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.

Mr. Steve Schwartz
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Date

Chick-fil-A Powers & Palmer Park

El Paso County

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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.

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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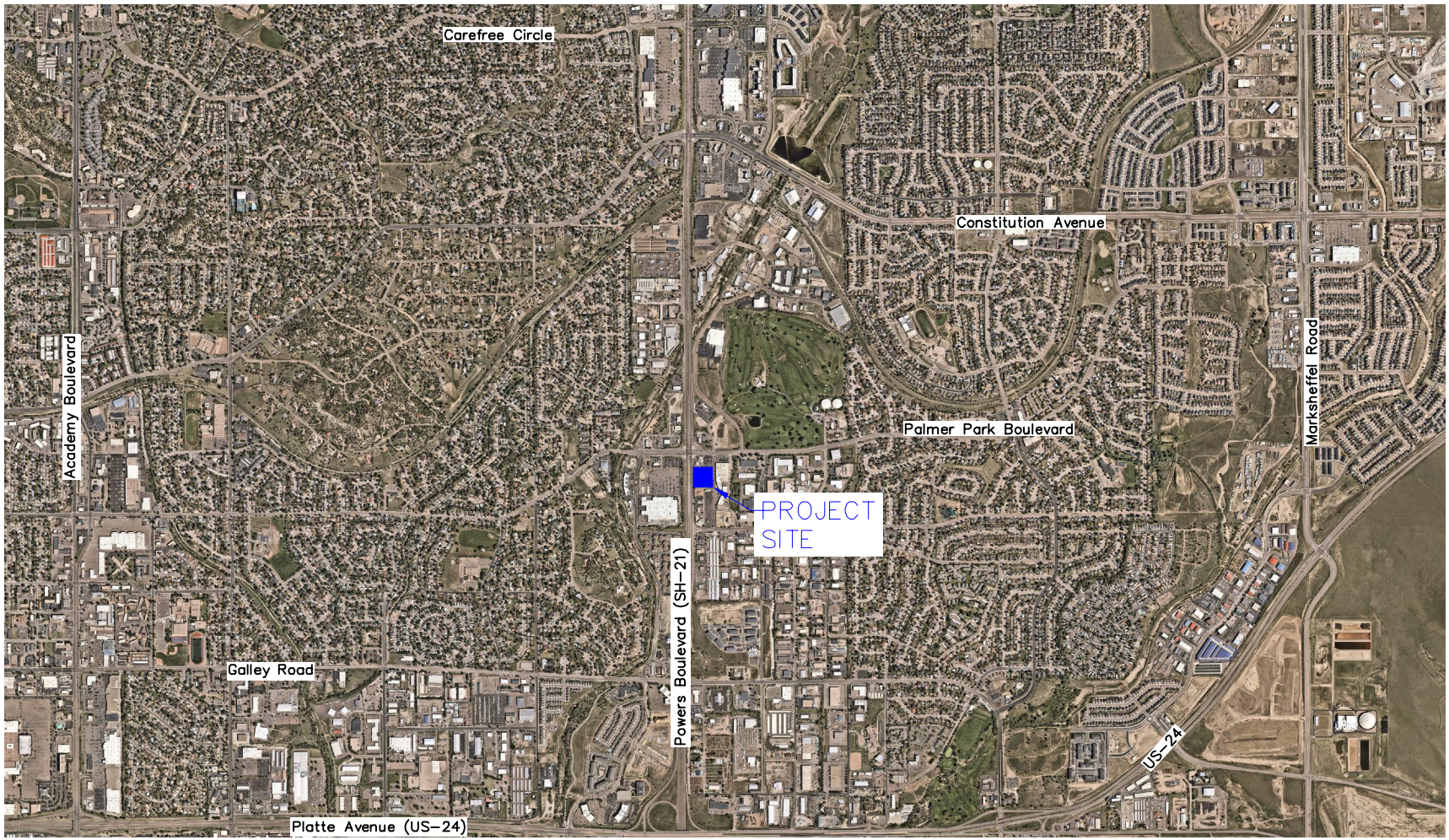


FIGURE 1
Chick-fil-A Powers & Palmer Park
El Paso County, Colorado
Vicinity Map

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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.

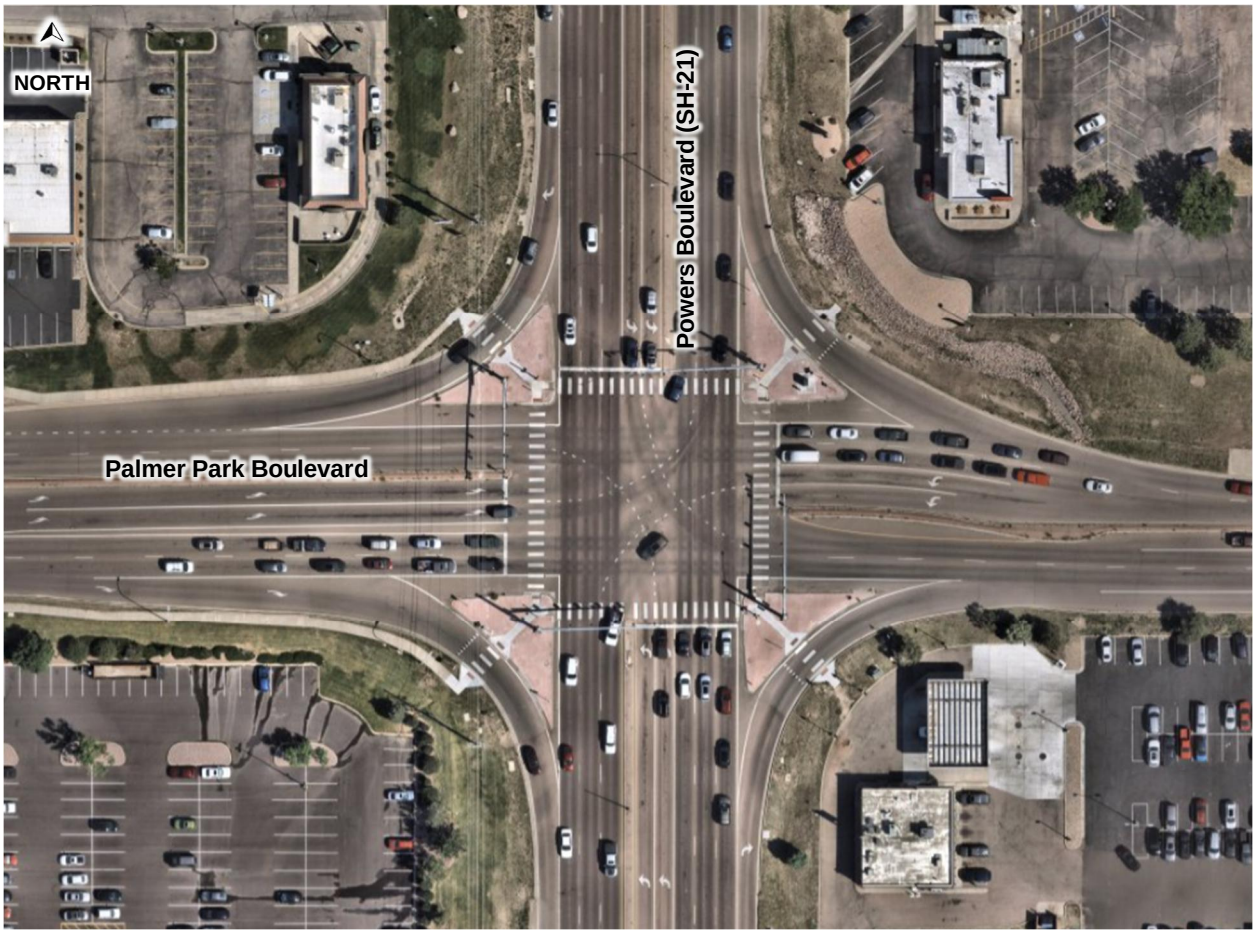
3.2 Existing Roadway Network

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

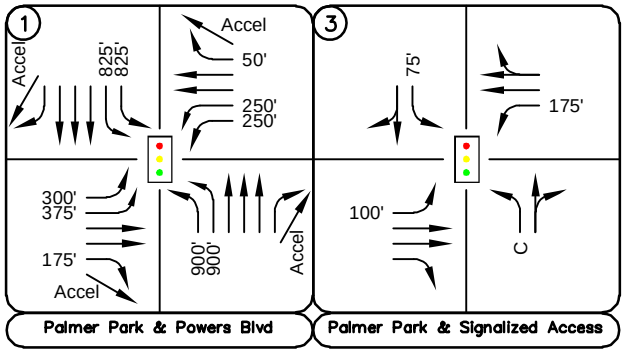
The existing access along Omaha Boulevard operates with stop control on the northbound and southbound access approaches. The north and south legs provide a single lane shared for all movements. The eastbound and westbound approaches of Omaha Boulevard provide a left turn lane and a shared through/right 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.

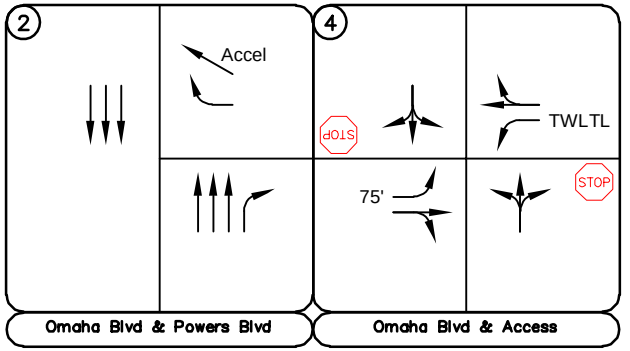


Omaha Boulevard & Full Movement Access

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







LEGEND

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.**

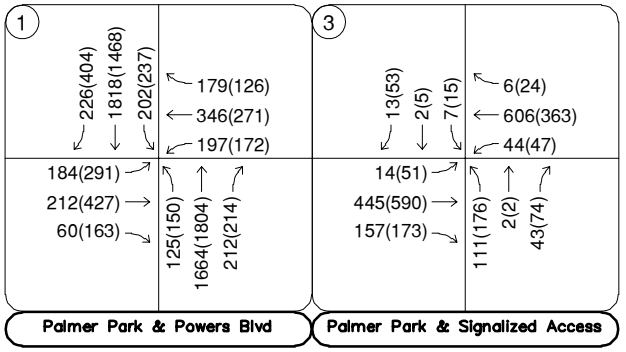
3.4 Unspecified Development Traffic Growth

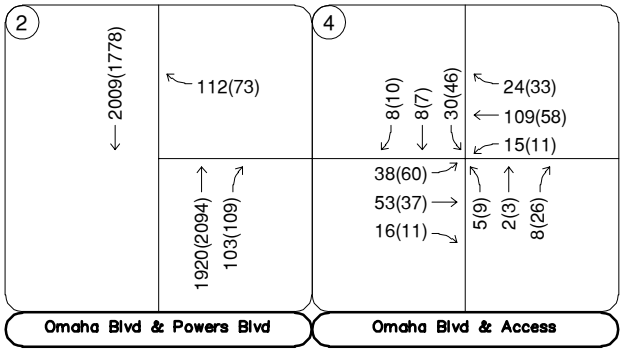
According to information provided on the website for the Colorado Department of Transportation (CDOT), the 20-year growth factor along SH-21 (Powers Boulevard) in the vicinity of the site is 1.25. The 20-year growth factor equates to annual growth rate of 1.12 percent. Traffic information from the CDOT 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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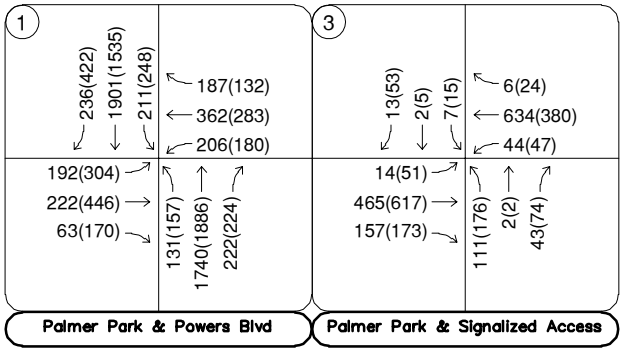
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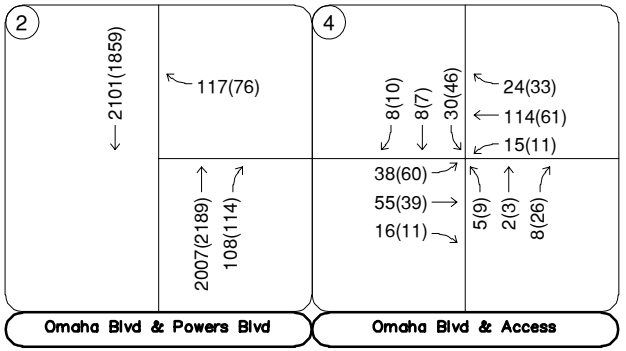
X	Study Area Key Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

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

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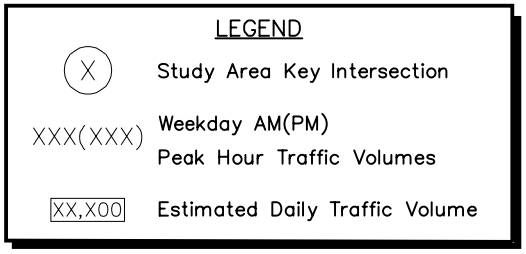
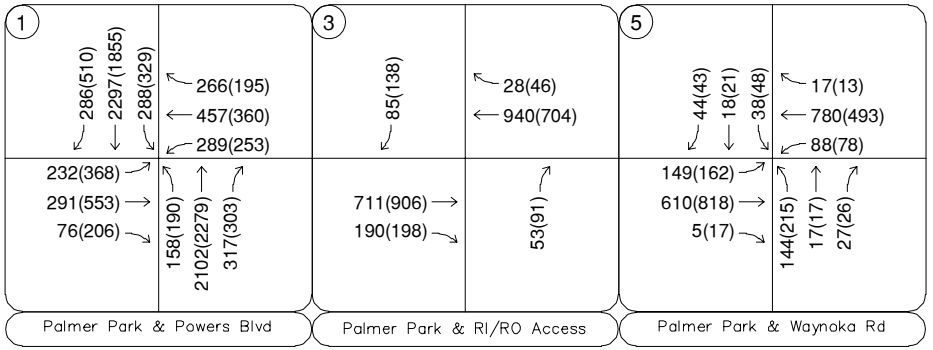
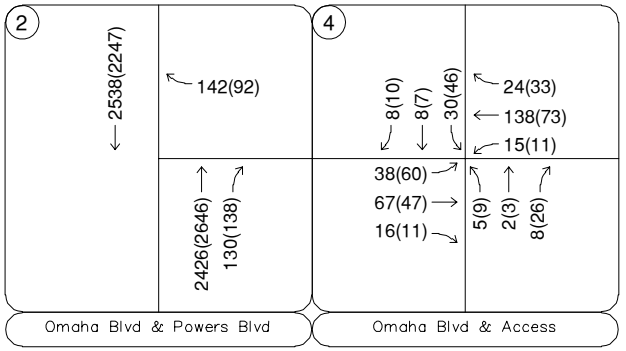


FIGURE 4
Chick-fil-A Powers & Palmer Park
El Paso County, Colorado
2028 Background Traffic Volumes







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

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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).

