# TRAFFIC IMPACT STUDY

## QUIKTRIP 4273

Castle Rock, CO


PREPARED FOR:
**QuikTrip**

PREPARED BY:
**Brian Horan, PE, PTOE**
**Daniela Gonzalez**

**Galloway & Company, Inc.**
**5500 Greenwood Plaza Blvd, Suite 200**
**Greenwood Village, CO 80111**





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# Executive Summary

## Site Location and Study Area

The property that comprises the application area for the proposed development is approximately 1.8 acres in size and is identified as Douglas County Parcel Numbers 2505-023-13-008 and 2505-023-13-012. It is located on the northwest quadrant of the Wolfensberger Road/Caprice Drive intersection in Castle Rock, CO. It is zoned Business/Commercial (B) and is currently occupied with strip retail and restaurant uses.

The study area is generally bounded by Wolfensberger Road to the south, Caprice Drive to the east, Park Street to the west, and property lines to the north. The study area for the project includes those intersections identified by Staff that could be affected by the proposed development:

- Wolfensberger Road/NB I-25 Ramp/Wilcox Street
- Wolfensberger Road/SB I-25 Ramp
- Wolfensberger Road/Caprice Drive
- Wolfensberger Road/Park Street
- Proposed site accesses

## Description of Proposed Development

The Applicant, QuikTrip, seeks to raze and redevelop the property with a gas station with convenience store use. Existing site access consists of three (3) right-in/right-out accesses on Wolfensberger Road and one full movement on Caprice Drive. Site access for the redevelopment proposes to consolidate the accesses on Wolfensberger Road to one (1) RIRO access. The full movement access on Caprice Drive is proposed to remain.

# Conclusions and Recommendations

## Conclusions

Based on the results of this traffic impact study, the following may be concluded:

- Under existing traffic conditions, the signalized intersections within the study area currently operate at overall levels of service (LOS) “C” or better during the weekday AM and PM peak hours, and queues remain within their respective storage lengths.

- Under existing traffic conditions, the movements for the unsignalized site access intersections within the study area currently operate at overall LOS “B” or better during the weekday AM and PM peak hours, and queues remain within their respective storage lengths.

- The proposed site development would generate, upon completion and full occupancy, 121 net new weekday AM and 107 net new weekday PM peak hour vehicle trips as well as 1,383 net new weekday daily trips.

- Compared to existing uses the redevelopment represents a negligible net new trip difference to the network.

- Under build-out 2027 total future traffic conditions with development of the site, the intersections within the study area would operate consistent with existing conditions for weekday AM and PM peak hours.

- Under long-range background future 2047 traffic conditions, without the development of the subject site, the intersections within the study area are forecasted to experience slight increase in delay due to regional growth, however are expected to operate generally consistent with existing conditions.

- Under long-range total future 2047 traffic conditions with development of the site, the intersections within the study area would operate consistent with long-range background conditions for weekday AM and PM peak hours. Overall delays would experience minor increase due to site trips

## Recommendations

- It is recommended that the Applicant provide access consistent with the site plan contained herein.

# I. Introduction

## Overview

This report presents the results of a Traffic Impact Study (TIS) conducted in support of a site plan to develop a gas station with convenience store use in Castle Rock, CO. Currently the site is occupied by strip retail and restaurant uses.

Per the requirements of the Town of Castle Rock, a Transportation Impact Study is required to support the proposed development.

## Site Location and Study Area

The property that comprises the application area for the proposed development is approximately 1.8 acres in size and is identified as Douglas County Parcel Numbers 2505-023-13-008 and 2505-023-13-012. It is located on the northwest quadrant of the Wolfensberger Road/Caprice Drive intersection in Castle Rock, CO, as shown on Figure 1-1. It is zoned Business/Commercial (B) and is currently occupied with strip retail and restaurant uses. Existing site access consists of three (3) right-in/right-out accesses on Wolfensberger Road and one full movement on Caprice Drive. Site access for the redevelopment proposes to consolidate the access on Wolfensberger Road to one (1) RIRO access. The full movement access on Caprice Drive is proposed to remain.

The Applicant, QuikTrip, seeks to raze and redevelop the property with a gas station with convenience store use. A reduction of the Applicant's proposed conceptual site plan is provided on Figure 1-2. A full-size copy of the plan is provided in Appendix A.

The study area is generally bounded by Wolfensberger Road to the south, Caprice Drive to the east, Park Street to the west, and property lines to the north

Tasks undertaken in the course of this study included the following:

1. Reviewed the Applicant's proposed development plans and other background data.

2. Conducted a virtual field reconnaissance of existing roadway and intersection geometries, traffic controls, and speed limits.

3. Conducted peak hour turning movement counts at the key intersections.

4. Analyzed existing levels of service at each of the key study intersections based on the methodologies set forth in the Highway Capacity Guidelines (HCM) 6$^{th}$ Edition as reported by Synchro version 12.

5. Forecasted background future traffic volumes based on baseline traffic counts and regional traffic growth 2047 (long-range) conditions.

6. Calculated background levels of service at each of the key study intersections for the projected build-out years based on background future traffic forecasts, and the existing lane use and traffic controls.

7. Estimated the number of AM and PM peak hour trips that would be generated by the proposed use based on the Institute of Transportation Engineers (ITE) Trip Generation Manual 11$^{th}$ Edition rates/equations and methodologies

8. Prepared AM and PM peak hour total future traffic forecasts based on background traffic forecasts plus site traffic assignments for the 2026 (build-out), as well as 2046 (long-range) conditions.

9. Calculated total future levels of service for each of the key study intersections based on projected total future traffic forecasts, existing/future traffic controls and intersection geometries.

10. Identified roadway improvements required to accommodate future traffic volumes as necessary.

Sources of data for this analysis included the Institute of Transportation Engineers (ITE), Trip Generation, 11th edition, the Highway Capacity Guidelines HCM 6th, QuikTrip, Town of Castle Rock, Colorado and the files/library of Galloway.

## Site Description and Access

**Site Conditions**
The terrain proximate to and surrounding the site is generally classified as “level”.

**Hazardous Conditions**
Based on the field reconnaissance in the vicinity of the subject site, no hazardous features or constraints were identified.

**Proposed Site Access**
Existing site access consists of three (3) right-in/right-out accesses on Wolfensberger Road and one full movement on Caprice Drive. Site access for the redevelopment proposes to consolidate the access on Wolfensberger Road to one (1) RIRO access. The full movement access on Caprice Drive is proposed to remain.

**Existing Zoning**
The subject site is currently zoned Business/Commercial (B) and is currently occupied with strip retail and restaurant uses. Figure 1-3 depicts the existing zoning associated with the subject property, as well as neighboring properties as shown on the Town of Castle Rock zoning map.

**Nearby Uses**
The properties surrounding the subject site are generally developed with a mix of commercial and industrial uses.

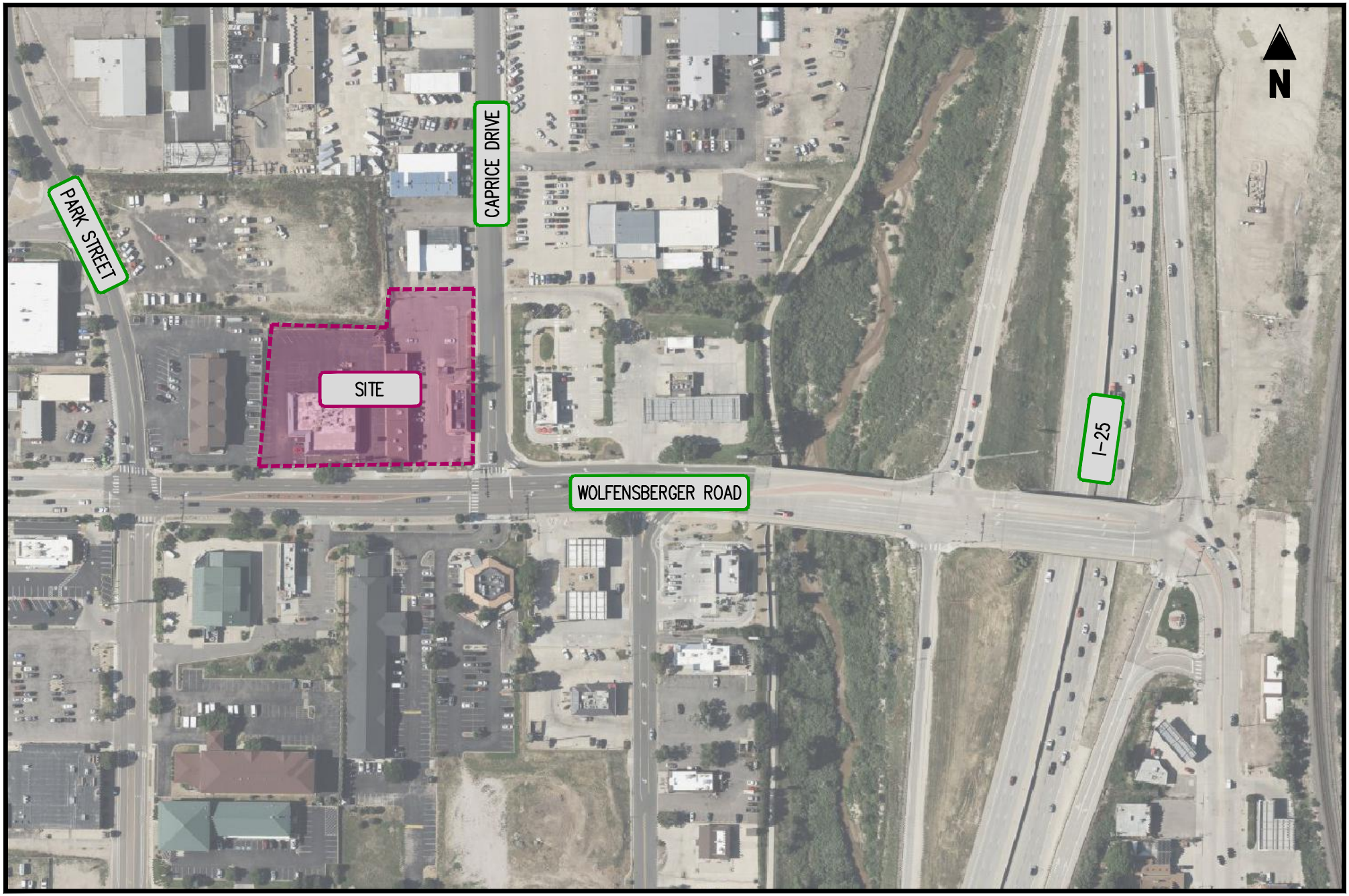



**FIGURE 1-1**
**SITE LOCATION**

QUIKTRIP 4273
CASTLE ROCK, CO

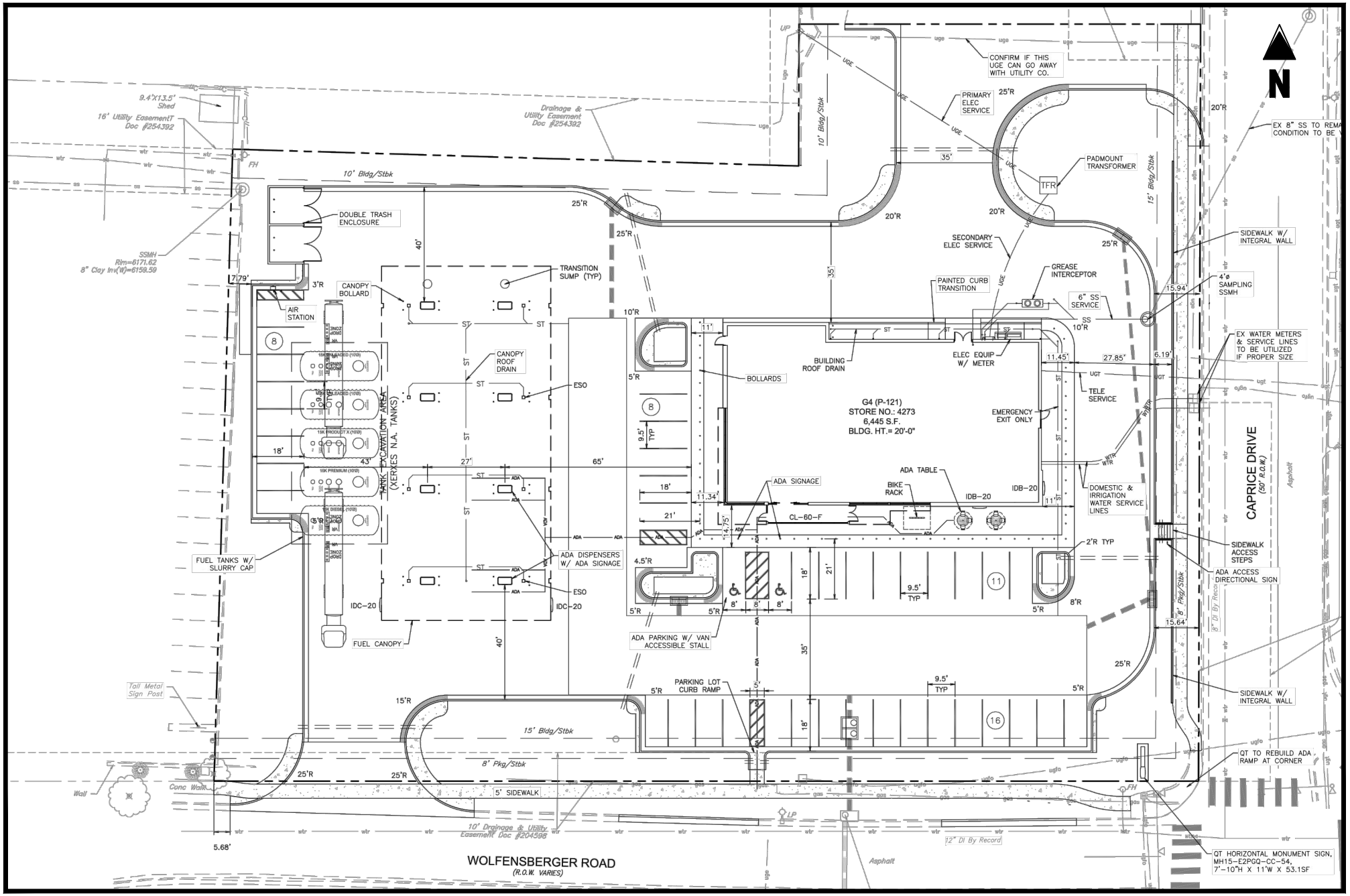



**FIGURE 1-2**
**SITE PLAN**

QUIKTRIP 4273
CASTLE ROCK, CO

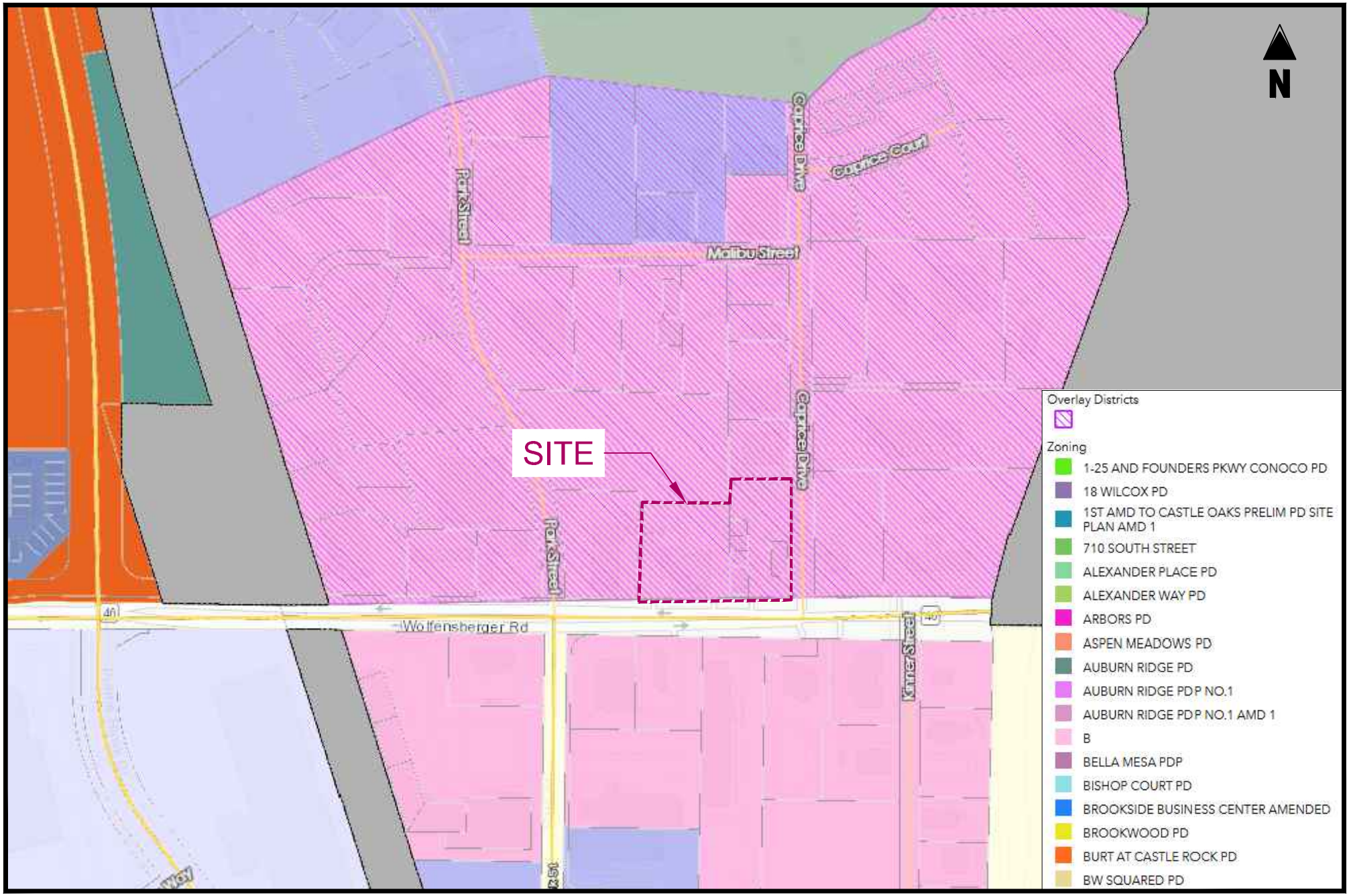



**FIGURE 1-3**
**EXISTING ZONING**

QUIKTRIP 4273
CASTLE ROCK, CO

# II. Background Information

## Study Area

The study area was determined by a review of intersections that would experience a significant portion of turning movement volumes generated by the site. As such, the traffic study focuses primarily on the following intersections:

**Study Intersections**

- Wolfensberger Road/NB I-25 Ramp/Wilcox Street
- Wolfensberger Road/SB I-25 Ramp
- Wolfensberger Road/Caprice Drive
- Wolfensberger Road/Park Street
- Proposed site accesses

The study intersections, as well as additional study assumptions were confirmed via base assumptions from and subsequent conversations with Staff. The base assumptions form is provided as Appendix B.

## Study Assumptions

For purposes of this analysis only, the proposed uses are assumed to be built and occupied in one distinct phase. It was assumed that the use would be built and operational in study year 2027. A long-term analysis of 2047 is also provided consistent with CDOT State Highway Access Code (SHAC) requirements.

## Study Methodology

Synchro software version 12 was used to evaluate levels of service at each of the study intersections during the weekday AM and PM peak hours. Synchro is a macroscopic model used for optimizing traffic signal timing and performing capacity analyses. The software can model existing traffic signal timings or optimize splits, offsets, and cycle lengths for individual intersections, an arterial, or a complete network. Synchro allows the user to evaluate the effects of changing intersection geometrics, traffic demands, traffic control, and/or traffic signal settings as well as optimize traffic signal timings.

The levels of service reported for the signalized and unsignalized intersections analyzed herein were taken from the Highway Capacity Manual (HCM) 6$^{th}$ reports generated by Synchro 12. Level of service descriptions are included in Appendix C.

A default heavy vehicle (%HV) factor of 2% was applied for all movements in the study area.

## Existing Roadway Network

Regional access to the subject site is provided via I-25 and local access to the subject site is provided via Wolfensberger Road. Figure 2-1 depicts existing lane use and traffic controls in the vicinity of the subject site. The following provides a description of each of the roadways within the study network.

**I-25**

I-25 is constructed as a north/south six-lane divided highway in vicinity of the subject site. CDOT classifies the roadway functionally as an Interstate and classifies the roadway access as an Interstate System (F-W). The interstate ramps on Wolfensberger Road operate under signalized control.

**Wolfensberger Road**
Wolfensberger Road is constructed as an east/west four-lane median divided roadway with turn lanes at major intersections and a posted speed limit of 35 mph in the vicinity of the subject site. The Town of Castle Rock classifies the road as a Major Arterial. The intersections with the I-25 Ramps, Caprice Drive, and Park Street operate under signalized control.

**Park Street**
Park Street is constructed as a north/south two-lane roadway with turn lanes at major intersections and a posted speed limit of 25 mph in the vicinity of the subject site. The Town of Castle Rock classifies the road as a Collector south of Wolfensberger Road and as a Local Road north of Wolfensberger Road. The intersection with Wolfensberger Road operates under signalized control.

**Caprice Drive**
Caprice Drive is constructed as a north/south two-lane roadway with turn lanes at major intersections and no posted speed limit in the vicinity of the subject site. The Town of Castle Rock classifies the road as a Local Road. The intersection with Wolfensberger Road operates under signalized control.

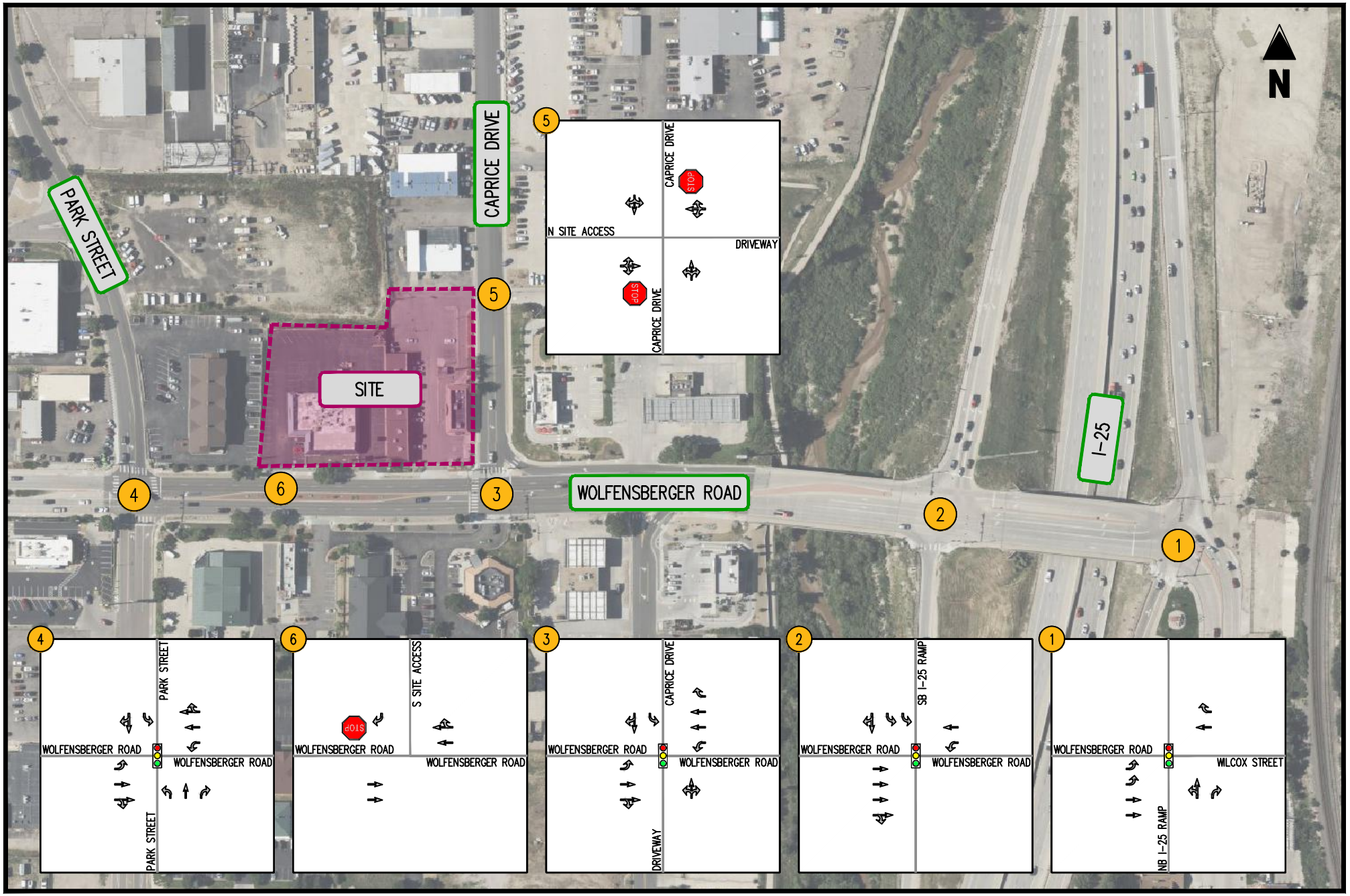



**FIGURE 2-1**
**EXISTING LANE USE & TRAFFIC CONTROL**

QUIKTRIP 4273
CASTLE ROCK, CO

# III. Analysis of Existing Conditions

## Traffic Volumes

Weekday AM and PM peak hour traffic volumes counts were conducted on Thursday, February 20, 2025 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM at the study intersections by IDAX Data Solutions.

For purposes of this study, peak hour of the network was selected based on a review of the intersection volumes. These volumes were balanced to the greatest volumes observed to provide a conservative analysis.

The existing volumes are summarized on Figure 3-1. Copies of traffic counts are included in Appendix D. Existing peak hour factors (PHF) were also computed by approach from the traffic counts and applied to the analysis with a minimum of 0.85 and a maximum of 0.92.

Signal timings were obtained and utilized for analysis of the I-25 ramp signalized intersections within the study area and are included in Appendix D. Signal timings were assumed for the other signalized intersections in the study area.

## Operational Analysis

Capacity/level of service (LOS) analyses were conducted at the study intersections based on the existing lane use and traffic controls shown on Figure 2-1 and existing baseline vehicular traffic volumes shown on Figure 3-1. The capacity analysis results are presented in Appendix E and summarized in Table 3-1 and on Figure 3-2.

As shown in Table 3-1, the signalized intersections within the study area currently operates at overall LOS “C” during the weekday AM and PM peak hours. The movements for the stop control intersections in the study area operate at LOS “B” or better during the weekday AM and PM peak hours.

## Existing Intersection Queues

An analysis of intersection 95$^{th}$-percentile queues was performed at key locations. The results of the queuing analysis, as reported by Synchro, are summarized in Table 3-2. As shown in the table, queues for intersections within the study area are contained within their effective storage in the weekday AM and PM peak hours.

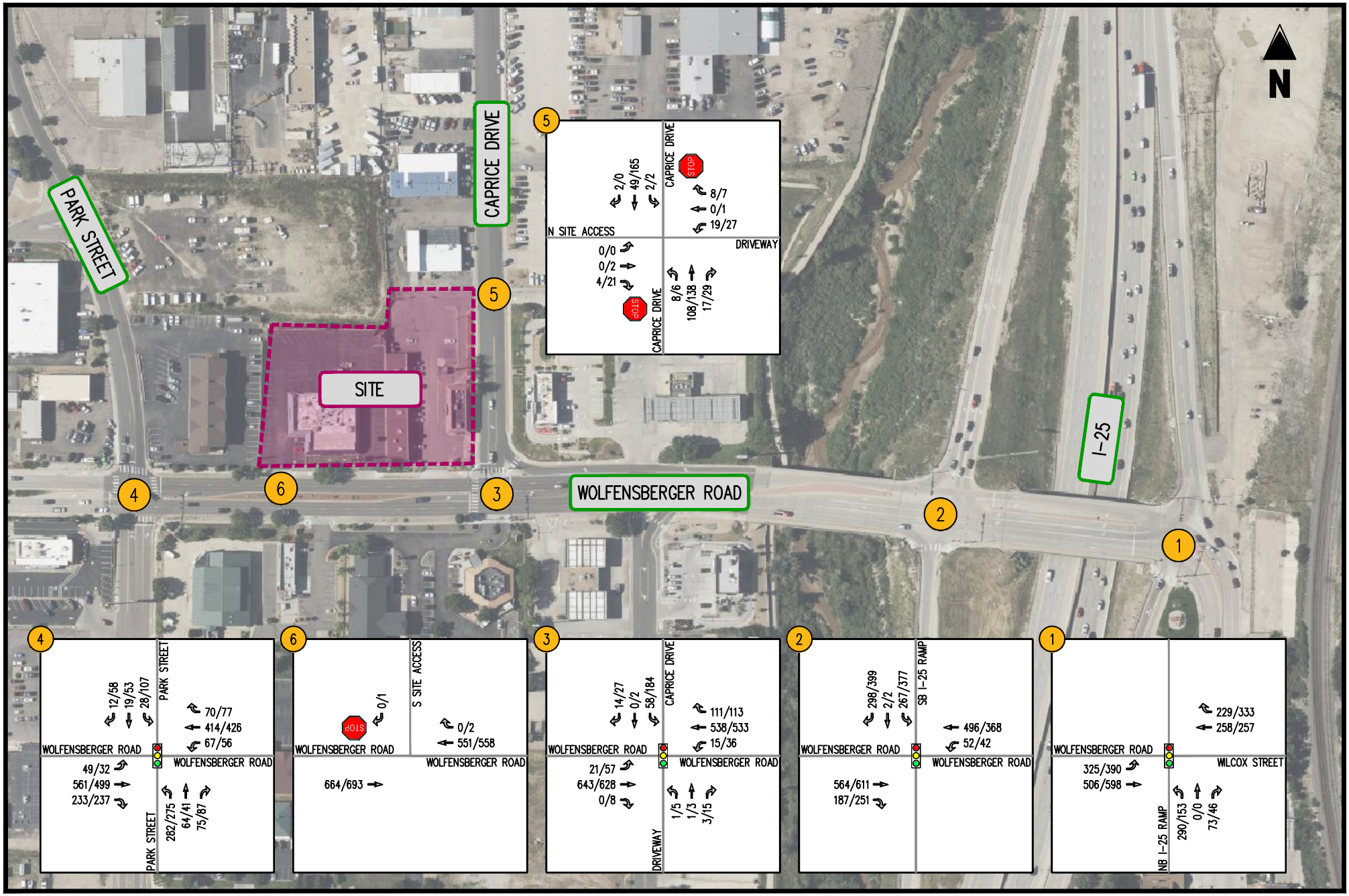



**FIGURE 3-1**
**EXISTING VOLUMES**

QUIKTRIP 4273
CASTLE ROCK, CO

(A/A) INTERSECTION LOS

0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

MOVEMENT

SIGNALIZED INTERSECTION

STOP SIGN

YIELD SIGN

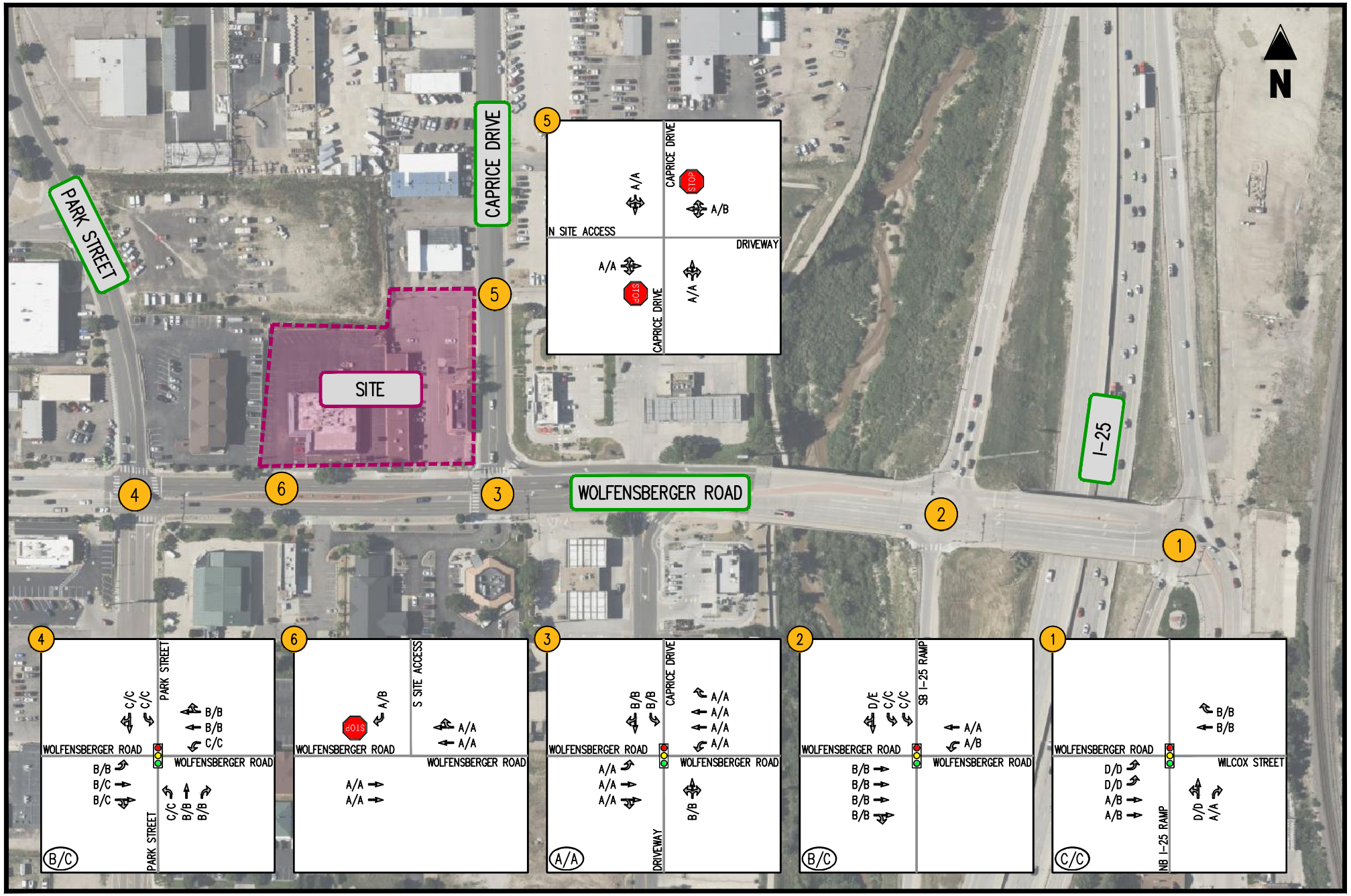



**FIGURE 3-2**
**EXISTING LOS**

QUIKTRIP 4273
CASTLE ROCK, CO

Table 3-1
QUIKTRIP 4273 - CASTLE ROCK, CO
Existing Intersection Level of Service Summary (1) (2)

| | Intersection | Operating Condition | Street Name | Approach/ Movement | Existing 2025 AM Peak Hour | Existing 2025 PM Peak Hour |
|---|---|---|---|---|---|---|
| 1 | WOLFENSBERGER ROAD/WILCOX STREET/NB I-25 RAMP | SIGNAL | WOLFENSBERGER ROAD | EBL | D (45.4) | D (52.8) |
| | | | | EBT | A (1.7) | B (14.9) |
| | | | WILCOX STREET | WBT | B (16.4) | B (12.9) |
| | | | | WBR | B (16.8) | B (15.1) |
| | | | NB I-25 RAMP | NBLT | D (48.5) | D (50.6) |
| | | | | NBR | A (0.0) | A (0.0) |
| | | | **Overall** | | **C (23.6)** | **C (26.2)** |
| 2 | WOLFENSBERGER ROAD/SB I-25 RAMP | SIGNAL | WOLFENSBERGER ROAD | EBTR | B (12.2) | B (16.0) |
| | | | WOLFENSBERGER ROAD | WBL | A (8.2) | B (10.9) |
| | | | | WBT | A (1.3) | A (0.9) |
| | | | SB I-25 RAMP | SBL | C (30.8) | C (30.9) |
| | | | | SBTR | D (43.5) | E (57.9) |
| | | | **Overall** | | **B (16.9)** | **C (23.3)** |
| 3 | WOLFENSBERGER ROAD/CAPRICE DRIVE | SIGNAL | WOLFENSBERGER ROAD | EBL | A (5.6) | A (8.4) |
| | | | | EBTR | A (4.8) | A (7.1) |
| | | | | WBL | A (5.9) | A (8.9) |
| | | | WOLFENSBERGER ROAD | WBT | A (4.6) | A (6.5) |
| | | | | WBR | A (0.0) | A (0.0) |
| | | | DRIVEWAY | NBLTR | B (11.3) | B (10.7) |
| | | | CAPRICE DRIVE | SBL | B (11.6) | B (12.2) |
| | | | | SBTR | B (11.4) | B (10.5) |
| | | | **Overall** | | **A (5.1)** | **A (7.7)** |
| 4 | WOLFENSBERGER ROAD/PARK STREET | SIGNAL | WOLFENSBERGER ROAD | EBL | B (15.6) | B (17.0) |
| | | | | EBTR | B (19.6) | C (20.7) |
| | | | WOLFENSBERGER ROAD | WBL | C (27.7) | C (27.2) |
| | | | | WBTR | B (14.3) | B (15.5) |
| | | | PARK STREET | NBL | C (28.4) | C (27.7) |
| | | | | NBT | B (15.3) | B (13.2) |
| | | | | NBR | B (15.7) | B (13.8) |
| | | | PARK STREET | SBL | C (25.0) | C (26.6) |
| | | | | SBTR | C (23.3) | C (25.2) |
| | | | **Overall** | | **B (19.6)** | **C (20.7)** |
| 5 | N SITE ACCESS/CAPRICE DRIVE | STOP | N SITE ACCESS | EBLTR | A [8.6] | A [9.6] |
| | | | DRIVEWAY | WBLTR | A [9.8] | B [11.6] |
| | | | CAPRICE DRIVE | NBLTR | A [7.3] | A [7.6] |
| | | | CAPRICE DRIVE | SBLTR | A [7.5] | A [7.6] |
| 6 | WOLFENSBERGER ROAD/S SITE ACCESS | STOP | WOLFENSBERGER ROAD | EBT | A [0.0] | A [0.0] |
| | | | WOLFENSBERGER ROAD | WBTR | A [0.0] | A [0.0] |
| | | | S SITE ACCESS | SBR | A [0.0] | B [10.3] |

Notes : (1) Numbers in brackets [] represent delay at unsignalized intersections in seconds per vehicle.
(2) Numbers in parenthesis () represent delay at signalized intersections in seconds per vehicle.

Table 3-2
QUIKTRIP 4273 - CASTLE ROCK, CO
Existing Intersection Queueing Summary (1)

| | Intersection | Operating Condition | Street Name | Approach/ Movement | Available Storage | Existing 2025 AM Peak Hour | Existing 2025 PM Peak Hour |
|---|---|---|---|---|---|---|---|
| 1 | WOLFENSBERGER ROAD/WILCOX STREET/NB I-25 RAMP | SIGNAL | WOLFENSBERGER ROAD | EBL | - | 161 | 186 |
| | | | | EBT | - | 144 | 56 |
| | | | WILCOX STREET | WBT | - | 225 | 201 |
| | | | | WBR | - | 45 | 42 |
| | | | NB I-25 RAMP | NBLT | - | 258 | 178 |
| | | | | NBR | - | 29 | 16 |
| 2 | WOLFENSBERGER ROAD/SB I-25 RAMP | SIGNAL | WOLFENSBERGER ROAD | EBTR | - | 88 | 102 |
| | | | | WBL | - | 7 | 0 |
| | | | WOLFENSBERGER ROAD | WBT | - | 176 | 0 |
| | | | | SBL | - | 118 | 179 |
| | | | SB I-25 RAMP | SBTR | - | 115 | 87 |
| 3 | WOLFENSBERGER ROAD/CAPRICE DRIVE | SIGNAL | WOLFENSBERGER ROAD | EBL | 100 | 10 | 31 |
| | | | | EBTR | - | 73 | 114 |
| | | | | WBL | 100 | 8 | 23 |
| | | | WOLFENSBERGER ROAD | WBT | - | 59 | 95 |
| | | | | WBR | - | 14 | 21 |
| | | | DRIVEWAY | NBLTR | - | 6 | 14 |
| | | | CAPRICE DRIVE | SBL | - | 32 | 98 |
| | | | | SBTR | - | 0 | 14 |
| 4 | WOLFENSBERGER ROAD/PARK STREET | SIGNAL | WOLFENSBERGER ROAD | EBL | 100 | 35 | 29 |
| | | | | EBTR | - | 222 | 221 |
| | | | WOLFENSBERGER ROAD | WBL | 100 | 47 | 46 |
| | | | | WBTR | - | 135 | 157 |
| | | | | NBL | - | 203 | 181 |
| | | | PARK STREET | NBT | - | 54 | 36 |
| | | | | NBR | - | 7 | 16 |
| | | | PARK STREET | SBL | - | 41 | 104 |
| | | | | SBTR | - | 35 | 80 |
| 5 | N SITE ACCESS/CAPRICE DRIVE | STOP | N SITE ACCESS | EBLTR | - | 0 | 2.5 |
| | | | DRIVEWAY | WBLTR | - | 2.5 | 5 |
| | | | CAPRICE DRIVE | NBLTR | - | 0 | 0 |
| | | | CAPRICE DRIVE | SBLTR | - | 0 | 0 |
| 6 | WOLFENSBERGER ROAD/S SITE ACCESS | STOP | WOLFENSBERGER ROAD | EBT | - | 0 | 0 |
| | | | WOLFENSBERGER ROAD | WBTR | - | 0 | 0 |
| | | | S SITE ACCESS | SBR | - | 0 | 0 |

Notes : (1) Queue length, in feet, is based on the 95th percentile queue as reported by Synchro, Version 12.

# IV. Site Analysis

## Overview

The Applicant is proposing to develop the approximately 1.8 acre site with a gas station with convenience store use. For purposes of this study, the site will be developed in one phase. For analysis purposes it was assumed that the development would be complete and occupied in 2027. The following use and development program was analyzed:

*Proposed:*

| | | |
|---|---|---|
| 16 | FP | Gas Station with Convenience Store |

## Proposed Site Access

Existing site access consists of three (3) right-in/right-out accesses on Wolfensberger Road and one full movement on Caprice Drive. As shown on the Applicant's conceptual plan (Figure 1-2), site access for the redevelopment proposes to consolidate the access on Wolfensberger Road to one (1) RIRO access. The full movement access on Caprice Drive is proposed to remain.

## Trip Generation

**Overview**

Trip generation estimates for the weekday AM and PM peak hours, as well as the weekday average daily traffic (ADT), were derived from the standard Institute of Transportation Engineers (ITE) Trip Generation Manual rates/equations, as published in the 11th edition. The trip generation analysis is presented in Table 4-1.

Since the project would raze and redevelop the site, consideration of the existing uses and their current impact to the network was included. The ITE estimates for the existing use are shown on Table 4-2 for comparative purposes. A review of collected traffic counts determined that the ITE trip generation estimates for the existing uses is an overestimation of the actual existing trip generation to the site. For analysis purposes of future with site development conditions, site trips of the existing uses based on collected traffic counts, rather than ITE trip generation, were removed from the network. These existing trips to be removed are depicted on Figure 4-1. This approach provides the most conservative analysis for future conditions.

Compared to existing uses the redevelopment represents a negligible net new trip difference to the network.

**Pass-by Trips**

According to ITE, in some cases the driveway volumes at a particular land use are different from the amount of traffic added to the adjacent street system. Uses such as retail establishments attract a portion of their trips from traffic that is already present on the road network. Pass-by trip are those trips which are made as intermediate stops on the way to a primary destination. An example of a pass-by trip would be one in which a driver stops at a gas station on his/her way home from work.

The proposed use would experience pass-by trips consistent with the primary uses located on site. In recognition of this phenomenon and consistent with ITE published data, the following pass-by reductions were applied to the trip generation analysis:

- Gas Station with convenience store: 76% AM/ 75% PM

As shown in Table 4-1, the site in total is anticipated to generate 385 weekday AM, and 323 weekday PM peak hour pass-by trips. Therefore, these trips would be drawn from the existing road network and assigned to the future site entrances accordingly.

**Pass-by Trip Distributions:**
The distribution of the anticipated trips generated by the completion of the proposed development was based on an examination of existing traffic counts and local knowledge. Existing travel patterns indicate the following distribution is appropriate in the forecasting of future pass-by site traffic:

- To the south from the north on I-25: 15%
- To the north from the south on I-25: 15%
- To the east from the west on Wolfensberger Road: 20%
- To the west from the east on Wolfensberger Road: 40%
- To the south from the north on Caprice Drive: 5%
- To the north from the south on Caprice Drive: 5%

**Pass-by Trip Assignments**
The assignment of the pass-by vehicle trips generated upon the future build-out of the development project was based on the above distribution. The trips assignments are depicted on Figure 4-2.

**Net Site Trips**
The vehicle trips that would be generated by the proposed development plan are summarized in Table 4-1. As shown in Table 4-1, the site would generate upon completion and full occupancy 121 net new weekday AM and 107 net new weekday PM peak hour vehicle trips, as well as 1,383 net new weekday daily trips.

**Site Trip Distributions**
The distribution of the anticipated trips generated by the completion of the proposed development was based on an examination of existing traffic counts and local knowledge. Existing travel patterns indicate the following distribution is appropriate in the forecasting of future site traffic:

- To/from the north on I-25: 20%
- To/from the south on I-25: 20%
- To/from the east on Wilcox Street: 20%
- To/from the west on Wolfensberger: 30%
- To/from the north on Caprice Drive: 10%

**Site Trip Assignments**
The assignment of the new vehicle trips generated upon the future build-out of the development project was based on the above distribution. The trips assignments are depicted on Figure 4-3.

