** | **0** | **112** | **25** | **0** | **0** | **0** | **0** | **0** | **11** | **0** | **20** | **399** | **1,674** |
| 5:00 PM | 0 | 41 | 213 | 0 | 0 | 0 | 114 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 28 | 414 | 1,662 |
| 5:15 PM | 0 | 33 | 206 | 0 | 0 | 0 | 120 | 14 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 24 | 417 | 1,638 |
| 5:30 PM | 0 | 24 | 193 | 0 | 0 | 0 | 93 | 8 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 22 | 353 | 1,583 |
| 5:45 PM | 0 | 13 | 204 | 0 | 0 | 0 | 113 | 9 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 19 | 366 | 1,550 |
| Count Total | 0 | 250 | 1,634 | 0 | 0 | 0 | 928 | 120 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 198 | 3,224 | |
| Pk Hr All | **0** | **139** | **818** | **0** | **0** | **0** | **488** | **80** | **0** | **0** | **0** | **0** | **0** | **44** | **0** | **105** | **1,674** | |
| Pk Hr HV | **0** | **11** | **10** | **0** | **0** | **0** | **3** | **4** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **9** | **39** | |
| Pk Hr HV% | **-** | **8%** | **1%** | **-** | **-** | **-** | **1%** | **5%** | **-** | **-** | **-** | **-** | **-** | **5%** | **-** | **9%** | **2%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| **4:00 PM** | **3** | **3** | **0** | **2** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:15 PM** | **7** | **2** | **0** | **2** | **11** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **5** | **1** | **0** | **2** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **6** | **1** | **0** | **5** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** |
| 5:00 PM | 7 | 1 | 0 | 2 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:15 PM | 5 | 3 | 0 | 2 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:30 PM | 4 | 2 | 0 | 3 | *9* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 4 | 1 | 0 | 1 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 41 | 14 | 0 | 19 | *74* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 0 | *1* |
| **Peak Hour** | **21** | **7** | **0** | **11** | ***39*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | **1** |

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

## Count Summaries - Heavy Vehicles

| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | n/a | | | | Waynoka Rd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **1** | **2** | **0** | **0** | **0** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **8** | 0 |
| **4:15 PM** | **0** | **3** | **4** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **11** | **0** |
| **4:30 PM** | **0** | **4** | **1** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **8** | **0** |
| **4:45 PM** | **0** | **3** | **3** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **12** | **39** |
| 5:00 PM | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 41 |
| 5:15 PM | 0 | 2 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 40 |
| 5:30 PM | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 9 | 41 |
| 5:45 PM | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 35 |
| Count Total | 0 | 22 | 19 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 16 | 74 | |
| **Pk Hr Heavy** | **0** | **11** | **10** | **0** | **0** | **0** | **3** | **4** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **9** | **39** | |

## Count Summaries - Bikes

| Interval Start | Palmer Park Blvd | | | | Palmer Park Blvd | | | | n/a | | | | Waynoka Rd | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

TJ Wethington
(720) 646-1008

tj.wethington@idaxdata.com

# Appendix C: Future Traffic Projections

| ROUTE | REFPT | ENDREFPT | LENGTH | UPDATEYR | AADT | YR20FACTOR | Growth Rate | DHV | DD | LOCATION |
|---|---|---|---|---|---|---|---|---|---|---|
| 021B | 141.738 | 142.734 | 0.996 | 2024 | 64000 | 1.25 | 1.12% | 9 | 54 | ON POWERS BD S/O SH 24 COLO SPGS BYPASS FOUNTAIN BD |
| 021B | 142.734 | 142.983 | 0.254 | 2024 | 59000 | 1.25 | 1.12% | 9 | 56 | ON POWERS BLVD N/O SH 24 PLATTE AVE COLO SPGS |
| 021B | 142.983 | 145.495 | 2.515 | 2024 | 68000 | 1.25 | 1.12% | 8 | 52 | ON POWERS BLVD N/O GALLEY RD COLO SPGS |
| | | | | | | Average | 1.12% | | | |

**Table 1 – Powers & Palmer Park Retail Traffic Generation**

| Land Use and Size | Weekday Vehicles Trips | | | | | | |
|---|---|---|---|---|---|---|---|
| | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | In | Out | Total | In | Out | Total |
| Strip Retail Plaza (ITE 820) – 6,900 Square Feet | 376 | 10 | 6 | 16 | 22 | 23 | 45 |
| Tire Store (ITE 848) – 7,680 Square Feet | 212 | 13 | 7 | 20 | 12 | 17 | 29 |
| Drive-In Bank (ITE 912) – 600 Square Feet | 60 | 3 | 3 | 6 | 6 | 7 | 13 |
| Coffee Shop w/ Drive-Through (ITE 937) – 2,000 Square Feet | 1,068 | 88 | 84 | 172 | 39 | 39 | 78 |
| Automobile Parts & Service Center (ITE 943) 15,000 Square Feet | 250 | 21 | 8 | 29 | 12 | 19 | 31 |
| Automated Car Wash (ITE 948) – 1 Tunnel | 780 | 39 | 39 | 78 | 39 | 39 | 78 |
| **Total Project Trips** | **2,746** | **174** | **147** | **321** | **130** | **144** | **274** |

As shown in the table and based on ITE Trip Generation calculations, Powers & Palmer Park Retail is expected to generate approximately 2,746 weekday daily trips, with 321 of these trips occurring during the morning peak hour and 274 of these trips occurring during the afternoon peak hour.

## TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**.

## TOTAL (BACKGROUND PLUS PROJECT) TRAFFIC

Site traffic volumes were added to the background volumes to represent estimated total traffic conditions for the 2045 horizon. These total traffic volumes for the study area are illustrated for the two roadway alternative scenarios—existing network and Waynoka Road realignment—in the 2045 horizon year in attached **Figures 5** and **6**, respectively.

TRAFFIC IMPACT STUDY

# Palmer Park and Powers VASA

## El Paso County, Colorado

*PCD File PPR267*

Prepared for:

**Hawkins Development, LLC**

Kimley»Horn

# T R A F F I C  I M P A C T  S T U D Y

Traffic Engineer's Statement

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

Tanner J. Daines, PE #66684 Date July 10, 2026

Developer's Statement

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

Mr. Kevin Hawkins
Hawkins Development, LLC
7076 Alton Way, Suite H100
Centennial, CO 80112

Date

# Palmer Park and Powers VASA

El Paso County, Colorado

**Prepared for**
**Hawkins Development, LLC**
14143 Denver West Parkway
Suite 400
Golden, Colorado 80401

**Prepared by**
**Tanner J. Daines, P.E.**
**Kimley-Horn and Associates, Inc.**
6200 South Syracuse Way
Suite 300
Greenwood Village, Colorado 80111
(303) 228-2300




July 2026

*This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.*

**Table 1 – Palmer Park and Powers VASA Traffic Generation Comparison**

| Land Use and Size | Weekday Vehicle Trips | | | | | | |
|---|---|---|---|---|---|---|---|
| | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | In | Out | Total | In | Out | Total |
| **Previous Land Use** | | | | | | | |
| Department Store (ITE 875) – 68,212 Square Feet | 1,562 | 26 | 14 | 40 | 67 | 66 | 133 |
| **Current Land Use** | | | | | | | |
| Health/Fitness Club (ITE 492) – 68,212 Square Feet | 2,048 | 49 | 48 | 97 | 121 | 91 | 212 |
| ***Net Difference in Trips*** | ***+486*** | ***+23*** | ***+34*** | ***+57*** | ***+54*** | ***+25*** | ***+79*** |

## 4.2 Trip Distribution

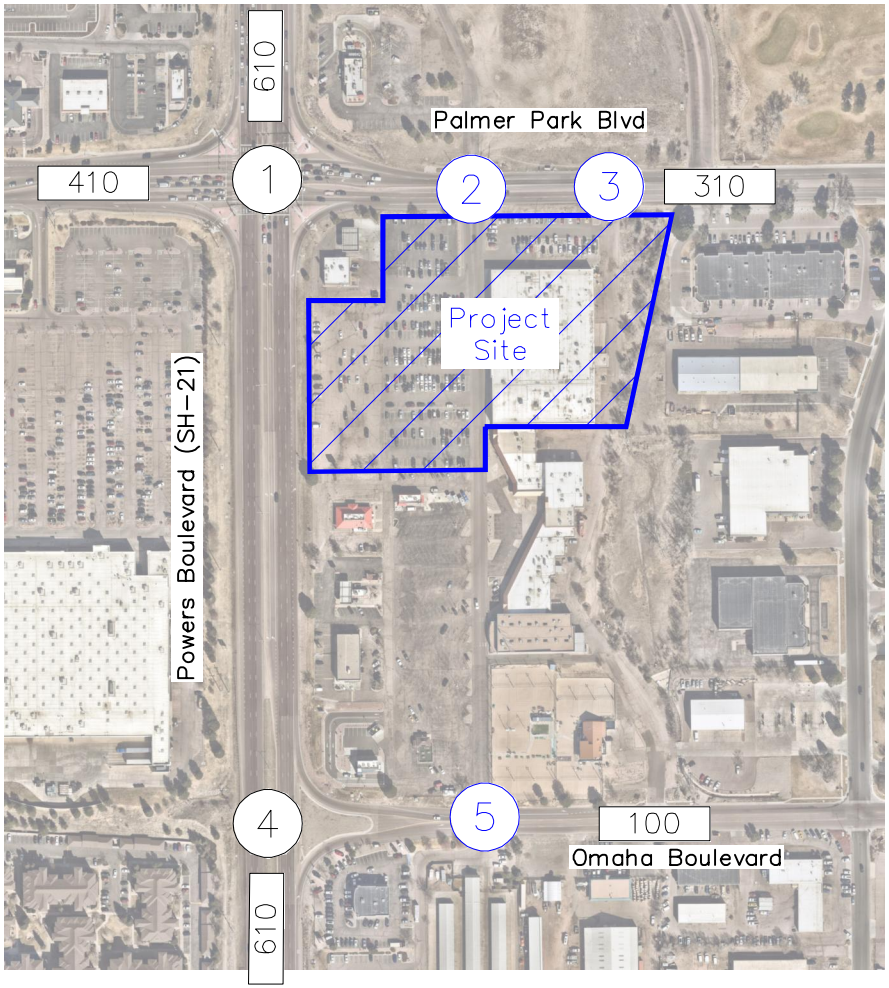
Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The project trip distribution for the proposed development is illustrated in **Figure 6**.

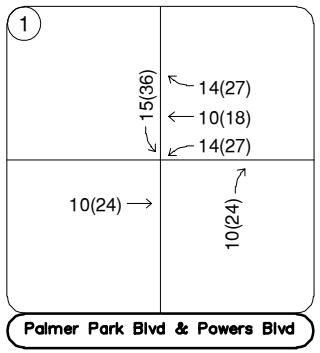
## 4.3 Traffic Assignment

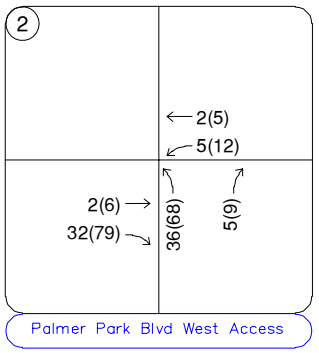
The project's traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Traffic assignment is shown in **Figure 7**.

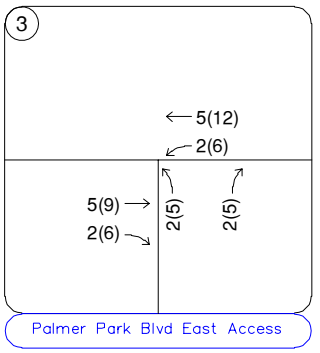
## 4.4 Total (Background Plus Project) Traffic

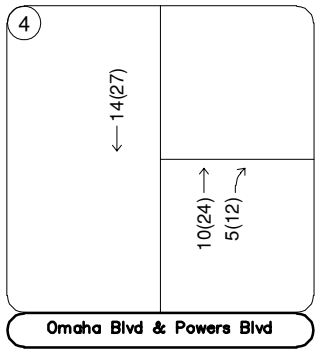
Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short-term 2026 horizon and long-term 2046 twenty-year planning horizon. These total traffic volumes for the study area are illustrated for the 2026 and 2046 horizon years in **Figure 8** and **Figure 9**, respectively.

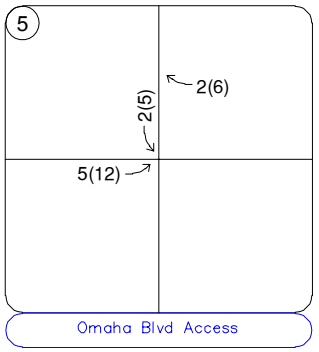



LEGEND

(X) Study Area Key Intersection

(X) Project Access Intersection

XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes

XX,X00 Estimated Daily Traffic Volume

FIGURE 7
Palmer Park and Powers VASA
El Paso County, Colorado
Project Traffic Assignment

## 6.0 CONCLUSIONS AND RECOMMENDATIONS

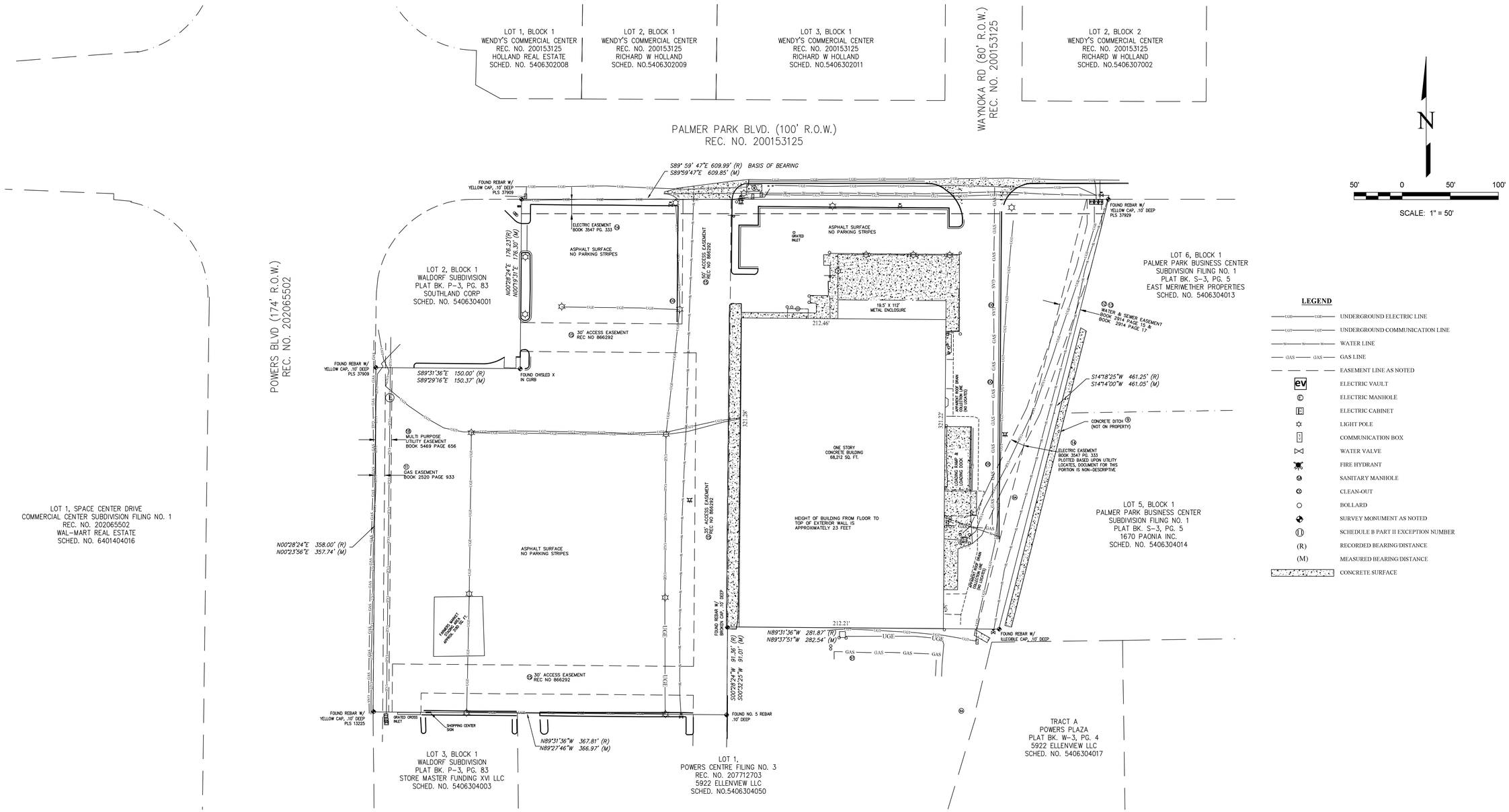
Based on the analysis presented in this report, Kimley-Horn believes Palmer Park and Powers VASA will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

- Based on traffic projections, the addition of project traffic on all legs of either Power Boulevard (SH-21) intersection is not anticipated to increase existing access traffic volumes by more than 20 percent. Therefore, a CDOT access permit is not anticipated to be required in association with this project. However, with the future planned commercial development of the northeast corner of Palmer Park Boulevard and the associated changed to the east leg of Palmer Park Boulevard, an access permit has been requested by CDOT. Part of the agreed upon access permit includes $60,036 of escrow to be held by CDOT for future intersection improvements.
- Road impact fees were evaluated based on the El Paso County Road Impact Fee Schedule. Based on these fee schedule guidelines, the fee per general commercial building is $5,498 per 1,000 square feet of building space. Therefore, the road impact fee for the existing 68,212 square foot fitness center is expected to be $375,030. However, this building is not a new construction and was a tenant conversion of a Kmart of the same approximate building size. The roadways would have been designed to accommodate the traffic generated by the Kmart at the time it was constructed. As such, because this is not a new building, it is not believed road impact fees are applicable for this site as a tenant conversion.
- No modifications are recommended at this time for intersections or turn lanes as a part of this study. As additional development to the north and south of this site occurs, it is understood that modifications to the intersections along Palmer Park Boulevard may occur, including relocating the traffic signal from the West Access (#2) to the East Access (#3), realignment of Waynoka Road, and possible restriction of the West Access (#2) to be right-in/right-out movements only.
- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the El Paso County, Colorado Department of Transportation (CDOT), and the Manual on Uniform Traffic Control Devices (MUTCD) – 11$^{th}$ Edition, 2023.

# Appendix A: Conceptual Site Plan

# ALTA/NSPS LAND TITLE SURVEY

## LOT 1, BLOCK 1, WALDORF SUBDIBVISION
## A PORTION OF THE SW 1/4 OF THE SW 1/4, SECTION 6
## TOWNSHIP 14 SOUTH, RANGE 65 WEST OF THE 6TH P.M.
## COUNTY OF EL PASO, STATE OF COLORADO






| REVISIONS | DRAWN: MJM |
|---|---|
| | CHECKED: SLM |
| | DATE: 02/15/23 |
| | JOB No.: 200319 |

*NOTICE:*

*ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.*

CENTENNIAL LAND SURVEYING
6165 LEHMAN DR.
COLORADO SPRINGS CO. 80918
(719) 492-6540

# Appendix D: Trip Generation Worksheets

Kimley»Horn

| | | | | | |
|---|---|---|---|---|---|
| *Project* | Chick-fil-A - Powers & Palmer Park - Site-Specific Data from Drive-Through Only Chick-fil-A Sites | | | | |
| *Subject* | Trip Generation for Fast-Food Restaurant with Drive-Through Window and No Indoor Seating | | | | |
| *Designed by* | MAG | *Date* | December 31, 2024 | *Job No.* | 096206022 |
| *Checked by* | | *Date* | | *Sheet No.* | of |

**TRIP GENERATION MANUAL TECHNIQUES**

Site-Specific Chick-fil-A Drive-Through Only Existing Sites
*Collected in February and March 2023 in Raleigh, NC and Glendale, WI
Fast-Food Restaurant with Drive-Through Window and No Indoor Seating (935)

Independent Variable - Number of Drive Through Lanes (X)
Lanes = 2.0
X = 2.0
T = Average Vehicle Trip Ends

**Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.**

Directional Distribution: 46% ent. 54% exit.
(T) = 66.0 (X) T = 132 Average Vehicle Trip Ends
(T) = 66.0 * (2.0) 61 entering 71 exiting

61 + 71 = 132

**Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.**

Directional Distribution: 48% ent. 52% exit.
(T) = 94.0 (X) T = 188 Average Vehicle Trip Ends
(T) = 94.0 * (2.0) 90 entering 98 exiting

90 + 98 = 188

**Weekday Daily (No Data - 10% K-Factor from PM)**

Directional Distribution: 50% ent. 50% exit.
(T) = 10% K-Factor T = 1880 Average Vehicle Trip Ends
(T) = (2.0) 940 entering 940 exiting

940 + 940 = 1880

**Non Pass-By Trip Volumes (Per ITE Trip Generation Manual, 11th Edition)**

AM Peak Hour = 69% Non-Pass By PM Peak Hour = 69% Non-Pass By

| | IN | Out | Total | |
|---|---|---|---|---|
| AM Peak | 42 | 49 | 91 | |
| PM Peak | 62 | 68 | 130 | |
| Daily | 649 | 649 | 1298 | PM Peak Hour Rate Applied to Daily |

**Pass-By Trip Volumes (Per Trip Generation Manual, 11th Edition)**

AM Peak Hour = 31% Pass By PM Peak Hour = 31% Pass By

| | IN | Out | Total | |
|---|---|---|---|---|
| AM Peak | 19 | 22 | 41 | |
| PM Peak | 28 | 30 | 58 | |
| Daily | 291 | 291 | 582 | PM Peak Hour Rate Applied to Daily |

## CFA Powers & Palmer Park Daily Trip Generation Calculations

| | TRIP GENERATION CHARACTERISTICS | | | | | DIRECTIONAL DISTRIBUTION | | BASELINE TRIPS | | | PASS-BY CAPTURE | | NEW EXTERNAL VEHICLE TRIPS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Land Use + Code | Source | Scale | ITE Unit | Equation/Rate | Entering % | Exiting % | In | Out | Total | Rate | PB Trips | In | Out | Total |
| 1 | (934) Fast-Food Restaurant with Drive-Through Window | ITE 12th Ed | 2.96 | KSF | T = 448.12(X) | 50% | 50% | 470 | 470 | 940 | 55.0% | 517 | 212 | 211 | 423 |
| 2 | (935) Fast-Food Restaurant with Drive-Through Window and No Indoor Seating | ITE 12th Ed | 2 | DTLN | 10% K Factor | 50% | 50% | 595 | 595 | 1,190 | 31.0% | 369 | 411 | 410 | 821 |

## CFA Powers & Palmer Park AM Peak Hour Trip Generation Calculations

| | TRIP GENERATION CHARACTERISTICS | | | | | DIRECTIONAL DISTRIBUTION | | BASELINE TRIPS | | | PASS-BY CAPTURE | | NEW EXTERNAL VEHICLE TRIPS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Land Use + Code | Source | Scale | ITE Unit | Equation/Rate | Entering % | Exiting % | In | Out | Total | Rate | PB Trips | In | Out | Total |
| 1 | (934) Fast-Food Restaurant with Drive-Through Window | ITE 12th Ed | 2.96 | KSF | T = 33.24(X) | 51% | 49% | 50 | 48 | 98 | 50.0% | 49 | 25 | 24 | 49 |
| 2 | (935) Fast-Food Restaurant with Drive-Through Window and No Indoor Seating | ITE 12th Ed | 2 | DTLN | T = 43(X) | 47% | 53% | 40 | 46 | 86 | 0.0% | 0 | 40 | 46 | 86 |

