**ALDRIDGE TRANSPORTATION CONSULTANTS, LLC**
*Advanced Transportation Planning and Traffic Engineering*

**John M.W. Aldridge, P.E.**
Colorado Licensed Professional Engineer

**1082 Chimney Rock Road**
**Highlands Ranch, CO 80126**
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April 14, 2026

Jason Latham
Hammers Construction
1411 Woolsey Heights
Colorado Springs, Colorado 80915

RE: Transportation Memorandum
Kang Storage Yard – El Paso County

Dear Mr. Latham:

Aldridge Transportation Consultants (ATC) is pleased to present this Transportation Memorandum for the Kang Storage Yard in unincorporated El Paso County.

ATC is a professional service firm specializing in traffic engineering and transportation planning. ATC's principal, John M.W. Aldridge, is a Colorado licensed professional engineer. In the past 20 years, ATC prepared over 1,200 traffic impact studies, designed over 120 traffic signals, and provided expert witness testimony on engineering design and access issues on multi-million-dollar interchange and highway projects in Kansas and Colorado.

We acknowledge that El Paso County's review of this study is only for general performance with submittal requirements, current design criteria, and standard engineering principles and practice.

ATC appreciates the opportunity to be of service. Please call if you have any questions. We can be reached at 303-703-9112.

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Respectfully submitted,
**Aldridge Transportation Consultants, LLC**

John M.W. Aldridge, P.E.
Principal

INTRODUCTION

This Transportation Memorandum assesses the traffic effects of the Kang Storage Yard development, which includes 75 conex container spaces, 225 RV and boat storage spaces, and five 27,000-square-foot lay down lots. Access to the site is located on Falcon Hwy. approximately 400 feet east of US-24. Trip generation analysis shows average daily trips are between 100 and 500, meeting criteria for a Transportation Memorandum instead of a full Traffic Impact Study per the El Paso ECM guidelines. Figure 1 displays the location and site plan.