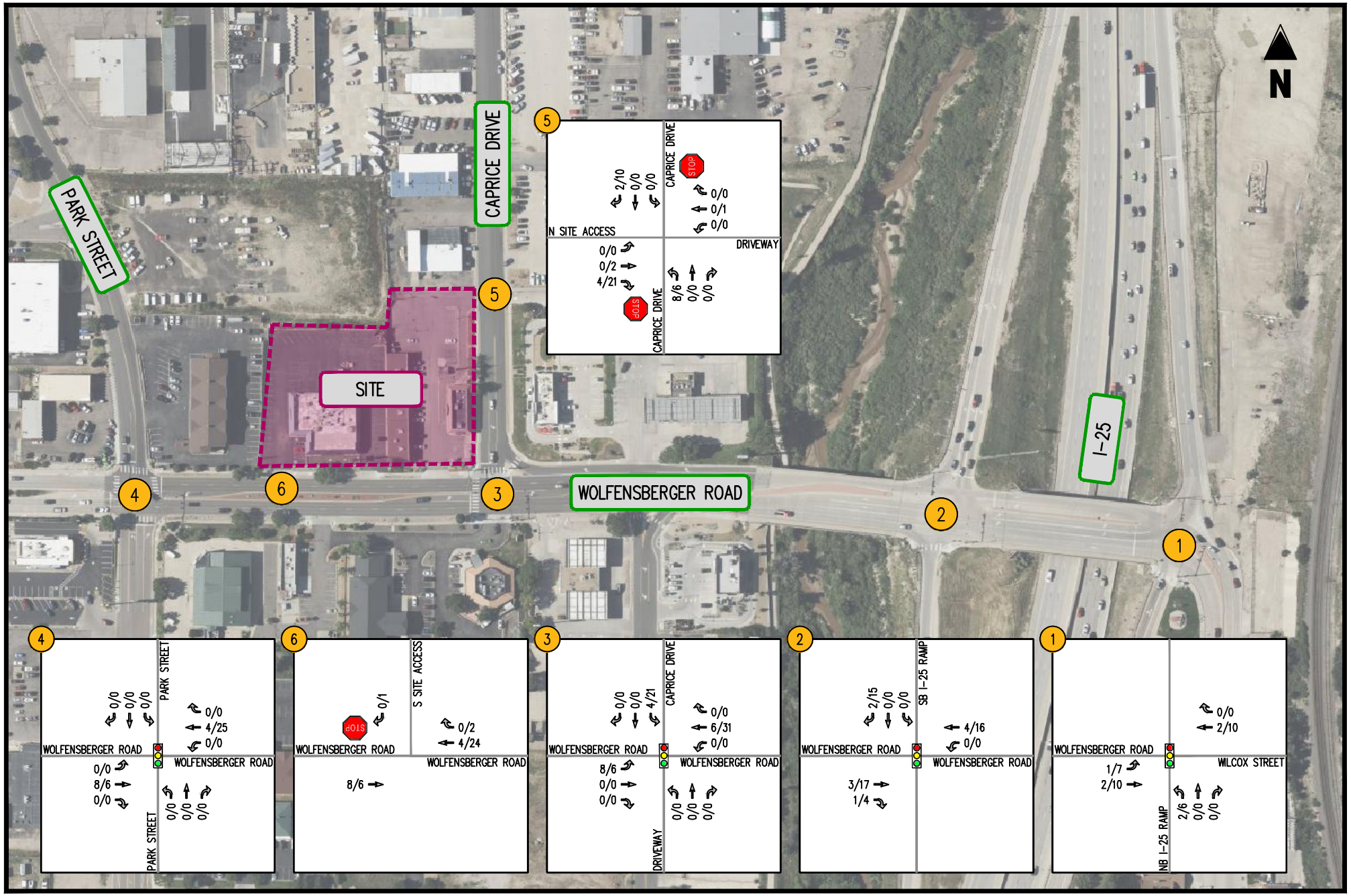



**FIGURE 4-1**
**EXISTING TRIPS TO BE REMOVED**

QUIKTRIP 4273
CASTLE ROCK, CO

(A/A) INTERSECTION LOS

0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

MOVEMENT

SIGNALIZED INTERSECTION

STOP SIGN

YIELD SIGN

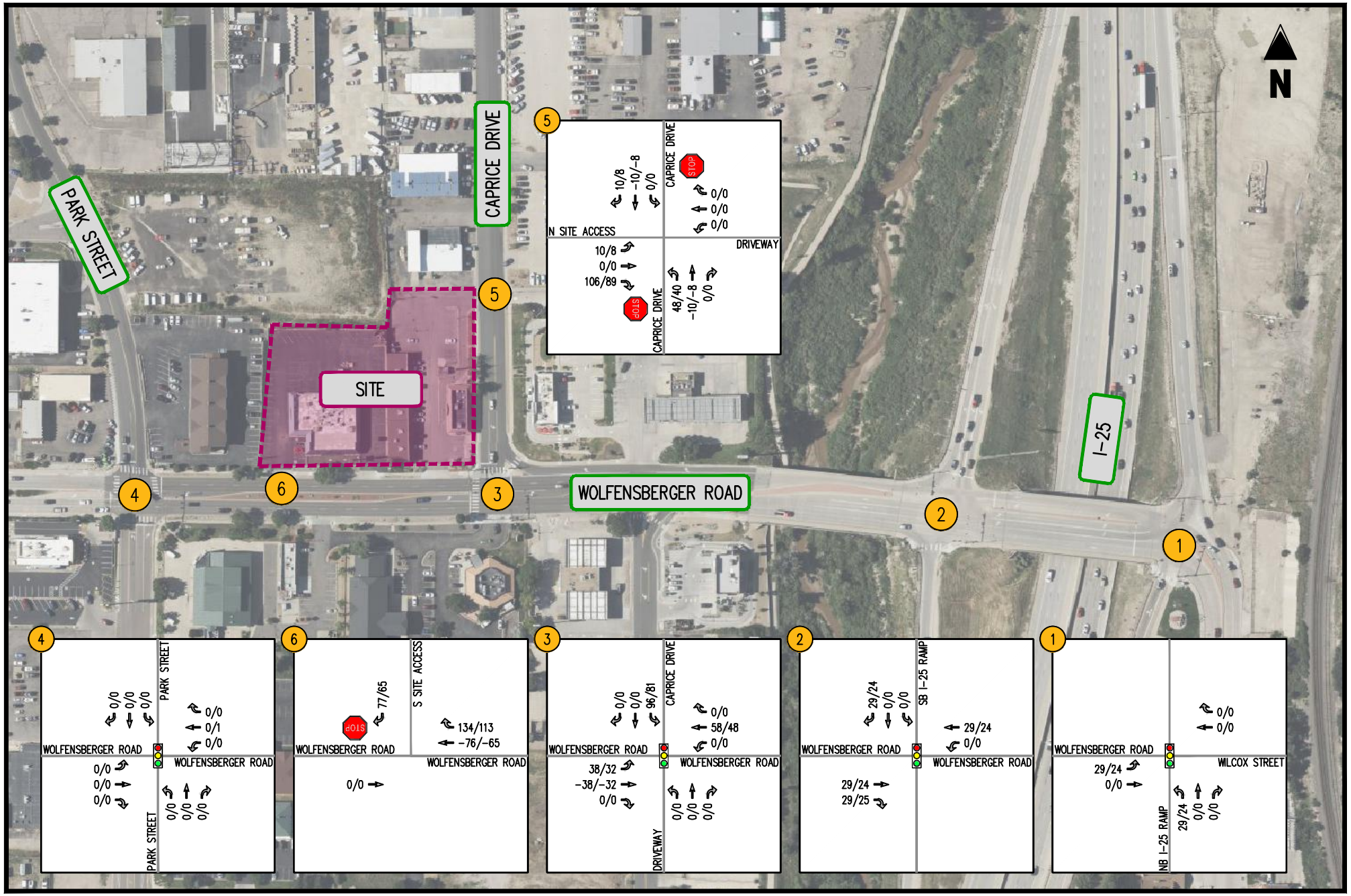



**FIGURE 4-2**
**PASSBY TRIPS**

QUIKTRIP 4273
CASTLE ROCK, CO

(A/A) INTERSECTION LOS

0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

MOVEMENT

SIGNALIZED INTERSECTION

STOP SIGN

YIELD SIGN

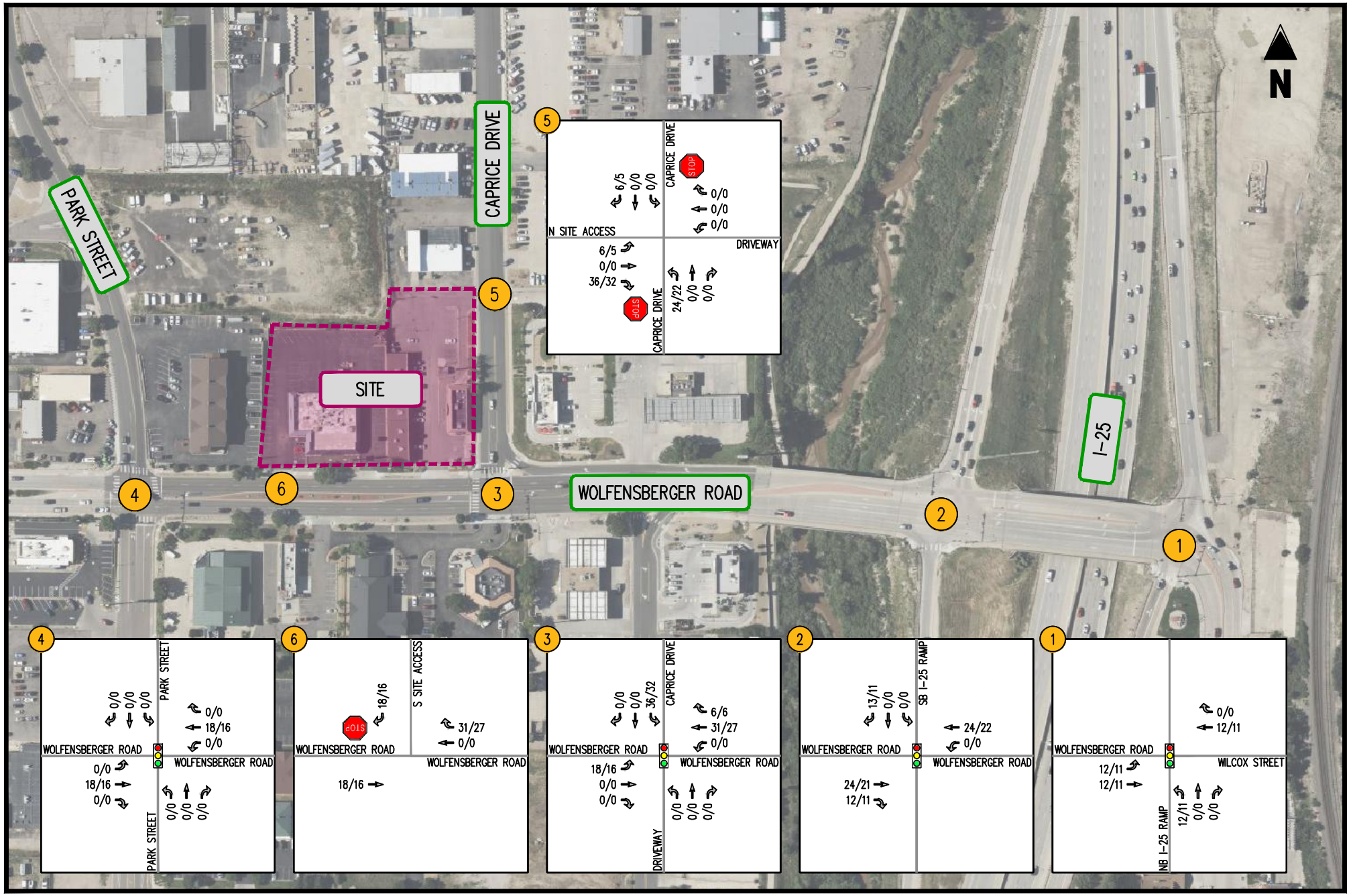

N
PARK STREET
CAPRICE DRIVE
SITE
WOLFENSBERGER ROAD
I-25
5
4
6
3
2
1
N SITE ACCESS
DRIVEWAY
STOP
6/5
0/0
36/32
24/22
0/0
0/0
0/0
0/0
0/0
0/0
0/0
18/16
0/0
0/0
18/16
0/0
0/0
0/0
18/16
0/0
0/0
0/0
0/0
0/0
0/0
18/16
0/0
0/0
0/0
0/0
0/0
0/0
0/0

Table 4-1

QUIKTRIP 4273 - CASTLE ROCK, CO

Proposed Site Trip Generation

| Land Use | Land Use Code | Amount | Units | AM Peak Hour In | AM Peak Hour Out | AM Peak Hour Total | PM Peak Hour In | PM Peak Hour Out | PM Peak Hour Total | Average Daily Trips |
|---|---|---|---|---|---|---|---|---|---|---|
| *Existing* (1) | | | | | | | | | | |
| Fast Food Restaurant with Drive Thru | 934 | 2,074 | SF | 47 | 46 | 93 | 36 | 33 | 69 | 970 |
| *Pass-by's (50%AM / 55%PM)* | | | | *(24)* | *(23)* | *(47)* | *(20)* | *(18)* | *(38)* | *(485)* |
| **Net New Trips** | | | | **23** | **23** | **46** | **16** | **15** | **31** | **485** |
| Strip Retail Plaza (<40k) | 822 | 5,590 | SF | 12 | 8 | 20 | 26 | 26 | 52 | 304 |
| High-Turnover (Sit-Down) Restaurant | 932 | 7,090 | SF | 37 | 31 | 68 | 39 | 25 | 64 | 760 |
| *Pass-by's (0%AM / 43%PM)* | | | | *0* | *0* | *0* | *(17)* | *(11)* | *(28)* | *(160)* |
| **Net New Trips** | | | | **37** | **31** | **68** | **22** | **14** | **36** | **600** |
| **Total Existing Net New Trips** | | | | **72** | **62** | **134** | **64** | **55** | **119** | **1,389** |
| *Proposed* (1) | | | | | | | | | | |
| Convenience Store/Gas Station | 945 | 16 | FP | 253 | 253 | 506 | 215 | 215 | 430 | 5,532 |
| *Pass-by's (76%AM/75%PM )* | | | | *(192)* | *(193)* | *(385)* | *(161)* | *(162)* | *(323)* | *(4,149)* |
| **Net New Trips** | | | | **61** | **60** | **121** | **54** | **53** | **107** | **1,383** |
| **Difference (Proposed minus Existing)** | | | | **(11)** | **(2)** | **(13)** | **(10)** | **(2)** | **(12)** | **(6)** |

Note(s):
(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 11th Edition

Table 4-2

QUIKTRIP 4273 - CASTLE ROCK, CO

Existing Site Trip Generation Comparison

| Land Use | Land Use Code | Amount | Units | AM Peak Hour In | AM Peak Hour Out | AM Peak Hour Total | PM Peak Hour In | PM Peak Hour Out | PM Peak Hour Total | Average Daily Trips |
|---|---|---|---|---|---|---|---|---|---|---|
| *Existing* (1) | | | | | | | | | | |
| Fast Food Restaurant with Drive Thru | 934 | 2,074 | SF | 47 | 46 | 93 | 36 | 33 | 69 | 970 |
| *Pass-by's (50%AM / 55%PM)* | | | | *(24)* | *(23)* | *(47)* | *(20)* | *(18)* | *(38)* | *(485)* |
| **Net New Trips** | | | | **23** | **23** | **46** | **16** | **15** | **31** | **485** |
| Strip Retail Plaza (<40k) | 822 | 5,590 | SF | 12 | 8 | 20 | 26 | 26 | 52 | 304 |
| High-Turnover (Sit-Down) Restaurant | 932 | 7,090 | SF | 37 | 31 | 68 | 39 | 25 | 64 | 760 |
| *Pass-by's (0%AM / 43%PM)* | | | | *0* | *0* | *0* | *(17)* | *(11)* | *(28)* | *(160)* |
| **Net New Trips** | | | | **37** | **31** | **68** | **22** | **14** | **36** | **600** |
| **Total Existing Net New Trips** | | | | **72** | **62** | **134** | **64** | **55** | **119** | **1,389** |
| *Existing* (2) | | | | | | | | | | |
| Retail and Restaurant uses | | | | 16 | 8 | 24 | 38 | 48 | 86 | 860 |

Note(s):
(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 11th Edition
(2) Trip generation based on collected traffic counts

# V. Analysis of Future (Build Out – 2027) Conditions with Site Development

## Total Future Traffic Forecasts

The 2027 total future traffic forecasts associated with the proposed development were developed by combining the existing volumes shown on Figure 3-1, existing trips to be removed on Figure 4-1, the pass-by trips shown on Figure 4-2, and the site trip assignments shown on Figure 4-3. The resulting total future traffic forecasts are provided on Figure 5-1.

## Total Future Levels of Service with Proposed Development

Future levels of service with the proposed development plan were estimated at key study intersections based on the future traffic volumes shown on Figures 5-1, the lane use on Figure 2-1, and the HCM 6th methodologies for signalized and unsignalized intersections. The results of these analyses are provided in Appendix F and presented in Table 5-1. Total future levels of service are also presented graphically on Figure 5-2

As shown in Table 5-1, levels of service under future site development conditions would remain generally consistent with existing conditions, overall delays would experience minor increase due to site trips. The signalized intersections within the study area would continue to operate at overall LOS “C” or better in the weekday AM and PM peak hours

As shown in Table 5-1, movements for the unsignalized site access locations are expected to operate at overall LOS “B” or better in the weekday AM and PM peak hours.

## Total Future Queuing

Total future queues were forecasted using Synchro software. The results of the queuing analysis are summarized in Table 5-2. The forecasted queues for the intersections within the study area are expected to remain within their effective storage, consistent with existing conditions.

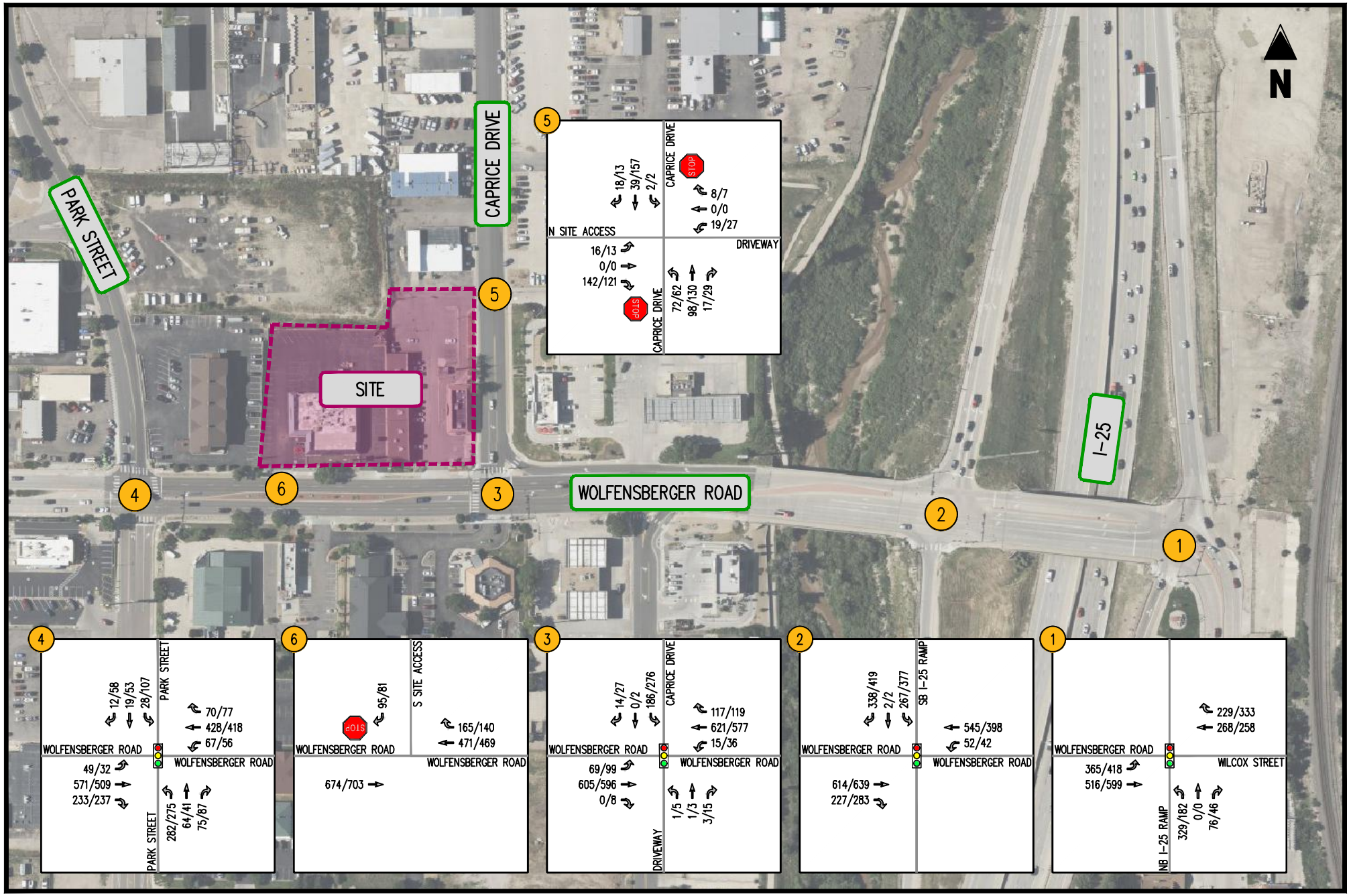



**FIGURE 5-1**
**TOTAL FUTURE (BUILDOUT 2027) FORECASTS**

QUIKTRIP 4273
CASTLE ROCK, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)
MOVEMENT
SIGNALIZED INTERSECTION
STOP SIGN
YIELD SIGN

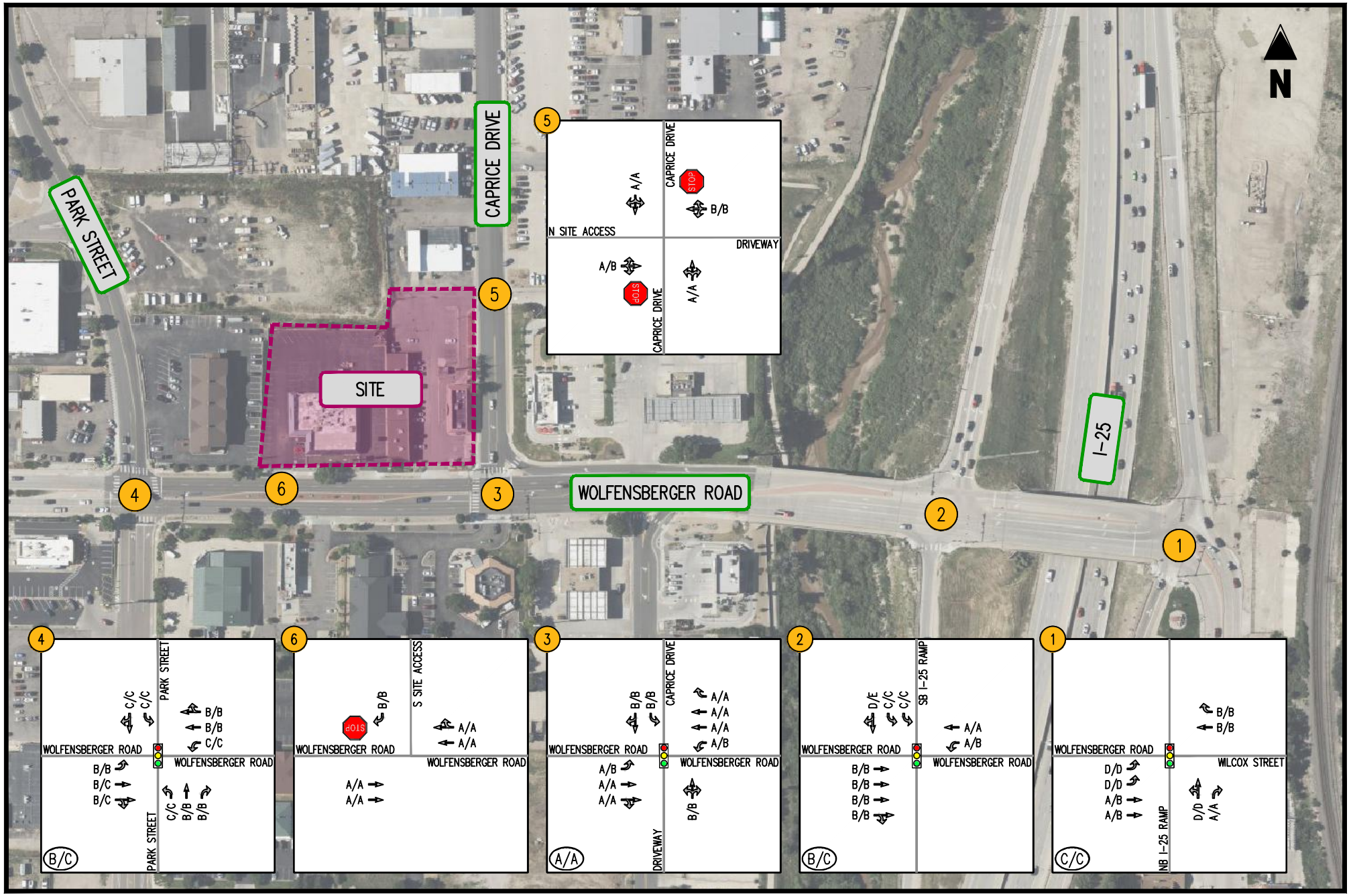



**FIGURE 5-2**
**TOTAL FUTURE (BUILDOUT 2027) LOS**

QUIKTRIP 4273
CASTLE ROCK, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)
MOVEMENT
SIGNALIZED INTERSECTION
STOP STOP SIGN
YIELD SIGN

Table 5-1
QUIKTRIP 4273 - CASTLE ROCK, CO
Total Future (Build-Out 2027) Intersection Level of Service Summary (1) (2)

| | Intersection | Operating Condition | Street Name | Approach/ Movement | Existing 2025 AM Peak Hour | Existing 2025 PM Peak Hour | Total Future 2027 AM Peak Hour | Total Future 2027 PM Peak Hour |
|---|---|---|---|---|---|---|---|---|
| 1 | WOLFENSBERGER ROAD/WILCOX STREET/NB I-25 RAMP | SIGNAL | WOLFENSBERGER ROAD | EBL | D (45.4) | D (52.8) | D (48.1) | D (52.5) |
| | | | | EBT | A (1.7) | B (14.9) | A (7.2) | B (15.9) |
| | | | WILCOX STREET | WBT | B (16.4) | B (12.9) | B (19.3) | B (14.7) |
| | | | | WBR | B (16.8) | B (15.1) | B (19.5) | B (17.3) |
| | | | NB I-25 RAMP | NBLT | D (48.5) | D (50.6) | D (51.5) | D (49.5) |
| | | | | NBR | A (0.0) | A (0.0) | A (0.0) | A (0.0) |
| | | | **Overall** | | **C (23.6)** | **C (26.2)** | **C (28.1)** | **C (27.8)** |
| 2 | WOLFENSBERGER ROAD/SB I-25 RAMP | SIGNAL | WOLFENSBERGER ROAD | EBTR | B (12.2) | B (16.0) | B (14.3) | B (17.3) |
| | | | WOLFENSBERGER ROAD | WBL | A (8.2) | B (10.9) | A (9.7) | B (11.7) |
| | | | | WBT | A (1.3) | A (0.9) | A (1.7) | A (1.0) |
| | | | SB I-25 RAMP | SBL | C (30.8) | C (30.9) | C (28.4) | C (29.9) |
| | | | | SBTR | D (43.5) | E (57.9) | D (45.9) | E (60.0) |
| | | | **Overall** | | **B (16.9)** | **C (23.3)** | **B (17.8)** | **C (23.8)** |
| 3 | WOLFENSBERGER ROAD/CAPRICE DRIVE | SIGNAL | WOLFENSBERGER ROAD | EBL | A (5.6) | A (8.4) | A (9.0) | B (11.9) |
| | | | | EBTR | A (4.8) | A (7.1) | A (6.4) | A (8.5) |
| | | | | WBL | A (5.9) | A (8.9) | A (7.9) | B (10.8) |
| | | | WOLFENSBERGER ROAD | WBT | A (4.6) | A (6.5) | A (6.5) | A (8.2) |
| | | | | WBR | A (0.0) | A (0.0) | A (0.0) | A (0.0) |
| | | | DRIVEWAY | NBLTR | B (11.3) | B (10.7) | B (11.2) | B (11.2) |
| | | | CAPRICE DRIVE | SBL | B (11.6) | B (12.2) | B (13.4) | B (14.5) |
| | | | | SBTR | B (11.4) | B (10.5) | B (11.3) | B (11.2) |
| | | | **Overall** | | **A (5.1)** | **A (7.7)** | **A (7.5)** | **A (9.8)** |
| 4 | WOLFENSBERGER ROAD/PARK STREET | SIGNAL | WOLFENSBERGER ROAD | EBL | B (15.6) | B (17.0) | B (15.6) | B (16.9) |
| | | | | EBTR | B (19.6) | C (20.7) | B (19.7) | C (20.8) |
| | | | WOLFENSBERGER ROAD | WBL | C (27.7) | C (27.2) | C (27.9) | C (27.4) |
| | | | | WBTR | B (14.3) | B (15.5) | B (14.4) | B (15.5) |
| | | | PARK STREET | NBL | C (28.4) | C (27.7) | C (28.6) | C (27.9) |
| | | | | NBT | B (15.3) | B (13.2) | B (15.5) | B (13.0) |
| | | | | NBR | B (15.7) | B (13.8) | B (15.8) | B (14.0) |
| | | | PARK STREET | SBL | C (25.0) | C (26.6) | C (25.2) | C (26.8) |
| | | | | SBTR | C (23.3) | C (25.2) | C (23.5) | C (25.4) |
| | | | **Overall** | | **B (19.6)** | **C (20.7)** | **B (19.6)** | **C (20.7)** |
| 5 | N SITE ACCESS/CAPRICE DRIVE | STOP | N SITE ACCESS | EBLTR | A [8.6] | A [9.6] | A [9.8] | B [10.8] |
| | | | DRIVEWAY | WBLTR | A [9.8] | B [11.6] | B [11.8] | B [14.4] |
| | | | CAPRICE DRIVE | NBLTR | A [7.3] | A [7.6] | A [7.5] | A [7.8] |
| | | | CAPRICE DRIVE | SBLTR | A [7.5] | A [7.6] | A [7.5] | A [7.6] |
| 6 | WOLFENSBERGER ROAD/S SITE ACCESS | STOP | WOLFENSBERGER ROAD | EBT | A [0.0] | A [0.0] | A [0.0] | A [0.0] |
| | | | WOLFENSBERGER ROAD | WBTR | A [0.0] | A [0.0] | A [0.0] | A [0.0] |
| | | | S SITE ACCESS | SBR | A [0.0] | B [10.3] | B [11.8] | B [11.4] |

Notes : (1) Numbers in brackets [] represent delay at unsignalized intersections in seconds per vehicle.
(2) Numbers in parenthesis () represent delay at signalized intersections in seconds per vehicle.

Table 5-2
QUIKTRIP 4273 - CASTLE ROCK, CO
Total Future (Build Out 2027) Intersection Queueing Summary (1)

| | Intersection | Operating Condition | Street Name | Approach/ Movement | Available Storage | Existing 2025 AM Peak Hour | Existing 2025 PM Peak Hour | Total Future 2027 AM Peak Hour | Total Future 2027 PM Peak Hour |
|---|---|---|---|---|---|---|---|---|---|
| 1 | WOLFENSBERGER ROAD/WILCOX STREET/NB I-25 RAMP | SIGNAL | WOLFENSBERGER ROAD | EBL | - | 161 | 186 | 179 | 184 |
| | | | | EBT | - | 144 | 56 | 145 | 63 |
| | | | WILCOX STREET | WBT | - | 225 | 201 | 238 | 215 |
| | | | | WBR | - | 45 | 42 | 46 | 45 |
| | | | NB I-25 RAMP | NBLT | - | 258 | 178 | 285 | 203 |
| | | | | NBR | - | 29 | 16 | 28 | 16 |
| 2 | WOLFENSBERGER ROAD/SB I-25 RAMP | SIGNAL | WOLFENSBERGER ROAD | EBTR | - | 88 | 102 | 115 | 113 |
| | | | WOLFENSBERGER ROAD | WBL | - | 7 | 0 | 26 | 0 |
| | | | | WBT | - | 176 | 0 | 299 | 0 |
| | | | SB I-25 RAMP | SBL | - | 118 | 179 | 107 | 176 |
| | | | | SBTR | - | 115 | 87 | 164 | 134 |
| 3 | WOLFENSBERGER ROAD/CAPRICE DRIVE | SIGNAL | WOLFENSBERGER ROAD | EBL | 100 | 10 | 31 | 37 | 70 |
| | | | | EBTR | - | 73 | 114 | 103 | 147 |
| | | | WOLFENSBERGER ROAD | WBL | 100 | 8 | 23 | 11 | 29 |
| | | | | WBT | - | 59 | 95 | 105 | 142 |
| | | | DRIVEWAY | WBR | - | 14 | 21 | 20 | 27 |
| | | | | NBLTR | - | 6 | 14 | 7 | 16 |
| | | | CAPRICE DRIVE | SBL | - | 32 | 98 | 108 | 183 |
| | | | | SBTR | - | 0 | 14 | 0 | 15 |
| 4 | WOLFENSBERGER ROAD/PARK STREET | SIGNAL | WOLFENSBERGER ROAD | EBL | 100 | 35 | 29 | 35 | 30 |
| | | | | EBTR | - | 222 | 221 | 224 | 228 |
| | | | WOLFENSBERGER ROAD | WBL | 100 | 47 | 46 | 46 | 47 |
| | | | | WBTR | - | 135 | 157 | 138 | 157 |
| | | | PARK STREET | NBL | - | 203 | 181 | 205 | 185 |
| | | | | NBT | - | 54 | 36 | 55 | 36 |
| | | | | NBR | - | 7 | 16 | 7 | 16 |
| | | | PARK STREET | SBL | - | 41 | 104 | 41 | 106 |
| | | | | SBTR | - | 35 | 80 | 35 | 82 |
| 5 | N SITE ACCESS/CAPRICE DRIVE | STOP | N SITE ACCESS | EBLTR | - | 0 | 2.5 | 17.5 | 20 |
| | | | DRIVEWAY | WBLTR | - | 2.5 | 5 | 5 | 7.5 |
| | | | CAPRICE DRIVE | NBLTR | - | 0 | 0 | 5 | 5 |
| | | | CAPRICE DRIVE | SBLTR | - | 0 | 0 | 0 | 0 |
| 6 | WOLFENSBERGER ROAD/S SITE ACCESS | STOP | WOLFENSBERGER ROAD | EBT | - | 0 | 0 | 0 | 0 |
| | | | WOLFENSBERGER ROAD | WBTR | - | 0 | 0 | 0 | 0 |
| | | | S SITE ACCESS | SBR | - | 0 | 0 | 15 | 12.5 |

Notes : (1) Queue length, in feet, is based on the 95th percentile queue as reported by Synchro, Version 12.

# IV. Analysis of Future (Long Range - 2047) Conditions

## Methodology

The future traffic forecasts, without the proposed new use, were developed for 2047 conditions based on a composite of existing baseline traffic volumes and regional traffic. A 1.3% growth factor per year was applied to existing through traffic on Wolfensberger Road.

## Regional Growth

Increases in traffic associated with regional growth were estimated at 1.3 percent per year compounded for through movements along Wolfensberger Road up to 2047. This growth accounts for increases in traffic resulting from influences outside of the immediate study area. The resulting increases in volumes within the study area are reflected on Figure 6-1.

## Background Traffic Forecasts – without Proposed Site Development

The existing traffic forecasts depicted on Figure 3-1 and the regional growth shown on Figure 6-1 were added together to yield the background future traffic forecasts shown on Figure 6-2.

## Background Future Levels of Service – without Proposed Site Development

Capacity analyses of 2047 future traffic conditions without the proposed development are provided in Appendix G and summarized in Table 6-1. The forecasted levels of service are also depicted graphically on Figure 6-3.

As shown on Table 6-1, the intersections within the study area would experience slight increases in delay due to regional growth. The signalized intersections within the study area are forecasted to operate at overall LOS “C” or better in the AM and PM peak hours, consistent with existing conditions. Movements for the unsignalized site accesses are forecasted to operate at LOS “B” or better consistent with existing conditions.

## Background Future Queueing – without Proposed Site Development

An analysis of intersection queues was performed at key locations under background future traffic conditions. The results of the queuing analysis are summarized in Table 6-2.

As shown in the table, queues for the intersections within the study area are forecasted to be contained within their effective storage in the weekday AM and PM peak hours, consistent with existing conditions.

## Total Future Traffic Forecasts – with Proposed Site Development

The 2047 total future traffic forecasts associated with the proposed development were developed by combining the background future forecasts shown on Figure 6-2, the existing trips to be removed on Figure 4-1, the pass-by trips shown on Figure 4-2, and the site trip assignments shown on Figure 4-3. The resulting total future traffic forecasts are provided on Figure 6-4.

## Total Future Levels of Service – with Proposed Site Development

Future levels of service with the proposed development plan were estimated at key study intersections based on the future traffic volumes shown on Figure 6-4, the lane use on Figure 2-1, and the HCM 6$^{th}$ methodologies for signalized and unsignalized intersections. The results of these analyses are provided in

Appendix H and presented in Table 6-1. Total future levels of service are also presented graphically on Figure 6-5.

As shown in Table 6-1, levels of service under future site development conditions would remain generally consistent with future background conditions (i.e., without site development), overall delays would experience minor increase due to site trips. The signalized intersections within the study area would continue to operate at overall LOS “C” or better in the weekday AM and PM peak hours, consistent with background future conditions.

As shown in Table 6-1, movements for the unsignalized proposed site accesses are expected to operate at overall LOS “B” or better in the weekday AM and PM peak hours.

## Total Future Queuing

Total future queues were forecasted using Synchro software. The results of the queuing analysis are summarized in Table 6-2. As shown in the table, the forecasted queues for intersections within the study area are expected to remain in their effective storage in the weekday AM and PM peak hours, consistent with background conditions.

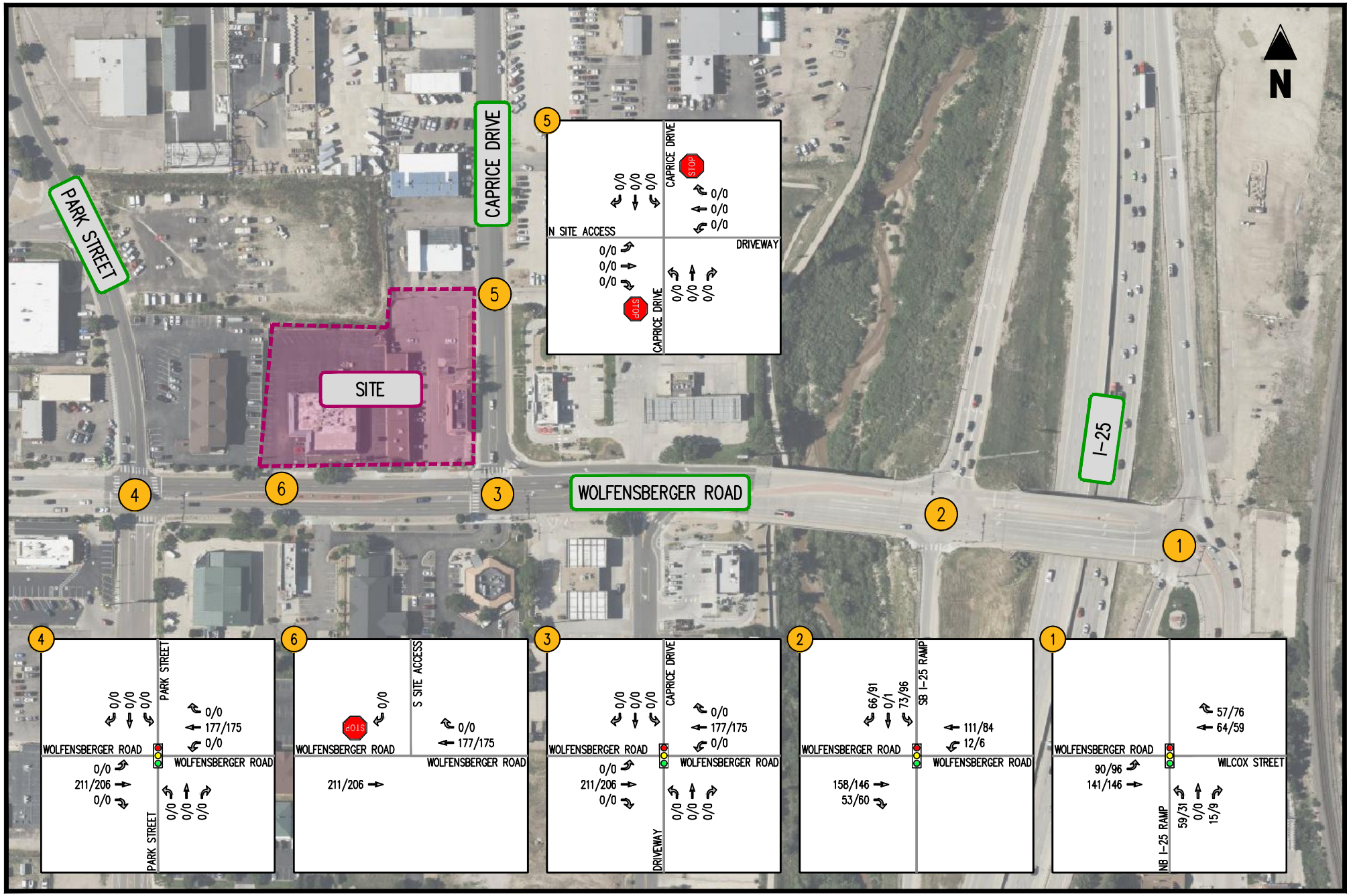



**FIGURE 6-1**
**BACKGROUND FUTURE (LONG RANGE 2047) GROWTH**

QUIKTRIP 4273
CASTLE ROCK, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)
MOVEMENT
SIGNALIZED INTERSECTION
STOP SIGN
YIELD SIGN

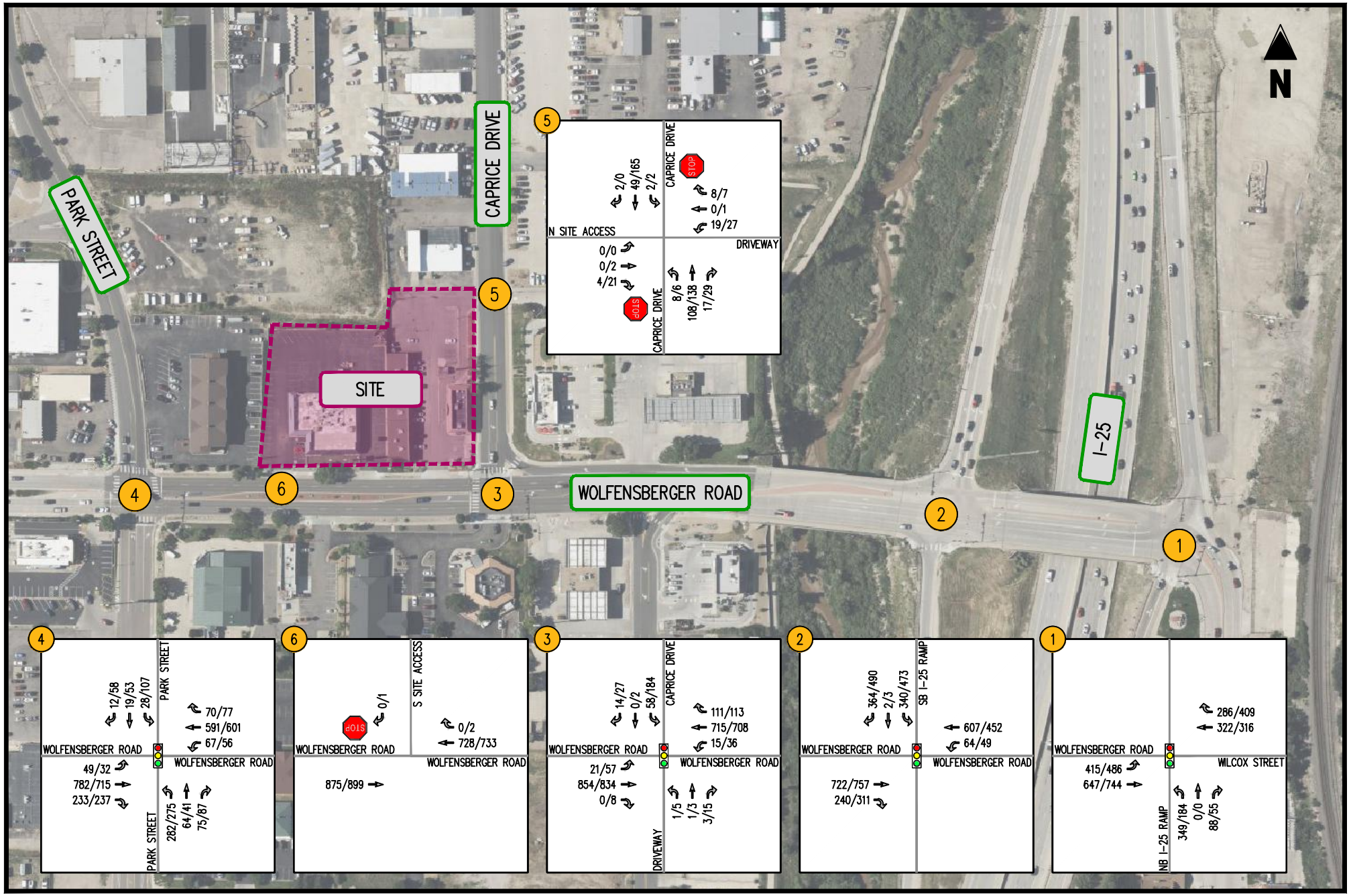



**FIGURE 6-2**
**BACKGROUND FUTURE (LONG RANGE 2047) FORECASTS**

QUIKTRIP 4273
CASTLE ROCK, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)
MOVEMENT
SIGNALIZED INTERSECTION
STOP SIGN
YIELD SIGN