## CFA Powers & Palmer Park PM Peak Hour Trip Generation Calculations

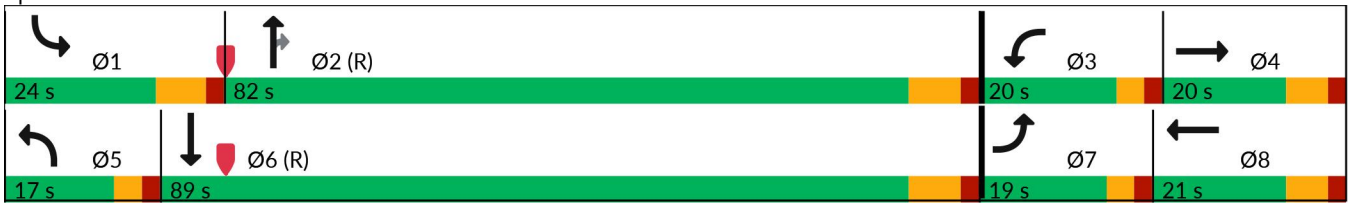
| | TRIP GENERATION CHARACTERISTICS | | | | | DIRECTIONAL DISTRIBUTION | | BASELINE TRIPS | | | PASS-BY CAPTURE | | NEW EXTERNAL VEHICLE TRIPS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Land Use + Code | Source | Scale | ITE Unit | Equation/Rate | Entering % | Exiting % | In | Out | Total | Rate | PB Trips | In | Out | Total |
| 1 | (934) Fast-Food Restaurant with Drive-Through Window | ITE 12th Ed | 2.96 | KSF | T = 31.6(X) | 52% | 48% | 49 | 45 | 94 | 55.0% | 52 | 22 | 20 | 42 |
| 2 | (935) Fast-Food Restaurant with Drive-Through Window and No Indoor Seating | ITE 12th Ed | 2 | DTLN | T = 59.5(X) | 51% | 49% | 61 | 58 | 119 | 31.0% | 37 | 42 | 40 | 82 |

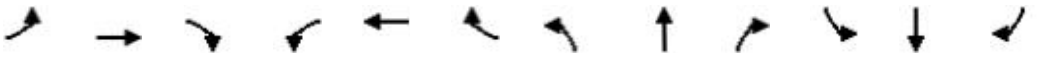
# Appendix E: Intersection Analysis Worksheets

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 184 | 212 | 60 | 197 | 346 | 179 | 125 | 1664 | 212 | 202 | 1818 | 226 |
| Future Volume (vph) | 184 | 212 | 60 | 197 | 346 | 179 | 125 | 1664 | 212 | 202 | 1818 | 226 |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | Free | | | Free | | | 2 | | | Free |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | |
| Minimum Split (s) | 9.5 | 40.5 | | 10.5 | 40.5 | | 9.5 | 41.5 | 41.5 | 11.5 | 41.5 | |
| Total Split (s) | 19.0 | 20.0 | | 20.0 | 21.0 | | 17.0 | 82.0 | 82.0 | 24.0 | 89.0 | |
| Total Split (%) | 13.0% | 13.7% | | 13.7% | 14.4% | | 11.6% | 56.2% | 56.2% | 16.4% | 61.0% | |
| Yellow Time (s) | 3.0 | 4.5 | | 3.0 | 4.5 | | 3.0 | 5.5 | 5.5 | 5.5 | 5.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 6.5 | | 5.0 | 6.5 | | 5.0 | 7.5 | 7.5 | 7.5 | 7.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 12.8 | 15.0 | 146.0 | 13.5 | 15.7 | 146.0 | 10.7 | 76.8 | 76.8 | 14.2 | 82.8 | 146.0 |
| Actuated g/C Ratio | 0.09 | 0.10 | 1.00 | 0.09 | 0.11 | 1.00 | 0.07 | 0.53 | 0.53 | 0.10 | 0.57 | 1.00 |
| v/c Ratio | 0.66 | 0.64 | 0.04 | 0.67 | 0.99 | 0.12 | 0.56 | 0.69 | 0.25 | 0.66 | 0.68 | 0.16 |
| Control Delay (s/veh) | 75.5 | 72.0 | 0.1 | 74.9 | 107.3 | 0.2 | 74.0 | 27.7 | 4.8 | 73.2 | 24.1 | 0.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 75.5 | 72.0 | 0.1 | 74.9 | 107.3 | 0.2 | 74.0 | 27.7 | 4.8 | 73.2 | 24.1 | 0.2 |
| LOS | E | E | A | E | F | A | E | C | A | E | C | A |
| Approach Delay (s/veh) | | 64.0 | | | 71.8 | | | 28.2 | | | 26.1 | |
| Approach LOS | | E | | | E | | | C | | | C | |

| Intersection Summary | |
|---|---|
| Cycle Length: 146 | |
| Actuated Cycle Length: 146 | |
| Offset: 126 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Green | |
| Natural Cycle: 115 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.99 | |
| Intersection Signal Delay (s/veh): 36.1 | Intersection LOS: D |
| Intersection Capacity Utilization 74.8% | ICU Level of Service D |
| Analysis Period (min) 15 | |

Splits and Phases: 1: Powers Boulevard & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 184 | 212 | 60 | 197 | 346 | 179 | 125 | 1664 | 212 | 202 | 1818 | 226 |
| Future Volume (veh/h) | 184 | 212 | 60 | 197 | 346 | 179 | 125 | 1664 | 212 | 202 | 1818 | 226 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1841 | 1841 | 1841 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 200 | 230 | 0 | 214 | 376 | 0 | 136 | 1809 | 0 | 220 | 1976 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 4 | 4 | 4 | 2 | 2 | 2 |
| Cap, veh/h | 249 | 338 | | 264 | 353 | | 183 | 2857 | | 271 | 3117 | |
| Arrive On Green | 0.07 | 0.10 | 0.00 | 0.08 | 0.10 | 0.00 | 0.05 | 0.57 | 0.00 | 0.08 | 0.61 | 0.00 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3401 | 5025 | 1560 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 200 | 230 | 0 | 214 | 376 | 0 | 136 | 1809 | 0 | 220 | 1976 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1700 | 1675 | 1560 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 8.3 | 9.1 | 0.0 | 8.9 | 14.5 | 0.0 | 5.8 | 35.4 | 0.0 | 9.1 | 35.9 | 0.0 |
| Cycle Q Clear(g_c), s | 8.3 | 9.1 | 0.0 | 8.9 | 14.5 | 0.0 | 5.8 | 35.4 | 0.0 | 9.1 | 35.9 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 249 | 338 | | 264 | 353 | | 183 | 2857 | | 271 | 3117 | |
| V/C Ratio(X) | 0.80 | 0.68 | | 0.81 | 1.07 | | 0.74 | 0.63 | | 0.81 | 0.63 | |
| Avail Cap(c_a), veh/h | 331 | 338 | | 355 | 353 | | 280 | 2857 | | 391 | 3117 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.96 | 0.96 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 66.7 | 63.9 | 0.0 | 66.4 | 65.8 | 0.0 | 68.1 | 21.2 | 0.0 | 66.2 | 18.1 | 0.0 |
| Incr Delay (d2), s/veh | 10.0 | 5.5 | 0.0 | 9.5 | 65.3 | 0.0 | 5.9 | 1.1 | 0.0 | 8.2 | 1.0 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.0 | 4.4 | 0.0 | 4.3 | 9.7 | 0.0 | 2.6 | 13.0 | 0.0 | 4.2 | 13.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 76.7 | 69.4 | 0.0 | 75.9 | 131.1 | 0.0 | 74.0 | 22.3 | 0.0 | 74.4 | 19.1 | 0.0 |
| LnGrp LOS | E | E | | E | F | | E | C | | E | B | |
| Approach Vol, veh/h | | 430 | | | 590 | | | 1945 | | | 2196 | |
| Approach Delay, s/veh | | 72.8 | | | 111.1 | | | 25.9 | | | 24.6 | |
| Approach LOS | | E | | | F | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 19.0 | 90.5 | 16.2 | 20.4 | 12.9 | 96.6 | 15.5 | 21.0 |
| Change Period (Y+Rc), s | 7.5 | 7.5 | 5.0 | 6.5 | 5.0 | 7.5 | 5.0 | 6.5 |
| Max Green Setting (Gmax), s | 16.5 | 74.5 | 15.0 | 13.5 | 12.0 | 81.5 | 14.0 | 14.5 |
| Max Q Clear Time (g_c+I1), s | 11.1 | 37.4 | 10.9 | 11.1 | 7.8 | 37.9 | 10.3 | 16.5 |
| Green Ext Time (p_c), s | 0.3 | 16.6 | 0.3 | 0.3 | 0.1 | 20.4 | 0.2 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 39.0 |
| HCM 7th LOS | D |

**Notes**

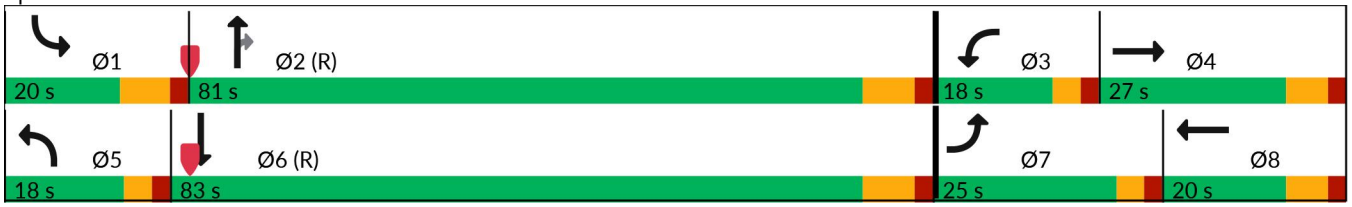
User approved pedestrian interval to be less than phase max green.

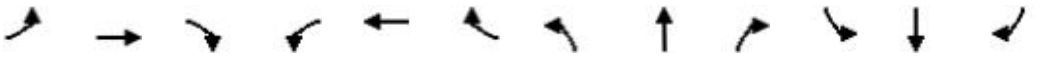
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 291 | 427 | 163 | 172 | 271 | 126 | 150 | 1804 | 214 | 237 | 1468 | 404 |
| Future Volume (vph) | 291 | 427 | 163 | 172 | 271 | 126 | 150 | 1804 | 214 | 237 | 1468 | 404 |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | Free | | | Free | | | 2 | | | Free |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | |
| Minimum Split (s) | 9.5 | 40.5 | | 10.5 | 40.5 | | 9.5 | 41.5 | 41.5 | 11.5 | 41.5 | |
| Total Split (s) | 25.0 | 27.0 | | 18.0 | 20.0 | | 18.0 | 81.0 | 81.0 | 20.0 | 83.0 | |
| Total Split (%) | 17.1% | 18.5% | | 12.3% | 13.7% | | 12.3% | 55.5% | 55.5% | 13.7% | 56.8% | |
| Yellow Time (s) | 3.0 | 4.5 | | 3.0 | 4.5 | | 3.0 | 5.5 | 5.5 | 5.5 | 5.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 6.5 | | 5.0 | 6.5 | | 5.0 | 7.5 | 7.5 | 7.5 | 7.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 17.4 | 20.4 | 146.0 | 11.9 | 15.0 | 146.0 | 11.4 | 74.7 | 74.7 | 12.4 | 78.3 | 146.0 |
| Actuated g/C Ratio | 0.12 | 0.14 | 1.00 | 0.08 | 0.10 | 1.00 | 0.08 | 0.51 | 0.51 | 0.08 | 0.54 | 1.00 |
| v/c Ratio | 0.73 | 0.88 | 0.11 | 0.63 | 0.77 | 0.08 | 0.57 | 0.71 | 0.24 | 0.83 | 0.55 | 0.26 |
| Control Delay (s/veh) | 72.6 | 81.0 | 0.1 | 75.4 | 78.5 | 0.1 | 73.4 | 29.4 | 5.4 | 88.3 | 23.6 | 0.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 72.6 | 81.0 | 0.1 | 75.4 | 78.5 | 0.1 | 73.4 | 29.4 | 5.4 | 88.3 | 23.6 | 0.4 |
| LOS | E | F | A | E | E | A | E | C | A | F | C | A |
| Approach Delay (s/veh) | | 63.3 | | | 60.2 | | | 30.1 | | | 26.4 | |
| Approach LOS | | E | | | E | | | C | | | C | |

| Intersection Summary | |
|---|---|
| Cycle Length: 146 | |
| Actuated Cycle Length: 146 | |
| Offset: 74 (51%), Referenced to phase 2:NBT and 6:SBT, Start of Green | |
| Natural Cycle: 125 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.88 | |
| Intersection Signal Delay (s/veh): 36.8 | Intersection LOS: D |
| Intersection Capacity Utilization 80.4% | ICU Level of Service D |
| Analysis Period (min) 15 | |

Splits and Phases: 1: Powers Boulevard & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 291 | 427 | 163 | 172 | 271 | 126 | 150 | 1804 | 214 | 237 | 1468 | 404 |
| Future Volume (veh/h) | 291 | 427 | 163 | 172 | 271 | 126 | 150 | 1804 | 214 | 237 | 1468 | 404 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 300 | 440 | 0 | 177 | 279 | 0 | 155 | 1860 | 0 | 244 | 1513 | 0 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Cap, veh/h | 355 | 488 | | 226 | 355 | | 204 | 2748 | | 289 | 2961 | |
| Arrive On Green | 0.10 | 0.14 | 0.00 | 0.07 | 0.10 | 0.00 | 0.06 | 0.53 | 0.00 | 0.08 | 0.58 | 0.00 |
| Sat Flow, veh/h | 3483 | 3582 | 1598 | 3456 | 3554 | 1585 | 3483 | 5147 | 1598 | 3483 | 5147 | 1598 |
| Grp Volume(v), veh/h | 300 | 440 | 0 | 177 | 279 | 0 | 155 | 1860 | 0 | 244 | 1513 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1742 | 1791 | 1598 | 1728 | 1777 | 1585 | 1742 | 1716 | 1598 | 1742 | 1716 | 1598 |
| Q Serve(g_s), s | 12.4 | 17.7 | 0.0 | 7.4 | 11.2 | 0.0 | 6.4 | 38.5 | 0.0 | 10.1 | 25.8 | 0.0 |
| Cycle Q Clear(g_c), s | 12.4 | 17.7 | 0.0 | 7.4 | 11.2 | 0.0 | 6.4 | 38.5 | 0.0 | 10.1 | 25.8 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 355 | 488 | | 226 | 355 | | 204 | 2748 | | 289 | 2961 | |
| V/C Ratio(X) | 0.85 | 0.90 | | 0.78 | 0.79 | | 0.76 | 0.68 | | 0.84 | 0.51 | |
| Avail Cap(c_a), veh/h | 477 | 503 | | 308 | 355 | | 310 | 2748 | | 298 | 2961 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.95 | 0.95 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 64.4 | 62.1 | 0.0 | 67.2 | 64.2 | 0.0 | 67.7 | 24.8 | 0.0 | 66.0 | 18.6 | 0.0 |
| Incr Delay (d2), s/veh | 10.2 | 18.9 | 0.0 | 8.5 | 10.7 | 0.0 | 5.7 | 1.4 | 0.0 | 19.0 | 0.6 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.0 | 9.3 | 0.0 | 3.5 | 5.6 | 0.0 | 2.9 | 14.8 | 0.0 | 5.1 | 9.6 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 74.6 | 81.0 | 0.0 | 75.7 | 74.9 | 0.0 | 73.4 | 26.2 | 0.0 | 85.0 | 19.3 | 0.0 |
| LnGrp LOS | E | F | | E | E | | E | C | | F | B | |
| Approach Vol, veh/h | | 740 | | | 456 | | | 2015 | | | 1757 | |
| Approach Delay, s/veh | | 78.4 | | | 75.2 | | | 29.8 | | | 28.4 | |
| Approach LOS | | E | | | E | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 19.6 | 85.4 | 14.5 | 26.4 | 13.6 | 91.5 | 19.9 | 21.1 |
| Change Period (Y+Rc), s | 7.5 | 7.5 | 5.0 | 6.5 | 5.0 | 7.5 | 5.0 | 6.5 |
| Max Green Setting (Gmax), s | 12.5 | 73.5 | 13.0 | 20.5 | 13.0 | 75.5 | 20.0 | 13.5 |
| Max Q Clear Time (g_c+I1), s | 12.1 | 40.5 | 9.4 | 19.7 | 8.4 | 27.8 | 14.4 | 13.2 |
| Green Ext Time (p_c), s | 0.0 | 16.3 | 0.2 | 0.2 | 0.2 | 13.4 | 0.5 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 40.7 |
| HCM 7th LOS | D |

**Notes**

User approved pedestrian interval to be less than phase max green.

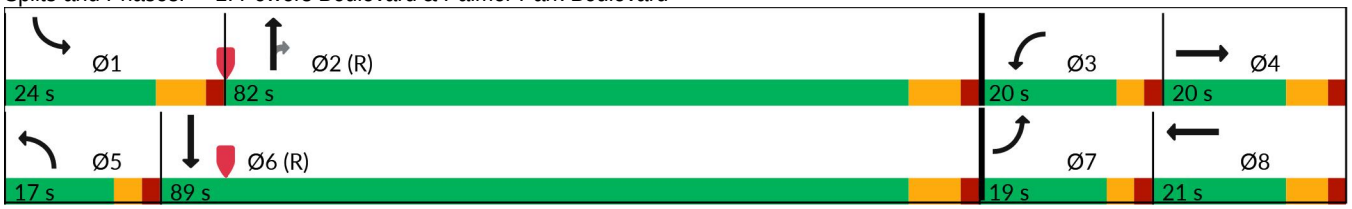
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

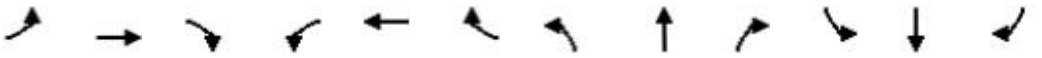
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 192 | 222 | 63 | 206 | 362 | 187 | 131 | 1740 | 222 | 211 | 1901 | 236 |
| Future Volume (vph) | 192 | 222 | 63 | 206 | 362 | 187 | 131 | 1740 | 222 | 211 | 1901 | 236 |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | Free | | | Free | | | 2 | | | Free |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | |
| Minimum Split (s) | 9.5 | 40.5 | | 10.5 | 40.5 | | 9.5 | 41.5 | 41.5 | 11.5 | 41.5 | |
| Total Split (s) | 19.0 | 20.0 | | 20.0 | 21.0 | | 17.0 | 82.0 | 82.0 | 24.0 | 89.0 | |
| Total Split (%) | 13.0% | 13.7% | | 13.7% | 14.4% | | 11.6% | 56.2% | 56.2% | 16.4% | 61.0% | |
| Yellow Time (s) | 3.0 | 4.5 | | 3.0 | 4.5 | | 3.0 | 5.5 | 5.5 | 5.5 | 5.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 6.5 | | 5.0 | 6.5 | | 5.0 | 7.5 | 7.5 | 7.5 | 7.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |

**Intersection Summary**

Cycle Length: 146
Actuated Cycle Length: 146
Offset: 126 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 1: Powers Boulevard & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 192 | 222 | 63 | 206 | 362 | 187 | 131 | 1740 | 222 | 211 | 1901 | 236 |
| Future Volume (veh/h) | 192 | 222 | 63 | 206 | 362 | 187 | 131 | 1740 | 222 | 211 | 1901 | 236 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1841 | 1841 | 1841 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 209 | 241 | 0 | 224 | 393 | 0 | 142 | 1891 | 0 | 229 | 2066 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 4 | 4 | 4 | 2 | 2 | 2 |
| Cap, veh/h | 258 | 337 | | 274 | 353 | | 189 | 2832 | | 280 | 3095 | |
| Arrive On Green | 0.07 | 0.09 | 0.00 | 0.08 | 0.10 | 0.00 | 0.06 | 0.56 | 0.00 | 0.08 | 0.61 | 0.00 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3401 | 5025 | 1560 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 209 | 241 | 0 | 224 | 393 | 0 | 142 | 1891 | 0 | 229 | 2066 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1700 | 1675 | 1560 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 8.7 | 9.6 | 0.0 | 9.3 | 14.5 | 0.0 | 6.0 | 38.4 | 0.0 | 9.5 | 39.1 | 0.0 |
| Cycle Q Clear(g_c), s | 8.7 | 9.6 | 0.0 | 9.3 | 14.5 | 0.0 | 6.0 | 38.4 | 0.0 | 9.5 | 39.1 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 258 | 337 | | 274 | 353 | | 189 | 2832 | | 280 | 3095 | |
| V/C Ratio(X) | 0.81 | 0.72 | | 0.82 | 1.11 | | 0.75 | 0.67 | | 0.82 | 0.67 | |
| Avail Cap(c_a), veh/h | 331 | 337 | | 355 | 353 | | 280 | 2832 | | 391 | 3095 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.96 | 0.96 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 66.5 | 64.2 | 0.0 | 66.2 | 65.8 | 0.0 | 68.0 | 22.3 | 0.0 | 66.0 | 19.0 | 0.0 |
| Incr Delay (d2), s/veh | 11.1 | 7.1 | 0.0 | 10.6 | 81.3 | 0.0 | 6.2 | 1.3 | 0.0 | 9.1 | 1.2 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.2 | 4.7 | 0.0 | 4.5 | 10.5 | 0.0 | 2.7 | 14.2 | 0.0 | 4.4 | 14.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 77.6 | 71.2 | 0.0 | 76.8 | 147.0 | 0.0 | 74.2 | 23.6 | 0.0 | 75.2 | 20.2 | 0.0 |
| LnGrp LOS | E | E | | E | F | | E | C | | E | C | |
| Approach Vol, veh/h | | 450 | | | 617 | | | 2033 | | | 2295 | |
| Approach Delay, s/veh | | 74.2 | | | 121.5 | | | 27.1 | | | 25.7 | |
| Approach LOS | | E | | | F | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 19.3 | 89.8 | 16.6 | 20.3 | 13.1 | 96.0 | 15.9 | 21.0 |
| Change Period (Y+Rc), s | 7.5 | 7.5 | 5.0 | 6.5 | 5.0 | 7.5 | 5.0 | 6.5 |
| Max Green Setting (Gmax), s | 16.5 | 74.5 | 15.0 | 13.5 | 12.0 | 81.5 | 14.0 | 14.5 |
| Max Q Clear Time (g_c+I1), s | 11.5 | 40.4 | 11.3 | 11.6 | 8.0 | 41.1 | 10.7 | 16.5 |
| Green Ext Time (p_c), s | 0.3 | 17.1 | 0.2 | 0.2 | 0.1 | 21.1 | 0.2 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 41.2 |
| HCM 7th LOS | D |

Notes

User approved pedestrian interval to be less than phase max green.