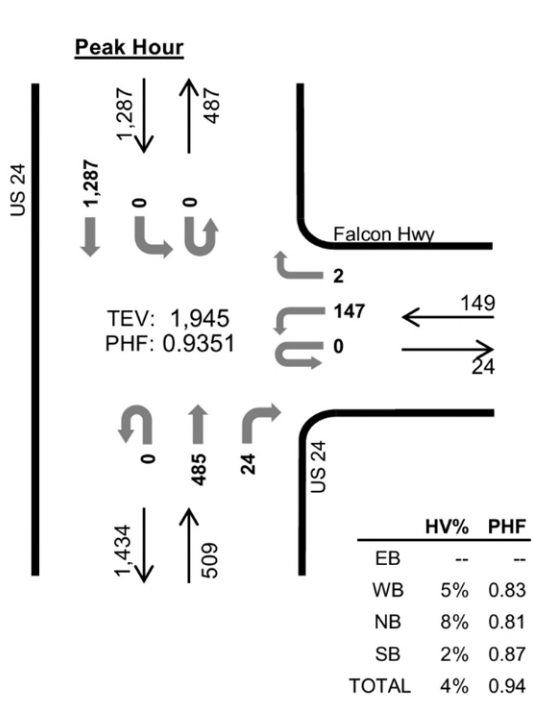



*Figure 1 Site Location and Surrounding Area*

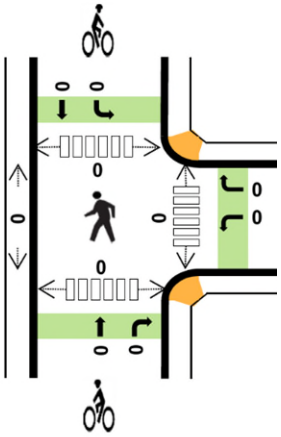
EXISTING CONDITIONS

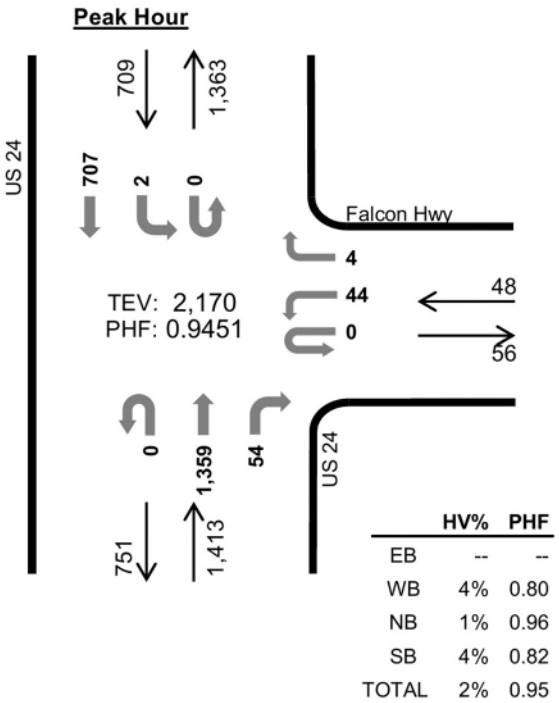
**US-24** is a 2-lane divided Principal Arterial categorized by CDOT as an Expressway (E-X). It carries 21,000 AADT (per OTIS) and posted at 55 mph. The percent of heavy vehicles is 3.7 and the 20-year growth factor is 1.27. **Falcon Highway** is a 2-lane undivided Rural Major Collector that carries approximately 1,000 ADT. There are no sidewalks or bike lanes. The speed limit is 45 mph. The US-24/Falcon Hwy. intersection is a full-movement T-type, and traffic signal

controlled. AM and PM peak traffic counts were taken by IDAX on March 18, 2026; no pedestrian or bicycle movements were recorded.

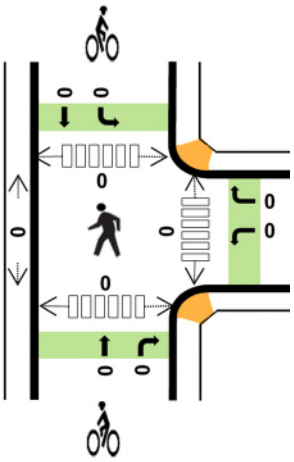



Date: 3/18/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM






Date: 3/18/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



TRIP GENERATION

The property will be developed with 75 conex container spaces, 225 RV and boat spaces, and five 27,000 square feet lay-down lots. The trip generation is based on the ITE ***Trip Generation Manual, 12th Edition.*** The table presents the Average Daily Traffic and the AM and PM Peak Hour Traffic.

**Trip Generation Worksheet**

| ITE Code | Land Use | Unit | Quantity | ADT | AM In | AM Out | AM Total | PM In | PM Out | PM Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 35 | Truck and Trailer Parking | Occupied | 75 | *0.94* | *0.03* | *0.02* | | *0.03* | *0.03* | |
| | | Spaces | | **71** | **2** | **2** | **4** | **2** | **2** | **5** |
| 151 | Mini-Storage Wareshouse | 100 Spaces | 2.25 | *17.96* | *0.68* | *0.56* | | *0.94* | *0.90* | |
| | | | | **40** | **2** | **1** | **3** | **2** | **2** | **4** |
| Team | Lay-Down Lots | Lots | 5 | *20* | *1.00* | *1.00* | | *1.00* | *1.00* | |
| | | | | **100** | **5** | **5** | **10** | **5** | **5** | **10** |
| | Total Trips | | | **211** | **9** | **8** | **16** | **9** | **9** | **19** |

The mini-storage warehouse land use is commonly considered to be comparable with RV and boat storage. There are no comparable uses in manual for lay-down lots. The consultant team's number is very conservative.

TRAFFIC DISTRIBUTION & ASSIGNMENT

The allocation of site-generated traffic was determined according to existing turning movements observed at the intersection. In this case, all the inbound traffic was assigned to the northbound right turn, and all the outbound traffic was assigned to the westbound left turn.

FUTURE TRAFFIC VOLUMES

According to OTIS the 20-year growth factor on US-24 is quite low at 1.27. This is too low to cause any meaningful or significant changes to the intersection operations and traffic control.

PEAK HOUR INTERSECTION LEVEL OF SERVICE

The Synchro v.12 traffic operations model was employed to assess the level of service (LOS) characteristics at the intersection of US-24 and Falcon Hwy. This analysis is necessary for CDOT in order to establish an appropriate LOS rating.

Synchro v.12 utilizes procedures and methodologies cited in the Highway Capacity Manual 7th Edition (HCM). It evaluates intersection operations by determining the level of service (LOS), which is assigned a letter grade from A to F. LOS A signifies free-flow traffic conditions with minimal delay, while LOS F denotes severe congestion and significant delays. LOS ratings reflect overall performance at signalized intersections, with LOS D typically representing the threshold for acceptable operations during weekday AM and PM peak hours. For unsignalized intersections, LOS is determined by the critical movement—usually the left turn from the minor street—rather than overall intersection performance. Evaluating LOS at unsignalized intersections should be approached with caution, particularly when LOS F is indicated. In such cases, the HCM recommends considering supplementary measures such as control delay, volume-to-capacity ratio, and the 95th percentile queue length to inform effective traffic control decisions. LOS F at unsignalized intersections is often deemed typical during weekday peak hours. Operational analysis data are documented in Synchro reports included in the appendix.