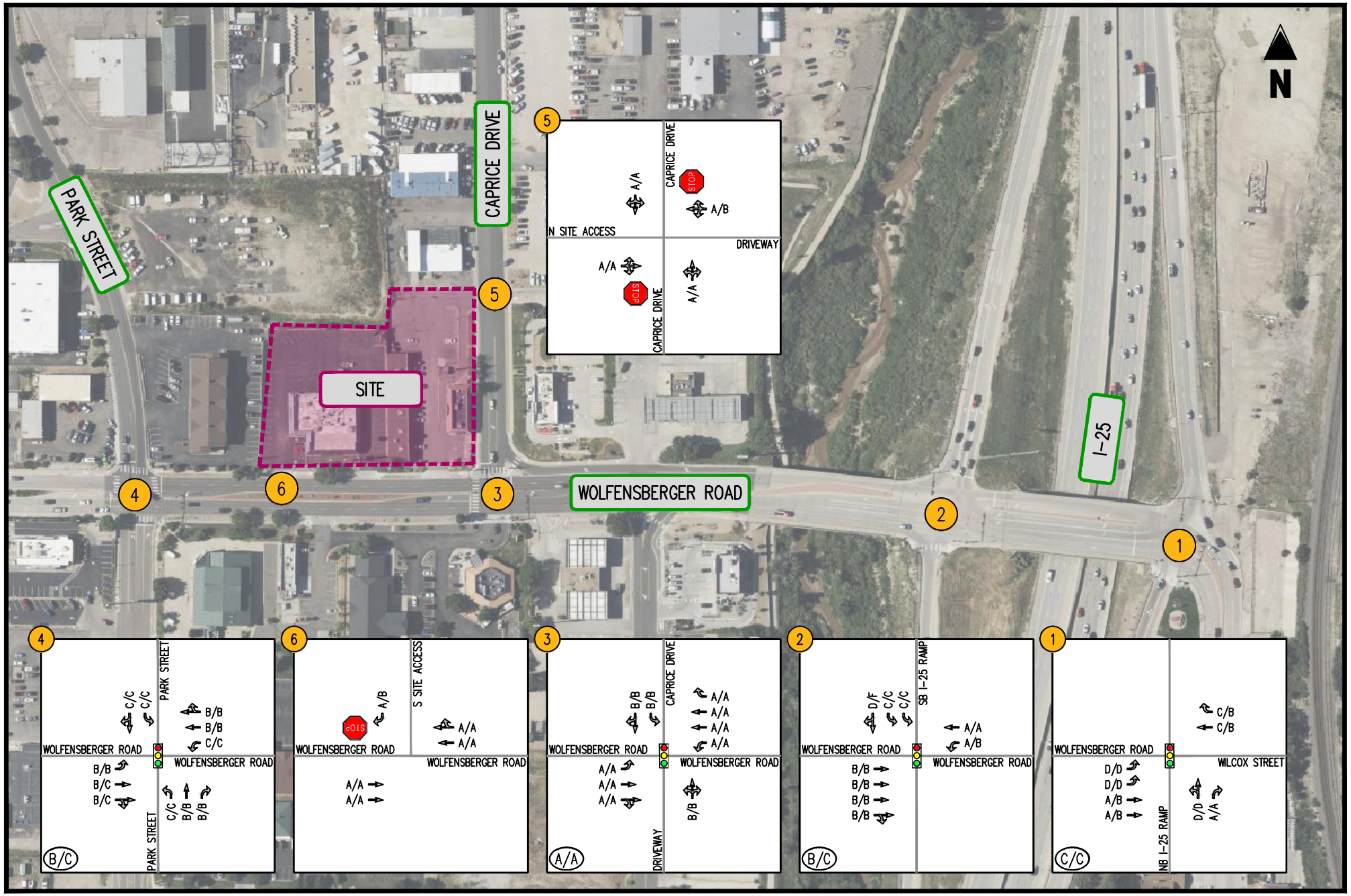



**FIGURE 6-3**
**BACKGROUND FUTURE (LONG RANGE 2047) LOS**

QUIKTRIP 4273
CASTLE ROCK, CO

(A/A) INTERSECTION LOS

0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

MOVEMENT

SIGNALIZED INTERSECTION

STOP SIGN

YIELD SIGN

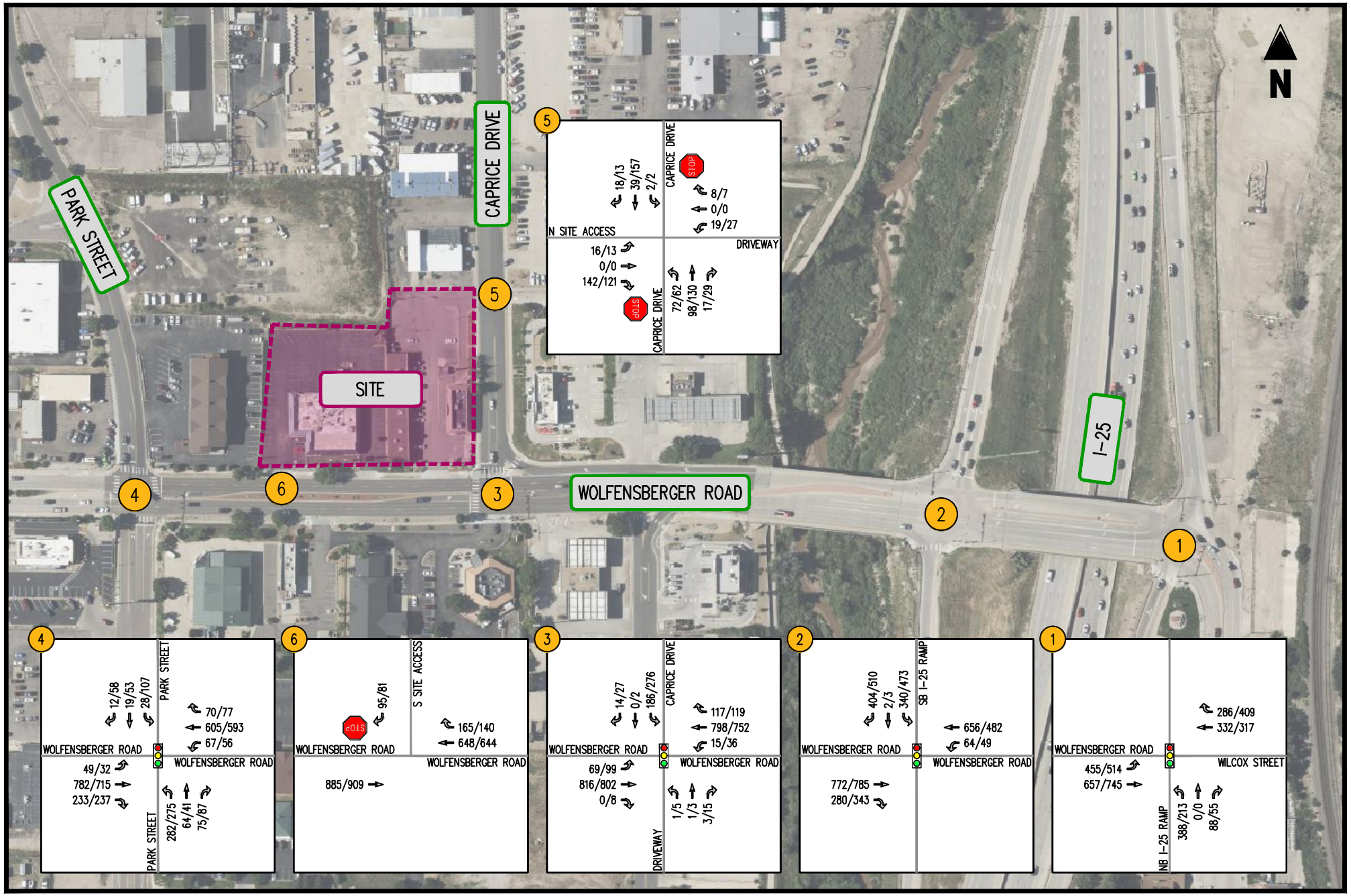



**FIGURE 6-4**
**TOTAL FUTURE (LONG RANGE 2047) FORECASTS**

QUIKTRIP 4273
CASTLE ROCK, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)
MOVEMENT
SIGNALIZED INTERSECTION
STOP SIGN
YIELD SIGN

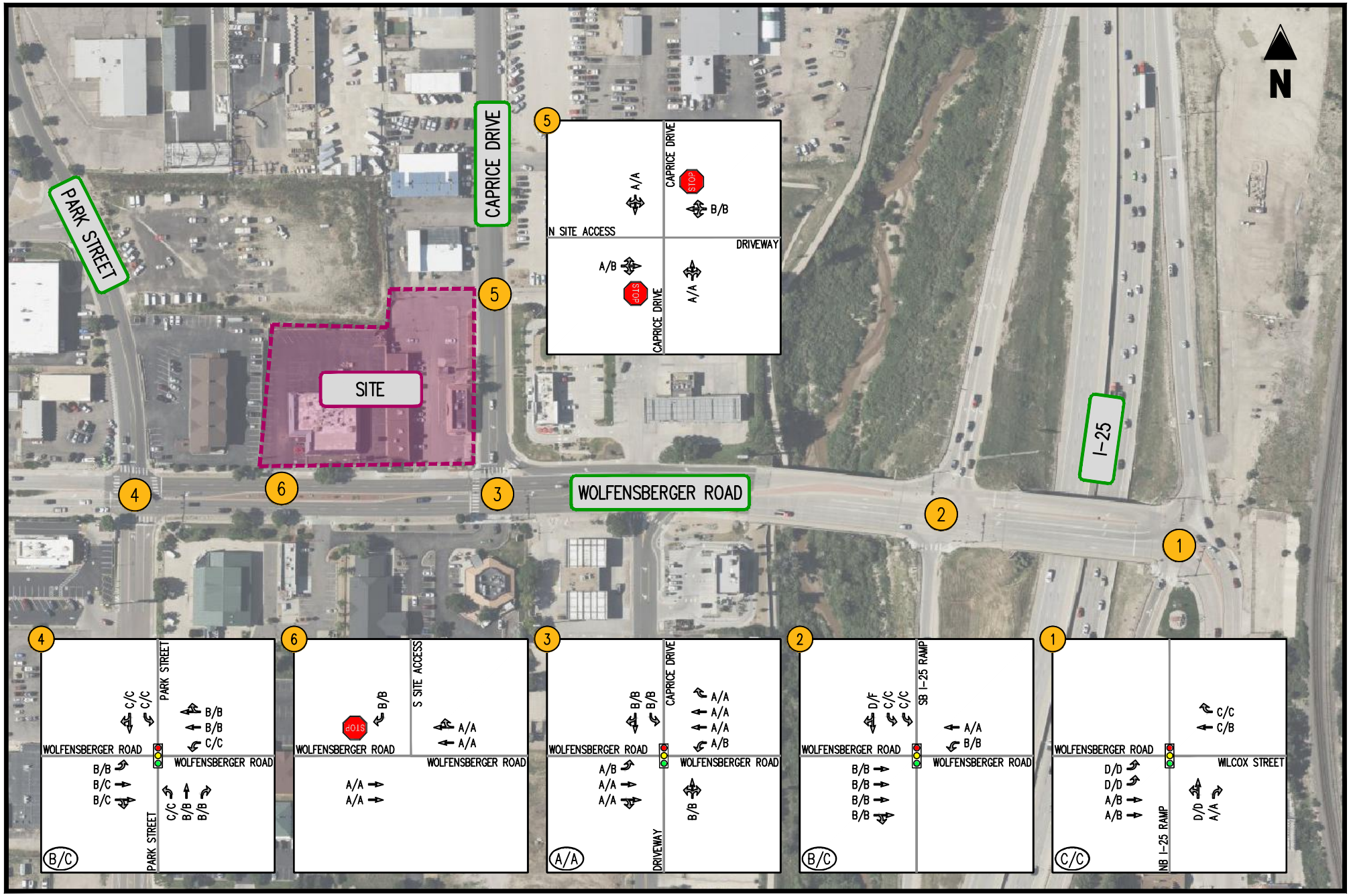



**FIGURE 6-5**
**TOTAL FUTURE (LONG RANGE 2047) LOS**

QUIKTRIP 4273
CASTLE ROCK, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)
MOVEMENT
SIGNALIZED INTERSECTION
STOP SIGN
YIELD SIGN

Table 6-1
QUIKTRIP 4273 - CASTLE ROCK, CO
Long Range - 2047 Future Intersection Level of Service Summary (1) (2)

| Intersection | Operating Condition | Street Name | Approach/ Movement | Existing 2025 AM Peak Hour | Existing 2025 PM Peak Hour | Background 2047 AM Peak Hour | Background 2047 PM Peak Hour | Total Future 2047 AM Peak Hour | Total Future 2047 PM Peak Hour |
|---|---|---|---|---|---|---|---|---|---|
| 1 WOLFENSBERGER ROAD/WILCOX STREET/NB I-25 RAMP | SIGNAL | WOLFENSBERGER ROAD | EBL | D (45.4) | D (52.8) | D (46.8) | D (52.0) | D (48.0) | D (52.1) |
| | | | EBT | A (1.7) | B (14.9) | A (2.5) | B (16.9) | A (3.3) | B (17.9) |
| | | WILCOX STREET | WBT | B (16.4) | B (12.9) | C (20.2) | B (16.0) | C (23.2) | B (18.0) |
| | | | WBR | B (16.8) | B (15.1) | C (20.9) | B (19.5) | C (23.7) | C (22.0) |
| | | NB I-25 RAMP | NBLT | D (48.5) | D (50.6) | D (51.0) | D (49.7) | D (53.8) | D (48.6) |
| | | | NBR | A (0.0) | A (0.0) | A (0.0) | A (0.0) | A (0.0) | A (0.0) |
| | | **Overall** | | **C (23.6)** | **C (26.2)** | **C (25.4)** | **C (28.1)** | **C (28.0)** | **C (29.6)** |
| 2 WOLFENSBERGER ROAD/SB I-25 RAMP | SIGNAL | WOLFENSBERGER ROAD | EBTR | B (12.2) | B (16.0) | B (14.5) | B (19.0) | B (16.7) | B (19.7) |
| | | WOLFENSBERGER ROAD | WBL | A (8.2) | B (10.9) | A (9.7) | B (12.9) | B (11.2) | B (13.3) |
| | | | WBT | A (1.3) | A (0.9) | A (1.9) | A (1.3) | A (2.6) | A (1.5) |
| | | SB I-25 RAMP | SBL | C (30.8) | C (30.9) | C (29.0) | C (29.3) | C (27.0) | C (29.3) |
| | | | SBTR | D (43.5) | E (57.9) | D (45.5) | F (85.1) | D (47.7) | F (97.5) |
| | | **Overall** | | **B (16.9)** | **C (23.3)** | **B (17.8)** | **C (29.9)** | **B (18.9)** | **C (32.3)** |
| 3 WOLFENSBERGER ROAD/CAPRICE DRIVE | SIGNAL | WOLFENSBERGER ROAD | EBL | A (5.6) | A (8.4) | A (5.5) | A (8.7) | A (9.3) | B (12.5) |
| | | | EBTR | A (4.8) | A (7.1) | A (4.6) | A (6.9) | A (6.3) | A (8.4) |
| | | | WBL | A (5.9) | A (8.9) | A (6.1) | A (9.3) | A (8.4) | B (11.3) |
| | | WOLFENSBERGER ROAD | WBT | A (4.6) | A (6.5) | A (4.3) | A (6.3) | A (6.2) | A (8.0) |
| | | | WBR | A (0.0) | A (0.0) | A (0.0) | A (0.0) | A (0.0) | A (0.0) |
| | | DRIVEWAY | NBLTR | B (11.3) | B (10.7) | B (13.1) | B (12.0) | B (13.2) | B (13.1) |
| | | CAPRICE DRIVE | SBL | B (11.6) | B (12.2) | B (13.4) | B (13.9) | B (15.6) | B (16.8) |
| | | | SBTR | B (11.4) | B (10.5) | B (13.3) | B (12.1) | B (13.3) | B (13.2) |
| | | **Overall** | | **A (5.1)** | **A (7.7)** | **A (4.9)** | **A (7.6)** | **A (7.4)** | **A (9.7)** |
| 4 WOLFENSBERGER ROAD/PARK STREET | SIGNAL | WOLFENSBERGER ROAD | EBL | B (15.6) | B (17.0) | B (14.9) | B (16.2) | B (14.9) | B (16.1) |
| | | | EBTR | B (19.6) | C (20.7) | C (20.4) | C (20.9) | C (20.6) | C (20.9) |
| | | | WBL | C (27.7) | C (27.2) | C (29.4) | C (30.2) | C (29.6) | C (30.5) |
| | | WOLFENSBERGER ROAD | WBTR | B (14.3) | B (15.5) | B (14.0) | B (15.4) | B (14.0) | B (15.3) |
| | | | NBL | C (28.4) | C (27.7) | C (30.5) | C (31.2) | C (30.7) | C (31.5) |
| | | PARK STREET | NBT | B (15.3) | B (13.2) | B (17.2) | B (16.0) | B (17.4) | B (16.2) |
| | | | NBR | B (15.7) | B (13.8) | B (17.6) | B (16.8) | B (17.7) | B (16.9) |
| | | PARK STREET | SBL | C (25.0) | C (26.6) | C (26.8) | C (30.3) | C (27.1) | C (30.6) |
| | | | SBTR | C (23.3) | C (25.2) | C (25.1) | C (28.9) | C (25.3) | C (29.1) |
| | | **Overall** | | **B (19.6)** | **C (20.7)** | **B (19.9)** | **C (21.2)** | **B (20.0)** | **C (21.3)** |
| 5 N SITE ACCESS/CAPRICE DRIVE | STOP | N SITE ACCESS | EBLTR | A [8.6] | A [9.6] | A [8.6] | A [9.5] | A [9.6] | B [10.5] |
| | | DRIVEWAY | WBLTR | A [9.8] | B [11.6] | A [9.7] | B [11.3] | B [11.5] | B [13.6] |
| | | CAPRICE DRIVE | NBLTR | A [7.3] | A [7.6] | A [7.3] | A [7.6] | A [7.5] | A [7.7] |
| | | CAPRICE DRIVE | SBLTR | A [7.5] | A [7.6] | A [7.5] | A [7.6] | A [7.5] | A [7.6] |
| 6 WOLFENSBERGER ROAD/S SITE ACCESS | STOP | WOLFENSBERGER ROAD | EBT | A [0.0] | A [0.0] | A [0.0] | A [0.0] | A [0.0] | A [0.0] |
| | | WOLFENSBERGER ROAD | WBTR | A [0.0] | A [0.0] | A [0.0] | A [0.0] | A [0.0] | A [0.0] |
| | | S SITE ACCESS | SBR | A [0.0] | B [10.3] | A [0.0] | B [11.0] | B [12.8] | B [12.4] |

Notes : (1) Numbers in brackets [] represent delay at unsignalized intersections in seconds per vehicle.
(2) Numbers in parenthesis () represent delay at signalized intersections in seconds per vehicle.

Table 6-2
QUIKTRIP 4273 - CASTLE ROCK, CO
Long Range - 2047 Future Intersection Queueing Summary (1)

| | Intersection | Operating Condition | Street Name | Approach/ Movement | Available Storage | Existing 2025 AM Peak Hour | Existing 2025 PM Peak Hour | Background 2047 AM Peak Hour | Background 2047 PM Peak Hour | Total Future 2047 AM Peak Hour | Total Future 2047 PM Peak Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | WOLFENSBERGER ROAD/WILCOX STREET/NB I-25 RAMP | SIGNAL | WOLFENSBERGER ROAD | EBL | - | 161 | 186 | 200 | 219 | 192 | 225 |
| | | | | EBT | - | 144 | 56 | 172 | 200 | 28 | 220 |
| | | | WILCOX STREET | WBT | - | 225 | 201 | 279 | 269 | 286 | 286 |
| | | | | WBR | - | 45 | 42 | 59 | 64 | 58 | 68 |
| | | | NB I-25 RAMP | NBLT | - | 258 | 178 | 309 | 202 | 355 | 227 |
| | | | | NBR | - | 29 | 16 | 35 | 24 | 35 | 23 |
| 2 | WOLFENSBERGER ROAD/SB I-25 RAMP | SIGNAL | WOLFENSBERGER ROAD | EBTR | - | 88 | 102 | 137 | 163 | 165 | 173 |
| | | | WOLFENSBERGER ROAD | WBL | - | 7 | 0 | 37 | 11 | 40 | 7 |
| | | | | WBT | - | 176 | 0 | 565 | 257 | 612 | 222 |
| | | | SB I-25 RAMP | SBL | - | 118 | 179 | 131 | 196 | 122 | 196 |
| | | | | SBTR | - | 115 | 87 | 202 | 239 | 244 | 287 |
| 3 | WOLFENSBERGER ROAD/CAPRICE DRIVE | SIGNAL | WOLFENSBERGER ROAD | EBL | 100 | 10 | 31 | 10 | 33 | 39 | 81 |
| | | | | EBTR | - | 73 | 114 | 101 | 161 | 144 | 216 |
| | | | WOLFENSBERGER ROAD | WBL | 100 | 8 | 23 | 8 | 24 | 11 | 31 |
| | | | | WBT | - | 59 | 95 | 81 | 131 | 141 | 194 |
| | | | DRIVEWAY | WBR | - | 14 | 21 | 15 | 22 | 20 | 27 |
| | | | | NBLTR | - | 6 | 14 | 7 | 15 | 7 | 18 |
| | | | CAPRICE DRIVE | SBL | - | 32 | 98 | 37 | 111 | 120 | 211 |
| | | | | SBTR | - | 0 | 14 | 0 | 16 | 0 | 18 |
| 4 | WOLFENSBERGER ROAD/PARK STREET | SIGNAL | WOLFENSBERGER ROAD | EBL | 100 | 35 | 29 | 35 | 27 | 35 | 27 |
| | | | | EBTR | - | 222 | 221 | 305 | 293 | 312 | 297 |
| | | | WOLFENSBERGER ROAD | WBL | 100 | 47 | 46 | 46 | 42 | 46 | 42 |
| | | | | WBTR | - | 135 | 157 | 186 | 206 | 191 | 203 |
| | | | | NBL | - | 203 | 181 | 208 | 211 | 208 | 211 |
| | | | PARK STREET | NBT | - | 54 | 36 | 57 | 42 | 57 | 42 |
| | | | | NBR | - | 7 | 16 | 7 | 19 | 7 | 19 |
| | | | PARK STREET | SBL | - | 41 | 104 | 40 | 113 | 41 | 113 |
| | | | | SBTR | - | 35 | 80 | 36 | 87 | 37 | 87 |
| 5 | N SITE ACCESS/CAPRICE DRIVE | STOP | N SITE ACCESS | EBLTR | - | 0 | 2.5 | 0 | 2.5 | 17.5 | 17.5 |
| | | | DRIVEWAY | WBLTR | - | 2.5 | 5 | 2.5 | 5 | 5 | 7.5 |
| | | | CAPRICE DRIVE | NBLTR | - | 0 | 0 | 0 | 0 | 5 | 5 |
| | | | CAPRICE DRIVE | SBLTR | - | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | WOLFENSBERGER ROAD/S SITE ACCESS | STOP | WOLFENSBERGER ROAD | EBT | - | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | WOLFENSBERGER ROAD | WBTR | - | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | S SITE ACCESS | SBR | - | 0 | 0 | 0 | 0 | 17.5 | 12.5 |

Notes : (1) Queue length, in feet, is based on the 95th percentile queue as reported by Synchro, Version 12.

# VII. Conclusions and Recommendations

## Conclusions

Based on the results of this traffic impact study, the following may be concluded:

- Under existing traffic conditions, the signalized intersections within the study area currently operate at overall levels of service (LOS) “C” or better during the weekday AM and PM peak hours, and queues remain within their respective storage lengths.
- Under existing traffic conditions, the movements for the unsignalized site access intersections within the study area currently operate at overall LOS “B” or better during the weekday AM and PM peak hours, and queues remain within their respective storage lengths.
- The proposed site development would generate, upon completion and full occupancy, 121 net new weekday AM and 107 net new weekday PM peak hour vehicle trips as well as 1,383 net new weekday daily trips.
- Compared to existing uses the redevelopment represents a negligible net new trip difference to the network.
- Under build-out 2027 total future traffic conditions with development of the site, the intersections within the study area would operate consistent with existing conditions for weekday AM and PM peak hours.
- Under long-range background future 2047 traffic conditions, without the development of the subject site, the intersections within the study area are forecasted to experience slight increase in delay due to regional growth, however are expected to operate generally consistent with existing conditions.
- Under long-range total future 2047 traffic conditions with development of the site, the intersections within the study area would operate consistent with long-range background conditions for weekday AM and PM peak hours. Overall delays would experience minor increase due to site trips

## Recommendations

- It is recommended that the Applicant provide access consistent with the site plan contained herein.

# APPENDIX A – Full Sized Conceptual Plan

## SITE LEGEND

- BOUNDARY LINE
- CONCRETE CURB AND GUTTER
- MOUNTABLE CURB W/RADIUS PROTECTOR
- (7) PARKING SPACE INDICATOR
- AREA LIGHT
- MULTIPLE PRODUCT DISPENSER WITH CANOPY COLUMN AND BOLLARDS
- TFR TRANSFORMER
- FUEL SYSTEM ACCESS MANWAY

G4 (P-121)
STORE NO.: 4273
6,445 S.F.
BLDG. HT.= 20'-0"

WOLFENSBERGER ROAD
(R.O.W. VARIES)

CAPRICE DRIVE
(50' R.O.W.)

FUEL TANKS W/ SLURRY CAP
FUEL CANOPY
DOUBLE TRASH ENCLOSURE
AIR STATION
CANOPY BOLLARD
TRANSITION SUMP (TYP)
CANOPY ROOF DRAIN
ESO
ADA DISPENSERS W/ ADA SIGNAGE
IDC-20
BOLLARDS
BUILDING ROOF DRAIN
ELEC EQUIP W/ METER
EMERGENCY EXIT ONLY
ADA SIGNAGE
ADA TABLE
BIKE RACK
CL-60-F
ADA PARKING W/ VAN ACCESSIBLE STALL
PARKING LOT CURB RAMP
PRIMARY ELEC SERVICE
PADMOUNT TRANSFORMER
SECONDARY ELEC SERVICE
PAINTED CURB TRANSITION
GREASE INTERCEPTOR
6" SS SERVICE
4'ø SAMPLING SSMH
TELE SERVICE
DOMESTIC & IRRIGATION WATER SERVICE LINES
CONFIRM IF THIS UGE CAN GO AWAY WITH UTILITY CO.
EX 8" SS TO REMAIN CONDITION TO BE VERIFIED
EX WATER METERS & SERVICE LINES TO BE UTILIZED IF PROPER SIZE
SIDEWALK W/ INTEGRAL WALL
SIDEWALK ACCESS STEPS
ADA ACCESS DIRECTIONAL SIGN
QT TO REBUILD ADA RAMP AT CORNER
QT HORIZONTAL MONUMENT SIGN, MH15-E2PGQ-CC-54, 7'-10"H X 11'W X 53.1SF
5' SIDEWALK
10' Drainage & Utility Easement Doc #204598
9.4'X13.5' Shed
16' Utility EasementT Doc #254392
Drainage & Utility Easement Doc #254392
Reciprocal Ingress & Egress Easement Doc. #360165 (Bk590, Pg706)
SSMH Rim=6171.62 8" Clay Inv(W)=6159.59
SSMH Rim=6164.48 8" Clay Inv(N-SW)=6156.41
CDOT Type R Inlet Rim=6172.49 18" RCP Inv(S)=6167.27 Bottom=6167.17
Tall Metal Sign Post
Conc Wall
Brick Paver Median
Asphalt
Size Unknown
12" DI By Record
8" DI By Record
25' Roadway Easement Bk 213 Pg 185
10' Bldg/Stbk
15' Bldg/Stbk
8' Pkg/Stbk

20 10 0 20 40


DARLA K. HOLMAN
062-072191
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

PROJECT NO.:83-4273

MDG
Midwest Design Group
Kansas City
PO Box 860015
Shawnee, KS 66286-0015
P 913.248.9385


# QuikTrip No. 4273

WOLFENSBERGER ROAD & CAPRICE DRIVE
CASTLE ROCK, DOUGLAS COUNTY, COLORADO 80109


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| | |
|---|---|
| PROTOTYPE: | P-120 |
| DIVISION: | 83 |
| VERSION: | 001 |
| DESIGNED BY: | DKH |
| DRAWN BY: | CSH |
| REVIEWED BY: | AMG |

| REV | DATE | DESCRIPTION |
|---|---|---|

ORIGINAL ISSUE DATE: 02/25/2025

SHEET TITLE:
SITE PLAN

SHEET NUMBER:
C100


FILE LOCATION:C:\Civil 3D Projects\QT4273 Castle Rock, CO\83-4273 Civil.dwg TAB NAME:Site USER:dkhol SAVED:3/4/2025 2:04 PM PLOTTED:3/4/2025 2:06 PM

# APPENDIX B – Base Assumptions Form

Galloway
5500 Greenwood Plaza Blvd., Suite 200
Greenwood Village, CO 80111
303.770.8884 • GallowayUS.com

# TRAFFIC IMPACT STUDY BASE ASSUMPTIONS WORKSHEET

| | | | | |
|---|---|---|---|---|
| Project Name | Quiktrip 4273 | | | |
| Project Location | Castle Rock, CO | | | |
| Project Size | 1.7 Acres | | | |
| Study Area Boundaries | North: Property Lines | | South: Wolfensberger Rd | |
| | East: Caprice Dr | | West: Property Lines | |
| Study Years | Existing: 2025, Build out: 2027, Long Range: 2047 | | | |
| Future Traffic Growth Rate | 0% to use in 2027 analysis, 1.3% to use in 2047 analysis consistent with Castle Rock Transportation Master Plan | | | |
| Study Intersections (see attached) | 1. Site Accesses | | 2. Wolfensberger Rd/Caprice Dr | |
| | 3. Wolfensberger Rd/Park St | | 4. Wolfensberger Rd/I-25 SB ramp | |
| | 5. Wolfensberger Rd/I-25 NB ramp | | 6. | |
| | 7. | | 8. | |
| Time Period for Study | AM: ☒ | PM: ☒ | Sat. Noon: ☐ | |
| Trip Generation Rates (Latest ITE *Trip Generation Manual* rates/equations will be utilized unless otherwise recommended or approved.) (see attached) | | | | |
| Trip Adjustment Factors (Subject to approval.) | Pass by: 76% AM/ 75% PM | | Captive Market: N/A | |
| Overall Trip Distribution (see attached) | North: 10% | South: 0% | East: 60% | West: 30% |
| Mode Split Assumptions | N/A | | | |
| Committed Roadway Improvements | | | | |
| Other Traffic Studies | | | | |
| Areas Requiring Special Study (i.e. Signal progression, passenger car equivalents, accident analyses, etc.) | Existing uses may be subtracted: Fast food restaurant with drive thru, strip retail, high turn-over sit down restaurant | | | |
| DATE: TRANSPORTATION ENGINEER: Brian Horan (Galloway) | | | | |




*Figure 1: Site Trip Distributions*

Table 1

Quiktrip 4273 - Castle Rock

Site Trip Generation

| Land Use | Land Use Code | Amount | Units | AM Peak Hour In | AM Peak Hour Out | AM Peak Hour Total | PM Peak Hour In | PM Peak Hour Out | PM Peak Hour Total | Average Daily Trips |
|---|---|---|---|---|---|---|---|---|---|---|
| *Proposed* [1] | | | | | | | | | | |
| Convenience Store/Gas Station | 945 | 16 | FP | 253 | 253 | 506 | 215 | 215 | 430 | 5,532 |
| *Pass-by's (76%AM/75%PM )* | | | | *(192)* | *(193)* | *(385)* | *(161)* | *(162)* | *(323)* | *(4,149)* |
| **Net New Trips** | | | | **61** | **60** | **121** | **54** | **53** | **107** | **1,383** |

Note(s):

(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 11th Edition

PROJECT NO.:######

# QuikTrip No. 4273

12345 S. MAIN STREET
ANYTOWN, USA

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| | |
|---|---|
| PROTOTYPE: | P-111 (08/01/22) |
| DIVISION: | |
| VERSION: | 001 |
| DESIGNED BY: | |
| DRAWN BY: | |
| REVIEWED BY: | |

| REV | DATE | DESCRIPTION |
|---|---|---|

ORIGINAL ISSUE DATE:

SHEET TITLE:

INITIAL SITE PLAN

SHEET NUMBER:

0

FILE LOCATION:C:\Vault_QT\83_Denver\83-4273\00 QuikDraw\83-4273 ISP Option 02.dwg TAB NAME:Site (ISP) USER:bwarren SAVED:11/4/2024 4:12 PM PLOTTED:11/5/2024 9:21 AM

**Vehicle Pass-By Rates by Land Use**

Source: ITE *Trip Generation Manual* , 11th Edition

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Land Use Code | 945 | | | | | | | | | |
| Land Use | Convenience Store/Gas Station | | | | | | | | | |
| Setting | General Urban/Suburban | | | | | | | | | |
| Time Period | Weekday AM Peak Period | | | | | | | | | |
| # Data Sites | 16 Sites with between 2 and 8 VFP | | | | | 28 Sites with between 9 and 20 VFP | | | | |
| Average Pass-By Rate | 60% for Sites with between 2 and 8 VFP | | | | | 76% for Sites with between 9 and 20 VFP | | | | |
| | Pass-By Characteristics for Individual Sites | | | | | | | | | |
| | | | | | | | | | | |
| | | | Survey | | Pass-By | Non-Pass-By Trips | | | Adj Street Peak | |
| GFA (000) | VFP | State or Province | Year | # Interviews | Trip (%) | Primary (%) | Diverted (%) | Total (%) | Hour Volume | Source |
| 2 | 8 | Maryland | 1992 | 46 | 87 | 13 | 0 | 13 | 2235 | 25 |
| 2.1 | 6 | Maryland | 1992 | 26 | 58 | 23 | 19 | 42 | 2080 | 25 |
| 2.1 | 6 | Maryland | 1992 | 26 | 58 | 23 | 19 | 42 | 2080 | 25 |
| 2.2 | 8 | Maryland | 1992 | 31 | 47 | 34 | 19 | 53 | 1785 | 25 |
| 2.2 | < 8 | Indiana | 1993 | 79 | 56 | 6 | 38 | 44 | 635 | 2 |
| 2.2 | 8 | Maryland | 1992 | 35 | 78 | 9 | 13 | 22 | 7080 | 25 |
| 2.3 | 6 | Maryland | 1992 | 37 | 32 | 41 | 27 | 68 | 2080 | 25 |
| 2.3 | < 8 | Kentucky | 1993 | 58 | 64 | 5 | 31 | 36 | 1255 | 2 |
| 2.3 | 6 | Maryland | 1992 | 37 | 32 | 41 | 27 | 68 | 2080 | 25 |
| 2.4 | < 8 | Kentucky | 1993 | — | 48 | 17 | 35 | 52 | 1210 | 2 |
| 2.6 | < 8 | Kentucky | 1993 | — | 72 | 15 | 13 | 28 | 940 | 2 |
| 2.8 | < 8 | Kentucky | 1993 | — | 54 | 11 | 35 | 46 | 1240 | 2 |
| 3 | < 8 | Indiana | 1993 | 62 | 74 | 10 | 16 | 26 | 790 | 2 |
| 3.6 | < 8 | Kentucky | 1993 | 49 | 67 | 4 | 29 | 33 | 1985 | 2 |
| 3.7 | < 8 | Kentucky | 1993 | 49 | 66 | 16 | 18 | 34 | 990 | 2 |
| 4.694 | 12 | Maryland | 2000 | — | 72 | — | — | 28 | 2440 | 30 |
| 4.694 | 12 | Maryland | 2000 | — | 78 | — | — | 22 | 1561 | 30 |
| 4.694 | 12 | Maryland | 2000 | — | 79 | — | — | 21 | 2764 | 30 |
| 4.848 | 12 | Virginia | 2000 | — | 55 | — | — | 45 | 1398 | 30 |
| 5.06 | 12 | Pennsylvania | 2000 | — | 84 | — | — | 16 | 3219 | 30 |
| 5.242 | 12 | Virginia | 2000 | — | 74 | — | — | 26 | 1160 | 30 |
| 5.242 | 12 | Virginia | 2000 | — | 71 | — | — | 29 | 548 | 30 |
| 5.488 | 12 | Delaware | 2000 | — | 80 | — | — | 20 | — | 30 |
| 5.5 | 12 | Pennsylvania | 2000 | — | 85 | — | — | 15 | 2975 | 30 |
| 4.2 | < 8 | Kentucky | 1993 | 47 | 62 | 19 | 19 | 38 | 1705 | 2 |
| 4.694 | 16 | Maryland | 2000 | — | 90 | — | — | 10 | 2278 | 30 |
| 4.694 | 16 | Delaware | 2000 | — | 74 | — | — | 26 | 2185 | 30 |
| 4.694 | 16 | Delaware | 2000 | — | 58 | — | — | 42 | 962 | 30 |
| 4.694 | 16 | Delaware | 2000 | — | 84 | — | — | 16 | 2956 | 30 |
| 4.694 | 16 | New Jersey | 2000 | — | 79 | — | — | 21 | 1859 | 30 |
| 4.694 | 20 | Delaware | 2000 | — | 84 | — | — | 16 | 3864 | 30 |
| 4.848 | 16 | Virginia | 2000 | — | 68 | — | — | 32 | 2106 | 30 |
| 4.848 | 16 | Virginia | 2000 | — | 85 | — | — | 15 | 2676 | 30 |
| 4.848 | 16 | Virginia | 2000 | — | 75 | — | — | 25 | 3244 | 30 |
| 4.848 | 16 | Virginia | 2000 | — | 71 | — | — | 29 | 1663 | 30 |
| 4.993 | 16 | Pennsylvania | 2000 | — | 75 | — | — | 25 | 1991 | 30 |
| 5.094 | 16 | New Jersey | 2000 | — | 86 | — | — | 14 | 1260 | 30 |
| 5.5 | 16 | Pennsylvania | 2000 | — | 82 | — | — | 18 | 1570 | 30 |
| 5.543 | 16 | Pennsylvania | 2000 | — | 84 | — | — | 16 | 1933 | 30 |
| 5.565 | 16 | Pennsylvania | 2000 | — | 77 | — | — | 23 | 2262 | 30 |
| 5.565 | 16 | Pennsylvania | 2000 | — | 68 | — | — | 32 | 2854 | 30 |
| 5.565 | 16 | New Jersey | 2000 | — | 58 | — | — | 42 | 1253 | 30 |
| 5.565 | 16 | New Jersey | 2000 | — | 79 | — | — | 21 | 1928 | 30 |
| 5.565 | 16 | New Jersey | 2000 | --- | 84 | --- | --- | 16 | 1953 | 30 |
| | | | | | | | | | | |

**Vehicle Pass-By Rates by Land Use**

Source: ITE *Trip Generation Manual* , 11th Edition

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Land Use Code | 945 | | | | | | | | | |
| Land Use | Convenience Store/Gas Station | | | | | | | | | |
| Setting | General Urban/Suburban | | | | | | | | | |
| Time Period | Weekday PM Peak Period | | | | | | | | | |
| # Data Sites | 12 Sites with between 2 and 8 VFP | | | | | 28 Sites with between 9 and 20 VFP | | | | |
| Average Pass-By Rate | 56% for Sites with between 2 and 8 VFP | | | | | 75% for Sites with between 9 and 20 VFP | | | | |
| | Pass-By Characteristics for Individual Sites | | | | | | | | | |
| | | | | | | | | | | |
| | | | Survey | | Pass-By | Non-Pass-By Trips | | | Adj Street Peak | |
| GFA (000) | VFP | State or Province | Year | # Interviews | Trip (%) | Primary (%) | Diverted (%) | Total (%) | Hour Volume | Source |
| 2.1 | 8 | Maryland | 1992 | 31 | 52 | 13 | 35 | 48 | 1785 | 25 |
| 2.1 | 6 | Maryland | 1992 | 30 | 53 | 20 | 27 | 47 | 1060 | 25 |
| 2.2 | < 8 | Indiana | 1993 | 115 | 48 | 16 | 36 | 52 | 820 | 2 |
| 2.3 | < 8 | Kentucky | 1993 | 67 | 57 | 16 | 27 | 43 | 1954 | 2 |
| 2.3 | 6 | Maryland | 1992 | 55 | 40 | 11 | 49 | 60 | 2760 | 25 |
| 2.4 | < 8 | Kentucky | 1993 | — | 58 | 13 | 29 | 42 | 2655 | 2 |
| 2.6 | < 8 | Kentucky | 1993 | 68 | 67 | 15 | 18 | 33 | 950 | 2 |
| 2.8 | < 8 | Kentucky | 1993 | — | 62 | 11 | 27 | 38 | 2875 | 2 |
| 3 | < 8 | Indiana | 1993 | 80 | 65 | 15 | 20 | 35 | 1165 | 2 |
| 3.6 | < 8 | Kentucky | 1993 | 60 | 56 | 17 | 27 | 44 | 2505 | 2 |
| 3.7 | < 8 | Kentucky | 1993 | 70 | 61 | 16 | 23 | 39 | 2175 | 2 |
| 4.2 | < 8 | Kentucky | 1993 | 61 | 58 | 26 | 16 | 42 | 2300 | 2 |
| 4.694 | 12 | Maryland | 2000 | — | 78 | — | — | 22 | 3549 | 30 |
| 4.694 | 12 | Maryland | 2000 | — | 67 | — | — | 33 | 2272 | 30 |
| 4.694 | 12 | Maryland | 2000 | — | 66 | — | — | 34 | 3514 | 30 |
| 4.848 | 12 | Virginia | 2000 | — | 71 | — | — | 29 | 2350 | 30 |
| 5.06 | 12 | Pennsylvania | 2000 | — | 91 | — | — | 9 | 4181 | 30 |
| 5.242 | 12 | Virginia | 2000 | — | 70 | — | — | 30 | 2445 | 30 |
| 5.242 | 12 | Virginia | 2000 | — | 56 | — | — | 44 | 950 | 30 |
| 5.488 | 12 | Delaware | 2000 | — | 73 | — | — | 27 | — | 30 |
| 5.5 | 12 | Pennsylvania | 2000 | — | 84 | — | — | 16 | 4025 | 30 |
| 4.694 | 16 | Maryland | 2000 | — | 89 | — | — | 11 | 2755 | 30 |
| 4.694 | 16 | Delaware | 2000 | — | 73 | — | — | 27 | 1858 | 30 |
| 4.694 | 16 | Delaware | 2000 | — | 59 | — | — | 41 | 1344 | 30 |
| 4.694 | 16 | Delaware | 2000 | — | 72 | — | — | 28 | 3434 | 30 |
| 4.694 | 16 | New Jersey | 2000 | — | 81 | — | — | 19 | 1734 | 30 |
| 4.694 | 20 | Delaware | 2000 | — | 76 | — | — | 24 | 1616 | 30 |
| 4.848 | 16 | Virginia | 2000 | — | 67 | — | — | 33 | 2.954 | 30 |
| 4.848 | 16 | Virginia | 2000 | — | 78 | — | — | 22 | 3086 | 30 |
| 4.848 | 16 | Virginia | 2000 | — | 83 | — | — | 17 | 4143 | 30 |
| 4.848 | 16 | Virginia | 2000 | — | 73 | — | — | 27 | 2534 | 30 |
| 4.993 | 16 | Pennsylvania | 2000 | — | 72 | — | — | 28 | 2917 | 30 |
| 5.094 | 16 | New Jersey | 2000 | — | 86 | — | — | 14 | 1730 | 30 |
| 5.5 | 16 | Pennsylvania | 2000 | — | 90 | — | — | 10 | 2616 | 30 |
| 5.543 | 16 | Pennsylvania | 2000 | — | 87 | — | — | 13 | 2363 | 30 |
| 5.565 | 16 | Pennsylvania | 2000 | — | 81 | — | — | 19 | 2770 | 30 |
| 5.565 | 16 | Pennsylvania | 2000 | — | 76 | — | — | 24 | 3362 | 30 |
| 5.565 | 16 | New Jersey | 2000 | — | 61 | — | — | 39 | 1713 | 30 |
| 5.565 | 16 | New Jersey | 2000 | — | 86 | — | — | 14 | 1721 | 30 |
| 5.565 | 16 | New Jersey | 2000 | --- | 81 | --- | --- | 19 | 2227 | 30 |
| | | | | | | | | | | |

# APPENDIX C – LOS Descriptions

## Level of Service for Signalized Intersections

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Specifically, level-of-service (LOS) criteria are stated in terms of the average stopped delay per vehicle for a 15-min analysis period. The criteria are given in Exhibit 16-2. Delay may be measured in the field or estimated using procedures presented later in this chapter. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

***LOS A*** describes operations with very low delay, up to 10 sec per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

***LOS B*** describes operations with delay greater than 10 and up to 20 sec per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.

Exhibit 16-2. Level-of-Service Criteria for Signalized Intersections

| LEVEL OF SERVICE | STOPPED DELAY PER VEHICLE (SEC) |
|---|---|
| A | $\leq$10.0 |
| B | > 10.0 and $\leq$20.0 |
| C | > 20.0 and $\leq$ 35.0 |
| D | > 35.0 and $\leq$ 55.0 |
| E | > 55.0 and $\leq$ 80.0 |
| F | >80.0 |

***LOS C*** describes operations with delay greater than 20 and up to 35 sec per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

***LOS D*** describes operations with delay greater than 35 and up to 55 sec per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

***LOS E*** describes operations with delay greater than 55 and up to 80 sec per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

***LOS F*** describes operations with delay in excess of 80 sec per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high *v/c* ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: Highway Capacity Manual, 2000. Transportation Research Board, National Research Council

**Level of Service Criteria for Stop Sign Controlled Intersections**

The level of service criteria are given in Table 17-2. As used here, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in queue.

The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. . . .

Table 17-2. Level of Service Criteria for TWSC Intersections

| LEVEL OF SERVICE | AVERAGE CONTROL DELAY (sec/veh) |
|---|---|
| A | ≤ 10 |
| B | > 10 and ≤ 15 |
| C | > 15 and ≤ 25 |
| D | > 25 and ≤ 35 |
| E | > 35 and ≤ 50 |
| F | > 50 |

Average total delay less than 10 sec/veh is defined as Level of Service (LOS) A. Follow-up times of less than 5 sec have been measured when there is no conflicting traffic for a minor street movement, so control delays of less than 10 sec/veh are appropriate for low flow conditions. To remain consistent with the AWSC intersection analysis procedure described later in this chapter, a total delay of 50 sec/veh is assumed as the break point between LOS E and F.

The proposed level of service criteria for TWSC intersections are somewhat different from the criteria used in Chapter 16 for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, several driver behavior considerations combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, where drivers on the minor approaches to unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized than signalized intersections. For these reasons, it is considered that the total delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. . . .

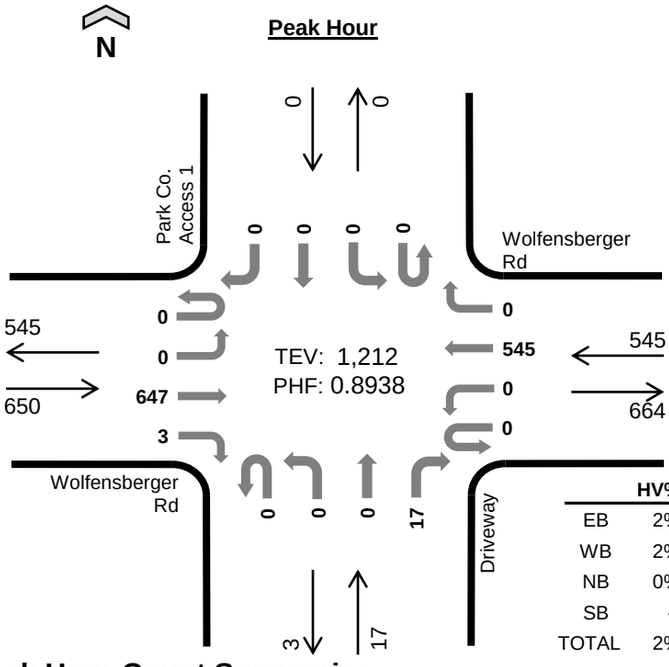
LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to cross safely through a major street traffic stream. This level of service is generally evident from extremely long total delays experienced by side street traffic and by queueing on the minor approaches. The method, however, is based on a constant critical gap size - that is, the critical gap remains constant, no matter how long the side street motorist waits. LOS F may also appear in the form of side street vehicles' selecting smaller-than-usual gaps. In such cases, safety may be a problem and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior. The latter is more difficult to observe on the field than queueing, which is more obvious.