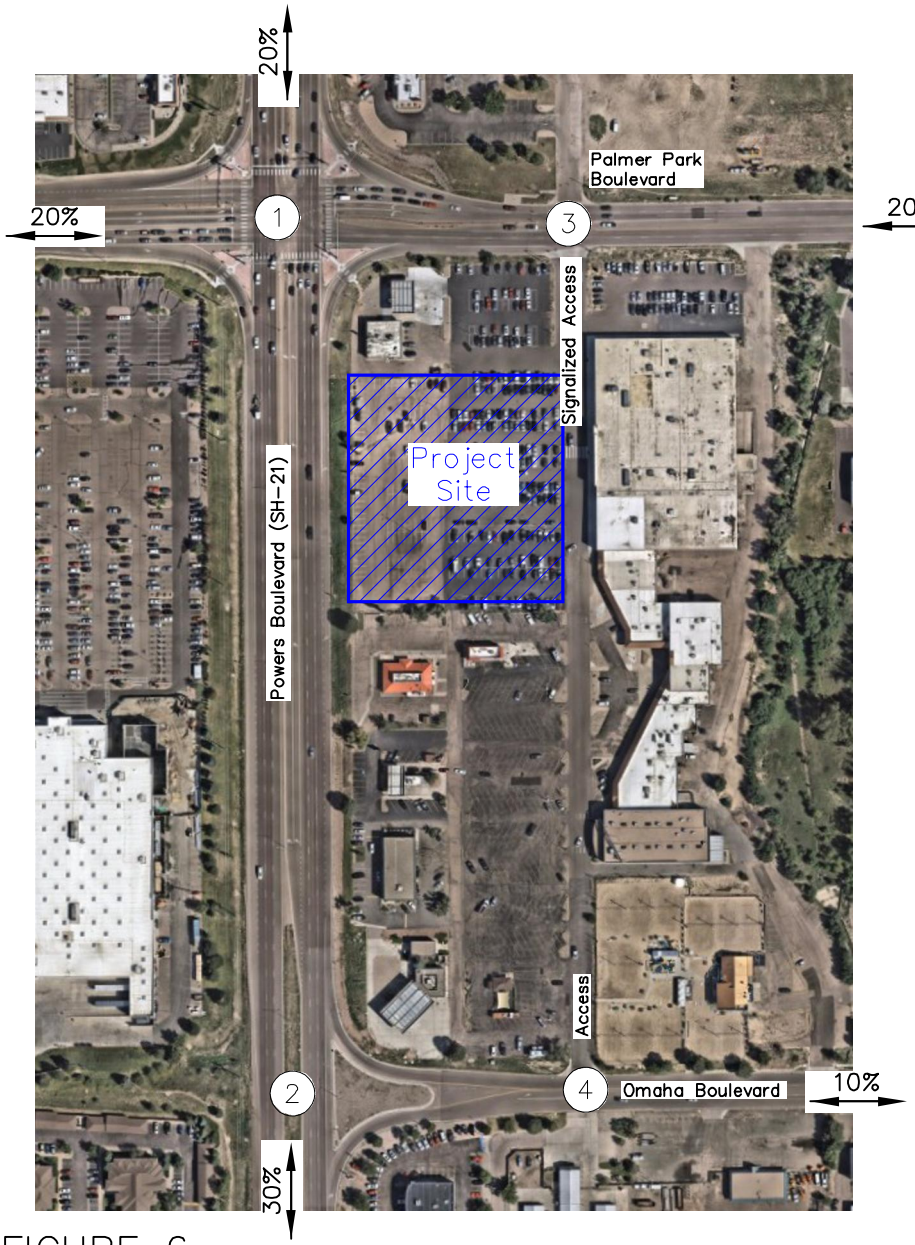
4.2 Trip Distribution

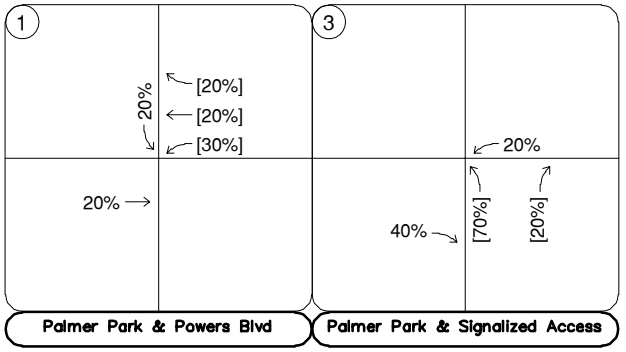
Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify 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.

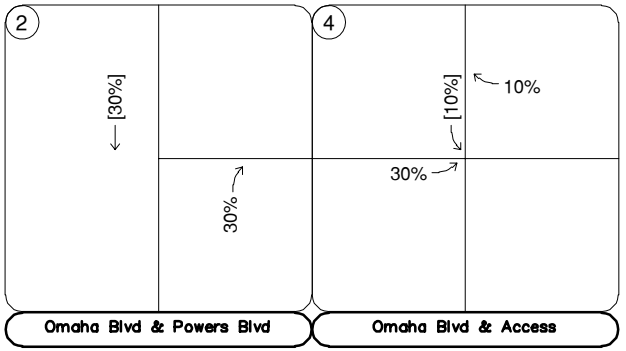
Since the project is a commercial development, a certain amount of traffic attracted to the development will already be passing by the site. This pass-by distribution is a means to quantify the amount of traffic arriving to the site from a given direction and then leaving the site in the same original 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.







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LEGEND

X — Study Area Key Intersection

XX% — External Trip Distribution Percentage

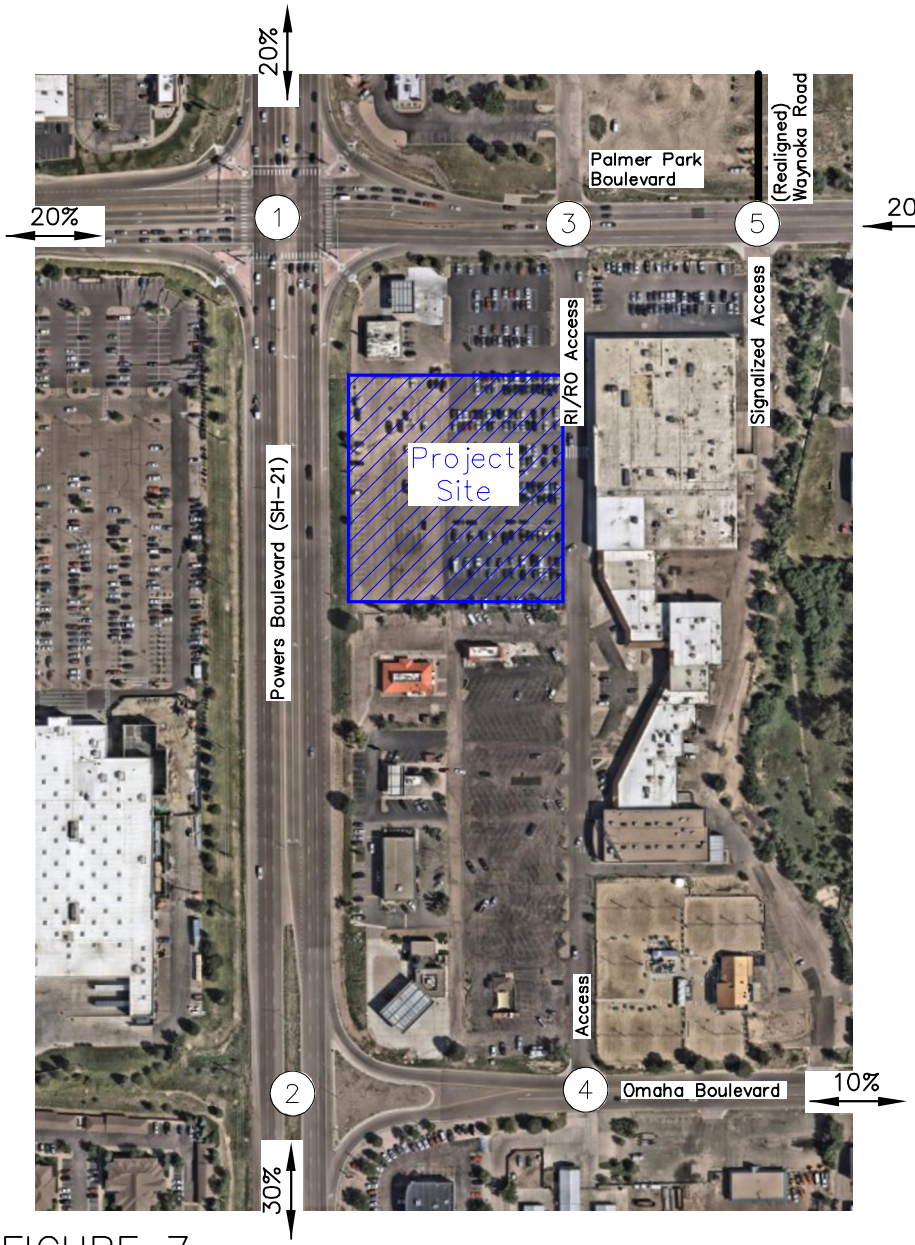
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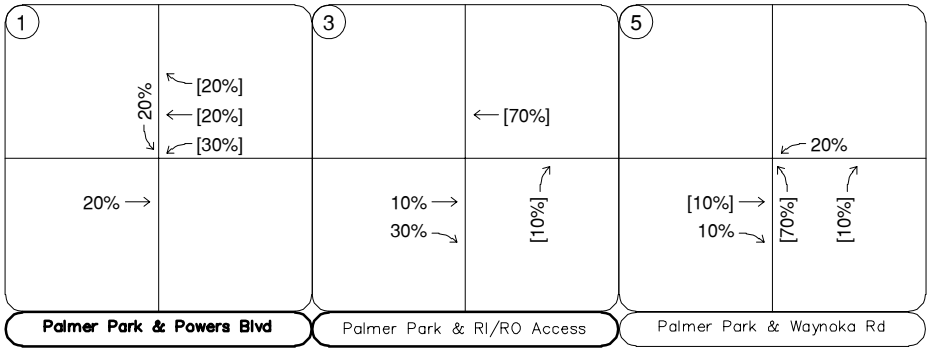
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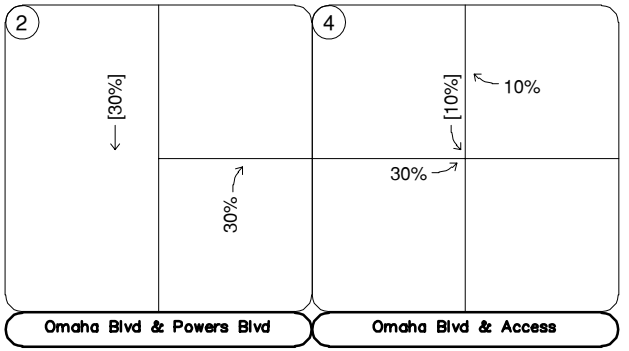
Chick-fil-A Powers & Palmer Park

El Paso County, Colorado

2028 Non Pass-By Traffic Distribution





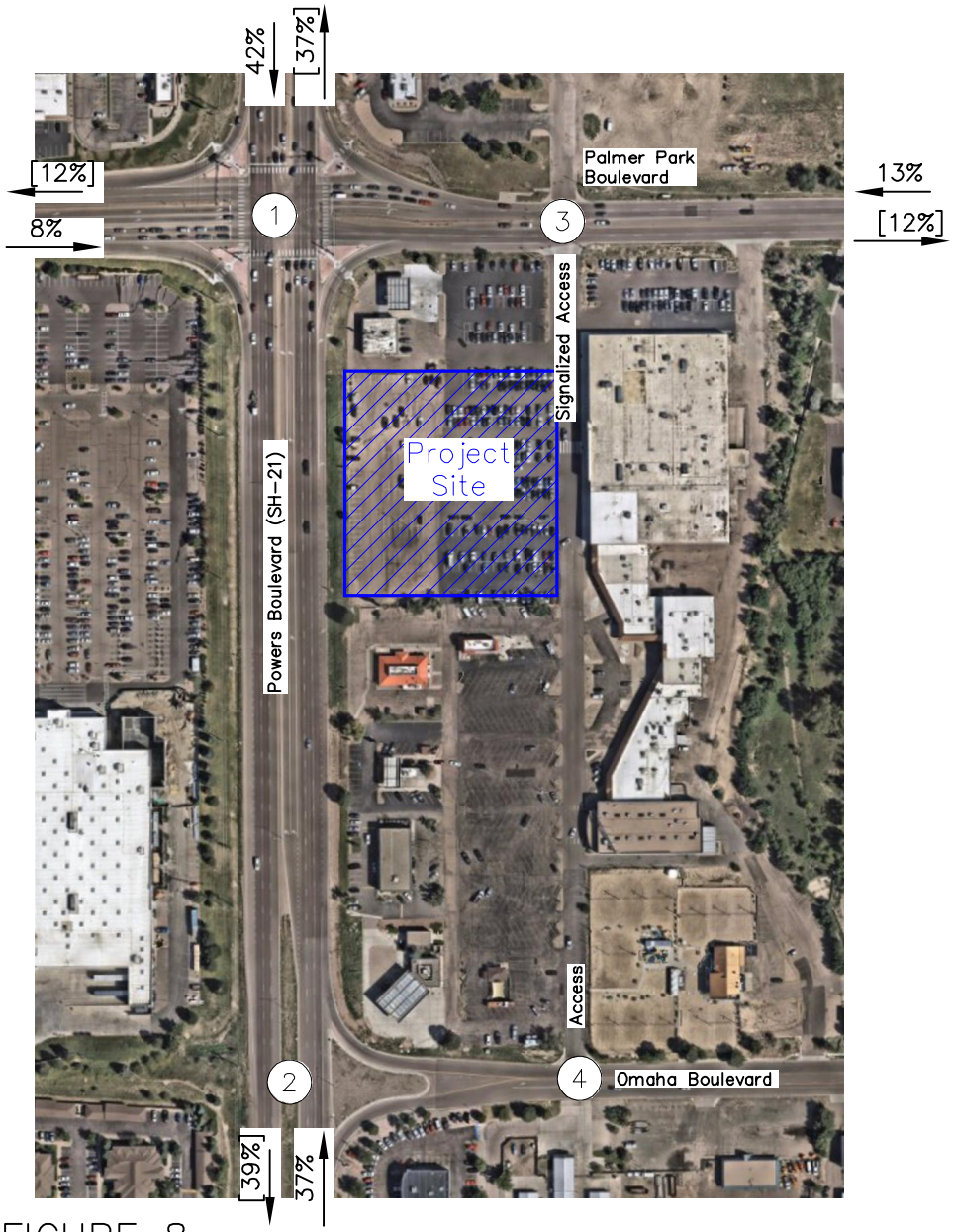


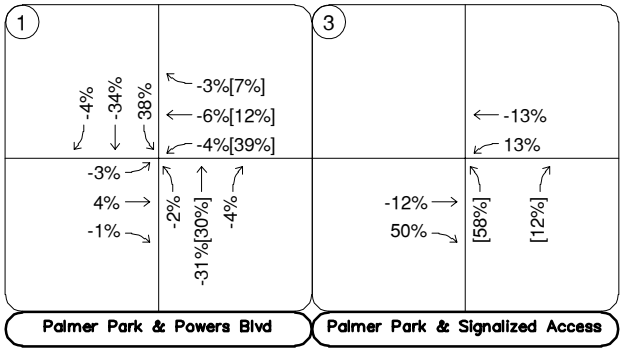
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NTS 096206022