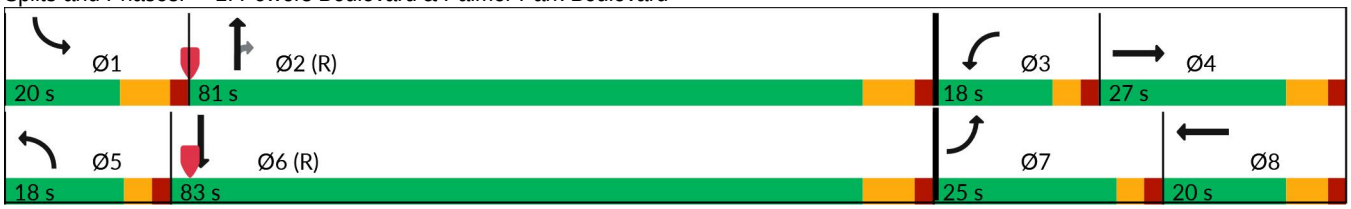
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

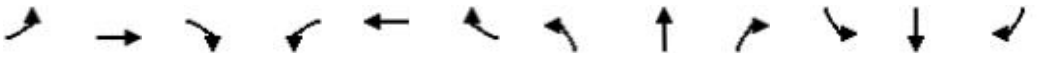
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 304 | 446 | 170 | 180 | 283 | 132 | 157 | 1886 | 224 | 248 | 1535 | 422 |
| Future Volume (vph) | 304 | 446 | 170 | 180 | 283 | 132 | 157 | 1886 | 224 | 248 | 1535 | 422 |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | Free | | | Free | | | 2 | | | Free |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | |
| Minimum Split (s) | 9.5 | 40.5 | | 10.5 | 40.5 | | 9.5 | 41.5 | 41.5 | 11.5 | 41.5 | |
| Total Split (s) | 25.0 | 27.0 | | 18.0 | 20.0 | | 18.0 | 81.0 | 81.0 | 20.0 | 83.0 | |
| Total Split (%) | 17.1% | 18.5% | | 12.3% | 13.7% | | 12.3% | 55.5% | 55.5% | 13.7% | 56.8% | |
| Yellow Time (s) | 3.0 | 4.5 | | 3.0 | 4.5 | | 3.0 | 5.5 | 5.5 | 5.5 | 5.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 6.5 | | 5.0 | 6.5 | | 5.0 | 7.5 | 7.5 | 7.5 | 7.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |

**Intersection Summary**

Cycle Length: 146
Actuated Cycle Length: 146
Offset: 74 (51%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 1: Powers Boulevard & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 304 | 446 | 170 | 180 | 283 | 132 | 157 | 1886 | 224 | 248 | 1535 | 422 |
| Future Volume (veh/h) | 304 | 446 | 170 | 180 | 283 | 132 | 157 | 1886 | 224 | 248 | 1535 | 422 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 313 | 460 | 0 | 186 | 292 | 0 | 162 | 1944 | 0 | 256 | 1582 | 0 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Cap, veh/h | 367 | 503 | | 234 | 365 | | 211 | 2700 | | 298 | 2917 | |
| Arrive On Green | 0.11 | 0.14 | 0.00 | 0.07 | 0.10 | 0.00 | 0.06 | 0.52 | 0.00 | 0.09 | 0.57 | 0.00 |
| Sat Flow, veh/h | 3483 | 3582 | 1598 | 3456 | 3554 | 1585 | 3483 | 5147 | 1598 | 3483 | 5147 | 1598 |
| Grp Volume(v), veh/h | 313 | 460 | 0 | 186 | 292 | 0 | 162 | 1944 | 0 | 256 | 1582 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1742 | 1791 | 1598 | 1728 | 1777 | 1585 | 1742 | 1716 | 1598 | 1742 | 1716 | 1598 |
| Q Serve(g_s), s | 12.9 | 18.5 | 0.0 | 7.7 | 11.7 | 0.0 | 6.7 | 42.1 | 0.0 | 10.6 | 28.1 | 0.0 |
| Cycle Q Clear(g_c), s | 12.9 | 18.5 | 0.0 | 7.7 | 11.7 | 0.0 | 6.7 | 42.1 | 0.0 | 10.6 | 28.1 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 367 | 503 | | 234 | 365 | | 211 | 2700 | | 298 | 2917 | |
| V/C Ratio(X) | 0.85 | 0.91 | | 0.79 | 0.80 | | 0.77 | 0.72 | | 0.86 | 0.54 | |
| Avail Cap(c_a), veh/h | 477 | 503 | | 308 | 365 | | 310 | 2700 | | 298 | 2917 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.95 | 0.95 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 64.2 | 61.9 | 0.0 | 67.0 | 64.0 | 0.0 | 67.6 | 26.5 | 0.0 | 65.9 | 19.8 | 0.0 |
| Incr Delay (d2), s/veh | 11.1 | 21.4 | 0.0 | 9.6 | 11.4 | 0.0 | 6.7 | 1.7 | 0.0 | 21.3 | 0.7 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.3 | 9.9 | 0.0 | 3.7 | 5.9 | 0.0 | 3.1 | 16.3 | 0.0 | 5.5 | 10.5 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 75.3 | 83.3 | 0.0 | 76.7 | 75.4 | 0.0 | 74.2 | 28.2 | 0.0 | 87.2 | 20.5 | 0.0 |
| LnGrp LOS | E | F | | E | E | | E | C | | F | C | |
| Approach Vol, veh/h | | 773 | | | 478 | | | 2106 | | | 1838 | |
| Approach Delay, s/veh | | 80.1 | | | 75.9 | | | 31.7 | | | 29.8 | |
| Approach LOS | | F | | | E | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 20.0 | 84.1 | 14.9 | 27.0 | 13.8 | 90.3 | 20.4 | 21.5 |
| Change Period (Y+Rc), s | 7.5 | 7.5 | 5.0 | 6.5 | 5.0 | 7.5 | 5.0 | 6.5 |
| Max Green Setting (Gmax), s | 12.5 | 73.5 | 13.0 | 20.5 | 13.0 | 75.5 | 20.0 | 13.5 |
| Max Q Clear Time (g_c+I1), s | 12.6 | 44.1 | 9.7 | 20.5 | 8.7 | 30.1 | 14.9 | 13.7 |
| Green Ext Time (p_c), s | 0.0 | 16.3 | 0.2 | 0.0 | 0.2 | 14.3 | 0.5 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 42.3 |
| HCM 7th LOS | D |

**Notes**

User approved pedestrian interval to be less than phase max green.

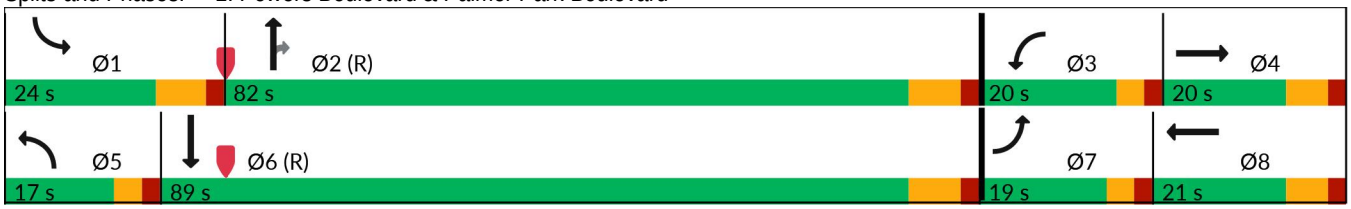
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

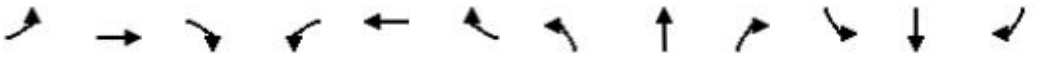
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 191 | 231 | 63 | 229 | 374 | 198 | 131 | 1741 | 221 | 226 | 1895 | 235 |
| Future Volume (vph) | 191 | 231 | 63 | 229 | 374 | 198 | 131 | 1741 | 221 | 226 | 1895 | 235 |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | Free | | | Free | | | 2 | | | Free |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | |
| Minimum Split (s) | 9.5 | 40.5 | | 10.5 | 40.5 | | 9.5 | 41.5 | 41.5 | 11.5 | 41.5 | |
| Total Split (s) | 19.0 | 20.0 | | 20.0 | 21.0 | | 17.0 | 82.0 | 82.0 | 24.0 | 89.0 | |
| Total Split (%) | 13.0% | 13.7% | | 13.7% | 14.4% | | 11.6% | 56.2% | 56.2% | 16.4% | 61.0% | |
| Yellow Time (s) | 3.0 | 4.5 | | 3.0 | 4.5 | | 3.0 | 5.5 | 5.5 | 5.5 | 5.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 6.5 | | 5.0 | 6.5 | | 5.0 | 7.5 | 7.5 | 7.5 | 7.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |

**Intersection Summary**

Cycle Length: 146
Actuated Cycle Length: 146
Offset: 126 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 1: Powers Boulevard & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 191 | 231 | 63 | 229 | 374 | 198 | 131 | 1741 | 221 | 226 | 1895 | 235 |
| Future Volume (veh/h) | 191 | 231 | 63 | 229 | 374 | 198 | 131 | 1741 | 221 | 226 | 1895 | 235 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1841 | 1841 | 1841 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 208 | 251 | 0 | 249 | 407 | 0 | 142 | 1892 | 0 | 246 | 2060 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 4 | 4 | 4 | 2 | 2 | 2 |
| Cap, veh/h | 257 | 311 | | 298 | 353 | | 189 | 2809 | | 297 | 3096 | |
| Arrive On Green | 0.07 | 0.09 | 0.00 | 0.09 | 0.10 | 0.00 | 0.06 | 0.56 | 0.00 | 0.09 | 0.61 | 0.00 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3401 | 5025 | 1560 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 208 | 251 | 0 | 249 | 407 | 0 | 142 | 1892 | 0 | 246 | 2060 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1700 | 1675 | 1560 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 8.7 | 10.1 | 0.0 | 10.4 | 14.5 | 0.0 | 6.0 | 38.9 | 0.0 | 10.2 | 38.9 | 0.0 |
| Cycle Q Clear(g_c), s | 8.7 | 10.1 | 0.0 | 10.4 | 14.5 | 0.0 | 6.0 | 38.9 | 0.0 | 10.2 | 38.9 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 257 | 311 | | 298 | 353 | | 189 | 2809 | | 297 | 3096 | |
| V/C Ratio(X) | 0.81 | 0.81 | | 0.84 | 1.15 | | 0.75 | 0.67 | | 0.83 | 0.67 | |
| Avail Cap(c_a), veh/h | 331 | 329 | | 355 | 353 | | 280 | 2809 | | 391 | 3096 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.95 | 0.95 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 66.6 | 65.4 | 0.0 | 65.7 | 65.8 | 0.0 | 68.0 | 22.8 | 0.0 | 65.7 | 19.0 | 0.0 |
| Incr Delay (d2), s/veh | 11.0 | 13.2 | 0.0 | 13.2 | 95.3 | 0.0 | 6.2 | 1.3 | 0.0 | 10.9 | 1.1 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.2 | 5.1 | 0.0 | 5.1 | 11.2 | 0.0 | 2.7 | 14.4 | 0.0 | 4.8 | 14.1 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 77.5 | 78.6 | 0.0 | 78.9 | 161.1 | 0.0 | 74.2 | 24.1 | 0.0 | 76.5 | 20.1 | 0.0 |
| LnGrp LOS | E | E | | E | F | | E | C | | E | C | |
| Approach Vol, veh/h | | 459 | | | 656 | | | 2034 | | | 2306 | |
| Approach Delay, s/veh | | 78.1 | | | 129.9 | | | 27.6 | | | 26.1 | |
| Approach LOS | | E | | | F | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 20.0 | 89.1 | 17.6 | 19.3 | 13.1 | 96.0 | 15.9 | 21.0 |
| Change Period (Y+Rc), s | 7.5 | 7.5 | 5.0 | 6.5 | 5.0 | 7.5 | 5.0 | 6.5 |
| Max Green Setting (Gmax), s | 16.5 | 74.5 | 15.0 | 13.5 | 12.0 | 81.5 | 14.0 | 14.5 |
| Max Q Clear Time (g_c+I1), s | 12.2 | 40.9 | 12.4 | 12.1 | 8.0 | 40.9 | 10.7 | 16.5 |
| Green Ext Time (p_c), s | 0.3 | 17.0 | 0.2 | 0.2 | 0.1 | 21.1 | 0.2 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 43.5 |
| HCM 7th LOS | D |

**Notes**

User approved pedestrian interval to be less than phase max green.

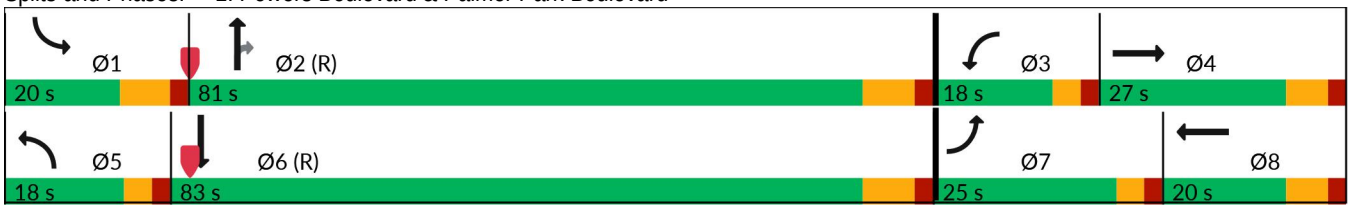
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

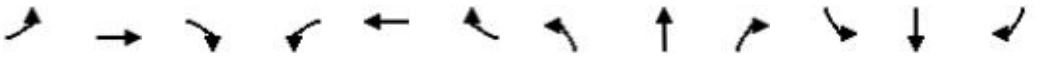
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 303 | 460 | 169 | 209 | 301 | 147 | 156 | 1886 | 223 | 269 | 1528 | 420 |
| Future Volume (vph) | 303 | 460 | 169 | 209 | 301 | 147 | 156 | 1886 | 223 | 269 | 1528 | 420 |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | Free | | | Free | | | 2 | | | Free |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | |
| Minimum Split (s) | 9.5 | 40.5 | | 10.5 | 40.5 | | 9.5 | 41.5 | 41.5 | 11.5 | 41.5 | |
| Total Split (s) | 25.0 | 27.0 | | 18.0 | 20.0 | | 18.0 | 81.0 | 81.0 | 20.0 | 83.0 | |
| Total Split (%) | 17.1% | 18.5% | | 12.3% | 13.7% | | 12.3% | 55.5% | 55.5% | 13.7% | 56.8% | |
| Yellow Time (s) | 3.0 | 4.5 | | 3.0 | 4.5 | | 3.0 | 5.5 | 5.5 | 5.5 | 5.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 6.5 | | 5.0 | 6.5 | | 5.0 | 7.5 | 7.5 | 7.5 | 7.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |

**Intersection Summary**

Cycle Length: 146
Actuated Cycle Length: 146
Offset: 74 (51%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 1: Powers Boulevard & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 303 | 460 | 169 | 209 | 301 | 147 | 156 | 1886 | 223 | 269 | 1528 | 420 |
| Future Volume (veh/h) | 303 | 460 | 169 | 209 | 301 | 147 | 156 | 1886 | 223 | 269 | 1528 | 420 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 312 | 474 | 0 | 215 | 310 | 0 | 161 | 1944 | 0 | 277 | 1575 | 0 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Cap, veh/h | 366 | 503 | | 262 | 395 | | 210 | 2658 | | 298 | 2877 | |
| Arrive On Green | 0.11 | 0.14 | 0.00 | 0.08 | 0.11 | 0.00 | 0.06 | 0.52 | 0.00 | 0.09 | 0.56 | 0.00 |
| Sat Flow, veh/h | 3483 | 3582 | 1598 | 3456 | 3554 | 1585 | 3483 | 5147 | 1598 | 3483 | 5147 | 1598 |
| Grp Volume(v), veh/h | 312 | 474 | 0 | 215 | 310 | 0 | 161 | 1944 | 0 | 277 | 1575 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1742 | 1791 | 1598 | 1728 | 1777 | 1585 | 1742 | 1716 | 1598 | 1742 | 1716 | 1598 |
| Q Serve(g_s), s | 12.9 | 19.1 | 0.0 | 9.0 | 12.4 | 0.0 | 6.6 | 42.8 | 0.0 | 11.5 | 28.4 | 0.0 |
| Cycle Q Clear(g_c), s | 12.9 | 19.1 | 0.0 | 9.0 | 12.4 | 0.0 | 6.6 | 42.8 | 0.0 | 11.5 | 28.4 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 366 | 503 | | 262 | 395 | | 210 | 2658 | | 298 | 2877 | |
| V/C Ratio(X) | 0.85 | 0.94 | | 0.82 | 0.78 | | 0.77 | 0.73 | | 0.93 | 0.55 | |
| Avail Cap(c_a), veh/h | 477 | 503 | | 308 | 395 | | 310 | 2658 | | 298 | 2877 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.89 | 0.89 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 64.2 | 62.2 | 0.0 | 66.5 | 63.2 | 0.0 | 67.6 | 27.4 | 0.0 | 66.3 | 20.5 | 0.0 |
| Incr Delay (d2), s/veh | 11.1 | 26.4 | 0.0 | 12.6 | 8.9 | 0.0 | 6.5 | 1.8 | 0.0 | 34.0 | 0.8 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.2 | 10.5 | 0.0 | 4.4 | 6.1 | 0.0 | 3.1 | 16.7 | 0.0 | 6.4 | 10.7 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 75.3 | 88.6 | 0.0 | 79.1 | 72.1 | 0.0 | 74.1 | 29.2 | 0.0 | 100.3 | 21.2 | 0.0 |
| LnGrp LOS | E | F | | E | E | | E | C | | F | C | |
| Approach Vol, veh/h | | 786 | | | 525 | | | 2105 | | | 1852 | |
| Approach Delay, s/veh | | 83.3 | | | 75.0 | | | 32.7 | | | 33.0 | |
| Approach LOS | | F | | | E | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 20.0 | 82.9 | 16.1 | 27.0 | 13.8 | 89.1 | 20.4 | 22.7 |
| Change Period (Y+Rc), s | 7.5 | 7.5 | 5.0 | 6.5 | 5.0 | 7.5 | 5.0 | 6.5 |
| Max Green Setting (Gmax), s | 12.5 | 73.5 | 13.0 | 20.5 | 13.0 | 75.5 | 20.0 | 13.5 |
| Max Q Clear Time (g_c+I1), s | 13.5 | 44.8 | 11.0 | 21.1 | 8.6 | 30.4 | 14.9 | 14.4 |
| Green Ext Time (p_c), s | 0.0 | 16.1 | 0.1 | 0.0 | 0.2 | 14.2 | 0.5 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 44.6 |
| HCM 7th LOS | D |

Notes

User approved pedestrian interval to be less than phase max green.

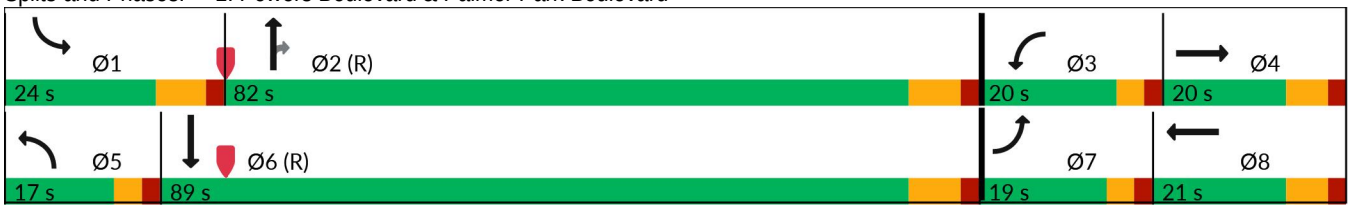
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

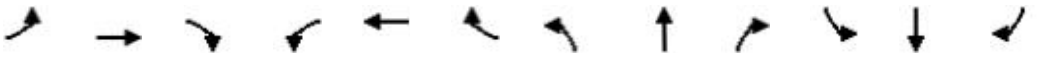
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 232 | 291 | 76 | 289 | 457 | 266 | 158 | 2102 | 317 | 288 | 2297 | 286 |
| Future Volume (vph) | 232 | 291 | 76 | 289 | 457 | 266 | 158 | 2102 | 317 | 288 | 2297 | 286 |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | Free | | | Free | | | 2 | | | Free |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | |
| Minimum Split (s) | 9.5 | 40.5 | | 10.5 | 40.5 | | 9.5 | 41.5 | 41.5 | 11.5 | 41.5 | |
| Total Split (s) | 19.0 | 20.0 | | 20.0 | 21.0 | | 17.0 | 82.0 | 82.0 | 24.0 | 89.0 | |
| Total Split (%) | 13.0% | 13.7% | | 13.7% | 14.4% | | 11.6% | 56.2% | 56.2% | 16.4% | 61.0% | |
| Yellow Time (s) | 3.0 | 4.5 | | 3.0 | 4.5 | | 3.0 | 5.5 | 5.5 | 5.5 | 5.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 6.5 | | 5.0 | 6.5 | | 5.0 | 7.5 | 7.5 | 7.5 | 7.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |

**Intersection Summary**

Cycle Length: 146
Actuated Cycle Length: 146
Offset: 126 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Powers Boulevard & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 232 | 291 | 76 | 289 | 457 | 266 | 158 | 2102 | 317 | 288 | 2297 | 286 |
| Future Volume (veh/h) | 232 | 291 | 76 | 289 | 457 | 266 | 158 | 2102 | 317 | 288 | 2297 | 286 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1841 | 1841 | 1841 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 252 | 316 | 0 | 314 | 497 | 0 | 172 | 2285 | 0 | 313 | 2497 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 4 | 4 | 4 | 2 | 2 | 2 |
| Cap, veh/h | 299 | 329 | | 355 | 386 | | 219 | 2609 | | 360 | 2942 | |
| Arrive On Green | 0.09 | 0.09 | 0.00 | 0.10 | 0.11 | 0.00 | 0.06 | 0.52 | 0.00 | 0.10 | 0.58 | 0.00 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3401 | 5025 | 1560 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 252 | 316 | 0 | 314 | 497 | 0 | 172 | 2285 | 0 | 313 | 2497 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1700 | 1675 | 1560 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 10.5 | 12.9 | 0.0 | 13.1 | 15.9 | 0.0 | 7.3 | 58.5 | 0.0 | 13.0 | 59.2 | 0.0 |
| Cycle Q Clear(g_c), s | 10.5 | 12.9 | 0.0 | 13.1 | 15.9 | 0.0 | 7.3 | 58.5 | 0.0 | 13.0 | 59.2 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 299 | 329 | | 355 | 386 | | 219 | 2609 | | 360 | 2942 | |
| V/C Ratio(X) | 0.84 | 0.96 | | 0.88 | 1.29 | | 0.79 | 0.88 | | 0.87 | 0.85 | |
| Avail Cap(c_a), veh/h | 331 | 329 | | 355 | 386 | | 280 | 2609 | | 391 | 2942 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 65.7 | 66.0 | 0.0 | 64.6 | 65.1 | 0.0 | 67.3 | 30.9 | 0.0 | 64.4 | 25.7 | 0.0 |
| Incr Delay (d2), s/veh | 16.4 | 39.4 | 0.0 | 22.2 | 147.1 | 0.0 | 10.8 | 4.5 | 0.0 | 17.7 | 3.3 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.3 | 7.6 | 0.0 | 6.8 | 15.1 | 0.0 | 3.4 | 22.7 | 0.0 | 6.5 | 22.4 | 0.0 |
| Unsig. Movement Delay, s/veh | | | 1.00 | | | 1.00 | | | | | | |
| LnGrp Delay(d), s/veh | 82.1 | 105.4 | 1.0 | 86.9 | 212.1 | 1.0 | 78.1 | 35.4 | 0.0 | 82.2 | 29.0 | 0.0 |
| LnGrp LOS | F | F | A | F | F | A | E | D | | F | C | |
| Approach Vol, veh/h | | 651 | | | 1100 | | | 2457 | | | 2810 | |
| Approach Delay, s/veh | | 83.1 | | | 120.9 | | | 38.4 | | | 34.9 | |
| Approach LOS | | F | | | F | | | D | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 22.7 | 83.3 | 20.0 | 20.0 | 14.4 | 91.6 | 17.6 | 22.4 |
| Change Period (Y+Rc), s | 7.5 | 7.5 | 5.0 | 6.5 | 5.0 | 7.5 | 5.0 | 6.5 |
| Max Green Setting (Gmax), s | 16.5 | 74.5 | 15.0 | 13.5 | 12.0 | 81.5 | 14.0 | 14.5 |
| Max Q Clear Time (g_c+I1), s | 15.0 | 60.5 | 15.1 | 14.9 | 9.3 | 61.2 | 12.5 | 17.9 |
| Green Ext Time (p_c), s | 0.2 | 11.2 | 0.0 | 0.0 | 0.1 | 16.4 | 0.1 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 54.1 |
| HCM 7th LOS | D |

Notes

User approved pedestrian interval to be less than phase max green.

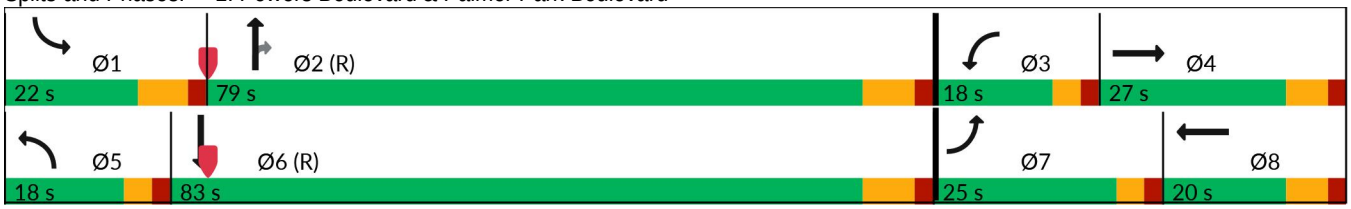
Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.