The intersection currently operates at LOS C/B during the AM and PM peak hours, respectively. It is projected to maintain this level of service with the proposed site development.

ENGINEERING CRITERIA MANUAL (ECM) and MAJOR TRANSPORTATION CORRIDOR PLAN (MTCP) STANDARDS

Falcon Highway is a Rural Major Collector, and Table 2-5 of the ECM states that access to the highway is not permitted. However, the only feasible access point to the property is about 400 feet east of US-24, with no other viable or practical alternatives. Access to US-24 itself is not allowed.

Turn lanes aren't necessary here. Usually, a right turn lane is added if over 50 vehicles per hour make that turn, while a left turn lane is used if more than 25 vehicles per hour are turning left in.

The MTCP indicates that Falcon Hwy. is uncongested now and will be in horizon year of 2045. No major improvements are planned to the road.

STATE HIGHWAY ACCESS CODE

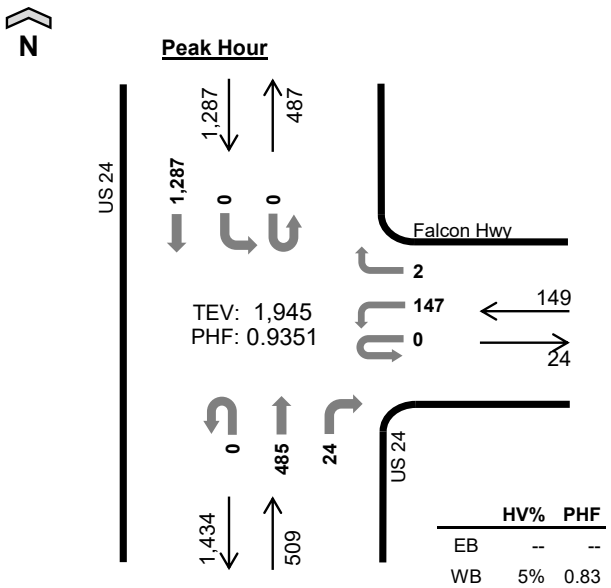
Generally, obtaining a State Highway Access Permit is necessary to access a state highway, especially if property use changes lead to at least a 20 percent increase in traffic at the access point. In this case, the traffic volume is much too low to justify applying for a new Access Permit.

FINDINGS

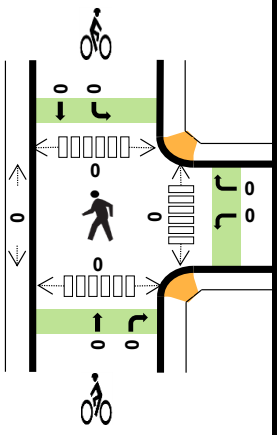
The proposed development is not expected to impact traffic significantly, as intersection LOS remains at C/B during peak hours including site traffic. No mitigation, such as auxiliary turn lanes, is required. Based on the analysis, and in my professional opinion, traffic from the site can be absorbed by the adjacent streets and intersections and not anticipated to cause a safety or operational problem.

# US 24
# Falcon Hwy

**Date:** 3/18/2026
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:00 AM to 8:00 AM




| | HV% | PHF |
|---|---|---|
| EB | -- | -- |
| WB | 5% | 0.83 |
| NB | 8% | 0.81 |
| SB | 2% | 0.87 |
| TOTAL | 4% | 0.94 |