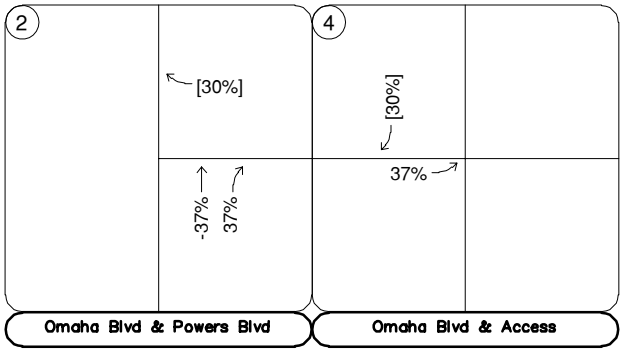
LEGEND

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

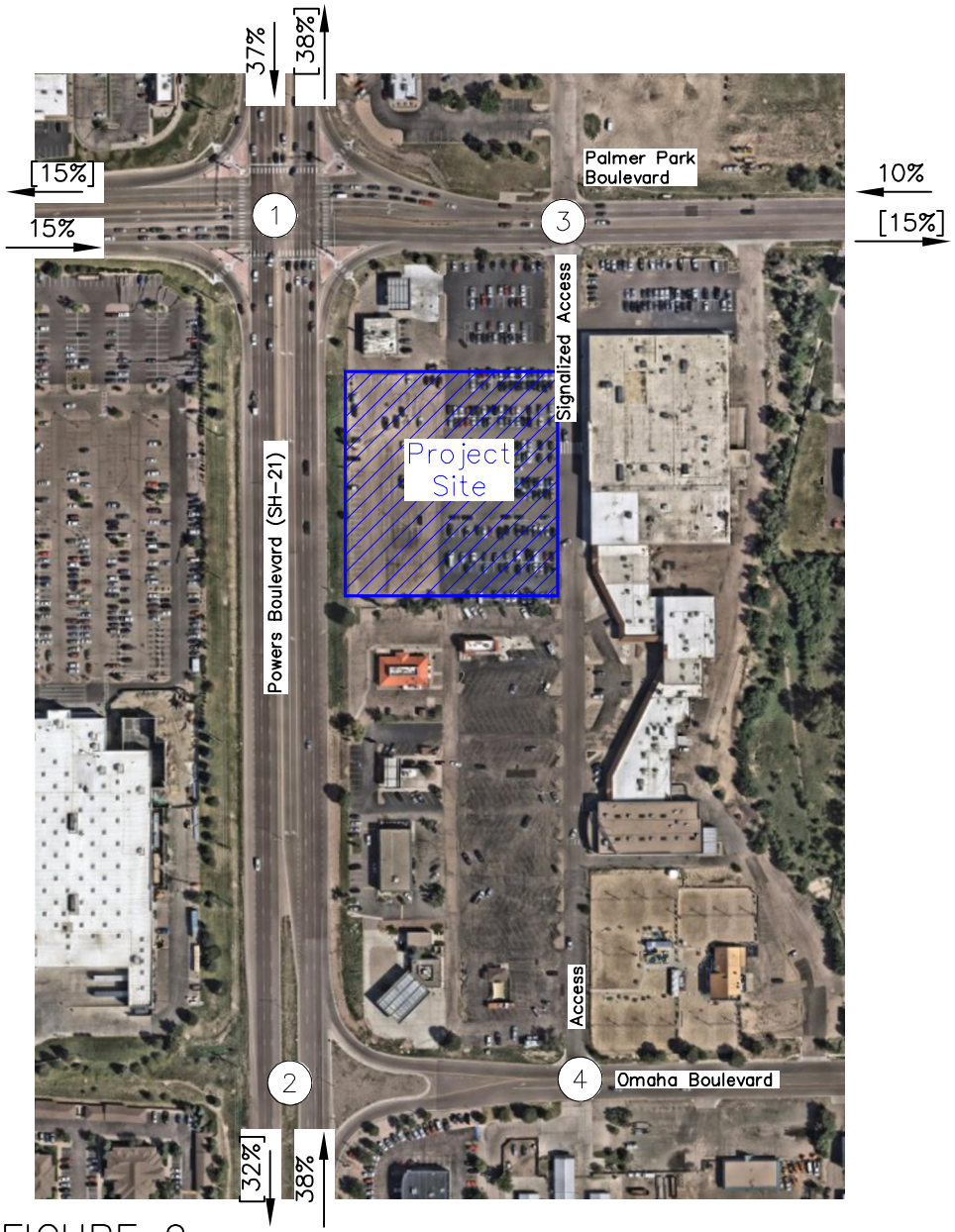
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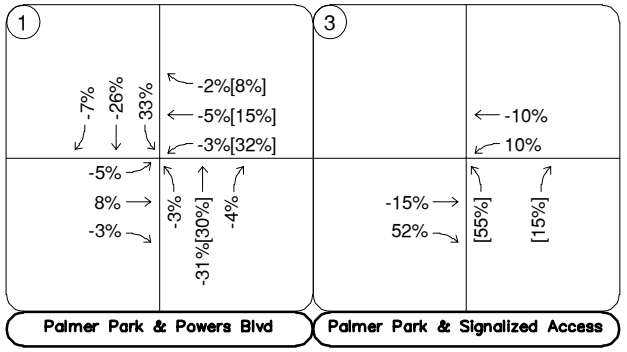
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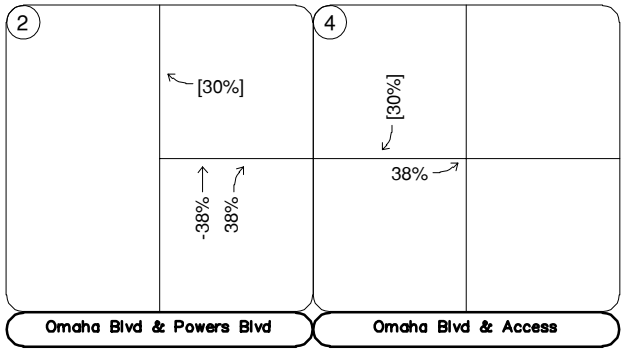
Chick-fil-A Powers & Palmer Park

El Paso County, Colorado

2028 AM Pass-By Traffic Distribution







LEGEND

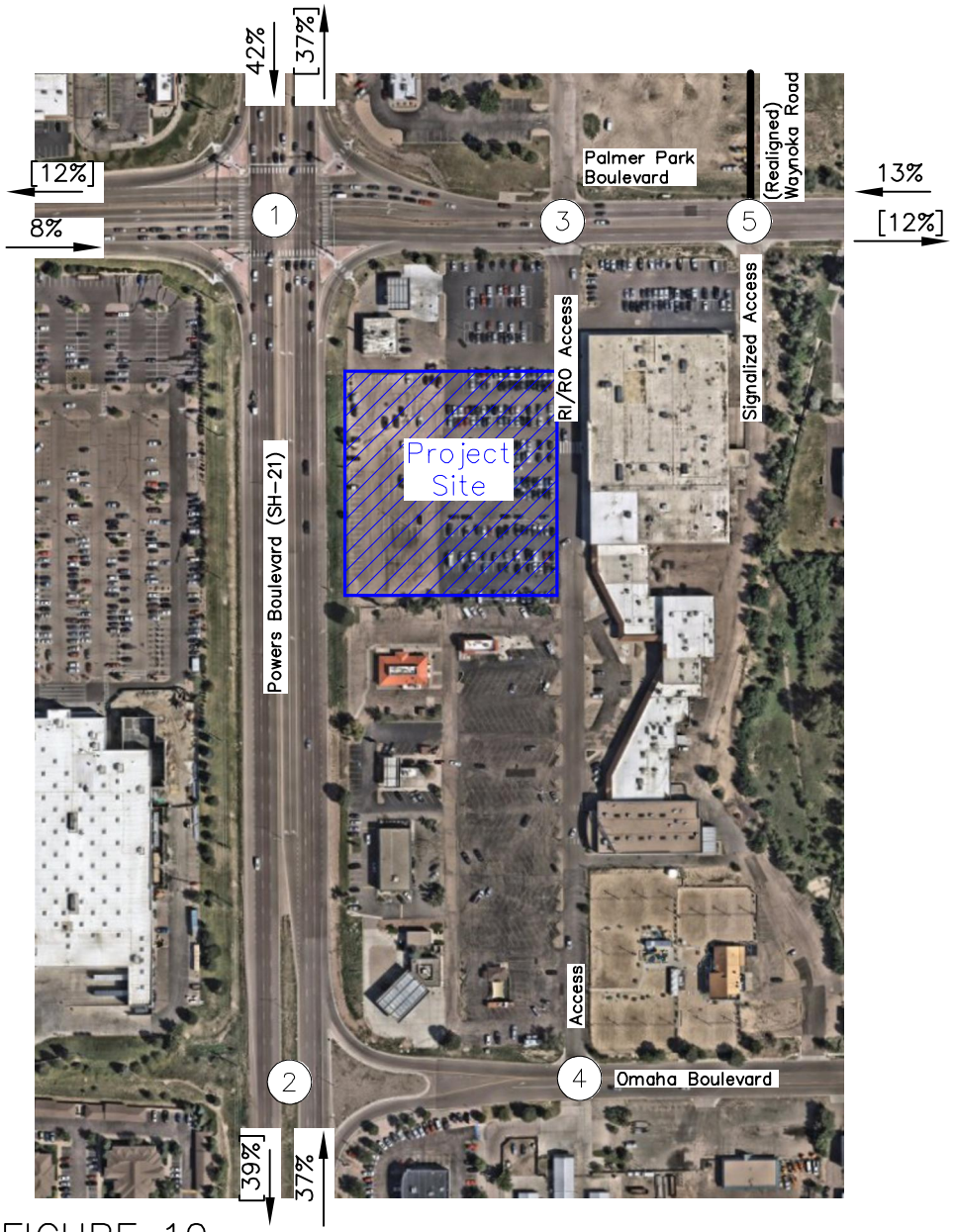
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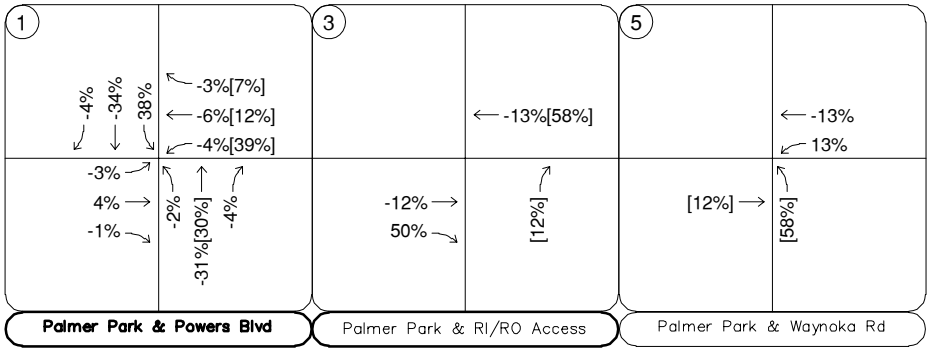
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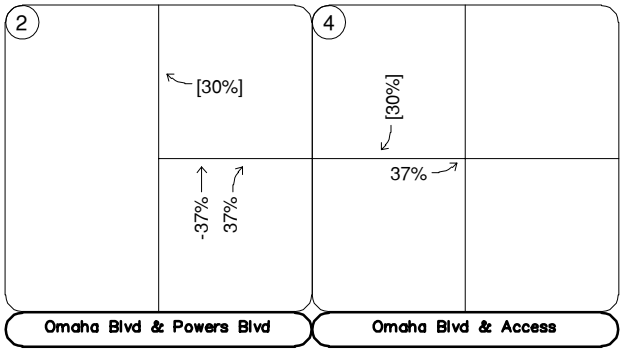
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FIGURE 9

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







LEGEND

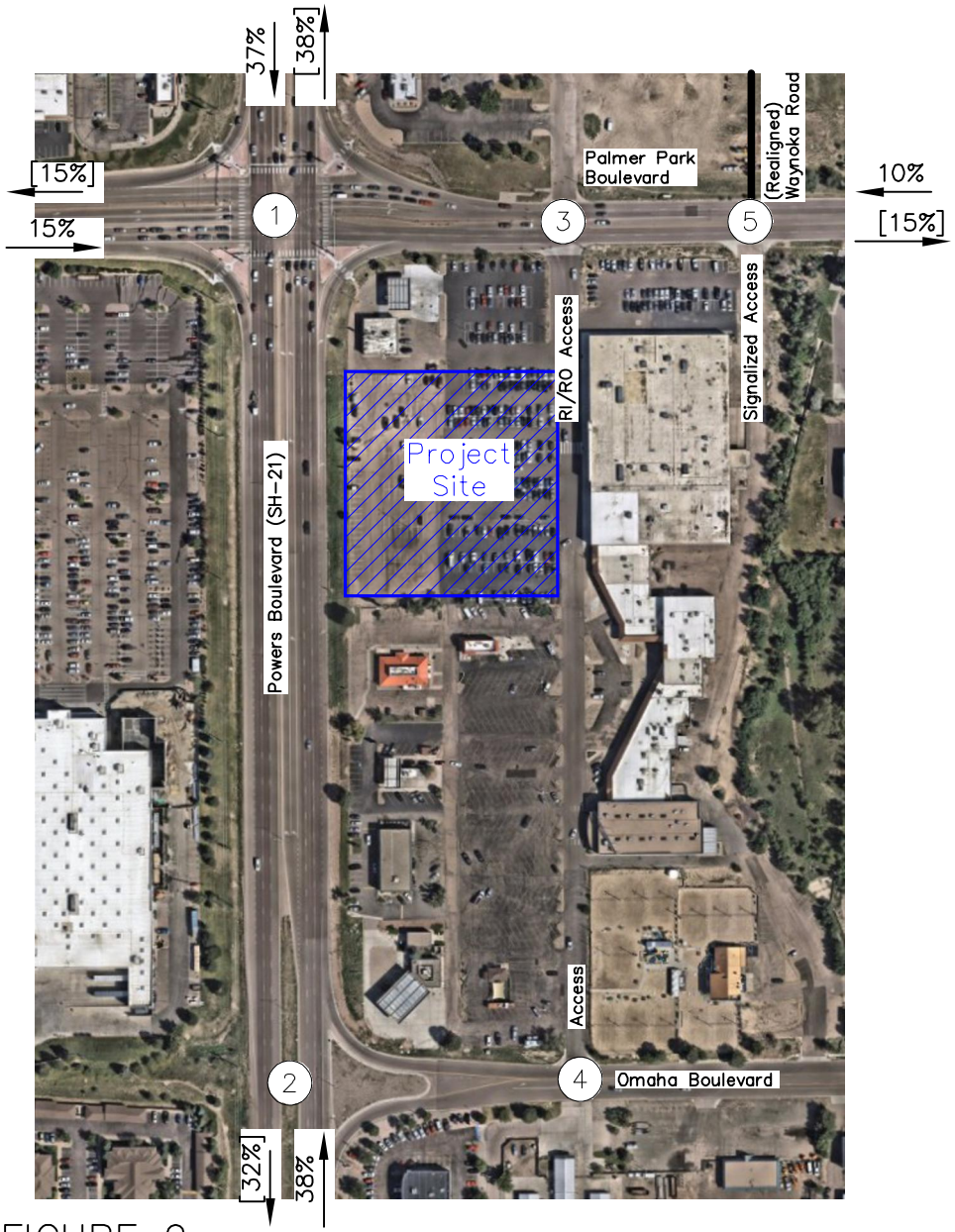
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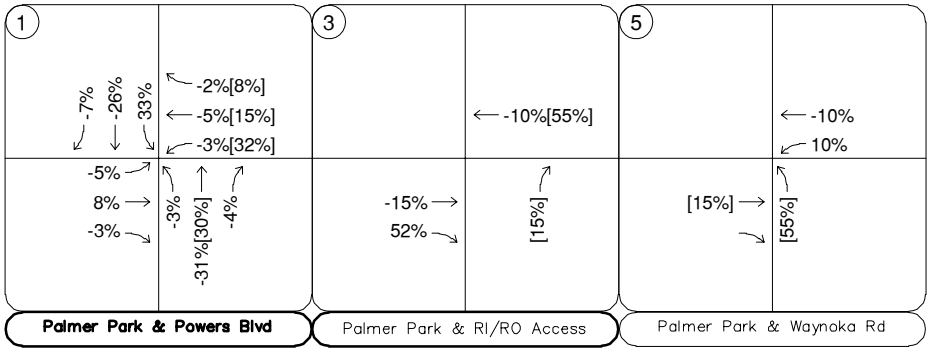
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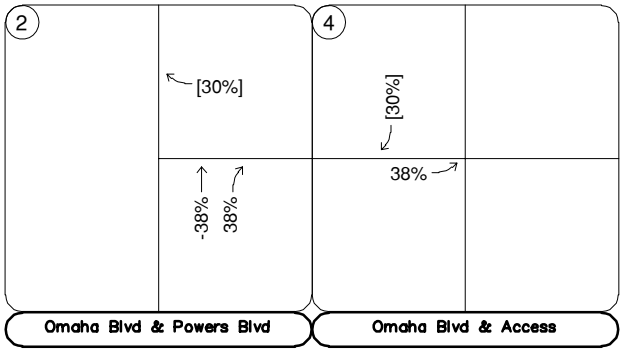
XX%[XX%] — Entering[Exiting] Trip Distribution Percentage

