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September 8, 2021

Challenger Homes
8605 Explorer Drive
Suite 250
Colorado Springs, CO 80920
Attention: Mr. Jim Byers

RE: Countryside South Traffic Impact Study

Dear Mr. Byers:

Matrix Design Group (Matrix) is pleased to present this traffic impact study (TIS) for the Countryside South development. This TIS analyzes the existing roadway network in the vicinity of the project and determines the impact of the additional traffic generated by the proposed development. The full buildout year (2030) and horizon year (2045) conditions were analyzed, with and without the addition of site-generated traffic.

Introduction

The Countryside South development, herein referred to as “the site”, is a proposed development located in the City of Fountain, Colorado. The site includes 802 proposed single-family detached houses, a fire station, and an elementary school. The site is bounded by the existing Countryside Filing No. 3 subdivision to the north, Chilcotte Canal Number 27 to the east, Orleans Road to the south, and undeveloped land to the west. See Figure 1 for a vicinity map. The overall development was previously analyzed by LSC in the *Countryside South Traffic Impact and Access Analysis*, dated April 24, 2014.

The proposed land use of the site is shown on the site plan in Figure 2.

The purpose of this TIS is to analyze the existing conditions within the study area, determine the traffic generated by the site, analyze the buildout year (2030) and horizon year (2045) traffic conditions, and determine the impact of site-generated traffic on the adjacent roadway network. The study area for this TIS includes seven intersections and seven roadway segments. The analyzed intersections are:

- Link Road/Old Pueblo Road
- Link Road/Wilson Road
- Wilson Road/Orleans Road
- Link Road/Jimmy Camp Road
- Link Road/Progress Drive
- Wilson Road/Progress Drive
- Orleans Road/Gould Road

The analyzed roadway segments are:

- Old Pueblo Road; north of Link Road
- Old Pueblo Road; south of Link Road
- Link Road; between Wilson Road and Jimmy Camp Road
- Link Road; south of Falling Star Road
- Wilson Road; east of Orleans Road
- Orleans Road; north of Gould Road
- Orleans Road; east of Gould Road

Excellence by Design

Figure 1 – Vicinity Map

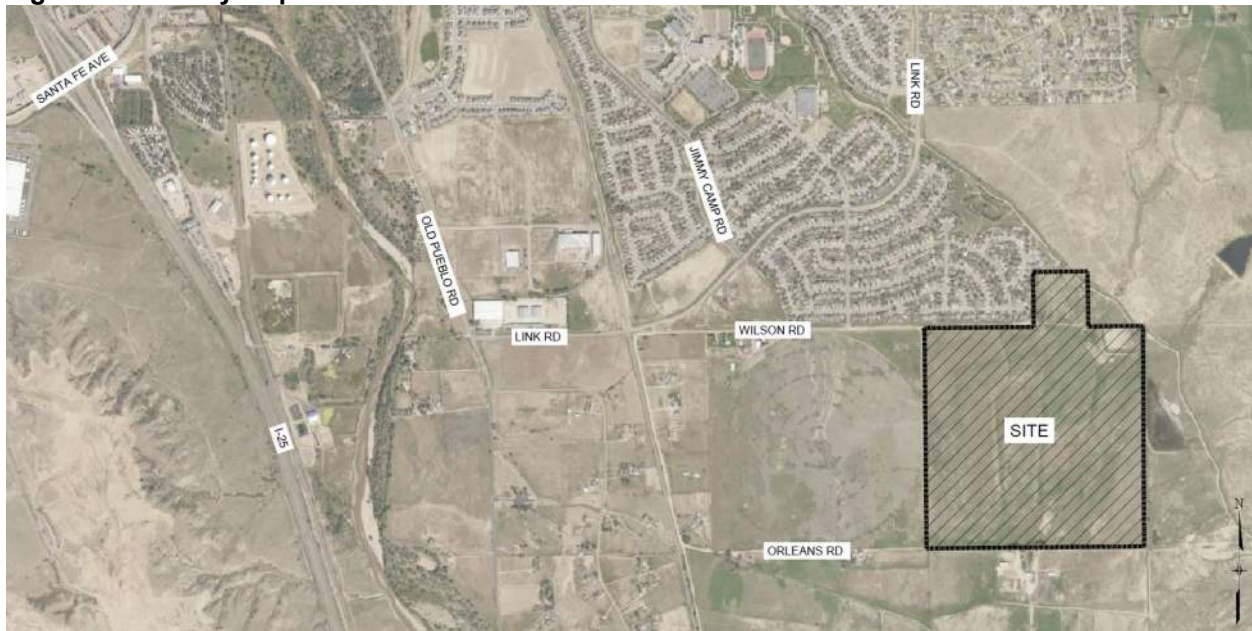
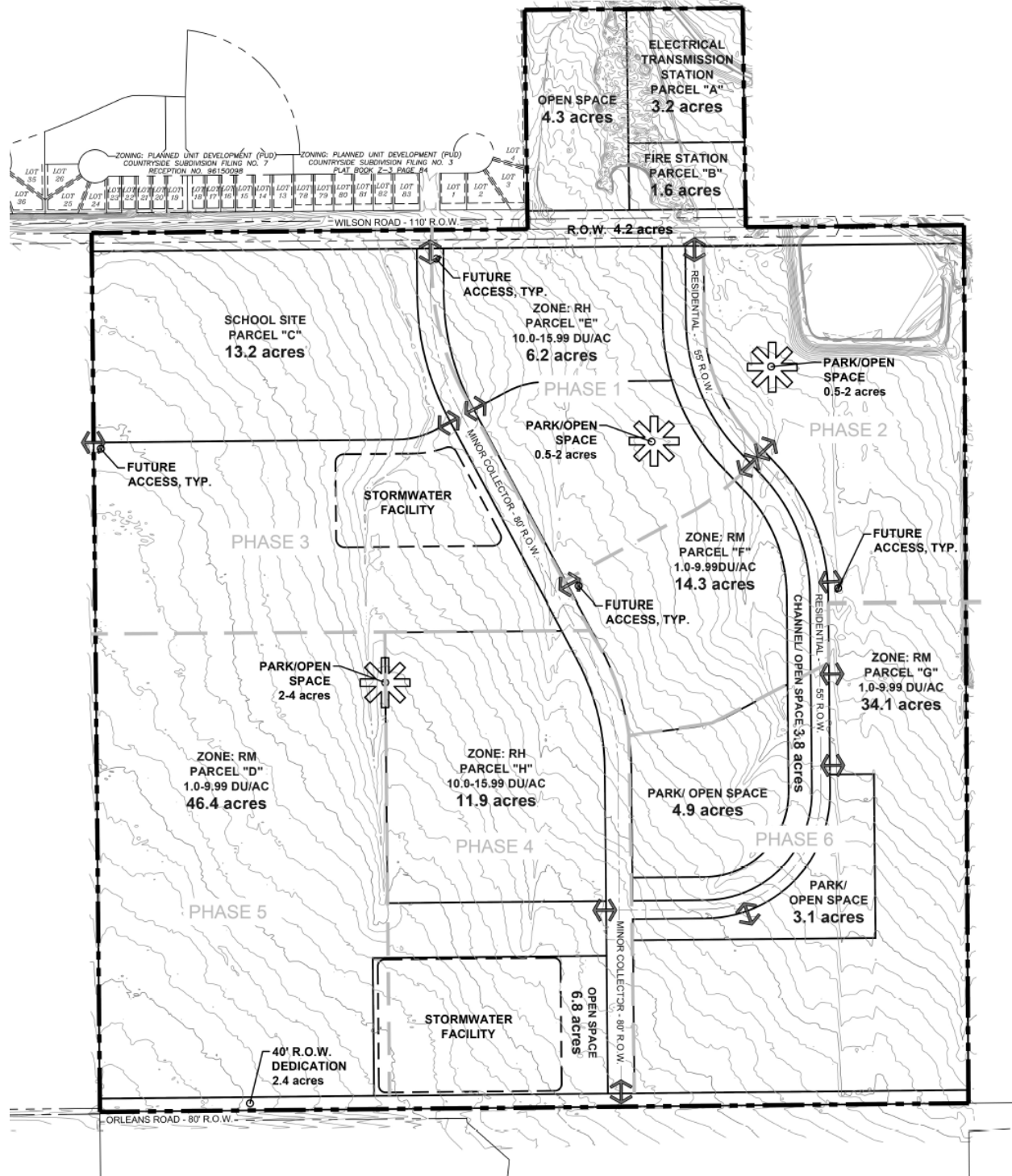


Figure 2 – Site Plan



Existing Conditions

Matrix analyzed the existing traffic conditions at the intersections and roadway segments listed above based on the traffic volumes from All Traffic Data, taken June 15, 2021. The existing intersection geometry is shown in Figure 3. The existing daily, AM peak hour, and PM peak hour traffic volumes are shown in Figures 4 and 5, respectively. A summary of how each of the study area intersections currently operate in the AM and PM peak scenarios is shown in Table 2 and Table 3, respectively. As shown in the tables, each of the seven intersections analyzed operate at an acceptable level-of-service (LOS) during both the AM and PM peak hours.

Matrix assumed that the response to the COVID-19 pandemic did not significantly impact the traffic counts taken. CDOT records ADT counts on Old Pueblo Road south of Link Road and on Link Road east of Old Pueblo Road. See Table 1 below that shows a comparison of the CDOT counts (in 2019 and 2020) to the counts taken by All Traffic Data in 2021.

Table 1 – ADT Comparison (All Traffic Data and CDOT)

Roadway Segment	All Traffic Data [ADT]	CDOT [ADT]	
		2019	2020
Link, east of Old Pueblo	3854	4075	2924
Old Pueblo, south of Link	1318	1131	993

The 2020 ADTs taken by CDOT are significantly impacted by the COVID-19 pandemic. However, the ADTs recorded by All Traffic Data are reasonably close to, or exceed, the ADTs taken by CDOT in 2019 at both locations. Therefore, for the purposes of this TIS, the traffic volume does not seem to be impacted by the COVID-19 pandemic in this area.

Figure 3 – Existing (2021) Intersection Geometry

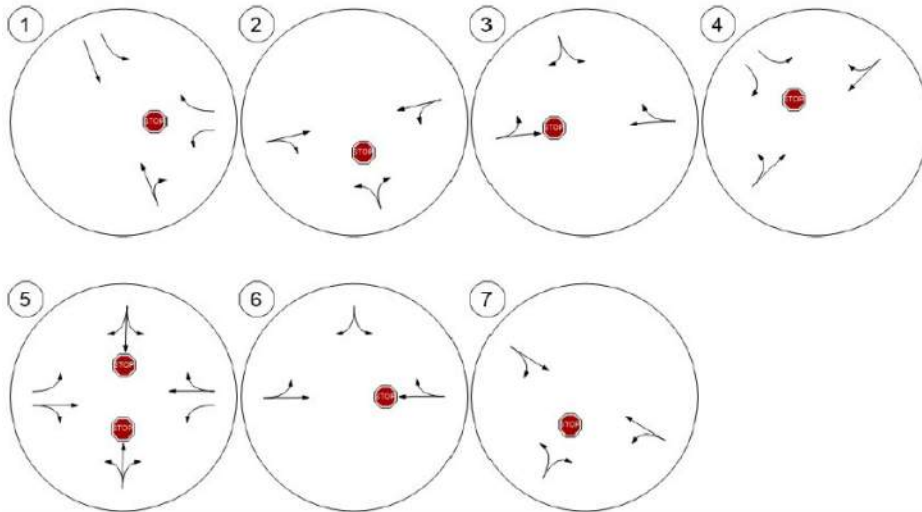


Figure 4 – Existing (2021) AM Peak Hour Traffic Volumes

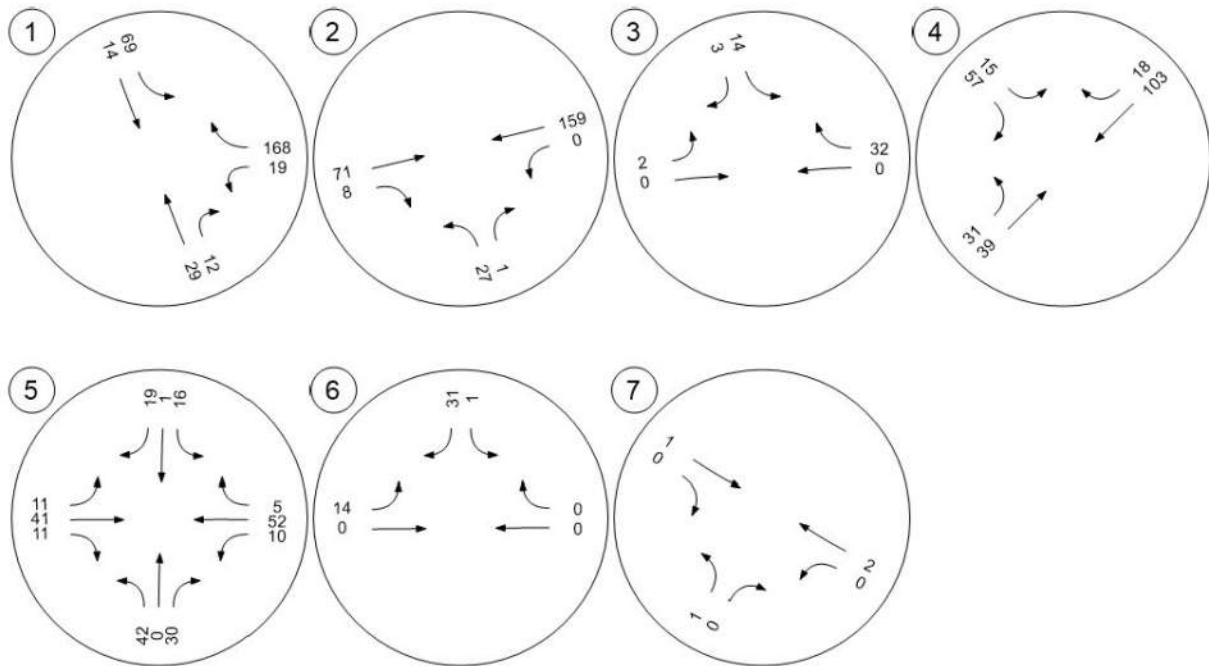


Figure 5 – Existing (2021) PM Peak Hour Traffic Volumes

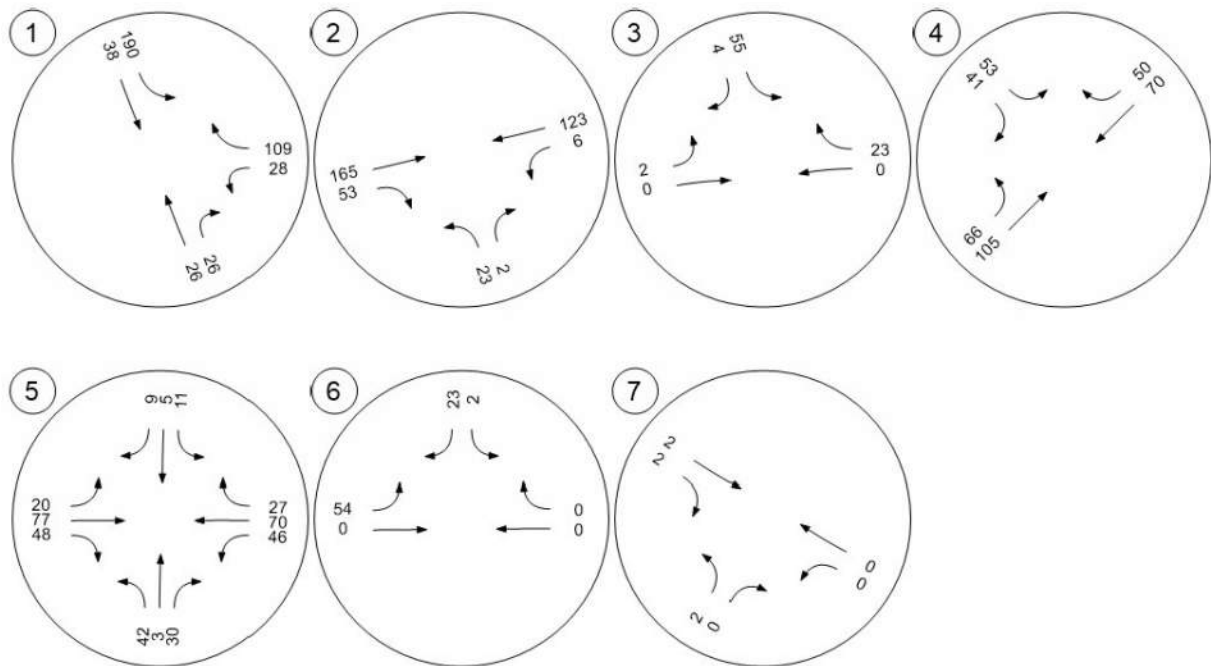


Table 2 – Existing (2021) AM Peak Hour LOS Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Link Road/Old Pueblo Road	Two-way stop	HCM 6th Edition	WB Left	0.030	10.0	B
2	Link Road/Wilson Road	Two-way stop	HCM 6th Edition	NB Left	0.043	10.2	B
3	Wilson Road/Orleans Road	Two-way stop	HCM 6th Edition	EB Left	0.002	8.8	A
4	Link Road/Jimmy Camp Road	Two-way stop	HCM 6th Edition	SB Left	0.023	10.1	B
5	Link Road/Progress Drive	Two-way stop	HCM 6th Edition	SB Thru	0.001	10.3	B
6	Wilson Road/Progress Drive	Two-way stop	HCM 6th Edition	SB Left	0.001	7.2	A
7	Orleans Road/Gould Road	Two-way stop	HCM 6th Edition	NB Left	0.001	8.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Table 3 – Existing (2021) PM Peak Hour LOS Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Link Road/Old Pueblo Road	Two-way stop	HCM 6th Edition	WB Left	0.072	13.7	B
2	Link Road/Wilson Road	Two-way stop	HCM 6th Edition	NB Left	0.042	11.0	B
3	Wilson Road/Orleans Road	Two-way stop	HCM 6th Edition	EB Left	0.002	9.0	A
4	Link Road/Jimmy Camp Road	Two-way stop	HCM 6th Edition	SB Left	0.102	11.8	B
5	Link Road/Progress Drive	Two-way stop	HCM 6th Edition	NB Thru	0.006	12.6	B
6	Wilson Road/Progress Drive	Two-way stop	HCM 6th Edition	SB Left	0.001	7.3	A
7	Orleans Road/Gould Road	Two-way stop	HCM 6th Edition	NB Left	0.002	8.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Proposed Development

The site includes 802 proposed single-family houses, a fire station, and an elementary school, as shown in Figure 2. The trip generation results for daily trips and both AM and PM peak hours can be found in Table 4. Refer to Appendix B for detailed trip generation calculations. To be conservative, no internal capture or trip reductions were assumed based on the proposed land uses.

The site connects to the existing roadway network via Wilson Road and Orleans Road. See Figure 6 for the anticipated trip distribution of site-generated traffic.

The assignment of the new project trips from the site are shown in Figures 7 and 8 for AM and PM peak hour, respectively.

For the purposes of this TIS, Matrix assumed a 2.6% per year background growth rate. The growth rate is based on the CDOT growth rate along Link Road, east of Old Pueblo Road, averaged over years 2009 to 2019. The CDOT growth rate for 2020 was not used since traffic was impacted by the COVID-19 pandemic, resulting in a negative rate. The growth factor that results from a 2.6% per year background growth rate for the year 2030 is 1.2612. The growth factor that results from a 2.6% per year background growth rate for the year 2045 is 1.8569.

Table 4 – Trip Generation Summary

Scenario	Estimated New Vehicle Trips						
	Single-Family Homes		Fire Station		Elementary School		Total
	Entry	Exit	Entry	Exit	Entry	Exit	
Daily	4155	4155	181	181	556	556	9784
AM Peak Hour	152	455	40	13	219	179	1058
PM Peak Hour	513	301	7	21	35	43	920

Figure 6 – Trip Distribution

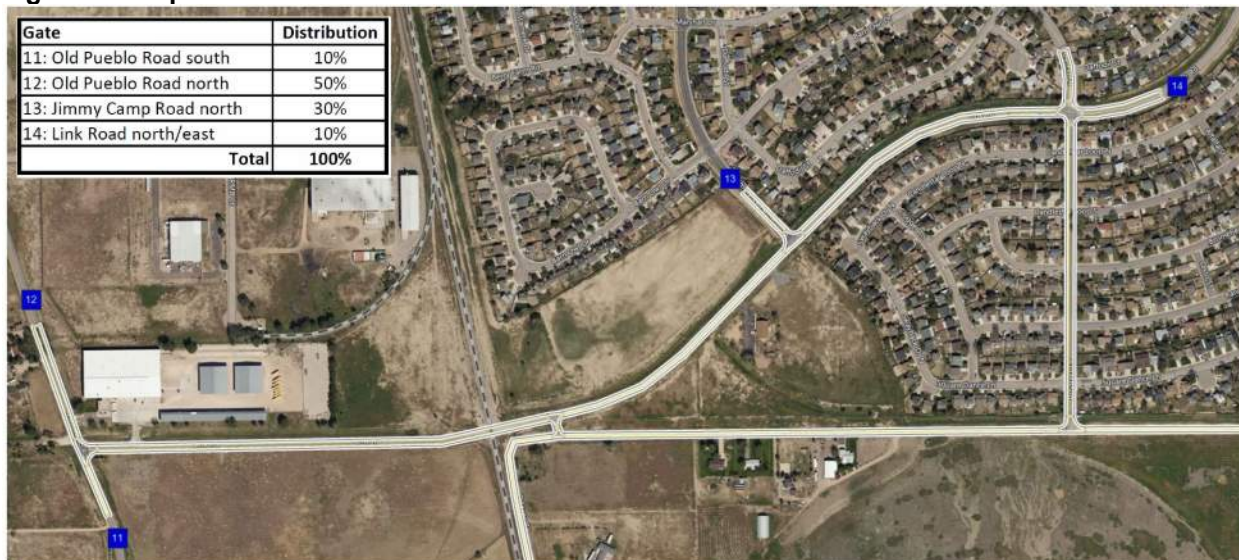


Figure 7 – AM Peak Hour Trip Assignment

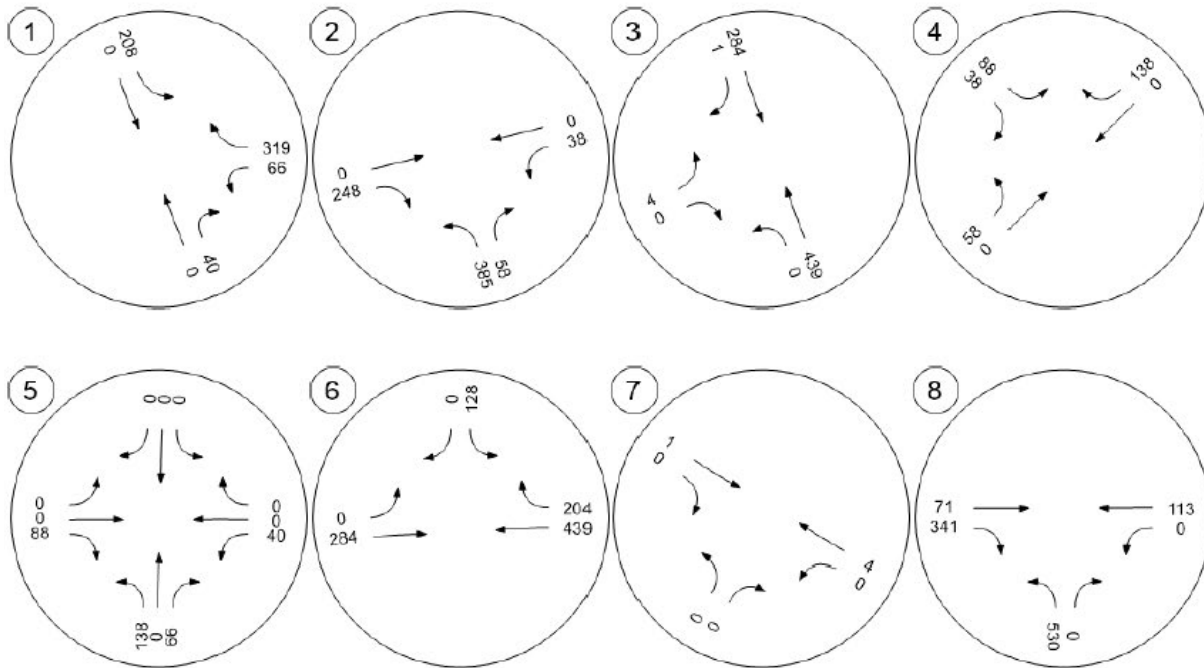


Figure 7 – AM Peak Hour Trip Assignment (continued)

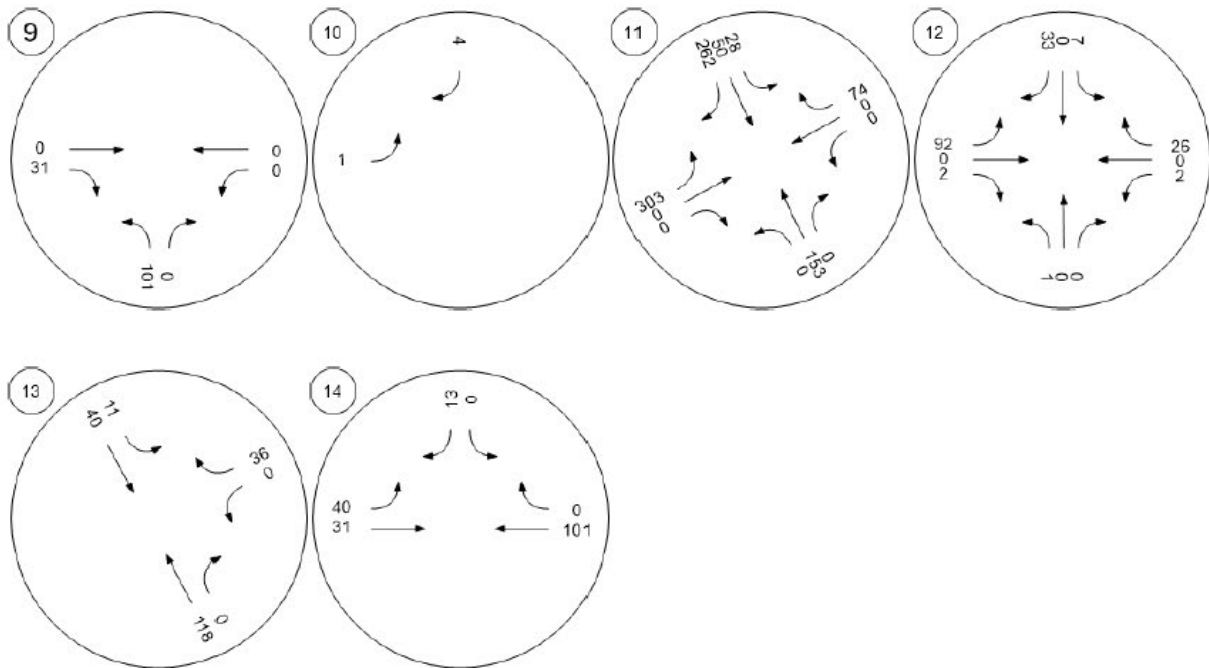
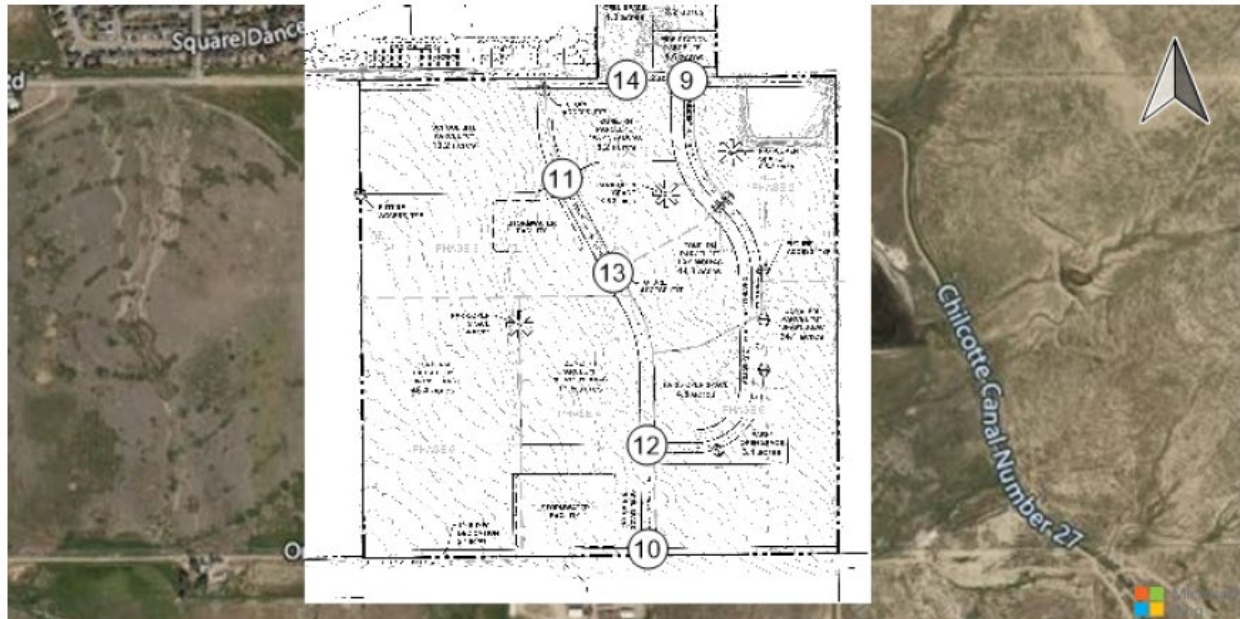


Figure 8 - PM Peak Hour Trip Assignment

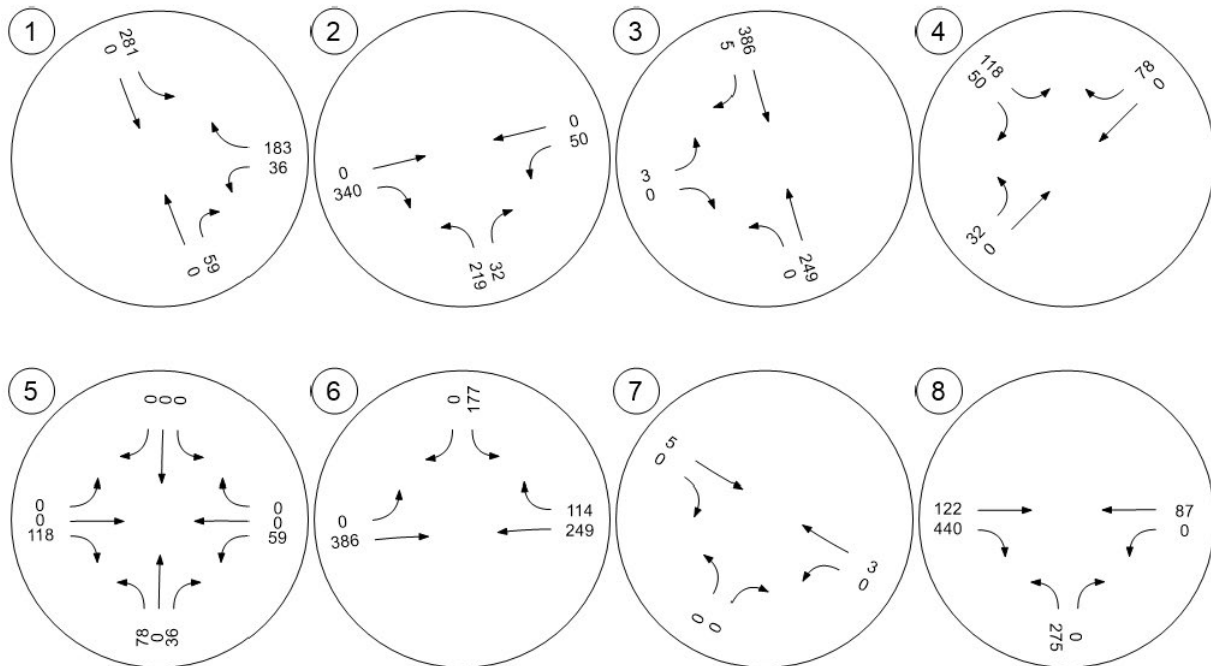
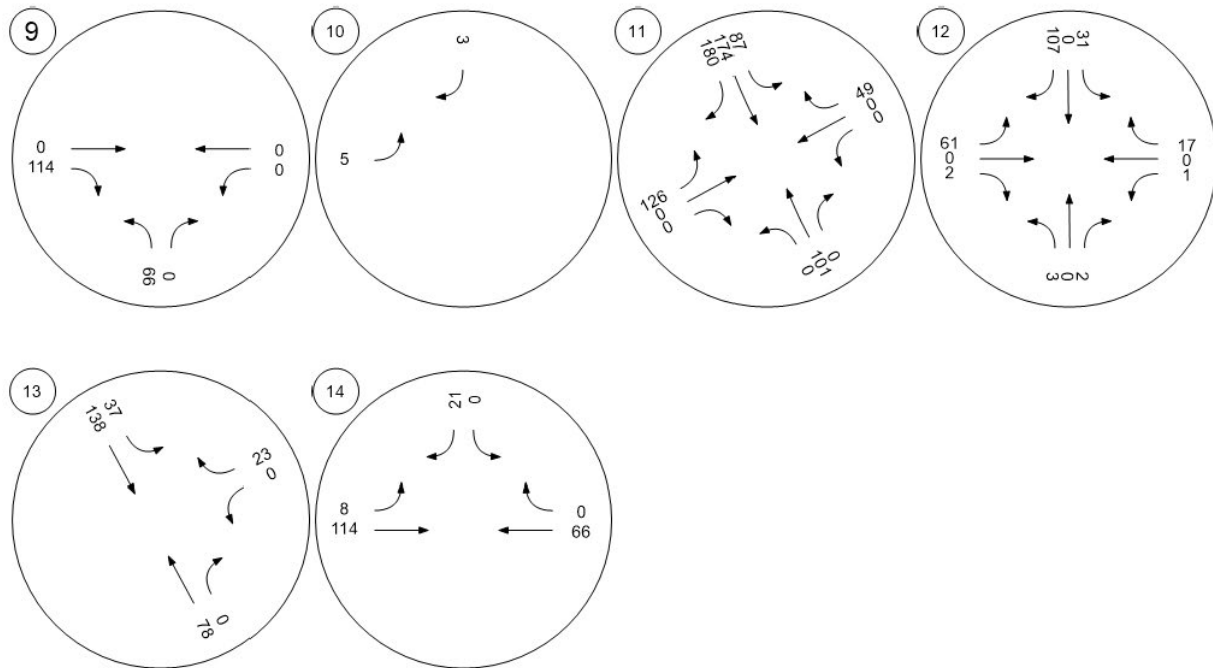
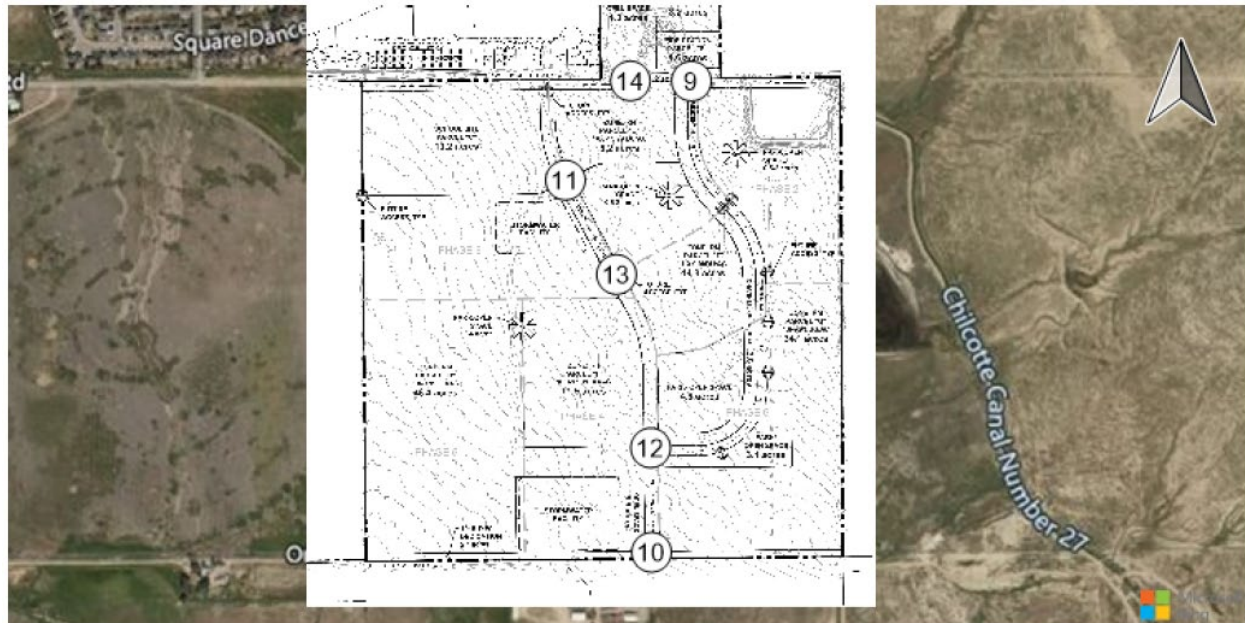


Figure 8 - PM Peak Hour Trip Assignment (continued)

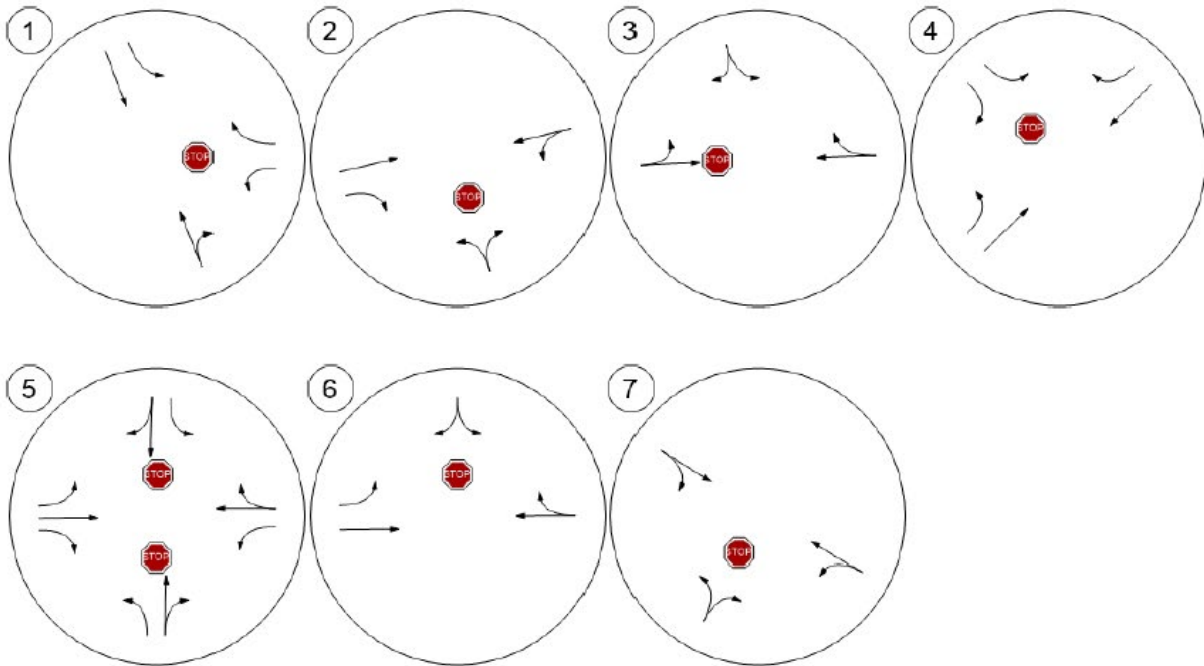


Buildout Conditions (2030) Traffic Analysis

Matrix assumed the site will be fully developed and inhabited by the year 2030. The anticipated intersection geometry is shown in Figure 9. Matrix assumed that the geometries of the seven intersections analyzed in the future scenarios will change from the existing lane geometry shown in Figure 3. To determine if a separated turn lane is needed, Matrix applied the minor arterial threshold (50 vph for right turns, 25 vph for lefts) from Table 2 in Chapter 8 of the Colorado Springs Traffic Criteria Manual. Furthermore, Matrix analyzed the intersections to determine if a signal is warranted. The assumed changes in geometry, due to buildout background traffic, include:

- Link Road/Wilson Road
 - An eastbound right turn lane (100' storage length) is needed due to background PM peak traffic (67 vph).
- Link Road/Jimmy Camp Road
 - An eastbound left turn lane (100' storage length) is needed due to background AM and PM peak hour traffic (39 and 83 vph).
 - A westbound right turn lane (150' storage length) is needed due to background PM peak hour traffic (63 vph).
- Link Road/Progress Drive
 - A northbound left turn lane (50' storage length) is needed due to background AM and PM peak hour traffic (53 vph for both). The lane can be striped without widening the road.
 - A southbound left turn lane (50' storage length) is assumed to be striped when the northbound left is striped.
 - An eastbound right turn lane (50' storage length) is needed due to background PM peak hour traffic (61 vph).
- Wilson Road/Progress Drive
 - An eastbound left turn lane (100' storage length) is needed due to background PM peak hour traffic (68 vph). Note that there is no background eastbound through traffic.

Figure 9 – Buildout (2030) Background Intersection Geometry



Buildout Conditions (2030) Background Traffic Analysis

The anticipated AM and PM peak hour counts in the buildout background scenarios are shown in Figures 10 and 11, respectively. A summary of the anticipated intersection performance during the background AM and PM peak scenarios is shown in Tables 5 and 6, respectively. As shown in the tables, each of the seven intersections analyzed are anticipated to operate at an acceptable level-of-service (LOS) during both the AM and PM peak hours.

The buildout background average daily traffic is included in Figure 24.

Figure 10 – Buildout (2030) Background AM Peak Hour Traffic Volumes

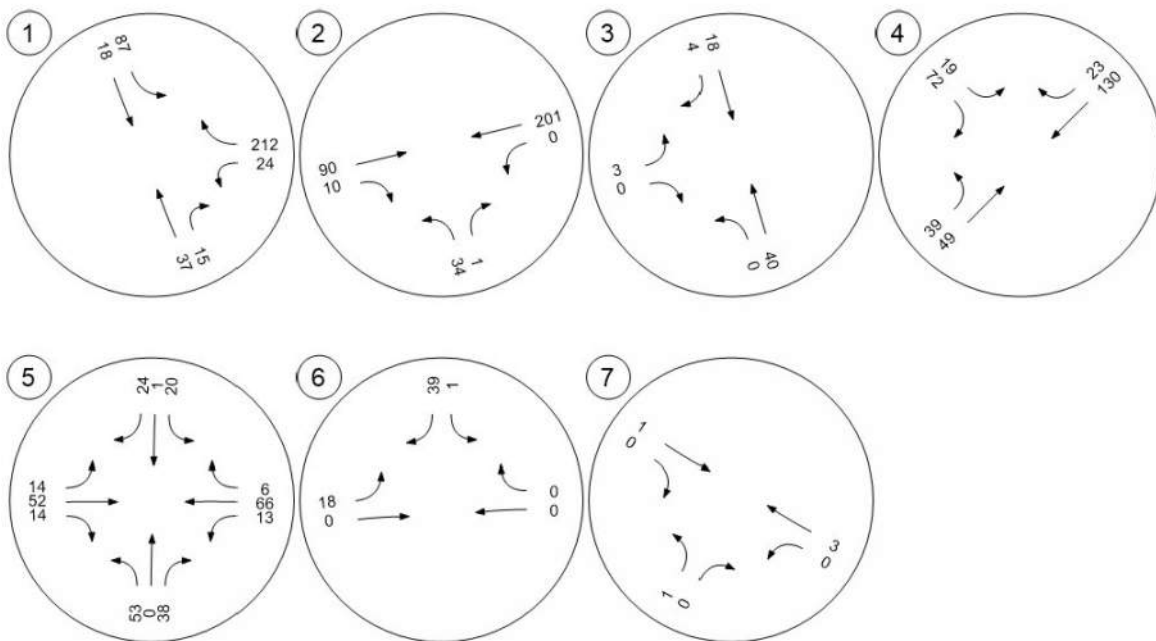


Figure 11 – Buildout (2030) Background PM Peak Hour Traffic Volumes

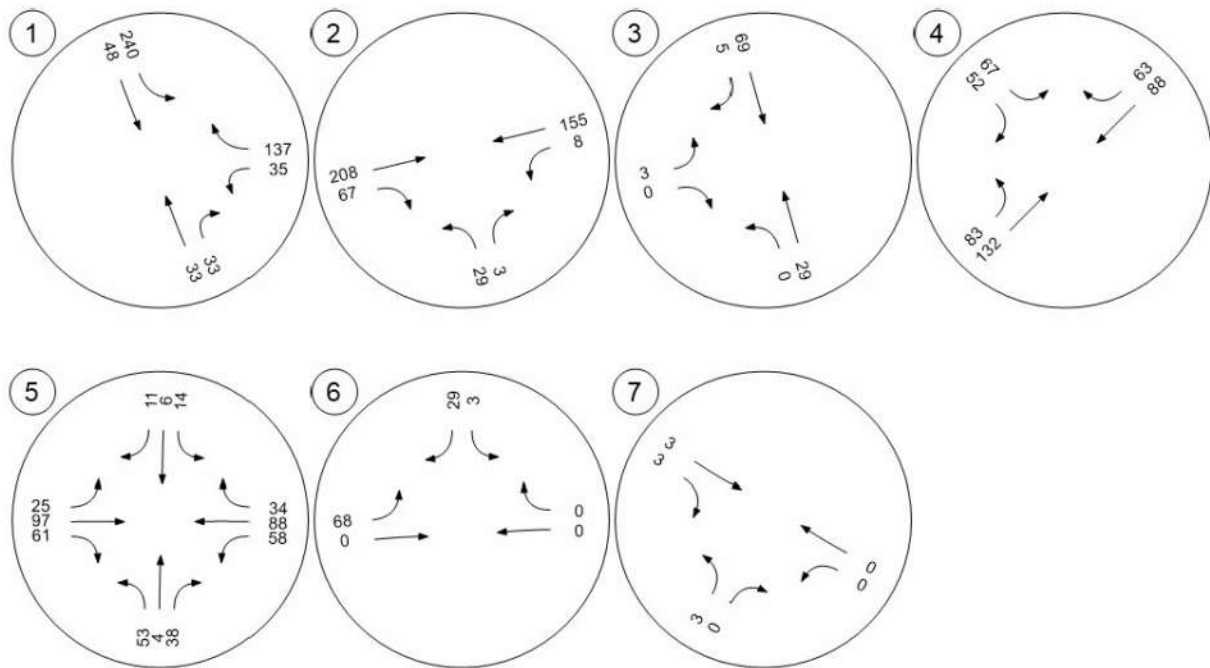


Table 5 – Buildout (2030) Background AM Peak Hour LOS Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Link Road/Old Pueblo Road	Two-way stop	HCM 6th Edition	WB Left	0.040	10.6	B
2	Link Road/Wilson Road	Two-way stop	HCM 6th Edition	NB Left	0.059	10.8	B
3	Wilson Road/Orleans Road	Two-way stop	HCM 6th Edition	EB Left	0.003	8.9	A
4	Link Road/Jimmy Camp Road	Two-way stop	HCM 6th Edition	SB Left	0.033	10.5	B
5	Link Road/Progress Drive	Two-way stop	HCM 6th Edition	NB Left	0.084	10.5	B
6	Wilson Road/Progress Drive	Two-way stop	HCM 6th Edition	SB Left	0.001	8.9	A
7	Orleans Road/Gould Road	Two-way stop	HCM 6th Edition	NB Left	0.001	8.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Table 6 – Buildout (2030) Background PM Peak Hour LOS Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Link Road/Old Pueblo Road	Two-way stop	HCM 6th Edition	WB Left	0.114	16.5	C
2	Link Road/Wilson Road	Two-way stop	HCM 6th Edition	NB Left	0.057	11.6	B
3	Wilson Road/Orleans Road	Two-way stop	HCM 6th Edition	EB Left	0.003	9.1	A
4	Link Road/Jimmy Camp Road	Two-way stop	HCM 6th Edition	SB Left	0.141	12.8	B
5	Link Road/Progress Drive	Two-way stop	HCM 6th Edition	SB Left	0.036	13.3	B
6	Wilson Road/Progress Drive	Two-way stop	HCM 6th Edition	SB Left	0.004	9.6	A
7	Orleans Road/Gould Road	Two-way stop	HCM 6th Edition	NB Left	0.003	8.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Buildout Conditions (2030) Total Traffic Analysis

The anticipated AM and PM peak hour counts in the total (background and site-generated) buildout traffic scenarios are shown in Figures 13 and 14, respectively. A summary of how each intersection operates in the AM and PM peaks is shown in Tables 7 and 8, respectively. As shown in the tables, the Access 1/Res 1 and the Wilson Road/Progress Road intersections have a LOS E. Matrix does not recommend mitigation for these intersections because the LOS is due to only one movement at both intersections (eastbound left and southbound left, respectively), traffic has alternate routes around the intersection, and the queue length does not block any intersections. Furthermore, the Access 1/Res 1 intersection is impacted by the elementary school, which will only generate traffic for a short period of the day.

Refer to Figure 12 for the assumed intersection geometry for the buildout total scenarios. The intersection geometries are based on anticipated improvements due to site-generated traffic, as discussed later in this section.

Note that Orleans Road/Access 1 was not analyzed as an intersection since Orleans Road is not assumed to extend east of the site so it does not function as an intersection, rather as a bend in the road.

The buildout total average daily traffic is included in Figure 24.