## Peak Hour Count Summaries

| Peak Hour Interval Start | | n/a | | | | Falcon Hwy | | | | US 24 | | | | US 24 | | | | 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** | **36** | **0** | **0** | **0** | **0** | **113** | **1** | **0** | **0** | **370** | **0** | **520** | **0** |
| **7:15 AM** | | **0** | **0** | **0** | **0** | **0** | **45** | **0** | **0** | **0** | **0** | **94** | **1** | **0** | **0** | **339** | **0** | **479** | **0** |
| **7:30 AM** | | **0** | **0** | **0** | **0** | **0** | **37** | **0** | **2** | **0** | **0** | **134** | **8** | **0** | **0** | **322** | **0** | **503** | **0** |
| **7:45 AM** | | **0** | **0** | **0** | **0** | **0** | **29** | **0** | **0** | **0** | **0** | **144** | **14** | **0** | **0** | **256** | **0** | **443** | **1,945** |
| Pk Hr | All | **0** | **0** | **0** | **0** | **0** | **147** | **0** | **2** | **0** | **0** | **485** | **24** | **0** | **0** | **1,287** | **0** | **1,945** | |
| | HV | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **0** | **0** | **0** | **40** | **2** | **0** | **0** | **26** | **0** | **75** | |
| | HV% | - | - | - | - | - | **5%** | - | **0%** | - | - | **8%** | **8%** | - | - | **2%** | - | **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** | **0** | **2** | **15** | **6** | ***23*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| **7:15 AM** | **0** | **2** | **9** | **4** | ***15*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| **7:30 AM** | **0** | **2** | **9** | **8** | ***19*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| **7:45 AM** | **0** | **1** | **9** | **8** | ***18*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| **Peak Hour** | **0** | **7** | **42** | **26** | ***75*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

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## Count Summaries - All Vehicles

| Interval Start | n/a | | | | Falcon Hwy | | | | US 24 | | | | US 24 | | | | 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** | **36** | **0** | **0** | **0** | **0** | **113** | **1** | **0** | **0** | **370** | **0** | **520** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **45** | **0** | **0** | **0** | **0** | **94** | **1** | **0** | **0** | **339** | **0** | **479** | **0** |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **37** | **0** | **2** | **0** | **0** | **134** | **8** | **0** | **0** | **322** | **0** | **503** | **0** |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **29** | **0** | **0** | **0** | **0** | **144** | **14** | **0** | **0** | **256** | **0** | **443** | **1,945** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 1 | 0 | 0 | 125 | 6 | 0 | 1 | 250 | 0 | 405 | 1,830 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 105 | 10 | 0 | 2 | 254 | 0 | 388 | 1,739 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 138 | 15 | 0 | 0 | 241 | 0 | 411 | 1,647 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 2 | 0 | 0 | 129 | 5 | 0 | 0 | 202 | 0 | 351 | 1,555 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 216 | 0 | 5 | 0 | 0 | 982 | 60 | 0 | 3 | 2,234 | 0 | 3,500 | |
| Pk Hr All | **0** | **0** | **0** | **0** | **0** | **147** | **0** | **2** | **0** | **0** | **485** | **24** | **0** | **0** | **1,287** | **0** | **1,945** | |
| Pk Hr HV | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **0** | **0** | **0** | **40** | **2** | **0** | **0** | **26** | **0** | **75** | |
| Pk Hr HV% | **-** | **-** | **-** | **-** | **-** | **5%** | **-** | **0%** | **-** | **-** | **8%** | **8%** | **-** | **-** | **2%** | **-** | **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** | **0** | **2** | **15** | **6** | **23** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:15 AM** | **0** | **2** | **9** | **4** | **15** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **0** | **2** | **9** | **8** | **19** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **0** | **1** | **9** | **8** | **18** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:00 AM | 0 | 3 | 9 | 12 | *24* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 0 | 1 | 11 | 11 | *23* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 0 | 2 | 16 | 14 | *32* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 0 | 1 | 12 | 17 | *30* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 14 | 90 | 80 | *184* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **0** | **7** | **42** | **26** | ***75*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** |

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## Count Summaries - Heavy Vehicles

| Interval Start | n/a | | | | Falcon Hwy | | | | US 24 | | | | US 24 | | | | 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** | **2** | **0** | **0** | **0** | **0** | **15** | **0** | **0** | **0** | **6** | **0** | **23** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **9** | **0** | **0** | **0** | **4** | **0** | **15** | **0** |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **8** | **1** | **0** | **0** | **8** | **0** | **19** | **0** |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **8** | **1** | **0** | **0** | **8** | **0** | **18** | **75** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 12 | 0 | 24 | 76 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 11 | 0 | 23 | 84 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 14 | 0 | 32 | 97 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 17 | 0 | 30 | 109 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 82 | 8 | 0 | 0 | 80 | 0 | 184 | |
| **Pk Hr Heavy** | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **0** | **0** | **0** | **40** | **2** | **0** | **0** | **26** | **0** | **75** | |