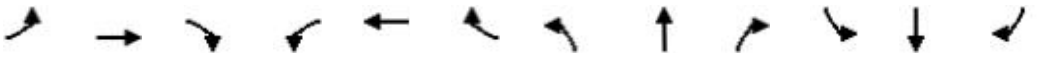
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 368 | 553 | 206 | 253 | 360 | 195 | 190 | 2279 | 303 | 329 | 1855 | 510 |
| Future Volume (vph) | 368 | 553 | 206 | 253 | 360 | 195 | 190 | 2279 | 303 | 329 | 1855 | 510 |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | Free | | | Free | | | 2 | | | Free |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | |
| Minimum Split (s) | 9.5 | 40.5 | | 10.5 | 40.5 | | 9.5 | 41.5 | 41.5 | 11.5 | 41.5 | |
| Total Split (s) | 25.0 | 27.0 | | 18.0 | 20.0 | | 18.0 | 79.0 | 79.0 | 22.0 | 83.0 | |
| Total Split (%) | 17.1% | 18.5% | | 12.3% | 13.7% | | 12.3% | 54.1% | 54.1% | 15.1% | 56.8% | |
| Yellow Time (s) | 3.0 | 4.5 | | 3.0 | 4.5 | | 3.0 | 5.5 | 5.5 | 5.5 | 5.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 6.5 | | 5.0 | 6.5 | | 5.0 | 7.5 | 7.5 | 7.5 | 7.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |

**Intersection Summary**

Cycle Length: 146
Actuated Cycle Length: 146
Offset: 74 (51%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Powers Boulevard & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 368 | 553 | 206 | 253 | 360 | 195 | 190 | 2279 | 303 | 329 | 1855 | 510 |
| Future Volume (veh/h) | 368 | 553 | 206 | 253 | 360 | 195 | 190 | 2279 | 303 | 329 | 1855 | 510 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 379 | 570 | 0 | 261 | 371 | 0 | 196 | 2349 | 0 | 339 | 1912 | 0 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Cap, veh/h | 429 | 503 | | 305 | 375 | | 244 | 2524 | | 346 | 2762 | |
| Arrive On Green | 0.12 | 0.14 | 0.00 | 0.09 | 0.11 | 0.00 | 0.07 | 0.49 | 0.00 | 0.10 | 0.54 | 0.00 |
| Sat Flow, veh/h | 3483 | 3582 | 1598 | 3456 | 3554 | 1585 | 3483 | 5147 | 1598 | 3483 | 5147 | 1598 |
| Grp Volume(v), veh/h | 379 | 570 | 0 | 261 | 371 | 0 | 196 | 2349 | 0 | 339 | 1912 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1742 | 1791 | 1598 | 1728 | 1777 | 1585 | 1742 | 1716 | 1598 | 1742 | 1716 | 1598 |
| Q Serve(g_s), s | 15.6 | 20.5 | 0.0 | 10.9 | 15.2 | 0.0 | 8.1 | 62.5 | 0.0 | 14.2 | 40.0 | 0.0 |
| Cycle Q Clear(g_c), s | 15.6 | 20.5 | 0.0 | 10.9 | 15.2 | 0.0 | 8.1 | 62.5 | 0.0 | 14.2 | 40.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 429 | 503 | | 305 | 375 | | 244 | 2524 | | 346 | 2762 | |
| V/C Ratio(X) | 0.88 | 1.13 | | 0.86 | 0.99 | | 0.80 | 0.93 | | 0.98 | 0.69 | |
| Avail Cap(c_a), veh/h | 477 | 503 | | 308 | 375 | | 310 | 2524 | | 346 | 2762 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 63.0 | 62.8 | 0.0 | 65.6 | 65.2 | 0.0 | 66.9 | 34.9 | 0.0 | 65.6 | 24.9 | 0.0 |
| Incr Delay (d2), s/veh | 16.4 | 82.2 | 0.0 | 20.3 | 43.4 | 0.0 | 11.2 | 7.7 | 0.0 | 42.9 | 1.4 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.9 | 15.0 | 0.0 | 5.6 | 9.1 | 0.0 | 3.9 | 25.8 | 0.0 | 8.2 | 15.4 | 0.0 |
| Unsig. Movement Delay, s/veh | | | 1.00 | | | 1.00 | | | | | | |
| LnGrp Delay(d), s/veh | 79.4 | 145.0 | 1.0 | 85.9 | 108.7 | 1.0 | 78.1 | 42.5 | 0.0 | 108.5 | 26.4 | 0.0 |
| LnGrp LOS | E | F | A | F | F | A | E | D | | F | C | |
| Approach Vol, veh/h | | 1161 | | | 833 | | | 2545 | | | 2251 | |
| Approach Delay, s/veh | | 97.3 | | | 75.6 | | | 45.3 | | | 38.7 | |
| Approach LOS | | F | | | E | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 22.0 | 79.1 | 17.9 | 27.0 | 15.2 | 85.9 | 23.0 | 21.9 |
| Change Period (Y+Rc), s | 7.5 | 7.5 | 5.0 | 6.5 | 5.0 | 7.5 | 5.0 | 6.5 |
| Max Green Setting (Gmax), s | 14.5 | 71.5 | 13.0 | 20.5 | 13.0 | 75.5 | 20.0 | 13.5 |
| Max Q Clear Time (g_c+I1), s | 16.2 | 64.5 | 12.9 | 22.5 | 10.1 | 42.0 | 17.6 | 17.2 |
| Green Ext Time (p_c), s | 0.0 | 6.2 | 0.0 | 0.0 | 0.2 | 17.1 | 0.3 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 55.7 |
| HCM 7th LOS | E |

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.

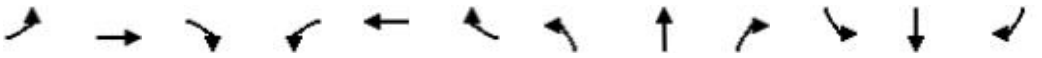
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 231 | 300 | 76 | 312 | 469 | 277 | 158 | 2103 | 316 | 303 | 2291 | 285 |
| Future Volume (vph) | 231 | 300 | 76 | 312 | 469 | 277 | 158 | 2103 | 316 | 303 | 2291 | 285 |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | Free | | | Free | | | 2 | | | Free |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | |
| Minimum Split (s) | 9.5 | 40.5 | | 10.5 | 40.5 | | 9.5 | 41.5 | 41.5 | 11.5 | 41.5 | |
| Total Split (s) | 17.0 | 39.5 | | 19.0 | 41.5 | | 13.0 | 66.5 | 66.5 | 21.0 | 74.5 | |
| Total Split (%) | 11.6% | 27.1% | | 13.0% | 28.4% | | 8.9% | 45.5% | 45.5% | 14.4% | 51.0% | |
| Yellow Time (s) | 3.0 | 4.5 | | 3.0 | 4.5 | | 3.0 | 5.5 | 5.5 | 5.5 | 5.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 6.5 | | 5.0 | 6.5 | | 5.0 | 7.5 | 7.5 | 7.5 | 7.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |

**Intersection Summary**

Cycle Length: 146
Actuated Cycle Length: 146
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Powers Boulevard & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 231 | 300 | 76 | 312 | 469 | 277 | 158 | 2103 | 316 | 303 | 2291 | 285 |
| Future Volume (veh/h) | 231 | 300 | 76 | 312 | 469 | 277 | 158 | 2103 | 316 | 303 | 2291 | 285 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1841 | 1841 | 1841 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 251 | 326 | 0 | 339 | 510 | 0 | 172 | 2286 | 0 | 329 | 2490 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 4 | 4 | 4 | 2 | 2 | 2 |
| Cap, veh/h | 284 | 558 | | 331 | 607 | | 186 | 2377 | | 320 | 2695 | |
| Arrive On Green | 0.08 | 0.16 | 0.00 | 0.10 | 0.17 | 0.00 | 0.05 | 0.47 | 0.00 | 0.09 | 0.53 | 0.00 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3401 | 5025 | 1560 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 251 | 326 | 0 | 339 | 510 | 0 | 172 | 2286 | 0 | 329 | 2490 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1700 | 1675 | 1560 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 10.5 | 12.4 | 0.0 | 14.0 | 20.3 | 0.0 | 7.4 | 64.2 | 0.0 | 13.5 | 65.6 | 0.0 |
| Cycle Q Clear(g_c), s | 10.5 | 12.4 | 0.0 | 14.0 | 20.3 | 0.0 | 7.4 | 64.2 | 0.0 | 13.5 | 65.6 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 284 | 558 | | 331 | 607 | | 186 | 2377 | | 320 | 2695 | |
| V/C Ratio(X) | 0.88 | 0.58 | | 1.02 | 0.84 | | 0.92 | 0.96 | | 1.03 | 0.92 | |
| Avail Cap(c_a), veh/h | 284 | 803 | | 331 | 852 | | 186 | 2377 | | 320 | 2695 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 66.3 | 57.1 | 0.0 | 66.0 | 58.6 | 0.0 | 68.7 | 37.2 | 0.0 | 66.3 | 31.8 | 0.0 |
| Incr Delay (d2), s/veh | 26.2 | 1.0 | 0.0 | 55.5 | 5.4 | 0.0 | 44.5 | 11.4 | 0.0 | 58.2 | 6.8 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.7 | 5.7 | 0.0 | 8.7 | 9.5 | 0.0 | 4.3 | 26.8 | 0.0 | 8.4 | 26.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | 1.00 | | | 1.00 | | | | | | |
| LnGrp Delay(d), s/veh | 92.5 | 58.1 | 1.0 | 121.5 | 64.0 | 1.0 | 113.2 | 48.6 | 0.0 | 124.4 | 38.5 | 0.0 |
| LnGrp LOS | F | E | A | F | E | A | F | D | | F | D | |
| Approach Vol, veh/h | | 660 | | | 1150 | | | 2458 | | | 2819 | |
| Approach Delay, s/veh | | 64.0 | | | 64.5 | | | 53.1 | | | 48.5 | |
| Approach LOS | | E | | | E | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 21.0 | 76.6 | 19.0 | 29.4 | 13.0 | 84.6 | 17.0 | 31.4 |
| Change Period (Y+Rc), s | 7.5 | 7.5 | 5.0 | 6.5 | 5.0 | 7.5 | 5.0 | 6.5 |
| Max Green Setting (Gmax), s | 13.5 | 59.0 | 14.0 | 33.0 | 8.0 | 67.0 | 12.0 | 35.0 |
| Max Q Clear Time (g_c+I1), s | 15.5 | 66.2 | 16.0 | 14.4 | 9.4 | 67.6 | 12.5 | 22.3 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 2.6 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 54.1 |
| HCM 7th LOS | D |

**Notes**

User approved pedestrian interval to be less than phase max green.

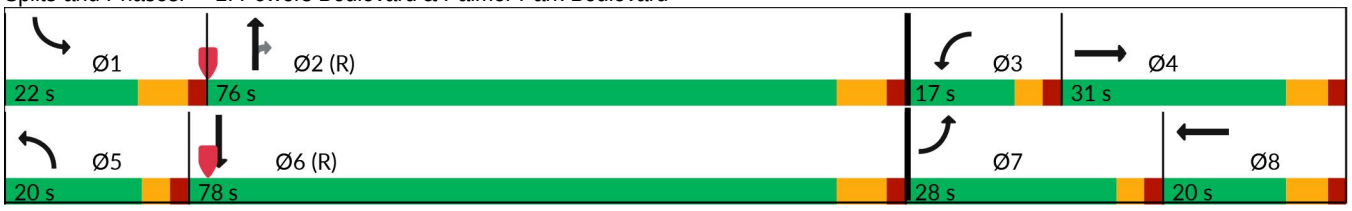
Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.

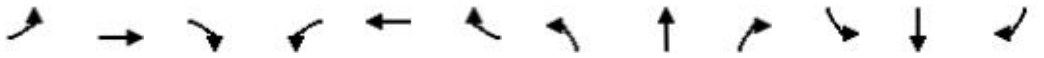
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 367 | 567 | 205 | 282 | 378 | 210 | 189 | 2279 | 302 | 350 | 1848 | 508 |
| Future Volume (vph) | 367 | 567 | 205 | 282 | 378 | 210 | 189 | 2279 | 302 | 350 | 1848 | 508 |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | Free | | | Free | | | 2 | | | Free |
| Detector Phase | 7 | 4 | | 3 | 8 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 20.0 | 20.0 | 4.0 | 20.0 | |
| Minimum Split (s) | 9.5 | 40.5 | | 10.5 | 40.5 | | 9.5 | 41.5 | 41.5 | 11.5 | 41.5 | |
| Total Split (s) | 28.0 | 31.0 | | 17.0 | 20.0 | | 20.0 | 76.0 | 76.0 | 22.0 | 78.0 | |
| Total Split (%) | 19.2% | 21.2% | | 11.6% | 13.7% | | 13.7% | 52.1% | 52.1% | 15.1% | 53.4% | |
| Yellow Time (s) | 3.0 | 4.5 | | 3.0 | 4.5 | | 3.0 | 5.5 | 5.5 | 5.5 | 5.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 6.5 | | 5.0 | 6.5 | | 5.0 | 7.5 | 7.5 | 7.5 | 7.5 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |

**Intersection Summary**

Cycle Length: 146
Actuated Cycle Length: 146
Offset: 74 (51%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Powers Boulevard & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 367 | 567 | 205 | 282 | 378 | 210 | 189 | 2279 | 302 | 350 | 1848 | 508 |
| Future Volume (veh/h) | 367 | 567 | 205 | 282 | 378 | 210 | 189 | 2279 | 302 | 350 | 1848 | 508 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | 1885 | 1870 | 1870 | 1870 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 378 | 585 | 0 | 291 | 390 | 0 | 195 | 2349 | 0 | 361 | 1905 | 0 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Cap, veh/h | 435 | 601 | | 284 | 445 | | 245 | 2415 | | 346 | 2651 | |
| Arrive On Green | 0.12 | 0.17 | 0.00 | 0.08 | 0.13 | 0.00 | 0.07 | 0.47 | 0.00 | 0.10 | 0.52 | 0.00 |
| Sat Flow, veh/h | 3483 | 3582 | 1598 | 3456 | 3554 | 1585 | 3483 | 5147 | 1598 | 3483 | 5147 | 1598 |
| Grp Volume(v), veh/h | 378 | 585 | 0 | 291 | 390 | 0 | 195 | 2349 | 0 | 361 | 1905 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1742 | 1791 | 1598 | 1728 | 1777 | 1585 | 1742 | 1716 | 1598 | 1742 | 1716 | 1598 |
| Q Serve(g_s), s | 15.6 | 23.7 | 0.0 | 12.0 | 15.7 | 0.0 | 8.0 | 65.1 | 0.0 | 14.5 | 41.6 | 0.0 |
| Cycle Q Clear(g_c), s | 15.6 | 23.7 | 0.0 | 12.0 | 15.7 | 0.0 | 8.0 | 65.1 | 0.0 | 14.5 | 41.6 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 435 | 601 | | 284 | 445 | | 245 | 2415 | | 346 | 2651 | |
| V/C Ratio(X) | 0.87 | 0.97 | | 1.02 | 0.88 | | 0.79 | 0.97 | | 1.04 | 0.72 | |
| Avail Cap(c_a), veh/h | 549 | 601 | | 284 | 445 | | 358 | 2415 | | 346 | 2651 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 62.7 | 60.4 | 0.0 | 67.0 | 62.8 | 0.0 | 66.8 | 37.8 | 0.0 | 65.8 | 27.2 | 0.0 |
| Incr Delay (d2), s/veh | 11.8 | 29.9 | 0.0 | 59.9 | 17.6 | 0.0 | 7.5 | 13.0 | 0.0 | 60.2 | 1.7 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.6 | 13.2 | 0.0 | 7.6 | 8.2 | 0.0 | 3.7 | 28.1 | 0.0 | 9.1 | 16.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | 1.00 | | | 1.00 | | | | | | |
| LnGrp Delay(d), s/veh | 74.5 | 90.4 | 1.0 | 126.9 | 80.4 | 1.0 | 74.3 | 50.8 | 0.0 | 126.0 | 29.0 | 0.0 |
| LnGrp LOS | E | F | A | F | F | A | E | D | | F | C | |
| Approach Vol, veh/h | | 1174 | | | 897 | | | 2544 | | | 2266 | |
| Approach Delay, s/veh | | 69.2 | | | 76.3 | | | 52.6 | | | 44.4 | |
| Approach LOS | | E | | | E | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 22.0 | 76.0 | 17.0 | 31.0 | 15.3 | 82.7 | 23.2 | 24.8 |
| Change Period (Y+Rc), s | 7.5 | 7.5 | 5.0 | 6.5 | 5.0 | 7.5 | 5.0 | 6.5 |
| Max Green Setting (Gmax), s | 14.5 | 68.5 | 12.0 | 24.5 | 15.0 | 70.5 | 23.0 | 13.5 |
| Max Q Clear Time (g_c+I1), s | 16.5 | 67.1 | 14.0 | 25.7 | 10.0 | 43.6 | 17.6 | 17.7 |
| Green Ext Time (p_c), s | 0.0 | 1.3 | 0.0 | 0.0 | 0.2 | 15.1 | 0.7 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 55.8 |
| HCM 7th LOS | E |

**Notes**

User approved pedestrian interval to be less than phase max green.
User approved changes to right turn type.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 112 | 1920 | 103 | 0 | 2009 |
| Future Vol, veh/h | 0 | 112 | 1920 | 103 | 0 | 2009 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Free | - | None |
| Storage Length | - | 0 | - | 0 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 7 | 7 | 4 | 4 | 2 | 2 |
| Mvmt Flow | 0 | 120 | 2065 | 111 | 0 | 2160 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | - | 0 | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 0 | - | 0 | 0 | - |
| Stage 1 | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | - | - |
| HCM Lane V/C Ratio | - | - | - |
| HCM Control Delay (s/veh) | - | 0 | - |
| HCM Lane LOS | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 73 | 2094 | 109 | 0 | 1778 |
| Future Vol, veh/h | 0 | 73 | 2094 | 109 | 0 | 1778 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Free | - | None |
| Storage Length | - | 0 | - | 0 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 1 | 1 | 2 | 2 |
| Mvmt Flow | 0 | 76 | 2181 | 114 | 0 | 1852 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | - | 0 | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 0 | - | 0 | 0 | - |
| Stage 1 | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | - | - |
| HCM Lane V/C Ratio | - | - | - |
| HCM Control Delay (s/veh) | - | 0 | - |
| HCM Lane LOS | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 117 | 2007 | 108 | 0 | 2101 |
| Future Vol, veh/h | 0 | 117 | 2007 | 108 | 0 | 2101 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Free | - | None |
| Storage Length | - | 0 | - | 0 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 7 | 7 | 4 | 4 | 2 | 2 |
| Mvmt Flow | 0 | 126 | 2158 | 116 | 0 | 2259 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | - | 0 | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 0 | - | 0 | 0 | - |
| Stage 1 | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | - | - |
| HCM Lane V/C Ratio | - | - | - |
| HCM Ctrl Dly (s/v) | - | 0 | - |
| HCM Lane LOS | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 76 | 2189 | 114 | 0 | 1859 |
| Future Vol, veh/h | 0 | 76 | 2189 | 114 | 0 | 1859 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Free | - | None |
| Storage Length | - | 0 | - | 0 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 1 | 1 | 2 | 2 |
| Mvmt Flow | 0 | 79 | 2280 | 119 | 0 | 1936 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | - | 0 | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 0 | - | 0 | 0 | - |
| Stage 1 | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | - | - |
| HCM Lane V/C Ratio | - | - | - |
| HCM Ctrl Dly (s/v) | - | 0 | - |
| HCM Lane LOS | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 124 | 2000 | 128 | 0 | 2116 |
| Future Vol, veh/h | 0 | 124 | 2000 | 128 | 0 | 2116 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Free | - | None |
| Storage Length | - | 0 | - | 0 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 7 | 7 | 4 | 4 | 2 | 2 |
| Mvmt Flow | 0 | 133 | 2151 | 138 | 0 | 2275 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | - | 0 | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 0 | - | 0 | 0 | - |
| Stage 1 | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | - | - |
| HCM Lane V/C Ratio | - | - | - |
| HCM Ctrl Dly (s/v) | - | 0 | - |
| HCM Lane LOS | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 85 | 2178 | 144 | 0 | 1879 |
| Future Vol, veh/h | 0 | 85 | 2178 | 144 | 0 | 1879 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Free | - | None |
| Storage Length | - | 0 | - | 0 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 1 | 1 | 2 | 2 |
| Mvmt Flow | 0 | 89 | 2269 | 150 | 0 | 1957 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | - | 0 | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 0 | - | 0 | 0 | - |
| Stage 1 | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | - | - |
| HCM Lane V/C Ratio | - | - | - |
| HCM Ctrl Dly (s/v) | - | 0 | - |
| HCM Lane LOS | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 142 | 2426 | 130 | 0 | 2538 |
| Future Vol, veh/h | 0 | 142 | 2426 | 130 | 0 | 2538 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Free | - | None |
| Storage Length | - | 0 | - | 0 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 7 | 7 | 4 | 4 | 2 | 2 |
| Mvmt Flow | 0 | 153 | 2609 | 140 | 0 | 2729 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | - | 0 | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 0 | - | 0 | 0 | - |
| Stage 1 | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | - | - |
| HCM Lane V/C Ratio | - | - | - |
| HCM Ctrl Dly (s/v) | - | 0 | - |
| HCM Lane LOS | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 92 | 2646 | 138 | 0 | 2247 |
| Future Vol, veh/h | 0 | 92 | 2646 | 138 | 0 | 2247 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Free | - | None |
| Storage Length | - | 0 | - | 0 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 1 | 1 | 2 | 2 |
| Mvmt Flow | 0 | 96 | 2756 | 144 | 0 | 2341 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | - | 0 | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 0 | - | 0 | 0 | - |
| Stage 1 | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | - | - |
| HCM Lane V/C Ratio | - | - | - |
| HCM Ctrl Dly (s/v) | - | 0 | - |
| HCM Lane LOS | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 149 | 2419 | 150 | 0 | 2553 |
| Future Vol, veh/h | 0 | 149 | 2419 | 150 | 0 | 2553 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Free | - | None |
| Storage Length | - | 0 | - | 0 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 7 | 7 | 4 | 4 | 2 | 2 |
| Mvmt Flow | 0 | 160 | 2601 | 161 | 0 | 2745 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | - | 0 | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 0 | - | 0 | 0 | - |
| Stage 1 | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | - | - |
| HCM Lane V/C Ratio | - | - | - |
| HCM Ctrl Dly (s/v) | - | 0 | - |
| HCM Lane LOS | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 101 | 2635 | 168 | 0 | 2267 |
| Future Vol, veh/h | 0 | 101 | 2635 | 168 | 0 | 2267 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Free | - | None |
| Storage Length | - | 0 | - | 0 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 1 | 1 | 2 | 2 |
| Mvmt Flow | 0 | 105 | 2745 | 175 | 0 | 2361 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | - | 0 | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 0 | - | 0 | 0 | - |
| Stage 1 | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

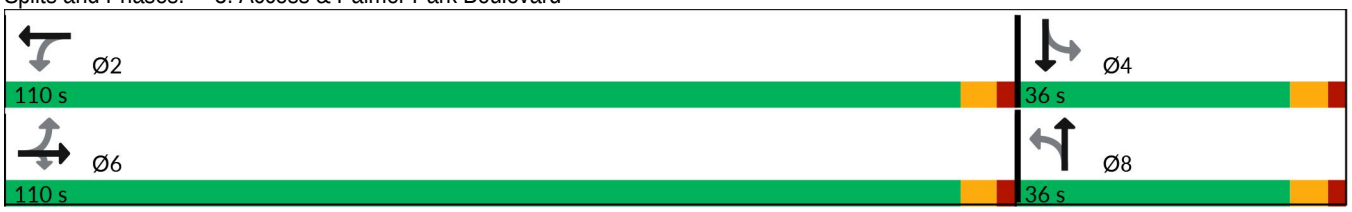
| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 |
| HCM LOS | A | | |