Figure 12 – Buildout (2030) Total Intersection Geometry

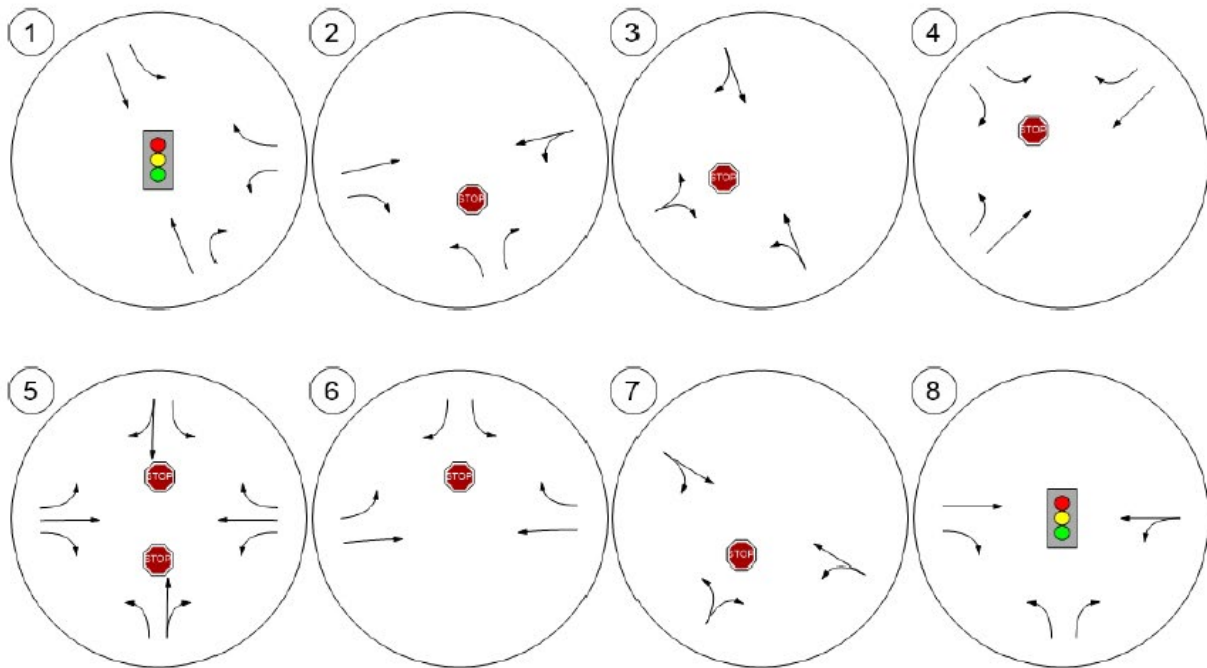


Figure 12 – Buildout (2030) Total Intersection Geometry (continued)

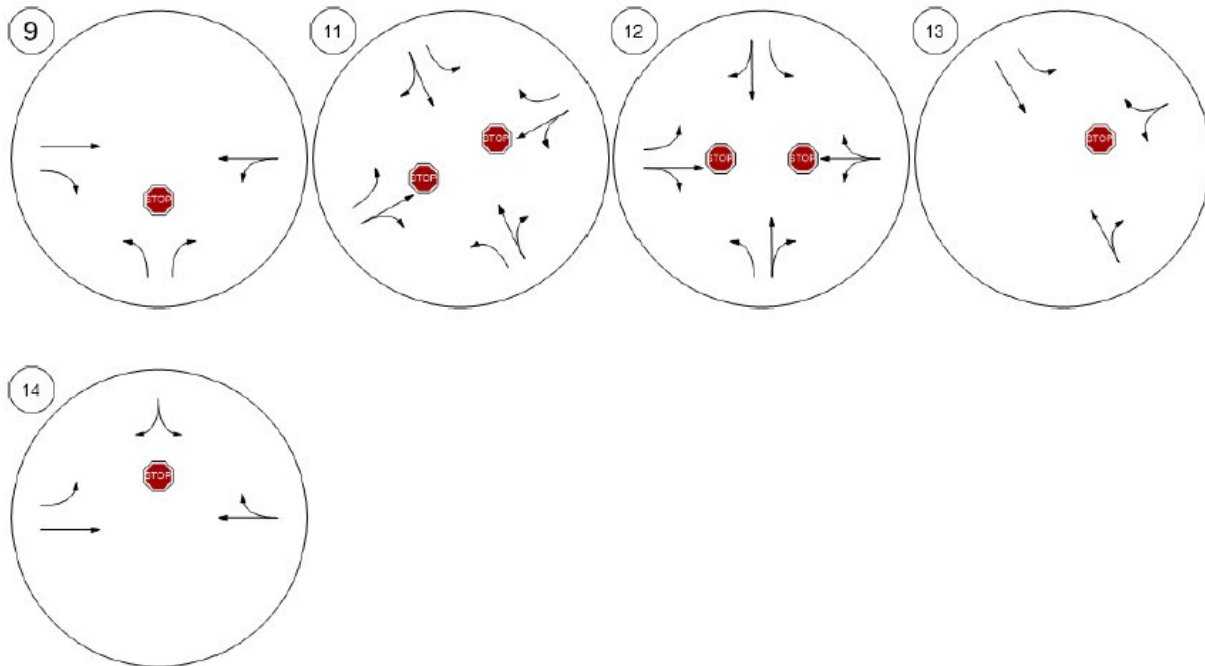
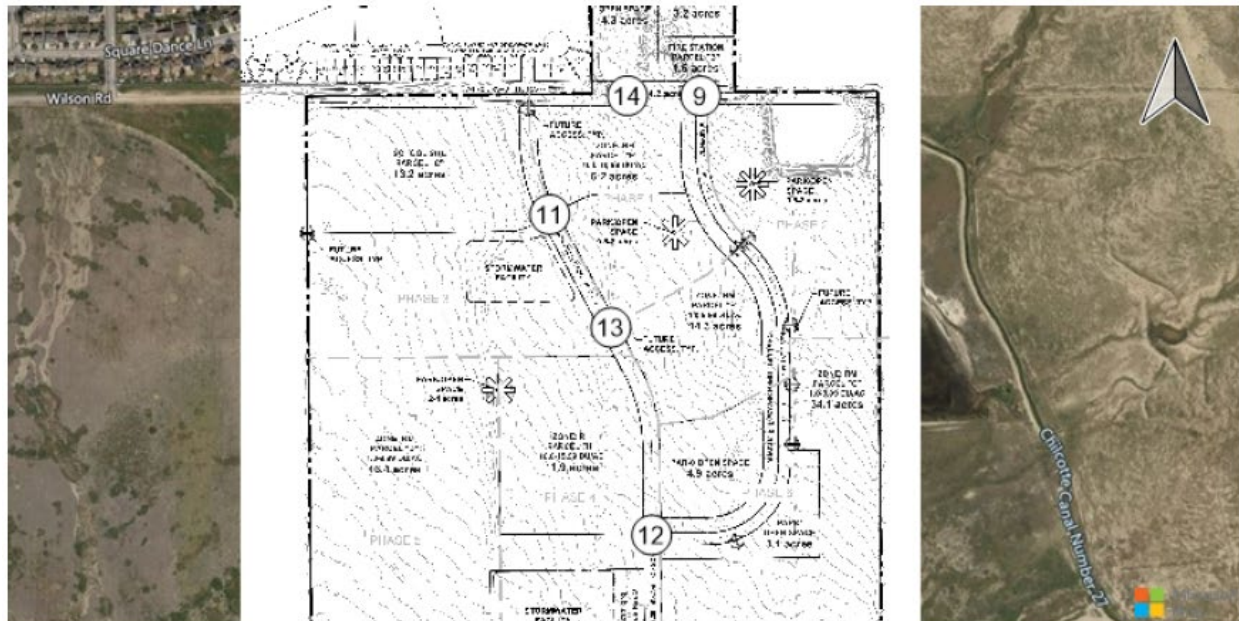


Figure 13 – Buildout (2030) Total AM Peak Hour Traffic Volumes

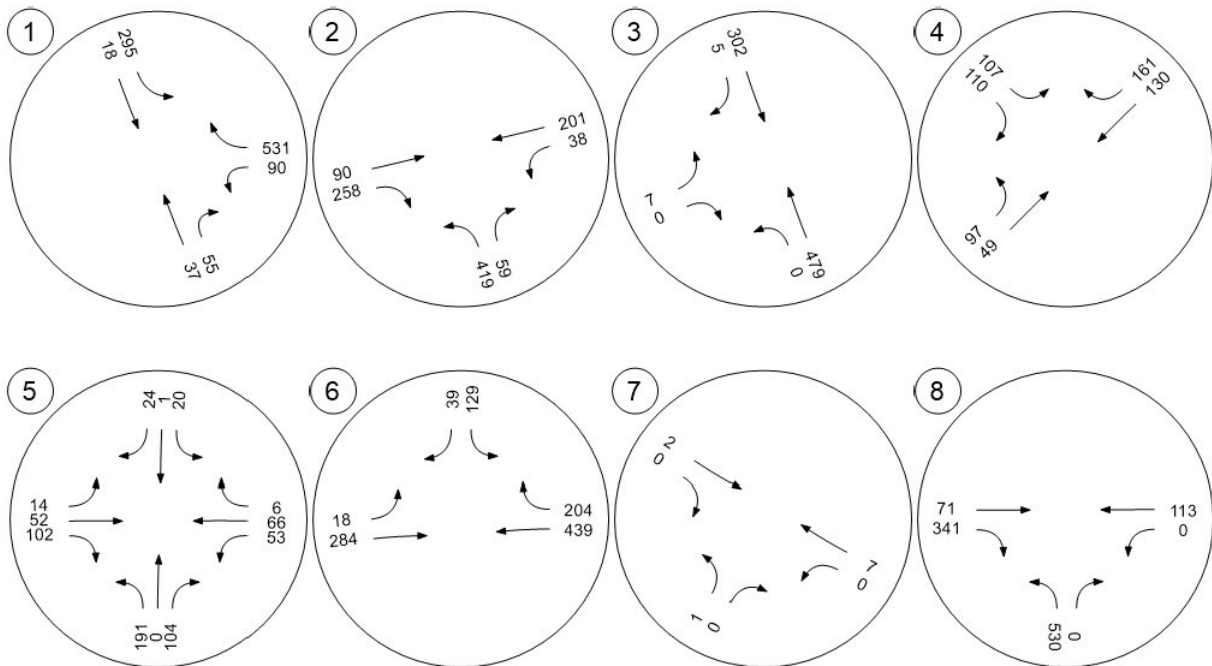


Figure 13 – Buildout (2030) Total AM Peak Hour Traffic Volumes (continued)

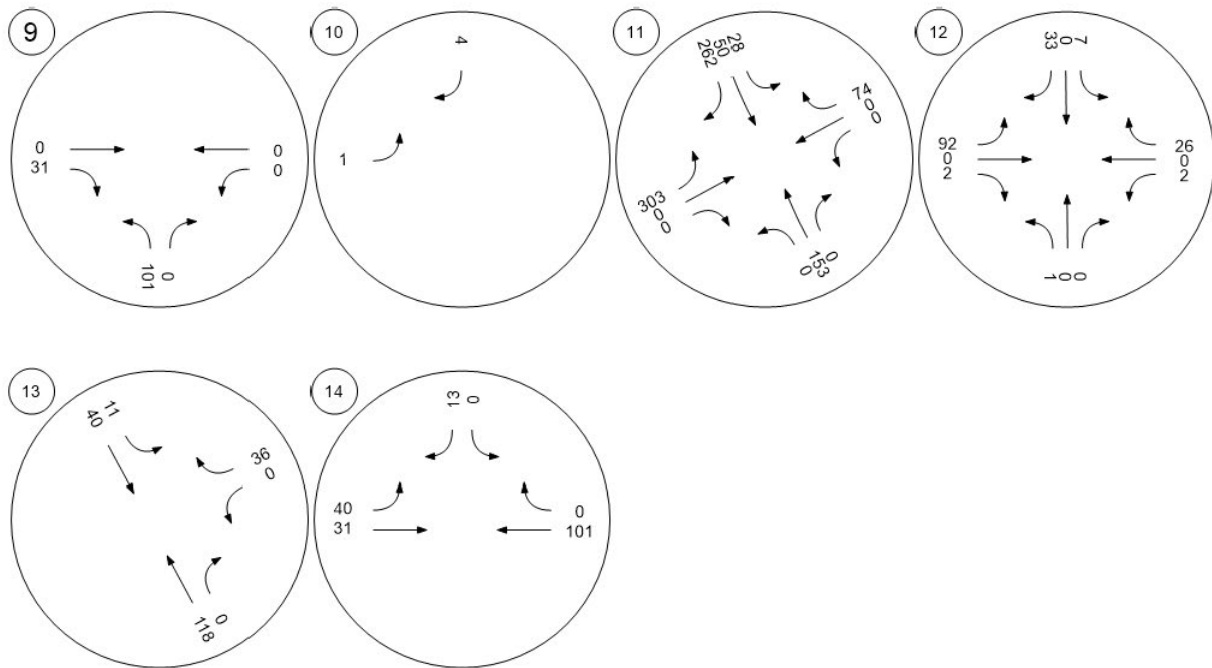
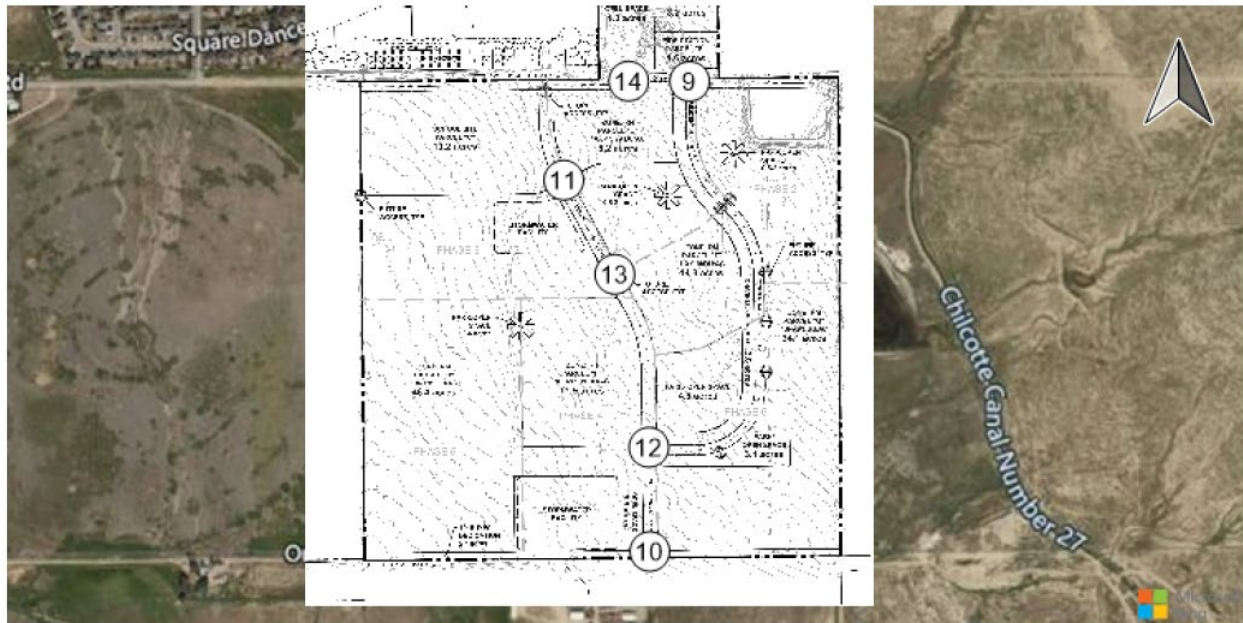
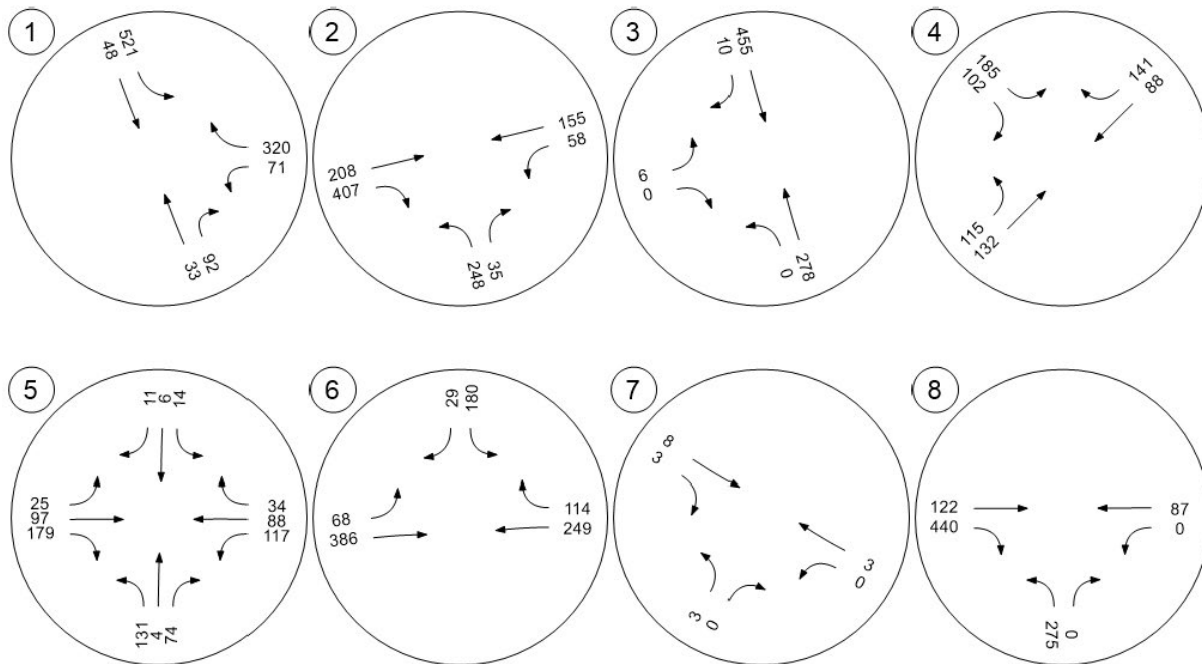


Figure 14 – Buildout (2030) Total PM Peak Hour Traffic Volumes



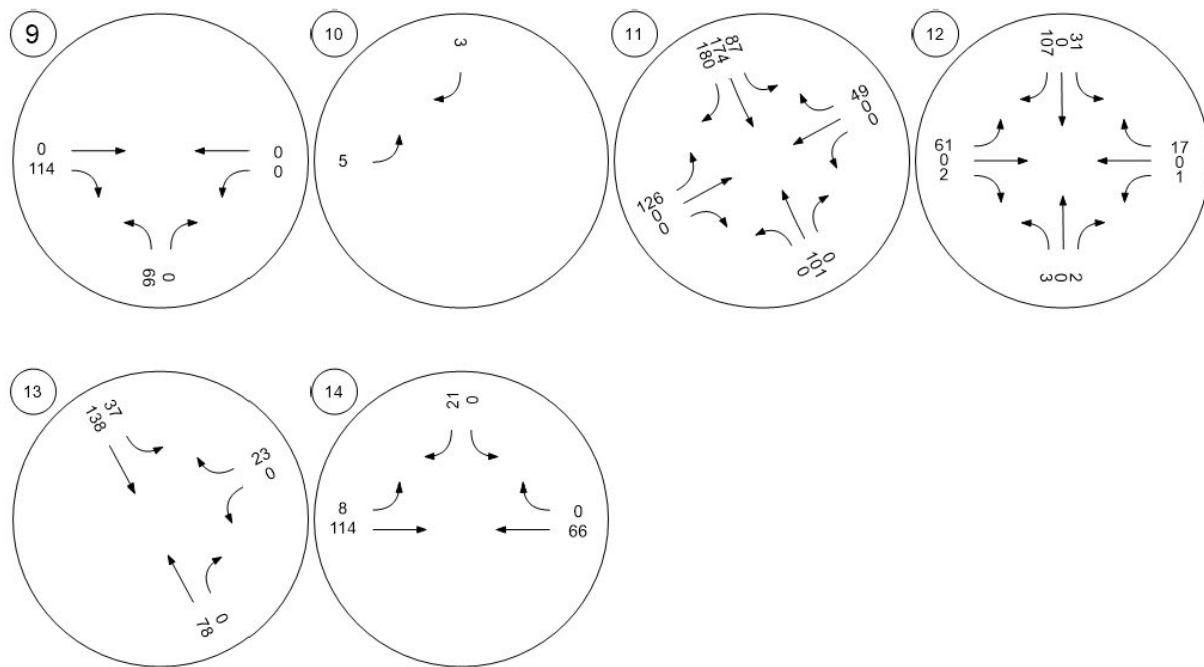


Table 7 – Buildout (2030) Total AM Peak Hour LOS Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Link Road/Old Pueblo Road	Signalized	HCM 6th Edition	WB Right	0.621	20.8	C
2	Link Road/Wilson Road	Two-way stop	HCM 6th Edition	NB Left	0.838	35.9	E
3	Wilson Road/Orleans Road	Two-way stop	HCM 6th Edition	EB Left	0.026	16.8	C
4	Link Road/Jimmy Camp Road	Two-way stop	HCM 6th Edition	SB Left	0.228	13.7	B
5	Link Road/Progress Drive	Two-way stop	HCM 6th Edition	NB Left	0.359	14.2	B
6	Wilson Road/Progress Drive	Two-way stop	HCM 6th Edition	SB Left	0.462	25.7	D
7	Orleans Road/Gould Road	Two-way stop	HCM 6th Edition	NB Left	0.001	8.6	A
8	Wilson Road/Access 1	Signalized	HCM 6th Edition	EB Right	0.647	12.1	B
9	Wilson Road/Access 2	Two-way stop	HCM 6th Edition	NB Left	0.112	9.0	A
11	Access 1/Res 1	Two-way stop	HCM 6th Edition	EB Left	0.788	37.7	E
12	Access 1/Res 3	Two-way stop	HCM 6th Edition	EB Left	0.115	9.4	A
13	Access 1/Res 2	Two-way stop	HCM 6th Edition	WB Right	0.045	9.1	A
14	Wilson Road/Fire Station Access	Two-way stop	HCM 6th Edition	SB Right	0.016	8.9	A

Table 8 – Buildout (2030) Total PM Peak Hour LOS Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Link Road/Old Pueblo Road	Signalized	HCM 6th Edition	WB Right	0.613	14.8	B
2	Link Road/Wilson Road	Two-way stop	HCM 6th Edition	NB Left	0.614	24.5	C
3	Wilson Road/Orleans Road	Two-way stop	HCM 6th Edition	EB Left	0.021	15.9	C
4	Link Road/Jimmy Camp Road	Two-way stop	HCM 6th Edition	SB Left	0.447	18.7	C
5	Link Road/Progress Drive	Two-way stop	HCM 6th Edition	NB Left	0.388	20.2	C
6	Wilson Road/Progress Drive	Two-way stop	HCM 6th Edition	SB Left	0.688	40.0	E
7	Orleans Road/Gould Road	Two-way stop	HCM 6th Edition	NB Left	0.003	8.6	A
8	Wilson Road/Access 1	Signalized	HCM 6th Edition	NB Left	0.545	8.7	A
9	Wilson Road/Access 2	Two-way stop	HCM 6th Edition	NB Left	0.073	8.8	A
11	Access 1/Res 1	Two-way stop	HCM 6th Edition	EB Left	0.414	22.6	C
12	Access 1/Res 3	Two-way stop	HCM 6th Edition	EB Left	0.087	10.0	A
13	Access 1/Res 2	Two-way stop	HCM 6th Edition	WB Right	0.027	8.8	A
14	Wilson Road/Fire Station Access	Two-way stop	HCM 6th Edition	SB Right	0.024	8.7	A

The length of turn lanes required to accommodate the full buildout (2030) traffic was analyzed at each intersection. Table 9 shows the turn lanes that did not have adequate storage to contain the 95% queue length (for signalized intersections) or did not meet the lengths in Table 8 in the Colorado Springs Traffic Criteria Manual. The 95% queue lengths were given by PTV Vistro. Table 9 shows the turning movements that require lengthening of the existing turn lane.

Table 9 – Buildout (2030) Inadequate Turn Lane Lengths

Intersection	Intersection Type	Turning Movement	Peak Hour Volume		Turn Lane Length [ft]				
			2030 Background	2030 Total	Existing	2030 Background 95% Queue	Length Required	2030 Total 95% Queue	Length Required
Link Road & Old Pueblo Road	Signalized	SBL	240	521	150	93	93	161	161
Link Road & Jimmy Camp Road	Two-way Stop	SBL	67	185	170	n/a	100	n/a	200
Link Road & Progress Road	Two-way Stop	WBL	58	117	90	n/a	75	n/a	100

Matrix recommends the following changes to the analyzed intersections, due to site-generated traffic:

- Link Road/Old Pueblo Road
 - Signalize the intersection (warranted in the Buildout Total AM scenario; both the four hour vehicular volume and peak hour warrants were met). The site generates 56% of the traffic at the intersection.
 - Install northbound right turn lane (55' storage length) due to Buildout Total PM peak hour (92 vph). The site generates 64% of the northbound right traffic in the PM peak hour.
 - Lengthen the existing southbound left turn lane from 150' to 165' to accommodate the 95% queue length in the Buildout Total PM scenario. The site generates 54% of the southbound left traffic in the PM peak hour.
- Link Road/Wilson Road
 - Install northbound right turn lane (80' storage length) due to Buildout Total AM peak hour northbound left turn traffic (419 vph). The site generates 92% of the northbound left traffic in the AM peak hour.
 - Lengthen the anticipated eastbound right turn lane from 100' to 250' to accommodate the Buildout Total PM peak hour (407 vph). The site generates 84% of the eastbound left traffic in the PM peak hour.
- Link Road/Jimmy Camp Road
 - Lengthen the existing southbound left turn lane from 170' to 200' to accommodate the Buildout Total PM peak hour (185 vph). The site generates 64% of the southbound left traffic during the PM peak hour.
- Link Road/Progress Drive
 - Lengthen the anticipated northbound left turn lane from 50' to 100' to accommodate the Buildout Total AM peak hour (191 vph). The site generates 72% of the northbound left traffic during the AM peak hour.
 - Lengthen the anticipated eastbound right turn lane from 50' to 150' to accommodate the Buildout Total PM peak hour (179 vph). The site generates 66% of the eastbound right turn traffic during the PM peak hour.
- Wilson Road/Progress Drive
 - Install southbound left turn lane (150' storage length) due to Buildout Total PM peak hour traffic (128 vph). The site generates 100% of the southbound left turn traffic.
 - Install westbound left turn lane (200' storage length) due to Buildout Total AM peak hour traffic (204 vph). The site generates 100% of the westbound right turn traffic.
- Wilson Road/Access 1
 - Signalize intersection (warranted in the Buildout Total AM scenario; the four hour vehicular volume warrant was met).

Refer to Appendix F for the signal warrant reports.

Figure 16 – AM Peak Hour Trip Assignment with the TMP Roadway Network

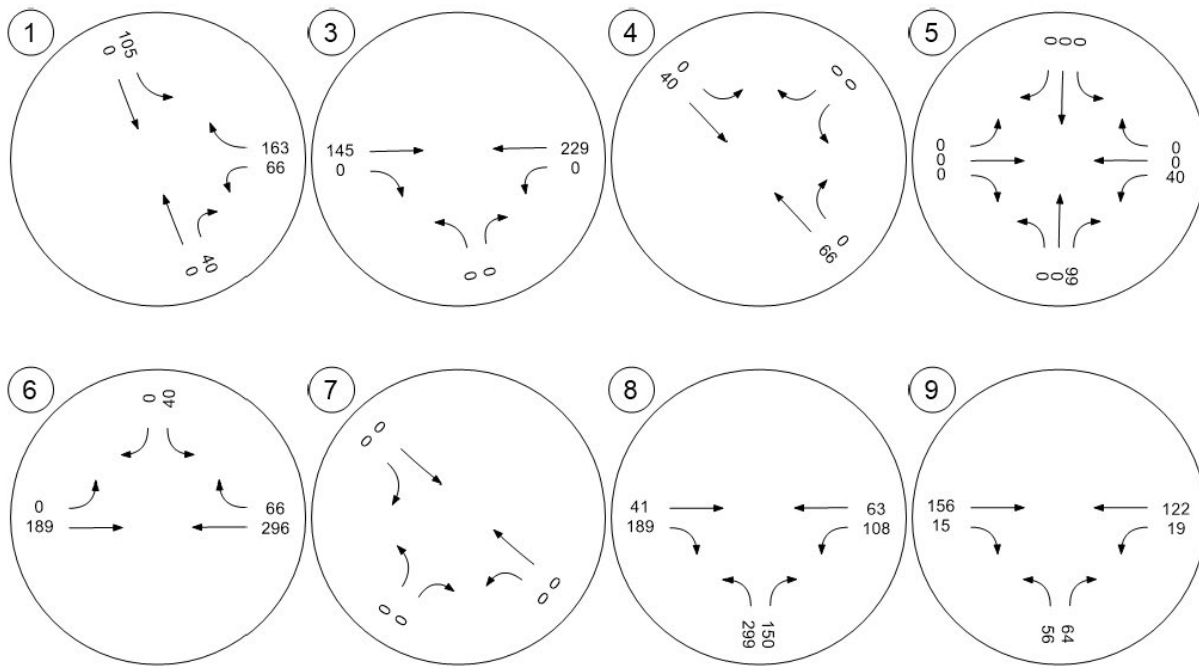


Figure 16 – AM Peak Hour Trip Assignment with the TMP Roadway Network (continued)

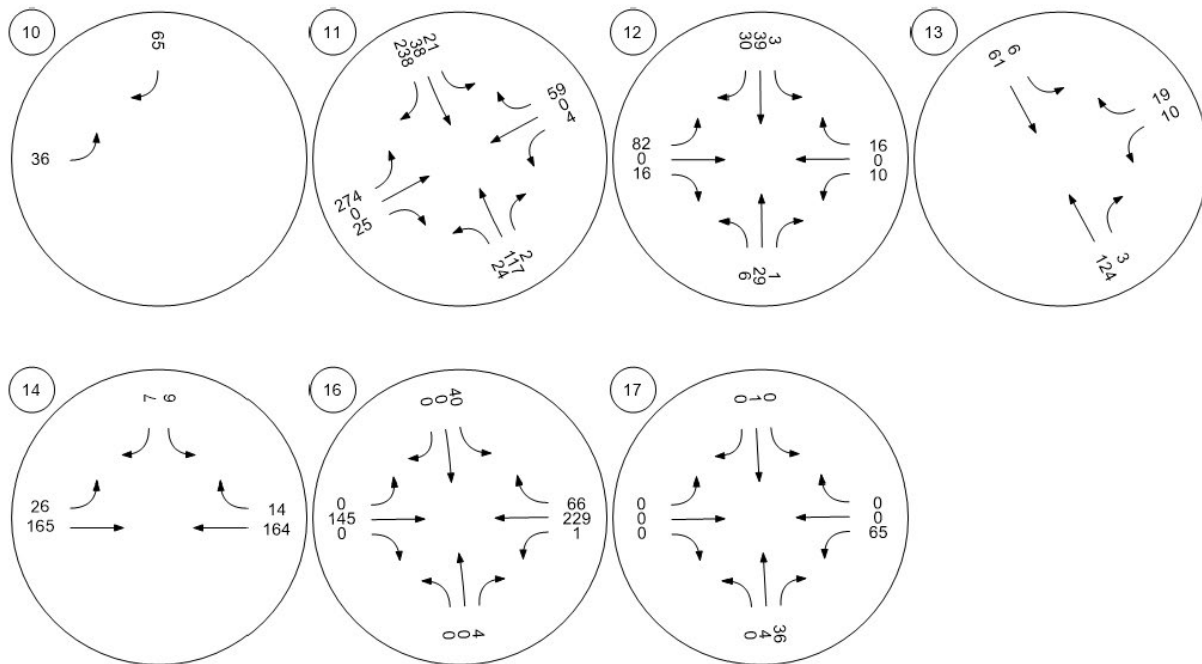


Figure 17 - PM Peak Hour Trip Assignment with the TMP Roadway Network

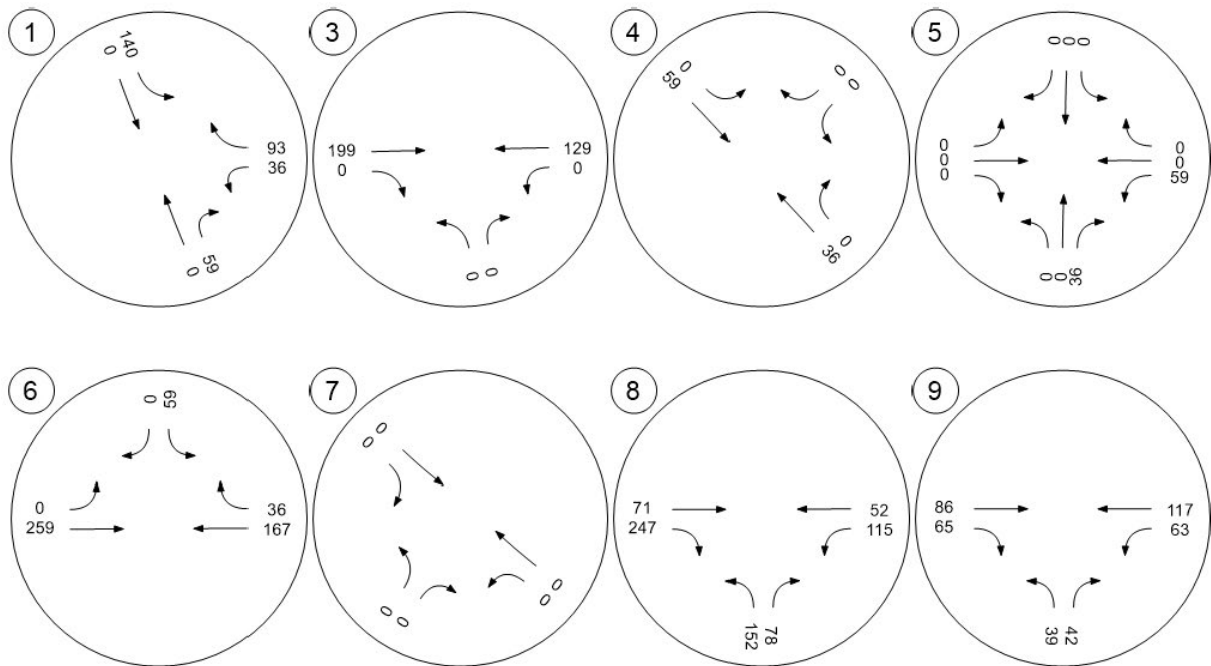


Figure 17 - PM Peak Hour Trip Assignment with the TMP Roadway Network (continued)

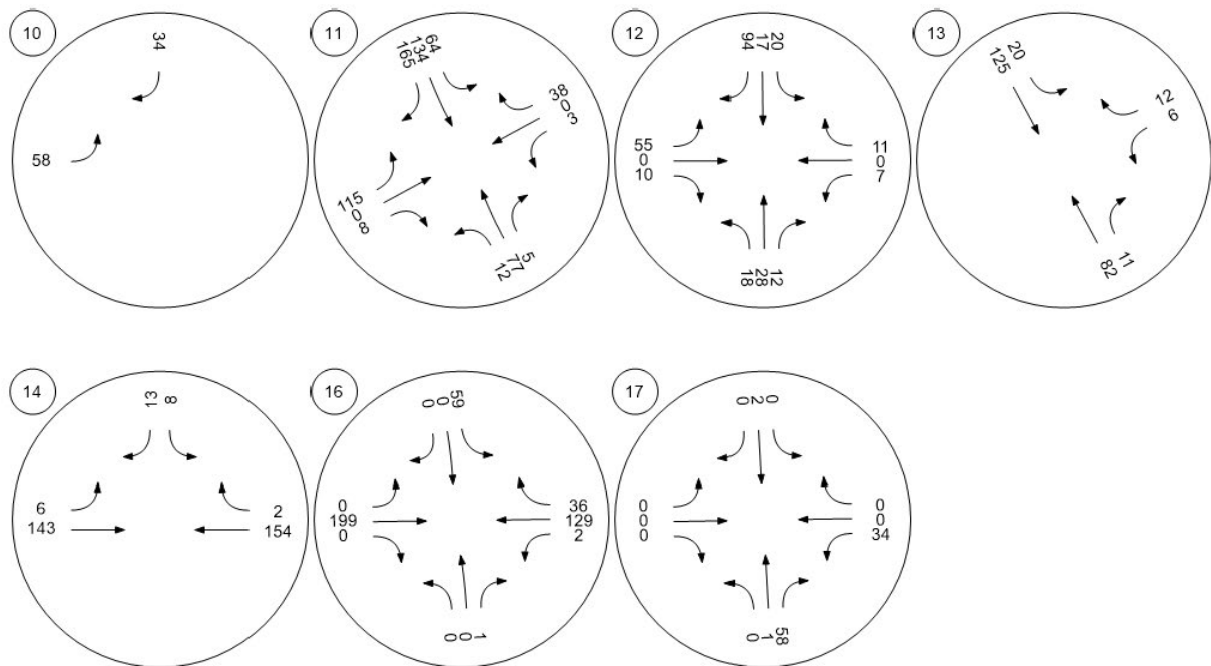
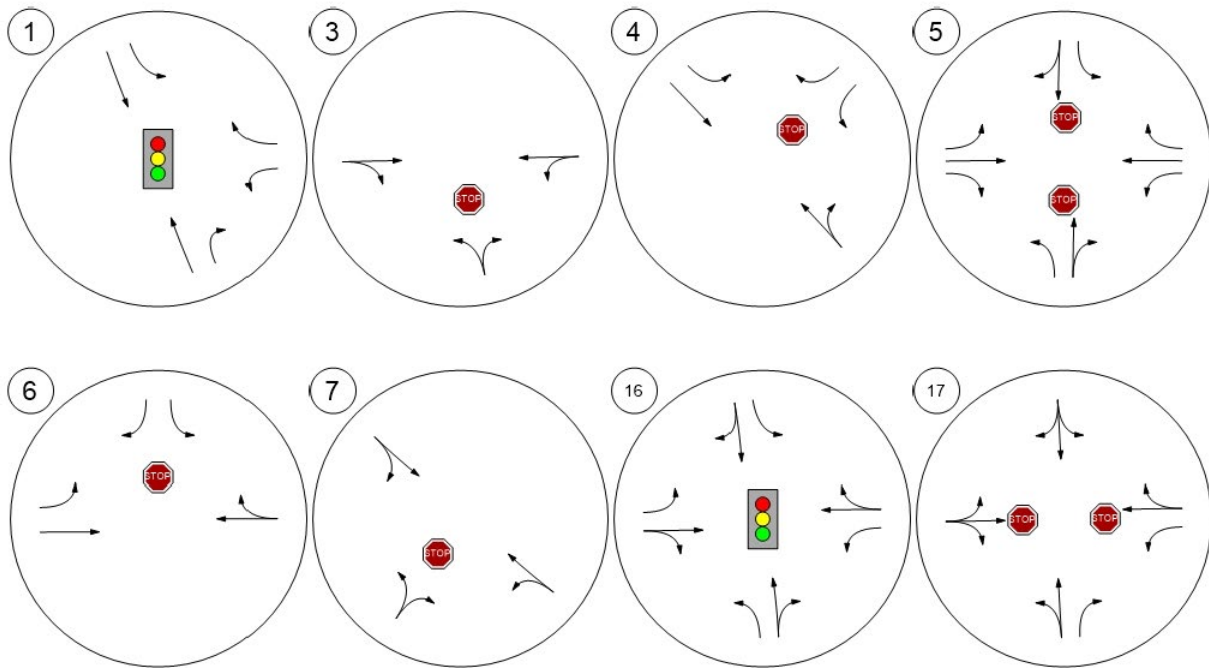


Figure 18 – Horizon (2045) Background Intersection Geometry



Horizon (2045) Background Traffic Analysis

The projected traffic volumes during the 2045 AM and PM background peak hours are shown in Figures 19 and 20, respectively. To project background traffic, Matrix routed the existing traffic volumes through the TMP roadway network and applied the growth rate to the volumes. A summary of how the study area intersections will operate during the 2045 AM and PM background peak hours is shown in Tables 10 and 11, respectively. As shown in the tables, all the analyzed intersections are anticipated to operate at an acceptable LOS during both the AM and PM peak hours.

The buildout total average daily traffic is included in Figure 24.

Figure 19 – Horizon (2045) Background AM Peak Hour Traffic Volumes

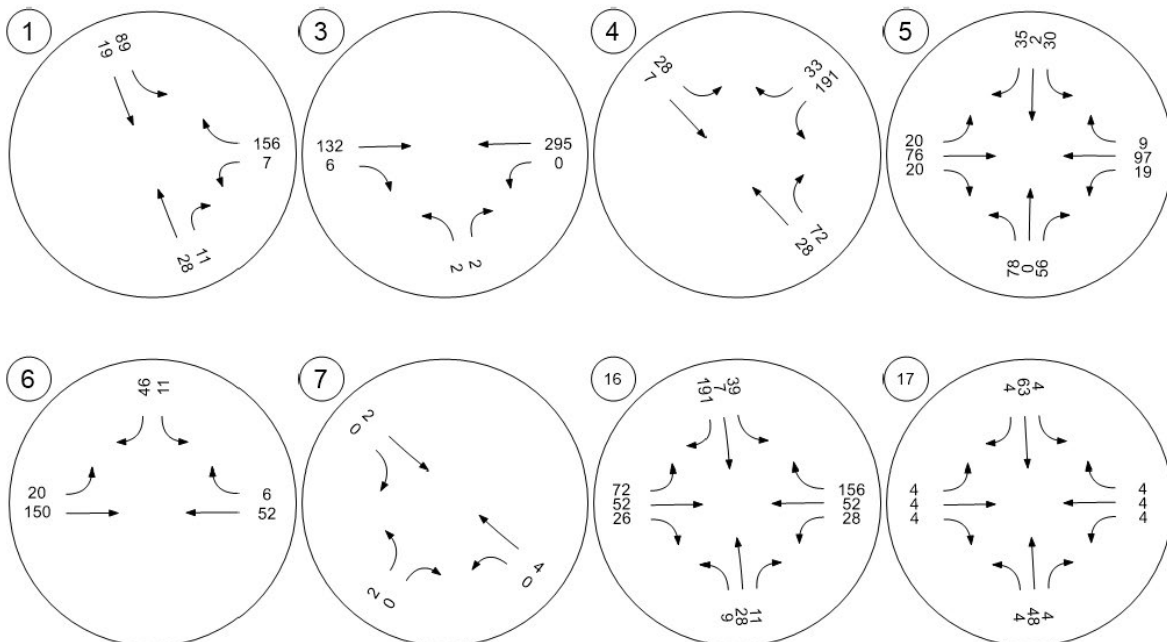


Figure 20 – Horizon (2045) Background PM Peak Hour Traffic Volumes

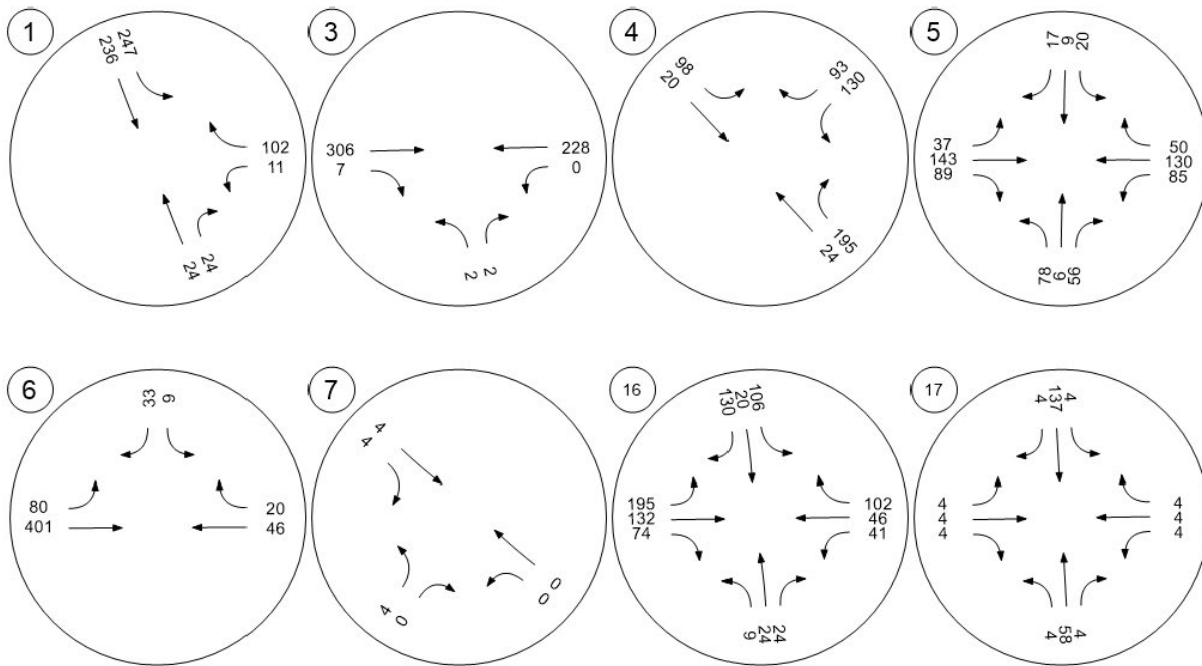


Table 10 – Horizon (2045) Background AM Peak Hour LOS Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Wilson Road/Old Pueblo Road	Signalized	HCM 6th Edition	WB Right	0.200	6.6	A
3	Wilson Road/Orleans Road	Two-way stop	HCM 6th Edition	NB Left	0.004	11.7	B
4	Link Road/Jimmy Camp Road	Two-way stop	HCM 6th Edition	WB Left	0.262	10.9	B
5	Link Road/Progress Drive	Two-way stop	HCM 6th Edition	NB Left	0.149	12.1	B
6	Wilson Road/Progress Drive	Two-way stop	HCM 6th Edition	SB Left	0.019	10.2	B
7	Orleans Road/Gould Road	Two-way stop	HCM 6th Edition	NB Left	0.002	8.6	A
16	Wilson Road/Jimmy Camp Road	Signalized	HCM 6th Edition	EB Left	0.315	7.3	A
17	Orleans Road/Jimmy Camp Road	Two-way stop	HCM 6th Edition	EB Thru	0.007	10.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Table 11 – Horizon (2045) Background PM Peak Hour LOS Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Wilson Road/Old Pueblo Road	Signalized	HCM 6th Edition	WB Right	0.304	5.4	A
3	Wilson Road/Orleans Road	Two-way stop	HCM 6th Edition	NB Left	0.004	12.9	B
4	Link Road/Jimmy Camp Road	Two-way stop	HCM 6th Edition	WB Left	0.261	13.6	B
5	Link Road/Progress Drive	Two-way stop	HCM 6th Edition	NB Left	0.257	19.0	C
6	Wilson Road/Progress Drive	Signalized	HCM 6th Edition	SB Right	0.298	4.0	A
7	Orleans Road/Gould Road	Two-way stop	HCM 6th Edition	NB Left	0.005	8.6	A
16	Wilson Road/Jimmy Camp Road	Signalized	HCM 6th Edition	NB Left	0.320	8.1	A
17	Orleans Road/Jimmy Camp Road	Two-way stop	HCM 6th Edition	EB Thru	0.008	10.7	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Horizon (2045) Total Traffic Analysis

The projected traffic volumes during the 2045 AM and PM total (background and site-generated) traffic scenarios are shown in Figures 22 and 23, respectively. A summary of how the study area intersections will operate during the AM and PM peaks is shown in Tables 12 and 13, respectively. As shown in the tables, all the analyzed intersections are anticipated to operate at an acceptable LOS during both the AM and PM peak hours.

Note that Orleans Road/Access 1 was not analyzed as an intersection since Orleans Road is not assumed to extend east of the site so it does not function as an intersection, rather as a bend in the road.

The buildout total average daily traffic is included in Figure 24.

Figure 21– Horizon (2045) Total Intersection Geometry

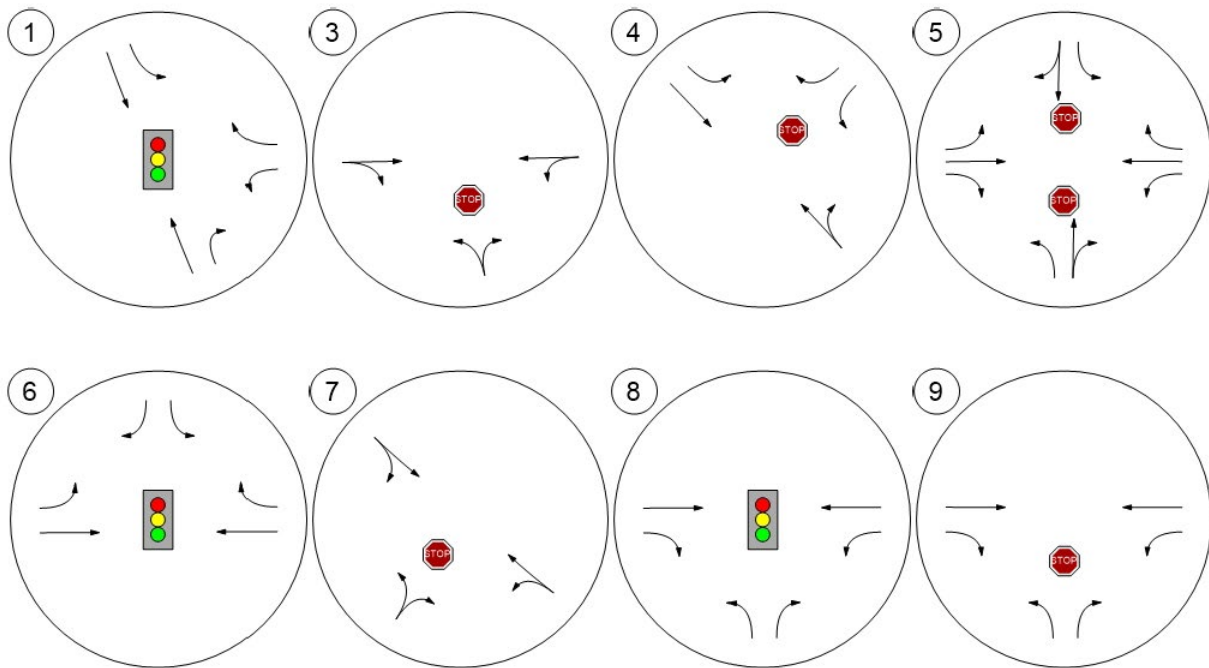


Figure 21– Horizon (2045) Total Intersection Geometry (continued)

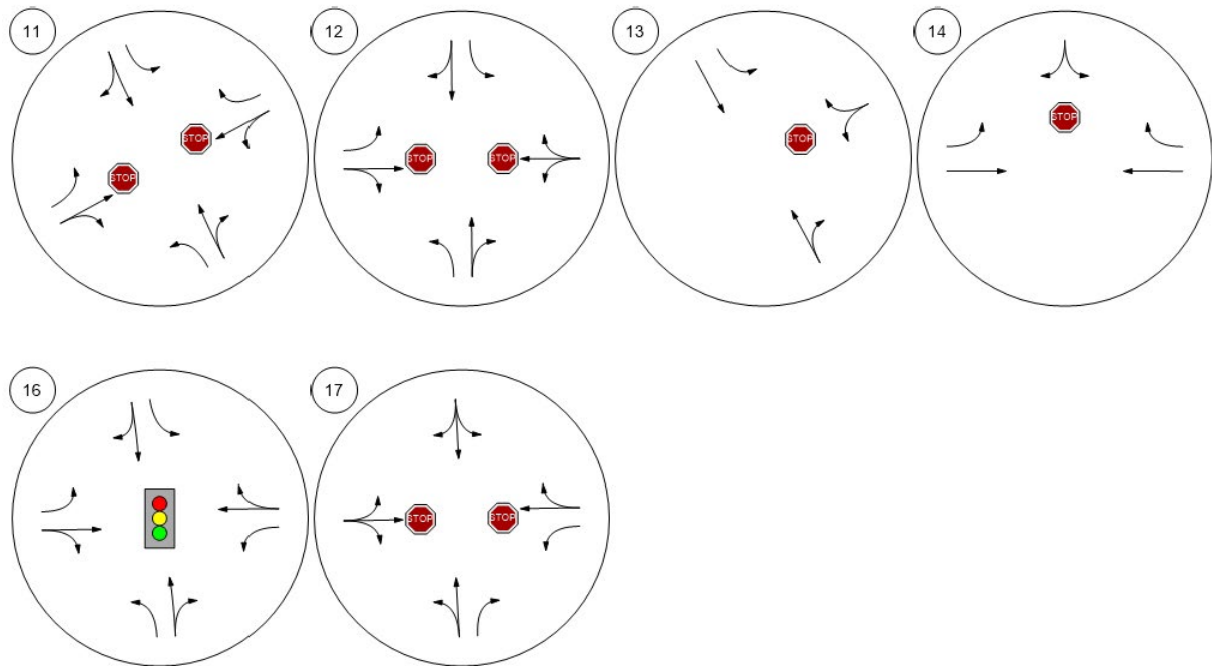
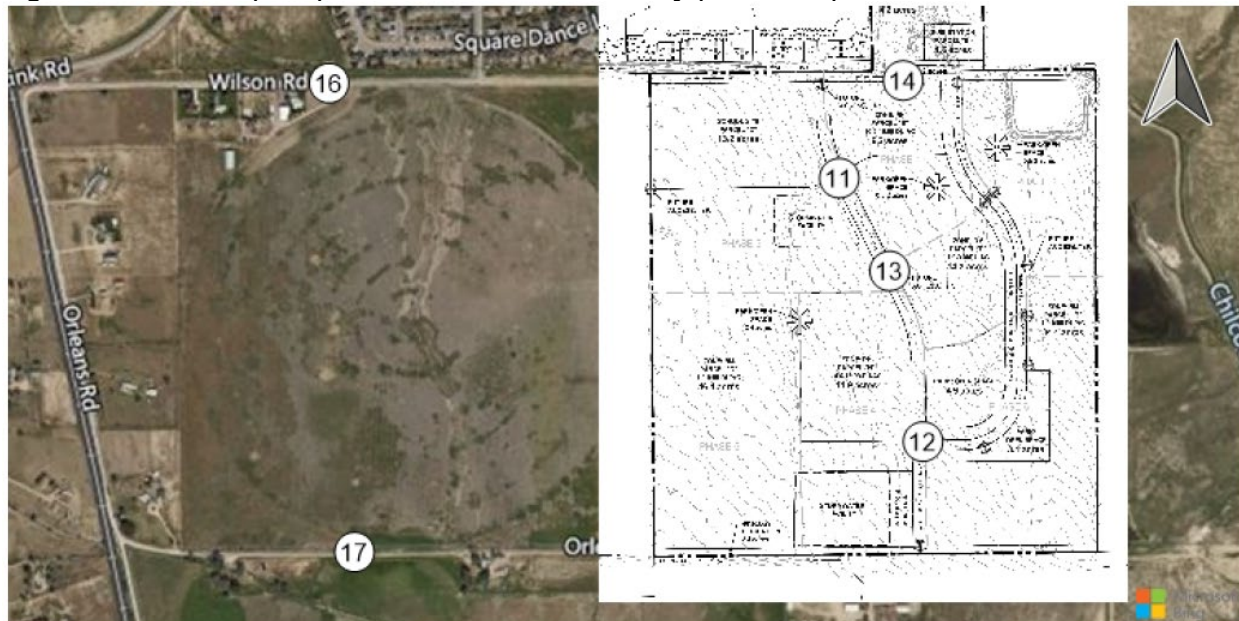


Figure 22– Horizon (2045) Total AM Peak Hour Traffic Volumes

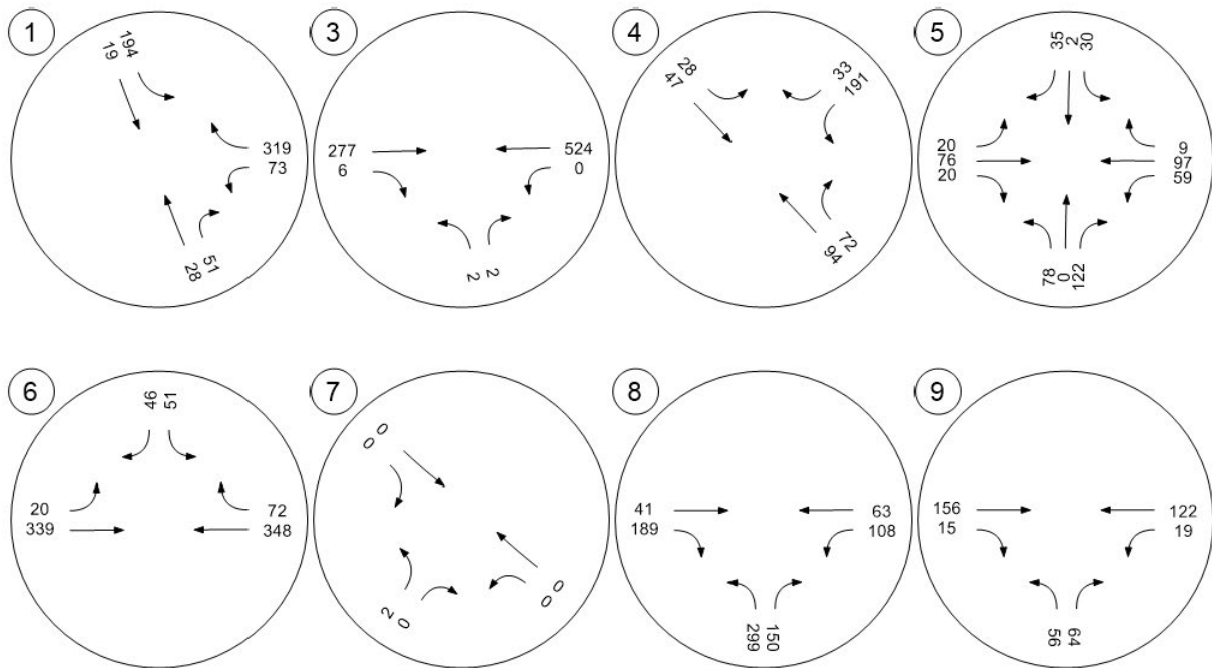


Figure 22 – Horizon (2045) Total AM Peak Hour Traffic Volumes (continued)

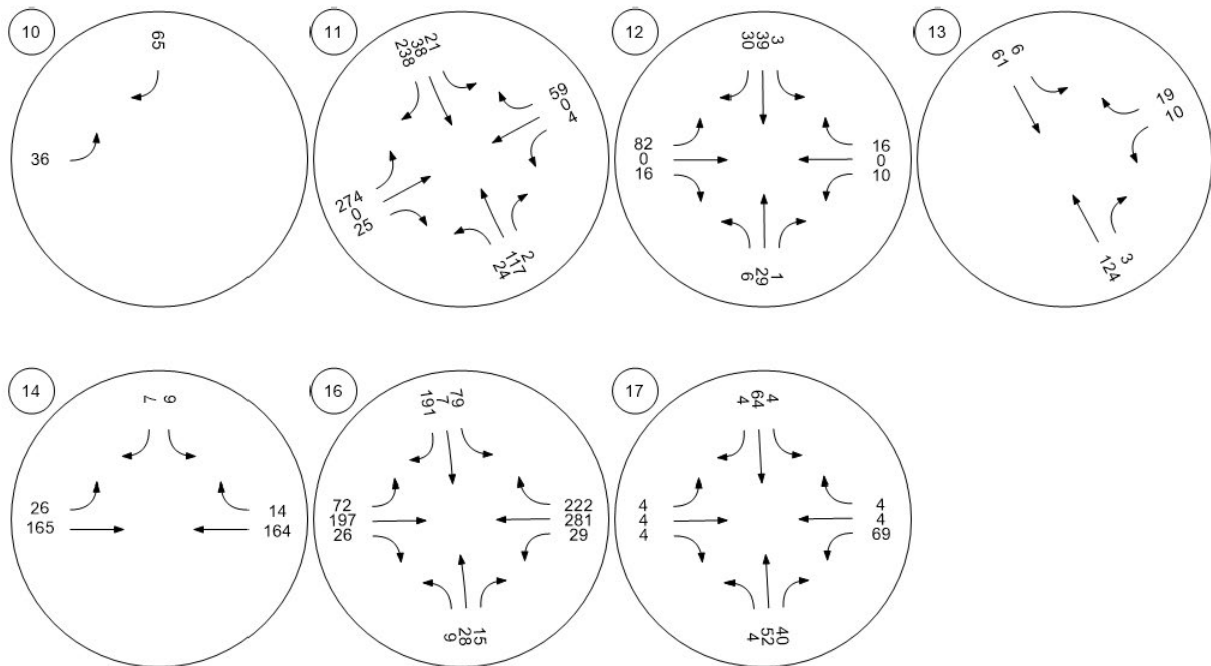
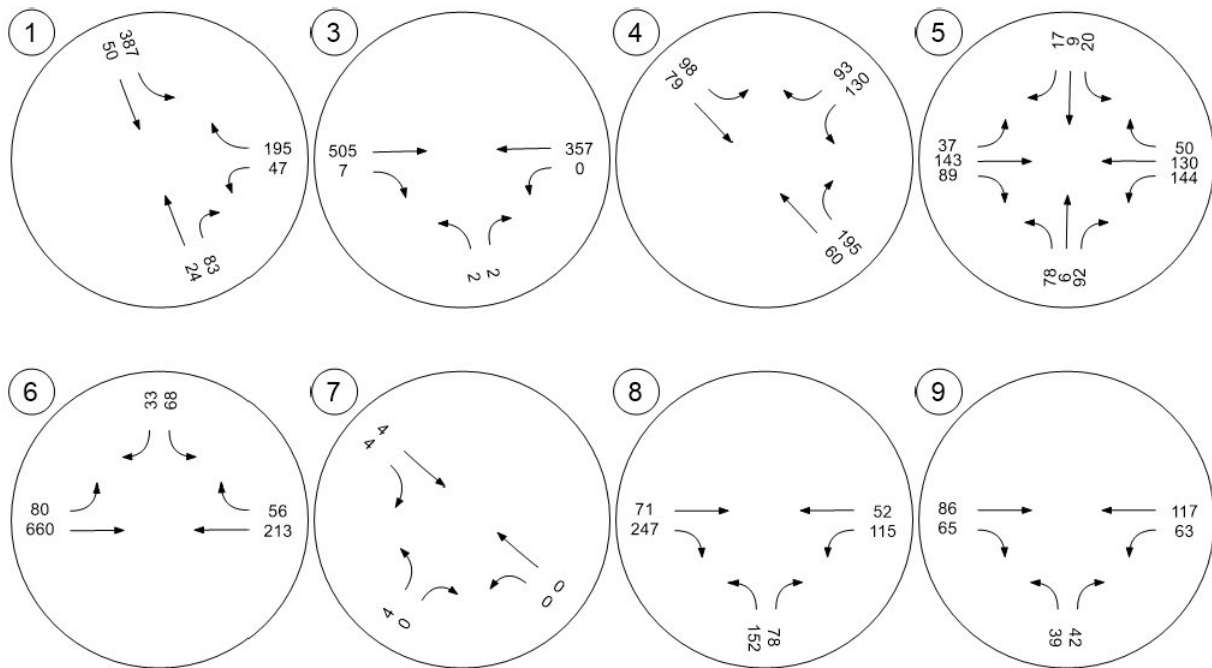


Figure 23 – Horizon (2045) Total PM Peak Hour Traffic



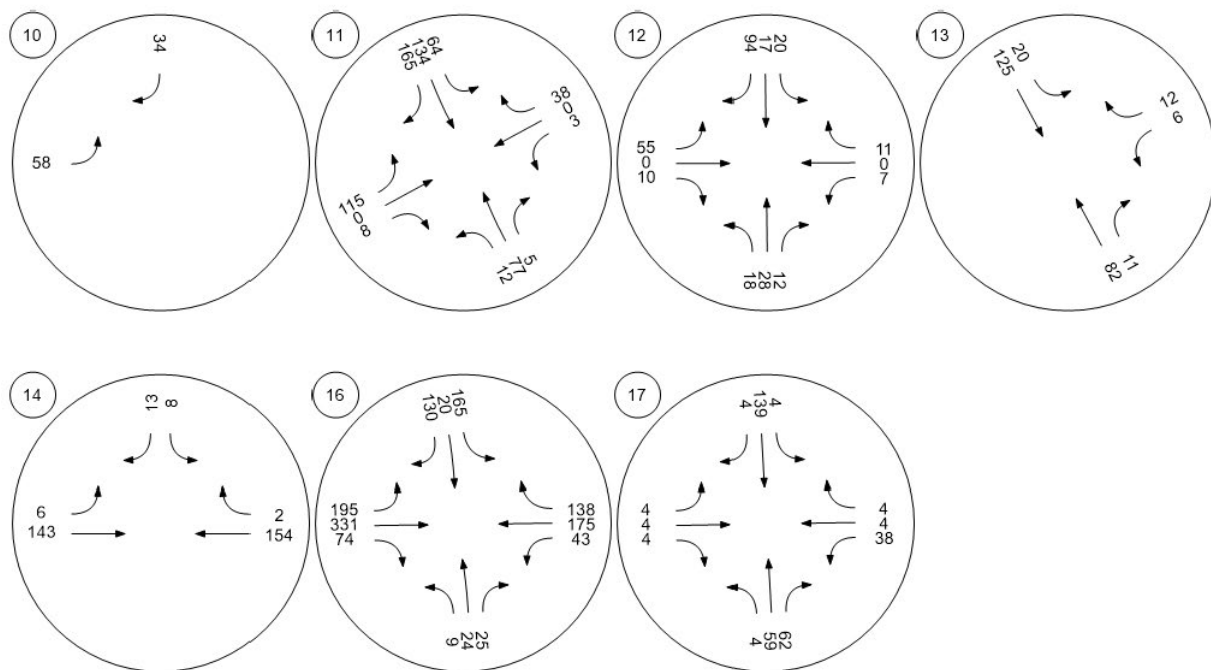


Table 12 – Horizon (2045) Total AM Peak Hour LOS Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Wilson Road/Old Pueblo Road	Signalized	HCM 6th Edition	WB Right	0.422	8.2	A
3	Wilson Road/Orleans Road	Two-way stop	HCM 6th Edition	NB Left	0.007	16.9	C
4	Link Road/Jimmy Camp Road	Two-way stop	HCM 6th Edition	WB Left	0.307	12.3	B
5	Link Road/Progress Drive	Two-way stop	HCM 6th Edition	SB Left	0.081	14.3	B
6	Wilson Road/Progress Drive	Signalized	HCM 6th Edition	SB Right	0.271	4.5	A
7	Orleans Road/Gould Road	Two-way stop	HCM 6th Edition	NB Left	0.002	8.5	A
8	Wilson Road/Access 1	Signalized	HCM 6th Edition	NB Left	0.362	7.3	A
9	Wilson Road/Access 2	Two-way stop	HCM 6th Edition	NB Left	0.102	11.4	B
11	Access 1/Res 1	Two-way stop	HCM 6th Edition	EB Left	0.663	26.5	D
12	Access 1/Res 3	Two-way stop	HCM 6th Edition	EB Left	0.112	9.9	A
13	Access 1/Res 2	Two-way stop	HCM 6th Edition	WB Left	0.014	9.9	A
14	Wilson Road/Fire Station Access	Two-way stop	HCM 6th Edition	SB Left	0.012	11.5	B
16	Wilson Road/Jimmy Camp Road	Signalized	HCM 6th Edition	NB Left	0.522	9.2	A
17	Orleans Road/Jimmy Camp Road	Two-way stop	HCM 6th Edition	EB Thru	0.007	10.3	B

Table 13 – Horizon (2045) Total PM Peak Hour LOS Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Wilson Road/Old Pueblo Road	Signalized	HCM 6th Edition	WB Right	0.503	8.5	A
3	Wilson Road/Orleans Road	Two-way stop	HCM 6th Edition	NB Left	0.007	18.2	C
4	Link Road/Jimmy Camp Road	Two-way stop	HCM 6th Edition	WB Left	0.302	15.5	C
5	Link Road/Progress Drive	Two-way stop	HCM 6th Edition	NB Left	0.332	24.9	C
6	Wilson Road/Progress Drive	Signalized	HCM 6th Edition	SB Left	0.494	5.7	A
7	Orleans Road/Gould Road	Two-way stop	HCM 6th Edition	NB Left	0.005	8.6	A
8	Wilson Road/Access 1	Signalized	HCM 6th Edition	NB Left	0.304	6.0	A
9	Wilson Road/Access 2	Two-way stop	HCM 6th Edition	NB Left	0.074	11.5	B
11	Access 1/Res 1	Two-way stop	HCM 6th Edition	EB Left	0.314	17.5	C
12	Access 1/Res 3	Two-way stop	HCM 6th Edition	EB Left	0.086	10.4	B
13	Access 1/Res 2	Two-way stop	HCM 6th Edition	WB Left	0.010	10.3	B
14	Wilson Road/Fire Station Access	Two-way stop	HCM 6th Edition	SB Left	0.014	10.8	B
16	Wilson Road/Jimmy Camp Road	Signalized	HCM 6th Edition	SB Left	0.437	9.2	A
17	Orleans Road/Jimmy Camp Road	Two-way stop	HCM 6th Edition	EB Thru	0.008	11.2	B

The length of turn lanes required to accommodate the horizon traffic was analyzed at each intersection. Table 9 shows the turn lanes that did not have adequate storage to contain the 95% queue length (for signalized intersections) or did not meet the lengths in Table 8 in the Colorado Springs Traffic Criteria Manual. The 95% queue lengths were given by PTV Vistro. Table 9 shows the turning movements that require lengthening of the existing turn lane.