Source: Highway Capacity Manual, 2000. Transportation Research Board, National Research Council

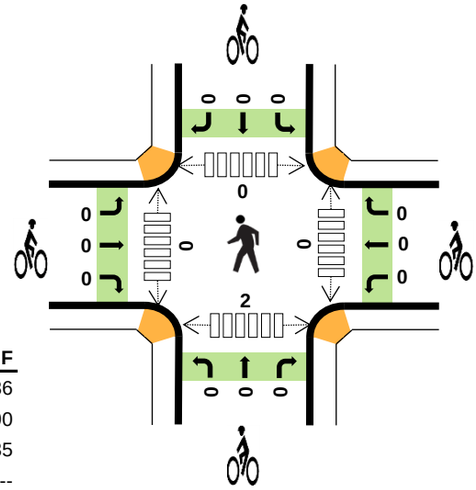
# APPENDIX D – Traffic Counts & Signal Timings

# Park Co. Access 1
# Wolfensberger Rd

**Date:** 2/20/2025
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:15 AM to 8:15 AM




| | HV% | PHF |
|---|---|---|
| EB | 2% | 0.86 |
| WB | 2% | 0.90 |
| NB | 0% | 0.35 |
| SB | -- | -- |
| TOTAL | 2% | 0.89 |



## Peak Hour Count Summaries

| Peak Hour Interval Start | | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | Driveway Northbound | | | | Park Co. Access 1 Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:15 AM | | 0 | 0 | 132 | 0 | 0 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 270 | 0 |
| 7:30 AM | | 0 | 0 | 189 | 0 | 0 | 0 | 148 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 339 | 0 |
| 7:45 AM | | 0 | 0 | 181 | 1 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 337 | 0 |
| 8:00 AM | | 0 | 0 | 145 | 2 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 266 | 1,212 |
| Pk Hr | All | 0 | 0 | 647 | 3 | 0 | 0 | 545 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 1,212 | |
| | HV | 0 | 0 | 11 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | |
| | HV% | - | - | 2% | 0% | - | - | 2% | - | - | - | - | 0% | - | - | - | - | 2% | |

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

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

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

## Count Summaries - All Vehicles

| Interval Start | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | Driveway Northbound | | | | Park Co. Access 1 Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 109 | 2 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 210 | 0 |
| **7:15 AM** | **0** | **0** | **132** | **0** | **0** | **0** | **138** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **270** | **0** |
| **7:30 AM** | **0** | **0** | **189** | **0** | **0** | **0** | **148** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **339** | **0** |
| **7:45 AM** | **0** | **0** | **181** | **1** | **0** | **0** | **152** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **337** | **1,156** |
| **8:00 AM** | **0** | **0** | **145** | **2** | **0** | **0** | **107** | **0** | **0** | **0** | **0** | **12** | **0** | **0** | **0** | **0** | **266** | **1,212** |
| 8:15 AM | 0 | 0 | 147 | 0 | 0 | 0 | 101 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 249 | 1,191 |
| 8:30 AM | 0 | 0 | 112 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 209 | 1,061 |
| 8:45 AM | 0 | 0 | 148 | 1 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 266 | 990 |
| Count Total | 0 | 0 | 1,163 | 6 | 0 | 0 | 950 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 2,146 | |
| Pk Hr All | **0** | **0** | **647** | **3** | **0** | **0** | **545** | **0** | **0** | **0** | **0** | **17** | **0** | **0** | **0** | **0** | **1,212** | |
| Pk Hr HV | **0** | **0** | **11** | **0** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **21** | |
| Pk Hr HV% | **-** | **-** | **2%** | **0%** | **-** | **-** | **2%** | **-** | **-** | **-** | **-** | **0%** | **-** | **-** | **-** | **-** | **2%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 7:00 AM | 3 | 0 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:15 AM** | **0** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| **7:30 AM** | **5** | **4** | **0** | **0** | **9** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **3** | **4** | **0** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| **8:00 AM** | **3** | **1** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:15 AM | 4 | 2 | 0 | 0 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 4 | 4 | 0 | 0 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 5 | 10 | 0 | 0 | *15* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 2 | *2* |
| Count Total | 27 | 26 | 0 | 0 | *53* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 4 | *4* |
| **Peak Hour** | **11** | **10** | **0** | **0** | ***21*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **2** | **2** |

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

## Count Summaries - Heavy Vehicles

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | Driveway | | | | Park Co. Access 1 | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** |
| **7:30 AM** | **0** | **0** | **5** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **9** | **0** |
| **7:45 AM** | **0** | **0** | **3** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **20** |
| **8:00 AM** | **0** | **0** | **3** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **21** |
| 8:15 AM | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 26 |
| 8:30 AM | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 25 |
| 8:45 AM | 0 | 0 | 5 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 33 |
| Count Total | 0 | 0 | 27 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | |
| **Pk Hr Heavy** | **0** | **0** | **11** | **0** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **21** | |

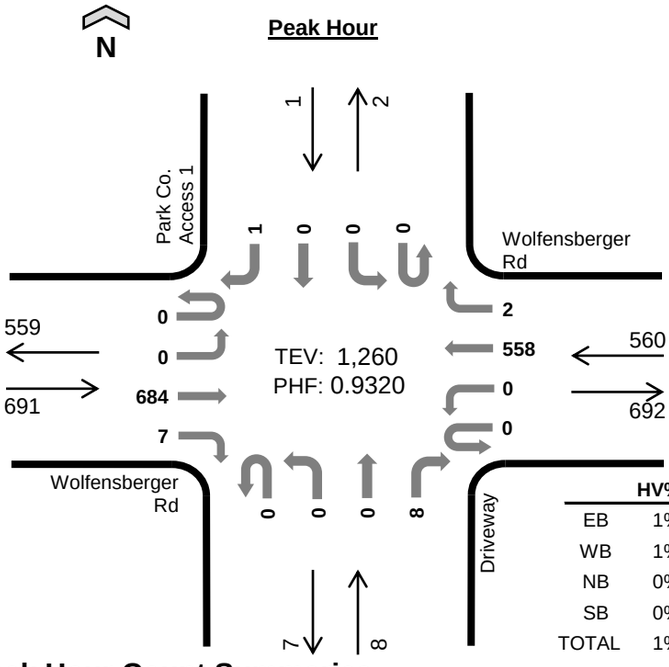
## Count Summaries - Bikes

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | Driveway | | | | Park Co. Access 1 | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

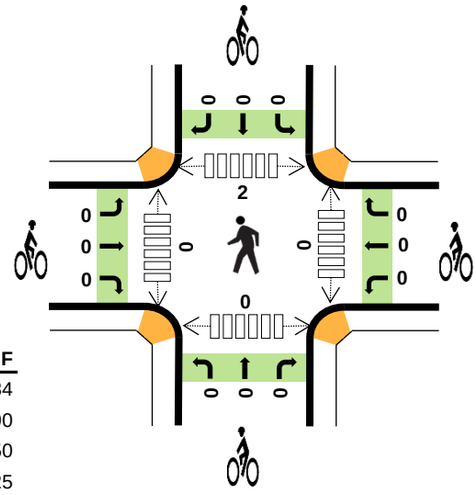
TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

# Park Co. Access 1
# Wolfensberger Rd

**Date:** 2/20/2025
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:15 PM to 5:15 PM




| | HV% | PHF |
|---|---|---|
| EB | 1% | 0.84 |
| WB | 1% | 0.90 |
| NB | 0% | 0.50 |
| SB | 0% | 0.25 |
| TOTAL | 1% | 0.93 |




## Peak Hour Count Summaries

| Peak Hour Interval Start | | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | Driveway Northbound | | | | Park Co. Access 1 Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:15 PM | | 0 | 0 | 151 | 1 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 306 | 0 |
| 4:30 PM | | 0 | 0 | 204 | 1 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 338 | 0 |
| 4:45 PM | | 0 | 0 | 138 | 5 | 0 | 0 | 154 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 302 | 0 |
| 5:00 PM | | 0 | 0 | 191 | 0 | 0 | 0 | 122 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 314 | 1,260 |
| Pk Hr | All | 0 | 0 | 684 | 7 | 0 | 0 | 558 | 2 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 1,260 | |
| | HV | 0 | 0 | 9 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | |
| | HV% | - | - | 1% | 0% | - | - | 1% | 0% | - | - | - | 0% | - | - | - | 0% | 1% | |

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

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

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

## Count Summaries - All Vehicles

| Interval Start | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | Driveway Northbound | | | | Park Co. Access 1 Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 139 | 0 | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 290 | 0 |
| **4:15 PM** | **0** | **0** | **151** | **1** | **0** | **0** | **152** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **306** | **0** |
| **4:30 PM** | **0** | **0** | **204** | **1** | **0** | **0** | **130** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **338** | **0** |
| **4:45 PM** | **0** | **0** | **138** | **5** | **0** | **0** | **154** | **1** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **302** | **1,236** |
| **5:00 PM** | **0** | **0** | **191** | **0** | **0** | **0** | **122** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **314** | **1,260** |
| 5:15 PM | 0 | 0 | 151 | 3 | 0 | 0 | 135 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 292 | 1,246 |
| 5:30 PM | 0 | 0 | 119 | 3 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 247 | 1,155 |
| 5:45 PM | 0 | 0 | 109 | 1 | 0 | 0 | 112 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 224 | 1,077 |
| Count Total | 0 | 0 | 1,202 | 14 | 0 | 0 | 1,071 | 3 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 2 | 2,313 | |
| Pk Hr All | **0** | **0** | **684** | **7** | **0** | **0** | **558** | **2** | **0** | **0** | **0** | **8** | **0** | **0** | **0** | **1** | **1,260** | |
| Pk Hr HV | **0** | **0** | **9** | **0** | **0** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **15** | |
| Pk Hr HV% | **-** | **-** | **1%** | **0%** | **-** | **-** | **1%** | **0%** | **-** | **-** | **-** | **0%** | **-** | **-** | **-** | **0%** | **1%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 4:00 PM | 2 | 1 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 2 | 0 | *2* |
| **4:15 PM** | **1** | **3** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **5** | **2** | **0** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **2** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **2** |
| **5:00 PM** | **1** | **1** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:15 PM | 1 | 2 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:30 PM | 3 | 2 | 0 | 0 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 1 | 1 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 16 | 12 | 0 | 0 | *28* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 4 | 0 | *4* |
| **Peak Hour** | **9** | **6** | **0** | **0** | ***15*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **2** | **0** | **2** |

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

## Count Summaries - Heavy Vehicles

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | Driveway | | | | Park Co. Access 1 | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| **4:15 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** |
| **4:30 PM** | **0** | **0** | **5** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **0** |
| **4:45 PM** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **16** |
| **5:00 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **15** |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14 |
| 5:30 PM | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 12 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 |
| Count Total | 0 | 0 | 16 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | |
| **Pk Hr Heavy** | **0** | **0** | **9** | **0** | **0** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **15** | |

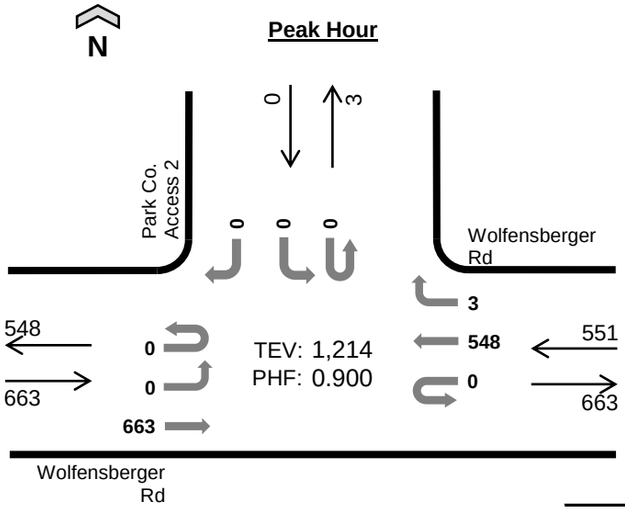
## Count Summaries - Bikes

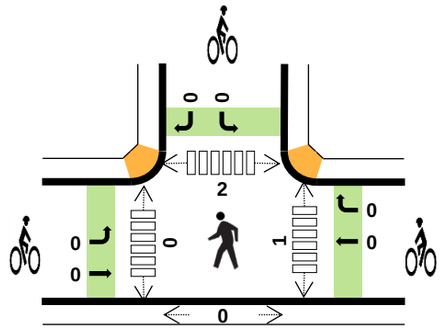
| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | Driveway | | | | Park Co. Access 1 | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

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

# Park Co. Access 2
# Wolfensberger Rd

**Date:** 2/20/2025
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:15 AM to 8:15 AM



| | HV% | PHF |
|---|---|---|
| EB | 2% | 0.88 |
| WB | 2% | 0.90 |
| NB | -- | -- |
| SB | -- | -- |
| TOTAL | 2% | 0.90 |

## Peak Hour Count Summaries

| Peak Hour Interval Start | | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | n/a Northbound | | | | Park Co. Access 2 Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:15 AM | | 0 | 0 | 133 | 0 | 0 | 0 | 143 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 277 | 0 |
| 7:30 AM | | 0 | 0 | 189 | 0 | 0 | 0 | 144 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 334 | 0 |
| 7:45 AM | | 0 | 0 | 184 | 0 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 337 | 0 |
| 8:00 AM | | 0 | 0 | 157 | 0 | 0 | 0 | 108 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | 1,214 |
| Pk Hr | All | 0 | 0 | 663 | 0 | 0 | 0 | 548 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,214 | |
| | HV | 0 | 0 | 11 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | |
| | HV% | - | - | 2% | - | - | - | 2% | 33% | - | - | - | - | - | - | - | - | 2% | |

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

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

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

## Count Summaries - All Vehicles

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | n/a | | | | Park Co. Access 2 | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 116 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 0 |
| **7:15 AM** | **0** | **0** | **133** | **0** | **0** | **0** | **143** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **277** | **0** |
| **7:30 AM** | **0** | **0** | **189** | **0** | **0** | **0** | **144** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **334** | **0** |
| **7:45 AM** | **0** | **0** | **184** | **0** | **0** | **0** | **153** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **337** | **1,161** |
| **8:00 AM** | **0** | **0** | **157** | **0** | **0** | **0** | **108** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **266** | **1,214** |
| 8:15 AM | 0 | 0 | 147 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 247 | 1,184 |
| 8:30 AM | 0 | 0 | 114 | 0 | 0 | 0 | 92 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 1,061 |
| 8:45 AM | 0 | 0 | 149 | 0 | 0 | 0 | 114 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | 990 |
| Count Total | 0 | 0 | 1,189 | 0 | 0 | 0 | 951 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,151 | |
| Pk Hr All | **0** | **0** | **663** | **0** | **0** | **0** | **548** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1,214** | |
| Pk Hr HV | **0** | **0** | **11** | **0** | **0** | **0** | **9** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **21** | |
| Pk Hr HV% | **-** | **-** | **2%** | **-** | **-** | **-** | **2%** | **33%** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **2%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 7:00 AM | 2 | 1 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:15 AM** | **0** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **5** | **4** | **0** | **0** | **9** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **3** | **3** | **0** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:00 AM** | **3** | **2** | **0** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | **0** | **3** |
| 8:15 AM | 3 | 3 | 0 | 0 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 5 | 5 | 0 | 0 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 6 | 9 | 0 | 0 | *15* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 27 | 28 | 0 | 0 | *55* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 2 | 0 | *3* |
| **Peak Hour** | **11** | **10** | **0** | **0** | ***21*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **0** | **2** | **0** | **3** |

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

## Count Summaries - Heavy Vehicles

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | n/a | | | | Park Co. Access 2 | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** |
| **7:30 AM** | **0** | **0** | **5** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **9** | **0** |
| **7:45 AM** | **0** | **0** | **3** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **19** |
| **8:00 AM** | **0** | **0** | **3** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **21** |
| 8:15 AM | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 26 |
| 8:30 AM | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 27 |
| 8:45 AM | 0 | 0 | 6 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 36 |
| Count Total | 0 | 0 | 27 | 0 | 0 | 0 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | |
| **Pk Hr Heavy** | **0** | **0** | **11** | **0** | **0** | **0** | **9** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **21** | |

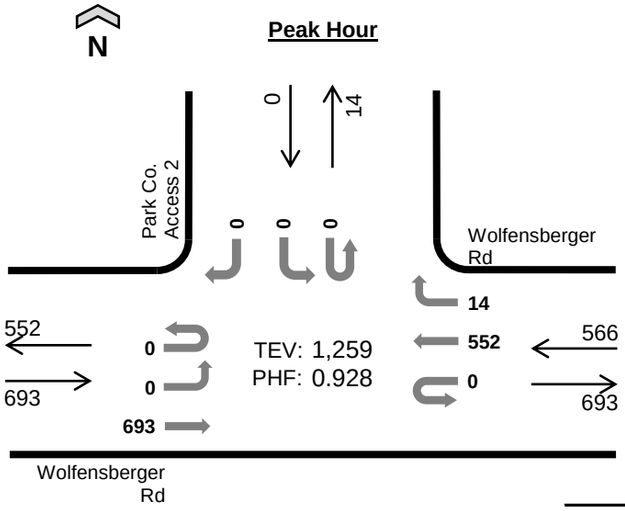
## Count Summaries - Bikes

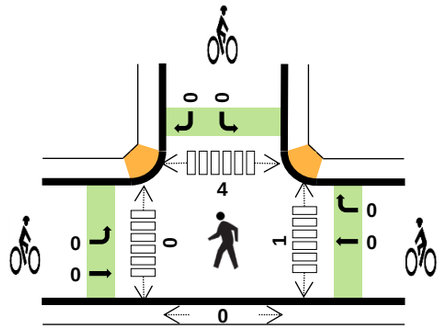
| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | n/a | | | | Park Co. Access 2 | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

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

# Park Co. Access 2
# Wolfensberger Rd

**Date:** 2/20/2025
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:15 PM to 5:15 PM




| | HV% | PHF |
|---|---|---|
| EB | 1% | 0.84 |
| WB | 1% | 0.91 |
| NB | -- | -- |
| SB | -- | -- |
| TOTAL | 1% | 0.93 |

## Peak Hour Count Summaries

| Peak Hour Interval Start | | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | n/a Northbound | | | | Park Co. Access 2 Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:15 PM | | 0 | 0 | 153 | 0 | 0 | 0 | 149 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 309 | 0 |
| 4:30 PM | | 0 | 0 | 207 | 0 | 0 | 0 | 130 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 339 | 0 |
| 4:45 PM | | 0 | 0 | 142 | 0 | 0 | 0 | 150 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 295 | 0 |
| 5:00 PM | | 0 | 0 | 191 | 0 | 0 | 0 | 123 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 316 | 1,259 |
| Pk Hr | All | 0 | 0 | 693 | 0 | 0 | 0 | 552 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,259 | |
| | HV | 0 | 0 | 9 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | |
| | HV% | - | - | 1% | - | - | - | 1% | 0% | - | - | - | - | - | - | - | - | 1% | |

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

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

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

## Count Summaries - All Vehicles

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | n/a | | | | Park Co. Access 2 | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 147 | 0 | 0 | 0 | 148 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 299 | 0 |
| **4:15 PM** | **0** | **0** | **153** | **0** | **0** | **0** | **149** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **309** | **0** |
| **4:30 PM** | **0** | **0** | **207** | **0** | **0** | **0** | **130** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **339** | **0** |
| **4:45 PM** | **0** | **0** | **142** | **0** | **0** | **0** | **150** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **295** | **1,242** |
| **5:00 PM** | **0** | **0** | **191** | **0** | **0** | **0** | **123** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **316** | **1,259** |
| 5:15 PM | 0 | 0 | 152 | 0 | 0 | 0 | 136 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 291 | 1,241 |
| 5:30 PM | 0 | 0 | 120 | 0 | 0 | 0 | 124 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246 | 1,148 |
| 5:45 PM | 0 | 0 | 110 | 0 | 0 | 0 | 115 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 228 | 1,081 |
| Count Total | 0 | 0 | 1,222 | 0 | 0 | 0 | 1,075 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,323 | |
| Pk Hr All | **0** | **0** | **693** | **0** | **0** | **0** | **552** | **14** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1,259** | |
| Pk Hr HV | **0** | **0** | **9** | **0** | **0** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **15** | |
| Pk Hr HV% | **-** | **-** | **1%** | **-** | **-** | **-** | **1%** | **0%** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **1%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 4:00 PM | 2 | 1 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:15 PM** | **1** | **3** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **2** |
| **4:30 PM** | **5** | **2** | **0** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **2** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **2** |
| **5:00 PM** | **1** | **1** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** |
| 5:15 PM | 1 | 2 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 0 | *1* |
| 5:30 PM | 3 | 3 | 0 | 0 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 15 | 13 | 0 | 0 | *28* | 0 | 0 | 0 | 0 | *0* | 2 | 0 | 4 | 0 | *6* |
| **Peak Hour** | **9** | **6** | **0** | **0** | ***15*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **0** | **4** | **0** | **5** |

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

## Count Summaries - Heavy Vehicles

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | n/a | | | | Park Co. Access 2 | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| **4:15 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** |
| **4:30 PM** | **0** | **0** | **5** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **0** |
| **4:45 PM** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **16** |
| **5:00 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **15** |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14 |
| 5:30 PM | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 13 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| Count Total | 0 | 0 | 15 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | |
| **Pk Hr Heavy** | **0** | **0** | **9** | **0** | **0** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **15** | |

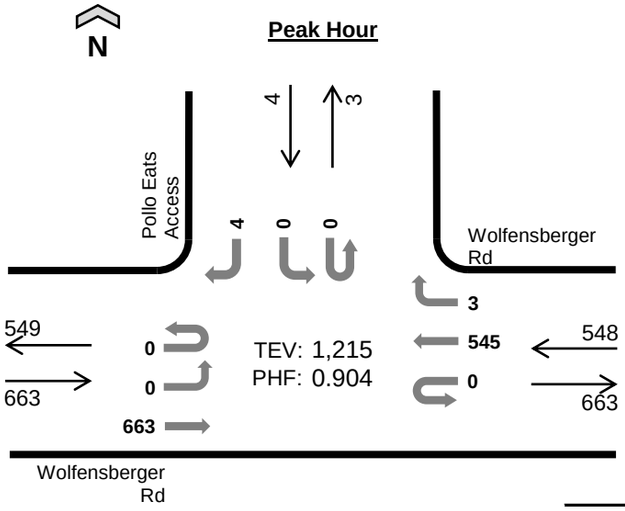
## Count Summaries - Bikes

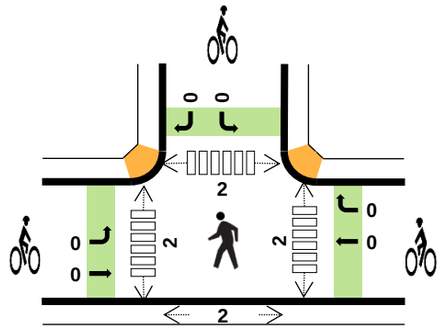
| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | n/a | | | | Park Co. Access 2 | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

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

# Pollo Eats Access
# Wolfensberger Rd

**Date:** 2/20/2025
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:15 AM to 8:15 AM




| | HV% | PHF |
|---|---|---|
| EB | 2% | 0.88 |
| WB | 2% | 0.91 |
| NB | -- | -- |
| SB | 0% | 0.50 |
| TOTAL | 2% | 0.90 |

## Peak Hour Count Summaries

| Peak Hour Interval Start | | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | n/a Northbound | | | | Pollo Eats Access Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:15 AM | | 0 | 0 | 133 | 0 | 0 | 0 | 144 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 280 | 0 |
| 7:30 AM | | 0 | 0 | 189 | 0 | 0 | 0 | 143 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 333 | 0 |
| 7:45 AM | | 0 | 0 | 184 | 0 | 0 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 336 | 0 |
| 8:00 AM | | 0 | 0 | 157 | 0 | 0 | 0 | 107 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 266 | 1,215 |
| Pk Hr | All | 0 | 0 | 663 | 0 | 0 | 0 | 545 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1,215 | |
| | HV | 0 | 0 | 11 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | |
| | HV% | - | - | 2% | - | - | - | 2% | 0% | - | - | - | - | - | - | - | 0% | 2% | |

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

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 7:15 AM | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| 7:30 AM | 5 | 5 | 0 | 0 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:45 AM | 3 | 4 | 0 | 0 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| 8:00 AM | 3 | 2 | 0 | 0 | *5* | 0 | 0 | 0 | 0 | *0* | 2 | 2 | 2 | 0 | *6* |
| Peak Hour | 11 | 12 | 0 | 0 | *23* | 0 | 0 | 0 | 0 | *0* | 2 | 2 | 2 | 2 | *8* |

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

## Count Summaries - All Vehicles

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | n/a | | | | Pollo Eats Access | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 116 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 0 |
| **7:15 AM** | **0** | **0** | **133** | **0** | **0** | **0** | **144** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **280** | **0** |
| **7:30 AM** | **0** | **0** | **189** | **0** | **0** | **0** | **143** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **333** | **0** |
| **7:45 AM** | **0** | **0** | **184** | **0** | **0** | **0** | **151** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **336** | **1,162** |
| **8:00 AM** | **0** | **0** | **157** | **0** | **0** | **0** | **107** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **266** | **1,215** |
| 8:15 AM | 0 | 0 | 147 | 0 | 0 | 0 | 97 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 249 | 1,184 |
| 8:30 AM | 0 | 0 | 114 | 0 | 0 | 0 | 93 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 215 | 1,066 |
| 8:45 AM | 0 | 0 | 149 | 0 | 0 | 0 | 116 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 271 | 1,001 |
| Count Total | 0 | 0 | 1,189 | 0 | 0 | 0 | 948 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2,163 | |
| Pk Hr All | **0** | **0** | **663** | **0** | **0** | **0** | **545** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **1,215** | |
| Pk Hr HV | **0** | **0** | **11** | **0** | **0** | **0** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **23** | |
| Pk Hr HV% | **-** | **-** | **2%** | **-** | **-** | **-** | **2%** | **0%** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **0%** | **2%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | **Total** | EB | WB | NB | SB | **Total** | E | W | N | S | **Total** |
| 7:00 AM | 2 | 1 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:15 AM** | **0** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| **7:30 AM** | **5** | **5** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **3** | **4** | **0** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| **8:00 AM** | **3** | **2** | **0** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **2** | **2** | **2** | **0** | **6** |
| 8:15 AM | 3 | 2 | 0 | 0 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 5 | 5 | 0 | 0 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 6 | 12 | 0 | 0 | *18* | 0 | 0 | 0 | 0 | *0* | 3 | 1 | 0 | 3 | *7* |
| Count Total | 27 | 32 | 0 | 0 | *59* | 0 | 0 | 0 | 0 | *0* | 5 | 3 | 2 | 5 | *15* |
| **Peak Hour** | **11** | **12** | **0** | **0** | ***23*** | **0** | **0** | **0** | **0** | ***0*** | **2** | **2** | **2** | **2** | **8** |

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

## Count Summaries - Heavy Vehicles

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | n/a | | | | Pollo Eats Access | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** |
| **7:30 AM** | **0** | **0** | **5** | **0** | **0** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **10** | **0** |
| **7:45 AM** | **0** | **0** | **3** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **21** |
| **8:00 AM** | **0** | **0** | **3** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **23** |
| 8:15 AM | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 27 |
| 8:30 AM | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 27 |
| 8:45 AM | 0 | 0 | 6 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 38 |
| Count Total | 0 | 0 | 27 | 0 | 0 | 0 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | |
| **Pk Hr Heavy** | **0** | **0** | **11** | **0** | **0** | **0** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **23** | |

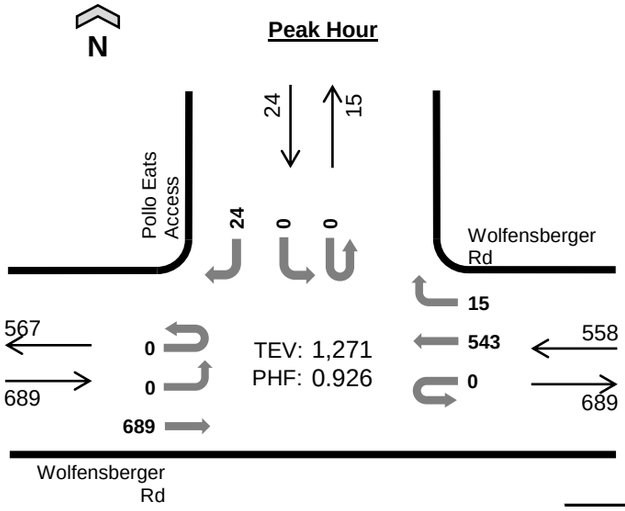
## Count Summaries - Bikes

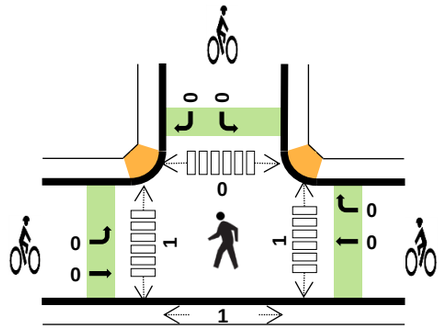
| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | n/a | | | | Pollo Eats Access | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | |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

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

# Pollo Eats Access
# Wolfensberger Rd

**Date:** 2/20/2025
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:15 PM to 5:15 PM




| | HV% | PHF |
|---|---|---|
| EB | 1% | 0.82 |
| WB | 1% | 0.88 |
| NB | -- | -- |
| SB | 0% | 0.86 |
| TOTAL | 1% | 0.93 |

## Peak Hour Count Summaries

| Peak Hour Interval Start | | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | n/a Northbound | | | | Pollo Eats Access Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:15 PM | | 0 | 0 | 152 | 0 | 0 | 0 | 150 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 316 | 0 |
| 4:30 PM | | 0 | 0 | 209 | 0 | 0 | 0 | 125 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 343 | 0 |
| 4:45 PM | | 0 | 0 | 141 | 0 | 0 | 0 | 149 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 297 | 0 |
| 5:00 PM | | 0 | 0 | 187 | 0 | 0 | 0 | 119 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 315 | 1,271 |
| Pk Hr | All | 0 | 0 | 689 | 0 | 0 | 0 | 543 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1,271 | |
| | HV | 0 | 0 | 9 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | |
| | HV% | - | - | 1% | - | - | - | 1% | 0% | - | - | - | - | - | - | - | 0% | 1% | |

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

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

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

## Count Summaries - All Vehicles

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | n/a | | | | Pollo Eats Access | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 150 | 0 | 0 | 0 | 149 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 307 | 0 |
| **4:15 PM** | **0** | **0** | **152** | **0** | **0** | **0** | **150** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **316** | **0** |
| **4:30 PM** | **0** | **0** | **209** | **0** | **0** | **0** | **125** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **343** | **0** |
| **4:45 PM** | **0** | **0** | **141** | **0** | **0** | **0** | **149** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **297** | **1,263** |
| **5:00 PM** | **0** | **0** | **187** | **0** | **0** | **0** | **119** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **315** | **1,271** |
| 5:15 PM | 0 | 0 | 154 | 0 | 0 | 0 | 126 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 297 | 1,252 |
| 5:30 PM | 0 | 0 | 117 | 0 | 0 | 0 | 119 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 244 | 1,153 |
| 5:45 PM | 0 | 0 | 110 | 0 | 0 | 0 | 111 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 228 | 1,084 |
| Count Total | 0 | 0 | 1,220 | 0 | 0 | 0 | 1,048 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 2,347 | |
| Pk Hr All | **0** | **0** | **689** | **0** | **0** | **0** | **543** | **15** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **24** | **1,271** | |
| Pk Hr HV | **0** | **0** | **9** | **0** | **0** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **15** | |
| Pk Hr HV% | **-** | **-** | **1%** | **-** | **-** | **-** | **1%** | **0%** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **0%** | **1%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | **Total** | EB | WB | NB | SB | **Total** | E | W | N | S | **Total** |
| 4:00 PM | 2 | 1 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 2 | 2 | 0 | 0 | *4* |
| **4:15 PM** | **1** | **3** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **5** | **2** | **0** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **2** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **5:00 PM** | **1** | **1** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **1** | **3** |
| 5:15 PM | 1 | 2 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| 5:30 PM | 3 | 3 | 0 | 0 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 15 | 13 | 0 | 0 | *28* | 0 | 0 | 0 | 0 | *0* | 3 | 3 | 0 | 2 | *8* |
| **Peak Hour** | **9** | **6** | **0** | **0** | ***15*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **1** | **0** | **1** | **3** |

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

## Count Summaries - Heavy Vehicles

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | n/a | | | | Pollo Eats Access | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| **4:15 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** |
| **4:30 PM** | **0** | **0** | **5** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **0** |
| **4:45 PM** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **16** |
| **5:00 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **15** |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14 |
| 5:30 PM | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 13 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| Count Total | 0 | 0 | 15 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | |
| **Pk Hr Heavy** | **0** | **0** | **9** | **0** | **0** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **15** | |

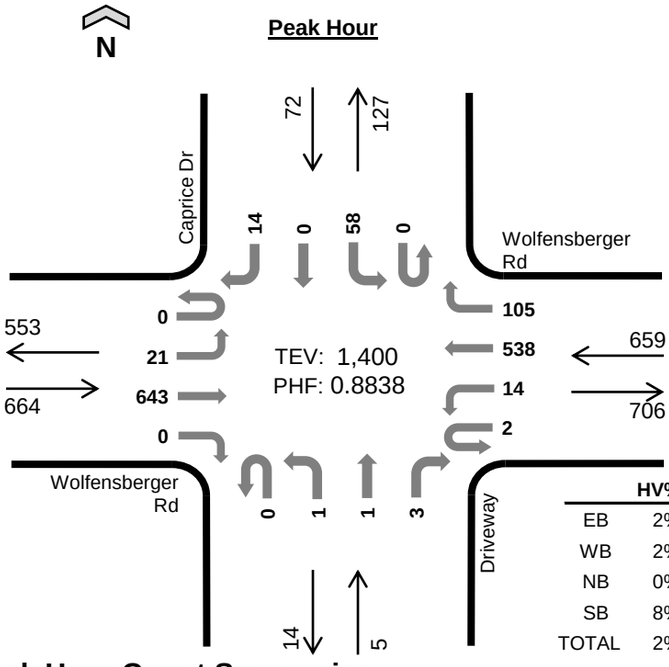
## Count Summaries - Bikes

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

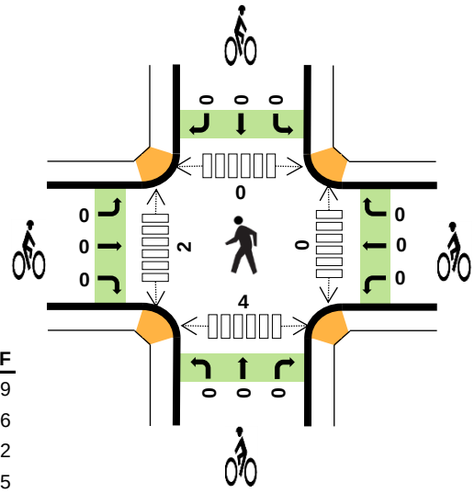
TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

# Caprice Dr
# Wolfensberger Rd

**Date:** 2/20/2025
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:15 AM to 8:15 AM




| | HV% | PHF |
|---|---|---|
| EB | 2% | 0.89 |
| WB | 2% | 0.86 |
| NB | 0% | 0.42 |
| SB | 8% | 0.75 |
| TOTAL | 2% | 0.88 |




## Peak Hour Count Summaries

| Peak Hour Interval Start | | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | Driveway Northbound | | | | Caprice Dr Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:15 AM | | 0 | 5 | 128 | 0 | 0 | 2 | 140 | 17 | 0 | 0 | 1 | 1 | 0 | 18 | 0 | 6 | 318 | 0 |
| 7:30 AM | | 0 | 2 | 185 | 0 | 1 | 5 | 146 | 20 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 372 | 0 |
| 7:45 AM | | 0 | 4 | 183 | 0 | 1 | 5 | 147 | 39 | 0 | 1 | 0 | 2 | 0 | 10 | 0 | 4 | 396 | 0 |
| 8:00 AM | | 0 | 10 | 147 | 0 | 0 | 2 | 105 | 29 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 3 | 314 | 1,400 |
| Pk Hr | All | 0 | 21 | 643 | 0 | 2 | 14 | 538 | 105 | 0 | 1 | 1 | 3 | 0 | 58 | 0 | 14 | 1,400 | |
| | HV | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 34 | |
| | HV% | - | 0% | 2% | - | 0% | 0% | 2% | 4% | - | 0% | 0% | 0% | - | 9% | - | 7% | 2% | |

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

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 7:15 AM | 0 | 2 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| 7:30 AM | 5 | 6 | 0 | 1 | *12* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:45 AM | 4 | 5 | 0 | 2 | *11* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| 8:00 AM | 3 | 3 | 0 | 3 | *9* | 0 | 0 | 0 | 0 | *0* | 0 | 2 | 0 | 2 | *4* |
| Peak Hour | 12 | 16 | 0 | 6 | *34* | 0 | 0 | 0 | 0 | *0* | 0 | 2 | 0 | 4 | *6* |

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

## Count Summaries - All Vehicles

| Interval Start | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | Driveway Northbound | | | | Caprice Dr Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 116 | 0 | 0 | 2 | 96 | 10 | 0 | 0 | 1 | 1 | 0 | 4 | 0 | 2 | 232 | 0 |
| **7:15 AM** | **0** | **5** | **128** | **0** | **0** | **2** | **140** | **17** | **0** | **0** | **1** | **1** | **0** | **18** | **0** | **6** | **318** | **0** |
| **7:30 AM** | **0** | **2** | **185** | **0** | **1** | **5** | **146** | **20** | **0** | **0** | **0** | **0** | **0** | **12** | **0** | **1** | **372** | **0** |
| **7:45 AM** | **0** | **4** | **183** | **0** | **1** | **5** | **147** | **39** | **0** | **1** | **0** | **2** | **0** | **10** | **0** | **4** | **396** | **1,318** |
| **8:00 AM** | **0** | **10** | **147** | **0** | **0** | **2** | **105** | **29** | **0** | **0** | **0** | **0** | **0** | **18** | **0** | **3** | **314** | **1,400** |
| 8:15 AM | 0 | 9 | 140 | 0 | 0 | 1 | 89 | 27 | 0 | 0 | 0 | 1 | 0 | 16 | 0 | 9 | 292 | 1,374 |
| 8:30 AM | 0 | 4 | 109 | 0 | 0 | 1 | 84 | 27 | 0 | 0 | 0 | 1 | 0 | 31 | 0 | 11 | 268 | 1,270 |
| 8:45 AM | 1 | 5 | 143 | 0 | 0 | 4 | 109 | 31 | 0 | 0 | 1 | 2 | 0 | 10 | 0 | 6 | 312 | 1,186 |
| Count Total | 1 | 39 | 1,151 | 0 | 2 | 22 | 916 | 200 | 0 | 1 | 3 | 8 | 0 | 119 | 0 | 42 | 2,504 | |
| Pk Hr All | **0** | **21** | **643** | **0** | **2** | **14** | **538** | **105** | **0** | **1** | **1** | **3** | **0** | **58** | **0** | **14** | **1,400** | |
| Pk Hr HV | **0** | **0** | **12** | **0** | **0** | **0** | **12** | **4** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **1** | **34** | |
| Pk Hr HV% | **-** | **0%** | **2%** | **-** | **0%** | **0%** | **2%** | **4%** | **-** | **0%** | **0%** | **0%** | **-** | **9%** | **-** | **7%** | **2%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 7:00 AM | 2 | 2 | 0 | 0 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:15 AM** | **0** | **2** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| **7:30 AM** | **5** | **6** | **0** | **1** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **4** | **5** | **0** | **2** | **11** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| **8:00 AM** | **3** | **3** | **0** | **3** | **9** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **2** | **4** |
| 8:15 AM | 4 | 0 | 0 | 2 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 5 | 5 | 0 | 2 | *12* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 6 | 12 | 0 | 1 | *19* | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 3 | *3* |
| Count Total | 29 | 35 | 0 | 11 | *75* | 0 | 1 | 0 | 0 | *1* | 0 | 2 | 0 | 7 | *9* |
| **Peak Hour** | **12** | **16** | **0** | **6** | ***34*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **2** | **0** | **4** | **6** |

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

## Count Summaries - Heavy Vehicles

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | Driveway | | | | Caprice Dr | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** |
| **7:30 AM** | **0** | **0** | **5** | **0** | **0** | **0** | **5** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **12** | **0** |
| **7:45 AM** | **0** | **0** | **4** | **0** | **0** | **0** | **3** | **2** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **11** | **29** |
| **8:00 AM** | **0** | **0** | **3** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **9** | **34** |
| 8:15 AM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 38 |
| 8:30 AM | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 12 | 38 |
| 8:45 AM | 0 | 1 | 5 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 19 | 46 |
| Count Total | 0 | 1 | 28 | 0 | 0 | 0 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 3 | 75 | |
| **Pk Hr Heavy** | **0** | **0** | **12** | **0** | **0** | **0** | **12** | **4** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **1** | **34** | |

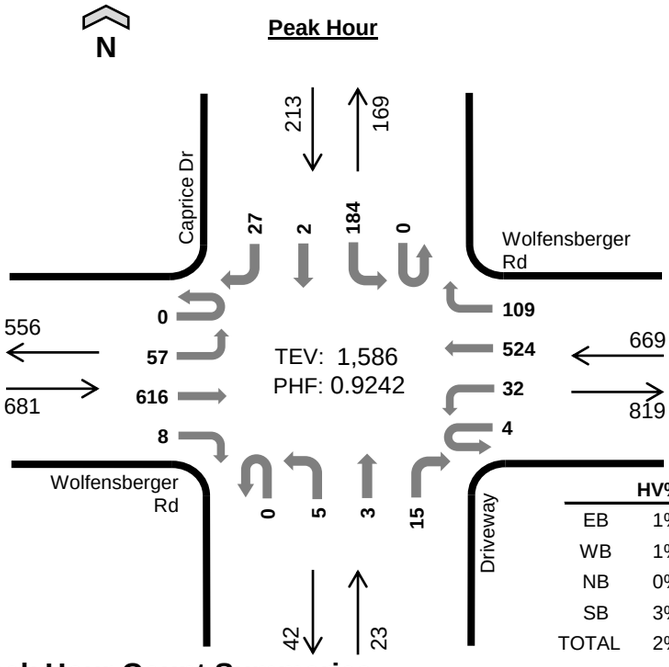
## Count Summaries - Bikes

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | Driveway | | | | Caprice Dr | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

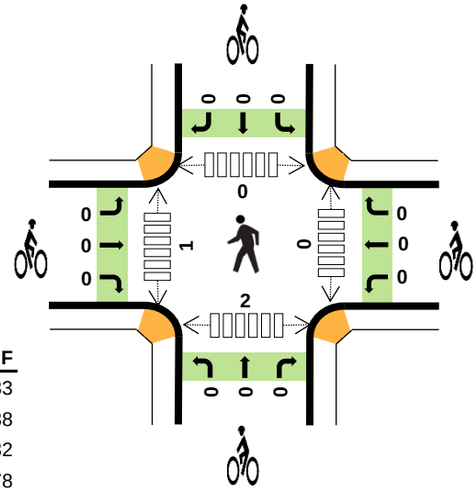
TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

# Caprice Dr
# Wolfensberger Rd

**Date:** 2/20/2025
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:15 PM to 5:15 PM




| | HV% | PHF |
|---|---|---|
| EB | 1% | 0.83 |
| WB | 1% | 0.88 |
| NB | 0% | 0.82 |
| SB | 3% | 0.78 |
| TOTAL | 2% | 0.92 |



## Peak Hour Count Summaries

| Peak Hour Interval Start | | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | Driveway Northbound | | | | Caprice Dr Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:15 PM | | 0 | 13 | 134 | 2 | 2 | 6 | 147 | 28 | 0 | 1 | 3 | 3 | 0 | 38 | 0 | 8 | 385 | 0 |
| 4:30 PM | | 0 | 11 | 191 | 2 | 0 | 9 | 119 | 24 | 0 | 1 | 0 | 4 | 0 | 63 | 0 | 5 | 429 | 0 |
| 4:45 PM | | 0 | 17 | 125 | 0 | 1 | 12 | 148 | 29 | 0 | 1 | 0 | 5 | 0 | 39 | 0 | 5 | 382 | 0 |
| 5:00 PM | | 0 | 16 | 166 | 4 | 1 | 5 | 110 | 28 | 0 | 2 | 0 | 3 | 0 | 44 | 2 | 9 | 390 | 1,586 |
| Pk Hr | All | 0 | 57 | 616 | 8 | 4 | 32 | 524 | 109 | 0 | 5 | 3 | 15 | 0 | 184 | 2 | 27 | 1,586 | |
| | HV | 0 | 0 | 9 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 25 | |
| | HV% | - | 0% | 1% | 0% | 0% | 0% | 1% | 3% | - | 0% | 0% | 0% | - | 3% | 0% | 4% | 2% | |

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

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 4:15 PM | 1 | 2 | 0 | 3 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| 4:30 PM | 5 | 4 | 0 | 1 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:45 PM | 2 | 3 | 0 | 0 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:00 PM | 1 | 1 | 0 | 2 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 0 | 1 | *2* |
| Peak Hour | 9 | 10 | 0 | 6 | *25* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 0 | 2 | *3* |

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

## Count Summaries - All Vehicles

| Interval Start | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | Driveway Northbound | | | | Caprice Dr Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 6 | 139 | 1 | 0 | 6 | 142 | 27 | 0 | 0 | 0 | 4 | 0 | 31 | 0 | 12 | 368 | 0 |
| **4:15 PM** | **0** | **13** | **134** | **2** | **2** | **6** | **147** | **28** | **0** | **1** | **3** | **3** | **0** | **38** | **0** | **8** | **385** | **0** |
| **4:30 PM** | **0** | **11** | **191** | **2** | **0** | **9** | **119** | **24** | **0** | **1** | **0** | **4** | **0** | **63** | **0** | **5** | **429** | **0** |
| **4:45 PM** | **0** | **17** | **125** | **0** | **1** | **12** | **148** | **29** | **0** | **1** | **0** | **5** | **0** | **39** | **0** | **5** | **382** | **1,564** |
| **5:00 PM** | **0** | **16** | **166** | **4** | **1** | **5** | **110** | **28** | **0** | **2** | **0** | **3** | **0** | **44** | **2** | **9** | **390** | **1,586** |
| 5:15 PM | 1 | 6 | 150 | 3 | 1 | 6 | 120 | 32 | 0 | 1 | 0 | 2 | 0 | 50 | 0 | 9 | 381 | 1,582 |
| 5:30 PM | 0 | 2 | 115 | 0 | 0 | 7 | 117 | 17 | 0 | 0 | 0 | 7 | 0 | 26 | 0 | 4 | 295 | 1,448 |
| 5:45 PM | 0 | 13 | 100 | 2 | 0 | 7 | 113 | 19 | 0 | 2 | 1 | 7 | 0 | 29 | 0 | 1 | 294 | 1,360 |
| Count Total | 1 | 84 | 1,120 | 14 | 5 | 58 | 1,016 | 204 | 0 | 8 | 4 | 35 | 0 | 320 | 2 | 53 | 2,924 | |
| Pk Hr All | **0** | **57** | **616** | **8** | **4** | **32** | **524** | **109** | **0** | **5** | **3** | **15** | **0** | **184** | **2** | **27** | **1,586** | |
| Pk Hr HV | **0** | **0** | **9** | **0** | **0** | **0** | **7** | **3** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **1** | **25** | |
| Pk Hr HV% | **-** | **0%** | **1%** | **0%** | **0%** | **0%** | **1%** | **3%** | **-** | **0%** | **0%** | **0%** | **-** | **3%** | **0%** | **4%** | **2%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 4:00 PM | 2 | 1 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 0 | 1 | *2* |
| **4:15 PM** | **1** | **2** | **0** | **3** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| **4:30 PM** | **5** | **4** | **0** | **1** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **2** | **3** | **0** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **5:00 PM** | **1** | **1** | **0** | **2** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **2** |
| 5:15 PM | 1 | 3 | 0 | 1 | *5* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 1 | *2* |
| 5:30 PM | 3 | 3 | 0 | 1 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| 5:45 PM | 0 | 1 | 0 | 1 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 15 | 18 | 0 | 9 | *42* | 0 | 0 | 0 | 0 | *0* | 1 | 2 | 0 | 5 | *8* |
| **Peak Hour** | **9** | **10** | **0** | **6** | ***25*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **0** | **2** | **3** |