FIGURE 10

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







LEGEND

(X) Study Area Key Intersection

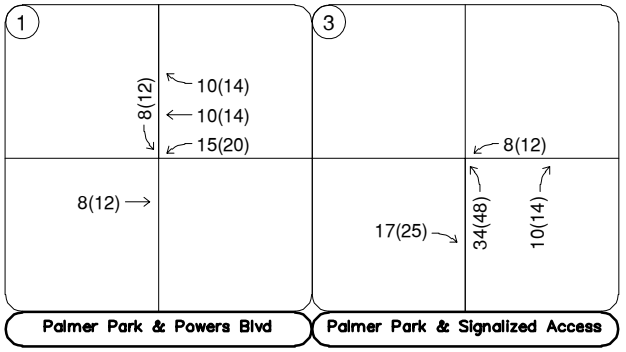
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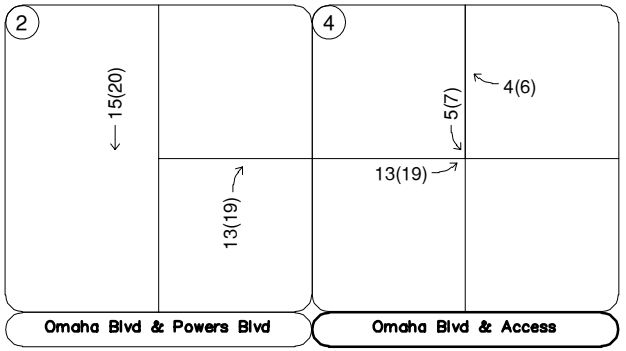
XX%[XX%] Entering[Exiting] Trip Distribution Percentage

FIGURE 9

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





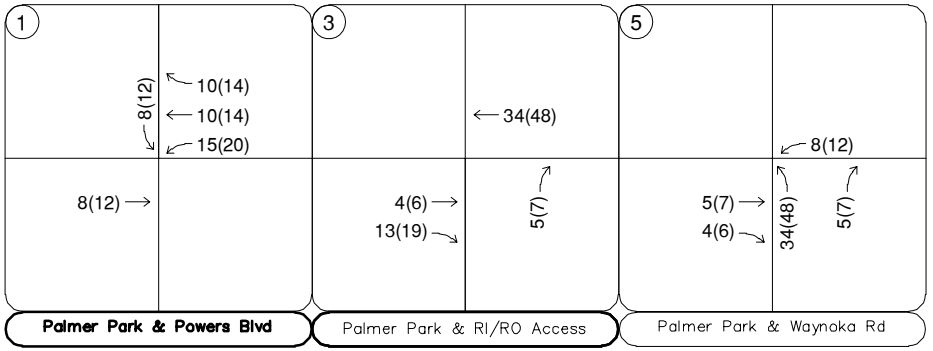


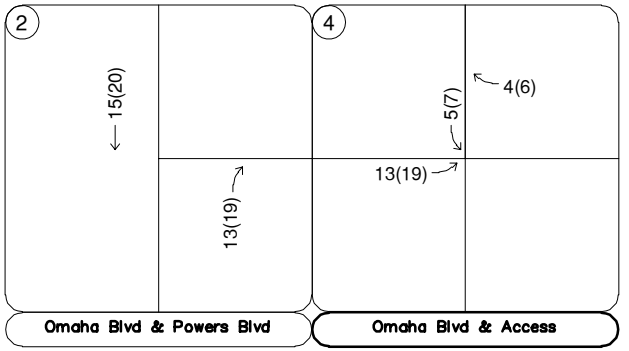
LEGEND

(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





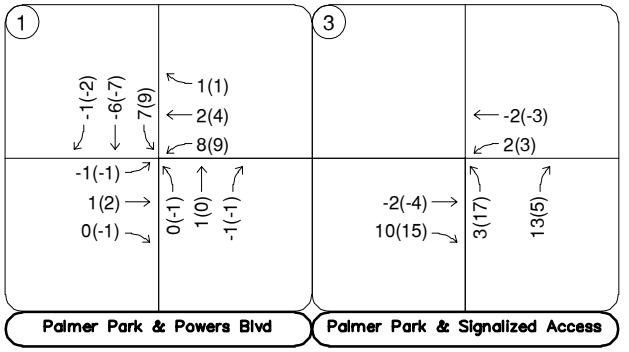


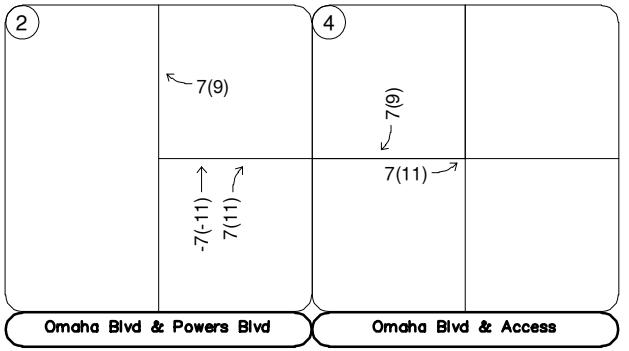
LEGEND

(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





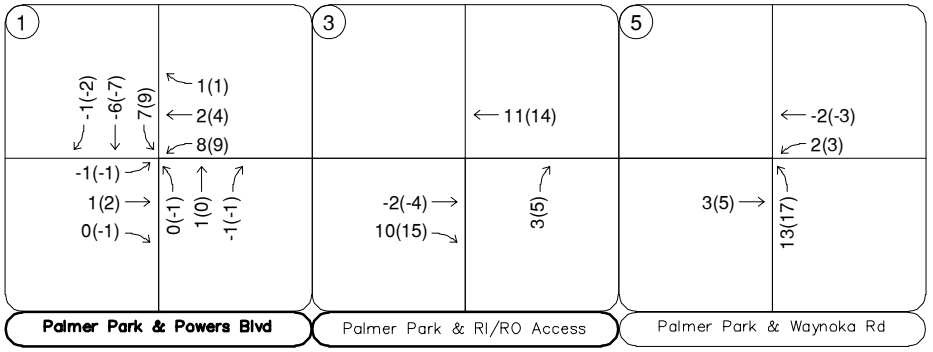


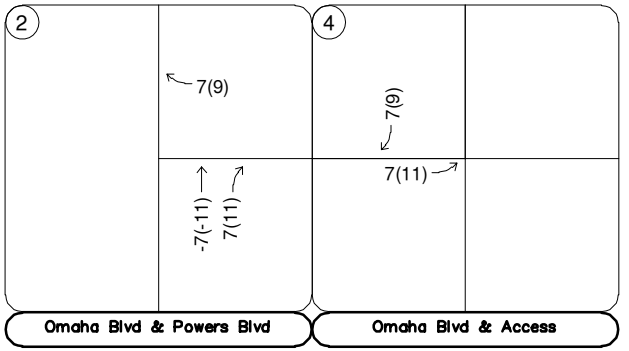
LEGEND

(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





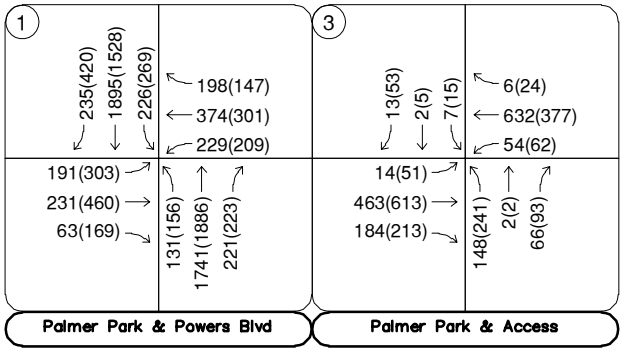


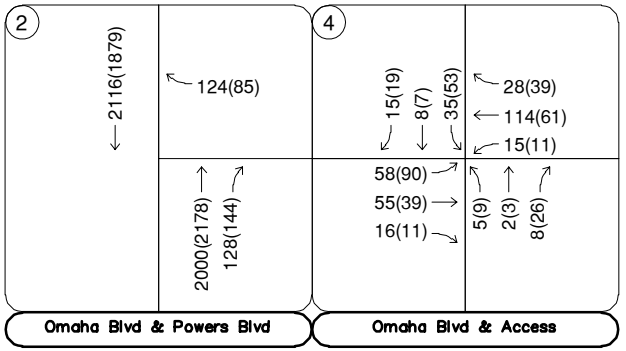
LEGEND

(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

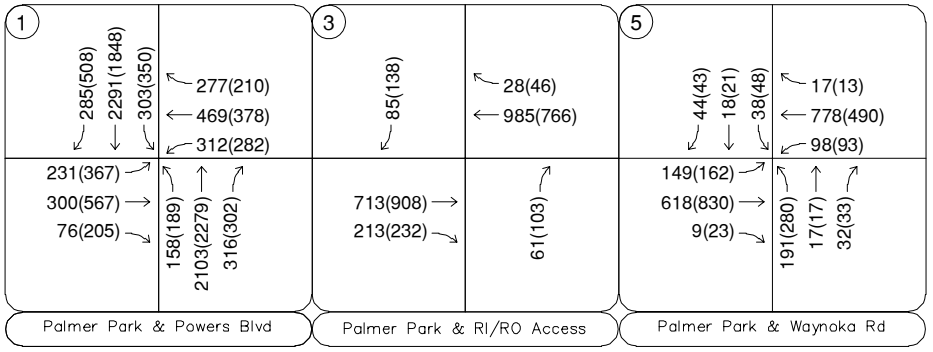
FIGURE 16

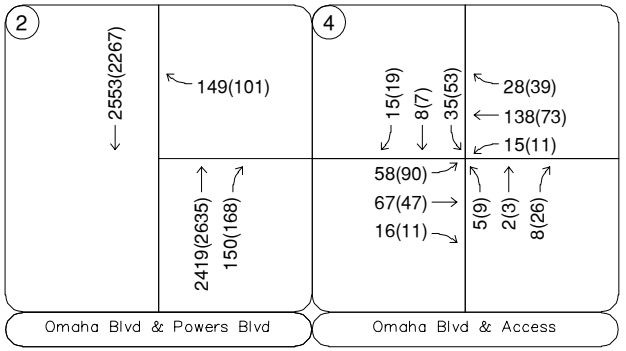
Chick-fil-A Powers & Palmer Park

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.

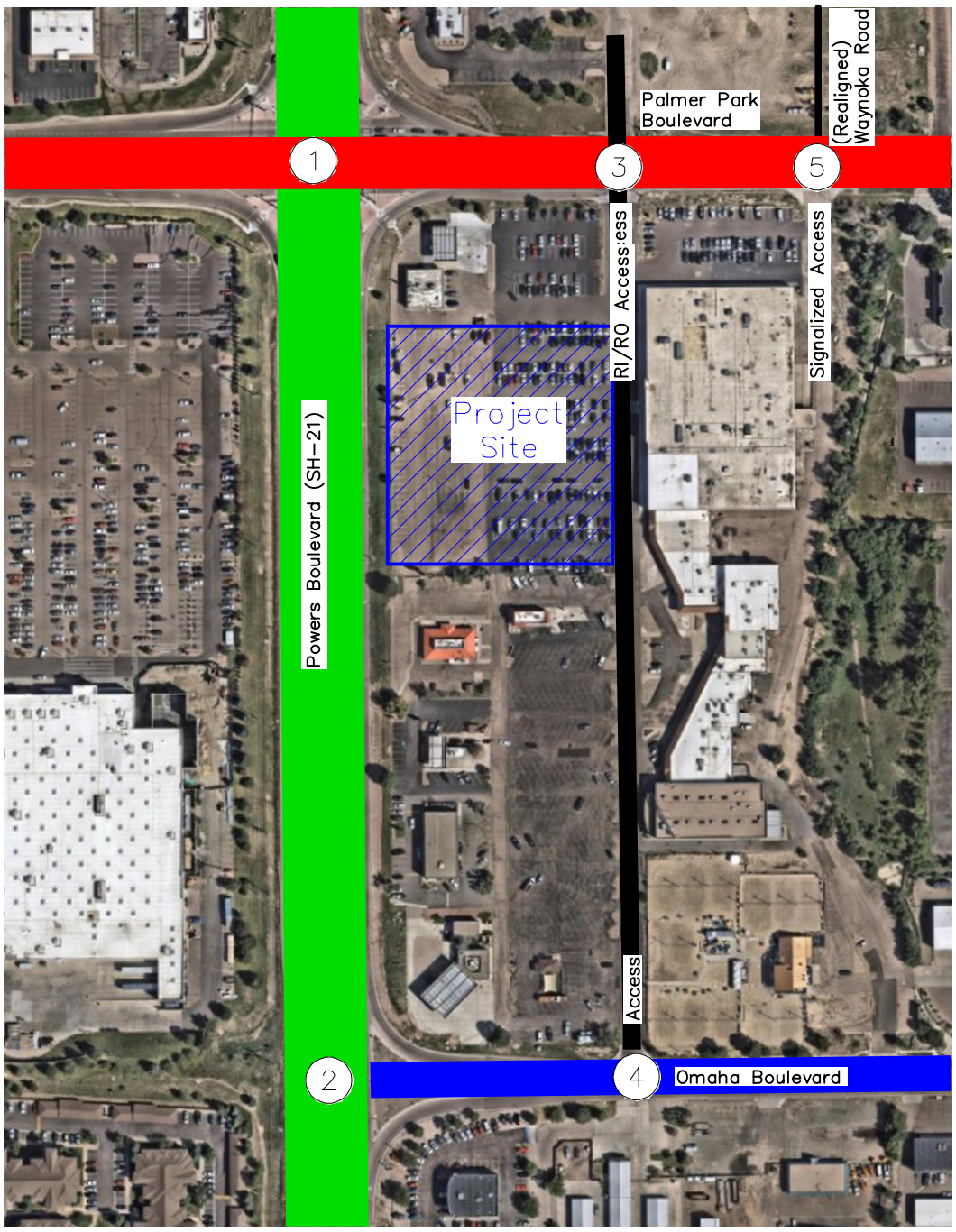
5.6 Sight Distance Evaluation

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.

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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

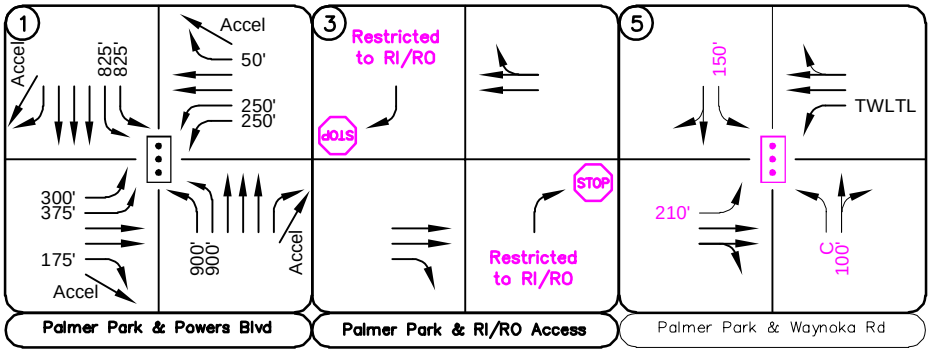
Use	SF	Fee / 1,000sf	Total Fee
Fast Food Restaurant	2,962	$13,694	$40,561.63

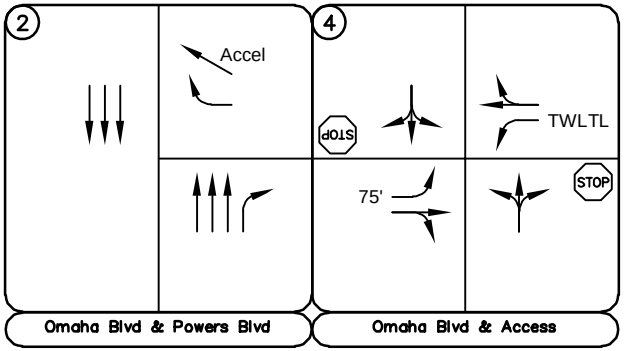
5.9 Improvement Summary

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.