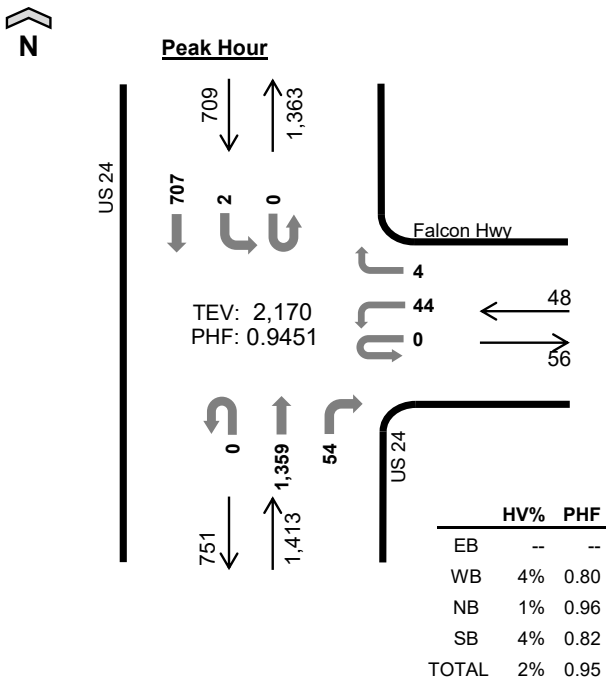
## Count Summaries - Bikes

| Interval Start | n/a | | | | Falcon Hwy | | | | US 24 | | | | US 24 | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

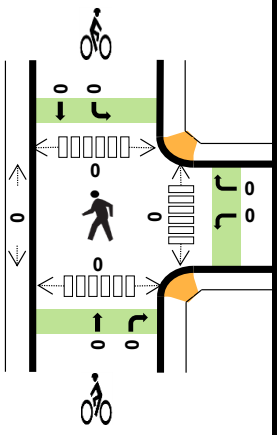
TJ Wethington
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# US 24
# Falcon Hwy

**Date:** 3/18/2026
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:15 PM to 5:15 PM




| | HV% | PHF |
|---|---|---|
| EB | -- | -- |
| WB | 4% | 0.80 |
| NB | 1% | 0.96 |
| SB | 4% | 0.82 |
| TOTAL | 2% | 0.95 |



## Peak Hour Count Summaries

| Peak Hour Interval Start | | n/a | | | | Falcon Hwy | | | | US 24 | | | | US 24 | | | | 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 | | |
| **4:15 PM** | | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 2 | 0 | 0 | 355 | 12 | 0 | 2 | 154 | 0 | 538 | 0 |
| **4:30 PM** | | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 325 | 17 | 0 | 0 | 165 | 0 | 517 | 0 |
| **4:45 PM** | | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 336 | 11 | 0 | 0 | 216 | 0 | 574 | 0 |
| **5:00 PM** | | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 343 | 14 | 0 | 0 | 172 | 0 | 541 | 2,170 |
| Pk Hr | All | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 4 | 0 | 0 | 1,359 | 54 | 0 | 2 | 707 | 0 | 2,170 | |
| | HV | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 19 | 1 | 0 | 0 | 27 | 0 | 49 | |
| | HV% | - | - | - | - | - | 5% | - | 0% | - | - | 1% | 2% | - | 0% | 4% | - | 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 |
| **4:15 PM** | 0 | 0 | 4 | 7 | *11* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:30 PM** | 0 | 2 | 6 | 8 | *16* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:45 PM** | 0 | 0 | 5 | 3 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **5:00 PM** | 0 | 0 | 5 | 9 | *14* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | 0 | 2 | 20 | 27 | *49* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |

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## Count Summaries - All Vehicles