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

## Count Summaries - Heavy Vehicles

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | Driveway | | | | Caprice Dr | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| **4:15 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **1** | **6** | **0** |
| **4:30 PM** | **0** | **0** | **5** | **0** | **0** | **0** | **2** | **2** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **10** | **0** |
| **4:45 PM** | **0** | **0** | **2** | **0** | **0** | **0** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **24** |
| **5:00 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **4** | **25** |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 24 |
| 5:30 PM | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 21 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 18 |
| Count Total | 0 | 0 | 15 | 0 | 0 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 42 | |
| **Pk Hr Heavy** | **0** | **0** | **9** | **0** | **0** | **0** | **7** | **3** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **1** | **25** | |

## Count Summaries - Bikes

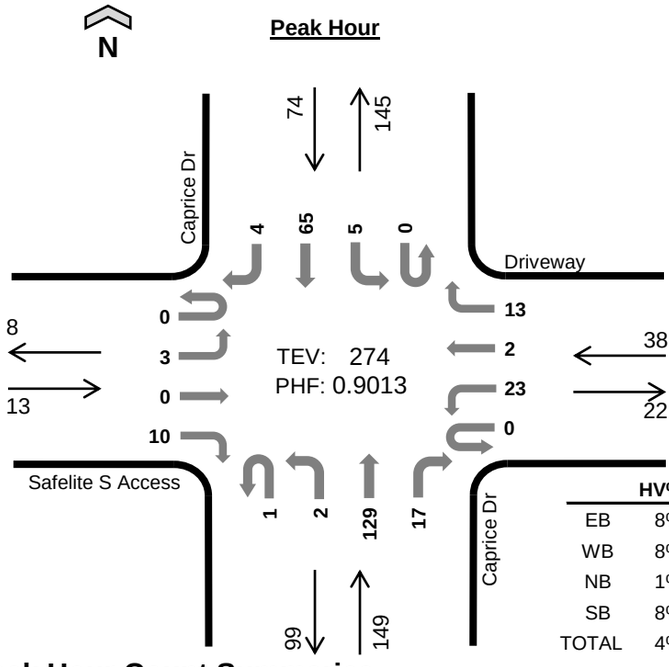
| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | Driveway | | | | Caprice Dr | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

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

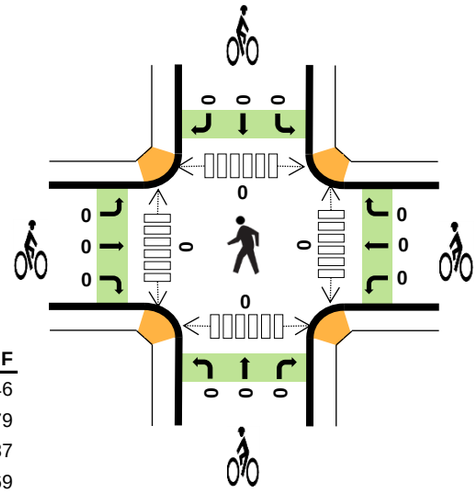
# Caprice Dr
# Driveway

**Peak Hour**

**Date:** 2/20/2025
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:45 AM to 8:45 AM




| | HV% | PHF |
|---|---|---|
| EB | 8% | 0.46 |
| WB | 8% | 0.79 |
| NB | 1% | 0.87 |
| SB | 8% | 0.69 |
| TOTAL | 4% | 0.90 |



## Peak Hour Count Summaries

| Peak Hour Interval Start | | Safelite S Access | | | | Driveway | | | | Caprice Dr | | | | Caprice Dr | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:45 AM | | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 37 | 6 | 0 | 0 | 9 | 0 | 59 | 0 |
| 8:00 AM | | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 2 | 1 | 1 | 32 | 5 | 0 | 0 | 14 | 2 | 65 | 0 |
| 8:15 AM | | 0 | 2 | 0 | 2 | 0 | 5 | 1 | 6 | 0 | 1 | 34 | 1 | 0 | 2 | 18 | 2 | 74 | 0 |
| 8:30 AM | | 0 | 1 | 0 | 6 | 0 | 8 | 1 | 2 | 0 | 0 | 26 | 5 | 0 | 3 | 24 | 0 | 76 | 274 |
| Pk Hr | All | 0 | 3 | 0 | 10 | 0 | 23 | 2 | 13 | 1 | 2 | 129 | 17 | 0 | 5 | 65 | 4 | 274 | |
| | HV | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 5 | 0 | 12 | |
| | HV% | - | 33% | - | 0% | - | 13% | 0% | 0% | 0% | 0% | 2% | 0% | - | 20% | 8% | 0% | 4% | |

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

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

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

## Count Summaries - All Vehicles

| Interval Start | Safelite S Access | | | | Driveway | | | | Caprice Dr | | | | Caprice Dr | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 10 | 1 | 0 | 1 | 6 | 0 | 22 | 0 |
| 7:15 AM | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 18 | 5 | 0 | 0 | 16 | 0 | 45 | 0 |
| 7:30 AM | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 3 | 0 | 1 | 21 | 1 | 0 | 2 | 8 | 0 | 41 | 0 |
| **7:45 AM** | **0** | **0** | **0** | **1** | **0** | **3** | **0** | **3** | **0** | **0** | **37** | **6** | **0** | **0** | **9** | **0** | **59** | **167** |
| **8:00 AM** | **0** | **0** | **0** | **1** | **0** | **7** | **0** | **2** | **1** | **1** | **32** | **5** | **0** | **0** | **14** | **2** | **65** | **210** |
| **8:15 AM** | **0** | **2** | **0** | **2** | **0** | **5** | **1** | **6** | **0** | **1** | **34** | **1** | **0** | **2** | **18** | **2** | **74** | **239** |
| **8:30 AM** | **0** | **1** | **0** | **6** | **0** | **8** | **1** | **2** | **0** | **0** | **26** | **5** | **0** | **3** | **24** | **0** | **76** | **274** |
| 8:45 AM | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 1 | 33 | 3 | 0 | 0 | 12 | 0 | 57 | 272 |
| Count Total | 0 | 3 | 0 | 15 | 0 | 38 | 2 | 19 | 1 | 4 | 211 | 27 | 0 | 8 | 107 | 4 | 439 | |
| Pk Hr All | **0** | **3** | **0** | **10** | **0** | **23** | **2** | **13** | **1** | **2** | **129** | **17** | **0** | **5** | **65** | **4** | **274** | |
| Pk Hr HV | **0** | **1** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **1** | **5** | **0** | **12** | |
| Pk Hr HV% | **-** | **33%** | **-** | **0%** | **-** | **13%** | **0%** | **0%** | **0%** | **0%** | **2%** | **0%** | **-** | **20%** | **8%** | **0%** | **4%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | **Total** | EB | WB | NB | SB | **Total** | E | W | N | S | **Total** |
| 7:00 AM | 0 | 1 | 1 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:30 AM | 0 | 0 | 2 | 2 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:45 AM** | **0** | **1** | **2** | **1** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:00 AM** | **0** | **1** | **0** | **2** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:15 AM** | **0** | **0** | **0** | **2** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:30 AM** | **1** | **1** | **0** | **1** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:45 AM | 1 | 1 | 1 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 1 | 0 | *2* |
| Count Total | 2 | 5 | 7 | 8 | *22* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 1 | 0 | *2* |
| **Peak Hour** | **1** | **3** | **2** | **6** | ***12*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** |

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

## Count Summaries - Heavy Vehicles

| Interval Start | Safelite S Access | | | | Driveway | | | | Caprice Dr | | | | Caprice Dr | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 4 | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **0** | **4** | **11** |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **3** | **12** |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **2** | **13** |
| **8:30 AM** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **3** | **12** |
| 8:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 |
| Count Total | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 1 | 6 | 0 | 0 | 2 | 6 | 0 | 22 | |
| **Pk Hr Heavy** | **0** | **1** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **1** | **5** | **0** | **12** | |

## Count Summaries - Bikes

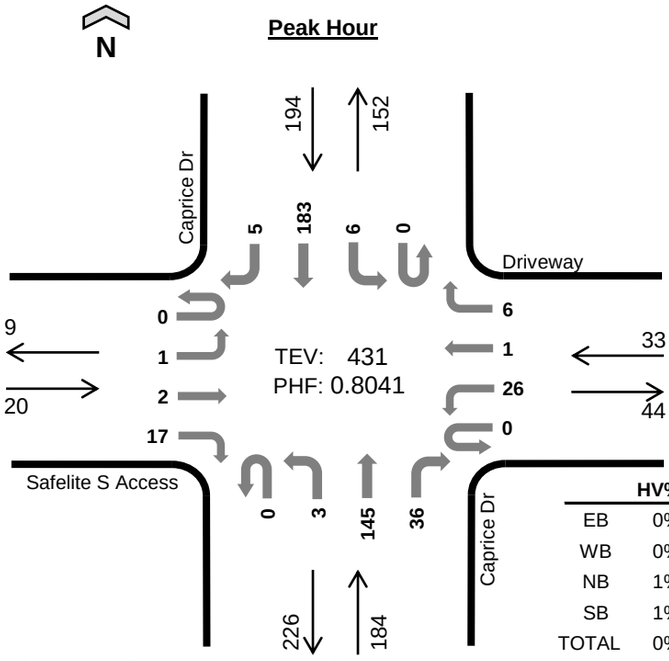
| Interval Start | Safelite S Access | | | | Driveway | | | | Caprice Dr | | | | Caprice Dr | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

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

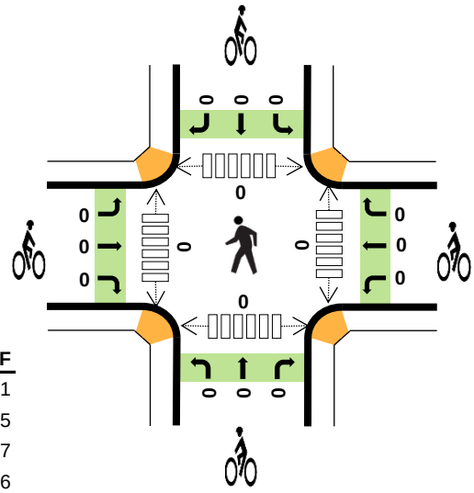
# Caprice Dr
# Driveway

**Peak Hour**

**Date:** 2/19/2025
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:45 PM to 5:45 PM




| | HV% | PHF |
|---|---|---|
| EB | 0% | 0.71 |
| WB | 0% | 0.75 |
| NB | 1% | 0.67 |
| SB | 1% | 0.66 |
| TOTAL | 0% | 0.80 |



## Peak Hour Count Summaries

| Peak Hour Interval Start | | Safelite S Access | | | | Driveway | | | | Caprice Dr | | | | Caprice Dr | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:45 PM** | | **0** | **0** | **2** | **5** | **0** | **6** | **1** | **3** | **0** | **1** | **61** | **7** | **0** | **1** | **47** | **0** | **134** | **0** |
| **5:00 PM** | | **0** | **0** | **0** | **6** | **0** | **5** | **0** | **1** | **0** | **0** | **20** | **9** | **0** | **1** | **40** | **0** | **82** | **0** |
| **5:15 PM** | | **0** | **1** | **0** | **4** | **0** | **5** | **0** | **1** | **0** | **2** | **35** | **10** | **0** | **2** | **26** | **3** | **89** | **0** |
| **5:30 PM** | | **0** | **0** | **0** | **2** | **0** | **10** | **0** | **1** | **0** | **0** | **29** | **10** | **0** | **2** | **70** | **2** | **126** | **431** |
| Pk Hr | All | **0** | **1** | **2** | **17** | **0** | **26** | **1** | **6** | **0** | **3** | **145** | **36** | **0** | **6** | **183** | **5** | **431** | |
| | HV | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **2** | |
| | HV% | **-** | **0%** | **0%** | **0%** | **-** | **0%** | **0%** | **0%** | **-** | **0%** | **1%** | **0%** | **-** | **0%** | **1%** | **0%** | **0%** | |

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

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

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

## Count Summaries - All Vehicles

| Interval Start | Safelite S Access | | | | Driveway | | | | Caprice Dr | | | | Caprice Dr | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 3 | 1 | 10 | 0 | 5 | 0 | 4 | 0 | 0 | 33 | 10 | 0 | 5 | 28 | 0 | 99 | 0 |
| 4:15 PM | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 2 | 1 | 2 | 28 | 5 | 0 | 0 | 17 | 0 | 63 | 0 |
| 4:30 PM | 0 | 0 | 0 | 8 | 0 | 10 | 0 | 1 | 0 | 2 | 29 | 8 | 0 | 0 | 26 | 0 | 84 | 0 |
| **4:45 PM** | **0** | **0** | **2** | **5** | **0** | **6** | **1** | **3** | **0** | **1** | **61** | **7** | **0** | **1** | **47** | **0** | **134** | **380** |
| **5:00 PM** | **0** | **0** | **0** | **6** | **0** | **5** | **0** | **1** | **0** | **0** | **20** | **9** | **0** | **1** | **40** | **0** | **82** | **363** |
| **5:15 PM** | **0** | **1** | **0** | **4** | **0** | **5** | **0** | **1** | **0** | **2** | **35** | **10** | **0** | **2** | **26** | **3** | **89** | **389** |
| **5:30 PM** | **0** | **0** | **0** | **2** | **0** | **10** | **0** | **1** | **0** | **0** | **29** | **10** | **0** | **2** | **70** | **2** | **126** | **431** |
| 5:45 PM | 0 | 0 | 2 | 3 | 0 | 9 | 0 | 2 | 0 | 2 | 14 | 3 | 0 | 1 | 27 | 1 | 64 | 361 |
| Count Total | 0 | 4 | 5 | 40 | 0 | 56 | 1 | 15 | 1 | 9 | 249 | 62 | 0 | 12 | 281 | 6 | 741 | |
| Pk Hr All | **0** | **1** | **2** | **17** | **0** | **26** | **1** | **6** | **0** | **3** | **145** | **36** | **0** | **6** | **183** | **5** | **431** | |
| Pk Hr HV | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **2** | |
| Pk Hr HV% | **-** | **0%** | **0%** | **0%** | **-** | **0%** | **0%** | **0%** | **-** | **0%** | **1%** | **0%** | **-** | **0%** | **1%** | **0%** | **0%** | |

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

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

## Count Summaries - Heavy Vehicles

| Interval Start | Safelite S Access | | | | Driveway | | | | Caprice Dr | | | | Caprice Dr | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **3** |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **2** |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 4 | |
| **Pk Hr Heavy** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **2** | |

## Count Summaries - Bikes

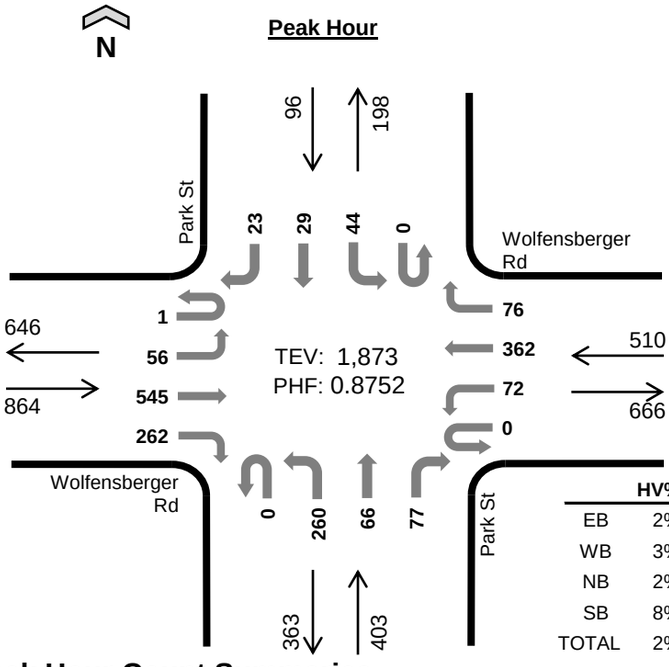
| Interval Start | Safelite S Access | | | | Driveway | | | | Caprice Dr | | | | Caprice Dr | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

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

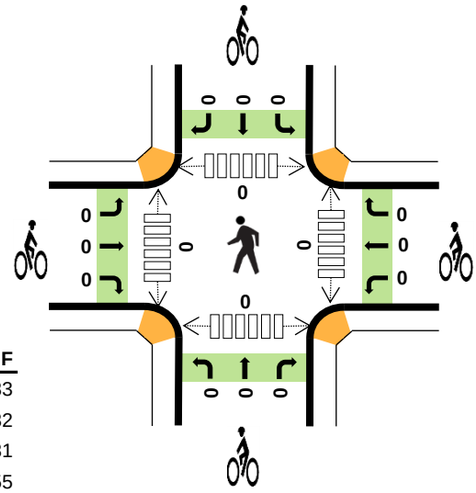
# Park St
# Wolfensberger Rd

**Peak Hour**

**Date:** 2/20/2025
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:30 AM to 8:30 AM




| | HV% | PHF |
|---|---|---|
| EB | 2% | 0.83 |
| WB | 3% | 0.82 |
| NB | 2% | 0.81 |
| SB | 8% | 0.55 |
| TOTAL | 2% | 0.88 |



## Peak Hour Count Summaries

| Peak Hour Interval Start | | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | Park St Northbound | | | | Park St Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:30 AM | | 0 | 9 | 162 | 75 | 0 | 15 | 113 | 19 | 0 | 93 | 12 | 19 | 0 | 8 | 2 | 4 | 531 | 0 |
| 7:45 AM | | 0 | 18 | 167 | 76 | 0 | 17 | 120 | 18 | 0 | 81 | 16 | 7 | 0 | 6 | 4 | 5 | 535 | 0 |
| 8:00 AM | | 1 | 10 | 105 | 55 | 0 | 20 | 67 | 19 | 0 | 55 | 20 | 32 | 0 | 10 | 10 | 3 | 407 | 0 |
| 8:15 AM | | 0 | 19 | 111 | 56 | 0 | 20 | 62 | 20 | 0 | 31 | 18 | 19 | 0 | 20 | 13 | 11 | 400 | 1,873 |
| Pk Hr | All | 1 | 56 | 545 | 262 | 0 | 72 | 362 | 76 | 0 | 260 | 66 | 77 | 0 | 44 | 29 | 23 | 1,873 | |
| | HV | 0 | 3 | 11 | 4 | 0 | 2 | 4 | 7 | 0 | 1 | 5 | 1 | 0 | 4 | 3 | 1 | 46 | |
| | HV% | 0% | 5% | 2% | 2% | - | 3% | 1% | 9% | - | 0% | 8% | 1% | - | 9% | 10% | 4% | 2% | |

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

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 7:30 AM | 6 | 4 | 1 | 3 | *14* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:45 AM | 2 | 5 | 3 | 2 | *12* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:00 AM | 4 | 2 | 3 | 1 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 6 | 2 | 0 | 2 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Peak Hour | 18 | 13 | 7 | 8 | *46* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |

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

## Count Summaries - All Vehicles

| Interval Start | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | Park St Northbound | | | | Park St Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 6 | 91 | 24 | 0 | 14 | 75 | 10 | 0 | 34 | 13 | 12 | 0 | 8 | 4 | 1 | 292 | 0 |
| 7:15 AM | 0 | 11 | 117 | 27 | 0 | 15 | 109 | 14 | 0 | 53 | 16 | 12 | 0 | 3 | 3 | 0 | 380 | 0 |
| **7:30 AM** | **0** | **9** | **162** | **75** | **0** | **15** | **113** | **19** | **0** | **93** | **12** | **19** | **0** | **8** | **2** | **4** | **531** | **0** |
| **7:45 AM** | **0** | **18** | **167** | **76** | **0** | **17** | **120** | **18** | **0** | **81** | **16** | **7** | **0** | **6** | **4** | **5** | **535** | **1,738** |
| **8:00 AM** | **1** | **10** | **105** | **55** | **0** | **20** | **67** | **19** | **0** | **55** | **20** | **32** | **0** | **10** | **10** | **3** | **407** | **1,853** |
| **8:15 AM** | **0** | **19** | **111** | **56** | **0** | **20** | **62** | **20** | **0** | **31** | **18** | **19** | **0** | **20** | **13** | **11** | **400** | **1,873** |
| 8:30 AM | 0 | 9 | 77 | 36 | 0 | 9 | 61 | 15 | 0 | 38 | 8 | 11 | 0 | 26 | 16 | 14 | 320 | 1,662 |
| 8:45 AM | 0 | 7 | 102 | 54 | 0 | 18 | 73 | 27 | 0 | 48 | 14 | 17 | 0 | 28 | 3 | 8 | 399 | 1,526 |
| Count Total | 1 | 89 | 932 | 403 | 0 | 128 | 680 | 142 | 0 | 433 | 117 | 129 | 0 | 109 | 55 | 46 | 3,264 | |
| Pk Hr All | **1** | **56** | **545** | **262** | **0** | **72** | **362** | **76** | **0** | **260** | **66** | **77** | **0** | **44** | **29** | **23** | **1,873** | |
| Pk Hr HV | **0** | **3** | **11** | **4** | **0** | **2** | **4** | **7** | **0** | **1** | **5** | **1** | **0** | **4** | **3** | **1** | **46** | |
| Pk Hr HV% | **0%** | **5%** | **2%** | **2%** | **-** | **3%** | **1%** | **9%** | **-** | **0%** | **8%** | **1%** | **-** | **9%** | **10%** | **4%** | **2%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 7:00 AM | 1 | 0 | 3 | 1 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 1 | 0 | *2* |
| 7:15 AM | 1 | 1 | 2 | 0 | *4* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 1 | *2* |
| **7:30 AM** | **6** | **4** | **1** | **3** | **14** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **2** | **5** | **3** | **2** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:00 AM** | **4** | **2** | **3** | **1** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:15 AM** | **6** | **2** | **0** | **2** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:30 AM | 3 | 4 | 1 | 5 | *13* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 0 | 0 | *1* |
| 8:45 AM | 5 | 10 | 0 | 2 | *17* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| Count Total | 28 | 28 | 13 | 16 | *85* | 0 | 0 | 0 | 0 | *0* | 1 | 2 | 1 | 2 | *6* |
| **Peak Hour** | **18** | **13** | **7** | **8** | ***46*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** |

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

## Count Summaries - Heavy Vehicles

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | Park St | | | | Park St | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 5 | 0 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| **7:30 AM** | **0** | **1** | **4** | **1** | **0** | **0** | **2** | **2** | **0** | **0** | **1** | **0** | **0** | **1** | **1** | **1** | **14** | **0** |
| **7:45 AM** | **0** | **1** | **0** | **1** | **0** | **2** | **2** | **1** | **0** | **0** | **2** | **1** | **0** | **0** | **2** | **0** | **12** | **35** |
| **8:00 AM** | **0** | **0** | **2** | **2** | **0** | **0** | **0** | **2** | **0** | **1** | **2** | **0** | **0** | **1** | **0** | **0** | **10** | **40** |
| **8:15 AM** | **0** | **1** | **5** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **10** | **46** |
| 8:30 AM | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 2 | 0 | 13 | 45 |
| 8:45 AM | 0 | 0 | 4 | 1 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 17 | 50 |
| Count Total | 0 | 4 | 18 | 6 | 0 | 3 | 16 | 9 | 0 | 3 | 7 | 3 | 0 | 8 | 6 | 2 | 85 | |
| **Pk Hr Heavy** | **0** | **3** | **11** | **4** | **0** | **2** | **4** | **7** | **0** | **1** | **5** | **1** | **0** | **4** | **3** | **1** | **46** | |

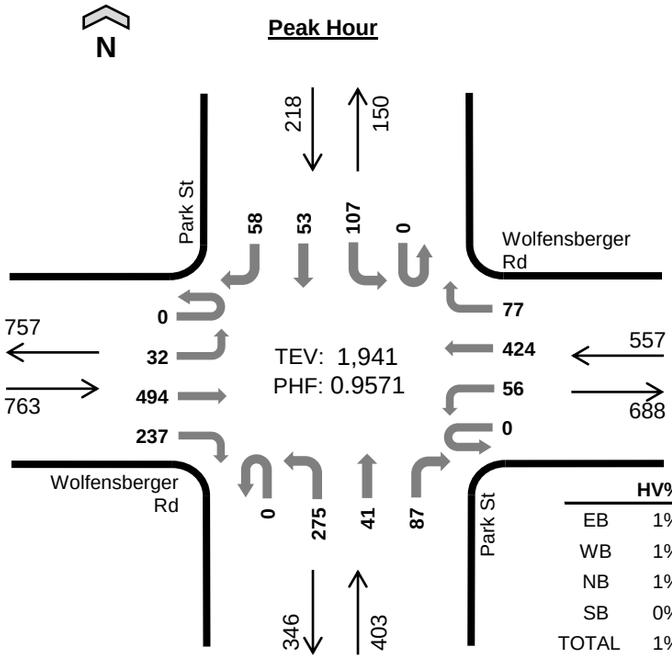
## Count Summaries - Bikes

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

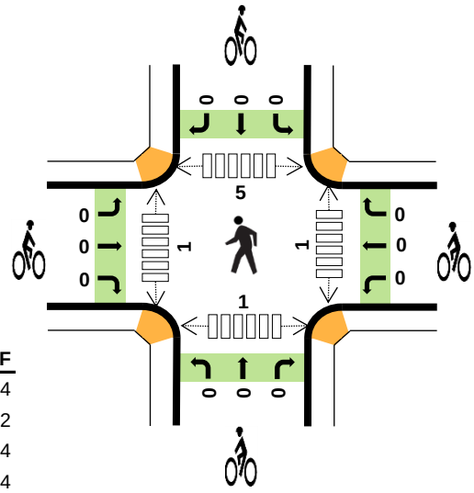
TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

# Park St
# Wolfensberger Rd

**Date:** 2/20/2025
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:15 PM to 5:15 PM




| | HV% | PHF |
|---|---|---|
| EB | 1% | 0.94 |
| WB | 1% | 0.92 |
| NB | 1% | 0.84 |
| SB | 0% | 0.64 |
| TOTAL | 1% | 0.96 |




## Peak Hour Count Summaries

| Peak Hour Interval Start | | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | Park St Northbound | | | | Park St Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:15 PM | | 0 | 18 | 113 | 66 | 0 | 11 | 103 | 38 | 0 | 69 | 11 | 19 | 0 | 19 | 11 | 13 | 491 | 0 |
| 4:30 PM | | 0 | 7 | 137 | 58 | 0 | 14 | 108 | 9 | 0 | 60 | 7 | 22 | 0 | 45 | 21 | 19 | 507 | 0 |
| 4:45 PM | | 0 | 4 | 120 | 54 | 0 | 17 | 109 | 24 | 0 | 74 | 11 | 10 | 0 | 11 | 6 | 13 | 453 | 0 |
| 5:00 PM | | 0 | 3 | 124 | 59 | 0 | 14 | 104 | 6 | 0 | 72 | 12 | 36 | 0 | 32 | 15 | 13 | 490 | 1,941 |
| Pk Hr | All | 0 | 32 | 494 | 237 | 0 | 56 | 424 | 77 | 0 | 275 | 41 | 87 | 0 | 107 | 53 | 58 | 1,941 | |
| | HV | 0 | 1 | 7 | 1 | 0 | 0 | 4 | 2 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 20 | |
| | HV% | - | 3% | 1% | 0% | - | 0% | 1% | 3% | - | 1% | 2% | 1% | - | 1% | 0% | 0% | 1% | |

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

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 4:15 PM | 0 | 3 | 2 | 0 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 2 | 0 | *2* |
| 4:30 PM | 4 | 2 | 1 | 1 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:45 PM | 4 | 0 | 1 | 0 | *5* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 1 | 1 | *3* |
| 5:00 PM | 1 | 1 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 2 | 0 | *3* |
| Peak Hour | 9 | 6 | 4 | 1 | *20* | 0 | 0 | 0 | 0 | *0* | 1 | 1 | 5 | 1 | *8* |

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

## Count Summaries - All Vehicles

| Interval Start | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | Park St Northbound | | | | Park St Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 11 | 102 | 66 | 0 | 20 | 108 | 15 | 0 | 66 | 0 | 13 | 0 | 26 | 6 | 11 | 444 | 0 |
| **4:15 PM** | **0** | **18** | **113** | **66** | **0** | **11** | **103** | **38** | **0** | **69** | **11** | **19** | **0** | **19** | **11** | **13** | **491** | **0** |
| **4:30 PM** | **0** | **7** | **137** | **58** | **0** | **14** | **108** | **9** | **0** | **60** | **7** | **22** | **0** | **45** | **21** | **19** | **507** | **0** |
| **4:45 PM** | **0** | **4** | **120** | **54** | **0** | **17** | **109** | **24** | **0** | **74** | **11** | **10** | **0** | **11** | **6** | **13** | **453** | **1,895** |
| **5:00 PM** | **0** | **3** | **124** | **59** | **0** | **14** | **104** | **6** | **0** | **72** | **12** | **36** | **0** | **32** | **15** | **13** | **490** | **1,941** |
| 5:15 PM | 0 | 7 | 113 | 57 | 0 | 20 | 101 | 15 | 0 | 50 | 6 | 24 | 0 | 17 | 10 | 4 | 424 | 1,874 |
| 5:30 PM | 0 | 6 | 86 | 47 | 0 | 21 | 84 | 18 | 0 | 52 | 4 | 21 | 0 | 14 | 9 | 3 | 365 | 1,732 |
| 5:45 PM | 0 | 10 | 83 | 51 | 1 | 12 | 92 | 9 | 0 | 44 | 7 | 12 | 0 | 17 | 5 | 3 | 346 | 1,625 |
| Count Total | 0 | 66 | 878 | 458 | 1 | 129 | 809 | 134 | 0 | 487 | 58 | 157 | 0 | 181 | 83 | 79 | 3,520 | |
| Pk Hr All | **0** | **32** | **494** | **237** | **0** | **56** | **424** | **77** | **0** | **275** | **41** | **87** | **0** | **107** | **53** | **58** | **1,941** | |
| Pk Hr HV | **0** | **1** | **7** | **1** | **0** | **0** | **4** | **2** | **0** | **2** | **1** | **1** | **0** | **1** | **0** | **0** | **20** | |
| Pk Hr HV% | **-** | **3%** | **1%** | **0%** | **-** | **0%** | **1%** | **3%** | **-** | **1%** | **2%** | **1%** | **-** | **1%** | **0%** | **0%** | **1%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 4:00 PM | 4 | 1 | 1 | 1 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:15 PM** | **0** | **3** | **2** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **2** |
| **4:30 PM** | **4** | **2** | **1** | **1** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **4** | **0** | **1** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **1** | **3** |
| **5:00 PM** | **1** | **1** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **2** | **0** | **3** |
| 5:15 PM | 1 | 2 | 0 | 1 | *4* | 0 | 0 | 0 | 0 | *0* | 2 | 0 | 0 | 0 | *2* |
| 5:30 PM | 2 | 2 | 2 | 0 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 16 | 12 | 7 | 3 | *38* | 0 | 0 | 0 | 0 | *0* | 3 | 1 | 5 | 1 | *10* |
| **Peak Hour** | **9** | **6** | **4** | **1** | ***20*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **1** | **5** | **1** | **8** |

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

## Count Summaries - Heavy Vehicles

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | Park St | | | | Park St | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **1** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **5** | **0** |
| **4:30 PM** | **0** | **0** | **4** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **0** | **0** | **8** | **0** |
| **4:45 PM** | **0** | **1** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **25** |
| **5:00 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **20** |
| 5:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 19 |
| 5:30 PM | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 17 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| Count Total | 0 | 2 | 10 | 4 | 0 | 1 | 8 | 3 | 0 | 4 | 1 | 2 | 0 | 3 | 0 | 0 | 38 | |
| **Pk Hr Heavy** | **0** | **1** | **7** | **1** | **0** | **0** | **4** | **2** | **0** | **2** | **1** | **1** | **0** | **1** | **0** | **0** | **20** | |

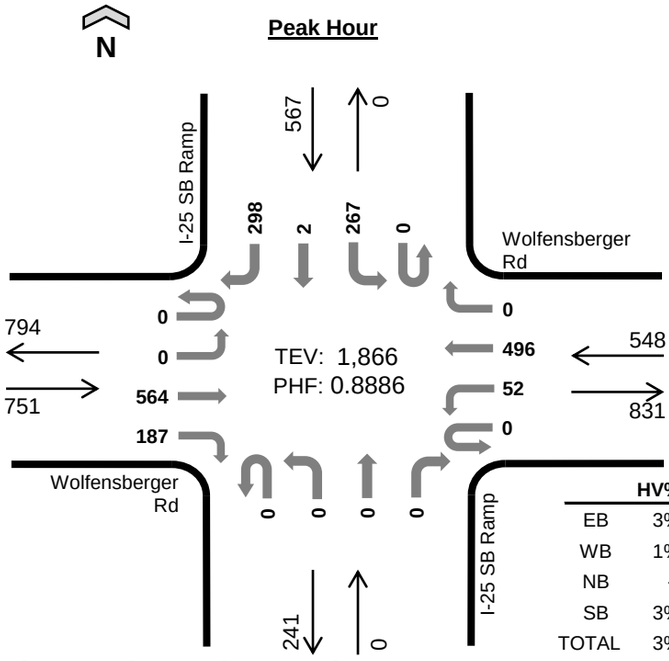
## Count Summaries - Bikes

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

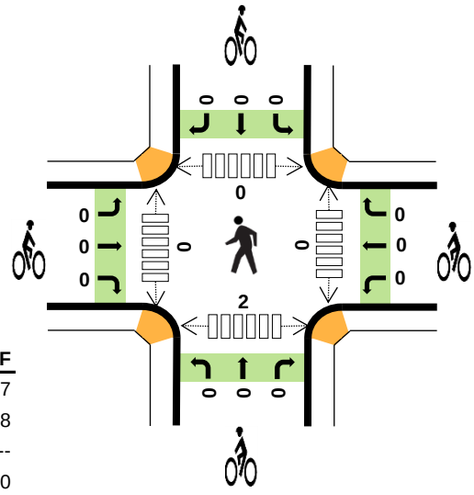
TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

# I-25 SB Ramp
# Wolfensberger Rd

**Date:** 2/20/2025
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:15 AM to 8:15 AM




| | HV% | PHF |
|---|---|---|
| EB | 3% | 0.87 |
| WB | 1% | 0.88 |
| NB | -- | -- |
| SB | 3% | 0.80 |
| TOTAL | 3% | 0.89 |




## Peak Hour Count Summaries

| Peak Hour Interval Start | | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | I-25 SB Ramp Northbound | | | | I-25 SB Ramp Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:15 AM | | 0 | 0 | 123 | 42 | 0 | 16 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 1 | 53 | 417 | 0 |
| 7:30 AM | | 0 | 0 | 149 | 43 | 0 | 14 | 138 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 63 | 479 | 0 |
| 7:45 AM | | 0 | 0 | 163 | 52 | 0 | 6 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 1 | 105 | 525 | 0 |
| 8:00 AM | | 0 | 0 | 129 | 50 | 0 | 16 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 77 | 445 | 1,866 |
| Pk Hr | All | 0 | 0 | 564 | 187 | 0 | 52 | 496 | 0 | 0 | 0 | 0 | 0 | 0 | 267 | 2 | 298 | 1,866 | |
| | HV | 0 | 0 | 11 | 13 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 12 | 50 | |
| | HV% | - | - | 2% | 7% | - | 4% | 1% | - | - | - | - | - | - | 2% | 0% | 4% | 3% | |

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

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 7:15 AM | 1 | 2 | 0 | 2 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| 7:30 AM | 8 | 1 | 0 | 6 | *15* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:45 AM | 9 | 2 | 0 | 6 | *17* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| 8:00 AM | 6 | 3 | 0 | 4 | *13* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Peak Hour | 24 | 8 | 0 | 18 | *50* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 2 | *2* |

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

## Count Summaries - All Vehicles

| Interval Start | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | I-25 SB Ramp Northbound | | | | I-25 SB Ramp Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 99 | 30 | 0 | 8 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 1 | 59 | 325 | 0 |
| **7:15 AM** | **0** | **0** | **123** | **42** | **0** | **16** | **139** | **0** | **0** | **0** | **0** | **0** | **0** | **43** | **1** | **53** | **417** | **0** |
| **7:30 AM** | **0** | **0** | **149** | **43** | **0** | **14** | **138** | **0** | **0** | **0** | **0** | **0** | **0** | **72** | **0** | **63** | **479** | **0** |
| **7:45 AM** | **0** | **0** | **163** | **52** | **0** | **6** | **126** | **0** | **0** | **0** | **0** | **0** | **0** | **72** | **1** | **105** | **525** | **1,746** |
| **8:00 AM** | **0** | **0** | **129** | **50** | **0** | **16** | **93** | **0** | **0** | **0** | **0** | **0** | **0** | **80** | **0** | **77** | **445** | **1,866** |
| 8:15 AM | 0 | 0 | 140 | 39 | 0 | 6 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 83 | 406 | 1,855 |
| 8:30 AM | 0 | 0 | 128 | 37 | 0 | 10 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 1 | 75 | 425 | 1,801 |
| 8:45 AM | 0 | 0 | 137 | 33 | 0 | 6 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 94 | 444 | 1,720 |
| Count Total | 0 | 0 | 1,068 | 326 | 0 | 82 | 842 | 0 | 0 | 0 | 0 | 0 | 0 | 535 | 4 | 609 | 3,466 | |
| Pk Hr All | **0** | **0** | **564** | **187** | **0** | **52** | **496** | **0** | **0** | **0** | **0** | **0** | **0** | **267** | **2** | **298** | **1,866** | |
| Pk Hr HV | **0** | **0** | **11** | **13** | **0** | **2** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **12** | **50** | |
| Pk Hr HV% | **-** | **-** | **2%** | **7%** | **-** | **4%** | **1%** | **-** | **-** | **-** | **-** | **-** | **-** | **2%** | **0%** | **4%** | **3%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 7:00 AM | 6 | 0 | 0 | 7 | *13* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:15 AM** | **1** | **2** | **0** | **2** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| **7:30 AM** | **8** | **1** | **0** | **6** | **15** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **9** | **2** | **0** | **6** | **17** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| **8:00 AM** | **6** | **3** | **0** | **4** | **13** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:15 AM | 3 | 0 | 0 | 4 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 6 | 2 | 0 | 5 | *13* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 8 | 1 | 0 | 11 | *20* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| Count Total | 47 | 11 | 0 | 45 | *103* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 3 | *3* |
| **Peak Hour** | **24** | **8** | **0** | **18** | ***50*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **2** | **2** |

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

## Count Summaries - Heavy Vehicles

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | I-25 SB Ramp | | | | I-25 SB Ramp | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 13 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **1** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **5** | **0** |
| **7:30 AM** | **0** | **0** | **4** | **4** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **4** | **15** | **0** |
| **7:45 AM** | **0** | **0** | **5** | **4** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **4** | **17** | **50** |
| **8:00 AM** | **0** | **0** | **2** | **4** | **0** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **2** | **13** | **50** |
| 8:15 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 52 |
| 8:30 AM | 0 | 0 | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 13 | 50 |
| 8:45 AM | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 20 | 53 |
| Count Total | 0 | 0 | 27 | 20 | 0 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 34 | 103 | |
| **Pk Hr Heavy** | **0** | **0** | **11** | **13** | **0** | **2** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **12** | **50** | |

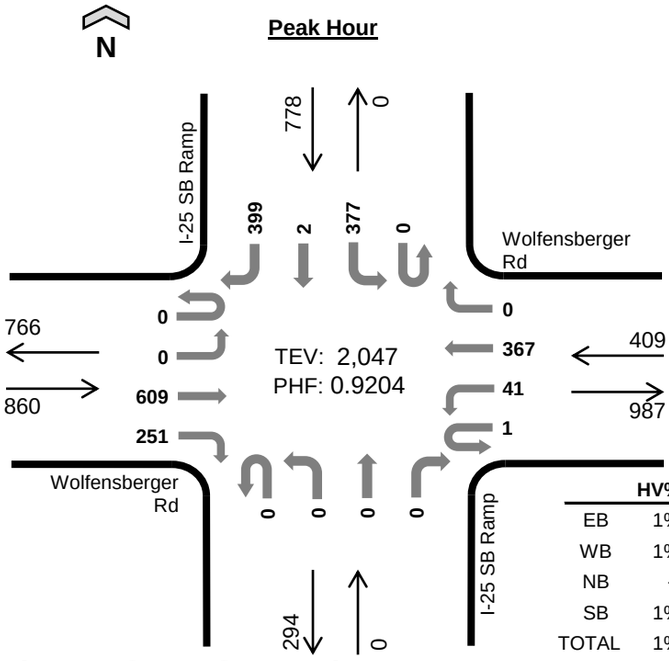
## Count Summaries - Bikes

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | I-25 SB Ramp | | | | I-25 SB Ramp | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

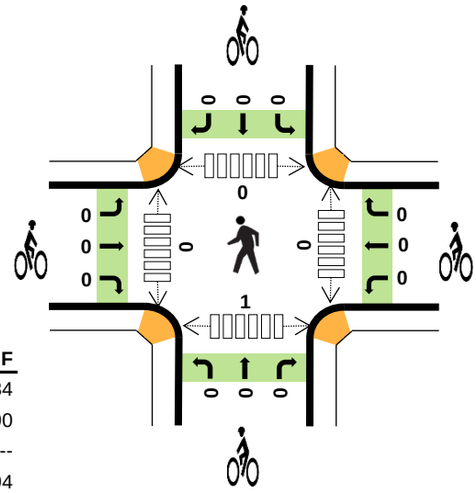
TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

# I-25 SB Ramp
# Wolfensberger Rd

**Date:** 2/20/2025
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:15 PM to 5:15 PM




| | HV% | PHF |
|---|---|---|
| EB | 1% | 0.84 |
| WB | 1% | 0.90 |
| NB | -- | -- |
| SB | 1% | 0.94 |
| TOTAL | 1% | 0.92 |



## Peak Hour Count Summaries

| Peak Hour Interval Start | | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | I-25 SB Ramp Northbound | | | | I-25 SB Ramp Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:15 PM | | 0 | 0 | 139 | 58 | 0 | 12 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 108 | 512 | 0 |
| 4:30 PM | | 0 | 0 | 186 | 71 | 0 | 11 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 2 | 104 | 556 | 0 |
| 4:45 PM | | 0 | 0 | 126 | 61 | 0 | 7 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 103 | 485 | 0 |
| 5:00 PM | | 0 | 0 | 158 | 61 | 1 | 11 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 84 | 494 | 2,047 |
| Pk Hr | All | 0 | 0 | 609 | 251 | 1 | 41 | 367 | 0 | 0 | 0 | 0 | 0 | 0 | 377 | 2 | 399 | 2,047 | |
| | HV | 0 | 0 | 8 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 22 | |
| | HV% | - | - | 1% | 1% | 0% | 0% | 1% | - | - | - | - | - | - | 0% | 0% | 2% | 1% | |

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

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 4:15 PM | 2 | 1 | 0 | 1 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 3 | 1 | 0 | 3 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:45 PM | 4 | 1 | 0 | 1 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:00 PM | 2 | 0 | 0 | 3 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| Peak Hour | 11 | 3 | 0 | 8 | *22* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |

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

## Count Summaries - All Vehicles

| Interval Start | Wolfensberger Rd Eastbound | | | | Wolfensberger Rd Westbound | | | | I-25 SB Ramp Northbound | | | | I-25 SB Ramp Southbound | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 125 | 58 | 0 | 11 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 101 | 484 | 0 |
| **4:15 PM** | **0** | **0** | **139** | **58** | **0** | **12** | **101** | **0** | **0** | **0** | **0** | **0** | **0** | **94** | **0** | **108** | **512** | **0** |
| **4:30 PM** | **0** | **0** | **186** | **71** | **0** | **11** | **81** | **0** | **0** | **0** | **0** | **0** | **0** | **101** | **2** | **104** | **556** | **0** |
| **4:45 PM** | **0** | **0** | **126** | **61** | **0** | **7** | **98** | **0** | **0** | **0** | **0** | **0** | **0** | **90** | **0** | **103** | **485** | **2,037** |
| **5:00 PM** | **0** | **0** | **158** | **61** | **1** | **11** | **87** | **0** | **0** | **0** | **0** | **0** | **0** | **92** | **0** | **84** | **494** | **2,047** |
| 5:15 PM | 0 | 0 | 152 | 63 | 0 | 12 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 101 | 486 | 2,021 |
| 5:30 PM | 0 | 0 | 122 | 45 | 0 | 17 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 78 | 417 | 1,882 |
| 5:45 PM | 0 | 0 | 104 | 31 | 1 | 3 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 69 | 372 | 1,769 |
| Count Total | 0 | 0 | 1,112 | 448 | 2 | 84 | 711 | 0 | 0 | 0 | 0 | 0 | 0 | 699 | 2 | 748 | 3,806 | |
| Pk Hr All | **0** | **0** | **609** | **251** | **1** | **41** | **367** | **0** | **0** | **0** | **0** | **0** | **0** | **377** | **2** | **399** | **2,047** | |
| Pk Hr HV | **0** | **0** | **8** | **3** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **22** | |
| Pk Hr HV% | **-** | **-** | **1%** | **1%** | **0%** | **0%** | **1%** | **-** | **-** | **-** | **-** | **-** | **-** | **0%** | **0%** | **2%** | **1%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | **Total** | EB | WB | NB | SB | **Total** | E | W | N | S | **Total** |
| 4:00 PM | 2 | 1 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:15 PM** | **2** | **1** | **0** | **1** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **3** | **1** | **0** | **3** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **4** | **1** | **0** | **1** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **5:00 PM** | **2** | **0** | **0** | **3** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| 5:15 PM | 2 | 3 | 0 | 1 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:30 PM | 5 | 1 | 0 | 0 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 1 | 1 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 21 | 9 | 0 | 9 | *39* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| **Peak Hour** | **11** | **3** | **0** | **8** | ***22*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **1** | **1** |

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

## Count Summaries - Heavy Vehicles

| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | I-25 SB Ramp | | | | I-25 SB Ramp | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| **4:15 PM** | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **4** | **0** |
| **4:30 PM** | **0** | **0** | **2** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **7** | **0** |
| **4:45 PM** | **0** | **0** | **3** | **1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **6** | **20** |
| **5:00 PM** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **5** | **22** |
| 5:15 PM | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 24 |
| 5:30 PM | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 23 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19 |
| Count Total | 0 | 0 | 16 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 39 | |
| **Pk Hr Heavy** | **0** | **0** | **8** | **3** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **22** | |