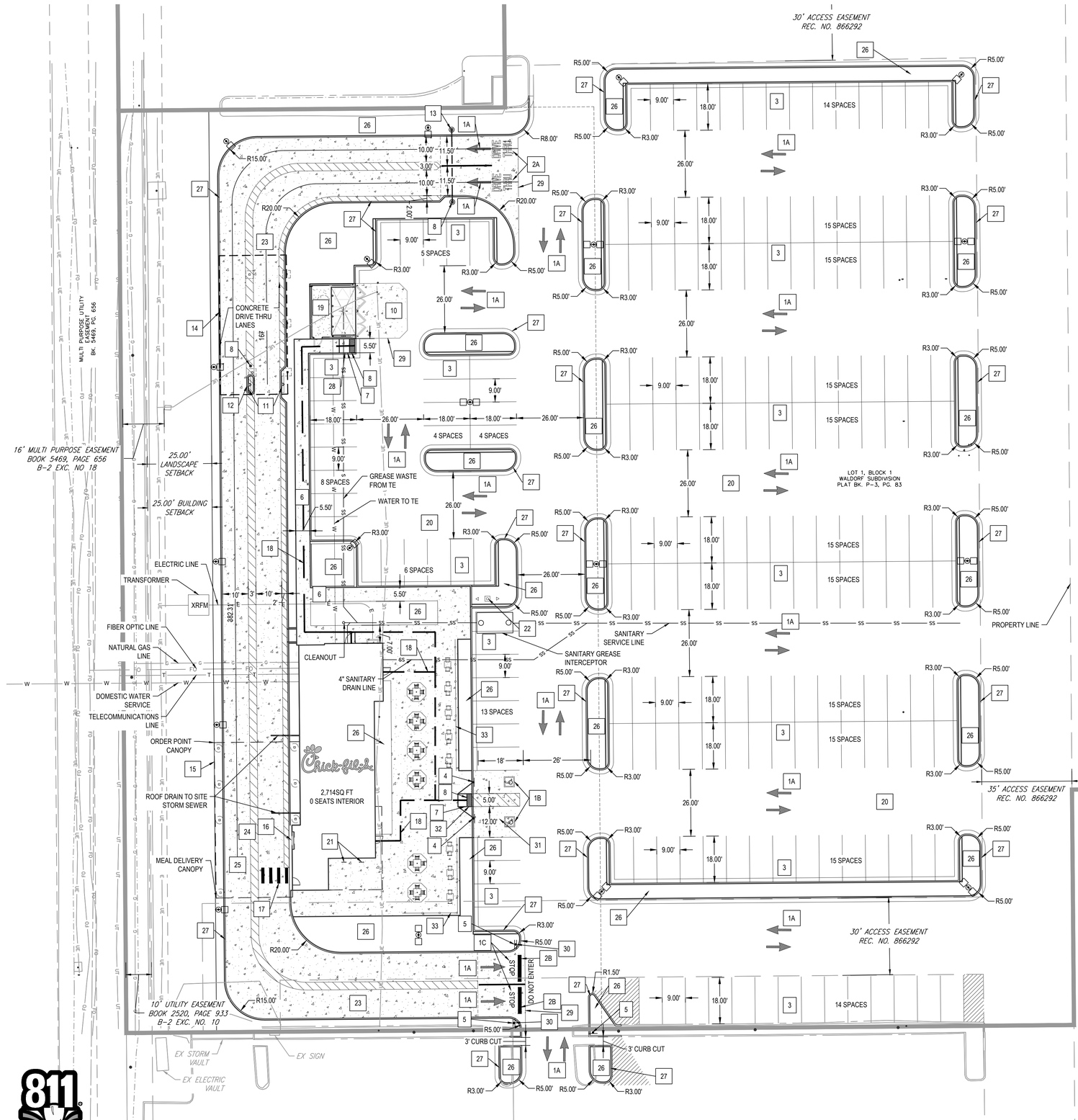
- By the 2045 background condition, in accordance with any additional retail development on the northeast corner of the Palmer Park Boulevard and Powers Boulevard intersection, the west access along Palmer Park Boulevard will be converted to right-in/right-out movements with stop control and R1-1 “STOP” 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.

Know what's **below.** **Call** before you dig.

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

MERRICK®
5970 GREENWOOD PLAZA BLVD
GREENWOOD VILLAGE, CO 80111
303-751-0741

FOR AND AND ON-BEHALF OF
MERRICK AND COMPANY

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

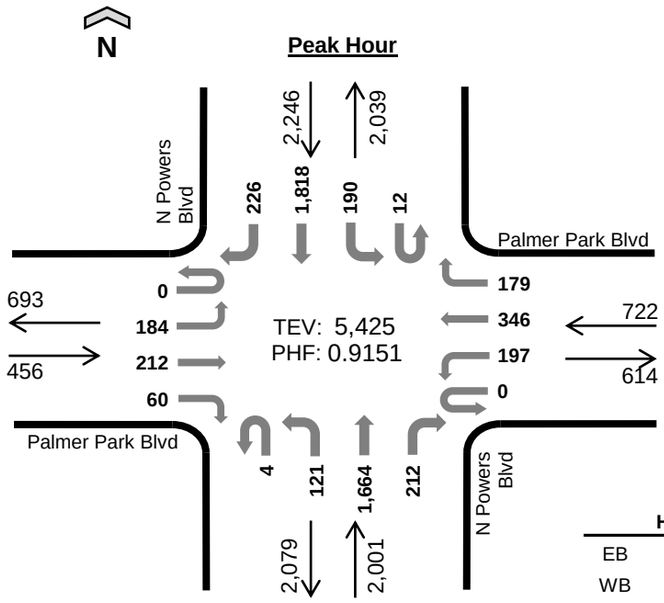
SHEET NUMBER
1

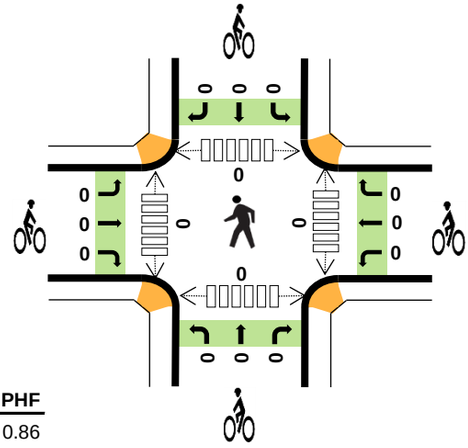
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9/6/2024 8:07 AM
00-LS-0000-A101-SHEET NAME

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*

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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**

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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**	

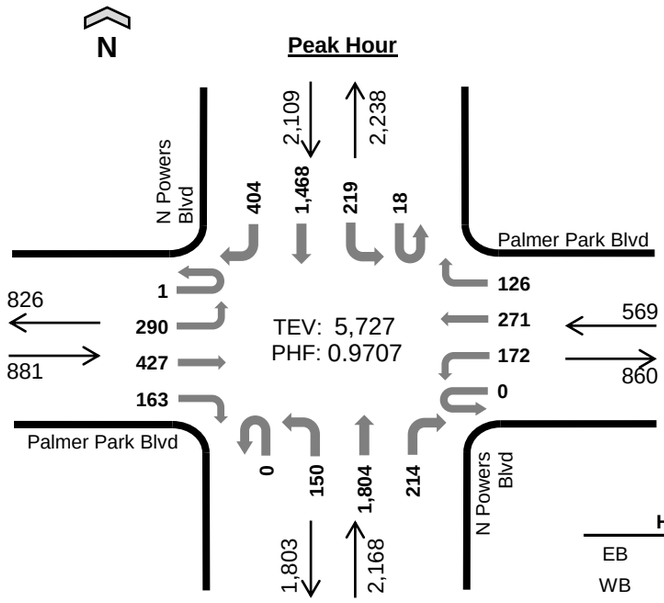
Count Summaries - Bikes

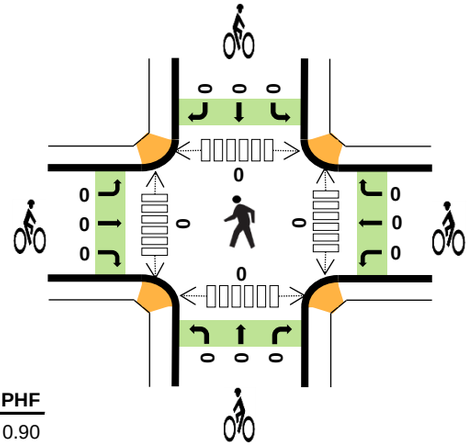
Interval Start	Palmer Park Blvd				Palmer Park Blvd				N Powers Blvd				N Powers Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**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**	

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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*

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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**

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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**	

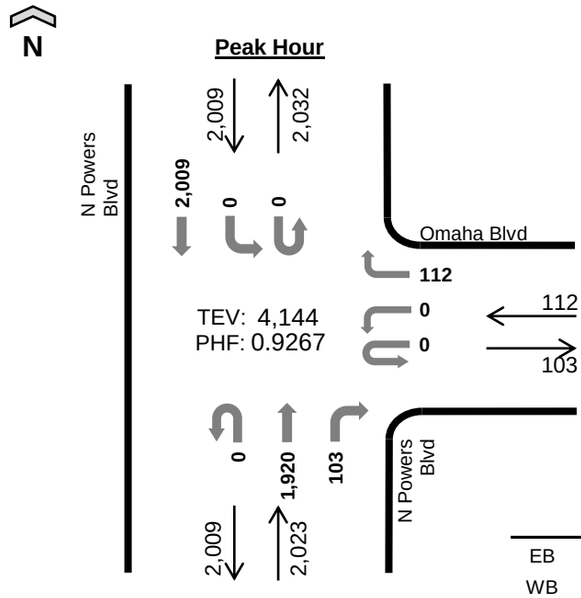
Count Summaries - Bikes

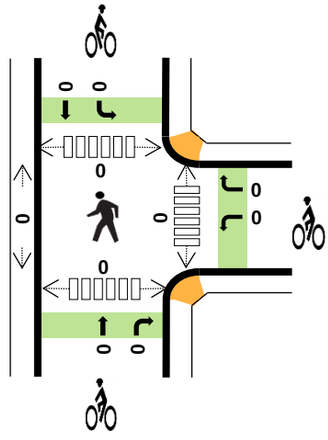
Interval Start	Palmer Park Blvd				Palmer Park Blvd				N Powers Blvd				N Powers Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	

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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*

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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**

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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**	

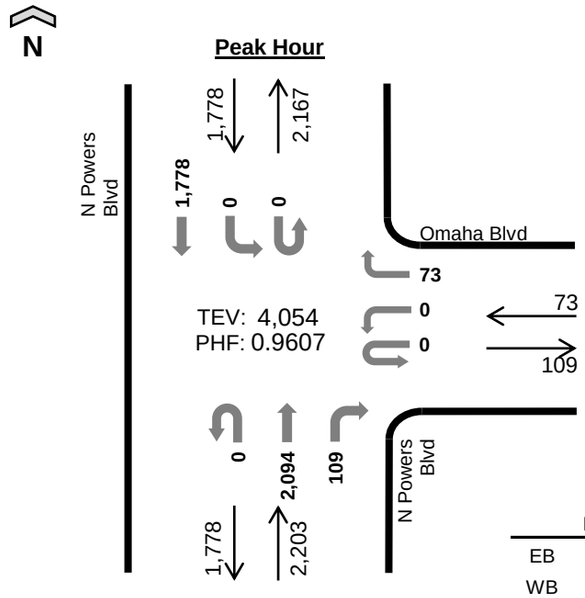
Count Summaries - Bikes

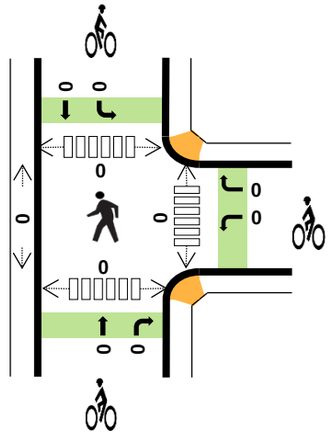
Interval Start	n/a				Omaha Blvd				N Powers Blvd				N Powers Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	

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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*

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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**

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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**	

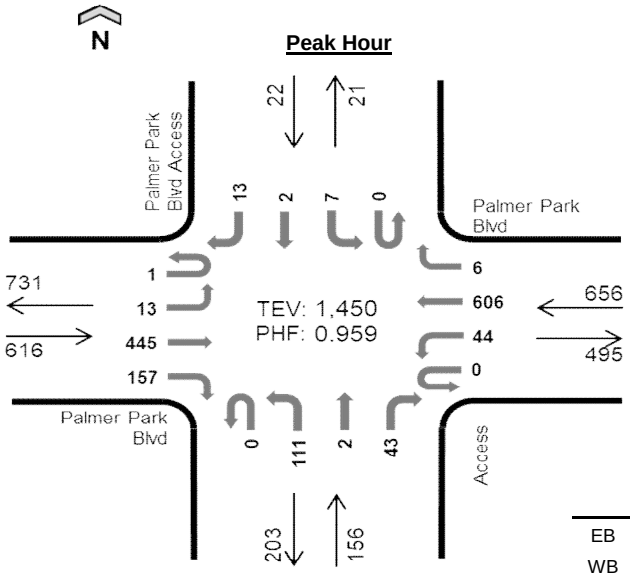
Count Summaries - Bikes

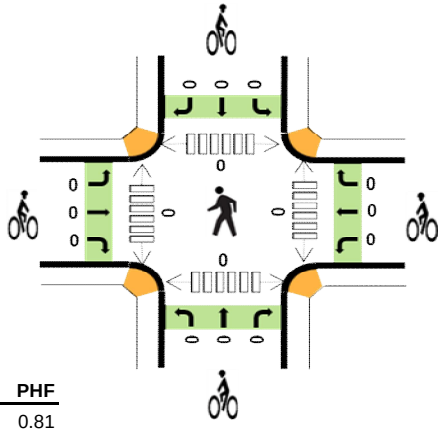
Interval Start	n/a				Omaha Blvd				N Powers Blvd				N Powers Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	

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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*

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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**

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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

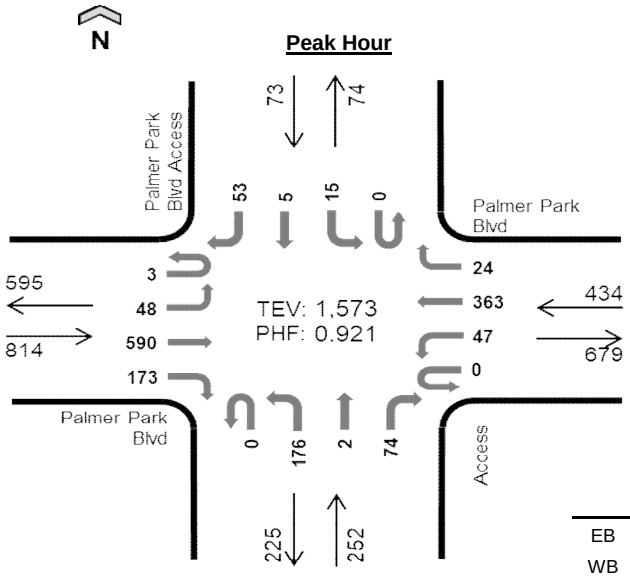
Interval Start	Palmer Park Blvd				Palmer Park Blvd				Palmer Park Blvd Access				Palmer Park Blvd Access				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	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**	

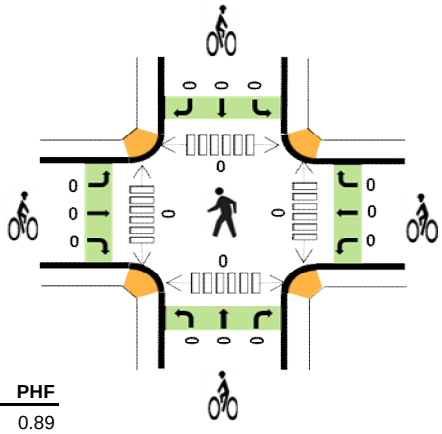
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Access
Palmer Park Blvd

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*

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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**

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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

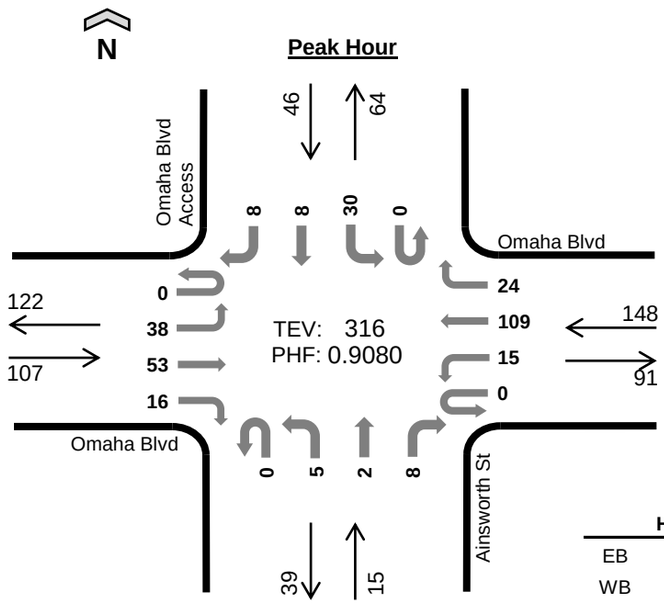
Interval Start	Palmer Park Blvd				Palmer Park Blvd				Palmer Park Blvd Access				Palmer Park Blvd Access				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	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**	