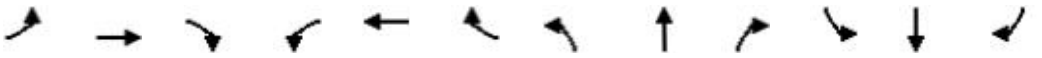
| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | - | - |
| HCM Lane V/C Ratio | - | - | - |
| HCM Ctrl Dly (s/v) | - | 0 | - |
| HCM Lane LOS | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 14 | 445 | 157 | 44 | 606 | 111 | 2 | 7 | 2 |
| Future Volume (vph) | 14 | 445 | 157 | 44 | 606 | 111 | 2 | 7 | 2 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | NA | Perm | NA |
| Protected Phases | | 6 | | | 2 | | 8 | | 4 |
| Permitted Phases | 6 | | 6 | 2 | | 8 | | 4 | |
| Detector Phase | 6 | 6 | 6 | 2 | 2 | 8 | 8 | 4 | 4 |
| 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) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | 36.0 | 36.0 | 36.0 | 36.0 |
| Total Split (%) | 75.3% | 75.3% | 75.3% | 75.3% | 75.3% | 24.7% | 24.7% | 24.7% | 24.7% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | |
| Recall Mode | Max | Max | Max | Max | Max | None | None | None | None |
| Act Effct Green (s) | 104.2 | 104.2 | 104.2 | 104.2 | 104.2 | 16.7 | 16.7 | 16.7 | 16.7 |
| Actuated g/C Ratio | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | 0.13 | 0.13 | 0.13 | 0.13 |
| v/c Ratio | 0.03 | 0.17 | 0.13 | 0.07 | 0.23 | 0.69 | 0.20 | 0.04 | 0.08 |
| Control Delay (s/veh) | 4.3 | 4.1 | 0.9 | 4.3 | 4.4 | 76.3 | 16.9 | 50.1 | 24.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 4.3 | 4.1 | 0.9 | 4.3 | 4.4 | 76.3 | 16.9 | 50.1 | 24.3 |
| LOS | A | A | A | A | A | E | B | D | C |
| Approach Delay (s/veh) | | 3.3 | | | 4.4 | | 59.2 | | 32.1 |
| Approach LOS | | A | | | A | | E | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 146 | |
| Actuated Cycle Length: 132.9 | |
| Natural Cycle: 50 | |
| Control Type: Semi Act-Uncoord | |
| Maximum v/c Ratio: 0.69 | |
| Intersection Signal Delay (s/veh): 10.2 | Intersection LOS: B |
| Intersection Capacity Utilization 48.9% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Splits and Phases: 3: Access & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 14 | 445 | 157 | 44 | 606 | 6 | 111 | 2 | 43 | 7 | 2 | 13 |
| Future Volume (veh/h) | 14 | 445 | 157 | 44 | 606 | 6 | 111 | 2 | 43 | 7 | 2 | 13 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1856 | 1870 | 1870 | 1870 | 1811 | 1811 | 1811 | 1767 | 1767 | 1767 |
| Adj Flow Rate, veh/h | 15 | 464 | 164 | 46 | 631 | 6 | 116 | 2 | 45 | 7 | 2 | 14 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 2 | 2 | 2 | 6 | 6 | 6 | 9 | 9 | 9 |
| Cap, veh/h | 646 | 2805 | 1251 | 665 | 2870 | 27 | 195 | 7 | 166 | 164 | 21 | 150 |
| Arrive On Green | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 |
| Sat Flow, veh/h | 785 | 3526 | 1572 | 798 | 3607 | 34 | 1353 | 66 | 1479 | 1283 | 191 | 1335 |
| Grp Volume(v), veh/h | 15 | 464 | 164 | 46 | 311 | 326 | 116 | 0 | 47 | 7 | 0 | 16 |
| Grp Sat Flow(s),veh/h/ln | 785 | 1763 | 1572 | 798 | 1777 | 1864 | 1353 | 0 | 1545 | 1283 | 0 | 1526 |
| Q Serve(g_s), s | 0.6 | 4.0 | 3.1 | 1.9 | 5.7 | 5.7 | 11.0 | 0.0 | 3.6 | 0.7 | 0.0 | 1.2 |
| Cycle Q Clear(g_c), s | 6.3 | 4.0 | 3.1 | 5.9 | 5.7 | 5.7 | 12.2 | 0.0 | 3.6 | 4.3 | 0.0 | 1.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.02 | 1.00 | | 0.96 | 1.00 | | 0.88 |
| Lane Grp Cap(c), veh/h | 646 | 2805 | 1251 | 665 | 1414 | 1483 | 195 | 0 | 174 | 164 | 0 | 172 |
| V/C Ratio(X) | 0.02 | 0.17 | 0.13 | 0.07 | 0.22 | 0.22 | 0.60 | 0.00 | 0.27 | 0.04 | 0.00 | 0.09 |
| Avail Cap(c_a), veh/h | 646 | 2805 | 1251 | 665 | 1414 | 1483 | 353 | 0 | 355 | 314 | 0 | 350 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 4.1 | 3.1 | 3.0 | 3.8 | 3.3 | 3.3 | 57.5 | 0.0 | 53.1 | 55.1 | 0.0 | 52.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.1 | 0.2 | 0.2 | 0.4 | 0.3 | 2.9 | 0.0 | 0.8 | 0.1 | 0.0 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 1.2 | 0.9 | 0.3 | 1.8 | 1.9 | 4.0 | 0.0 | 1.5 | 0.2 | 0.0 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 4.2 | 3.3 | 3.3 | 4.0 | 3.7 | 3.6 | 60.4 | 0.0 | 53.9 | 55.2 | 0.0 | 52.3 |
| LnGrp LOS | A | A | A | A | A | A | E | | D | E | | D |
| Approach Vol, veh/h | | 643 | | | 683 | | | 163 | | | 23 | |
| Approach Delay, s/veh | | 3.3 | | | 3.7 | | | 58.5 | | | 53.1 | |
| Approach LOS | | A | | | A | | | E | | | D | |

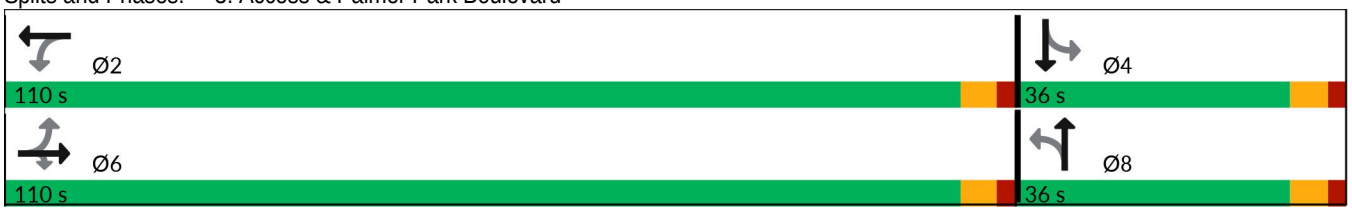
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 110.0 | | 20.7 | | 110.0 | | 20.7 | | | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 104.0 | | 30.0 | | 104.0 | | 30.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 7.9 | | 6.3 | | 8.3 | | 14.2 | | | | |
| Green Ext Time (p_c), s | | 4.6 | | 0.1 | | 4.1 | | 0.5 | | | | |

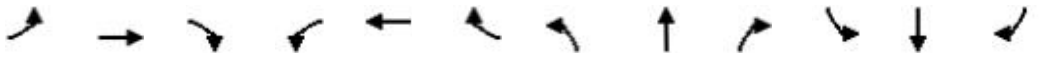
| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 10.2 | | | | | | | | | |
| HCM 7th LOS | | | B | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 51 | 590 | 173 | 47 | 363 | 176 | 2 | 15 | 5 |
| Future Volume (vph) | 51 | 590 | 173 | 47 | 363 | 176 | 2 | 15 | 5 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | NA | Perm | NA |
| Protected Phases | | 6 | | | 2 | | 8 | | 4 |
| Permitted Phases | 6 | | 6 | 2 | | 8 | | 4 | |
| Detector Phase | 6 | 6 | 6 | 2 | 2 | 8 | 8 | 4 | 4 |
| 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) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | 36.0 | 36.0 | 36.0 | 36.0 |
| Total Split (%) | 75.3% | 75.3% | 75.3% | 75.3% | 75.3% | 24.7% | 24.7% | 24.7% | 24.7% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max | Max | Max |
| Act Effct Green (s) | 104.0 | 104.0 | 104.0 | 104.0 | 104.0 | 30.0 | 30.0 | 30.0 | 30.0 |
| Actuated g/C Ratio | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.21 | 0.21 | 0.21 | 0.21 |
| v/c Ratio | 0.08 | 0.25 | 0.16 | 0.10 | 0.17 | 0.68 | 0.21 | 0.06 | 0.17 |
| Control Delay (s/veh) | 6.8 | 7.6 | 1.1 | 7.0 | 6.8 | 67.5 | 11.4 | 47.5 | 14.0 |
| Queue Delay | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 6.8 | 8.4 | 1.1 | 7.0 | 6.8 | 67.5 | 11.4 | 47.5 | 14.0 |
| LOS | A | A | A | A | A | E | B | D | B |
| Approach Delay (s/veh) | | 6.7 | | | 6.9 | | 50.6 | | 20.8 |
| Approach LOS | | A | | | A | | D | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 146 | |
| Actuated Cycle Length: 146 | |
| Natural Cycle: 50 | |
| Control Type: Semi Act-Uncoord | |
| Maximum v/c Ratio: 0.68 | |
| Intersection Signal Delay (s/veh): 14.4 | Intersection LOS: B |
| Intersection Capacity Utilization 51.9% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Splits and Phases: 3: Access & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 51 | 590 | 173 | 47 | 363 | 24 | 176 | 2 | 74 | 15 | 5 | 53 |
| Future Volume (veh/h) | 51 | 590 | 173 | 47 | 363 | 24 | 176 | 2 | 74 | 15 | 5 | 53 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1900 | 1900 | 1900 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 55 | 641 | 188 | 51 | 395 | 26 | 191 | 2 | 80 | 16 | 5 | 58 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 |
| Cap, veh/h | 706 | 2551 | 1138 | 482 | 2430 | 159 | 285 | 8 | 324 | 266 | 26 | 306 |
| Arrive On Green | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 |
| Sat Flow, veh/h | 974 | 3582 | 1598 | 667 | 3412 | 224 | 1360 | 39 | 1577 | 1327 | 128 | 1489 |
| Grp Volume(v), veh/h | 55 | 641 | 188 | 51 | 207 | 214 | 191 | 0 | 82 | 16 | 0 | 63 |
| Grp Sat Flow(s),veh/h/ln | 974 | 1791 | 1598 | 667 | 1791 | 1845 | 1360 | 0 | 1616 | 1327 | 0 | 1617 |
| Q Serve(g_s), s | 2.8 | 9.2 | 5.6 | 4.2 | 5.5 | 5.5 | 19.7 | 0.0 | 6.2 | 1.5 | 0.0 | 4.7 |
| Cycle Q Clear(g_c), s | 8.4 | 9.2 | 5.6 | 13.4 | 5.5 | 5.5 | 24.4 | 0.0 | 6.2 | 7.7 | 0.0 | 4.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.12 | 1.00 | | 0.98 | 1.00 | | 0.92 |
| Lane Grp Cap(c), veh/h | 706 | 2551 | 1138 | 482 | 1276 | 1314 | 285 | 0 | 332 | 266 | 0 | 332 |
| V/C Ratio(X) | 0.08 | 0.25 | 0.17 | 0.11 | 0.16 | 0.16 | 0.67 | 0.00 | 0.25 | 0.06 | 0.00 | 0.19 |
| Avail Cap(c_a), veh/h | 706 | 2551 | 1138 | 482 | 1276 | 1314 | 285 | 0 | 332 | 266 | 0 | 332 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.2 | 7.4 | 6.8 | 9.7 | 6.8 | 6.8 | 58.0 | 0.0 | 48.5 | 51.8 | 0.0 | 48.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.2 | 0.3 | 0.4 | 0.3 | 0.3 | 11.9 | 0.0 | 1.8 | 0.4 | 0.0 | 1.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 3.4 | 1.9 | 0.7 | 2.1 | 2.2 | 7.8 | 0.0 | 2.7 | 0.5 | 0.0 | 2.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 8.4 | 7.6 | 7.2 | 10.1 | 7.1 | 7.1 | 69.9 | 0.0 | 50.3 | 52.2 | 0.0 | 49.2 |
| LnGrp LOS | A | A | A | B | A | A | E | | D | D | | D |
| Approach Vol, veh/h | | 884 | | | 472 | | | 273 | | | 79 | |
| Approach Delay, s/veh | | 7.6 | | | 7.4 | | | 64.0 | | | 49.8 | |
| Approach LOS | | A | | | A | | | E | | | D | |

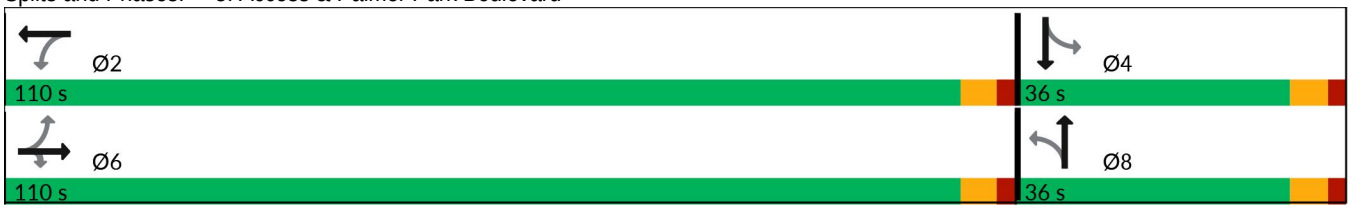
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 110.0 | | 36.0 | | 110.0 | | 36.0 | | | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 104.0 | | 30.0 | | 104.0 | | 30.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 15.4 | | 9.7 | | 11.2 | | 26.4 | | | | |
| Green Ext Time (p_c), s | | 3.2 | | 0.3 | | 6.1 | | 0.4 | | | | |

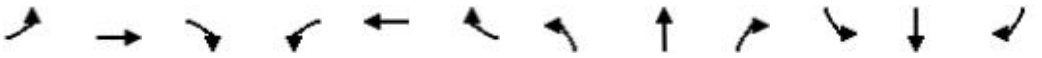
| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 18.5 | | | | | | | | | |
| HCM 7th LOS | | | B | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 14 | 465 | 157 | 44 | 634 | 111 | 2 | 7 | 2 |
| Future Volume (vph) | 14 | 465 | 157 | 44 | 634 | 111 | 2 | 7 | 2 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | NA | Perm | NA |
| Protected Phases | | 6 | | | 2 | | 8 | | 4 |
| Permitted Phases | 6 | | 6 | 2 | | 8 | | 4 | |
| Detector Phase | 6 | 6 | 6 | 2 | 2 | 8 | 8 | 4 | 4 |
| 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) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | 36.0 | 36.0 | 36.0 | 36.0 |
| Total Split (%) | 75.3% | 75.3% | 75.3% | 75.3% | 75.3% | 24.7% | 24.7% | 24.7% | 24.7% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | |
| Recall Mode | Max | Max | Max | Max | Max | None | None | None | None |

| Intersection Summary |
|---|
| Cycle Length: 146 |
| Actuated Cycle Length: 132.9 |
| Natural Cycle: 50 |
| Control Type: Semi Act-Uncoord |

Splits and Phases: 3: Access & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 14 | 465 | 157 | 44 | 634 | 6 | 111 | 2 | 43 | 7 | 2 | 13 |
| Future Volume (veh/h) | 14 | 465 | 157 | 44 | 634 | 6 | 111 | 2 | 43 | 7 | 2 | 13 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1856 | 1870 | 1870 | 1870 | 1811 | 1811 | 1811 | 1767 | 1767 | 1767 |
| Adj Flow Rate, veh/h | 15 | 484 | 164 | 46 | 660 | 6 | 116 | 2 | 45 | 7 | 2 | 14 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 2 | 2 | 2 | 6 | 6 | 6 | 9 | 9 | 9 |
| Cap, veh/h | 628 | 2805 | 1251 | 653 | 2871 | 26 | 195 | 7 | 166 | 164 | 21 | 150 |
| Arrive On Green | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 |
| Sat Flow, veh/h | 764 | 3526 | 1572 | 783 | 3608 | 33 | 1353 | 66 | 1479 | 1283 | 191 | 1335 |
| Grp Volume(v), veh/h | 15 | 484 | 164 | 46 | 325 | 341 | 116 | 0 | 47 | 7 | 0 | 16 |
| Grp Sat Flow(s),veh/h/ln | 764 | 1763 | 1572 | 783 | 1777 | 1864 | 1353 | 0 | 1545 | 1283 | 0 | 1526 |
| Q Serve(g_s), s | 0.7 | 4.2 | 3.1 | 1.9 | 6.0 | 6.0 | 11.0 | 0.0 | 3.6 | 0.7 | 0.0 | 1.2 |
| Cycle Q Clear(g_c), s | 6.6 | 4.2 | 3.1 | 6.2 | 6.0 | 6.0 | 12.2 | 0.0 | 3.6 | 4.3 | 0.0 | 1.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.02 | 1.00 | | 0.96 | 1.00 | | 0.88 |
| Lane Grp Cap(c), veh/h | 628 | 2805 | 1251 | 653 | 1414 | 1483 | 195 | 0 | 174 | 164 | 0 | 172 |
| V/C Ratio(X) | 0.02 | 0.17 | 0.13 | 0.07 | 0.23 | 0.23 | 0.60 | 0.00 | 0.27 | 0.04 | 0.00 | 0.09 |
| Avail Cap(c_a), veh/h | 628 | 2805 | 1251 | 653 | 1414 | 1483 | 353 | 0 | 355 | 314 | 0 | 350 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 4.2 | 3.2 | 3.0 | 3.9 | 3.3 | 3.3 | 57.5 | 0.0 | 53.1 | 55.1 | 0.0 | 52.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.1 | 0.2 | 0.2 | 0.4 | 0.4 | 2.9 | 0.0 | 0.8 | 0.1 | 0.0 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 1.3 | 0.9 | 0.3 | 1.9 | 1.9 | 4.0 | 0.0 | 1.5 | 0.2 | 0.0 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 4.2 | 3.3 | 3.3 | 4.1 | 3.7 | 3.7 | 60.4 | 0.0 | 53.9 | 55.2 | 0.0 | 52.3 |
| LnGrp LOS | A | A | A | A | A | A | E | | D | E | | D |
| Approach Vol, veh/h | | 663 | | | 712 | | | 163 | | | 23 | |
| Approach Delay, s/veh | | 3.3 | | | 3.7 | | | 58.5 | | | 53.1 | |
| Approach LOS | | A | | | A | | | E | | | D | |

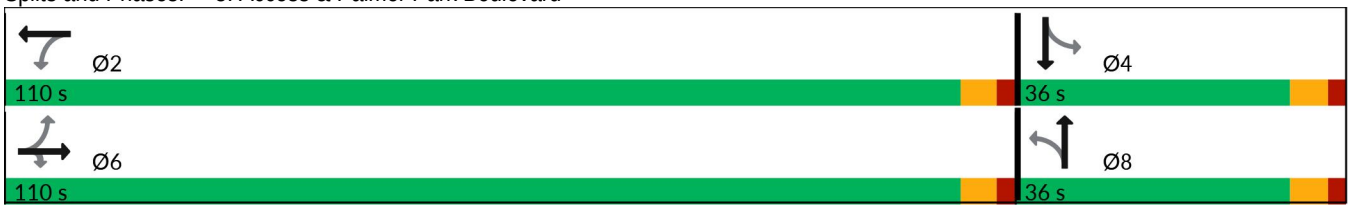
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 110.0 | | 20.7 | | 110.0 | | 20.7 | | | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 104.0 | | 30.0 | | 104.0 | | 30.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 8.2 | | 6.3 | | 8.6 | | 14.2 | | | | |
| Green Ext Time (p_c), s | | 4.9 | | 0.1 | | 4.3 | | 0.5 | | | | |

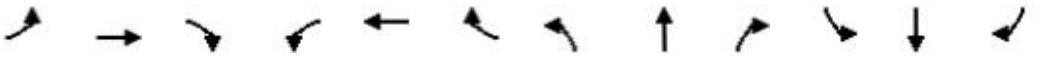
| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 10.0 | | | | | | | | | |
| HCM 7th LOS | | | B | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 51 | 617 | 173 | 47 | 380 | 176 | 2 | 15 | 5 |
| Future Volume (vph) | 51 | 617 | 173 | 47 | 380 | 176 | 2 | 15 | 5 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | NA | Perm | NA |
| Protected Phases | | 6 | | | 2 | | 8 | | 4 |
| Permitted Phases | 6 | | 6 | 2 | | 8 | | 4 | |
| Detector Phase | 6 | 6 | 6 | 2 | 2 | 8 | 8 | 4 | 4 |
| 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) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | 36.0 | 36.0 | 36.0 | 36.0 |
| Total Split (%) | 75.3% | 75.3% | 75.3% | 75.3% | 75.3% | 24.7% | 24.7% | 24.7% | 24.7% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max | Max | Max |

| Intersection Summary |
|---|
| Cycle Length: 146 |
| Actuated Cycle Length: 146 |
| Natural Cycle: 50 |
| Control Type: Semi Act-Uncoord |

Splits and Phases: 3: Access & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 51 | 617 | 173 | 47 | 380 | 24 | 176 | 2 | 74 | 15 | 5 | 53 |
| Future Volume (veh/h) | 51 | 617 | 173 | 47 | 380 | 24 | 176 | 2 | 74 | 15 | 5 | 53 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1900 | 1900 | 1900 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 55 | 671 | 188 | 51 | 413 | 26 | 191 | 2 | 80 | 16 | 5 | 58 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 |
| Cap, veh/h | 693 | 2551 | 1138 | 468 | 2438 | 153 | 285 | 8 | 324 | 266 | 26 | 306 |
| Arrive On Green | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 |
| Sat Flow, veh/h | 958 | 3582 | 1598 | 648 | 3423 | 215 | 1360 | 39 | 1577 | 1327 | 128 | 1489 |
| Grp Volume(v), veh/h | 55 | 671 | 188 | 51 | 215 | 224 | 191 | 0 | 82 | 16 | 0 | 63 |
| Grp Sat Flow(s),veh/h/ln | 958 | 1791 | 1598 | 648 | 1791 | 1847 | 1360 | 0 | 1616 | 1327 | 0 | 1617 |
| Q Serve(g_s), s | 2.9 | 9.7 | 5.6 | 4.4 | 5.7 | 5.8 | 19.7 | 0.0 | 6.2 | 1.5 | 0.0 | 4.7 |
| Cycle Q Clear(g_c), s | 8.7 | 9.7 | 5.6 | 14.1 | 5.7 | 5.8 | 24.4 | 0.0 | 6.2 | 7.7 | 0.0 | 4.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.12 | 1.00 | | 0.98 | 1.00 | | 0.92 |
| Lane Grp Cap(c), veh/h | 693 | 2551 | 1138 | 468 | 1276 | 1315 | 285 | 0 | 332 | 266 | 0 | 332 |
| V/C Ratio(X) | 0.08 | 0.26 | 0.17 | 0.11 | 0.17 | 0.17 | 0.67 | 0.00 | 0.25 | 0.06 | 0.00 | 0.19 |
| Avail Cap(c_a), veh/h | 693 | 2551 | 1138 | 468 | 1276 | 1315 | 285 | 0 | 332 | 266 | 0 | 332 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.3 | 7.4 | 6.8 | 9.9 | 6.9 | 6.9 | 58.0 | 0.0 | 48.5 | 51.8 | 0.0 | 48.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.3 | 0.3 | 0.5 | 0.3 | 0.3 | 11.9 | 0.0 | 1.8 | 0.4 | 0.0 | 1.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 3.6 | 1.9 | 0.7 | 2.2 | 2.3 | 7.8 | 0.0 | 2.7 | 0.5 | 0.0 | 2.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 8.5 | 7.7 | 7.2 | 10.4 | 7.2 | 7.2 | 69.9 | 0.0 | 50.3 | 52.2 | 0.0 | 49.2 |
| LnGrp LOS | A | A | A | B | A | A | E | | D | D | | D |
| Approach Vol, veh/h | | 914 | | | 490 | | | 273 | | | 79 | |
| Approach Delay, s/veh | | 7.6 | | | 7.5 | | | 64.0 | | | 49.8 | |
| Approach LOS | | A | | | A | | | E | | | D | |

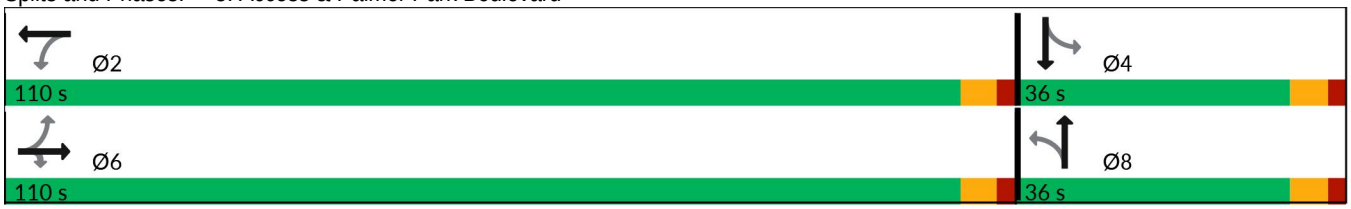
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 110.0 | | 36.0 | | 110.0 | | 36.0 | | | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 104.0 | | 30.0 | | 104.0 | | 30.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 16.1 | | 9.7 | | 11.7 | | 26.4 | | | | |
| Green Ext Time (p_c), s | | 3.3 | | 0.3 | | 6.4 | | 0.4 | | | | |