## Count Summaries - Bikes

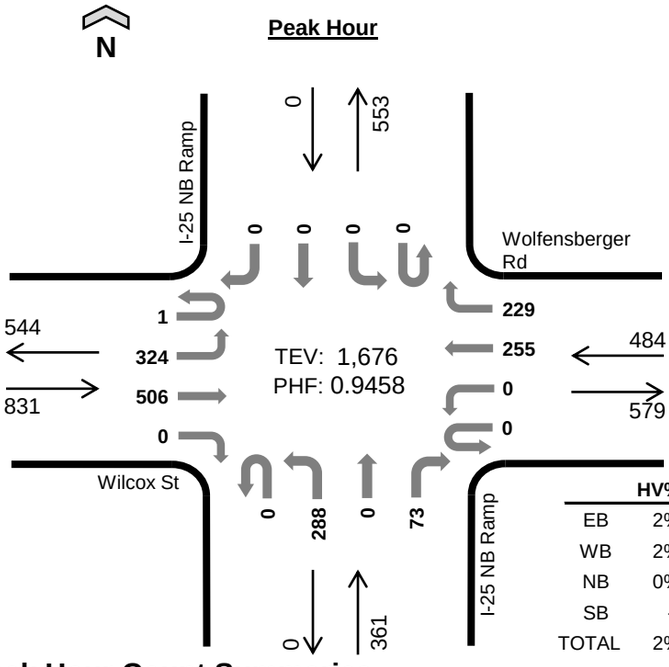
| Interval Start | Wolfensberger Rd | | | | Wolfensberger Rd | | | | I-25 SB Ramp | | | | I-25 SB Ramp | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

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

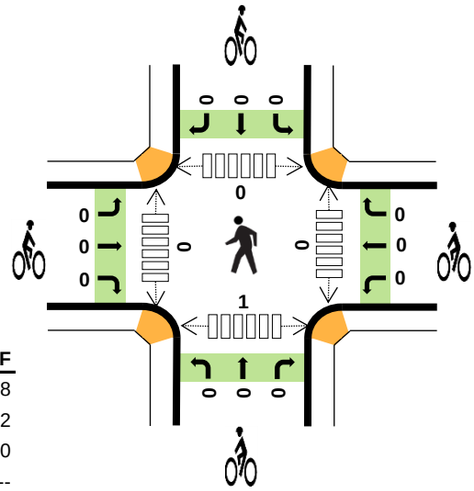
# I-25 NB Ramp
# Wolfensberger Rd

**Peak Hour**

**Date:** 2/20/2025
**Count Period:** 7:00 AM to 9:00 AM
**Peak Hour:** 7:15 AM to 8:15 AM




| | HV% | PHF |
|---|---|---|
| EB | 2% | 0.88 |
| WB | 2% | 0.82 |
| NB | 0% | 0.80 |
| SB | -- | -- |
| TOTAL | 2% | 0.95 |



## Peak Hour Count Summaries

| Peak Hour Interval Start | | Wilcox St (Eastbound) | | | | Wolfensberger Rd (Westbound) | | | | I-25 NB Ramp (Northbound) | | | | I-25 NB Ramp (Southbound) | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:15 AM | | 1 | 88 | 77 | 0 | 0 | 0 | 64 | 83 | 0 | 87 | 0 | 26 | 0 | 0 | 0 | 0 | 426 | 0 |
| 7:30 AM | | 0 | 85 | 136 | 0 | 0 | 0 | 66 | 60 | 0 | 84 | 0 | 12 | 0 | 0 | 0 | 0 | 443 | 0 |
| 7:45 AM | | 0 | 45 | 190 | 0 | 0 | 0 | 71 | 23 | 0 | 66 | 0 | 16 | 0 | 0 | 0 | 0 | 411 | 0 |
| 8:00 AM | | 0 | 106 | 103 | 0 | 0 | 0 | 54 | 63 | 0 | 51 | 0 | 19 | 0 | 0 | 0 | 0 | 396 | 1,676 |
| Pk Hr | All | 1 | 324 | 506 | 0 | 0 | 0 | 255 | 229 | 0 | 288 | 0 | 73 | 0 | 0 | 0 | 0 | 1,676 | |
| | HV | 0 | 8 | 9 | 0 | 0 | 0 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | |
| | HV% | 0% | 2% | 2% | - | - | - | 3% | 2% | - | 0% | - | 0% | - | - | - | - | 2% | |

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

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 7:15 AM | 0 | 3 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:30 AM | 6 | 2 | 0 | 0 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| 7:45 AM | 7 | 2 | 0 | 0 | *9* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:00 AM | 4 | 5 | 1 | 0 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Peak Hour | 17 | 12 | 1 | 0 | *30* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |

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

## Count Summaries - All Vehicles

| Interval Start | Wilcox St | | | | Wolfensberger Rd | | | | I-25 NB Ramp | | | | I-25 NB Ramp | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 1 | 83 | 62 | 0 | 0 | 0 | 44 | 90 | 0 | 47 | 0 | 11 | 0 | 0 | 0 | 0 | 338 | 0 |
| **7:15 AM** | **1** | **88** | **77** | **0** | **0** | **0** | **64** | **83** | **0** | **87** | **0** | **26** | **0** | **0** | **0** | **0** | **426** | **0** |
| **7:30 AM** | **0** | **85** | **136** | **0** | **0** | **0** | **66** | **60** | **0** | **84** | **0** | **12** | **0** | **0** | **0** | **0** | **443** | **0** |
| **7:45 AM** | **0** | **45** | **190** | **0** | **0** | **0** | **71** | **23** | **0** | **66** | **0** | **16** | **0** | **0** | **0** | **0** | **411** | **1,618** |
| **8:00 AM** | **0** | **106** | **103** | **0** | **0** | **0** | **54** | **63** | **0** | **51** | **0** | **19** | **0** | **0** | **0** | **0** | **396** | **1,676** |
| 8:15 AM | 0 | 81 | 112 | 0 | 0 | 0 | 55 | 70 | 0 | 42 | 0 | 13 | 0 | 0 | 0 | 0 | 373 | 1,623 |
| 8:30 AM | 1 | 98 | 119 | 0 | 0 | 0 | 55 | 76 | 0 | 33 | 0 | 11 | 0 | 0 | 0 | 0 | 393 | 1,573 |
| 8:45 AM | 0 | 94 | 120 | 0 | 0 | 0 | 64 | 68 | 0 | 39 | 0 | 10 | 0 | 0 | 0 | 0 | 395 | 1,557 |
| Count Total | 3 | 680 | 919 | 0 | 0 | 0 | 473 | 533 | 0 | 449 | 0 | 118 | 0 | 0 | 0 | 0 | 3,175 | |
| Pk Hr All | **1** | **324** | **506** | **0** | **0** | **0** | **255** | **229** | **0** | **288** | **0** | **73** | **0** | **0** | **0** | **0** | **1,676** | |
| Pk Hr HV | **0** | **8** | **9** | **0** | **0** | **0** | **7** | **5** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **30** | |
| Pk Hr HV% | **0%** | **2%** | **2%** | **-** | **-** | **-** | **3%** | **2%** | **-** | **0%** | **-** | **0%** | **-** | **-** | **-** | **-** | **2%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 7:00 AM | 9 | 2 | 1 | 0 | *12* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:15 AM** | **0** | **3** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **6** | **2** | **0** | **0** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** |
| **7:45 AM** | **7** | **2** | **0** | **0** | **9** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:00 AM** | **4** | **5** | **1** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:15 AM | 0 | 2 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 3 | 1 | 1 | 0 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 8 | 0 | 1 | 0 | *9* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 37 | 17 | 4 | 0 | *58* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| **Peak Hour** | **17** | **12** | **1** | **0** | ***30*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **1** | **1** |

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

## Count Summaries - Heavy Vehicles

| Interval Start | Wilcox St | | | | Wolfensberger Rd | | | | I-25 NB Ramp | | | | I-25 NB Ramp | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 2 | 7 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** |
| **7:30 AM** | **0** | **1** | **5** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **0** |
| **7:45 AM** | **0** | **3** | **4** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **9** | **32** |
| **8:00 AM** | **0** | **4** | **0** | **0** | **0** | **0** | **2** | **3** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **10** | **30** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 29 |
| 8:30 AM | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 26 |
| 8:45 AM | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 26 |
| Count Total | 0 | 19 | 18 | 0 | 0 | 0 | 9 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | |
| **Pk Hr Heavy** | **0** | **8** | **9** | **0** | **0** | **0** | **7** | **5** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **30** | |

## Count Summaries - Bikes

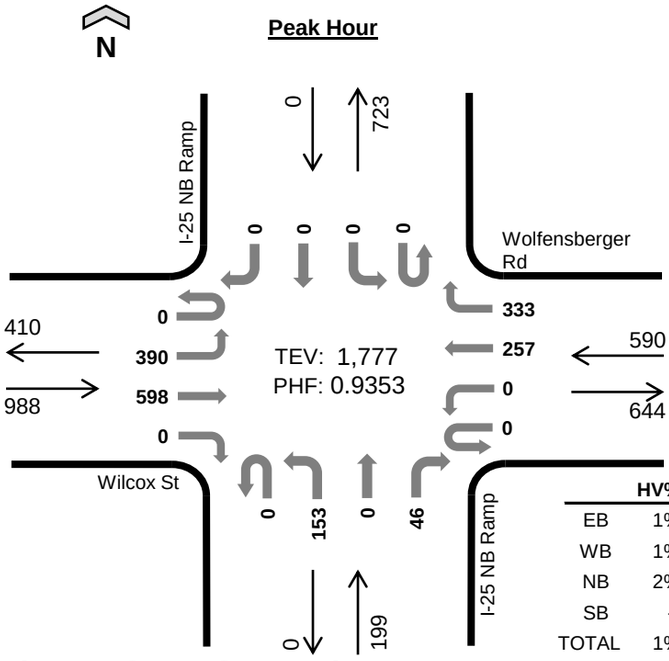
| Interval Start | Wilcox St | | | | Wolfensberger Rd | | | | I-25 NB Ramp | | | | I-25 NB Ramp | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

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

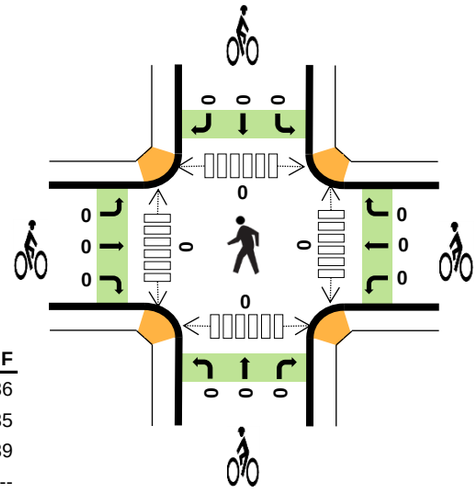
# I-25 NB Ramp
# Wolfensberger Rd

**Peak Hour**

**Date:** 2/20/2025
**Count Period:** 4:00 PM to 6:00 PM
**Peak Hour:** 4:15 PM to 5:15 PM




| | HV% | PHF |
|---|---|---|
| EB | 1% | 0.86 |
| WB | 1% | 0.85 |
| NB | 2% | 0.89 |
| SB | -- | -- |
| TOTAL | 1% | 0.94 |



## Peak Hour Count Summaries

| Peak Hour Interval Start | | Wilcox St (Eastbound) | | | | Wolfensberger Rd (Westbound) | | | | I-25 NB Ramp (Northbound) | | | | I-25 NB Ramp (Southbound) | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:15 PM | | 0 | 85 | 147 | 0 | 0 | 0 | 77 | 96 | 0 | 37 | 0 | 19 | 0 | 0 | 0 | 0 | 461 | 0 |
| 4:30 PM | | 0 | 117 | 170 | 0 | 0 | 0 | 56 | 83 | 0 | 39 | 0 | 10 | 0 | 0 | 0 | 0 | 475 | 0 |
| 4:45 PM | | 0 | 72 | 146 | 0 | 0 | 0 | 67 | 59 | 0 | 37 | 0 | 12 | 0 | 0 | 0 | 0 | 393 | 0 |
| 5:00 PM | | 0 | 116 | 135 | 0 | 0 | 0 | 57 | 95 | 0 | 40 | 0 | 5 | 0 | 0 | 0 | 0 | 448 | 1,777 |
| Pk Hr | All | 0 | 390 | 598 | 0 | 0 | 0 | 257 | 333 | 0 | 153 | 0 | 46 | 0 | 0 | 0 | 0 | 1,777 | |
| | HV | 0 | 6 | 4 | 0 | 0 | 0 | 1 | 7 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 22 | |
| | HV% | - | 2% | 1% | - | - | - | 0% | 2% | - | 1% | - | 4% | - | - | - | - | 1% | |

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

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 4:15 PM | 2 | 3 | 1 | 0 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 2 | 2 | 1 | 0 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:45 PM | 5 | 2 | 2 | 0 | *9* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:00 PM | 1 | 1 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Peak Hour | 10 | 8 | 4 | 0 | *22* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |

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

## Count Summaries - All Vehicles

| Interval Start | Wilcox St (Eastbound) | | | | Wolfensberger Rd (Westbound) | | | | I-25 NB Ramp (Northbound) | | | | I-25 NB Ramp (Southbound) | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 81 | 139 | 0 | 0 | 0 | 62 | 91 | 0 | 42 | 0 | 19 | 0 | 0 | 0 | 0 | 434 | 0 |
| **4:15 PM** | **0** | **85** | **147** | **0** | **0** | **0** | **77** | **96** | **0** | **37** | **0** | **19** | **0** | **0** | **0** | **0** | **461** | **0** |
| **4:30 PM** | **0** | **117** | **170** | **0** | **0** | **0** | **56** | **83** | **0** | **39** | **0** | **10** | **0** | **0** | **0** | **0** | **475** | **0** |
| **4:45 PM** | **0** | **72** | **146** | **0** | **0** | **0** | **67** | **59** | **0** | **37** | **0** | **12** | **0** | **0** | **0** | **0** | **393** | **1,763** |
| **5:00 PM** | **0** | **116** | **135** | **0** | **0** | **0** | **57** | **95** | **0** | **40** | **0** | **5** | **0** | **0** | **0** | **0** | **448** | **1,777** |
| 5:15 PM | 0 | 109 | 124 | 0 | 0 | 0 | 53 | 73 | 0 | 35 | 0 | 22 | 0 | 0 | 0 | 0 | 416 | 1,732 |
| 5:30 PM | 0 | 71 | 121 | 0 | 0 | 0 | 62 | 66 | 0 | 42 | 1 | 21 | 0 | 0 | 0 | 0 | 384 | 1,641 |
| 5:45 PM | 0 | 55 | 126 | 0 | 0 | 0 | 46 | 64 | 0 | 46 | 0 | 24 | 0 | 0 | 0 | 0 | 361 | 1,609 |
| Count Total | 0 | 706 | 1,108 | 0 | 0 | 0 | 480 | 627 | 0 | 318 | 1 | 132 | 0 | 0 | 0 | 0 | 3,372 | |
| Pk Hr All | **0** | **390** | **598** | **0** | **0** | **0** | **257** | **333** | **0** | **153** | **0** | **46** | **0** | **0** | **0** | **0** | **1,777** | |
| Pk Hr HV | **0** | **6** | **4** | **0** | **0** | **0** | **1** | **7** | **0** | **2** | **0** | **2** | **0** | **0** | **0** | **0** | **22** | |
| Pk Hr HV% | **-** | **2%** | **1%** | **-** | **-** | **-** | **0%** | **2%** | **-** | **1%** | **-** | **4%** | **-** | **-** | **-** | **-** | **1%** | |

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | E | W | N | S | Total |
| 4:00 PM | 3 | 4 | 1 | 0 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:15 PM** | **2** | **3** | **1** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **2** | **2** | **1** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **5** | **2** | **2** | **0** | **9** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **5:00 PM** | **1** | **1** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:15 PM | 1 | 1 | 3 | 0 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:30 PM | 3 | 0 | 1 | 0 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 1 | 1 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 18 | 14 | 9 | 0 | *41* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **10** | **8** | **4** | **0** | ***22*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | **0** |

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

## Count Summaries - Heavy Vehicles

| Interval Start | Wilcox St | | | | Wolfensberger Rd | | | | I-25 NB Ramp | | | | I-25 NB Ramp | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| **4:15 PM** | **0** | **2** | **0** | **0** | **0** | **0** | **1** | **2** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **6** | **0** |
| **4:30 PM** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **0** |
| **4:45 PM** | **0** | **2** | **3** | **0** | **0** | **0** | **0** | **2** | **0** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **9** | **28** |
| **5:00 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **22** |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 21 |
| 5:30 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 20 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 |
| Count Total | 0 | 12 | 6 | 0 | 0 | 0 | 3 | 11 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 41 | |
| **Pk Hr Heavy** | **0** | **6** | **4** | **0** | **0** | **0** | **1** | **7** | **0** | **2** | **0** | **2** | **0** | **0** | **0** | **0** | **22** | |

## Count Summaries - Bikes

| Interval Start | Wilcox St | | | | Wolfensberger Rd | | | | I-25 NB Ramp | | | | I-25 NB Ramp | | | | 15-min Total | Rolling Hour Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Pk Hr Bike** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |

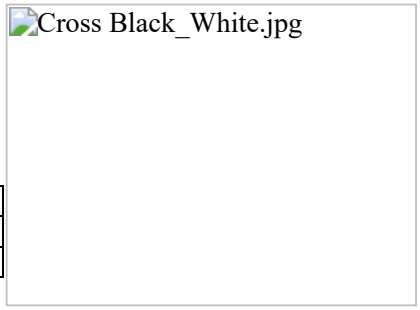
TJ Wethington
(720) 646-1008
tj.wethington@idaxdata.com

Colo Department of Transportation

# MaxTime Timing Sheet

2.0.14

***Administration***




Unit Information

| | |
|---|---|
| Controller ID | 0 |
| Main St. | I-25 |
| Side St. | Wolfensberger NB |

| Adapter | IP Address | Subnet Mask | Default Gateway | ARP | Mode |
|---|---|---|---|---|---|
| 1 | 10.11.79.134 | 255.255.255.0 | 10.11.79.1 | Disable | Static |
| 2 | 10.20.70.51 | 255.255.255.0 | 0.0.0.0 | Disable | Static |

**Serial Ports:**

| Port | Description | Function | Address | Baud | Bits | Stop | Parity | Flow | CTS | RTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Port 2/C21S | None | 1 | 9600 | 8 | 1 | None | None | 0 | 0 |
| 2 | Aux_P3/C22S | None | 1 | 9600 | 8 | 1 | None | None | 0 | 0 |
| 3 | SDLC Port 1 | None | 1 | 9600 | 8 | 1 | None | None | 0 | 0 |
| 4 | Com A/C50S | None | 1 | 9600 | 8 | 1 | None | None | 0 | 0 |
| 5 | FIO | None | 1 | 9600 | 8 | 1 | None | None | 0 | 0 |
| 6 | DISPLAY/C60M | None | 1 | 9600 | 8 | 1 | None | None | 0 | 0 |
| 7 | SP7 | None | 1 | 9600 | 8 | 1 | None | None | 0 | 0 |
| 8 | SP8/Com B | None | 1 | 9600 | 8 | 1 | None | None | 0 | 0 |

**Unit Parameters**

| | |
|---|---|
| Startup Flash | 0 |
| All Red Exit | 6 |
| MCE Seq. | 1 |
| Master By TOD | Disable |

| | |
|---|---|
| Auto Ped Clr | Enable |
| Grn Flash Freq. | 60 |
| Start Yellow | 0.0 |
| Flash CVM | Disable |

| | |
|---|---|
| Red Revert | 4.0 |
| Yel Flash Freq. | 60 |
| Start Red | 0.0 |
| All Red Flash | Enable |
| Auto Ped Clear | Enable |

| | |
|---|---|
| Backup Time | 600 |
| MCE Enable | Enable |
| Start Clear Hold | 6 |
| 3 Phs Dia Seq | |
| 4 Phs Dia Seq | |

| | |
|---|---|
| Ext Mode | Disable |
| Free Seq. | 1 |

**Phase Parameters**

| Phases | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clear Time | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Don't Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 0 | 10 | 0 | 0 | 5 | 10 | 0 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Min Green 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passage | 0.0 | 2.0 | 0.0 | 0.0 | 4.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max-1 | 0 | 60 | 0 | 0 | 29 | 60 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max-3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conditional Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Yel Change | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 2.0 | 2.0 | 2.0 | 2.0 | 3.0 | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Add Red Clear | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Red Revert | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Added Initial | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Initial | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time B4 Reduce | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars B4 Reduce | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time To Reduce | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduce By | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Min Gap | 0.0 | 2.0 | 0.0 | 0.0 | 4.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Dyn Max Limit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dyn Max Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Advance Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Ped | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alt Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alt Ped Clr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Service Limit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pre Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pre Clearance | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Phases | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pre Clearance 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Clear Ext Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Clear Ext Pass | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Queue Jump | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv Warning Ext | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

## Phase Options

| Phases | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enable | | X | | | X | X | | X | | | | | | | | | | | | |
| Auto Flash Ent. | | | | | | | | X | | | | | | | | | | | | |
| Auto Flash Exit | | X | | | | X | | | | | | | | | | | | | | |
| Non Actuated I | | | | | | | | | | | | | | | | | | | | |
| Non Actuated II | | | | | | | | | | | | | | | | | | | | |
| Non Lock Mem | X | X | X | X | X | X | X | X | | | | | | | | | | | | |
| Min Veh Recall | | X | | | | X | | | | | | | | | | | | | | |
| Max Veh Recall | | | | | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | | | | | |
| Soft Veh Recall | | | | | | | | | | | | | | | | | | | | |
| Dual Entry | | | | | | | | | | | | | | | | | | | | |
| Sim Gap Dis | | | | | | | | | | | | | | | | | | | | |
| Guaranteed Pass | | | | | | | | | | | | | | | | | | | | |
| Act Rest Walk | | | | | | | | | | | | | | | | | | | | |
| Cond Service | | | | | | | | | | | | | | | | | | | | |
| Add Initial | | | | | | | | | | | | | | | | | | | | |
| Ped Clr During Yel | | | | | | | | | | | | | | | | | | | | |
| Ped Clr During Red | | | | | | | | | | | | | | | | | | | | |
| Cond Reservice | | | | | | | | | | | | | | | | | | | | |
| Yel Min Override | | | | | | | | | | | | | | | | | | | | |
| No Startup Call | | | | | | | | | | | | | | | | | | | | |
| Adv. Warn Flasher | | | | | | | | | | | | | | | | | | | | |
| No Ped Str Up Call | | | | | | | | | | | | | | | | | | | | |
| Ped Clr OVTG | | | | | | | | | | | | | | | | | | | | |
| Flash Exit Call | | | | | | | | | | | | | | | | | | | | |
| Flash Exit Ped Call | | | | | | | | | | | | | | | | | | | | |
| MinGreen2 | | | | | | | | | | | | | | | | | | | | |
| MaxGreen2 | | | | | | | | | | | | | | | | | | | | |
| MaxGreen3 | | | | | | | | | | | | | | | | | | | | |
| Ped2 | | | | | | | | | | | | | | | | | | | | |
| Ped Clear Pre Clear | | | | | | | | | | | | | | | | | | | | |
| Ped NA+ Mode | | | | | | | | | | | | | | | | | | | | |
| Red Rest | | | | | | | | | | | | | | | | | | | | |
| Serve Evy Oth Even | | | | | | | | | | | | | | | | | | | | |
| Serve Evy Oth Odd | | | | | | | | | | | | | | | | | | | | |
| Coord Ped Yield | | | | | | | | | | | | | | | | | | | | |
| Ped Recycle | | | | | | | | | | | | | | | | | | | | |
| Coutdown | | | | | | | | | | | | | | | | | | | | |

## No Serve Phases

Sequence 1

| Ph. | No Serve Phases |
|---|---|
| 1 | |
| 2 | |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |

Sequence 2

| Ph. | No Serve Phases |
|---|---|
| 1 | |
| 2 | |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |

Sequence 3

| Ph. | No Serve Phases |
|---|---|
| 1 | |
| 2 | |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |

Sequence 4

| Ph. | No Serve Phases |
|---|---|
| 1 | |
| 2 | |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |

| Sequence 1 | |
|---|---|
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

| Sequence 2 | |
|---|---|
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

| Sequence 3 | |
|---|---|
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

| Sequence 4 | |
|---|---|
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

## Phase Configuration

| Ph. | Startup | Ring | Concurrent | Startup Min | Description |
|---|---|---|---|---|---|
| 1 | Phase Not On | 0 | | 0 | |
| 2 | Green No Walk | 1 | 5,6 | 0 | |
| 3 | Phase Not On | 0 | | 0 | |
| 4 | Phase Not On | 0 | | 0 | |
| 5 | Phase Not On | 2 | 2 | 0 | |
| 6 | Green No Walk | 2 | 2 | 0 | |
| 7 | Phase Not On | 0 | | 0 | |
| 8 | Phase Not On | 1 | | 0 | |
| 9 | None | 0 | | 0 | |
| 10 | None | 0 | | 0 | |
| 11 | None | 0 | | 0 | |
| 12 | None | 0 | | 0 | |
| 13 | None | 0 | | 0 | |
| 14 | None | 0 | | 0 | |
| 15 | None | 0 | | 0 | |
| 16 | None | 0 | | 0 | |
| 17 | None | 0 | | 0 | |
| 18 | None | 0 | | 0 | |
| 19 | None | 0 | | 0 | |
| 20 | None | 0 | | 0 | |

## Sequence Configuration

**Sequence 1**

| Ring | Phases |
|---|---|
| 1 | 2,a,8,b |
| 2 | 5,6,a,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 2**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,3,4,b |
| 2 | 5,6,a,7,8,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 3**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,3,4,b |
| 2 | 5,6,a,7,8,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 4**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,3,4,b |
| 2 | 5,6,a,7,8,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 5**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,3,4,b |
| 2 | 6,5,a,7,8,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |

**Sequence 6**

| Ring | Phases |
|---|---|
| 1 | 2,a,b |
| 2 | 6,5,a,8,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |

**Sequence 7**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,4,3,b |
| 2 | 6,5,a,7,8,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |

**Sequence 8**

| Ring | Phases |
|---|---|
| 1 | 2,1,a,4,3,b |
| 2 | 6,5,a,7,8,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |

**Sequence 5**

| | |
|---|---|
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 6**

| | |
|---|---|
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 7**

| | |
|---|---|
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 8**

| | |
|---|---|
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 9**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,3,4,b |
| 2 | 5,6,a,8,7,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 10**

| Ring | Phases |
|---|---|
| 1 | 2,1,a,3,4,b |
| 2 | 5,6,a,8,7,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 11**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,4,3,b |
| 2 | 5,6,a,8,7,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 12**

| Ring | Phases |
|---|---|
| 1 | 2,1,a,4,3,b |
| 2 | 5,6,a,8,7,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 13**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,3,4,b |
| 2 | 6,5,a,8,7,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 14**

| Ring | Phases |
|---|---|
| 1 | 2,1,a,3,4,b |
| 2 | 6,5,a,8,7,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 15**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,4,3,b |
| 2 | 6,5,a,8,7,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 16**

| Ring | Phases |
|---|---|
| 1 | 2,1,a,4,3,b |
| 2 | 6,5,a,8,7,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 17**

| Ring | Phases |
|---|---|
| 1 | |
| 2 | |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |

**Sequence 18**

| Ring | Phases |
|---|---|
| 1 | |
| 2 | |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |

**Sequence 19**

| Ring | Phases |
|---|---|
| 1 | |
| 2 | |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |

**Sequence 20**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,3,4,b |
| 2 | 5,6,a,7,8,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |

| Sequence 17 | |
|---|---|
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

| Sequence 18 | |
|---|---|
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

| Sequence 19 | |
|---|---|
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

| Sequence 20 | |
|---|---|
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Global Phase Recalls**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Min | | | | | | | | | | | | | | | | | | | | |
| Max | | | | | | | | | | | | | | | | | | | | |
| Ped | | | | | | | | | | | | | | | | | | | | |
| Act Walk Rest | | | | | | | | | | | | | | | | | | | | |

**Global Veh Det Diagnostics**

| | |
|---|---|
| Global No Activity | 0 |
| Global Max Presence | 20 |
| Global Erractic Count | 255 |
| Global Failed Recall | Max Recall |
| Detector Reset Enable | Enabled |

**Global Ped Det Diagnostics**

| | |
|---|---|
| Global No Activity | 0 |
| Global Max Presence | 0 |
| Global Erractic Count | 0 |

**Global Pri/Pre Det Diag**

| | |
|---|---|
| Global No Activity | 0 |
| Global Max Presence | 0 |
| Global Erractic Count | 0 |

**Vehicle Detection Parameters**

| Det. | Call Phs | Call Ped | Call Ovl | Add Call Phases | Sw Phs | Delay | Extend | Queue Limit | Ext Hold | No Activity | Max Pres | Erratic Counts | Failed Time | Failed Recall | Fail Link | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 2 | 2 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 3 | 2 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 4 | 2 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 5 | 2 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 6 | 2 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 7 | 3 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 8 | 4 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 9 | 4 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 10 | 4 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 11 | 4 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 12 | 4 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 13 | 1 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 14 | 3 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 15 | 5 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 16 | 6 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 17 | 6 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 18 | 6 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 19 | 6 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 20 | 6 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 21 | 7 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 22 | 8 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 23 | 8 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 24 | 8 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 25 | 8 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 26 | 8 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 27 | 5 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 28 | 7 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 29 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 30 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 31 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 32 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |

| Det. | Call Phs | Call Ped | Call Ovl | Add Call Phases | Sw Phs | Delay | Extend | Queue Limit | Ext Hold | No Activity | Max Pres | Erratic Counts | Failed Time | Failed Recall | Fail Link | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 34 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 35 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 36 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 37 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 38 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 39 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 40 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 41 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 42 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 43 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 44 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 45 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 46 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 47 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 48 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 49 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 50 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 51 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 52 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 53 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 54 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 55 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 56 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 57 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 58 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 59 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 60 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 61 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 62 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 63 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 64 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 65 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 66 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 67 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 68 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 69 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 70 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 71 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |
| 72 | 0 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | None | 0 | |

**Vehicle Detection Options**

| Detector | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Volume Detector | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Occupancy | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Yellow Lock Call | | | | | | | | | | | | | | | | | | | | |
| Red Lock call | | | | | | | | | | | | | | | | | | | | |
| Extend | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Added Initial | | | | | | | | | | | | | | | | | | | | |
| Queue | | | | | | | | | | | | | | | | | | | | |
| Call | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Terminate | | | | | | | | | | | | | | | | | | | | |
| Min Green 2 | | | | | | | | | | | | | | | | | | | | |
| Protected Perm | | | | | | | | | | | | | | | | | | | | |
| Disable Dly Lead | | | | | | | | | | | | | | | | | | | | |
| Disable TS2 Diag | | | | | | | | | | | | | | | | | | | | |

| Detector | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Volume Detector | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Occupancy | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Yellow Lock Call | | | | | | | | | | | | | | | | | | | | |
| Red Lock call | | | X | | | | | | | | | | | | | | | | | |
| Extend | X | X | X | X | X | X | X | X | | | | | | | | | | | | |
| Added Initial | | | | | | | | | | | | | | | | | | | | |
| Queue | | | | | | | | | | | | | | | | | | | | |
| Call | X | X | X | X | X | X | X | X | | | | | | | | | | | | |
| Terminate | | | | | | | | | | | | | | | | | | | | |
| Min Green 2 | | | | | | | | | | | | | | | | | | | | |
| Protected Perm | | | | | | | | | | | | | | | | | | | | |
| Disable Dly Lead | | | | | | | | | | | | | | | | | | | | |
| Disable TS2 Diag | | | | | | | | | | | | | | | | | | | | |

| Detector | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Volume Detector | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Occupancy | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Yellow Lock Call | | | | | | | | | | | | | | | | | | | | |
| Red Lock call | | | X | | | | | | | | | | | | | | | | | |
| Extend | | | | | | | | | | | | | | | | | | | | |
| Added Initial | | | | | | | | | | | | | | | | | | | | |
| Queue | | | | | | | | | | | | | | | | | | | | |
| Call | | | | | | | | | | | | | | | | | | | | |
| Terminate | | | | | | | | | | | | | | | | | | | | |
| Min Green 2 | | | | | | | | | | | | | | | | | | | | |
| Protected Perm | | | | | | | | | | | | | | | | | | | | |
| Disable Dly Lead | | | | | | | | | | | | | | | | | | | | |
| Disable TS2 Diag | | | | | | | | | | | | | | | | | | | | |

| Detector | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Volume Detector | X | X | X | X | X | X | X | X | X | X | X | X |
| Occupancy | X | X | X | X | X | X | X | X | X | X | X | X |
| Yellow Lock Call | | | | | | | | | | | | |
| Red Lock call | | | | | | | | | | | | |
| Extend | | | | | | | | | | | | |
| Added Initial | | | | | | | | | | | | |
| Queue | | | | | | | | | | | | |
| Call | | | | | | | | | | | | |
| Terminate | | | | | | | | | | | | |
| Min Green 2 | | | | | | | | | | | | |
| Protected Perm | | | | | | | | | | | | |
| Disable Dly Lead | | | | | | | | | | | | |
| Disable TS2 Diag | | | | | | | | | | | | |

| | |
|---|---|
| Data Collection Period | 100 |
| Number of Periods | 1 |

**Speed Detectors**

| Det | Enable | Type | Units | Min Log | Max Log | Car Length | Det Length | Trail Det | Trap Length |
|---|---|---|---|---|---|---|---|---|---|
| 1 | | Single | Inches | 5 | 80 | 0 | 0 | 0 | 0 |
| 2 | | Single | Inches | 5 | 80 | 0 | 0 | 0 | 0 |
| 3 | | Single | Inches | 5 | 80 | 0 | 0 | 0 | 0 |
| 4 | | Single | Inches | 5 | 80 | 0 | 0 | 0 | 0 |
| 5 | | Single | Inches | 5 | 80 | 0 | 0 | 0 | 0 |
| 6 | | Single | Inches | 5 | 80 | 0 | 0 | 0 | 0 |
| 7 | | Single | Inches | 5 | 80 | 0 | 0 | 0 | 0 |
| 8 | | Single | Inches | 5 | 80 | 0 | 0 | 0 | 0 |

## Pedestrian Detectors

| Det | Call Phs | Call Ovlp | Add Call Phs | Walk 2 | Clear 2 | No Act | Max Pres | Erratic Count |
|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 2 | 2 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 4 | 4 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 6 | 6 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 7 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 8 | 8 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 9 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 10 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 11 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 12 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 13 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 14 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 15 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 16 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 17 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 18 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 19 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 20 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |

| Det | Call Phs | Call Ovlp | Add Call Phs | Walk 2 | Clear 2 | No Act | Max Pres | Erratic Count |
|---|---|---|---|---|---|---|---|---|
| 21 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 22 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 24 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 25 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 26 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 27 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 28 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 29 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 30 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 31 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 32 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 33 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 34 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 35 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 36 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 37 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 38 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 39 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 40 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |

## Pri/Pre Detectors

| Det | Description | Low Call | High Call | Low Num | high Num | Lead/Trail | Arrival Time | Pri Dlay | Dlay | Ext | Min On | Pri Olvp | No Act | Max Pres | Erratic Count |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | None | None | 0 | 0 | None | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 2 | | None | None | 0 | 0 | None | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 3 | | None | None | 0 | 0 | None | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 4 | | None | None | 0 | 0 | None | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 5 | | None | None | 0 | 0 | None | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 6 | | None | None | 0 | 0 | None | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 7 | | None | None | 0 | 0 | None | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 8 | | None | None | 0 | 0 | None | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |

## Overlaps

| OLP | Enabled | Type | Included Phs | Modifier Phs | Modifier Ovlps | Neg Phases | Inhibit Neg Phs | Neg Ovlps |
|---|---|---|---|---|---|---|---|---|
| 1 | Enabled | Off | | | | | | |
| 2 | Enabled | Off | | | | | | |
| 3 | Enabled | Off | | | | | | |
| 4 | Enabled | Off | | | | | | |
| 5 | Enabled | Off | | | | | | |
| 6 | Enabled | Off | | | | | | |
| 7 | Enabled | Off | | | | | | |
| 8 | Enabled | Off | | | | | | |
| 9 | Enabled | Off | | | | | | |
| 10 | Enabled | Off | | | | | | |
| 11 | Enabled | Off | | | | | | |
| 12 | Enabled | Off | | | | | | |
| 13 | Enabled | Off | | | | | | |
| 14 | Enabled | Off | | | | | | |
| 15 | Enabled | Off | | | | | | |
| 16 | Enabled | Off | | | | | | |

| OLP | TrG Omit Phs | Negative Peds | Neg Ped Ovlps | Grn Sup Phs | N Ped Phs Calls | Description |
|---|---|---|---|---|---|---|
| 1 | | | | | | |
| 2 | | | | | | |
| 3 | | | | | | |
| 4 | | | | | | |
| 5 | | | | | | |
| 6 | | | | | | |

| OLP | TrG Omit Phs | Negative Peds | Neg Ped Ovlps | Grn Sup Phs | N Ped Phs Calls | Description |
|---|---|---|---|---|---|---|
| 7 | | | | | | |
| 8 | | | | | | |
| 9 | | | | | | |
| 10 | | | | | | |
| 11 | | | | | | |
| 12 | | | | | | |
| 13 | | | | | | |
| 14 | | | | | | |
| 15 | | | | | | |
| 16 | | | | | | |

| OLP | Trail GRN | Trail YEL | Trail RED | Walk 1 | Ped Clr 1 | Walk 2 | Ped Clr 2 | Delay | Flash | Min Green | Mx Grn Ext | Red Revert | Flash Inactive | Flash Alt | Walk Rest |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | 0 | 0 | 0.0 | Off | Off | Off |
| 2 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | 0 | 0 | 0.0 | Off | Off | Off |
| 3 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | 0 | 0 | 0.0 | Off | Off | Off |
| 4 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | 0 | 0 | 0.0 | Off | Off | Off |
| 5 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | 0 | 0 | 0.0 | Off | Off | Off |
| 6 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | 0 | 0 | 0.0 | Off | Off | Off |
| 7 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | 0 | 0 | 0.0 | Off | Off | Off |
| 8 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | 0 | 0 | 0.0 | Off | Off | Off |
| 9 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | 0 | 0 | 0.0 | Off | Off | Off |
| 10 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | 0 | 0 | 0.0 | Off | Off | Off |
| 11 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | 0 | 0 | 0.0 | Off | Off | Off |
| 12 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | 0 | 0 | 0.0 | Off | Off | Off |
| 13 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | 0 | 0 | 0.0 | Off | Off | Off |
| 14 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | 0 | 0 | 0.0 | Off | Off | Off |
| 15 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | 0 | 0 | 0.0 | Off | Off | Off |
| 16 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | 0 | 0 | 0.0 | Off | Off | Off |

**Overlap Options**

| Overlap | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Startup Call | | | | | | | | | | | | | | | | |
| Recall | | | | | | | | | | | | | | | | |
| No Veh Reserv | | | | | | | | | | | | | | | | |
| No Hold Trail Exit | | | | | | | | | | | | | | | | |
| Ped Recycle | | | | | | | | | | | | | | | | |
| No Yellow Protect | | | | | | | | | | | | | | | | |
| No Bridging | | | | | | | | | | | | | | | | |
| LRT Prepare Go | | | | | | | | | | | | | | | | |

| Overlap | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Call for Service | | | | | | | | | | | | | | | | |
| Trail Grn Bridge | | | | | | | | | | | | | | | | |
| FYA Prot. Red Cl | | | | | | | | | | | | | | | | |
| Phs Intvl Override | | | | | | | | | | | | | | | | |
| Queue Jump | | | | | | | | | | | | | | | | |
| No FYA Ped Wlk | | | | | | | | | | | | | | | | |
| Term After Call | | | | | | | | | | | | | | | | |

## Custom Overlap Rules

| Rule | Custom Ovlp | Incl. State | Mod. State | Neg. State | Output | Flash |
|---|---|---|---|---|---|---|
| 1 | Disable | Any | Any | Any | Not Set | Not Set |
| 2 | Disable | Any | Any | Any | Not Set | Not Set |
| 3 | Disable | Any | Any | Any | Not Set | Not Set |
| 4 | Disable | Any | Any | Any | Not Set | Not Set |
| 5 | Disable | Any | Any | Any | Not Set | Not Set |
| 6 | Disable | Any | Any | Any | Not Set | Not Set |
| 7 | Disable | Any | Any | Any | Not Set | Not Set |
| 8 | Disable | Any | Any | Any | Not Set | Not Set |
| 9 | Disable | Any | Any | Any | Not Set | Not Set |
| 10 | Disable | Any | Any | Any | Not Set | Not Set |

## Coordination Parameters

| | |
|---|---|
| Operational Mode | Automatic |
| Coordination Mode | Auto Permissive |
| Correction Mode | Shortway (Auto) |

| | |
|---|---|
| Maximum Mode | Per Pattern |
| Force Mode | Floating |
| Transition Cover Ped | Pattern |

| | |
|---|---|
| Max Cyc Limit % | 34 |
| Min Cyc Limit % | 34 |
| Max Dwell | 0 |

## Patterns

| Patt. | Cycle | Offset 1 | Offset 2 | Offset 3 | Split | Seq | Ref Col | Coord Mode | Force Mode | Max Mode | Trans Ped | Min Perm | Phs Pln | Det Pln | Ped Pln | Ovlp Pln | Pri Pln | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 100 | 41 | 0 | 0 | 1 | 1 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 2 | 90 | 66 | 0 | 0 | 2 | 1 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 3 | 100 | 41 | 0 | 0 | 3 | 1 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 4 | 95 | 87 | 0 | 0 | 4 | 1 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 6 | 110 | 45 | 0 | 0 | 6 | 6 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 18 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Auto | Fixed | Inh | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | |
| 20 | 0 | 0 | 0 | 0 | 20 | 1 | Yel | Auto | Fixed | Max1 | Phase | Phs Only | 1 | 1 | 1 | 1 | 1 | FREE |

## Split Parameters

| Split 1 PH. | Time | Min | Max | Coord PH | Ref PH | Cover Ped | Force Off Mode | Mode | Pri Min | Pri Max | Pri F. Off |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 2 | 65 | 0 | 0 | X | X | | Fix | None | 0 | 0 | Float |
| 3 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 4 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 5 | 25 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 6 | 40 | 0 | 0 | X | X | | Fix | None | 0 | 0 | Float |
| 7 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 8 | 35 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 9 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 10 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 11 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 12 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 13 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 14 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 15 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 16 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |

| Split 2 PH. | Time | Min | Max | Coord PH | Ref PH | Cover Ped | Force Off Mode | Mode | Pri Min | Pri Max | Pri F. Off |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 2 | 59 | 0 | 0 | X | X | | Fix | None | 0 | 0 | Float |
| 3 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 4 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 5 | 23 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 6 | 36 | 0 | 0 | X | X | | Fix | None | 0 | 0 | Float |
| 7 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 8 | 31 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 9 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 10 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 11 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 12 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 13 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 14 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 15 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 16 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |

| Split 3 | | | | Coord | Ref | Cover | Force Off | | Pri | Pri | Pri |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PH. | Time | Min | Max | PH | PH | Ped | Mode | Mode | Min | Max | F. Off |
| 1 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 2 | 69 | 0 | 0 | X | X | | Fix | None | 0 | 0 | Float |
| 3 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 4 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 5 | 20 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 6 | 49 | 0 | 0 | X | X | | Fix | None | 0 | 0 | Float |
| 7 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 8 | 31 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 9 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 10 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 11 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 12 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 13 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 14 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 15 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 16 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |

| Split 4 | | | | Coord | Ref | Cover | Force Off | | Pri | Pri | Pri |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PH. | Time | Min | Max | PH | PH | Ped | Mode | Mode | Min | Max | F. Off |
| 1 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 2 | 62 | 0 | 0 | X | X | | Fix | None | 0 | 0 | Float |
| 3 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 4 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 5 | 17 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 6 | 45 | 0 | 0 | X | X | | Fix | None | 0 | 0 | Float |
| 7 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 8 | 33 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 9 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 10 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 11 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 12 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 13 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 14 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 15 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 16 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |

| Split 5 | | | | Coord | Ref | Cover | Force Off | | Pri | Pri | Pri |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PH. | Time | Min | Max | PH | PH | Ped | Mode | Mode | Min | Max | F. Off |
| 1 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 2 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 3 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 4 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 5 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 6 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 7 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 8 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 9 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 10 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 11 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 12 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 13 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 14 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 15 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 16 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |

| Split 6 | | | | Coord | Ref | Cover | Force Off | | Pri | Pri | Pri |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PH. | Time | Min | Max | PH | PH | Ped | Mode | Mode | Min | Max | F. Off |
| 1 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 2 | 75 | 0 | 0 | X | X | | Fix | None | 0 | 0 | Float |

| Split 6 | | | | Coord | Ref | Cover | Force Off | | Pri | Pri | Pri |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PH. | Time | Min | Max | PH | PH | Ped | Mode | Mode | Min | Max | F. Off |
| 3 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 4 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 5 | 40 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 6 | 35 | 0 | 0 | X | X | | Fix | None | 0 | 0 | Float |
| 7 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 8 | 35 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 9 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 10 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 11 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 12 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 13 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 14 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 15 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 16 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |

| Split 7 | | | | Coord | Ref | Cover | Force Off | | Pri | Pri | Pri |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PH. | Time | Min | Max | PH | PH | Ped | Mode | Mode | Min | Max | F. Off |
| 1 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 2 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 3 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 4 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 5 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 6 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 7 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 8 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 9 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 10 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 11 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 12 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 13 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 14 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 15 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 16 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |

| Split 8 | | | | Coord | Ref | Cover | Force Off | | Pri | Pri | Pri |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PH. | Time | Min | Max | PH | PH | Ped | Mode | Mode | Min | Max | F. Off |
| 1 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 2 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 3 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 4 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 5 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 6 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 7 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 8 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 9 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 10 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 11 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 12 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 13 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 14 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 15 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 16 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |

| Split 9 | | | | Coord | Ref | Cover | Force Off | | Pri | Pri | Pri |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PH. | Time | Min | Max | PH | PH | Ped | Mode | Mode | Min | Max | F. Off |
| 1 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 2 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 3 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 4 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |

Split 9

| PH. | Time | Min | Max | Coord PH | Ref PH | Cover Ped | Force Off Mode | Mode | Pri Min | Pri Max | Pri F. Off |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 6 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 7 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 8 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 9 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 10 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 11 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 12 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 13 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 14 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 15 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 16 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |

Split 10

| PH. | Time | Min | Max | Coord PH | Ref PH | Cover Ped | Force Off Mode | Mode | Pri Min | Pri Max | Pri F. Off |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 2 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 3 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 4 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 5 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 6 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 7 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 8 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 9 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 10 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 11 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 12 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 13 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 14 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 15 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |
| 16 | 0 | 0 | 0 | | | | Fix | None | 0 | 0 | Float |

Ring Plan 1

| Ring | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Offset | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Early Coord Gap Out | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Day Plan 1 On

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | | X | X | X | X | X | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 2 On

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | X | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 3 Off

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 4 Off

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 5 Off

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 6 Off

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 7 Off

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 8 Off

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 9 Off

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 10 Off

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 0 On

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Day Plan 0 On

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Day Plan 0 On

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |

Day Plan 0 On

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |

Day Plan 0 On

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |

Day Plan 1

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 6 | 0 | 1 |
| 2 | 9 | 0 | 2 |
| 3 | 14 | 30 | 3 |
| 4 | 16 | 0 | 6 |
| 5 | 18 | 30 | 2 |
| 6 | 21 | 0 | 20 |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 2

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 8 | 0 | 4 |
| 2 | 21 | 0 | 20 |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 3