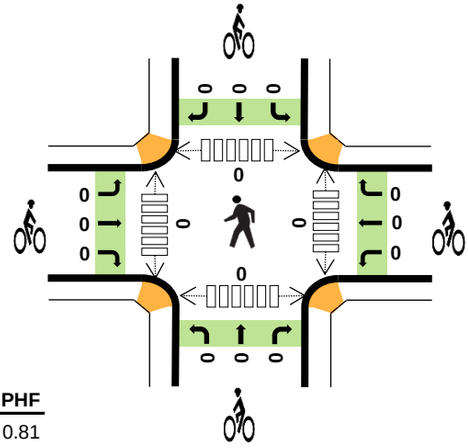
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Ainsworth St
Omaha Blvd

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***

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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**

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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**	

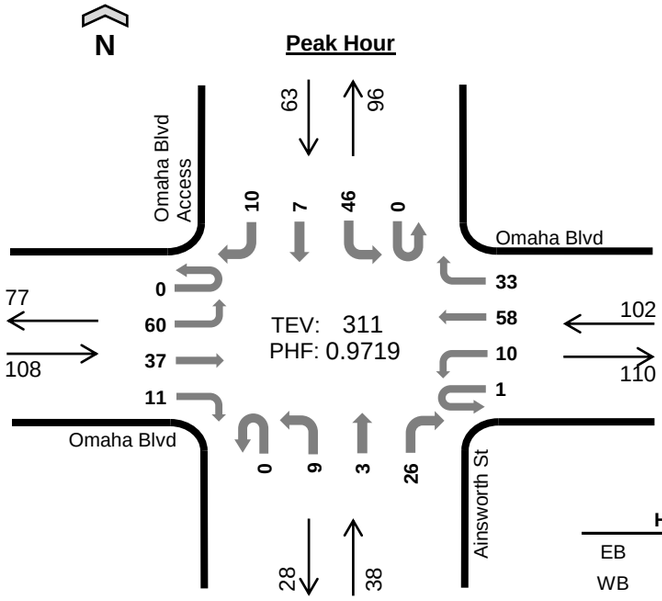
Count Summaries - Bikes

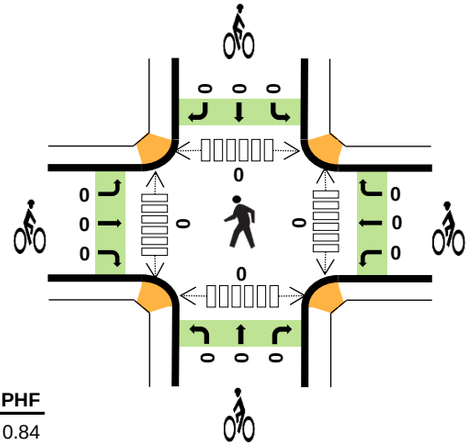
Interval Start	Omaha Blvd				Omaha Blvd				Ainsworth St				Omaha Blvd Access				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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**	

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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*

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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**

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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**	

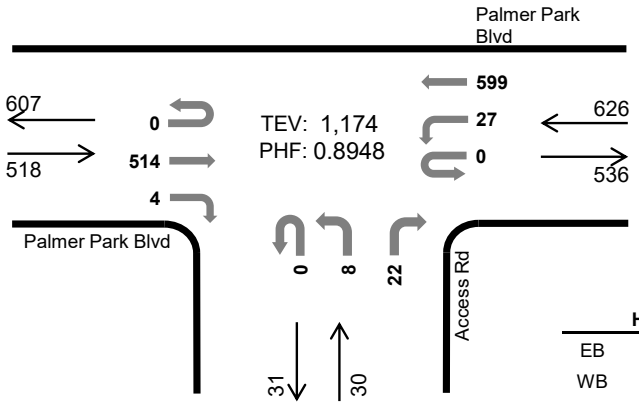
TJ Wethington
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Access Rd
Palmer Park Blvd

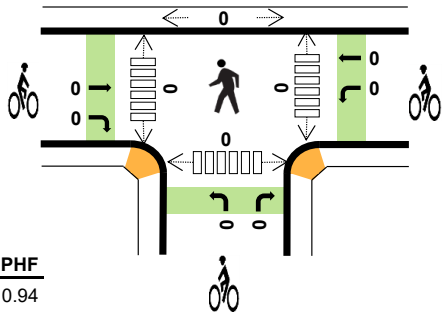
N

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*

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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**

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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**	

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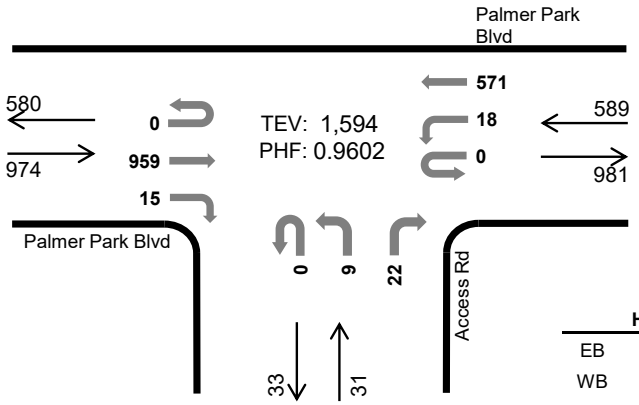
tj.wethington@idaxdata.com

Access Rd
Palmer Park Blvd

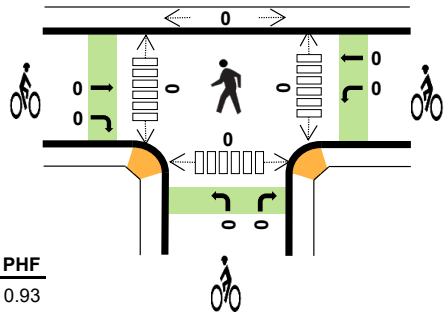
N

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***

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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
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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**	

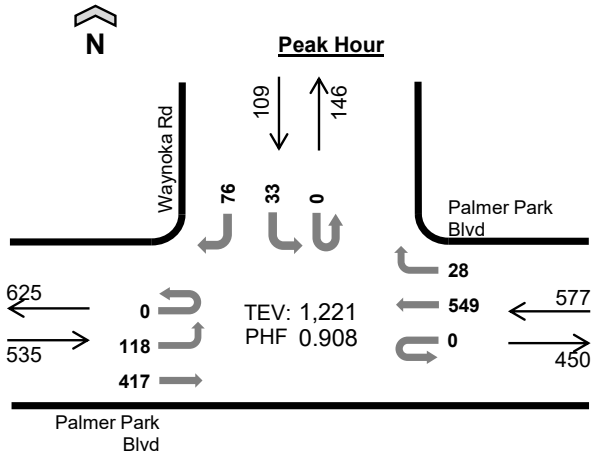
Count Summaries - Bikes

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**	

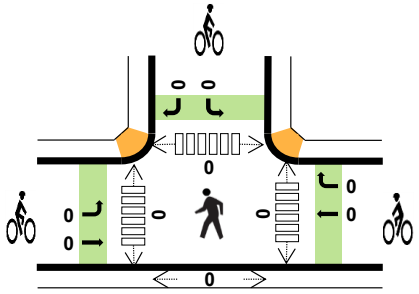
TJ Wethington
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Waynoka Rd
Palmer Park Blvd



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*

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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**

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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

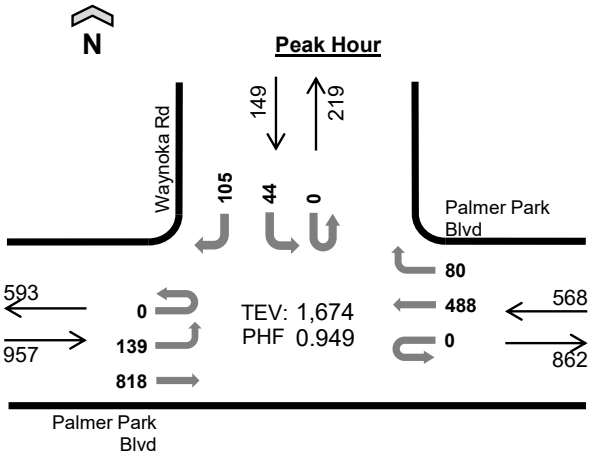
Interval Start	Palmer Park Blvd				Palmer Park Blvd				n/a				Waynoka Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	

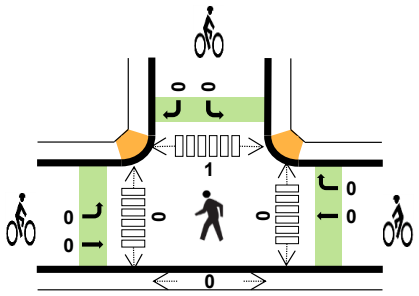
TJ Wethington
(720) 646-1008

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*

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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**

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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**	

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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

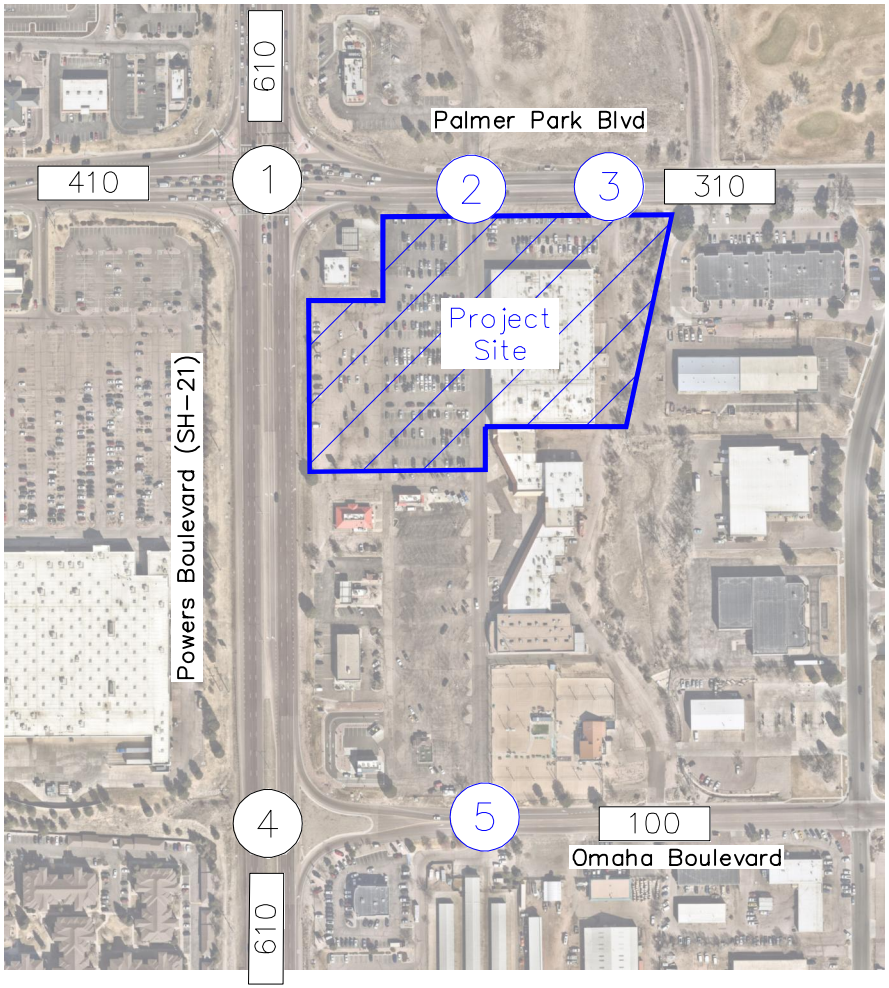
Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the 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**.

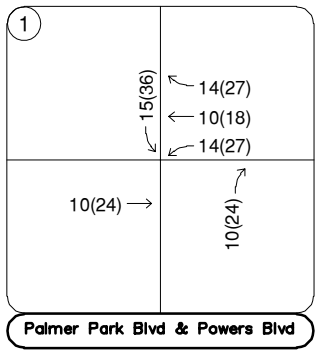
4.3 Traffic Assignment

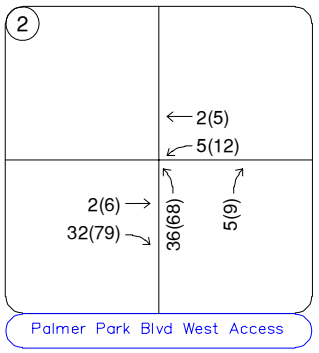
The project's traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Traffic assignment is shown in **Figure 7**.

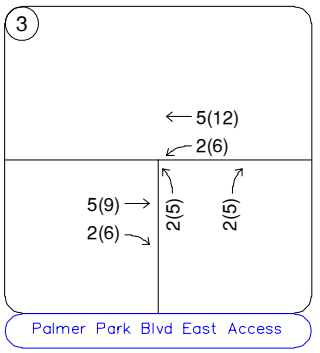
4.4 Total (Background Plus Project) Traffic

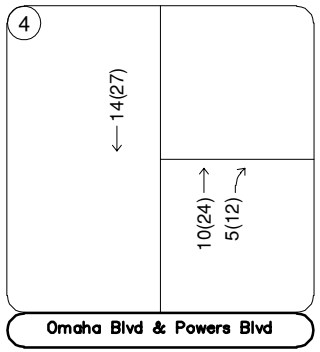
Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short-term 2026 horizon and long-term 2046 twenty-year planning horizon. These total traffic volumes for the study area are illustrated for the 2026 and 2046 horizon years in **Figure 8** and **Figure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

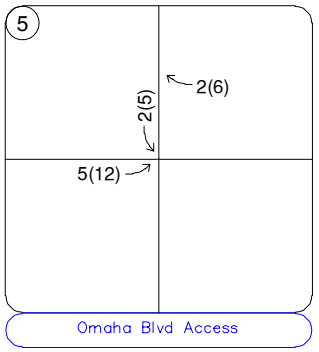












LEGEND

(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

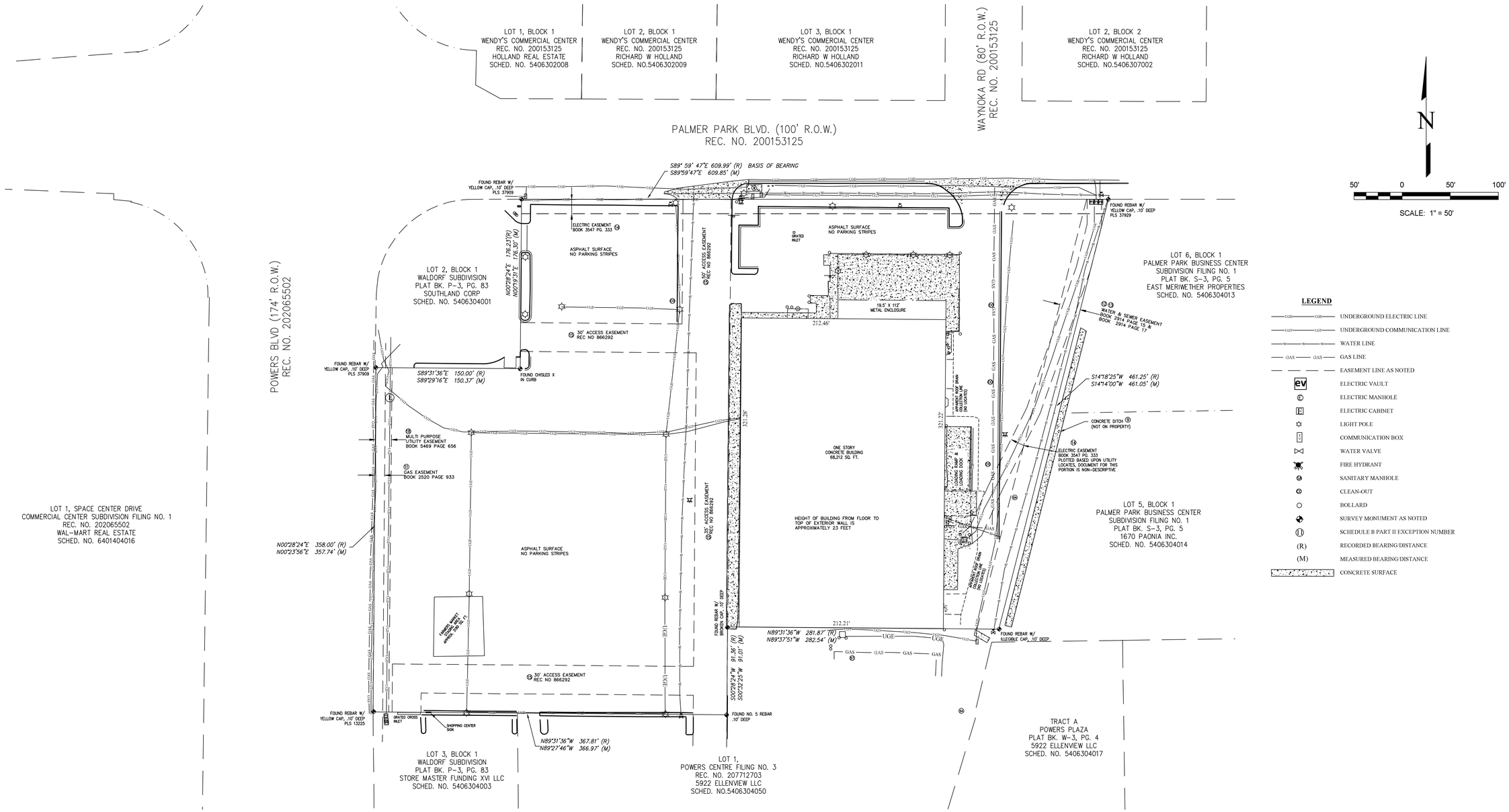
Based on the analysis presented in this report, Kimley-Horn believes Palmer Park and Powers VASA will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following 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) – 11th 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