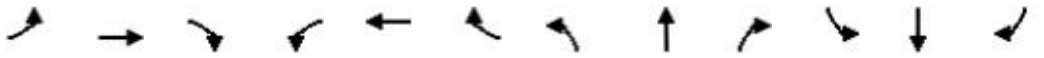
| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 18.3 | | | | | | | | | |
| HCM 7th LOS | | | B | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 14 | 463 | 184 | 54 | 632 | 148 | 2 | 7 | 2 |
| Future Volume (vph) | 14 | 463 | 184 | 54 | 632 | 148 | 2 | 7 | 2 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | NA | Perm | NA |
| Protected Phases | | 6 | | | 2 | | 8 | | 4 |
| Permitted Phases | 6 | | 6 | 2 | | 8 | | 4 | |
| Detector Phase | 6 | 6 | 6 | 2 | 2 | 8 | 8 | 4 | 4 |
| 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) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | 36.0 | 36.0 | 36.0 | 36.0 |
| Total Split (%) | 75.3% | 75.3% | 75.3% | 75.3% | 75.3% | 24.7% | 24.7% | 24.7% | 24.7% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | |
| Recall Mode | Max | Max | Max | Max | Max | None | None | None | None |

| Intersection Summary |
|---|
| Cycle Length: 146 |
| Actuated Cycle Length: 137.1 |
| Natural Cycle: 50 |
| Control Type: Semi Act-Uncoord |

Splits and Phases: 3: Access & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 14 | 463 | 184 | 54 | 632 | 6 | 148 | 2 | 66 | 7 | 2 | 13 |
| Future Volume (veh/h) | 14 | 463 | 184 | 54 | 632 | 6 | 148 | 2 | 66 | 7 | 2 | 13 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1856 | 1870 | 1870 | 1870 | 1811 | 1811 | 1811 | 1767 | 1767 | 1767 |
| Adj Flow Rate, veh/h | 15 | 482 | 192 | 56 | 658 | 6 | 154 | 2 | 69 | 7 | 2 | 14 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 3 | 3 | 3 | 2 | 2 | 2 | 6 | 6 | 6 | 9 | 9 | 9 |
| Cap, veh/h | 604 | 2717 | 1212 | 615 | 2781 | 25 | 231 | 6 | 210 | 178 | 27 | 188 |
| Arrive On Green | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h | 765 | 3526 | 1572 | 764 | 3608 | 33 | 1353 | 43 | 1498 | 1256 | 191 | 1335 |
| Grp Volume(v), veh/h | 15 | 482 | 192 | 56 | 324 | 340 | 154 | 0 | 71 | 7 | 0 | 16 |
| Grp Sat Flow(s),veh/h/ln | 765 | 1763 | 1572 | 764 | 1777 | 1864 | 1353 | 0 | 1541 | 1256 | 0 | 1526 |
| Q Serve(g_s), s | 0.8 | 4.9 | 4.3 | 2.8 | 6.9 | 6.9 | 15.1 | 0.0 | 5.6 | 0.7 | 0.0 | 1.2 |
| Cycle Q Clear(g_c), s | 7.7 | 4.9 | 4.3 | 7.7 | 6.9 | 6.9 | 16.3 | 0.0 | 5.6 | 6.3 | 0.0 | 1.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.02 | 1.00 | | 0.97 | 1.00 | | 0.88 |
| Lane Grp Cap(c), veh/h | 604 | 2717 | 1212 | 615 | 1369 | 1437 | 231 | 0 | 216 | 178 | 0 | 214 |
| V/C Ratio(X) | 0.02 | 0.18 | 0.16 | 0.09 | 0.24 | 0.24 | 0.67 | 0.00 | 0.33 | 0.04 | 0.00 | 0.07 |
| Avail Cap(c_a), veh/h | 604 | 2717 | 1212 | 615 | 1369 | 1437 | 342 | 0 | 343 | 280 | 0 | 339 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 5.4 | 4.1 | 4.0 | 5.1 | 4.3 | 4.3 | 57.5 | 0.0 | 52.3 | 55.1 | 0.0 | 50.4 |
| Incr Delay (d2), s/veh | 0.1 | 0.1 | 0.3 | 0.3 | 0.4 | 0.4 | 3.3 | 0.0 | 0.9 | 0.1 | 0.0 | 0.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 1.6 | 1.3 | 0.5 | 2.3 | 2.4 | 5.4 | 0.0 | 2.3 | 0.2 | 0.0 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 5.5 | 4.3 | 4.3 | 5.4 | 4.7 | 4.7 | 60.8 | 0.0 | 53.1 | 55.2 | 0.0 | 50.5 |
| LnGrp LOS | A | A | A | A | A | A | E | | D | E | | D |
| Approach Vol, veh/h | | 689 | | | 720 | | | 225 | | | 23 | |
| Approach Delay, s/veh | | 4.3 | | | 4.8 | | | 58.4 | | | 51.9 | |
| Approach LOS | | A | | | A | | | E | | | D | |

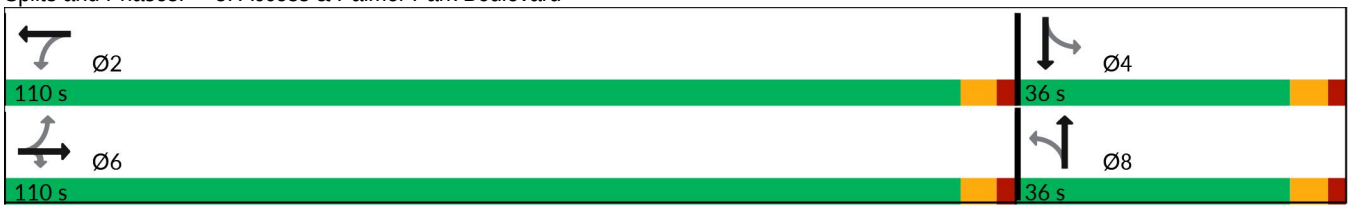
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 110.0 | | 24.9 | | 110.0 | | 24.9 | | | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 104.0 | | 30.0 | | 104.0 | | 30.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 9.7 | | 8.3 | | 9.7 | | 18.3 | | | | |
| Green Ext Time (p_c), s | | 5.0 | | 0.1 | | 4.4 | | 0.7 | | | | |

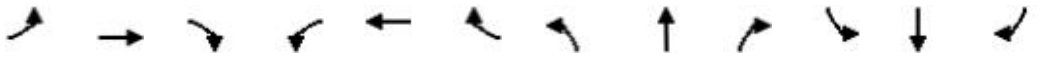
| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 12.5 | | | | | | | | | |
| HCM 7th LOS | | | B | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 51 | 613 | 213 | 62 | 377 | 241 | 2 | 15 | 5 |
| Future Volume (vph) | 51 | 613 | 213 | 62 | 377 | 241 | 2 | 15 | 5 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | NA | Perm | NA |
| Protected Phases | | 6 | | | 2 | | 8 | | 4 |
| Permitted Phases | 6 | | 6 | 2 | | 8 | | 4 | |
| Detector Phase | 6 | 6 | 6 | 2 | 2 | 8 | 8 | 4 | 4 |
| 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) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | 36.0 | 36.0 | 36.0 | 36.0 |
| Total Split (%) | 75.3% | 75.3% | 75.3% | 75.3% | 75.3% | 24.7% | 24.7% | 24.7% | 24.7% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | |
| Recall Mode | Max | Max | Max | Max | Max | Max | Max | Max | Max |

| Intersection Summary |
|---|
| Cycle Length: 146 |
| Actuated Cycle Length: 146 |
| Natural Cycle: 50 |
| Control Type: Semi Act-Uncoord |

Splits and Phases: 3: Access & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 51 | 613 | 213 | 62 | 377 | 24 | 241 | 2 | 93 | 15 | 5 | 53 |
| Future Volume (veh/h) | 51 | 613 | 213 | 62 | 377 | 24 | 241 | 2 | 93 | 15 | 5 | 53 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1900 | 1900 | 1900 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 55 | 666 | 232 | 67 | 410 | 26 | 262 | 2 | 101 | 16 | 5 | 58 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 |
| Cap, veh/h | 696 | 2551 | 1138 | 453 | 2437 | 154 | 285 | 6 | 325 | 246 | 26 | 306 |
| Arrive On Green | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 |
| Sat Flow, veh/h | 960 | 3582 | 1598 | 625 | 3421 | 216 | 1360 | 31 | 1584 | 1302 | 128 | 1489 |
| Grp Volume(v), veh/h | 55 | 666 | 232 | 67 | 214 | 222 | 262 | 0 | 103 | 16 | 0 | 63 |
| Grp Sat Flow(s),veh/h/ln | 960 | 1791 | 1598 | 625 | 1791 | 1846 | 1360 | 0 | 1615 | 1302 | 0 | 1617 |
| Q Serve(g_s), s | 2.9 | 9.6 | 7.1 | 6.2 | 5.7 | 5.7 | 25.3 | 0.0 | 7.9 | 1.5 | 0.0 | 4.7 |
| Cycle Q Clear(g_c), s | 8.6 | 9.6 | 7.1 | 15.8 | 5.7 | 5.7 | 30.0 | 0.0 | 7.9 | 9.4 | 0.0 | 4.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.12 | 1.00 | | 0.98 | 1.00 | | 0.92 |
| Lane Grp Cap(c), veh/h | 696 | 2551 | 1138 | 453 | 1276 | 1315 | 285 | 0 | 332 | 246 | 0 | 332 |
| V/C Ratio(X) | 0.08 | 0.26 | 0.20 | 0.15 | 0.17 | 0.17 | 0.92 | 0.00 | 0.31 | 0.06 | 0.00 | 0.19 |
| Avail Cap(c_a), veh/h | 696 | 2551 | 1138 | 453 | 1276 | 1315 | 285 | 0 | 332 | 246 | 0 | 332 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.3 | 7.4 | 7.1 | 10.2 | 6.9 | 6.9 | 61.6 | 0.0 | 49.2 | 53.2 | 0.0 | 48.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.2 | 0.4 | 0.7 | 0.3 | 0.3 | 36.1 | 0.0 | 2.4 | 0.5 | 0.0 | 1.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 3.6 | 2.4 | 0.9 | 2.2 | 2.3 | 12.8 | 0.0 | 3.5 | 0.5 | 0.0 | 2.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 8.5 | 7.7 | 7.5 | 10.9 | 7.1 | 7.1 | 97.7 | 0.0 | 51.6 | 53.7 | 0.0 | 49.2 |
| LnGrp LOS | A | A | A | B | A | A | F | | D | D | | D |
| Approach Vol, veh/h | | 953 | | | 503 | | | 365 | | | 79 | |
| Approach Delay, s/veh | | 7.7 | | | 7.6 | | | 84.7 | | | 50.1 | |
| Approach LOS | | A | | | A | | | F | | | D | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 110.0 | | 36.0 | | 110.0 | | 36.0 | | | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 104.0 | | 30.0 | | 104.0 | | 30.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 17.8 | | 11.4 | | 11.6 | | 32.0 | | | | |
| Green Ext Time (p_c), s | | 3.5 | | 0.3 | | 6.6 | | 0.0 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 24.2 | | | | | | | | | | |
| HCM 7th LOS | | C | | | | | | | | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 711 | 190 | 0 | 940 | 28 | 0 | 0 | 53 | 0 | 0 | 85 |
| Future Vol, veh/h | 0 | 711 | 190 | 0 | 940 | 28 | 0 | 0 | 53 | 0 | 0 | 85 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 0 | - | - | - | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 3 | 3 | 3 | 2 | 2 | 2 | 6 | 6 | 6 | 9 | 9 | 9 |
| Mvmt Flow | 0 | 741 | 198 | 0 | 979 | 29 | 0 | 0 | 55 | 0 | 0 | 89 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | - | - | 0 | - | - | 370 | - | - | 504 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | - | - | - | 7.02 | - | - | 7.08 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | - | - | - | 3.36 | - | - | 3.39 |
| Pot Cap-1 Maneuver | 0 | - | - | 0 | - | - | 0 | 0 | 616 | 0 | 0 | 495 |
| Stage 1 | 0 | - | - | 0 | - | - | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | 0 | - | - | 0 | - | - | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | - | - | - | 616 | - | - | 495 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 11.42 | 13.85 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 616 | - | - | - | - | 495 |
| HCM Lane V/C Ratio | 0.09 | - | - | - | - | 0.179 |
| HCM Ctrl Dly (s/v) | 11.4 | - | - | - | - | 13.9 |
| HCM Lane LOS | B | - | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | - | 0.6 |

| 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 | 906 | 198 | 0 | 704 | 46 | 0 | 0 | 91 | 0 | 0 | 138 |
| Future Vol, veh/h | 0 | 906 | 198 | 0 | 704 | 46 | 0 | 0 | 91 | 0 | 0 | 138 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 0 | - | - | - | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 |
| Mvmt Flow | 0 | 985 | 215 | 0 | 765 | 50 | 0 | 0 | 99 | 0 | 0 | 150 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | - | - | 0 | - | - | 492 | - | - | 408 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | - | - | - | 6.9 | - | - | 6.92 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | - | - | - | 3.3 | - | - | 3.31 |
| Pot Cap-1 Maneuver | 0 | - | - | 0 | - | - | 0 | 0 | 528 | 0 | 0 | 596 |
| Stage 1 | 0 | - | - | 0 | - | - | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | 0 | - | - | 0 | - | - | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | - | - | - | 528 | - | - | 596 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 13.39 | 13.06 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 528 | - | - | - | - | 596 |
| HCM Lane V/C Ratio | 0.187 | - | - | - | - | 0.252 |
| HCM Ctrl Dly (s/v) | 13.4 | - | - | - | - | 13.1 |
| HCM Lane LOS | B | - | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.7 | - | - | - | - | 1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 713 | 213 | 0 | 985 | 28 | 0 | 0 | 61 | 0 | 0 | 85 |
| Future Vol, veh/h | 0 | 713 | 213 | 0 | 985 | 28 | 0 | 0 | 61 | 0 | 0 | 85 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 0 | - | - | - | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 3 | 3 | 3 | 2 | 2 | 2 | 6 | 6 | 6 | 9 | 9 | 9 |
| Mvmt Flow | 0 | 743 | 222 | 0 | 1026 | 29 | 0 | 0 | 64 | 0 | 0 | 89 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | - | - | 0 | - | - | 371 | - | - | 528 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | - | - | - | 7.02 | - | - | 7.08 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | - | - | - | 3.36 | - | - | 3.39 |
| Pot Cap-1 Maneuver | 0 | - | - | 0 | - | - | 0 | 0 | 615 | 0 | 0 | 477 |
| Stage 1 | 0 | - | - | 0 | - | - | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | 0 | - | - | 0 | - | - | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | - | - | - | 615 | - | - | 477 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 11.53 | 14.25 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 615 | - | - | - | - | 477 |
| HCM Lane V/C Ratio | 0.103 | - | - | - | - | 0.185 |
| HCM Ctrl Dly (s/v) | 11.5 | - | - | - | - | 14.2 |
| HCM Lane LOS | B | - | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | - | 0.7 |