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 4

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 5

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 6

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 7

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 8

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 9

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 10

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 11

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 12

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 13

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 14

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 15

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 16

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 17

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 18

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 19

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 20

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

**Actions**

| Act | Pattern | Aux. 1 | Aux. 2 | Aux. 3 | Special Functions 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Pattern 1 | | | | | | | | | | | |
| 2 | Pattern 2 | | | | | | | | | | | |
| 3 | Pattern 3 | | | | | | | | | | | |
| 4 | Pattern 4 | | | | | | | | | | | |
| 5 | Pattern 5 | | | | | | | | | | | |
| 6 | Pattern 6 | | | | | | | | | | | |
| 7 | Pattern 7 | | | | | | | | | | | |
| 8 | Pattern 8 | | | | | | | | | | | |
| 9 | Pattern 9 | | | | | | | | | | | |
| 10 | Pattern 10 | | | | | | | | | | | |
| 11 | Pattern 11 | | | | | | | | | | | |
| 12 | Pattern 12 | | | | | | | | | | | |
| 13 | Pattern 13 | | | | | | | | | | | |
| 14 | Pattern 14 | | | | | | | | | | | |
| 15 | None | | | | | | | | | | | |
| 16 | None | | | | | | | | | | | |
| 17 | None | | | | | | | | | | | |
| 18 | None | | | | | | | | | | | |
| 19 | None | | | | | | | | | | | |
| 20 | Pattern 20 | | | | | | | | | | | |
| 21 | None | | | | | | | | | | | |
| 22 | None | | | | | | | | | | | |
| 23 | None | | | | | | | | | | | |
| 24 | None | | | | | | | | | | | |
| 25 | None | | | | | | | | | | | |
| 26 | None | | | | | | | | | | | |
| 27 | None | | | | | | | | | | | |
| 28 | None | | | | | | | | | | | |
| 29 | None | | | | | | | | | | | |
| 30 | None | | | | | | | | | | | |
| 31 | None | | | | | | | | | | | |
| 32 | None | | | | | | | | | | | |

**Actions**

| Act | Pattern | Aux. 1 | Aux. 2 | Aux. 3 | Special Functions 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33 | None | | | | | | | | | | | |
| 34 | None | | | | | | | | | | | |
| 35 | None | | | | | | | | | | | |
| 36 | None | | | | | | | | | | | |
| 37 | None | | | | | | | | | | | |
| 38 | None | | | | | | | | | | | |
| 39 | None | | | | | | | | | | | |
| 40 | None | | | | | | | | | | | |
| 41 | None | | | | | | | | | | | |
| 42 | None | | | | | | | | | | | |
| 43 | None | | | | | | | | | | | |
| 44 | None | | | | | | | | | | | |
| 45 | None | | | | | | | | | | | |
| 46 | None | | | | | | | | | | | |
| 47 | None | | | | | | | | | | | |
| 48 | None | | | | | | | | | | | |
| 49 | None | | | | | | | | | | | |
| 50 | None | | | | | | | | | | | |
| 51 | None | | | | | | | | | | | |
| 52 | None | | | | | | | | | | | |
| 53 | None | | | | | | | | | | | |
| 54 | None | | | | | | | | | | | |
| 55 | None | | | | | | | | | | | |
| 56 | None | | | | | | | | | | | |
| 57 | None | | | | | | | | | | | |
| 58 | None | | | | | | | | | | | |
| 59 | None | | | | | | | | | | | |
| 60 | None | | | | | | | | | | | |
| 61 | None | | | | | | | | | | | |
| 62 | None | | | | | | | | | | | |
| 63 | None | | | | | | | | | | | |
| 64 | None | | | | | | | | | | | |

## Action Commands

Action 1

| Cmd | Command | Indexes |
|---|---|---|
| 1 | None | |
| 2 | None | |
| 3 | None | |
| 4 | None | |
| 5 | None | |
| 6 | None | |
| 7 | None | |
| 8 | None | |
| 9 | None | |
| 10 | None | |

Action 2

| Cmd | Command | Indexes |
|---|---|---|
| 1 | None | |
| 2 | None | |
| 3 | None | |
| 4 | None | |
| 5 | None | |
| 6 | None | |
| 7 | None | |
| 8 | None | |
| 9 | None | |
| 10 | None | |

## Master Sections By TOD

| Action | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| Master Section 1 | | | | | | | | | | |
| Master Section 2 | | | | | | | | | | |
| Master Section 3 | | | | | | | | | | |
| Master Section 4 | | | | | | | | | | |
| Master Section 5 | | | | | | | | | | |
| Master Section 6 | | | | | | | | | | |
| Master Section 7 | | | | | | | | | | |
| Master Section 8 | | | | | | | | | | |
| Master Section 9 | | | | | | | | | | |
| Master Section 10 | | | | | | | | | | |
| Master Section 11 | | | | | | | | | | |
| Master Section 12 | | | | | | | | | | |
| Master Section 13 | | | | | | | | | | |
| Master Section 14 | | | | | | | | | | |
| Master Section 15 | | | | | | | | | | |
| Master Section 16 | | | | | | | | | | |

## Queue Responsive By TOD

| Action | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| Queue Resp Plan 1 | | | | | | | | | | |
| Queue Resp Plan 2 | | | | | | | | | | |
| Queue Resp Plan 3 | | | | | | | | | | |
| Queue Resp Plan 4 | | | | | | | | | | |
| Queue Resp Plan 5 | | | | | | | | | | |
| Queue Resp Plan 6 | | | | | | | | | | |
| Queue Resp Plan 7 | | | | | | | | | | |
| Queue Resp Plan 8 | | | | | | | | | | |
| Queue Resp Plan 9 | | | | | | | | | | |
| Queue Resp Plan 10 | | | | | | | | | | |
| Queue Resp Plan 11 | | | | | | | | | | |
| Queue Resp Plan 12 | | | | | | | | | | |
| Queue Resp Plan 13 | | | | | | | | | | |
| Queue Resp Plan 14 | | | | | | | | | | |
| Queue Resp Plan 15 | | | | | | | | | | |
| Queue Resp Plan 16 | | | | | | | | | | |

## Preemption Parameters

| Preempt | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Link | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Duration | 15 | 0 | 10 | 10 | 10 | 10 | 0 | 0 |
| Min Presence | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Presence | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enter Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enter Yellow | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 |
| Ent. Red Clear | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 |
| Min Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ent. Ped Clear | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 |
| Track Green | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Track Grn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Track Yellow | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 |
| Track Red Clear | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 |
| Track 2 Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Track 2 Yellow | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 |
| Track 2 Red | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 |
| Track Ext Gate Dn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dwell Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Ped Clear | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 |
| Exit Yellow | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 |
| Exit Red | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 |
| Dwell Ext Time | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Exit Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Max Time | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Preempt | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Non Lock Mem | | | | | | | | |
| Not Overide Flash | | | | | | | | |
| NotOverideNextPre | | | | | | | | |
| Flash Dwell | | | | | | | | |
| Ped Recycle | | | | | | | | |
| Imm Ped Clear | | | | | | | | |
| Dwell Only Status | | | | | | | | |
| All Red Flash Dwell | | | | | | | | |
| Allow All Overlaps | X | X | X | X | X | X | X | X |
| Req All Red Entry | | | | | | | | |
| Req Gate Dwn Trck Exit | | | | | | | | |
| Req Gate Up Dwl Exit | | | | | | | | |
| Normal On/Off Input | | | | | | | | |
| Track Clear Override | | | | | | | | |
| Aux Function 1 | | | | | | | | |
| Aux Function 2 | | | | | | | | |
| Aux Function 3 | | | | | | | | |
| Special Function 1 | | | | | | | | |
| Special Function 2 | | | | | | | | |
| Special Function 3 | | | | | | | | |
| Special Function 4 | | | | | | | | |
| Special Function 5 | | | | | | | | |
| Special Function 6 | | | | | | | | |
| Special Function 7 | | | | | | | | |
| Special Function 8 | | | | | | | | |

| Require CRC |
|---|
| Disabled |

| Pre | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Sp F9 | | | | | | | | |
| Sp F10 | | | | | | | | |

| Pre | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Sp F11 | | | | | | | | |
| Sp F12 | | | | | | | | |

| Pre | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Sp F13 | | | | | | | | |
| Sp F14 | | | | | | | | |

| Pre | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Sp F15 | | | | | | | | |
| Sp F16 | | | | | | | | |

## Preemption Configuration

| Preempt | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Enabled | Disabled | Disabled | Disabled | Disabled | Disabled | Disabled | Disabled | Disabled |
| Type | Rail Road | Rail Road | Emerg Veh | Emerg Veh | Emerg Veh | Emerg Veh | Emerg Veh | Emerg Veh |
| Description | Railroad 1 | Railroad 2 | EVA | EVB | EVC | EVD | | |
| Track Phases | | | | | | | | |
| Track 2 Phases | | | | | | | | |
| Track Overlaps | | | | | | | | |
| Track 2 Overlaps | | | | | | | | |
| Dwell Phase | | | 4 | 1,6 | | | | |
| Dwell Ped | | | | | | | | |
| Dwell Overlaps | | | | | | | | |
| Cycling Phases | | | | | | | | |
| Cycling Peds | | | | | | | | |
| Cycling Overlaps | | | | | | | | |
| Exit Phases | | | | | | | | |
| Exit Overlaps | | | | | | | | |
| Exit Veh Calls | | | | | | | | |
| Exit Ped Calls | | | | | | | | |
| Recovery Omit Phs | | | | | | | | |
| Max Pres Action | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Type | Exit Phases | Exit Phases | Exit Phases | Exit Phases | Exit Phases | Exit Phases | Exit Phases | Exit Phases |
| Exit Max Mode | Disabled | Disabled | Disabled | Disabled | Disabled | Disabled | Disabled | Disabled |

## Cabinet Config

| | | | | | |
|---|---|---|---|---|---|
| Run ITS on NEMA port 1 | No | Enable TS2/ATC Stop Time | | Disable TS2 Fault Flash | |
| Run ITS on 2070-1C C13S | No | Disable TS2 Startup Call | | Disable TS2 Cab. Alarms | X |

## IO Modules

| IO Mod | TYPE |
|---|---|
| 1 | Caltrans 332 |
| 2 | TS2 DR1 BIU |
| 3 | TS2 DR2 BIU |
| 4 | TS2 DR3 BIU |
| 5 | TS2 DR4 BIU |
| 6 | None |
| 7 | None |
| 8 | None |
| 9 | None |
| 10 | None |

## Channel Configuration

| Chan | Ctrl Type | Source | MMU Channel |
|---|---|---|---|
| 1 | Phs Veh | 1 | 1 |
| 2 | Phs Veh | 2 | 2 |
| 3 | Phs Veh | 3 | 3 |
| 4 | Phs Veh | 4 | 4 |
| 5 | Phs Veh | 5 | 5 |
| 6 | Phs Veh | 6 | 6 |
| 7 | Phs Veh | 7 | 7 |
| 8 | Phs Veh | 8 | 8 |
| 9 | Olp | 1 | 9 |
| 10 | Olp | 2 | 10 |

| Chan | Ctrl Type | Source | MMU Channel |
|---|---|---|---|
| 11 | Olp | 3 | 11 |
| 12 | Olp | 4 | 12 |
| 13 | Phs Ped | 2 | 13 |
| 14 | Phs Ped | 4 | 14 |
| 15 | Phs Ped | 6 | 15 |
| 16 | Phs Ped | 8 | 16 |
| 17 | None | 5 | 17 |
| 18 | None | 6 | 18 |
| 19 | None | 0 | 19 |
| 20 | None | 0 | 20 |

## Channel Options

| Channel | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flash Yellow | | | | | | | | | | | | | | | | |
| Flash Red | X | X | X | X | X | X | X | X | | | | | | | | |
| Alt Flash | X | | | X | X | | | X | | | | | | | | |
| Channel | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
| Flash Yellow | | | | | | | | | | | | | | | | |
| Flash Red | | | | | | | | | | | | | | | | |
| Alt Flash | | | | | | | | | | | | | | | | |

## Phase Intervals

| Interval | Description | Red | Yel | Grn | Type |
|---|---|---|---|---|---|
| 1 | Not Act | On | Off | Off | Red |
| 2 | Dly Grn | On | Off | Off | Red |
| 3 | Pre Grn | Off | Off | On | Green |
| 4 | Min Grn | Off | Off | On | Green |
| 5 | Grn Ext | Off | Off | On | Green |
| 6 | Grn Dwell | Off | Off | On | Green |

| Interval | Description | Red | Yel | Grn | Type |
|---|---|---|---|---|---|
| 7 | Pre Clr | Off | Off | On | Green |
| 8 | Yel Change | Off | On | Off | Yellow |
| 9 | Red Clr | On | Off | Off | Red |
| 10 | Red Dwell | On | Off | Off | Red |
| 11 | Barrier | On | Off | Off | Red |
| 12 | Pre Clr 2 | Off | Off | Off | Not Def. |

## Pedestrian Intervals

| Interval | Description | DWK | CLR | Wlk | Type |
|---|---|---|---|---|---|
| 1 | Not Active | On | Off | Off | Dont Walk |
| 2 | Dly Ped | On | Off | Off | Dont Walk |
| 3 | Walk | Off | Off | On | Walk |
| 4 | Walk Dwell | Off | Off | On | Walk |
| 5 | Flsh DWalk | Flash | Off | Off | Ped Clear |
| 6 | DWalk | On | Off | Off | Dont Walk |

## Alarm Config

| Alarm | Name |
|---|---|
| 1 | |
| 2 | |
| 3 | |
| 4 | |
| 5 | |

| Alarm | Name |
|---|---|
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |

## Manual Control Phase Groups

| Grp 1 | | Grp 2 | | Grp 3 | | Grp 4 | | Grp 5 | | Grp 6 | | Grp 7 | | Grp 8 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring | Ph | Ring | Ph | Ring | Ph | Ring | Ph | Ring | Ph | Ring | Ph | Ring | Ph | Ring | Ph |
| 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 |
| 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 |
| 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 |
| 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 |
| 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 |
| 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 |
| 8 | 0 | 8 | 0 | 8 | 0 | 8 | 0 | 8 | 0 | 8 | 0 | 8 | 0 | 8 | 0 |
| 9 | 0 | 9 | 0 | 9 | 0 | 9 | 0 | 9 | 0 | 9 | 0 | 9 | 0 | 9 | 0 |
| 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 |
| 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 |
| 12 | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 12 | 0 |
| 13 | 0 | 13 | 0 | 13 | 0 | 13 | 0 | 13 | 0 | 13 | 0 | 13 | 0 | 13 | 0 |
| 14 | 0 | 14 | 0 | 14 | 0 | 14 | 0 | 14 | 0 | 14 | 0 | 14 | 0 | 14 | 0 |
| 15 | 0 | 15 | 0 | 15 | 0 | 15 | 0 | 15 | 0 | 15 | 0 | 15 | 0 | 15 | 0 |
| 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 |

## Prioritor Settings

| Enabled | Lock Out Time | PRS Time to Live |
|---|---|---|
| No | 0 | 300 |

| Prioritor | Enabled | Priority | Priority Phs | Skipped Phs | Skip Peds | Delay Time | Est Travel | Mx Presence | Output Dly |
|---|---|---|---|---|---|---|---|---|---|
| 1 | On | 0 | | | | 0 | 0 | 0 | 0 |
| 2 | On | 0 | | | | 0 | 0 | 0 | 0 |
| 3 | On | 0 | | | | 0 | 0 | 0 | 0 |
| 4 | On | 0 | | | | 0 | 0 | 0 | 0 |
| 5 | On | 0 | | | | 0 | 0 | 0 | 0 |
| 6 | On | 0 | | | | 0 | 0 | 0 | 0 |
| 7 | On | 0 | | | | 0 | 0 | 0 | 0 |
| 8 | On | 0 | | | | 0 | 0 | 0 | 0 |

| Prioritor | Res. Lockout | Free Pri Min | Free Pri Max | Description |
|---|---|---|---|---|
| 1 | 0 | Min Green | Max Green | |
| 2 | 0 | Min Green | Max Green | |
| 3 | 0 | Min Green | Max Green | |
| 4 | 0 | Min Green | Max Green | |
| 5 | 0 | Min Green | Max Green | |
| 6 | 0 | Min Green | Max Green | |
| 7 | 0 | Min Green | Max Green | |
| 8 | 0 | Min Green | Max Green | |

| Prioritor | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Lock After First Serve | | | | | | | | |
| Pres. Only Check-in | | | | | | | | |
| Extend Walk Rest | | | | | | | | |

PRS Reservice Times

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| Time | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## Peer Configuration

| Ctrl | Peer ID | Device Type | IP address | IP Port | Http Port | Serial Port | Serial Addr. | Master Sect. | P2P TO | Description |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | Peer MaxTime | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 2 | 0 | Peer MaxTime | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 3 | 0 | Peer MaxTime | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 4 | 0 | Peer MaxTime | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 5 | 0 | Peer MaxTime | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 6 | 0 | Peer MaxTime | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 7 | 0 | Peer MaxTime | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 8 | 0 | Peer MaxTime | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 9 | 0 | Peer MaxTime | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 10 | 0 | Peer MaxTime | | 161 | 80 | 0 | 0 | 0 | 15 | |

## Master Section Configuration

| Section | Control | Poll | Req # | Fail Time | Algorithm Period | Description |
|---|---|---|---|---|---|---|
| 1 | None | 60 | 1 | 300 | 240 | |
| 2 | None | 60 | 1 | 300 | 240 | |
| 3 | None | 60 | 1 | 300 | 240 | |
| 4 | None | 60 | 1 | 300 | 240 | |
| 5 | None | 60 | 1 | 300 | 240 | |
| 6 | None | 60 | 1 | 300 | 240 | |
| 7 | None | 60 | 1 | 300 | 240 | |
| 8 | None | 60 | 1 | 300 | 240 | |
| 9 | None | 60 | 1 | 300 | 240 | |
| 10 | None | 60 | 1 | 300 | 240 | |
| 11 | None | 60 | 1 | 300 | 240 | |
| 12 | None | 60 | 1 | 300 | 240 | |
| 13 | None | 60 | 1 | 300 | 240 | |
| 14 | None | 60 | 1 | 300 | 240 | |
| 15 | None | 60 | 1 | 300 | 240 | |
| 16 | None | 60 | 1 | 300 | 240 | |

## User Program Info

| Pgrm | Description |
|---|---|
| 1 | Stop Time |
| 2 | |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

| Pgrm | Description |
|---|---|
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |
| 31 | |
| 32 | |

Colo Department of Transportation

# MaxTime Timing Shee

2.0.14

***Administration***

Cross Black_White.jpg

Unit Information

| | |
|---|---|
| Controller ID | 0 |
| Main St. | I-25 |
| Side St. | Wolfensberger SR |

| Adapter | IP Address | Subnet Mask | Default Gateway | ARP | DHCP |
|---|---|---|---|---|---|
| 1 | 10.11.79.133 | 255.255.255.0 | 10.11.79.1 | Disable | |
| 2 | 10.20.80.201 | 255.255.255.0 | 10.20.80.1 | Disable | |

**Serial Ports:**

| Port | Description | Function | Address | Baud | Bits | Stop | Parity | Flow | CTS | RTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Port 2/C21S | None | 1 | 9600 | 8 | 1 | None | None | 0 | 0 |
| 2 | Aux_P3/C22S | None | 1 | 9600 | 8 | 1 | None | None | 0 | 0 |
| 3 | SDLC Port 1 | None | 1 | 9600 | 8 | 1 | None | None | 0 | 0 |
| 4 | Com A/C50S | None | 1 | 9600 | 8 | 1 | None | None | 0 | 0 |
| 5 | FIO | None | 1 | 9600 | 8 | 1 | None | None | 0 | 0 |
| 6 | DISPLAY/C60M | None | 1 | 9600 | 8 | 1 | None | None | 0 | 0 |
| 7 | SP7 | None | 1 | 9600 | 8 | 1 | None | None | 0 | 0 |
| 8 | SP8/Com B | None | 1 | 9600 | 8 | 1 | None | None | 0 | 0 |

**Unit Parameters**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Startup Flash | 0 | Auto Ped Clr | Enable | Red Revert | 4.0 | Backup Time | 600 | Ext Mode | Disable |
| All Red Exit | 6 | Grn Flash Freq. | 60 | Yel Flash Freq. | 60 | MCE Enable | Enable | Free Seq. | 1 |
| MCE Seq. | 1 | Start Yellow | 0.0 | Start Red | 0.0 | Start Clear Hold | 6 | | |

**Phase Parameters**

| Phases | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clear Time | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Don't Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 4 | 10 | 0 | 10 | 0 | 10 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Min Green 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passage | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max-1 | 10 | 60 | 0 | 41 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max-3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Yel Change | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Add Red Clear | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Red Revert | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Added Initial | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Initial | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time B4 Reduce | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars B4 Reduce | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time To Reduce | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduce By | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Min Gap | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Dyn Max Limit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dyn Max Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Advance Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Ped | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alt Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alt Ped Clr | | | | | | | | | | | | | | | | | | | | |
| Pre Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pre Clearance | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Phases | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Walk Time | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clear Time | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Don't Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Green | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Min Green 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passage | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max-1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max-3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Yel Change | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Add Red Clear | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Red Revert | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Added Initial | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Initial | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Time B4 Reduce | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cars B4 Reduce | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time To Reduce | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduce By | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Min Gap | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Dyn Max Limit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dyn Max Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Advance Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Ped | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alt Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alt Ped Clr | | | | | | | | | | | | | | | | | | | | |
| Pre Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pre Clearance | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**Phase Options**

| Phases | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enable | X | X | | X | | X | | | | | | | | | | | | | | |
| Auto Flash Ent. | | | | X | | | | X | | | | | | | | | | | | |
| Auto Flash Exit | | X | | | | X | | | | | | | | | | | | | | |
| Non Actuated I | | | | | | | | | | | | | | | | | | | | |
| Non Actuated II | | | | | | | | | | | | | | | | | | | | |
| Non Lock Mem | X | X | X | X | X | X | X | X | | | | | | | | | | | | |
| Min Veh Recall | | X | | | | X | | | | | | | | | | | | | | |
| Max Veh Recall | | | | | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | | | | | |
| Soft Veh Recall | | | | | | | | | | | | | | | | | | | | |
| Dual Entry | | | | | | | | X | | | | | | | | | | | | |
| Sim Gap Dis | | | | | | | | | | | | | | | | | | | | |
| Guaranteed Pass | | | | | | | | | | | | | | | | | | | | |
| Act Rest Walk | | | | | | | | | | | | | | | | | | | | |
| Cond Service | | | | | | | | | | | | | | | | | | | | |
| Add Initial | | | | | | | | | | | | | | | | | | | | |

| Phases | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enable | | | | | | | | | | | | | | | | | | | | |
| Auto Flash Ent. | | | | | | | | | | | | | | | | | | | | |
| Auto Flash Exit | | | | | | | | | | | | | | | | | | | | |
| Non Actuated I | | | | | | | | | | | | | | | | | | | | |
| Non Actuated II | | | | | | | | | | | | | | | | | | | | |
| Non Lock Mem | | | | | | | | | | | | | | | | | | | | |
| Min Veh Recall | | | | | | | | | | | | | | | | | | | | |
| Max Veh Recall | | | | | | | | | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | | | | | |
| Soft Veh Recall | | | | | | | | | | | | | | | | | | | | |
| Dual Entry | | | | | | | | | | | | | | | | | | | | |
| Sim Gap Dis | | | | | | | | | | | | | | | | | | | | |
| Guaranteed Pass | | | | | | | | | | | | | | | | | | | | |
| Act Rest Walk | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cond Service | | | | | | | | | | | | | | | | | | | |
| Add Initial | | | | | | | | | | | | | | | | | | | |

## Additional Phase Options

| Phases | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Clr During Yel | | | | | | | | | | | | | | | | | | | | |
| Ped Clr During Red | | | | | | | | | | | | | | | | | | | | |
| Cond Reservice | | | | | | | | | | | | | | | | | | | | |
| Yel Min Override | | | | | | | | | | | | | | | | | | | | |
| No Startup Call | | | | | | | | | | | | | | | | | | | | |
| Adv. Warn Flasher | | | | | | | | | | | | | | | | | | | | |
| No Ped Str Up Call | | | | | | | | | | | | | | | | | | | | |
| Ped Clr OVTG | | | | | | | | | | | | | | | | | | | | |
| Flash Exit Call | | | | | | | | | | | | | | | | | | | | |
| Flash Exit Ped Call | | | | | | | | | | | | | | | | | | | | |
| MinGreen2 | | | | | | | | | | | | | | | | | | | | |
| MaxGreen2 | | | | | | | | | | | | | | | | | | | | |
| MaxGreen3 | | | | | | | | | | | | | | | | | | | | |
| Ped2 | | | | | | | | | | | | | | | | | | | | |
| Ped Clear Pre Clear | | | | | | | | | | | | | | | | | | | | |
| Ped NA+ Mode | | | | | | | | | | | | | | | | | | | | |
| Red Rest | | | | | | | | | | | | | | | | | | | | |
| Serve Evy Oth Even | | | | | | | | | | | | | | | | | | | | |
| Serve Evy Oth Odd | | | | | | | | | | | | | | | | | | | | |

| Phases | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Clr During Yel | | | | | | | | | | | | | | | | | | | | |
| Ped Clr During Red | | | | | | | | | | | | | | | | | | | | |
| Cond Reservice | | | | | | | | | | | | | | | | | | | | |
| Yel Min Override | | | | | | | | | | | | | | | | | | | | |
| No Startup Call | | | | | | | | | | | | | | | | | | | | |
| Adv. Warn Flasher | | | | | | | | | | | | | | | | | | | | |
| No Ped Str Up Call | | | | | | | | | | | | | | | | | | | | |
| Ped Clr OVTG | | | | | | | | | | | | | | | | | | | | |
| Flash Exit Call | | | | | | | | | | | | | | | | | | | | |
| Flash Exit Ped Call | | | | | | | | | | | | | | | | | | | | |
| MinGreen2 | | | | | | | | | | | | | | | | | | | | |
| MaxGreen2 | | | | | | | | | | | | | | | | | | | | |
| MaxGreen3 | | | | | | | | | | | | | | | | | | | | |
| Ped2 | | | | | | | | | | | | | | | | | | | | |
| Ped Clear Pre Clear | | | | | | | | | | | | | | | | | | | | |
| Ped NA+ Mode | | | | | | | | | | | | | | | | | | | | |
| Red Rest | | | | | | | | | | | | | | | | | | | | |
| Serve Evy Oth Even | | | | | | | | | | | | | | | | | | | | |
| Serve Evy Oth Odd | | | | | | | | | | | | | | | | | | | | |

## Phase Configuration

| Ph. | Startup | Ring | Concurrent | No Served Phases | Startup Min | Description |
|---|---|---|---|---|---|---|
| 1 | Phase Not On | 1 | 6 | | 0 | |
| 2 | Green No Walk | 1 | 6 | | 0 | |
| 3 | Phase Not On | 0 | | | 0 | |
| 4 | Phase Not On | 1 | | | 0 | |
| 5 | Phase Not On | 0 | | | 0 | |
| 6 | Green No Walk | 2 | 1,2 | | 0 | |
| 7 | Phase Not On | 0 | | | 0 | |
| 8 | Phase Not On | 0 | | | 0 | |
| 9 | None | 0 | | | 0 | |
| 10 | None | 0 | | | 0 | |
| 11 | None | 0 | | | 0 | |
| 12 | None | 0 | | | 0 | |
| 13 | None | 0 | | | 0 | |
| 14 | None | 0 | | | 0 | |
| 15 | None | 0 | | | 0 | |
| 16 | None | 0 | | | 0 | |
| 17 | None | 0 | | | 0 | |
| 18 | None | 0 | | | 0 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 19 | None | 0 | | | 0 | |
| 20 | None | 0 | | | 0 | |
| 21 | None | 0 | | | 0 | |
| 22 | None | 0 | | | 0 | |
| 23 | None | 0 | | | 0 | |
| 24 | None | 0 | | | 0 | |
| 25 | None | 0 | | | 0 | |
| 26 | None | 0 | | | 0 | |
| 27 | None | 0 | | | 0 | |
| 28 | None | 0 | | | 0 | |
| 29 | None | 0 | | | 0 | |
| 30 | None | 0 | | | 0 | |
| 31 | None | 0 | | | 0 | |
| 32 | None | 0 | | | 0 | |
| 33 | None | 0 | | | 0 | |
| 34 | None | 0 | | | 0 | |
| 35 | None | 0 | | | 0 | |
| 36 | None | 0 | | | 0 | |
| 37 | None | 0 | | | 0 | |
| 38 | None | 0 | | | 0 | |
| 39 | None | 0 | | | 0 | |
| 40 | None | 0 | | | 0 | |

## Sequence Configuration

**Sequence 1**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,4,b |
| 2 | 6,a,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 2**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,3,4,b |
| 2 | 5,6,a,7,8,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 3**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,3,4,b |
| 2 | 5,6,a,7,8,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 4**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,3,4,b |
| 2 | 5,6,a,7,8,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 5**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,3,4,b |
| 2 | 6,5,a,7,8,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 6**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,4,b |
| 2 | 6,a,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 7**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,4,3,b |
| 2 | 6,5,a,7,8,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 8**

| Ring | Phases |
|---|---|
| 1 | 2,1,a,4,3,b |
| 2 | 6,5,a,7,8,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 9**

| Ring | Phases |
|---|---|

**Sequence 10**

| Ring | Phases |
|---|---|

**Sequence 11**

| Ring | Phases |
|---|---|

**Sequence 12**

| Ring | Phases |
|---|---|

| | |
|---|---|
| 1 | 1,2,a,3,4,b |
| 2 | 5,6,a,8,7,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

| | |
|---|---|
| 1 | 2,1,a,3,4,b |
| 2 | 5,6,a,8,7,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

| | |
|---|---|
| 1 | 1,2,a,4,3,b |
| 2 | 5,6,a,8,7,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

| | |
|---|---|
| 1 | 2,1,a,4,3,b |
| 2 | 5,6,a,8,7,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 13**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,3,4,b |
| 2 | 6,5,a,8,7,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |

**Sequence 14**

| Ring | Phases |
|---|---|
| 1 | 2,1,a,3,4,b |
| 2 | 6,5,a,8,7,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |

**Sequence 15**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,4,3,b |
| 2 | 6,5,a,8,7,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |

**Sequence 16**

| Ring | Phases |
|---|---|
| 1 | 2,1,a,4,3,b |
| 2 | 6,5,a,8,7,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |

**Sequence 13**

| | |
|---|---|
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 14**

| | |
|---|---|
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 15**

| | |
|---|---|
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 16**

| | |
|---|---|
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 17**

| Ring | Phases |
|---|---|
| 1 | |
| 2 | |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 18**

| Ring | Phases |
|---|---|
| 1 | |
| 2 | |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 19**

| Ring | Phases |
|---|---|
| 1 | |
| 2 | |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

**Sequence 20**

| Ring | Phases |
|---|---|
| 1 | 1,2,a,3,4,b |
| 2 | 5,6,a,7,8,b |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |

## Vehicle Detection Parameters

| Det. | Call Phs | Call Ovl | Additional Call Phase | Switch Phase | Delay | Extend | Queue Limit | No Activity | Max Presence | Erratic Counts | Failed Time | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 2 | 2 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 3 | 2 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 4 | 2 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 2 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 6 | 2 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 7 | 3 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 8 | 4 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 9 | 4 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 10 | 4 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 11 | 4 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 12 | 4 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 13 | 1 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 14 | 3 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 15 | 5 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 16 | 6 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 17 | 6 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 18 | 6 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 19 | 6 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 20 | 6 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 21 | 7 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 22 | 8 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 23 | 8 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 24 | 8 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 25 | 8 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 26 | 8 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 27 | 5 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 28 | 7 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 29 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 30 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 31 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 32 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 33 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 34 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 35 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 36 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 37 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 38 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 39 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 40 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 41 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 42 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 43 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 44 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 45 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 46 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 47 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 48 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 49 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 50 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 51 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 52 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 53 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 54 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 55 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 56 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 57 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 58 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 59 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 60 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 61 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 62 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 63 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 64 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 65 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 66 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 67 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 68 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 70 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 71 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |
| 72 | 0 | 0 | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | |

**Vehicle Detection Options**

| Detector | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Volume Detector | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Occupancy | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Yellow Lock Call | | | | | | | | | | | | | | | | | | | | |
| Red Lock call | | | | | | | | | | | | | | | | | | | | |
| Passage | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Queue | | | | | | | | | | | | | | | | | | | | |
| Call | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Terminate | | | | | | | | | | | | | | | | | | | | |

| Detector | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Volume Detector | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Occupancy | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Yellow Lock Call | | | | | | | | | | | | | | | | | | | | |
| Red Lock call | | | X | | | | | | | | | | | | | | | | | |
| Passage | X | X | X | X | X | X | X | X | | | | | | | | | | | | |
| Queue | | | | | | | | | | | | | | | | | | | | |
| Call | X | X | X | X | X | X | X | X | | | | | | | | | | | | |
| Terminate | | | | | | | | | | | | | | | | | | | | |

| Detector | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Volume Detector | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Occupancy | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Yellow Lock Call | | | | | | | | | | | | | | | | | | | | |
| Red Lock call | | | X | | | | | | | | | | | | | | | | | |
| Passage | | | | | | | | | | | | | | | | | | | | |
| Queue | | | | | | | | | | | | | | | | | | | | |
| Call | | | | | | | | | | | | | | | | | | | | |
| Terminate | | | | | | | | | | | | | | | | | | | | |

| Detector | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Volume Detector | X | X | X | X | X | X | X | X | X | X | X | X |
| Occupancy | X | X | X | X | X | X | X | X | X | X | X | X |
| Yellow Lock Call | | | | | | | | | | | | |
| Red Lock call | | | | | | | | | | | | |
| Passage | | | | | | | | | | | | |
| Queue | | | | | | | | | | | | |
| Call | | | | | | | | | | | | |
| Terminate | | | | | | | | | | | | |

| Data Collection Period | 60 |
|---|---|

## Pedestrian Detectors

| Det | Call Phase | Call Ovlp | No Act | Max Presence | Erratic Count |
|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 |
| 2 | 2 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 |
| 4 | 4 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 |
| 6 | 6 | 0 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 0 | 0 |
| 8 | 8 | 0 | 0 | 0 | 0 |
| 9 | 0 | 0 | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 | 0 | 0 |
| 11 | 0 | 0 | 0 | 0 | 0 |
| 12 | 0 | 0 | 0 | 0 | 0 |
| 13 | 0 | 0 | 0 | 0 | 0 |
| 14 | 0 | 0 | 0 | 0 | 0 |
| 15 | 0 | 0 | 0 | 0 | 0 |

| Det | Call Phase | Call Ovlp | No Act | Max Presence | Erratic Count |
|---|---|---|---|---|---|
| 21 | 0 | 0 | 0 | 0 | 0 |
| 22 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 | 0 |
| 24 | 0 | 0 | 0 | 0 | 0 |
| 25 | 0 | 0 | 0 | 0 | 0 |
| 26 | 0 | 0 | 0 | 0 | 0 |
| 27 | 0 | 0 | 0 | 0 | 0 |
| 28 | 0 | 0 | 0 | 0 | 0 |
| 29 | 0 | 0 | 0 | 0 | 0 |
| 30 | 0 | 0 | 0 | 0 | 0 |
| 31 | 0 | 0 | 0 | 0 | 0 |
| 32 | 0 | 0 | 0 | 0 | 0 |
| 33 | 0 | 0 | 0 | 0 | 0 |
| 34 | 0 | 0 | 0 | 0 | 0 |
| 35 | 0 | 0 | 0 | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| 16 | 0 | 0 | 0 | 0 | 0 |
| 17 | 0 | 0 | 0 | 0 | 0 |
| 18 | 0 | 0 | 0 | 0 | 0 |
| 19 | 0 | 0 | 0 | 0 | 0 |
| 20 | 0 | 0 | 0 | 0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| 36 | 0 | 0 | 0 | 0 | 0 |
| 37 | 0 | 0 | 0 | 0 | 0 |
| 38 | 0 | 0 | 0 | 0 | 0 |
| 39 | 0 | 0 | 0 | 0 | 0 |
| 40 | 0 | 0 | 0 | 0 | 0 |

## Overlaps

| OLP | Type | Included Phases | Modifier Phases | Trail GRN | Trail YEL | Trail RED | Walk 1 | Ped Clr 1 | Walk 2 | Ped Clr 2 | Delay | Flash | Descriptions |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 2 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 3 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 4 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 5 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 6 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 7 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 8 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 9 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 10 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 11 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 12 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 13 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 14 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 15 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 16 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 17 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 18 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 19 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 20 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 21 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 22 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 23 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 24 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 25 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 26 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 27 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 28 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 29 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 30 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 31 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |
| 32 | Off | | | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | Off | |

## Coordination Parameters

| Operational Mode | Correction Mode | Maximum Mode | Force Mode |
|---|---|---|---|
| Automatic | Shortway (Auto) | Per Pattern | Floating |

## Patterns

| Patt. | Cycle | Offset 1 | Offset 2 | Offset 2 | Split | Sequence | Ref. Color | Max Mode | Phs Pln | Det Pln | Ped Pln |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 100 | 11 | 0 | 0 | 1 | 1 | Yel | Inh | 1 | 1 | 1 |
| 2 | 90 | 34 | 0 | 0 | 2 | 1 | Yel | Inh | 1 | 1 | 1 |
| 3 | 100 | 91 | 0 | 0 | 3 | 1 | Yel | Inh | 1 | 1 | 1 |
| 4 | 95 | 60 | 0 | 0 | 4 | 1 | Yel | Inh | 1 | 1 | 1 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 6 | 110 | 0 | 0 | 0 | 6 | 6 | Yel | Inh | 1 | 1 | 1 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 18 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 20 | 0 | 0 | 0 | 0 | 20 | 1 | Yel | Max1 | 1 | 1 | 1 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 25 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 26 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 27 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 28 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 29 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 30 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 31 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 32 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 33 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 34 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 35 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 36 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 37 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 38 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 39 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 40 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 41 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 42 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 43 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 44 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 45 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 46 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 47 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 48 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 49 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 50 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 51 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 52 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 53 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 54 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 55 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 56 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 57 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 58 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 59 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 60 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 61 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 62 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 63 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 64 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 65 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 66 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 67 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 68 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 69 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 70 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 71 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 72 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 73 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 74 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 75 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 76 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 77 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 78 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 79 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 80 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 81 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 82 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 83 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 84 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 85 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 86 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 87 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 88 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 89 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 90 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 91 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 92 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 93 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 94 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 95 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 96 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 97 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 98 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 99 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 101 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 102 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 103 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 104 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 105 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 106 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 107 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 108 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 109 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 110 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 111 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 112 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 113 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 114 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 115 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 116 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 117 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 118 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 119 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 120 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 121 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 122 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 123 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 124 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 125 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 126 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 127 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |
| 128 | 0 | 0 | 0 | 0 | 0 | 0 | Yel | Inh | 1 | 1 | 1 |

**Split Parameters**

| Split 1 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 12 | | | None |
| 2 | 45 | X | X | None |
| 3 | 0 | | | None |
| 4 | 43 | | | None |
| 5 | 0 | | | None |
| 6 | 57 | X | X | None |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |

| Split 2 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 11 | | | None |
| 2 | 44 | X | X | None |
| 3 | 0 | | | None |
| 4 | 35 | | | None |
| 5 | 0 | | | None |
| 6 | 55 | X | X | None |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |

| | | | | |
|---|---|---|---|---|
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| | | | | |
|---|---|---|---|---|
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| Split 3 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 12 | | | None |
| 2 | 51 | X | X | None |
| 3 | 0 | | | None |
| 4 | 37 | | | None |
| 5 | 0 | | | None |
| 6 | 63 | X | X | None |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| Split 4 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 12 | | | None |
| 2 | 47 | X | X | None |
| 3 | 0 | | | None |
| 4 | 36 | | | None |
| 5 | 0 | | | None |
| 6 | 59 | X | X | None |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| Split 5 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 0 | | | None |
| 2 | 0 | | | None |
| 3 | 0 | | | None |
| 4 | 0 | | | None |
| 5 | 0 | | | None |
| 6 | 0 | | | None |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| Split 6 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 12 | | | None |
| 2 | 56 | X | X | None |
| 3 | 0 | | | None |
| 4 | 42 | | | None |
| 5 | 0 | | | None |
| 6 | 68 | X | X | None |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| Split 7 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 0 | | | None |
| 2 | 0 | | | None |
| 3 | 0 | | | None |
| 4 | 0 | | | None |
| 5 | 0 | | | None |
| 6 | 0 | | | None |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| Split 8 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 0 | | | None |
| 2 | 0 | | | None |
| 3 | 0 | | | None |
| 4 | 0 | | | None |
| 5 | 0 | | | None |
| 6 | 0 | | | None |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| Split 9 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 0 | | | None |

| Split 10 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 0 | | | None |

| | | | | |
|---|---|---|---|---|
| 2 | 0 | | | None |
| 3 | 0 | | | None |
| 4 | 0 | | | None |
| 5 | 0 | | | None |
| 6 | 0 | | | None |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |

| | | | | |
|---|---|---|---|---|
| 2 | 0 | | | None |
| 3 | 0 | | | None |
| 4 | 0 | | | None |
| 5 | 0 | | | None |
| 6 | 0 | | | None |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |

| Split 9 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| Split 10 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| Split 11 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 0 | | | None |
| 2 | 0 | | | None |
| 3 | 0 | | | None |
| 4 | 0 | | | None |
| 5 | 0 | | | None |
| 6 | 0 | | | None |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| Split 12 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 0 | | | None |
| 2 | 0 | | | None |
| 3 | 0 | | | None |
| 4 | 0 | | | None |
| 5 | 0 | | | None |
| 6 | 0 | | | None |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| Split 13 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 0 | | | None |
| 2 | 0 | | | None |
| 3 | 0 | | | None |
| 4 | 0 | | | None |
| 5 | 0 | | | None |
| 6 | 0 | | | None |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| Split 14 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 0 | | | None |
| 2 | 0 | | | None |
| 3 | 0 | | | None |
| 4 | 0 | | | None |
| 5 | 0 | | | None |
| 6 | 0 | | | None |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| Split 15 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 0 | | | None |
| 2 | 0 | | | None |
| 3 | 0 | | | None |
| 4 | 0 | | | None |
| 5 | 0 | | | None |

| Split 16 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 0 | | | None |
| 2 | 0 | | | None |
| 3 | 0 | | | None |
| 4 | 0 | | | None |
| 5 | 0 | | | None |

| | | | | |
|---|---|---|---|---|
| 6 | 0 | | | None |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| | | | | |
|---|---|---|---|---|
| 6 | 0 | | | None |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| Split 17 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 0 | | | None |
| 2 | 0 | | | None |
| 3 | 0 | | | None |
| 4 | 0 | | | None |
| 5 | 0 | | | None |
| 6 | 0 | | | None |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| Split 18 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 0 | | | None |
| 2 | 0 | | | None |
| 3 | 0 | | | None |
| 4 | 0 | | | None |
| 5 | 0 | | | None |
| 6 | 0 | | | None |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| Split 19 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 0 | | | None |
| 2 | 0 | | | None |
| 3 | 0 | | | None |
| 4 | 0 | | | None |
| 5 | 0 | | | None |
| 6 | 0 | | | None |

| Split 20 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 1 | 0 | | | None |
| 2 | 0 | | | None |
| 3 | 0 | | | None |
| 4 | 0 | | | None |
| 5 | 0 | | | None |
| 6 | 0 | | | None |

| Split 19 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| Split 20 | | Coord | Ref | |
|---|---|---|---|---|
| PH. | Time | PH | PH | Mode |
| 7 | 0 | | | None |
| 8 | 0 | | | None |
| 9 | 0 | | | None |
| 10 | 0 | | | None |
| 11 | 0 | | | None |
| 12 | 0 | | | None |
| 13 | 0 | | | None |
| 14 | 0 | | | None |
| 15 | 0 | | | None |
| 16 | 0 | | | None |

| Ring | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Offset | | | | | | | | | | | | | | | | |

Day Plan 1

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | | X | X | X | X | X | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 2

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | X | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 3

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 4

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 5

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 6

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 7

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 8

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 9

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 10

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
| X | X | X | X | X | X | | | | | | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | |

Day Plan 11 _____ _____

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |

Day Plan 12

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |

Day Plan 13

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |

Day Plan 14

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |

Day Plan 15

| Month of Year | | | | | | Days of Week | | | | | | | Days of Month | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| J | F | M | A | M | J | S | M | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| J | A | S | O | N | D | | | | | | | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |

Day Plan 1

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 6 | 0 | 1 |
| 2 | 9 | 0 | 2 |
| 3 | 14 | 30 | 3 |
| 4 | 16 | 0 | 6 |
| 5 | 18 | 30 | 2 |

Day Plan 2

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 8 | 0 | 4 |
| 2 | 21 | 0 | 20 |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |

Day Plan 3

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |

Day Plan 4

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |

Day Plan 1

| Event | Hour | Min. | Act |
|---|---|---|---|
| 6 | 21 | 0 | 20 |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 2

| Event | Hour | Min. | Act |
|---|---|---|---|
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 3

| Event | Hour | Min. | Act |
|---|---|---|---|
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 4

| Event | Hour | Min. | Act |
|---|---|---|---|
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 5

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 6

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 7

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 8

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 9

Day Plan 10

Day Plan 11

Day Plan 12

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 13

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 14

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 15

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 16

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 17

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 18

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 19

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

Day Plan 20

| Event | Hour | Min. | Act |
|---|---|---|---|
| 1 | 0 | 0 | |
| 2 | 0 | 0 | |
| 3 | 0 | 0 | |
| 4 | 0 | 0 | |
| 5 | 0 | 0 | |
| 6 | 0 | 0 | |
| 7 | 0 | 0 | |
| 8 | 0 | 0 | |
| 9 | 0 | 0 | |
| 10 | 0 | 0 | |

**Actions**

| | | Aux. | | | Special Functions | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Act | Pattern | 1 | 2 | 3 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 1 | Pattern 1 | | | | | | | | | | | |
| 2 | Pattern 2 | | | | | | | | | | | |
| 3 | Pattern 3 | | | | | | | | | | | |
| 4 | Pattern 4 | | | | | | | | | | | |
| 5 | Pattern 5 | | | | | | | | | | | |
| 6 | Pattern 6 | | | | | | | | | | | |
| 7 | Pattern 7 | | | | | | | | | | | |
| 8 | Pattern 8 | | | | | | | | | | | |
| 9 | Pattern 9 | | | | | | | | | | | |
| 10 | Pattern 10 | | | | | | | | | | | |
| 11 | Pattern 11 | | | | | | | | | | | |
| 12 | Pattern 12 | | | | | | | | | | | |
| 13 | Pattern 13 | | | | | | | | | | | |
| 14 | Pattern 14 | | | | | | | | | | | |
| 15 | None | | | | | | | | | | | |
| 16 | None | | | | | | | | | | | |
| 17 | None | | | | | | | | | | | |
| 18 | None | | | | | | | | | | | |
| 19 | None | | | | | | | | | | | |
| 20 | Pattern 20 | | | | | | | | | | | |
| 21 | None | | | | | | | | | | | |
| 22 | None | | | | | | | | | | | |
| 23 | None | | | | | | | | | | | |
| 24 | None | | | | | | | | | | | |