| Interval Start | n/a | | | | Falcon Hwy | | | | US 24 | | | | US 24 | | | | 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 | 7 | 0 | 1 | 0 | 0 | 289 | 17 | 1 | 2 | 187 | 0 | 504 | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **13** | **0** | **2** | **0** | **0** | **355** | **12** | **0** | **2** | **154** | **0** | **538** | **0** |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **325** | **17** | **0** | **0** | **165** | **0** | **517** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **10** | **0** | **1** | **0** | **0** | **336** | **11** | **0** | **0** | **216** | **0** | **574** | **2,133** |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **11** | **0** | **1** | **0** | **0** | **343** | **14** | **0** | **0** | **172** | **0** | **541** | **2,170** |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 343 | 10 | 0 | 1 | 169 | 0 | 530 | 2,162 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 320 | 14 | 0 | 2 | 148 | 0 | 492 | 2,137 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 243 | 19 | 0 | 1 | 127 | 0 | 397 | 1,960 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 7 | 0 | 0 | 2,554 | 114 | 1 | 8 | 1,338 | 0 | 4,093 | |
| Pk Hr All | **0** | **0** | **0** | **0** | **0** | **44** | **0** | **4** | **0** | **0** | **1,359** | **54** | **0** | **2** | **707** | **0** | **2,170** | |
| Pk Hr HV | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **19** | **1** | **0** | **0** | **27** | **0** | **49** | |
| Pk Hr HV% | **-** | **-** | **-** | **-** | **-** | **5%** | **-** | **0%** | **-** | **-** | **1%** | **2%** | **-** | **0%** | **4%** | **-** | **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 | 0 | 2 | 5 | 13 | *20* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:15 PM** | **0** | **0** | **4** | **7** | **11** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **0** | **2** | **6** | **8** | **16** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **0** | **0** | **5** | **3** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **5:00 PM** | **0** | **0** | **5** | **9** | **14** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:15 PM | 0 | 0 | 7 | 7 | *14* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:30 PM | 0 | 1 | 6 | 3 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 0 | 0 | 1 | 9 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 5 | 39 | 59 | *103* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **0** | **2** | **20** | **27** | ***49*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** |

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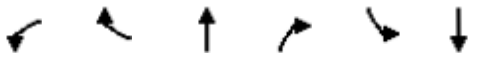
## Count Summaries - Heavy Vehicles

| Interval Start | n/a | | | | Falcon Hwy | | | | US 24 | | | | US 24 | | | | 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 | 2 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 13 | 0 | 20 | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **7** | **0** | **11** | **0** |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **6** | **0** | **0** | **0** | **8** | **0** | **16** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **1** | **0** | **0** | **3** | **0** | **8** | **55** |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **0** | **0** | **9** | **0** | **14** | **49** |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 14 | 52 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 10 | 46 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 10 | 48 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 37 | 2 | 0 | 0 | 59 | 0 | 103 | |
| **Pk Hr Heavy** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **19** | **1** | **0** | **0** | **27** | **0** | **49** | |

## Count Summaries - Bikes

| Interval Start | n/a | | | | Falcon Hwy | | | | US 24 | | | | US 24 | | | | 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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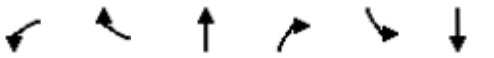
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 147 | 2 | 485 | 24 | 2 | 1287 |
| Future Volume (veh/h) | 147 | 2 | 485 | 24 | 2 | 1287 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 160 | 0 | 527 | 26 | 2 | 1399 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 193 | | 1505 | 1275 | 692 | 1505 |
| Arrive On Green | 0.11 | 0.00 | 0.80 | 0.80 | 0.80 | 0.80 |
| Sat Flow, veh/h | 1781 | 1585 | 1870 | 1585 | 855 | 1870 |
| Grp Volume(v), veh/h | 160 | 0 | 527 | 26 | 2 | 1399 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1870 | 1585 | 855 | 1870 |
| Q Serve(g_s), s | 9.1 | 0.0 | 7.9 | 0.3 | 0.1 | 59.9 |
| Cycle Q Clear(g_c), s | 9.1 | 0.0 | 7.9 | 0.3 | 8.0 | 59.9 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 193 | | 1505 | 1275 | 692 | 1505 |
| V/C Ratio(X) | 0.83 | | 0.35 | 0.02 | 0.00 | 0.93 |
| Avail Cap(c_a), veh/h | 311 | | 1505 | 1275 | 692 | 1505 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 45.1 | 0.0 | 2.7 | 2.0 | 3.8 | 7.8 |
| Incr Delay (d2), s/veh | 9.6 | 0.0 | 0.6 | 0.0 | 0.0 | 11.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.5 | 0.0 | 2.3 | 0.1 | 0.0 | 19.9 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 54.7 | 0.0 | 3.4 | 2.0 | 3.8 | 19.4 |
| LnGrp LOS | D | | A | A | A | B |
| Approach Vol, veh/h | 160 | | 553 | | | 1401 |
| Approach Delay, s/veh | 54.7 | | 3.3 | | | 19.4 |
| Approach LOS | D | | A | | | B |

| Timer - Assigned Phs | 2 | | | 6 | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 87.5 | | | 87.5 | 15.7 |
| Change Period (Y+Rc), s | 4.5 | | | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 83.0 | | | 83.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 9.9 | | | 61.9 | 11.1 |
| Green Ext Time (p_c), s | 4.1 | | | 15.0 | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 17.9 |
| HCM 7th LOS | B |