| 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 | 908 | 232 | 0 | 766 | 46 | 0 | 0 | 103 | 0 | 0 | 138 |
| Future Vol, veh/h | 0 | 908 | 232 | 0 | 766 | 46 | 0 | 0 | 103 | 0 | 0 | 138 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 0 | - | - | - | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 |
| Mvmt Flow | 0 | 987 | 252 | 0 | 833 | 50 | 0 | 0 | 112 | 0 | 0 | 150 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | - | - | 0 | - | - | 493 | - | - | 441 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | - | - | - | 6.9 | - | - | 6.92 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | - | - | - | 3.3 | - | - | 3.31 |
| Pot Cap-1 Maneuver | 0 | - | - | 0 | - | - | 0 | 0 | 527 | 0 | 0 | 567 |
| Stage 1 | 0 | - | - | 0 | - | - | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | 0 | - | - | 0 | - | - | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | - | - | - | 527 | - | - | 567 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 13.67 | 13.63 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 527 | - | - | - | - | 567 |
| HCM Lane V/C Ratio | 0.213 | - | - | - | - | 0.265 |
| HCM Ctrl Dly (s/v) | 13.7 | - | - | - | - | 13.6 |
| HCM Lane LOS | B | - | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.8 | - | - | - | - | 1.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 38 | 53 | 16 | 15 | 109 | 24 | 5 | 2 | 8 | 30 | 8 | 8 |
| Future Vol, veh/h | 38 | 53 | 16 | 15 | 109 | 24 | 5 | 2 | 8 | 30 | 8 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 75 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 6 | 6 | 6 | 3 | 3 | 3 | 7 | 7 | 7 | 4 | 4 | 4 |
| Mvmt Flow | 42 | 58 | 18 | 16 | 120 | 26 | 5 | 2 | 9 | 33 | 9 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 146 | 0 | 0 | 76 | 0 | 0 | 308 | 330 | 67 | 309 | 325 | 133 |
| Stage 1 | - | - | - | - | - | - | 151 | 151 | - | 166 | 166 | - |
| Stage 2 | - | - | - | - | - | - | 157 | 179 | - | 143 | 159 | - |
| Critical Hdwy | 4.16 | - | - | 4.13 | - | - | 7.17 | 6.57 | 6.27 | 7.14 | 6.54 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.14 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.14 | 5.54 | - |
| Follow-up Hdwy | 2.254 | - | - | 2.227 | - | - | 3.563 | 4.063 | 3.363 | 3.536 | 4.036 | 3.336 |
| Pot Cap-1 Maneuver | 1412 | - | - | 1517 | - | - | 635 | 581 | 983 | 640 | 590 | 911 |
| Stage 1 | - | - | - | - | - | - | 840 | 763 | - | 831 | 757 | - |
| Stage 2 | - | - | - | - | - | - | 833 | 742 | - | 855 | 762 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1412 | - | - | 1517 | - | - | 594 | 557 | 983 | 606 | 565 | 911 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 594 | 557 | - | 606 | 565 | - |
| Stage 1 | - | - | - | - | - | - | 815 | 741 | - | 822 | 748 | - |
| Stage 2 | - | - | - | - | - | - | 806 | 733 | - | 820 | 740 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 2.71 | 0.75 | 9.94 | 11.16 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 745 | 1412 | - | - | 1517 | - | - | 635 |
| HCM Lane V/C Ratio | 0.022 | 0.03 | - | - | 0.011 | - | - | 0.08 |
| HCM Control Delay (s/veh) | 9.9 | 7.6 | - | - | 7.4 | - | - | 11.2 |
| HCM Lane LOS | A | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 60 | 37 | 11 | 11 | 58 | 33 | 9 | 3 | 26 | 46 | 7 | 10 |
| Future Vol, veh/h | 60 | 37 | 11 | 11 | 58 | 33 | 9 | 3 | 26 | 46 | 7 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 75 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 62 | 38 | 11 | 11 | 60 | 34 | 9 | 3 | 27 | 47 | 7 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 94 | 0 | 0 | 49 | 0 | 0 | 254 | 284 | 44 | 263 | 273 | 77 |
| Stage 1 | - | - | - | - | - | - | 168 | 168 | - | 99 | 99 | - |
| Stage 2 | - | - | - | - | - | - | 86 | 116 | - | 163 | 173 | - |
| Critical Hdwy | 4.12 | - | - | 4.11 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.209 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1500 | - | - | 1564 | - | - | 704 | 628 | 1032 | 694 | 638 | 990 |
| Stage 1 | - | - | - | - | - | - | 839 | 764 | - | 912 | 817 | - |
| Stage 2 | - | - | - | - | - | - | 927 | 803 | - | 843 | 759 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1500 | - | - | 1564 | - | - | 655 | 598 | 1032 | 640 | 607 | 990 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 655 | 598 | - | 640 | 607 | - |
| Stage 1 | - | - | - | - | - | - | 805 | 732 | - | 905 | 810 | - |
| Stage 2 | - | - | - | - | - | - | 902 | 797 | - | 784 | 728 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 4.17 | 0.79 | 9.36 | 10.91 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 865 | 1500 | - | - | 1564 | - | - | 674 |
| HCM Lane V/C Ratio | 0.045 | 0.041 | - | - | 0.007 | - | - | 0.096 |
| HCM Control Delay (s/veh) | 9.4 | 7.5 | - | - | 7.3 | - | - | 10.9 |
| HCM Lane LOS | A | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 38 | 55 | 16 | 15 | 114 | 24 | 5 | 2 | 8 | 30 | 8 | 8 |
| Future Vol, veh/h | 38 | 55 | 16 | 15 | 114 | 24 | 5 | 2 | 8 | 30 | 8 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 75 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 6 | 6 | 6 | 3 | 3 | 3 | 7 | 7 | 7 | 4 | 4 | 4 |
| Mvmt Flow | 42 | 60 | 18 | 16 | 125 | 26 | 5 | 2 | 9 | 33 | 9 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 152 | 0 | 0 | 78 | 0 | 0 | 315 | 337 | 69 | 316 | 333 | 138 |
| Stage 1 | - | - | - | - | - | - | 153 | 153 | - | 171 | 171 | - |
| Stage 2 | - | - | - | - | - | - | 163 | 185 | - | 145 | 162 | - |
| Critical Hdwy | 4.16 | - | - | 4.13 | - | - | 7.17 | 6.57 | 6.27 | 7.14 | 6.54 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.14 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.14 | 5.54 | - |
| Follow-up Hdwy | 2.254 | - | - | 2.227 | - | - | 3.563 | 4.063 | 3.363 | 3.536 | 4.036 | 3.336 |
| Pot Cap-1 Maneuver | 1405 | - | - | 1514 | - | - | 628 | 576 | 980 | 632 | 584 | 905 |
| Stage 1 | - | - | - | - | - | - | 838 | 762 | - | 826 | 753 | - |
| Stage 2 | - | - | - | - | - | - | 828 | 738 | - | 853 | 761 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1405 | - | - | 1514 | - | - | 587 | 552 | 980 | 598 | 560 | 905 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 587 | 552 | - | 598 | 560 | - |
| Stage 1 | - | - | - | - | - | - | 813 | 739 | - | 816 | 744 | - |
| Stage 2 | - | - | - | - | - | - | 800 | 729 | - | 818 | 738 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.66 | 0.73 | 9.99 | 11.24 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 739 | 1405 | - | - | 1514 | - | - | 628 |
| HCM Lane V/C Ratio | 0.022 | 0.03 | - | - | 0.011 | - | - | 0.081 |
| HCM Ctrl Dly (s/v) | 10 | 7.6 | - | - | 7.4 | - | - | 11.2 |
| HCM Lane LOS | A | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 60 | 39 | 11 | 11 | 61 | 33 | 9 | 3 | 26 | 46 | 7 | 10 |
| Future Vol, veh/h | 60 | 39 | 11 | 11 | 61 | 33 | 9 | 3 | 26 | 46 | 7 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 75 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 62 | 40 | 11 | 11 | 63 | 34 | 9 | 3 | 27 | 47 | 7 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 97 | 0 | 0 | 52 | 0 | 0 | 259 | 289 | 46 | 268 | 278 | 80 |
| Stage 1 | - | - | - | - | - | - | 170 | 170 | - | 103 | 103 | - |
| Stage 2 | - | - | - | - | - | - | 89 | 120 | - | 165 | 175 | - |
| Critical Hdwy | 4.12 | - | - | 4.11 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.209 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1496 | - | - | 1561 | - | - | 698 | 624 | 1029 | 689 | 633 | 986 |
| Stage 1 | - | - | - | - | - | - | 837 | 762 | - | 908 | 814 | - |
| Stage 2 | - | - | - | - | - | - | 923 | 801 | - | 841 | 758 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1496 | - | - | 1561 | - | - | 650 | 594 | 1029 | 635 | 603 | 986 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 650 | 594 | - | 635 | 603 | - |
| Stage 1 | - | - | - | - | - | - | 802 | 731 | - | 901 | 808 | - |
| Stage 2 | - | - | - | - | - | - | 898 | 794 | - | 782 | 726 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 4.1 | 0.77 | 9.38 | 10.96 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 861 | 1496 | - | - | 1561 | - | - | 669 |
| HCM Lane V/C Ratio | 0.046 | 0.041 | - | - | 0.007 | - | - | 0.097 |
| HCM Ctrl Dly (s/v) | 9.4 | 7.5 | - | - | 7.3 | - | - | 11 |
| HCM Lane LOS | A | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 58 | 55 | 16 | 15 | 114 | 28 | 5 | 2 | 8 | 35 | 8 | 15 |
| Future Vol, veh/h | 58 | 55 | 16 | 15 | 114 | 28 | 5 | 2 | 8 | 35 | 8 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 75 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 6 | 6 | 6 | 3 | 3 | 3 | 7 | 7 | 7 | 4 | 4 | 4 |
| Mvmt Flow | 64 | 60 | 18 | 16 | 125 | 31 | 5 | 2 | 9 | 38 | 9 | 16 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 156 | 0 | 0 | 78 | 0 | 0 | 359 | 386 | 69 | 363 | 379 | 141 |
| Stage 1 | - | - | - | - | - | - | 197 | 197 | - | 174 | 174 | - |
| Stage 2 | - | - | - | - | - | - | 163 | 189 | - | 189 | 205 | - |
| Critical Hdwy | 4.16 | - | - | 4.13 | - | - | 7.17 | 6.57 | 6.27 | 7.14 | 6.54 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.14 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.14 | 5.54 | - |
| Follow-up Hdwy | 2.254 | - | - | 2.227 | - | - | 3.563 | 4.063 | 3.363 | 3.536 | 4.036 | 3.336 |
| Pot Cap-1 Maneuver | 1400 | - | - | 1514 | - | - | 587 | 541 | 980 | 590 | 550 | 902 |
| Stage 1 | - | - | - | - | - | - | 794 | 729 | - | 824 | 751 | - |
| Stage 2 | - | - | - | - | - | - | 828 | 734 | - | 808 | 728 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1400 | - | - | 1514 | - | - | 535 | 510 | 980 | 549 | 519 | 902 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 535 | 510 | - | 549 | 519 | - |
| Stage 1 | - | - | - | - | - | - | 758 | 696 | - | 814 | 742 | - |
| Stage 2 | - | - | - | - | - | - | 793 | 726 | - | 762 | 695 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.46 | 0.71 | 10.27 | 11.65 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 700 | 1400 | - | - | 1514 | - | - | 605 |
| HCM Lane V/C Ratio | 0.024 | 0.046 | - | - | 0.011 | - | - | 0.105 |
| HCM Ctrl Dly (s/v) | 10.3 | 7.7 | - | - | 7.4 | - | - | 11.6 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 90 | 39 | 11 | 11 | 61 | 39 | 9 | 3 | 26 | 53 | 7 | 19 |
| Future Vol, veh/h | 90 | 39 | 11 | 11 | 61 | 39 | 9 | 3 | 26 | 53 | 7 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 75 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 93 | 40 | 11 | 11 | 63 | 40 | 9 | 3 | 27 | 55 | 7 | 20 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 103 | 0 | 0 | 52 | 0 | 0 | 321 | 357 | 46 | 333 | 343 | 83 |
| Stage 1 | - | - | - | - | - | - | 231 | 231 | - | 106 | 106 | - |
| Stage 2 | - | - | - | - | - | - | 89 | 126 | - | 227 | 237 | - |
| Critical Hdwy | 4.12 | - | - | 4.11 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.209 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1489 | - | - | 1561 | - | - | 636 | 572 | 1029 | 624 | 583 | 982 |
| Stage 1 | - | - | - | - | - | - | 776 | 717 | - | 905 | 812 | - |
| Stage 2 | - | - | - | - | - | - | 923 | 796 | - | 780 | 713 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1489 | - | - | 1561 | - | - | 573 | 532 | 1029 | 563 | 542 | 982 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 573 | 532 | - | 563 | 542 | - |
| Stage 1 | - | - | - | - | - | - | 728 | 672 | - | 898 | 805 | - |
| Stage 2 | - | - | - | - | - | - | 890 | 790 | - | 709 | 668 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 4.87 | 0.73 | 9.64 | 11.62 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 815 | 1489 | - | - | 1561 | - | - | 625 |
| HCM Lane V/C Ratio | 0.048 | 0.062 | - | - | 0.007 | - | - | 0.13 |
| HCM Ctrl Dly (s/v) | 9.6 | 7.6 | - | - | 7.3 | - | - | 11.6 |
| HCM Lane LOS | A | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0.2 | - | - | 0 | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 38 | 67 | 16 | 15 | 138 | 24 | 5 | 2 | 8 | 30 | 8 | 8 |
| Future Vol, veh/h | 38 | 67 | 16 | 15 | 138 | 24 | 5 | 2 | 8 | 30 | 8 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 75 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 6 | 6 | 6 | 3 | 3 | 3 | 7 | 7 | 7 | 4 | 4 | 4 |
| Mvmt Flow | 42 | 74 | 18 | 16 | 152 | 26 | 5 | 2 | 9 | 33 | 9 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 178 | 0 | 0 | 91 | 0 | 0 | 355 | 377 | 82 | 356 | 373 | 165 |
| Stage 1 | - | - | - | - | - | - | 166 | 166 | - | 198 | 198 | - |
| Stage 2 | - | - | - | - | - | - | 189 | 211 | - | 158 | 175 | - |
| Critical Hdwy | 4.16 | - | - | 4.13 | - | - | 7.17 | 6.57 | 6.27 | 7.14 | 6.54 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.14 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.14 | 5.54 | - |
| Follow-up Hdwy | 2.254 | - | - | 2.227 | - | - | 3.563 | 4.063 | 3.363 | 3.536 | 4.036 | 3.336 |
| Pot Cap-1 Maneuver | 1374 | - | - | 1497 | - | - | 591 | 547 | 963 | 595 | 555 | 874 |
| Stage 1 | - | - | - | - | - | - | 824 | 752 | - | 799 | 734 | - |
| Stage 2 | - | - | - | - | - | - | 801 | 718 | - | 839 | 751 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1374 | - | - | 1497 | - | - | 551 | 524 | 963 | 563 | 531 | 874 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 551 | 524 | - | 563 | 531 | - |
| Stage 1 | - | - | - | - | - | - | 799 | 729 | - | 790 | 725 | - |
| Stage 2 | - | - | - | - | - | - | 774 | 710 | - | 804 | 728 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.42 | 0.63 | 10.21 | 11.63 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 708 | 1374 | - | - | 1497 | - | - | 593 |
| HCM Lane V/C Ratio | 0.023 | 0.03 | - | - | 0.011 | - | - | 0.085 |
| HCM Ctrl Dly (s/v) | 10.2 | 7.7 | - | - | 7.4 | - | - | 11.6 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 60 | 47 | 11 | 11 | 73 | 33 | 9 | 3 | 26 | 46 | 7 | 10 |
| Future Vol, veh/h | 60 | 47 | 11 | 11 | 73 | 33 | 9 | 3 | 26 | 46 | 7 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 75 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 62 | 48 | 11 | 11 | 75 | 34 | 9 | 3 | 27 | 47 | 7 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 109 | 0 | 0 | 60 | 0 | 0 | 279 | 310 | 54 | 289 | 298 | 92 |
| Stage 1 | - | - | - | - | - | - | 178 | 178 | - | 115 | 115 | - |
| Stage 2 | - | - | - | - | - | - | 102 | 132 | - | 174 | 184 | - |
| Critical Hdwy | 4.12 | - | - | 4.11 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.209 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1481 | - | - | 1550 | - | - | 677 | 608 | 1019 | 668 | 617 | 971 |
| Stage 1 | - | - | - | - | - | - | 829 | 756 | - | 895 | 804 | - |
| Stage 2 | - | - | - | - | - | - | 909 | 791 | - | 833 | 752 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1481 | - | - | 1550 | - | - | 629 | 578 | 1019 | 615 | 587 | 971 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 629 | 578 | - | 615 | 587 | - |
| Stage 1 | - | - | - | - | - | - | 794 | 724 | - | 888 | 798 | - |
| Stage 2 | - | - | - | - | - | - | 885 | 785 | - | 774 | 720 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.83 | 0.69 | 9.47 | 11.16 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 844 | 1481 | - | - | 1550 | - | - | 649 |
| HCM Lane V/C Ratio | 0.046 | 0.042 | - | - | 0.007 | - | - | 0.1 |
| HCM Ctrl Dly (s/v) | 9.5 | 7.5 | - | - | 7.3 | - | - | 11.2 |
| HCM Lane LOS | A | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 58 | 67 | 16 | 15 | 138 | 28 | 5 | 2 | 8 | 35 | 8 | 15 |
| Future Vol, veh/h | 58 | 67 | 16 | 15 | 138 | 28 | 5 | 2 | 8 | 35 | 8 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 75 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 6 | 6 | 6 | 3 | 3 | 3 | 7 | 7 | 7 | 4 | 4 | 4 |
| Mvmt Flow | 64 | 74 | 18 | 16 | 152 | 31 | 5 | 2 | 9 | 38 | 9 | 16 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 182 | 0 | 0 | 91 | 0 | 0 | 399 | 425 | 82 | 402 | 419 | 167 |
| Stage 1 | - | - | - | - | - | - | 210 | 210 | - | 200 | 200 | - |
| Stage 2 | - | - | - | - | - | - | 189 | 215 | - | 202 | 219 | - |
| Critical Hdwy | 4.16 | - | - | 4.13 | - | - | 7.17 | 6.57 | 6.27 | 7.14 | 6.54 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.14 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.17 | 5.57 | - | 6.14 | 5.54 | - |
| Follow-up Hdwy | 2.254 | - | - | 2.227 | - | - | 3.563 | 4.063 | 3.363 | 3.536 | 4.036 | 3.336 |
| Pot Cap-1 Maneuver | 1369 | - | - | 1497 | - | - | 553 | 513 | 963 | 555 | 522 | 872 |
| Stage 1 | - | - | - | - | - | - | 781 | 719 | - | 797 | 732 | - |
| Stage 2 | - | - | - | - | - | - | 801 | 715 | - | 795 | 718 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1369 | - | - | 1497 | - | - | 502 | 483 | 963 | 516 | 492 | 872 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 502 | 483 | - | 516 | 492 | - |
| Stage 1 | - | - | - | - | - | - | 745 | 686 | - | 787 | 723 | - |
| Stage 2 | - | - | - | - | - | - | 767 | 706 | - | 749 | 685 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.19 | 0.62 | 10.51 | 12.08 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 670 | 1369 | - | - | 1497 | - | - | 572 |
| HCM Lane V/C Ratio | 0.025 | 0.047 | - | - | 0.011 | - | - | 0.111 |
| HCM Ctrl Dly (s/v) | 10.5 | 7.8 | - | - | 7.4 | - | - | 12.1 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 90 | 47 | 11 | 11 | 73 | 39 | 9 | 3 | 26 | 53 | 7 | 19 |
| Future Vol, veh/h | 90 | 47 | 11 | 11 | 73 | 39 | 9 | 3 | 26 | 53 | 7 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 75 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 93 | 48 | 11 | 11 | 75 | 40 | 9 | 3 | 27 | 55 | 7 | 20 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 115 | 0 | 0 | 60 | 0 | 0 | 341 | 378 | 54 | 354 | 363 | 95 |
| Stage 1 | - | - | - | - | - | - | 240 | 240 | - | 118 | 118 | - |
| Stage 2 | - | - | - | - | - | - | 102 | 138 | - | 236 | 245 | - |
| Critical Hdwy | 4.12 | - | - | 4.11 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.209 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1473 | - | - | 1550 | - | - | 617 | 557 | 1019 | 605 | 568 | 967 |
| Stage 1 | - | - | - | - | - | - | 768 | 711 | - | 891 | 802 | - |
| Stage 2 | - | - | - | - | - | - | 909 | 786 | - | 772 | 707 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1473 | - | - | 1550 | - | - | 554 | 518 | 1019 | 545 | 528 | 967 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 554 | 518 | - | 545 | 528 | - |
| Stage 1 | - | - | - | - | - | - | 720 | 666 | - | 884 | 796 | - |
| Stage 2 | - | - | - | - | - | - | 876 | 780 | - | 701 | 662 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 4.63 | 0.66 | 9.74 | 11.85 |
| HCM LOS | | | A | B |

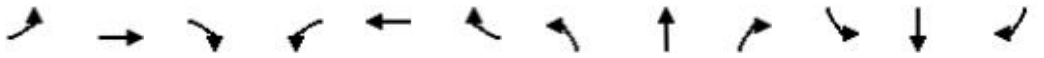
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 799 | 1473 | - | - | 1550 | - | - | 607 |
| HCM Lane V/C Ratio | 0.049 | 0.063 | - | - | 0.007 | - | - | 0.134 |
| HCM Ctrl Dly (s/v) | 9.7 | 7.6 | - | - | 7.3 | - | - | 11.9 |
| HCM Lane LOS | A | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0.2 | - | - | 0 | - | - | 0.5 |

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 149 | 610 | 88 | 780 | 144 | 17 | 38 | 18 |
| Future Volume (vph) | 149 | 610 | 88 | 780 | 144 | 17 | 38 | 18 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | 3 | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 8 | |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 3 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 22.5 | 9.5 | 22.5 | 9.5 | 22.5 | 9.5 | 22.5 |
| Total Split (s) | 18.0 | 33.0 | 18.0 | 33.0 | 18.0 | 31.0 | 18.0 | 31.0 |
| Total Split (%) | 18.0% | 33.0% | 18.0% | 33.0% | 18.0% | 31.0% | 18.0% | 31.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | Max | None | Max | None | None | None | None |

| Intersection Summary |
|---|
| Cycle Length: 100 |
| Actuated Cycle Length: 71.6 |
| Natural Cycle: 65 |
| Control Type: Actuated-Uncoordinated |

Splits and Phases: 5: Signalized Access /Waynoka Road & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 149 | 610 | 5 | 88 | 780 | 17 | 144 | 17 | 27 | 38 | 18 | 44 |
| Future Volume (veh/h) | 149 | 610 | 5 | 88 | 780 | 17 | 144 | 17 | 27 | 38 | 18 | 44 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 162 | 663 | 5 | 96 | 848 | 18 | 157 | 18 | 29 | 41 | 20 | 48 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 435 | 1692 | 13 | 499 | 1620 | 34 | 349 | 89 | 144 | 289 | 36 | 87 |
| Arrive On Green | 0.08 | 0.47 | 0.47 | 0.06 | 0.46 | 0.46 | 0.10 | 0.14 | 0.14 | 0.04 | 0.07 | 0.07 |
| Sat Flow, veh/h | 1781 | 3615 | 27 | 1781 | 3558 | 76 | 1781 | 645 | 1039 | 1781 | 488 | 1171 |
| Grp Volume(v), veh/h | 162 | 326 | 342 | 96 | 423 | 443 | 157 | 0 | 47 | 41 | 0 | 68 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1865 | 1781 | 1777 | 1857 | 1781 | 0 | 1683 | 1781 | 0 | 1660 |
| Q Serve(g_s), s | 2.9 | 7.5 | 7.5 | 1.7 | 10.7 | 10.7 | 4.8 | 0.0 | 1.5 | 1.3 | 0.0 | 2.5 |
| Cycle Q Clear(g_c), s | 2.9 | 7.5 | 7.5 | 1.7 | 10.7 | 10.7 | 4.8 | 0.0 | 1.5 | 1.3 | 0.0 | 2.5 |
| Prop In Lane | 1.00 | | 0.01 | 1.00 | | 0.04 | 1.00 | | 0.62 | 1.00 | | 0.71 |
| Lane Grp Cap(c), veh/h | 435 | 832 | 873 | 499 | 809 | 845 | 349 | 0 | 234 | 289 | 0 | 124 |
| V/C Ratio(X) | 0.37 | 0.39 | 0.39 | 0.19 | 0.52 | 0.52 | 0.45 | 0.00 | 0.20 | 0.14 | 0.00 | 0.55 |
| Avail Cap(c_a), veh/h | 681 | 832 | 873 | 767 | 809 | 845 | 546 | 0 | 713 | 600 | 0 | 702 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.7 | 10.8 | 10.8 | 8.0 | 12.2 | 12.2 | 21.9 | 0.0 | 23.9 | 25.1 | 0.0 | 28.0 |
| Incr Delay (d2), s/veh | 0.5 | 1.4 | 1.3 | 0.2 | 2.4 | 2.3 | 0.9 | 0.0 | 0.4 | 0.2 | 0.0 | 3.8 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 2.8 | 2.9 | 0.6 | 4.1 | 4.2 | 2.0 | 0.0 | 0.6 | 0.5 | 0.0 | 1.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 9.3 | 12.2 | 12.2 | 8.2 | 14.6 | 14.5 | 22.8 | 0.0 | 24.3 | 25.3 | 0.0 | 31.7 |
| LnGrp LOS | A | B | B | A | B | B | C | | C | C | | C |
| Approach Vol, veh/h | | 830 | | | 962 | | | 204 | | | 109 | |
| Approach Delay, s/veh | | 11.6 | | | 13.9 | | | 23.2 | | | 29.3 | |
| Approach LOS | | B | | | B | | | C | | | C | |

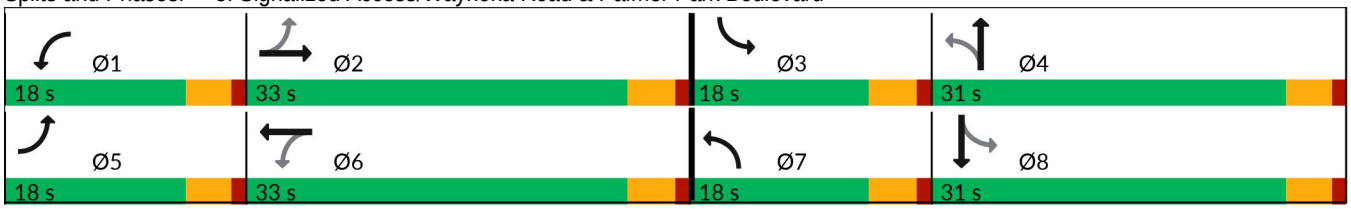
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.6 | 33.8 | 7.0 | 13.2 | 9.4 | 33.0 | 11.1 | 9.2 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 13.5 | 28.5 | 13.5 | 26.5 | 13.5 | 28.5 | 13.5 | 26.5 |
| Max Q Clear Time (g_c+I1), s | 3.7 | 9.5 | 3.3 | 3.5 | 4.9 | 12.7 | 6.8 | 4.5 |
| Green Ext Time (p_c), s | 0.1 | 3.8 | 0.0 | 0.2 | 0.3 | 4.8 | 0.2 | 0.3 |

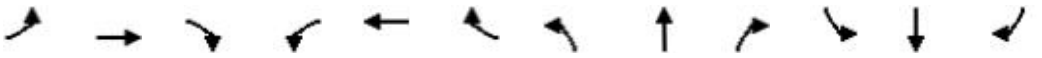
| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 14.7 |
| HCM 7th LOS | B |

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 162 | 818 | 78 | 493 | 215 | 17 | 48 | 21 |
| Future Volume (vph) | 162 | 818 | 78 | 493 | 215 | 17 | 48 | 21 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | 3 | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 8 | |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 3 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 22.5 | 9.5 | 22.5 | 9.5 | 22.5 | 9.5 | 22.5 |
| Total Split (s) | 18.0 | 33.0 | 18.0 | 33.0 | 18.0 | 31.0 | 18.0 | 31.0 |
| Total Split (%) | 18.0% | 33.0% | 18.0% | 33.0% | 18.0% | 31.0% | 18.0% | 31.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | Max | None | Max | None | None | None | None |

| Intersection Summary |
|---|
| Cycle Length: 100 |
| Actuated Cycle Length: 73.8 |
| Natural Cycle: 65 |
| Control Type: Actuated-Uncoordinated |

Splits and Phases: 5: Signalized Access/Waynoka Road & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 162 | 818 | 17 | 78 | 493 | 13 | 215 | 17 | 26 | 48 | 21 | 43 |
| Future Volume (veh/h) | 162 | 818 | 17 | 78 | 493 | 13 | 215 | 17 | 26 | 48 | 21 | 43 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 176 | 889 | 18 | 85 | 536 | 14 | 234 | 18 | 28 | 52 | 23 | 47 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 538 | 1613 | 33 | 381 | 1515 | 40 | 409 | 113 | 175 | 288 | 39 | 80 |
| Arrive On Green | 0.08 | 0.45 | 0.45 | 0.06 | 0.43 | 0.43 | 0.15 | 0.17 | 0.17 | 0.05 | 0.07 | 0.07 |
| Sat Flow, veh/h | 1781 | 3562 | 72 | 1781 | 3538 | 92 | 1781 | 660 | 1026 | 1781 | 548 | 1120 |
| Grp Volume(v), veh/h | 176 | 443 | 464 | 85 | 269 | 281 | 234 | 0 | 46 | 52 | 0 | 70 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1857 | 1781 | 1777 | 1854 | 1781 | 0 | 1686 | 1781 | 0 | 1669 |
| Q Serve(g_s), s | 3.6 | 12.1 | 12.1 | 1.7 | 6.8 | 6.8 | 7.6 | 0.0 | 1.5 | 1.8 | 0.0 | 2.7 |
| Cycle Q Clear(g_c), s | 3.6 | 12.1 | 12.1 | 1.7 | 6.8 | 6.8 | 7.6 | 0.0 | 1.5 | 1.8 | 0.0 | 2.7 |
| Prop In Lane | 1.00 | | 0.04 | 1.00 | | 0.05 | 1.00 | | 0.61 | 1.00 | | 0.67 |
| Lane Grp Cap(c), veh/h | 538 | 804 | 841 | 381 | 761 | 793 | 409 | 0 | 288 | 288 | 0 | 120 |
| V/C Ratio(X) | 0.33 | 0.55 | 0.55 | 0.22 | 0.35 | 0.35 | 0.57 | 0.00 | 0.16 | 0.18 | 0.00 | 0.58 |
| Avail Cap(c_a), veh/h | 749 | 804 | 841 | 636 | 761 | 793 | 511 | 0 | 671 | 567 | 0 | 664 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 9.2 | 13.3 | 13.3 | 10.1 | 12.8 | 12.8 | 21.9 | 0.0 | 23.5 | 26.7 | 0.0 | 29.9 |
| Incr Delay (d2), s/veh | 0.4 | 2.7 | 2.6 | 0.3 | 1.3 | 1.2 | 1.3 | 0.0 | 0.3 | 0.3 | 0.0 | 4.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.2 | 4.8 | 4.9 | 0.6 | 2.6 | 2.7 | 3.1 | 0.0 | 0.6 | 0.7 | 0.0 | 1.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 9.6 | 16.0 | 15.9 | 10.4 | 14.1 | 14.1 | 23.2 | 0.0 | 23.8 | 27.0 | 0.0 | 34.4 |
| LnGrp LOS | A | B | B | B | B | B | C | | C | C | | C |
| Approach Vol, veh/h | | 1083 | | | 635 | | | 280 | | | 122 | |
| Approach Delay, s/veh | | 14.9 | | | 13.6 | | | 23.3 | | | 31.2 | |
| Approach LOS | | B | | | B | | | C | | | C | |

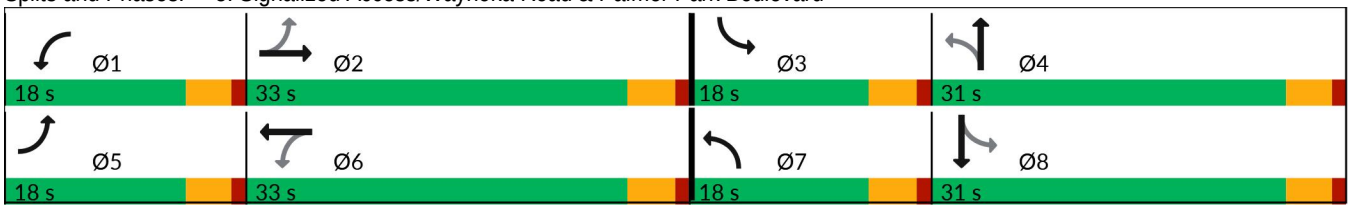
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.5 | 34.6 | 7.6 | 15.9 | 10.1 | 33.0 | 14.2 | 9.3 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 13.5 | 28.5 | 13.5 | 26.5 | 13.5 | 28.5 | 13.5 | 26.5 |
| Max Q Clear Time (g_c+I1), s | 3.7 | 14.1 | 3.8 | 3.5 | 5.6 | 8.8 | 9.6 | 4.7 |
| Green Ext Time (p_c), s | 0.1 | 4.9 | 0.1 | 0.2 | 0.3 | 3.1 | 0.2 | 0.3 |