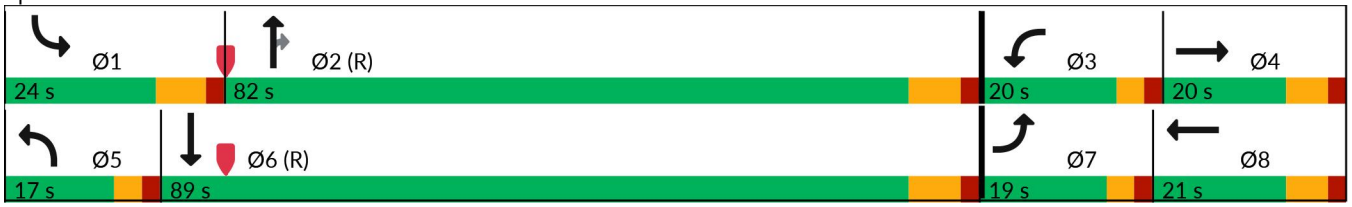
	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Rate	PB Trips	In	Out	Total
1	(934) Fast-Food Restaurant with Drive-Through Window	ITE 12th 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

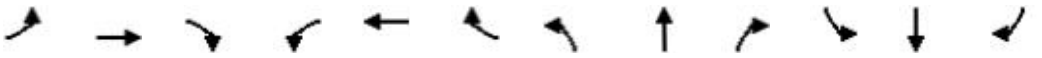
Appendix E: Intersection Analysis Worksheets

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

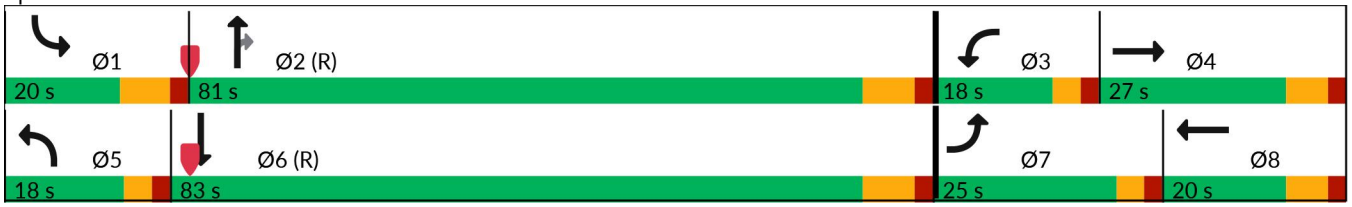
User approved pedestrian interval to be less than phase max green.

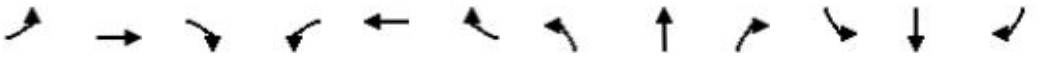
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

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.

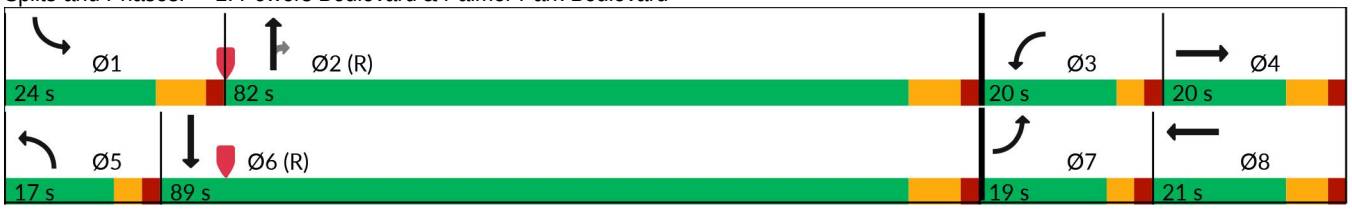
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

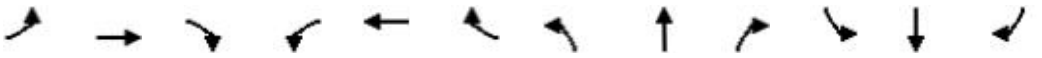
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	222	63	206	362	187	131	1740	222	211	1901	236
Future Volume (vph)	192	222	63	206	362	187	131	1740	222	211	1901	236
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected 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.

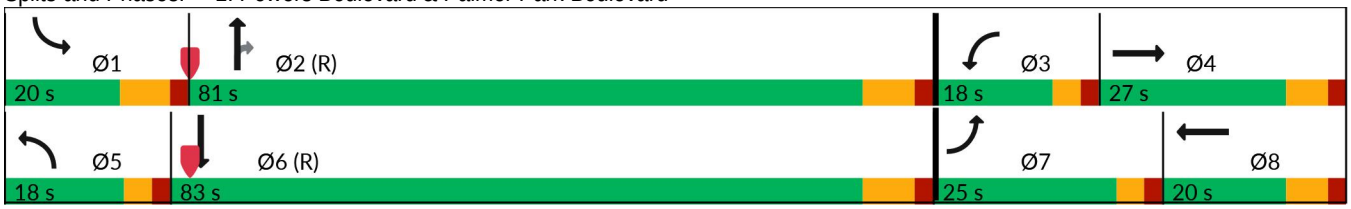
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

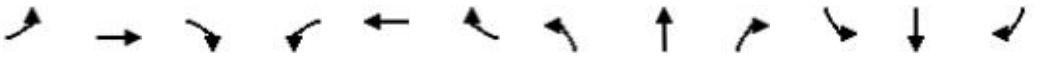
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	304	446	170	180	283	132	157	1886	224	248	1535	422
Future Volume (vph)	304	446	170	180	283	132	157	1886	224	248	1535	422
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected 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.

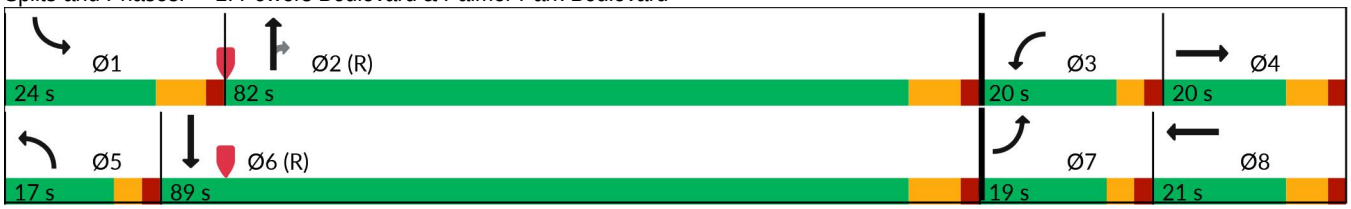
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

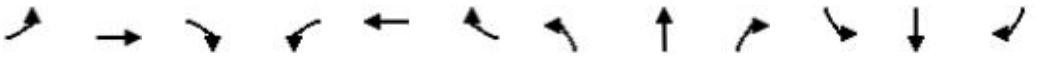
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	231	63	229	374	198	131	1741	221	226	1895	235
Future Volume (vph)	191	231	63	229	374	198	131	1741	221	226	1895	235
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected 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.

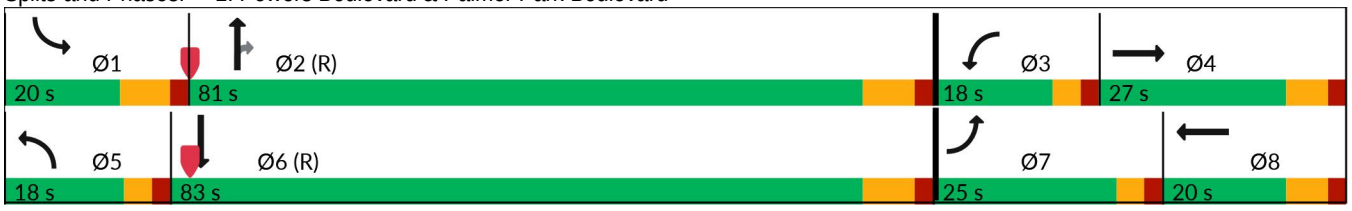
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

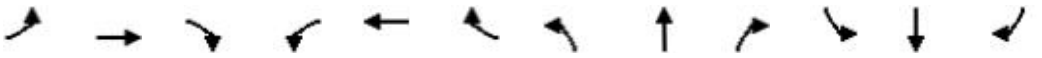
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	303	460	169	209	301	147	156	1886	223	269	1528	420
Future Volume (vph)	303	460	169	209	301	147	156	1886	223	269	1528	420
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected 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.

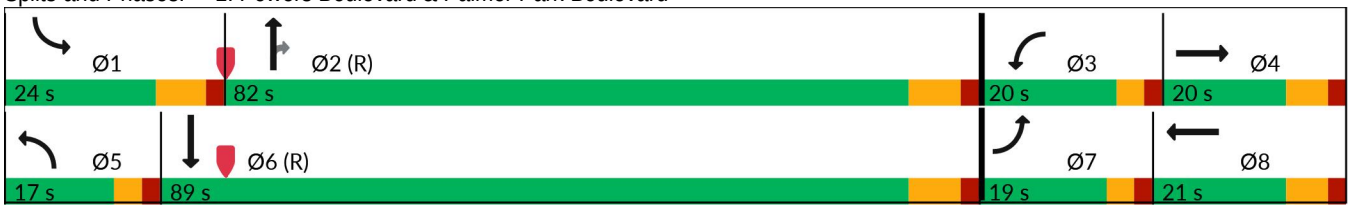
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

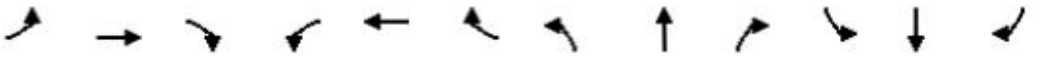
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	232	291	76	289	457	266	158	2102	317	288	2297	286
Future Volume (vph)	232	291	76	289	457	266	158	2102	317	288	2297	286
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected 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.

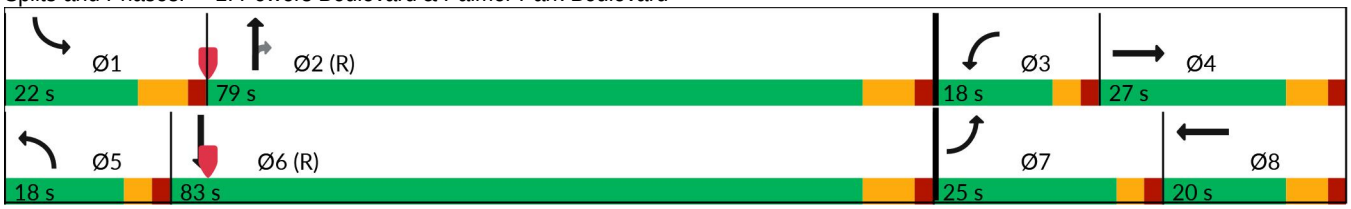
Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.

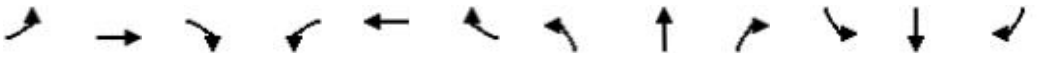
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	368	553	206	253	360	195	190	2279	303	329	1855	510
Future Volume (vph)	368	553	206	253	360	195	190	2279	303	329	1855	510
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected 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.

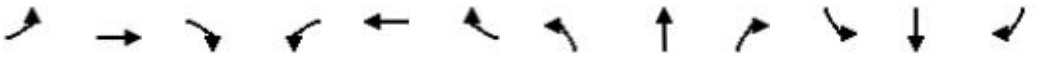
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	231	300	76	312	469	277	158	2103	316	303	2291	285
Future Volume (vph)	231	300	76	312	469	277	158	2103	316	303	2291	285
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected 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.

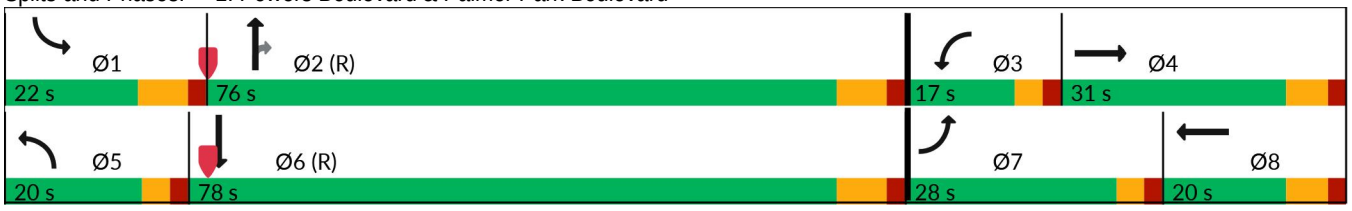
Unsignalized Delay for [EBR, WBR] is included in calculations of the approach delay and intersection delay.