**Notes**

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



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 154 | 2 | 485 | 33 | 2 | 1287 |
| Future Volume (veh/h) | 154 | 2 | 485 | 33 | 2 | 1287 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 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 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 167 | 0 | 527 | 36 | 2 | 1399 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 200 | | 1498 | 1269 | 682 | 1498 |
| Arrive On Green | 0.11 | 0.00 | 0.80 | 0.80 | 0.80 | 0.80 |
| Sat Flow, veh/h | 1781 | 1585 | 1870 | 1585 | 847 | 1870 |
| Grp Volume(v), veh/h | 167 | 0 | 527 | 36 | 2 | 1399 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1870 | 1585 | 847 | 1870 |
| Q Serve(g_s), s | 9.5 | 0.0 | 8.1 | 0.5 | 0.1 | 61.3 |
| Cycle Q Clear(g_c), s | 9.5 | 0.0 | 8.1 | 0.5 | 8.2 | 61.3 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 200 | | 1498 | 1269 | 682 | 1498 |
| V/C Ratio(X) | 0.83 | | 0.35 | 0.03 | 0.00 | 0.93 |
| Avail Cap(c_a), veh/h | 309 | | 1498 | 1269 | 682 | 1498 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 45.1 | 0.0 | 2.9 | 2.1 | 4.0 | 8.2 |
| Incr Delay (d2), s/veh | 11.0 | 0.0 | 0.7 | 0.0 | 0.0 | 12.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.8 | 0.0 | 2.4 | 0.1 | 0.0 | 20.9 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 56.1 | 0.0 | 3.5 | 2.1 | 4.0 | 20.2 |
| LnGrp LOS | E | | A | A | A | C |
| Approach Vol, veh/h | 167 | | 563 | | | 1401 |
| Approach Delay, s/veh | 56.1 | | 3.4 | | | 20.2 |
| Approach LOS | E | | A | | | C |

| Timer - Assigned Phs | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 87.5 | | | | 87.5 | 16.1 |
| Change Period (Y+Rc), s | 4.5 | | | | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 83.0 | | | | 83.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 10.1 | | | | 63.3 | 11.5 |
| Green Ext Time (p_c), s | 4.1 | | | | 14.3 | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 18.6 |
| HCM 7th LOS | B |

**Notes**

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

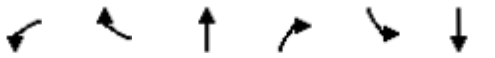
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 9 | 0 | 149 | 8 | 0 |
| Future Vol, veh/h | 24 | 9 | 0 | 149 | 8 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 10 | 0 | 162 | 9 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 36 | 0 | 193 | 31 |
| Stage 1 | - | - | - | - | 31 | - |
| Stage 2 | - | - | - | - | 162 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1575 | - | 796 | 1043 |
| Stage 1 | - | - | - | - | 992 | - |
| Stage 2 | - | - | - | - | 867 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1575 | - | 796 | 1043 |
| Mov Cap-2 Maneuver | - | - | - | - | 796 | - |
| Stage 1 | - | - | - | - | 992 | - |
| Stage 2 | - | - | - | - | 867 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 9.57 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 796 | - | - | 1575 | - |
| HCM Lane V/C Ratio | 0.011 | - | - | - | - |
| HCM Ctrl Dly (s/v) | 9.6 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |



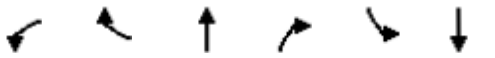
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 44 | 4 | 1359 | 54 | 2 | 707 |
| Future Volume (veh/h) | 44 | 4 | 1359 | 54 | 2 | 707 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 48 | 0 | 1477 | 59 | 2 | 768 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 62 | | 1660 | 1407 | 219 | 1660 |
| Arrive On Green | 0.03 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 |
| Sat Flow, veh/h | 1781 | 1585 | 1870 | 1585 | 338 | 1870 |
| Grp Volume(v), veh/h | 48 | 0 | 1477 | 59 | 2 | 768 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1870 | 1585 | 338 | 1870 |
| Q Serve(g_s), s | 3.1 | 0.0 | 49.0 | 0.5 | 0.4 | 9.1 |
| Cycle Q Clear(g_c), s | 3.1 | 0.0 | 49.0 | 0.5 | 49.4 | 9.1 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 62 | | 1660 | 1407 | 219 | 1660 |
| V/C Ratio(X) | 0.77 | | 0.89 | 0.04 | 0.01 | 0.46 |
| Avail Cap(c_a), veh/h | 276 | | 1660 | 1407 | 219 | 1660 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.5 | 0.0 | 3.5 | 0.8 | 16.7 | 1.2 |
| Incr Delay (d2), s/veh | 17.8 | 0.0 | 7.6 | 0.1 | 0.1 | 0.9 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.7 | 0.0 | 8.8 | 0.1 | 0.0 | 1.4 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 73.3 | 0.0 | 11.1 | 0.8 | 16.8 | 2.2 |
| LnGrp LOS | E | | B | A | B | A |
| Approach Vol, veh/h | 48 | | 1536 | | | 770 |
| Approach Delay, s/veh | 73.3 | | 10.7 | | | 2.2 |
| Approach LOS | E | | B | | | A |