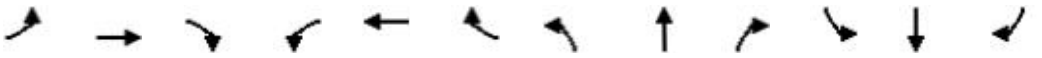
| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 16.6 |
| HCM 7th LOS | B |

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 149 | 618 | 98 | 778 | 191 | 17 | 38 | 18 |
| Future Volume (vph) | 149 | 618 | 98 | 778 | 191 | 17 | 38 | 18 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | 3 | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 8 | |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 3 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 22.5 | 9.5 | 22.5 | 9.5 | 22.5 | 9.5 | 22.5 |
| Total Split (s) | 18.0 | 33.0 | 18.0 | 33.0 | 18.0 | 31.0 | 18.0 | 31.0 |
| Total Split (%) | 18.0% | 33.0% | 18.0% | 33.0% | 18.0% | 31.0% | 18.0% | 31.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | Max | None | Max | None | None | None | None |

| Intersection Summary |
|---|
| Cycle Length: 100 |
| Actuated Cycle Length: 72.9 |
| Natural Cycle: 65 |
| Control Type: Actuated-Uncoordinated |

Splits and Phases: 5: Signalized Access/Waynoka Road & Palmer Park Boulevard





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 149 | 618 | 9 | 98 | 778 | 17 | 191 | 17 | 32 | 38 | 18 | 44 |
| Future Volume (veh/h) | 149 | 618 | 9 | 98 | 778 | 17 | 191 | 17 | 32 | 38 | 18 | 44 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 162 | 672 | 10 | 107 | 846 | 18 | 208 | 18 | 35 | 41 | 20 | 48 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 420 | 1619 | 24 | 475 | 1562 | 33 | 391 | 94 | 182 | 281 | 36 | 85 |
| Arrive On Green | 0.08 | 0.45 | 0.45 | 0.07 | 0.44 | 0.44 | 0.13 | 0.17 | 0.17 | 0.04 | 0.07 | 0.07 |
| Sat Flow, veh/h | 1781 | 3584 | 53 | 1781 | 3558 | 76 | 1781 | 568 | 1104 | 1781 | 488 | 1171 |
| Grp Volume(v), veh/h | 162 | 333 | 349 | 107 | 422 | 442 | 208 | 0 | 53 | 41 | 0 | 68 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1861 | 1781 | 1777 | 1857 | 1781 | 0 | 1672 | 1781 | 0 | 1660 |
| Q Serve(g_s), s | 3.1 | 8.2 | 8.2 | 2.1 | 11.4 | 11.4 | 6.6 | 0.0 | 1.8 | 1.4 | 0.0 | 2.6 |
| Cycle Q Clear(g_c), s | 3.1 | 8.2 | 8.2 | 2.1 | 11.4 | 11.4 | 6.6 | 0.0 | 1.8 | 1.4 | 0.0 | 2.6 |
| Prop In Lane | 1.00 | | 0.03 | 1.00 | | 0.04 | 1.00 | | 0.66 | 1.00 | | 0.71 |
| Lane Grp Cap(c), veh/h | 420 | 802 | 840 | 475 | 780 | 815 | 391 | 0 | 276 | 281 | 0 | 121 |
| V/C Ratio(X) | 0.39 | 0.42 | 0.42 | 0.23 | 0.54 | 0.54 | 0.53 | 0.00 | 0.19 | 0.15 | 0.00 | 0.56 |
| Avail Cap(c_a), veh/h | 650 | 802 | 840 | 728 | 780 | 815 | 526 | 0 | 682 | 580 | 0 | 677 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 9.6 | 12.0 | 12.0 | 9.0 | 13.4 | 13.4 | 21.6 | 0.0 | 23.4 | 26.1 | 0.0 | 29.1 |
| Incr Delay (d2), s/veh | 0.6 | 1.6 | 1.5 | 0.2 | 2.7 | 2.6 | 1.1 | 0.0 | 0.3 | 0.2 | 0.0 | 4.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.1 | 3.1 | 3.3 | 0.7 | 4.5 | 4.6 | 2.7 | 0.0 | 0.7 | 0.6 | 0.0 | 1.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 10.2 | 13.6 | 13.5 | 9.2 | 16.1 | 16.0 | 22.8 | 0.0 | 23.7 | 26.4 | 0.0 | 33.1 |
| LnGrp LOS | B | B | B | A | B | B | C | | C | C | | C |
| Approach Vol, veh/h | | 844 | | | 971 | | | 261 | | | 109 | |
| Approach Delay, s/veh | | 12.9 | | | 15.3 | | | 23.0 | | | 30.6 | |
| Approach LOS | | B | | | B | | | C | | | C | |

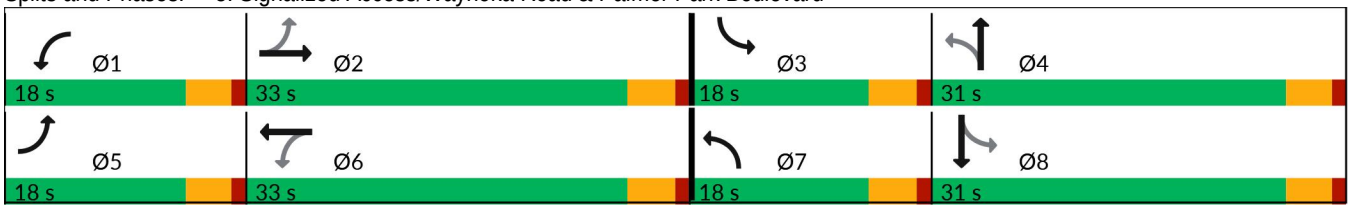
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.8 | 33.8 | 7.1 | 15.2 | 9.6 | 33.0 | 13.1 | 9.2 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 13.5 | 28.5 | 13.5 | 26.5 | 13.5 | 28.5 | 13.5 | 26.5 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 10.2 | 3.4 | 3.8 | 5.1 | 13.4 | 8.6 | 4.6 |
| Green Ext Time (p_c), s | 0.2 | 3.9 | 0.0 | 0.2 | 0.2 | 4.7 | 0.2 | 0.3 |

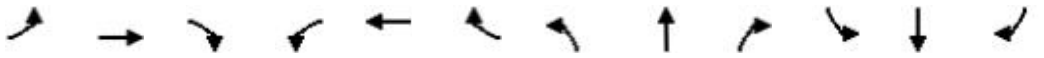
| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 16.1 |
| HCM 7th LOS | B |

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 162 | 830 | 93 | 490 | 280 | 17 | 48 | 21 |
| Future Volume (vph) | 162 | 830 | 93 | 490 | 280 | 17 | 48 | 21 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 7 | 4 | 3 | 8 |
| Permitted Phases | 2 | | 6 | | 4 | | 8 | |
| Detector Phase | 5 | 2 | 1 | 6 | 7 | 4 | 3 | 8 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 22.5 | 9.5 | 22.5 | 9.5 | 22.5 | 9.5 | 22.5 |
| Total Split (s) | 18.0 | 33.0 | 18.0 | 33.0 | 18.0 | 31.0 | 18.0 | 31.0 |
| Total Split (%) | 18.0% | 33.0% | 18.0% | 33.0% | 18.0% | 31.0% | 18.0% | 31.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | Max | None | Max | None | None | None | None |

| Intersection Summary |
|---|
| Cycle Length: 100 |
| Actuated Cycle Length: 74.3 |
| Natural Cycle: 65 |
| Control Type: Actuated-Uncoordinated |

Splits and Phases: 5: Signalized Access/Waynoka Road & Palmer Park Boulevard



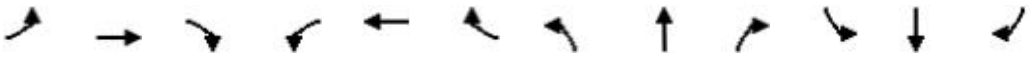


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 162 | 830 | 23 | 93 | 490 | 13 | 280 | 17 | 33 | 48 | 21 | 43 |
| Future Volume (veh/h) | 162 | 830 | 23 | 93 | 490 | 13 | 280 | 17 | 33 | 48 | 21 | 43 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 176 | 902 | 25 | 101 | 533 | 14 | 304 | 18 | 36 | 52 | 23 | 47 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 515 | 1524 | 42 | 355 | 1443 | 38 | 461 | 114 | 227 | 280 | 39 | 80 |
| Arrive On Green | 0.09 | 0.43 | 0.43 | 0.06 | 0.41 | 0.41 | 0.18 | 0.20 | 0.20 | 0.05 | 0.07 | 0.07 |
| Sat Flow, veh/h | 1781 | 3532 | 98 | 1781 | 3538 | 93 | 1781 | 557 | 1113 | 1781 | 548 | 1120 |
| Grp Volume(v), veh/h | 176 | 454 | 473 | 101 | 267 | 280 | 304 | 0 | 54 | 52 | 0 | 70 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1853 | 1781 | 1777 | 1854 | 1781 | 0 | 1670 | 1781 | 0 | 1669 |
| Q Serve(g_s), s | 3.9 | 13.6 | 13.6 | 2.2 | 7.3 | 7.3 | 10.4 | 0.0 | 1.9 | 1.9 | 0.0 | 2.8 |
| Cycle Q Clear(g_c), s | 3.9 | 13.6 | 13.6 | 2.2 | 7.3 | 7.3 | 10.4 | 0.0 | 1.9 | 1.9 | 0.0 | 2.8 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 0.05 | 1.00 | | 0.67 | 1.00 | | 0.67 |
| Lane Grp Cap(c), veh/h | 515 | 767 | 799 | 355 | 725 | 756 | 461 | 0 | 341 | 280 | 0 | 119 |
| V/C Ratio(X) | 0.34 | 0.59 | 0.59 | 0.28 | 0.37 | 0.37 | 0.66 | 0.00 | 0.16 | 0.19 | 0.00 | 0.59 |
| Avail Cap(c_a), veh/h | 707 | 767 | 799 | 590 | 725 | 756 | 488 | 0 | 633 | 543 | 0 | 633 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 10.5 | 15.2 | 15.2 | 11.7 | 14.4 | 14.4 | 22.2 | 0.0 | 22.9 | 28.1 | 0.0 | 31.5 |
| Incr Delay (d2), s/veh | 0.4 | 3.3 | 3.2 | 0.4 | 1.4 | 1.4 | 3.0 | 0.0 | 0.2 | 0.3 | 0.0 | 4.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.4 | 5.6 | 5.8 | 0.8 | 2.9 | 3.0 | 4.5 | 0.0 | 0.7 | 0.8 | 0.0 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 10.8 | 18.5 | 18.4 | 12.1 | 15.9 | 15.8 | 25.2 | 0.0 | 23.1 | 28.4 | 0.0 | 36.1 |
| LnGrp LOS | B | B | B | B | B | B | C | | C | C | | D |
| Approach Vol, veh/h | | 1103 | | | 648 | | | 358 | | | 122 | |
| Approach Delay, s/veh | | 17.2 | | | 15.3 | | | 24.9 | | | 32.8 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.8 | 34.7 | 7.7 | 18.8 | 10.4 | 33.0 | 17.0 | 9.5 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 13.5 | 28.5 | 13.5 | 26.5 | 13.5 | 28.5 | 13.5 | 26.5 |
| Max Q Clear Time (g_c+I1), s | 4.2 | 15.6 | 3.9 | 3.9 | 5.9 | 9.3 | 12.4 | 4.8 |
| Green Ext Time (p_c), s | 0.1 | 4.7 | 0.1 | 0.2 | 0.3 | 3.0 | 0.1 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 18.7 |
| HCM 7th LOS | B |

# Appendix F: Queue Analysis Worksheets

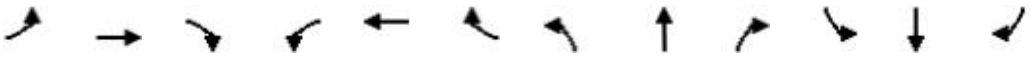


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 208 | 251 | 68 | 249 | 407 | 215 | 142 | 1892 | 240 | 246 | 2060 | 255 |
| v/c Ratio | 0.68 | 0.72 | 0.04 | 0.75 | 1.08 | 0.14 | 0.57 | 0.73 | 0.27 | 0.71 | 0.72 | 0.16 |
| Control Delay (s/veh) | 76.3 | 76.6 | 0.0 | 78.6 | 129.0 | 0.2 | 74.5 | 29.2 | 5.3 | 74.8 | 25.0 | 0.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 76.3 | 76.6 | 0.0 | 78.6 | 129.0 | 0.2 | 74.5 | 29.2 | 5.3 | 74.8 | 25.0 | 0.2 |
| Queue Length 50th (ft) | 101 | 126 | 0 | 122 | ~244 | 0 | 70 | 518 | 23 | 119 | 519 | 0 |
| Queue Length 95th (ft) | 146 | #188 | 0 | 171 | #357 | 0 | 108 | 585 | 72 | 168 | 580 | 0 |
| Internal Link Dist (ft) | | 344 | | | 365 | | | 832 | | | 1195 | |
| Turn Bay Length (ft) | 300 | | 175 | 130 | | 50 | 900 | | | 825 | | |
| Base Capacity (vph) | 329 | 347 | 1583 | 352 | 376 | 1583 | 276 | 2602 | 901 | 387 | 2880 | 1583 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.63 | 0.72 | 0.04 | 0.71 | 1.08 | 0.14 | 0.51 | 0.73 | 0.27 | 0.64 | 0.72 | 0.16 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

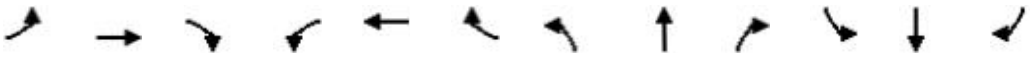
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 312 | 474 | 174 | 215 | 310 | 152 | 161 | 1944 | 230 | 277 | 1575 | 433 |
| v/c Ratio | 0.74 | 0.94 | 0.11 | 0.73 | 0.83 | 0.10 | 0.59 | 0.75 | 0.26 | 0.91 | 0.58 | 0.27 |
| Control Delay (s/veh) | 73.1 | 89.0 | 0.1 | 80.2 | 82.3 | 0.1 | 73.8 | 31.3 | 6.0 | 98.4 | 24.6 | 0.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 73.1 | 89.0 | 0.1 | 80.2 | 82.3 | 0.1 | 73.8 | 31.3 | 6.0 | 98.4 | 24.6 | 0.4 |
| Queue Length 50th (ft) | 150 | 240 | 0 | 106 | 157 | 0 | 77 | 533 | 26 | 138 | 370 | 0 |
| Queue Length 95th (ft) | 201 | #351 | 0 | 153 | #258 | 0 | 117 | 593 | 74 | #229 | 423 | 0 |
| Internal Link Dist (ft) | | 344 | | | 365 | | | 832 | | | 1195 | |
| Turn Bay Length (ft) | 300 | | 175 | 130 | | 50 | 900 | | | 825 | | |
| Base Capacity (vph) | 474 | 505 | 1599 | 305 | 374 | 1583 | 308 | 2585 | 892 | 304 | 2719 | 1599 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.66 | 0.94 | 0.11 | 0.70 | 0.83 | 0.10 | 0.52 | 0.75 | 0.26 | 0.91 | 0.58 | 0.27 |

Intersection Summary

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

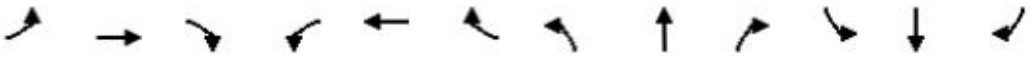


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 251 | 326 | 83 | 339 | 510 | 301 | 172 | 2286 | 343 | 329 | 2490 | 310 |
| v/c Ratio | 0.89 | 0.54 | 0.05 | 1.03 | 0.79 | 0.19 | 0.60 | 1.10 | 0.45 | 0.71 | 1.01 | 0.20 |
| Control Delay (s/veh) | 97.4 | 58.3 | 0.1 | 120.6 | 65.8 | 0.3 | 73.7 | 91.7 | 15.6 | 69.5 | 57.5 | 0.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 97.4 | 58.3 | 0.1 | 120.6 | 65.8 | 0.3 | 73.7 | 91.7 | 15.6 | 69.5 | 57.5 | 0.3 |
| Queue Length 50th (ft) | 126 | 153 | 0 | ~180 | 250 | 0 | 84 | ~953 | 106 | 157 | ~948 | 0 |
| Queue Length 95th (ft) | #207 | 196 | 0 | #284 | 302 | 0 | #140 | #1045 | 199 | #252 | #1058 | 0 |
| Internal Link Dist (ft) | | 344 | | | 365 | | | 832 | | | 1195 | |
| Turn Bay Length (ft) | 300 | | 175 | 130 | | 50 | 900 | | | 825 | | |
| Base Capacity (vph) | 282 | 799 | 1583 | 329 | 848 | 1583 | 285 | 2084 | 758 | 464 | 2468 | 1583 |
| 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 | 0.89 | 0.41 | 0.05 | 1.03 | 0.60 | 0.19 | 0.60 | 1.10 | 0.45 | 0.71 | 1.01 | 0.20 |

Intersection Summary

~ 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.

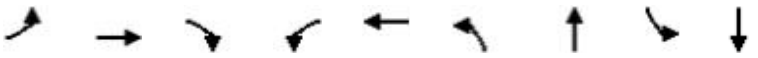


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 378 | 585 | 211 | 291 | 390 | 216 | 195 | 2349 | 311 | 361 | 1905 | 524 |
| v/c Ratio | 0.78 | 0.98 | 0.13 | 1.03 | 1.00 | 0.14 | 0.63 | 0.98 | 0.37 | 1.05 | 0.75 | 0.33 |
| Control Delay (s/veh) | 72.2 | 91.3 | 0.2 | 125.8 | 109.2 | 0.2 | 73.3 | 51.2 | 10.7 | 123.6 | 32.0 | 0.5 |
| 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 (s/veh) | 72.2 | 91.3 | 0.2 | 125.8 | 109.2 | 0.2 | 73.3 | 51.2 | 10.7 | 123.6 | 32.0 | 0.5 |
| Queue Length 50th (ft) | 181 | 297 | 0 | ~155 | ~214 | 0 | 94 | 794 | 69 | ~193 | 528 | 0 |
| Queue Length 95th (ft) | 237 | #424 | 0 | #254 | #350 | 0 | 136 | #922 | 141 | #298 | 601 | 0 |
| Internal Link Dist (ft) | | 344 | | | 365 | | | 832 | | | 1195 | |
| Turn Bay Length (ft) | 300 | | 175 | 130 | | 50 | 900 | | | 825 | | |
| Base Capacity (vph) | 546 | 599 | 1599 | 282 | 389 | 1583 | 356 | 2409 | 848 | 344 | 2548 | 1599 |
| 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 | 0.69 | 0.98 | 0.13 | 1.03 | 1.00 | 0.14 | 0.55 | 0.98 | 0.37 | 1.05 | 0.75 | 0.33 |

Intersection Summary

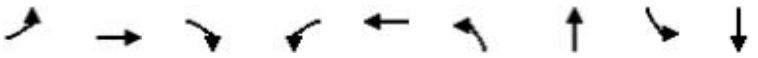
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 15 | 482 | 192 | 56 | 664 | 154 | 71 | 7 | 16 |
| v/c Ratio | 0.03 | 0.18 | 0.16 | 0.08 | 0.25 | 0.76 | 0.24 | 0.04 | 0.07 |
| Control Delay (s/veh) | 5.4 | 5.2 | 1.1 | 5.6 | 5.6 | 78.5 | 13.2 | 48.1 | 22.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 5.4 | 5.2 | 1.1 | 5.6 | 5.6 | 78.5 | 13.2 | 48.1 | 22.9 |
| Queue Length 50th (ft) | 3 | 56 | 0 | 11 | 81 | 139 | 2 | 6 | 2 |
| Queue Length 95th (ft) | 11 | 96 | 22 | 30 | 135 | 222 | 47 | 22 | 25 |
| Internal Link Dist (ft) | | 365 | | | 230 | | 1246 | | 204 |
| Turn Bay Length (ft) | 100 | | | 175 | | 75 | | 75 | |
| Base Capacity (vph) | 549 | 2664 | 1238 | 675 | 2688 | 293 | 389 | 271 | 343 |
| 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 | 0.03 | 0.18 | 0.16 | 0.08 | 0.25 | 0.53 | 0.18 | 0.03 | 0.05 |

Intersection Summary



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 55 | 666 | 232 | 67 | 436 | 262 | 103 | 16 | 63 |
| v/c Ratio | 0.08 | 0.26 | 0.19 | 0.13 | 0.17 | 0.94 | 0.25 | 0.06 | 0.17 |
| Control Delay (s/veh) | 6.8 | 7.7 | 1.1 | 7.4 | 6.9 | 97.0 | 10.4 | 47.7 | 14.0 |
| Queue Delay | 0.0 | 0.7 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 6.8 | 8.4 | 1.7 | 7.4 | 6.9 | 97.0 | 10.4 | 47.7 | 14.0 |
| Queue Length 50th (ft) | 15 | 108 | 0 | 19 | 64 | 248 | 2 | 13 | 4 |
| Queue Length 95th (ft) | 30 | 134 | 23 | 37 | 83 | #425 | 53 | 35 | 45 |
| Internal Link Dist (ft) | | 365 | | | 230 | | 1246 | | 204 |
| Turn Bay Length (ft) | 100 | | | 175 | | 75 | | 75 | |
| Base Capacity (vph) | 667 | 2545 | 1205 | 512 | 2526 | 279 | 413 | 257 | 379 |
| Starvation Cap Reductn | 0 | 1462 | 652 | 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 | 0.08 | 0.61 | 0.42 | 0.13 | 0.17 | 0.94 | 0.25 | 0.06 | 0.17 |

Intersection Summary

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



| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 162 | 682 | 107 | 864 | 208 | 53 | 41 | 68 |
| v/c Ratio | 0.43 | 0.42 | 0.24 | 0.62 | 0.54 | 0.15 | 0.15 | 0.34 |
| Control Delay (s/veh) | 12.0 | 17.1 | 10.0 | 21.6 | 26.0 | 15.5 | 20.5 | 20.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 12.0 | 17.1 | 10.0 | 21.6 | 26.0 | 15.5 | 20.5 | 20.2 |
| Queue Length 50th (ft) | 34 | 123 | 22 | 172 | 75 | 7 | 13 | 9 |
| Queue Length 95th (ft) | 69 | 192 | 48 | 271 | 139 | 39 | 37 | 47 |
| Internal Link Dist (ft) | | 1 | | 444 | | 333 | | 169 |
| Turn Bay Length (ft) | 150 | | 50 | | 100 | | | |
| Base Capacity (vph) | 473 | 1610 | 586 | 1403 | 424 | 642 | 434 | 645 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.34 | 0.42 | 0.18 | 0.62 | 0.49 | 0.08 | 0.09 | 0.11 |

Intersection Summary

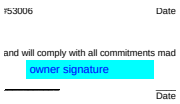


| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 176 | 927 | 101 | 547 | 304 | 54 | 52 | 70 |
| v/c Ratio | 0.35 | 0.58 | 0.30 | 0.40 | 0.75 | 0.15 | 0.19 | 0.35 |
| Control Delay (s/veh) | 10.5 | 19.4 | 11.1 | 18.9 | 35.0 | 15.6 | 21.0 | 21.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 10.5 | 19.4 | 11.1 | 18.9 | 35.0 | 15.6 | 21.0 | 21.1 |
| Queue Length 50th (ft) | 38 | 183 | 21 | 99 | 118 | 7 | 17 | 10 |
| Queue Length 95th (ft) | 75 | 276 | 46 | 161 | #219 | 40 | 43 | 49 |
| Internal Link Dist (ft) | | 1 | | 446 | | 195 | | 83 |
| Turn Bay Length (ft) | 150 | | 50 | | 100 | | | |
| Base Capacity (vph) | 574 | 1592 | 484 | 1371 | 421 | 628 | 426 | 635 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.31 | 0.58 | 0.21 | 0.40 | 0.72 | 0.09 | 0.12 | 0.11 |

Intersection Summary

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

## Text Box (3)

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owner signature

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A CDOT access permit that meets CDOT requirements will be required as condition of approval.