Table 14 – Horizon (2045) Inadequate Turn Lane Lengths

Intersection	Intersection Type	Turning Movement	Peak Hour Volume		Existing	Turn Lane Length [ft]	
			2045 Background	2045 Total		2045 Background Length Required	2045 Total Length Required
Link Road & Progress Road	Two-way Stop	WBL	85	144	90	100	150

Matrix recommends the following changes to the analyzed intersections, due to site-generated traffic, by the year 2045:

- Link Road/Progress Road
 - Lengthen existing westbound left turn lane from 90' to 100' due to Horizon Total PM peak hour traffic (144 vph). The site generates 41% of the westbound left turn lane traffic in the PM peak hour.
- Wilson Road/Progress Road
 - Signalize the intersection (warranted in the Horizon Total PM scenario; both the eight hour and four hour vehicular volume warrants were met). The site generates 56% of the traffic in this intersection in the PM peak hour.
- Wilson Road/Access 2
 - Install westbound left turn lane (100' storage length) due to Horizon Total PM peak hour traffic (117 vph). The site generates 100% of the westbound left turn volume.

The average daily traffic for the road segments in the vicinity of the site are shown in Figure 24. Refer to Table 15 for the roadway classifications.

Figure 24 – Average Daily Traffic



Table 15 – Roadway Classifications

Roadway Segment	Roadway Classification		
	2021	2030	2045
Wilson, east of Progress	Local Road	Minor Arterial	Arterial
Wilson, west of Progress	Local Road	Minor Arterial	Arterial
Old Pueblo, south of Link	Minor Arterial	Minor Collector	Minor Arterial
Old Pueblo, north of Link	Minor Arterial	Minor Arterial	Minor Arterial
Link, west of Wilson	Minor Arterial	Arterial	Arterial
Link, east of Progress	Minor Arterial	Collector	Minor Arterial
Progress, north of Wilson	Local Road	Collector	Local Road
Jimmy Camp, north of Link	Major Collector	Collector	Collector
Jimmy Camp, south of Link	n/a	n/a	Collector
Access 1	n/a	Collector	Local Road
Access 2	n/a	Minor Collector	Local Road

If you have any questions, please feel free to contact me at Scott.Barnhart@matrixdesigngroup.com or at (719) 575-0100. Thank you.

Sincerely,



Scott D. Barnhart, P.E., PTOE
Senior Associate of Transportation Services



Appendix A

Existing Traffic Counts

Date Start: 15-Jun-21
Site Code: 8
Station ID: 8
OLD PUEBLO RD S.O. LINK RD

Start Time	15-Jun-21 Tue	NB	SB	Total
12:00 AM		2	4	6
01:00		3	1	4
02:00		2	1	3
03:00		3	3	6
04:00		4	2	6
05:00		19	12	31
06:00		44	33	77
07:00		44	33	77
08:00		35	26	61
09:00		34	25	59
10:00		34	25	59
11:00		43	33	76
12:00 PM		48	36	84
01:00		46	50	96
02:00		42	41	83
03:00		49	51	100
04:00		52	71	123
05:00		46	54	100
06:00		40	56	96
07:00		27	42	69
08:00		23	18	41
09:00		18	6	24
10:00		9	13	22
11:00		7	8	15
Total		674	644	1318
Percent		51.1%	48.9%	
AM Peak	-	06:00	06:00	06:00
Vol.	-	44	33	77
PM Peak	-	16:00	16:00	16:00
Vol.	-	52	71	123
Grand Total		674	644	1318
Percent		51.1%	48.9%	
ADT		ADT 1,318	AADT 1,318	

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WILSON RD E.O. ORLEANS RD

AADT 758

Date Start: 15-Jun-21
Site Code: 10
Station ID: 10
LINK RD W.O. WILSON RD

Start Time	15-Jun-21 Tue	EB	WB							Total
12:00 AM		11	6							17
01:00		4	2							6
02:00		3	6							9
03:00		3	12							15
04:00		5	39							44
05:00		20	107							127
06:00		56	178							234
07:00		78	185							263
08:00		58	150							208
09:00		70	129							199
10:00		73	112							185
11:00		114	111							225
12:00 PM		125	108							233
01:00		117	100							217
02:00		104	94							198
03:00		164	118							282
04:00		194	122							316
05:00		207	120							327
06:00		147	98							245
07:00		112	66							178
08:00		85	52							137
09:00		67	34							101
10:00		38	14							52
11:00		23	13							36
Total		1878	1976							3854
Percent		48.7%	51.3%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	114	185	-	-	-	-	-	-	263
PM Peak	-	17:00	16:00	-	-	-	-	-	-	17:00
Vol.	-	207	122	-	-	-	-	-	-	327
Grand Total		1878	1976							3854
Percent		48.7%	51.3%							
ADT		ADT 3,854	AADT 3,854							

Date Start: 15-Jun-21
Site Code: 11
Station ID: 11
LINK RD E.O. PROGRESS DR

Start Time	15-Jun-21 Tue	EB	WB							Total
12:00 AM		6	5							11
01:00		1	2							3
02:00		4	2							6
03:00		2	4							6
04:00		10	12							22
05:00		42	28							70
06:00		81	70							151
07:00		90	72							162
08:00		68	53							121
09:00		56	60							116
10:00		52	55							107
11:00		89	78							167
12:00 PM		82	93							175
01:00		53	69							122
02:00		60	89							149
03:00		106	100							206
04:00		101	136							237
05:00		118	137							255
06:00		67	103							170
07:00		44	85							129
08:00		57	61							118
09:00		31	46							77
10:00		24	21							45
11:00		7	13							20
Total		1251	1394							2645
Percent		47.3%	52.7%							
AM Peak	-	07:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	90	78	-	-	-	-	-	-	167
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	118	137	-	-	-	-	-	-	255
Grand Total		1251	1394							2645
Percent		47.3%	52.7%							
ADT		ADT 2,645	AADT 2,645							

Date Start: 15-Jun-21
Site Code: 12
Station ID: 12
ORLEANS ST S.O. WILSON RD

Start Time	15-Jun-21 Tue	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		1	0							1
03:00		0	1							1
04:00		0	0							0
05:00		2	1							3
06:00		2	1							3
07:00		3	1							4
08:00		4	1							5
09:00		2	1							3
10:00		3	2							5
11:00		1	1							2
12:00 PM		3	9							12
01:00		3	0							3
02:00		2	3							5
03:00		2	5							7
04:00		5	3							8
05:00		2	1							3
06:00		0	1							1
07:00		1	0							1
08:00		1	4							5
09:00		1	1							2
10:00		1	0							1
11:00		0	0							0
Total		39	36							75
Percent		52.0%	48.0%							
AM Peak	-	08:00	10:00	-	-	-	-	-	-	08:00
Vol.	-	4	2	-	-	-	-	-	-	5
PM Peak	-	16:00	12:00	-	-	-	-	-	-	12:00
Vol.	-	5	9	-	-	-	-	-	-	12
Grand Total		39	36							75
Percent		52.0%	48.0%							
ADT		ADT 75	AADT 75							

Date Start: 15-Jun-21
Site Code: 13
Station ID: 13
ORLEANS ST E.O. GOULD RD

Start Time	15-Jun-21 Tue	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	1							1
06:00		0	0							0
07:00		1	2							3
08:00		1	1							2
09:00		0	1							1
10:00		0	3							3
11:00		0	0							0
12:00 PM		2	1							3
01:00		1	0							1
02:00		1	0							1
03:00		1	1							2
04:00		1	0							1
05:00		2	0							2
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		10	10							20
Percent		50.0%	50.0%							
AM Peak	-	07:00	10:00	-	-	-	-	-	-	07:00
Vol.	-	1	3	-	-	-	-	-	-	3
PM Peak	-	12:00	12:00	-	-	-	-	-	-	12:00
Vol.	-	2	1	-	-	-	-	-	-	3
Grand Total		10	10							20
Percent		50.0%	50.0%							
ADT		ADT 20	AADT 20							

Date Start: 15-Jun-21
Site Code: 14
Station ID: 14
OLD PUEBLO RD N.O. LINK RD

Start Time	15-Jun-21 Tue	NB	SB							Total
12:00 AM		7	8							15
01:00		2	6							8
02:00		6	1							7
03:00		12	3							15
04:00		38	8							46
05:00		118	39							157
06:00		172	83							255
07:00		192	83							275
08:00		191	78							269
09:00		164	63							227
10:00		142	100							242
11:00		115	129							244
12:00 PM		124	133							257
01:00		131	127							258
02:00		105	141							246
03:00		129	191							320
04:00		132	205							337
05:00		121	215							336
06:00		100	163							263
07:00		77	130							207
08:00		62	103							165
09:00		39	74							113
10:00		19	36							55
11:00		19	24							43
Total		2217	2143							4360
Percent		50.8%	49.2%							
AM Peak	-	07:00	11:00	-	-	-	-	-	-	07:00
Vol.	-	192	129	-	-	-	-	-	-	275
PM Peak	-	16:00	17:00	-	-	-	-	-	-	16:00
Vol.	-	132	215	-	-	-	-	-	-	337
Grand Total		2217	2143							4360
Percent		50.8%	49.2%							
ADT		ADT 4,360	AADT 4,360							



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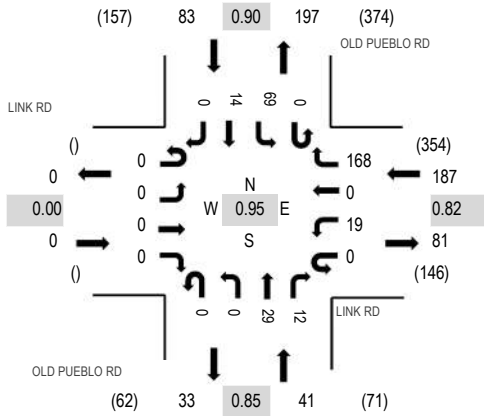
Location: 1 OLD PUEBLO RD & LINK RD AM

Date: Tuesday, June 15, 2021

Peak Hour: 07:00 AM - 08:00 AM

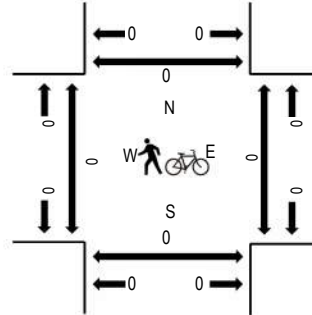
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	LINK RD Eastbound				LINK RD Westbound				OLD PUEBLO RD Northbound				OLD PUEBLO RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	5	0	38	0	0	8	4	0	13	4	0	72	311	0	0	0	0
7:15 AM	0	0	0	0	0	6	0	51	0	0	8	3	0	9	4	0	81	303	0	0	0	0
7:30 AM	0	0	0	0	0	5	0	42	0	0	5	3	0	22	5	0	82	290	0	0	0	0
7:45 AM	0	0	0	0	0	3	0	37	0	0	8	2	0	25	1	0	76	272	0	0	0	0
8:00 AM	0	0	0	0	0	6	0	28	0	0	6	1	0	20	3	0	64	271	0	0	0	0
8:15 AM	0	0	0	0	0	2	0	38	0	0	6	1	0	18	3	0	68		0	0	1	0
8:30 AM	0	0	0	0	0	1	0	41	0	0	6	0	0	13	3	0	64		0	0	0	0
8:45 AM	0	0	0	0	0	7	0	44	0	0	8	2	0	10	4	0	75		0	0	0	0
Count Total	0	0	0	0	0	35	0	319	0	0	55	16	0	130	27	0	582		0	0	1	0
Peak Hour	0	0	0	0	0	19	0	168	0	0	29	12	0	69	14	0	311		0	0	0	0



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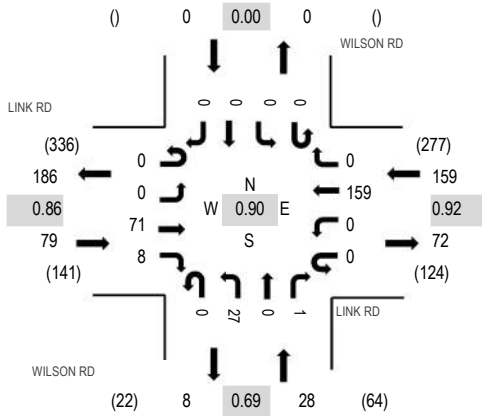
Location: 2 WILSON RD & LINK RD AM

Date: Tuesday, June 15, 2021

Peak Hour: 07:00 AM - 08:00 AM

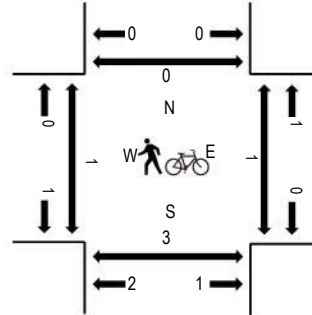
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	LINK RD Eastbound				LINK RD Westbound				WILSON RD Northbound				WILSON RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	16	1	0	0	38	0	0	5	0	0	0	0	0	0	60	266	1	0	0	0
7:15 AM	0	0	14	1	0	0	40	0	0	12	0	0	0	0	0	0	67	255	0	0	0	0
7:30 AM	0	0	22	0	0	0	38	0	0	5	0	0	0	0	0	0	65	239	0	1	2	0
7:45 AM	0	0	19	6	0	0	43	0	0	5	0	1	0	0	0	0	74	224	0	0	1	0
8:00 AM	0	0	16	5	0	1	19	0	0	8	0	0	0	0	0	0	49	216	0	0	0	0
8:15 AM	0	0	16	2	0	0	26	0	0	7	0	0	0	0	0	0	51		0	0	0	0
8:30 AM	0	0	9	3	0	0	25	0	0	13	0	0	0	0	0	0	50		0	0	1	0
8:45 AM	0	0	8	3	0	0	47	0	0	5	0	3	0	0	0	0	66		0	0	0	0
Count Total	0	0	120	21	0	1	276	0	0	60	0	4	0	0	0	0	482		1	1	4	0
Peak Hour	0	0	71	8	0	0	159	0	0	27	0	1	0	0	0	0	266		1	1	3	0



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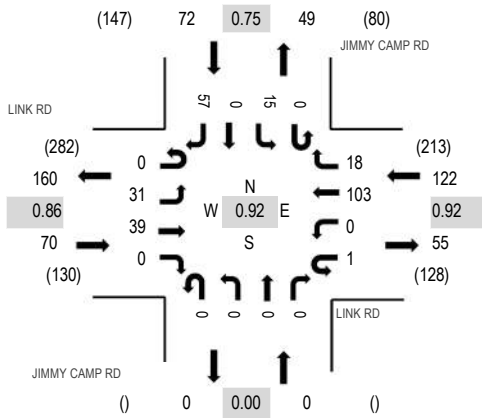
Location: 3 JIMMY CAMP RD & LINK RD AM

Date: Tuesday, June 15, 2021

Peak Hour: 07:00 AM - 08:00 AM

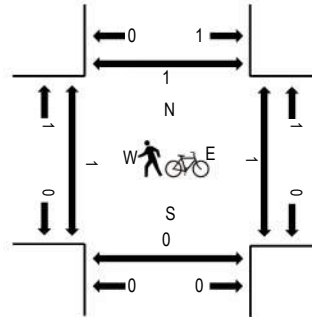
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	LINK RD Eastbound				LINK RD Westbound				JIMMY CAMP RD Northbound				JIMMY CAMP RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	5	8	0	0	0	24	5	0	0	0	0	0	5	0	16	63	264	1	0	0	0
7:15 AM	0	7	8	0	1	0	27	1	0	0	0	0	0	4	0	11	59	255	0	0	0	0
7:30 AM	0	10	10	0	0	0	24	7	0	0	0	0	0	4	0	17	72	255	0	1	0	0
7:45 AM	0	9	13	0	0	0	28	5	0	0	0	0	0	2	0	13	70	229	0	0	0	1
8:00 AM	0	3	21	0	0	0	8	3	0	0	0	0	0	7	0	12	54	226	0	0	0	0
8:15 AM	0	4	13	0	0	0	20	6	0	0	0	0	0	9	0	7	59		0	0	0	0
8:30 AM	0	4	5	0	0	0	18	4	0	0	0	0	0	7	0	8	46		0	0	0	0
8:45 AM	0	4	6	0	0	0	29	3	0	0	0	0	0	5	0	20	67		0	0	0	0
Count Total	0	46	84	0	1	0	178	34	0	0	0	0	0	43	0	104	490		1	1	0	1
Peak Hour	0	31	39	0	1	0	103	18	0	0	0	0	0	15	0	57	264		1	1	0	1



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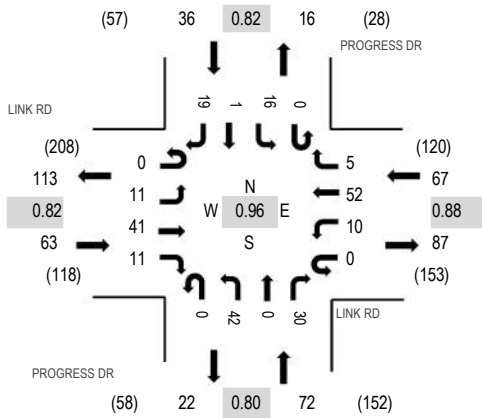
Location: 4 PROGRESS DR & LINK RD AM

Date: Tuesday, June 15, 2021

Peak Hour: 07:00 AM - 08:00 AM

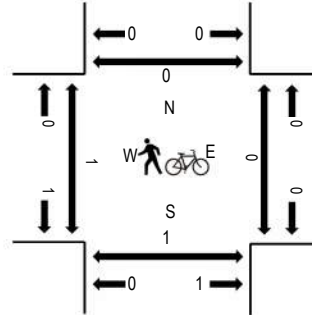
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	LINK RD Eastbound				LINK RD Westbound				PROGRESS DR Northbound				PROGRESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	13	0	0	3	14	1	0	12	0	5	0	5	0	4	59	238	0	0	0	0
7:15 AM	0	1	11	2	0	0	13	1	0	11	0	11	0	5	1	1	57	232	0	0	1	0
7:30 AM	0	3	9	3	0	1	14	1	0	13	0	7	0	3	0	8	62	222	0	0	0	0
7:45 AM	0	5	8	6	0	6	11	2	0	6	0	7	0	3	0	6	60	216	1	0	0	0
8:00 AM	0	1	11	9	0	3	9	2	0	8	0	6	0	1	0	3	53	209	0	1	0	0
8:15 AM	0	2	6	5	0	1	5	2	0	11	0	12	0	2	0	1	47		0	0	0	2
8:30 AM	0	0	5	4	0	3	11	2	0	16	1	8	0	1	1	4	56		0	1	0	0
8:45 AM	0	0	7	5	0	5	9	1	0	14	1	3	0	4	0	4	53		0	0	0	2
Count Total	0	14	70	34	0	22	86	12	0	91	2	59	0	24	2	31	447		1	2	1	4
Peak Hour	0	11	41	11	0	10	52	5	0	42	0	30	0	16	1	19	238		1	0	1	0



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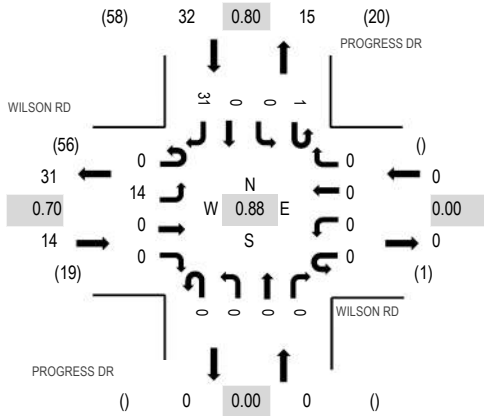
Location: 5 PROGRESS DR & WILSON RD AM

Date: Tuesday, June 15, 2021

Peak Hour: 07:45 AM - 08:45 AM

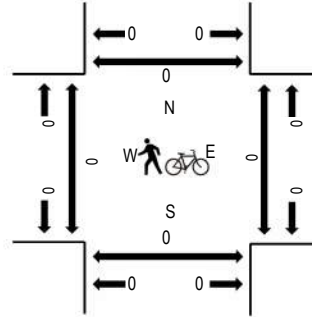
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	WILSON RD Eastbound				WILSON RD Westbound				PROGRESS DR Northbound				PROGRESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	33	2	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11	38	2	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	38	1	0	0	0
7:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	11	46	0	0	0	0
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	11	44	0	0	0	0
8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	7	11		0	0	0	0
8:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	13		0	0	0	0
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	9		0	0	0	0
Count Total	0	19	0	0	0	0	0	0	0	0	0	0	1	1	0	0	56	77		5	0	0	0
Peak Hour	0	14	0	0	0	0	0	0	0	0	0	0	1	0	0	0	31	46		0	0	0	0



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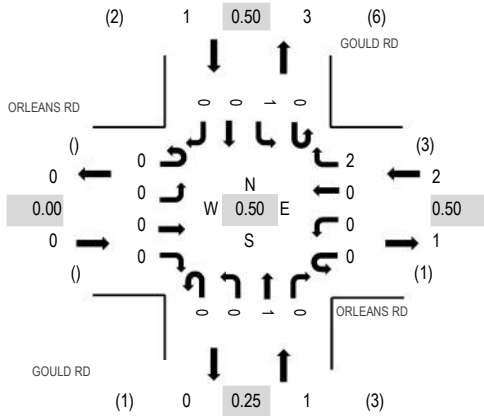
Location: 6 GOULD RD & ORLEANS RD AM

Date: Tuesday, June 15, 2021

Peak Hour: 07:00 AM - 08:00 AM

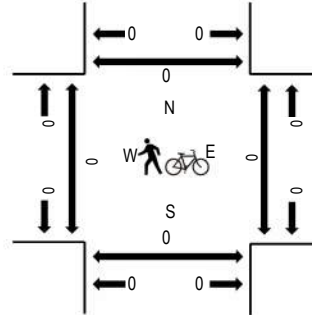
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	ORLEANS RD Eastbound				ORLEANS RD Westbound				GOULD RD Northbound				GOULD RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	4	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	4	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	4	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	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	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2		0	0	0	0
Count Total	0	0	0	0	0	0	0	3	0	0	3	0	0	1	1	0	8		0	0	0	0
Peak Hour	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	4		0	0	0	0



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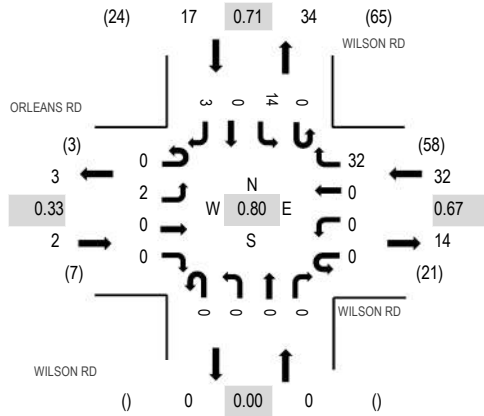
Location: 7 WILSON RD & WILSON RD AM

Date: Tuesday, June 15, 2021

Peak Hour: 07:45 AM - 08:45 AM

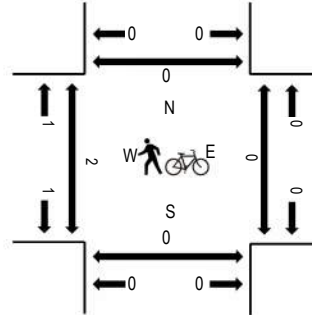
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	ORLEANS RD				WILSON RD				WILSON RD				WILSON RD				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West East South North			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	0	0	0	0	0	4	0	0	0	0	0	2	0	0	7	38	0	2	0	0
7:15 AM	0	1	0	0	0	0	0	11	0	0	0	0	0	1	0	0	13	44	0	1	0	0
7:30 AM	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5	40	2	2	0	0
7:45 AM	0	1	0	0	0	0	0	6	0	0	0	0	0	5	0	1	13	51	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	7	0	0	0	0	0	4	0	2	13	51	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	7	0	0	0	0	0	2	0	0	9		0	0	0	0
8:30 AM	0	1	0	0	0	0	0	12	0	0	0	0	0	3	0	0	16		2	0	0	0
8:45 AM	0	3	0	0	0	0	0	6	0	0	0	0	0	4	0	0	13		0	0	0	0
Count Total	0	7	0	0	0	0	0	58	0	0	0	0	0	21	0	3	89		4	5	0	0
Peak Hour	0	2	0	0	0	0	0	32	0	0	0	0	0	14	0	3	51		2	0	0	0



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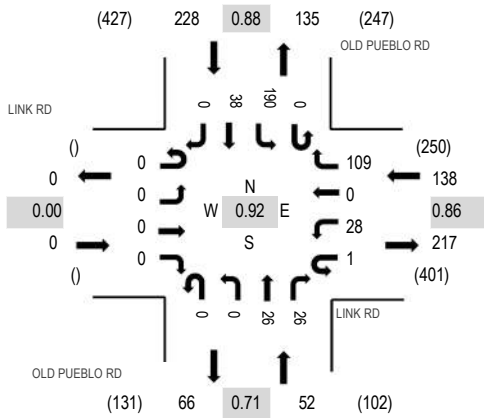
Location: 1 OLD PUEBLO RD & LINK RD PM

Date: Tuesday, June 15, 2021

Peak Hour: 04:45 PM - 05:45 PM

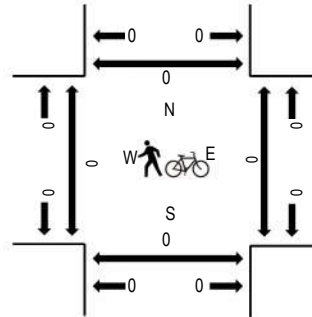
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	LINK RD Eastbound				LINK RD Westbound				OLD PUEBLO RD Northbound				OLD PUEBLO RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	9	0	29	0	0	10	3	0	40	7	0	98	390	0	0	0	0
4:15 PM	0	0	0	0	0	10	0	19	0	0	6	7	0	42	10	0	94	403	0	0	0	0
4:30 PM	0	0	0	0	0	5	0	19	0	0	7	6	0	38	10	0	85	411	0	0	0	0
4:45 PM	0	0	0	0	0	6	0	33	0	0	6	3	0	56	9	0	113	418	0	0	0	0
5:00 PM	0	0	0	0	0	10	0	30	0	0	3	8	0	54	6	0	111	389	0	0	0	0
5:15 PM	0	0	0	0	0	4	0	26	0	0	10	9	0	40	13	0	102		0	0	0	0
5:30 PM	0	0	0	0	1	8	0	20	0	0	7	6	0	40	10	0	92		0	0	0	0
5:45 PM	0	0	0	0	0	3	0	18	0	0	4	7	0	41	11	0	84		0	0	0	0
Count Total	0	0	0	0	1	55	0	194	0	0	53	49	0	351	76	0	779		0	0	0	0
Peak Hour	0	0	0	0	1	28	0	109	0	0	26	26	0	190	38	0	418		0	0	0	0



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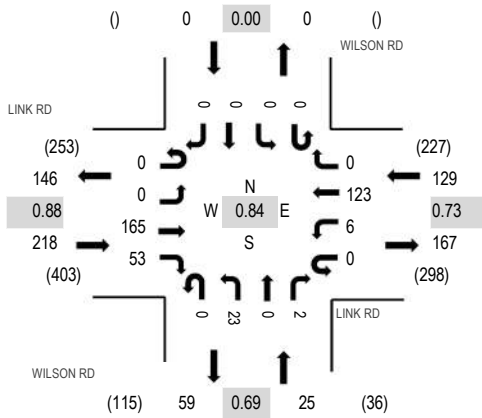
Location: 2 WILSON RD & LINK RD PM

Date: Tuesday, June 15, 2021

Peak Hour: 04:45 PM - 05:45 PM

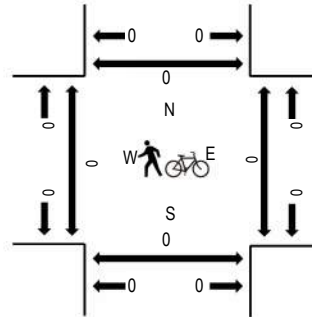
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	LINK RD Eastbound				LINK RD Westbound				WILSON RD Northbound				WILSON RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	29	11	0	1	34	0	0	2	0	0	0	0	0	0	77	324	0	0	1	0
4:15 PM	0	0	37	12	0	0	25	0	0	3	0	0	0	0	0	0	77	358	0	0	2	0
4:30 PM	0	0	34	11	0	1	17	0	0	5	0	0	0	0	0	0	68	361	0	0	2	0
4:45 PM	0	0	44	15	0	3	31	0	0	7	0	2	0	0	0	0	102	372	0	0	0	0
5:00 PM	0	0	50	12	0	0	44	0	0	5	0	0	0	0	0	0	111	342	0	0	0	0
5:15 PM	0	0	40	12	0	0	24	0	0	4	0	0	0	0	0	0	80		0	0	0	0
5:30 PM	0	0	31	14	0	3	24	0	0	7	0	0	0	0	0	0	79		0	0	0	0
5:45 PM	0	0	31	20	0	0	20	0	0	1	0	0	0	0	0	0	72		0	0	0	0
Count Total	0	0	296	107	0	8	219	0	0	34	0	2	0	0	0	0	666		0	0	5	0
Peak Hour	0	0	165	53	0	6	123	0	0	23	0	2	0	0	0	0	372		0	0	0	0



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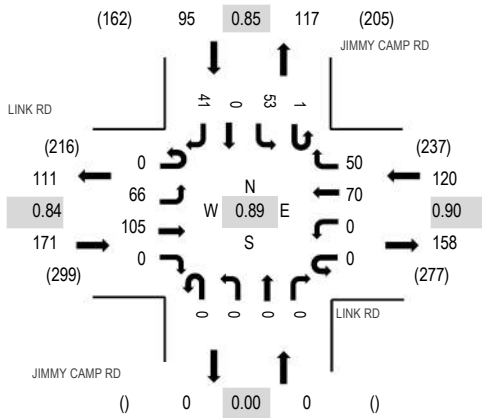
Location: 3 JIMMY CAMP RD & LINK RD PM

Date: Tuesday, June 15, 2021

Peak Hour: 04:15 PM - 05:15 PM

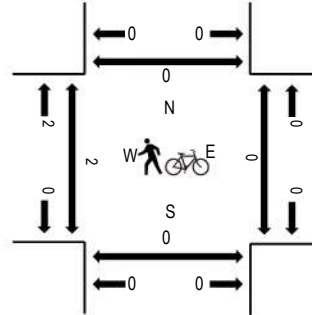
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	LINK RD Eastbound				LINK RD Westbound				JIMMY CAMP RD Northbound				JIMMY CAMP RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	6	22	0	0	0	0	22	6	0	0	0	0	6	0	12	74	353	2	0	0	0
4:15 PM	0	14	23	0	0	0	0	16	13	0	0	0	0	10	0	7	83	386	0	0	0	0
4:30 PM	0	12	21	0	0	0	0	13	15	0	0	0	1	18	0	7	87	381	2	0	0	0
4:45 PM	0	22	29	0	0	0	0	17	13	0	0	0	0	12	0	16	109	374	0	0	0	0
5:00 PM	0	18	32	0	0	0	0	24	9	0	0	0	0	13	0	11	107	345	0	0	0	0
5:15 PM	0	14	24	0	0	0	0	18	10	0	0	0	0	7	0	5	78		0	1	0	1
5:30 PM	0	12	20	0	0	0	0	14	13	0	0	0	0	8	0	13	80		1	0	0	0
5:45 PM	0	11	19	0	0	0	0	18	16	0	0	0	0	13	0	3	80		2	0	0	0
Count Total	0	109	190	0	0	0	0	142	95	0	0	0	1	87	0	74	698		7	1	0	1
Peak Hour	0	66	105	0	0	0	0	70	50	0	0	0	1	53	0	41	386		2	0	0	0



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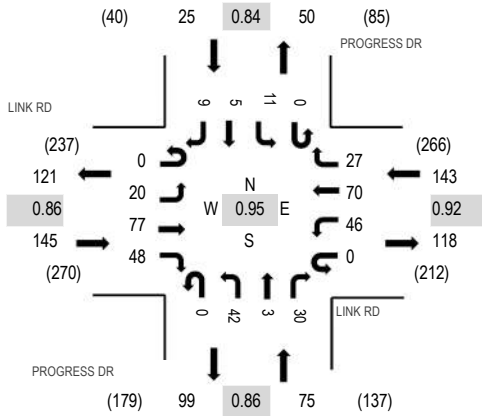
Location: 4 PROGRESS DR & LINK RD PM

Date: Tuesday, June 15, 2021

Peak Hour: 04:45 PM - 05:45 PM

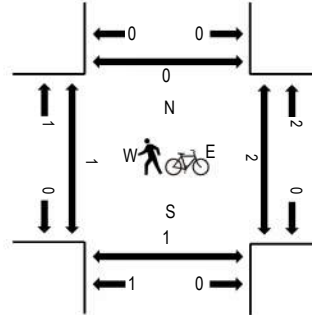
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	LINK RD Eastbound				LINK RD Westbound				PROGRESS DR Northbound				PROGRESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	4	13	13	0	13	18	4	0	8	0	3	0	1	0	0	77	344	2	0	0	0
4:15 PM	0	1	18	12	0	9	20	4	0	7	0	7	0	2	0	1	81	369	0	1	0	0
4:30 PM	0	4	22	13	0	5	16	8	0	6	1	7	0	1	0	4	87	383	0	0	0	0
4:45 PM	0	8	18	18	0	13	14	5	0	14	0	5	0	2	0	2	99	388	0	0	0	0
5:00 PM	0	4	21	12	0	10	20	9	0	10	1	7	0	3	3	2	102	369	0	0	1	0
5:15 PM	0	4	18	10	0	12	17	9	0	12	1	5	0	3	1	3	95		1	0	0	0
5:30 PM	0	4	20	8	0	11	19	4	0	6	1	13	0	3	1	2	92		0	0	0	0
5:45 PM	0	4	11	10	0	5	16	5	0	16	0	7	0	2	0	4	80		0	0	0	0
Count Total	0	33	141	96	0	78	140	48	0	79	4	54	0	17	5	18	713		3	1	1	0
Peak Hour	0	20	77	48	0	46	70	27	0	42	3	30	0	11	5	9	388		1	0	1	0



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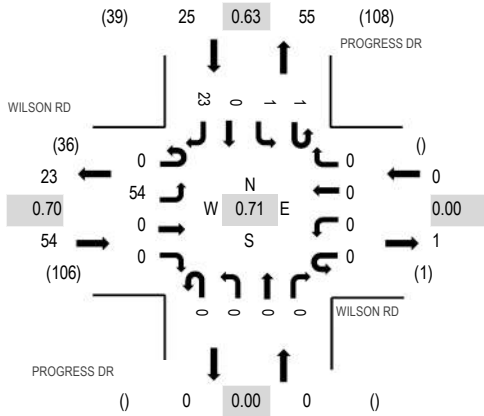
Location: 5 PROGRESS DR & WILSON RD PM

Date: Tuesday, June 15, 2021

Peak Hour: 04:45 PM - 05:45 PM

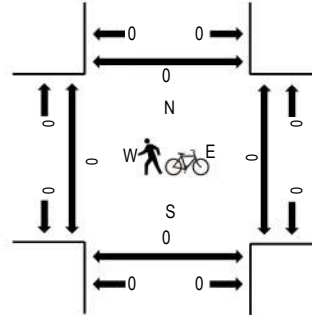
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	WILSON RD Eastbound				WILSON RD Westbound				PROGRESS DR Northbound				PROGRESS DR Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13	72	0	0	0	0
4:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	16	75	0	0	0	0
4:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	15	75	0	0	0	0
4:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	1	1	0	0	8	28	79	0	0	0	0
5:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	16	73	0	0	0	0
5:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	16		0	0	0	0
5:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	19		0	0	0	0
5:45 PM	0	20	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	22		0	0	0	0
Count Total	0	106	0	0	0	0	0	0	0	0	0	0	2	1	0	36	145		0	0	0	0	0
Peak Hour	0	54	0	0	0	0	0	0	0	0	0	0	1	1	0	23	79		0	0	0	0	0



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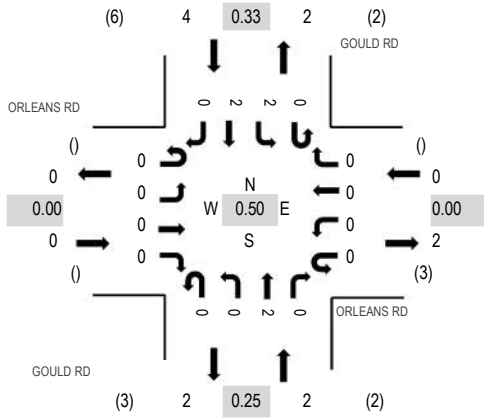
Location: 6 GOULD RD & ORLEANS RD PM

Date: Tuesday, June 15, 2021

Peak Hour: 04:45 PM - 05:45 PM

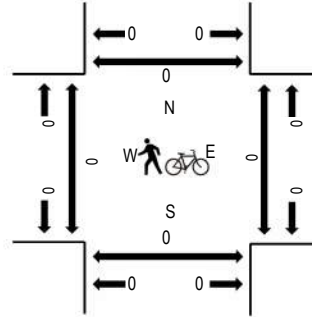
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	ORLEANS RD Eastbound				ORLEANS RD Westbound				GOULD RD Northbound				GOULD RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	6	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	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	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	2	0	0	3	3	0	8		0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	6		0	0	0	0



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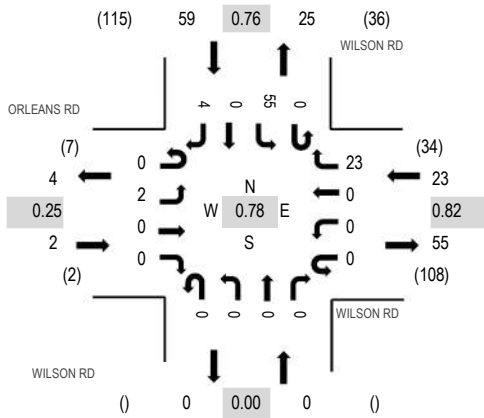
Location: 7 WILSON RD & WILSON RD PM

Date: Tuesday, June 15, 2021

Peak Hour: 04:45 PM - 05:45 PM

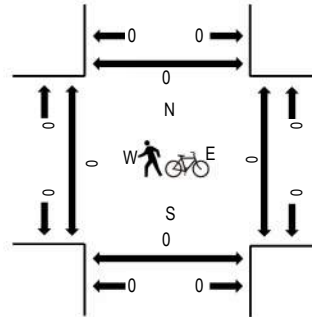
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	ORLEANS RD				WILSON RD				WILSON RD				WILSON RD				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West East South North			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	11	0	1	15	73	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	12	0	0	14	75	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	5	0	0	0	0	0	12	0	0	17	77	0	0	0	2
4:45 PM	0	2	0	0	0	0	0	7	0	0	0	0	0	17	0	1	27	84	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	5	0	0	0	0	0	12	0	0	17	78	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	12	0	0	16		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	7	0	0	0	0	0	14	0	3	24		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	18	0	2	21		0	0	0	0
Count Total	0	2	0	0	0	0	0	34	0	0	0	0	0	108	0	7	151		0	0	0	3
Peak Hour	0	2	0	0	0	0	0	23	0	0	0	0	0	55	0	4	84		0	0	0	0

Appendix B

Trip Generation Calculations

PROJECT DETAILS

Project Name:	Countryside South TIS	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	Scott Barnhart	Clients Name:	
Date:	7/1/2021	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	3
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	Daily	10	1	0		4892	4892	9784
Scenario - 2	AM Peak	10	1	0		411	647	1058
Scenario - 3	PM Peak	10	1	0		555	365	920

Scenario - 1

Scenario Name: Daily

User Group:

Dev. phase: 1

No. of Years to Project 0

Traffic :

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
520 - Elementary School	General	1000 Sq. Ft. GFA	57	Weekday	Average	556	556	1112
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban				19.52	50%	50%	
730 - Government Office Building	General	1000 Sq. Ft. GFA	16	Weekday	Average	181	181	362
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban				22.59	50%	50%	
210 - Single-Family Detached Housing	General	Dwelling Units	75	Weekday	Best Fit (LOG)	399	399	798
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban				$\ln(T) = 0.92\ln(X) + 2.71$	50%	50%	
210(1) - Single-Family Detached Housing	General	Dwelling Units	58	Weekday	Best Fit (LOG)	315	315	630
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban				$\ln(T) = 0.92\ln(X) + 2.71$	50%	50%	
210(2) - Single-Family Detached Housing	General	Dwelling Units	118	Weekday	Best Fit (LOG)	605	605	1210
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban				$\ln(T) = 0.92\ln(X) + 2.71$	50%	50%	
210(3) - Single-Family Detached Housing	General	Dwelling Units	115	Weekday	Best Fit (LOG)	591	591	1182
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban				$\ln(T) = 0.92\ln(X) + 2.71$	50%	50%	
210(4) - Single-Family Detached Housing	General	Dwelling Units	67	Weekday	Best Fit (LOG)	360	360	720
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban				$\ln(T) = 0.92\ln(X) + 2.71$	50%	50%	
210(5) - Single-Family Detached Housing	General	Dwelling Units	138	Weekday	Best Fit (LOG)	699	699	1398
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban				$\ln(T) = 0.92\ln(X) + 2.71$	50%	50%	
210(6) - Single-Family Detached Housing	General	Dwelling Units	135	Weekday	Best Fit (LOG)	685	685	1370
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban				$\ln(T) = 0.92\ln(X) + 2.71$	50%	50%	
210(7) - Single-Family Detached Housing	General	Dwelling Units	96	Weekday	Best Fit (LOG)	501	501	1002
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban				$\ln(T) = 0.92\ln(X) + 2.71$	50%	50%	

VEHICLE TO PERSON TRIP CONVERSION**BASELINE SITE VEHICLE CHARACTERISTICS:**

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
520 - Elementary School	100	100	1	1	50	50
730 - Government Office Building	100	100	1	1	50	50
210 - Single-Family Detached Housing	100	100	1	1	50	50
210(1) - Single-Family Detached Housing	100	100	1	1	50	50
210(2) - Single-Family Detached Housing	100	100	1	1	50	50
210(3) - Single-Family Detached Housing	100	100	1	1	50	50
210(4) - Single-Family Detached Housing	100	100	1	1	50	50
210(5) - Single-Family Detached Housing	100	100	1	1	50	50
210(6) - Single-Family Detached Housing	100	100	1	1	50	50
210(7) - Single-Family Detached Housing	100	100	1	1	50	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
520 - Elementary School	556	556	0	0	556	556
	1112		0		1112	

730 - Government Office Building	181	181	0	0	181	181
	362		0		362	
210 - Single-Family Detached Housing	399	399	0	0	399	399
	798		0		798	
210(1) - Single-Family Detached Housing	315	315	0	0	315	315
	630		0		630	
210(2) - Single-Family Detached Housing	605	605	0	0	605	605
	1210		0		1210	
210(3) - Single-Family Detached Housing	591	591	0	0	591	591
	1182		0		1182	
210(4) - Single-Family Detached Housing	360	360	0	0	360	360
	720		0		720	
210(5) - Single-Family Detached Housing	699	699	0	0	699	699
	1398		0		1398	
210(6) - Single-Family Detached Housing	685	685	0	0	685	685
	1370		0		1370	
210(7) - Single-Family Detached Housing	501	501	0	0	501	501
	1002		0		1002	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
520 - Elementary School	556	556	1112
730 - Government Office Building	181	181	362
210 - Single-Family Detached Housing	399	399	798
210(1) - Single-Family Detached Housing	315	315	630
210(2) - Single-Family Detached Housing	605	605	1210
210(3) - Single-Family Detached Housing	591	591	1182
210(4) - Single-Family Detached Housing	360	360	720
210(5) - Single-Family Detached Housing	699	699	1398
210(6) - Single-Family Detached Housing	685	685	1370
210(7) - Single-Family Detached Housing	501	501	1002

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	4892	4892	9784
External Vehicle Trips	4892	4892	9784
New Vehicle Trips	4892	4892	9784

Scenario - 2

Scenario Name: AM Peak

User Group:

Dev. phase: 1

No. of Years to Project 0

Traffic :

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
520 - Elementary School	General	1000 Sq. Ft. GFA	57	Weekday, Peak Hour of	Average	219	179	398
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street Traffic,	6.97	55%	45%	
730 - Government Office Building	General	1000 Sq. Ft. GFA	16	Weekday, Peak Hour of	Average	40	13	53
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street Traffic,	3.34	75%	25%	
210 - Single-Family Detached Housing	General	Dwelling Units	75	Weekday, Peak Hour of	Best Fit (LIN)	15	44	59
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street Traffic,	$T = 0.71(X) + 4.80$	25%	75%	
210(1) - Single-Family Detached Housing	General	Dwelling Units	58	Weekday, Peak Hour of	Best Fit (LIN)	11	34	45
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street Traffic,	$T = 0.71(X) + 4.80$	25%	75%	
210(2) - Single-Family Detached Housing	General	Dwelling Units	118	Weekday, Peak Hour of	Best Fit (LIN)	22	66	88
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street	$T = 0.71(X) + 4.80$	25%	75%	
210(3) - Single-Family Detached Housing	General	Dwelling Units	115	Weekday, Peak Hour of	Best Fit (LIN)	22	65	87
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street Traffic,	$T = 0.71(X) + 4.80$	25%	75%	
210(4) - Single-Family Detached Housing	General	Dwelling Units	67	Weekday, Peak Hour of	Best Fit (LIN)	13	39	52
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street Traffic,	$T = 0.71(X) + 4.80$	25%	75%	
210(5) - Single-Family Detached Housing	General	Dwelling Units	138	Weekday, Peak Hour of	Best Fit (LIN)	26	77	103
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street Traffic,	$T = 0.71(X) + 4.80$	25%	75%	
210(6) - Single-Family Detached Housing	General	Dwelling Units	135	Weekday, Peak Hour of	Best Fit (LIN)	25	75	100
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street Traffic,	$T = 0.71(X) + 4.80$	25%	75%	
210(7) - Single-Family Detached Housing	General	Dwelling Units	96	Weekday, Peak Hour of	Best Fit (LIN)	18	55	73
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street Traffic,	$T = 0.71(X) + 4.80$	25%	75%	

VEHICLE TO PERSON TRIP CONVERSION**BASELINE SITE VEHICLE CHARACTERISTICS:**

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
520 - Elementary School	100	100	1	1	55	45
730 - Government Office Building	100	100	1	1	75	25
210 - Single-Family Detached Housing	100	100	1	1	25	75
210(1) - Single-Family Detached Housing	100	100	1	1	25	75
210(2) - Single-Family Detached Housing	100	100	1	1	25	75
210(3) - Single-Family Detached Housing	100	100	1	1	25	75
210(4) - Single-Family Detached Housing	100	100	1	1	25	75
210(5) - Single-Family Detached Housing	100	100	1	1	25	75
210(6) - Single-Family Detached Housing	100	100	1	1	25	75
210(7) - Single-Family Detached Housing	100	100	1	1	25	75

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
520 - Elementary School	219	179	0	0	219	179
	398		0		398	

730 - Government Office Building	40	13	0	0	40	13
	53		0		53	
210 - Single-Family Detached Housing	15	44	0	0	15	44
	59		0		59	
210(1) - Single-Family Detached Housing	11	34	0	0	11	34
	45		0		45	
210(2) - Single-Family Detached Housing	22	66	0	0	22	66
	88		0		88	
210(3) - Single-Family Detached Housing	22	65	0	0	22	65
	87		0		87	
210(4) - Single-Family Detached Housing	13	39	0	0	13	39
	52		0		52	
210(5) - Single-Family Detached Housing	26	77	0	0	26	77
	103		0		103	
210(6) - Single-Family Detached Housing	25	75	0	0	25	75
	100		0		100	
210(7) - Single-Family Detached Housing	18	55	0	0	18	55
	73		0		73	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
520 - Elementary School	219	179	398
730 - Government Office Building	40	13	53
210 - Single-Family Detached Housing	15	44	59
210(1) - Single-Family Detached Housing	11	34	45
210(2) - Single-Family Detached Housing	22	66	88
210(3) - Single-Family Detached Housing	22	65	87
210(4) - Single-Family Detached Housing	13	39	52
210(5) - Single-Family Detached Housing	26	77	103
210(6) - Single-Family Detached Housing	25	75	100
210(7) - Single-Family Detached Housing	18	55	73

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	411	647	1058
External Vehicle Trips	411	647	1058
New Vehicle Trips	411	647	1058

Scenario - 3

Scenario Name: PM Peak

User Group:

Dev. phase: 1

No. of Years to Project 0

Traffic :

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
520 - Elementary School	General	1000 Sq. Ft. GFA	57	Weekday, Peak Hour of	Average	35	43	78
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street Traffic,	1.37	45%	55%	
730 - Government Office Building	General	1000 Sq. Ft. GFA	16	Weekday, Peak Hour of	Best Fit (LOG)	7	21	28
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street Traffic,	$\ln(T) = 0.97\ln(X) + 0.62$	25%	75%	
210 - Single-Family Detached Housing	General	Dwelling Units	75	Weekday, Peak Hour of	Best Fit (LOG)	49	29	78
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street Traffic,	$\ln(T) = 0.96\ln(X) + 0.20$	63%	37%	
210(1) - Single-Family Detached Housing	General	Dwelling Units	58	Weekday, Peak Hour of	Best Fit (LOG)	38	22	60
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street Traffic,	$\ln(T) = 0.96\ln(X) + 0.20$	63%	37%	
210(2) - Single-Family Detached Housing	General	Dwelling Units	118	Weekday, Peak Hour of	Best Fit (LOG)	75	44	119
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street	$\ln(T) = 0.96\ln(X) + 0.20$	63%	37%	
210(3) - Single-Family Detached Housing	General	Dwelling Units	115	Weekday, Peak Hour of	Best Fit (LOG)	73	43	116
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street Traffic,	$\ln(T) = 0.96\ln(X) + 0.20$	63%	37%	
210(4) - Single-Family Detached Housing	General	Dwelling Units	67	Weekday, Peak Hour of	Best Fit (LOG)	44	26	70
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street Traffic,	$\ln(T) = 0.96\ln(X) + 0.20$	63%	37%	
210(5) - Single-Family Detached Housing	General	Dwelling Units	138	Weekday, Peak Hour of	Best Fit (LOG)	87	51	138
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street Traffic,	$\ln(T) = 0.96\ln(X) + 0.20$	63%	37%	
210(6) - Single-Family Detached Housing	General	Dwelling Units	135	Weekday, Peak Hour of	Best Fit (LOG)	85	50	135
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street Traffic,	$\ln(T) = 0.96\ln(X) + 0.20$	63%	37%	
210(7) - Single-Family Detached Housing	General	Dwelling Units	96	Weekday, Peak Hour of	Best Fit (LOG)	62	36	98
Data Source: Trip Gen Manual, 10th Ed	Urban/Suburban			Adjacent Street Traffic,	$\ln(T) = 0.96\ln(X) + 0.20$	63%	37%	

VEHICLE TO PERSON TRIP CONVERSION**BASELINE SITE VEHICLE CHARACTERISTICS:**

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
520 - Elementary School	100	100	1	1	45	55
730 - Government Office Building	100	100	1	1	25	75
210 - Single-Family Detached Housing	100	100	1	1	63	37
210(1) - Single-Family Detached Housing	100	100	1	1	63	37
210(2) - Single-Family Detached Housing	100	100	1	1	63	37
210(3) - Single-Family Detached Housing	100	100	1	1	63	37
210(4) - Single-Family Detached Housing	100	100	1	1	63	37
210(5) - Single-Family Detached Housing	100	100	1	1	63	37
210(6) - Single-Family Detached Housing	100	100	1	1	63	37
210(7) - Single-Family Detached Housing	100	100	1	1	63	37

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
520 - Elementary School	35	43	0	0	35	43
	78		0		78	

730 - Government Office Building	7	21	0	0	7	21
	28		0		28	
210 - Single-Family Detached Housing	49	29	0	0	49	29
	78		0		78	
210(1) - Single-Family Detached Housing	38	22	0	0	38	22
	60		0		60	
210(2) - Single-Family Detached Housing	75	44	0	0	75	44
	119		0		119	
210(3) - Single-Family Detached Housing	73	43	0	0	73	43
	116		0		116	
210(4) - Single-Family Detached Housing	44	26	0	0	44	26
	70		0		70	
210(5) - Single-Family Detached Housing	87	51	0	0	87	51
	138		0		138	
210(6) - Single-Family Detached Housing	85	50	0	0	85	50
	135		0		135	
210(7) - Single-Family Detached Housing	62	36	0	0	62	36
	98		0		98	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
520 - Elementary School	35	43	78
730 - Government Office Building	7	21	28
210 - Single-Family Detached Housing	49	29	78
210(1) - Single-Family Detached Housing	38	22	60
210(2) - Single-Family Detached Housing	75	44	119
210(3) - Single-Family Detached Housing	73	43	116
210(4) - Single-Family Detached Housing	44	26	70
210(5) - Single-Family Detached Housing	87	51	138
210(6) - Single-Family Detached Housing	85	50	135
210(7) - Single-Family Detached Housing	62	36	98

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	555	365	920
External Vehicle Trips	555	365	920
New Vehicle Trips	555	365	920




Appendix C

Existing (2021) LOS Reports

Intersection Level Of Service Report
Intersection 1: Link Road/Old Pueblo Road

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name	Old Pueblo Road		Old Pueblo Road		Link Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	10.00	11.00	13.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Old Pueblo Road		Old Pueblo Road		Link Road	
Base Volume Input [veh/h]	29	12	69	14	19	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	12	69	14	19	168
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	3	20	4	5	48
Total Analysis Volume [veh/h]	33	14	78	16	22	191
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.05	0.00	0.03	0.19
d_M, Delay for Movement [s/veh]	0.00	0.00	7.43	0.00	10.03	9.28
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.16	0.00	0.09	0.68
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.94	0.00	2.30	16.94
d_A, Approach Delay [s/veh]	0.00		6.16		9.36	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.27					
Intersection LOS	B					




Intersection Level Of Service Report

Intersection 2: Link Road/Wilson Road

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.043

Intersection Setup

Name	Wilson Road		Link Road		Link Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	14.00	14.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Wilson Road		Link Road		Link Road	
Base Volume Input [veh/h]	27	1	71	8	0	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	1	71	8	0	159
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	20	2	0	45
Total Analysis Volume [veh/h]	31	1	81	9	0	181
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.21	8.93	0.00	0.00	7.39	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.44	3.44	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.17		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.07					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 3: Wilson Road/Orleans Road

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Wilson Road		Orleans Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Wilson Road		Orleans Road		Wilson Road	
Base Volume Input [veh/h]	14	3	2	0	0	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	3	2	0	0	32
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	1	0	0	9
Total Analysis Volume [veh/h]	16	3	2	0	0	36
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance		No	
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.78	9.12	7.25	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.16	0.16	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		8.78		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: Link Road/Jimmy Camp Road

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	Jimmy Camp Road		Link Road		Link Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	9.00	11.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	170.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Jimmy Camp Road		Link Road		Link Road	
Base Volume Input [veh/h]	15	57	31	39	103	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	57	31	39	103	18
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	16	9	11	29	5
Total Analysis Volume [veh/h]	17	65	35	44	117	20
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.07	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.06	9.19	7.55	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.23	0.07	0.07	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.79	5.67	1.86	1.86	0.00	0.00
d_A, Approach Delay [s/veh]	9.37		3.34		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.47					
Intersection LOS	B					





Intersection Level Of Service Report

Intersection 5: Link Road/Progress Drive

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.3
 Level Of Service: B
 Volume to Capacity (v/c): 0.001

Intersection Setup

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	27.00	27.00	27.00	27.00	27.00	27.00	11.00	12.00	12.00	12.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Base Volume Input [veh/h]	42	0	30	16	1	19	11	41	11	10	52	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	0	30	16	1	19	11	41	11	10	52	5
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	0	9	5	0	5	3	12	3	3	15	1
Total Analysis Volume [veh/h]	48	0	34	18	1	22	13	47	13	11	59	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.06	0.00	0.03	0.02	0.00	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	10.19	10.49	9.00	10.03	10.27	8.80	7.36	0.00	0.00	7.35	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.32	0.32	0.32	0.15	0.15	0.15	0.03	0.00	0.00	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.00	8.00	8.00	3.73	3.73	3.73	0.64	0.00	0.00	0.54	0.00	0.00
d_A, Approach Delay [s/veh]	9.70			9.38			1.31			1.06		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.99											
Intersection LOS	B											

Intersection Level Of Service Report

Intersection 6: Wilson Road/Progress Drive

Control Type:	Two-way stop	Delay (sec / veh):	7.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Progress Drive		Wilson Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Progress Drive		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	1	31	14	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	31	14	0	0	0
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	4	0	0	0
Total Analysis Volume [veh/h]	1	35	16	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.25	0.00	0.00	0.00	9.29	8.39
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.05	0.05	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.20		0.00		8.84	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Orleans Road/Gould Road

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Gould Road		Orleans Road		Orleans Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	8.50	8.50	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Gould Road		Orleans Road		Orleans Road	
Base Volume Input [veh/h]	1	0	1	0	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	1	0	0	2
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	1
Total Analysis Volume [veh/h]	1	0	1	0	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.54	8.33	0.00	0.00	7.22	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.54		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.13					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1: Link Road/Old Pueblo Road

Control Type:	Two-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.072

Intersection Setup

Name	Old Pueblo Road		Old Pueblo Road		Link Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	10.00	11.00	13.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Old Pueblo Road		Old Pueblo Road		Link Road	
Base Volume Input [veh/h]	26	26	190	38	28	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	26	190	38	28	109
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	7	54	11	8	31
Total Analysis Volume [veh/h]	30	30	216	43	32	124
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.14	0.00	0.07	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	7.71	0.00	13.73	9.00
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.49	0.00	0.23	0.41
95th-Percentile Queue Length [ft/ln]	0.00	0.00	12.17	0.00	5.80	10.29
d_A, Approach Delay [s/veh]	0.00		6.43		9.97	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.78					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 2: Link Road/Wilson Road

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name	Wilson Road		Link Road		Link Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	14.00	14.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Wilson Road		Link Road		Link Road	
Base Volume Input [veh/h]	23	2	165	53	6	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	2	165	53	6	123
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	47	15	2	35
Total Analysis Volume [veh/h]	26	2	188	60	7	140
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.02	9.64	0.00	0.00	7.75	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	3.45	3.45	0.00	0.00	0.40	0.40
d_A, Approach Delay [s/veh]	10.92		0.00		0.37	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.85					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 3: Wilson Road/Orleans Road

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Wilson Road		Orleans Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Wilson Road		Orleans Road		Wilson Road	
Base Volume Input [veh/h]	55	4	2	0	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	4	2	0	0	23
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	1	1	0	0	7
Total Analysis Volume [veh/h]	63	5	2	0	0	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance		No	
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.97	9.37	7.34	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.17	0.17	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		8.97		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.19					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: Link Road/Jimmy Camp Road

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.102

Intersection Setup

Name	Jimmy Camp Road		Link Road		Link Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	9.00	11.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	170.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Jimmy Camp Road		Link Road		Link Road	
Base Volume Input [veh/h]	53	41	66	105	70	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	41	66	105	70	50
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	12	19	30	20	14
Total Analysis Volume [veh/h]	60	47	75	119	80	57
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0





Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.05	0.05	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.80	9.01	7.62	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.34	0.16	0.16	0.16	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.46	3.92	4.10	4.10	0.00	0.00
d_A, Approach Delay [s/veh]	10.57		2.95		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.89					
Intersection LOS	B					

Intersection Level Of Service Report Intersection 5: Link Road/Progress Drive

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	27.00	27.00	27.00	27.00	27.00	27.00	11.00	12.00	12.00	12.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Base Volume Input [veh/h]	42	3	30	11	5	9	20	77	48	46	70	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	3	30	11	5	9	20	77	48	46	70	27
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	1	9	3	1	3	6	22	14	13	20	8
Total Analysis Volume [veh/h]	48	3	34	13	6	10	23	88	55	52	80	31
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.09	0.01	0.04	0.02	0.01	0.01	0.02	0.00	0.00	0.04	0.00	0.00
d_M, Delay for Movement [s/veh]	12.30	12.64	9.65	12.03	12.22	9.03	7.47	0.00	0.00	7.59	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.44	0.44	0.44	0.15	0.15	0.15	0.05	0.00	0.00	0.11	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.01	11.01	11.01	3.64	3.64	3.64	1.18	0.00	0.00	2.81	0.00	0.00
d_A, Approach Delay [s/veh]	11.25			11.03			1.04			2.42		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	4.16											
Intersection LOS	B											

Intersection Level Of Service Report

Intersection 6: Wilson Road/Progress Drive

Control Type:	Two-way stop	Delay (sec / veh):	7.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Progress Drive		Wilson Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Progress Drive		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	2	23	54	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	23	54	0	0	0
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	7	15	0	0	0
Total Analysis Volume [veh/h]	2	26	61	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.34	0.00	0.00	0.00	9.50	8.59
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.10	0.10	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.52		0.00		9.04	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.16					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 7: Orleans Road/Gould Road

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Gould Road		Orleans Road		Orleans Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	8.50	8.50	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Gould Road		Orleans Road		Orleans Road	
Base Volume Input [veh/h]	2	0	2	2	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	2	2	0	0
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	1	0	0
Total Analysis Volume [veh/h]	2	0	2	2	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.54	8.34	0.00	0.00	7.23	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.15	0.15	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.54		0.00		3.61	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.85					
Intersection LOS	A					

Appendix D




Buildout (2030) LOS Reports

Intersection Level Of Service Report

Intersection 1: Link Road/Old Pueblo Road

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name	Old Pueblo Road		Old Pueblo Road		Link Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	10.00	11.00	13.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Old Pueblo Road		Old Pueblo Road		Link Road	
Base Volume Input [veh/h]	29	12	69	14	19	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	15	87	18	24	212
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	4	25	5	7	60
Total Analysis Volume [veh/h]	42	17	99	20	27	241
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.06	0.00	0.04	0.24
d_M, Delay for Movement [s/veh]	0.00	0.00	7.49	0.00	10.56	9.63
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.21	0.00	0.12	0.92
95th-Percentile Queue Length [ft/ln]	0.00	0.00	5.13	0.00	3.12	23.05
d_A, Approach Delay [s/veh]	0.00		6.23		9.73	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.51					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 2: Link Road/Wilson Road

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.059

Intersection Setup

Name	Wilson Road		Link Road		Link Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	14.00	14.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Wilson Road		Link Road		Link Road	
Base Volume Input [veh/h]	27	1	71	8	0	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	1	90	10	0	201
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	26	3	0	57
Total Analysis Volume [veh/h]	39	1	102	11	0	228
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.76	9.12	0.00	0.00	7.44	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.19	0.19	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.75	4.75	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.72		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.13					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 3: Wilson Road/Orleans Road

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Wilson Road		Orleans Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Wilson Road		Orleans Road		Wilson Road	
Base Volume Input [veh/h]	14	3	2	0	0	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	4	3	0	0	40
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	1	0	0	11
Total Analysis Volume [veh/h]	20	5	3	0	0	45
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance		No	
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.85	9.15	7.26	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.24	0.24	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		8.85		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: Link Road/Jimmy Camp Road

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

Intersection Setup

Name	Jimmy Camp Road		Link Road		Link Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	9.00	11.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	170.00	100.00	100.00	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Jimmy Camp Road		Link Road		Link Road	
Base Volume Input [veh/h]	15	57	31	39	103	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	72	39	49	130	23
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	20	11	14	37	7
Total Analysis Volume [veh/h]	22	82	44	56	148	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0





Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.09	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.50	9.41	7.65	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.30	0.10	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.52	7.51	2.43	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.64		3.37		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.54					
Intersection LOS	B					

Intersection Level Of Service Report Intersection 5: Link Road/Progress Drive

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.084

Intersection Setup

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	13.00	13.00	13.00	13.00	13.00	13.00	11.00	12.00	12.00	12.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	90.00	100.00	50.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Base Volume Input [veh/h]	42	0	30	16	1	19	11	41	11	10	52	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	0	38	20	1	24	14	52	14	13	66	6
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	0	11	6	0	7	4	15	4	4	19	2
Total Analysis Volume [veh/h]	60	0	43	23	1	27	16	59	16	15	75	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.04	0.03	0.00	0.03	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	10.53	10.46	8.74	10.44	10.50	8.78	7.40	0.00	0.00	7.39	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.28	0.13	0.13	0.10	0.09	0.09	0.03	0.00	0.00	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.89	3.34	3.34	2.61	2.24	2.24	0.80	0.00	0.00	0.75	0.00	0.00
d_A, Approach Delay [s/veh]	9.78			9.56			1.30			1.14		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.04											
Intersection LOS	B											

Intersection Level Of Service Report Intersection 6: Wilson Road/Progress Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Progress Drive		Wilson Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	13.00	13.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Progress Drive		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	1	31	14	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	39	18	0	0	0
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	5	0	0	0
Total Analysis Volume [veh/h]	1	44	20	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.04	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.90	8.46	7.25	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.25	3.25	0.94	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.47		7.25		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	8.09					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 7: Orleans Road/Gould Road

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Gould Road		Orleans Road		Orleans Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	8.50	8.50	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Gould Road		Orleans Road		Orleans Road	
Base Volume Input [veh/h]	1	0	1	0	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	1	0	0	3
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	1
Total Analysis Volume [veh/h]	1	0	1	0	0	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.54	8.33	0.00	0.00	7.22	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.54		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.71					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1: Link Road/Old Pueblo Road

Control Type:	Two-way stop	Delay (sec / veh):	16.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

Name	Old Pueblo Road		Old Pueblo Road		Link Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	10.00	11.00	13.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Old Pueblo Road		Old Pueblo Road		Link Road	
Base Volume Input [veh/h]	26	26	190	38	28	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	33	240	48	35	137
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	9	68	14	10	39
Total Analysis Volume [veh/h]	38	38	273	55	40	156
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.18	0.00	0.11	0.15
d_M, Delay for Movement [s/veh]	0.00	0.00	7.88	0.00	16.53	9.22
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.65	0.00	0.38	0.55
95th-Percentile Queue Length [ft/ln]	0.00	0.00	16.31	0.00	9.52	13.64
d_A, Approach Delay [s/veh]	0.00		6.56		10.71	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	7.08					
Intersection LOS	C					




Intersection Level Of Service Report

Intersection 2: Link Road/Wilson Road

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.6
 Level Of Service: B
 Volume to Capacity (v/c): 0.057

Intersection Setup

Name	Wilson Road		Link Road		Link Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	14.00	14.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Wilson Road		Link Road		Link Road	
Base Volume Input [veh/h]	23	2	165	53	6	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	3	208	67	8	155
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	1	59	19	2	44
Total Analysis Volume [veh/h]	33	3	236	76	9	176
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.63	9.88	0.00	0.00	7.90	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.19	0.19	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	4.85	4.85	0.00	0.00	0.54	0.54
d_A, Approach Delay [s/veh]	11.48		0.00		0.38	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.91					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: Wilson Road/Orleans Road

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Wilson Road		Orleans Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Wilson Road		Orleans Road		Wilson Road	
Base Volume Input [veh/h]	55	4	2	0	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	5	3	0	0	29
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	1	1	0	0	8
Total Analysis Volume [veh/h]	78	6	3	0	0	33
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Stop	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance		No	
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.10	9.46	7.37	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.26	0.26	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		9.10		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: Link Road/Jimmy Camp Road

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.141

Intersection Setup

Name	Jimmy Camp Road		Link Road		Link Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	9.00	11.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Jimmy Camp Road		Link Road		Link Road	
Base Volume Input [veh/h]	53	41	66	105	70	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	52	83	132	88	63
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	15	24	38	25	18
Total Analysis Volume [veh/h]	76	59	94	150	100	72
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results





V/C, Movement V/C Ratio	0.14	0.06	0.07	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.80	9.02	7.75	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.49	0.20	0.21	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	12.25	4.93	5.37	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.15		2.98		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.05					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 5: Link Road/Progress Drive

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.036

Intersection Setup

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	13.00	13.00	13.00	13.00	13.00	13.00	11.00	12.00	12.00	12.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	90.00	100.00	50.00	90.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Base Volume Input [veh/h]	42	3	30	11	5	9	20	77	48	46	70	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	4	38	14	6	11	25	97	61	58	88	34
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	1	11	4	2	3	7	28	17	16	25	10
Total Analysis Volume [veh/h]	60	5	43	16	7	13	28	110	69	66	100	39
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.12	0.01	0.05	0.04	0.02	0.01	0.02	0.00	0.00	0.05	0.00	0.00
d_M, Delay for Movement [s/veh]	13.23	12.76	9.06	13.32	13.17	9.02	7.54	0.00	0.00	7.71	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.41	0.18	0.18	0.11	0.09	0.09	0.06	0.00	0.00	0.15	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.21	4.44	4.44	2.77	2.28	2.28	1.48	0.00	0.00	3.72	0.00	0.00
d_A, Approach Delay [s/veh]	11.55			11.74			1.02			2.48		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	4.30											
Intersection LOS	B											

Intersection Level Of Service Report

Intersection 6: Wilson Road/Progress Drive

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Progress Drive		Wilson Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Progress Drive		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	2	23	54	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	29	68	0	0	0
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	8	19	0	0	0
Total Analysis Volume [veh/h]	3	33	77	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.03	0.05	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.63	8.44	7.33	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.15	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.65	2.65	3.73	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.54		7.33		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.71					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 7: Orleans Road/Gould Road

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Gould Road		Orleans Road		Orleans Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	8.50	8.50	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Gould Road		Orleans Road		Orleans Road	
Base Volume Input [veh/h]	2	0	2	2	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	3	3	0	0
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	1	0	0
Total Analysis Volume [veh/h]	3	0	3	3	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.55	8.35	0.00	0.00	7.23	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.22	0.22	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.55		0.00		3.61	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.85					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1: Link Road/Old Pueblo Road

Control Type:	Signalized	Delay (sec / veh):	20.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.621

Intersection Setup

Name	Old Pueblo Road		Old Pueblo Road		Link Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	10.00	11.00	13.00
No. of Lanes in Entry Pocket	0	1	1	0	1	0
Entry Pocket Length [ft]	100.00	55.00	165.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Old Pueblo Road		Old Pueblo Road		Link Road	
Base Volume Input [veh/h]	29	12	69	14	19	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	40	208	0	66	319
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	55	295	18	90	531
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	16	84	5	26	151
Total Analysis Volume [veh/h]	42	63	335	20	102	603
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	ProtPerm	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	16	0	10	26	84	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	57	57	57	57	57	57
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	24	24	25	25
g / C, Green / Cycle	0.14	0.14	0.42	0.42	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.02	0.04	0.23	0.01	0.06	0.41
s, saturation flow rate [veh/h]	1683	1431	1442	1683	1603	1488
c, Capacity [veh/h]	241	205	759	701	709	658
d1, Uniform Delay [s]	21.33	21.76	12.20	9.75	9.42	14.83
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.28
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.34	0.84	0.40	0.02	0.09	12.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.31	0.44	0.03	0.14	0.92
d, Delay for Lane Group [s/veh]	21.67	22.60	12.61	9.77	9.51	27.43
Lane Group LOS	C	C	B	A	A	C
Critical Lane Group	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.47	0.73	2.65	0.13	0.66	8.27
50th-Percentile Queue Length [ft/ln]	11.71	18.24	66.19	3.14	16.48	206.68
95th-Percentile Queue Length [veh/ln]	0.84	1.31	4.77	0.23	1.19	12.98
95th-Percentile Queue Length [ft/ln]	21.08	32.83	119.14	5.65	29.66	324.56

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.67	22.60	12.61	9.77	9.51	27.43
Movement LOS	C	C	B	A	A	C
d_A, Approach Delay [s/veh]	22.23		12.45		24.84	
Approach LOS	C		B		C	
d_I, Intersection Delay [s/veh]	20.83					
Intersection LOS	C					
Intersection V/C	0.621					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	424	778	2830
d_b, Bicycle Delay [s]	17.55	10.55	4.87
I_b,int, Bicycle LOS Score for Intersection	1.733	2.145	1.560
Bicycle LOS	A	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-






Intersection Level Of Service Report

Intersection 2: Link Road/Wilson Road

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 35.9
 Level Of Service: E
 Volume to Capacity (v/c): 0.838

Intersection Setup

Name	Wilson Road		Link Road		Link Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	14.00	14.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	0	0
Entry Pocket Length [ft]	100.00	80.00	100.00	250.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Wilson Road		Link Road		Link Road	
Base Volume Input [veh/h]	27	1	71	8	0	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	385	58	0	248	38	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	419	59	90	258	38	201
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	119	17	26	73	11	57
Total Analysis Volume [veh/h]	476	67	102	293	43	228
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.84	0.07	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	35.88	9.06	0.00	0.00	8.21	0.00
Movement LOS	E	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	8.80	0.23	0.00	0.00	0.12	0.12
95th-Percentile Queue Length [ft/ln]	219.90	5.66	0.00	0.00	2.88	2.88
d_A, Approach Delay [s/veh]	32.57		0.00		1.30	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	14.92					
Intersection LOS	E					

Intersection Level Of Service Report

Intersection 3: Wilson Road/Orleans Road

Control Type:	Two-way stop	Delay (sec / veh):	16.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Wilson Road		Orleans Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Wilson Road		Orleans Road		Wilson Road	
Base Volume Input [veh/h]	14	3	2	0	0	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	284	1	4	0	0	439
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	302	5	7	0	0	479
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	1	2	0	0	136
Total Analysis Volume [veh/h]	343	6	8	0	0	544
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Stop	Free
Flared Lane		No	
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance		No	
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	16.79	10.47	7.98	0.00
Movement LOS	A	A	C	B	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.08	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.96	1.96	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		16.79		0.00	
Approach LOS	A		C		A	
d_I, Intersection Delay [s/veh]	0.15					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 4: Link Road/Jimmy Camp Road

Control Type:	Two-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.228

Intersection Setup

Name	Jimmy Camp Road		Link Road		Link Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	9.00	11.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Jimmy Camp Road		Link Road		Link Road	
Base Volume Input [veh/h]	15	57	31	39	103	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	88	38	58	0	0	138
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	110	97	49	130	161
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	31	28	14	37	46
Total Analysis Volume [veh/h]	122	125	110	56	148	183
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.14	0.09	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.72	9.65	8.22	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.87	0.48	0.29	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	21.83	12.06	7.36	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.66		5.45		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	5.09					
Intersection LOS	B					





Intersection Level Of Service Report

Intersection 5: Link Road/Progress Drive

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.359

Intersection Setup

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	13.00	13.00	13.00	13.00	13.00	13.00	11.00	12.00	12.00	12.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	90.00	100.00	150.00	100.00	100.00	50.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Base Volume Input [veh/h]	42	0	30	16	1	19	11	41	11	10	52	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	138	0	66	0	0	0	0	0	88	40	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	191	0	104	20	1	24	14	52	102	53	66	6
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	0	30	6	0	7	4	15	29	15	19	2
Total Analysis Volume [veh/h]	217	0	118	23	1	27	16	59	116	60	75	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.36	0.00	0.12	0.05	0.00	0.03	0.01	0.00	0.00	0.04	0.00	0.00
d_M, Delay for Movement [s/veh]	14.25	11.63	9.05	13.01	12.19	8.76	7.40	0.00	0.00	7.68	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.62	0.40	0.40	0.15	0.09	0.09	0.03	0.00	0.00	0.13	0.00	0.00
95th-Percentile Queue Length [ft/ln]	40.62	9.92	9.92	3.83	2.27	2.27	0.80	0.00	0.00	3.35	0.00	0.00
d_A, Approach Delay [s/veh]	12.42			10.74			0.62			3.25		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	7.35											
Intersection LOS	B											

Intersection Level Of Service Report

Intersection 6: Wilson Road/Progress Drive

Control Type:	Two-way stop	Delay (sec / veh):	25.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.462

Intersection Setup

Name	Progress Drive		Wilson Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	13.00	13.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	150.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Progress Drive		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	1	31	14	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	128	0	0	284	439	204
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	39	18	284	439	204
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	11	5	81	125	58
Total Analysis Volume [veh/h]	147	44	20	323	499	232
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.46	0.08	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	25.68	11.82	9.22	0.00	0.00	0.00
Movement LOS	D	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.33	0.25	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	58.13	6.23	1.76	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	22.49		0.54		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	3.54					
Intersection LOS	D					

Intersection Level Of Service Report

Intersection 7: Orleans Road/Gould Road

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Gould Road		Orleans Road		Orleans Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	8.50	8.50	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Gould Road		Orleans Road		Orleans Road	
Base Volume Input [veh/h]	1	0	1	0	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	1	0	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	2	0	0	7
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1	0	0	2
Total Analysis Volume [veh/h]	1	0	2	0	0	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.57	8.33	0.00	0.00	7.22	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.57		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.78					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 8: Wilson Road/Access 1

Control Type: Signalized
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 12.1
Level Of Service: B
Volume to Capacity (v/c): 0.647

Intersection Setup

Name	Access 1		Wilson Road		Wilson Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	160.00	100.00	100.00	65.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Access 1		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	530	0	71	341	0	113
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	530	0	71	341	0	113
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	151	0	20	97	0	32
Total Analysis Volume [veh/h]	602	0	81	388	0	128
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	5	0	10	0	0	10
Maximum Green [s]	30	0	30	0	0	30
Amber [s]	3.0	0.0	3.0	0.0	0.0	3.0
All red [s]	1.0	0.0	1.0	0.0	0.0	1.0
Split [s]	21	0	39	0	0	39
Vehicle Extension [s]	3.0	0.0	3.0	0.0	0.0	3.0
Walk [s]	5	0	5	0	0	5
Pedestrian Clearance [s]	10	0	10	0	0	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
Minimum Recall	No		No			No
Maximum Recall	No		No			No
Pedestrian Recall	No		No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	C
C, Cycle Length [s]	36	36	36	36	36
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	16	12	12	12
g / C, Green / Cycle	0.44	0.44	0.34	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.38	0.00	0.05	0.27	0.08
s, saturation flow rate [veh/h]	1603	1431	1683	1431	1683
c, Capacity [veh/h]	704	628	568	482	668
d1, Uniform Delay [s]	9.01	0.00	8.25	10.78	8.50
k, delay calibration	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.12	0.00	0.11	3.19	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.00	0.14	0.80	0.19
d, Delay for Lane Group [s/veh]	12.13	0.00	8.37	13.97	8.64
Lane Group LOS	B	A	A	B	A
Critical Lane Group	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.40	0.00	0.33	2.39	0.54
50th-Percentile Queue Length [ft/ln]	85.11	0.00	8.28	59.68	13.39
95th-Percentile Queue Length [veh/ln]	6.13	0.00	0.60	4.30	0.96
95th-Percentile Queue Length [ft/ln]	153.20	0.00	14.90	107.43	24.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	12.13	0.00	8.37	13.97	8.64	8.64
Movement LOS	B	A	A	B	A	A
d_A, Approach Delay [s/veh]	12.13		13.00		8.64	
Approach LOS	B		B		A	
d_I, Intersection Delay [s/veh]	12.10					
Intersection LOS	B					
Intersection V/C	0.647					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	954	1964	1964
d_b, Bicycle Delay [s]	4.87	0.01	0.01
I_b,int, Bicycle LOS Score for Intersection	1.560	2.333	1.771
Bicycle LOS	A	B	A

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-






Intersection Level Of Service Report
Intersection 9: Wilson Road/Access 2

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.0
 Level Of Service: A
 Volume to Capacity (v/c): 0.112

Intersection Setup

Name	Access 2		Wilson Road		Wilson Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Access 2		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	101	0	0	31	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	101	0	0	31	0	0
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	0	0	9	0	0
Total Analysis Volume [veh/h]	115	0	0	35	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.96	8.32	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.38	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.46	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.96		0.00		3.64	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.87					
Intersection LOS	A					





Intersection Level Of Service Report

Intersection 11: Access 1/Res 1

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 37.7
 Level Of Service: E
 Volume to Capacity (v/c): 0.788

Intersection Setup

Name	Access 1			Access 1			Res 1			Res 1		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Access 1			Access 1			Res 1			Res 1		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	153	0	28	50	262	303	0	0	0	0	74
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	153	0	28	50	262	303	0	0	0	0	74
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	43	0	8	14	74	86	0	0	0	0	21
Total Analysis Volume [veh/h]	0	174	0	32	57	298	344	0	0	0	0	84
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.00	0.79	0.00	0.00	0.00	0.00	0.10
d_M, Delay for Movement [s/veh]	7.99	0.00	0.00	7.63	0.00	0.00	37.70	12.25	9.31	11.99	13.80	9.58
Movement LOS	A	A	A	A	A	A	E	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.07	0.00	0.00	6.97	0.00	0.00	0.00	0.00	0.32
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.75	0.00	0.00	174.19	0.00	0.00	0.00	0.00	8.00
d_A, Approach Delay [s/veh]	0.00			0.63			37.70			9.58		
Approach LOS	A			A			E			A		
d_I, Intersection Delay [s/veh]	14.17											
Intersection LOS	E											





Intersection Level Of Service Report

Intersection 12: Access 1/Res 3

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.4
 Level Of Service: A
 Volume to Capacity (v/c): 0.115

Intersection Setup

Name	Access 1			Access 1			Res 3			Res 3		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Access 1			Access 1			Res 3			Res 3		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	7	0	33	92	0	2	2	0	26
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	7	0	33	92	0	2	2	0	26
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	0	9	26	0	1	1	0	7
Total Analysis Volume [veh/h]	1	0	0	8	0	38	105	0	2	2	0	30
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	7.29	0.00	0.00	7.23	0.00	0.00	9.43	9.24	8.41	8.85	9.44	8.42
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.00	0.00	0.39	0.01	0.01	0.09	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.05	0.00	0.00	0.37	0.00	0.00	9.66	0.14	0.14	2.30	2.30	2.30
d_A, Approach Delay [s/veh]	7.29			1.26			9.41			8.45		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	7.22											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 13: Access 1/Res 2

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.1
 Level Of Service: A
 Volume to Capacity (v/c): 0.045

Intersection Setup

Name	Access 1		Access 1		Res 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Access 1		Access 1		Res 2	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	118	0	11	40	0	36
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	0	11	40	0	36
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	0	3	11	0	10
Total Analysis Volume [veh/h]	134	0	13	45	0	41
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.50	0.00	9.82	9.12
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.00	0.14	0.14
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.68	0.00	3.51	3.51
d_A, Approach Delay [s/veh]	0.00		1.68		9.12	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.02					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 14: Wilson Road/Fire Station Access

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Fire Station Access		Wilson Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Fire Station Access		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	40	31	101	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	13	40	31	101	0
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	11	9	29	0
Total Analysis Volume [veh/h]	0	15	45	35	115	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.03	8.90	7.52	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.09	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.22	1.22	2.36	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.90		4.23		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.25					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1: Link Road/Old Pueblo Road

Control Type:	Signalized	Delay (sec / veh):	14.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name	Old Pueblo Road		Old Pueblo Road		Link Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	10.00	11.00	13.00
No. of Lanes in Entry Pocket	0	1	1	0	1	0
Entry Pocket Length [ft]	100.00	55.00	165.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Old Pueblo Road		Old Pueblo Road		Link Road	
Base Volume Input [veh/h]	26	26	190	38	28	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	59	281	0	36	183
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	92	521	48	71	320
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	26	148	14	20	91
Total Analysis Volume [veh/h]	38	105	592	55	81	364
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	ProtPerm	Permissive	Permissive	Permissive
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	14	0	9	23	37	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	54	54	54	54	54	54
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	30	30	16	16
g / C, Green / Cycle	0.16	0.16	0.56	0.56	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.02	0.07	0.40	0.03	0.05	0.24
s, saturation flow rate [veh/h]	1683	1431	1470	1683	1603	1488
c, Capacity [veh/h]	277	235	996	945	465	431
d1, Uniform Delay [s]	19.24	20.29	8.23	5.35	14.31	17.98
k, delay calibration	0.11	0.11	0.25	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.22	1.33	1.30	0.03	0.18	4.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.14	0.45	0.59	0.06	0.17	0.84
d, Delay for Lane Group [s/veh]	19.46	21.62	9.53	5.38	14.48	22.56
Lane Group LOS	B	C	A	A	B	C
Critical Lane Group	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.38	1.15	3.58	0.20	0.68	4.27
50th-Percentile Queue Length [ft/ln]	9.52	28.66	89.53	5.04	17.03	106.67
95th-Percentile Queue Length [veh/ln]	0.69	2.06	6.45	0.36	1.23	7.65
95th-Percentile Queue Length [ft/ln]	17.14	51.59	161.15	9.08	30.65	191.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.46	21.62	9.53	5.38	14.48	22.56
Movement LOS	B	C	A	A	B	C
d_A, Approach Delay [s/veh]	21.05		9.18		21.09	
Approach LOS	C		A		C	
d_I, Intersection Delay [s/veh]	14.84					
Intersection LOS	B					
Intersection V/C	0.613					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	372	708	1229
d_b, Bicycle Delay [s]	17.79	11.22	3.99
I_b,int, Bicycle LOS Score for Intersection	1.796	2.627	1.560
Bicycle LOS	A	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-






Intersection Level Of Service Report

Intersection 2: Link Road/Wilson Road

Control Type:	Two-way stop	Delay (sec / veh):	24.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.614

Intersection Setup

Name	Wilson Road		Link Road		Link Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	14.00	14.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	0	0
Entry Pocket Length [ft]	100.00	80.00	100.00	250.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Wilson Road		Link Road		Link Road	
Base Volume Input [veh/h]	23	2	165	53	6	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	219	32	0	340	50	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	248	35	208	407	58	155
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	10	59	116	16	44
Total Analysis Volume [veh/h]	282	40	236	463	66	176
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.61	0.05	0.00	0.00	0.07	0.00
d_M, Delay for Movement [s/veh]	24.52	9.72	0.00	0.00	9.33	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	4.04	0.16	0.00	0.00	0.24	0.24
95th-Percentile Queue Length [ft/ln]	100.91	3.93	0.00	0.00	5.94	5.94
d_A, Approach Delay [s/veh]	22.68		0.00		2.54	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	6.27					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 3: Wilson Road/Orleans Road

Control Type:	Two-way stop	Delay (sec / veh):	15.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	Wilson Road		Orleans Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		25.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Wilson Road		Orleans Road		Wilson Road	
Base Volume Input [veh/h]	55	4	2	0	0	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	386	5	3	0	0	249
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	455	10	6	0	0	278
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	3	2	0	0	79
Total Analysis Volume [veh/h]	517	11	7	0	0	316
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Stop	Free
Flared Lane		No	
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance		No	
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.01	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	15.94	11.72	8.46	0.00
Movement LOS	A	A	C	B	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.06	0.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.59	1.59	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		15.94		0.00	
Approach LOS	A		C		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 4: Link Road/Jimmy Camp Road

Control Type:	Two-way stop	Delay (sec / veh):	18.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.447

Intersection Setup

Name	Jimmy Camp Road		Link Road		Link Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	9.00	11.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Jimmy Camp Road		Link Road		Link Road	
Base Volume Input [veh/h]	53	41	66	105	70	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	118	50	32	0	0	78
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	185	102	115	132	88	141
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	29	33	38	25	40
Total Analysis Volume [veh/h]	210	116	131	150	100	160
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results





V/C, Movement V/C Ratio	0.45	0.12	0.10	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	18.73	9.29	8.07	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.27	0.41	0.33	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	56.73	10.32	8.35	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.37		3.76		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	7.00					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 5: Link Road/Progress Drive

Control Type:	Two-way stop	Delay (sec / veh):	20.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.388

Intersection Setup

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	13.00	13.00	13.00	13.00	13.00	13.00	11.00	12.00	12.00	12.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	90.00	100.00	150.00	100.00	100.00	50.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Base Volume Input [veh/h]	42	3	30	11	5	9	20	77	48	46	70	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	78	0	36	0	0	0	0	0	118	59	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	4	74	14	6	11	25	97	179	117	88	34
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	1	21	4	2	3	7	28	51	33	25	10
Total Analysis Volume [veh/h]	149	5	84	16	7	13	28	110	203	133	100	39
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.39	0.01	0.09	0.05	0.02	0.01	0.02	0.00	0.00	0.11	0.00	0.00
d_M, Delay for Movement [s/veh]	20.18	15.01	9.29	17.73	17.10	9.02	7.54	0.00	0.00	8.23	0.00	0.00
Movement LOS	C	C	A	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.79	0.34	0.34	0.17	0.11	0.11	0.06	0.00	0.00	0.36	0.00	0.00
95th-Percentile Queue Length [ft/ln]	44.78	8.52	8.52	4.22	2.85	2.85	1.48	0.00	0.00	8.93	0.00	0.00
d_A, Approach Delay [s/veh]	16.23			14.46			0.62			4.02		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	6.41											
Intersection LOS	C											

Intersection Level Of Service Report

Intersection 6: Wilson Road/Progress Drive

Control Type:	Two-way stop	Delay (sec / veh):	40.0
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.688

Intersection Setup

Name	Progress Drive		Wilson Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	13.00	13.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	150.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Progress Drive		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	2	23	54	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	177	0	0	386	249	114
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	29	68	386	249	114
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	8	19	110	71	32
Total Analysis Volume [veh/h]	205	33	77	439	283	130
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.69	0.04	0.07	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	40.01	9.98	8.37	0.00	0.00	0.00
Movement LOS	E	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	4.71	0.14	0.22	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	117.76	3.42	5.39	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	35.85		1.25		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	7.86					
Intersection LOS	E					

Intersection Level Of Service Report Intersection 7: Orleans Road/Gould Road

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Gould Road		Orleans Road		Orleans Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	8.50	8.50	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Gould Road		Orleans Road		Orleans Road	
Base Volume Input [veh/h]	2	0	2	2	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	5	0	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	8	3	0	3
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	1	0	1
Total Analysis Volume [veh/h]	3	0	9	3	0	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.59	8.37	0.00	0.00	7.24	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.22	0.22	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.59		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.43					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 8: Wilson Road/Access 1

Control Type: Signalized
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 8.7
Level Of Service: A
Volume to Capacity (v/c): 0.545

Intersection Setup

Name	Access 1		Wilson Road		Wilson Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	160.00	100.00	100.00	65.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Access 1		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	275	0	122	440	0	87
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	275	0	122	440	0	87
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	0	35	125	0	25
Total Analysis Volume [veh/h]	313	0	139	500	0	99
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	5	0	10	0	0	10
Maximum Green [s]	30	0	30	0	0	30
Amber [s]	3.0	0.0	3.0	0.0	0.0	3.0
All red [s]	1.0	0.0	1.0	0.0	0.0	1.0
Split [s]	98	0	22	0	0	22
Vehicle Extension [s]	3.0	0.0	3.0	0.0	0.0	3.0
Walk [s]	5	0	5	0	0	5
Pedestrian Clearance [s]	10	0	10	0	0	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
Minimum Recall	No		No			No
Maximum Recall	No		No			No
Pedestrian Recall	No		No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	C
C, Cycle Length [s]	27	27	27	27	27
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	7	12	12	12
g / C, Green / Cycle	0.26	0.26	0.44	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.20	0.00	0.08	0.35	0.06
s, saturation flow rate [veh/h]	1603	1431	1683	1431	1683
c, Capacity [veh/h]	416	372	746	634	879
d1, Uniform Delay [s]	9.17	0.00	4.55	6.42	4.44
k, delay calibration	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.76	0.00	0.12	2.24	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.00	0.19	0.79	0.11
d, Delay for Lane Group [s/veh]	11.93	0.00	4.67	8.66	4.49
Lane Group LOS	B	A	A	A	A
Critical Lane Group	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.43	0.00	0.22	1.36	0.15
50th-Percentile Queue Length [ft/ln]	35.70	0.00	5.39	34.05	3.65
95th-Percentile Queue Length [veh/ln]	2.57	0.00	0.39	2.45	0.26
95th-Percentile Queue Length [ft/ln]	64.26	0.00	9.70	61.29	6.58

Movement, Approach, & Intersection Results

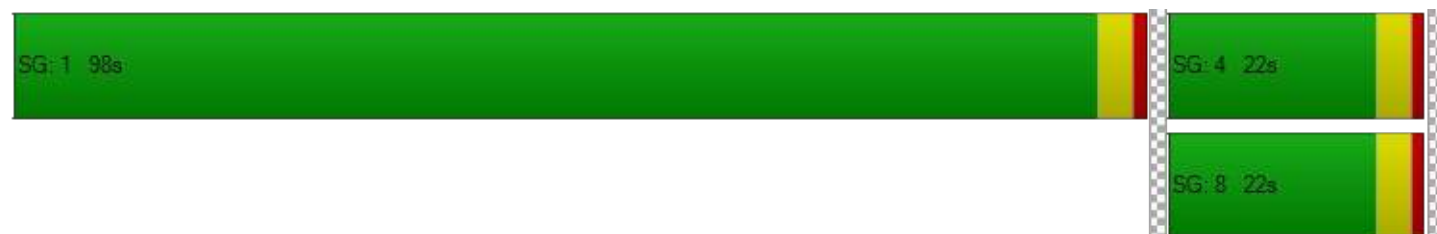
d_M, Delay for Movement [s/veh]	11.93	0.00	4.67	8.66	4.49	4.49
Movement LOS	B	A	A	A	A	A
d_A, Approach Delay [s/veh]	11.93		7.79		4.49	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	8.71					
Intersection LOS	A					
Intersection V/C	0.545					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	7029	1346	1346
d_b, Bicycle Delay [s]	84.56	1.43	1.43
I_b,int, Bicycle LOS Score for Intersection	1.560	2.614	1.723
Bicycle LOS	A	B	A

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Wilson Road/Access 2

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.073

Intersection Setup

Name	Access 2		Wilson Road		Wilson Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Access 2		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	66	0	0	114	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	0	0	114	0	0
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	0	32	0	0
Total Analysis Volume [veh/h]	75	0	0	130	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.80	8.32	0.00	0.00	7.47	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.24	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.92	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.80		0.00		3.74	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.22					
Intersection LOS	A					





Intersection Level Of Service Report

Intersection 11: Access 1/Res 1

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 22.6
 Level Of Service: C
 Volume to Capacity (v/c): 0.414

Intersection Setup

Name	Access 1			Access 1			Res 1			Res 1		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	50.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Access 1			Access 1			Res 1			Res 1		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	101	0	87	174	180	126	0	0	0	0	49
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	101	0	87	174	180	126	0	0	0	0	49
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	29	0	25	49	51	36	0	0	0	0	14
Total Analysis Volume [veh/h]	0	115	0	99	198	205	143	0	0	0	0	56
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.07	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	8.12	0.00	0.00	7.62	0.00	0.00	22.59	14.47	9.87	14.39	15.85	9.08
Movement LOS	A	A	A	A	A	A	C	B	A	B	C	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.22	0.00	0.00	1.97	0.00	0.00	0.00	0.00	0.19
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	5.39	0.00	0.00	49.16	0.00	0.00	0.00	0.00	4.76
d_A, Approach Delay [s/veh]	0.00			1.50			22.59			9.08		
Approach LOS	A			A			C			A		
d_I, Intersection Delay [s/veh]	5.51											
Intersection LOS	C											





Intersection Level Of Service Report

Intersection 12: Access 1/Res 3

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.0
 Level Of Service: A
 Volume to Capacity (v/c): 0.087

Intersection Setup

Name	Access 1			Access 1			Res 3			Res 3		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Access 1			Access 1			Res 3			Res 3		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	2	31	0	107	61	0	2	1	0	17
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	2	31	0	107	61	0	2	1	0	17
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	9	0	30	17	0	1	0	0	5
Total Analysis Volume [veh/h]	3	0	2	35	0	122	69	0	2	1	0	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	7.46	0.00	0.00	7.27	0.00	0.00	9.98	9.91	8.59	9.48	10.36	8.39
Movement LOS	A	A	A	A	A	A	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.07	0.00	0.00	0.29	0.01	0.01	0.06	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.15	0.00	0.00	1.66	0.00	0.00	7.14	0.15	0.15	1.43	1.43	1.43
d_A, Approach Delay [s/veh]	4.48			1.62			9.94			8.44		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.55											
Intersection LOS	A											




Intersection Level Of Service Report

Intersection 13: Access 1/Res 2

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.027

Intersection Setup

Name	Access 1		Access 1		Res 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Access 1		Access 1		Res 2	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	78	0	37	138	0	23
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	0	37	138	0	23
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	0	11	39	0	7
Total Analysis Volume [veh/h]	89	0	42	157	0	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.46	0.00	10.67	8.82
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.09	0.00	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.15	0.00	2.07	2.07
d_A, Approach Delay [s/veh]	0.00		1.57		8.82	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.73					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 14: Wilson Road/Fire Station Access

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Fire Station Access		Wilson Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Fire Station Access		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2612	1.2612	1.2612	1.2612	1.2612	1.2612
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	21	8	114	66	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	21	8	114	66	0
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	2	32	19	0
Total Analysis Volume [veh/h]	0	24	9	130	75	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.82	8.74	7.38	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.87	1.87	0.45	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.74		0.48		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.16					
Intersection LOS	A					




Appendix E

Horizon (2045) LOS Reports

Intersection Level Of Service Report
Intersection 1: Wilson Road/Old Pueblo Road

Control Type:	Signalized	Delay (sec / veh):	6.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.200

Intersection Setup

Name	Old Pueblo Road		Old Pueblo Road		Wilson Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	10.00	11.00	13.00
No. of Lanes in Entry Pocket	0	1	1	0	1	0
Entry Pocket Length [ft]	100.00	55.00	165.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Old Pueblo Road		Old Pueblo Road		Wilson Road	
Base Volume Input [veh/h]	15	6	48	10	4	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	11	89	19	7	156
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	3	25	5	2	44
Total Analysis Volume [veh/h]	32	13	101	22	8	177
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	6	0	0	2	4	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	10	0	0	10	5	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	18	0	0	18	102	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	15	15	15	15	15	15
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	4	4	4	3	3
g / C, Green / Cycle	0.28	0.28	0.28	0.28	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.02	0.01	0.08	0.01	0.00	0.12
s, saturation flow rate [veh/h]	1683	1431	1239	1683	1603	1488
c, Capacity [veh/h]	471	401	667	471	299	278
d1, Uniform Delay [s]	3.96	3.92	5.89	3.94	4.99	5.63
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.03	0.10	0.04	0.04	2.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.07	0.03	0.15	0.05	0.03	0.64
d, Delay for Lane Group [s/veh]	4.02	3.96	6.00	3.98	5.02	8.06
Lane Group LOS	A	A	A	A	A	A
Critical Lane Group	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.01	0.00	0.08	0.01	0.00	0.19
50th-Percentile Queue Length [ft/ln]	0.20	0.09	1.97	0.13	0.07	4.68
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.14	0.01	0.01	0.34
95th-Percentile Queue Length [ft/ln]	0.35	0.16	3.54	0.24	0.13	8.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.02	3.96	6.00	3.98	5.02	8.06
Movement LOS	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	4.00		5.64		7.93	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.63					
Intersection LOS	A					
Intersection V/C	0.200					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1886	1886	13199
d_b, Bicycle Delay [s]	0.02	0.02	232.81
I_b,int, Bicycle LOS Score for Intersection	1.634	1.763	1.560
Bicycle LOS	A	A	A

Sequence




Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Wilson Road/Orleans Road

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Orleans Road		Wilson Road		Wilson Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Orleans Road		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	1	1	71	3	0	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	2	132	6	0	295
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	38	2	0	84
Total Analysis Volume [veh/h]	2	2	150	7	0	335
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.72	9.07	0.00	0.00	7.53	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.45	0.45	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.39		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 4: Link Road/Jimmy Camp Road

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.262

Intersection Setup

Name	Jimmy Camp Road		Jimmy Camp Road		Link Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	9.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	170.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Jimmy Camp Road		Jimmy Camp Road		Link Road	
Base Volume Input [veh/h]	15	39	15	4	103	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	72	28	7	191	33
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	20	8	2	54	9
Total Analysis Volume [veh/h]	32	82	32	8	217	38
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.26	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.49	0.00	10.87	8.79
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.07	0.00	1.05	0.12
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.66	0.00	26.23	2.99
d_A, Approach Delay [s/veh]	0.00		6.00		10.56	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	7.17					
Intersection LOS	B					





Intersection Level Of Service Report

Intersection 5: Link Road/Progress Drive

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 12.1
 Level Of Service: B
 Volume to Capacity (v/c): 0.149

Intersection Setup

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	13.00	13.00	13.00	13.00	13.00	13.00	11.00	12.00	12.00	12.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	90.00	100.00	50.00	90.00	100.00	50.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Base Volume Input [veh/h]	42	0	30	16	1	19	11	41	11	10	52	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	0	56	30	2	35	20	76	20	19	97	9
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	0	16	9	1	10	6	22	6	5	28	3
Total Analysis Volume [veh/h]	89	0	64	34	2	40	23	86	23	22	110	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.15	0.00	0.07	0.06	0.00	0.04	0.02	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	12.07	11.29	8.96	11.73	11.32	9.00	7.49	0.00	0.00	7.47	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.52	0.21	0.21	0.19	0.14	0.14	0.05	0.00	0.00	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	13.02	5.27	5.27	4.75	3.60	3.60	1.19	0.00	0.00	1.13	0.00	0.00
d_A, Approach Delay [s/veh]	10.77			10.28			1.31			1.16		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	5.50											
Intersection LOS	B											

Intersection Level Of Service Report

Intersection 6: Wilson Road/Progress Drive

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name	Progress Drive		Wilson Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0
Entry Pocket Length [ft]	50.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Progress Drive		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	6	25	11	81	28	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	46	20	150	52	6
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	13	6	43	15	2
Total Analysis Volume [veh/h]	13	52	23	170	59	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.02	0.05	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.24	8.79	7.38	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.16	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.42	4.10	1.14	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.08		0.88		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.35					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 7: Orleans Road/Gould Road

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Gould Road		Orleans Road		Orleans Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	8.50	8.50	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Gould Road		Orleans Road		Orleans Road	
Base Volume Input [veh/h]	1	0	1	0	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	2	0	0	4
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	0	0	1
Total Analysis Volume [veh/h]	2	0	2	0	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0





Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.56	8.33	0.00	0.00	7.22	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.15	0.15	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.56		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.90					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 16: Wilson Road/Jimmy Camp Road

Control Type:	Signalized	Delay (sec / veh):	7.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.315

Intersection Setup

Name	Jimmy Camp Road			Jimmy Camp Road			Wilson Road			Wilson Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Jimmy Camp Road			Jimmy Camp Road			Wilson Road			Wilson Road		
Base Volume Input [veh/h]	5	15	6	21	4	103	39	28	14	15	28	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	28	11	39	7	191	72	52	26	28	52	156
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	8	3	11	2	54	20	15	7	8	15	44
Total Analysis Volume [veh/h]	10	32	13	44	8	217	82	59	30	32	59	177
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	64	0	0	64	0	0	56	0	0	56	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Cycle Length [s]	25	25	25	25	25	25	25	25
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	9	9	9	9	9
g / C, Green / Cycle	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.04	0.16	0.08	0.06	0.03	0.16
s, saturation flow rate [veh/h]	1040	1601	1225	1438	1030	1588	1177	1486
c, Capacity [veh/h]	439	548	597	492	439	543	563	508
d1, Uniform Delay [s]	9.26	5.64	7.28	6.50	9.94	5.81	7.58	6.51
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	0.06	0.05	0.67	0.20	0.14	0.04	0.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.08	0.07	0.46	0.19	0.16	0.06	0.46
d, Delay for Lane Group [s/veh]	9.28	5.70	7.34	7.16	10.14	5.95	7.62	7.18
Lane Group LOS	A	A	A	A	B	A	A	A
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.03	0.08	0.10	0.49	0.24	0.12	0.07	0.38
50th-Percentile Queue Length [ft/ln]	0.78	1.97	2.61	12.23	5.95	2.98	1.63	9.62
95th-Percentile Queue Length [veh/ln]	0.06	0.14	0.19	0.88	0.43	0.21	0.12	0.69
95th-Percentile Queue Length [ft/ln]	1.41	3.55	4.71	22.01	10.70	5.36	2.93	17.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.28	5.70	5.70	7.34	7.16	7.16	10.14	5.95	5.95	7.62	7.18	7.18
Movement LOS	A	A	A	A	A	A	B	A	A	A	A	A
d_A, Approach Delay [s/veh]	6.35			7.19			7.96			7.23		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	7.32											
Intersection LOS	A											
Intersection V/C	0.315											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			0.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			0.00			0.00		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			0.000			0.000		
Crosswalk LOS	F			F			F			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	4772			4772			4135			4135		
d_b, Bicycle Delay [s]	24.15			24.15			14.33			14.33		
I_b,int, Bicycle LOS Score for Intersection	1.650			2.003			1.842			2.002		
Bicycle LOS	A			B			A			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-







Intersection Level Of Service Report

Intersection 17: Orleans Road/Jimmy Camp Road

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Jimmy Camp Road			Jimmy Camp Road			Orleans Road			Orleans Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jimmy Camp Road			Jimmy Camp Road			Orleans Road			Orleans Road		
Base Volume Input [veh/h]	2	26	2	2	34	2	2	2	2	2	2	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	48	4	4	63	4	4	4	4	4	4	4
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	14	1	1	18	1	1	1	1	1	1	1
Total Analysis Volume [veh/h]	5	55	5	5	72	5	5	5	5	5	5	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	7.37	0.00	0.00	7.34	0.00	0.00	9.60	10.00	8.73	9.53	9.95	8.61
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.01	0.01	0.01	0.06	0.06	0.06	0.02	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.25	0.25	0.00	0.24	0.24	0.24	1.39	1.39	1.39	0.47	0.89	0.89
d_A, Approach Delay [s/veh]	0.57			0.45			9.44			9.36		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.01											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 1: Wilson Road/Old Pueblo Road

Control Type:	Signalized	Delay (sec / veh):	5.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.304

Intersection Setup

Name	Old Pueblo Road		Old Pueblo Road		Wilson Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	10.00	11.00	13.00
No. of Lanes in Entry Pocket	0	1	1	0	1	0
Entry Pocket Length [ft]	100.00	55.00	165.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Old Pueblo Road		Old Pueblo Road		Wilson Road	
Base Volume Input [veh/h]	13	13	133	127	6	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	24	247	236	11	102
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	7	70	67	3	29
Total Analysis Volume [veh/h]	27	27	281	268	13	116
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	6	0	0	2	4	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	10	0	0	10	5	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	20	0	0	20	80	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	20	20	20	20	20	20
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	10	10	3	3
g / C, Green / Cycle	0.47	0.47	0.47	0.47	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.02	0.02	0.23	0.16	0.01	0.08
s, saturation flow rate [veh/h]	1683	1431	1245	1683	1603	1488
c, Capacity [veh/h]	800	680	837	800	217	201
d1, Uniform Delay [s]	2.87	2.88	4.92	3.36	7.74	8.33
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	0.02	0.23	0.24	0.11	2.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.04	0.34	0.34	0.06	0.58
d, Delay for Lane Group [s/veh]	2.89	2.91	5.16	3.61	7.86	10.92
Lane Group LOS	A	A	A	A	A	B
Critical Lane Group	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.00	0.23	0.05	0.02	0.31
50th-Percentile Queue Length [ft/ln]	0.09	0.11	5.74	1.36	0.61	7.84
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.41	0.10	0.04	0.56
95th-Percentile Queue Length [ft/ln]	0.17	0.20	10.33	2.45	1.10	14.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	2.89	2.91	5.16	3.61	7.86	10.92
Movement LOS	A	A	A	A	A	B
d_A, Approach Delay [s/veh]	2.90		4.40		10.61	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.39					
Intersection LOS	A					
Intersection V/C	0.304					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1572	1572	7467
d_b, Bicycle Delay [s]	0.47	0.47	76.04
I_b,int, Bicycle LOS Score for Intersection	1.649	2.465	1.560
Bicycle LOS	A	B	A

Sequence




Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Wilson Road/Orleans Road

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Orleans Road		Wilson Road		Wilson Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Orleans Road		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	1	1	165	4	0	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	2	306	7	0	228
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	87	2	0	65
Total Analysis Volume [veh/h]	2	2	348	8	0	259
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.92	10.25	0.00	0.00	7.99	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.55	0.55	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.59		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 4: Link Road/Jimmy Camp Road

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.261

Intersection Setup

Name	Jimmy Camp Road		Jimmy Camp Road		Link Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	9.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	170.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Jimmy Camp Road		Jimmy Camp Road		Link Road	
Base Volume Input [veh/h]	13	105	53	11	70	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	195	98	20	130	93
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	55	28	6	37	26
Total Analysis Volume [veh/h]	27	222	111	23	148	106
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0





Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.08	0.00	0.26	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	7.99	0.00	13.57	9.48
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.28	0.00	1.04	0.39
95th-Percentile Queue Length [ft/ln]	0.00	0.00	6.89	0.00	25.95	9.85
d_A, Approach Delay [s/veh]	0.00		6.62		11.86	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	6.12					
Intersection LOS	B					

Intersection Level Of Service Report Intersection 5: Link Road/Progress Drive

Control Type:	Two-way stop	Delay (sec / veh):	19.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.257

Intersection Setup

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	13.00	13.00	13.00	13.00	13.00	13.00	11.00	12.00	12.00	12.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	90.00	100.00	50.00	90.00	100.00	50.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Base Volume Input [veh/h]	42	3	30	11	5	9	20	77	48	46	70	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	6	56	20	9	17	37	143	89	85	130	50
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	2	16	6	3	5	11	41	25	24	37	14
Total Analysis Volume [veh/h]	89	7	64	23	10	19	42	163	101	97	148	57
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.02	0.07	0.07	0.03	0.02	0.03	0.00	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	18.95	15.76	9.56	17.56	16.25	9.35	7.72	0.00	0.00	7.99	0.00	0.00
Movement LOS	C	C	A	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.01	0.31	0.31	0.24	0.16	0.16	0.10	0.00	0.00	0.24	0.00	0.00
95th-Percentile Queue Length [ft/ln]	25.16	7.63	7.63	5.98	4.06	4.06	2.38	0.00	0.00	6.04	0.00	0.00
d_A, Approach Delay [s/veh]	15.06			14.31			1.06			2.57		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	5.19											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Wilson Road/Progress Drive

Control Type:	Signalized	Delay (sec / veh):	4.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.298

Intersection Setup

Name	Progress Drive		Wilson Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0
Entry Pocket Length [ft]	50.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Progress Drive		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	5	18	43	216	25	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	33	80	401	46	20
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	9	23	114	13	6
Total Analysis Volume [veh/h]	10	38	91	456	52	23
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	5	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	5	0	0	10	10	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	72	0	0	38	38	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C
C, Cycle Length [s]	19	19	19	19	19
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	1	10	10	10
g / C, Green / Cycle	0.06	0.06	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.08	0.27	0.05
s, saturation flow rate [veh/h]	1603	1431	1192	1683	1597
c, Capacity [veh/h]	105	94	856	858	813
d1, Uniform Delay [s]	8.27	8.44	3.70	3.11	2.38
k, delay calibration	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.39	2.78	0.05	0.51	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.09	0.40	0.11	0.53	0.09
d, Delay for Lane Group [s/veh]	8.66	11.22	3.75	3.62	2.43
Lane Group LOS	A	B	A	A	A
Critical Lane Group	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.03	0.16	0.07	0.12	0.01
50th-Percentile Queue Length [ft/ln]	0.84	3.97	1.76	3.06	0.27
95th-Percentile Queue Length [veh/ln]	0.06	0.29	0.13	0.22	0.02
95th-Percentile Queue Length [ft/ln]	1.51	7.14	3.17	5.51	0.49

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.66	11.22	3.75	3.62	2.43	2.43
Movement LOS	A	B	A	A	A	A
d_A, Approach Delay [s/veh]	10.69		3.64		2.43	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS	A					
Intersection V/C	0.298					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	7278	3639	3639
d_b, Bicycle Delay [s]	65.07	6.28	6.28
I_b,int, Bicycle LOS Score for Intersection	1.560	2.462	1.683
Bicycle LOS	A	B	A

Sequence

Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SG: 4 38s




SG: 5 72s

SG: 8 38s

Intersection Level Of Service Report
Intersection 7: Orleans Road/Gould Road

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Gould Road		Orleans Road		Orleans Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	8.50	8.50	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Gould Road		Orleans Road		Orleans Road	
Base Volume Input [veh/h]	2	0	2	2	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	4	4	0	0
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	1	0	0
Total Analysis Volume [veh/h]	5	0	5	5	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.57	8.37	0.00	0.00	7.24	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.37	0.37	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.57		0.00		3.62	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.86					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 16: Wilson Road/Jimmy Camp Road

Control Type:	Signalized	Delay (sec / veh):	8.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.320

Intersection Setup

Name	Jimmy Camp Road			Jimmy Camp Road			Wilson Road			Wilson Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Jimmy Camp Road			Jimmy Camp Road			Wilson Road			Wilson Road		
Base Volume Input [veh/h]	5	13	13	57	11	70	105	71	40	22	25	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	24	24	106	20	130	195	132	74	41	46	102
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	7	7	30	6	37	55	38	21	12	13	29
Total Analysis Volume [veh/h]	10	27	27	120	23	148	222	150	84	47	52	116
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	29	0	0	29	0	0	31	0	0	31	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Cycle Length [s]	30	30	30	30	30	30	30	30
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	9	13	13	13	13
g / C, Green / Cycle	0.31	0.31	0.31	0.31	0.43	0.43	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.10	0.12	0.20	0.15	0.05	0.11
s, saturation flow rate [veh/h]	1092	1547	1215	1460	1095	1583	1031	1500
c, Capacity [veh/h]	404	472	502	446	549	674	503	639
d1, Uniform Delay [s]	10.88	7.44	10.19	8.13	9.67	5.75	8.70	5.52
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	0.11	0.24	0.54	0.48	0.31	0.08	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.11	0.24	0.38	0.40	0.35	0.09	0.26
d, Delay for Lane Group [s/veh]	10.91	7.54	10.43	8.67	10.15	6.06	8.78	5.74
Lane Group LOS	B	A	B	A	B	A	A	A
Critical Lane Group	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.04	0.16	0.48	0.58	0.74	0.38	0.14	0.26
50th-Percentile Queue Length [ft/ln]	1.06	4.03	12.12	14.43	18.44	9.54	3.49	6.55
95th-Percentile Queue Length [veh/ln]	0.08	0.29	0.87	1.04	1.33	0.69	0.25	0.47
95th-Percentile Queue Length [ft/ln]	1.91	7.26	21.82	25.98	33.20	17.18	6.29	11.79

Movement, Approach, & Intersection Results

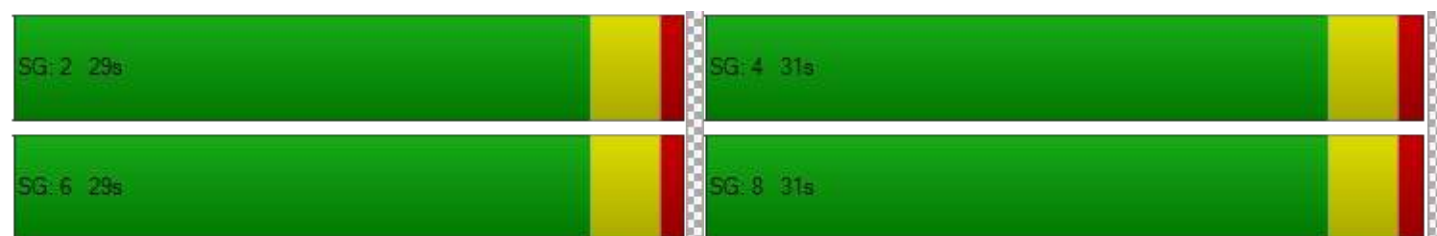
d_M, Delay for Movement [s/veh]	10.91	7.54	7.54	10.43	8.67	8.67	10.15	6.06	6.06	8.78	5.74	5.74
Movement LOS	B	A	A	B	A	A	B	A	A	A	A	A
d_A, Approach Delay [s/veh]	8.07			9.40			8.05			6.40		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	8.09											
Intersection LOS	A											
Intersection V/C	0.320											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			0.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			0.00			0.00		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			0.000			0.000		
Crosswalk LOS	F			F			F			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1680			1680			1814			1814		
d_b, Bicycle Delay [s]	0.38			0.38			0.13			0.13		
I_b,int, Bicycle LOS Score for Intersection	1.665			2.040			2.312			1.914		
Bicycle LOS	A			B			B			A		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-







Intersection Level Of Service Report

Intersection 17: Orleans Road/Jimmy Camp Road

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Jimmy Camp Road			Jimmy Camp Road			Orleans Road			Orleans Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jimmy Camp Road			Jimmy Camp Road			Orleans Road			Orleans Road		
Base Volume Input [veh/h]	2	31	2	2	74	2	2	2	2	2	2	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	58	4	4	137	4	4	4	4	4	4	4
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	16	1	1	39	1	1	1	1	1	1	1
Total Analysis Volume [veh/h]	5	66	5	5	156	5	5	5	5	5	5	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01
d_M, Delay for Movement [s/veh]	7.55	0.00	0.00	7.36	0.00	0.00	10.32	10.65	9.16	10.24	10.59	8.67
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.01	0.01	0.01	0.06	0.06	0.06	0.02	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.27	0.27	0.00	0.25	0.25	0.25	1.58	1.58	1.58	0.55	0.96	0.96
d_A, Approach Delay [s/veh]	0.50			0.22			10.05			9.83		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	1.37											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 1: Wilson Road/Old Pueblo Road

Control Type:	Signalized	Delay (sec / veh):	8.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.422

Intersection Setup

Name	Old Pueblo Road		Old Pueblo Road		Wilson Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	10.00	11.00	13.00
No. of Lanes in Entry Pocket	0	1	1	0	1	0
Entry Pocket Length [ft]	100.00	55.00	165.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Old Pueblo Road		Old Pueblo Road		Wilson Road	
Base Volume Input [veh/h]	15	6	48	10	4	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	40	105	0	66	163
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	51	194	19	73	319
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	14	55	5	21	91
Total Analysis Volume [veh/h]	32	58	220	22	83	363
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	6	0	0	2	4	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	10	0	0	10	5	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	14	0	0	14	96	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	24	24	24	24	24	24
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	8	8	8	8
g / C, Green / Cycle	0.34	0.34	0.34	0.34	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.02	0.04	0.18	0.01	0.05	0.24
s, saturation flow rate [veh/h]	1683	1431	1239	1683	1603	1488
c, Capacity [veh/h]	566	481	606	566	538	499
d1, Uniform Delay [s]	5.47	5.60	8.32	5.44	5.68	7.12
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	0.11	0.37	0.03	0.13	2.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.12	0.36	0.04	0.15	0.73
d, Delay for Lane Group [s/veh]	5.52	5.71	8.69	5.47	5.81	9.16
Lane Group LOS	A	A	A	A	A	A
Critical Lane Group	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.04	0.08	0.52	0.03	0.10	0.72
50th-Percentile Queue Length [ft/ln]	1.08	2.08	12.98	0.74	2.50	18.07
95th-Percentile Queue Length [veh/ln]	0.08	0.15	0.93	0.05	0.18	1.30
95th-Percentile Queue Length [ft/ln]	1.95	3.74	23.37	1.33	4.50	32.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	5.52	5.71	8.69	5.47	5.81	9.16
Movement LOS	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	5.64		8.40		8.54	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	8.16					
Intersection LOS	A					
Intersection V/C	0.422					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	826	826	7597
d_b, Bicycle Delay [s]	4.17	4.17	94.84
I_b,int, Bicycle LOS Score for Intersection	1.708	1.959	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-






Intersection Level Of Service Report

Intersection 3: Wilson Road/Orleans Road

Control Type:	Two-way stop	Delay (sec / veh):	16.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Orleans Road		Wilson Road		Wilson Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Orleans Road		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	1	1	71	3	0	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	145	0	0	229
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	2	277	6	0	524
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	79	2	0	149
Total Analysis Volume [veh/h]	2	2	315	7	0	595
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	16.94	10.06	0.00	0.00	7.91	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.71	0.71	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.50		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 4: Link Road/Jimmy Camp Road

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.307

Intersection Setup

Name	Jimmy Camp Road		Jimmy Camp Road		Link Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	9.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	170.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Jimmy Camp Road		Jimmy Camp Road		Link Road	
Base Volume Input [veh/h]	15	39	15	4	103	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	66	0	0	40	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	72	28	47	191	33
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	20	8	13	54	9
Total Analysis Volume [veh/h]	107	82	32	53	217	38
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.31	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.66	0.00	12.33	9.18
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.07	0.00	1.30	0.13
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.77	0.00	32.50	3.31
d_A, Approach Delay [s/veh]	0.00		2.88		11.86	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	6.18					
Intersection LOS	B					





Intersection Level Of Service Report

Intersection 5: Link Road/Progress Drive

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.3
 Level Of Service: B
 Volume to Capacity (v/c): 0.081

Intersection Setup

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	13.00	13.00	13.00	13.00	13.00	13.00	11.00	12.00	12.00	12.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	90.00	100.00	150.00	100.00	100.00	50.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Base Volume Input [veh/h]	42	0	30	16	1	19	11	41	11	10	52	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	66	0	0	0	0	0	0	40	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	0	122	30	2	35	20	76	20	59	97	9
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	0	35	9	1	10	6	22	6	17	28	3
Total Analysis Volume [veh/h]	89	0	139	34	2	40	23	86	23	67	110	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.00	0.14	0.08	0.00	0.04	0.02	0.00	0.00	0.05	0.00	0.00
d_M, Delay for Movement [s/veh]	13.57	12.60	9.32	14.32	12.30	9.01	7.49	0.00	0.00	7.55	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.63	0.50	0.50	0.26	0.15	0.15	0.05	0.00	0.00	0.14	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.71	12.44	12.44	6.57	3.64	3.64	1.19	0.00	0.00	3.55	0.00	0.00
d_A, Approach Delay [s/veh]	10.98			11.47			1.31			2.70		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	6.50											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 6: Wilson Road/Progress Drive

Control Type:	Signalized	Delay (sec / veh):	4.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.271

Intersection Setup

Name	Progress Drive		Wilson Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Progress Drive		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	6	25	11	81	28	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	40	0	0	189	296	66
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	46	20	339	348	72
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	13	6	96	99	20
Total Analysis Volume [veh/h]	58	52	23	385	395	82
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	5	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	5	0	0	10	10	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	17	0	0	43	43	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Cycle Length [s]	20	20	20	20	20	20
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	2	9	9	9	9
g / C, Green / Cycle	0.12	0.12	0.47	0.47	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.03	0.23	0.23	0.06
s, saturation flow rate [veh/h]	1603	1431	890	1683	1683	1431
c, Capacity [veh/h]	195	174	557	799	799	679
d1, Uniform Delay [s]	7.93	7.93	6.23	3.55	3.57	2.90
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.84	0.95	0.03	0.45	0.48	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.30	0.04	0.48	0.49	0.12
d, Delay for Lane Group [s/veh]	8.77	8.88	6.26	4.00	4.05	2.98
Lane Group LOS	A	A	A	A	A	A
Critical Lane Group	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.18	0.16	0.04	0.10	0.11	0.01
50th-Percentile Queue Length [ft/ln]	4.39	4.06	0.95	2.51	2.64	0.37
95th-Percentile Queue Length [veh/ln]	0.32	0.29	0.07	0.18	0.19	0.03
95th-Percentile Queue Length [ft/ln]	7.90	7.31	1.71	4.52	4.75	0.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.77	8.88	6.26	4.00	4.05	2.98
Movement LOS	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	8.82		4.13		3.86	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.52					
Intersection LOS	A					
Intersection V/C	0.271					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1321	3964	3964
d_b, Bicycle Delay [s]	1.13	9.49	9.49
I_b,int, Bicycle LOS Score for Intersection	1.560	2.233	2.347
Bicycle LOS	A	B	B

Sequence




Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Orleans Road/Gould Road

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Gould Road		Orleans Road		Orleans Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	8.50	8.50	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Gould Road		Orleans Road		Orleans Road	
Base Volume Input [veh/h]	1	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	0	0	0	0
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0
Total Analysis Volume [veh/h]	2	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.52	8.32	0.00	0.00	7.22	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.15	0.15	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.52		0.00		3.61	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	8.52					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 8: Wilson Road/Access 1

Control Type:	Signalized	Delay (sec / veh):	7.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.362

Intersection Setup

Name	Access 1		Wilson Road		Wilson Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	0
Entry Pocket Length [ft]	155.00	100.00	100.00	65.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Access 1		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	299	150	41	189	108	63
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	299	150	41	189	108	63
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	43	12	54	31	18
Total Analysis Volume [veh/h]	340	170	47	215	123	72
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	5	0	10	0	0	10
Maximum Green [s]	30	0	30	0	0	30
Amber [s]	3.0	0.0	3.0	0.0	0.0	3.0
All red [s]	1.0	0.0	1.0	0.0	0.0	1.0
Split [s]	98	0	22	0	0	22
Vehicle Extension [s]	3.0	0.0	3.0	0.0	0.0	3.0
Walk [s]	5	0	5	0	0	5
Pedestrian Clearance [s]	10	0	10	0	0	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
Minimum Recall	No		No			No
Maximum Recall	No		No			No
Pedestrian Recall	No		No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	24	24	24	24	24	24
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	8	8	8	8
g / C, Green / Cycle	0.32	0.32	0.35	0.35	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.21	0.12	0.03	0.15	0.10	0.04
s, saturation flow rate [veh/h]	1603	1431	1683	1431	1222	1683
c, Capacity [veh/h]	510	455	589	501	616	589
d1, Uniform Delay [s]	7.11	6.36	5.24	5.99	7.35	5.32
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.51	0.51	0.06	0.58	0.16	0.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.37	0.08	0.43	0.20	0.12
d, Delay for Lane Group [s/veh]	8.63	6.87	5.29	6.57	7.51	5.41
Lane Group LOS	A	A	A	A	A	A
Critical Lane Group	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.03	0.43	0.05	0.27	0.21	0.07
50th-Percentile Queue Length [ft/ln]	25.68	10.69	1.15	6.82	5.34	1.80
95th-Percentile Queue Length [veh/ln]	1.85	0.77	0.08	0.49	0.38	0.13
95th-Percentile Queue Length [ft/ln]	46.22	19.25	2.07	12.28	9.62	3.24

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.63	6.87	5.29	6.57	7.51	5.41
Movement LOS	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	8.04		6.34		6.73	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.32					
Intersection LOS	A					
Intersection V/C	0.362					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	7862	1506	1506
d_b, Bicycle Delay [s]	102.72	0.73	0.73
I_b,int, Bicycle LOS Score for Intersection	1.560	1.992	1.881
Bicycle LOS	A	A	A

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Wilson Road/Access 2

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.4
 Level Of Service: B
 Volume to Capacity (v/c): 0.102

Intersection Setup

Name	Access 2		Wilson Road		Wilson Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Access 2		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	56	64	156	15	19	122
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	64	156	15	19	122
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	18	44	4	5	35
Total Analysis Volume [veh/h]	64	73	177	17	22	139
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results





V/C, Movement V/C Ratio	0.10	0.08	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	11.38	9.54	0.00	0.00	7.65	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.34	0.28	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	8.46	6.88	0.00	0.00	1.22	0.00
d_A, Approach Delay [s/veh]	10.40		0.00		1.05	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.24					
Intersection LOS	B					

Intersection Level Of Service Report**Intersection 11: Access 1/Res 1**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 26.5
 Level Of Service: D
 Volume to Capacity (v/c): 0.663

Intersection Setup

Name	Access 1			Access 1			Res 1			Res 1		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	50.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Access 1			Access 1			Res 1			Res 1		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	24	117	2	21	38	238	274	0	25	4	0	59
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	117	2	21	38	238	274	0	25	4	0	59
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	33	1	6	11	68	78	0	7	1	0	17
Total Analysis Volume [veh/h]	27	133	2	24	43	270	311	0	28	5	0	67
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.02	0.00	0.00	0.66	0.00	0.03	0.01	0.00	0.07
d_M, Delay for Movement [s/veh]	7.95	0.00	0.00	7.53	0.00	0.00	26.49	12.23	9.30	12.20	13.51	9.25
Movement LOS	A	A	A	A	A	A	D	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.07	0.00	0.00	0.05	0.00	0.00	4.75	0.10	0.10	0.03	0.03	0.24
95th-Percentile Queue Length [ft/ln]	1.66	0.00	0.00	1.26	0.00	0.00	118.85	2.51	2.51	0.75	0.75	5.91
d_A, Approach Delay [s/veh]	1.33			0.54			25.07			9.45		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	10.52											
Intersection LOS	D											





Intersection Level Of Service Report

Intersection 12: Access 1/Res 3

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.9
 Level Of Service: A
 Volume to Capacity (v/c): 0.112

Intersection Setup

Name	Access 1			Access 1			Res 3			Res 3		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Access 1			Access 1			Res 3			Res 3		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	29	1	3	39	30	82	0	16	10	0	16
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	29	1	3	39	30	82	0	16	10	0	16
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	8	0	1	11	9	23	0	5	3	0	5
Total Analysis Volume [veh/h]	7	33	1	3	44	34	93	0	18	11	0	18
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.02	0.01	0.00	0.02
d_M, Delay for Movement [s/veh]	7.38	0.00	0.00	7.29	0.00	0.00	9.87	9.74	8.65	9.45	9.89	8.58
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.01	0.00	0.00	0.38	0.05	0.05	0.09	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.35	0.00	0.00	0.14	0.00	0.00	9.40	1.37	1.37	2.36	2.36	2.36
d_A, Approach Delay [s/veh]	1.26			0.27			9.67			8.91		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.36											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 13: Access 1/Res 2

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.9
 Level Of Service: A
 Volume to Capacity (v/c): 0.014

Intersection Setup

Name	Access 1		Access 1		Res 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Access 1		Access 1		Res 2	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	124	3	6	61	10	19
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	124	3	6	61	10	19
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	1	2	17	3	5
Total Analysis Volume [veh/h]	141	3	7	69	11	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	7.51	0.00	9.91	9.15
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.12	0.12
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.37	0.00	3.02	3.02
d_A, Approach Delay [s/veh]	0.00		0.69		9.40	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.43					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 14: Wilson Road/Fire Station Access

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Fire Station Access		Wilson Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	115.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Fire Station Access		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	7	26	165	164	14
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	7	26	165	164	14
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	7	47	47	4
Total Analysis Volume [veh/h]	7	8	30	188	186	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.01	0.01	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.47	9.32	7.69	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.66	1.66	1.68	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.32		1.06		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.89					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 16: Wilson Road/Jimmy Camp Road

Control Type:	Signalized	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.522

Intersection Setup

Name	Jimmy Camp Road			Jimmy Camp Road			Wilson Road			Wilson Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Jimmy Camp Road			Jimmy Camp Road			Wilson Road			Wilson Road		
Base Volume Input [veh/h]	5	15	6	21	4	103	39	28	14	15	28	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	4	40	0	0	0	145	0	1	229	66
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	28	15	79	7	191	72	197	26	29	281	222
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	8	4	22	2	54	20	56	7	8	80	63
Total Analysis Volume [veh/h]	10	32	17	90	8	217	82	224	30	33	319	252
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	51	0	0	51	0	0	19	0	0	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Cycle Length [s]	35	35	35	35	35	35	35	35
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	10	10	17	17	17	17
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.07	0.16	0.11	0.15	0.03	0.37
s, saturation flow rate [veh/h]	1040	1586	1220	1438	757	1649	1013	1561
c, Capacity [veh/h]	289	436	447	395	331	818	578	775
d1, Uniform Delay [s]	14.96	9.48	12.16	10.89	13.64	5.24	7.24	6.99
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.05	0.11	0.22	1.29	0.39	0.21	0.04	1.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.11	0.20	0.57	0.25	0.31	0.06	0.74
d, Delay for Lane Group [s/veh]	15.00	9.60	12.38	12.18	14.03	5.46	7.28	8.38
Lane Group LOS	B	A	B	B	B	A	A	A
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.06	0.21	0.48	1.19	0.45	0.44	0.09	1.48
50th-Percentile Queue Length [ft/ln]	1.56	5.29	12.03	29.66	11.29	11.09	2.35	37.09
95th-Percentile Queue Length [veh/ln]	0.11	0.38	0.87	2.14	0.81	0.80	0.17	2.67
95th-Percentile Queue Length [ft/ln]	2.82	9.53	21.65	53.38	20.32	19.96	4.24	66.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	15.00	9.60	9.60	12.38	12.18	12.18	14.03	5.46	5.46	7.28	8.38	8.38
Movement LOS	B	A	A	B	B	B	B	A	A	A	A	A
d_A, Approach Delay [s/veh]	10.51			12.24			7.55			8.32		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	9.16											
Intersection LOS	A											
Intersection V/C	0.522											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			0.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			0.00			0.00		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			0.000			0.000		
Crosswalk LOS	F			F			F			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	2696			2696			860			860		
d_b, Bicycle Delay [s]	2.11			2.11			5.66			5.66		
I_b,int, Bicycle LOS Score for Intersection	1.657			2.079			2.114			2.556		
Bicycle LOS	A			B			B			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-







Intersection Level Of Service Report

Intersection 17: Orleans Road/Jimmy Camp Road

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Jimmy Camp Road			Jimmy Camp Road			Orleans Road			Orleans Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jimmy Camp Road			Jimmy Camp Road			Orleans Road			Orleans Road		
Base Volume Input [veh/h]	2	26	2	2	34	2	2	2	2	2	2	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	36	0	1	0	0	0	0	65	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	52	40	4	64	4	4	4	4	69	4	4
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	15	11	1	18	1	1	1	1	20	1	1
Total Analysis Volume [veh/h]	5	59	45	5	73	5	5	5	5	78	5	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.10	0.01	0.00
d_M, Delay for Movement [s/veh]	7.38	0.00	0.00	7.43	0.00	0.00	9.78	10.29	8.74	10.03	9.98	8.63
Movement LOS	A	A	A	A	A	A	A	B	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.01	0.01	0.01	0.06	0.06	0.06	0.33	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.25	0.25	0.00	0.25	0.25	0.25	1.44	1.44	1.44	8.15	0.90	0.90
d_A, Approach Delay [s/veh]	0.34			0.45			9.60			9.95		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.71											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 1: Wilson Road/Old Pueblo Road

Control Type:	Signalized	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.503

Intersection Setup

Name	Old Pueblo Road		Old Pueblo Road		Wilson Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	10.00	11.00	13.00
No. of Lanes in Entry Pocket	0	1	1	0	1	0
Entry Pocket Length [ft]	100.00	55.00	165.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Old Pueblo Road		Old Pueblo Road		Wilson Road	
Base Volume Input [veh/h]	13	13	133	27	6	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	59	140	0	36	93
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	83	387	50	47	195
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	24	110	14	13	55
Total Analysis Volume [veh/h]	27	94	440	57	53	222
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	6	0	0	2	4	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	10	0	0	10	5	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	56	0	0	56	34	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	28	28	28	28	28	28
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	14	14	14	6	6
g / C, Green / Cycle	0.51	0.51	0.51	0.51	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.02	0.07	0.35	0.03	0.03	0.15
s, saturation flow rate [veh/h]	1683	1431	1245	1683	1603	1488
c, Capacity [veh/h]	856	727	784	856	328	305
d1, Uniform Delay [s]	3.43	3.61	7.19	3.49	9.12	10.37
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	0.08	0.63	0.03	0.23	3.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.13	0.56	0.07	0.16	0.73
d, Delay for Lane Group [s/veh]	3.44	3.69	7.82	3.52	9.35	13.71
Lane Group LOS	A	A	A	A	A	B
Critical Lane Group	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.02	0.06	0.92	0.04	0.16	0.96
50th-Percentile Queue Length [ft/ln]	0.42	1.61	22.94	0.90	4.09	24.04
95th-Percentile Queue Length [veh/ln]	0.03	0.12	1.65	0.07	0.29	1.73
95th-Percentile Queue Length [ft/ln]	0.75	2.90	41.29	1.63	7.35	43.27

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	3.44	3.69	7.82	3.52	9.35	13.71
Movement LOS	A	A	A	A	A	B
d_A, Approach Delay [s/veh]	3.63		7.33		12.87	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	8.53					
Intersection LOS	A					
Intersection V/C	0.503					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	3720	3720	2146
d_b, Bicycle Delay [s]	10.34	10.34	0.07
I_b,int, Bicycle LOS Score for Intersection	1.759	2.380	1.560
Bicycle LOS	A	B	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-






Intersection Level Of Service Report

Intersection 3: Wilson Road/Orleans Road

Control Type:	Two-way stop	Delay (sec / veh):	18.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Orleans Road		Wilson Road		Wilson Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Orleans Road		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	1	1	165	4	0	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	199	0	0	129
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	2	505	7	0	357
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	143	2	0	101
Total Analysis Volume [veh/h]	2	2	574	8	0	406
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.01	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	18.18	12.10	0.00	0.00	8.63	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.84	0.84	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.14		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 4: Link Road/Jimmy Camp Road

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.302

Intersection Setup

Name	Jimmy Camp Road		Jimmy Camp Road		Link Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	9.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	170.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Jimmy Camp Road		Jimmy Camp Road		Link Road	
Base Volume Input [veh/h]	13	105	53	11	70	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	36	0	0	59	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	195	98	79	130	93
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	55	28	22	37	26
Total Analysis Volume [veh/h]	68	222	111	90	148	106
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.09	0.00	0.30	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	8.10	0.00	15.50	9.75
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.29	0.00	1.26	0.42
95th-Percentile Queue Length [ft/ln]	0.00	0.00	7.16	0.00	31.54	10.44
d_A, Approach Delay [s/veh]	0.00		4.47		13.10	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.67					
Intersection LOS	C					





Intersection Level Of Service Report

Intersection 5: Link Road/Progress Drive

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 24.9
 Level Of Service: C
 Volume to Capacity (v/c): 0.332

Intersection Setup

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	13.00	13.00	13.00	13.00	13.00	13.00	11.00	12.00	12.00	12.00	11.00	11.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	50.00	100.00	100.00	90.00	100.00	150.00	100.00	100.00	50.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Progress Drive			Progress Drive			Link Road			Link Road		
Base Volume Input [veh/h]	42	3	30	11	5	9	20	77	48	46	70	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	36	0	0	0	0	0	0	59	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	6	92	20	9	17	37	143	89	144	130	50
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	2	26	6	3	5	11	41	25	41	37	14
Total Analysis Volume [veh/h]	89	7	105	23	10	19	42	163	101	164	148	57
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.33	0.03	0.12	0.10	0.04	0.02	0.03	0.00	0.00	0.13	0.00	0.00
d_M, Delay for Movement [s/veh]	24.95	18.79	9.86	23.18	19.26	9.47	7.72	0.00	0.00	8.17	0.00	0.00
Movement LOS	C	C	A	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.40	0.50	0.50	0.34	0.19	0.19	0.10	0.00	0.00	0.43	0.00	0.00
95th-Percentile Queue Length [ft/ln]	35.06	12.58	12.58	8.60	4.73	4.73	2.38	0.00	0.00	10.79	0.00	0.00
d_A, Approach Delay [s/veh]	16.85			17.42			1.06			3.63		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	6.42											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Wilson Road/Progress Drive

Control Type:	Signalized	Delay (sec / veh):	5.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.494

Intersection Setup

Name	Progress Drive		Wilson Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1
Entry Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Progress Drive		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	5	18	43	216	25	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	59	0	0	259	167	36
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	33	80	660	213	56
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	9	23	188	61	16
Total Analysis Volume [veh/h]	77	38	91	750	242	64
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	5	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	5	0	0	10	10	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	106	0	0	14	14	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Cycle Length [s]	24	24	24	24	24	24
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	3	13	13	13	13
g / C, Green / Cycle	0.11	0.11	0.55	0.55	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.05	0.03	0.09	0.45	0.14	0.04
s, saturation flow rate [veh/h]	1603	1431	1024	1683	1683	1431
c, Capacity [veh/h]	183	163	709	922	922	783
d1, Uniform Delay [s]	9.75	9.53	4.76	4.37	2.83	2.53
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.53	0.72	0.08	1.80	0.15	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.23	0.13	0.81	0.26	0.08
d, Delay for Lane Group [s/veh]	11.28	10.25	4.84	6.17	2.98	2.58
Lane Group LOS	B	B	A	A	A	A
Critical Lane Group	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.33	0.16	0.12	0.46	0.04	0.01
50th-Percentile Queue Length [ft/ln]	8.30	3.88	2.91	11.55	0.96	0.24
95th-Percentile Queue Length [veh/ln]	0.60	0.28	0.21	0.83	0.07	0.02
95th-Percentile Queue Length [ft/ln]	14.95	6.99	5.23	20.79	1.73	0.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.28	10.25	4.84	6.17	2.98	2.58
Movement LOS	B	B	A	A	A	A
d_A, Approach Delay [s/veh]	10.94		6.03		2.89	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	5.72					
Intersection LOS	A					
Intersection V/C	0.494					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	8659	849	849
d_b, Bicycle Delay [s]	130.58	3.90	3.90
I_b,int, Bicycle LOS Score for Intersection	1.560	2.947	2.065
Bicycle LOS	A	C	B

Sequence




Ring 1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report Intersection 7: Orleans Road/Gould Road

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Gould Road		Orleans Road		Orleans Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	8.50	8.50	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Gould Road		Orleans Road		Orleans Road	
Base Volume Input [veh/h]	2	0	2	2	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	4	4	0	0
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	1	0	0
Total Analysis Volume [veh/h]	5	0	5	5	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.57	8.37	0.00	0.00	7.24	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.37	0.37	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.57		0.00		3.62	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.86					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 8: Wilson Road/Access 1

Control Type:	Signalized	Delay (sec / veh):	6.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.304

Intersection Setup

Name	Access 1		Wilson Road		Wilson Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	0
Entry Pocket Length [ft]	155.00	100.00	100.00	65.00	50.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Access 1		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	152	78	71	247	115	52
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	152	78	71	247	115	52
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	22	20	70	33	15
Total Analysis Volume [veh/h]	173	89	81	281	131	59
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	0	8	0	0	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	5	0	10	0	0	10
Maximum Green [s]	30	0	30	0	0	30
Amber [s]	3.0	0.0	3.0	0.0	0.0	3.0
All red [s]	1.0	0.0	1.0	0.0	0.0	1.0
Split [s]	85	0	35	0	0	35
Vehicle Extension [s]	3.0	0.0	3.0	0.0	0.0	3.0
Walk [s]	5	0	5	0	0	5
Pedestrian Clearance [s]	10	0	10	0	0	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
Minimum Recall	No		No			No
Maximum Recall	No		No			No
Pedestrian Recall	No		No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	21	21	21	21	21	21
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	4	9	9	9	9
g / C, Green / Cycle	0.19	0.19	0.43	0.43	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.11	0.06	0.05	0.20	0.11	0.04
s, saturation flow rate [veh/h]	1603	1431	1683	1431	1185	1683
c, Capacity [veh/h]	311	277	718	611	720	718
d1, Uniform Delay [s]	7.68	7.31	3.64	4.31	5.49	3.59
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.56	0.66	0.07	0.54	0.12	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.32	0.11	0.46	0.18	0.08
d, Delay for Lane Group [s/veh]	9.24	7.97	3.71	4.85	5.61	3.64
Lane Group LOS	A	A	A	A	A	A
Critical Lane Group	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.53	0.24	0.01	0.09	0.12	0.01
50th-Percentile Queue Length [ft/ln]	13.24	6.11	0.34	2.30	2.92	0.24
95th-Percentile Queue Length [veh/ln]	0.95	0.44	0.02	0.17	0.21	0.02
95th-Percentile Queue Length [ft/ln]	23.83	10.99	0.62	4.14	5.26	0.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.24	7.97	3.71	4.85	5.61	3.64
Movement LOS	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	8.81		4.60		5.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.05					
Intersection LOS	A					
Intersection V/C	0.304					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	7750	2966	2966
d_b, Bicycle Delay [s]	86.39	2.44	2.44
I_b,int, Bicycle LOS Score for Intersection	1.560	2.157	1.873
Bicycle LOS	A	B	A

Sequence

Ring 1	1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Wilson Road/Access 2

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.5
 Level Of Service: B
 Volume to Capacity (v/c): 0.074

Intersection Setup

Name	Access 2		Wilson Road		Wilson Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Access 2		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	39	42	86	65	63	117
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	42	86	65	63	117
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	12	24	18	18	33
Total Analysis Volume [veh/h]	44	48	98	74	72	133
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results





V/C, Movement V/C Ratio	0.07	0.05	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	11.54	8.96	0.00	0.00	7.70	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.24	0.16	0.00	0.00	0.16	0.00
95th-Percentile Queue Length [ft/ln]	5.98	3.95	0.00	0.00	4.05	0.00
d_A, Approach Delay [s/veh]	10.19		0.00		2.70	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.18					
Intersection LOS	B					

Intersection Level Of Service Report**Intersection 11: Access 1/Res 1**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 17.5
 Level Of Service: C
 Volume to Capacity (v/c): 0.314

Intersection Setup

Name	Access 1			Access 1			Res 1			Res 1		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	1
Entry Pocket Length [ft]	50.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Access 1			Access 1			Res 1			Res 1		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	77	5	64	134	165	115	0	8	3	0	38
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	77	5	64	134	165	115	0	8	3	0	38
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	22	1	18	38	47	33	0	2	1	0	11
Total Analysis Volume [veh/h]	14	88	6	73	152	188	131	0	9	3	0	43
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.05	0.00	0.00	0.31	0.00	0.01	0.01	0.00	0.04
d_M, Delay for Movement [s/veh]	7.99	0.00	0.00	7.52	0.00	0.00	17.51	13.30	9.59	13.17	14.35	8.90
Movement LOS	A	A	A	A	A	A	C	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.15	0.00	0.00	1.32	0.03	0.03	0.02	0.02	0.14
95th-Percentile Queue Length [ft/ln]	0.87	0.00	0.00	3.83	0.00	0.00	33.06	0.86	0.86	0.51	0.51	3.49
d_A, Approach Delay [s/veh]	1.04			1.33			17.00			9.18		
Approach LOS	A			A			C			A		
d_I, Intersection Delay [s/veh]	4.90											
Intersection LOS	C											





Intersection Level Of Service Report

Intersection 12: Access 1/Res 3

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.4
 Level Of Service: B
 Volume to Capacity (v/c): 0.086

Intersection Setup

Name	Access 1			Access 1			Res 3			Res 3		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	50.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Access 1			Access 1			Res 3			Res 3		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	28	12	20	17	94	55	0	10	7	0	11
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	28	12	20	17	94	55	0	10	7	0	11
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	8	3	6	5	27	16	0	3	2	0	3
Total Analysis Volume [veh/h]	20	32	14	23	19	107	63	0	11	8	0	13
Pedestrian Volume [ped/h]	0			0			0			0		




Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.00	0.09	0.00	0.01	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	7.50	0.00	0.00	7.34	0.00	0.00	10.41	10.39	8.68	10.02	10.78	8.58
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.04	0.00	0.00	0.28	0.03	0.03	0.07	0.07	0.07
95th-Percentile Queue Length [ft/ln]	1.04	0.00	0.00	1.12	0.00	0.00	7.08	0.84	0.84	1.81	1.81	1.81
d_A, Approach Delay [s/veh]	2.27			1.13			10.15			9.13		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	4.07											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 13: Access 1/Res 2Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutesDelay (sec / veh): 10.3
Level Of Service: B
Volume to Capacity (v/c): 0.010**Intersection Setup**

Name	Access 1		Access 1		Res 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Access 1		Access 1		Res 2	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	82	11	20	125	6	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	11	20	125	6	12
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	3	6	36	2	3
Total Analysis Volume [veh/h]	93	13	23	142	7	14
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.46	0.00	10.31	8.87
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.05	0.00	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.18	0.00	1.90	1.90
d_A, Approach Delay [s/veh]	0.00		1.04		9.35	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.26					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 14: Wilson Road/Fire Station Access

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Fire Station Access		Wilson Road		Wilson Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	115.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Fire Station Access		Wilson Road		Wilson Road	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	13	6	143	154	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	13	6	143	154	2
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	2	41	44	1
Total Analysis Volume [veh/h]	9	15	7	163	175	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.01	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.76	9.30	7.59	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.42	2.42	0.38	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.84		0.31		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.78					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 16: Wilson Road/Jimmy Camp Road

Control Type:	Signalized	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.437

Intersection Setup

Name	Jimmy Camp Road			Jimmy Camp Road			Wilson Road			Wilson Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	100.00	200.00	100.00	100.00	100.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Jimmy Camp Road			Jimmy Camp Road			Wilson Road			Wilson Road		
Base Volume Input [veh/h]	5	13	13	57	11	70	105	71	40	22	25	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	1	59	0	0	0	199	0	2	129	36
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	24	25	165	20	130	195	331	74	43	175	138
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	7	7	47	6	37	55	94	21	12	50	39
Total Analysis Volume [veh/h]	10	27	28	188	23	148	222	376	84	49	199	157
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing in	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	35	0	0	35	0	0	85	0	0	85	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Cycle Length [s]	38	38	38	38	38	38	38	38
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	10	10	10	19	19	19	19
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.52	0.52	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.01	0.04	0.15	0.12	0.24	0.28	0.06	0.23
s, saturation flow rate [veh/h]	1092	1544	1214	1460	923	1630	838	1561
c, Capacity [veh/h]	348	417	451	394	482	841	413	806
d1, Uniform Delay [s]	13.90	10.33	13.72	11.28	11.58	6.10	10.77	5.68
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.03	0.14	0.62	0.75	0.69	0.56	0.13	0.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.13	0.42	0.43	0.46	0.55	0.12	0.44
d, Delay for Lane Group [s/veh]	13.93	10.47	14.34	12.04	12.27	6.66	10.90	6.06
Lane Group LOS	B	B	B	B	B	A	B	A
Critical Lane Group	No	No	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.06	0.27	1.21	0.95	1.14	1.08	0.23	0.77
50th-Percentile Queue Length [ft/ln]	1.55	6.82	30.27	23.84	28.45	27.01	5.71	19.23
95th-Percentile Queue Length [veh/ln]	0.11	0.49	2.18	1.72	2.05	1.94	0.41	1.38
95th-Percentile Queue Length [ft/ln]	2.79	12.28	54.49	42.91	51.22	48.61	10.27	34.62

Movement, Approach, & Intersection Results

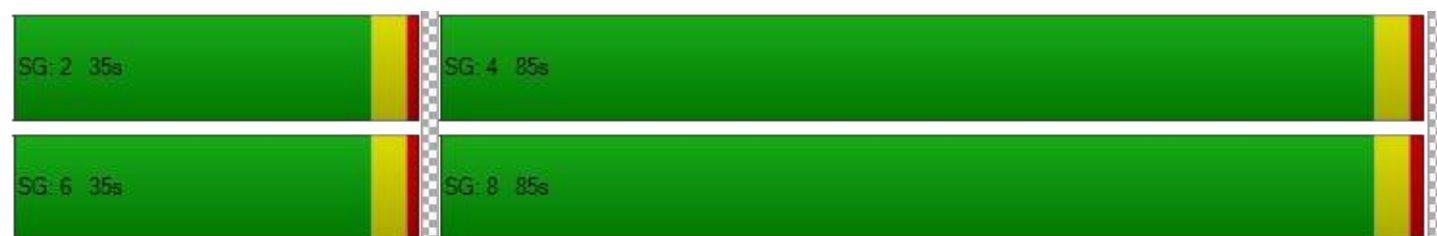
d_M, Delay for Movement [s/veh]	13.93	10.47	10.47	14.34	12.04	12.04	12.27	6.66	6.66	10.90	6.06	6.06
Movement LOS	B	B	B	B	B	B	B	A	A	B	A	A
d_A, Approach Delay [s/veh]	11.00			13.24			8.49			6.64		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	9.23											
Intersection LOS	A											
Intersection V/C	0.437											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0			0.0			0.0			0.0		
M_corner, Corner Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			0.00			0.00		
I_p,int, Pedestrian LOS Score for Intersection	0.000			0.000			0.000			0.000		
Crosswalk LOS	F			F			F			F		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	1650			1650			4313			4313		
d_b, Bicycle Delay [s]	0.57			0.57			25.11			25.11		
I_b,int, Bicycle LOS Score for Intersection	1.667			2.152			2.685			2.228		
Bicycle LOS	A			B			B			B		

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-







Intersection Level Of Service Report

Intersection 17: Orleans Road/Jimmy Camp Road

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Jimmy Camp Road			Jimmy Camp Road			Orleans Road			Orleans Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	120.00	100.00	100.00	100.00	100.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jimmy Camp Road			Jimmy Camp Road			Orleans Road			Orleans Road		
Base Volume Input [veh/h]	2	31	2	2	74	2	2	2	2	2	2	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569	1.8569
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	58	0	2	0	0	0	0	34	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	59	62	4	139	4	4	4	4	38	4	4
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	17	18	1	39	1	1	1	1	11	1	1
Total Analysis Volume [veh/h]	5	67	70	5	158	5	5	5	5	43	5	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.06	0.01	0.01
d_M, Delay for Movement [s/veh]	7.55	0.00	0.00	7.50	0.00	0.00	10.62	11.17	9.19	10.58	10.61	8.67
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.01	0.01	0.01	0.07	0.07	0.07	0.20	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.27	0.27	0.00	0.26	0.26	0.26	1.66	1.66	1.66	4.98	0.97	0.97
d_A, Approach Delay [s/veh]	0.27			0.22			10.33			10.40		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.07											
Intersection LOS	B											

Appendix F

Signal Warrant Reports

Signal Warrants Report For Intersection 1: Link Road/Old Pueblo Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	52	105	236
2	50	102	229
3	49	100	224
4	46	93	210
5	41	83	186
6	41	82	184
7	40	81	182
8	36	74	165
9	36	72	163
10	35	71	160
11	31	62	139
12	29	58	130
13	28	57	127
14	21	42	94
15	21	42	94
16	15	29	66
17	8	17	38
18	8	17	38
19	5	9	21
20	3	5	12
21	2	3	7
22	1	1	2
23	1	1	2
24	1	1	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	157	2	236	No	No	No	No	No	No	No	No	No	No
2	3	152	2	229	No	No	No	No	No	No	No	No	No	No
3	3	149	2	224	No	No	No	No	No	No	No	No	No	No
4	3	139	2	210	No	No	No	No	No	No	No	No	No	No
5	3	124	2	186	No	No	No	No	No	No	No	No	No	No
6	3	123	2	184	No	No	No	No	No	No	No	No	No	No
7	3	121	2	182	No	No	No	No	No	No	No	No	No	No
8	3	110	2	165	No	No	No	No	No	No	No	No	No	No
9	3	108	2	163	No	No	No	No	No	No	No	No	No	No
10	3	106	2	160	No	No	No	No	No	No	No	No	No	No
11	3	93	2	139	No	No	No	No	No	No	No	No	No	No
12	3	87	2	130	No	No	No	No	No	No	No	No	No	No
13	3	85	2	127	No	No	No	No	No	No	No	No	No	No
14	3	63	2	94	No	No	No	No	No	No	No	No	No	No
15	3	63	2	94	No	No	No	No	No	No	No	No	No	No
16	3	44	2	66	No	No	No	No	No	No	No	No	No	No
17	3	25	2	38	No	No	No	No	No	No	No	No	No	No
18	3	25	2	38	No	No	No	No	No	No	No	No	No	No
19	3	14	2	21	No	No	No	No	No	No	No	No	No	No
20	3	8	2	12	No	No	No	No	No	No	No	No	No	No
21	3	5	2	7	No	No	No	No	No	No	No	No	No	No
22	3	2	2	2	No	No	No	No	No	No	No	No	No	No
23	3	2	2	2	No	No	No	No	No	No	No	No	No	No
24	3	2	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.7
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:38
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	236
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	393
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 2: Link Road/Wilson Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	201	100	35
2	195	97	34
3	191	95	33
4	179	89	31
5	159	79	28
6	157	78	27
7	155	77	27
8	141	70	25
9	139	69	24
10	137	68	24
11	119	59	21
12	111	55	19
13	109	54	19
14	80	40	14
15	80	40	14
16	56	28	10
17	32	16	6
18	32	16	6
19	18	9	3
20	10	5	2
21	6	3	1
22	2	1	0
23	2	1	0
24	2	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	301	1	35	No	No	No	No	No	No	No	No	No	No
2	3	292	1	34	No	No	No	No	No	No	No	No	No	No
3	3	286	1	33	No	No	No	No	No	No	No	No	No	No
4	3	268	1	31	No	No	No	No	No	No	No	No	No	No
5	3	238	1	28	No	No	No	No	No	No	No	No	No	No
6	3	235	1	27	No	No	No	No	No	No	No	No	No	No
7	3	232	1	27	No	No	No	No	No	No	No	No	No	No
8	3	211	1	25	No	No	No	No	No	No	No	No	No	No
9	3	208	1	24	No	No	No	No	No	No	No	No	No	No
10	3	205	1	24	No	No	No	No	No	No	No	No	No	No
11	3	178	1	21	No	No	No	No	No	No	No	No	No	No
12	3	166	1	19	No	No	No	No	No	No	No	No	No	No
13	3	163	1	19	No	No	No	No	No	No	No	No	No	No
14	3	120	1	14	No	No	No	No	No	No	No	No	No	No
15	3	120	1	14	No	No	No	No	No	No	No	No	No	No
16	3	84	1	10	No	No	No	No	No	No	No	No	No	No
17	3	48	1	6	No	No	No	No	No	No	No	No	No	No
18	3	48	1	6	No	No	No	No	No	No	No	No	No	No
19	3	27	1	3	No	No	No	No	No	No	No	No	No	No
20	3	15	1	2	No	No	No	No	No	No	No	No	No	No
21	3	9	1	1	No	No	No	No	No	No	No	No	No	No
22	3	3	1	0	No	No	No	No	No	No	No	No	No	No
23	3	3	1	0	No	No	No	No	No	No	No	No	No	No
24	3	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:06
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	35
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	336
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 3: Wilson Road/Orleans Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	N	W
1	40	22	3
2	39	21	3
3	38	21	3
4	36	20	3
5	32	17	2
6	31	17	2
7	31	17	2
8	28	15	2
9	28	15	2
10	27	15	2
11	24	13	2
12	22	12	2
13	22	12	2
14	16	9	1
15	16	9	1
16	11	6	1
17	6	4	0
18	6	4	0
19	4	2	0
20	2	1	0
21	1	1	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	62	1	3	No	No	No	No	No	No	No	No	No	No
2	2	60	1	3	No	No	No	No	No	No	No	No	No	No
3	2	59	1	3	No	No	No	No	No	No	No	No	No	No
4	2	56	1	3	No	No	No	No	No	No	No	No	No	No
5	2	49	1	2	No	No	No	No	No	No	No	No	No	No
6	2	48	1	2	No	No	No	No	No	No	No	No	No	No
7	2	48	1	2	No	No	No	No	No	No	No	No	No	No
8	2	43	1	2	No	No	No	No	No	No	No	No	No	No
9	2	43	1	2	No	No	No	No	No	No	No	No	No	No
10	2	42	1	2	No	No	No	No	No	No	No	No	No	No
11	2	37	1	2	No	No	No	No	No	No	No	No	No	No
12	2	34	1	2	No	No	No	No	No	No	No	No	No	No
13	2	34	1	2	No	No	No	No	No	No	No	No	No	No
14	2	25	1	1	No	No	No	No	No	No	No	No	No	No
15	2	25	1	1	No	No	No	No	No	No	No	No	No	No
16	2	17	1	1	No	No	No	No	No	No	No	No	No	No
17	2	10	1	0	No	No	No	No	No	No	No	No	No	No
18	2	10	1	0	No	No	No	No	No	No	No	No	No	No
19	2	6	1	0	No	No	No	No	No	No	No	No	No	No
20	2	3	1	0	No	No	No	No	No	No	No	No	No	No
21	2	2	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	65
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 4: Link Road/Jimmy Camp Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	153	88	91
2	148	85	88
3	145	84	86
4	136	78	81
5	121	70	72
6	119	69	71
7	118	68	70
8	107	62	64
9	106	61	63
10	104	60	62
11	90	52	54
12	84	48	50
13	83	48	49
14	61	35	36
15	61	35	36
16	43	25	25
17	24	14	15
18	24	14	15
19	14	8	8
20	8	4	5
21	5	3	3
22	2	1	1
23	2	1	1
24	2	1	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	241	2	91	No	No	No	No	No	No	No	No	No	No
2	4	233	2	88	No	No	No	No	No	No	No	No	No	No
3	4	229	2	86	No	No	No	No	No	No	No	No	No	No
4	4	214	2	81	No	No	No	No	No	No	No	No	No	No
5	4	191	2	72	No	No	No	No	No	No	No	No	No	No
6	4	188	2	71	No	No	No	No	No	No	No	No	No	No
7	4	186	2	70	No	No	No	No	No	No	No	No	No	No
8	4	169	2	64	No	No	No	No	No	No	No	No	No	No
9	4	167	2	63	No	No	No	No	No	No	No	No	No	No
10	4	164	2	62	No	No	No	No	No	No	No	No	No	No
11	4	142	2	54	No	No	No	No	No	No	No	No	No	No
12	4	132	2	50	No	No	No	No	No	No	No	No	No	No
13	4	131	2	49	No	No	No	No	No	No	No	No	No	No
14	4	96	2	36	No	No	No	No	No	No	No	No	No	No
15	4	96	2	36	No	No	No	No	No	No	No	No	No	No
16	4	68	2	25	No	No	No	No	No	No	No	No	No	No
17	4	38	2	15	No	No	No	No	No	No	No	No	No	No
18	4	38	2	15	No	No	No	No	No	No	No	No	No	No
19	4	22	2	8	No	No	No	No	No	No	No	No	No	No
20	4	12	2	5	No	No	No	No	No	No	No	No	No	No
21	4	8	2	3	No	No	No	No	No	No	No	No	No	No
22	4	3	2	1	No	No	No	No	No	No	No	No	No	No
23	4	3	2	1	No	No	No	No	No	No	No	No	No	No
24	4	3	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.6
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:14
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	91
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	332
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: Link Road/Progress Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	N	S
1	85	80	45	91
2	82	78	44	88
3	81	76	43	86
4	76	71	40	81
5	67	63	36	72
6	66	62	35	71
7	65	62	35	70
8	59	56	31	64
9	59	55	31	63
10	58	54	31	62
11	50	47	27	54
12	47	44	25	50
13	46	43	24	49
14	34	32	18	36
15	34	32	18	36
16	24	22	13	25
17	14	13	7	15
18	14	13	7	15
19	8	7	4	8
20	4	4	2	5
21	3	2	1	3
22	1	1	0	1
23	1	1	0	1
24	1	1	0	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	165	2	91	No	No	No	No	No	No	No	No	No	No
2	5	160	2	88	No	No	No	No	No	No	No	No	No	No
3	5	157	2	86	No	No	No	No	No	No	No	No	No	No
4	5	147	2	81	No	No	No	No	No	No	No	No	No	No
5	5	130	2	72	No	No	No	No	No	No	No	No	No	No
6	5	128	2	71	No	No	No	No	No	No	No	No	No	No
7	5	127	2	70	No	No	No	No	No	No	No	No	No	No
8	5	115	2	64	No	No	No	No	No	No	No	No	No	No
9	5	114	2	63	No	No	No	No	No	No	No	No	No	No
10	5	112	2	62	No	No	No	No	No	No	No	No	No	No
11	5	97	2	54	No	No	No	No	No	No	No	No	No	No
12	5	91	2	50	No	No	No	No	No	No	No	No	No	No
13	5	89	2	49	No	No	No	No	No	No	No	No	No	No
14	5	66	2	36	No	No	No	No	No	No	No	No	No	No
15	5	66	2	36	No	No	No	No	No	No	No	No	No	No
16	5	46	2	25	No	No	No	No	No	No	No	No	No	No
17	5	27	2	15	No	No	No	No	No	No	No	No	No	No
18	5	27	2	15	No	No	No	No	No	No	No	No	No	No
19	5	15	2	8	No	No	No	No	No	No	No	No	No	No
20	5	8	2	5	No	No	No	No	No	No	No	No	No	No
21	5	5	2	3	No	No	No	No	No	No	No	No	No	No
22	5	2	2	1	No	No	No	No	No	No	No	No	No	No
23	5	2	2	1	No	No	No	No	No	No	No	No	No	No
24	5	2	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.6	9.8
Number of Lanes on Minor Street Approach	2	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:07	0:14
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	45	91
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	301	301
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 6: Wilson Road/Progress Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	0	18	40
2	0	17	39
3	0	17	38
4	0	16	36
5	0	14	32
6	0	14	31
7	0	14	31
8	0	13	28
9	0	12	28
10	0	12	27
11	0	11	24
12	0	10	22
13	0	10	22
14	0	7	16
15	0	7	16
16	0	5	11
17	0	3	6
18	0	3	6
19	0	2	4
20	0	1	2
21	0	1	1
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	18	1	40	No	No	No	No	No	No	No	No	No	No
2	3	17	1	39	No	No	No	No	No	No	No	No	No	No
3	3	17	1	38	No	No	No	No	No	No	No	No	No	No
4	3	16	1	36	No	No	No	No	No	No	No	No	No	No
5	3	14	1	32	No	No	No	No	No	No	No	No	No	No
6	3	14	1	31	No	No	No	No	No	No	No	No	No	No
7	3	14	1	31	No	No	No	No	No	No	No	No	No	No
8	3	13	1	28	No	No	No	No	No	No	No	No	No	No
9	3	12	1	28	No	No	No	No	No	No	No	No	No	No
10	3	12	1	27	No	No	No	No	No	No	No	No	No	No
11	3	11	1	24	No	No	No	No	No	No	No	No	No	No
12	3	10	1	22	No	No	No	No	No	No	No	No	No	No
13	3	10	1	22	No	No	No	No	No	No	No	No	No	No
14	3	7	1	16	No	No	No	No	No	No	No	No	No	No
15	3	7	1	16	No	No	No	No	No	No	No	No	No	No
16	3	5	1	11	No	No	No	No	No	No	No	No	No	No
17	3	3	1	6	No	No	No	No	No	No	No	No	No	No
18	3	3	1	6	No	No	No	No	No	No	No	No	No	No
19	3	2	1	4	No	No	No	No	No	No	No	No	No	No
20	3	1	1	2	No	No	No	No	No	No	No	No	No	No
21	3	1	1	1	No	No	No	No	No	No	No	No	No	No
22	3	0	1	0	No	No	No	No	No	No	No	No	No	No
23	3	0	1	0	No	No	No	No	No	No	No	No	No	No
24	3	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:05
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	40
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	58
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 7: Orleans Road/Gould Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	3	1	1
2	3	1	1
3	3	1	1
4	3	1	1
5	2	1	1
6	2	1	1
7	2	1	1
8	2	1	1
9	2	1	1
10	2	1	1
11	2	1	1
12	2	1	1
13	2	1	1
14	1	0	0
15	1	0	0
16	1	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	4	1	1	No	No	No	No	No	No	No	No	No	No
2	2	4	1	1	No	No	No	No	No	No	No	No	No	No
3	2	4	1	1	No	No	No	No	No	No	No	No	No	No
4	2	4	1	1	No	No	No	No	No	No	No	No	No	No
5	2	3	1	1	No	No	No	No	No	No	No	No	No	No
6	2	3	1	1	No	No	No	No	No	No	No	No	No	No
7	2	3	1	1	No	No	No	No	No	No	No	No	No	No
8	2	3	1	1	No	No	No	No	No	No	No	No	No	No
9	2	3	1	1	No	No	No	No	No	No	No	No	No	No
10	2	3	1	1	No	No	No	No	No	No	No	No	No	No
11	2	3	1	1	No	No	No	No	No	No	No	No	No	No
12	2	3	1	1	No	No	No	No	No	No	No	No	No	No
13	2	3	1	1	No	No	No	No	No	No	No	No	No	No
14	2	1	1	0	No	No	No	No	No	No	No	No	No	No
15	2	1	1	0	No	No	No	No	No	No	No	No	No	No
16	2	1	1	0	No	No	No	No	No	No	No	No	No	No
17	2	0	1	0	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	1
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	5
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 1: Link Road/Old Pueblo Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	66	288	172
2	64	279	167
3	63	274	163
4	59	256	153
5	52	228	136
6	51	225	134
7	51	222	132
8	46	202	120
9	46	199	119
10	45	196	117
11	39	170	101
12	36	158	95
13	36	156	93
14	26	115	69
15	26	115	69
16	18	81	48
17	11	46	28
18	11	46	28
19	6	26	15
20	3	14	9
21	2	9	5
22	1	3	2
23	1	3	2
24	1	3	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	354	2	172	No	No	No	Yes	No	No	No	No	No	No
2	3	343	2	167	No	No	No	Yes	No	No	No	No	No	No
3	3	337	2	163	No	No	No	Yes	No	No	No	No	No	No
4	3	315	2	153	No	No	No	No	No	No	No	No	No	No
5	3	280	2	136	No	No	No	No	No	No	No	No	No	No
6	3	276	2	134	No	No	No	No	No	No	No	No	No	No
7	3	273	2	132	No	No	No	No	No	No	No	No	No	No
8	3	248	2	120	No	No	No	No	No	No	No	No	No	No
9	3	245	2	119	No	No	No	No	No	No	No	No	No	No
10	3	241	2	117	No	No	No	No	No	No	No	No	No	No
11	3	209	2	101	No	No	No	No	No	No	No	No	No	No
12	3	194	2	95	No	No	No	No	No	No	No	No	No	No
13	3	192	2	93	No	No	No	No	No	No	No	No	No	No
14	3	141	2	69	No	No	No	No	No	No	No	No	No	No
15	3	141	2	69	No	No	No	No	No	No	No	No	No	No
16	3	99	2	48	No	No	No	No	No	No	No	No	No	No
17	3	57	2	28	No	No	No	No	No	No	No	No	No	No
18	3	57	2	28	No	No	No	No	No	No	No	No	No	No
19	3	32	2	15	No	No	No	No	No	No	No	No	No	No
20	3	17	2	9	No	No	No	No	No	No	No	No	No	No
21	3	11	2	5	No	No	No	No	No	No	No	No	No	No
22	3	4	2	2	No	No	No	No	No	No	No	No	No	No
23	3	4	2	2	No	No	No	No	No	No	No	No	No	No
24	3	4	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.7
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:30
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	172
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	526
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 2: Link Road/Wilson Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	163	275	32
2	158	267	31
3	155	261	30
4	145	245	28
5	129	217	25
6	127	215	25
7	126	212	25
8	114	193	22
9	112	190	22
10	111	187	22
11	96	162	19
12	90	151	18
13	88	149	17
14	65	110	13
15	65	110	13
16	46	77	9
17	26	44	5
18	26	44	5
19	15	25	3
20	8	14	2
21	5	8	1
22	2	3	0
23	2	3	0
24	2	3	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	438	1	32	No	No	No	No	No	No	No	No	No	No
2	3	425	1	31	No	No	No	No	No	No	No	No	No	No
3	3	416	1	30	No	No	No	No	No	No	No	No	No	No
4	3	390	1	28	No	No	No	No	No	No	No	No	No	No
5	3	346	1	25	No	No	No	No	No	No	No	No	No	No
6	3	342	1	25	No	No	No	No	No	No	No	No	No	No
7	3	338	1	25	No	No	No	No	No	No	No	No	No	No
8	3	307	1	22	No	No	No	No	No	No	No	No	No	No
9	3	302	1	22	No	No	No	No	No	No	No	No	No	No
10	3	298	1	22	No	No	No	No	No	No	No	No	No	No
11	3	258	1	19	No	No	No	No	No	No	No	No	No	No
12	3	241	1	18	No	No	No	No	No	No	No	No	No	No
13	3	237	1	17	No	No	No	No	No	No	No	No	No	No
14	3	175	1	13	No	No	No	No	No	No	No	No	No	No
15	3	175	1	13	No	No	No	No	No	No	No	No	No	No
16	3	123	1	9	No	No	No	No	No	No	No	No	No	No
17	3	70	1	5	No	No	No	No	No	No	No	No	No	No
18	3	70	1	5	No	No	No	No	No	No	No	No	No	No
19	3	40	1	3	No	No	No	No	No	No	No	No	No	No
20	3	22	1	2	No	No	No	No	No	No	No	No	No	No
21	3	13	1	1	No	No	No	No	No	No	No	No	No	No
22	3	5	1	0	No	No	No	No	No	No	No	No	No	No
23	3	5	1	0	No	No	No	No	No	No	No	No	No	No
24	3	5	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:06
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	32
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	470
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 3: Wilson Road/Orleans Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	N	W
1	29	74	3
2	28	72	3
3	28	70	3
4	26	66	3
5	23	58	2
6	23	58	2
7	22	57	2
8	20	52	2
9	20	51	2
10	20	50	2
11	17	44	2
12	16	41	2
13	16	40	2
14	12	30	1
15	12	30	1
16	8	21	1
17	5	12	0
18	5	12	0
19	3	7	0
20	1	4	0
21	1	2	0
22	0	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	103	1	3	No	No	No	No	No	No	No	No	No	No
2	2	100	1	3	No	No	No	No	No	No	No	No	No	No
3	2	98	1	3	No	No	No	No	No	No	No	No	No	No
4	2	92	1	3	No	No	No	No	No	No	No	No	No	No
5	2	81	1	2	No	No	No	No	No	No	No	No	No	No
6	2	81	1	2	No	No	No	No	No	No	No	No	No	No
7	2	79	1	2	No	No	No	No	No	No	No	No	No	No
8	2	72	1	2	No	No	No	No	No	No	No	No	No	No
9	2	71	1	2	No	No	No	No	No	No	No	No	No	No
10	2	70	1	2	No	No	No	No	No	No	No	No	No	No
11	2	61	1	2	No	No	No	No	No	No	No	No	No	No
12	2	57	1	2	No	No	No	No	No	No	No	No	No	No
13	2	56	1	2	No	No	No	No	No	No	No	No	No	No
14	2	42	1	1	No	No	No	No	No	No	No	No	No	No
15	2	42	1	1	No	No	No	No	No	No	No	No	No	No
16	2	29	1	1	No	No	No	No	No	No	No	No	No	No
17	2	17	1	0	No	No	No	No	No	No	No	No	No	No
18	2	17	1	0	No	No	No	No	No	No	No	No	No	No
19	2	10	1	0	No	No	No	No	No	No	No	No	No	No
20	2	5	1	0	No	No	No	No	No	No	No	No	No	No
21	2	3	1	0	No	No	No	No	No	No	No	No	No	No
22	2	1	1	0	No	No	No	No	No	No	No	No	No	No
23	2	1	1	0	No	No	No	No	No	No	No	No	No	No
24	2	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	106
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 4: Link Road/Jimmy Camp Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	151	215	119
2	146	209	115
3	143	204	113
4	134	191	106
5	119	170	94
6	118	168	93
7	116	166	92
8	106	151	83
9	104	148	82
10	103	146	81
11	89	127	70
12	83	118	65
13	82	116	64
14	60	86	48
15	60	86	48
16	42	60	33
17	24	34	19
18	24	34	19
19	14	19	11
20	8	11	6
21	5	6	4
22	2	2	1
23	2	2	1
24	2	2	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	366	2	119	No	No	No	Yes	No	No	No	No	No	No
2	4	355	2	115	No	No	No	Yes	No	No	No	No	No	No
3	4	347	2	113	No	No	No	Yes	No	No	No	No	No	No
4	4	325	2	106	No	No	No	No	No	No	No	No	No	No
5	4	289	2	94	No	No	No	No	No	No	No	No	No	No
6	4	286	2	93	No	No	No	No	No	No	No	No	No	No
7	4	282	2	92	No	No	No	No	No	No	No	No	No	No
8	4	257	2	83	No	No	No	No	No	No	No	No	No	No
9	4	252	2	82	No	No	No	No	No	No	No	No	No	No
10	4	249	2	81	No	No	No	No	No	No	No	No	No	No
11	4	216	2	70	No	No	No	No	No	No	No	No	No	No
12	4	201	2	65	No	No	No	No	No	No	No	No	No	No
13	4	198	2	64	No	No	No	No	No	No	No	No	No	No
14	4	146	2	48	No	No	No	No	No	No	No	No	No	No
15	4	146	2	48	No	No	No	No	No	No	No	No	No	No
16	4	102	2	33	No	No	No	No	No	No	No	No	No	No
17	4	58	2	19	No	No	No	No	No	No	No	No	No	No
18	4	58	2	19	No	No	No	No	No	No	No	No	No	No
19	4	33	2	11	No	No	No	No	No	No	No	No	No	No
20	4	19	2	6	No	No	No	No	No	No	No	No	No	No
21	4	11	2	4	No	No	No	No	No	No	No	No	No	No
22	4	4	2	1	No	No	No	No	No	No	No	No	No	No
23	4	4	2	1	No	No	No	No	No	No	No	No	No	No
24	4	4	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.1
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:22
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	119
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	485
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: Link Road/Progress Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	N	S
1	180	183	31	95
2	175	178	30	92
3	171	174	29	90
4	160	163	28	85
5	142	145	24	75
6	140	143	24	74
7	139	141	24	73
8	126	128	22	67
9	124	126	21	66
10	122	124	21	65
11	106	108	18	56
12	99	101	17	52
13	97	99	17	51
14	72	73	12	38
15	72	73	12	38
16	50	51	9	27
17	29	29	5	15
18	29	29	5	15
19	16	16	3	9
20	9	9	2	5
21	5	5	1	3
22	2	2	0	1
23	2	2	0	1
24	2	2	0	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	363	2	95	No	No	No	No	No	No	No	No	No	No
2	5	353	2	92	No	No	No	No	No	No	No	No	No	No
3	5	345	2	90	No	No	No	No	No	No	No	No	No	No
4	5	323	2	85	No	No	No	No	No	No	No	No	No	No
5	5	287	2	75	No	No	No	No	No	No	No	No	No	No
6	5	283	2	74	No	No	No	No	No	No	No	No	No	No
7	5	280	2	73	No	No	No	No	No	No	No	No	No	No
8	5	254	2	67	No	No	No	No	No	No	No	No	No	No
9	5	250	2	66	No	No	No	No	No	No	No	No	No	No
10	5	246	2	65	No	No	No	No	No	No	No	No	No	No
11	5	214	2	56	No	No	No	No	No	No	No	No	No	No
12	5	200	2	52	No	No	No	No	No	No	No	No	No	No
13	5	196	2	51	No	No	No	No	No	No	No	No	No	No
14	5	145	2	38	No	No	No	No	No	No	No	No	No	No
15	5	145	2	38	No	No	No	No	No	No	No	No	No	No
16	5	101	2	27	No	No	No	No	No	No	No	No	No	No
17	5	58	2	15	No	No	No	No	No	No	No	No	No	No
18	5	58	2	15	No	No	No	No	No	No	No	No	No	No
19	5	32	2	9	No	No	No	No	No	No	No	No	No	No
20	5	18	2	5	No	No	No	No	No	No	No	No	No	No
21	5	10	2	3	No	No	No	No	No	No	No	No	No	No
22	5	4	2	1	No	No	No	No	No	No	No	No	No	No
23	5	4	2	1	No	No	No	No	No	No	No	No	No	No
24	5	4	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.7	11.5
Number of Lanes on Minor Street Approach	2	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:06	0:18
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	31	95
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	489	489
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 6: Wilson Road/Progress Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	0	68	32
2	0	66	31
3	0	65	30
4	0	61	28
5	0	54	25
6	0	53	25
7	0	52	25
8	0	48	22
9	0	47	22
10	0	46	22
11	0	40	19
12	0	37	18
13	0	37	17
14	0	27	13
15	0	27	13
16	0	19	9
17	0	11	5
18	0	11	5
19	0	6	3
20	0	3	2
21	0	2	1
22	0	1	0
23	0	1	0
24	0	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	68	1	32	No	No	No	No	No	No	No	No	No	No
2	3	66	1	31	No	No	No	No	No	No	No	No	No	No
3	3	65	1	30	No	No	No	No	No	No	No	No	No	No
4	3	61	1	28	No	No	No	No	No	No	No	No	No	No
5	3	54	1	25	No	No	No	No	No	No	No	No	No	No
6	3	53	1	25	No	No	No	No	No	No	No	No	No	No
7	3	52	1	25	No	No	No	No	No	No	No	No	No	No
8	3	48	1	22	No	No	No	No	No	No	No	No	No	No
9	3	47	1	22	No	No	No	No	No	No	No	No	No	No
10	3	46	1	22	No	No	No	No	No	No	No	No	No	No
11	3	40	1	19	No	No	No	No	No	No	No	No	No	No
12	3	37	1	18	No	No	No	No	No	No	No	No	No	No
13	3	37	1	17	No	No	No	No	No	No	No	No	No	No
14	3	27	1	13	No	No	No	No	No	No	No	No	No	No
15	3	27	1	13	No	No	No	No	No	No	No	No	No	No
16	3	19	1	9	No	No	No	No	No	No	No	No	No	No
17	3	11	1	5	No	No	No	No	No	No	No	No	No	No
18	3	11	1	5	No	No	No	No	No	No	No	No	No	No
19	3	6	1	3	No	No	No	No	No	No	No	No	No	No
20	3	3	1	2	No	No	No	No	No	No	No	No	No	No
21	3	2	1	1	No	No	No	No	No	No	No	No	No	No
22	3	1	1	0	No	No	No	No	No	No	No	No	No	No
23	3	1	1	0	No	No	No	No	No	No	No	No	No	No
24	3	1	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:04
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	32
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	100
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 7: Orleans Road/Gould Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	0	6	3
2	0	6	3
3	0	6	3
4	0	5	3
5	0	5	2
6	0	5	2
7	0	5	2
8	0	4	2
9	0	4	2
10	0	4	2
11	0	4	2
12	0	3	2
13	0	3	2
14	0	2	1
15	0	2	1
16	0	2	1
17	0	1	0
18	0	1	0
19	0	1	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	6	1	3	No	No	No	No	No	No	No	No	No	No
2	2	6	1	3	No	No	No	No	No	No	No	No	No	No
3	2	6	1	3	No	No	No	No	No	No	No	No	No	No
4	2	5	1	3	No	No	No	No	No	No	No	No	No	No
5	2	5	1	2	No	No	No	No	No	No	No	No	No	No
6	2	5	1	2	No	No	No	No	No	No	No	No	No	No
7	2	5	1	2	No	No	No	No	No	No	No	No	No	No
8	2	4	1	2	No	No	No	No	No	No	No	No	No	No
9	2	4	1	2	No	No	No	No	No	No	No	No	No	No
10	2	4	1	2	No	No	No	No	No	No	No	No	No	No
11	2	4	1	2	No	No	No	No	No	No	No	No	No	No
12	2	3	1	2	No	No	No	No	No	No	No	No	No	No
13	2	3	1	2	No	No	No	No	No	No	No	No	No	No
14	2	2	1	1	No	No	No	No	No	No	No	No	No	No
15	2	2	1	1	No	No	No	No	No	No	No	No	No	No
16	2	2	1	1	No	No	No	No	No	No	No	No	No	No
17	2	1	1	0	No	No	No	No	No	No	No	No	No	No
18	2	1	1	0	No	No	No	No	No	No	No	No	No	No
19	2	1	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	9
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 1: Link Road/Old Pueblo Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	92	313	621
2	89	304	602
3	87	297	590
4	82	279	553
5	73	247	491
6	72	244	484
7	71	241	478
8	64	219	435
9	63	216	428
10	63	213	422
11	54	185	366
12	51	172	342
13	50	169	335
14	37	125	248
15	37	125	248
16	26	88	174
17	15	50	99
18	15	50	99
19	8	28	56
20	5	16	31
21	3	9	19
22	1	3	6
23	1	3	6
24	1	3	6

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	405	2	621	No	No	No	Yes	No	No	No	No	Yes	Yes
2	4	393	2	602	No	No	No	Yes	No	No	No	No	Yes	Yes
3	4	384	2	590	No	No	No	Yes	No	No	No	No	Yes	No
4	4	361	2	553	No	No	No	Yes	No	No	No	No	Yes	No
5	4	320	2	491	No	No	No	No	No	No	No	No	Yes	No
6	4	316	2	484	No	No	No	No	No	No	No	No	Yes	No
7	4	312	2	478	No	No	No	No	No	No	No	No	Yes	No
8	4	283	2	435	No	No	No	No	No	No	No	No	No	No
9	4	279	2	428	No	No	No	No	No	No	No	No	No	No
10	4	276	2	422	No	No	No	No	No	No	No	No	No	No
11	4	239	2	366	No	No	No	No	No	No	No	No	No	No
12	4	223	2	342	No	No	No	No	No	No	No	No	No	No
13	4	219	2	335	No	No	No	No	No	No	No	No	No	No
14	4	162	2	248	No	No	No	No	No	No	No	No	No	No
15	4	162	2	248	No	No	No	No	No	No	No	No	No	No
16	4	114	2	174	No	No	No	No	No	No	No	No	No	No
17	4	65	2	99	No	No	No	No	No	No	No	No	No	No
18	4	65	2	99	No	No	No	No	No	No	No	No	No	No
19	4	36	2	56	No	No	No	No	No	No	No	No	No	No
20	4	21	2	31	No	No	No	No	No	No	No	No	No	No
21	4	12	2	19	No	No	No	No	No	No	No	No	No	No
22	4	4	2	6	No	No	No	No	No	No	No	No	No	No
23	4	4	2	6	No	No	No	No	No	No	No	No	No	No
24	4	4	2	6	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	4	0	0	0	0	7	2

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.7
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	2:32
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	621
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1026
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 2: Link Road/Wilson Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	239	348	478
2	232	338	464
3	227	331	454
4	213	310	425
5	189	275	378
6	186	271	373
7	184	268	368
8	167	244	335
9	165	240	330
10	163	237	325
11	141	205	282
12	131	191	263
13	129	188	258
14	96	139	191
15	96	139	191
16	67	97	134
17	38	56	76
18	38	56	76
19	22	31	43
20	12	17	24
21	7	10	14
22	2	3	5
23	2	3	5
24	2	3	5

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	587	2	478	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
2	3	570	2	464	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
3	3	558	2	454	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
4	3	523	2	425	No	Yes	Yes	Yes	No	No	No	Yes	No	No
5	3	464	2	378	No	No	Yes	Yes	No	No	No	No	No	No
6	3	457	2	373	No	No	Yes	Yes	No	No	No	No	No	No
7	3	452	2	368	No	No	Yes	Yes	No	No	No	No	No	No
8	3	411	2	335	No	No	No	Yes	No	No	No	No	No	No
9	3	405	2	330	No	No	No	Yes	No	No	No	No	No	No
10	3	400	2	325	No	No	No	Yes	No	No	No	No	No	No
11	3	346	2	282	No	No	No	Yes	No	No	No	No	No	No
12	3	322	2	263	No	No	No	No	No	No	No	No	No	No
13	3	317	2	258	No	No	No	No	No	No	No	No	No	No
14	3	235	2	191	No	No	No	No	No	No	No	No	No	No
15	3	235	2	191	No	No	No	No	No	No	No	No	No	No
16	3	164	2	134	No	No	No	No	No	No	No	No	No	No
17	3	94	2	76	No	No	No	No	No	No	No	No	No	No
18	3	94	2	76	No	No	No	No	No	No	No	No	No	No
19	3	53	2	43	No	No	No	No	No	No	No	No	No	No
20	3	29	2	24	No	No	No	No	No	No	No	No	No	No
21	3	17	2	14	No	No	No	No	No	No	No	No	No	No
22	3	5	2	5	No	No	No	No	No	No	No	No	No	No
23	3	5	2	5	No	No	No	No	No	No	No	No	No	No
24	3	5	2	5	No	No	No	No	No	No	No	No	No	No
Hours Met					0	4	7	11	0	0	0	4	3	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	32.6
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	4:19
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	478
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1065
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 3: Wilson Road/Orleans Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	N	W
1	479	307	7
2	465	298	7
3	455	292	7
4	426	273	6
5	378	243	6
6	374	239	5
7	369	236	5
8	335	215	5
9	331	212	5
10	326	209	5
11	283	181	4
12	263	169	4
13	259	166	4
14	192	123	3
15	192	123	3
16	134	86	2
17	77	49	1
18	77	49	1
19	43	28	1
20	24	15	0
21	14	9	0
22	5	3	0
23	5	3	0
24	5	3	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	786	1	7	No	No	No	No	No	No	No	No	No	No
2	2	763	1	7	No	No	No	No	No	No	No	No	No	No
3	2	747	1	7	No	No	No	No	No	No	No	No	No	No
4	2	699	1	6	No	No	No	No	No	No	No	No	No	No
5	2	621	1	6	No	No	No	No	No	No	No	No	No	No
6	2	613	1	5	No	No	No	No	No	No	No	No	No	No
7	2	605	1	5	No	No	No	No	No	No	No	No	No	No
8	2	550	1	5	No	No	No	No	No	No	No	No	No	No
9	2	543	1	5	No	No	No	No	No	No	No	No	No	No
10	2	535	1	5	No	No	No	No	No	No	No	No	No	No
11	2	464	1	4	No	No	No	No	No	No	No	No	No	No
12	2	432	1	4	No	No	No	No	No	No	No	No	No	No
13	2	425	1	4	No	No	No	No	No	No	No	No	No	No
14	2	315	1	3	No	No	No	No	No	No	No	No	No	No
15	2	315	1	3	No	No	No	No	No	No	No	No	No	No
16	2	220	1	2	No	No	No	No	No	No	No	No	No	No
17	2	126	1	1	No	No	No	No	No	No	No	No	No	No
18	2	126	1	1	No	No	No	No	No	No	No	No	No	No
19	2	71	1	1	No	No	No	No	No	No	No	No	No	No
20	2	39	1	0	No	No	No	No	No	No	No	No	No	No
21	2	23	1	0	No	No	No	No	No	No	No	No	No	No
22	2	8	1	0	No	No	No	No	No	No	No	No	No	No
23	2	8	1	0	No	No	No	No	No	No	No	No	No	No
24	2	8	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	16.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	7
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	793
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 4: Link Road/Jimmy Camp Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	291	146	217
2	282	142	210
3	276	139	206
4	259	130	193
5	230	115	171
6	227	114	169
7	224	112	167
8	204	102	152
9	201	101	150
10	198	99	148
11	172	86	128
12	160	80	119
13	157	79	117
14	116	58	87
15	116	58	87
16	81	41	61
17	47	23	35
18	47	23	35
19	26	13	20
20	15	7	11
21	9	4	7
22	3	1	2
23	3	1	2
24	3	1	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	437	2	217	No	No	Yes	Yes	No	No	No	No	No	No
2	4	424	2	210	No	No	Yes	Yes	No	No	No	No	No	No
3	4	415	2	206	No	No	No	Yes	No	No	No	No	No	No
4	4	389	2	193	No	No	No	Yes	No	No	No	No	No	No
5	4	345	2	171	No	No	No	Yes	No	No	No	No	No	No
6	4	341	2	169	No	No	No	Yes	No	No	No	No	No	No
7	4	336	2	167	No	No	No	Yes	No	No	No	No	No	No
8	4	306	2	152	No	No	No	No	No	No	No	No	No	No
9	4	302	2	150	No	No	No	No	No	No	No	No	No	No
10	4	297	2	148	No	No	No	No	No	No	No	No	No	No
11	4	258	2	128	No	No	No	No	No	No	No	No	No	No
12	4	240	2	119	No	No	No	No	No	No	No	No	No	No
13	4	236	2	117	No	No	No	No	No	No	No	No	No	No
14	4	174	2	87	No	No	No	No	No	No	No	No	No	No
15	4	174	2	87	No	No	No	No	No	No	No	No	No	No
16	4	122	2	61	No	No	No	No	No	No	No	No	No	No
17	4	70	2	35	No	No	No	No	No	No	No	No	No	No
18	4	70	2	35	No	No	No	No	No	No	No	No	No	No
19	4	39	2	20	No	No	No	No	No	No	No	No	No	No
20	4	22	2	11	No	No	No	No	No	No	No	No	No	No
21	4	13	2	7	No	No	No	No	No	No	No	No	No	No
22	4	4	2	2	No	No	No	No	No	No	No	No	No	No
23	4	4	2	2	No	No	No	No	No	No	No	No	No	No
24	4	4	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	2	7	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.7
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:42
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	217
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	654
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: Link Road/Progress Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	N	S
1	125	168	45	295
2	121	163	44	286
3	119	160	43	280
4	111	150	40	263
5	99	133	36	233
6	98	131	35	230
7	96	129	35	227
8	88	118	31	207
9	86	116	31	204
10	85	114	31	201
11	74	99	27	174
12	69	92	25	162
13	68	91	24	159
14	50	67	18	118
15	50	67	18	118
16	35	47	13	83
17	20	27	7	47
18	20	27	7	47
19	11	15	4	27
20	6	8	2	15
21	4	5	1	9
22	1	2	0	3
23	1	2	0	3
24	1	2	0	3

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	293	2	295	No	No	No	No	No	No	No	No	No	No
2	6	284	2	286	No	No	No	No	No	No	No	No	No	No
3	6	279	2	280	No	No	No	No	No	No	No	No	No	No
4	6	261	2	263	No	No	No	No	No	No	No	No	No	No
5	6	232	2	233	No	No	No	No	No	No	No	No	No	No
6	6	229	2	230	No	No	No	No	No	No	No	No	No	No
7	6	225	2	227	No	No	No	No	No	No	No	No	No	No
8	6	206	2	207	No	No	No	No	No	No	No	No	No	No
9	6	202	2	204	No	No	No	No	No	No	No	No	No	No
10	6	199	2	201	No	No	No	No	No	No	No	No	No	No
11	6	173	2	174	No	No	No	No	No	No	No	No	No	No
12	6	161	2	162	No	No	No	No	No	No	No	No	No	No
13	6	159	2	159	No	No	No	No	No	No	No	No	No	No
14	6	117	2	118	No	No	No	No	No	No	No	No	No	No
15	6	117	2	118	No	No	No	No	No	No	No	No	No	No
16	6	82	2	83	No	No	No	No	No	No	No	No	No	No
17	6	47	2	47	No	No	No	No	No	No	No	No	No	No
18	6	47	2	47	No	No	No	No	No	No	No	No	No	No
19	6	26	2	27	No	No	No	No	No	No	No	No	No	No
20	6	14	2	15	No	No	No	No	No	No	No	No	No	No
21	6	9	2	9	No	No	No	No	No	No	No	No	No	No
22	6	3	2	3	No	No	No	No	No	No	No	No	No	No
23	6	3	2	3	No	No	No	No	No	No	No	No	No	No
24	6	3	2	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.7	12.4
Number of Lanes on Minor Street Approach	2	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:08	1:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	45	295
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	633	633
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 6: Wilson Road/Progress Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	643	302	168
2	624	293	163
3	611	287	160
4	572	269	150
5	508	239	133
6	502	236	131
7	495	233	129
8	450	211	118
9	444	208	116
10	437	205	114
11	379	178	99
12	354	166	92
13	347	163	91
14	257	121	67
15	257	121	67
16	180	85	47
17	103	48	27
18	103	48	27
19	58	27	15
20	32	15	8
21	19	9	5
22	6	3	2
23	6	3	2
24	6	3	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	945	2	168	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
2	4	917	2	163	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
3	4	898	2	160	No	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
4	4	841	2	150	No	No	Yes	Yes	No	Yes	Yes	Yes	No	No
5	4	747	2	133	No	No	No	Yes	No	Yes	Yes	Yes	No	No
6	4	738	2	131	No	No	No	Yes	No	Yes	Yes	Yes	No	No
7	4	728	2	129	No	No	No	Yes	No	Yes	Yes	Yes	No	No
8	4	661	2	118	No	No	No	Yes	No	No	Yes	Yes	No	No
9	4	652	2	116	No	No	No	Yes	No	No	Yes	Yes	No	No
10	4	642	2	114	No	No	No	Yes	No	No	Yes	Yes	No	No
11	4	557	2	99	No	No	No	No	No	No	No	Yes	No	No
12	4	520	2	92	No	No	No	No	No	No	No	Yes	No	No
13	4	510	2	91	No	No	No	No	No	No	No	Yes	No	No
14	4	378	2	67	No	No	No	No	No	No	No	No	No	No
15	4	378	2	67	No	No	No	No	No	No	No	No	No	No
16	4	265	2	47	No	No	No	No	No	No	No	No	No	No
17	4	151	2	27	No	No	No	No	No	No	No	No	No	No
18	4	151	2	27	No	No	No	No	No	No	No	No	No	No
19	4	85	2	15	No	No	No	No	No	No	No	No	No	No
20	4	47	2	8	No	No	No	No	No	No	No	No	No	No
21	4	28	2	5	No	No	No	No	No	No	No	No	No	No
22	4	9	2	2	No	No	No	No	No	No	No	No	No	No
23	4	9	2	2	No	No	No	No	No	No	No	No	No	No
24	4	9	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	3	4	10	2	7	10	13	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	22.5
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	1:02
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	168
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1113
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 7: Orleans Road/Gould Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	7	2	1
2	7	2	1
3	7	2	1
4	6	2	1
5	6	2	1
6	5	2	1
7	5	2	1
8	5	1	1
9	5	1	1
10	5	1	1
11	4	1	1
12	4	1	1
13	4	1	1
14	3	1	0
15	3	1	0
16	2	1	0
17	1	0	0
18	1	0	0
19	1	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	9	1	1	No	No	No	No	No	No	No	No	No	No
2	2	9	1	1	No	No	No	No	No	No	No	No	No	No
3	2	9	1	1	No	No	No	No	No	No	No	No	No	No
4	2	8	1	1	No	No	No	No	No	No	No	No	No	No
5	2	8	1	1	No	No	No	No	No	No	No	No	No	No
6	2	7	1	1	No	No	No	No	No	No	No	No	No	No
7	2	7	1	1	No	No	No	No	No	No	No	No	No	No
8	2	6	1	1	No	No	No	No	No	No	No	No	No	No
9	2	6	1	1	No	No	No	No	No	No	No	No	No	No
10	2	6	1	1	No	No	No	No	No	No	No	No	No	No
11	2	5	1	1	No	No	No	No	No	No	No	No	No	No
12	2	5	1	1	No	No	No	No	No	No	No	No	No	No
13	2	5	1	1	No	No	No	No	No	No	No	No	No	No
14	2	4	1	0	No	No	No	No	No	No	No	No	No	No
15	2	4	1	0	No	No	No	No	No	No	No	No	No	No
16	2	3	1	0	No	No	No	No	No	No	No	No	No	No
17	2	1	1	0	No	No	No	No	No	No	No	No	No	No
18	2	1	1	0	No	No	No	No	No	No	No	No	No	No
19	2	1	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	1
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	10
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 8: Wilson Road/Access 1

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	113	412	530
2	110	400	514
3	107	391	504
4	101	367	472
5	89	325	419
6	88	321	413
7	87	317	408
8	79	288	371
9	78	284	366
10	77	280	360
11	67	243	313
12	62	227	292
13	61	222	286
14	45	165	212
15	45	165	212
16	32	115	148
17	18	66	85
18	18	66	85
19	10	37	48
20	6	21	27
21	3	12	16
22	1	4	5
23	1	4	5
24	1	4	5

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	525	2	530	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
2	3	510	2	514	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
3	3	498	2	504	No	Yes	Yes	Yes	No	No	No	No	Yes	No
4	3	468	2	472	No	No	Yes	Yes	No	No	No	No	Yes	No
5	3	414	2	419	No	No	No	Yes	No	No	No	No	No	No
6	3	409	2	413	No	No	No	Yes	No	No	No	No	No	No
7	3	404	2	408	No	No	No	Yes	No	No	No	No	No	No
8	3	367	2	371	No	No	No	Yes	No	No	No	No	No	No
9	3	362	2	366	No	No	No	Yes	No	No	No	No	No	No
10	3	357	2	360	No	No	No	Yes	No	No	No	No	No	No
11	3	310	2	313	No	No	No	No	No	No	No	No	No	No
12	3	289	2	292	No	No	No	No	No	No	No	No	No	No
13	3	283	2	286	No	No	No	No	No	No	No	No	No	No
14	3	210	2	212	No	No	No	No	No	No	No	No	No	No
15	3	210	2	212	No	No	No	No	No	No	No	No	No	No
16	3	147	2	148	No	No	No	No	No	No	No	No	No	No
17	3	84	2	85	No	No	No	No	No	No	No	No	No	No
18	3	84	2	85	No	No	No	No	No	No	No	No	No	No
19	3	47	2	48	No	No	No	No	No	No	No	No	No	No
20	3	27	2	27	No	No	No	No	No	No	No	No	No	No
21	3	15	2	16	No	No	No	No	No	No	No	No	No	No
22	3	5	2	5	No	No	No	No	No	No	No	No	No	No
23	3	5	2	5	No	No	No	No	No	No	No	No	No	No
24	3	5	2	5	No	No	No	No	No	No	No	No	No	No
Hours Met					0	3	4	10	0	0	0	2	4	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	23.4
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	3:27
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	530
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1055
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 9: Wilson Road/Access 2

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	0	31	101
2	0	30	98
3	0	29	96
4	0	28	90
5	0	24	80
6	0	24	79
7	0	24	78
8	0	22	71
9	0	21	70
10	0	21	69
11	0	18	60
12	0	17	56
13	0	17	55
14	0	12	40
15	0	12	40
16	0	9	28
17	0	5	16
18	0	5	16
19	0	3	9
20	0	2	5
21	0	1	3
22	0	0	1
23	0	0	1
24	0	0	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	31	2	101	No	No	No	No	No	No	No	No	No	No
2	3	30	2	98	No	No	No	No	No	No	No	No	No	No
3	3	29	2	96	No	No	No	No	No	No	No	No	No	No
4	3	28	2	90	No	No	No	No	No	No	No	No	No	No
5	3	24	2	80	No	No	No	No	No	No	No	No	No	No
6	3	24	2	79	No	No	No	No	No	No	No	No	No	No
7	3	24	2	78	No	No	No	No	No	No	No	No	No	No
8	3	22	2	71	No	No	No	No	No	No	No	No	No	No
9	3	21	2	70	No	No	No	No	No	No	No	No	No	No
10	3	21	2	69	No	No	No	No	No	No	No	No	No	No
11	3	18	2	60	No	No	No	No	No	No	No	No	No	No
12	3	17	2	56	No	No	No	No	No	No	No	No	No	No
13	3	17	2	55	No	No	No	No	No	No	No	No	No	No
14	3	12	2	40	No	No	No	No	No	No	No	No	No	No
15	3	12	2	40	No	No	No	No	No	No	No	No	No	No
16	3	9	2	28	No	No	No	No	No	No	No	No	No	No
17	3	5	2	16	No	No	No	No	No	No	No	No	No	No
18	3	5	2	16	No	No	No	No	No	No	No	No	No	No
19	3	3	2	9	No	No	No	No	No	No	No	No	No	No
20	3	2	2	5	No	No	No	No	No	No	No	No	No	No
21	3	1	2	3	No	No	No	No	No	No	No	No	No	No
22	3	0	2	1	No	No	No	No	No	No	No	No	No	No
23	3	0	2	1	No	No	No	No	No	No	No	No	No	No
24	3	0	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	9
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:15
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	101
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	132
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 11: Access 1/Res 1

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	153	340	74	303
2	148	330	72	294
3	145	323	70	288
4	136	303	66	270
5	121	269	58	239
6	119	265	58	236
7	118	262	57	233
8	107	238	52	212
9	106	235	51	209
10	104	231	50	206
11	90	201	44	179
12	84	187	41	167
13	83	184	40	164
14	61	136	30	121
15	61	136	30	121
16	43	95	21	85
17	24	54	12	48
18	24	54	12	48
19	14	31	7	27
20	8	17	4	15
21	5	10	2	9
22	2	3	1	3
23	2	3	1	3
24	2	3	1	3

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	493	2	303	No	Yes	Yes	Yes	No	No	No	No	No	No
2	4	478	2	294	No	No	Yes	Yes	No	No	No	No	No	No
3	4	468	2	288	No	No	Yes	Yes	No	No	No	No	No	No
4	4	439	2	270	No	No	Yes	Yes	No	No	No	No	No	No
5	4	390	2	239	No	No	No	Yes	No	No	No	No	No	No
6	4	384	2	236	No	No	No	Yes	No	No	No	No	No	No
7	4	380	2	233	No	No	No	Yes	No	No	No	No	No	No
8	4	345	2	212	No	No	No	Yes	No	No	No	No	No	No
9	4	341	2	209	No	No	No	Yes	No	No	No	No	No	No
10	4	335	2	206	No	No	No	No	No	No	No	No	No	No
11	4	291	2	179	No	No	No	No	No	No	No	No	No	No
12	4	271	2	167	No	No	No	No	No	No	No	No	No	No
13	4	267	2	164	No	No	No	No	No	No	No	No	No	No
14	4	197	2	121	No	No	No	No	No	No	No	No	No	No
15	4	197	2	121	No	No	No	No	No	No	No	No	No	No
16	4	138	2	85	No	No	No	No	No	No	No	No	No	No
17	4	78	2	48	No	No	No	No	No	No	No	No	No	No
18	4	78	2	48	No	No	No	No	No	No	No	No	No	No
19	4	45	2	27	No	No	No	No	No	No	No	No	No	No
20	4	25	2	15	No	No	No	No	No	No	No	No	No	No
21	4	15	2	9	No	No	No	No	No	No	No	No	No	No
22	4	5	2	3	No	No	No	No	No	No	No	No	No	No
23	4	5	2	3	No	No	No	No	No	No	No	No	No	No
24	4	5	2	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	1	4	9	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.6	37.7
Number of Lanes on Minor Street Approach	2	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:11	3:10
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	74	303
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	870	870
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 12: Access 1/Res 3

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	1	40	28	94
2	1	39	27	91
3	1	38	27	89
4	1	36	25	84
5	1	32	22	74
6	1	31	22	73
7	1	31	22	72
8	1	28	20	66
9	1	28	19	65
10	1	27	19	64
11	1	24	17	55
12	1	22	15	52
13	1	22	15	51
14	0	16	11	38
15	0	16	11	38
16	0	11	8	26
17	0	6	4	15
18	0	6	4	15
19	0	4	3	8
20	0	2	1	5
21	0	1	1	3
22	0	0	0	1
23	0	0	0	1
24	0	0	0	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	41	2	94	No	No	No	No	No	No	No	No	No	No
2	4	40	2	91	No	No	No	No	No	No	No	No	No	No
3	4	39	2	89	No	No	No	No	No	No	No	No	No	No
4	4	37	2	84	No	No	No	No	No	No	No	No	No	No
5	4	33	2	74	No	No	No	No	No	No	No	No	No	No
6	4	32	2	73	No	No	No	No	No	No	No	No	No	No
7	4	32	2	72	No	No	No	No	No	No	No	No	No	No
8	4	29	2	66	No	No	No	No	No	No	No	No	No	No
9	4	29	2	65	No	No	No	No	No	No	No	No	No	No
10	4	28	2	64	No	No	No	No	No	No	No	No	No	No
11	4	25	2	55	No	No	No	No	No	No	No	No	No	No
12	4	23	2	52	No	No	No	No	No	No	No	No	No	No
13	4	23	2	51	No	No	No	No	No	No	No	No	No	No
14	4	16	2	38	No	No	No	No	No	No	No	No	No	No
15	4	16	2	38	No	No	No	No	No	No	No	No	No	No
16	4	11	2	26	No	No	No	No	No	No	No	No	No	No
17	4	6	2	15	No	No	No	No	No	No	No	No	No	No
18	4	6	2	15	No	No	No	No	No	No	No	No	No	No
19	4	4	2	8	No	No	No	No	No	No	No	No	No	No
20	4	2	2	5	No	No	No	No	No	No	No	No	No	No
21	4	1	2	3	No	No	No	No	No	No	No	No	No	No
22	4	0	2	1	No	No	No	No	No	No	No	No	No	No
23	4	0	2	1	No	No	No	No	No	No	No	No	No	No
24	4	0	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.4	9.4
Number of Lanes on Minor Street Approach	1	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:03	0:14
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	28	94
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	163	163
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 13: Access 1/Res 2

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	118	51	36
2	114	49	35
3	112	48	34
4	105	45	32
5	93	40	28
6	92	40	28
7	91	39	28
8	83	36	25
9	81	35	25
10	80	35	24
11	70	30	21
12	65	28	20
13	64	28	19
14	47	20	14
15	47	20	14
16	33	14	10
17	19	8	6
18	19	8	6
19	11	5	3
20	6	3	2
21	4	2	1
22	1	1	0
23	1	1	0
24	1	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	169	1	36	No	No	No	No	No	No	No	No	No	No
2	3	163	1	35	No	No	No	No	No	No	No	No	No	No
3	3	160	1	34	No	No	No	No	No	No	No	No	No	No
4	3	150	1	32	No	No	No	No	No	No	No	No	No	No
5	3	133	1	28	No	No	No	No	No	No	No	No	No	No
6	3	132	1	28	No	No	No	No	No	No	No	No	No	No
7	3	130	1	28	No	No	No	No	No	No	No	No	No	No
8	3	119	1	25	No	No	No	No	No	No	No	No	No	No
9	3	116	1	25	No	No	No	No	No	No	No	No	No	No
10	3	115	1	24	No	No	No	No	No	No	No	No	No	No
11	3	100	1	21	No	No	No	No	No	No	No	No	No	No
12	3	93	1	20	No	No	No	No	No	No	No	No	No	No
13	3	92	1	19	No	No	No	No	No	No	No	No	No	No
14	3	67	1	14	No	No	No	No	No	No	No	No	No	No
15	3	67	1	14	No	No	No	No	No	No	No	No	No	No
16	3	47	1	10	No	No	No	No	No	No	No	No	No	No
17	3	27	1	6	No	No	No	No	No	No	No	No	No	No
18	3	27	1	6	No	No	No	No	No	No	No	No	No	No
19	3	16	1	3	No	No	No	No	No	No	No	No	No	No
20	3	9	1	2	No	No	No	No	No	No	No	No	No	No
21	3	6	1	1	No	No	No	No	No	No	No	No	No	No
22	3	2	1	0	No	No	No	No	No	No	No	No	No	No
23	3	2	1	0	No	No	No	No	No	No	No	No	No	No
24	3	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:05
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	36
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	205
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 14: Wilson Road/Fire Station Access

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	101	71	13
2	98	69	13
3	96	67	12
4	90	63	12
5	80	56	10
6	79	55	10
7	78	55	10
8	71	50	9
9	70	49	9
10	69	48	9
11	60	42	8
12	56	39	7
13	55	38	7
14	40	28	5
15	40	28	5
16	28	20	4
17	16	11	2
18	16	11	2
19	9	6	1
20	5	4	1
21	3	2	0
22	1	1	0
23	1	1	0
24	1	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	172	1	13	No	No	No	No	No	No	No	No	No	No
2	3	167	1	13	No	No	No	No	No	No	No	No	No	No
3	3	163	1	12	No	No	No	No	No	No	No	No	No	No
4	3	153	1	12	No	No	No	No	No	No	No	No	No	No
5	3	136	1	10	No	No	No	No	No	No	No	No	No	No
6	3	134	1	10	No	No	No	No	No	No	No	No	No	No
7	3	133	1	10	No	No	No	No	No	No	No	No	No	No
8	3	121	1	9	No	No	No	No	No	No	No	No	No	No
9	3	119	1	9	No	No	No	No	No	No	No	No	No	No
10	3	117	1	9	No	No	No	No	No	No	No	No	No	No
11	3	102	1	8	No	No	No	No	No	No	No	No	No	No
12	3	95	1	7	No	No	No	No	No	No	No	No	No	No
13	3	93	1	7	No	No	No	No	No	No	No	No	No	No
14	3	68	1	5	No	No	No	No	No	No	No	No	No	No
15	3	68	1	5	No	No	No	No	No	No	No	No	No	No
16	3	48	1	4	No	No	No	No	No	No	No	No	No	No
17	3	27	1	2	No	No	No	No	No	No	No	No	No	No
18	3	27	1	2	No	No	No	No	No	No	No	No	No	No
19	3	15	1	1	No	No	No	No	No	No	No	No	No	No
20	3	9	1	1	No	No	No	No	No	No	No	No	No	No
21	3	5	1	0	No	No	No	No	No	No	No	No	No	No
22	3	2	1	0	No	No	No	No	No	No	No	No	No	No
23	3	2	1	0	No	No	No	No	No	No	No	No	No	No
24	3	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	13
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	185
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 1: Link Road/Old Pueblo Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	125	569	391
2	121	552	379
3	119	541	371
4	111	506	348
5	99	450	309
6	98	444	305
7	96	438	301
8	88	398	274
9	86	393	270
10	85	387	266
11	74	336	231
12	69	313	215
13	68	307	211
14	50	228	156
15	50	228	156
16	35	159	109
17	20	91	63
18	20	91	63
19	11	51	35
20	6	28	20
21	4	17	12
22	1	6	4
23	1	6	4
24	1	6	4

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	694	2	391	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
2	4	673	2	379	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
3	4	660	2	371	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
4	4	617	2	348	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No
5	4	549	2	309	No	Yes	Yes	Yes	No	No	No	Yes	No	No
6	4	542	2	305	No	Yes	Yes	Yes	No	No	No	Yes	No	No
7	4	534	2	301	No	Yes	Yes	Yes	No	No	No	Yes	No	No
8	4	486	2	274	No	Yes	Yes	Yes	No	No	No	No	No	No
9	4	479	2	270	No	No	Yes	Yes	No	No	No	No	No	No
10	4	472	2	266	No	No	Yes	Yes	No	No	No	No	No	No
11	4	410	2	231	No	No	No	Yes	No	No	No	No	No	No
12	4	382	2	215	No	No	No	Yes	No	No	No	No	No	No
13	4	375	2	211	No	No	No	Yes	No	No	No	No	No	No
14	4	278	2	156	No	No	No	No	No	No	No	No	No	No
15	4	278	2	156	No	No	No	No	No	No	No	No	No	No
16	4	194	2	109	No	No	No	No	No	No	No	No	No	No
17	4	111	2	63	No	No	No	No	No	No	No	No	No	No
18	4	111	2	63	No	No	No	No	No	No	No	No	No	No
19	4	62	2	35	No	No	No	No	No	No	No	No	No	No
20	4	34	2	20	No	No	No	No	No	No	No	No	No	No
21	4	21	2	12	No	No	No	No	No	No	No	No	No	No
22	4	7	2	4	No	No	No	No	No	No	No	No	No	No
23	4	7	2	4	No	No	No	No	No	No	No	No	No	No
24	4	7	2	4	No	No	No	No	No	No	No	No	No	No
Hours Met					4	8	10	13	0	0	3	7	3	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	27
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2:55
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	391
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1085
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 2: Link Road/Wilson Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	213	615	283
2	207	597	275
3	202	584	269
4	190	547	252
5	168	486	224
6	166	480	221
7	164	474	218
8	149	431	198
9	147	424	195
10	145	418	192
11	126	363	167
12	117	338	156
13	115	332	153
14	85	246	113
15	85	246	113
16	60	172	79
17	34	98	45
18	34	98	45
19	19	55	25
20	11	31	14
21	6	18	8
22	2	6	3
23	2	6	3
24	2	6	3

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	828	2	283	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
2	3	804	2	275	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
3	3	786	2	269	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
4	3	737	2	252	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
5	3	654	2	224	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No
6	3	646	2	221	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No
7	3	638	2	218	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No
8	3	580	2	198	No	Yes	Yes	Yes	No	No	No	Yes	No	No
9	3	571	2	195	No	Yes	Yes	Yes	No	No	No	Yes	No	No
10	3	563	2	192	No	Yes	Yes	Yes	No	No	No	Yes	No	No
11	3	489	2	167	No	Yes	Yes	Yes	No	No	No	No	No	No
12	3	455	2	156	No	No	Yes	Yes	No	No	No	No	No	No
13	3	447	2	153	No	No	Yes	Yes	No	No	No	No	No	No
14	3	331	2	113	No	No	No	No	No	No	No	No	No	No
15	3	331	2	113	No	No	No	No	No	No	No	No	No	No
16	3	232	2	79	No	No	No	No	No	No	No	No	No	No
17	3	132	2	45	No	No	No	No	No	No	No	No	No	No
18	3	132	2	45	No	No	No	No	No	No	No	No	No	No
19	3	74	2	25	No	No	No	No	No	No	No	No	No	No
20	3	42	2	14	No	No	No	No	No	No	No	No	No	No
21	3	24	2	8	No	No	No	No	No	No	No	No	No	No
22	3	8	2	3	No	No	No	No	No	No	No	No	No	No
23	3	8	2	3	No	No	No	No	No	No	No	No	No	No
24	3	8	2	3	No	No	No	No	No	No	No	No	No	No
Hours Met					7	11	13	13	0	4	7	10	1	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	22.7
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]:mm)	1:46
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	283
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1111
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 3: Wilson Road/Orleans Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	N	W
1	278	465	6
2	270	451	6
3	264	442	6
4	247	414	5
5	220	367	5
6	217	363	5
7	214	358	5
8	195	326	4
9	192	321	4
10	189	316	4
11	164	274	4
12	153	256	3
13	150	251	3
14	111	186	2
15	111	186	2
16	78	130	2
17	44	74	1
18	44	74	1
19	25	42	1
20	14	23	0
21	8	14	0
22	3	5	0
23	3	5	0
24	3	5	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	743	1	6	No	No	No	No	No	No	No	No	No	No
2	2	721	1	6	No	No	No	No	No	No	No	No	No	No
3	2	706	1	6	No	No	No	No	No	No	No	No	No	No
4	2	661	1	5	No	No	No	No	No	No	No	No	No	No
5	2	587	1	5	No	No	No	No	No	No	No	No	No	No
6	2	580	1	5	No	No	No	No	No	No	No	No	No	No
7	2	572	1	5	No	No	No	No	No	No	No	No	No	No
8	2	521	1	4	No	No	No	No	No	No	No	No	No	No
9	2	513	1	4	No	No	No	No	No	No	No	No	No	No
10	2	505	1	4	No	No	No	No	No	No	No	No	No	No
11	2	438	1	4	No	No	No	No	No	No	No	No	No	No
12	2	409	1	3	No	No	No	No	No	No	No	No	No	No
13	2	401	1	3	No	No	No	No	No	No	No	No	No	No
14	2	297	1	2	No	No	No	No	No	No	No	No	No	No
15	2	297	1	2	No	No	No	No	No	No	No	No	No	No
16	2	208	1	2	No	No	No	No	No	No	No	No	No	No
17	2	118	1	1	No	No	No	No	No	No	No	No	No	No
18	2	118	1	1	No	No	No	No	No	No	No	No	No	No
19	2	67	1	1	No	No	No	No	No	No	No	No	No	No
20	2	37	1	0	No	No	No	No	No	No	No	No	No	No
21	2	22	1	0	No	No	No	No	No	No	No	No	No	No
22	2	8	1	0	No	No	No	No	No	No	No	No	No	No
23	2	8	1	0	No	No	No	No	No	No	No	No	No	No
24	2	8	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	6
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	749
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 4: Link Road/Jimmy Camp Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	229	247	287
2	222	240	278
3	218	235	273
4	204	220	255
5	181	195	227
6	179	193	224
7	176	190	221
8	160	173	201
9	158	170	198
10	156	168	195
11	135	146	169
12	126	136	158
13	124	133	155
14	92	99	115
15	92	99	115
16	64	69	80
17	37	40	46
18	37	40	46
19	21	22	26
20	11	12	14
21	7	7	9
22	2	2	3
23	2	2	3
24	2	2	3

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	476	2	287	No	No	Yes	Yes	No	No	No	No	No	No
2	4	462	2	278	No	No	Yes	Yes	No	No	No	No	No	No
3	4	453	2	273	No	No	Yes	Yes	No	No	No	No	No	No
4	4	424	2	255	No	No	Yes	Yes	No	No	No	No	No	No
5	4	376	2	227	No	No	No	Yes	No	No	No	No	No	No
6	4	372	2	224	No	No	No	Yes	No	No	No	No	No	No
7	4	366	2	221	No	No	No	Yes	No	No	No	No	No	No
8	4	333	2	201	No	No	No	No	No	No	No	No	No	No
9	4	328	2	198	No	No	No	No	No	No	No	No	No	No
10	4	324	2	195	No	No	No	No	No	No	No	No	No	No
11	4	281	2	169	No	No	No	No	No	No	No	No	No	No
12	4	262	2	158	No	No	No	No	No	No	No	No	No	No
13	4	257	2	155	No	No	No	No	No	No	No	No	No	No
14	4	191	2	115	No	No	No	No	No	No	No	No	No	No
15	4	191	2	115	No	No	No	No	No	No	No	No	No	No
16	4	133	2	80	No	No	No	No	No	No	No	No	No	No
17	4	77	2	46	No	No	No	No	No	No	No	No	No	No
18	4	77	2	46	No	No	No	No	No	No	No	No	No	No
19	4	43	2	26	No	No	No	No	No	No	No	No	No	No
20	4	23	2	14	No	No	No	No	No	No	No	No	No	No
21	4	14	2	9	No	No	No	No	No	No	No	No	No	No
22	4	4	2	3	No	No	No	No	No	No	No	No	No	No
23	4	4	2	3	No	No	No	No	No	No	No	No	No	No
24	4	4	2	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	4	7	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.4
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	1:13
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	287
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	763
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: Link Road/Progress Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	N	S
1	239	301	31	209
2	232	292	30	203
3	227	286	29	199
4	213	268	28	186
5	189	238	24	165
6	186	235	24	163
7	184	232	24	161
8	167	211	22	146
9	165	208	21	144
10	163	205	21	142
11	141	178	18	123
12	131	166	17	115
13	129	163	17	113
14	96	120	12	84
15	96	120	12	84
16	67	84	9	59
17	38	48	5	33
18	38	48	5	33
19	22	27	3	19
20	12	15	2	10
21	7	9	1	6
22	2	3	0	2
23	2	3	0	2
24	2	3	0	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	540	2	209	No	Yes	Yes	Yes	No	No	No	Yes	No	No
2	6	524	2	203	No	Yes	Yes	Yes	No	No	No	Yes	No	No
3	6	513	2	199	No	Yes	Yes	Yes	No	No	No	Yes	No	No
4	6	481	2	186	No	Yes	Yes	Yes	No	No	No	No	No	No
5	6	427	2	165	No	No	Yes	Yes	No	No	No	No	No	No
6	6	421	2	163	No	No	Yes	Yes	No	No	No	No	No	No
7	6	416	2	161	No	No	No	Yes	No	No	No	No	No	No
8	6	378	2	146	No	No	No	Yes	No	No	No	No	No	No
9	6	373	2	144	No	No	No	Yes	No	No	No	No	No	No
10	6	368	2	142	No	No	No	Yes	No	No	No	No	No	No
11	6	319	2	123	No	No	No	No	No	No	No	No	No	No
12	6	297	2	115	No	No	No	No	No	No	No	No	No	No
13	6	292	2	113	No	No	No	No	No	No	No	No	No	No
14	6	216	2	84	No	No	No	No	No	No	No	No	No	No
15	6	216	2	84	No	No	No	No	No	No	No	No	No	No
16	6	151	2	59	No	No	No	No	No	No	No	No	No	No
17	6	86	2	33	No	No	No	No	No	No	No	No	No	No
18	6	86	2	33	No	No	No	No	No	No	No	No	No	No
19	6	49	2	19	No	No	No	No	No	No	No	No	No	No
20	6	27	2	10	No	No	No	No	No	No	No	No	No	No
21	6	16	2	6	No	No	No	No	No	No	No	No	No	No
22	6	5	2	2	No	No	No	No	No	No	No	No	No	No
23	6	5	2	2	No	No	No	No	No	No	No	No	No	No
24	6	5	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	4	6	10	0	0	0	3	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.5	16.2
Number of Lanes on Minor Street Approach	2	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:07	0:56
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	31	209
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	780	780
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 6: Wilson Road/Progress Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	363	454	209
2	352	440	203
3	345	431	199
4	323	404	186
5	287	359	165
6	283	354	163
7	280	350	161
8	254	318	146
9	250	313	144
10	247	309	142
11	214	268	123
12	200	250	115
13	196	245	113
14	145	182	84
15	145	182	84
16	102	127	59
17	58	73	33
18	58	73	33
19	33	41	19
20	18	23	10
21	11	14	6
22	4	5	2
23	4	5	2
24	4	5	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	817	2	209	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
2	4	792	2	203	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
3	4	776	2	199	No	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
4	4	727	2	186	No	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
5	4	646	2	165	No	Yes	Yes	Yes	No	No	Yes	Yes	No	No
6	4	637	2	163	No	Yes	Yes	Yes	No	No	Yes	Yes	No	No
7	4	630	2	161	No	Yes	Yes	Yes	No	No	Yes	Yes	No	No
8	4	572	2	146	No	No	Yes	Yes	No	No	No	Yes	No	No
9	4	563	2	144	No	No	Yes	Yes	No	No	No	Yes	No	No
10	4	556	2	142	No	No	Yes	Yes	No	No	No	Yes	No	No
11	4	482	2	123	No	No	No	Yes	No	No	No	No	No	No
12	4	450	2	115	No	No	No	Yes	No	No	No	No	No	No
13	4	441	2	113	No	No	No	Yes	No	No	No	No	No	No
14	4	327	2	84	No	No	No	No	No	No	No	No	No	No
15	4	327	2	84	No	No	No	No	No	No	No	No	No	No
16	4	229	2	59	No	No	No	No	No	No	No	No	No	No
17	4	131	2	33	No	No	No	No	No	No	No	No	No	No
18	4	131	2	33	No	No	No	No	No	No	No	No	No	No
19	4	74	2	19	No	No	No	No	No	No	No	No	No	No
20	4	41	2	10	No	No	No	No	No	No	No	No	No	No
21	4	25	2	6	No	No	No	No	No	No	No	No	No	No
22	4	9	2	2	No	No	No	No	No	No	No	No	No	No
23	4	9	2	2	No	No	No	No	No	No	No	No	No	No
24	4	9	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					2	7	10	13	0	4	7	10	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	35.8
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	2:04
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	209
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1026
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 7: Orleans Road/Gould Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	3	11	3
2	3	11	3
3	3	10	3
4	3	10	3
5	2	9	2
6	2	9	2
7	2	8	2
8	2	8	2
9	2	8	2
10	2	7	2
11	2	6	2
12	2	6	2
13	2	6	2
14	1	4	1
15	1	4	1
16	1	3	1
17	0	2	0
18	0	2	0
19	0	1	0
20	0	1	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	14	1	3	No	No	No	No	No	No	No	No	No	No
2	2	14	1	3	No	No	No	No	No	No	No	No	No	No
3	2	13	1	3	No	No	No	No	No	No	No	No	No	No
4	2	13	1	3	No	No	No	No	No	No	No	No	No	No
5	2	11	1	2	No	No	No	No	No	No	No	No	No	No
6	2	11	1	2	No	No	No	No	No	No	No	No	No	No
7	2	10	1	2	No	No	No	No	No	No	No	No	No	No
8	2	10	1	2	No	No	No	No	No	No	No	No	No	No
9	2	10	1	2	No	No	No	No	No	No	No	No	No	No
10	2	9	1	2	No	No	No	No	No	No	No	No	No	No
11	2	8	1	2	No	No	No	No	No	No	No	No	No	No
12	2	8	1	2	No	No	No	No	No	No	No	No	No	No
13	2	8	1	2	No	No	No	No	No	No	No	No	No	No
14	2	5	1	1	No	No	No	No	No	No	No	No	No	No
15	2	5	1	1	No	No	No	No	No	No	No	No	No	No
16	2	4	1	1	No	No	No	No	No	No	No	No	No	No
17	2	2	1	0	No	No	No	No	No	No	No	No	No	No
18	2	2	1	0	No	No	No	No	No	No	No	No	No	No
19	2	1	1	0	No	No	No	No	No	No	No	No	No	No
20	2	1	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	3
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	17
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 8: Wilson Road/Access 1

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	87	562	275
2	84	545	267
3	83	534	261
4	77	500	245
5	69	444	217
6	68	438	215
7	67	433	212
8	61	393	193
9	60	388	190
10	59	382	187
11	51	332	162
12	48	309	151
13	47	303	149
14	35	225	110
15	35	225	110
16	24	157	77
17	14	90	44
18	14	90	44
19	8	51	25
20	4	28	14
21	3	17	8
22	1	6	3
23	1	6	3
24	1	6	3

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	649	2	275	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No
2	3	629	2	267	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No
3	3	617	2	261	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No
4	3	577	2	245	No	Yes	Yes	Yes	No	No	No	Yes	No	No
5	3	513	2	217	No	Yes	Yes	Yes	No	No	No	Yes	No	No
6	3	506	2	215	No	Yes	Yes	Yes	No	No	No	Yes	No	No
7	3	500	2	212	No	Yes	Yes	Yes	No	No	No	No	No	No
8	3	454	2	193	No	No	Yes	Yes	No	No	No	No	No	No
9	3	448	2	190	No	No	Yes	Yes	No	No	No	No	No	No
10	3	441	2	187	No	No	Yes	Yes	No	No	No	No	No	No
11	3	383	2	162	No	No	No	Yes	No	No	No	No	No	No
12	3	357	2	151	No	No	No	Yes	No	No	No	No	No	No
13	3	350	2	149	No	No	No	Yes	No	No	No	No	No	No
14	3	260	2	110	No	No	No	No	No	No	No	No	No	No
15	3	260	2	110	No	No	No	No	No	No	No	No	No	No
16	3	181	2	77	No	No	No	No	No	No	No	No	No	No
17	3	104	2	44	No	No	No	No	No	No	No	No	No	No
18	3	104	2	44	No	No	No	No	No	No	No	No	No	No
19	3	59	2	25	No	No	No	No	No	No	No	No	No	No
20	3	32	2	14	No	No	No	No	No	No	No	No	No	No
21	3	20	2	8	No	No	No	No	No	No	No	No	No	No
22	3	7	2	3	No	No	No	No	No	No	No	No	No	No
23	3	7	2	3	No	No	No	No	No	No	No	No	No	No
24	3	7	2	3	No	No	No	No	No	No	No	No	No	No
Hours Met					3	7	10	13	0	0	1	6	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.2
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	1:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	275
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	924
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 9: Wilson Road/Access 2

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	0	114	66
2	0	111	64
3	0	108	63
4	0	101	59
5	0	90	52
6	0	89	51
7	0	88	51
8	0	80	46
9	0	79	46
10	0	78	45
11	0	67	39
12	0	63	36
13	0	62	36
14	0	46	26
15	0	46	26
16	0	32	18
17	0	18	11
18	0	18	11
19	0	10	6
20	0	6	3
21	0	3	2
22	0	1	1
23	0	1	1
24	0	1	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	114	2	66	No	No	No	No	No	No	No	No	No	No
2	3	111	2	64	No	No	No	No	No	No	No	No	No	No
3	3	108	2	63	No	No	No	No	No	No	No	No	No	No
4	3	101	2	59	No	No	No	No	No	No	No	No	No	No
5	3	90	2	52	No	No	No	No	No	No	No	No	No	No
6	3	89	2	51	No	No	No	No	No	No	No	No	No	No
7	3	88	2	51	No	No	No	No	No	No	No	No	No	No
8	3	80	2	46	No	No	No	No	No	No	No	No	No	No
9	3	79	2	46	No	No	No	No	No	No	No	No	No	No
10	3	78	2	45	No	No	No	No	No	No	No	No	No	No
11	3	67	2	39	No	No	No	No	No	No	No	No	No	No
12	3	63	2	36	No	No	No	No	No	No	No	No	No	No
13	3	62	2	36	No	No	No	No	No	No	No	No	No	No
14	3	46	2	26	No	No	No	No	No	No	No	No	No	No
15	3	46	2	26	No	No	No	No	No	No	No	No	No	No
16	3	32	2	18	No	No	No	No	No	No	No	No	No	No
17	3	18	2	11	No	No	No	No	No	No	No	No	No	No
18	3	18	2	11	No	No	No	No	No	No	No	No	No	No
19	3	10	2	6	No	No	No	No	No	No	No	No	No	No
20	3	6	2	3	No	No	No	No	No	No	No	No	No	No
21	3	3	2	2	No	No	No	No	No	No	No	No	No	No
22	3	1	2	1	No	No	No	No	No	No	No	No	No	No
23	3	1	2	1	No	No	No	No	No	No	No	No	No	No
24	3	1	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.8
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:09
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	66
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	180
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 11: Access 1/Res 1

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	101	441	49	126
2	98	428	48	122
3	96	419	47	120
4	90	392	44	112
5	80	348	39	100
6	79	344	38	98
7	78	340	38	97
8	71	309	34	88
9	70	304	34	87
10	69	300	33	86
11	60	260	29	74
12	56	243	27	69
13	55	238	26	68
14	40	176	20	50
15	40	176	20	50
16	28	123	14	35
17	16	71	8	20
18	16	71	8	20
19	9	40	4	11
20	5	22	2	6
21	3	13	1	4
22	1	4	0	1
23	1	4	0	1
24	1	4	0	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	542	2	126	No	No	No	Yes	No	No	No	Yes	No	No
2	4	526	2	122	No	No	No	Yes	No	No	No	Yes	No	No
3	4	515	2	120	No	No	No	Yes	No	No	No	Yes	No	No
4	4	482	2	112	No	No	No	Yes	No	No	No	No	No	No
5	4	428	2	100	No	No	No	No	No	No	No	No	No	No
6	4	423	2	98	No	No	No	No	No	No	No	No	No	No
7	4	418	2	97	No	No	No	No	No	No	No	No	No	No
8	4	380	2	88	No	No	No	No	No	No	No	No	No	No
9	4	374	2	87	No	No	No	No	No	No	No	No	No	No
10	4	369	2	86	No	No	No	No	No	No	No	No	No	No
11	4	320	2	74	No	No	No	No	No	No	No	No	No	No
12	4	299	2	69	No	No	No	No	No	No	No	No	No	No
13	4	293	2	68	No	No	No	No	No	No	No	No	No	No
14	4	216	2	50	No	No	No	No	No	No	No	No	No	No
15	4	216	2	50	No	No	No	No	No	No	No	No	No	No
16	4	151	2	35	No	No	No	No	No	No	No	No	No	No
17	4	87	2	20	No	No	No	No	No	No	No	No	No	No
18	4	87	2	20	No	No	No	No	No	No	No	No	No	No
19	4	49	2	11	No	No	No	No	No	No	No	No	No	No
20	4	27	2	6	No	No	No	No	No	No	No	No	No	No
21	4	16	2	4	No	No	No	No	No	No	No	No	No	No
22	4	5	2	1	No	No	No	No	No	No	No	No	No	No
23	4	5	2	1	No	No	No	No	No	No	No	No	No	No
24	4	5	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	4	0	0	0	3	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.1	22.6
Number of Lanes on Minor Street Approach	2	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:07	0:47
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	49	126
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	717	717
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 12: Access 1/Res 3

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	5	138	18	63
2	5	134	17	61
3	5	131	17	60
4	4	123	16	56
5	4	109	14	50
6	4	108	14	49
7	4	106	14	49
8	4	97	13	44
9	3	95	12	43
10	3	94	12	43
11	3	81	11	37
12	3	76	10	35
13	3	75	10	34
14	2	55	7	25
15	2	55	7	25
16	1	39	5	18
17	1	22	3	10
18	1	22	3	10
19	0	12	2	6
20	0	7	1	3
21	0	4	1	2
22	0	1	0	1
23	0	1	0	1
24	0	1	0	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	143	2	63	No	No	No	No	No	No	No	No	No	No
2	4	139	2	61	No	No	No	No	No	No	No	No	No	No
3	4	136	2	60	No	No	No	No	No	No	No	No	No	No
4	4	127	2	56	No	No	No	No	No	No	No	No	No	No
5	4	113	2	50	No	No	No	No	No	No	No	No	No	No
6	4	112	2	49	No	No	No	No	No	No	No	No	No	No
7	4	110	2	49	No	No	No	No	No	No	No	No	No	No
8	4	101	2	44	No	No	No	No	No	No	No	No	No	No
9	4	98	2	43	No	No	No	No	No	No	No	No	No	No
10	4	97	2	43	No	No	No	No	No	No	No	No	No	No
11	4	84	2	37	No	No	No	No	No	No	No	No	No	No
12	4	79	2	35	No	No	No	No	No	No	No	No	No	No
13	4	78	2	34	No	No	No	No	No	No	No	No	No	No
14	4	57	2	25	No	No	No	No	No	No	No	No	No	No
15	4	57	2	25	No	No	No	No	No	No	No	No	No	No
16	4	40	2	18	No	No	No	No	No	No	No	No	No	No
17	4	23	2	10	No	No	No	No	No	No	No	No	No	No
18	4	23	2	10	No	No	No	No	No	No	No	No	No	No
19	4	12	2	6	No	No	No	No	No	No	No	No	No	No
20	4	7	2	3	No	No	No	No	No	No	No	No	No	No
21	4	4	2	2	No	No	No	No	No	No	No	No	No	No
22	4	1	2	1	No	No	No	No	No	No	No	No	No	No
23	4	1	2	1	No	No	No	No	No	No	No	No	No	No
24	4	1	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.4	9.9
Number of Lanes on Minor Street Approach	1	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:02	0:10
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	18	63
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	224	224
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 13: Access 1/Res 2

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	78	175	23
2	76	170	22
3	74	166	22
4	69	156	20
5	62	138	18
6	61	137	18
7	60	135	18
8	55	122	16
9	54	121	16
10	53	119	16
11	46	103	14
12	43	96	13
13	42	95	12
14	31	70	9
15	31	70	9
16	22	49	6
17	12	28	4
18	12	28	4
19	7	16	2
20	4	9	1
21	2	5	1
22	1	2	0
23	1	2	0
24	1	2	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	253	1	23	No	No	No	No	No	No	No	No	No	No
2	3	246	1	22	No	No	No	No	No	No	No	No	No	No
3	3	240	1	22	No	No	No	No	No	No	No	No	No	No
4	3	225	1	20	No	No	No	No	No	No	No	No	No	No
5	3	200	1	18	No	No	No	No	No	No	No	No	No	No
6	3	198	1	18	No	No	No	No	No	No	No	No	No	No
7	3	195	1	18	No	No	No	No	No	No	No	No	No	No
8	3	177	1	16	No	No	No	No	No	No	No	No	No	No
9	3	175	1	16	No	No	No	No	No	No	No	No	No	No
10	3	172	1	16	No	No	No	No	No	No	No	No	No	No
11	3	149	1	14	No	No	No	No	No	No	No	No	No	No
12	3	139	1	13	No	No	No	No	No	No	No	No	No	No
13	3	137	1	12	No	No	No	No	No	No	No	No	No	No
14	3	101	1	9	No	No	No	No	No	No	No	No	No	No
15	3	101	1	9	No	No	No	No	No	No	No	No	No	No
16	3	71	1	6	No	No	No	No	No	No	No	No	No	No
17	3	40	1	4	No	No	No	No	No	No	No	No	No	No
18	3	40	1	4	No	No	No	No	No	No	No	No	No	No
19	3	23	1	2	No	No	No	No	No	No	No	No	No	No
20	3	13	1	1	No	No	No	No	No	No	No	No	No	No
21	3	7	1	1	No	No	No	No	No	No	No	No	No	No
22	3	3	1	0	No	No	No	No	No	No	No	No	No	No
23	3	3	1	0	No	No	No	No	No	No	No	No	No	No
24	3	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:03
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	23
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	276
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 14: Wilson Road/Fire Station Access

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	66	122	21
2	64	118	20
3	63	116	20
4	59	109	19
5	52	96	17
6	51	95	16
7	51	94	16
8	46	85	15
9	46	84	14
10	45	83	14
11	39	72	12
12	36	67	12
13	36	66	11
14	26	49	8
15	26	49	8
16	18	34	6
17	11	20	3
18	11	20	3
19	6	11	2
20	3	6	1
21	2	4	1
22	1	1	0
23	1	1	0
24	1	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	188	1	21	No	No	No	No	No	No	No	No	No	No
2	3	182	1	20	No	No	No	No	No	No	No	No	No	No
3	3	179	1	20	No	No	No	No	No	No	No	No	No	No
4	3	168	1	19	No	No	No	No	No	No	No	No	No	No
5	3	148	1	17	No	No	No	No	No	No	No	No	No	No
6	3	146	1	16	No	No	No	No	No	No	No	No	No	No
7	3	145	1	16	No	No	No	No	No	No	No	No	No	No
8	3	131	1	15	No	No	No	No	No	No	No	No	No	No
9	3	130	1	14	No	No	No	No	No	No	No	No	No	No
10	3	128	1	14	No	No	No	No	No	No	No	No	No	No
11	3	111	1	12	No	No	No	No	No	No	No	No	No	No
12	3	103	1	12	No	No	No	No	No	No	No	No	No	No
13	3	102	1	11	No	No	No	No	No	No	No	No	No	No
14	3	75	1	8	No	No	No	No	No	No	No	No	No	No
15	3	75	1	8	No	No	No	No	No	No	No	No	No	No
16	3	52	1	6	No	No	No	No	No	No	No	No	No	No
17	3	31	1	3	No	No	No	No	No	No	No	No	No	No
18	3	31	1	3	No	No	No	No	No	No	No	No	No	No
19	3	17	1	2	No	No	No	No	No	No	No	No	No	No
20	3	9	1	1	No	No	No	No	No	No	No	No	No	No
21	3	6	1	1	No	No	No	No	No	No	No	No	No	No
22	3	2	1	0	No	No	No	No	No	No	No	No	No	No
23	3	2	1	0	No	No	No	No	No	No	No	No	No	No
24	3	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:03
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	21
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	209
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 1: Wilson Road/Old Pueblo Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	39	108	163
2	38	105	158
3	37	103	155
4	35	96	145
5	31	85	129
6	30	84	127
7	30	83	126
8	27	76	114
9	27	75	112
10	27	73	111
11	23	64	96
12	21	59	90
13	21	58	88
14	16	43	65
15	16	43	65
16	11	30	46
17	6	17	26
18	6	17	26
19	4	10	15
20	2	5	8
21	1	3	5
22	0	1	2
23	0	1	2
24	0	1	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	147	2	163	No	No	No	No	No	No	No	No	No	No
2	4	143	2	158	No	No	No	No	No	No	No	No	No	No
3	4	140	2	155	No	No	No	No	No	No	No	No	No	No
4	4	131	2	145	No	No	No	No	No	No	No	No	No	No
5	4	116	2	129	No	No	No	No	No	No	No	No	No	No
6	4	114	2	127	No	No	No	No	No	No	No	No	No	No
7	4	113	2	126	No	No	No	No	No	No	No	No	No	No
8	4	103	2	114	No	No	No	No	No	No	No	No	No	No
9	4	102	2	112	No	No	No	No	No	No	No	No	No	No
10	4	100	2	111	No	No	No	No	No	No	No	No	No	No
11	4	87	2	96	No	No	No	No	No	No	No	No	No	No
12	4	80	2	90	No	No	No	No	No	No	No	No	No	No
13	4	79	2	88	No	No	No	No	No	No	No	No	No	No
14	4	59	2	65	No	No	No	No	No	No	No	No	No	No
15	4	59	2	65	No	No	No	No	No	No	No	No	No	No
16	4	41	2	46	No	No	No	No	No	No	No	No	No	No
17	4	23	2	26	No	No	No	No	No	No	No	No	No	No
18	4	23	2	26	No	No	No	No	No	No	No	No	No	No
19	4	14	2	15	No	No	No	No	No	No	No	No	No	No
20	4	7	2	8	No	No	No	No	No	No	No	No	No	No
21	4	4	2	5	No	No	No	No	No	No	No	No	No	No
22	4	1	2	2	No	No	No	No	No	No	No	No	No	No
23	4	1	2	2	No	No	No	No	No	No	No	No	No	No
24	4	1	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.2
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:25
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	163
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	310
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 3: Wilson Road/Orleans Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	295	138	4
2	286	134	4
3	280	131	4
4	263	123	4
5	233	109	3
6	230	108	3
7	227	106	3
8	207	97	3
9	204	95	3
10	201	94	3
11	174	81	2
12	162	76	2
13	159	75	2
14	118	55	2
15	118	55	2
16	83	39	1
17	47	22	1
18	47	22	1
19	27	12	0
20	15	7	0
21	9	4	0
22	3	1	0
23	3	1	0
24	3	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	433	1	4	No	No	No	No	No	No	No	No	No	No
2	2	420	1	4	No	No	No	No	No	No	No	No	No	No
3	2	411	1	4	No	No	No	No	No	No	No	No	No	No
4	2	386	1	4	No	No	No	No	No	No	No	No	No	No
5	2	342	1	3	No	No	No	No	No	No	No	No	No	No
6	2	338	1	3	No	No	No	No	No	No	No	No	No	No
7	2	333	1	3	No	No	No	No	No	No	No	No	No	No
8	2	304	1	3	No	No	No	No	No	No	No	No	No	No
9	2	299	1	3	No	No	No	No	No	No	No	No	No	No
10	2	295	1	3	No	No	No	No	No	No	No	No	No	No
11	2	255	1	2	No	No	No	No	No	No	No	No	No	No
12	2	238	1	2	No	No	No	No	No	No	No	No	No	No
13	2	234	1	2	No	No	No	No	No	No	No	No	No	No
14	2	173	1	2	No	No	No	No	No	No	No	No	No	No
15	2	173	1	2	No	No	No	No	No	No	No	No	No	No
16	2	122	1	1	No	No	No	No	No	No	No	No	No	No
17	2	69	1	1	No	No	No	No	No	No	No	No	No	No
18	2	69	1	1	No	No	No	No	No	No	No	No	No	No
19	2	39	1	0	No	No	No	No	No	No	No	No	No	No
20	2	22	1	0	No	No	No	No	No	No	No	No	No	No
21	2	13	1	0	No	No	No	No	No	No	No	No	No	No
22	2	4	1	0	No	No	No	No	No	No	No	No	No	No
23	2	4	1	0	No	No	No	No	No	No	No	No	No	No
24	2	4	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	4
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	437
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 4: Link Road/Jimmy Camp Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	100	35	224
2	97	34	217
3	95	33	213
4	89	31	199
5	79	28	177
6	78	27	175
7	77	27	172
8	70	25	157
9	69	24	155
10	68	24	152
11	59	21	132
12	55	19	123
13	54	19	121
14	40	14	90
15	40	14	90
16	28	10	63
17	16	6	36
18	16	6	36
19	9	3	20
20	5	2	11
21	3	1	7
22	1	0	2
23	1	0	2
24	1	0	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	135	2	224	No	No	No	No	No	No	No	No	No	No
2	3	131	2	217	No	No	No	No	No	No	No	No	No	No
3	3	128	2	213	No	No	No	No	No	No	No	No	No	No
4	3	120	2	199	No	No	No	No	No	No	No	No	No	No
5	3	107	2	177	No	No	No	No	No	No	No	No	No	No
6	3	105	2	175	No	No	No	No	No	No	No	No	No	No
7	3	104	2	172	No	No	No	No	No	No	No	No	No	No
8	3	95	2	157	No	No	No	No	No	No	No	No	No	No
9	3	93	2	155	No	No	No	No	No	No	No	No	No	No
10	3	92	2	152	No	No	No	No	No	No	No	No	No	No
11	3	80	2	132	No	No	No	No	No	No	No	No	No	No
12	3	74	2	123	No	No	No	No	No	No	No	No	No	No
13	3	73	2	121	No	No	No	No	No	No	No	No	No	No
14	3	54	2	90	No	No	No	No	No	No	No	No	No	No
15	3	54	2	90	No	No	No	No	No	No	No	No	No	No
16	3	38	2	63	No	No	No	No	No	No	No	No	No	No
17	3	22	2	36	No	No	No	No	No	No	No	No	No	No
18	3	22	2	36	No	No	No	No	No	No	No	No	No	No
19	3	12	2	20	No	No	No	No	No	No	No	No	No	No
20	3	7	2	11	No	No	No	No	No	No	No	No	No	No
21	3	4	2	7	No	No	No	No	No	No	No	No	No	No
22	3	1	2	2	No	No	No	No	No	No	No	No	No	No
23	3	1	2	2	No	No	No	No	No	No	No	No	No	No
24	3	1	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.6
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:39
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	224
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	359
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: Link Road/Progress Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	N	S
1	125	116	67	134
2	121	113	65	130
3	119	110	64	127
4	111	103	60	119
5	99	92	53	106
6	98	90	52	105
7	96	89	52	103
8	88	81	47	94
9	86	80	46	92
10	85	79	46	91
11	74	68	40	79
12	69	64	37	74
13	68	63	36	72
14	50	46	27	54
15	50	46	27	54
16	35	32	19	38
17	20	19	11	21
18	20	19	11	21
19	11	10	6	12
20	6	6	3	7
21	4	3	2	4
22	1	1	1	1
23	1	1	1	1
24	1	1	1	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	241	2	134	No	No	No	No	No	No	No	No	No	No
2	6	234	2	130	No	No	No	No	No	No	No	No	No	No
3	6	229	2	127	No	No	No	No	No	No	No	No	No	No
4	6	214	2	119	No	No	No	No	No	No	No	No	No	No
5	6	191	2	106	No	No	No	No	No	No	No	No	No	No
6	6	188	2	105	No	No	No	No	No	No	No	No	No	No
7	6	185	2	103	No	No	No	No	No	No	No	No	No	No
8	6	169	2	94	No	No	No	No	No	No	No	No	No	No
9	6	166	2	92	No	No	No	No	No	No	No	No	No	No
10	6	164	2	91	No	No	No	No	No	No	No	No	No	No
11	6	142	2	79	No	No	No	No	No	No	No	No	No	No
12	6	133	2	74	No	No	No	No	No	No	No	No	No	No
13	6	131	2	72	No	No	No	No	No	No	No	No	No	No
14	6	96	2	54	No	No	No	No	No	No	No	No	No	No
15	6	96	2	54	No	No	No	No	No	No	No	No	No	No
16	6	67	2	38	No	No	No	No	No	No	No	No	No	No
17	6	39	2	21	No	No	No	No	No	No	No	No	No	No
18	6	39	2	21	No	No	No	No	No	No	No	No	No	No
19	6	21	2	12	No	No	No	No	No	No	No	No	No	No
20	6	12	2	7	No	No	No	No	No	No	No	No	No	No
21	6	7	2	4	No	No	No	No	No	No	No	No	No	No
22	6	2	2	1	No	No	No	No	No	No	No	No	No	No
23	6	2	2	1	No	No	No	No	No	No	No	No	No	No
24	6	2	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.3	10.8
Number of Lanes on Minor Street Approach	2	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:11	0:24
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	67	134
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	442	442
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 6: Wilson Road/Progress Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	58	170	57
2	56	165	55
3	55	162	54
4	52	151	51
5	46	134	45
6	45	133	44
7	45	131	44
8	41	119	40
9	40	117	39
10	39	116	39
11	34	100	34
12	32	94	31
13	31	92	31
14	23	68	23
15	23	68	23
16	16	48	16
17	9	27	9
18	9	27	9
19	5	15	5
20	3	9	3
21	2	5	2
22	1	2	1
23	1	2	1
24	1	2	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	228	2	57	No	No	No	No	No	No	No	No	No	No
2	3	221	2	55	No	No	No	No	No	No	No	No	No	No
3	3	217	2	54	No	No	No	No	No	No	No	No	No	No
4	3	203	2	51	No	No	No	No	No	No	No	No	No	No
5	3	180	2	45	No	No	No	No	No	No	No	No	No	No
6	3	178	2	44	No	No	No	No	No	No	No	No	No	No
7	3	176	2	44	No	No	No	No	No	No	No	No	No	No
8	3	160	2	40	No	No	No	No	No	No	No	No	No	No
9	3	157	2	39	No	No	No	No	No	No	No	No	No	No
10	3	155	2	39	No	No	No	No	No	No	No	No	No	No
11	3	134	2	34	No	No	No	No	No	No	No	No	No	No
12	3	126	2	31	No	No	No	No	No	No	No	No	No	No
13	3	123	2	31	No	No	No	No	No	No	No	No	No	No
14	3	91	2	23	No	No	No	No	No	No	No	No	No	No
15	3	91	2	23	No	No	No	No	No	No	No	No	No	No
16	3	64	2	16	No	No	No	No	No	No	No	No	No	No
17	3	36	2	9	No	No	No	No	No	No	No	No	No	No
18	3	36	2	9	No	No	No	No	No	No	No	No	No	No
19	3	20	2	5	No	No	No	No	No	No	No	No	No	No
20	3	12	2	3	No	No	No	No	No	No	No	No	No	No
21	3	7	2	2	No	No	No	No	No	No	No	No	No	No
22	3	3	2	1	No	No	No	No	No	No	No	No	No	No
23	3	3	2	1	No	No	No	No	No	No	No	No	No	No
24	3	3	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.1
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:08
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	57
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	285
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 7: Orleans Road/Gould Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	4	2	2
2	4	2	2
3	4	2	2
4	4	2	2
5	3	2	2
6	3	2	2
7	3	2	2
8	3	1	1
9	3	1	1
10	3	1	1
11	2	1	1
12	2	1	1
13	2	1	1
14	2	1	1
15	2	1	1
16	1	1	1
17	1	0	0
18	1	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	6	1	2	No	No	No	No	No	No	No	No	No	No
2	2	6	1	2	No	No	No	No	No	No	No	No	No	No
3	2	6	1	2	No	No	No	No	No	No	No	No	No	No
4	2	6	1	2	No	No	No	No	No	No	No	No	No	No
5	2	5	1	2	No	No	No	No	No	No	No	No	No	No
6	2	5	1	2	No	No	No	No	No	No	No	No	No	No
7	2	5	1	2	No	No	No	No	No	No	No	No	No	No
8	2	4	1	1	No	No	No	No	No	No	No	No	No	No
9	2	4	1	1	No	No	No	No	No	No	No	No	No	No
10	2	4	1	1	No	No	No	No	No	No	No	No	No	No
11	2	3	1	1	No	No	No	No	No	No	No	No	No	No
12	2	3	1	1	No	No	No	No	No	No	No	No	No	No
13	2	3	1	1	No	No	No	No	No	No	No	No	No	No
14	2	3	1	1	No	No	No	No	No	No	No	No	No	No
15	2	3	1	1	No	No	No	No	No	No	No	No	No	No
16	2	2	1	1	No	No	No	No	No	No	No	No	No	No
17	2	1	1	0	No	No	No	No	No	No	No	No	No	No
18	2	1	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	2
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	8
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 16: Wilson Road/Jimmy Camp Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	236	150	48	237
2	229	146	47	230
3	224	143	46	225
4	210	134	43	211
5	186	119	38	187
6	184	117	37	185
7	182	116	37	182
8	165	105	34	166
9	163	103	33	164
10	160	102	33	161
11	139	89	28	140
12	130	83	26	130
13	127	81	26	128
14	94	60	19	95
15	94	60	19	95
16	66	42	13	66
17	38	24	8	38
18	38	24	8	38
19	21	14	4	21
20	12	8	2	12
21	7	5	1	7
22	2	2	0	2
23	2	2	0	2
24	2	2	0	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	386	2	237	No	No	No	Yes	No	No	No	No	No	No
2	4	375	2	230	No	No	No	Yes	No	No	No	No	No	No
3	4	367	2	225	No	No	No	Yes	No	No	No	No	No	No
4	4	344	2	211	No	No	No	Yes	No	No	No	No	No	No
5	4	305	2	187	No	No	No	No	No	No	No	No	No	No
6	4	301	2	185	No	No	No	No	No	No	No	No	No	No
7	4	298	2	182	No	No	No	No	No	No	No	No	No	No
8	4	270	2	166	No	No	No	No	No	No	No	No	No	No
9	4	266	2	164	No	No	No	No	No	No	No	No	No	No
10	4	262	2	161	No	No	No	No	No	No	No	No	No	No
11	4	228	2	140	No	No	No	No	No	No	No	No	No	No
12	4	213	2	130	No	No	No	No	No	No	No	No	No	No
13	4	208	2	128	No	No	No	No	No	No	No	No	No	No
14	4	154	2	95	No	No	No	No	No	No	No	No	No	No
15	4	154	2	95	No	No	No	No	No	No	No	No	No	No
16	4	108	2	66	No	No	No	No	No	No	No	No	No	No
17	4	62	2	38	No	No	No	No	No	No	No	No	No	No
18	4	62	2	38	No	No	No	No	No	No	No	No	No	No
19	4	35	2	21	No	No	No	No	No	No	No	No	No	No
20	4	20	2	12	No	No	No	No	No	No	No	No	No	No
21	4	12	2	7	No	No	No	No	No	No	No	No	No	No
22	4	4	2	2	No	No	No	No	No	No	No	No	No	No
23	4	4	2	2	No	No	No	No	No	No	No	No	No	No
24	4	4	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	4	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.7	11.2
Number of Lanes on Minor Street Approach	2	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:10	0:44
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	48	237
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	671	671
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 17: Orleans Road/Jimmy Camp Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	56	71	12	12
2	54	69	12	12
3	53	67	11	11
4	50	63	11	11
5	44	56	9	9
6	44	55	9	9
7	43	55	9	9
8	39	50	8	8
9	39	49	8	8
10	38	48	8	8
11	33	42	7	7
12	31	39	7	7
13	30	38	6	6
14	22	28	5	5
15	22	28	5	5
16	16	20	3	3
17	9	11	2	2
18	9	11	2	2
19	5	6	1	1
20	3	4	1	1
21	2	2	0	0
22	1	1	0	0
23	1	1	0	0
24	1	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	127	1	12	No	No	No	No	No	No	No	No	No	No
2	3	123	1	12	No	No	No	No	No	No	No	No	No	No
3	3	120	1	11	No	No	No	No	No	No	No	No	No	No
4	3	113	1	11	No	No	No	No	No	No	No	No	No	No
5	3	100	1	9	No	No	No	No	No	No	No	No	No	No
6	3	99	1	9	No	No	No	No	No	No	No	No	No	No
7	3	98	1	9	No	No	No	No	No	No	No	No	No	No
8	3	89	1	8	No	No	No	No	No	No	No	No	No	No
9	3	88	1	8	No	No	No	No	No	No	No	No	No	No
10	3	86	1	8	No	No	No	No	No	No	No	No	No	No
11	3	75	1	7	No	No	No	No	No	No	No	No	No	No
12	3	70	1	7	No	No	No	No	No	No	No	No	No	No
13	3	68	1	6	No	No	No	No	No	No	No	No	No	No
14	3	50	1	5	No	No	No	No	No	No	No	No	No	No
15	3	50	1	5	No	No	No	No	No	No	No	No	No	No
16	3	36	1	3	No	No	No	No	No	No	No	No	No	No
17	3	20	1	2	No	No	No	No	No	No	No	No	No	No
18	3	20	1	2	No	No	No	No	No	No	No	No	No	No
19	3	11	1	1	No	No	No	No	No	No	No	No	No	No
20	3	7	1	1	No	No	No	No	No	No	No	No	No	No
21	3	4	1	0	No	No	No	No	No	No	No	No	No	No
22	3	2	1	0	No	No	No	No	No	No	No	No	No	No
23	3	2	1	0	No	No	No	No	No	No	No	No	No	No
24	3	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.4	9.4
Number of Lanes on Minor Street Approach	2	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:01	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	12	12
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	151	151
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 1: Wilson Road/Old Pueblo Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	48	483	113
2	47	469	110
3	46	459	107
4	43	430	101
5	38	382	89
6	37	377	88
7	37	372	87
8	34	338	79
9	33	333	78
10	33	328	77
11	28	285	67
12	26	266	62
13	26	261	61
14	19	193	45
15	19	193	45
16	13	135	32
17	8	77	18
18	8	77	18
19	4	43	10
20	2	24	6
21	1	14	3
22	0	5	1
23	0	5	1
24	0	5	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	531	2	113	No	No	No	Yes	No	No	No	Yes	No	No
2	4	516	2	110	No	No	No	No	No	No	No	Yes	No	No
3	4	505	2	107	No	No	No	No	No	No	No	Yes	No	No
4	4	473	2	101	No	No	No	No	No	No	No	No	No	No
5	4	420	2	89	No	No	No	No	No	No	No	No	No	No
6	4	414	2	88	No	No	No	No	No	No	No	No	No	No
7	4	409	2	87	No	No	No	No	No	No	No	No	No	No
8	4	372	2	79	No	No	No	No	No	No	No	No	No	No
9	4	366	2	78	No	No	No	No	No	No	No	No	No	No
10	4	361	2	77	No	No	No	No	No	No	No	No	No	No
11	4	313	2	67	No	No	No	No	No	No	No	No	No	No
12	4	292	2	62	No	No	No	No	No	No	No	No	No	No
13	4	287	2	61	No	No	No	No	No	No	No	No	No	No
14	4	212	2	45	No	No	No	No	No	No	No	No	No	No
15	4	212	2	45	No	No	No	No	No	No	No	No	No	No
16	4	148	2	32	No	No	No	No	No	No	No	No	No	No
17	4	85	2	18	No	No	No	No	No	No	No	No	No	No
18	4	85	2	18	No	No	No	No	No	No	No	No	No	No
19	4	47	2	10	No	No	No	No	No	No	No	No	No	No
20	4	26	2	6	No	No	No	No	No	No	No	No	No	No
21	4	15	2	3	No	No	No	No	No	No	No	No	No	No
22	4	5	2	1	No	No	No	No	No	No	No	No	No	No
23	4	5	2	1	No	No	No	No	No	No	No	No	No	No
24	4	5	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	1	0	0	0	3	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.9
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:18
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	113
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	644
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 3: Wilson Road/Orleans Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	228	313	4
2	221	304	4
3	217	297	4
4	203	279	4
5	180	247	3
6	178	244	3
7	176	241	3
8	160	219	3
9	157	216	3
10	155	213	3
11	135	185	2
12	125	172	2
13	123	169	2
14	91	125	2
15	91	125	2
16	64	88	1
17	36	50	1
18	36	50	1
19	21	28	0
20	11	16	0
21	7	9	0
22	2	3	0
23	2	3	0
24	2	3	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	541	1	4	No	No	No	No	No	No	No	No	No	No
2	2	525	1	4	No	No	No	No	No	No	No	No	No	No
3	2	514	1	4	No	No	No	No	No	No	No	No	No	No
4	2	482	1	4	No	No	No	No	No	No	No	No	No	No
5	2	427	1	3	No	No	No	No	No	No	No	No	No	No
6	2	422	1	3	No	No	No	No	No	No	No	No	No	No
7	2	417	1	3	No	No	No	No	No	No	No	No	No	No
8	2	379	1	3	No	No	No	No	No	No	No	No	No	No
9	2	373	1	3	No	No	No	No	No	No	No	No	No	No
10	2	368	1	3	No	No	No	No	No	No	No	No	No	No
11	2	320	1	2	No	No	No	No	No	No	No	No	No	No
12	2	297	1	2	No	No	No	No	No	No	No	No	No	No
13	2	292	1	2	No	No	No	No	No	No	No	No	No	No
14	2	216	1	2	No	No	No	No	No	No	No	No	No	No
15	2	216	1	2	No	No	No	No	No	No	No	No	No	No
16	2	152	1	1	No	No	No	No	No	No	No	No	No	No
17	2	86	1	1	No	No	No	No	No	No	No	No	No	No
18	2	86	1	1	No	No	No	No	No	No	No	No	No	No
19	2	49	1	0	No	No	No	No	No	No	No	No	No	No
20	2	27	1	0	No	No	No	No	No	No	No	No	No	No
21	2	16	1	0	No	No	No	No	No	No	No	No	No	No
22	2	5	1	0	No	No	No	No	No	No	No	No	No	No
23	2	5	1	0	No	No	No	No	No	No	No	No	No	No
24	2	5	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	4
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	545
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 4: Link Road/Jimmy Camp Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	219	118	223
2	212	114	216
3	208	112	212
4	195	105	198
5	173	93	176
6	171	92	174
7	169	91	172
8	153	83	156
9	151	81	154
10	149	80	152
11	129	70	132
12	120	65	123
13	118	64	120
14	88	47	89
15	88	47	89
16	61	33	62
17	35	19	36
18	35	19	36
19	20	11	20
20	11	6	11
21	7	4	7
22	2	1	2
23	2	1	2
24	2	1	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	337	2	223	No	No	No	Yes	No	No	No	No	No	No
2	3	326	2	216	No	No	No	No	No	No	No	No	No	No
3	3	320	2	212	No	No	No	No	No	No	No	No	No	No
4	3	300	2	198	No	No	No	No	No	No	No	No	No	No
5	3	266	2	176	No	No	No	No	No	No	No	No	No	No
6	3	263	2	174	No	No	No	No	No	No	No	No	No	No
7	3	260	2	172	No	No	No	No	No	No	No	No	No	No
8	3	236	2	156	No	No	No	No	No	No	No	No	No	No
9	3	232	2	154	No	No	No	No	No	No	No	No	No	No
10	3	229	2	152	No	No	No	No	No	No	No	No	No	No
11	3	199	2	132	No	No	No	No	No	No	No	No	No	No
12	3	185	2	123	No	No	No	No	No	No	No	No	No	No
13	3	182	2	120	No	No	No	No	No	No	No	No	No	No
14	3	135	2	89	No	No	No	No	No	No	No	No	No	No
15	3	135	2	89	No	No	No	No	No	No	No	No	No	No
16	3	94	2	62	No	No	No	No	No	No	No	No	No	No
17	3	54	2	36	No	No	No	No	No	No	No	No	No	No
18	3	54	2	36	No	No	No	No	No	No	No	No	No	No
19	3	31	2	20	No	No	No	No	No	No	No	No	No	No
20	3	17	2	11	No	No	No	No	No	No	No	No	No	No
21	3	11	2	7	No	No	No	No	No	No	No	No	No	No
22	3	3	2	2	No	No	No	No	No	No	No	No	No	No
23	3	3	2	2	No	No	No	No	No	No	No	No	No	No
24	3	3	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	1	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.9
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:44
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	223
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	560
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: Link Road/Progress Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	N	S
1	265	269	46	140
2	257	261	45	136
3	252	256	44	133
4	236	239	41	125
5	209	213	36	111
6	207	210	36	109
7	204	207	35	108
8	186	188	32	98
9	183	186	32	97
10	180	183	31	95
11	156	159	27	83
12	146	148	25	77
13	143	145	25	76
14	106	108	18	56
15	106	108	18	56
16	74	75	13	39
17	42	43	7	22
18	42	43	7	22
19	24	24	4	13
20	13	13	2	7
21	8	8	1	4
22	3	3	0	1
23	3	3	0	1
24	3	3	0	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	534	2	140	No	No	Yes	Yes	No	No	No	Yes	No	No
2	6	518	2	136	No	No	No	Yes	No	No	No	Yes	No	No
3	6	508	2	133	No	No	No	Yes	No	No	No	Yes	No	No
4	6	475	2	125	No	No	No	Yes	No	No	No	No	No	No
5	6	422	2	111	No	No	No	No	No	No	No	No	No	No
6	6	417	2	109	No	No	No	No	No	No	No	No	No	No
7	6	411	2	108	No	No	No	No	No	No	No	No	No	No
8	6	374	2	98	No	No	No	No	No	No	No	No	No	No
9	6	369	2	97	No	No	No	No	No	No	No	No	No	No
10	6	363	2	95	No	No	No	No	No	No	No	No	No	No
11	6	315	2	83	No	No	No	No	No	No	No	No	No	No
12	6	294	2	77	No	No	No	No	No	No	No	No	No	No
13	6	288	2	76	No	No	No	No	No	No	No	No	No	No
14	6	214	2	56	No	No	No	No	No	No	No	No	No	No
15	6	214	2	56	No	No	No	No	No	No	No	No	No	No
16	6	149	2	39	No	No	No	No	No	No	No	No	No	No
17	6	85	2	22	No	No	No	No	No	No	No	No	No	No
18	6	85	2	22	No	No	No	No	No	No	No	No	No	No
19	6	48	2	13	No	No	No	No	No	No	No	No	No	No
20	6	26	2	7	No	No	No	No	No	No	No	No	No	No
21	6	16	2	4	No	No	No	No	No	No	No	No	No	No
22	6	6	2	1	No	No	No	No	No	No	No	No	No	No
23	6	6	2	1	No	No	No	No	No	No	No	No	No	No
24	6	6	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	1	4	0	0	0	3	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.3	15.1
Number of Lanes on Minor Street Approach	2	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:10	0:35
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	46	140
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	720	720
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 6: Wilson Road/Progress Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	66	481	42
2	64	467	41
3	63	457	40
4	59	428	37
5	52	380	33
6	51	375	33
7	51	370	32
8	46	337	29
9	46	332	29
10	45	327	29
11	39	284	25
12	36	265	23
13	36	260	23
14	26	192	17
15	26	192	17
16	18	135	12
17	11	77	7
18	11	77	7
19	6	43	4
20	3	24	2
21	2	14	1
22	1	5	0
23	1	5	0
24	1	5	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	547	2	42	No	No	No	No	No	No	No	No	No	No
2	3	531	2	41	No	No	No	No	No	No	No	No	No	No
3	3	520	2	40	No	No	No	No	No	No	No	No	No	No
4	3	487	2	37	No	No	No	No	No	No	No	No	No	No
5	3	432	2	33	No	No	No	No	No	No	No	No	No	No
6	3	426	2	33	No	No	No	No	No	No	No	No	No	No
7	3	421	2	32	No	No	No	No	No	No	No	No	No	No
8	3	383	2	29	No	No	No	No	No	No	No	No	No	No
9	3	378	2	29	No	No	No	No	No	No	No	No	No	No
10	3	372	2	29	No	No	No	No	No	No	No	No	No	No
11	3	323	2	25	No	No	No	No	No	No	No	No	No	No
12	3	301	2	23	No	No	No	No	No	No	No	No	No	No
13	3	296	2	23	No	No	No	No	No	No	No	No	No	No
14	3	218	2	17	No	No	No	No	No	No	No	No	No	No
15	3	218	2	17	No	No	No	No	No	No	No	No	No	No
16	3	153	2	12	No	No	No	No	No	No	No	No	No	No
17	3	88	2	7	No	No	No	No	No	No	No	No	No	No
18	3	88	2	7	No	No	No	No	No	No	No	No	No	No
19	3	49	2	4	No	No	No	No	No	No	No	No	No	No
20	3	27	2	2	No	No	No	No	No	No	No	No	No	No
21	3	16	2	1	No	No	No	No	No	No	No	No	No	No
22	3	6	2	0	No	No	No	No	No	No	No	No	No	No
23	3	6	2	0	No	No	No	No	No	No	No	No	No	No
24	3	6	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	10
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:06
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	42
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	589
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 7: Orleans Road/Gould Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	0	8	4
2	0	8	4
3	0	8	4
4	0	7	4
5	0	6	3
6	0	6	3
7	0	6	3
8	0	6	3
9	0	6	3
10	0	5	3
11	0	5	2
12	0	4	2
13	0	4	2
14	0	3	2
15	0	3	2
16	0	2	1
17	0	1	1
18	0	1	1
19	0	1	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	8	1	4	No	No	No	No	No	No	No	No	No	No
2	2	8	1	4	No	No	No	No	No	No	No	No	No	No
3	2	8	1	4	No	No	No	No	No	No	No	No	No	No
4	2	7	1	4	No	No	No	No	No	No	No	No	No	No
5	2	6	1	3	No	No	No	No	No	No	No	No	No	No
6	2	6	1	3	No	No	No	No	No	No	No	No	No	No
7	2	6	1	3	No	No	No	No	No	No	No	No	No	No
8	2	6	1	3	No	No	No	No	No	No	No	No	No	No
9	2	6	1	3	No	No	No	No	No	No	No	No	No	No
10	2	5	1	3	No	No	No	No	No	No	No	No	No	No
11	2	5	1	2	No	No	No	No	No	No	No	No	No	No
12	2	4	1	2	No	No	No	No	No	No	No	No	No	No
13	2	4	1	2	No	No	No	No	No	No	No	No	No	No
14	2	3	1	2	No	No	No	No	No	No	No	No	No	No
15	2	3	1	2	No	No	No	No	No	No	No	No	No	No
16	2	2	1	1	No	No	No	No	No	No	No	No	No	No
17	2	1	1	1	No	No	No	No	No	No	No	No	No	No
18	2	1	1	1	No	No	No	No	No	No	No	No	No	No
19	2	1	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	4
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	12
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 16: Wilson Road/Jimmy Camp Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	189	401	57	256
2	183	389	55	248
3	180	381	54	243
4	168	357	51	228
5	149	317	45	202
6	147	313	44	200
7	146	309	44	197
8	132	281	40	179
9	130	277	39	177
10	129	273	39	174
11	112	237	34	151
12	104	221	31	141
13	102	217	31	138
14	76	160	23	102
15	76	160	23	102
16	53	112	16	72
17	30	64	9	41
18	30	64	9	41
19	17	36	5	23
20	9	20	3	13
21	6	12	2	8
22	2	4	1	3
23	2	4	1	3
24	2	4	1	3

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	590	2	256	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
2	4	572	2	248	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
3	4	561	2	243	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
4	4	525	2	228	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
5	4	466	2	202	No	No	Yes	Yes	No	No	No	No	No	No
6	4	460	2	200	No	No	Yes	Yes	No	No	No	No	No	No
7	4	455	2	197	No	No	Yes	Yes	No	No	No	No	No	No
8	4	413	2	179	No	No	No	Yes	No	No	No	No	No	No
9	4	407	2	177	No	No	No	Yes	No	No	No	No	No	No
10	4	402	2	174	No	No	No	Yes	No	No	No	No	No	No
11	4	349	2	151	No	No	No	Yes	No	No	No	No	No	No
12	4	325	2	141	No	No	No	No	No	No	No	No	No	No
13	4	319	2	138	No	No	No	No	No	No	No	No	No	No
14	4	236	2	102	No	No	No	No	No	No	No	No	No	No
15	4	236	2	102	No	No	No	No	No	No	No	No	No	No
16	4	165	2	72	No	No	No	No	No	No	No	No	No	No
17	4	94	2	41	No	No	No	No	No	No	No	No	No	No
18	4	94	2	41	No	No	No	No	No	No	No	No	No	No
19	4	53	2	23	No	No	No	No	No	No	No	No	No	No
20	4	29	2	13	No	No	No	No	No	No	No	No	No	No
21	4	18	2	8	No	No	No	No	No	No	No	No	No	No
22	4	6	2	3	No	No	No	No	No	No	No	No	No	No
23	4	6	2	3	No	No	No	No	No	No	No	No	No	No
24	4	6	2	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	4	7	11	0	0	0	4	4	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	18.6	25.4
Number of Lanes on Minor Street Approach	2	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:17	1:48
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	57	256
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	903	903
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 17: Orleans Road/Jimmy Camp Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	66	145	12	12
2	64	141	12	12
3	63	138	11	11
4	59	129	11	11
5	52	115	9	9
6	51	113	9	9
7	51	112	9	9
8	46	102	8	8
9	46	100	8	8
10	45	99	8	8
11	39	86	7	7
12	36	80	7	7
13	36	78	6	6
14	26	58	5	5
15	26	58	5	5
16	18	41	3	3
17	11	23	2	2
18	11	23	2	2
19	6	13	1	1
20	3	7	1	1
21	2	4	0	0
22	1	1	0	0
23	1	1	0	0
24	1	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	211	1	12	No	No	No	No	No	No	No	No	No	No
2	3	205	1	12	No	No	No	No	No	No	No	No	No	No
3	3	201	1	11	No	No	No	No	No	No	No	No	No	No
4	3	188	1	11	No	No	No	No	No	No	No	No	No	No
5	3	167	1	9	No	No	No	No	No	No	No	No	No	No
6	3	164	1	9	No	No	No	No	No	No	No	No	No	No
7	3	163	1	9	No	No	No	No	No	No	No	No	No	No
8	3	148	1	8	No	No	No	No	No	No	No	No	No	No
9	3	146	1	8	No	No	No	No	No	No	No	No	No	No
10	3	144	1	8	No	No	No	No	No	No	No	No	No	No
11	3	125	1	7	No	No	No	No	No	No	No	No	No	No
12	3	116	1	7	No	No	No	No	No	No	No	No	No	No
13	3	114	1	6	No	No	No	No	No	No	No	No	No	No
14	3	84	1	5	No	No	No	No	No	No	No	No	No	No
15	3	84	1	5	No	No	No	No	No	No	No	No	No	No
16	3	59	1	3	No	No	No	No	No	No	No	No	No	No
17	3	34	1	2	No	No	No	No	No	No	No	No	No	No
18	3	34	1	2	No	No	No	No	No	No	No	No	No	No
19	3	19	1	1	No	No	No	No	No	No	No	No	No	No
20	3	10	1	1	No	No	No	No	No	No	No	No	No	No
21	3	6	1	0	No	No	No	No	No	No	No	No	No	No
22	3	2	1	0	No	No	No	No	No	No	No	No	No	No
23	3	2	1	0	No	No	No	No	No	No	No	No	No	No
24	3	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.8	10
Number of Lanes on Minor Street Approach	2	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:01	0:02
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	12	12
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	235	235
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 1: Wilson Road/Old Pueblo Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	79	213	392
2	77	207	380
3	75	202	372
4	70	190	349
5	62	168	310
6	62	166	306
7	61	164	302
8	55	149	274
9	55	147	270
10	54	145	267
11	47	126	231
12	43	117	216
13	43	115	212
14	32	85	157
15	32	85	157
16	22	60	110
17	13	34	63
18	13	34	63
19	7	19	35
20	4	11	20
21	2	6	12
22	1	2	4
23	1	2	4
24	1	2	4

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	292	2	392	No	No	No	No	No	No	No	No	No	No
2	4	284	2	380	No	No	No	No	No	No	No	No	No	No
3	4	277	2	372	No	No	No	No	No	No	No	No	No	No
4	4	260	2	349	No	No	No	No	No	No	No	No	No	No
5	4	230	2	310	No	No	No	No	No	No	No	No	No	No
6	4	228	2	306	No	No	No	No	No	No	No	No	No	No
7	4	225	2	302	No	No	No	No	No	No	No	No	No	No
8	4	204	2	274	No	No	No	No	No	No	No	No	No	No
9	4	202	2	270	No	No	No	No	No	No	No	No	No	No
10	4	199	2	267	No	No	No	No	No	No	No	No	No	No
11	4	173	2	231	No	No	No	No	No	No	No	No	No	No
12	4	160	2	216	No	No	No	No	No	No	No	No	No	No
13	4	158	2	212	No	No	No	No	No	No	No	No	No	No
14	4	117	2	157	No	No	No	No	No	No	No	No	No	No
15	4	117	2	157	No	No	No	No	No	No	No	No	No	No
16	4	82	2	110	No	No	No	No	No	No	No	No	No	No
17	4	47	2	63	No	No	No	No	No	No	No	No	No	No
18	4	47	2	63	No	No	No	No	No	No	No	No	No	No
19	4	26	2	35	No	No	No	No	No	No	No	No	No	No
20	4	15	2	20	No	No	No	No	No	No	No	No	No	No
21	4	8	2	12	No	No	No	No	No	No	No	No	No	No
22	4	3	2	4	No	No	No	No	No	No	No	No	No	No
23	4	3	2	4	No	No	No	No	No	No	No	No	No	No
24	4	3	2	4	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.1
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	1:12
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	392
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	684
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 3: Wilson Road/Orleans Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	524	283	4
2	508	275	4
3	498	269	4
4	466	252	4
5	414	224	3
6	409	221	3
7	403	218	3
8	367	198	3
9	362	195	3
10	356	192	3
11	309	167	2
12	288	156	2
13	283	153	2
14	210	113	2
15	210	113	2
16	147	79	1
17	84	45	1
18	84	45	1
19	47	25	0
20	26	14	0
21	16	8	0
22	5	3	0
23	5	3	0
24	5	3	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	807	1	4	No	No	No	No	No	No	No	No	No	No
2	2	783	1	4	No	No	No	No	No	No	No	No	No	No
3	2	767	1	4	No	No	No	No	No	No	No	No	No	No
4	2	718	1	4	No	No	No	No	No	No	No	No	No	No
5	2	638	1	3	No	No	No	No	No	No	No	No	No	No
6	2	630	1	3	No	No	No	No	No	No	No	No	No	No
7	2	621	1	3	No	No	No	No	No	No	No	No	No	No
8	2	565	1	3	No	No	No	No	No	No	No	No	No	No
9	2	557	1	3	No	No	No	No	No	No	No	No	No	No
10	2	548	1	3	No	No	No	No	No	No	No	No	No	No
11	2	476	1	2	No	No	No	No	No	No	No	No	No	No
12	2	444	1	2	No	No	No	No	No	No	No	No	No	No
13	2	436	1	2	No	No	No	No	No	No	No	No	No	No
14	2	323	1	2	No	No	No	No	No	No	No	No	No	No
15	2	323	1	2	No	No	No	No	No	No	No	No	No	No
16	2	226	1	1	No	No	No	No	No	No	No	No	No	No
17	2	129	1	1	No	No	No	No	No	No	No	No	No	No
18	2	129	1	1	No	No	No	No	No	No	No	No	No	No
19	2	72	1	0	No	No	No	No	No	No	No	No	No	No
20	2	40	1	0	No	No	No	No	No	No	No	No	No	No
21	2	24	1	0	No	No	No	No	No	No	No	No	No	No
22	2	8	1	0	No	No	No	No	No	No	No	No	No	No
23	2	8	1	0	No	No	No	No	No	No	No	No	No	No
24	2	8	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	4
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	811
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 4: Link Road/Jimmy Camp Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	166	75	224
2	161	73	217
3	158	71	213
4	148	67	199
5	131	59	177
6	129	59	175
7	128	58	172
8	116	53	157
9	115	52	155
10	113	51	152
11	98	44	132
12	91	41	123
13	90	41	121
14	66	30	90
15	66	30	90
16	46	21	63
17	27	12	36
18	27	12	36
19	15	7	20
20	8	4	11
21	5	2	7
22	2	1	2
23	2	1	2
24	2	1	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	241	2	224	No	No	No	No	No	No	No	No	No	No
2	3	234	2	217	No	No	No	No	No	No	No	No	No	No
3	3	229	2	213	No	No	No	No	No	No	No	No	No	No
4	3	215	2	199	No	No	No	No	No	No	No	No	No	No
5	3	190	2	177	No	No	No	No	No	No	No	No	No	No
6	3	188	2	175	No	No	No	No	No	No	No	No	No	No
7	3	186	2	172	No	No	No	No	No	No	No	No	No	No
8	3	169	2	157	No	No	No	No	No	No	No	No	No	No
9	3	167	2	155	No	No	No	No	No	No	No	No	No	No
10	3	164	2	152	No	No	No	No	No	No	No	No	No	No
11	3	142	2	132	No	No	No	No	No	No	No	No	No	No
12	3	132	2	123	No	No	No	No	No	No	No	No	No	No
13	3	131	2	121	No	No	No	No	No	No	No	No	No	No
14	3	96	2	90	No	No	No	No	No	No	No	No	No	No
15	3	96	2	90	No	No	No	No	No	No	No	No	No	No
16	3	67	2	63	No	No	No	No	No	No	No	No	No	No
17	3	39	2	36	No	No	No	No	No	No	No	No	No	No
18	3	39	2	36	No	No	No	No	No	No	No	No	No	No
19	3	22	2	20	No	No	No	No	No	No	No	No	No	No
20	3	12	2	11	No	No	No	No	No	No	No	No	No	No
21	3	7	2	7	No	No	No	No	No	No	No	No	No	No
22	3	3	2	2	No	No	No	No	No	No	No	No	No	No
23	3	3	2	2	No	No	No	No	No	No	No	No	No	No
24	3	3	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.9
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:44
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	224
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	465
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: Link Road/Progress Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	N	S
1	165	116	67	200
2	160	113	65	194
3	157	110	64	190
4	147	103	60	178
5	130	92	53	158
6	129	90	52	156
7	127	89	52	154
8	115	81	47	140
9	114	80	46	138
10	112	79	46	136
11	97	68	40	118
12	91	64	37	110
13	89	63	36	108
14	66	46	27	80
15	66	46	27	80
16	46	32	19	56
17	26	19	11	32
18	26	19	11	32
19	15	10	6	18
20	8	6	3	10
21	5	3	2	6
22	2	1	1	2
23	2	1	1	2
24	2	1	1	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	281	2	200	No	No	No	No	No	No	No	No	No	No
2	6	273	2	194	No	No	No	No	No	No	No	No	No	No
3	6	267	2	190	No	No	No	No	No	No	No	No	No	No
4	6	250	2	178	No	No	No	No	No	No	No	No	No	No
5	6	222	2	158	No	No	No	No	No	No	No	No	No	No
6	6	219	2	156	No	No	No	No	No	No	No	No	No	No
7	6	216	2	154	No	No	No	No	No	No	No	No	No	No
8	6	196	2	140	No	No	No	No	No	No	No	No	No	No
9	6	194	2	138	No	No	No	No	No	No	No	No	No	No
10	6	191	2	136	No	No	No	No	No	No	No	No	No	No
11	6	165	2	118	No	No	No	No	No	No	No	No	No	No
12	6	155	2	110	No	No	No	No	No	No	No	No	No	No
13	6	152	2	108	No	No	No	No	No	No	No	No	No	No
14	6	112	2	80	No	No	No	No	No	No	No	No	No	No
15	6	112	2	80	No	No	No	No	No	No	No	No	No	No
16	6	78	2	56	No	No	No	No	No	No	No	No	No	No
17	6	45	2	32	No	No	No	No	No	No	No	No	No	No
18	6	45	2	32	No	No	No	No	No	No	No	No	No	No
19	6	25	2	18	No	No	No	No	No	No	No	No	No	No
20	6	14	2	10	No	No	No	No	No	No	No	No	No	No
21	6	8	2	6	No	No	No	No	No	No	No	No	No	No
22	6	3	2	2	No	No	No	No	No	No	No	No	No	No
23	6	3	2	2	No	No	No	No	No	No	No	No	No	No
24	6	3	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.5	11
Number of Lanes on Minor Street Approach	2	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:12	0:36
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	67	200
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	548	548
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 6: Wilson Road/Progress Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	420	359	97
2	407	348	94
3	399	341	92
4	374	320	86
5	332	284	77
6	328	280	76
7	323	276	75
8	294	251	68
9	290	248	67
10	286	244	66
11	248	212	57
12	231	197	53
13	227	194	52
14	168	144	39
15	168	144	39
16	118	101	27
17	67	57	16
18	67	57	16
19	38	32	9
20	21	18	5
21	13	11	3
22	4	4	1
23	4	4	1
24	4	4	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	779	2	97	No	No	No	No	No	Yes	Yes	Yes	No	No
2	4	755	2	94	No	No	No	No	No	Yes	Yes	Yes	No	No
3	4	740	2	92	No	No	No	No	No	Yes	Yes	Yes	No	No
4	4	694	2	86	No	No	No	No	No	No	Yes	Yes	No	No
5	4	616	2	77	No	No	No	No	No	No	No	Yes	No	No
6	4	608	2	76	No	No	No	No	No	No	No	Yes	No	No
7	4	599	2	75	No	No	No	No	No	No	No	Yes	No	No
8	4	545	2	68	No	No	No	No	No	No	No	Yes	No	No
9	4	538	2	67	No	No	No	No	No	No	No	Yes	No	No
10	4	530	2	66	No	No	No	No	No	No	No	Yes	No	No
11	4	460	2	57	No	No	No	No	No	No	No	No	No	No
12	4	428	2	53	No	No	No	No	No	No	No	No	No	No
13	4	421	2	52	No	No	No	No	No	No	No	No	No	No
14	4	312	2	39	No	No	No	No	No	No	No	No	No	No
15	4	312	2	39	No	No	No	No	No	No	No	No	No	No
16	4	219	2	27	No	No	No	No	No	No	No	No	No	No
17	4	124	2	16	No	No	No	No	No	No	No	No	No	No
18	4	124	2	16	No	No	No	No	No	No	No	No	No	No
19	4	70	2	9	No	No	No	No	No	No	No	No	No	No
20	4	39	2	5	No	No	No	No	No	No	No	No	No	No
21	4	24	2	3	No	No	No	No	No	No	No	No	No	No
22	4	8	2	1	No	No	No	No	No	No	No	No	No	No
23	4	8	2	1	No	No	No	No	No	No	No	No	No	No
24	4	8	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	3	4	10	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.7
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:23
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	97
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	876
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 7: Orleans Road/Gould Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	0	0	2
2	0	0	2
3	0	0	2
4	0	0	2
5	0	0	2
6	0	0	2
7	0	0	2
8	0	0	1
9	0	0	1
10	0	0	1
11	0	0	1
12	0	0	1
13	0	0	1
14	0	0	1
15	0	0	1
16	0	0	1
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	0	1	2	No	No	No	No	No	No	No	No	No	No
2	2	0	1	2	No	No	No	No	No	No	No	No	No	No
3	2	0	1	2	No	No	No	No	No	No	No	No	No	No
4	2	0	1	2	No	No	No	No	No	No	No	No	No	No
5	2	0	1	2	No	No	No	No	No	No	No	No	No	No
6	2	0	1	2	No	No	No	No	No	No	No	No	No	No
7	2	0	1	2	No	No	No	No	No	No	No	No	No	No
8	2	0	1	1	No	No	No	No	No	No	No	No	No	No
9	2	0	1	1	No	No	No	No	No	No	No	No	No	No
10	2	0	1	1	No	No	No	No	No	No	No	No	No	No
11	2	0	1	1	No	No	No	No	No	No	No	No	No	No
12	2	0	1	1	No	No	No	No	No	No	No	No	No	No
13	2	0	1	1	No	No	No	No	No	No	No	No	No	No
14	2	0	1	1	No	No	No	No	No	No	No	No	No	No
15	2	0	1	1	No	No	No	No	No	No	No	No	No	No
16	2	0	1	1	No	No	No	No	No	No	No	No	No	No
17	2	0	1	0	No	No	No	No	No	No	No	No	No	No
18	2	0	1	0	No	No	No	No	No	No	No	No	No	No
19	2	0	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	2
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	2
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 8: Wilson Road/Access 1

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	171	230	449
2	166	223	436
3	162	219	427
4	152	205	400
5	135	182	355
6	133	179	350
7	132	177	346
8	120	161	314
9	118	159	310
10	116	156	305
11	101	136	265
12	94	127	247
13	92	124	242
14	68	92	180
15	68	92	180
16	48	64	126
17	27	37	72
18	27	37	72
19	15	21	40
20	9	12	22
21	5	7	13
22	2	2	4
23	2	2	4
24	2	2	4

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	401	2	449	No	No	No	Yes	No	No	No	No	Yes	Yes
2	4	389	2	436	No	No	No	Yes	No	No	No	No	Yes	Yes
3	4	381	2	427	No	No	No	Yes	No	No	No	No	Yes	Yes
4	4	357	2	400	No	No	No	Yes	No	No	No	No	Yes	Yes
5	4	317	2	355	No	No	No	No	No	No	No	No	Yes	No
6	4	312	2	350	No	No	No	No	No	No	No	No	Yes	No
7	4	309	2	346	No	No	No	No	No	No	No	No	Yes	No
8	4	281	2	314	No	No	No	No	No	No	No	No	Yes	No
9	4	277	2	310	No	No	No	No	No	No	No	No	Yes	No
10	4	272	2	305	No	No	No	No	No	No	No	No	Yes	No
11	4	237	2	265	No	No	No	No	No	No	No	No	No	No
12	4	221	2	247	No	No	No	No	No	No	No	No	No	No
13	4	216	2	242	No	No	No	No	No	No	No	No	No	No
14	4	160	2	180	No	No	No	No	No	No	No	No	No	No
15	4	160	2	180	No	No	No	No	No	No	No	No	No	No
16	4	112	2	126	No	No	No	No	No	No	No	No	No	No
17	4	64	2	72	No	No	No	No	No	No	No	No	No	No
18	4	64	2	72	No	No	No	No	No	No	No	No	No	No
19	4	36	2	40	No	No	No	No	No	No	No	No	No	No
20	4	21	2	22	No	No	No	No	No	No	No	No	No	No
21	4	12	2	13	No	No	No	No	No	No	No	No	No	No
22	4	4	2	4	No	No	No	No	No	No	No	No	No	No
23	4	4	2	4	No	No	No	No	No	No	No	No	No	No
24	4	4	2	4	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	4	0	0	0	0	10	4

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	16.4
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	2:02
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	449
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	850
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 9: Wilson Road/Access 2

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	141	171	120
2	137	166	116
3	134	162	114
4	125	152	107
5	111	135	95
6	110	133	94
7	109	132	92
8	99	120	84
9	97	118	83
10	96	116	82
11	83	101	71
12	78	94	66
13	76	92	65
14	56	68	48
15	56	68	48
16	39	48	34
17	23	27	19
18	23	27	19
19	13	15	11
20	7	9	6
21	4	5	4
22	1	2	1
23	1	2	1
24	1	2	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	312	2	120	No	No	No	No	No	No	No	No	No	No
2	4	303	2	116	No	No	No	No	No	No	No	No	No	No
3	4	296	2	114	No	No	No	No	No	No	No	No	No	No
4	4	277	2	107	No	No	No	No	No	No	No	No	No	No
5	4	246	2	95	No	No	No	No	No	No	No	No	No	No
6	4	243	2	94	No	No	No	No	No	No	No	No	No	No
7	4	241	2	92	No	No	No	No	No	No	No	No	No	No
8	4	219	2	84	No	No	No	No	No	No	No	No	No	No
9	4	215	2	83	No	No	No	No	No	No	No	No	No	No
10	4	212	2	82	No	No	No	No	No	No	No	No	No	No
11	4	184	2	71	No	No	No	No	No	No	No	No	No	No
12	4	172	2	66	No	No	No	No	No	No	No	No	No	No
13	4	168	2	65	No	No	No	No	No	No	No	No	No	No
14	4	124	2	48	No	No	No	No	No	No	No	No	No	No
15	4	124	2	48	No	No	No	No	No	No	No	No	No	No
16	4	87	2	34	No	No	No	No	No	No	No	No	No	No
17	4	50	2	19	No	No	No	No	No	No	No	No	No	No
18	4	50	2	19	No	No	No	No	No	No	No	No	No	No
19	4	28	2	11	No	No	No	No	No	No	No	No	No	No
20	4	16	2	6	No	No	No	No	No	No	No	No	No	No
21	4	9	2	4	No	No	No	No	No	No	No	No	No	No
22	4	3	2	1	No	No	No	No	No	No	No	No	No	No
23	4	3	2	1	No	No	No	No	No	No	No	No	No	No
24	4	3	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.4
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:20
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	120
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	432
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 11: Access 1/Res 1

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	143	297	63	299
2	139	288	61	290
3	136	282	60	284
4	127	264	56	266
5	113	235	50	236
6	112	232	49	233
7	110	229	49	230
8	100	208	44	209
9	99	205	43	206
10	97	202	43	203
11	84	175	37	176
12	79	163	35	164
13	77	160	34	161
14	57	119	25	120
15	57	119	25	120
16	40	83	18	84
17	23	48	10	48
18	23	48	10	48
19	13	27	6	27
20	7	15	3	15
21	4	9	2	9
22	1	3	1	3
23	1	3	1	3
24	1	3	1	3

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	440	2	299	No	No	Yes	Yes	No	No	No	No	No	No
2	4	427	2	290	No	No	Yes	Yes	No	No	No	No	No	No
3	4	418	2	284	No	No	No	Yes	No	No	No	No	No	No
4	4	391	2	266	No	No	No	Yes	No	No	No	No	No	No
5	4	348	2	236	No	No	No	Yes	No	No	No	No	No	No
6	4	344	2	233	No	No	No	Yes	No	No	No	No	No	No
7	4	339	2	230	No	No	No	Yes	No	No	No	No	No	No
8	4	308	2	209	No	No	No	No	No	No	No	No	No	No
9	4	304	2	206	No	No	No	No	No	No	No	No	No	No
10	4	299	2	203	No	No	No	No	No	No	No	No	No	No
11	4	259	2	176	No	No	No	No	No	No	No	No	No	No
12	4	242	2	164	No	No	No	No	No	No	No	No	No	No
13	4	237	2	161	No	No	No	No	No	No	No	No	No	No
14	4	176	2	120	No	No	No	No	No	No	No	No	No	No
15	4	176	2	120	No	No	No	No	No	No	No	No	No	No
16	4	123	2	84	No	No	No	No	No	No	No	No	No	No
17	4	71	2	48	No	No	No	No	No	No	No	No	No	No
18	4	71	2	48	No	No	No	No	No	No	No	No	No	No
19	4	40	2	27	No	No	No	No	No	No	No	No	No	No
20	4	22	2	15	No	No	No	No	No	No	No	No	No	No
21	4	13	2	9	No	No	No	No	No	No	No	No	No	No
22	4	4	2	3	No	No	No	No	No	No	No	No	No	No
23	4	4	2	3	No	No	No	No	No	No	No	No	No	No
24	4	4	2	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	2	7	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.5	25.1
Number of Lanes on Minor Street Approach	2	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:09	2:04
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	63	299
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	802	802
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 12: Access 1/Res 3

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	36	72	26	98
2	35	70	25	95
3	34	68	25	93
4	32	64	23	87
5	28	57	21	77
6	28	56	20	76
7	28	55	20	75
8	25	50	18	69
9	25	50	18	68
10	24	49	18	67
11	21	42	15	58
12	20	40	14	54
13	19	39	14	53
14	14	29	10	39
15	14	29	10	39
16	10	20	7	27
17	6	12	4	16
18	6	12	4	16
19	3	6	2	9
20	2	4	1	5
21	1	2	1	3
22	0	1	0	1
23	0	1	0	1
24	0	1	0	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	108	2	98	No	No	No	No	No	No	No	No	No	No
2	4	105	2	95	No	No	No	No	No	No	No	No	No	No
3	4	102	2	93	No	No	No	No	No	No	No	No	No	No
4	4	96	2	87	No	No	No	No	No	No	No	No	No	No
5	4	85	2	77	No	No	No	No	No	No	No	No	No	No
6	4	84	2	76	No	No	No	No	No	No	No	No	No	No
7	4	83	2	75	No	No	No	No	No	No	No	No	No	No
8	4	75	2	69	No	No	No	No	No	No	No	No	No	No
9	4	75	2	68	No	No	No	No	No	No	No	No	No	No
10	4	73	2	67	No	No	No	No	No	No	No	No	No	No
11	4	63	2	58	No	No	No	No	No	No	No	No	No	No
12	4	60	2	54	No	No	No	No	No	No	No	No	No	No
13	4	58	2	53	No	No	No	No	No	No	No	No	No	No
14	4	43	2	39	No	No	No	No	No	No	No	No	No	No
15	4	43	2	39	No	No	No	No	No	No	No	No	No	No
16	4	30	2	27	No	No	No	No	No	No	No	No	No	No
17	4	18	2	16	No	No	No	No	No	No	No	No	No	No
18	4	18	2	16	No	No	No	No	No	No	No	No	No	No
19	4	9	2	9	No	No	No	No	No	No	No	No	No	No
20	4	6	2	5	No	No	No	No	No	No	No	No	No	No
21	4	3	2	3	No	No	No	No	No	No	No	No	No	No
22	4	1	2	1	No	No	No	No	No	No	No	No	No	No
23	4	1	2	1	No	No	No	No	No	No	No	No	No	No
24	4	1	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.9	9.7
Number of Lanes on Minor Street Approach	1	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:03	0:15
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	26	98
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	232	232
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 13: Access 1/Res 2

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	127	67	29
2	123	65	28
3	121	64	28
4	113	60	26
5	100	53	23
6	99	52	23
7	98	52	22
8	89	47	20
9	88	46	20
10	86	46	20
11	75	40	17
12	70	37	16
13	69	36	16
14	51	27	12
15	51	27	12
16	36	19	8
17	20	11	5
18	20	11	5
19	11	6	3
20	6	3	1
21	4	2	1
22	1	1	0
23	1	1	0
24	1	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	194	1	29	No	No	No	No	No	No	No	No	No	No
2	3	188	1	28	No	No	No	No	No	No	No	No	No	No
3	3	185	1	28	No	No	No	No	No	No	No	No	No	No
4	3	173	1	26	No	No	No	No	No	No	No	No	No	No
5	3	153	1	23	No	No	No	No	No	No	No	No	No	No
6	3	151	1	23	No	No	No	No	No	No	No	No	No	No
7	3	150	1	22	No	No	No	No	No	No	No	No	No	No
8	3	136	1	20	No	No	No	No	No	No	No	No	No	No
9	3	134	1	20	No	No	No	No	No	No	No	No	No	No
10	3	132	1	20	No	No	No	No	No	No	No	No	No	No
11	3	115	1	17	No	No	No	No	No	No	No	No	No	No
12	3	107	1	16	No	No	No	No	No	No	No	No	No	No
13	3	105	1	16	No	No	No	No	No	No	No	No	No	No
14	3	78	1	12	No	No	No	No	No	No	No	No	No	No
15	3	78	1	12	No	No	No	No	No	No	No	No	No	No
16	3	55	1	8	No	No	No	No	No	No	No	No	No	No
17	3	31	1	5	No	No	No	No	No	No	No	No	No	No
18	3	31	1	5	No	No	No	No	No	No	No	No	No	No
19	3	17	1	3	No	No	No	No	No	No	No	No	No	No
20	3	9	1	1	No	No	No	No	No	No	No	No	No	No
21	3	6	1	1	No	No	No	No	No	No	No	No	No	No
22	3	2	1	0	No	No	No	No	No	No	No	No	No	No
23	3	2	1	0	No	No	No	No	No	No	No	No	No	No
24	3	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:04
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	29
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	223
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 14: Wilson Road/Fire Station Access

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	178	191	13
2	173	185	13
3	169	181	12
4	158	170	12
5	141	151	10
6	139	149	10
7	137	147	10
8	125	134	9
9	123	132	9
10	121	130	9
11	105	113	8
12	98	105	7
13	96	103	7
14	71	76	5
15	71	76	5
16	50	53	4
17	28	31	2
18	28	31	2
19	16	17	1
20	9	10	1
21	5	6	0
22	2	2	0
23	2	2	0
24	2	2	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	369	1	13	No	No	No	No	No	No	No	No	No	No
2	4	358	1	13	No	No	No	No	No	No	No	No	No	No
3	4	350	1	12	No	No	No	No	No	No	No	No	No	No
4	4	328	1	12	No	No	No	No	No	No	No	No	No	No
5	4	292	1	10	No	No	No	No	No	No	No	No	No	No
6	4	288	1	10	No	No	No	No	No	No	No	No	No	No
7	4	284	1	10	No	No	No	No	No	No	No	No	No	No
8	4	259	1	9	No	No	No	No	No	No	No	No	No	No
9	4	255	1	9	No	No	No	No	No	No	No	No	No	No
10	4	251	1	9	No	No	No	No	No	No	No	No	No	No
11	4	218	1	8	No	No	No	No	No	No	No	No	No	No
12	4	203	1	7	No	No	No	No	No	No	No	No	No	No
13	4	199	1	7	No	No	No	No	No	No	No	No	No	No
14	4	147	1	5	No	No	No	No	No	No	No	No	No	No
15	4	147	1	5	No	No	No	No	No	No	No	No	No	No
16	4	103	1	4	No	No	No	No	No	No	No	No	No	No
17	4	59	1	2	No	No	No	No	No	No	No	No	No	No
18	4	59	1	2	No	No	No	No	No	No	No	No	No	No
19	4	33	1	1	No	No	No	No	No	No	No	No	No	No
20	4	19	1	1	No	No	No	No	No	No	No	No	No	No
21	4	11	1	0	No	No	No	No	No	No	No	No	No	No
22	4	4	1	0	No	No	No	No	No	No	No	No	No	No
23	4	4	1	0	No	No	No	No	No	No	No	No	No	No
24	4	4	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.3
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:02
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	13
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	382
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 16: Wilson Road/Jimmy Camp Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	532	295	52	277
2	516	286	50	269
3	505	280	49	263
4	473	263	46	247
5	420	233	41	219
6	415	230	41	216
7	410	227	40	213
8	372	207	36	194
9	367	204	36	191
10	362	201	35	188
11	314	174	31	163
12	293	162	29	152
13	287	159	28	150
14	213	118	21	111
15	213	118	21	111
16	149	83	15	78
17	85	47	8	44
18	85	47	8	44
19	48	27	5	25
20	27	15	3	14
21	16	9	2	8
22	5	3	1	3
23	5	3	1	3
24	5	3	1	3

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	827	2	277	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
2	4	802	2	269	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
3	4	785	2	263	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
4	4	736	2	247	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
5	4	653	2	219	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
6	4	645	2	216	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
7	4	637	2	213	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
8	4	579	2	194	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
9	4	571	2	191	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
10	4	563	2	188	No	Yes	Yes	Yes	No	No	No	Yes	No	No
11	4	488	2	163	No	Yes	Yes	Yes	No	No	No	No	No	No
12	4	455	2	152	No	No	Yes	Yes	No	No	No	No	No	No
13	4	446	2	150	No	No	Yes	Yes	No	No	No	No	No	No
14	4	331	2	111	No	No	No	No	No	No	No	No	No	No
15	4	331	2	111	No	No	No	No	No	No	No	No	No	No
16	4	232	2	78	No	No	No	No	No	No	No	No	No	No
17	4	132	2	44	No	No	No	No	No	No	No	No	No	No
18	4	132	2	44	No	No	No	No	No	No	No	No	No	No
19	4	75	2	25	No	No	No	No	No	No	No	No	No	No
20	4	42	2	14	No	No	No	No	No	No	No	No	No	No
21	4	25	2	8	No	No	No	No	No	No	No	No	No	No
22	4	8	2	3	No	No	No	No	No	No	No	No	No	No
23	4	8	2	3	No	No	No	No	No	No	No	No	No	No
24	4	8	2	3	No	No	No	No	No	No	No	No	No	No
Hours Met					7	11	13	13	0	4	7	10	9	4

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	23.4	21.8
Number of Lanes on Minor Street Approach	2	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:20	1:40
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	52	277
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	1156	1156
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 17: Orleans Road/Jimmy Camp Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	96	72	77	12
2	93	70	75	12
3	91	68	73	11
4	85	64	69	11
5	76	57	61	9
6	75	56	60	9
7	74	55	59	9
8	67	50	54	8
9	66	50	53	8
10	65	49	52	8
11	57	42	45	7
12	53	40	42	7
13	52	39	42	6
14	38	29	31	5
15	38	29	31	5
16	27	20	22	3
17	15	12	12	2
18	15	12	12	2
19	9	6	7	1
20	5	4	4	1
21	3	2	2	0
22	1	1	1	0
23	1	1	1	0
24	1	1	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	168	2	77	No	No	No	No	No	No	No	No	No	No
2	3	163	2	75	No	No	No	No	No	No	No	No	No	No
3	3	159	2	73	No	No	No	No	No	No	No	No	No	No
4	3	149	2	69	No	No	No	No	No	No	No	No	No	No
5	3	133	2	61	No	No	No	No	No	No	No	No	No	No
6	3	131	2	60	No	No	No	No	No	No	No	No	No	No
7	3	129	2	59	No	No	No	No	No	No	No	No	No	No
8	3	117	2	54	No	No	No	No	No	No	No	No	No	No
9	3	116	2	53	No	No	No	No	No	No	No	No	No	No
10	3	114	2	52	No	No	No	No	No	No	No	No	No	No
11	3	99	2	45	No	No	No	No	No	No	No	No	No	No
12	3	93	2	42	No	No	No	No	No	No	No	No	No	No
13	3	91	2	42	No	No	No	No	No	No	No	No	No	No
14	3	67	2	31	No	No	No	No	No	No	No	No	No	No
15	3	67	2	31	No	No	No	No	No	No	No	No	No	No
16	3	47	2	22	No	No	No	No	No	No	No	No	No	No
17	3	27	2	12	No	No	No	No	No	No	No	No	No	No
18	3	27	2	12	No	No	No	No	No	No	No	No	No	No
19	3	15	2	7	No	No	No	No	No	No	No	No	No	No
20	3	9	2	4	No	No	No	No	No	No	No	No	No	No
21	3	5	2	2	No	No	No	No	No	No	No	No	No	No
22	3	2	2	1	No	No	No	No	No	No	No	No	No	No
23	3	2	2	1	No	No	No	No	No	No	No	No	No	No
24	3	2	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.9	9.6
Number of Lanes on Minor Street Approach	2	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:12	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	77	12
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	257	257
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 1: Wilson Road/Old Pueblo Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	107	437	242
2	104	424	235
3	102	415	230
4	95	389	215
5	85	345	191
6	83	341	189
7	82	336	186
8	75	306	169
9	74	302	167
10	73	297	165
11	63	258	143
12	59	240	133
13	58	236	131
14	43	175	97
15	43	175	97
16	30	122	68
17	17	70	39
18	17	70	39
19	10	39	22
20	5	22	12
21	3	13	7
22	1	4	2
23	1	4	2
24	1	4	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	544	2	242	No	Yes	Yes	Yes	No	No	No	Yes	No	No
2	4	528	2	235	No	Yes	Yes	Yes	No	No	No	Yes	No	No
3	4	517	2	230	No	Yes	Yes	Yes	No	No	No	Yes	No	No
4	4	484	2	215	No	Yes	Yes	Yes	No	No	No	No	No	No
5	4	430	2	191	No	No	Yes	Yes	No	No	No	No	No	No
6	4	424	2	189	No	No	Yes	Yes	No	No	No	No	No	No
7	4	418	2	186	No	No	No	Yes	No	No	No	No	No	No
8	4	381	2	169	No	No	No	Yes	No	No	No	No	No	No
9	4	376	2	167	No	No	No	Yes	No	No	No	No	No	No
10	4	370	2	165	No	No	No	Yes	No	No	No	No	No	No
11	4	321	2	143	No	No	No	No	No	No	No	No	No	No
12	4	299	2	133	No	No	No	No	No	No	No	No	No	No
13	4	294	2	131	No	No	No	No	No	No	No	No	No	No
14	4	218	2	97	No	No	No	No	No	No	No	No	No	No
15	4	218	2	97	No	No	No	No	No	No	No	No	No	No
16	4	152	2	68	No	No	No	No	No	No	No	No	No	No
17	4	87	2	39	No	No	No	No	No	No	No	No	No	No
18	4	87	2	39	No	No	No	No	No	No	No	No	No	No
19	4	49	2	22	No	No	No	No	No	No	No	No	No	No
20	4	27	2	12	No	No	No	No	No	No	No	No	No	No
21	4	16	2	7	No	No	No	No	No	No	No	No	No	No
22	4	5	2	2	No	No	No	No	No	No	No	No	No	No
23	4	5	2	2	No	No	No	No	No	No	No	No	No	No
24	4	5	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	4	6	10	0	0	0	3	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.3
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:53
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	242
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	786
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 3: Wilson Road/Orleans Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	357	512	4
2	346	497	4
3	339	486	4
4	318	456	4
5	282	404	3
6	278	399	3
7	275	394	3
8	250	358	3
9	246	353	3
10	243	348	3
11	211	302	2
12	196	282	2
13	193	276	2
14	143	205	2
15	143	205	2
16	100	143	1
17	57	82	1
18	57	82	1
19	32	46	0
20	18	26	0
21	11	15	0
22	4	5	0
23	4	5	0
24	4	5	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	869	1	4	No	No	No	No	No	No	No	No	No	No
2	2	843	1	4	No	No	No	No	No	No	No	No	No	No
3	2	825	1	4	No	No	No	No	No	No	No	No	No	No
4	2	774	1	4	No	No	No	No	No	No	No	No	No	No
5	2	686	1	3	No	No	No	No	No	No	No	No	No	No
6	2	677	1	3	No	No	No	No	No	No	No	No	No	No
7	2	669	1	3	No	No	No	No	No	No	No	No	No	No
8	2	608	1	3	No	No	No	No	No	No	No	No	No	No
9	2	599	1	3	No	No	No	No	No	No	No	No	No	No
10	2	591	1	3	No	No	No	No	No	No	No	No	No	No
11	2	513	1	2	No	No	No	No	No	No	No	No	No	No
12	2	478	1	2	No	No	No	No	No	No	No	No	No	No
13	2	469	1	2	No	No	No	No	No	No	No	No	No	No
14	2	348	1	2	No	No	No	No	No	No	No	No	No	No
15	2	348	1	2	No	No	No	No	No	No	No	No	No	No
16	2	243	1	1	No	No	No	No	No	No	No	No	No	No
17	2	139	1	1	No	No	No	No	No	No	No	No	No	No
18	2	139	1	1	No	No	No	No	No	No	No	No	No	No
19	2	78	1	0	No	No	No	No	No	No	No	No	No	No
20	2	44	1	0	No	No	No	No	No	No	No	No	No	No
21	2	26	1	0	No	No	No	No	No	No	No	No	No	No
22	2	9	1	0	No	No	No	No	No	No	No	No	No	No
23	2	9	1	0	No	No	No	No	No	No	No	No	No	No
24	2	9	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:01
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	4
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	873
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 4: Link Road/Jimmy Camp Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	255	177	223
2	247	172	216
3	242	168	212
4	227	158	198
5	201	140	176
6	199	138	174
7	196	136	172
8	179	124	156
9	176	122	154
10	173	120	152
11	150	104	132
12	140	97	123
13	138	96	120
14	102	71	89
15	102	71	89
16	71	50	62
17	41	28	36
18	41	28	36
19	23	16	20
20	13	9	11
21	8	5	7
22	3	2	2
23	3	2	2
24	3	2	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	432	2	223	No	No	Yes	Yes	No	No	No	No	No	No
2	3	419	2	216	No	No	No	Yes	No	No	No	No	No	No
3	3	410	2	212	No	No	No	Yes	No	No	No	No	No	No
4	3	385	2	198	No	No	No	Yes	No	No	No	No	No	No
5	3	341	2	176	No	No	No	Yes	No	No	No	No	No	No
6	3	337	2	174	No	No	No	Yes	No	No	No	No	No	No
7	3	332	2	172	No	No	No	No	No	No	No	No	No	No
8	3	303	2	156	No	No	No	No	No	No	No	No	No	No
9	3	298	2	154	No	No	No	No	No	No	No	No	No	No
10	3	293	2	152	No	No	No	No	No	No	No	No	No	No
11	3	254	2	132	No	No	No	No	No	No	No	No	No	No
12	3	237	2	123	No	No	No	No	No	No	No	No	No	No
13	3	234	2	120	No	No	No	No	No	No	No	No	No	No
14	3	173	2	89	No	No	No	No	No	No	No	No	No	No
15	3	173	2	89	No	No	No	No	No	No	No	No	No	No
16	3	121	2	62	No	No	No	No	No	No	No	No	No	No
17	3	69	2	36	No	No	No	No	No	No	No	No	No	No
18	3	69	2	36	No	No	No	No	No	No	No	No	No	No
19	3	39	2	20	No	No	No	No	No	No	No	No	No	No
20	3	22	2	11	No	No	No	No	No	No	No	No	No	No
21	3	13	2	7	No	No	No	No	No	No	No	No	No	No
22	3	5	2	2	No	No	No	No	No	No	No	No	No	No
23	3	5	2	2	No	No	No	No	No	No	No	No	No	No
24	3	5	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	1	6	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	13.1
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:48
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	223
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	655
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 5: Link Road/Progress Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N, S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	N	S
1	324	269	46	176
2	314	261	45	171
3	308	256	44	167
4	288	239	41	157
5	256	213	36	139
6	253	210	36	137
7	249	207	35	136
8	227	188	32	123
9	224	186	32	121
10	220	183	31	120
11	191	159	27	104
12	178	148	25	97
13	175	145	25	95
14	130	108	18	70
15	130	108	18	70
16	91	75	13	49
17	52	43	7	28
18	52	43	7	28
19	29	24	4	16
20	16	13	2	9
21	10	8	1	5
22	3	3	0	2
23	3	3	0	2
24	3	3	0	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	593	2	176	No	Yes	Yes	Yes	No	No	No	Yes	No	No
2	6	575	2	171	No	Yes	Yes	Yes	No	No	No	Yes	No	No
3	6	564	2	167	No	Yes	Yes	Yes	No	No	No	Yes	No	No
4	6	527	2	157	No	No	Yes	Yes	No	No	No	Yes	No	No
5	6	469	2	139	No	No	No	Yes	No	No	No	No	No	No
6	6	463	2	137	No	No	No	Yes	No	No	No	No	No	No
7	6	456	2	136	No	No	No	Yes	No	No	No	No	No	No
8	6	415	2	123	No	No	No	Yes	No	No	No	No	No	No
9	6	410	2	121	No	No	No	Yes	No	No	No	No	No	No
10	6	403	2	120	No	No	No	Yes	No	No	No	No	No	No
11	6	350	2	104	No	No	No	No	No	No	No	No	No	No
12	6	326	2	97	No	No	No	No	No	No	No	No	No	No
13	6	320	2	95	No	No	No	No	No	No	No	No	No	No
14	6	238	2	70	No	No	No	No	No	No	No	No	No	No
15	6	238	2	70	No	No	No	No	No	No	No	No	No	No
16	6	166	2	49	No	No	No	No	No	No	No	No	No	No
17	6	95	2	28	No	No	No	No	No	No	No	No	No	No
18	6	95	2	28	No	No	No	No	No	No	No	No	No	No
19	6	53	2	16	No	No	No	No	No	No	No	No	No	No
20	6	29	2	9	No	No	No	No	No	No	No	No	No	No
21	6	18	2	5	No	No	No	No	No	No	No	No	No	No
22	6	6	2	2	No	No	No	No	No	No	No	No	No	No
23	6	6	2	2	No	No	No	No	No	No	No	No	No	No
24	6	6	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	3	4	10	0	0	0	4	0	0

Warrant 3 Condition A

Orientation	N	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	17.4	16.9
Number of Lanes on Minor Street Approach	2	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:13	0:49
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	46	176
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	815	815
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 6: Wilson Road/Progress Drive

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	269	740	101
2	261	718	98
3	256	703	96
4	239	659	90
5	213	585	80
6	210	577	79
7	207	570	78
8	188	518	71
9	186	511	70
10	183	503	69
11	159	437	60
12	148	407	56
13	145	400	55
14	108	296	40
15	108	296	40
16	75	207	28
17	43	118	16
18	43	118	16
19	24	67	9
20	13	37	5
21	8	22	3
22	3	7	1
23	3	7	1
24	3	7	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	1009	2	101	No	No	No	No	Yes	Yes	Yes	Yes	Yes	No
2	4	979	2	98	No	No	No	No	No	Yes	Yes	Yes	Yes	No
3	4	959	2	96	No	No	No	No	No	Yes	Yes	Yes	Yes	No
4	4	898	2	90	No	No	No	No	No	Yes	Yes	Yes	Yes	No
5	4	798	2	80	No	No	No	No	No	Yes	Yes	Yes	No	No
6	4	787	2	79	No	No	No	No	No	No	Yes	Yes	No	No
7	4	777	2	78	No	No	No	No	No	No	Yes	Yes	No	No
8	4	706	2	71	No	No	No	No	No	No	Yes	Yes	No	No
9	4	697	2	70	No	No	No	No	No	No	Yes	Yes	No	No
10	4	686	2	69	No	No	No	No	No	No	No	Yes	No	No
11	4	596	2	60	No	No	No	No	No	No	No	Yes	No	No
12	4	555	2	56	No	No	No	No	No	No	No	Yes	No	No
13	4	545	2	55	No	No	No	No	No	No	No	No	No	No
14	4	404	2	40	No	No	No	No	No	No	No	No	No	No
15	4	404	2	40	No	No	No	No	No	No	No	No	No	No
16	4	282	2	28	No	No	No	No	No	No	No	No	No	No
17	4	161	2	16	No	No	No	No	No	No	No	No	No	No
18	4	161	2	16	No	No	No	No	No	No	No	No	No	No
19	4	91	2	9	No	No	No	No	No	No	No	No	No	No
20	4	50	2	5	No	No	No	No	No	No	No	No	No	No
21	4	30	2	3	No	No	No	No	No	No	No	No	No	No
22	4	10	2	1	No	No	No	No	No	No	No	No	No	No
23	4	10	2	1	No	No	No	No	No	No	No	No	No	No
24	4	10	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	1	5	9	12	4	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	26.4
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:44
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	101
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1110
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 7: Orleans Road/Gould Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	0	8	4
2	0	8	4
3	0	8	4
4	0	7	4
5	0	6	3
6	0	6	3
7	0	6	3
8	0	6	3
9	0	6	3
10	0	5	3
11	0	5	2
12	0	4	2
13	0	4	2
14	0	3	2
15	0	3	2
16	0	2	1
17	0	1	1
18	0	1	1
19	0	1	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	8	1	4	No	No	No	No	No	No	No	No	No	No
2	2	8	1	4	No	No	No	No	No	No	No	No	No	No
3	2	8	1	4	No	No	No	No	No	No	No	No	No	No
4	2	7	1	4	No	No	No	No	No	No	No	No	No	No
5	2	6	1	3	No	No	No	No	No	No	No	No	No	No
6	2	6	1	3	No	No	No	No	No	No	No	No	No	No
7	2	6	1	3	No	No	No	No	No	No	No	No	No	No
8	2	6	1	3	No	No	No	No	No	No	No	No	No	No
9	2	6	1	3	No	No	No	No	No	No	No	No	No	No
10	2	5	1	3	No	No	No	No	No	No	No	No	No	No
11	2	5	1	2	No	No	No	No	No	No	No	No	No	No
12	2	4	1	2	No	No	No	No	No	No	No	No	No	No
13	2	4	1	2	No	No	No	No	No	No	No	No	No	No
14	2	3	1	2	No	No	No	No	No	No	No	No	No	No
15	2	3	1	2	No	No	No	No	No	No	No	No	No	No
16	2	2	1	1	No	No	No	No	No	No	No	No	No	No
17	2	1	1	1	No	No	No	No	No	No	No	No	No	No
18	2	1	1	1	No	No	No	No	No	No	No	No	No	No
19	2	1	1	0	No	No	No	No	No	No	No	No	No	No
20	2	0	1	0	No	No	No	No	No	No	No	No	No	No
21	2	0	1	0	No	No	No	No	No	No	No	No	No	No
22	2	0	1	0	No	No	No	No	No	No	No	No	No	No
23	2	0	1	0	No	No	No	No	No	No	No	No	No	No
24	2	0	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	8.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:00
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	4
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	12
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 8: Wilson Road/Access 1

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	167	318	230
2	162	308	223
3	159	302	219
4	149	283	205
5	132	251	182
6	130	248	179
7	129	245	177
8	117	223	161
9	115	219	159
10	114	216	156
11	99	188	136
12	92	175	127
13	90	172	124
14	67	127	92
15	67	127	92
16	47	89	64
17	27	51	37
18	27	51	37
19	15	29	21
20	8	16	12
21	5	10	7
22	2	3	2
23	2	3	2
24	2	3	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	485	2	230	No	Yes	Yes	Yes	No	No	No	No	No	No
2	4	470	2	223	No	No	Yes	Yes	No	No	No	No	No	No
3	4	461	2	219	No	No	Yes	Yes	No	No	No	No	No	No
4	4	432	2	205	No	No	Yes	Yes	No	No	No	No	No	No
5	4	383	2	182	No	No	No	Yes	No	No	No	No	No	No
6	4	378	2	179	No	No	No	Yes	No	No	No	No	No	No
7	4	374	2	177	No	No	No	Yes	No	No	No	No	No	No
8	4	340	2	161	No	No	No	Yes	No	No	No	No	No	No
9	4	334	2	159	No	No	No	No	No	No	No	No	No	No
10	4	330	2	156	No	No	No	No	No	No	No	No	No	No
11	4	287	2	136	No	No	No	No	No	No	No	No	No	No
12	4	267	2	127	No	No	No	No	No	No	No	No	No	No
13	4	262	2	124	No	No	No	No	No	No	No	No	No	No
14	4	194	2	92	No	No	No	No	No	No	No	No	No	No
15	4	194	2	92	No	No	No	No	No	No	No	No	No	No
16	4	136	2	64	No	No	No	No	No	No	No	No	No	No
17	4	78	2	37	No	No	No	No	No	No	No	No	No	No
18	4	78	2	37	No	No	No	No	No	No	No	No	No	No
19	4	44	2	21	No	No	No	No	No	No	No	No	No	No
20	4	24	2	12	No	No	No	No	No	No	No	No	No	No
21	4	15	2	7	No	No	No	No	No	No	No	No	No	No
22	4	5	2	2	No	No	No	No	No	No	No	No	No	No
23	4	5	2	2	No	No	No	No	No	No	No	No	No	No
24	4	5	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	1	4	8	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	12.9
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:49
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	230
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	715
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 9: Wilson Road/Access 2

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	180	151	81
2	175	146	79
3	171	143	77
4	160	134	72
5	142	119	64
6	140	118	63
7	139	116	62
8	126	106	57
9	124	104	56
10	122	103	55
11	106	89	48
12	99	83	45
13	97	82	44
14	72	60	32
15	72	60	32
16	50	42	23
17	29	24	13
18	29	24	13
19	16	14	7
20	9	8	4
21	5	5	2
22	2	2	1
23	2	2	1
24	2	2	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	331	2	81	No	No	No	No	No	No	No	No	No	No
2	4	321	2	79	No	No	No	No	No	No	No	No	No	No
3	4	314	2	77	No	No	No	No	No	No	No	No	No	No
4	4	294	2	72	No	No	No	No	No	No	No	No	No	No
5	4	261	2	64	No	No	No	No	No	No	No	No	No	No
6	4	258	2	63	No	No	No	No	No	No	No	No	No	No
7	4	255	2	62	No	No	No	No	No	No	No	No	No	No
8	4	232	2	57	No	No	No	No	No	No	No	No	No	No
9	4	228	2	56	No	No	No	No	No	No	No	No	No	No
10	4	225	2	55	No	No	No	No	No	No	No	No	No	No
11	4	195	2	48	No	No	No	No	No	No	No	No	No	No
12	4	182	2	45	No	No	No	No	No	No	No	No	No	No
13	4	179	2	44	No	No	No	No	No	No	No	No	No	No
14	4	132	2	32	No	No	No	No	No	No	No	No	No	No
15	4	132	2	32	No	No	No	No	No	No	No	No	No	No
16	4	92	2	23	No	No	No	No	No	No	No	No	No	No
17	4	53	2	13	No	No	No	No	No	No	No	No	No	No
18	4	53	2	13	No	No	No	No	No	No	No	No	No	No
19	4	30	2	7	No	No	No	No	No	No	No	No	No	No
20	4	17	2	4	No	No	No	No	No	No	No	No	No	No
21	4	10	2	2	No	No	No	No	No	No	No	No	No	No
22	4	4	2	1	No	No	No	No	No	No	No	No	No	No
23	4	4	2	1	No	No	No	No	No	No	No	No	No	No
24	4	4	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.2
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:13
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	81
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	412
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 11: Access 1/Res 1

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	94	363	41	123
2	91	352	40	119
3	89	345	39	117
4	84	323	36	109
5	74	287	32	97
6	73	283	32	96
7	72	280	32	95
8	66	254	29	86
9	65	250	28	85
10	64	247	28	84
11	55	214	24	73
12	52	200	23	68
13	51	196	22	66
14	38	145	16	49
15	38	145	16	49
16	26	102	11	34
17	15	58	7	20
18	15	58	7	20
19	8	33	4	11
20	5	18	2	6
21	3	11	1	4
22	1	4	0	1
23	1	4	0	1
24	1	4	0	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	457	2	123	No	No	No	Yes	No	No	No	No	No	No
2	4	443	2	119	No	No	No	Yes	No	No	No	No	No	No
3	4	434	2	117	No	No	No	Yes	No	No	No	No	No	No
4	4	407	2	109	No	No	No	No	No	No	No	No	No	No
5	4	361	2	97	No	No	No	No	No	No	No	No	No	No
6	4	356	2	96	No	No	No	No	No	No	No	No	No	No
7	4	352	2	95	No	No	No	No	No	No	No	No	No	No
8	4	320	2	86	No	No	No	No	No	No	No	No	No	No
9	4	315	2	85	No	No	No	No	No	No	No	No	No	No
10	4	311	2	84	No	No	No	No	No	No	No	No	No	No
11	4	269	2	73	No	No	No	No	No	No	No	No	No	No
12	4	252	2	68	No	No	No	No	No	No	No	No	No	No
13	4	247	2	66	No	No	No	No	No	No	No	No	No	No
14	4	183	2	49	No	No	No	No	No	No	No	No	No	No
15	4	183	2	49	No	No	No	No	No	No	No	No	No	No
16	4	128	2	34	No	No	No	No	No	No	No	No	No	No
17	4	73	2	20	No	No	No	No	No	No	No	No	No	No
18	4	73	2	20	No	No	No	No	No	No	No	No	No	No
19	4	41	2	11	No	No	No	No	No	No	No	No	No	No
20	4	23	2	6	No	No	No	No	No	No	No	No	No	No
21	4	14	2	4	No	No	No	No	No	No	No	No	No	No
22	4	5	2	1	No	No	No	No	No	No	No	No	No	No
23	4	5	2	1	No	No	No	No	No	No	No	No	No	No
24	4	5	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	3	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.2	17
Number of Lanes on Minor Street Approach	2	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:06	0:34
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	41	123
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	621	621
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 12: Access 1/Res 3

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	58	131	18	65
2	56	127	17	63
3	55	124	17	62
4	52	117	16	58
5	46	103	14	51
6	45	102	14	51
7	45	101	14	50
8	41	92	13	46
9	40	90	12	45
10	39	89	12	44
11	34	77	11	38
12	32	72	10	36
13	31	71	10	35
14	23	52	7	26
15	23	52	7	26
16	16	37	5	18
17	9	21	3	10
18	9	21	3	10
19	5	12	2	6
20	3	7	1	3
21	2	4	1	2
22	1	1	0	1
23	1	1	0	1
24	1	1	0	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	189	2	65	No	No	No	No	No	No	No	No	No	No
2	4	183	2	63	No	No	No	No	No	No	No	No	No	No
3	4	179	2	62	No	No	No	No	No	No	No	No	No	No
4	4	169	2	58	No	No	No	No	No	No	No	No	No	No
5	4	149	2	51	No	No	No	No	No	No	No	No	No	No
6	4	147	2	51	No	No	No	No	No	No	No	No	No	No
7	4	146	2	50	No	No	No	No	No	No	No	No	No	No
8	4	133	2	46	No	No	No	No	No	No	No	No	No	No
9	4	130	2	45	No	No	No	No	No	No	No	No	No	No
10	4	128	2	44	No	No	No	No	No	No	No	No	No	No
11	4	111	2	38	No	No	No	No	No	No	No	No	No	No
12	4	104	2	36	No	No	No	No	No	No	No	No	No	No
13	4	102	2	35	No	No	No	No	No	No	No	No	No	No
14	4	75	2	26	No	No	No	No	No	No	No	No	No	No
15	4	75	2	26	No	No	No	No	No	No	No	No	No	No
16	4	53	2	18	No	No	No	No	No	No	No	No	No	No
17	4	30	2	10	No	No	No	No	No	No	No	No	No	No
18	4	30	2	10	No	No	No	No	No	No	No	No	No	No
19	4	17	2	6	No	No	No	No	No	No	No	No	No	No
20	4	10	2	3	No	No	No	No	No	No	No	No	No	No
21	4	6	2	2	No	No	No	No	No	No	No	No	No	No
22	4	2	2	1	No	No	No	No	No	No	No	No	No	No
23	4	2	2	1	No	No	No	No	No	No	No	No	No	No
24	4	2	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.1	10.2
Number of Lanes on Minor Street Approach	1	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:02	0:10
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	18	65
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	272	272
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	

Signal Warrants Report For Intersection 13: Access 1/Res 2

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	93	145	18
2	90	141	17
3	88	138	17
4	83	129	16
5	73	115	14
6	73	113	14
7	72	112	14
8	65	102	13
9	64	100	12
10	63	99	12
11	55	86	11
12	51	80	10
13	50	78	10
14	37	58	7
15	37	58	7
16	26	41	5
17	15	23	3
18	15	23	3
19	8	13	2
20	5	7	1
21	3	4	1
22	1	1	0
23	1	1	0
24	1	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	238	1	18	No	No	No	No	No	No	No	No	No	No
2	3	231	1	17	No	No	No	No	No	No	No	No	No	No
3	3	226	1	17	No	No	No	No	No	No	No	No	No	No
4	3	212	1	16	No	No	No	No	No	No	No	No	No	No
5	3	188	1	14	No	No	No	No	No	No	No	No	No	No
6	3	186	1	14	No	No	No	No	No	No	No	No	No	No
7	3	184	1	14	No	No	No	No	No	No	No	No	No	No
8	3	167	1	13	No	No	No	No	No	No	No	No	No	No
9	3	164	1	12	No	No	No	No	No	No	No	No	No	No
10	3	162	1	12	No	No	No	No	No	No	No	No	No	No
11	3	141	1	11	No	No	No	No	No	No	No	No	No	No
12	3	131	1	10	No	No	No	No	No	No	No	No	No	No
13	3	128	1	10	No	No	No	No	No	No	No	No	No	No
14	3	95	1	7	No	No	No	No	No	No	No	No	No	No
15	3	95	1	7	No	No	No	No	No	No	No	No	No	No
16	3	67	1	5	No	No	No	No	No	No	No	No	No	No
17	3	38	1	3	No	No	No	No	No	No	No	No	No	No
18	3	38	1	3	No	No	No	No	No	No	No	No	No	No
19	3	21	1	2	No	No	No	No	No	No	No	No	No	No
20	3	12	1	1	No	No	No	No	No	No	No	No	No	No
21	3	7	1	1	No	No	No	No	No	No	No	No	No	No
22	3	2	1	0	No	No	No	No	No	No	No	No	No	No
23	3	2	1	0	No	No	No	No	No	No	No	No	No	No
24	3	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:02
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	18
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	256
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 14: Wilson Road/Fire Station Access

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	156	149	21
2	151	145	20
3	148	142	20
4	139	133	19
5	123	118	17
6	122	116	16
7	120	115	16
8	109	104	15
9	108	103	14
10	106	101	14
11	92	88	12
12	86	82	12
13	84	80	11
14	62	60	8
15	62	60	8
16	44	42	6
17	25	24	3
18	25	24	3
19	14	13	2
20	8	7	1
21	5	4	1
22	2	1	0
23	2	1	0
24	2	1	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	305	1	21	No	No	No	No	No	No	No	No	No	No
2	4	296	1	20	No	No	No	No	No	No	No	No	No	No
3	4	290	1	20	No	No	No	No	No	No	No	No	No	No
4	4	272	1	19	No	No	No	No	No	No	No	No	No	No
5	4	241	1	17	No	No	No	No	No	No	No	No	No	No
6	4	238	1	16	No	No	No	No	No	No	No	No	No	No
7	4	235	1	16	No	No	No	No	No	No	No	No	No	No
8	4	213	1	15	No	No	No	No	No	No	No	No	No	No
9	4	211	1	14	No	No	No	No	No	No	No	No	No	No
10	4	207	1	14	No	No	No	No	No	No	No	No	No	No
11	4	180	1	12	No	No	No	No	No	No	No	No	No	No
12	4	168	1	12	No	No	No	No	No	No	No	No	No	No
13	4	164	1	11	No	No	No	No	No	No	No	No	No	No
14	4	122	1	8	No	No	No	No	No	No	No	No	No	No
15	4	122	1	8	No	No	No	No	No	No	No	No	No	No
16	4	86	1	6	No	No	No	No	No	No	No	No	No	No
17	4	49	1	3	No	No	No	No	No	No	No	No	No	No
18	4	49	1	3	No	No	No	No	No	No	No	No	No	No
19	4	27	1	2	No	No	No	No	No	No	No	No	No	No
20	4	15	1	1	No	No	No	No	No	No	No	No	No	No
21	4	9	1	1	No	No	No	No	No	No	No	No	No	No
22	4	3	1	0	No	No	No	No	No	No	No	No	No	No
23	4	3	1	0	No	No	No	No	No	No	No	No	No	No
24	4	3	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:03
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	21
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	326
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Signal Warrants Report For Intersection 16: Wilson Road/Jimmy Camp Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	356	600	58	315
2	345	582	56	306
3	338	570	55	299
4	317	534	52	280
5	281	474	46	249
6	278	468	45	246
7	274	462	45	243
8	249	420	41	221
9	246	414	40	217
10	242	408	39	214
11	210	354	34	186
12	196	330	32	173
13	192	324	31	170
14	142	240	23	126
15	142	240	23	126
16	100	168	16	88
17	57	96	9	50
18	57	96	9	50
19	32	54	5	28
20	18	30	3	16
21	11	18	2	9
22	4	6	1	3
23	4	6	1	3
24	4	6	1	3

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	4	956	2	315	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	4	927	2	306	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	4	908	2	299	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	4	851	2	280	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
5	4	755	2	249	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
6	4	746	2	246	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
7	4	736	2	243	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
8	4	669	2	221	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
9	4	660	2	217	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
10	4	650	2	214	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
11	4	564	2	186	No	Yes	Yes	Yes	No	No	No	Yes	No	No
12	4	526	2	173	No	Yes	Yes	Yes	No	No	No	Yes	No	No
13	4	516	2	170	No	Yes	Yes	Yes	No	No	No	Yes	No	No
14	4	382	2	126	No	No	No	Yes	No	No	No	No	No	No
15	4	382	2	126	No	No	No	Yes	No	No	No	No	No	No
16	4	268	2	88	No	No	No	No	No	No	No	No	No	No
17	4	153	2	50	No	No	No	No	No	No	No	No	No	No
18	4	153	2	50	No	No	No	No	No	No	No	No	No	No
19	4	86	2	28	No	No	No	No	No	No	No	No	No	No
20	4	48	2	16	No	No	No	No	No	No	No	No	No	No
21	4	29	2	9	No	No	No	No	No	No	No	No	No	No
22	4	10	2	3	No	No	No	No	No	No	No	No	No	No
23	4	10	2	3	No	No	No	No	No	No	No	No	No	No
24	4	10	2	3	No	No	No	No	No	No	No	No	No	No
Hours Met					10	13	13	15	3	7	10	13	10	6

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	33	286.3
Number of Lanes on Minor Street Approach	2	2
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:31	25:03
Delay Condition Met	No	Yes
Volume on Minor Street Approach During Same Hour	58	315
High Minor Volume Condition Met	No	Yes
Total Entering Volume on All Approaches During Same Hour	1329	1329
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	Yes
Warrant Met for Intersection	Yes	

Signal Warrants Report For Intersection 17: Orleans Road/Jimmy Camp Road

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	125	147	46	12
2	121	143	45	12
3	119	140	44	11
4	111	131	41	11
5	99	116	36	9
6	98	115	36	9
7	96	113	35	9
8	88	103	32	8
9	86	101	32	8
10	85	100	31	8
11	74	87	27	7
12	69	81	25	7
13	68	79	25	6
14	50	59	18	5
15	50	59	18	5
16	35	41	13	3
17	20	24	7	2
18	20	24	7	2
19	11	13	4	1
20	6	7	2	1
21	4	4	1	0
22	1	1	0	0
23	1	1	0	0
24	1	1	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	272	1	46	No	No	No	No	No	No	No	No	No	No
2	3	264	1	45	No	No	No	No	No	No	No	No	No	No
3	3	259	1	44	No	No	No	No	No	No	No	No	No	No
4	3	242	1	41	No	No	No	No	No	No	No	No	No	No
5	3	215	1	36	No	No	No	No	No	No	No	No	No	No
6	3	213	1	36	No	No	No	No	No	No	No	No	No	No
7	3	209	1	35	No	No	No	No	No	No	No	No	No	No
8	3	191	1	32	No	No	No	No	No	No	No	No	No	No
9	3	187	1	32	No	No	No	No	No	No	No	No	No	No
10	3	185	1	31	No	No	No	No	No	No	No	No	No	No
11	3	161	1	27	No	No	No	No	No	No	No	No	No	No
12	3	150	1	25	No	No	No	No	No	No	No	No	No	No
13	3	147	1	25	No	No	No	No	No	No	No	No	No	No
14	3	109	1	18	No	No	No	No	No	No	No	No	No	No
15	3	109	1	18	No	No	No	No	No	No	No	No	No	No
16	3	76	1	13	No	No	No	No	No	No	No	No	No	No
17	3	44	1	7	No	No	No	No	No	No	No	No	No	No
18	3	44	1	7	No	No	No	No	No	No	No	No	No	No
19	3	24	1	4	No	No	No	No	No	No	No	No	No	No
20	3	13	1	2	No	No	No	No	No	No	No	No	No	No
21	3	8	1	1	No	No	No	No	No	No	No	No	No	No
22	3	2	1	0	No	No	No	No	No	No	No	No	No	No
23	3	2	1	0	No	No	No	No	No	No	No	No	No	No
24	3	2	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.4	10.3
Number of Lanes on Minor Street Approach	2	1
VehicleHours of Stopped Delay on Minor Approach (h:mm)	0:07	0:02
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	46	12
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	330	330
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	No	