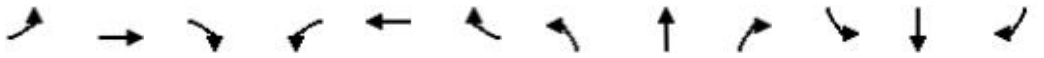
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	367	567	205	282	378	210	189	2279	302	350	1848	508
Future Volume (vph)	367	567	205	282	378	210	189	2279	302	350	1848	508
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected 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	-	-	-	-	-	-

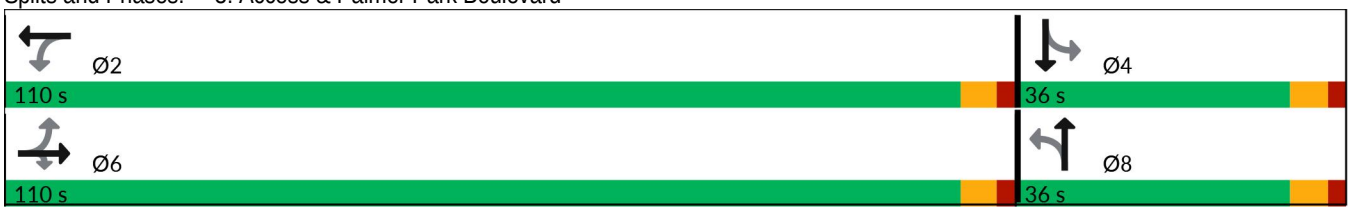
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

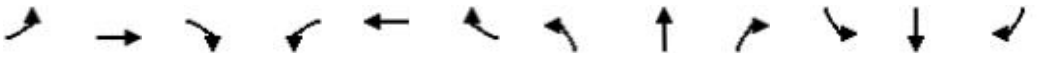
Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	0	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	-	-

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	

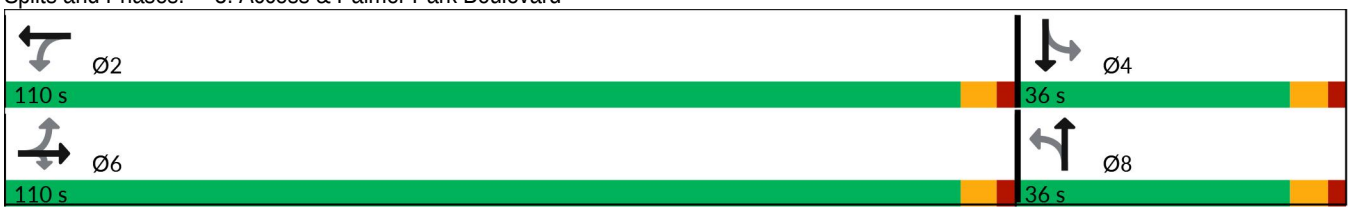
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		110.0		20.7		110.0		20.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		104.0		30.0		104.0		30.0				
Max Q Clear Time (g_c+I1), s		7.9		6.3		8.3		14.2				
Green Ext Time (p_c), s		4.6		0.1		4.1		0.5				

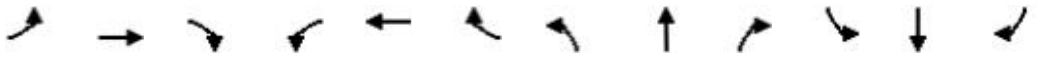
Intersection Summary												
HCM 7th Control Delay, s/veh			10.2									
HCM 7th LOS			B									

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	

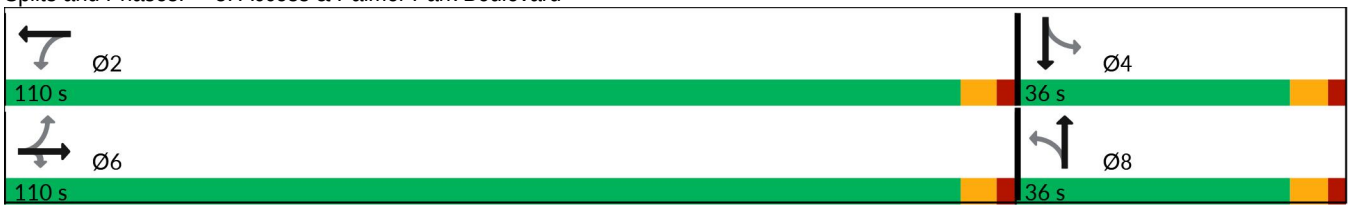
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		110.0		36.0		110.0		36.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		104.0		30.0		104.0		30.0				
Max Q Clear Time (g_c+I1), s		15.4		9.7		11.2		26.4				
Green Ext Time (p_c), s		3.2		0.3		6.1		0.4				

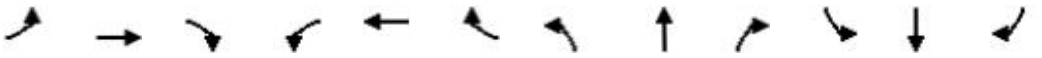
Intersection Summary												
HCM 7th Control Delay, s/veh			18.5									
HCM 7th LOS			B									

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	

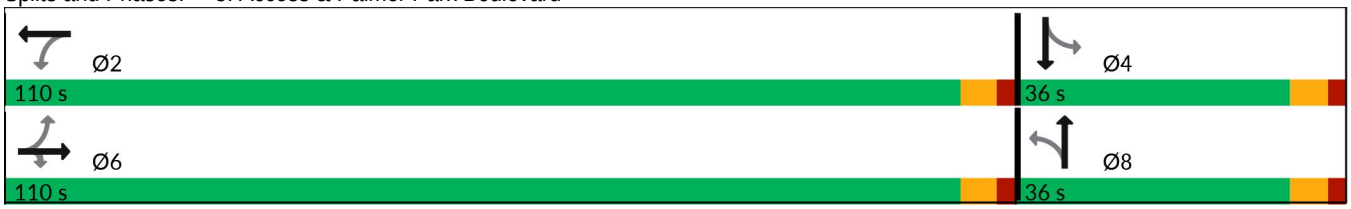
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		110.0		20.7		110.0		20.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		104.0		30.0		104.0		30.0				
Max Q Clear Time (g_c+I1), s		8.2		6.3		8.6		14.2				
Green Ext Time (p_c), s		4.9		0.1		4.3		0.5				

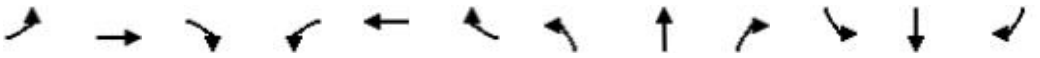
Intersection Summary												
HCM 7th Control Delay, s/veh			10.0									
HCM 7th LOS			B									

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	

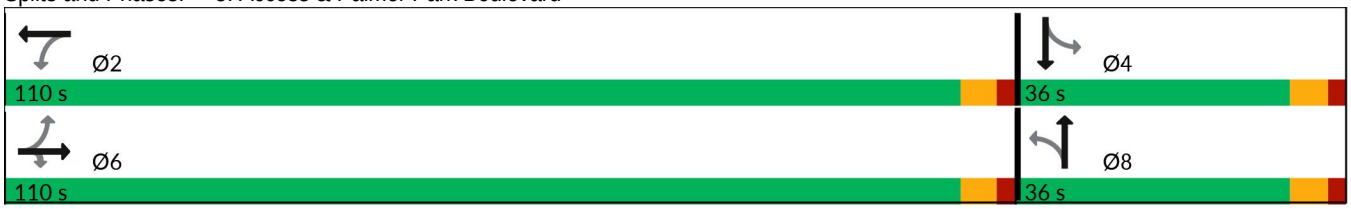
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		110.0		36.0		110.0		36.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		104.0		30.0		104.0		30.0				
Max Q Clear Time (g_c+I1), s		16.1		9.7		11.7		26.4				
Green Ext Time (p_c), s		3.3		0.3		6.4		0.4				

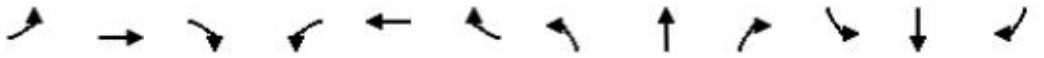
Intersection Summary												
HCM 7th Control Delay, s/veh			18.3									
HCM 7th LOS			B									

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	

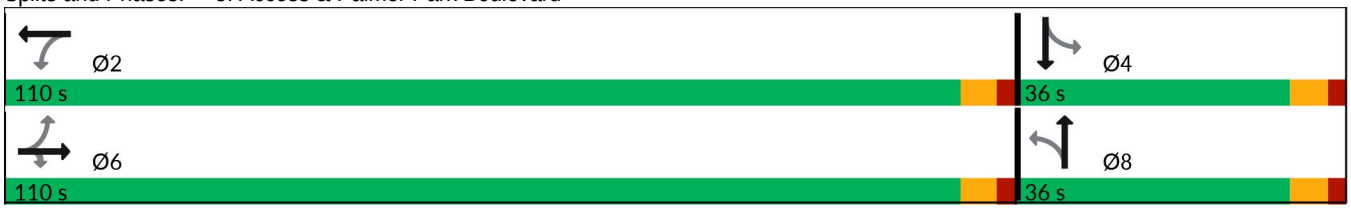
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		110.0		24.9		110.0		24.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		104.0		30.0		104.0		30.0				
Max Q Clear Time (g_c+I1), s		9.7		8.3		9.7		18.3				
Green Ext Time (p_c), s		5.0		0.1		4.4		0.7				

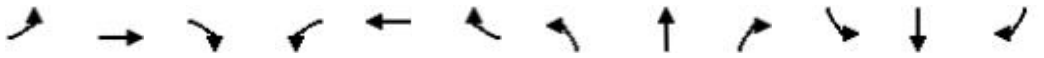
Intersection Summary												
HCM 7th Control Delay, s/veh			12.5									
HCM 7th LOS			B									

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

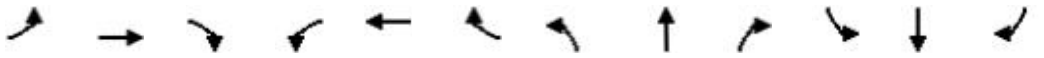
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	799	1473	-	-	1550	-	-	607
HCM Lane V/C Ratio	0.049	0.063	-	-	0.007	-	-	0.134
HCM Ctrl Dly (s/v)	9.7	7.6	-	-	7.3	-	-	11.9
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.5

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	

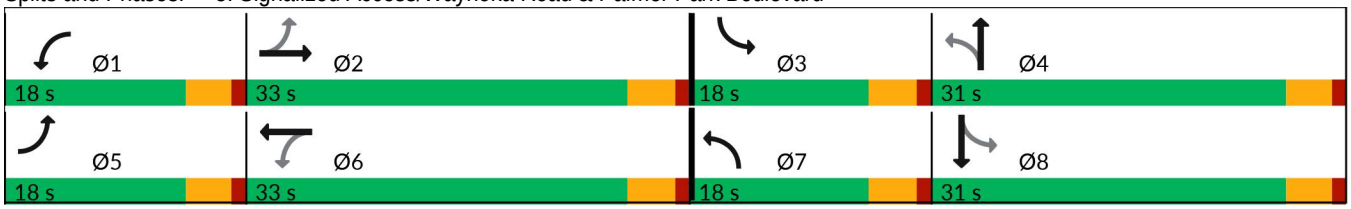
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	33.8	7.0	13.2	9.4	33.0	11.1	9.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	28.5	13.5	26.5	13.5	28.5	13.5	26.5
Max Q Clear Time (g_c+I1), s	3.7	9.5	3.3	3.5	4.9	12.7	6.8	4.5
Green Ext Time (p_c),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

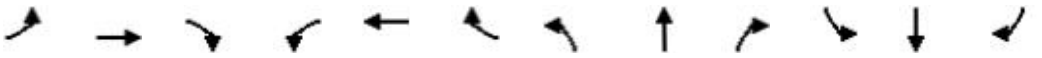
Intersection Summary	
HCM 7th Control Delay, s/veh	14.7
HCM 7th LOS	B

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	

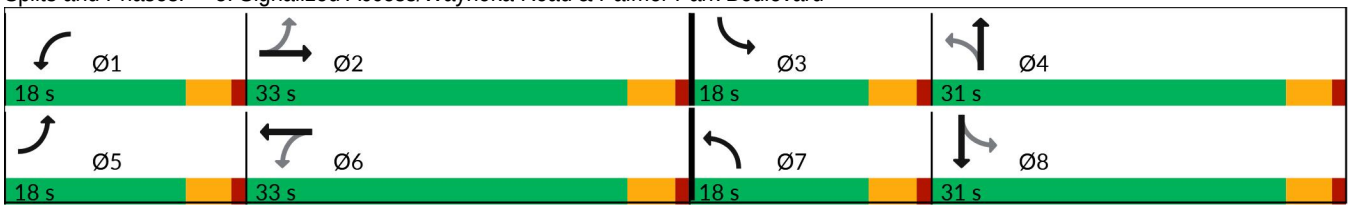
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	34.6	7.6	15.9	10.1	33.0	14.2	9.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	28.5	13.5	26.5	13.5	28.5	13.5	26.5
Max Q Clear Time (g_c+I1), s	3.7	14.1	3.8	3.5	5.6	8.8	9.6	4.7
Green Ext Time (p_c),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

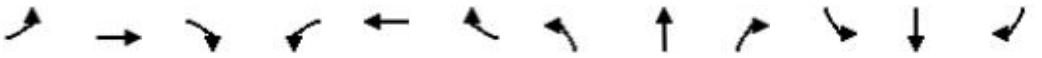
Intersection Summary	
HCM 7th Control Delay, s/veh	16.6
HCM 7th LOS	B

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	

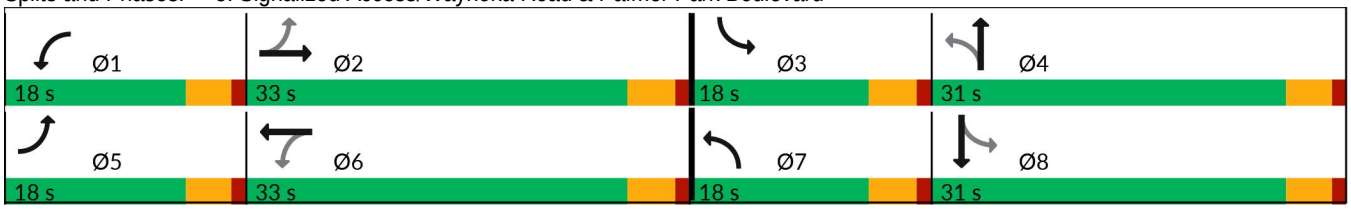
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	33.8	7.1	15.2	9.6	33.0	13.1	9.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	28.5	13.5	26.5	13.5	28.5	13.5	26.5
Max Q Clear Time (g_c+I1), s	4.1	10.2	3.4	3.8	5.1	13.4	8.6	4.6
Green Ext Time (p_c),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

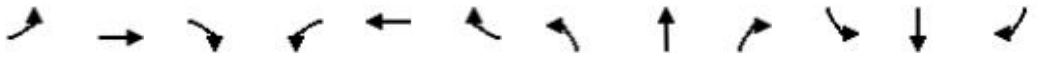
Intersection Summary	
HCM 7th Control Delay, s/veh	16.1
HCM 7th LOS	B

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



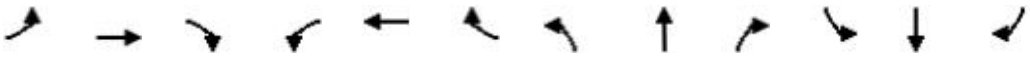


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	830	23	93	490	13	280	17	33	48	21	43
Future Volume (veh/h)	162	830	23	93	490	13	280	17	33	48	21	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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

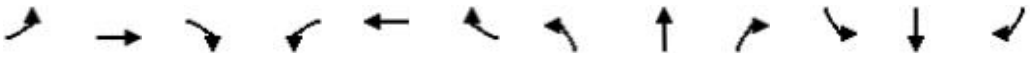


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	208	251	68	249	407	215	142	1892	240	246	2060	255
v/c Ratio	0.68	0.72	0.04	0.75	1.08	0.14	0.57	0.73	0.27	0.71	0.72	0.16
Control Delay (s/veh)	76.3	76.6	0.0	78.6	129.0	0.2	74.5	29.2	5.3	74.8	25.0	0.2
Queue Delay	0.0	0.0	0.0	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.

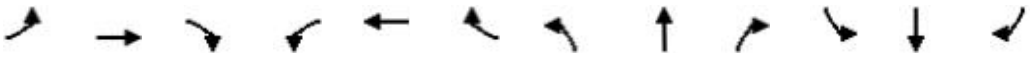
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



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.

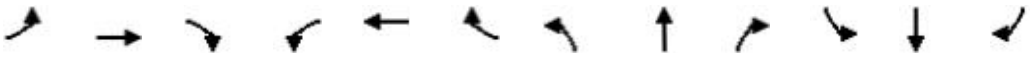


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	251	326	83	339	510	301	172	2286	343	329	2490	310
v/c Ratio	0.89	0.54	0.05	1.03	0.79	0.19	0.60	1.10	0.45	0.71	1.01	0.20
Control Delay (s/veh)	97.4	58.3	0.1	120.6	65.8	0.3	73.7	91.7	15.6	69.5	57.5	0.3
Queue Delay	0.0	0.0	0.0	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.

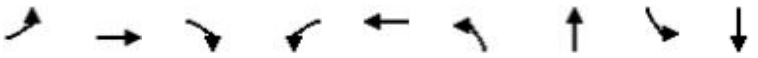


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	378	585	211	291	390	216	195	2349	311	361	1905	524
v/c Ratio	0.78	0.98	0.13	1.03	1.00	0.14	0.63	0.98	0.37	1.05	0.75	0.33
Control Delay (s/veh)	72.2	91.3	0.2	125.8	109.2	0.2	73.3	51.2	10.7	123.6	32.0	0.5
Queue Delay	0.0	0.0	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

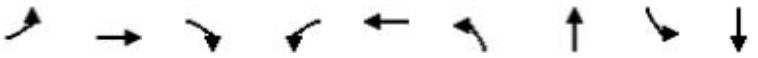
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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.
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