| Timer - Assigned Phs | 2 | | | 6 | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 107.5 | | | 107.5 | 8.6 |
| Change Period (Y+Rc), s | 4.5 | | | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 103.0 | | | 103.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 51.0 | | | 51.4 | 5.1 |
| Green Ext Time (p_c), s | 31.6 | | | 7.0 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 9.2 |
| HCM 7th LOS | A |

Notes

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



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 53 | 4 | 1359 | 63 | 2 | 707 |
| Future Volume (veh/h) | 53 | 4 | 1359 | 63 | 2 | 707 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 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 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 58 | 0 | 1477 | 68 | 2 | 768 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 75 | | 1647 | 1396 | 207 | 1647 |
| Arrive On Green | 0.04 | 0.00 | 0.88 | 0.88 | 0.88 | 0.88 |
| Sat Flow, veh/h | 1781 | 1585 | 1870 | 1585 | 335 | 1870 |
| Grp Volume(v), veh/h | 58 | 0 | 1477 | 68 | 2 | 768 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1870 | 1585 | 335 | 1870 |
| Q Serve(g_s), s | 3.8 | 0.0 | 52.4 | 0.6 | 0.4 | 9.7 |
| Cycle Q Clear(g_c), s | 3.8 | 0.0 | 52.4 | 0.6 | 52.8 | 9.7 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 75 | | 1647 | 1396 | 207 | 1647 |
| V/C Ratio(X) | 0.77 | | 0.90 | 0.05 | 0.01 | 0.47 |
| Avail Cap(c_a), veh/h | 274 | | 1647 | 1396 | 207 | 1647 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.4 | 0.0 | 4.0 | 0.9 | 18.9 | 1.4 |
| Incr Delay (d2), s/veh | 14.9 | 0.0 | 8.1 | 0.1 | 0.1 | 1.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.0 | 0.0 | 10.7 | 0.1 | 0.0 | 1.7 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 70.4 | 0.0 | 12.0 | 0.9 | 19.0 | 2.4 |
| LnGrp LOS | E | | B | A | B | A |
| Approach Vol, veh/h | 58 | | 1545 | | | 770 |
| Approach Delay, s/veh | 70.4 | | 11.6 | | | 2.4 |
| Approach LOS | E | | B | | | A |

| Timer - Assigned Phs | 2 | | | 6 | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 107.5 | | | 107.5 | 9.5 |
| Change Period (Y+Rc), s | 4.5 | | | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 103.0 | | | 103.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 54.4 | | | 54.8 | 5.8 |
| Green Ext Time (p_c), s | 30.4 | | | 7.0 | 0.1 |

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

**Notes**

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 54 | 9 | 0 | 48 | 9 | 0 |
| Future Vol, veh/h | 54 | 9 | 0 | 48 | 9 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 59 | 10 | 0 | 52 | 10 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 68 | 0 | 116 | 64 |
| Stage 1 | - | - | - | - | 64 | - |
| Stage 2 | - | - | - | - | 52 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1533 | - | 880 | 1001 |
| Stage 1 | - | - | - | - | 959 | - |
| Stage 2 | - | - | - | - | 970 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1533 | - | 880 | 1001 |
| Mov Cap-2 Maneuver | - | - | - | - | 880 | - |
| Stage 1 | - | - | - | - | 959 | - |
| Stage 2 | - | - | - | - | 970 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 9.13 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 880 | - | - | 1533 | - |
| HCM Lane V/C Ratio | 0.011 | - | - | - | - |
| HCM Ctrl Dly (s/v) | 9.1 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |