

Monument Junction Traffic Impact Study

Prepared for:
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FEBRUARY 22, 2022

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LSC #S214510



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February 22, 2022

Mr. Joe Loidolt
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RE: Monument Junction
Traffic Impact Study
Monument, Colorado
LSC #S214510

Dear Mr. Loidolt:

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

REPORT CONTENTS

The report contains the following:

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

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

LAND USE AND PROPOSED ACCESS PLAN

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

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

Phase 1 portion of the development is outlined in Figure 2b and will consist of 58 single-family lots in the southeast corner of the development and the fast-food restaurant with drive through in the northern part of the project. Phase 1 access is proposed to Jackson Creek Parkway as shown in Figure 2b with green lines.

EXISTING ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

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

State Highway 105 is a Colorado Department of Transportation (CDOT) roadway that runs from the Douglas/El Paso County Line to Jackson Creek Parkway. The CDOT-controlled portion (SH 105) begins immediately west of the intersection with Jackson Creek Parkway (about 100 feet west of the center of

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

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

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

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

Existing Traffic Conditions

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

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

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

Existing Levels of Service

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

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

Table 1: Intersection Levels of Service

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

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

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

BACKGROUND TRAFFIC

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

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

TRIP GENERATION

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

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

Phase 1 Trip Generation

Phase 1 could be expected to generate approximately 2,300 total vehicle trips on the average weekday, with about half entering and half exiting in a 24-hour period. These daily trip estimates as well as morning and afternoon peak-hour trip generation estimates are presented in Table 2 (attached). The trip-generation estimates for the Phase 1 land uses are shown in the gray highlighted rows in the table. For example, the fast-food-restaurant trip-generation estimate indicates 85 entering trips and 82 exiting trips in the morning peak hour. The internal trips do not apply for the short-term analysis, so the trips in the “Total Trips Generated” columns represent the “driveway trips” at the site-access points to the adjacent roadways.

Development Buildout Trip Generation

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

Internal Capture Calculations and Resulting Estimates

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

Pass-by Trips

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

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

TRIP DISTRIBUTION AND ASSIGNMENT

Figure 5 shows the specific distribution estimates for the site-generated traffic volumes. The trip distribution represents the percentages of site-generated traffic projected to be oriented to and from the major approaches to the site. The estimates are based on the following factors: the location of the site with respect to regional residential, employment, commercial, and activity

centers; the location of the site with respect to the Town of Monument, the Tri-Lakes region, and the balance of the City of Colorado Springs metropolitan area; the land use proposed for the site; the proposed access system for the site; the roadway system serving the site; and the existing traffic counts.

Phase 1

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

Buildout

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

TOTAL TRAFFIC

Short Term – Phase 1

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

Short Term – Buildout

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

Long Term – Buildout

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

PROJECTED LEVELS OF SERVICE

The study intersections have been analyzed to determine the projected levels of service, based on the 2040 background, as well as short- and long-term total traffic volumes. The level of service

reports are attached. Figures 4, 9, 11, and 13 show the level of service analysis results for the long-term background, short-term Phase 1 total, short-term buildout total, and long-term buildout total scenarios, respectively.

SH 105/I-25 Northbound Ramps

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

SH 105/Jackson Creek Parkway

Short-Term

The intersection of SH 105/Jackson Creek Parkway operates at LOS D or better during both peak hours in all scenarios. The northbound left-turning movement is projected to operate at LOS E during the Short-Term Buildout morning peak hour. The eastbound right-turning movement meets the criteria to require a deceleration lane with the existing volumes.

The eastbound-to-southbound right-turn volume is high and would benefit from a free right-turn movement. If the intersection of SH 105/Jackson Creek Parkway is to be widened and/or the traffic signal replaced, CDOT will also require a free right to a yield condition for this right-turn movement. These improvements have been reflected in the Synchro analysis.

Long-Term

In all future scenarios, it has been assumed that an eastbound right-turn deceleration has been constructed, along with the channelized right turn with a Yield condition. The westbound left-turn movement is shown to operate at LOS E based on the existing signal timings. The signal timing will likely need to be adjusted with growth to provide additional phase time. The lane may also need to be restriped with traffic growth (background traffic and this project). Restriping would shorten the exclusive eastbound left turn at Knollwood/Highway 105 (which is currently nearly 500 feet long).

Highway 105/Knollwood Boulevard/Knollwood Drive

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

Higby Road/Jackson Creek Parkway

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

through this intersection. All individual turning movements would operate at LOS D or better during both long-term peak hours.

Jackson Creek Parkway/Site Access Points

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

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

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

Short-Term Phase 1

In the short-term Phase 1 total traffic conditions, all yielding movements at the T-intersections are forecast to operate at LOS C or better.

Short-Term Buildout

In the short-term buildout total traffic conditions, all yielding movements at the T-intersections are forecast to operate at LOS D or better. The north full-movement signalized access (Access B) is anticipated to operate at LOS D during the peak hours with all individual movements operating at LOS D or better with single northbound and southbound through lanes. Once the roadway is widened to allow two northbound and southbound through lanes, the intersection is projected to operate at LOS C or better during peak hours.

At the south full-movement four-leg intersection (Access D), the left-turning movements from the side streets onto Jackson Creek Parkway are projected to operate at LOS F. These lower levels of service are typical of left-turning movements from a side street onto a major street. The left-turning movements are all below capacity (v/c ratio less than 1.0) and have a calculated 95th-percentile queue length of less than 100 feet (within the proposed vehicle stacking distances).

Long-Term Buildout

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

Left-turning movements from the side streets (eastbound and westbound approaches) at Access D are forecast to operate at LOS F during both peak hours. As mentioned previously, the lower levels of service are typical of left-turning movements from a side street onto a major street. The eastbound left-turning movements have a volume/capacity ratio of less than one and queue lengths under 100 feet.

These levels of service are based on turning-movement estimates, which are subject to change with specific development within the retail development site that would utilize this intersection for ingress and egress from Jackson Creek Parkway. Depending on the land uses/"end users" and associated trip generation, an MUTCD warrant for a traffic signal may be met at this intersection (potentially with the combination of Phase 2 residential development traffic) and/or the Town may decide to signalize this intersection. A traffic signal would mitigate LOS-F turning movements shown for the side-street approaches.

QUEUING ANALYSIS

Queuing Analysis Terminology

"Upstream block time" represents the percent of time during the peak hour in which the entry point for a turn lane upstream of the subject intersection is blocked by a queue in the adjacent through lane. "Storage block time" is the proportion of time in which the turn lane's queue exceeds the available storage length and left-turning vehicles overspill the turn lane in the model and into the adjacent through lane.

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

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

SH 105/Jackson Creek Parkway

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

The 95th-percentile queue length for the westbound left-turning movement at SH 105/Jackson Creek Parkway is projected to reach 321 feet during the long-term morning peak hour. Just east of this intersection, the eastbound left-turning movement at SH 105/Knolwood Drive is projected to have a 95th-percentile queue of 249 feet during the long-term morning peak hour. Neither of these projected long-term queue lengths would exceed the proposed available full-width lane lengths for each of the back-to-back left-turn lanes. Based on the long-term analysis, a 375-foot-long westbound left-turn lane would accommodate projected queues at SH 105/Jackson Creek.

Jackson Creek Parkway/Site Full-Movement Access Intersections

Access B

Exhibit 1 shows projected short-term and long-term 95th-percentile queue lengths at Access B. Results from the SimTraffic queuing reports indicate that queues for the southeast left-turn lane extending back from Jackson Creek Parkway/Access B would reach approximately 188 feet during the long-term afternoon peak hour. In order to prevent storage block time, LSC recommends that at least 200 feet of stacking distance be provided for the southeast left-exiting turn lane at Access B. All other minor-street exiting turn lanes and left-turning movements on Jackson Creek Parkway at Access B would be accommodated during both long-term peak hours based on the recommended turn-lane lengths described in this report.

Access D

Exhibit 2 shows projected short-term and long-term 95th-percentile queue lengths at Access D. Results from the SimTraffic queuing reports indicate that all minor-street queues extending back from Jackson Creek Parkway/Access D would be accommodated during both long-term peak hours if the internal left-turn stacking distance were to be at least 100 feet long.

TRAFFIC SIGNAL WARRANT ANALYSIS

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

ROADWAY IMPROVEMENTS

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

Jackson Creek Parkway

As mentioned previously, Jackson Creek Parkway is planned to be upgraded to a four-lane roadway between Higby Road and Highway 105 in the future. This is reflected in the long-term scenario. The proposed site contributes to the projected volumes on Jackson Creek Parkway, although the site alone does not generate enough traffic to necessitate the four-lane upgrade roadway project.

Figure 2b shows the proposed roadway phasing and Figure 11 shows potential auxiliary turn lanes along Jackson Creek Parkway that will likely or may be needed at the access points (as noted).

Phase 1 is planned to include an interim northbound left turn bay at the north full-movement access to Jackson Creek Parkway. This is planned to prevent northbound left turning traffic from impeding northbound through traffic when northbound left turning traffic waits for an acceptable gap in southbound traffic.

Per applicant meetings with Town staff, the **north section** of Jackson Creek Parkway is planned to be constructed to the “ultimate” condition shortly following Phase 1. Also, for the short-term buildout scenario, the side-streets at the middle access points are planned to be constructed to the ultimate cross section and improvements such as curb radii would be placed in the final locations. The existing section of Jackson Creek Parkway south of the north full-movement access is planned to include interim modification to function as a transition section that would tie into the existing Jackson Creek Parkway cross section.

Between Phase 1 and buildout, this interim section of Jackson Creek Parkway south of the north access could be evaluated as development projects move forward. Evaluation of the interim section of Jackson Creek Parkway could include the need for any additional interim turn lanes, traffic signal(s), or other upgrades prior to the completion of the full roadway section by the Town.

In the short-term buildout, it is estimated that the proposed development will make up 28 percent of the afternoon peak hour traffic on Jackson Creek Parkway south of SH 105. In the long term, that percentage is expected to drop to 20.5 percent, due to growth in the area.

Auxiliary Turn Lanes

- Based on the criteria contained in the Colorado State Highway Access Code, an eastbound right-turn lane should be provided at the intersection of SH 105/Jackson Creek Parkway. With a roadway classification of NR-A and a posted speed of 45 mph, a 435-foot deceleration lane is required with a 165-foot taper. Although the applicant will construct this lane, it should be noted that a deceleration lane is required under existing traffic volumes. Note: This lane has been assumed in the analysis for the short- and long-term buildout scenarios.

- As required by CDOT, the applicant will construct an eastbound right-turn acceleration lane on State Highway 105 beginning at Jackson Creek Parkway and extending east. The Access Code prescribes a 550-foot-long acceleration lane (adjusted for grade, as necessary) including transition taper. This lane will likely be configured in the short term as continuous lane to the existing right-in-only access near Kum & Go. With the El Paso County Highway 105 project, this lane will likely be a continuous right-turn lane between Jackson Creek Parkway and Knollwood.
- Regarding the northbound left-turn movement at the Highway 105/Jackson Creek Parkway intersection, the movement will fail without dual left-turn lanes. Exclusive dual left-turn lanes and a separate right-turn lane are planned to be constructed shortly after Phase 1. The short-and long-term buildout scenarios assume this expanded laneage.
- The westbound left-turn lane on Highway 105 at Jackson Creek Parkway is about 280 feet long plus and 85-foot transition taper. This lane is back-to-back with the 480-foot-long eastbound left-turn lane at the Highway 105/Knollwood intersection. The El Paso County *Engineering Criteria Manual (ECM)* requires 235 feet of lane plus stacking distance **plus** a 200-foot taper. As such, the lane does not meet *ECM* standards for deceleration distance + stacking + taper (Note: The El Paso County *ECM* has a standard requirement for left-turn lanes to include three components: 1) storage/queue length **plus** deceleration distance **plus** taper length). Although the *ECM*-prescribed combination of queue distance **plus** full deceleration length **will not fit** (given the back-to-back left-turn lane configuration on Highway 105 between Jackson Creek Parkway and the Knollwood intersections and the distance between these intersections), based on the long-term analysis, a **375-foot-long** (full-width portion, not including the transition taper), westbound single left-turn lane would accommodate the projected 95th percentile queues. **The existing lane could be lengthened to a 375-foot length through restriping (BY OTHERS)**. Note: this would result in a shorter eastbound left-turn lane at Knollwood/SH 105.
- It is recommended that the site-access points have left-turn lanes into the site. Right-turn deceleration lanes will also be needed depending on turning volume. Additionally, the outbound laneage at each of the site-access points should have a two-lane approach (for separate left turns). Please refer to Figure 14 for details.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

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

Projected Levels of Service

- The signalized intersections within the study area are all forecast to operate at LOS D or better during both peak hours in all future scenarios.
- In the short-term with Phase 1 of the development, all turning movements at the site access are projected to operate at LOS C or better during the peak hours.
- The north four-leg intersection is anticipated to meet signal warrants in the short-term and long-term buildout total scenarios. The intersection is anticipated to operate at LOS D or better during both peak hours in both total traffic scenarios.
- In the short-term and long-term scenarios, the eastbound and westbound left-turning movements at the unsignalized four-leg intersection are projected to operate at LOS E or F during both peak hours. This intersection could be reevaluated with individual site developments, served by this intersection, to evaluate the signal warrants with traffic volume data and projections. A signal at this location would also provide a controlled location for pedestrians to cross Jackson Creek Parkway.

Roadway Improvements

- Figure 14 presents the roadway improvements associated with the project, including auxiliary turn lanes, traffic control, the required connection to Knollwood, and Jackson Creek Parkway improvements.
- Jackson Creek Parkway north of Higby Road is planned to be improved to four-lanes in the future. It is our understanding that this would be the responsibility of the Town. The intersection of Jackson Creek Parkway/Highway 105, and the north full-movement access/Jackson Creek Parkway, and the segment of Jackson Creek Parkway between these two intersections are planned to be constructed to the “ultimate” condition **by the applicant**. This would occur shortly following Phase 1. Also, the side-streets at the middle access points are planned to be constructed to the ultimate cross section and curb radii and other improvements would be placed in the final locations. The applicant would be responsible for construction of the site-access points.
- The existing section of Jackson Creek Parkway south of the north full-movement access is planned to include interim modification to function as a transition section that would tie into the existing Jackson Creek Parkway cross section. The interim section of Jackson Creek Parkway south of the north access could be evaluated as development projects move forward. Evaluation of the interim section of Jackson Creek Parkway could include the need for any additional interim turn lanes, traffic signal(s), or other upgrades prior to the completion of the full roadway section by the Town. The applicant would be responsible for construction of the required auxiliary turn lanes and traffic control at the site-access points.

- LSC recommends the following laneage for the full-movement access points: A three-lane cross section just east/west of Jackson Creek Parkway (JCP), with separate outbound left- and right-turn bays (at the stop signs) with one inbound lane (about 15 to 16 feet for a short distance east of the intersection. A slightly wider inbound lane (or “departure lane” from the intersection with JCP) would benefit traffic operations. Two outbound lanes at JCP would allow for reduced delay/convenience for right-turning traffic as right turners would not need to wait behind left-turning traffic, and 2) allow for better operations in case (as planned) Phase 2 access points are aligned with one or both of these Phase 1 access points. By initially constructing the access points in this manner, future left-turn-only and shared through/right approach lanes could be accommodated as the intersections become four-leg intersections. The applicant would be responsible for construction of the required laneage at the site-access points.
- Please refer to the “Queueing Analysis” section for more detail regarding projected 95th-percentile queue lengths for proposed left-turn bays on the side streets of the two full-movement access-point intersections (Access B and Access D).
- It is forecast that the proposed development will make up 28 percent of the afternoon peak hour traffic on Jackson Creek Parkway in the vicinity of the site in the short term at buildout. In the long term, the development-generated traffic will make up 21.3 percent of the afternoon peak hour traffic on Jackson Creek Parkway.

* * * * *

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

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.



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

JCH/JAB:jas

Enclosures: Table 2
Figures 1-14
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Table 2



**Table 2
Trip Generation Estimate**

TRAFFIX TAZ	ITE Code	Land Use Description	Units	Trip Generation Rates ⁽¹⁾					Total Trips Generated					Internal Trips	Internal Trips Generated ⁽³⁾					External Trips Generated					AM Pass-By Trip % ⁽⁴⁾	PM Pass-By Trip % ⁽⁴⁾	New External Trips Generated Weekday Traffic
				Weekday Traffic	AM Peak Hour In	PM Peak Hour Out	AM Peak Hour In	PM Peak Hour Out	Weekday Traffic	AM Peak Hour In	PM Peak Hour Out	AM Peak Hour In	PM Peak Hour Out		Weekday Traffic	AM Peak Hour In	PM Peak Hour Out	AM Peak Hour In	PM Peak Hour Out	Weekday Traffic	AM Peak Hour In	PM Peak Hour Out	AM Peak Hour In	PM Peak Hour Out			
Proposed Land Use																											
4	210	Single-Family Detached Housing	100 DU ⁽²⁾	9.43	0.18	0.52	0.59	0.35	943	18	52	59	35	10%	94	2	5	6	4	849	16	47	53	32	0%	0%	849
7	210	Single-Family Detached Housing	58 DU ⁽²⁾	9.43	0.18	0.52	0.59	0.35	547	11	30	34	20	10%	55	1	3	3	2	492	10	27	31	18	0%	0%	492
5,6	215	Single Family Attached	146 DU ⁽²⁾	7.20	0.15	0.33	0.32	0.25	1,051	22	48	47	36	10%	105	2	5	5	4	946	20	43	42	32	0%	0%	946
2	220	Multi-Family Housing (Low Rise)	267 DU	6.69	0.09	0.30	0.32	0.19	1,787	25	80	85	50	10%	179	3	8	9	5	1,608	23	72	77	45	0%	0%	1,608
1,8,9	822	Strip Retail Plaza (<40ksf)	36 KSF	48.58	1.12	0.74	2.68	2.68	1,749	40	27	97	97	15%	262	6	4	15	15	1,487	34	23	82	82	34%	34%	982
1,8,9	934	Fast Food with Drive Thru	3.75 KSF	467.48	22.75	21.86	17.18	15.85	1,753	85	82	64	59	15%	263	13	12	10	9	1,490	72	70	54	50	49%	50%	752
1,8,9	945	Convenience Store/Gas Station (2.0-4.0 KSF)	12 VFP	265.12	8.03	8.03	9.21	9.21	3,181	96	96	111	111	15%	477	14	14	17	17	2,704	82	82	94	94	62%	56%	1,109
3	822	Strip Retail Plaza (<40ksf)	20 KSF	53.68	1.36	0.91	3.18	3.18	1,074	27	18	64	64	7%	75	2	1	4	4	999	25	17	60	60	34%	34%	659
Total									12,085	324	433	561	472		1,510	43	53	68	59	10,575	281	380	493	413			7,397

Notes:

Phase 1 Development - shaded in gray

(1) Source: "Trip Generation, 11th Edition, 2021" by the Institute of Transportation Engineers (ITE)

(2) KSF = one thousand square feet of floor space, DU = dwelling unit

(3) Source: Estimates by LSC

(4) Source: "Trip Generation Handbook - An ITE Proposed Recommended Practice, Third Edition September 2017" by ITE

Source: LSC Transportation Consultants, Inc. (JCH 12-9-2021)

Figures 1-14





Not to scale

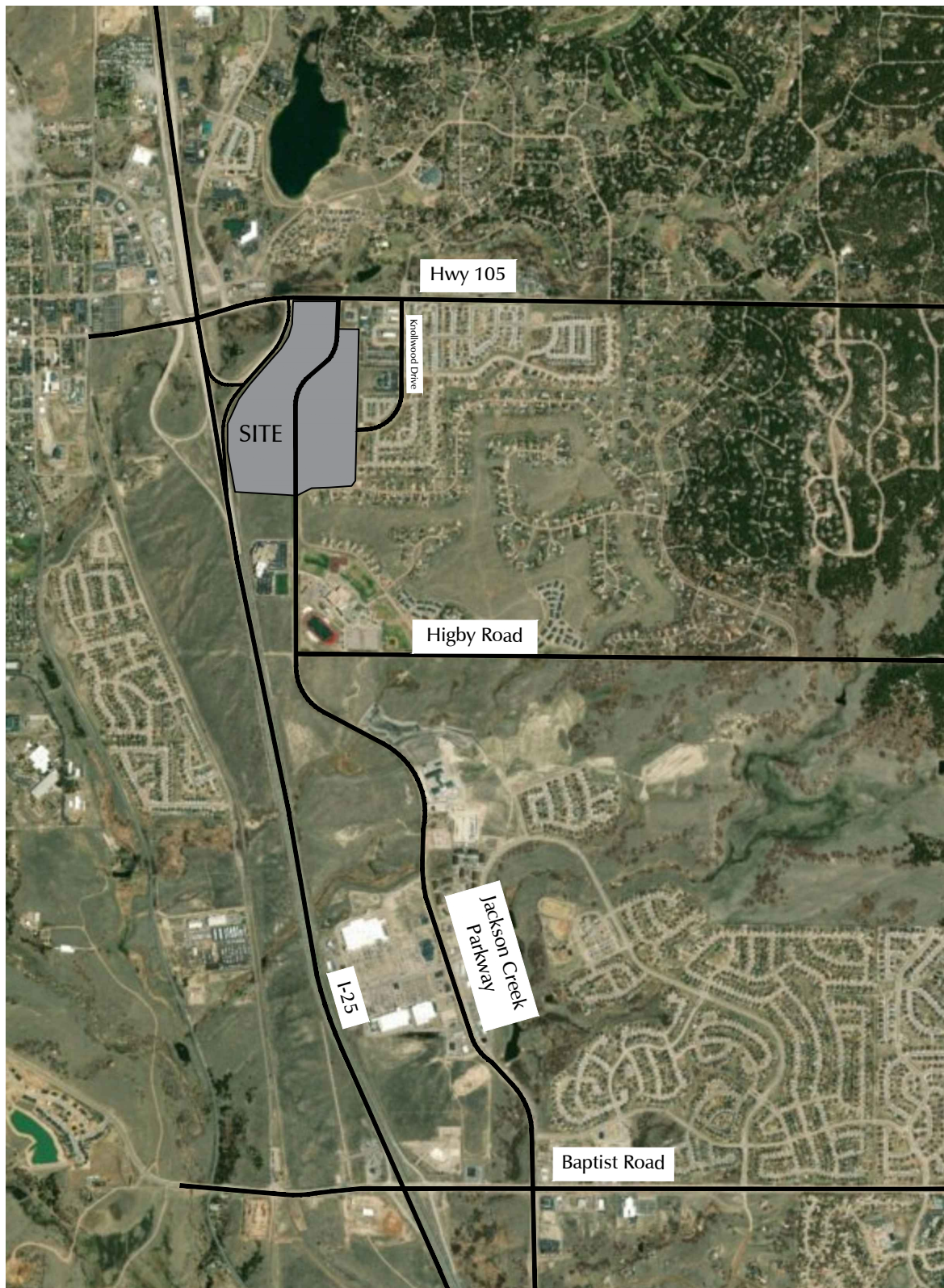


Figure 1

Vicinity

Monument Junction (LSC# S214510)



Approximate
Scale:
1" = 350'

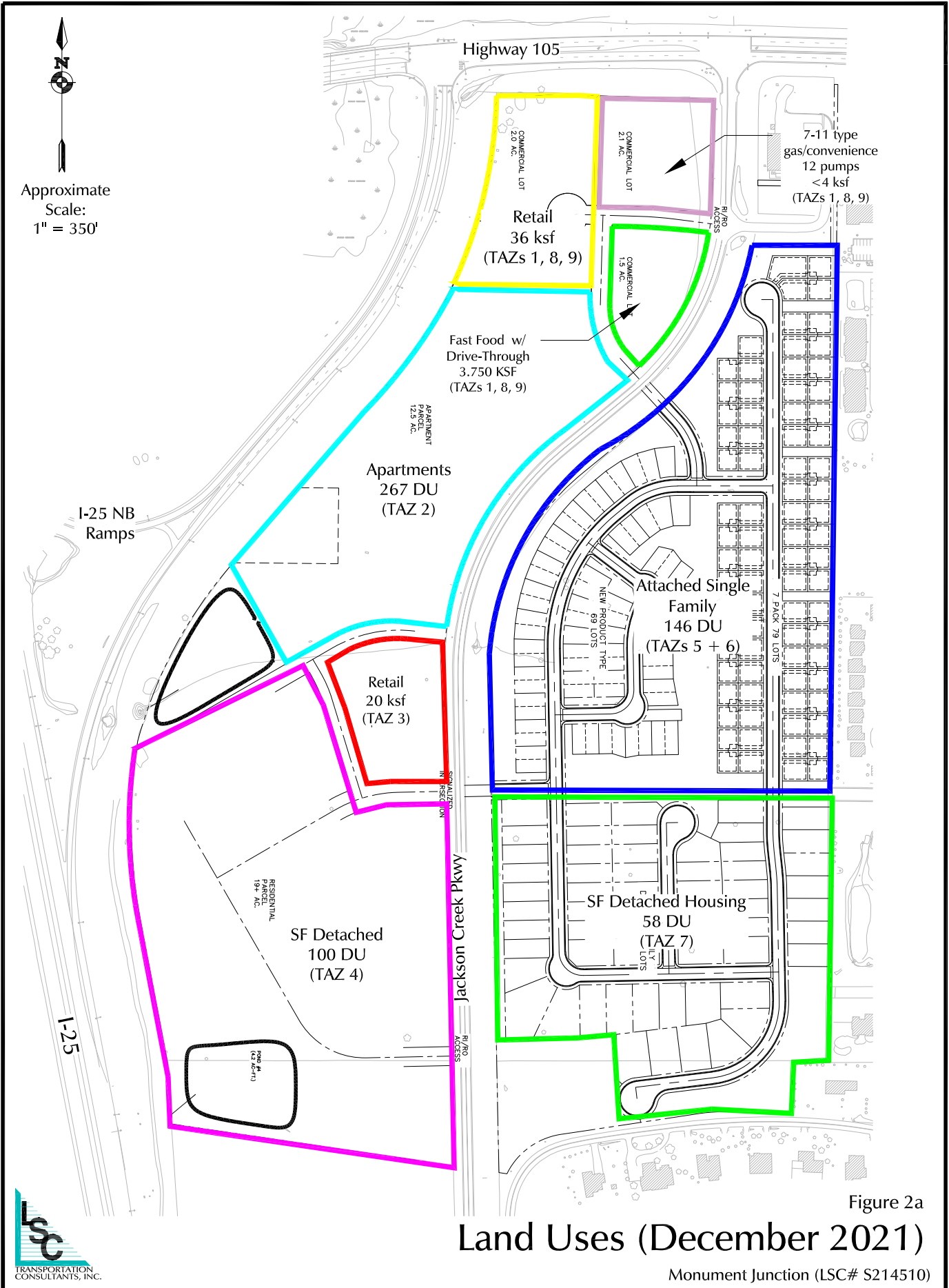


Figure 2a

Land Uses (December 2021)

Monument Junction (LSC# S214510)



Approximate Scale: 1" = 350'

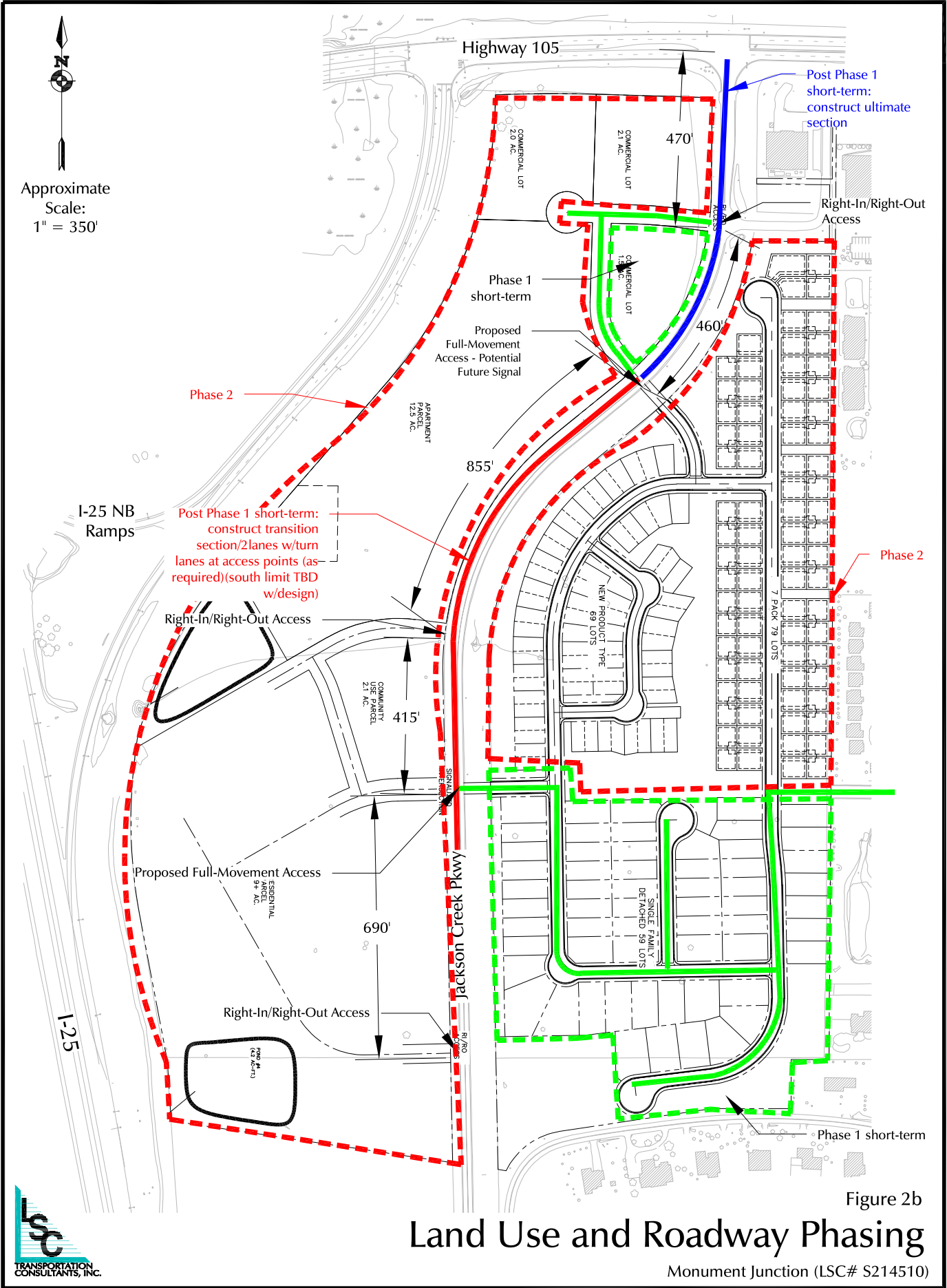


Figure 2b

Land Use and Roadway Phasing

Monument Junction (LSC# S214510)



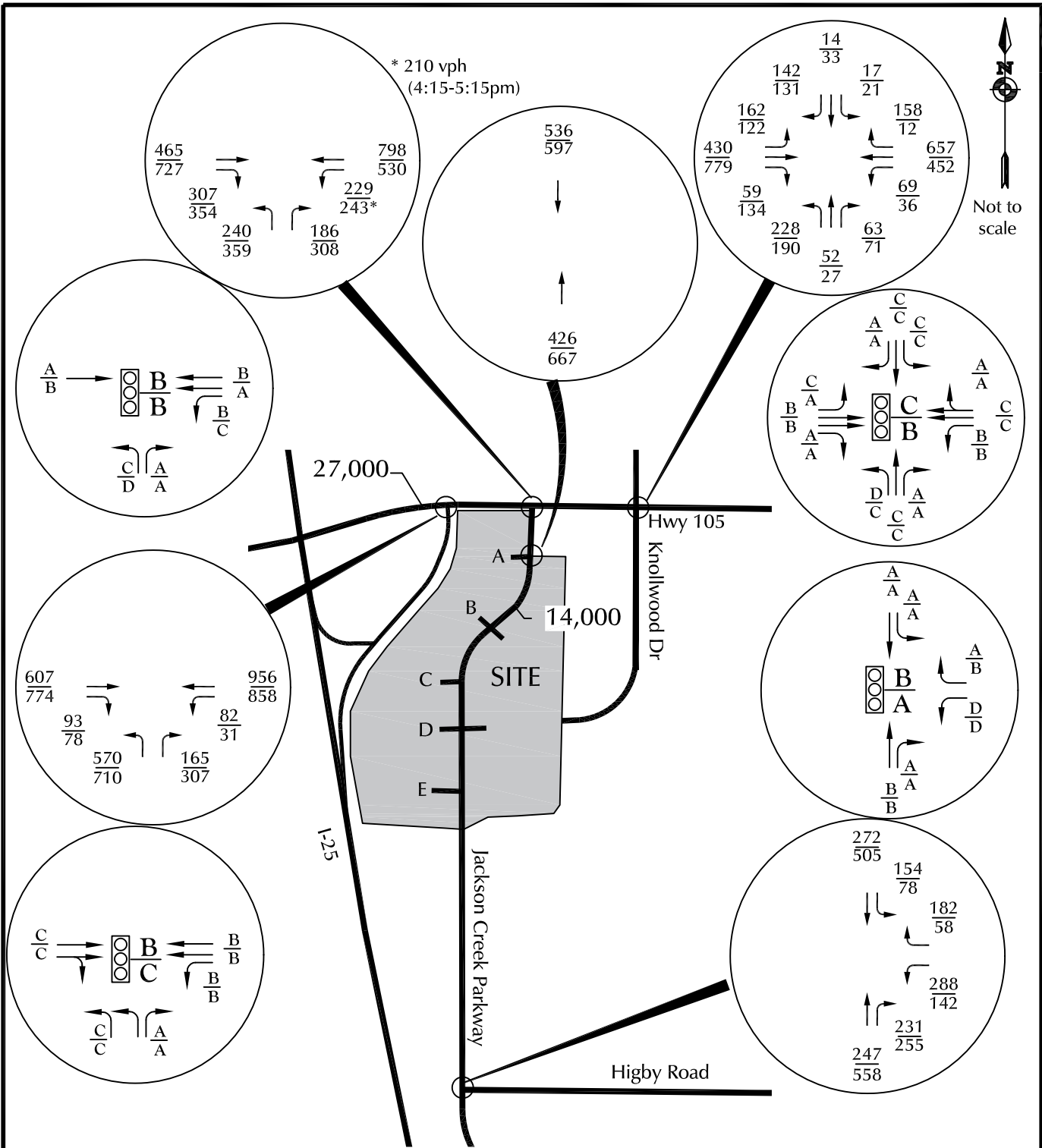
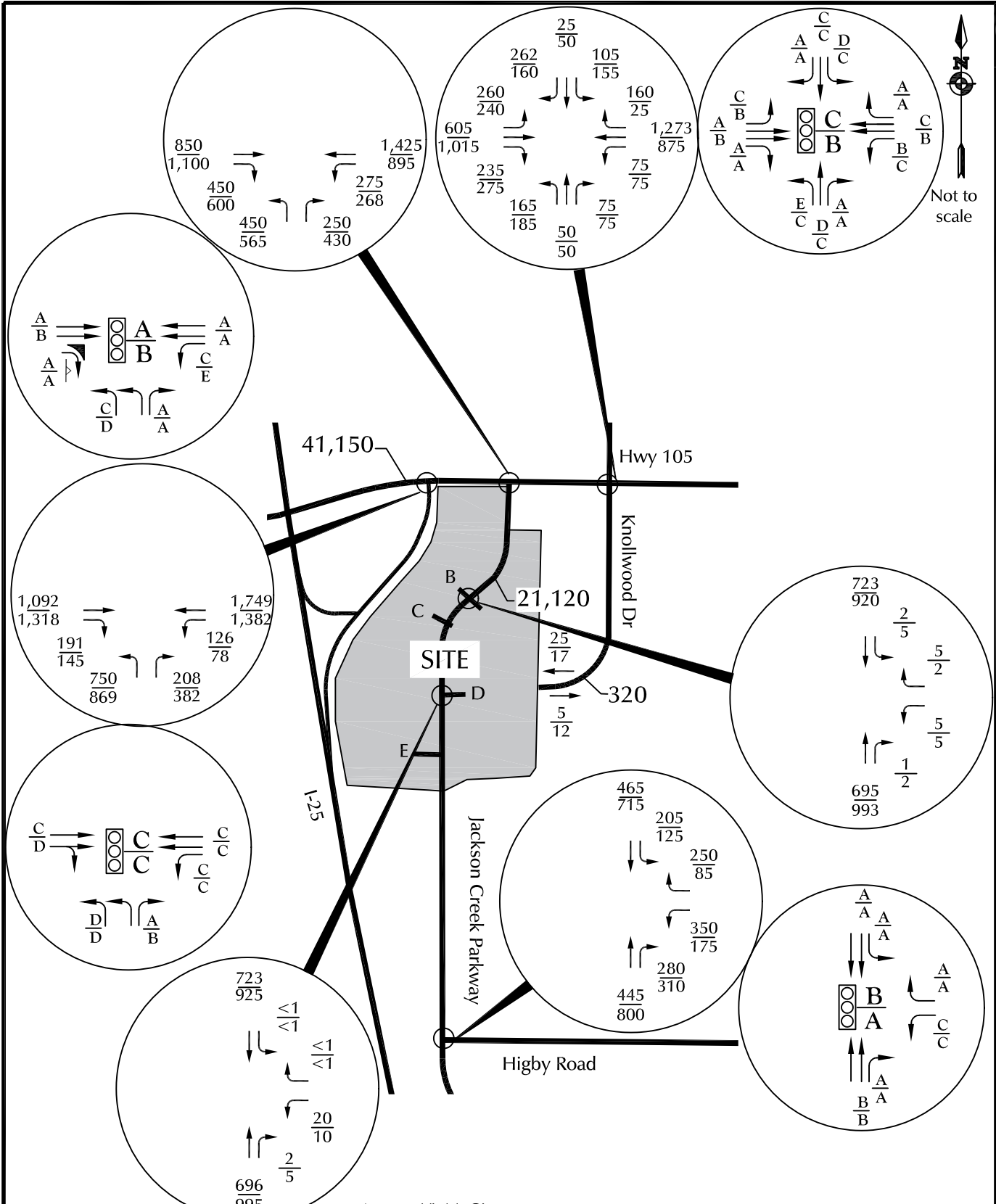


Figure 3

Fall 2021 Existing Traffic Conditions

Monument Junction (LSC# S214510)





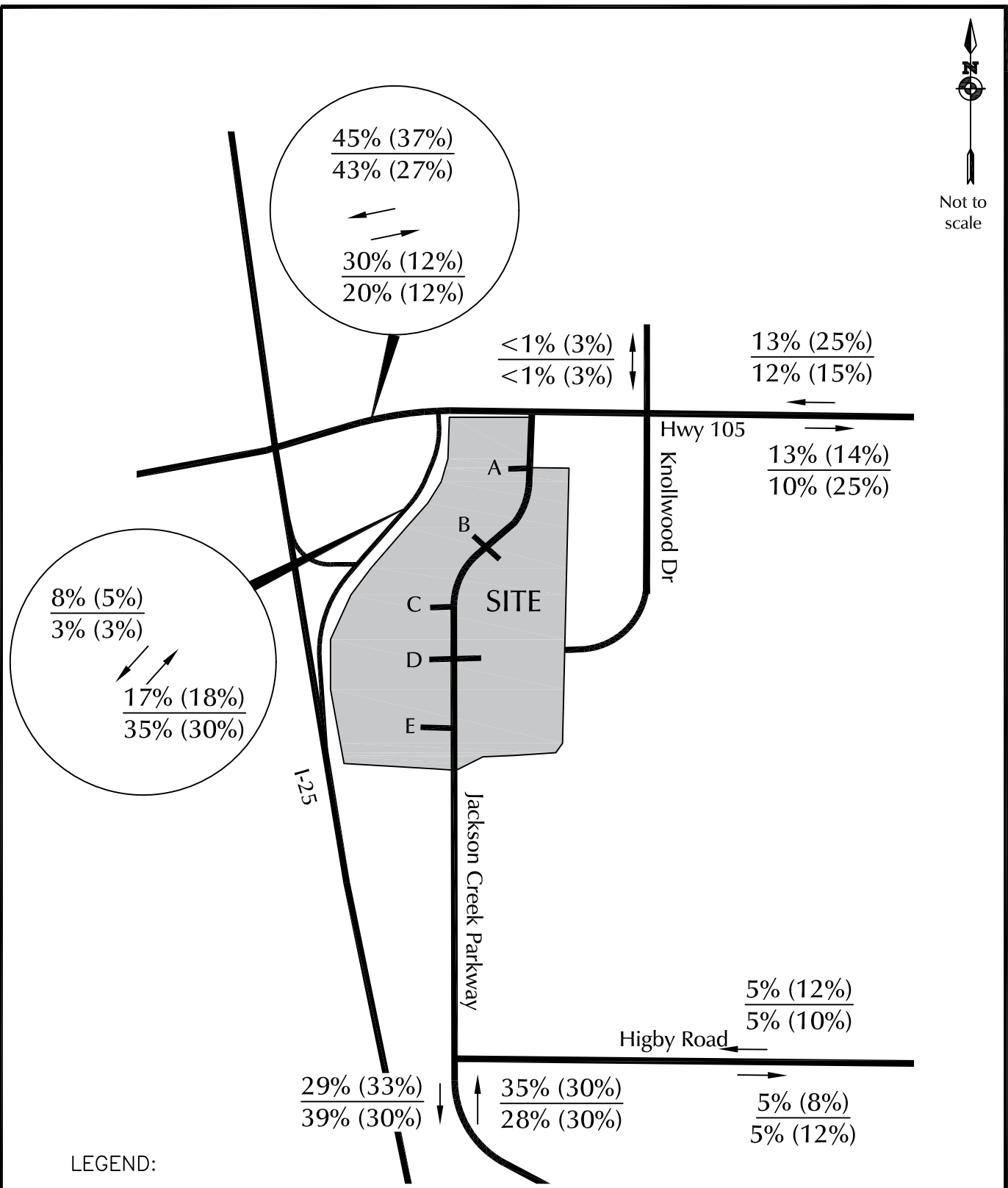
LEGEND: $\frac{XX}{XX}$ = $\frac{\text{AM Peak-Hour Traffic (veh/hr)}}{\text{PM Peak-Hour Traffic (veh/hr)}}$
 XXX = Average Weekday Daily Traffic (vehicles per day)
 = Traffic Signal = Stop Sign

Figure 4
Long Term Background Traffic Conditions
 Monument Junction (LSC# S214510)





Not to scale



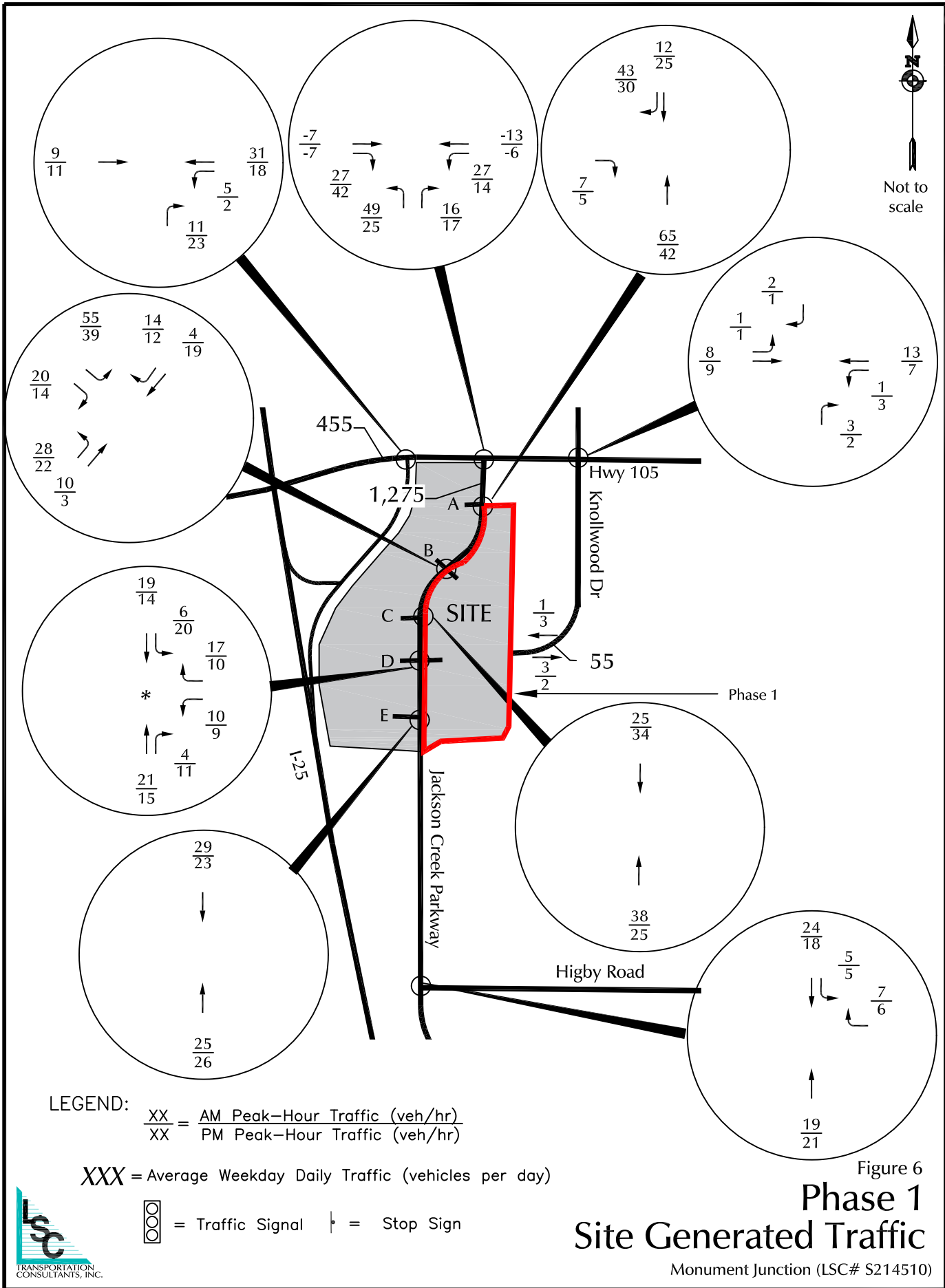
LEGEND:

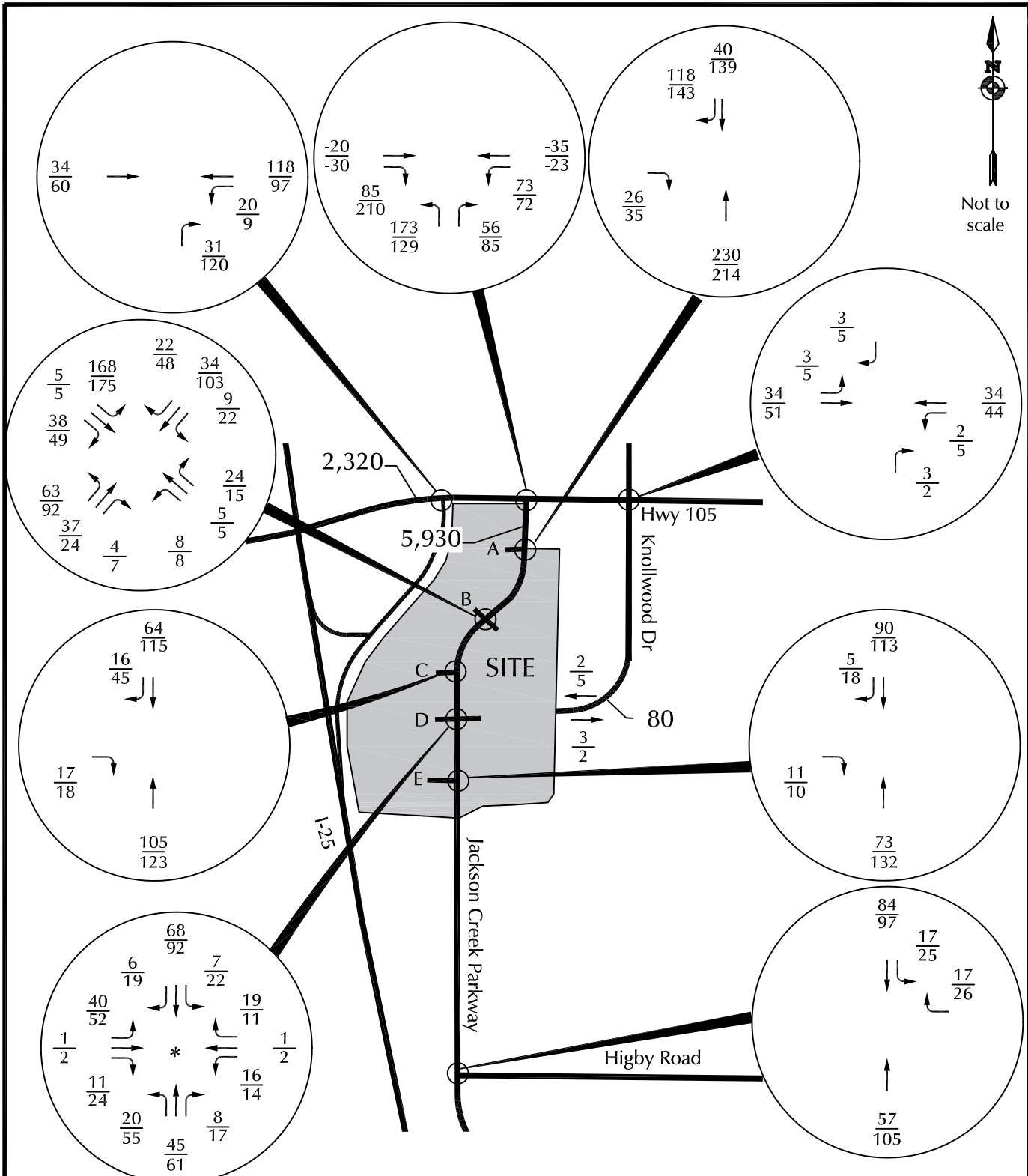
\longleftrightarrow
 $\frac{X\% (X\%)}{X\% (X\%)} = \frac{\text{AM residential trip distribution (AM commercial trip distribution)}}{\text{PM residential trip distribution (PM commercial trip distribution)}}$



Figure 5
Trip Directional Distribution

Monument Junction (LSC# S214510)





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

XXX = Average Weekday Daily Traffic (vehicles per day)

= Traffic Signal = Stop Sign

Figure 7

Buildout Site Generated Traffic

Monument Junction (LSC# S214510)



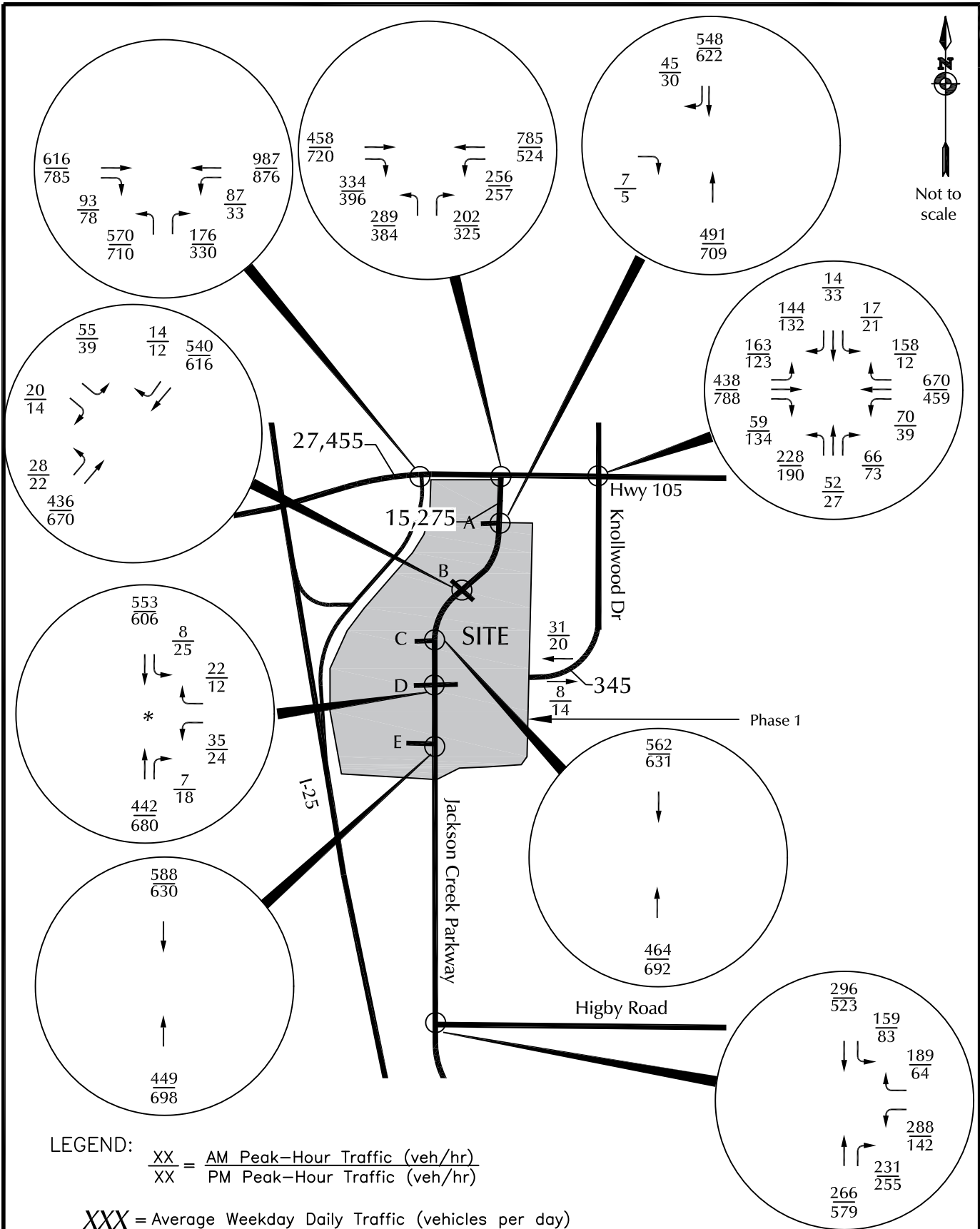
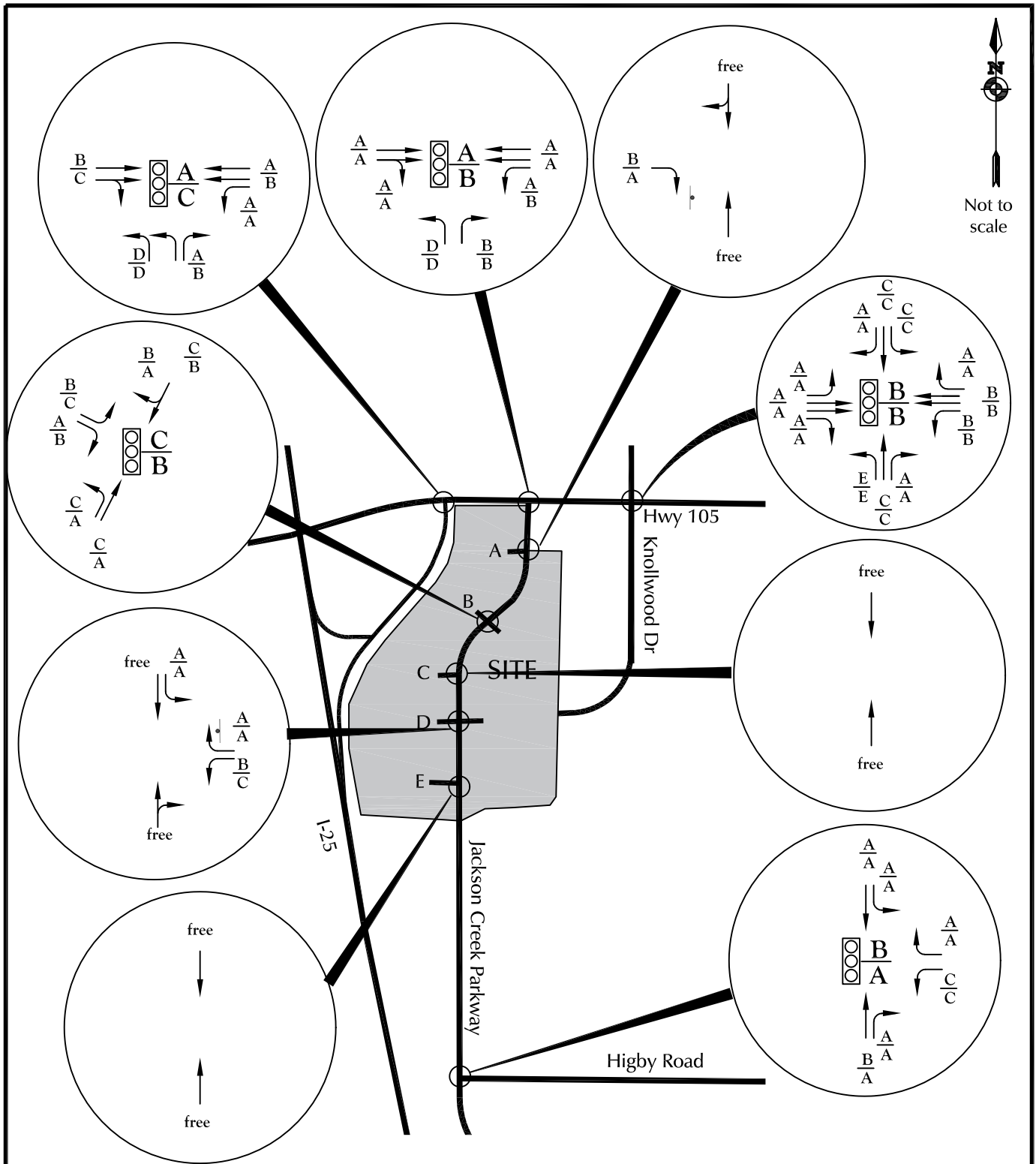


Figure 8

Short-Term Phase 1 Total Traffic Volumes

Monument Junction (LSC# S214510)





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

XXX = Average Weekday Daily Traffic (vehicles per day)

 = Traffic Signal  = Stop Sign

Figure 9

Short-Term Phase 1 Total Levels of Service

Monument Junction (LSC# S214510)





Not to scale

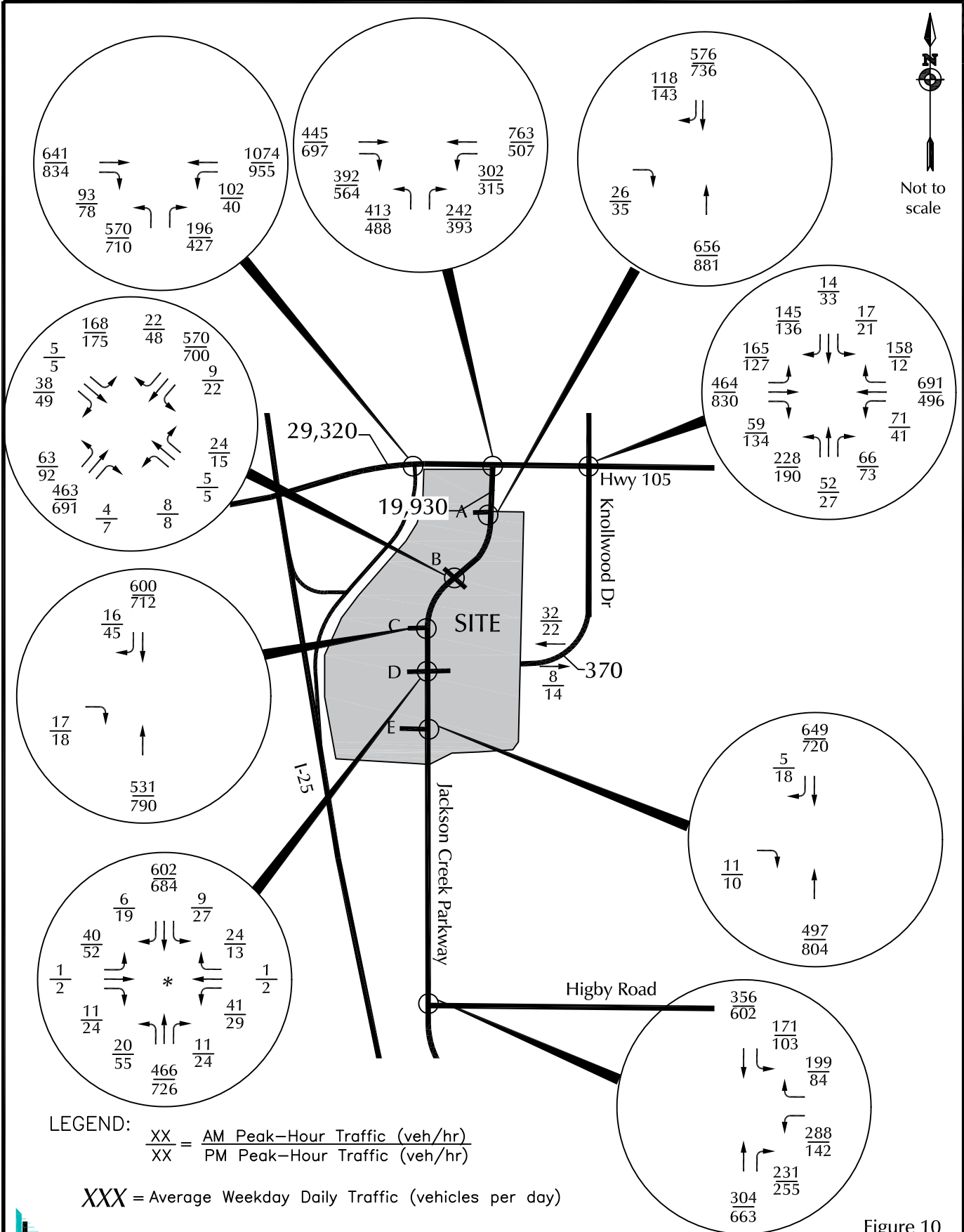
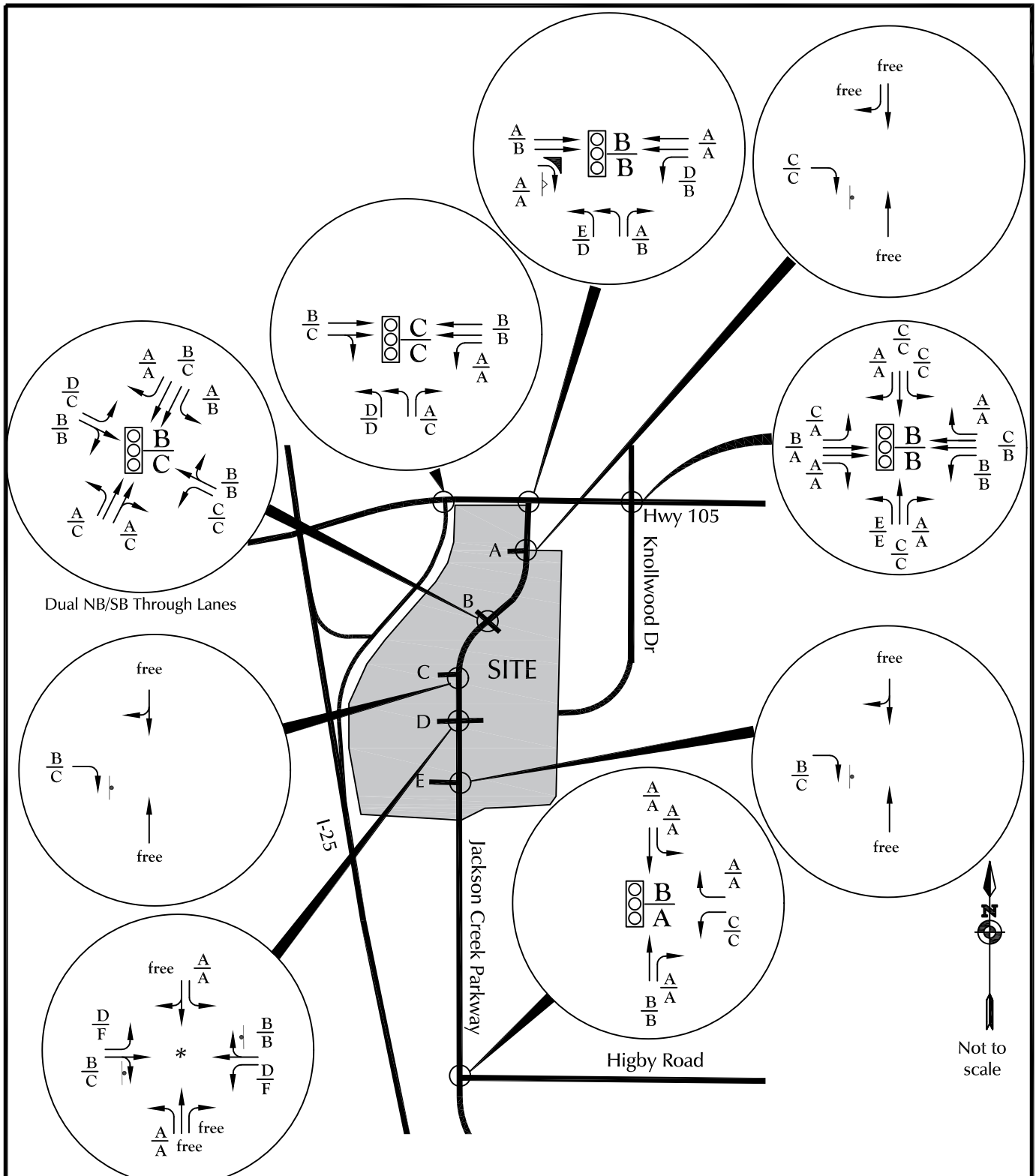


Figure 10

Short-Term Buildout Total Traffic Volumes

Monument Junction (LSC# S214510)





Dual NB/SB Through Lanes

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

XXX = Average Weekday Daily Traffic (vehicles per day)




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

Figure 11

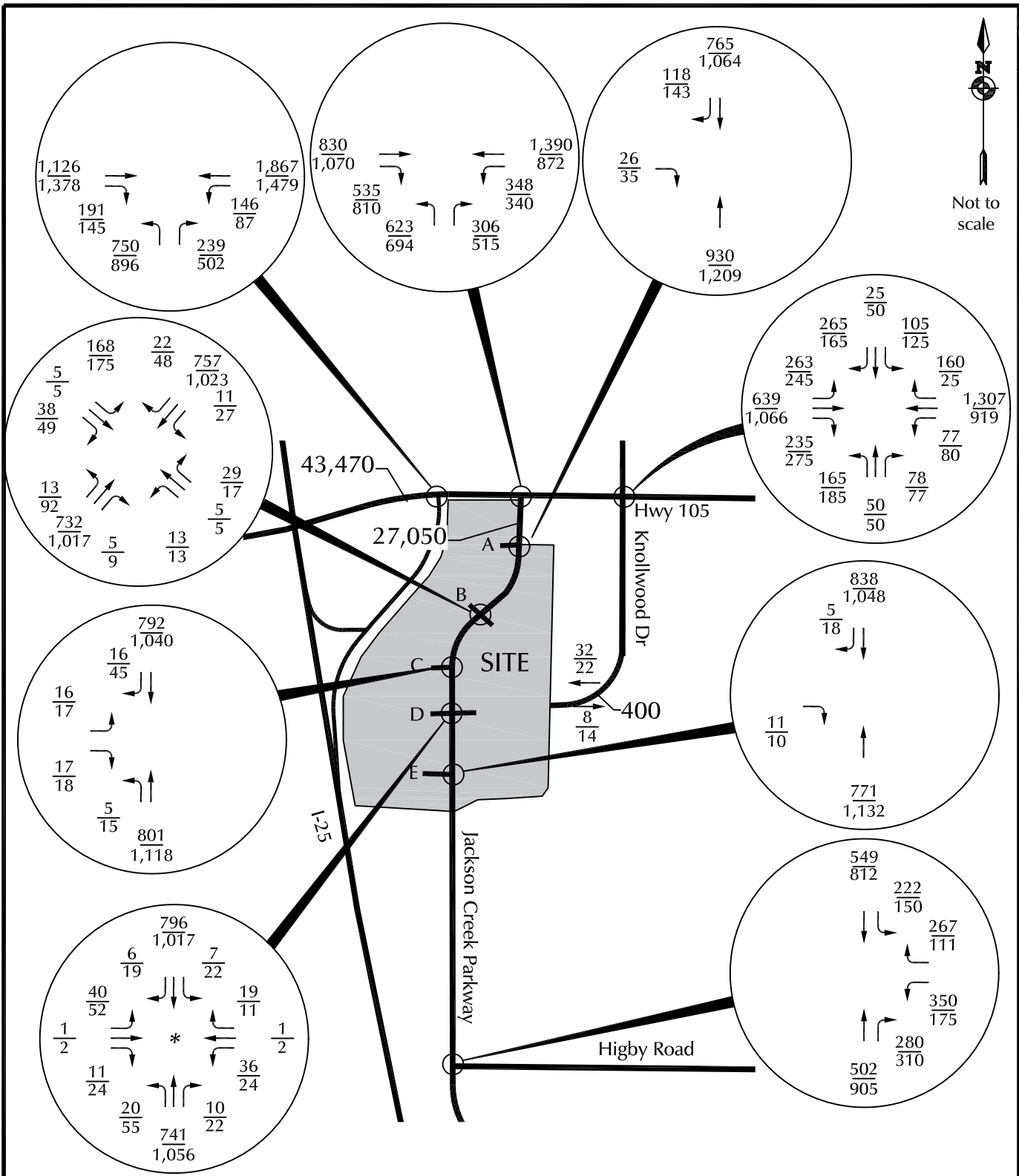
Short-Term Buildout Total Levels of Service

Monument Junction (LSC# S214510)





Not to scale



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

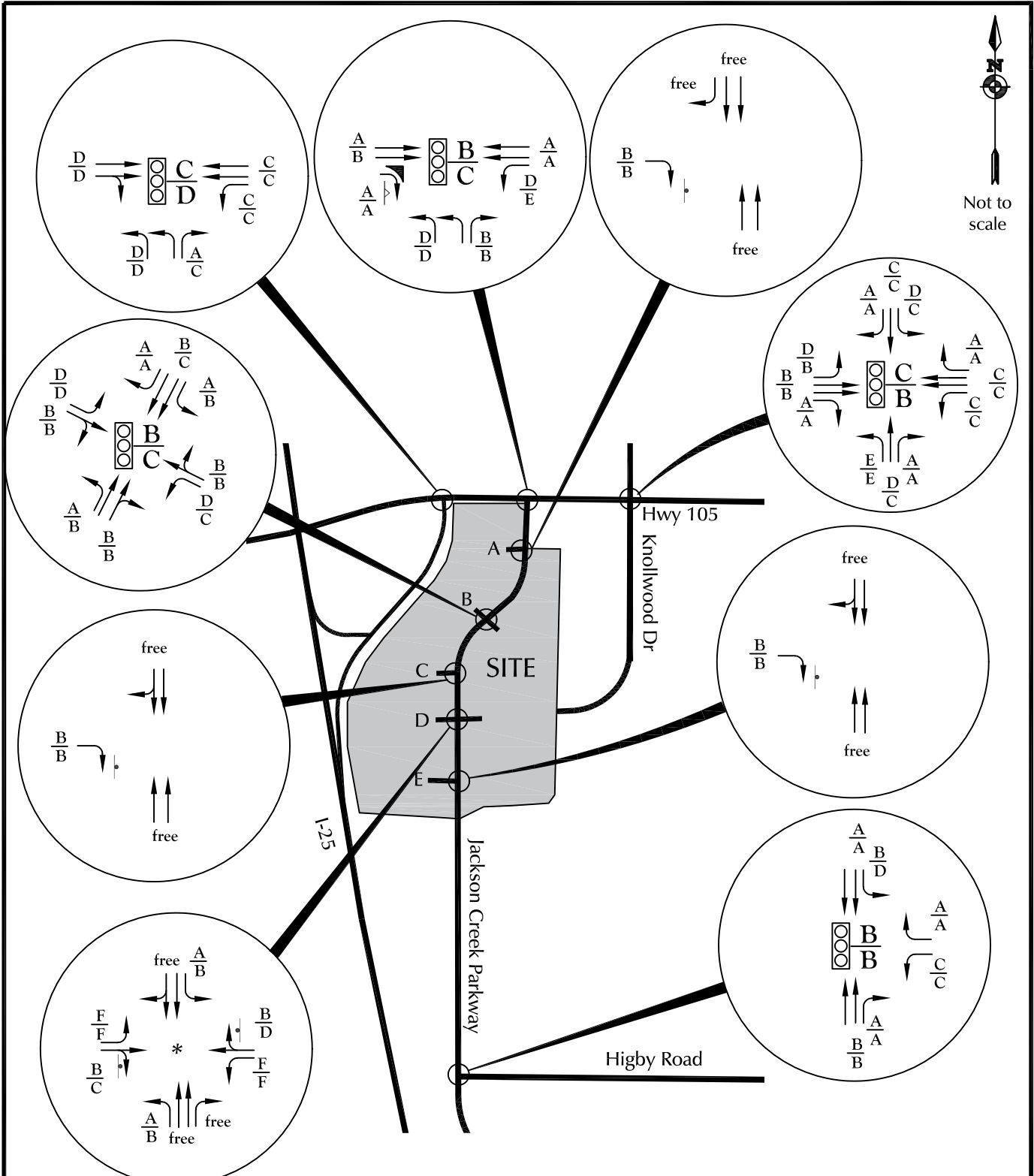
XXX = Average Weekday Daily Traffic (vehicles per day)

Figure 12

Long-Term Buildout Total Traffic Volumes

Monument Junction (LSC# S214510)





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

XXX = Average Weekday Daily Traffic (vehicles per day)

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



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



Approximate
Scale:
1" = 350'

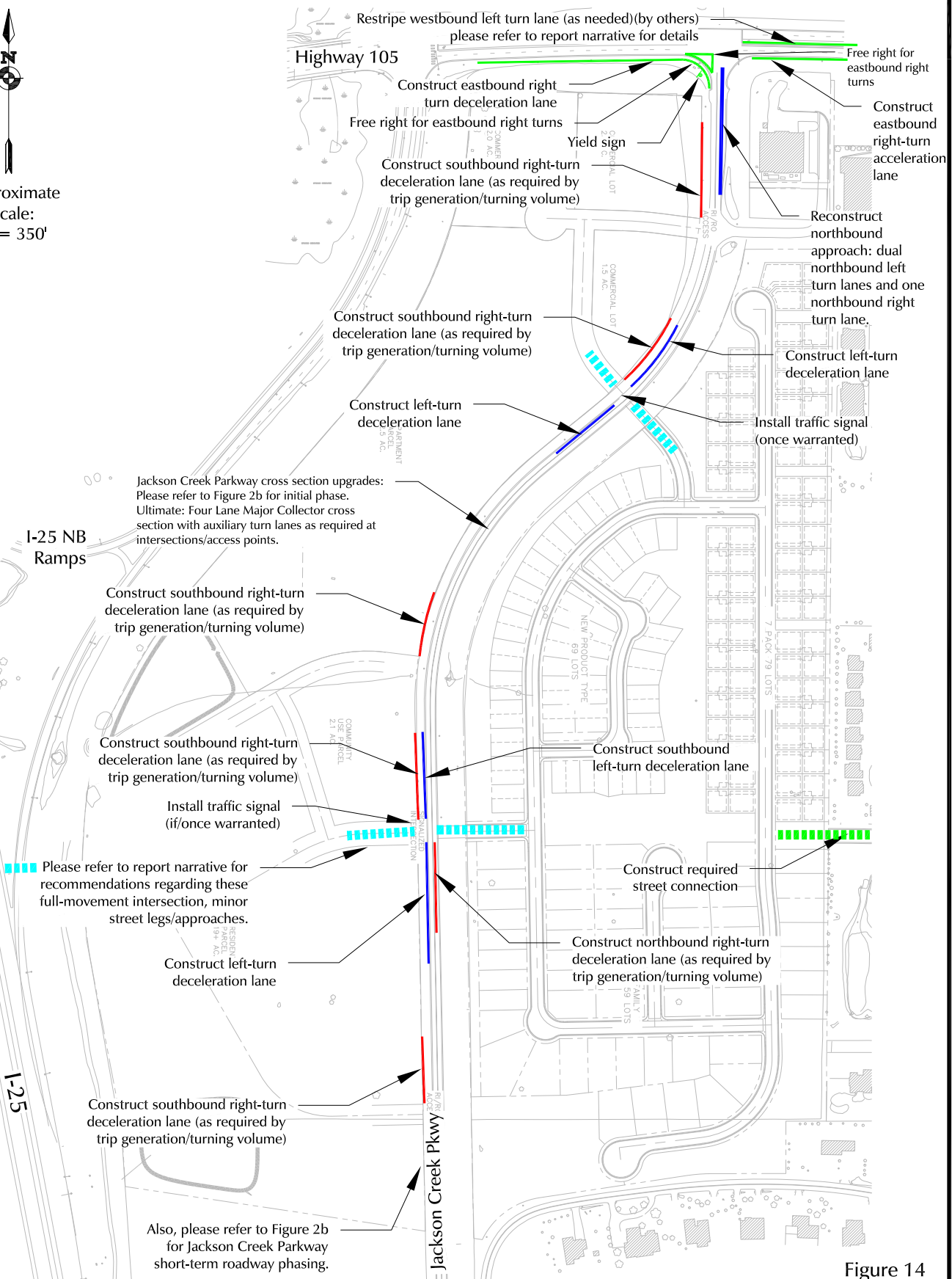


Figure 14

Roadway Improvements

Monument Junction (LSC# S214510)



Exhibits 1-2



Short-Term (Buildout)

AM Peak Hour

PM Peak Hour

Queue Lengths

178'	Southeast-left
88'	Southeast-right
61'	Northeast-left
57'	Northwest-right/thru
43'	Northwest-left
23'	Southwest-left

Queue Lengths


173'	Southeast-left
117'	Southeast-right
98'	Northeast-left
53'	Northwest-right/thru
35'	Northwest-left
41'	Southwest-left

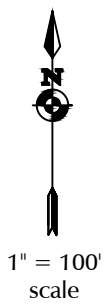
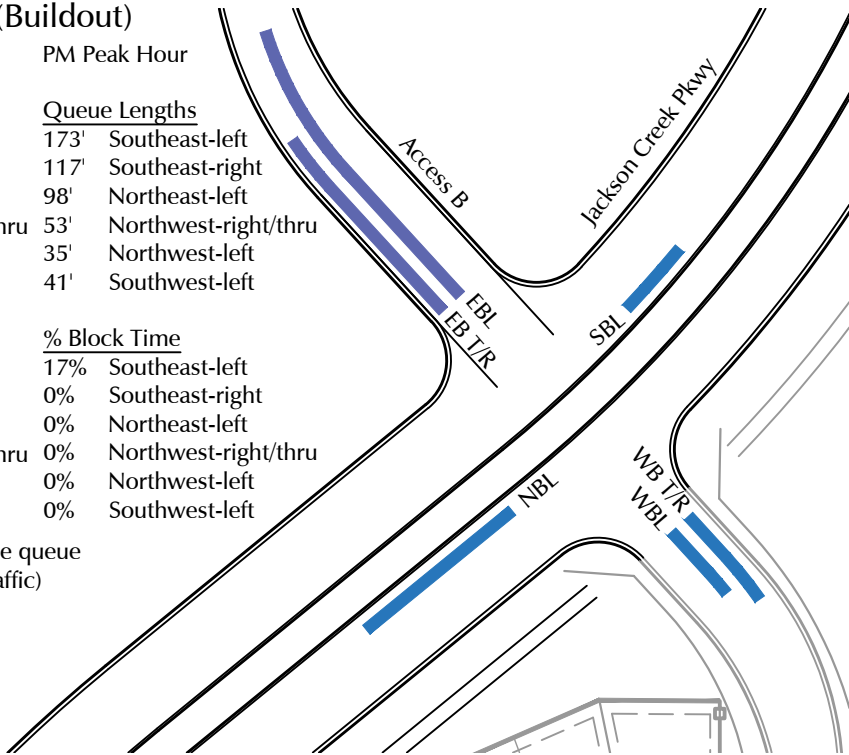
% Block Time

13%	Southeast-left
0%	Southeast-right
0%	Northeast-left
0%	Northwest-right/thru
0%	Northwest-left
0%	Southwest-left

% Block Time

17%	Southeast-left
0%	Southeast-right
0%	Northeast-left
0%	Northwest-right/thru
0%	Northwest-left
0%	Southwest-left

 95th-percentile queue length (SimTraffic)



Long-Term (Buildout)

AM Peak Hour

PM Peak Hour

Queue Lengths

180'	Southeast-left
107'	Southeast-right
27'	Northeast-left
55'	Northwest-right/thru
35'	Northwest-left
28'	Southwest-left

Queue Lengths


188'	Southeast-left
125'	Southeast-right
82'	Northeast-left
59'	Northwest-right/thru
104'	Northwest-left
14'	Southwest-left

% Block Time

17%	Southeast-left
0%	Southeast-right
0%	Northeast-left
0%	Northwest-right/thru
0%	Northwest-left
0%	Southwest-left

% Block Time

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

 95th-percentile queue length (SimTraffic)

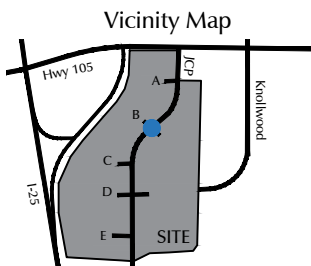
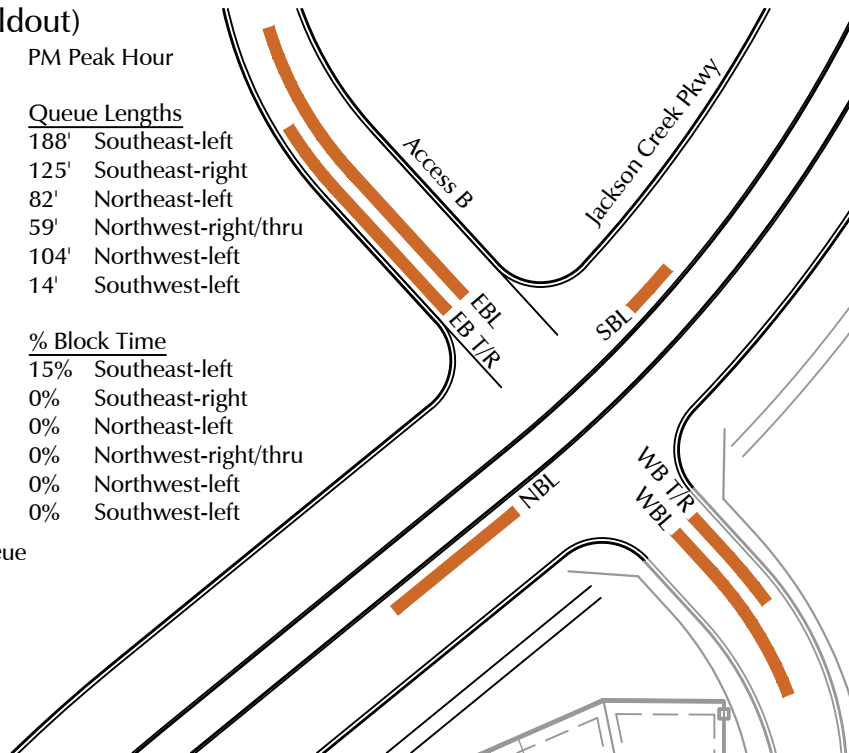


Exhibit 1

Queuing Analysis North Full-Movement Access B

Monument Junction (LSC # S214510)

Short-Term (Buildout)

95th-percentile queue length (SimTraffic)



AM Peak Hour

Queue Lengths

56'	Eastbound-left
37'	Eastbound-thru/right
41'	Northbound-left
55'	Westbound-right/thru
35'	Westbound-left
28'	Southbound-left

% Block Time

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

PM Peak Hour

Queue Lengths

100'	Eastbound-left
69'	Eastbound-thru/right
52'	Northbound-left
53'	Westbound-right/thru
35'	Westbound-left
41'	Southbound-left

% Block Time

2%	Eastbound-left
0%	Eastbound-thru/right
0%	Northbound-left
0%	Westbound-right/thru
0%	Westbound-left
0%	Southbound-left

Long-Term (Buildout)

95th-percentile queue length (SimTraffic)



AM Peak Hour

Queue Lengths

67'	Eastbound-left
37'	Eastbound-right/thru
26'	Northbound-left
42'	Westbound-right/thru
62'	Westbound-left
44'	Southbound-left

% Block Time

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

PM Peak Hour

Queue Lengths

89'	Eastbound-left
60'	Eastbound-thru/right
48'	Northbound-left
42'	Westbound-right/thru
57'	Westbound-left
37'	Southbound-left

% Block Time

3%	Eastbound-left
0%	Eastbound-thru/right
0%	Northbound-left
0%	Westbound-right/thru
0%	Westbound-left
0%	Southbound-left

Vicinity Map

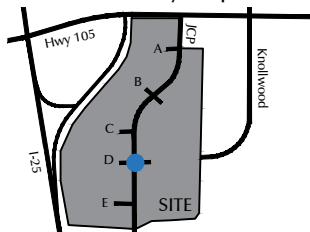


Exhibit 2

Queuing Analysis

South Full-Movement Access D

Monument Junction (LSC # S214510)

Traffic Counts



LSC Transportation Consultants, Inc.

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

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

Groups Printed- Unshifted

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

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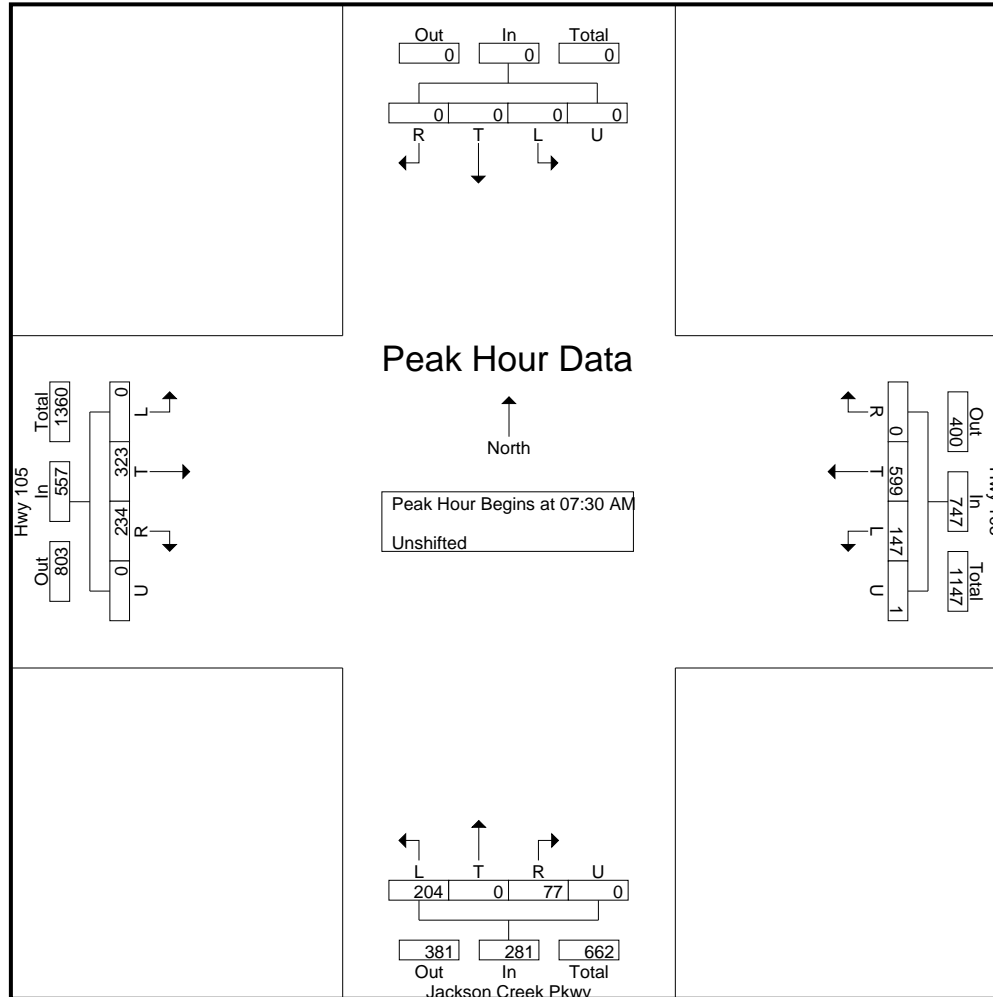
File Name : Jackson Creek Pkwy - Hwy 105 AM
 Site Code : S214540
 Start Date : 6/16/2021
 Page No : 2

Start Time	Southbound					Hwy 105 Westbound					Jackson Creek Pkwy Northbound					Hwy 105 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:30:00 AM																					
7:30:00 AM	0	0	0	0	0	38	138	0	1	177	44	0	19	0	63	0	61	39	0	100	340
7:45:00 AM	0	0	0	0	0	46	173	0	0	219	61	0	26	0	87	0	79	78	0	157	463
8:00:00 AM	0	0	0	0	0	27	141	0	0	168	53	0	16	0	69	0	95	51	0	146	383
8:15:00 AM	0	0	0	0	0	36	147	0	0	183	46	0	16	0	62	0	88	66	0	154	399
Total Volume	0	0	0	0	0	147	599	0	1	747	204	0	77	0	281	0	323	234	0	557	1585
% App. Total	0	0	0	0	0	19.7	80.2	0	0.1		72.6	0	27.4	0		0	58	42	0		
PHF	.000	.000	.000	.000	.000	.799	.866	.000	.250	.853	.836	.000	.740	.000	.807	.000	.850	.750	.000	.887	.856

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



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

Start Time	Southbound					Hwy 105 Westbound					Jackson Creek Pkwy Northbound					Hwy 105 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1

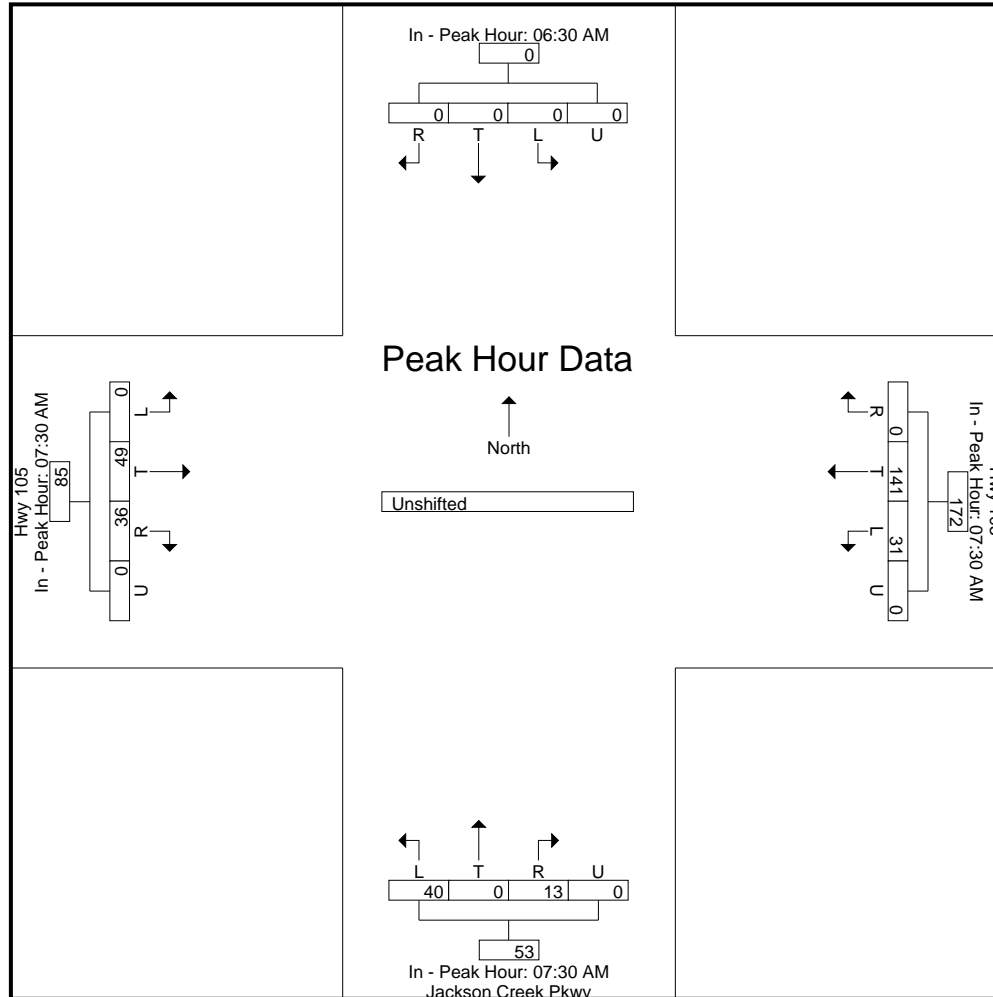
Peak Hour for Each Approach Begins at:

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

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



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 719-633-2868

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

Groups Printed- Unshifted

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

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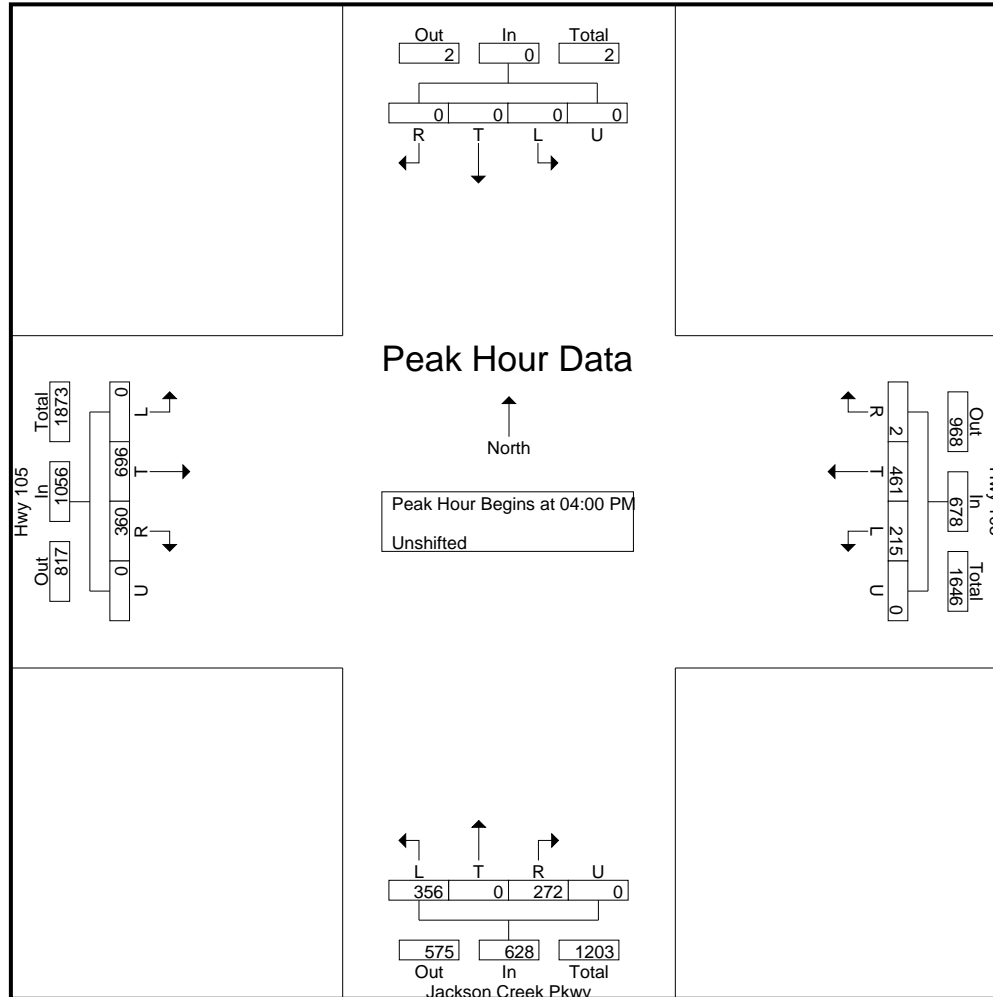
File Name : Jackson Creek Pkwy - Hwy 105 PM
 Site Code : S214540
 Start Date : 6/15/2021
 Page No : 2

Start Time	Southbound					Hwy 105 Westbound					Jackson Creek Pkwy Northbound					Hwy 105 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	0	0	0	0	0	54	106	0	0	160	96	0	67	0	163	0	173	86	0	259	582
4:15:00 PM	0	0	0	0	0	62	117	0	0	179	85	0	71	0	156	0	182	86	0	268	603
4:30:00 PM	0	0	0	0	0	49	116	0	0	165	95	0	67	0	162	0	154	99	0	253	580
4:45:00 PM	0	0	0	0	0	50	122	2	0	174	80	0	67	0	147	0	187	89	0	276	597
Total Volume	0	0	0	0	0	215	461	2	0	678	356	0	272	0	628	0	696	360	0	1056	2362
% App. Total	0	0	0	0	0	31.7	68	0.3	0		56.7	0	43.3	0		0	65.9	34.1	0		
PHF	.000	.000	.000	.000	.000	.867	.945	.250	.000	.947	.927	.000	.958	.000	.963	.000	.930	.909	.000	.957	.979

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



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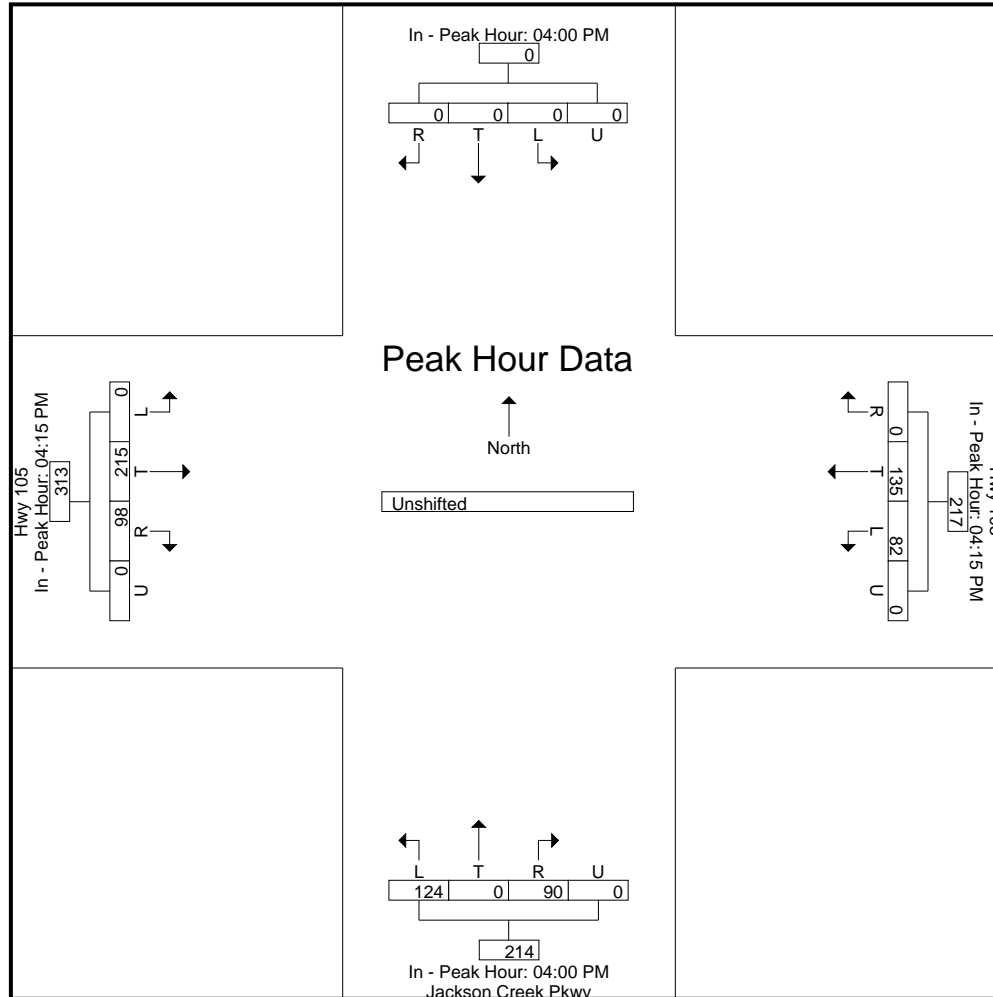
File Name : Jackson Creek Pkwy - Hwy 105 PM
 Site Code : S214540
 Start Date : 6/15/2021
 Page No : 4

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

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File Name : Jackson Creek Pkwy - Hwy 105 PM
 Site Code : S214540
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File Name : Jackson Creek Pkwy - Higby Rd AM 6-21
 Site Code : S214510
 Start Date : 6/22/2021
 Page No : 1

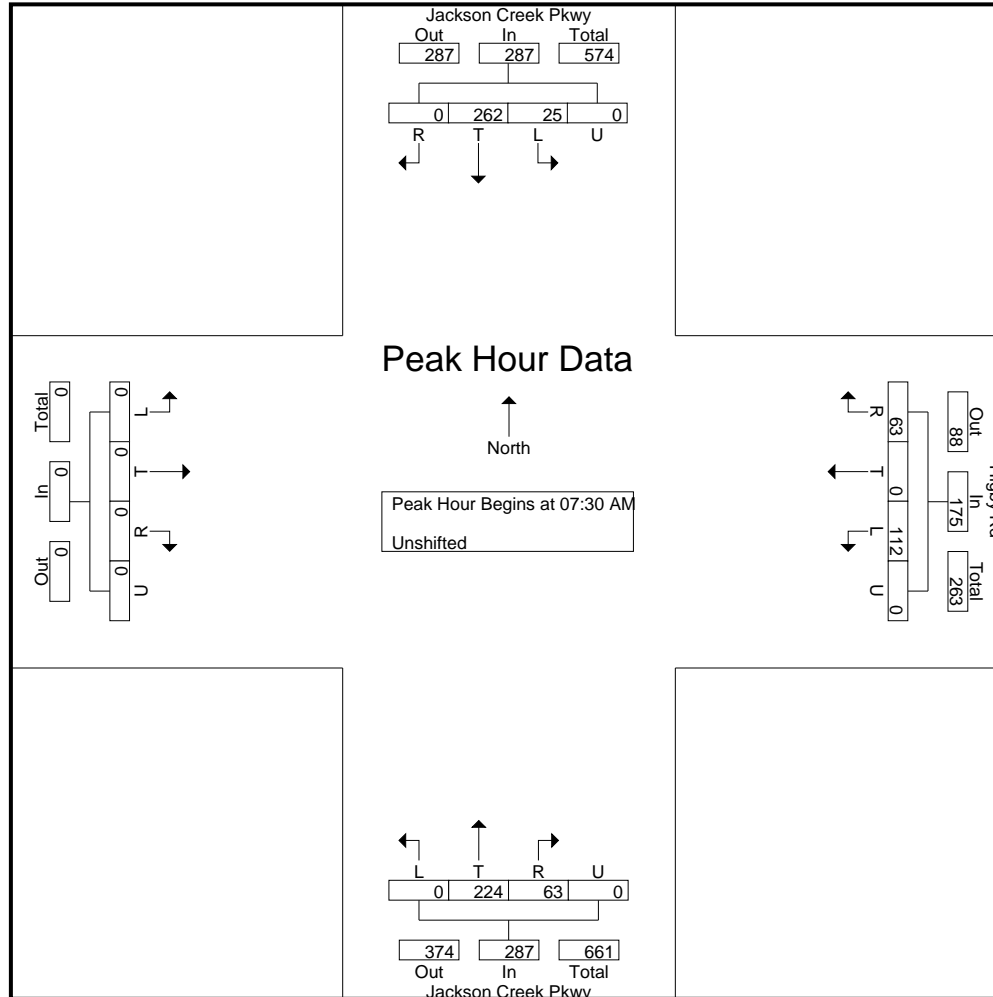
Groups Printed- Unshifted

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

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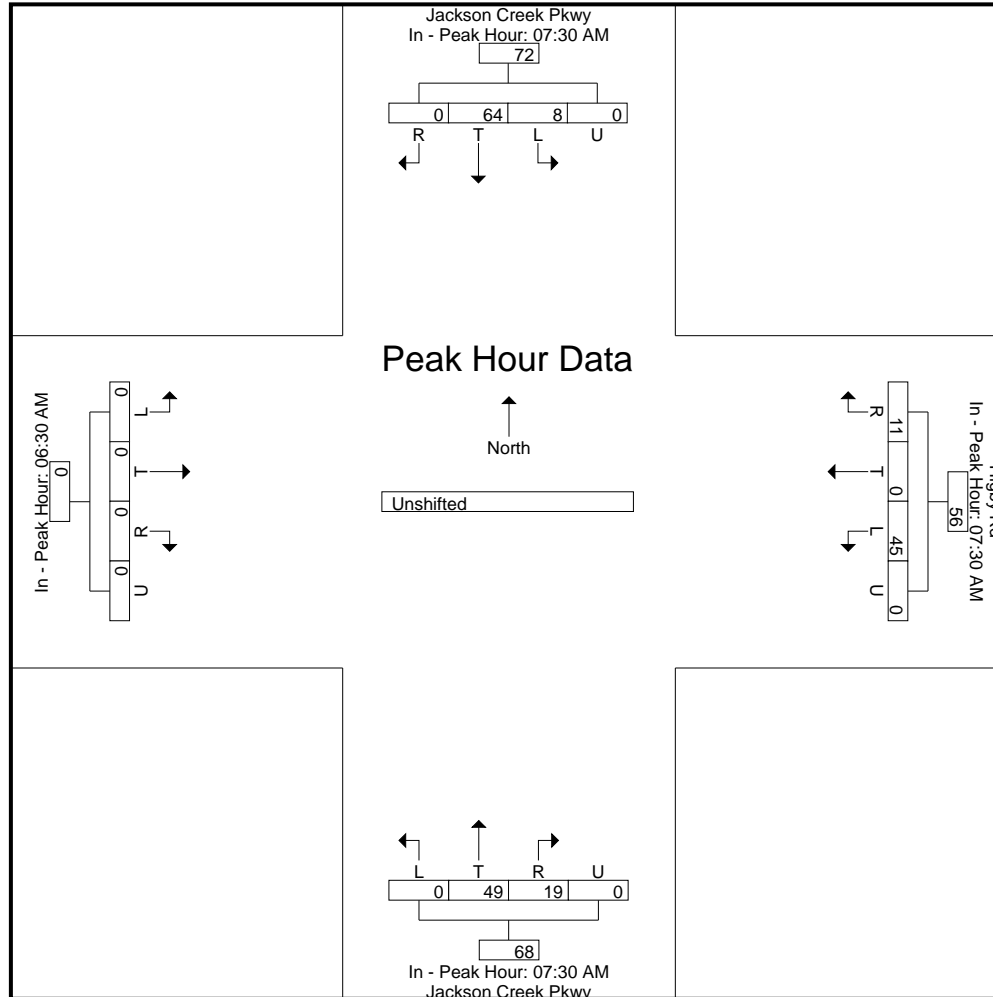
File Name : Jackson Creek Pkwy - Higby Rd AM 6-21
 Site Code : S214510
 Start Date : 6/22/2021
 Page No : 3



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



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

Groups Printed- Unshifted

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

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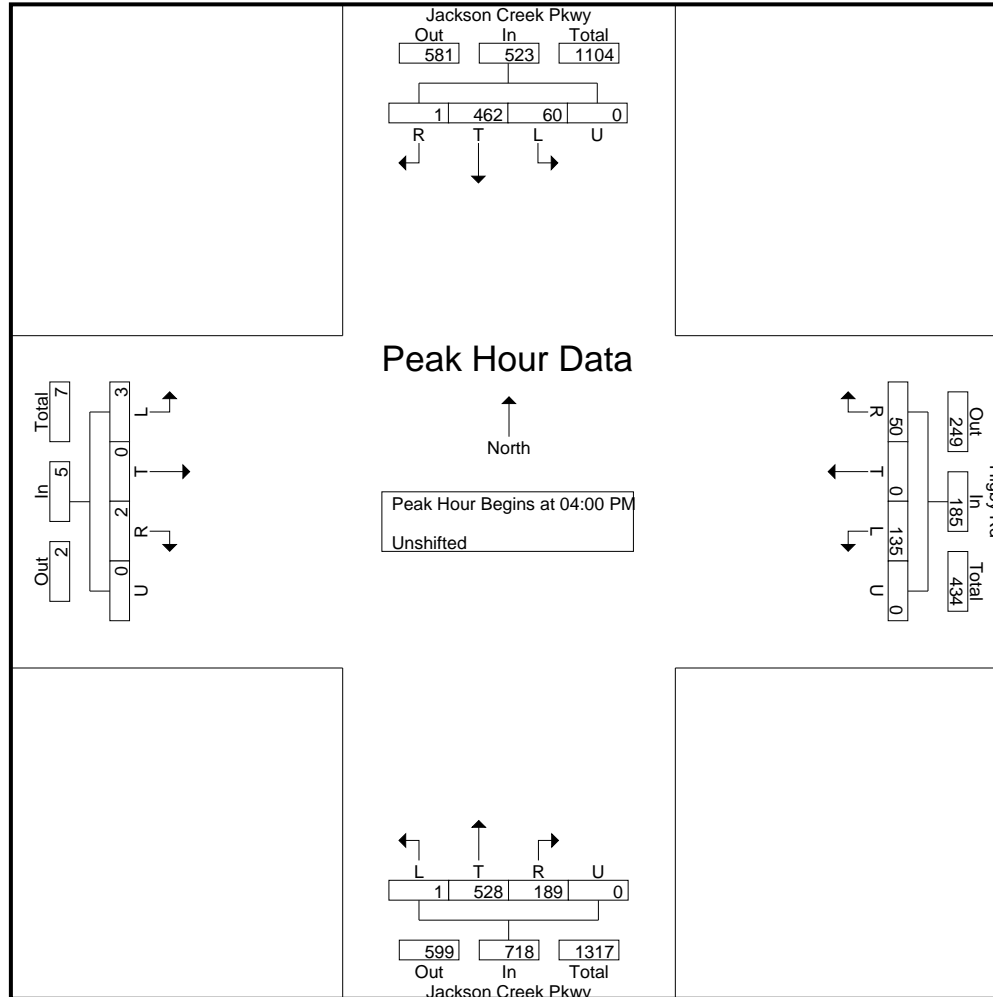
File Name : Jackson Creek Pkwy - Higby Rd PM 6-21
 Site Code : S214510
 Start Date : 6/22/2021
 Page No : 2

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

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



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

Start Time	Jackson Creek Pkwy Southbound					Higby Rd Westbound					Jackson Creek Pkwy Northbound					Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1

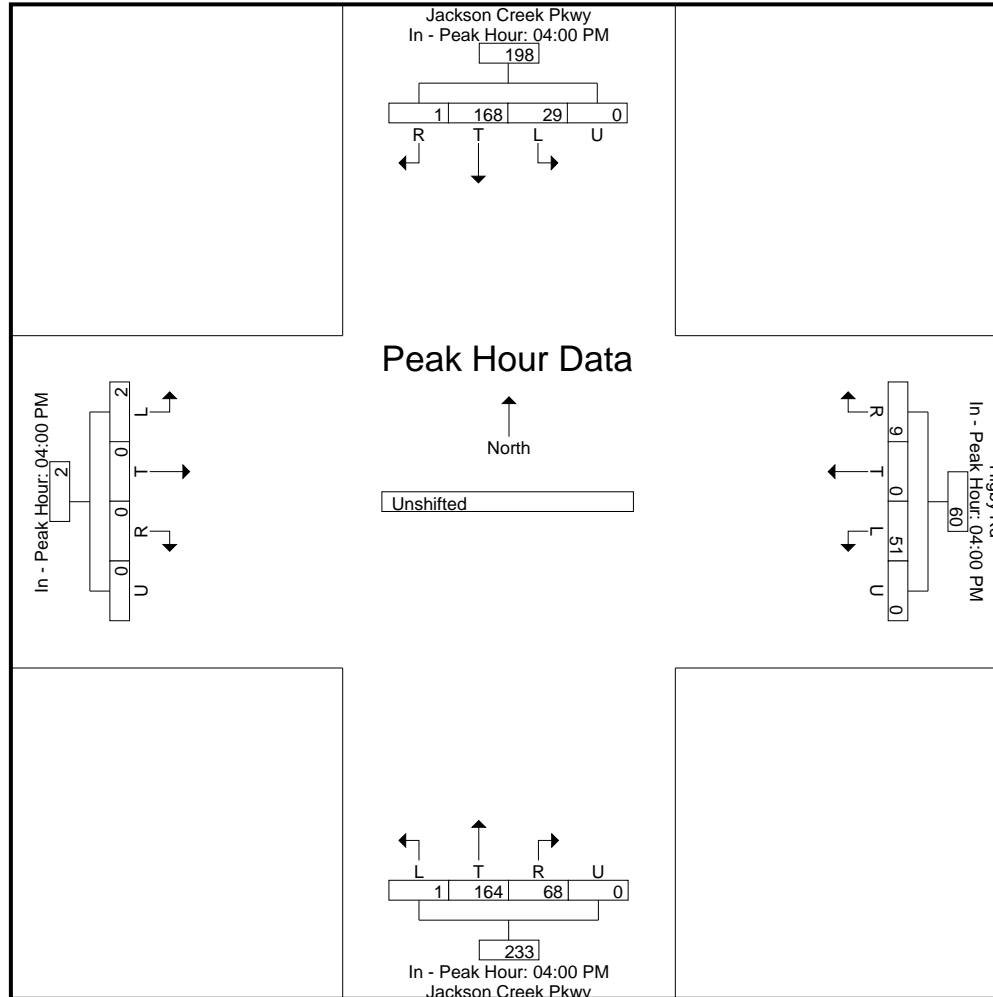
Peak Hour for Each Approach Begins at:

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

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File Name : Jackson Creek Pkwy - Higby Rd PM 6-21
 Site Code : S214510
 Start Date : 6/22/2021
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2504 E Pikes Peak Ave, Suite 304
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File Name : I-25 NB Ramps - Hwy 105 AM
 Site Code : S214510
 Start Date : 6/24/2021
 Page No : 1

Groups Printed- Unshifted

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

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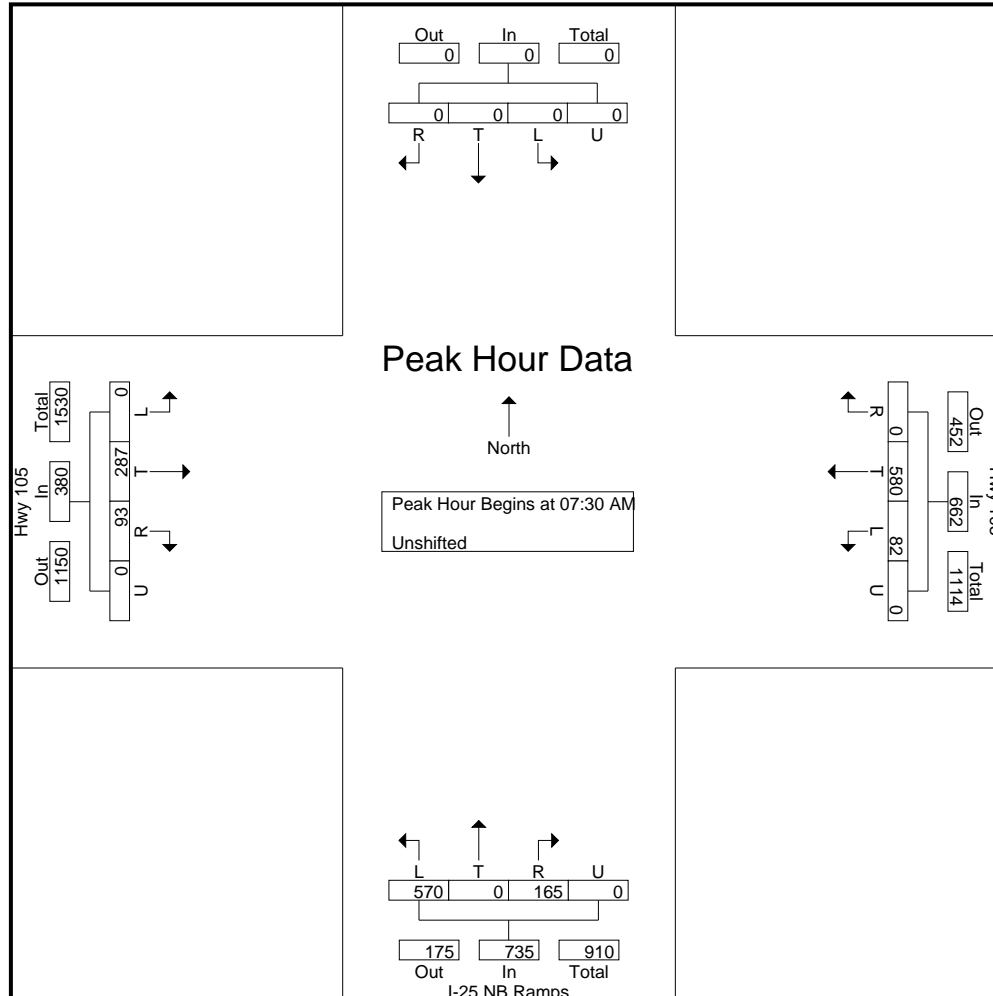
File Name : I-25 NB Ramps - Hwy 105 AM
 Site Code : S214510
 Start Date : 6/24/2021
 Page No : 2

Start Time	Southbound					Hwy 105 Westbound					I-25 NB Ramps Northbound					Hwy 105 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:30:00 AM																					
7:30:00 AM	0	0	0	0	0	22	148	0	0	170	158	0	43	0	201	0	53	32	0	85	456
7:45:00 AM	0	0	0	0	0	20	159	0	0	179	200	0	51	0	251	0	85	17	0	102	532
8:00:00 AM	0	0	0	0	0	19	140	0	0	159	102	0	36	0	138	0	63	21	0	84	381
8:15:00 AM	0	0	0	0	0	21	133	0	0	154	110	0	35	0	145	0	86	23	0	109	408
Total Volume	0	0	0	0	0	82	580	0	0	662	570	0	165	0	735	0	287	93	0	380	1777
% App. Total	0	0	0	0	0	12.4	87.6	0	0		77.6	0	22.4	0		0	75.5	24.5	0		
PHF	.000	.000	.000	.000	.000	.932	.912	.000	.000	.925	.713	.000	.809	.000	.732	.000	.834	.727	.000	.872	.835

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



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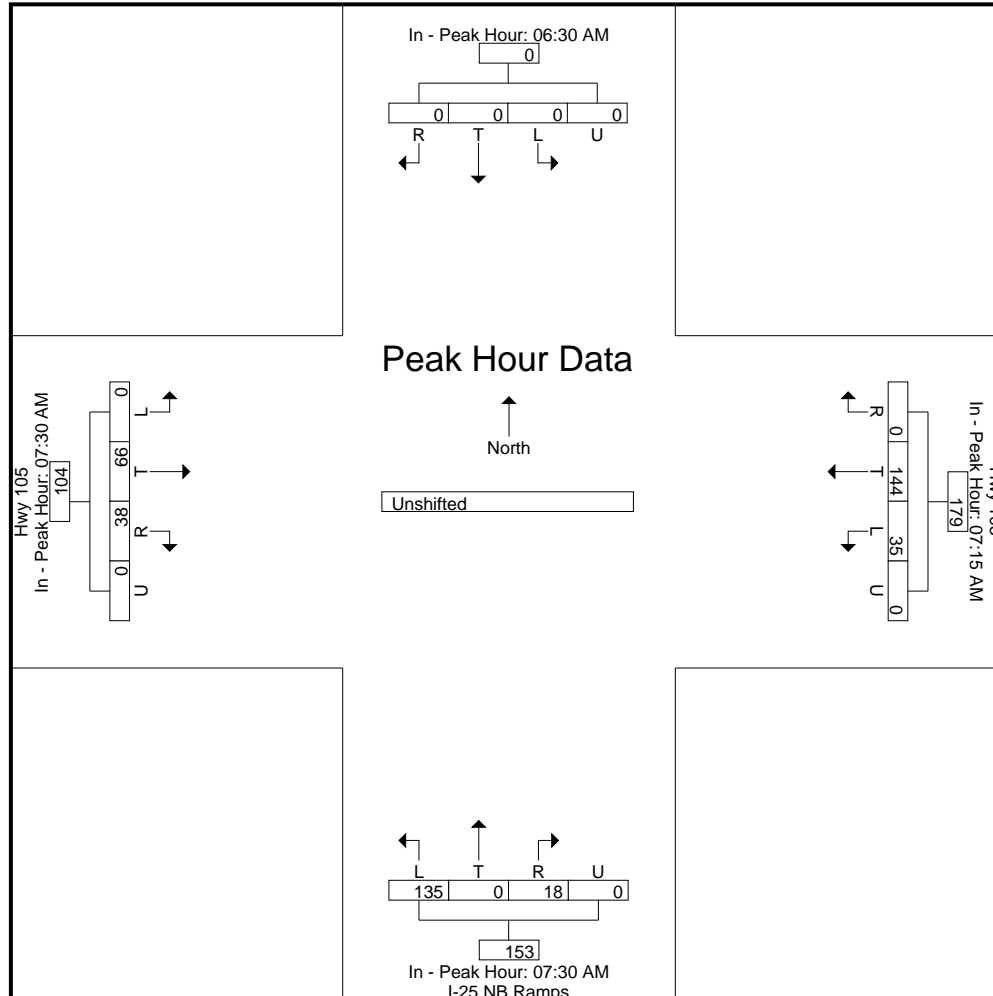
File Name : I-25 NB Ramps - Hwy 105 AM
 Site Code : S214510
 Start Date : 6/24/2021
 Page No : 4

Start Time	Southbound					Hwy 105 Westbound					I-25 NB Ramps Northbound					Hwy 105 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 6:30:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	6:30:00 AM					7:15:00 AM					7:30:00 AM					7:30:00 AM					
+0 mins.	0	0	0	0	0	31	141	0	0	172	158	0	43	0	201	0	53	32	0	85	
+5 mins.	0	0	0	0	0	22	148	0	0	170	200	0	51	0	251	0	85	17	0	102	
+10 mins.	0	0	0	0	0	20	159	0	0	179	102	0	36	0	138	0	63	21	0	84	
+15 mins.	0	0	0	0	0	19	140	0	0	159	110	0	35	0	145	0	86	23	0	109	
Total Volume	0	0	0	0	0	92	588	0	0	680	570	0	165	0	735	0	287	93	0	380	
% App. Total	0	0	0	0	0	13.5	86.5	0	0		77.6	0	22.4	0		0	75.5	24.5	0		
PHF	.000	.000	.000	.000	.000	.742	.925	.000	.000	.950	.713	.000	.809	.000	.732	.000	.834	.727	.000	.872	

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



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

Groups Printed- Unshifted

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

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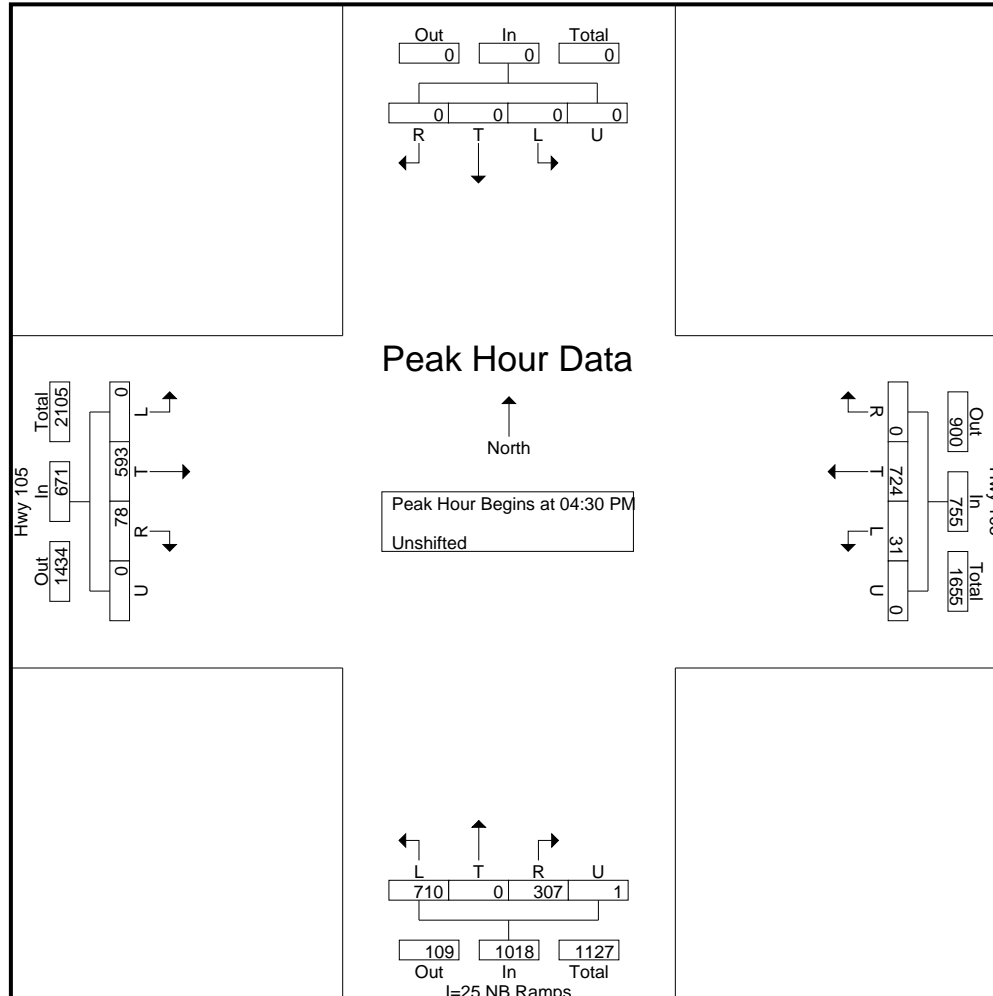
File Name : I-25 NB Ramps - Hwy 105 PM
 Site Code : S214510
 Start Date : 6/24/2021
 Page No : 2

Start Time	Southbound					Hwy 105 Westbound					I-25 NB Ramps Northbound					Hwy 105 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:30:00 PM																					
4:30:00 PM	0	0	0	0	0	8	190	0	0	198	181	0	65	0	246	0	148	16	0	164	608
4:45:00 PM	0	0	0	0	0	9	172	0	0	181	190	0	83	1	274	0	148	13	0	161	616
5:00:00 PM	0	0	0	0	0	8	175	0	0	183	167	0	77	0	244	0	163	28	0	191	618
5:15:00 PM	0	0	0	0	0	6	187	0	0	193	172	0	82	0	254	0	134	21	0	155	602
Total Volume	0	0	0	0	0	31	724	0	0	755	710	0	307	1	1018	0	593	78	0	671	2444
% App. Total	0	0	0	0	0	4.1	95.9	0	0		69.7	0	30.2	0.1		0	88.4	11.6	0		
PHF	.000	.000	.000	.000	.000	.861	.953	.000	.000	.953	.934	.000	.925	.250	.929	.000	.910	.696	.000	.878	.989

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



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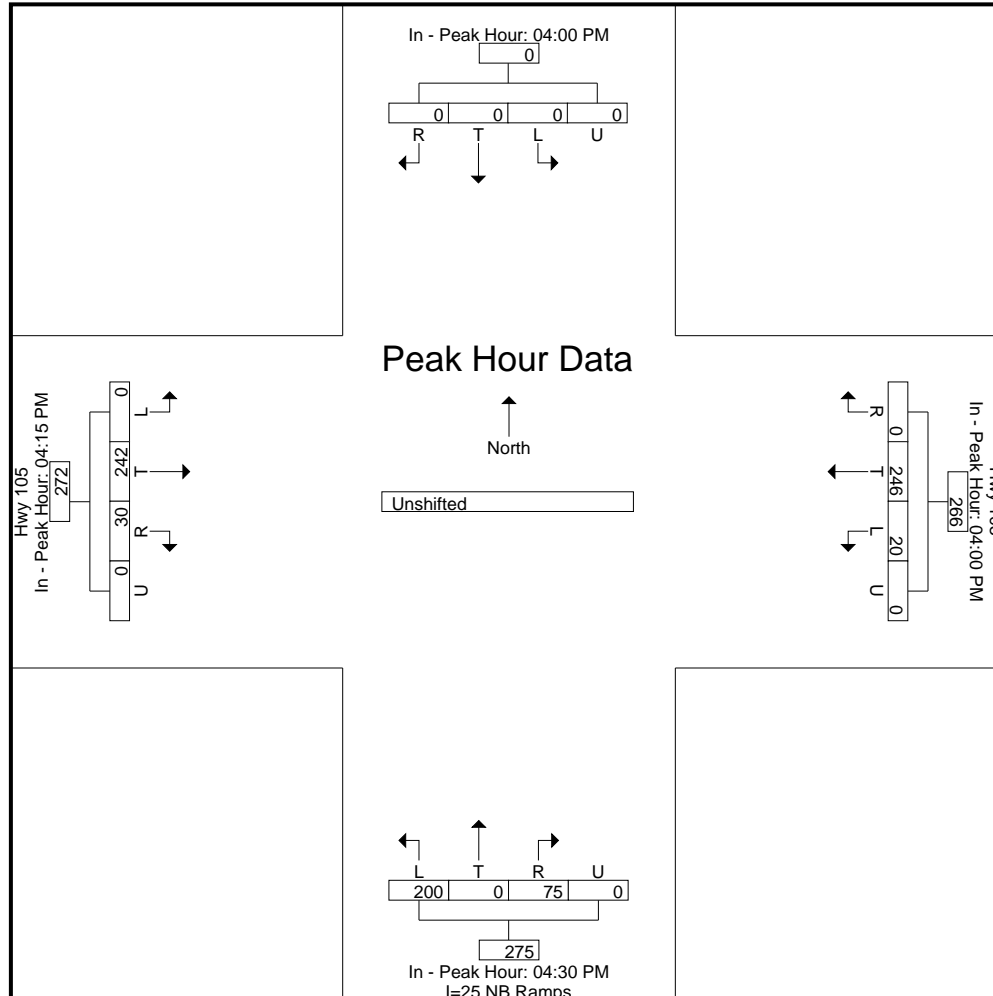
File Name : I-25 NB Ramps - Hwy 105 PM
 Site Code : S214510
 Start Date : 6/24/2021
 Page No : 4

Start Time	Southbound					Hwy 105 Westbound					I-25 NB Ramps Northbound					Hwy 105 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	4:00:00 PM					4:00:00 PM					4:30:00 PM					4:15:00 PM					
+0 mins.	0	0	0	0	0	15	176	0	0	191	181	0	65	0	246	0	180	20	0	200	
+5 mins.	0	0	0	0	0	9	180	0	0	189	190	0	83	1	274	0	148	16	0	164	
+10 mins.	0	0	0	0	0	8	190	0	0	198	167	0	77	0	244	0	148	13	0	161	
+15 mins.	0	0	0	0	0	9	172	0	0	181	172	0	82	0	254	0	163	28	0	191	
Total Volume	0	0	0	0	0	41	718	0	0	759	710	0	307	1	1018	0	639	77	0	716	
% App. Total	0	0	0	0	0	5.4	94.6	0	0		69.7	0	30.2	0.1		0	89.2	10.8	0		
PHF	.000	.000	.000	.000	.000	.683	.945	.000	.000	.958	.934	.000	.925	.250	.929	.000	.888	.688	.000	.895	

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



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File Name : Jackson Creek Pkwy - Hwy 105 AM 10-21
 Site Code : S214510
 Start Date : 10/21/2021
 Page No : 1

Groups Printed- Unshifted

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

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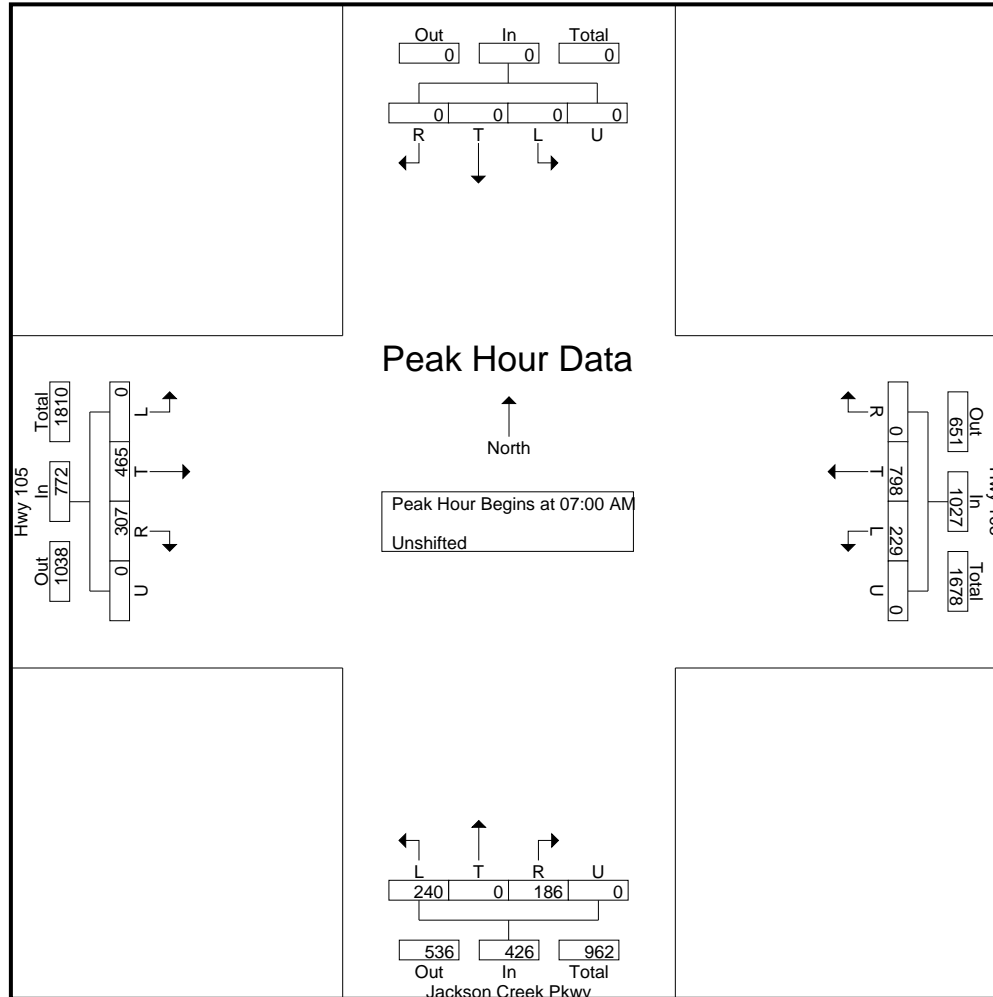
File Name : Jackson Creek Pkwy - Hwy 105 AM 10-21
 Site Code : S214510
 Start Date : 10/21/2021
 Page No : 2

Start Time	Southbound					Hwy 105 Westbound					Jackson Creek Pkwy Northbound					Hwy 105 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 7:00:00 AM to 8:15:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 7:00:00 AM																					
7:00:00 AM	0	0	0	0	0	29	191	0	0	220	78	0	21	0	99	0	90	83	0	173	492
7:15:00 AM	0	0	0	0	0	61	168	0	0	229	59	0	60	0	119	0	134	115	0	249	597
7:30:00 AM	0	0	0	0	0	72	202	0	0	274	64	0	52	0	116	0	123	59	0	182	572
7:45:00 AM	0	0	0	0	0	67	237	0	0	304	39	0	53	0	92	0	118	50	0	168	564
Total Volume	0	0	0	0	0	229	798	0	0	1027	240	0	186	0	426	0	465	307	0	772	2225
% App. Total	0	0	0	0	0	22.3	77.7	0	0		56.3	0	43.7	0		0	60.2	39.8	0		
PHF	.000	.000	.000	.000	.000	.795	.842	.000	.000	.845	.769	.000	.775	.000	.895	.000	.868	.667	.000	.775	.932

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



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

Start Time	Southbound					Hwy 105 Westbound					Jackson Creek Pkwy Northbound					Hwy 105 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 7:00:00 AM to 8:15:00 AM - Peak 1 of 1

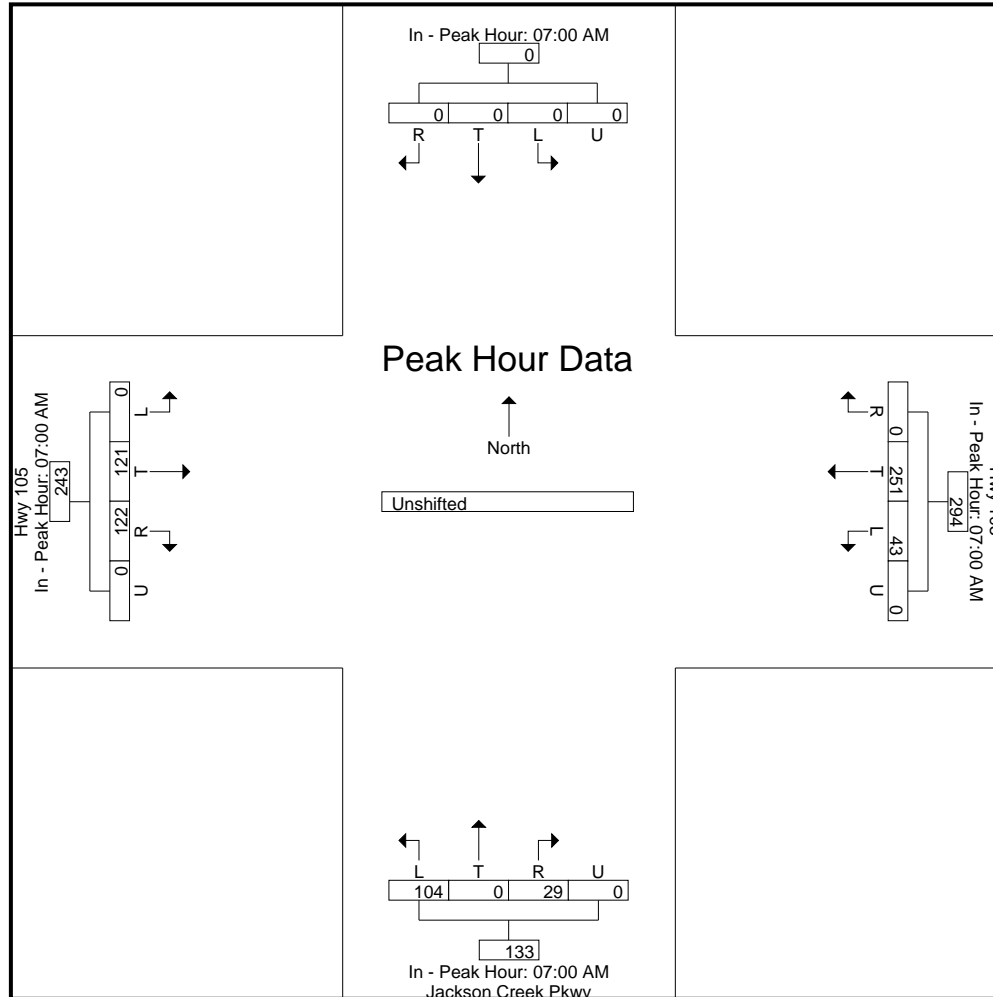
Peak Hour for Each Approach Begins at:

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

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



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

Groups Printed- Unshifted

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

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

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

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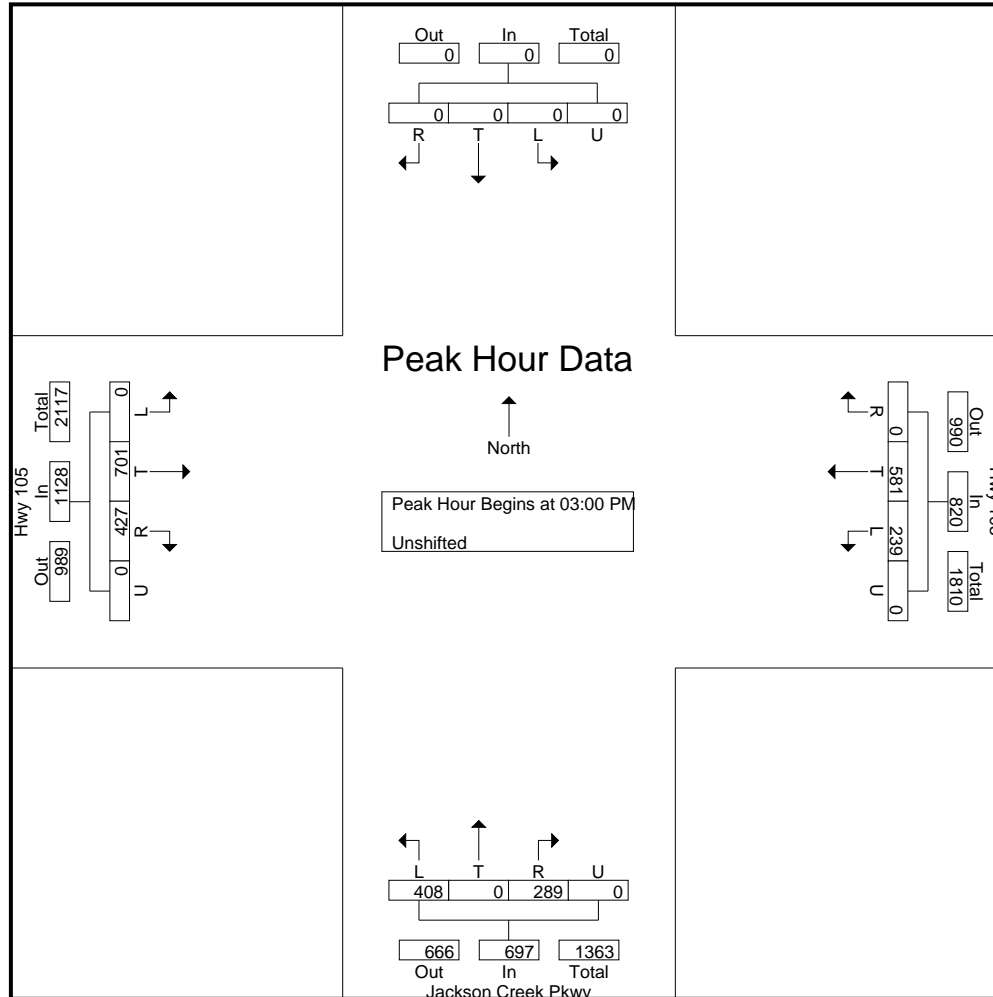
2504 E Pikes Peak Ave, Suite 304
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File Name : Jackson Creek Pkwy - Hwy 105 PM 10-21

Site Code : S214510

Start Date : 10/28/2021

Page No : 3



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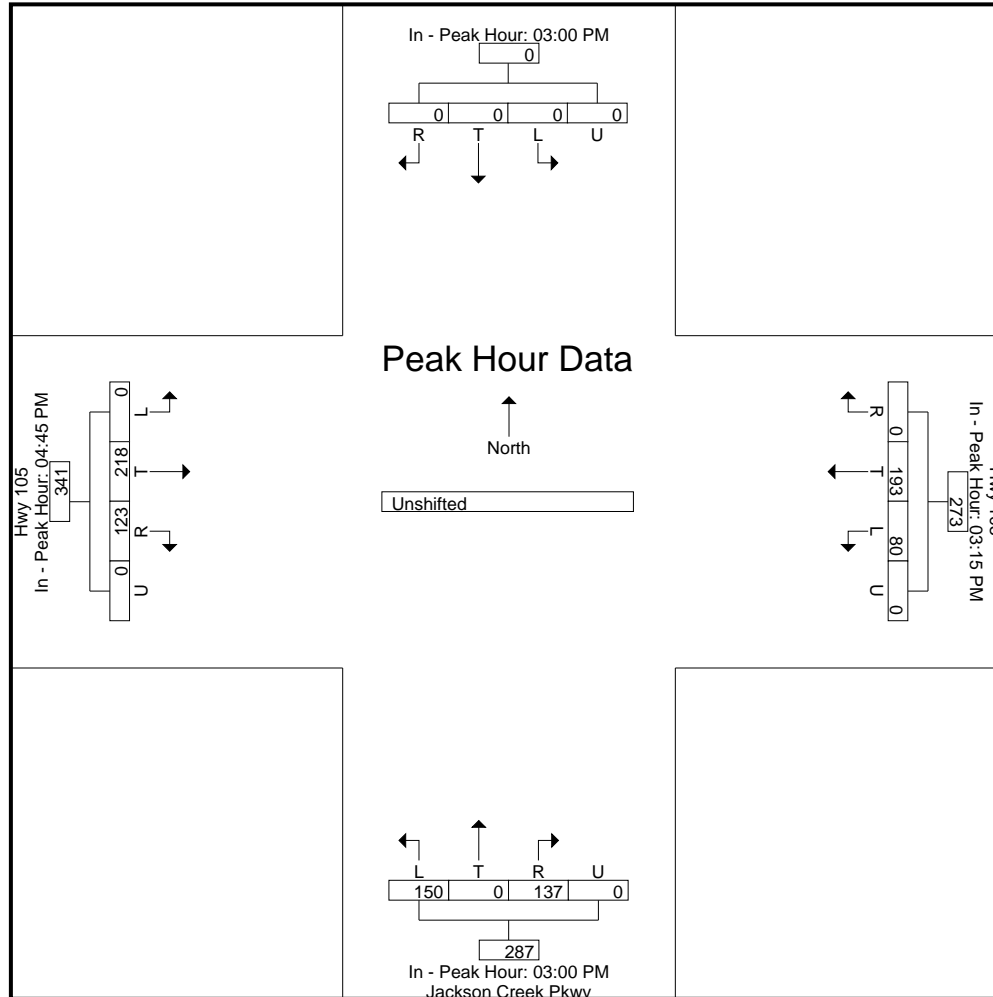
File Name : Jackson Creek Pkwy - Hwy 105 PM 10-21
 Site Code : S214510
 Start Date : 10/28/2021
 Page No : 4

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

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



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

Groups Printed- Unshifted

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

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

Groups Printed- Unshifted

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

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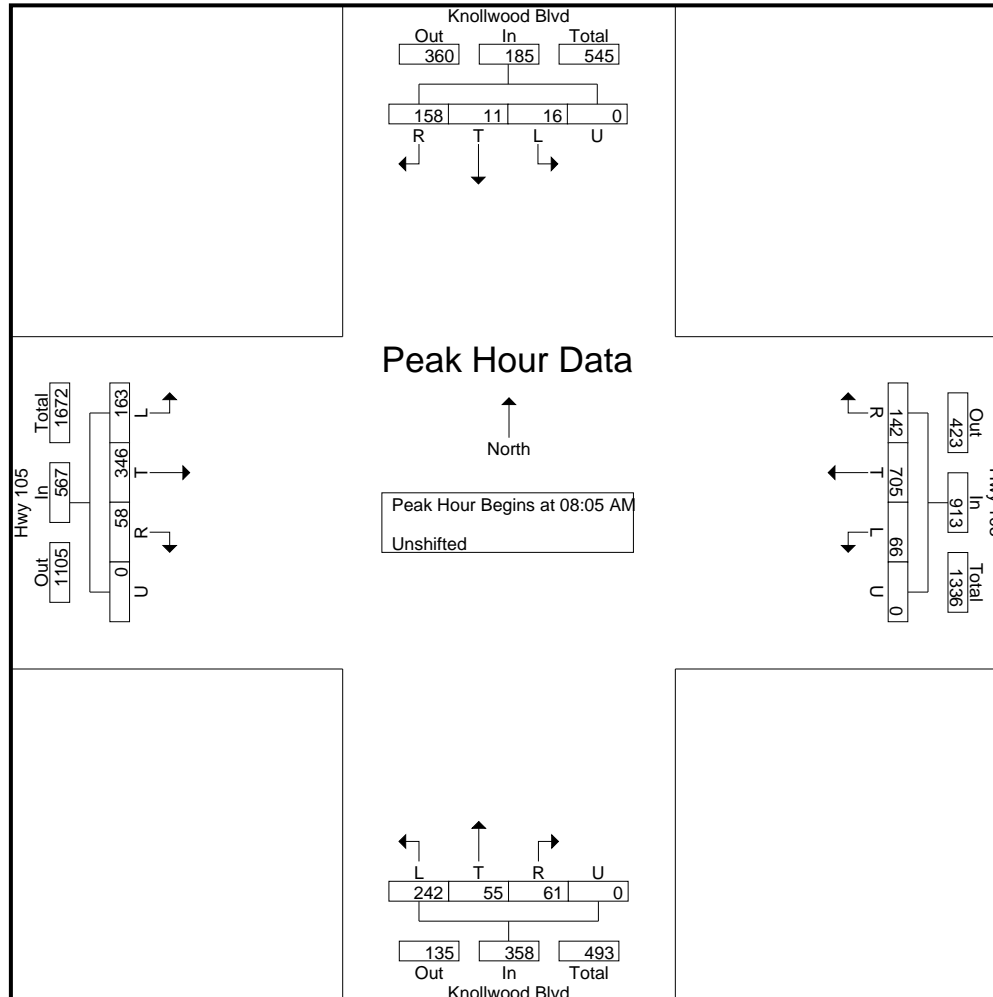
File Name : Knollwood Blvd - Hwy 105 AM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 3

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

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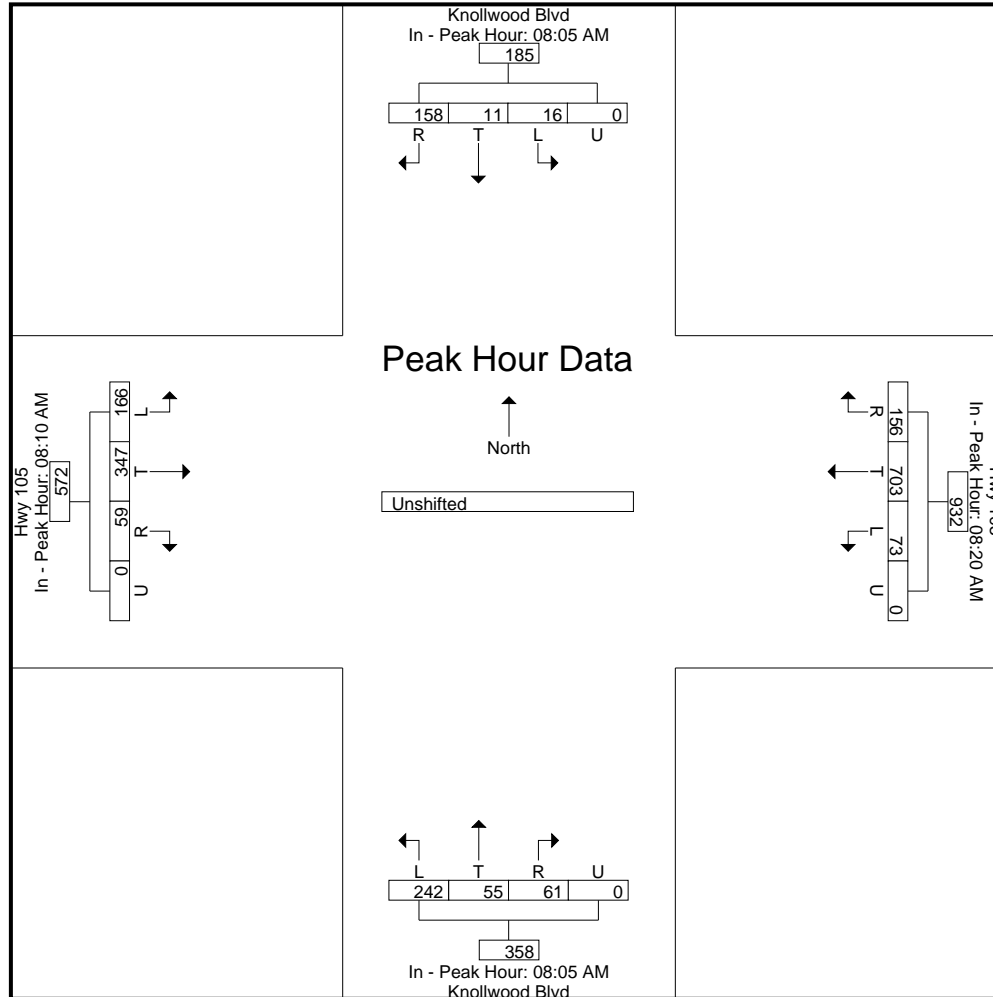
File Name : Knollwood Blvd - Hwy 105 AM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 5

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

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File Name : Knollwood Blvd - Hwy 105 AM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 6



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2504 E Pikes Peak Ave, Suite 304
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File Name : Knollwood Blvd - Hwy 105 AM sch. peak
 Site Code : S214830
 Start Date : 11/18/2021
 Page No : 1

Groups Printed- Unshifted

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

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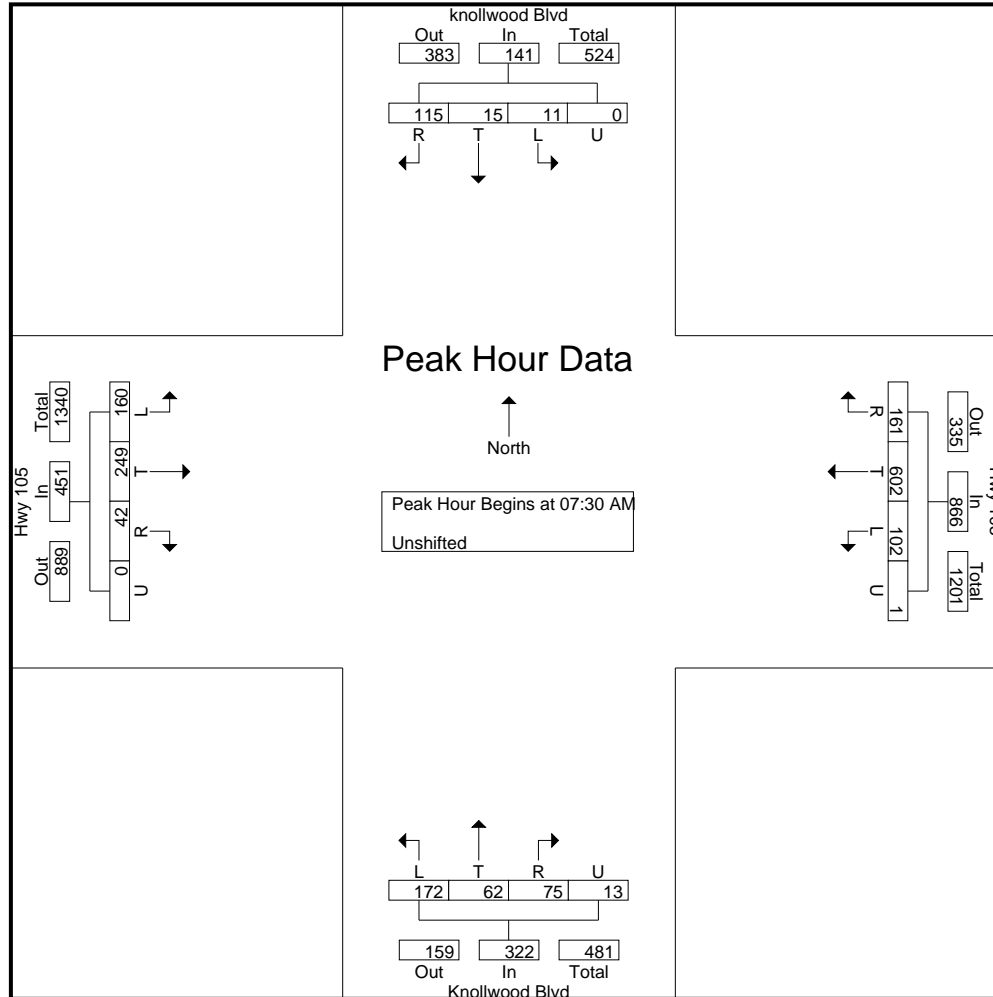
File Name : Knollwood Blvd - Hwy 105 AM sch. peak
 Site Code : S214830
 Start Date : 11/18/2021
 Page No : 2

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

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



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2504 E Pikes Peak Ave, Suite 304
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File Name : Knollwood Blvd - Hwy 105 AM sch. peak
 Site Code : S214830
 Start Date : 11/18/2021
 Page No : 4

Start Time	knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 07:30 AM to 08:25 AM - Peak 1 of 1

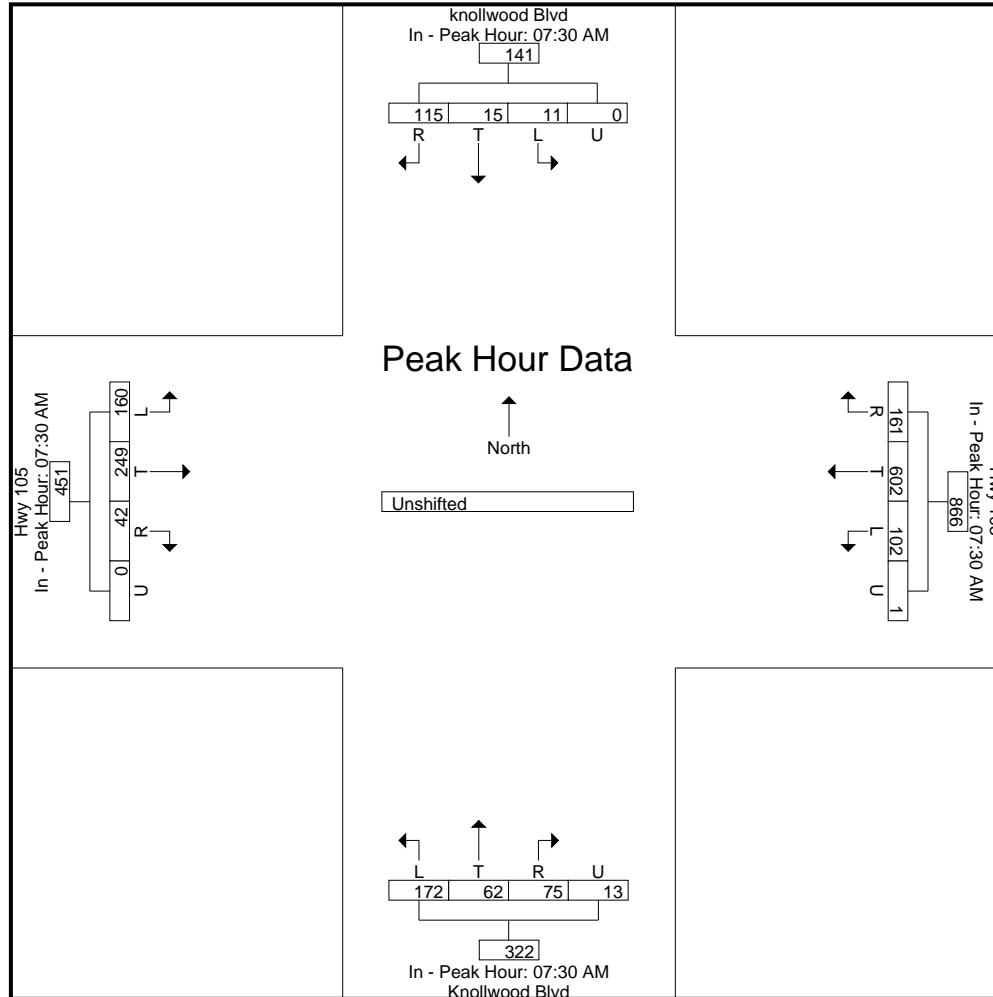
Peak Hour for Each Approach Begins at:

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

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File Name : Knollwood Blvd - Hwy 105 AM sch. peak
 Site Code : S214830
 Start Date : 11/18/2021
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2504 E Pikes Peak Ave, Suite 304
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File Name : Knollwood Blvd - Hwy 105 AM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 1

Groups Printed- Unshifted

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

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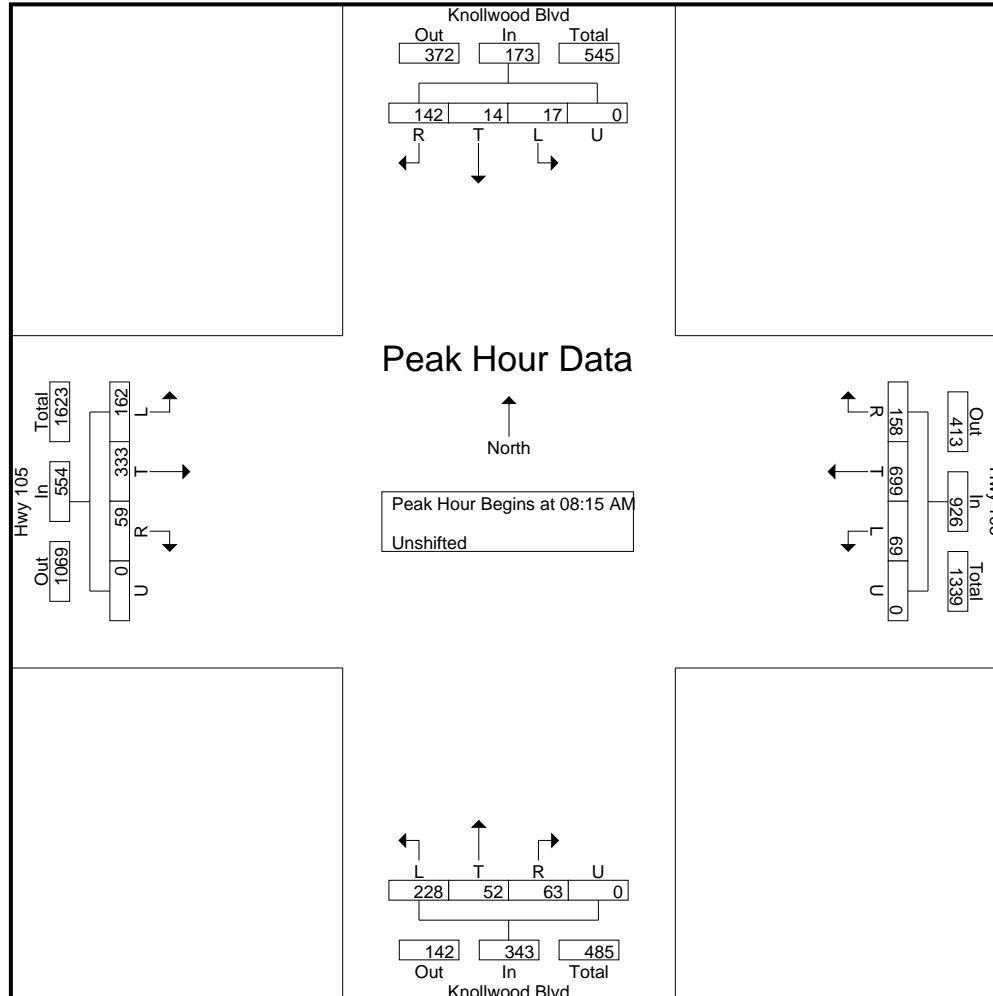
File Name : Knollwood Blvd - Hwy 105 AM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 2

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

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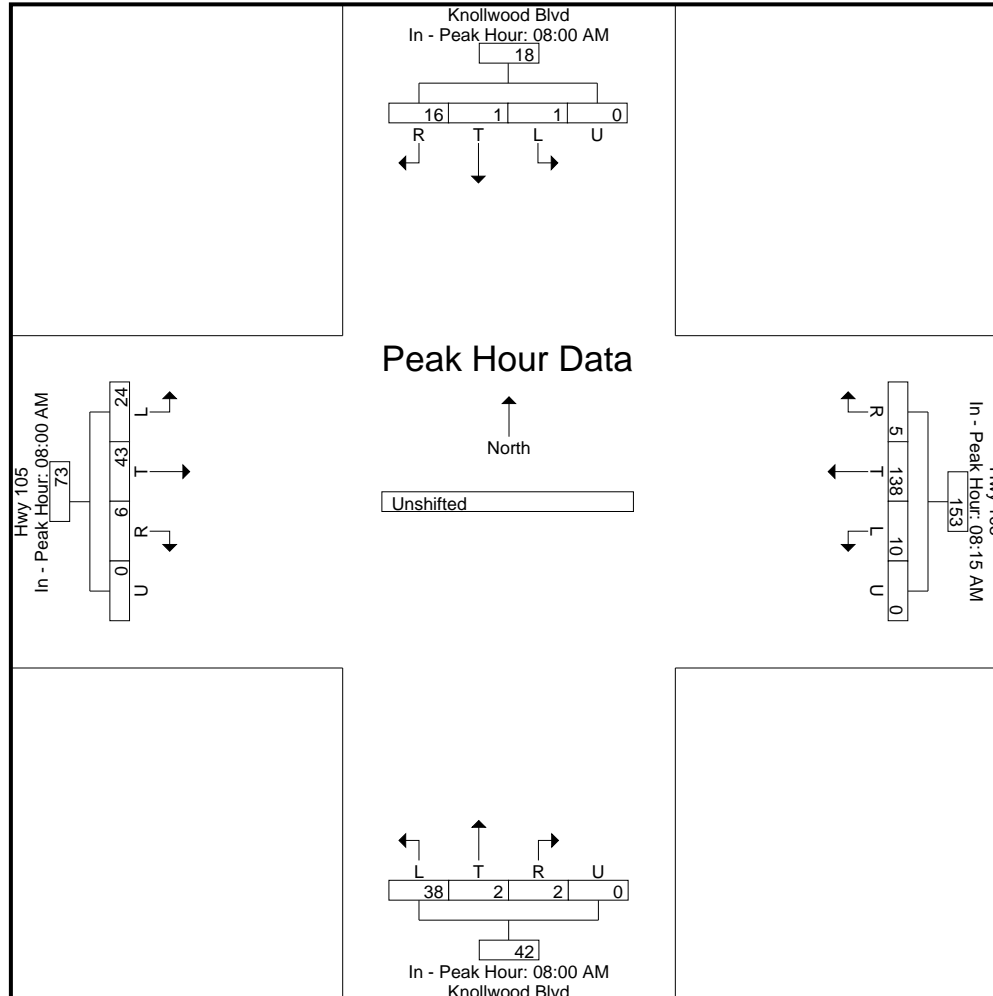
File Name : Knollwood Blvd - Hwy 105 AM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 4

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

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



LSC Transportation Consultants, Inc.

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

Groups Printed- Unshifted

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

LSC Transportation Consultants, Inc.

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

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

Groups Printed- Unshifted

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

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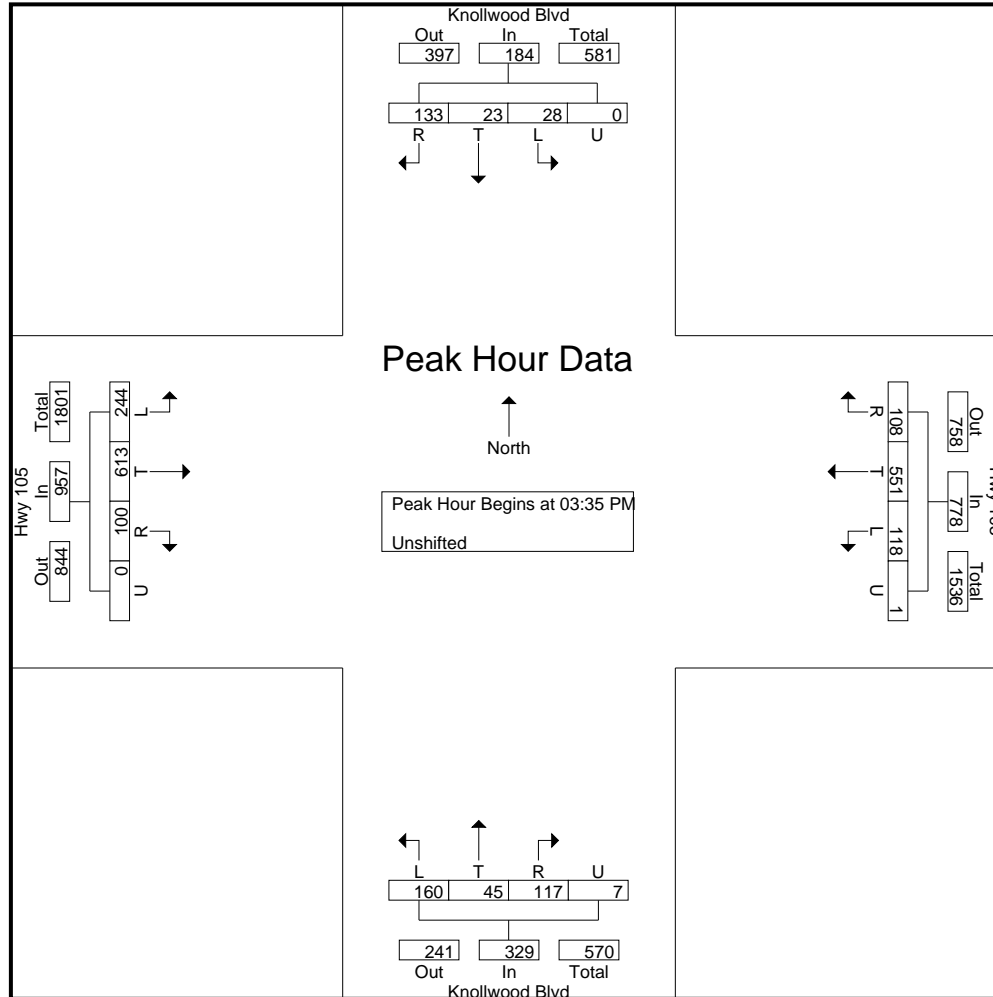
File Name : Knollwood Blvd - Hwy 105 Mid
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 3

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

LSC Transportation Consultants, Inc.

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



LSC Transportation Consultants, Inc.

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 719-633-2868

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

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 02:50 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

LSC Transportation Consultants, Inc.

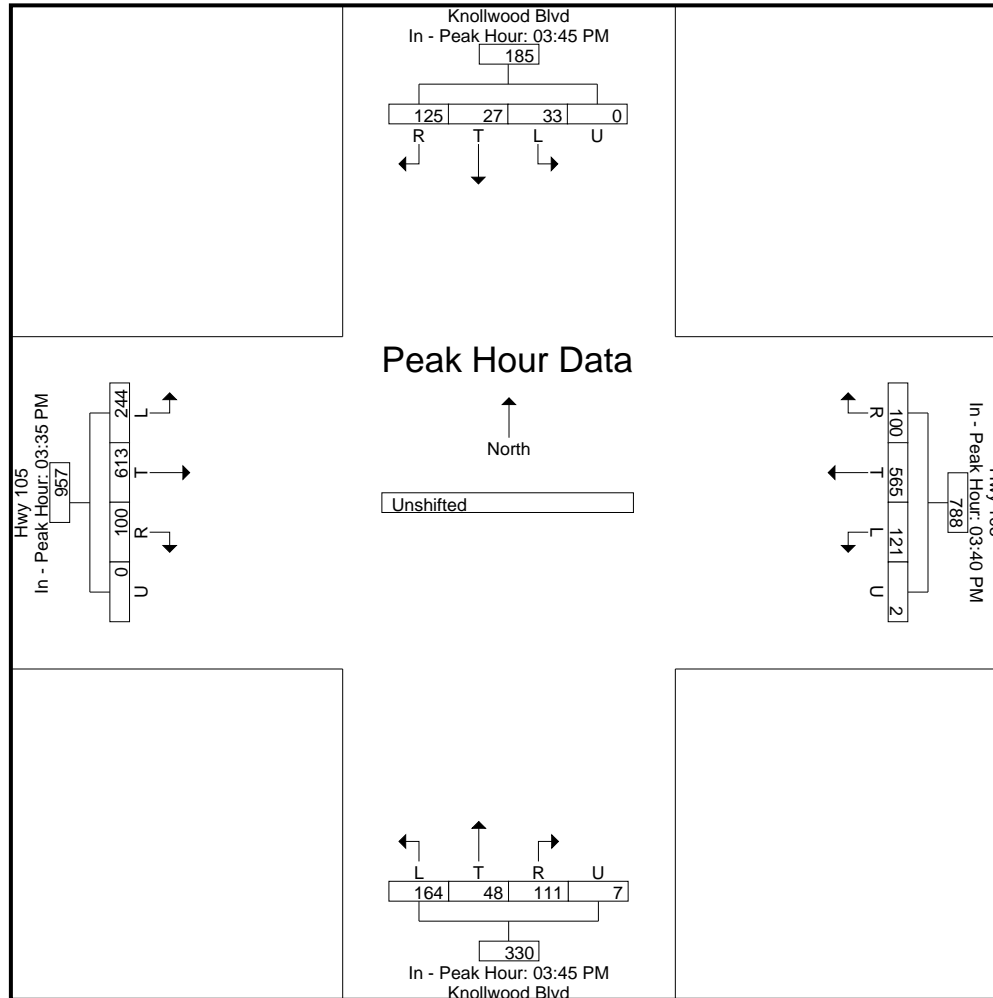
2504 E Pikes Peak Ave, Suite 304
Colorado Springs, CO 80909
719-633-2868

File Name : Knollwood Blvd - Hwy 105 Mid

Site Code : S214830

Start Date : 11/9/2021

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LSC Transportation Consultants, Inc.

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

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

Groups Printed- Unshifted

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

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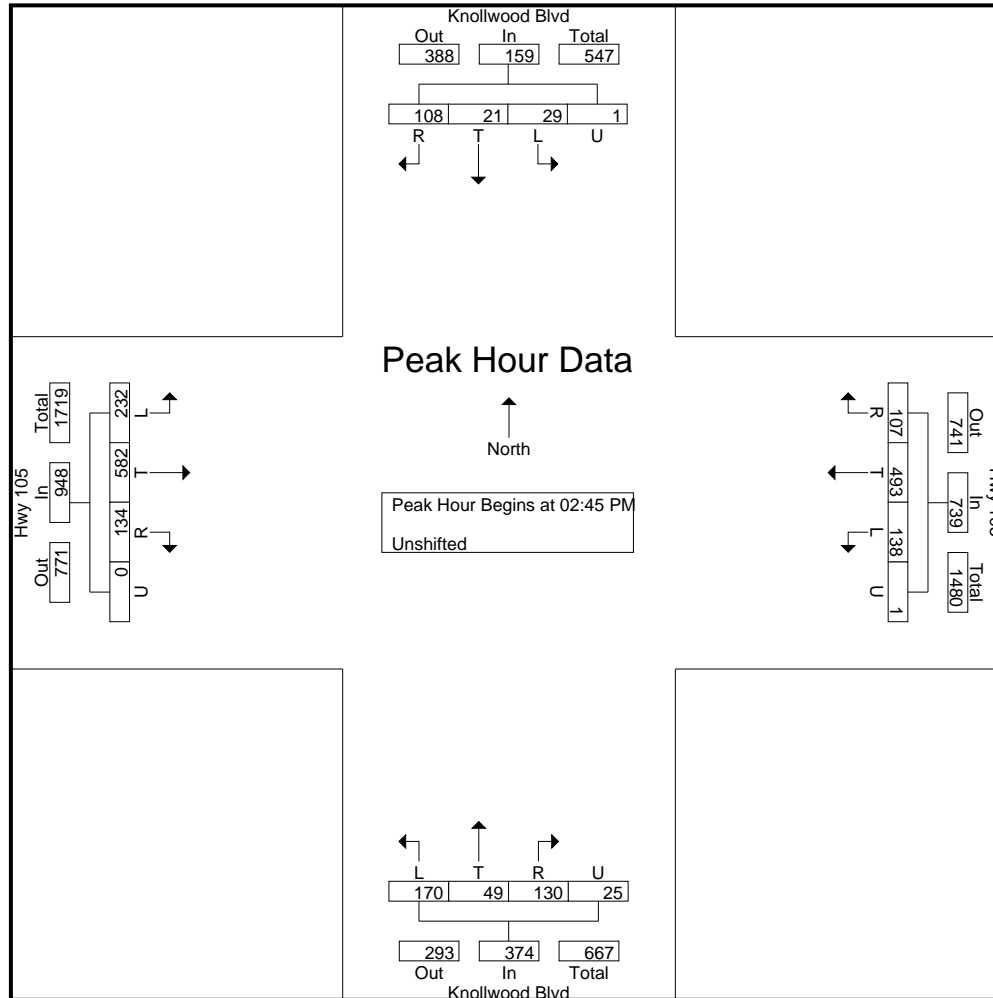
File Name : Knollwood Blvd - Hwy 105 Mid sch. peak
 Site Code : S214830
 Start Date : 11/18/2021
 Page No : 2

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

LSC Transportation Consultants, Inc.

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

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



LSC Transportation Consultants, Inc.

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

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

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 02:15 PM to 03:40 PM - Peak 1 of 1

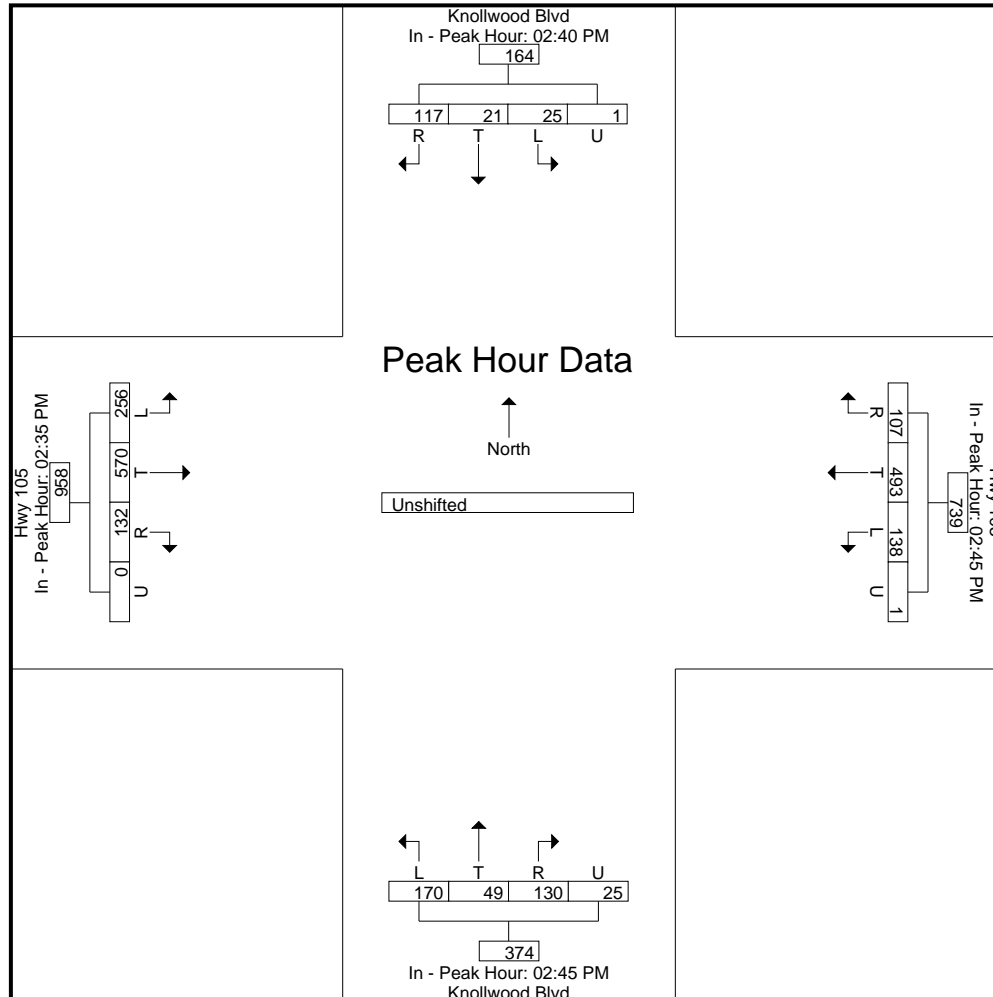
Peak Hour for Each Approach Begins at:

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

LSC Transportation Consultants, Inc.

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

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



LSC Transportation Consultants, Inc.

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

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

Groups Printed- Unshifted

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

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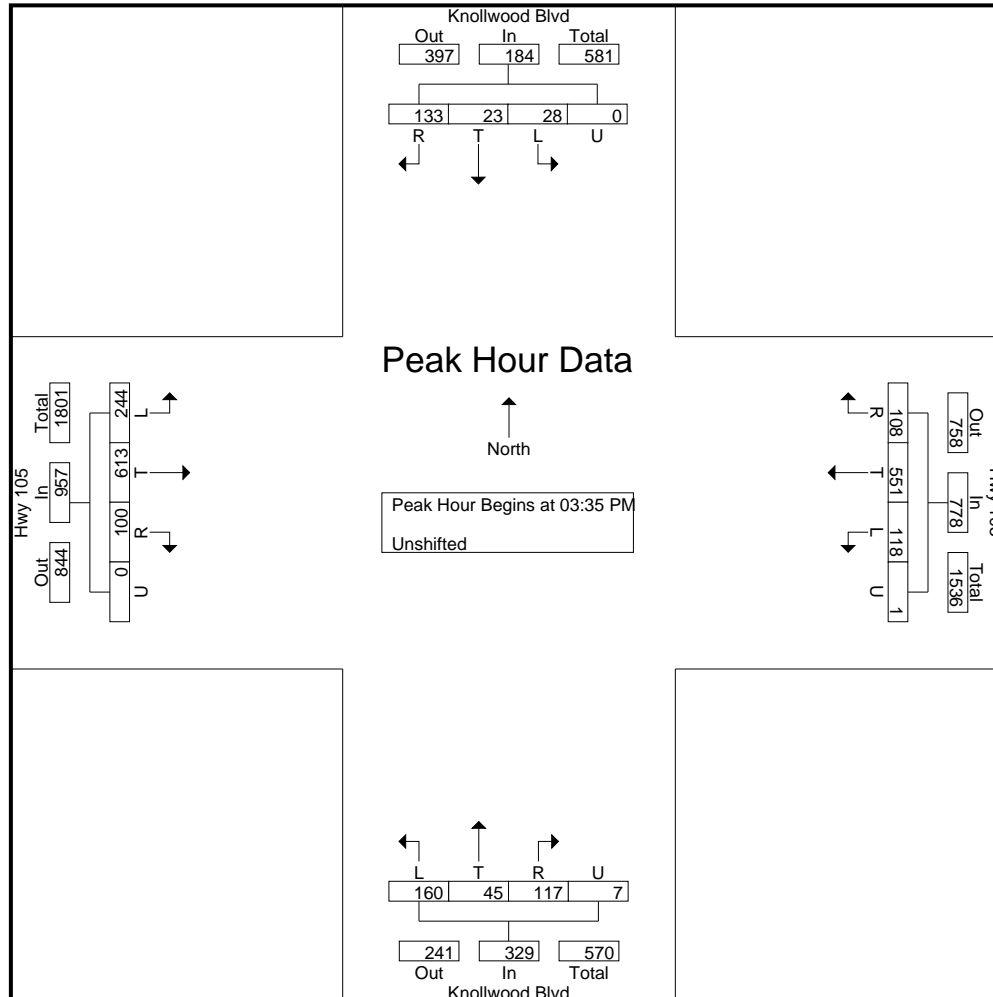
File Name : Knollwood Blvd - Hwy 105 Mid
 Site Code : S214830
 Start Date : 11/9/2021
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Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 2:50:00 PM to 4:35:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 3:35:00 PM																					
3:35:00 PM	3	4	35	0	42	20	124	24	0	168	39	7	21	0	67	66	146	18	0	230	507
3:50:00 PM	9	6	37	0	52	28	114	32	0	174	50	16	31	3	100	63	145	27	0	235	561
4:05:00 PM	9	7	37	0	53	26	143	23	0	192	38	11	30	1	80	62	179	30	0	271	596
4:20:00 PM	7	6	24	0	37	44	170	29	1	244	33	11	35	3	82	53	143	25	0	221	584
Total Volume	28	23	133	0	184	118	551	108	1	778	160	45	117	7	329	244	613	100	0	957	2248
% App. Total	15.2	12.5	72.3	0		15.2	70.8	13.9	0.1		48.6	13.7	35.6	2.1		25.5	64.1	10.4	0		
PHF	.778	.821	.899	.000	.868	.670	.810	.844	.250	.797	.800	.703	.836	.583	.823	.924	.856	.833	.000	.883	.943

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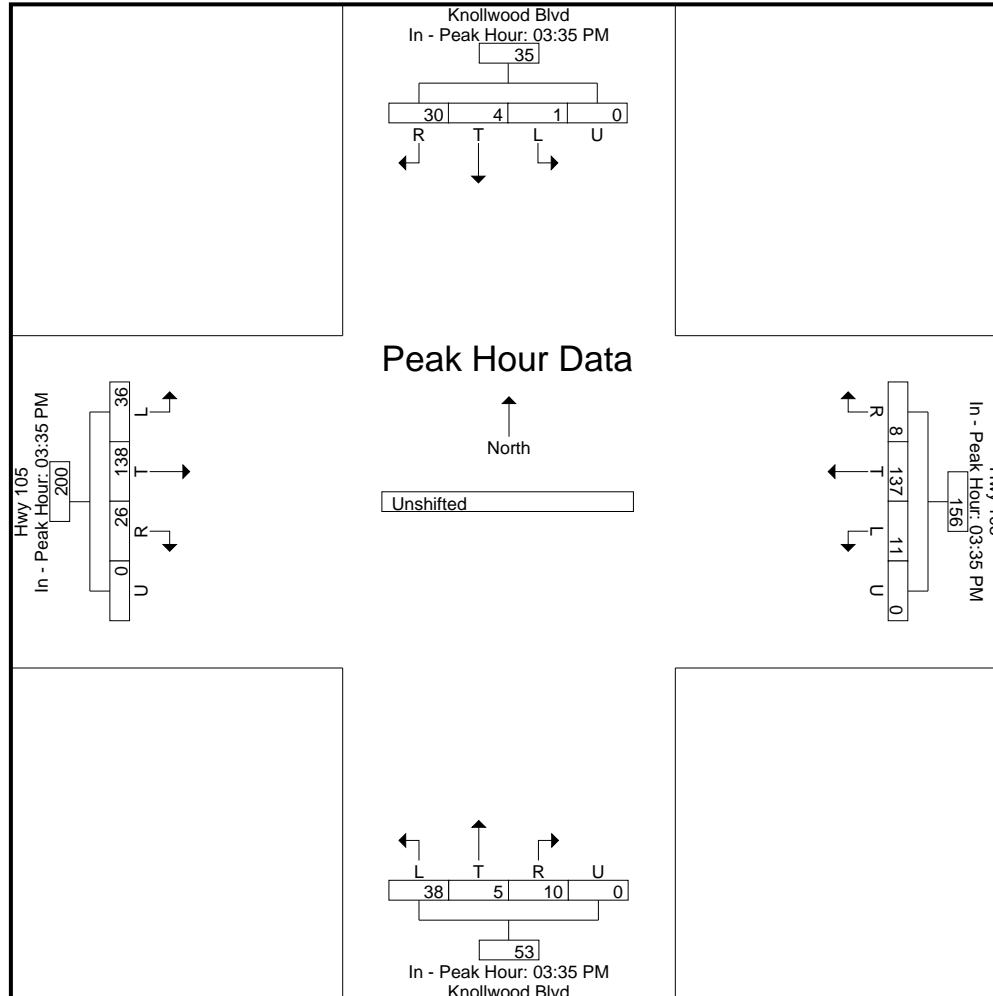
File Name : Knollwood Blvd - Hwy 105 Mid
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 4

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

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

Groups Printed- Unshifted

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

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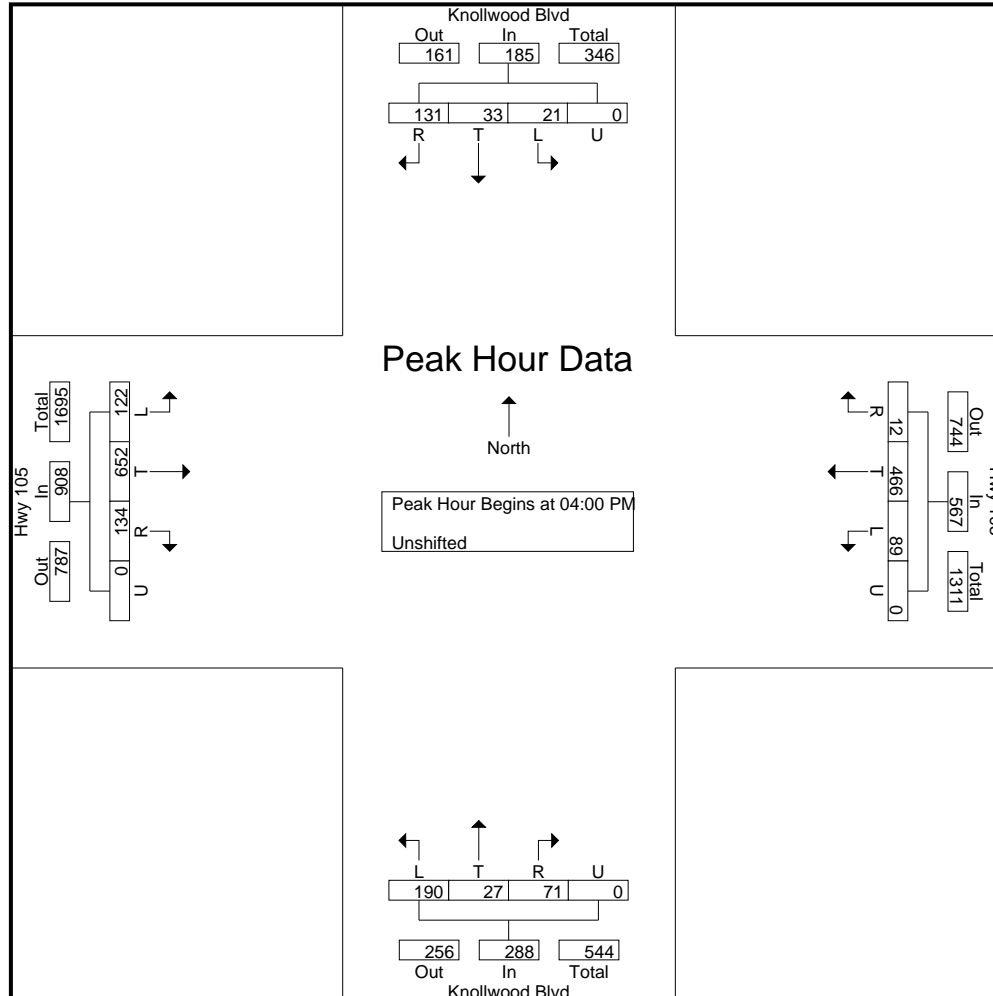
File Name : Knollwood Blvd - Hwy 105 PM
 Site Code : S214830
 Start Date : 11/9/2021
 Page No : 2

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	9	11	57	0	77	24	125	3	0	152	52	4	13	0	69	33	167	44	0	244	542
4:15:00 PM	6	11	31	0	48	15	123	2	0	140	50	12	19	0	81	42	165	26	0	233	502
4:30:00 PM	2	3	23	0	28	19	130	2	0	151	39	7	20	0	66	17	170	31	0	218	463
4:45:00 PM	4	8	20	0	32	31	88	5	0	124	49	4	19	0	72	30	150	33	0	213	441
Total Volume	21	33	131	0	185	89	466	12	0	567	190	27	71	0	288	122	652	134	0	908	1948
% App. Total	11.4	17.8	70.8	0		15.7	82.2	2.1	0		66	9.4	24.7	0		13.4	71.8	14.8	0		
PHF	.583	.750	.575	.000	.601	.718	.896	.600	.000	.933	.913	.563	.888	.000	.889	.726	.959	.761	.000	.930	.899

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

Start Time	Knollwood Blvd Southbound					Hwy 105 Westbound					Knollwood Blvd Northbound					Hwy 105 Eastbound					Int. Total
	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	L	T	R	U	App. Total	

Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1

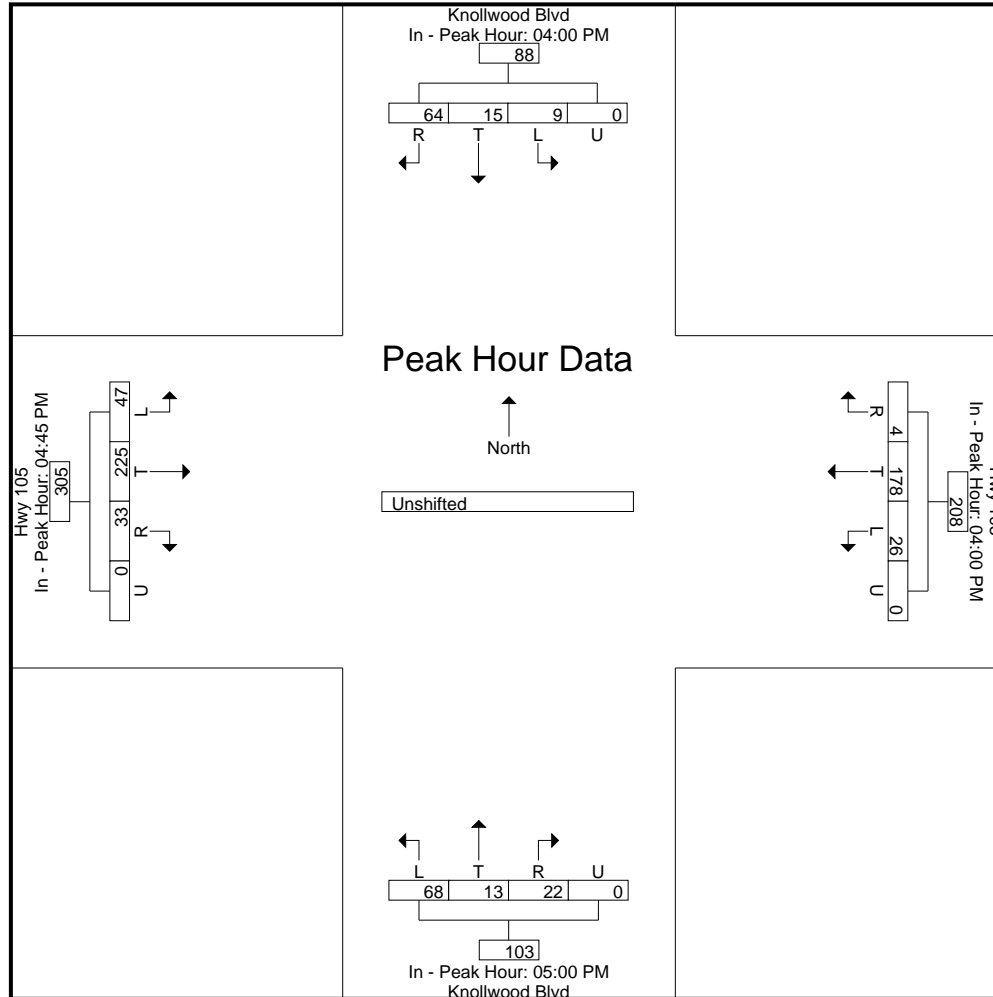
Peak Hour for Each Approach Begins at:

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

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File Name : Knollwood Blvd - Hwy 105 PM
 Site Code : S214830
 Start Date : 11/9/2021
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Levels of Service



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

Existing
AM



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

Lanes, Volumes, Timings

3: Jackson Creek Parkway & SH 105

Existing
AM



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

Intersection Summary

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

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



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

Existing
AM



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

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

Existing
AM



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

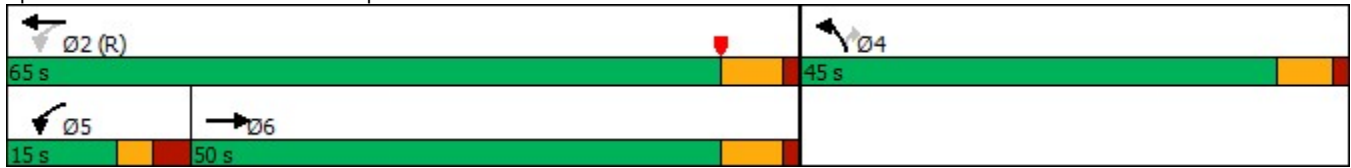
Intersection Summary

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

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

























Existing
AM

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



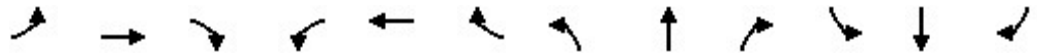
Lanes, Volumes, Timings
7: Knollwood Dr & SH 105

Existing
AM

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

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

Existing
AM



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

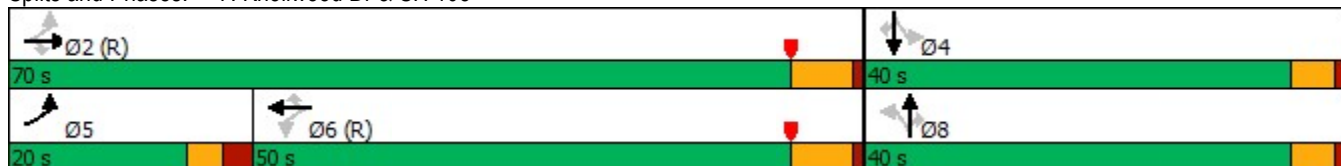
Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 61.5 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 21.5
 Intersection LOS: C
 Intersection Capacity Utilization 76.6%
 ICU Level of Service D
 Analysis Period (min) 15

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













Queue shown is maximum after two cycles.

Splits and Phases: 7: Knollwood Dr & SH 105



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

Existing
AM

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

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

Existing
AM



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

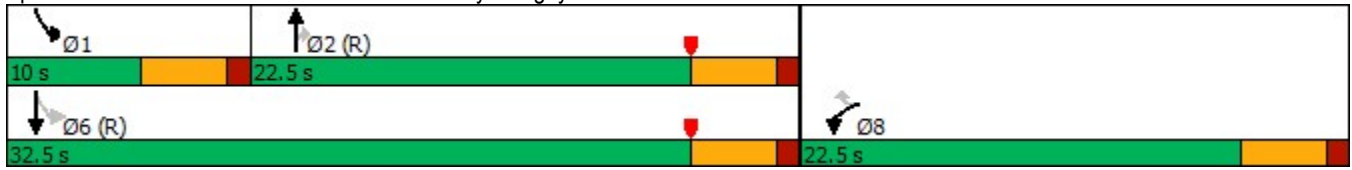
Intersection Summary

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

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

Existing
AM

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



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

Existing
PM



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

Lanes, Volumes, Timings

3: Jackson Creek Parkway & SH 105

Existing
PM

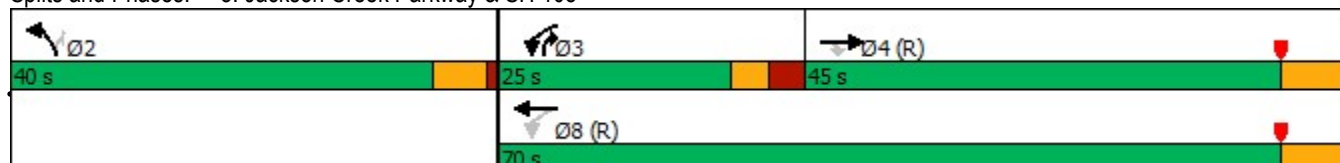


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4	4	3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	13.0	13.0	12.0	13.0	12.5	12.0
Total Split (s)	45.0	45.0	25.0	70.0	40.0	25.0
Total Split (%)	40.9%	40.9%	22.7%	63.6%	36.4%	22.7%
Maximum Green (s)	39.0	39.0	19.0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

Intersection Summary

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

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



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

Existing
PM



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

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

Existing
PM



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

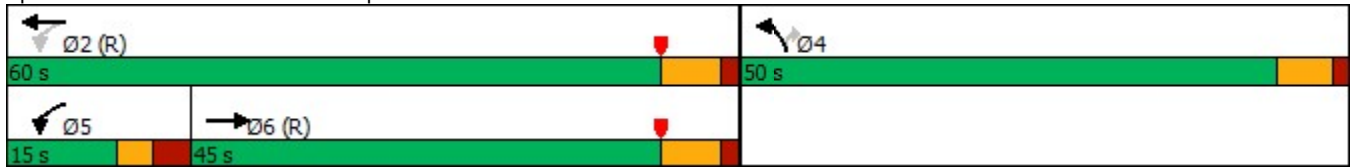
Intersection Summary

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

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

























Existing
PM

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



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

Existing
PM

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

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

Existing
PM

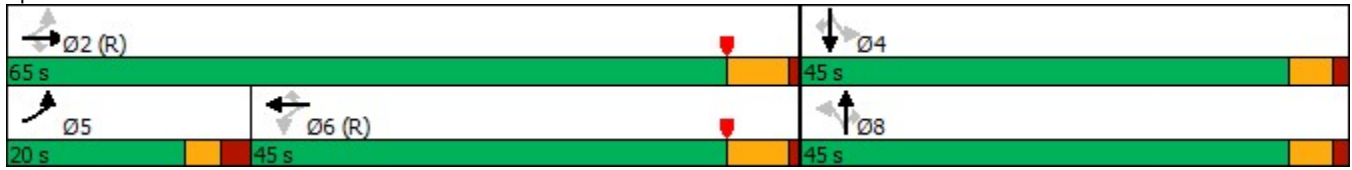


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	22.0	22.0	20.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.5	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	13.5	13.5	13.5
Total Split (s)	20.0	65.0	65.0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

Intersection Summary













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

Splits and Phases: 7: Knollwood Dr & SH 105



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

Existing
PM

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

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

Existing
 PM



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

Intersection Summary

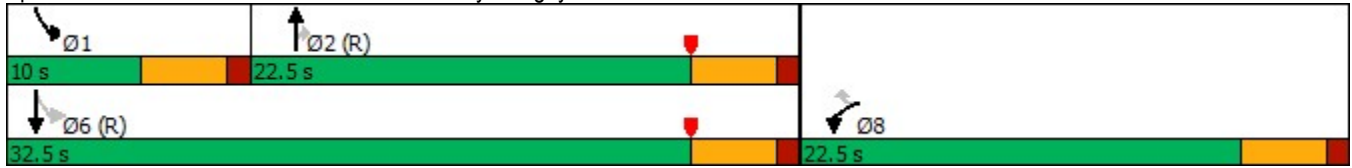
Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	55
Offset:	18 (33%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.56
Intersection Signal Delay:	10.8
Intersection LOS:	B
Intersection Capacity Utilization:	52.8%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

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

Existing
PM

Queue shown is maximum after two cycles.

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



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

Short-Term Total
AM -- Phase 1 (2-Lane JCP)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Traffic Volume (vph)	458	334	256	785	289	202
Future Volume (vph)	458	334	256	785	289	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	400		350	0
Storage Lanes		0	1		1	1
Taper Length (ft)			100		160	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.937					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3316	0	1770	3539	1770	1583
Flt Permitted			0.235		0.950	
Satd. Flow (perm)	3316	0	438	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	186					177
Link Speed (mph)	45			45	40	
Link Distance (ft)	755			966	439	
Travel Time (s)	11.4			14.6	7.5	
Peak Hour Factor	0.93	0.93	0.95	0.95	0.93	0.93
Adj. Flow (vph)	492	359	269	826	311	217
Shared Lane Traffic (%)						
Lane Group Flow (vph)	851	0	269	826	311	217
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases			8			2

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

Short-Term Total
 AM -- Phase 1 (2-Lane JCP)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4		3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0
Minimum Split (s)	13.0		12.0	13.0	12.5	12.0
Total Split (s)	45.0		30.0	75.0	35.0	30.0
Total Split (%)	40.9%		27.3%	68.2%	31.8%	27.3%
Maximum Green (s)	39.0		24.0	69.0	29.5	24.0
Yellow Time (s)	5.0		3.0	5.0	4.5	3.0
All-Red Time (s)	1.0		3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	55.5		74.6	74.6	23.9	42.5
Actuated g/C Ratio	0.50		0.68	0.68	0.22	0.39
v/c Ratio	0.48		0.59	0.34	0.81	0.30
Control Delay	5.0		17.4	7.7	39.0	4.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	5.0		17.4	7.7	39.0	4.1
LOS	A		B	A	D	A
Approach Delay	5.0			10.1	24.7	
Approach LOS	A			B	C	
Queue Length 50th (ft)	7		61	101	178	36
Queue Length 95th (ft)	158		m168	161	255	44
Internal Link Dist (ft)	675			886	359	
Turn Bay Length (ft)			400		350	
Base Capacity (vph)	1765		587	2399	474	859
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.48		0.46	0.34	0.66	0.25

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 21 (19%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 11.4 Intersection LOS: B
 Intersection Capacity Utilization 68.1% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

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

Short-Term Total
 AM -- Phase 1 (2-Lane JCP)

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



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

Short-Term Total
 AM -- Phase 1 (2-Lane JCP)



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	55	20	28	436	540	14
Future Volume (vph)	55	20	28	436	540	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	200			0
Storage Lanes	0	1	1			0
Taper Length (ft)	120		160			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.997	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1857	0
Flt Permitted	0.950		0.172			
Satd. Flow (perm)	1770	1583	320	1863	1857	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		24			2	
Link Speed (mph)	25			40	40	
Link Distance (ft)	270			661	457	
Travel Time (s)	7.4			11.3	7.8	
Peak Hour Factor	0.83	0.83	0.92	0.92	0.93	0.93
Adj. Flow (vph)	66	24	30	474	581	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	24	30	474	596	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Perm	Perm	pm+pt	NA	NA	
Protected Phases			7	4	8	
Permitted Phases	6	6	4			

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

Short-Term Total
 AM -- Phase 1 (2-Lane JCP)



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Detector Phase	6	6	7	4	8	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	20.0	20.0	15.0	90.0	75.0	
Total Split (%)	18.2%	18.2%	13.6%	81.8%	68.2%	
Maximum Green (s)	15.5	15.5	10.5	85.5	70.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	None	None	None	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effect Green (s)	46.9	46.9	54.1	54.1	46.9	
Actuated g/C Ratio	0.43	0.43	0.49	0.49	0.43	
v/c Ratio	0.09	0.03	0.12	0.52	0.75	
Control Delay	26.1	11.7	11.8	19.7	36.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	26.1	11.7	11.8	19.7	36.4	
LOS	C	B	B	B	D	
Approach Delay	22.2			19.2	36.4	
Approach LOS	C			B	D	
Queue Length 50th (ft)	29	0	11	189	443	
Queue Length 95th (ft)	68	19	20	225	551	
Internal Link Dist (ft)	190			581	377	
Turn Bay Length (ft)	100		200			
Base Capacity (vph)	754	688	295	1448	1190	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.09	0.03	0.10	0.33	0.50	

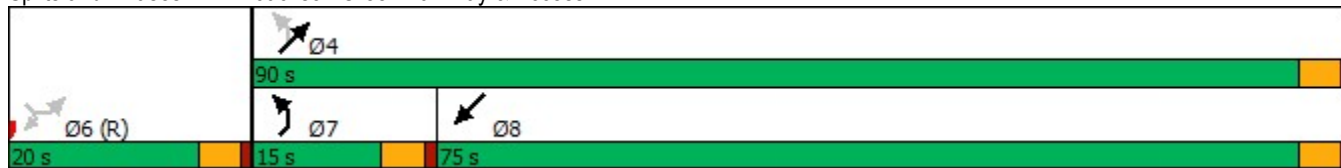
Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	90 (82%), Referenced to phase 2: and 6:SEL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	28.1
Intersection LOS:	C
Intersection Capacity Utilization:	40.9%
ICU Level of Service:	A
Analysis Period (min):	15

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












Short-Term Total
 AM -- Phase 1 (2-Lane JCP)

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



Lanes, Volumes, Timings
 17: Jackson Creek Parkway & Access D

Short-Term Total
 AM -- Phase 1 (2-Lane JCP)

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	22	442	7	8	553
Future Volume (vph)	35	22	442	7	8	553
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0		0	140	
Storage Lanes	0	1		0	1	
Taper Length (ft)	120				160	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.998			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1859	0	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1859	0	1770	1863
Link Speed (mph)	25		40			40
Link Distance (ft)	433		510			518
Travel Time (s)	11.8		8.7			8.8
Peak Hour Factor	0.83	0.83	0.92	0.92	0.93	0.93
Adj. Flow (vph)	42	27	480	8	9	595
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	27	488	0	9	595
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.1%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 21: Jackson Creek Parkway & Access A

Short-Term Total
 AM -- Phase 1 (2-Lane JCP)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	7	0	491	548	43
Future Volume (vph)	0	7	0	491	548	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			250
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.990	
Flt Protected						
Satd. Flow (prot)	0	1611	0	1863	1844	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	1863	1844	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	278			457	439	
Travel Time (s)	7.6			7.8	7.5	
Peak Hour Factor	0.78	0.78	0.92	0.92	0.93	0.93
Adj. Flow (vph)	0	9	0	534	589	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	9	0	534	635	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.4%
	ICU Level of Service A
Analysis Period (min)	15

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

Short-Term Total
PM -- Phase 1 (2-Lane JCP)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Traffic Volume (vph)	720	396	257	524	384	325
Future Volume (vph)	720	396	257	524	384	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	400		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			100		160	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.947					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3352	0	1770	3539	1770	1583
Flt Permitted			0.090		0.950	
Satd. Flow (perm)	3352	0	168	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	105					63
Link Speed (mph)	45			45	40	
Link Distance (ft)	755			966	439	
Travel Time (s)	11.4			14.6	7.5	
Peak Hour Factor	0.95	0.95	0.93	0.93	0.93	0.93
Adj. Flow (vph)	758	417	276	563	413	349
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1175	0	276	563	413	349
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases			8			2

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

Short-Term Total
PM -- Phase 1 (2-Lane JCP)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4		3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0
Minimum Split (s)	13.0		12.0	13.0	12.5	12.0
Total Split (s)	45.0		25.0	70.0	40.0	25.0
Total Split (%)	40.9%		22.7%	63.6%	36.4%	22.7%
Maximum Green (s)	39.0		19.0	64.0	34.5	19.0
Yellow Time (s)	5.0		3.0	5.0	4.5	3.0
All-Red Time (s)	1.0		3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	46.9		68.7	68.7	29.8	51.1
Actuated g/C Ratio	0.43		0.62	0.62	0.27	0.46
v/c Ratio	0.79		0.83	0.25	0.86	0.45
Control Delay	21.3		51.9	9.7	42.4	9.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	21.3		51.9	9.7	42.4	9.9
LOS	C		D	A	D	A
Approach Delay	21.3			23.6	27.5	
Approach LOS	C			C	C	
Queue Length 50th (ft)	370		119	77	136	32
Queue Length 95th (ft)	#536		#255	111	301	0
Internal Link Dist (ft)	675			886	359	
Turn Bay Length (ft)			400			
Base Capacity (vph)	1490		382	2210	555	813
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.79		0.72	0.25	0.74	0.43

Intersection Summary

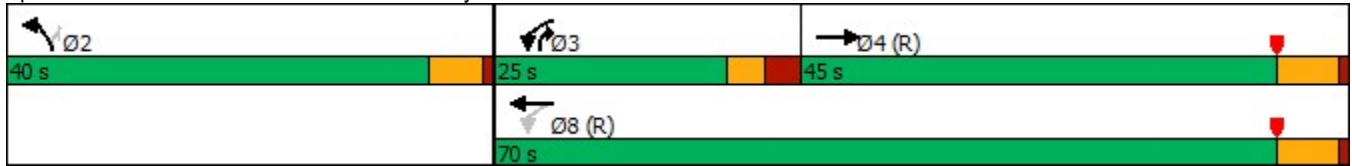
Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 21 (19%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 23.7
 Intersection LOS: C
 Intersection Capacity Utilization 82.7%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

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

Short-Term Total
 PM -- Phase 1 (2-Lane JCP)

Queue shown is maximum after two cycles.

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



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

Short-Term Total
 PM -- Phase 1 (2-Lane JCP)



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	39	14	22	670	616	12
Future Volume (vph)	39	14	22	670	616	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	200			0
Storage Lanes	0	1	1			0
Taper Length (ft)	120		160			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.850			0.997	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	3529	0
Flt Permitted	0.950		0.332			
Satd. Flow (perm)	1770	1583	618	1863	3529	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		17			3	
Link Speed (mph)	25			40	40	
Link Distance (ft)	270			661	457	
Travel Time (s)	7.4			11.3	7.8	
Peak Hour Factor	0.83	0.83	0.93	0.93	0.93	0.93
Adj. Flow (vph)	47	17	24	720	662	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	17	24	720	675	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Perm	Perm	pm+pt	NA	NA	
Protected Phases			7	4	8	
Permitted Phases	6	6	4			

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

Short-Term Total
 PM -- Phase 1 (2-Lane JCP)



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Detector Phase	6	6	7	4	8	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	34.0	34.0	15.0	76.0	61.0	
Total Split (%)	30.9%	30.9%	13.6%	69.1%	55.5%	
Maximum Green (s)	29.5	29.5	10.5	71.5	56.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	None	Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	29.5	29.5	71.5	71.5	65.0	
Actuated g/C Ratio	0.27	0.27	0.65	0.65	0.59	
v/c Ratio	0.10	0.04	0.05	0.60	0.32	
Control Delay	31.1	13.0	7.7	17.8	22.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.1	13.0	7.7	17.8	22.6	
LOS	C	B	A	B	C	
Approach Delay	26.3			17.5	22.6	
Approach LOS	C			B	C	
Queue Length 50th (ft)	25	0	3	350	218	
Queue Length 95th (ft)	51	15	15	554	305	
Internal Link Dist (ft)	190			581	377	
Turn Bay Length (ft)	100		200			
Base Capacity (vph)	474	436	511	1210	2085	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.10	0.04	0.05	0.60	0.32	

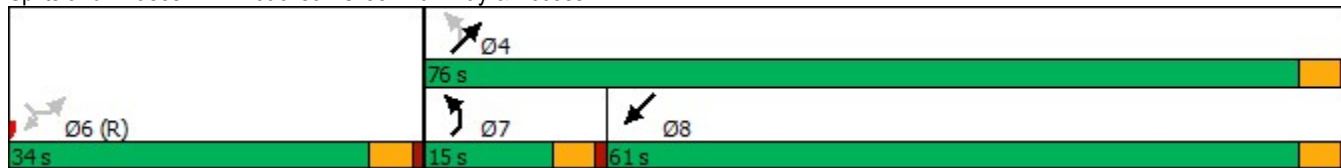
Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	90 (82%), Referenced to phase 2: and 6:SEL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	20.2
Intersection LOS:	C
Intersection Capacity Utilization	46.9%
ICU Level of Service	A
Analysis Period (min)	15

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

Short-Term Total
 PM -- Phase 1 (2-Lane JCP)

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



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

Short-Term Total
 PM -- Phase 1 (2-Lane JCP)

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	12	680	18	25	606
Future Vol, veh/h	24	12	680	18	25	606
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	15	731	19	27	652

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1447	741	0	0	750
Stage 1	741	-	-	-	-
Stage 2	706	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	145	416	-	-	859
Stage 1	471	-	-	-	-
Stage 2	489	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	141	416	-	-	859
Mov Cap-2 Maneuver	280	-	-	-	-
Stage 1	471	-	-	-	-
Stage 2	474	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.4	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	314	859
HCM Lane V/C Ratio	-	-	0.147	0.031
HCM Control Delay (s)	-	-	18.4	9.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

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

Short-Term Total
 PM -- Phase 1 (2-Lane JCP)

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	↗
Traffic Vol, veh/h	0	5	0	709	622	30
Future Vol, veh/h	0	5	0	709	622	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	6	0	762	669	32

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	335	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	661	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	661	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	661	-	-
HCM Lane V/C Ratio	-	0.01	-	-
HCM Control Delay (s)	-	10.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

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

Short-Term Total
AM -- Phase 1 (2-Lane JCP)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Traffic Volume (vph)	458	334	256	785	289	202
Future Volume (vph)	458	334	256	785	289	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	400		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			100		160	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.937					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3316	0	1770	3539	1770	1583
Flt Permitted			0.235		0.950	
Satd. Flow (perm)	3316	0	438	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	186					177
Link Speed (mph)	45			45	40	
Link Distance (ft)	755			966	439	
Travel Time (s)	11.4			14.6	7.5	
Peak Hour Factor	0.93	0.93	0.95	0.95	0.93	0.93
Adj. Flow (vph)	492	359	269	826	311	217
Shared Lane Traffic (%)						
Lane Group Flow (vph)	851	0	269	826	311	217
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases			8			2

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

Short-Term Total
AM -- Phase 1 (2-Lane JCP)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4		3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0
Minimum Split (s)	13.0		12.0	13.0	12.5	12.0
Total Split (s)	45.0		30.0	75.0	35.0	30.0
Total Split (%)	40.9%		27.3%	68.2%	31.8%	27.3%
Maximum Green (s)	39.0		24.0	69.0	29.5	24.0
Yellow Time (s)	5.0		3.0	5.0	4.5	3.0
All-Red Time (s)	1.0		3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	55.5		74.6	74.6	23.9	42.5
Actuated g/C Ratio	0.50		0.68	0.68	0.22	0.39
v/c Ratio	0.48		0.59	0.34	0.81	0.30
Control Delay	5.0		17.4	7.7	35.1	7.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	5.0		17.4	7.7	35.1	7.0
LOS	A		B	A	D	A
Approach Delay	5.0			10.1	23.5	
Approach LOS	A			B	C	
Queue Length 50th (ft)	7		61	101	177	85
Queue Length 95th (ft)	158		m168	161	254	124
Internal Link Dist (ft)	675			886	359	
Turn Bay Length (ft)			400			
Base Capacity (vph)	1765		587	2399	474	859
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.48		0.46	0.34	0.66	0.25

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 21 (19%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 11.2 Intersection LOS: B
 Intersection Capacity Utilization 68.1% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

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

Short-Term Total
 AM -- Phase 1 (2-Lane JCP)

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



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

Short-Term Total
AM -- Phase 1 (2-Lane JCP)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙↙	↙
Traffic Volume (vph)	616	93	87	987	570	176
Future Volume (vph)	616	93	87	987	570	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	370		0	0
Storage Lanes		0	1		2	1
Taper Length (ft)			160		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.980					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3468	0	1770	3539	3433	1583
Flt Permitted			0.285		0.950	
Satd. Flow (perm)	3468	0	531	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	18					189
Link Speed (mph)	35			35	30	
Link Distance (ft)	708			755	1133	
Travel Time (s)	13.8			14.7	25.8	
Peak Hour Factor	0.93	0.93	0.95	0.95	0.93	0.93
Adj. Flow (vph)	662	100	92	1039	613	189
Shared Lane Traffic (%)						
Lane Group Flow (vph)	762	0	92	1039	613	189
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4

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

Short-Term Total
AM -- Phase 1 (2-Lane JCP)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	6.0		5.0	6.0	6.0	6.0
Minimum Split (s)	14.0		11.0	33.0	33.0	33.0
Total Split (s)	50.0		15.0	65.0	45.0	45.0
Total Split (%)	45.5%		13.6%	59.1%	40.9%	40.9%
Maximum Green (s)	43.5		9.0	59.0	39.0	39.0
Yellow Time (s)	5.0		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		3.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	None	None
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					18.0	18.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	60.4		72.2	72.2	25.8	25.8
Actuated g/C Ratio	0.55		0.66	0.66	0.23	0.23
v/c Ratio	0.40		0.21	0.45	0.76	0.37
Control Delay	16.4		8.7	9.6	45.5	6.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	16.4		8.7	9.6	45.5	6.5
LOS	B		A	A	D	A
Approach Delay	16.4			9.5	36.3	
Approach LOS	B			A	D	
Queue Length 50th (ft)	159		14	142	208	0
Queue Length 95th (ft)	245		m48	266	250	51
Internal Link Dist (ft)	628			675	1053	
Turn Bay Length (ft)			370			
Base Capacity (vph)	1913		452	2323	1217	683
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.40		0.20	0.45	0.50	0.28

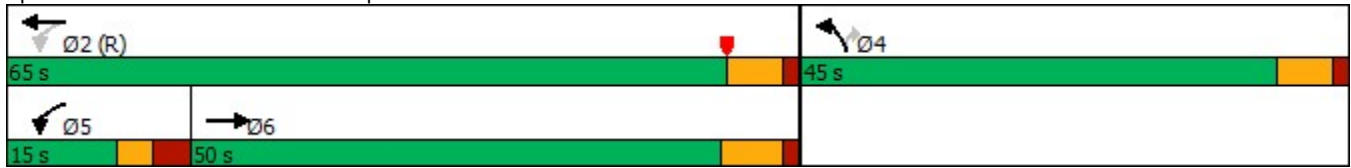
Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 12 (11%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 19.4 Intersection LOS: B
 Intersection Capacity Utilization 56.5% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

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

























Short-Term Total
 AM -- Phase 1 (2-Lane JCP)

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



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

Short-Term Total
AM -- Phase 1 (2-Lane JCP)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	163	438	59	70	670	158	228	52	66	17	14	144
Future Volume (vph)	163	438	59	70	670	158	228	52	66	17	14	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		0	485		260	225		150	100		160
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			160			120			120		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.175			0.493			0.747			0.720		
Satd. Flow (perm)	326	1863	1583	918	1863	1583	1391	1863	1583	1341	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			63			143			84			166
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		966			865			1534			443	
Travel Time (s)		16.5			14.7			41.8			12.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	175	471	63	75	720	170	248	57	72	20	16	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	175	471	63	75	720	170	248	57	72	20	16	166
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4

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

Short-Term Total
AM -- Phase 1 (2-Lane JCP)



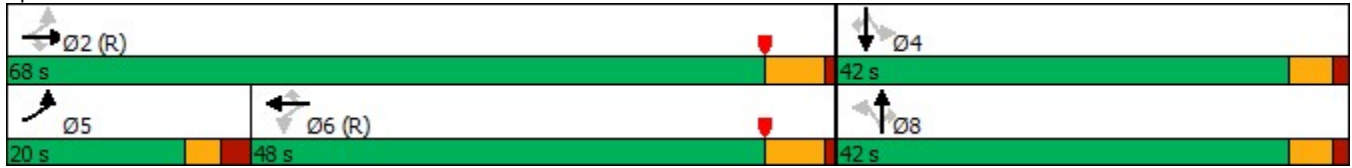
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.5	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	13.0	13.0	13.0
Total Split (s)	20.0	68.0	68.0	48.0	48.0	48.0	42.0	42.0	42.0	42.0	42.0	42.0
Total Split (%)	18.2%	61.8%	61.8%	43.6%	43.6%	43.6%	38.2%	38.2%	38.2%	38.2%	38.2%	38.2%
Maximum Green (s)	14.5	62.0	62.0	42.0	42.0	42.0	37.0	37.0	37.0	37.0	37.0	37.0
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		12.0	12.0	12.0	12.0	12.0	15.0	15.0	15.0			
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0			
Act Effct Green (s)	74.1	73.6	73.6	57.2	57.2	57.2	25.4	25.4	25.4	25.4	25.4	25.4
Actuated g/C Ratio	0.67	0.67	0.67	0.52	0.52	0.52	0.23	0.23	0.23	0.23	0.23	0.23
v/c Ratio	0.48	0.38	0.06	0.16	0.74	0.19	0.77	0.13	0.17	0.06	0.04	0.34
Control Delay	17.9	10.2	3.3	18.9	29.5	5.5	54.9	31.3	5.6	29.8	29.0	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.9	10.2	3.3	18.9	29.5	5.5	54.9	31.3	5.6	29.8	29.0	6.4
LOS	B	B	A	B	C	A	D	C	A	C	C	A
Approach Delay		11.5			24.4			41.9			10.5	
Approach LOS		B			C			D			B	
Queue Length 50th (ft)	32	134	0	26	373	9	165	32	0	11	9	0
Queue Length 95th (ft)	141	268	16	71	#766	56	229	59	26	27	23	43
Internal Link Dist (ft)		886			785			1454			363	
Turn Bay Length (ft)	380			485		260	225		150	100		160
Base Capacity (vph)	414	1246	1080	477	968	891	467	626	588	451	626	642
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.38	0.06	0.16	0.74	0.19	0.53	0.09	0.12	0.04	0.03	0.26

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	12.7 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	22.0
Intersection LOS:	C
Intersection Capacity Utilization:	77.3%
ICU Level of Service:	D
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	













Queue shown is maximum after two cycles.

Splits and Phases: 7: Knollwood Dr & SH 105



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

Short-Term Total
 AM -- Phase 1 (2-Lane JCP)

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	288	189	266	231	159	296
Future Volume (vph)	288	189	266	231	159	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	620		150	620	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				160	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.950				0.459	
Satd. Flow (perm)	1770	1583	1863	1583	855	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		205		251		
Link Speed (mph)	40		40			40
Link Distance (ft)	1663		451			2987
Travel Time (s)	28.3		7.7			50.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	313	205	289	251	173	322
Shared Lane Traffic (%)						
Lane Group Flow (vph)	313	205	289	251	173	322
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	

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

Short-Term Total
 AM -- Phase 1 (2-Lane JCP)



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	20.0	20.0	26.0	26.0	9.0	35.0
Total Split (%)	36.4%	36.4%	47.3%	47.3%	16.4%	63.6%
Maximum Green (s)	15.5	15.5	21.5	21.5	4.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	13.5	13.5	24.6	24.6	32.5	32.5
Actuated g/C Ratio	0.25	0.25	0.45	0.45	0.59	0.59
v/c Ratio	0.72	0.38	0.35	0.30	0.29	0.29
Control Delay	28.8	5.2	13.0	3.0	9.7	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.8	5.2	13.0	3.0	9.7	11.1
LOS	C	A	B	A	A	B
Approach Delay	19.5		8.4			10.6
Approach LOS	B		A			B
Queue Length 50th (ft)	91	0	65	0	49	220
Queue Length 95th (ft)	159	39	118	35	60	311
Internal Link Dist (ft)	1583		371			2907
Turn Bay Length (ft)		620		150	620	
Base Capacity (vph)	498	593	834	847	595	1101
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.35	0.35	0.30	0.29	0.29

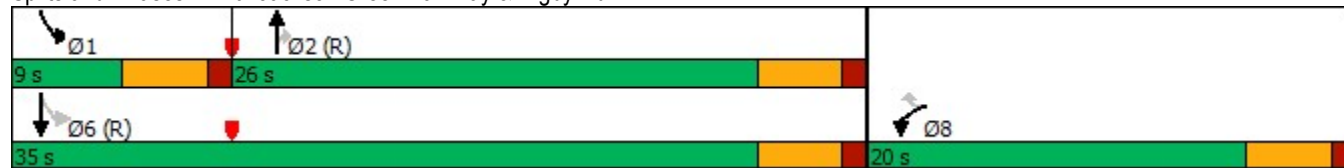
Intersection Summary

Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	55
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	12.8
Intersection LOS:	B
Intersection Capacity Utilization:	50.0%
ICU Level of Service:	A
Analysis Period (min):	15

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

Short-Term Total
 AM -- Phase 1 (2-Lane JCP)

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



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

Short-Term Total
 AM -- Phase 1 (2-Lane JCP)



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	55	20	28	436	540	14
Future Volume (vph)	55	20	28	436	540	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	200			250
Storage Lanes	0	1	1			1
Taper Length (ft)	120		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.183			
Satd. Flow (perm)	1770	1583	341	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		24				15
Link Speed (mph)	25			40	40	
Link Distance (ft)	270			661	457	
Travel Time (s)	7.4			11.3	7.8	
Peak Hour Factor	0.83	0.83	0.92	0.92	0.93	0.93
Adj. Flow (vph)	66	24	30	474	581	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	24	30	474	581	15
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Perm	Perm	pm+pt	NA	NA	Perm
Protected Phases			7	4	8	
Permitted Phases	6	6	4			8

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

Short-Term Total
 AM -- Phase 1 (2-Lane JCP)



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Detector Phase	6	6	7	4	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	22.5
Total Split (s)	20.0	20.0	15.0	90.0	75.0	75.0
Total Split (%)	18.2%	18.2%	13.6%	81.8%	68.2%	68.2%
Maximum Green (s)	15.5	15.5	10.5	85.5	70.5	70.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	68.0	68.0	33.0	33.0	25.5	25.5
Actuated g/C Ratio	0.62	0.62	0.30	0.30	0.23	0.23
v/c Ratio	0.06	0.02	0.15	0.45	0.71	0.04
Control Delay	11.7	5.2	22.9	30.4	33.0	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.7	5.2	22.9	30.4	33.0	10.4
LOS	B	A	C	C	C	B
Approach Delay	10.0			30.0	32.4	
Approach LOS	A			C	C	
Queue Length 50th (ft)	19	0	14	120	202	3
Queue Length 95th (ft)	44	12	30	150	267	m10
Internal Link Dist (ft)	190			581	377	
Turn Bay Length (ft)	100		200			250
Base Capacity (vph)	1093	987	238	2750	2268	1019
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.02	0.13	0.17	0.26	0.01

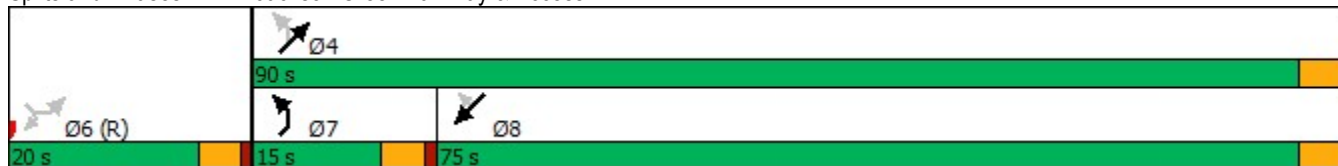
Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 90 (82%), Referenced to phase 2: and 6:SEL, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 29.7
 Intersection LOS: C
 Intersection Capacity Utilization 34.5%
 ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

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

Short-Term Total
AM -- Phase 1 (2-Lane JCP)

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



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

Short-Term Total
 AM -- Phase 1 (2-Lane JCP)

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	22	442	7	8	553
Future Vol, veh/h	35	22	442	7	8	553
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	140	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	92	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	27	480	8	9	595

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1097	484	0	0	488
Stage 1	484	-	-	-	-
Stage 2	613	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	236	583	-	-	1075
Stage 1	620	-	-	-	-
Stage 2	541	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	234	583	-	-	1075
Mov Cap-2 Maneuver	369	-	-	-	-
Stage 1	620	-	-	-	-
Stage 2	537	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	369	583	1075
HCM Lane V/C Ratio	-	-	0.114	0.045	0.008
HCM Control Delay (s)	-	-	16	11.5	8.4
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	0

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

Short-Term Total
AM -- Phase 1 (2-Lane JCP)

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	7	0	491	548	43
Future Vol, veh/h	0	7	0	491	548	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	92	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	0	534	589	46

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	318	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	678	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	678	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	678	-	-
HCM Lane V/C Ratio	-	0.013	-	-
HCM Control Delay (s)	-	10.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

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

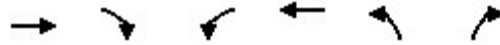
Short-Term Total
PM -- Phase 1 (4-Lane JCP)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Traffic Volume (vph)	720	396	257	524	384	325
Future Volume (vph)	720	396	257	524	384	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	400		350	350
Storage Lanes		0	1		1	0
Taper Length (ft)			100		160	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.947					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3352	0	1770	3539	1770	1583
Flt Permitted			0.090		0.950	
Satd. Flow (perm)	3352	0	168	3539	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	105					63
Link Speed (mph)	45			45	40	
Link Distance (ft)	755			966	439	
Travel Time (s)	11.4			14.6	7.5	
Peak Hour Factor	0.95	0.95	0.93	0.93	0.93	0.93
Adj. Flow (vph)	758	417	276	563	413	349
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1175	0	276	563	413	349
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases			8			2

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

Short-Term Total
PM -- Phase 1 (4-Lane JCP)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4		3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0
Minimum Split (s)	13.0		12.0	13.0	12.5	12.0
Total Split (s)	45.0		25.0	70.0	40.0	25.0
Total Split (%)	40.9%		22.7%	63.6%	36.4%	22.7%
Maximum Green (s)	39.0		19.0	64.0	34.5	19.0
Yellow Time (s)	5.0		3.0	5.0	4.5	3.0
All-Red Time (s)	1.0		3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	46.9		68.7	68.7	29.8	51.1
Actuated g/C Ratio	0.43		0.62	0.62	0.27	0.46
v/c Ratio	0.79		0.83	0.25	0.86	0.45
Control Delay	21.3		51.9	9.7	42.2	14.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	21.3		51.9	9.7	42.2	14.4
LOS	C		D	A	D	B
Approach Delay	21.3			23.6	29.4	
Approach LOS	C			C	C	
Queue Length 50th (ft)	370		119	77	276	73
Queue Length 95th (ft)	#536		#255	111	385	72
Internal Link Dist (ft)	675			886	359	
Turn Bay Length (ft)			400		350	350
Base Capacity (vph)	1490		382	2210	555	813
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.79		0.72	0.25	0.74	0.43

Intersection Summary

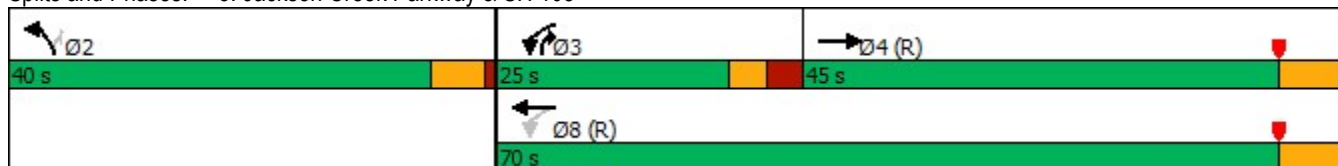
Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 21 (19%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 24.2
 Intersection Capacity Utilization 82.7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

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

Short-Term Total
 PM -- Phase 1 (4-Lane JCP)

Queue shown is maximum after two cycles.

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



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

Short-Term Total
PM -- Phase 1 (4-Lane JCP)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵↵	↵
Traffic Volume (vph)	785	78	33	876	710	330
Future Volume (vph)	785	78	33	876	710	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	370		0	0
Storage Lanes		0	1		2	1
Taper Length (ft)			160		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.986					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3490	0	1770	3539	3433	1583
Flt Permitted			0.209		0.950	
Satd. Flow (perm)	3490	0	389	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	10					241
Link Speed (mph)	35			35	30	
Link Distance (ft)	708			755	1133	
Travel Time (s)	13.8			14.7	25.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	844	84	35	942	763	355
Shared Lane Traffic (%)						
Lane Group Flow (vph)	928	0	35	942	763	355
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4

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

Short-Term Total
PM -- Phase 1 (4-Lane JCP)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	6.0		5.0	6.0	6.0	6.0
Minimum Split (s)	14.0		11.0	33.0	33.0	33.0
Total Split (s)	45.0		15.0	60.0	50.0	50.0
Total Split (%)	40.9%		13.6%	54.5%	45.5%	45.5%
Maximum Green (s)	38.5		9.0	54.0	44.0	44.0
Yellow Time (s)	5.0		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		3.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	None	None
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					18.0	18.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	57.8		66.1	66.1	31.9	31.9
Actuated g/C Ratio	0.53		0.60	0.60	0.29	0.29
v/c Ratio	0.50		0.11	0.44	0.77	0.56
Control Delay	20.1		7.8	9.5	40.8	13.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	20.1		7.8	9.5	40.8	13.4
LOS	C		A	A	D	B
Approach Delay	20.1			9.4	32.1	
Approach LOS	C			A	C	
Queue Length 50th (ft)	231		6	170	253	62
Queue Length 95th (ft)	343		m19	256	291	139
Internal Link Dist (ft)	628			675	1053	
Turn Bay Length (ft)			370			
Base Capacity (vph)	1839		346	2127	1373	777
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.50		0.10	0.44	0.56	0.46

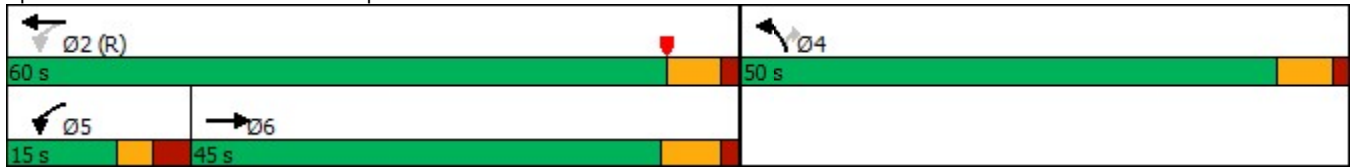
Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 12 (11%), Referenced to phase 2:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 21.1 Intersection LOS: C
 Intersection Capacity Utilization 57.7% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

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

























Short-Term Total
 PM -- Phase 1 (4-Lane JCP)

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



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

Short-Term Total
PM -- Phase 1 (4-Lane JCP)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	788	134	39	459	12	190	27	73	21	33	132
Future Volume (vph)	123	788	134	39	459	12	190	27	73	21	33	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		0	485		260	225		150	100		160
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			160			120			120		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.357			0.305			0.732			0.738		
Satd. Flow (perm)	665	1863	1583	568	1863	1583	1364	1863	1583	1375	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132			74			84			152
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		966			811			1534			443	
Travel Time (s)		16.5			13.8			41.8			12.1	
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	129	829	141	42	499	13	207	29	79	24	38	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	829	141	42	499	13	207	29	79	24	38	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4

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

Short-Term Total
PM -- Phase 1 (4-Lane JCP)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.5	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	13.0	13.0	13.0
Total Split (s)	20.0	65.0	65.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0
Total Split (%)	18.2%	59.1%	59.1%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Maximum Green (s)	14.5	59.0	59.0	39.0	39.0	39.0	40.0	40.0	40.0	40.0	40.0	40.0
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		12.0	12.0	12.0	12.0	12.0	15.0	15.0	15.0			
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0			
Act Effct Green (s)	77.1	76.6	76.6	62.8	62.8	62.8	22.4	22.4	22.4	22.4	22.4	22.4
Actuated g/C Ratio	0.70	0.70	0.70	0.57	0.57	0.57	0.20	0.20	0.20	0.20	0.20	0.20
v/c Ratio	0.23	0.64	0.12	0.13	0.47	0.01	0.75	0.08	0.20	0.09	0.10	0.34
Control Delay	10.9	18.1	5.5	15.5	17.5	0.0	56.7	32.5	7.4	32.7	33.0	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.9	18.1	5.5	15.5	17.5	0.0	56.7	32.5	7.4	32.7	33.0	7.2
LOS	B	B	A	B	B	A	E	C	A	C	C	A
Approach Delay		15.7			17.0			42.1			14.7	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	31	376	9	13	193	0	138	17	0	14	22	0
Queue Length 95th (ft)	m73	563	m36	41	359	0	200	38	33	32	44	43
Internal Link Dist (ft)		886			731			1454			363	
Turn Bay Length (ft)	380			485		260	225		150	100		160
Base Capacity (vph)	611	1297	1142	324	1063	935	496	677	629	500	677	672
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.64	0.12	0.13	0.47	0.01	0.42	0.04	0.13	0.05	0.06	0.23

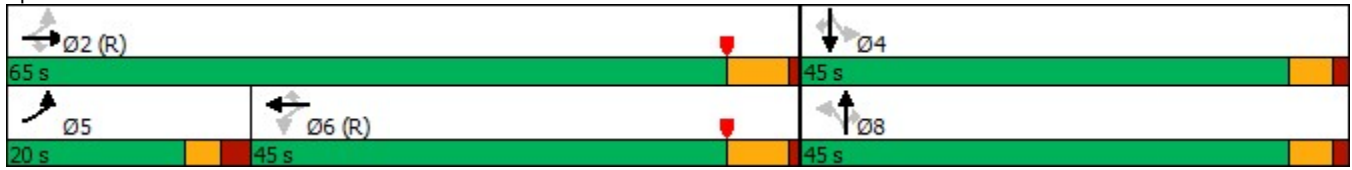
Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 12.7 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 19.7 Intersection LOS: B
 Intersection Capacity Utilization 89.5% ICU Level of Service E
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

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















Short-Term Total
 PM -- Phase 1 (4-Lane JCP)

Splits and Phases: 7: Knollwood Dr & SH 105



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

Short-Term Total
 PM -- Phase 1 (4-Lane JCP)

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	142	64	579	255	83	523
Future Volume (vph)	142	64	579	255	83	523
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	620		150	620	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				160	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.342	
Satd. Flow (perm)	1770	1583	3539	1583	637	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		74		274		
Link Speed (mph)	40		40			40
Link Distance (ft)	1663		451			2987
Travel Time (s)	28.3		7.7			50.9
Peak Hour Factor	0.87	0.87	0.93	0.93	0.93	0.93
Adj. Flow (vph)	163	74	623	274	89	562
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	74	623	274	89	562
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	

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

Short-Term Total
 PM -- Phase 1 (4-Lane JCP)



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	20.0	20.0	26.0	26.0	9.0	35.0
Total Split (%)	36.4%	36.4%	47.3%	47.3%	16.4%	63.6%
Maximum Green (s)	15.5	15.5	21.5	21.5	4.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	10.3	10.3	32.2	32.2	37.9	38.8
Actuated g/C Ratio	0.19	0.19	0.59	0.59	0.69	0.71
v/c Ratio	0.49	0.21	0.30	0.26	0.16	0.23
Control Delay	24.5	6.7	9.6	2.6	1.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	6.7	9.6	2.6	1.0	0.6
LOS	C	A	A	A	A	A
Approach Delay	18.9		7.5			0.6
Approach LOS	B		A			A
Queue Length 50th (ft)	48	0	66	0	1	3
Queue Length 95th (ft)	84	23	114	37	2	5
Internal Link Dist (ft)	1583		371			2907
Turn Bay Length (ft)		620		150	620	
Base Capacity (vph)	498	499	2072	1040	566	2495
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.15	0.30	0.26	0.16	0.23

Intersection Summary

Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	55
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	6.5
Intersection LOS:	A
Intersection Capacity Utilization:	39.7%
ICU Level of Service:	A
Analysis Period (min):	15

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

Short-Term Total
 PM -- Phase 1 (4-Lane JCP)

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



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

Short-Term Total
 PM -- Phase 1 (4-Lane JCP)



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	39	14	22	670	616	12
Future Volume (vph)	39	14	22	670	616	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	200			0
Storage Lanes	0	1	1			0
Taper Length (ft)	120		160			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.997	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3529	0
Flt Permitted	0.950		0.332			
Satd. Flow (perm)	1770	1583	618	3539	3529	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		17			3	
Link Speed (mph)	25			40	40	
Link Distance (ft)	270			661	457	
Travel Time (s)	7.4			11.3	7.8	
Peak Hour Factor	0.83	0.83	0.93	0.93	0.93	0.93
Adj. Flow (vph)	47	17	24	720	662	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	17	24	720	675	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Perm	Perm	pm+pt	NA	NA	
Protected Phases			7	4	8	
Permitted Phases	6	6	4			

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

Short-Term Total
 PM -- Phase 1 (4-Lane JCP)



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Detector Phase	6	6	7	4	8	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	34.0	34.0	15.0	76.0	61.0	
Total Split (%)	30.9%	30.9%	13.6%	69.1%	55.5%	
Maximum Green (s)	29.5	29.5	10.5	71.5	56.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	None	Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	29.5	29.5	71.5	71.5	65.0	
Actuated g/C Ratio	0.27	0.27	0.65	0.65	0.59	
v/c Ratio	0.10	0.04	0.05	0.31	0.32	
Control Delay	31.1	13.0	7.7	8.1	22.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.1	13.0	7.7	8.1	22.6	
LOS	C	B	A	A	C	
Approach Delay	26.3			8.0	22.6	
Approach LOS	C			A	C	
Queue Length 50th (ft)	25	0	3	51	218	
Queue Length 95th (ft)	51	15	15	109	305	
Internal Link Dist (ft)	190			581	377	
Turn Bay Length (ft)	100		200			
Base Capacity (vph)	474	436	511	2300	2085	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.10	0.04	0.05	0.31	0.32	

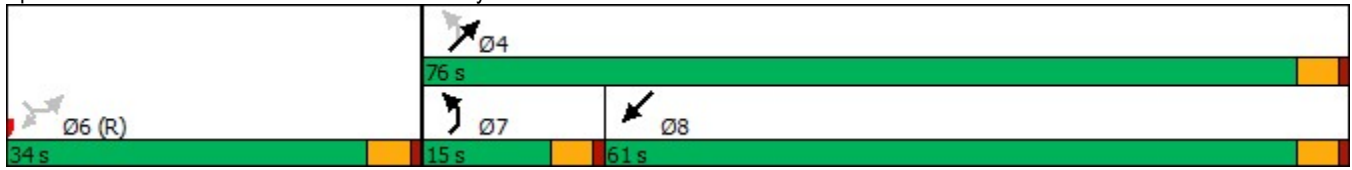
Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	90 (82%), Referenced to phase 2: and 6:SEL, Start of Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.32
Intersection Signal Delay:	15.5
Intersection LOS:	B
Intersection Capacity Utilization:	30.2%
ICU Level of Service:	A
Analysis Period (min):	15

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

Short-Term Total
 PM -- Phase 1 (4-Lane JCP)

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



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

Short-Term Total
 PM -- Phase 1 (4-Lane JCP)

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		T	TT
Traffic Vol, veh/h	24	12	680	18	25	606
Future Vol, veh/h	24	12	680	18	25	606
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	15	731	19	27	652

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1121	375	0	0	750
Stage 1	741	-	-	-	-
Stage 2	380	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	200	623	-	-	855
Stage 1	432	-	-	-	-
Stage 2	661	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	194	623	-	-	855
Mov Cap-2 Maneuver	319	-	-	-	-
Stage 1	432	-	-	-	-
Stage 2	640	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	381	855
HCM Lane V/C Ratio	-	-	0.121	0.031
HCM Control Delay (s)	-	-	15.7	9.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

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

Short-Term Total
 PM -- Phase 1 (4-Lane JCP)

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	↗
Traffic Vol, veh/h	0	5	0	709	622	30
Future Vol, veh/h	0	5	0	709	622	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	6	0	762	669	32

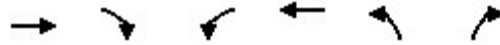
Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	335	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	661	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	661	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	661	-	-
HCM Lane V/C Ratio	-	0.01	-	-
HCM Control Delay (s)	-	10.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

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

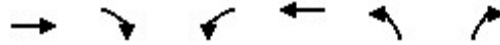
Short-Term Total
AM -- Buildout (4-Lane)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	445	392	302	763	413	242
Future Volume (vph)	445	392	302	763	413	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	400		350	350
Storage Lanes		1	1		1	0
Taper Length (ft)			100		160	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted			0.420		0.950	
Satd. Flow (perm)	3539	1583	782	3539	3433	1583
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						186
Link Speed (mph)	45			45	40	
Link Distance (ft)	755			966	439	
Travel Time (s)	11.4			14.6	7.5	
Peak Hour Factor	0.93	0.93	0.95	0.95	0.93	0.93
Adj. Flow (vph)	478	422	318	803	444	260
Shared Lane Traffic (%)						
Lane Group Flow (vph)	478	422	318	803	444	260
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Free	pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		Free	8			2

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

Short-Term Total
 AM -- Buildout (4-Lane)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4		3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0
Minimum Split (s)	13.0		12.0	13.0	12.5	12.0
Total Split (s)	45.0		30.0	75.0	35.0	30.0
Total Split (%)	40.9%		27.3%	68.2%	31.8%	27.3%
Maximum Green (s)	39.0		24.0	69.0	29.5	24.0
Yellow Time (s)	5.0		3.0	5.0	4.5	3.0
All-Red Time (s)	1.0		3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	60.2	110.0	79.0	79.0	19.5	37.8
Actuated g/C Ratio	0.55	1.00	0.72	0.72	0.18	0.34
v/c Ratio	0.25	0.27	0.47	0.32	0.73	0.39
Control Delay	5.0	0.4	8.9	5.4	56.9	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	0.4	8.9	5.4	56.9	6.2
LOS	A	A	A	A	E	A
Approach Delay	2.9			6.4	38.2	
Approach LOS	A			A	D	
Queue Length 50th (ft)	22	0	67	91	166	31
Queue Length 95th (ft)	44	0	104	123	218	55
Internal Link Dist (ft)	675			886	359	
Turn Bay Length (ft)		525	400		350	350
Base Capacity (vph)	1936	1583	777	2541	920	808
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.27	0.41	0.32	0.48	0.32

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	21 (19%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow
Natural Cycle:	50
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	13.4
Intersection LOS:	B
Intersection Capacity Utilization:	55.4%
ICU Level of Service:	B
Analysis Period (min):	15

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

Short-Term Total
 AM -- Buildout (4-Lane)

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



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

Short-Term Total
AM -- Buildout (4-Lane)

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

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

Short-Term Total
AM -- Buildout (4-Lane)



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	6.0		5.0	6.0	6.0	6.0
Minimum Split (s)	14.0		11.0	33.0	33.0	33.0
Total Split (s)	50.0		15.0	65.0	45.0	45.0
Total Split (%)	45.5%		13.6%	59.1%	40.9%	40.9%
Maximum Green (s)	43.5		9.0	59.0	39.0	39.0
Yellow Time (s)	5.0		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		3.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	None	None
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					18.0	18.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	57.6		72.2	72.2	25.8	25.8
Actuated g/C Ratio	0.52		0.66	0.66	0.23	0.23
v/c Ratio	0.43		0.25	0.49	0.76	0.40
Control Delay	17.7		7.5	9.5	45.5	6.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	17.7		7.5	9.5	45.5	6.5
LOS	B		A	A	D	A
Approach Delay	17.7			9.3	35.5	
Approach LOS	B			A	D	
Queue Length 50th (ft)	168		16	211	208	0
Queue Length 95th (ft)	259		62	320	250	54
Internal Link Dist (ft)	628			675	1053	
Turn Bay Length (ft)			370			
Base Capacity (vph)	1827		436	2323	1217	697
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.43		0.25	0.49	0.50	0.30

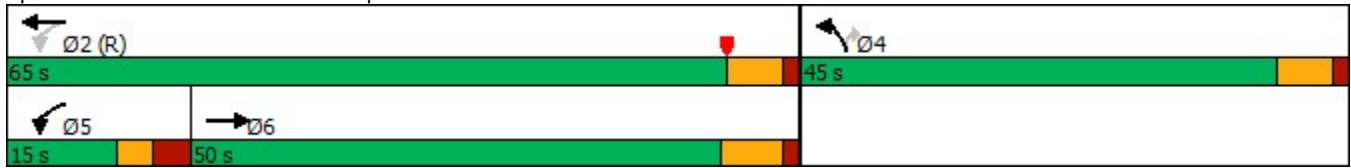
Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	12 (11%), Referenced to phase 2:WBTL, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	19.2
Intersection LOS:	B
Intersection Capacity Utilization	58.0%
ICU Level of Service	B
Analysis Period (min)	15

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

























Short-Term Total
 AM -- Buildout (4-Lane)

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



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

Short-Term Total
AM -- Buildout (4-Lane)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	464	59	71	691	158	228	52	66	17	14	145
Future Volume (vph)	165	464	59	71	691	158	228	52	66	17	14	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		250	485		260	225		150	100		160
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			160			120			120		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.290			0.469			0.747			0.720		
Satd. Flow (perm)	540	3539	1583	874	3539	1583	1391	1863	1583	1341	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			63			170			84			167
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		966			1084			1534			443	
Travel Time (s)		22.0			24.6			34.9			10.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	177	499	63	76	743	170	248	57	72	20	16	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	499	63	76	743	170	248	57	72	20	16	167
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4

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

Short-Term Total
AM -- Buildout (4-Lane)

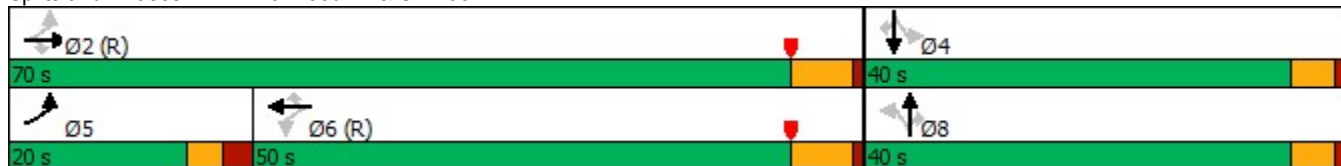


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.5	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	13.0	13.0	13.0
Total Split (s)	20.0	70.0	70.0	50.0	50.0	50.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	18.2%	63.6%	63.6%	45.5%	45.5%	45.5%	36.4%	36.4%	36.4%	36.4%	36.4%	36.4%
Maximum Green (s)	14.5	64.0	64.0	44.0	44.0	44.0	35.0	35.0	35.0	35.0	35.0	35.0
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		12.0	12.0	12.0	12.0	12.0	15.0	15.0	15.0			
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0			
Act Effct Green (s)	74.3	73.8	73.8	58.6	58.6	58.6	25.2	25.2	25.2	25.2	25.2	25.2
Actuated g/C Ratio	0.68	0.67	0.67	0.53	0.53	0.53	0.23	0.23	0.23	0.23	0.23	0.23
v/c Ratio	0.37	0.21	0.06	0.16	0.39	0.18	0.78	0.13	0.17	0.07	0.04	0.34
Control Delay	11.4	7.6	2.6	17.6	17.7	3.4	55.9	31.6	5.7	30.1	29.4	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	7.6	2.6	17.6	17.7	3.4	55.9	31.6	5.7	30.1	29.4	6.5
LOS	B	A	A	B	B	A	E	C	A	C	C	A
Approach Delay		8.1			15.2			42.7			10.6	
Approach LOS		A			B			D			B	
Queue Length 50th (ft)	34	51	0	26	154	0	166	32	0	11	9	0
Queue Length 95th (ft)	102	108	14	69	257	41	232	59	27	27	23	43
Internal Link Dist (ft)		886			1004			1454			363	
Turn Bay Length (ft)	380		250	485		260	225		150	100		160
Base Capacity (vph)	527	2375	1083	465	1884	922	442	592	560	426	592	617
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.21	0.06	0.16	0.39	0.18	0.56	0.10	0.13	0.05	0.03	0.27

Intersection Summary















Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	12.7 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	17.0
Intersection LOS:	B
Intersection Capacity Utilization:	66.8%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 7: Knollwood Dr & SH 105



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

Short-Term Total
 AM -- Buildout (4-Lane)

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	288	199	304	231	171	356
Future Volume (vph)	288	199	304	231	171	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	620		150	620	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				160	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.465	
Satd. Flow (perm)	1770	1583	3539	1583	866	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		214		251		
Link Speed (mph)	40		40			40
Link Distance (ft)	1663		451			2987
Travel Time (s)	28.3		7.7			50.9
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.92
Adj. Flow (vph)	310	214	330	251	186	387
Shared Lane Traffic (%)						
Lane Group Flow (vph)	310	214	330	251	186	387
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	

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

Short-Term Total
 AM -- Buildout (4-Lane)



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	20.0	20.0	26.0	26.0	9.0	35.0
Total Split (%)	36.4%	36.4%	47.3%	47.3%	16.4%	63.6%
Maximum Green (s)	15.5	15.5	21.5	21.5	4.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	13.4	13.4	24.7	24.7	32.6	32.6
Actuated g/C Ratio	0.24	0.24	0.45	0.45	0.59	0.59
v/c Ratio	0.72	0.39	0.21	0.30	0.31	0.18
Control Delay	28.7	5.2	11.0	3.0	9.6	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	5.2	11.0	3.0	9.6	6.9
LOS	C	A	B	A	A	A
Approach Delay	19.1		7.6			7.8
Approach LOS	B		A			A
Queue Length 50th (ft)	90	0	36	0	35	37
Queue Length 95th (ft)	158	40	60	35	127	110
Internal Link Dist (ft)	1583		371			2907
Turn Bay Length (ft)		620		150	620	
Base Capacity (vph)	498	599	1586	848	602	2095
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.36	0.21	0.30	0.31	0.18

Intersection Summary

Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	55
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	11.2
Intersection LOS:	B
Intersection Capacity Utilization:	45.1%
ICU Level of Service:	A
Analysis Period (min):	15

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






















Short-Term Total
 AM -- Buildout (4-Lane)

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



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

Short-Term Total
 AM -- Buildout (4-Lane)

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

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

Short-Term Total
 AM -- Buildout (4-Lane)



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	6	6		2	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	34.0	34.0		34.0	34.0		15.0	61.0		15.0	61.0	61.0
Total Split (%)	30.9%	30.9%		30.9%	30.9%		13.6%	55.5%		13.6%	55.5%	55.5%
Maximum Green (s)	29.5	29.5		29.5	29.5		10.5	56.5		10.5	56.5	56.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	Max		None	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	29.5	29.5		29.5	29.5		71.1	69.4		66.7	62.0	62.0
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.65	0.63		0.61	0.56	0.56
v/c Ratio	0.53	0.11		0.03	0.08		0.14	0.23		0.02	0.31	0.03
Control Delay	40.5	11.4		30.1	13.0		6.4	8.5		11.2	17.1	3.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.5	11.4		30.1	13.0		6.4	8.5		11.2	17.1	3.7
LOS	D	B		C	B		A	A		B	B	A
Approach Delay		34.5			16.6			8.3			16.5	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)	116	3		5	3		17	75		3	105	0
Queue Length 95th (ft)	184	31		16	22		37	128		m12	205	m10
Internal Link Dist (ft)		190			260			581			377	
Turn Bay Length (ft)	100			100			200			200		250
Base Capacity (vph)	366	465		361	459		541	2229		640	1994	918
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.53	0.11		0.03	0.08		0.13	0.23		0.02	0.31	0.03







Intersection Summary

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

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

Short-Term Total
 AM -- Buildout (4-Lane)

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

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

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

Short-Term Total
 AM -- Buildout

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

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

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

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

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

Short-Term Total
 AM -- Buildout

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

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

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

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

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

Short-Term Total
 AM -- Buildout

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	11	0	497	649	5
Future Vol, veh/h	0	11	0	497	649	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	92	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	0	540	698	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	352	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	644	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	644	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.7	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	644	-	-		
HCM Lane V/C Ratio	-	0.022	-	-		
HCM Control Delay (s)	-	10.7	-	-		
HCM Lane LOS	-	B	-	-		
HCM 95th %tile Q(veh)	-	0.1	-	-		

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

Short-Term Total
 AM -- Buildout

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↕	↗
Traffic Vol, veh/h	0	35	0	881	736	143
Future Vol, veh/h	0	35	0	881	736	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	0	947	791	154

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

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

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

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

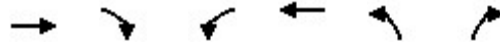
Short-Term Total
PM -- Buildout



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	697	564	315	507	488	393
Future Volume (vph)	697	564	315	507	488	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	400		350	350
Storage Lanes		1	1		1	0
Taper Length (ft)			100		160	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted			0.281		0.950	
Satd. Flow (perm)	3539	1583	523	3539	3433	1583
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						69
Link Speed (mph)	45			45	40	
Link Distance (ft)	755			966	439	
Travel Time (s)	11.4			14.6	7.5	
Peak Hour Factor	0.95	0.95	0.93	0.93	0.93	0.93
Adj. Flow (vph)	734	594	339	545	525	423
Shared Lane Traffic (%)						
Lane Group Flow (vph)	734	594	339	545	525	423
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template		Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Free	pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		Free	8			2

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

Short-Term Total
PM -- Buildout



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4		3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0
Minimum Split (s)	13.0		12.0	13.0	12.5	12.0
Total Split (s)	45.0		25.0	70.0	40.0	25.0
Total Split (%)	40.9%		22.7%	63.6%	36.4%	22.7%
Maximum Green (s)	39.0		19.0	64.0	34.5	19.0
Yellow Time (s)	5.0		3.0	5.0	4.5	3.0
All-Red Time (s)	1.0		3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	55.1	110.0	76.3	76.3	22.2	42.9
Actuated g/C Ratio	0.50	1.00	0.69	0.69	0.20	0.39
v/c Ratio	0.41	0.38	0.63	0.22	0.76	0.64
Control Delay	12.0	0.6	19.4	6.6	42.7	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	0.6	19.4	6.6	42.7	18.5
LOS	B	A	B	A	D	B
Approach Delay	6.9			11.5	31.9	
Approach LOS	A			B	C	
Queue Length 50th (ft)	76	0	83	68	143	127
Queue Length 95th (ft)	157	0	185	100	168	129
Internal Link Dist (ft)	675			886	359	
Turn Bay Length (ft)		525	400		350	350
Base Capacity (vph)	1772	1583	589	2455	1076	724
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.38	0.58	0.22	0.49	0.58

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	21 (19%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	15.7
Intersection LOS:	B
Intersection Capacity Utilization:	65.2%
ICU Level of Service:	C
Analysis Period (min):	15

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

Short-Term Total
 PM -- Buildout

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



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

Short-Term Total
PM -- Buildout



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙↙	↙
Traffic Volume (vph)	834	78	40	955	710	427
Future Volume (vph)	834	78	40	955	710	427
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	370		0	0
Storage Lanes		0	1		2	1
Taper Length (ft)			160		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.987					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3493	0	1770	3539	3433	1583
Flt Permitted			0.192		0.950	
Satd. Flow (perm)	3493	0	358	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	10					234
Link Speed (mph)	35			35	30	
Link Distance (ft)	708			755	1133	
Travel Time (s)	13.8			14.7	25.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.95	0.95
Adj. Flow (vph)	897	84	43	1027	747	449
Shared Lane Traffic (%)						
Lane Group Flow (vph)	981	0	43	1027	747	449
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4

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

Short-Term Total
PM -- Buildout

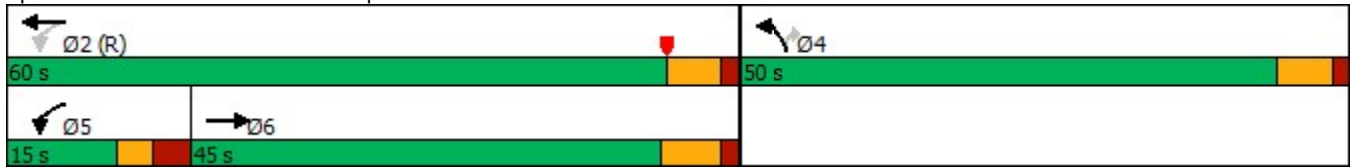


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	6.0		5.0	6.0	6.0	6.0
Minimum Split (s)	14.0		11.0	33.0	33.0	33.0
Total Split (s)	45.0		15.0	60.0	50.0	50.0
Total Split (%)	40.9%		13.6%	54.5%	45.5%	45.5%
Maximum Green (s)	38.5		9.0	54.0	44.0	44.0
Yellow Time (s)	5.0		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		3.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	None	None
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					18.0	18.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	58.0		66.5	66.5	31.5	31.5
Actuated g/C Ratio	0.53		0.60	0.60	0.29	0.29
v/c Ratio	0.53		0.14	0.48	0.76	0.72
Control Delay	20.5		8.0	12.3	40.8	22.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	20.5		8.0	12.3	40.8	22.9
LOS	C		A	B	D	C
Approach Delay	20.5			12.1	34.1	
Approach LOS	C			B	C	
Queue Length 50th (ft)	248		11	237	248	138
Queue Length 95th (ft)	368		m31	366	286	235
Internal Link Dist (ft)	628			675	1053	
Turn Bay Length (ft)			370			
Base Capacity (vph)	1846		332	2138	1373	773
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.53		0.13	0.48	0.54	0.58

Intersection Summary

























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

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



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

Short-Term Total
PM -- Buildout

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	830	134	41	496	12	190	27	73	21	33	136
Future Volume (vph)	127	830	134	41	496	12	190	27	73	21	33	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		250	485		260	225		150	100		160
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			160			120			120		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.399			0.325			0.732			0.738		
Satd. Flow (perm)	743	3539	1583	605	3539	1583	1364	1863	1583	1375	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			141			74			84			156
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		966			1084			1534			443	
Travel Time (s)		22.0			24.6			34.9			10.1	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	134	874	141	44	533	13	207	29	79	24	38	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	874	141	44	533	13	207	29	79	24	38	156
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4

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

Short-Term Total
PM -- Buildout

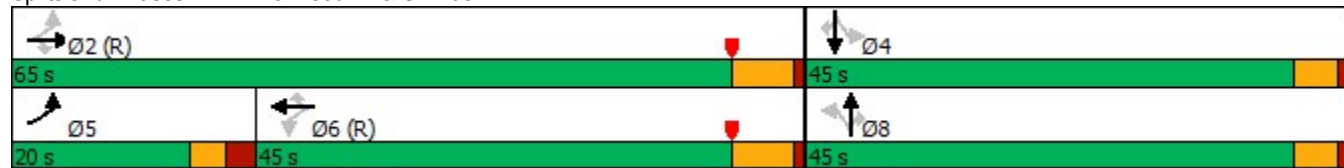


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.5	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	13.0	13.0	13.0
Total Split (s)	20.0	65.0	65.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0
Total Split (%)	18.2%	59.1%	59.1%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Maximum Green (s)	14.5	59.0	59.0	39.0	39.0	39.0	40.0	40.0	40.0	40.0	40.0	40.0
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		12.0	12.0	12.0	12.0	12.0	15.0	15.0	15.0			
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0			
Act Effct Green (s)	77.1	76.6	76.6	62.7	62.7	62.7	22.4	22.4	22.4	22.4	22.4	22.4
Actuated g/C Ratio	0.70	0.70	0.70	0.57	0.57	0.57	0.20	0.20	0.20	0.20	0.20	0.20
v/c Ratio	0.22	0.35	0.12	0.13	0.26	0.01	0.75	0.08	0.20	0.09	0.10	0.35
Control Delay	8.1	8.1	3.2	15.5	13.8	0.0	56.7	32.5	7.4	32.7	33.0	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.1	8.1	3.2	15.5	13.8	0.0	56.7	32.5	7.4	32.7	33.0	7.3
LOS	A	A	A	B	B	A	E	C	A	C	C	A
Approach Delay		7.5			13.6			42.1			14.6	
Approach LOS		A			B			D			B	
Queue Length 50th (ft)	16	58	0	13	93	0	138	17	0	14	22	0
Queue Length 95th (ft)	77	237	40	42	163	0	200	38	33	32	44	44
Internal Link Dist (ft)		886			1004			1454			363	
Turn Bay Length (ft)	380		250	485		260	225		150	100		160
Base Capacity (vph)	656	2464	1145	344	2016	933	496	677	629	500	677	674
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.35	0.12	0.13	0.26	0.01	0.42	0.04	0.13	0.05	0.06	0.23

Intersection Summary















Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	12.7 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	14.6
Intersection LOS:	B
Intersection Capacity Utilization:	71.0%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 7: Knollwood Dr & SH 105



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

Short-Term Total
 PM -- Buildout

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	142	84	663	255	103	602
Future Volume (vph)	142	84	663	255	103	602
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	620		150	620	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				160	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.293	
Satd. Flow (perm)	1770	1583	3539	1583	546	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		97		274		
Link Speed (mph)	40		40			40
Link Distance (ft)	1663		451			2987
Travel Time (s)	28.3		7.7			50.9
Peak Hour Factor	0.87	0.87	0.93	0.93	0.93	0.93
Adj. Flow (vph)	163	97	713	274	111	647
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	97	713	274	111	647
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	

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

Short-Term Total
 PM -- Buildout



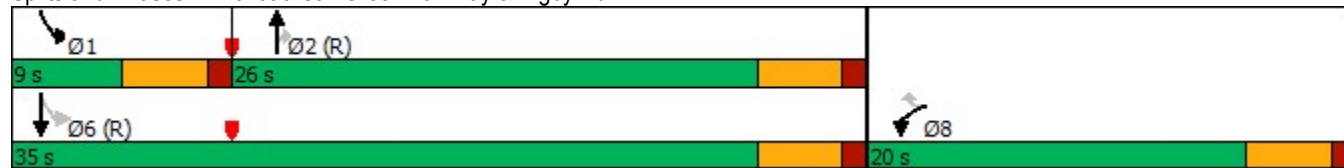
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	20.0	20.0	26.0	26.0	9.0	35.0
Total Split (%)	36.4%	36.4%	47.3%	47.3%	16.4%	63.6%
Maximum Green (s)	15.5	15.5	21.5	21.5	4.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effect Green (s)	10.3	10.3	30.0	30.0	37.9	38.8
Actuated g/C Ratio	0.19	0.19	0.55	0.55	0.69	0.71
v/c Ratio	0.49	0.26	0.37	0.28	0.22	0.26
Control Delay	24.5	6.5	11.0	2.7	2.8	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	6.5	11.0	2.7	2.8	1.8
LOS	C	A	B	A	A	A
Approach Delay	17.8		8.7			2.0
Approach LOS	B		A			A
Queue Length 50th (ft)	48	0	80	0	7	21
Queue Length 95th (ft)	84	26	132	37	16	36
Internal Link Dist (ft)	1583		371			2907
Turn Bay Length (ft)		620		150	620	
Base Capacity (vph)	498	515	1928	987	516	2495
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.19	0.37	0.28	0.22	0.26

Intersection Summary	
Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	55
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	7.3
Intersection LOS:	A
Intersection Capacity Utilization:	43.2%
ICU Level of Service:	A
Analysis Period (min):	15

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

Short-Term Total
 PM -- Buildout

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



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

Short-Term Total
 PM -- Buildout

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

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

Short-Term Total
 PM -- Buildout



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	6	6		2	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	34.0	34.0		34.0	34.0		15.0	61.0		15.0	61.0	61.0
Total Split (%)	30.9%	30.9%		30.9%	30.9%		13.6%	55.5%		13.6%	55.5%	55.5%
Maximum Green (s)	29.5	29.5		29.5	29.5		10.5	56.5		10.5	56.5	56.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	Max		None	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	29.5	29.5		29.5	29.5		70.1	65.0		65.3	59.2	59.2
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.64	0.59		0.59	0.54	0.54
v/c Ratio	0.54	0.13		0.03	0.05		0.23	0.36		0.05	0.40	0.06
Control Delay	41.0	10.4		30.1	15.6		9.1	12.6		8.4	20.0	6.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	41.0	10.4		30.1	15.6		9.1	12.6		8.4	20.0	6.0
LOS	D	B		C	B		A	B		A	C	A
Approach Delay		33.8			19.8			12.2			18.8	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	122	3		5	3		14	150		9	214	6
Queue Length 95th (ft)	191	33		16	20		44	255		m14	257	m23
Internal Link Dist (ft)		190			260			581			377	
Turn Bay Length (ft)	100			100			200			200		250
Base Capacity (vph)	370	473		358	456		468	2087		512	1905	880
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.54	0.13		0.03	0.05		0.21	0.36		0.05	0.40	0.06

Intersection Summary







Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 90 (82%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 18.0 Intersection LOS: B
 Intersection Capacity Utilization 52.1% ICU Level of Service A
 Analysis Period (min) 15

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

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

Short-Term Total
 PM -- Buildout

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

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

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

Short-Term Total
 PM -- Buildout

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

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	407	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	593	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	593	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	593	-	-
HCM Lane V/C Ratio	-	0.039	-	-
HCM Control Delay (s)	-	11.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

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

Short-Term Total
 PM -- Buildout

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	52	2	24	29	2	13	55	726	24	27	684	19
Future Vol, veh/h	52	2	24	29	2	13	55	726	24	27	684	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	200	-	-	140	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	2	29	37	3	17	59	781	26	29	735	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1313	1728	378	1339	1725	404	755	0	0	807	0	0
Stage 1	803	803	-	912	912	-	-	-	-	-	-	-
Stage 2	510	925	-	427	813	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	116	88	620	111	88	596	851	-	-	814	-	-
Stage 1	343	394	-	295	351	-	-	-	-	-	-	-
Stage 2	514	346	-	576	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	101	79	620	95	79	596	851	-	-	814	-	-
Mov Cap-2 Maneuver	101	79	-	95	79	-	-	-	-	-	-	-
Stage 1	319	380	-	275	327	-	-	-	-	-	-	-
Stage 2	461	322	-	526	376	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	62.5		48.9		0.7		0.4	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	851	-	-	101	406	95	318	814	-	-
HCM Lane V/C Ratio	0.069	-	-	0.62	0.077	0.391	0.06	0.036	-	-
HCM Control Delay (s)	9.5	-	-	86.5	14.6	65.4	17	9.6	-	-
HCM Lane LOS	A	-	-	F	B	F	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	3	0.2	1.6	0.2	0.1	-	-

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

Short-Term Total
 PM -- Buildout

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

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	389	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	610	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	610	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	610	-	-
HCM Lane V/C Ratio	-	0.021	-	-
HCM Control Delay (s)	-	11	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

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

Short-Term Total
 PM -- Buildout

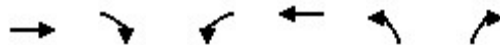
Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↕	↗
Traffic Vol, veh/h	0	35	0	881	736	143
Future Vol, veh/h	0	35	0	881	736	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	95	95	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	0	927	791	154

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

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

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

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	850	450	275	1425	450	250
Future Volume (vph)	850	450	275	1425	450	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	400		350	350
Storage Lanes		1	1		1	0
Taper Length (ft)			100		160	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted			0.224		0.950	
Satd. Flow (perm)	3539	1583	417	3539	3433	1583
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						36
Link Speed (mph)	45			45	40	
Link Distance (ft)	755			966	439	
Travel Time (s)	11.4			14.6	7.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.93	0.93
Adj. Flow (vph)	895	474	289	1500	484	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	895	474	289	1500	484	269
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Free	pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		Free	8			2

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4		3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0
Minimum Split (s)	13.0		12.0	13.0	12.5	12.0
Total Split (s)	45.0		30.0	75.0	35.0	30.0
Total Split (%)	40.9%		27.3%	68.2%	31.8%	27.3%
Maximum Green (s)	39.0		24.0	69.0	29.5	24.0
Yellow Time (s)	5.0		3.0	5.0	4.5	3.0
All-Red Time (s)	1.0		3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	57.3	110.0	77.7	77.7	20.8	40.7
Actuated g/C Ratio	0.52	1.00	0.71	0.71	0.19	0.37
v/c Ratio	0.49	0.30	0.61	0.60	0.75	0.44
Control Delay	5.5	0.3	22.3	6.1	34.3	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.5	0.3	22.3	6.2	34.3	2.2
LOS	A	A	C	A	C	A
Approach Delay	3.7			8.8	22.8	
Approach LOS	A			A	C	
Queue Length 50th (ft)	35	0	71	116	48	0
Queue Length 95th (ft)	m71	m0	m180	202	137	0
Internal Link Dist (ft)	675			886	359	
Turn Bay Length (ft)		525	400		350	350
Base Capacity (vph)	1844	1583	589	2500	920	742
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	98	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.30	0.49	0.62	0.53	0.36

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

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

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 9.7

Intersection LOS: A

Intersection Capacity Utilization 66.2%

ICU Level of Service C

Analysis Period (min) 15

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

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



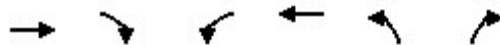
Lanes, Volumes, Timings
5: I-25 NB Ramps & SH 105

Long Term Background
AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵↵	↵
Traffic Volume (vph)	1092	191	126	1749	750	208
Future Volume (vph)	1092	191	126	1749	750	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	370		0	0
Storage Lanes		0	1		2	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.978					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3461	0	1770	3539	3433	1583
Flt Permitted			0.070		0.950	
Satd. Flow (perm)	3461	0	130	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	21					204
Link Speed (mph)	35			35	30	
Link Distance (ft)	708			755	1133	
Travel Time (s)	13.8			14.7	25.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.93	0.93
Adj. Flow (vph)	1149	201	133	1841	806	224
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1350	0	133	1841	806	224
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4

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



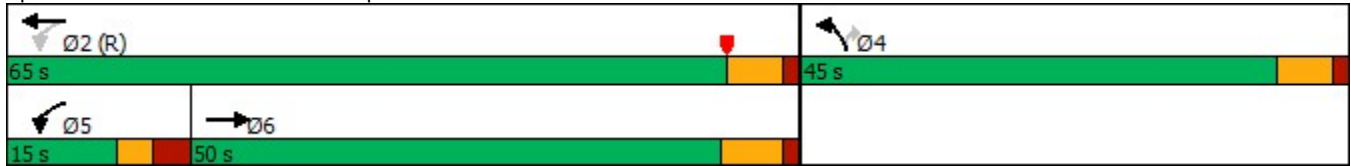
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	6.0		5.0	6.0	6.0	6.0
Minimum Split (s)	14.0		11.0	33.0	33.0	33.0
Total Split (s)	50.0		15.0	65.0	45.0	45.0
Total Split (%)	45.5%		13.6%	59.1%	40.9%	40.9%
Maximum Green (s)	43.5		9.0	59.0	39.0	39.0
Yellow Time (s)	5.0		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		3.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	None	None
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					18.0	18.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	50.3		65.6	65.6	32.4	32.4
Actuated g/C Ratio	0.46		0.60	0.60	0.29	0.29
v/c Ratio	0.85		0.64	0.87	0.80	0.37
Control Delay	33.5		33.9	25.0	41.9	6.7
Queue Delay	0.0		0.0	0.1	0.0	0.0
Total Delay	33.5		33.9	25.1	41.9	6.7
LOS	C		C	C	D	A
Approach Delay	33.5			25.7	34.3	
Approach LOS	C			C	C	
Queue Length 50th (ft)	433		55	468	268	10
Queue Length 95th (ft)	#644		#132	#819	313	61
Internal Link Dist (ft)	628			675	1053	
Turn Bay Length (ft)			370			
Base Capacity (vph)	1595		218	2111	1217	692
Starvation Cap Reductn	0		0	19	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.85		0.61	0.88	0.66	0.32

Intersection Summary

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

























Queue shown is maximum after two cycles.

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



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

Long Term Background
AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	565	235	75	1297	160	165	50	75	25	25	262
Future Volume (vph)	260	565	235	75	1297	160	165	50	75	25	25	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		250	485		260	225		150	100		160
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			160			120			120		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.084			0.427			0.740			0.722		
Satd. Flow (perm)	156	3539	1583	795	3539	1583	1378	1863	1583	1345	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			247			145			84			278
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		966			1084			1534			443	
Travel Time (s)		22.0			24.6			34.9			10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	274	595	247	79	1365	168	179	54	82	27	27	285
Shared Lane Traffic (%)												
Lane Group Flow (vph)	274	595	247	79	1365	168	179	54	82	27	27	285
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4

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

Long Term Background
AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.5	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	13.0	13.0	13.0
Total Split (s)	20.0	70.0	70.0	50.0	50.0	50.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	18.2%	63.6%	63.6%	45.5%	45.5%	45.5%	36.4%	36.4%	36.4%	36.4%	36.4%	36.4%
Maximum Green (s)	14.5	64.0	64.0	44.0	44.0	44.0	35.0	35.0	35.0	35.0	35.0	35.0
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		12.0	12.0	12.0	12.0	12.0	15.0	15.0	15.0			
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0			
Act Effct Green (s)	79.7	79.2	79.2	56.0	56.0	56.0	19.8	19.8	19.8	19.8	19.8	19.8
Actuated g/C Ratio	0.72	0.72	0.72	0.51	0.51	0.51	0.18	0.18	0.18	0.18	0.18	0.18
v/c Ratio	0.74	0.23	0.20	0.20	0.76	0.19	0.72	0.16	0.23	0.11	0.08	0.56
Control Delay	34.3	9.4	4.5	19.9	27.3	5.2	58.1	36.5	8.6	35.6	34.8	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	9.4	4.5	19.9	27.3	5.2	58.1	36.5	8.6	35.6	34.8	9.1
LOS	C	A	A	B	C	A	E	D	A	D	C	A
Approach Delay		14.4			24.6			41.5			13.2	
Approach LOS		B			C			D			B	
Queue Length 50th (ft)	130	95	22	30	400	8	120	33	0	16	16	4
Queue Length 95th (ft)	220	145	81	75	#646	52	181	62	36	38	37	71
Internal Link Dist (ft)		886			1004			1454			363	
Turn Bay Length (ft)	380		250	485		260	225		150	100		160
Base Capacity (vph)	383	2547	1208	405	1802	877	438	592	560	427	592	693
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.23	0.20	0.20	0.76	0.19	0.41	0.09	0.15	0.06	0.05	0.41

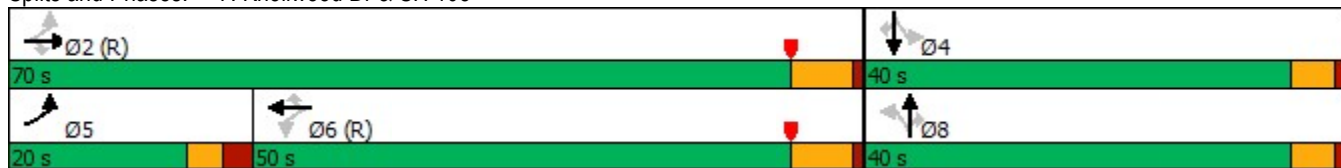
Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 12.7 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 21.7
 Intersection LOS: C
 Intersection Capacity Utilization 79.8%
 ICU Level of Service D
 Analysis Period (min) 15















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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Knollwood Dr & SH 105



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

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

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



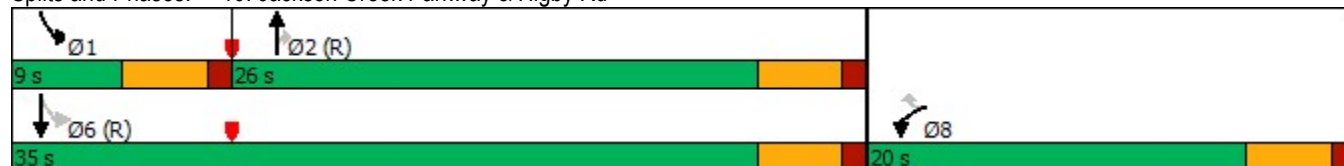
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	20.0	20.0	26.0	26.0	9.0	35.0
Total Split (%)	36.4%	36.4%	47.3%	47.3%	16.4%	63.6%
Maximum Green (s)	15.5	15.5	21.5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

Intersection Summary

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

Queue shown is maximum after two cycles.

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



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

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

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

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

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	1100	600	325	895	565	430
Future Volume (vph)	1100	600	325	895	565	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	400		350	350
Storage Lanes		1	1		1	0
Taper Length (ft)			100		160	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted			0.089		0.950	
Satd. Flow (perm)	3539	1583	166	3539	3433	1583
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						12
Link Speed (mph)	45			45	40	
Link Distance (ft)	755			966	439	
Travel Time (s)	11.4			14.6	7.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.93	0.93
Adj. Flow (vph)	1158	632	342	942	608	462
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1158	632	342	942	608	462
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Free	pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		Free	8			2

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

Long Term Background
PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4		3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0
Minimum Split (s)	13.0		12.0	13.0	12.5	12.0
Total Split (s)	45.0		25.0	70.0	40.0	25.0
Total Split (%)	40.9%		22.7%	63.6%	36.4%	22.7%
Maximum Green (s)	39.0		19.0	64.0	34.5	19.0
Yellow Time (s)	5.0		3.0	5.0	4.5	3.0
All-Red Time (s)	1.0		3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	45.8	110.0	73.5	73.5	25.0	52.2
Actuated g/C Ratio	0.42	1.00	0.67	0.67	0.23	0.47
v/c Ratio	0.79	0.40	0.80	0.40	0.78	0.61
Control Delay	15.8	1.1	55.3	6.5	40.5	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.8	1.1	55.3	6.5	40.5	3.4
LOS	B	A	E	A	D	A
Approach Delay	10.6			19.5	24.5	
Approach LOS	B			B	C	
Queue Length 50th (ft)	178	0	168	92	94	0
Queue Length 95th (ft)	m150	m0	#329	125	163	8
Internal Link Dist (ft)	675			886	359	
Turn Bay Length (ft)		525	400		350	350
Base Capacity (vph)	1471	1583	439	2365	1076	769
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.40	0.78	0.40	0.57	0.60

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

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

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 16.9

Intersection LOS: B

Intersection Capacity Utilization 79.1%

ICU Level of Service D

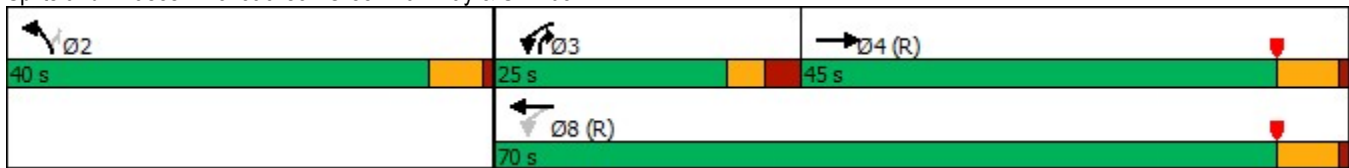
Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

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



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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵↵	↵
Traffic Volume (vph)	1318	145	78	1382	869	382
Future Volume (vph)	1318	145	78	1382	869	382
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	370		0	0
Storage Lanes		0	1		2	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.985					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3486	0	1770	3539	3433	1583
Flt Permitted			0.073		0.950	
Satd. Flow (perm)	3486	0	136	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	12					210
Link Speed (mph)	35			35	30	
Link Distance (ft)	708			755	1133	
Travel Time (s)	13.8			14.7	25.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1387	153	82	1455	915	402
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1540	0	82	1455	915	402
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4

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



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	6.0		5.0	6.0	6.0	6.0
Minimum Split (s)	14.0		11.0	33.0	33.0	33.0
Total Split (s)	45.0		15.0	60.0	50.0	50.0
Total Split (%)	40.9%		13.6%	54.5%	45.5%	45.5%
Maximum Green (s)	38.5		9.0	54.0	44.0	44.0
Yellow Time (s)	5.0		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		3.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	None	None
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					18.0	18.0
Pedestrian Calls (#/hr)					0	0
Act Effect Green (s)	49.3		61.1	61.1	36.9	36.9
Actuated g/C Ratio	0.45		0.56	0.56	0.34	0.34
v/c Ratio	0.98		0.43	0.74	0.80	0.60
Control Delay	50.7		22.0	21.4	38.4	17.0
Queue Delay	0.0		0.0	0.1	0.0	0.0
Total Delay	50.7		22.0	21.5	38.4	17.0
LOS	D		C	C	D	B
Approach Delay	50.7			21.5	31.9	
Approach LOS	D			C	C	
Queue Length 50th (ft)	~617		27	385	298	108
Queue Length 95th (ft)	#860		m76	558	338	189
Internal Link Dist (ft)	628			675	1053	
Turn Bay Length (ft)			370			
Base Capacity (vph)	1569		209	1967	1373	759
Starvation Cap Reductn	0		0	32	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.98		0.39	0.75	0.67	0.53

Intersection Summary

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

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

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



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

Long Term Background
PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	1015	275	75	875	25	185	50	75	25	30	160
Future Volume (vph)	240	1015	275	75	875	25	185	50	75	25	30	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		250	485		260	225		150	100		160
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			160			120			120		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.220			0.268			0.735			0.722		
Satd. Flow (perm)	410	3539	1583	499	3539	1583	1369	1863	1583	1345	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			289			74			84			184
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		966			1084			1534			443	
Travel Time (s)		22.0			24.6			34.9			10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	253	1068	289	79	921	26	201	54	82	29	34	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	253	1068	289	79	921	26	201	54	82	29	34	184
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4

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

Long Term Background
PM

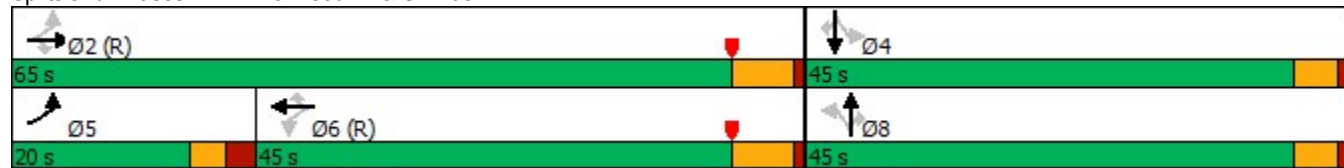


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.5	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	13.0	13.0	13.0
Total Split (s)	20.0	65.0	65.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0
Total Split (%)	18.2%	59.1%	59.1%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Maximum Green (s)	14.5	59.0	59.0	39.0	39.0	39.0	40.0	40.0	40.0	40.0	40.0	40.0
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		12.0	12.0	12.0	12.0	12.0	15.0	15.0	15.0			
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0			
Act Effct Green (s)	77.6	77.1	77.1	58.3	58.3	58.3	21.9	21.9	21.9	21.9	21.9	21.9
Actuated g/C Ratio	0.71	0.70	0.70	0.53	0.53	0.53	0.20	0.20	0.20	0.20	0.20	0.20
v/c Ratio	0.56	0.43	0.24	0.30	0.49	0.03	0.74	0.15	0.22	0.11	0.09	0.40
Control Delay	18.1	14.3	6.1	23.2	19.8	0.1	56.8	34.4	7.9	33.8	33.3	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.1	14.3	6.1	23.2	19.8	0.1	56.8	34.4	7.9	33.8	33.3	7.4
LOS	B	B	A	C	B	A	E	C	A	C	C	A
Approach Delay		13.4			19.5			41.3			14.0	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	101	219	40	29	201	0	135	32	0	17	20	0
Queue Length 95th (ft)	m157	314	m100	90	356	0	196	60	35	38	41	47
Internal Link Dist (ft)		886			1004			1454			363	
Turn Bay Length (ft)	380		250	485		260	225		150	100		160
Base Capacity (vph)	487	2481	1196	264	1877	874	497	677	629	489	677	692
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.43	0.24	0.30	0.49	0.03	0.40	0.08	0.13	0.06	0.05	0.27















Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	12.7 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	18.3
Intersection LOS:	B
Intersection Capacity Utilization:	75.8%
ICU Level of Service:	D
Analysis Period (min):	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 7: Knollwood Dr & SH 105



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

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

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



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

Intersection Summary

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

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

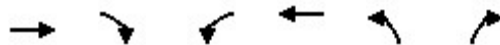
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1573	538	0	0	1075
Stage 1	1073	-	-	-	-
Stage 2	500	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	101	488	-	-	644
Stage 1	290	-	-	-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

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

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

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

Long Term Total
AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (vph)	830	535	348	1370	623	306
Future Volume (vph)	830	535	348	1370	623	306
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	400		350	350
Storage Lanes		1	1		1	0
Taper Length (ft)			100		160	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted			0.198		0.950	
Satd. Flow (perm)	3539	1583	369	3539	3433	1583
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						39
Link Speed (mph)	45			45	40	
Link Distance (ft)	755			966	439	
Travel Time (s)	11.4			14.6	7.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.93	0.93
Adj. Flow (vph)	874	563	366	1442	670	329
Shared Lane Traffic (%)						
Lane Group Flow (vph)	874	563	366	1442	670	329
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Free	pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		Free	8			2

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

Long Term Total
AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4		3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0
Minimum Split (s)	13.0		12.0	13.0	12.5	12.0
Total Split (s)	45.0		30.0	75.0	35.0	30.0
Total Split (%)	40.9%		27.3%	68.2%	31.8%	27.3%
Maximum Green (s)	39.0		24.0	69.0	29.5	24.0
Yellow Time (s)	5.0		3.0	5.0	4.5	3.0
All-Red Time (s)	1.0		3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	48.1	110.0	72.6	72.6	25.9	49.9
Actuated g/C Ratio	0.44	1.00	0.66	0.66	0.24	0.45
v/c Ratio	0.56	0.36	0.77	0.62	0.83	0.45
Control Delay	8.5	0.4	38.5	7.7	49.2	18.7
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	8.5	0.4	38.5	8.0	49.2	18.7
LOS	A	A	D	A	D	B
Approach Delay	5.3			14.2	39.2	
Approach LOS	A			B	D	
Queue Length 50th (ft)	47	0	152	120	230	133
Queue Length 95th (ft)	m121	m0	m261	200	288	177
Internal Link Dist (ft)	675			886	359	
Turn Bay Length (ft)		525	400		350	350
Base Capacity (vph)	1548	1583	550	2334	920	818
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	302	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.36	0.67	0.71	0.73	0.40

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 21 (19%), Referenced to phase 4:EBT and 8:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 17.1
 Intersection Capacity Utilization 74.6%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

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

Long Term Total
 AM

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



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

Long Term Total
AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵↵	↵
Traffic Volume (vph)	1126	191	146	1867	750	239
Future Volume (vph)	1126	191	146	1867	750	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	370		0	0
Storage Lanes		0	1		2	1
Taper Length (ft)			160		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.978					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3461	0	1770	3539	3433	1583
Flt Permitted			0.072		0.950	
Satd. Flow (perm)	3461	0	134	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	21					202
Link Speed (mph)	35			35	30	
Link Distance (ft)	708			755	1133	
Travel Time (s)	13.8			14.7	25.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.93	0.93
Adj. Flow (vph)	1185	201	154	1965	806	257
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1386	0	154	1965	806	257
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4

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

Long Term Total
AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	6.0		5.0	6.0	6.0	6.0
Minimum Split (s)	14.0		11.0	33.0	33.0	33.0
Total Split (s)	50.0		15.0	65.0	45.0	45.0
Total Split (%)	45.5%		13.6%	59.1%	40.9%	40.9%
Maximum Green (s)	43.5		9.0	59.0	39.0	39.0
Yellow Time (s)	5.0		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		3.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	None	None
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					18.0	18.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	49.4		65.6	65.6	32.4	32.4
Actuated g/C Ratio	0.45		0.60	0.60	0.29	0.29
v/c Ratio	0.89		0.69	0.93	0.80	0.42
Control Delay	36.8		33.9	28.9	41.9	9.2
Queue Delay	0.0		0.0	0.4	0.0	0.0
Total Delay	36.8		33.9	29.3	41.9	9.2
LOS	D		C	C	D	A
Approach Delay	36.8			29.7	34.0	
Approach LOS	D			C	C	
Queue Length 50th (ft)	463		65	548	268	28
Queue Length 95th (ft)	#673		m#152	#920	313	86
Internal Link Dist (ft)	628			675	1053	
Turn Bay Length (ft)			370			
Base Capacity (vph)	1565		229	2111	1217	691
Starvation Cap Reductn	0		0	20	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.89		0.67	0.94	0.66	0.37

Intersection Summary

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

Queue shown is maximum after two cycles.

























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

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



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

Long Term Total
AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	263	639	235	77	1307	160	165	50	78	150	25	265
Future Volume (vph)	263	639	235	77	1307	160	165	50	78	150	25	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		250	485		260	225		150	100		160
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			160			120			120		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.078			0.396			0.740			0.720		
Satd. Flow (perm)	145	3539	1583	738	3539	1583	1378	1863	1583	1341	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			247			144			90			278
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		966			1084			1534			443	
Travel Time (s)		22.0			24.6			34.9			10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	277	673	247	81	1376	168	190	57	90	163	27	288
Shared Lane Traffic (%)												
Lane Group Flow (vph)	277	673	247	81	1376	168	190	57	90	163	27	288
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4

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

Long Term Total
AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.5	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	13.0	13.0	13.0
Total Split (s)	20.0	70.0	70.0	50.0	50.0	50.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	18.2%	63.6%	63.6%	45.5%	45.5%	45.5%	36.4%	36.4%	36.4%	36.4%	36.4%	36.4%
Maximum Green (s)	14.5	64.0	64.0	44.0	44.0	44.0	35.0	35.0	35.0	35.0	35.0	35.0
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		12.0	12.0	12.0	12.0	12.0	15.0	15.0	15.0			
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0			
Act Effct Green (s)	78.8	78.3	78.3	54.9	54.9	54.9	20.7	20.7	20.7	20.7	20.7	20.7
Actuated g/C Ratio	0.72	0.71	0.71	0.50	0.50	0.50	0.19	0.19	0.19	0.19	0.19	0.19
v/c Ratio	0.75	0.27	0.21	0.22	0.78	0.19	0.73	0.16	0.24	0.65	0.08	0.55
Control Delay	36.1	12.0	6.0	21.0	28.6	5.4	57.7	35.8	8.5	52.2	34.0	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	12.0	6.0	21.0	28.6	5.4	57.7	35.8	8.5	52.2	34.0	8.9
LOS	D	B	A	C	C	A	E	D	A	D	C	A
Approach Delay		16.3			25.8			40.8			25.1	
Approach LOS		B			C			D			C	
Queue Length 50th (ft)	142	108	22	32	415	9	128	34	0	107	16	6
Queue Length 95th (ft)	259	225	97	78	#655	53	181	61	36	163	37	72
Internal Link Dist (ft)		886			1004			1454			363	
Turn Bay Length (ft)	380		250	485		260	225		150	100		160
Base Capacity (vph)	376	2518	1197	368	1767	862	438	592	565	426	592	693
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.27	0.21	0.22	0.78	0.19	0.43	0.10	0.16	0.38	0.05	0.42

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 12.7 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 24.0 Intersection LOS: C
 Intersection Capacity Utilization 80.3% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.















Queue shown is maximum after two cycles.

Splits and Phases: 7: Knollwood Dr & SH 105



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

Long Term Total
AM

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

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

Long Term Total
 AM



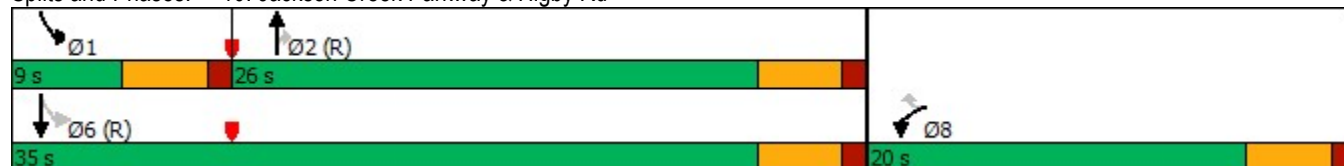
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	20.0	20.0	26.0	26.0	9.0	35.0
Total Split (%)	36.4%	36.4%	47.3%	47.3%	16.4%	63.6%
Maximum Green (s)	15.5	15.5	21.5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

Intersection Summary

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






















Queue shown is maximum after two cycles.

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















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

Long Term Total
 AM

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

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

Long Term Total
 AM

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

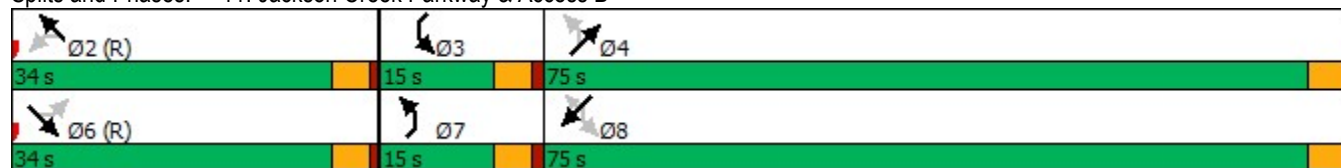
Intersection Summary

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

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

Long Term Total
 AM

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



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

Long Term Total
 AM

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

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	435	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	569	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	569	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	569	-	-
HCM Lane V/C Ratio	-	0.038	-	-
HCM Control Delay (s)	-	11.6	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

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

Long Term Total
 AM

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Vol, veh/h	40	1	11	36	1	19	20	741	10	7	796	6
Future Vol, veh/h	40	1	11	36	1	19	20	741	10	7	796	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	200	-	-	140	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	1	13	43	1	23	22	797	11	8	856	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1318	1727	431	1292	1725	404	862	0	0	808	0	0
Stage 1	875	875	-	847	847	-	-	-	-	-	-	-
Stage 2	443	852	-	445	878	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	115	88	573	120	88	596	776	-	-	813	-	-
Stage 1	310	365	-	323	376	-	-	-	-	-	-	-
Stage 2	564	374	-	562	364	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	106	85	573	113	85	596	776	-	-	813	-	-
Mov Cap-2 Maneuver	106	85	-	113	85	-	-	-	-	-	-	-
Stage 1	301	361	-	314	365	-	-	-	-	-	-	-
Stage 2	525	364	-	542	360	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	53.1		40.4		0.3		0.1	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	776	-	-	106	388	113	458	813	-	-
HCM Lane V/C Ratio	0.028	-	-	0.455	0.037	0.384	0.053	0.009	-	-
HCM Control Delay (s)	9.8	-	-	64.6	14.6	55.5	13.3	9.5	-	-
HCM Lane LOS	A	-	-	F	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	0.1	1.6	0.2	0	-	-

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

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

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

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

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

Long Term Total
 AM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	↗
Traffic Vol, veh/h	0	26	0	930	765	118
Future Vol, veh/h	0	26	0	930	765	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	33	0	1000	823	127

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

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

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

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

Long Term Total
PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (vph)	1070	810	340	872	694	515
Future Volume (vph)	1070	810	340	872	694	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		525	400		350	350
Storage Lanes		1	1		1	0
Taper Length (ft)			100		160	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	1770	3539	3433	1583
Flt Permitted			0.095		0.950	
Satd. Flow (perm)	3539	1583	177	3539	3433	1583
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						16
Link Speed (mph)	45			45	40	
Link Distance (ft)	755			966	439	
Travel Time (s)	11.4			14.6	7.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1126	853	358	918	731	542
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1126	853	358	918	731	542
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Free	pm+pt	NA	Prot	pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases		Free	8			2

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

Long Term Total
PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4		3	8	2	3
Switch Phase						
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0
Minimum Split (s)	13.0		12.0	13.0	12.5	12.0
Total Split (s)	46.0		32.0	78.0	32.0	32.0
Total Split (%)	41.8%		29.1%	70.9%	29.1%	29.1%
Maximum Green (s)	40.0		26.0	72.0	26.5	26.0
Yellow Time (s)	5.0		3.0	5.0	4.5	3.0
All-Red Time (s)	1.0		3.0	1.0	1.0	3.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	45.1	110.0	72.7	72.7	25.8	52.9
Actuated g/C Ratio	0.41	1.00	0.66	0.66	0.23	0.48
v/c Ratio	0.78	0.54	0.83	0.39	0.91	0.70
Control Delay	17.6	2.1	56.4	6.6	53.4	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.6	2.1	56.4	6.6	53.4	17.1
LOS	B	A	E	A	D	B
Approach Delay	10.9			20.5	37.9	
Approach LOS	B			C	D	
Queue Length 50th (ft)	206	0	177	91	190	125
Queue Length 95th (ft)	m267	m10	321	121	#345	139
Internal Link Dist (ft)	675			886	359	
Turn Bay Length (ft)		525	400		350	350
Base Capacity (vph)	1450	1583	493	2338	827	832
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.54	0.73	0.39	0.88	0.65

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

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

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 21.2

Intersection LOS: C

Intersection Capacity Utilization 82.8%

ICU Level of Service E

Analysis Period (min) 15

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

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

Long Term Total
 PM

Queue shown is maximum after two cycles.

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

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



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

Long Term Total
PM

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘↘	↗
Traffic Volume (vph)	1378	145	87	1479	896	502
Future Volume (vph)	1378	145	87	1479	896	502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	370		0	0
Storage Lanes		0	1		2	1
Taper Length (ft)			160		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.986					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3490	0	1770	3539	3433	1583
Flt Permitted			0.072		0.950	
Satd. Flow (perm)	3490	0	134	3539	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	12					190
Link Speed (mph)	40			40	40	
Link Distance (ft)	708			755	1133	
Travel Time (s)	12.1			12.9	19.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1451	153	92	1557	943	528
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1604	0	92	1557	943	528
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	100		20	100	20	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	6		20	6	20	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4

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

Long Term Total
PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	6.0		5.0	6.0	6.0	6.0
Minimum Split (s)	14.0		11.0	33.0	33.0	33.0
Total Split (s)	51.0		15.0	66.0	44.0	44.0
Total Split (%)	46.4%		13.6%	60.0%	40.0%	40.0%
Maximum Green (s)	44.5		9.0	60.0	38.0	38.0
Yellow Time (s)	5.0		3.0	4.5	4.5	4.5
All-Red Time (s)	1.5		3.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	None	None
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					18.0	18.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	50.5		62.4	62.4	35.6	35.6
Actuated g/C Ratio	0.46		0.57	0.57	0.32	0.32
v/c Ratio	1.00		0.48	0.78	0.85	0.82
Control Delay	53.5		20.4	21.9	42.9	33.3
Queue Delay	0.0		0.0	0.1	0.0	0.0
Total Delay	53.5		20.4	22.0	42.9	33.3
LOS	D		C	C	D	C
Approach Delay	53.5			21.9	39.4	
Approach LOS	D			C	D	
Queue Length 50th (ft)	~671		30	428	310	224
Queue Length 95th (ft)	#834		m66	591	387	368
Internal Link Dist (ft)	628			675	1053	
Turn Bay Length (ft)			370			
Base Capacity (vph)	1607		209	2008	1185	671
Starvation Cap Reductn	0		0	47	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	1.00		0.44	0.79	0.80	0.79

Intersection Summary

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

Intersection LOS: D
 ICU Level of Service E

~ Volume exceeds capacity, queue is theoretically infinite.

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

Long Term Total
 PM

























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

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



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

Long Term Total
PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	1066	275	80	862	25	185	50	77	25	50	165
Future Volume (vph)	245	1066	275	80	862	25	185	50	77	25	50	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		250	485		260	225		150	100		160
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			160			120			120		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.224			0.254			0.720			0.722		
Satd. Flow (perm)	417	3539	1583	473	3539	1583	1341	1863	1583	1345	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			289			74			84			190
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		966			1084			1534			443	
Travel Time (s)		22.0			24.6			34.9			10.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	258	1122	289	84	907	26	201	54	84	29	57	190
Shared Lane Traffic (%)												
Lane Group Flow (vph)	258	1122	289	84	907	26	201	54	84	29	57	190
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4

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

Long Term Total
PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	10.5	31.0	31.0	31.0	31.0	31.0	30.0	30.0	30.0	13.0	13.0	13.0
Total Split (s)	20.0	65.0	65.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0
Total Split (%)	18.2%	59.1%	59.1%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Maximum Green (s)	14.5	59.0	59.0	39.0	39.0	39.0	40.0	40.0	40.0	40.0	40.0	40.0
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	1.0	1.0	1.0	1.0	1.0	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		12.0	12.0	12.0	12.0	12.0	15.0	15.0	15.0			
Pedestrian Calls (#/hr)		0	0	0	0	0	0	0	0			
Act Effct Green (s)	77.3	76.8	76.8	57.9	57.9	57.9	22.2	22.2	22.2	22.2	22.2	22.2
Actuated g/C Ratio	0.70	0.70	0.70	0.53	0.53	0.53	0.20	0.20	0.20	0.20	0.20	0.20
v/c Ratio	0.56	0.45	0.24	0.34	0.49	0.03	0.74	0.14	0.22	0.11	0.15	0.40
Control Delay	17.8	14.2	5.6	24.9	20.0	0.1	56.9	34.0	8.2	33.4	34.2	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	14.2	5.6	24.9	20.0	0.1	56.9	34.0	8.2	33.4	34.2	7.2
LOS	B	B	A	C	B	A	E	C	A	C	C	A
Approach Delay		13.3			19.9			41.2			15.5	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	97	233	35	32	198	0	135	32	0	17	33	0
Queue Length 95th (ft)	m171	361	m89	99	353	0	196	59	36	37	59	47
Internal Link Dist (ft)		886			1004			1454			363	
Turn Bay Length (ft)	380		250	485		260	225		150	100		160
Base Capacity (vph)	490	2470	1192	248	1862	868	487	677	629	489	677	696
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.45	0.24	0.34	0.49	0.03	0.41	0.08	0.13	0.06	0.08	0.27

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 12.7 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 18.4

Intersection LOS: B

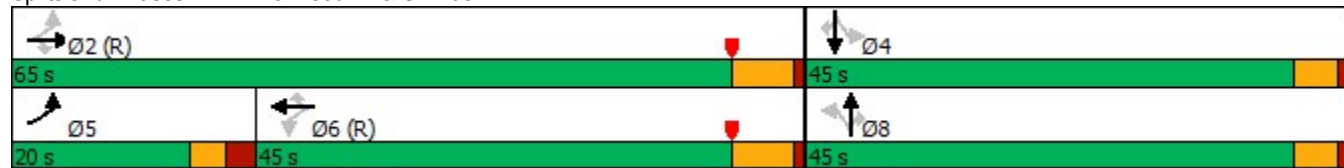
Intersection Capacity Utilization 77.2%

ICU Level of Service D

Analysis Period (min) 15















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

Splits and Phases: 7: Knollwood Dr & SH 105



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

Long Term Total
 PM

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

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

Long Term Total
PM



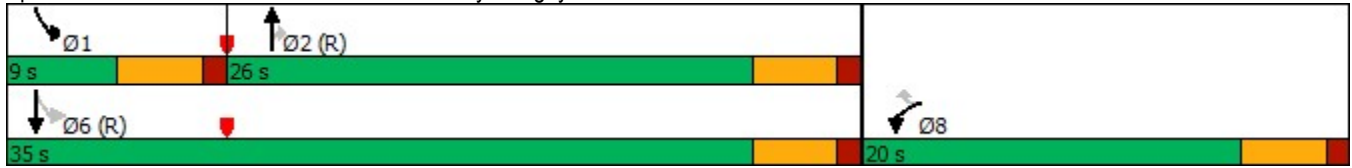
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5
Total Split (s)	20.0	20.0	26.0	26.0	9.0	35.0
Total Split (%)	36.4%	36.4%	47.3%	47.3%	16.4%	63.6%
Maximum Green (s)	15.5	15.5	21.5	21.5	4.5	30.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	14.5	14.5	21.6	21.6	31.5	31.5
Actuated g/C Ratio	0.26	0.26	0.39	0.39	0.57	0.57
v/c Ratio	0.81	0.49	0.69	0.37	0.78	0.43
Control Delay	34.5	8.0	17.0	3.3	42.0	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	8.0	17.0	3.3	42.0	4.3
LOS	C	A	B	A	D	A
Approach Delay	23.0		13.8			12.4
Approach LOS	C		B			B
Queue Length 50th (ft)	111	16	131	0	91	37
Queue Length 95th (ft)	#228	65	188	38	#140	134
Internal Link Dist (ft)	1583		371			2907
Turn Bay Length (ft)		620		150	620	
Base Capacity (vph)	498	606	1391	801	308	2026
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.47	0.69	0.37	0.78	0.43

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 15.3 Intersection LOS: B
 Intersection Capacity Utilization 68.0% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.






















Queue shown is maximum after two cycles.

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



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

Long Term Total
 PM

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

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

Long Term Total
 PM



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	6	6		2	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	34.0	34.0		34.0	34.0		15.0	61.0		15.0	61.0	61.0
Total Split (%)	30.9%	30.9%		30.9%	30.9%		13.6%	55.5%		13.6%	55.5%	55.5%
Maximum Green (s)	29.5	29.5		29.5	29.5		10.5	56.5		10.5	56.5	56.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	Max		None	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	29.5	29.5		29.5	29.5		70.0	64.9		65.4	59.3	59.3
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.64	0.59		0.59	0.54	0.54
v/c Ratio	0.54	0.13		0.25	0.06		0.31	0.52		0.09	0.56	0.06
Control Delay	41.0	10.4		33.8	15.1		12.4	17.6		7.8	21.1	3.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	41.0	10.4		33.8	15.1		12.4	17.6		7.8	21.1	3.5
LOS	D	B		C	B		B	B		A	C	A
Approach Delay		33.8			29.6			17.2			20.0	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	122	3		49	3		23	314		7	300	2
Queue Length 95th (ft)	191	33		85	22		m42	393		m12	365	m12
Internal Link Dist (ft)		190			260			581			377	
Turn Bay Length (ft)	100			100			200			200		250
Base Capacity (vph)	369	473		358	456		349	2086		379	1907	880
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.54	0.13		0.25	0.06		0.28	0.52		0.07	0.56	0.06

Intersection Summary







Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 90 (82%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 20.5
 Intersection LOS: C
 Intersection Capacity Utilization 61.0%
 ICU Level of Service B
 Analysis Period (min) 15

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

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

Long Term Total
 PM

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

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

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

Long Term Total
 PM

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

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	571	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	464	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	464	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	464	-	-
HCM Lane V/C Ratio	-	0.05	-	-
HCM Control Delay (s)	-	13.2	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

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

Long Term Total
PM

Intersection												
Int Delay, s/veh	13.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Vol, veh/h	52	2	24	24	2	11	35	1056	22	22	1017	19
Future Vol, veh/h	52	2	24	24	2	11	35	1056	22	22	1017	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	200	-	-	140	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	78	78	78	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	2	29	31	3	14	37	1112	23	23	1071	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1759	2336	546	1781	2335	568	1091	0	0	1135	0	0
Stage 1	1127	1127	-	1198	1198	-	-	-	-	-	-	-
Stage 2	632	1209	-	583	1137	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 54	36	482	52	36	466	635	-	-	611	-	-
Stage 1	218	278	-	197	257	-	-	-	-	-	-	-
Stage 2	435	254	-	465	275	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 46	33	482	43	33	466	635	-	-	611	-	-
Mov Cap-2 Maneuver	~ 46	33	-	43	33	-	-	-	-	-	-	-
Stage 1	205	267	-	186	242	-	-	-	-	-	-	-
Stage 2	393	239	-	417	265	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	273.1		141.3		0.3		0.2	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	635	-	-	46	236	43	154	611	-	-
HCM Lane V/C Ratio	0.058	-	-	1.362	0.133	0.716	0.108	0.038	-	-
HCM Control Delay (s)	11	-	-	\$ 398.4	22.6	200.9	31.2	11.1	-	-
HCM Lane LOS	B	-	-	F	C	F	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	6	0.5	2.7	0.4	0.1	-	-

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

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

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

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

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

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

Long Term Total
 PM

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↕	↗
Traffic Vol, veh/h	0	35	0	1209	1064	143
Future Vol, veh/h	0	35	0	1209	1064	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	95	95	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	0	1273	1144	154

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

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

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

Queuing Reports



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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	156	134	161	492	653	468	180	200	80
Average Queue (ft)	95	86	94	406	312	121	122	145	44
95th Queue (ft)	169	144	162	584	920	508	187	211	84
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)					3	0			
Queuing Penalty (veh)					18	0			
Storage Bay Dist (ft)			525	400			350		
Storage Blk Time (%)				33					
Queuing Penalty (veh)				52					

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	170	158	177	500	897	549	201	224	65
Average Queue (ft)	101	99	86	500	844	165	137	164	40
95th Queue (ft)	166	172	156	500	1013	650	202	230	79
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)					15	0			
Queuing Penalty (veh)					89	1			
Storage Bay Dist (ft)			525	400			350		
Storage Blk Time (%)				72					
Queuing Penalty (veh)				114					

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	155	143	166	500	898	425	164	197	86
Average Queue (ft)	96	90	97	500	873	172	115	135	41
95th Queue (ft)	169	148	164	504	977	675	174	204	81
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)					15	0			
Queuing Penalty (veh)					79	0			
Storage Bay Dist (ft)			525	400			350		
Storage Blk Time (%)				71	0				
Queuing Penalty (veh)				106	0				

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	157	146	194	500	896	738	175	200	74
Average Queue (ft)	88	80	104	500	887	198	116	140	37
95th Queue (ft)	170	150	190	503	907	762	175	202	76
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)					18	0			
Queuing Penalty (veh)					106	1			
Storage Bay Dist (ft)			525	400			350		
Storage Blk Time (%)				73					
Queuing Penalty (veh)				116					

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	199	180	220	500	899	876	215	241	109
Average Queue (ft)	95	89	95	476	729	164	123	146	41
95th Queue (ft)	169	155	169	588	1240	655	186	214	80
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)					13	0			
Queuing Penalty (veh)					73	0			
Storage Bay Dist (ft)			525	400			350		
Storage Blk Time (%)				62	0				
Queuing Penalty (veh)				97	0				

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	168	220	75	253	266	268	229	106
Average Queue (ft)	95	135	49	132	122	192	161	54
95th Queue (ft)	173	240	85	243	261	278	250	104
Link Distance (ft)	657	657		661	661	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			370					
Storage Blk Time (%)								
Queuing Penalty (veh)								

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	172	237	63	219	226	243	229	74
Average Queue (ft)	97	148	41	118	129	190	171	45
95th Queue (ft)	181	250	74	219	233	252	244	82
Link Distance (ft)	657	657		664	664	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	370							
Storage Blk Time (%)								
Queuing Penalty (veh)								

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	144	231	74	143	158	243	216	83
Average Queue (ft)	83	139	42	80	97	181	159	47
95th Queue (ft)	157	255	75	151	172	243	223	85
Link Distance (ft)	657	657		664	664	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	370							
Storage Blk Time (%)								
Queuing Penalty (veh)								

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	188	300	73	204	216	255	226	100
Average Queue (ft)	112	175	50	124	147	186	156	49
95th Queue (ft)	205	295	77	224	259	258	223	98
Link Distance (ft)	657	657		664	664	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	370							
Storage Blk Time (%)								
Queuing Penalty (veh)								

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	214	355	82	269	271	293	258	114
Average Queue (ft)	95	157	45	108	125	187	164	48
95th Queue (ft)	178	273	78	212	233	256	233	89
Link Distance (ft)	657	657		664	664	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	370							
Storage Blk Time (%)	0							
Queuing Penalty (veh)	0							

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	128	92	112	20	88	255	206	46	214	113	46	40
Average Queue (ft)	66	50	66	10	35	153	96	23	162	37	21	14
95th Queue (ft)	120	95	114	26	89	261	208	45	242	121	49	43
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)	2											
Queuing Penalty (veh)	2											

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	34	59
Average Queue (ft)	9	35
95th Queue (ft)	32	58
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	160	
Storage Blk Time (%)		
Queuing Penalty (veh)		

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	105	122	125	33	69	236	184	52	238	64	38	32
Average Queue (ft)	73	56	71	14	35	167	98	29	167	28	22	13
95th Queue (ft)	112	119	133	35	70	260	200	55	256	70	41	41
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)												2
Queuing Penalty (veh)												3

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	41	66
Average Queue (ft)	13	40
95th Queue (ft)	39	71
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	160	
Storage Blk Time (%)		
Queuing Penalty (veh)		

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	101	108	108	24	66	214	148	47	195	63	38	38
Average Queue (ft)	55	51	59	9	30	148	90	25	134	27	18	10
95th Queue (ft)	105	113	123	27	71	233	179	54	214	62	37	35
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)	0											
Queuing Penalty (veh)	0											

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	34	54
Average Queue (ft)	11	29
95th Queue (ft)	38	56
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	160	
Storage Blk Time (%)		
Queuing Penalty (veh)		

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	119	101	106	44	73	250	204	64	263	121	36	33
Average Queue (ft)	74	60	65	14	39	174	122	32	165	41	19	13
95th Queue (ft)	137	105	117	39	77	281	222	67	261	123	41	38
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)												4
Queuing Penalty (veh)												5

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	29	64
Average Queue (ft)	8	43
95th Queue (ft)	34	70
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	160	
Storage Blk Time (%)		
Queuing Penalty (veh)		

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	152	143	149	49	102	277	224	70	284	168	54	54
Average Queue (ft)	67	54	65	12	35	161	102	27	157	33	20	13
95th Queue (ft)	121	109	123	32	78	261	205	56	246	99	43	40
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)												2
Queuing Penalty (veh)												3

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	52	72
Average Queue (ft)	10	37
95th Queue (ft)	36	65
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	160	
Storage Blk Time (%)		
Queuing Penalty (veh)		

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	505	81	104	53	70	129	85	106
Average Queue (ft)	311	48	56	12	38	69	36	46
95th Queue (ft)	560	78	101	40	72	128	81	100
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	1							
Queuing Penalty (veh)	3							

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	800	295	130	68	71	125	80	84
Average Queue (ft)	635	178	72	19	40	68	39	47
95th Queue (ft)	1105	660	142	68	76	126	87	92
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	38							
Queuing Penalty (veh)	80							

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	774	424	94	16	60	111	76	98
Average Queue (ft)	671	235	59	5	36	69	37	51
95th Queue (ft)	1470	771	99	23	66	115	87	101
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	10							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	36							
Queuing Penalty (veh)	70							

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	882	302	99	50	79	117	83	97
Average Queue (ft)	706	267	63	11	41	78	37	49
95th Queue (ft)	1501	834	111	36	78	125	91	97
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	17							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	34							
Queuing Penalty (veh)	72							

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	939	434	134	86	92	150	112	126
Average Queue (ft)	581	182	62	12	39	71	37	48
95th Queue (ft)	1256	661	115	45	73	124	87	98
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	7							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	27							
Queuing Penalty (veh)	56							

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	155	109	27	41	48	88	70	25	131	152	13
Average Queue (ft)	101	30	5	19	28	42	35	6	89	91	4
95th Queue (ft)	169	79	24	52	58	86	76	26	148	159	16
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	13	0							0		
Queuing Penalty (veh)	7	0							0		

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	156	108	28	44	54	76	71	13	136	151	18
Average Queue (ft)	102	37	5	19	24	43	32	2	82	90	5
95th Queue (ft)	164	94	24	47	51	96	78	13	145	153	19
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	10	0									
Queuing Penalty (veh)	5	0									

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	135	64	18	34	40	82	87	13	123	122	14
Average Queue (ft)	79	24	3	14	21	39	42	3	72	83	4
95th Queue (ft)	137	62	16	42	43	80	94	17	130	134	18
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	8	0									
Queuing Penalty (veh)	3	0									

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	170	146	32	52	53	73	76	34	120	120	18
Average Queue (ft)	115	41	12	21	22	39	32	7	70	74	7
95th Queue (ft)	184	127	37	57	50	87	77	29	119	117	23
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)	0	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	18										
Queuing Penalty (veh)	9										

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	185	179	36	65	65	106	104	38	162	170	22
Average Queue (ft)	99	33	6	18	24	41	35	4	78	85	5
95th Queue (ft)	167	94	27	50	51	88	82	22	137	143	20
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)	0	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	12	0							0		
Queuing Penalty (veh)	6	0							0		

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	11
95th Queue (ft)	31
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	11
95th Queue (ft)	31
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	8
95th Queue (ft)	28
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	12
95th Queue (ft)	34
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	38
Average Queue (ft)	11
95th Queue (ft)	31
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	56	26	45	31	32	31
Average Queue (ft)	33	7	26	21	9	10
95th Queue (ft)	60	29	52	44	32	32
Link Distance (ft)		247		384		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		200	140
Storage Blk Time (%)						
Queuing Penalty (veh)						

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

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	51	42	48	42	27	17
Average Queue (ft)	28	18	31	18	5	4
95th Queue (ft)	55	48	49	45	24	18
Link Distance (ft)		247		384		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		200	140
Storage Blk Time (%)						
Queuing Penalty (veh)						

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

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	48	26	44	31	24	17
Average Queue (ft)	28	7	22	16	6	2
95th Queue (ft)	53	28	49	41	25	14
Link Distance (ft)		247		384		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		200	140
Storage Blk Time (%)						
Queuing Penalty (veh)						

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

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	59	30	51	38	19	17
Average Queue (ft)	28	12	31	18	4	2
95th Queue (ft)	61	39	56	44	19	15
Link Distance (ft)		247		384		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		200	140
Storage Blk Time (%)	0					
Queuing Penalty (veh)	0					

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

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	63	46	59	46	33	31
Average Queue (ft)	29	11	27	18	6	5
95th Queue (ft)	58	37	52	44	26	21
Link Distance (ft)		247		384		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		200	140
Storage Blk Time (%)	0					
Queuing Penalty (veh)	0					

Intersection: 19: Jackson Creek Parkway & Access E, Interval #1

Movement	EB
Directions Served	R
Maximum Queue (ft)	22
Average Queue (ft)	8
95th Queue (ft)	29
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #2

Movement	EB
Directions Served	R
Maximum Queue (ft)	22
Average Queue (ft)	7
95th Queue (ft)	27
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #3

Movement	EB
Directions Served	R
Maximum Queue (ft)	22
Average Queue (ft)	5
95th Queue (ft)	22
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #4

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	9
95th Queue (ft)	31
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, All Intervals

Movement	EB
Directions Served	R
Maximum Queue (ft)	31
Average Queue (ft)	8
95th Queue (ft)	27
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	46
Average Queue (ft)	21
95th Queue (ft)	46
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	54
Average Queue (ft)	23
95th Queue (ft)	52
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	38
Average Queue (ft)	21
95th Queue (ft)	47
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	38
Average Queue (ft)	23
95th Queue (ft)	44
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	59
Average Queue (ft)	22
95th Queue (ft)	47
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty, Interval #1: 12
Network wide Queuing Penalty, Interval #2: 89
Network wide Queuing Penalty, Interval #3: 74
Network wide Queuing Penalty, Interval #4: 86
Network wide Queuing Penalty, All Intervals: 65

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	212	194	228	253	79	102	225	226	178
Average Queue (ft)	120	127	115	162	42	54	142	155	107
95th Queue (ft)	210	210	219	250	87	108	236	232	199
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			525	400			350		
Storage Blk Time (%)									
Queuing Penalty (veh)									

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	196	204	165	222	102	106	180	200	157
Average Queue (ft)	123	122	89	149	53	60	119	146	84
95th Queue (ft)	200	205	161	244	106	113	196	215	159
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			525	400			350		
Storage Blk Time (%)									
Queuing Penalty (veh)									

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	183	192	161	222	84	86	186	194	159
Average Queue (ft)	113	116	90	147	47	49	117	135	85
95th Queue (ft)	190	191	164	249	87	90	194	209	171
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			525	400			350		
Storage Blk Time (%)									
Queuing Penalty (veh)									

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	205	187	142	230	90	104	206	214	168
Average Queue (ft)	127	125	90	149	51	61	127	143	84
95th Queue (ft)	208	199	151	258	94	111	199	210	161
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	525			400			350		
Storage Blk Time (%)									
Queuing Penalty (veh)									

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	237	228	239	274	110	121	236	242	209
Average Queue (ft)	121	122	96	152	48	56	126	145	90
95th Queue (ft)	203	202	177	251	94	106	208	218	175
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	525			400			350		
Storage Blk Time (%)									
Queuing Penalty (veh)									

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	235	356	63	235	257	269	242	238
Average Queue (ft)	154	237	33	138	151	211	184	161
95th Queue (ft)	250	377	66	246	269	285	250	268
Link Distance (ft)	657	657		661	661	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	370							
Storage Blk Time (%)								
Queuing Penalty (veh)								

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	268	402	66	254	272	273	238	292
Average Queue (ft)	162	260	29	142	162	212	176	175
95th Queue (ft)	281	413	66	260	279	285	264	316
Link Distance (ft)	657	657		664	664	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			370					
Storage Blk Time (%)								
Queuing Penalty (veh)								

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	193	300	48	196	227	266	233	204
Average Queue (ft)	122	177	22	112	132	206	179	127
95th Queue (ft)	197	306	54	217	247	279	251	226
Link Distance (ft)	657	657		664	664	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			370					
Storage Blk Time (%)								
Queuing Penalty (veh)								

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	297	425	60	277	288	275	250	246
Average Queue (ft)	177	261	31	166	179	198	175	127
95th Queue (ft)	289	436	69	304	308	288	268	230
Link Distance (ft)	657	657		664	664	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			370					
Storage Blk Time (%)								
Queuing Penalty (veh)								

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	322	449	71	287	306	330	279	338
Average Queue (ft)	150	233	26	139	157	206	179	146
95th Queue (ft)	264	399	62	264	284	288	263	264
Link Distance (ft)	657	657		664	664	1077	1077	1077
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			370					
Storage Blk Time (%)								
Queuing Penalty (veh)								

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	91	198	212	53	48	182	146	12	207	49	47	40
Average Queue (ft)	47	115	128	26	21	109	49	4	142	24	21	16
95th Queue (ft)	92	209	227	54	63	195	135	16	216	55	44	43
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)			1						1			
Queuing Penalty (veh)			1						1			

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	45	53
Average Queue (ft)	26	31
95th Queue (ft)	52	52
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)		
Queuing Penalty (veh)		

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	111	230	244	50	56	184	143	16	188	63	43	56
Average Queue (ft)	64	129	145	29	27	121	56	3	134	24	22	22
95th Queue (ft)	113	222	237	57	64	199	142	14	216	66	47	60
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)			1						0			
Queuing Penalty (veh)			1						0			

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	73	54
Average Queue (ft)	28	35
95th Queue (ft)	74	55
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	98	211	224	55	37	191	137	20	208	39	48	40
Average Queue (ft)	57	106	122	27	18	108	49	5	138	15	22	14
95th Queue (ft)	104	199	214	56	42	186	126	19	228	46	49	42
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)			0						1			
Queuing Penalty (veh)			0						1			

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	41	55
Average Queue (ft)	17	34
95th Queue (ft)	44	58
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)		
Queuing Penalty (veh)		

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	94	215	235	56	44	184	136	20	208	66	50	47
Average Queue (ft)	57	135	156	27	26	121	67	4	142	21	28	19
95th Queue (ft)	100	232	247	58	56	216	155	19	220	75	54	52
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)			0						1			
Queuing Penalty (veh)			0						1			

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	49	70
Average Queue (ft)	22	37
95th Queue (ft)	53	74
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	160	
Storage Blk Time (%)		
Queuing Penalty (veh)		

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	124	252	263	72	77	229	187	24	237	93	64	63
Average Queue (ft)	56	121	138	27	23	115	55	4	139	21	23	18
95th Queue (ft)	104	217	234	57	58	200	140	17	220	62	49	50
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)			0						1			
Queuing Penalty (veh)			1						1			

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	77	74
Average Queue (ft)	23	34
95th Queue (ft)	57	61
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	117	46	186	108	91	96	90	98
Average Queue (ft)	73	26	96	37	45	47	40	49
95th Queue (ft)	118	50	188	101	88	89	97	100
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)				0	0			
Queuing Penalty (veh)				0	0			

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	116	58	125	84	64	71	74	91
Average Queue (ft)	71	32	76	35	40	43	30	48
95th Queue (ft)	113	60	138	98	73	73	86	93
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)					0			
Queuing Penalty (veh)					0			

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	117	56	144	96	72	100	61	73
Average Queue (ft)	69	28	84	27	37	49	23	40
95th Queue (ft)	121	54	148	84	75	103	63	79
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)					0			
Queuing Penalty (veh)					0			

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	120	48	131	84	78	91	105	107
Average Queue (ft)	73	26	83	35	45	47	41	55
95th Queue (ft)	120	46	144	95	84	90	103	117
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)					0			
Queuing Penalty (veh)					0			

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	135	65	192	140	106	113	112	125
Average Queue (ft)	72	28	85	34	42	46	33	48
95th Queue (ft)	118	53	156	95	80	90	89	99
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)				0	0			
Queuing Penalty (veh)				0	0			

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	168	74	35	30	74	137	150	39	148	161	26
Average Queue (ft)	100	33	10	11	42	83	80	18	90	110	10
95th Queue (ft)	172	76	34	33	73	146	159	44	158	165	30
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	16	0									
Queuing Penalty (veh)	10	0									

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	154	75	25	40	70	141	151	35	127	150	28
Average Queue (ft)	106	33	6	18	39	86	80	16	88	109	10
95th Queue (ft)	162	93	31	47	79	161	156	37	138	164	31
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)	0										
Queuing Penalty (veh)	0										
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	12	0									
Queuing Penalty (veh)	7	1									

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	149	59	14	34	58	122	140	38	140	159	22
Average Queue (ft)	91	27	2	9	33	75	70	15	84	102	8
95th Queue (ft)	146	62	14	33	62	137	144	40	146	163	27
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)	0										
Queuing Penalty (veh)	0										
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	9	0									
Queuing Penalty (veh)	5	0									

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	186	139	14	41	71	142	138	35	161	178	25
Average Queue (ft)	118	53	3	18	40	84	77	11	99	116	9
95th Queue (ft)	187	142	16	46	75	146	149	35	172	188	28
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)	0	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	14	0							0		
Queuing Penalty (veh)	9	0							0		

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	197	164	39	48	83	162	186	49	183	196	36
Average Queue (ft)	104	36	5	14	39	82	77	15	90	109	10
95th Queue (ft)	169	99	25	41	73	148	152	39	155	171	29
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)	0	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	13	0							0		
Queuing Penalty (veh)	8	0							0		

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	10
95th Queue (ft)	30
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	13
95th Queue (ft)	33
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

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

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

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

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	37
Average Queue (ft)	12
95th Queue (ft)	32
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	87	61	41	31	36	33
Average Queue (ft)	47	25	23	16	20	13
95th Queue (ft)	89	62	54	41	45	38
Link Distance (ft)		247		384		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		200	140
Storage Blk Time (%)	1	0				
Queuing Penalty (veh)	0	0				

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

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	TR
Maximum Queue (ft)	71	42	40	34	66	26	3
Average Queue (ft)	38	20	18	18	20	10	0
95th Queue (ft)	78	47	44	44	59	32	5
Link Distance (ft)		247		384			464
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100		200	140	
Storage Blk Time (%)	0						
Queuing Penalty (veh)	0						

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

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	
Maximum Queue (ft)	64	38	34	31	36	34	
Average Queue (ft)	31	16	16	12	14	11	
95th Queue (ft)	61	44	41	37	40	35	
Link Distance (ft)		247		384			
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100		200	140	
Storage Blk Time (%)							
Queuing Penalty (veh)							

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

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	TR
Maximum Queue (ft)	60	31	52	34	36	30	3
Average Queue (ft)	39	22	25	15	17	12	0
95th Queue (ft)	61	45	56	41	43	35	5
Link Distance (ft)		247		384			464
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100		200	140	
Storage Blk Time (%)							
Queuing Penalty (veh)							

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

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	TR
Maximum Queue (ft)	102	65	59	38	71	49	6
Average Queue (ft)	39	21	21	15	18	11	0
95th Queue (ft)	75	51	50	41	48	35	3
Link Distance (ft)		247		384			464
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100		200	140	
Storage Blk Time (%)	0	0					
Queuing Penalty (veh)	0	0					

Intersection: 19: Jackson Creek Parkway & Access E, Interval #1

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	10
95th Queue (ft)	31
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #2

Movement	EB	SB
Directions Served	R	T
Maximum Queue (ft)	22	9
Average Queue (ft)	9	1
95th Queue (ft)	29	15
Link Distance (ft)	334	439
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Jackson Creek Parkway & Access E, Interval #3

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	6
95th Queue (ft)	24
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #4

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	8
95th Queue (ft)	28
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, All Intervals

Movement	EB	SB
Directions Served	R	T
Maximum Queue (ft)	27	9
Average Queue (ft)	8	0
95th Queue (ft)	28	7
Link Distance (ft)	334	439
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	38
Average Queue (ft)	21
95th Queue (ft)	44
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	46	5
Average Queue (ft)	23	1
95th Queue (ft)	53	9
Link Distance (ft)	215	393
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	41
Average Queue (ft)	21
95th Queue (ft)	47
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	46
Average Queue (ft)	24
95th Queue (ft)	49
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	57	5
Average Queue (ft)	22	0
95th Queue (ft)	49	4
Link Distance (ft)	215	393
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 12
Network wide Queuing Penalty, Interval #2: 13
Network wide Queuing Penalty, Interval #3: 6
Network wide Queuing Penalty, Interval #4: 10
Network wide Queuing Penalty, All Intervals: 10

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	161	195	133	300	244	266	254	264	192
Average Queue (ft)	94	106	87	206	171	180	191	200	104
95th Queue (ft)	184	207	132	345	258	274	279	290	209
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			525	400			350		
Storage Blk Time (%)				0					
Queuing Penalty (veh)				2					

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	149	164	145	329	274	280	246	265	178
Average Queue (ft)	91	101	92	222	200	209	183	198	95
95th Queue (ft)	159	182	153	348	288	298	252	275	179
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			525	400			350		
Storage Blk Time (%)									
Queuing Penalty (veh)									

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	156	142	144	282	244	260	260	274	165
Average Queue (ft)	78	85	91	199	165	178	180	190	85
95th Queue (ft)	155	154	151	308	255	279	270	279	160
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)							0	0	
Queuing Penalty (veh)							0	1	
Storage Bay Dist (ft)			525	400			350		
Storage Blk Time (%)				0			0	0	
Queuing Penalty (veh)				0			0	1	

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	168	190	122	229	296	311	306	312	201
Average Queue (ft)	98	109	82	183	215	224	201	207	81
95th Queue (ft)	173	188	128	265	336	350	338	344	181
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)							1	3	0
Queuing Penalty (veh)							0	16	1
Storage Bay Dist (ft)			525	400			350		
Storage Blk Time (%)					2		1	3	
Queuing Penalty (veh)					7		3	11	

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	218	250	153	356	318	335	328	335	245
Average Queue (ft)	90	100	88	203	188	198	189	199	92
95th Queue (ft)	169	185	142	321	291	306	289	300	184
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)							0	1	0
Queuing Penalty (veh)							0	4	0
Storage Bay Dist (ft)			525	400			350		
Storage Blk Time (%)				0	0		0	1	
Queuing Penalty (veh)				1	2		1	3	

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	672	685	262	548	536	327	301	149
Average Queue (ft)	587	645	120	399	414	258	228	95
95th Queue (ft)	833	773	346	587	603	354	325	157
Link Distance (ft)	657	657		661	661	1077	1077	1077
Upstream Blk Time (%)	16	49			0			
Queuing Penalty (veh)	0	0			1			
Storage Bay Dist (ft)			370					
Storage Blk Time (%)				10				
Queuing Penalty (veh)				16				

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	684	691	391	646	652	319	289	162
Average Queue (ft)	666	676	200	507	525	250	226	90
95th Queue (ft)	745	691	525	723	727	336	314	160
Link Distance (ft)	657	657		664	664	1077	1077	1077
Upstream Blk Time (%)	32	74		1	1			
Queuing Penalty (veh)	0	0		13	11			
Storage Bay Dist (ft)			370					
Storage Blk Time (%)			0	22				
Queuing Penalty (veh)			3	34				

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	683	701	323	615	618	296	275	182
Average Queue (ft)	671	678	140	453	470	221	188	87
95th Queue (ft)	689	695	408	726	733	300	270	163
Link Distance (ft)	657	657		664	664	1077	1077	1077
Upstream Blk Time (%)	28	70		1	2			
Queuing Penalty (veh)	0	0		7	16			
Storage Bay Dist (ft)			370					
Storage Blk Time (%)				16				
Queuing Penalty (veh)				24				

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	675	692	352	615	623	317	307	150
Average Queue (ft)	666	678	167	445	463	232	213	80
95th Queue (ft)	699	697	423	650	672	317	304	147
Link Distance (ft)	657	657		664	664	1077	1077	1077
Upstream Blk Time (%)	25	74		0	0			
Queuing Penalty (veh)	0	0		2	5			
Storage Bay Dist (ft)			370					
Storage Blk Time (%)				15				
Queuing Penalty (veh)				23				

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	694	706	414	663	672	356	340	200
Average Queue (ft)	659	673	160	457	475	235	210	87
95th Queue (ft)	759	735	438	686	700	324	306	156
Link Distance (ft)	657	657		664	664	1077	1077	1077
Upstream Blk Time (%)	26	71		1	1			
Queuing Penalty (veh)	0	0		6	10			
Storage Bay Dist (ft)			370					
Storage Blk Time (%)			0	17				
Queuing Penalty (veh)			1	25				

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	243	195	199	86	80	486	457	357	188	55	51	189
Average Queue (ft)	147	112	128	47	36	381	338	78	119	28	26	118
95th Queue (ft)	251	194	205	92	83	497	468	286	193	61	51	202
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)						1	16		0			14
Queuing Penalty (veh)						1	27		0			46

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	128	196
Average Queue (ft)	36	118
95th Queue (ft)	139	197
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	2
Queuing Penalty (veh)	0	4

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	209	175	190	84	188	600	560	186	191	80	46	145
Average Queue (ft)	142	123	141	49	61	436	400	100	136	42	26	94
95th Queue (ft)	211	193	208	94	220	693	656	338	212	86	53	147
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)						8	20		0			7
Queuing Penalty (veh)						7	33		0			23

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	145	199
Average Queue (ft)	29	116
95th Queue (ft)	123	202
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	3
Queuing Penalty (veh)	1	7

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	210	193	206	90	61	491	439	57	141	59	43	145
Average Queue (ft)	148	123	140	49	36	336	289	29	96	34	22	85
95th Queue (ft)	232	219	235	86	65	482	415	61	157	70	46	150
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)			0			1	9					9
Queuing Penalty (veh)			0			1	13					25

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	109	179
Average Queue (ft)	30	98
95th Queue (ft)	121	173
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	2
Queuing Penalty (veh)	0	3

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	225	194	207	90	178	657	599	315	189	78	47	151
Average Queue (ft)	150	128	142	48	66	487	435	117	120	31	26	83
95th Queue (ft)	250	202	216	96	222	735	657	379	200	85	52	134
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)						0						
Queuing Penalty (veh)						0						
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)			0			12	26		0			7
Queuing Penalty (veh)			0			10	44		1			22

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	101	194
Average Queue (ft)	22	116
95th Queue (ft)	74	196
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	3
Queuing Penalty (veh)	0	6

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	279	222	230	119	292	737	680	362	221	106	62	194
Average Queue (ft)	147	122	138	48	50	410	366	81	118	34	25	95
95th Queue (ft)	237	203	217	92	167	632	579	294	195	77	51	164
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)						0						
Queuing Penalty (veh)						0						
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)			0			6	18		0			9
Queuing Penalty (veh)			0			4	29		0			29

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	224	234
Average Queue (ft)	29	112
95th Queue (ft)	117	193
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	3
Queuing Penalty (veh)	0	5

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	825	192	138	63	84	160	83	85
Average Queue (ft)	584	171	86	23	49	92	41	50
95th Queue (ft)	1107	621	145	64	94	178	92	97
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	1							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	28							
Queuing Penalty (veh)	80							

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	1540	780	146	78	83	123	84	85
Average Queue (ft)	1255	628	92	31	49	80	37	45
95th Queue (ft)	1875	1107	149	88	88	126	90	94
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	35							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	89				0			
Queuing Penalty (veh)	255				0			

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	1630	780	131	62	67	132	93	83
Average Queue (ft)	1597	780	80	21	43	83	46	44
95th Queue (ft)	1701	783	147	67	73	146	103	95
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	84							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	100				0			
Queuing Penalty (veh)	259				0			

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	1635	780	152	94	76	136	88	92
Average Queue (ft)	1619	780	93	36	43	88	42	46
95th Queue (ft)	1635	783	161	106	78	140	90	92
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	97							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	100				0			
Queuing Penalty (veh)	286				0			

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	1643	780	170	116	98	190	111	102
Average Queue (ft)	1264	590	88	28	46	86	42	46
95th Queue (ft)	2066	1116	151	83	84	150	94	95
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	54							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	79			0	0			
Queuing Penalty (veh)	220			0	0			

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	171	132	40	56	25	182	160	26	119	139	18
Average Queue (ft)	130	50	19	29	8	116	89	7	74	91	5
95th Queue (ft)	192	145	44	60	28	196	170	25	134	148	22
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)	1	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	20	0				0					
Queuing Penalty (veh)	10	0				0					

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	190	166	42	53	28	190	148	27	126	144	18
Average Queue (ft)	126	44	12	23	7	115	81	8	86	94	5
95th Queue (ft)	210	135	42	57	27	202	163	26	135	144	23
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)	1	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	21			0		0					
Queuing Penalty (veh)	11			0		0					

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	163	107	36	40	24	181	124	29	123	148	11
Average Queue (ft)	89	31	11	19	5	106	63	7	76	93	3
95th Queue (ft)	170	101	37	48	24	203	135	33	135	158	15
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)	0	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	13					1					
Queuing Penalty (veh)	5					0					

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	193	190	27	64	25	168	148	23	140	146	17
Average Queue (ft)	131	59	10	30	6	92	70	7	86	98	3
95th Queue (ft)	206	176	33	66	26	172	152	25	150	166	16
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)	0	1									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	26	0		0		0					
Queuing Penalty (veh)	13	0		0		0					

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	204	217	47	76	40	218	175	38	152	167	30
Average Queue (ft)	119	46	13	25	7	107	75	7	80	94	4
95th Queue (ft)	200	142	40	58	26	195	157	28	139	155	19
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)	1	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	20	0		0		0					
Queuing Penalty (veh)	10	0		0		0					

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	37
Average Queue (ft)	16
95th Queue (ft)	40
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

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

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

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

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	17
95th Queue (ft)	34
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	41
Average Queue (ft)	13
95th Queue (ft)	33
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	55	38	49	38	31	13
Average Queue (ft)	31	14	25	21	8	2
95th Queue (ft)	59	42	55	47	32	13
Link Distance (ft)		247		384		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		200	140
Storage Blk Time (%)						
Queuing Penalty (veh)						

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

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	TR	L	TR	L	T	L
Maximum Queue (ft)	67	34	48	41	36	4	22
Average Queue (ft)	33	13	26	19	10	0	4
95th Queue (ft)	68	39	56	48	35	6	19
Link Distance (ft)		247		384		439	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100		200		140
Storage Blk Time (%)	0						
Queuing Penalty (veh)	0						

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

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	49	26	51	34	31	21
Average Queue (ft)	25	8	29	18	9	2
95th Queue (ft)	52	30	61	44	32	14
Link Distance (ft)		247		384		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		200	140
Storage Blk Time (%)						
Queuing Penalty (veh)						

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

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	61	34	60	35	36	21
Average Queue (ft)	39	13	24	16	11	3
95th Queue (ft)	69	39	63	42	37	16
Link Distance (ft)		247		384		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100		200	140
Storage Blk Time (%)			0			
Queuing Penalty (veh)			0			

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

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	TR	L	TR	L	T	L
Maximum Queue (ft)	72	38	68	42	44	4	26
Average Queue (ft)	32	12	26	18	9	0	3
95th Queue (ft)	63	38	59	45	34	3	16
Link Distance (ft)		247		384		439	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100		200		140
Storage Blk Time (%)	0		0				
Queuing Penalty (veh)	0		0				

Intersection: 19: Jackson Creek Parkway & Access E, Interval #1

Movement	EB
Directions Served	R
Maximum Queue (ft)	17
Average Queue (ft)	3
95th Queue (ft)	17
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #2

Movement	EB
Directions Served	R
Maximum Queue (ft)	13
Average Queue (ft)	4
95th Queue (ft)	19
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #3

Movement	EB
Directions Served	R
Maximum Queue (ft)	17
Average Queue (ft)	4
95th Queue (ft)	19
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #4

Movement	EB
Directions Served	R
Maximum Queue (ft)	22
Average Queue (ft)	5
95th Queue (ft)	22
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, All Intervals

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	4
95th Queue (ft)	19
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	41	8
Average Queue (ft)	21	2
95th Queue (ft)	48	18
Link Distance (ft)	215	393
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

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

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	34	22
Average Queue (ft)	17	3
95th Queue (ft)	41	37
Link Distance (ft)	215	393
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	38
Average Queue (ft)	20
95th Queue (ft)	44
Link Distance (ft)	215
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	31	51
Average Queue (ft)	19	8
95th Queue (ft)	41	66
Link Distance (ft)	215	393
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

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

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	53	82
Average Queue (ft)	19	3
95th Queue (ft)	44	38
Link Distance (ft)	215	393
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 209
Network wide Queuing Penalty, Interval #2: 402
Network wide Queuing Penalty, Interval #3: 356
Network wide Queuing Penalty, Interval #4: 420
Network wide Queuing Penalty, All Intervals: 346

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	241	253	263	284	135	150	330	344	270
Average Queue (ft)	169	171	181	194	70	79	288	305	148
95th Queue (ft)	276	287	280	304	145	149	376	385	272
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)							2	15	0
Queuing Penalty (veh)							0	94	2
Storage Bay Dist (ft)			525	400			350		
Storage Blk Time (%)							2	15	
Queuing Penalty (veh)							8	54	

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	233	232	251	302	139	140	317	332	242
Average Queue (ft)	163	167	169	192	82	87	284	302	152
95th Queue (ft)	255	260	326	295	146	142	391	406	267
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)							2	19	0
Queuing Penalty (veh)							0	123	3
Storage Bay Dist (ft)			525	400			350		
Storage Blk Time (%)			0				2	19	
Queuing Penalty (veh)			1				8	70	

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	240	278	259	271	130	141	310	328	234
Average Queue (ft)	161	180	161	190	64	78	238	255	141
95th Queue (ft)	265	300	268	306	132	145	354	365	236
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)							0	5	
Queuing Penalty (veh)							0	30	
Storage Bay Dist (ft)			525	400			350		
Storage Blk Time (%)				0			0	5	
Queuing Penalty (veh)				1			1	17	

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	218	241	262	265	147	147	292	314	224
Average Queue (ft)	137	149	157	175	78	86	220	234	146
95th Queue (ft)	234	252	287	273	147	151	321	347	257
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)							1	3	0
Queuing Penalty (veh)							0	16	1
Storage Bay Dist (ft)			525	400			350		
Storage Blk Time (%)							1	3	
Queuing Penalty (veh)							3	9	

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

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	R	L	T	T	L	L	R
Maximum Queue (ft)	307	327	388	327	182	190	330	347	301
Average Queue (ft)	158	167	167	188	74	83	258	274	147
95th Queue (ft)	260	277	293	296	143	147	372	388	259
Link Distance (ft)	661	661			881	881		339	339
Upstream Blk Time (%)							1	10	0
Queuing Penalty (veh)							0	66	1
Storage Bay Dist (ft)			525	400			350		
Storage Blk Time (%)			0	0			1	10	
Queuing Penalty (veh)			0	0			5	38	

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	674	695	98	371	384	352	332	311
Average Queue (ft)	649	667	56	235	267	287	256	209
95th Queue (ft)	770	768	102	386	407	380	348	318
Link Distance (ft)	657	657		661	661	1077	1077	1077
Upstream Blk Time (%)	18	63						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)			370					
Storage Blk Time (%)				1				
Queuing Penalty (veh)				0				

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	676	697	77	366	390	486	464	441
Average Queue (ft)	667	677	49	267	300	296	270	306
95th Queue (ft)	691	695	84	384	411	499	491	670
Link Distance (ft)	657	657		664	664	1077	1077	1077
Upstream Blk Time (%)	30	71						0
Queuing Penalty (veh)	0	0						0
Storage Bay Dist (ft)			370					
Storage Blk Time (%)				0				
Queuing Penalty (veh)				0				

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	684	694	98	348	382	362	338	345
Average Queue (ft)	671	675	49	220	249	280	245	221
95th Queue (ft)	685	689	100	366	394	377	355	370
Link Distance (ft)	657	657		664	664	1077	1077	1077
Upstream Blk Time (%)	28	72						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)			370					
Storage Blk Time (%)				1				
Queuing Penalty (veh)				1				

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	678	704	80	348	380	393	354	450
Average Queue (ft)	668	681	50	243	262	290	255	274
95th Queue (ft)	706	702	87	366	391	422	386	516
Link Distance (ft)	657	657		664	664	1077	1077	1077
Upstream Blk Time (%)	28	75						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)			370					
Storage Blk Time (%)				0				
Queuing Penalty (veh)				0				

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

Movement	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	TR	L	T	T	L	L	R
Maximum Queue (ft)	689	713	107	410	428	503	500	615
Average Queue (ft)	665	678	51	247	271	284	253	276
95th Queue (ft)	722	698	93	380	403	422	399	553
Link Distance (ft)	657	657		664	664	1077	1077	1077
Upstream Blk Time (%)	27	71						0
Queuing Penalty (veh)	0	0						0
Storage Bay Dist (ft)			370					
Storage Blk Time (%)				1				
Queuing Penalty (veh)				1				

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	168	257	268	94	107	308	277	28	211	107	91	47
Average Queue (ft)	103	186	206	56	52	214	170	6	132	38	30	19
95th Queue (ft)	173	271	288	98	102	320	281	25	221	109	98	50
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)			3				1		1			
Queuing Penalty (veh)			8				0		2			

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	75	100
Average Queue (ft)	37	50
95th Queue (ft)	79	102
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	180	271	270	78	87	310	284	31	225	70	59	47
Average Queue (ft)	117	201	213	42	53	222	164	9	137	30	33	15
95th Queue (ft)	191	301	300	79	102	335	281	31	234	70	67	47
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)			3				0		3			0
Queuing Penalty (veh)			9				0		4			1

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	79	79
Average Queue (ft)	36	47
95th Queue (ft)	80	81
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	
Queuing Penalty (veh)	1	

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	183	272	275	92	107	323	276	16	212	70	55	40
Average Queue (ft)	104	166	182	45	48	216	160	5	132	30	26	17
95th Queue (ft)	184	278	295	91	127	326	292	19	213	75	56	46
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)			3				0		1			
Queuing Penalty (veh)			7				0		1			

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	76	86
Average Queue (ft)	34	46
95th Queue (ft)	78	91
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	187	231	249	92	86	337	277	18	224	73	41	47
Average Queue (ft)	110	150	170	51	43	235	173	6	153	31	22	23
95th Queue (ft)	185	251	263	95	87	354	297	21	238	76	44	50
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)			1				0		1			
Queuing Penalty (veh)			4				0		1			

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	55	114
Average Queue (ft)	33	54
95th Queue (ft)	65	112
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	211	296	296	107	145	385	345	35	254	125	102	63
Average Queue (ft)	109	176	193	48	49	222	167	6	138	32	28	19
95th Queue (ft)	184	281	292	92	107	335	288	24	228	84	70	49
Link Distance (ft)		881	881			1038	1038			1475		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380			250	485			260	225		150	100
Storage Blk Time (%)			2				0		1			0
Queuing Penalty (veh)			7				0		2			0

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

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	92	131
Average Queue (ft)	35	49
95th Queue (ft)	76	98
Link Distance (ft)	384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)	0	0
Queuing Penalty (veh)	0	0

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	1272	665	199	140	80	156	148	147
Average Queue (ft)	873	382	144	68	48	97	93	100
95th Queue (ft)	1503	979	201	149	88	158	154	158
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	7							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	59			0				
Queuing Penalty (veh)	170			0				

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	1630	780	235	183	70	196	128	124
Average Queue (ft)	1571	780	154	100	47	121	70	70
95th Queue (ft)	1728	780	242	197	82	216	143	131
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	69							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	100			1				
Queuing Penalty (veh)	287			2				

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	1637	780	227	163	75	166	127	128
Average Queue (ft)	1620	780	144	77	40	89	70	73
95th Queue (ft)	1637	780	224	167	74	167	139	137
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	97							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	100			0				
Queuing Penalty (veh)	260			1				

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	1640	780	231	175	65	200	133	123
Average Queue (ft)	1621	780	154	90	46	107	63	65
95th Queue (ft)	1642	785	240	188	71	202	139	134
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	97							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	100			0				
Queuing Penalty (veh)	287			1				

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

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	T	T	R	L	T	T
Maximum Queue (ft)	1646	780	266	194	90	233	164	158
Average Queue (ft)	1421	680	149	84	45	104	74	77
95th Queue (ft)	2037	1093	228	177	79	189	146	144
Link Distance (ft)	1600		408	408			2928	2928
Upstream Blk Time (%)	67							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		620			150	620		
Storage Blk Time (%)	90			0				
Queuing Penalty (veh)	251			1				

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	161	126	82	38	66	197	179	35	190	197	28
Average Queue (ft)	103	46	52	16	36	119	104	16	124	134	11
95th Queue (ft)	174	117	90	44	70	207	185	40	203	208	30
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)	0	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	14	0	1			1			1		
Queuing Penalty (veh)	9	0	0			1			0		

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	184	149	82	42	73	213	194	35	199	201	22
Average Queue (ft)	123	57	55	19	40	115	101	16	112	130	9
95th Queue (ft)	196	157	93	48	73	213	197	41	198	213	27
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)	0	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	17	0	0			2			1	0	
Queuing Penalty (veh)	11	0	0			2			0	0	

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	161	91	71	41	69	225	199	31	159	172	23
Average Queue (ft)	96	33	36	16	35	112	100	13	97	110	12
95th Queue (ft)	162	81	72	45	74	222	207	35	161	170	29
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	14	0	0			1			0		
Queuing Penalty (veh)	7	0	0			1			0		

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	175	105	104	58	80	173	152	38	160	180	26
Average Queue (ft)	121	38	51	17	44	109	91	16	118	127	10
95th Queue (ft)	190	112	110	47	84	203	188	40	172	193	29
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)	0	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	22	0	3	0		1					
Queuing Penalty (veh)	13	1	1	0		1					

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

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	197	196	111	66	92	256	254	48	220	210	33
Average Queue (ft)	111	43	49	17	39	114	99	15	113	125	10
95th Queue (ft)	183	121	94	46	76	212	195	39	187	198	29
Link Distance (ft)		213		290		579	579		393	393	
Upstream Blk Time (%)	0	0									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)	100		100		200			200			250
Storage Blk Time (%)	17	0	1	0		1			0	0	
Queuing Penalty (veh)	10	0	0	0		1			0	0	

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB	SB	SB
Directions Served	R	T	TR
Maximum Queue (ft)	29	5	7
Average Queue (ft)	13	1	0
95th Queue (ft)	32	12	0
Link Distance (ft)	236	579	579
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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

Movement	EB	SB
Directions Served	R	TR
Maximum Queue (ft)	19	6
Average Queue (ft)	10	1
95th Queue (ft)	28	10
Link Distance (ft)	236	579
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

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

Movement	EB
Directions Served	R
Maximum Queue (ft)	22
Average Queue (ft)	9
95th Queue (ft)	26
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB	SB	SB
Directions Served	R	T	TR
Maximum Queue (ft)	36	5	13
Average Queue (ft)	11	0	0
95th Queue (ft)	31	6	5
Link Distance (ft)	236	579	579
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	82	34	47	37	39	4	34	3
Average Queue (ft)	54	23	25	15	17	1	18	0
95th Queue (ft)	104	47	55	42	44	6	44	5
Link Distance (ft)		247		384		439		464
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		200		140	
Storage Blk Time (%)	3							
Queuing Penalty (veh)	1							

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

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	TR
Maximum Queue (ft)	112	79	55	34	47	22	3
Average Queue (ft)	69	29	29	14	19	7	0
95th Queue (ft)	139	83	57	39	48	25	5
Link Distance (ft)		247		384			464
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100		200	140	
Storage Blk Time (%)	14						
Queuing Penalty (veh)	4						

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

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	
Maximum Queue (ft)	62	38	37	31	31	25	
Average Queue (ft)	35	19	22	14	9	10	
95th Queue (ft)	68	47	50	38	32	30	
Link Distance (ft)		247		384			
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100		200	140	
Storage Blk Time (%)							
Queuing Penalty (veh)							

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

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	TR
Maximum Queue (ft)	72	61	50	34	40	38	3
Average Queue (ft)	44	27	29	11	15	12	0
95th Queue (ft)	78	65	55	36	42	40	4
Link Distance (ft)		247		384			464
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100		200	140	
Storage Blk Time (%)	0	0					
Queuing Penalty (veh)	0	0					

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

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	120	90	62	42	55	4	47	9
Average Queue (ft)	51	24	26	13	15	0	12	0
95th Queue (ft)	104	63	55	39	42	3	36	4
Link Distance (ft)		247		384		439		464
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100		100		200		140	
Storage Blk Time (%)	4	0						
Queuing Penalty (veh)	1	0						

Intersection: 19: Jackson Creek Parkway & Access E, Interval #1

Movement	EB
Directions Served	R
Maximum Queue (ft)	25
Average Queue (ft)	8
95th Queue (ft)	28
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #2

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	13
95th Queue (ft)	34
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #3

Movement	EB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	10
95th Queue (ft)	31
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, Interval #4

Movement	EB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	12
95th Queue (ft)	33
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Jackson Creek Parkway & Access E, All Intervals

Movement	EB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	11
95th Queue (ft)	32
Link Distance (ft)	334
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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

Movement	EB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	69	74	29
Average Queue (ft)	30	15	8
95th Queue (ft)	64	94	70
Link Distance (ft)	215	393	393
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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

Movement	EB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	41	154	90
Average Queue (ft)	25	65	14
95th Queue (ft)	46	246	108
Link Distance (ft)	215	393	393
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		1	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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

Movement	EB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	38	74	66
Average Queue (ft)	22	49	25
95th Queue (ft)	44	250	177
Link Distance (ft)	215	393	393
Upstream Blk Time (%)		1	0
Queuing Penalty (veh)		7	3
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	46	20
Average Queue (ft)	25	7
95th Queue (ft)	52	47
Link Distance (ft)	215	393
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

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

Movement	EB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	72	204	121
Average Queue (ft)	26	34	12
95th Queue (ft)	53	182	108
Link Distance (ft)	215	393	393
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		2	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 215
Network wide Queuing Penalty, Interval #2: 430
Network wide Queuing Penalty, Interval #3: 352
Network wide Queuing Penalty, Interval #4: 322
Network wide Queuing Penalty, All Intervals: 330