**Actions**

| | | Aux. | | | Special Functions | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Act | Pattern | 1 | 2 | 3 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 33 | None | | | | | | | | | | | |
| 34 | None | | | | | | | | | | | |
| 35 | None | | | | | | | | | | | |
| 36 | None | | | | | | | | | | | |
| 37 | None | | | | | | | | | | | |
| 38 | None | | | | | | | | | | | |
| 39 | None | | | | | | | | | | | |
| 40 | None | | | | | | | | | | | |
| 41 | None | | | | | | | | | | | |
| 42 | None | | | | | | | | | | | |
| 43 | None | | | | | | | | | | | |
| 44 | None | | | | | | | | | | | |
| 45 | None | | | | | | | | | | | |
| 46 | None | | | | | | | | | | | |
| 47 | None | | | | | | | | | | | |
| 48 | None | | | | | | | | | | | |
| 49 | None | | | | | | | | | | | |
| 50 | None | | | | | | | | | | | |
| 51 | None | | | | | | | | | | | |
| 52 | None | | | | | | | | | | | |
| 53 | None | | | | | | | | | | | |
| 54 | None | | | | | | | | | | | |
| 55 | None | | | | | | | | | | | |
| 56 | None | | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 25 | None | | | | | | | | | |
| 26 | None | | | | | | | | | |
| 27 | None | | | | | | | | | |
| 28 | None | | | | | | | | | |
| 29 | None | | | | | | | | | |
| 30 | None | | | | | | | | | |
| 31 | None | | | | | | | | | |
| 32 | None | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 57 | None | | | | | | | | | |
| 58 | None | | | | | | | | | |
| 59 | None | | | | | | | | | |
| 60 | None | | | | | | | | | |
| 61 | None | | | | | | | | | |
| 62 | None | | | | | | | | | |
| 63 | None | | | | | | | | | |
| 64 | None | | | | | | | | | |

**Preemption Parameters**

| Preempt | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Link | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Duration | 15 | 5 | 10 | 10 | 10 | 10 | 0 | 0 |
| Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Walk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ent. Ped Clear | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 |
| Track Green | 15 | 5 | 5 | 0 | 0 | 0 | 0 | 0 |
| Dwell Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max Presence | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enter Yellow | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 |
| Ent. Red Clear | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 |

**Preemption Parameters**

| Preempt | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Track Yellow | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 |
| Track Red Clear | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 |
| Exit Red | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 |
| Exit Ped Clear | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 |
| Exit Yellow | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 |
| Exit Red | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 | 25.5 |

| Preempt | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Non Lock Mem | | | | | | | | |
| Not Overide Flash | | | | | | | | |
| NotOverideNextPre | | | | | | | | |
| Flash Dwell | | | | | | | | |

**Preemption Configuration**

| Preempt | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Track phase | | 1,6 | | | | | | |
| Dwell Phase | | 2,6 | 4 | 1,6 | | | | |
| Dwell Ped | | | | | | | | |
| Exit Phase | | | | | | | | |
| Track Overlap | | | | | | | | |
| Dwell overlap | | | | | | | | |
| Cycling phase | | 2,4,6 | | | | | | |
| Cycling Ped | | | | | | | | |
| Cycling Overlap | | | | | | | | |

**IO Modules**

| IO Mod | TYPE |
|---|---|
| 1 | Caltrans 332 |
| 2 | TS2 DR1 BIU |
| 3 | TS2 DR2 BIU |
| 4 | TS2 DR3 BIU |
| 5 | TS2 DR4 BIU |
| 6 | None |
| 7 | None |
| 8 | None |
| 9 | None |
| 10 | None |

**Channel Configuration**

| Chan | Ctrl Type | Source |
|---|---|---|
| 1 | Phs Veh | 1 |
| 2 | Phs Veh | 2 |
| 3 | Phs Veh | 3 |
| 4 | Phs Veh | 4 |
| 5 | Phs Veh | 5 |
| 6 | Phs Veh | 6 |
| 7 | Phs Veh | 7 |
| 8 | Phs Veh | 8 |
| 9 | Olp | 1 |
| 10 | Olp | 2 |

| Chan | Ctrl Type | Source |
|---|---|---|
| 11 | Olp | 3 |
| 12 | Olp | 4 |
| 13 | Phs Ped | 2 |
| 14 | Phs Ped | 4 |
| 15 | Phs Ped | 6 |
| 16 | Phs Ped | 8 |
| 17 | None | 5 |
| 18 | None | 6 |
| 19 | None | 0 |
| 20 | None | 0 |

**Channel Options**

| Channel | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flash Yellow | | | | | | | | | | | | | | | | |
| Flash Red | X | X | X | X | X | X | X | X | | | | | | | | |
| Alt Flash | X | | | X | X | | | X | | | | | | | | |
| Channel | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
| Flash Yellow | | | | | | | | | | | | | | | | |
| Flash Red | | | | | | | | | | | | | | | | |
| Alt Flash | | | | | | | | | | | | | | | | |

**Startup Clearance Hold Type** 1=off, 2=On, 3=Flash and 4= Alt Flash

| Channel | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Red | | | | | | | | | | | | | | | | |
| Yellow | | | | | | | | | | | | | | | | |
| Green | | | | | | | | | | | | | | | | |
| Channel | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Red | | | | | | | | | | | | | | | |
| Yellow | | | | | | | | | | | | | | | |
| Green | | | | | | | | | | | | | | | |

**Phase Intervals**

| Interval | Description | Red | Yel | Grn | Type |
|---|---|---|---|---|---|
| 1 | notActive | On | Off | Off | Red |
| 2 | dltGrn | On | Off | Off | Red |
| 3 | PreGrn | Off | Off | On | Green |
| 4 | minGrn | Off | Off | On | Green |
| 5 | grnExt | Off | Off | On | Green |
| 6 | grnDwell | Off | Off | On | Green |
| 7 | preClear | Off | Off | On | Green |
| 8 | yelChange | Off | On | Off | Yellow |
| 9 | redClear | On | Off | Off | Red |
| 10 | redDwell | On | Off | Off | Red |
| 11 | Barrier | On | Off | Off | Red |
| 12 | | | | | |

**Pedestrian Intervals**

| Interval | Description | DWK | CLR | Wlk | Type |
|---|---|---|---|---|---|
| 1 | notActive | On | Off | Off | Dont Walk |
| 2 | dltPed | On | Off | Off | Dont Walk |
| 3 | walk | Off | Off | On | Walk |
| 4 | walkDwell | Off | Off | On | Walk |
| 5 | flashDtWlk | Flash | Off | Off | Ped Clear |
| 6 | dWalk | On | Off | Off | Dont Walk |
| 7 | | | | | |
| 8 | | | | | |

**Countdown Display**

| Display | Addr | Phase | Time |
|---|---|---|---|
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |

| Display | Addr | Phase | Time |
|---|---|---|---|
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |

| Display | Addr | Phase | Time |
|---|---|---|---|
| 17 | | | |
| 18 | | | |
| 19 | | | |
| 20 | | | |
| 21 | | | |
| 22 | | | |
| 23 | | | |
| 24 | | | |

| Display | Addr | Phase | Time |
|---|---|---|---|
| 25 | | | |
| 26 | | | |
| 27 | | | |
| 28 | | | |
| 29 | | | |
| 30 | | | |
| 31 | | | |
| 32 | | | |

**Manual Control Phase Groups**

| Grp 1 | | Grp 2 | | Grp 3 | | Grp 4 | | Grp 5 | | Grp 6 | | Grp 7 | | Grp 8 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring | Ph | Ring | Ph | Ring | Ph | Ring | Ph | Ring | Ph | Ring | Ph | Ring | Ph | Ring | Ph |
| 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 |
| 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 |
| 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 |
| 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 |
| 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 |
| 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 |
| 8 | 0 | 8 | 0 | 8 | 0 | 8 | 0 | 8 | 0 | 8 | 0 | 8 | 0 | 8 | 0 |
| 9 | 0 | 9 | 0 | 9 | 0 | 9 | 0 | 9 | 0 | 9 | 0 | 9 | 0 | 9 | 0 |
| 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 |
| 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 |
| 12 | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 12 | 0 |
| 13 | 0 | 13 | 0 | 13 | 0 | 13 | 0 | 13 | 0 | 13 | 0 | 13 | 0 | 13 | 0 |
| 14 | 0 | 14 | 0 | 14 | 0 | 14 | 0 | 14 | 0 | 14 | 0 | 14 | 0 | 14 | 0 |
| 15 | 0 | 15 | 0 | 15 | 0 | 15 | 0 | 15 | 0 | 15 | 0 | 15 | 0 | 15 | 0 |
| 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 |

**Prioritor Settings**

| Prioritor | Priority Ph | Output Dly |
|---|---|---|
| 1 | | 0 |
| 2 | | 0 |
| 3 | | 0 |
| 4 | | 0 |
| 5 | | 0 |
| 6 | | 0 |
| 7 | | 0 |
| 8 | | 0 |

| Enabled | Lock Out Time |
|---|---|
| No | 0 |

**Loopback Functions**

| Func | Result Function Type | Index | Source Function Type | Index |
|---|---|---|---|---|
| 1 | | | | |

| Func | Result Function Type | Index | Source Function Type | Index |
|---|---|---|---|---|
| 51 | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 2 | | | | | 52 | | | | |
| 3 | | | | | 53 | | | | |
| 4 | | | | | 54 | | | | |
| 5 | | | | | 55 | | | | |
| 6 | | | | | 56 | | | | |
| 7 | | | | | 57 | | | | |
| 8 | | | | | 58 | | | | |
| 9 | | | | | 59 | | | | |
| 10 | | | | | 60 | | | | |
| 11 | | | | | 61 | | | | |
| 12 | | | | | 62 | | | | |
| 13 | | | | | 63 | | | | |
| 14 | | | | | 64 | | | | |
| 15 | | | | | 65 | | | | |
| 16 | | | | | 66 | | | | |
| 17 | | | | | 67 | | | | |
| 18 | | | | | 68 | | | | |
| 19 | | | | | 69 | | | | |
| 20 | | | | | 70 | | | | |
| 21 | | | | | 71 | | | | |
| 22 | | | | | 72 | | | | |
| 23 | | | | | 73 | | | | |
| 24 | | | | | 74 | | | | |
| 25 | | | | | 75 | | | | |
| 26 | | | | | 76 | | | | |
| 27 | | | | | 77 | | | | |
| 28 | | | | | 78 | | | | |
| 29 | | | | | 79 | | | | |
| 30 | | | | | 80 | | | | |
| 31 | | | | | 81 | | | | |
| 32 | | | | | 82 | | | | |
| 33 | | | | | 83 | | | | |
| 34 | | | | | 84 | | | | |
| 35 | | | | | 85 | | | | |
| 36 | | | | | 86 | | | | |
| 37 | | | | | 87 | | | | |
| 38 | | | | | 88 | | | | |
| 39 | | | | | 89 | | | | |
| 40 | | | | | 90 | | | | |
| 41 | | | | | 91 | | | | |
| 42 | | | | | 92 | | | | |
| 43 | | | | | 93 | | | | |
| 44 | | | | | 94 | | | | |
| 45 | | | | | 95 | | | | |
| 46 | | | | | 96 | | | | |
| 47 | | | | | 97 | | | | |
| 48 | | | | | 98 | | | | |
| 49 | | | | | 99 | | | | |
| 50 | | | | | 100 | | | | |

**Peer Configuration**

| Ctrl | Peer ID | IP address | SNMP Port | Hot Port | Serial Port | Serial Addr. | Master Sect. | P2P TO | Description |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 2 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 3 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 4 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 5 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 6 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 7 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 8 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 9 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 10 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 11 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 12 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 13 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 14 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 15 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 16 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 17 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 18 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 19 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 20 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 21 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 22 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 23 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 24 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 25 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 26 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 27 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 28 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 29 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 30 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 31 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 32 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 33 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 34 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 35 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 36 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 37 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 38 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 39 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 40 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 41 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 42 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 43 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 44 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 45 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 46 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 47 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 48 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 49 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 50 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 51 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 52 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 53 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 54 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 55 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 56 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 57 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 58 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 59 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 60 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 61 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 62 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 63 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 64 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 65 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 66 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 67 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 68 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 69 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 70 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 71 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 72 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 73 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 74 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 75 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 76 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 77 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 78 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 79 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 80 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 81 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 82 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 83 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 84 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 85 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 86 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 87 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 88 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 89 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 90 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 91 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 92 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 93 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 94 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 95 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 96 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 97 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 98 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 99 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 100 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 101 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 102 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 103 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 104 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 105 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 106 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 107 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 108 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 109 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 110 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 111 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 112 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 113 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 114 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 115 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 116 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 117 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 118 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 119 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 120 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 121 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 122 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 123 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 124 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 125 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 126 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 127 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 128 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 129 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 130 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 131 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 132 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 133 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 134 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 135 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 136 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 137 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 138 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 139 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 140 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 141 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 142 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 143 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 144 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 145 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 146 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 147 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 148 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 149 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 150 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 151 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 152 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 153 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 154 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 155 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 156 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 157 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 158 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 159 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 160 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 161 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 162 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 163 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 164 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 165 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 166 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 167 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 168 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 169 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 170 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 171 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 172 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 173 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 174 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 175 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 176 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 177 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 178 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 179 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 180 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 181 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 182 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 183 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 184 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 185 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 186 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 187 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 188 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 189 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 190 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 191 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 192 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 193 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 194 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 195 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 196 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 197 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 198 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 199 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 200 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 201 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 202 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 203 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 204 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 205 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 206 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 207 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 208 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 209 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 210 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 211 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 212 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 213 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 214 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 215 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 216 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 217 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 218 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 219 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 220 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 221 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 222 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 223 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 224 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 225 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 226 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 227 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 228 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 229 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 230 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 231 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 232 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 233 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 234 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 235 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 236 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 237 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 238 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 239 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 240 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 241 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 242 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 243 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 244 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 245 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 246 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 247 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 248 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 249 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 250 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 251 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 252 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 253 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 254 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |
| 255 | 0 | | 161 | 80 | 0 | 0 | 0 | 15 | |

**Section Configuration**

| Section | Control | Poll | Req # | Fail Time | Algorithm Period | Description |
|---|---|---|---|---|---|---|
| 1 | None | 60 | 1 | 300 | 240 | |
| 2 | None | 60 | 1 | 300 | 240 | |
| 3 | None | 60 | 1 | 300 | 240 | |
| 4 | None | 60 | 1 | 300 | 240 | |
| 5 | None | 60 | 1 | 300 | 240 | |
| 6 | None | 60 | 1 | 300 | 240 | |
| 7 | None | 60 | 1 | 300 | 240 | |
| 8 | None | 60 | 1 | 300 | 240 | |
| 9 | None | 60 | 1 | 300 | 240 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 10 | None | 60 | 1 | 300 | 240 | |
| 11 | None | 60 | 1 | 300 | 240 | |
| 12 | None | 60 | 1 | 300 | 240 | |
| 13 | None | 60 | 1 | 300 | 240 | |
| 14 | None | 60 | 1 | 300 | 240 | |
| 15 | None | 60 | 1 | 300 | 240 | |
| 16 | None | 60 | 1 | 300 | 240 | |

**User Program Info**

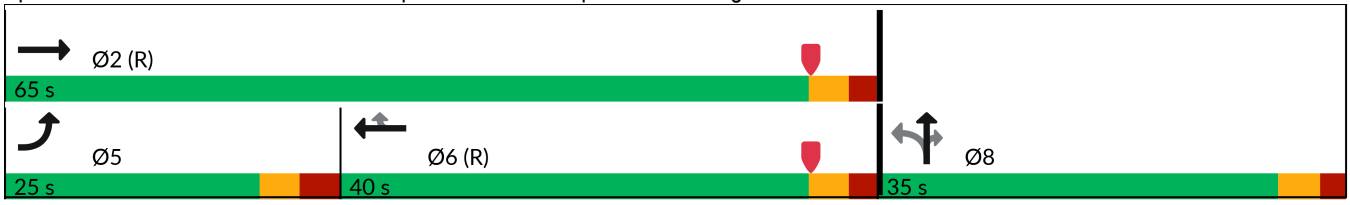
| Pgrm | Description |
|---|---|
| 1 | Stop Time |
| 2 | Blank Out Sign, snow Switch |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |
| 31 | |
| 32 | |

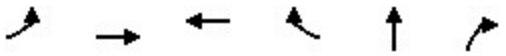
# APPENDIX E – Existing Synchro Outputs

| Lane Group | EBL | EBT | WBT | WBR | NBT | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 325 | 506 | 258 | 229 | 0 | 73 |
| Future Volume (vph) | 325 | 506 | 258 | 229 | 0 | 73 |
| Turn Type | Prot | NA | NA | Perm | NA | Perm |
| Protected Phases | 5 | 2 | 6 | | 8 | |
| Permitted Phases | | | | 6 | | 8 |
| Detector Phase | 5 | 2 | 6 | 6 | 8 | 8 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 10.0 | 10.0 | 5.0 | 5.0 |
| Minimum Split (s) | 11.0 | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 |
| Total Split (s) | 25.0 | 65.0 | 40.0 | 40.0 | 35.0 | 35.0 |
| Total Split (%) | 25.0% | 65.0% | 40.0% | 40.0% | 35.0% | 35.0% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 3.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | | Lag | Lag | | |
| Lead-Lag Optimize? | Yes | | Yes | Yes | | |
| Recall Mode | None | C-Min | C-Min | C-Min | None | None |
| Act Effct Green (s) | 16.8 | 66.3 | 43.5 | 43.5 | 23.7 | 23.7 |
| Actuated g/C Ratio | 0.17 | 0.66 | 0.44 | 0.44 | 0.24 | 0.24 |
| v/c Ratio | 0.64 | 0.24 | 0.37 | 0.32 | 0.81 | 0.20 |
| Control Delay (s/veh) | 47.1 | 10.9 | 23.2 | 4.2 | 51.2 | 6.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 47.1 | 10.9 | 23.2 | 4.2 | 51.2 | 6.8 |
| LOS | D | B | C | A | D | A |
| Approach Delay (s/veh) | | 25.1 | 14.3 | | 42.2 | |
| Approach LOS | | C | B | | D | |

| Intersection Summary | |
|---|---|
| Cycle Length: 100 | |
| Actuated Cycle Length: 100 | |
| Offset: 41 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.81 | |
| Intersection Signal Delay (s/veh): 25.7 | Intersection LOS: C |
| Intersection Capacity Utilization 63.1% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St



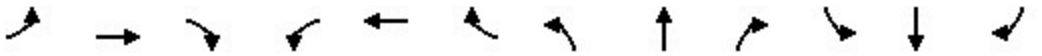


| Lane Group | EBL | EBT | WBT | WBR | NBT | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 369 | 575 | 304 | 269 | 341 | 86 |
| v/c Ratio | 0.64 | 0.24 | 0.37 | 0.32 | 0.81 | 0.20 |
| Control Delay (s/veh) | 47.1 | 10.9 | 23.2 | 4.2 | 51.2 | 6.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 47.1 | 10.9 | 23.2 | 4.2 | 51.2 | 6.8 |
| Queue Length 50th (ft) | 120 | 86 | 127 | 0 | 206 | 0 |
| Queue Length 95th (ft) | 161 | 144 | 225 | 45 | 258 | 29 |
| Internal Link Dist (ft) | | 303 | 499 | | 560 | |
| Turn Bay Length (ft) | | | | 300 | | 400 |
| Base Capacity (vph) | 664 | 2358 | 823 | 849 | 537 | 540 |
| 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 | 0.56 | 0.24 | 0.37 | 0.32 | 0.64 | 0.16 |

Intersection Summary

# HCM 7th Signalized Intersection Summary
## 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St

03/07/2025



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 325 | 506 | 0 | 0 | 258 | 229 | 290 | 0 | 73 | 0 | 0 | 0 |
| Future Volume (veh/h) | 325 | 506 | 0 | 0 | 258 | 229 | 290 | 0 | 73 | 0 | 0 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 0 | 0 | 1870 | 1870 | 1870 | 1870 | 1870 | | | |
| Adj Flow Rate, veh/h | 369 | 575 | 0 | 0 | 304 | 269 | 341 | 0 | 0 | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | | | |
| Percent Heavy Veh, % | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | | | |
| Cap, veh/h | 461 | 2433 | 0 | 0 | 919 | 778 | 384 | 0 | | | | |
| Arrive On Green | 0.18 | 0.91 | 0.00 | 0.00 | 0.49 | 0.49 | 0.22 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 3456 | 3647 | 0 | 0 | 1870 | 1585 | 1781 | 0 | 1585 | | | |
| Grp Volume(v), veh/h | 369 | 575 | 0 | 0 | 304 | 269 | 341 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 0 | 0 | 1870 | 1585 | 1781 | 0 | 1585 | | | |
| Q Serve(g_s), s | 10.2 | 1.8 | 0.0 | 0.0 | 9.9 | 10.4 | 18.6 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 10.2 | 1.8 | 0.0 | 0.0 | 9.9 | 10.4 | 18.6 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 461 | 2433 | 0 | 0 | 919 | 778 | 384 | 0 | | | | |
| V/C Ratio(X) | 0.80 | 0.24 | 0.00 | 0.00 | 0.33 | 0.35 | 0.89 | 0.00 | | | | |
| Avail Cap(c_a), veh/h | 657 | 2433 | 0 | 0 | 919 | 778 | 534 | 0 | | | | |
| HCM Platoon Ratio | 1.33 | 1.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.96 | 0.96 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 39.8 | 1.5 | 0.0 | 0.0 | 15.5 | 15.6 | 38.1 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 5.6 | 0.2 | 0.0 | 0.0 | 1.0 | 1.2 | 10.4 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 4.5 | 0.6 | 0.0 | 0.0 | 4.3 | 3.9 | 9.1 | 0.0 | 0.0 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 45.4 | 1.7 | 0.0 | 0.0 | 16.4 | 16.8 | 48.5 | 0.0 | 0.0 | | | |
| LnGrp LOS | D | A | | | B | B | D | | | | | |
| Approach Vol, veh/h | | 944 | | | 573 | | | 341 | | | | |
| Approach Delay, s/veh | | 18.8 | | | 16.6 | | | 48.5 | | | | |
| Approach LOS | | B | | | B | | | D | | | | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 73.5 | | | 19.4 | 54.1 | | 26.5 | | | | |
| Change Period (Y+Rc), s | | 5.0 | | | 6.0 | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | | 60.0 | | | 19.0 | 35.0 | | 30.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 3.8 | | | 12.2 | 12.4 | | 20.6 | | | | |
| Green Ext Time (p_c), s | | 2.9 | | | 1.1 | 1.6 | | 1.0 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 23.6 |
| HCM 7th LOS | C |

**Notes**

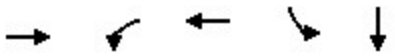
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 564 | 52 | 496 | 267 | 2 |
| Future Volume (vph) | 564 | 52 | 496 | 267 | 2 |
| Turn Type | NA | pm+pt | NA | Perm | NA |
| Protected Phases | 2 | 1 | 6 | | 4 |
| Permitted Phases | | 6 | | 4 | |
| Detector Phase | 2 | 1 | 6 | 4 | 4 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 10.0 | 4.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 26.0 | 9.5 | 26.0 | 24.0 | 24.0 |
| Total Split (s) | 45.0 | 12.0 | 57.0 | 43.0 | 43.0 |
| Total Split (%) | 45.0% | 12.0% | 57.0% | 43.0% | 43.0% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 6.0 | 6.0 |
| Lead/Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | | | |
| Recall Mode | C-Min | None | C-Min | None | None |
| Act Effct Green (s) | 65.0 | 73.6 | 73.6 | 15.4 | 15.4 |
| Actuated g/C Ratio | 0.65 | 0.74 | 0.74 | 0.15 | 0.15 |
| v/c Ratio | 0.21 | 0.13 | 0.41 | 0.59 | 0.75 |
| Control Delay (s/veh) | 7.4 | 3.5 | 5.7 | 43.3 | 21.1 |
| Queue Delay | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 |
| Total Delay (s/veh) | 7.4 | 3.5 | 6.5 | 43.3 | 21.1 |
| LOS | A | A | A | D | C |
| Approach Delay (s/veh) | 7.4 | | 6.2 | | 31.5 |
| Approach LOS | A | | A | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 100 | |
| Actuated Cycle Length: 100 | |
| Offset: 11 (11%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.75 | |
| Intersection Signal Delay (s/veh): 14.5 | Intersection LOS: B |
| Intersection Capacity Utilization 63.1% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 2: I-25 SB On Ramp/I-25 SB Off Ramp & Wolfensberger Rd

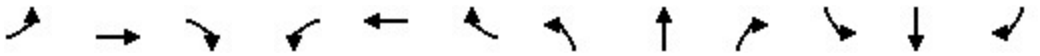




| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 863 | 59 | 564 | 314 | 353 |
| v/c Ratio | 0.21 | 0.13 | 0.41 | 0.59 | 0.75 |
| Control Delay (s/veh) | 7.4 | 3.5 | 5.7 | 43.3 | 21.1 |
| Queue Delay | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 |
| Total Delay (s/veh) | 7.4 | 3.5 | 6.5 | 43.3 | 21.1 |
| Queue Length 50th (ft) | 52 | 14 | 155 | 98 | 51 |
| Queue Length 95th (ft) | 88 | m7 | 176 | 118 | 115 |
| Internal Link Dist (ft) | 599 | | 303 | | 382 |
| Turn Bay Length (ft) | | | | 150 | |
| Base Capacity (vph) | 4044 | 464 | 1370 | 1270 | 754 |
| Starvation Cap Reductn | 0 | 0 | 498 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.21 | 0.13 | 0.65 | 0.25 | 0.47 |

Intersection Summary

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 564 | 187 | 52 | 496 | 0 | 0 | 0 | 0 | 267 | 2 | 298 |
| Future Volume (veh/h) | 0 | 564 | 187 | 52 | 496 | 0 | 0 | 0 | 0 | 267 | 2 | 298 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | | | No | |
| Adj Sat Flow, veh/h/ln | 0 | 1870 | 1870 | 1870 | 1870 | 0 | | | | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 0 | 648 | 215 | 59 | 564 | 0 | | | | 314 | 2 | 351 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.88 | 0.88 | 0.88 | | | | 0.85 | 0.85 | 0.85 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 2 | 2 | 0 | | | | 2 | 2 | 2 |
| Cap, veh/h | 0 | 2703 | 856 | 439 | 1191 | 0 | | | | 875 | 2 | 399 |
| Arrive On Green | 0.00 | 0.55 | 0.55 | 0.06 | 1.00 | 0.00 | | | | 0.25 | 0.25 | 0.25 |
| Sat Flow, veh/h | 0 | 5136 | 1544 | 1781 | 1870 | 0 | | | | 3456 | 9 | 1577 |
| Grp Volume(v), veh/h | 0 | 641 | 222 | 59 | 564 | 0 | | | | 314 | 0 | 353 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1609 | 1593 | 1781 | 1870 | 0 | | | | 1728 | 0 | 1586 |
| Q Serve(g_s), s | 0.0 | 6.8 | 7.2 | 1.3 | 0.0 | 0.0 | | | | 7.5 | 0.0 | 21.4 |
| Cycle Q Clear(g_c), s | 0.0 | 6.8 | 7.2 | 1.3 | 0.0 | 0.0 | | | | 7.5 | 0.0 | 21.4 |
| Prop In Lane | 0.00 | | 0.97 | 1.00 | | 0.00 | | | | 1.00 | | 0.99 |
| Lane Grp Cap(c), veh/h | 0 | 2676 | 883 | 439 | 1191 | 0 | | | | 875 | 0 | 402 |
| V/C Ratio(X) | 0.00 | 0.24 | 0.25 | 0.13 | 0.47 | 0.00 | | | | 0.36 | 0.00 | 0.88 |
| Avail Cap(c_a), veh/h | 0 | 2676 | 883 | 506 | 1191 | 0 | | | | 1279 | 0 | 587 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.97 | 0.97 | 0.93 | 0.93 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 11.4 | 11.5 | 8.2 | 0.0 | 0.0 | | | | 30.7 | 0.0 | 35.9 |
| Incr Delay (d2), s/veh | 0.0 | 0.2 | 0.7 | 0.0 | 1.3 | 0.0 | | | | 0.1 | 0.0 | 7.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 2.4 | 2.6 | 0.5 | 0.4 | 0.0 | | | | 3.1 | 0.0 | 9.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 0.0 | 11.6 | 12.2 | 8.2 | 1.3 | 0.0 | | | | 30.8 | 0.0 | 43.5 |
| LnGrp LOS | | B | B | A | A | | | | | C | | D |
| Approach Vol, veh/h | | 863 | | | 623 | | | | | | 667 | |
| Approach Delay, s/veh | | 11.8 | | | 1.9 | | | | | | 37.5 | |
| Approach LOS | | B | | | A | | | | | | D | |

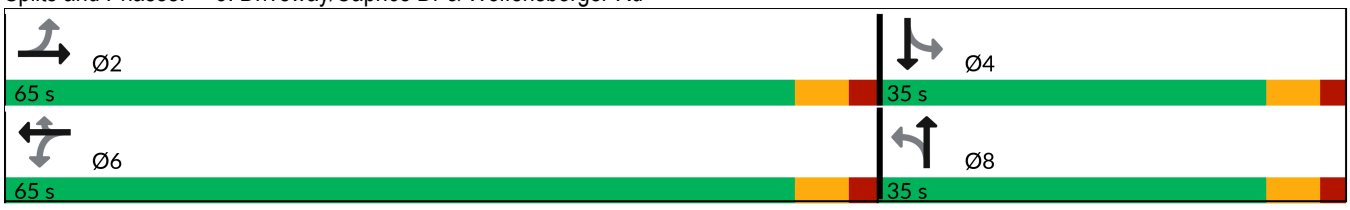
| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.2 | 60.5 | | 31.3 | | 68.7 | | | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 6.0 | | 5.0 | | | | | | |
| Max Green Setting (Gmax), s | 7.0 | 40.0 | | 37.0 | | 52.0 | | | | | | |
| Max Q Clear Time (g_c+I1), s | 3.3 | 9.2 | | 23.4 | | 2.0 | | | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.4 | | 1.9 | | 2.6 | | | | | | |

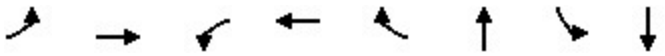
| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 16.9 | | | | | | | | | |
| HCM 7th LOS | | | B | | | | | | | | | |

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 21 | 643 | 15 | 538 | 111 | 1 | 1 | 58 | 0 |
| Future Volume (vph) | 21 | 643 | 15 | 538 | 111 | 1 | 1 | 58 | 0 |
| Turn Type | Perm | NA | Perm | NA | Perm | Perm | NA | Perm | NA |
| Protected Phases | | 2 | | 6 | | | 8 | | 4 |
| Permitted Phases | 2 | | 6 | | 6 | 8 | | 4 | |
| Detector Phase | 2 | 2 | 6 | 6 | 6 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| Total Split (%) | 65.0% | 65.0% | 65.0% | 65.0% | 65.0% | 35.0% | 35.0% | 35.0% | 35.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | |
| Recall Mode | Min | Min | Min | Min | Min | None | None | None | None |
| Act Effct Green (s) | 25.2 | 25.2 | 25.2 | 25.2 | 25.2 | | 5.7 | 6.0 | 6.0 |
| Actuated g/C Ratio | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 | | 0.16 | 0.17 | 0.17 |
| v/c Ratio | 0.04 | 0.29 | 0.03 | 0.25 | 0.11 | | 0.02 | 0.22 | 0.03 |
| Control Delay (s/veh) | 5.5 | 5.0 | 5.5 | 4.8 | 1.8 | | 10.0 | 14.9 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 5.5 | 5.0 | 5.5 | 4.8 | 1.8 | | 10.0 | 14.9 | 0.1 |
| LOS | A | A | A | A | A | | A | B | A |
| Approach Delay (s/veh) | | 5.0 | | 4.3 | | | 10.0 | | 12.1 |
| Approach LOS | | A | | A | | | A | | B |

| Intersection Summary | |
|---|---|
| Cycle Length: 100 | |
| Actuated Cycle Length: 35.8 | |
| Natural Cycle: 50 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.29 | |
| Intersection Signal Delay (s/veh): 5.0 | Intersection LOS: A |
| Intersection Capacity Utilization 37.7% | ICU Level of Service A |
| Analysis Period (min) 15 | |

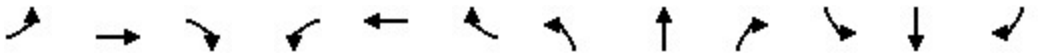
Splits and Phases: 3: Driveway/Caprice Dr & Wolfensberger Rd





| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 24 | 722 | 17 | 626 | 129 | 6 | 68 | 16 |
| v/c Ratio | 0.04 | 0.29 | 0.03 | 0.25 | 0.11 | 0.02 | 0.22 | 0.03 |
| Control Delay (s/veh) | 5.5 | 5.0 | 5.5 | 4.8 | 1.8 | 10.0 | 14.9 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 5.5 | 5.0 | 5.5 | 4.8 | 1.8 | 10.0 | 14.9 | 0.1 |
| Queue Length 50th (ft) | 2 | 40 | 1 | 34 | 0 | 0 | 15 | 0 |
| Queue Length 95th (ft) | 10 | 73 | 8 | 59 | 14 | 6 | 32 | 0 |
| Internal Link Dist (ft) | | 38 | | 599 | | 169 | | 223 |
| Turn Bay Length (ft) | 100 | | 100 | | | | | |
| Base Capacity (vph) | 771 | 3539 | 702 | 3539 | 1583 | 1305 | 1529 | 1348 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.03 | 0.20 | 0.02 | 0.18 | 0.08 | 0.00 | 0.04 | 0.01 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 21 | 643 | 0 | 15 | 538 | 111 | 1 | 1 | 3 | 58 | 0 | 14 |
| Future Volume (veh/h) | 21 | 643 | 0 | 15 | 538 | 111 | 1 | 1 | 3 | 58 | 0 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 24 | 722 | 0 | 17 | 626 | 0 | 1 | 1 | 4 | 68 | 0 | 16 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.86 | 0.86 | 0.86 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 563 | 1626 | 0 | 523 | 1626 | | 182 | 13 | 52 | 378 | 0 | 94 |
| Arrive On Green | 0.46 | 0.46 | 0.00 | 0.46 | 0.46 | 0.00 | 0.06 | 0.06 | 0.06 | 0.06 | 0.00 | 0.06 |
| Sat Flow, veh/h | 799 | 3647 | 0 | 731 | 3554 | 1585 | 222 | 222 | 888 | 1411 | 0 | 1585 |
| Grp Volume(v), veh/h | 24 | 722 | 0 | 17 | 626 | 0 | 6 | 0 | 0 | 68 | 0 | 16 |
| Grp Sat Flow(s),veh/h/ln | 799 | 1777 | 0 | 731 | 1777 | 1585 | 1332 | 0 | 0 | 1411 | 0 | 1585 |
| Q Serve(g_s), s | 0.5 | 3.4 | 0.0 | 0.4 | 2.9 | 0.0 | 0.1 | 0.0 | 0.0 | 0.8 | 0.0 | 0.2 |
| Cycle Q Clear(g_c), s | 3.4 | 3.4 | 0.0 | 3.8 | 2.9 | 0.0 | 0.3 | 0.0 | 0.0 | 1.1 | 0.0 | 0.2 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 0.17 | | 0.67 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 563 | 1626 | 0 | 523 | 1626 | | 248 | 0 | 0 | 378 | 0 | 94 |
| V/C Ratio(X) | 0.04 | 0.44 | 0.00 | 0.03 | 0.38 | | 0.02 | 0.00 | 0.00 | 0.18 | 0.00 | 0.17 |
| Avail Cap(c_a), veh/h | 2097 | 8445 | 0 | 1926 | 8445 | | 2011 | 0 | 0 | 1943 | 0 | 1851 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 5.5 | 4.6 | 0.0 | 5.9 | 4.4 | 0.0 | 11.3 | 0.0 | 0.0 | 11.5 | 0.0 | 11.1 |
| Incr Delay (d2), s/veh | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.3 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 5.6 | 4.8 | 0.0 | 5.9 | 4.6 | 0.0 | 11.3 | 0.0 | 0.0 | 11.6 | 0.0 | 11.4 |
| LnGrp LOS | A | A | | A | A | | B | | | B | | B |
| Approach Vol, veh/h | | 746 | | | 643 | | | 6 | | | 84 | |
| Approach Delay, s/veh | | 4.8 | | | 4.6 | | | 11.3 | | | 11.5 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 17.4 | | 7.5 | | 17.4 | | 7.5 | | | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 59.0 | | 29.0 | | 59.0 | | 29.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 5.4 | | 3.1 | | 5.8 | | 2.3 | | | | |
| Green Ext Time (p_c), s | | 5.9 | | 0.1 | | 5.2 | | 0.0 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 5.1 | |
| HCM 7th LOS | A | |

**Notes**

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

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 49 | 561 | 67 | 414 | 282 | 64 | 75 | 28 | 19 |
| Future Volume (vph) | 49 | 561 | 67 | 414 | 282 | 64 | 75 | 28 | 19 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | Perm | Perm | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 3 | 8 | | | 4 |
| Permitted Phases | 2 | | 6 | | 8 | | 8 | 4 | |
| Detector Phase | 5 | 2 | 1 | 6 | 3 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 10.0 | 3.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.5 | 24.0 | 9.5 | 24.0 | 9.5 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 9.8 | 43.4 | 10.6 | 44.2 | 22.0 | 46.0 | 46.0 | 24.0 | 24.0 |
| Total Split (%) | 9.8% | 43.4% | 10.6% | 44.2% | 22.0% | 46.0% | 46.0% | 24.0% | 24.0% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 2.0 | 1.0 | 2.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 6.0 | 4.0 | 6.0 | 4.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lead | Lag | Lag | Lag | | | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | Yes | Yes |
| Recall Mode | None | Min | None | Min | None | None | None | None | None |
| Act Effct Green (s) | 27.0 | 24.8 | 29.6 | 25.9 | 21.0 | 18.8 | 18.8 | 11.1 | 11.1 |
| Actuated g/C Ratio | 0.43 | 0.39 | 0.47 | 0.41 | 0.33 | 0.30 | 0.30 | 0.18 | 0.18 |
| v/c Ratio | 0.16 | 0.68 | 0.24 | 0.40 | 0.62 | 0.13 | 0.15 | 0.13 | 0.11 |
| Control Delay (s/veh) | 13.8 | 18.1 | 18.4 | 15.2 | 25.9 | 18.7 | 1.7 | 31.4 | 23.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 13.8 | 18.1 | 18.4 | 15.2 | 25.9 | 18.7 | 1.7 | 31.4 | 23.2 |
| LOS | B | B | B | B | C | B | A | C | C |
| Approach Delay (s/veh) | | 17.9 | | 15.6 | | 20.5 | | | 27.1 |
| Approach LOS | | B | | B | | C | | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 100 | |
| Actuated Cycle Length: 62.8 | |
| Natural Cycle: 70 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.68 | |
| Intersection Signal Delay (s/veh): 18.1 | Intersection LOS: B |
| Intersection Capacity Utilization 62.3% | ICU Level of Service B |
| Analysis Period (min) 15 | |

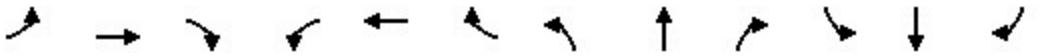
Splits and Phases: 4: Park St & Wolfensberger Rd





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 58 | 934 | 79 | 569 | 332 | 75 | 88 | 33 | 36 |
| v/c Ratio | 0.16 | 0.68 | 0.24 | 0.40 | 0.62 | 0.13 | 0.15 | 0.13 | 0.11 |
| Control Delay (s/veh) | 13.8 | 18.1 | 18.4 | 15.2 | 25.9 | 18.7 | 1.7 | 31.4 | 23.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 13.8 | 18.1 | 18.4 | 15.2 | 25.9 | 18.7 | 1.7 | 31.4 | 23.2 |
| Queue Length 50th (ft) | 14 | 155 | 21 | 89 | 106 | 21 | 0 | 12 | 8 |
| Queue Length 95th (ft) | 35 | 222 | 47 | 135 | 203 | 54 | 7 | 41 | 35 |
| Internal Link Dist (ft) | | 258 | | 140 | | 320 | | | 322 |
| Turn Bay Length (ft) | 100 | | 100 | | 125 | | 125 | | |
| Base Capacity (vph) | 373 | 2195 | 406 | 2260 | 737 | 1252 | 1110 | 463 | 567 |
| 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 | 0.16 | 0.43 | 0.19 | 0.25 | 0.45 | 0.06 | 0.08 | 0.07 | 0.06 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 49 | 561 | 233 | 67 | 414 | 70 | 282 | 64 | 75 | 28 | 19 | 12 |
| Future Volume (veh/h) | 49 | 561 | 233 | 67 | 414 | 70 | 282 | 64 | 75 | 28 | 19 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 58 | 660 | 274 | 79 | 487 | 82 | 332 | 75 | 88 | 33 | 22 | 14 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 298 | 881 | 366 | 232 | 1195 | 200 | 384 | 598 | 507 | 269 | 166 | 106 |
| Arrive On Green | 0.03 | 0.36 | 0.36 | 0.04 | 0.39 | 0.39 | 0.07 | 0.32 | 0.32 | 0.16 | 0.16 | 0.16 |
| Sat Flow, veh/h | 1781 | 2448 | 1016 | 1781 | 3045 | 510 | 1781 | 1870 | 1585 | 1223 | 1068 | 680 |
| Grp Volume(v), veh/h | 58 | 479 | 455 | 79 | 283 | 286 | 332 | 75 | 88 | 33 | 0 | 36 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1687 | 1781 | 1777 | 1779 | 1781 | 1870 | 1585 | 1223 | 0 | 1748 |
| Q Serve(g_s), s | 1.4 | 14.9 | 15.0 | 0.0 | 7.3 | 7.4 | 2.2 | 1.8 | 2.5 | 1.5 | 0.0 | 1.1 |
| Cycle Q Clear(g_c), s | 1.4 | 14.9 | 15.0 | 0.0 | 7.3 | 7.4 | 2.2 | 1.8 | 2.5 | 3.3 | 0.0 | 1.1 |
| Prop In Lane | 1.00 | | 0.60 | 1.00 | | 0.29 | 1.00 | | 1.00 | 1.00 | | 0.39 |
| Lane Grp Cap(c), veh/h | 298 | 640 | 608 | 232 | 697 | 698 | 384 | 598 | 507 | 269 | 0 | 272 |
| V/C Ratio(X) | 0.19 | 0.75 | 0.75 | 0.34 | 0.41 | 0.41 | 0.87 | 0.13 | 0.17 | 0.12 | 0.00 | 0.13 |
| Avail Cap(c_a), veh/h | 400 | 1050 | 997 | 355 | 1073 | 1074 | 766 | 1182 | 1002 | 427 | 0 | 497 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.5 | 17.7 | 17.7 | 27.4 | 13.9 | 13.9 | 26.1 | 15.2 | 15.5 | 24.8 | 0.0 | 23.1 |
| Incr Delay (d2), s/veh | 0.1 | 1.8 | 1.9 | 0.3 | 0.4 | 0.4 | 2.3 | 0.1 | 0.2 | 0.2 | 0.0 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 5.5 | 5.2 | 1.1 | 2.6 | 2.7 | 4.7 | 0.7 | 0.9 | 0.4 | 0.0 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 15.6 | 19.5 | 19.6 | 27.7 | 14.3 | 14.3 | 28.4 | 15.3 | 15.7 | 25.0 | 0.0 | 23.3 |
| LnGrp LOS | B | B | B | C | B | B | C | B | B | C | | C |
| Approach Vol, veh/h | | 992 | | | 648 | | | 495 | | | 69 | |
| Approach Delay, s/veh | | 19.3 | | | 15.9 | | | 24.2 | | | 24.1 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.3 | 28.8 | 10.4 | 15.8 | 6.2 | 30.8 | | 26.2 | | | | |
| Change Period (Y+Rc), s | 6.0 | * 6 | 6.0 | * 6 | 4.0 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 6.6 | * 37 | 18.0 | * 18 | 5.8 | 38.2 | | 40.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.0 | 17.0 | 4.2 | 5.3 | 3.4 | 9.4 | | 4.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 5.8 | 0.3 | 0.2 | 0.0 | 3.6 | | 0.7 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 19.6 |
| HCM 7th LOS | B |

**Notes**

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 4 | 19 | 0 | 8 | 8 | 108 | 17 | 2 | 49 | 2 |
| Future Vol, veh/h | 0 | 0 | 4 | 19 | 0 | 8 | 8 | 108 | 17 | 2 | 49 | 2 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 87 | 87 | 87 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 5 | 22 | 0 | 9 | 9 | 124 | 20 | 2 | 58 | 2 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 206 | 226 | 59 | 215 | 217 | 134 | 60 | 0 | 0 | 144 | 0 | 0 |
| Stage 1 | 64 | 64 | - | 152 | 152 | - | - | - | - | - | - | - |
| Stage 2 | 143 | 162 | - | 62 | 65 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 752 | 674 | 1007 | 742 | 681 | 915 | 1544 | - | - | 1439 | - | - |
| Stage 1 | 947 | 842 | - | 850 | 771 | - | - | - | - | - | - | - |
| Stage 2 | 860 | 764 | - | 949 | 841 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 738 | 668 | 1007 | 732 | 675 | 915 | 1544 | - | - | 1439 | - | - |
| Mov Cap-2 Maneuver | 738 | 668 | - | 732 | 675 | - | - | - | - | - | - | - |
| Stage 1 | 946 | 841 | - | 845 | 766 | - | - | - | - | - | - | - |
| Stage 2 | 846 | 759 | - | 943 | 840 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 8.59 | 9.82 | 0.44 | 0.28 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 105 | - | - | 1007 | 779 | 67 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.005 | 0.041 | 0.002 | - | - |
| HCM Control Delay (s/veh) | 7.3 | 0 | - | 8.6 | 9.8 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | - | - |

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

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 664 | 551 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 664 | 551 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 90 | 90 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 772 | 612 | 0 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 306 |
| 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 | - | - | - | 0 | 690 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 690 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

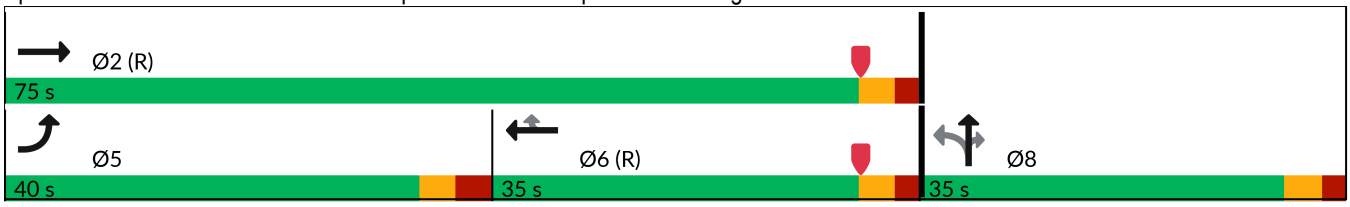
| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 0 | 0 |
| HCM LOS | | | A |

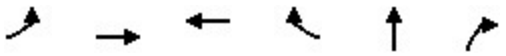
| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - |
| HCM Control Delay (s/veh) | - | - | - | 0 |
| HCM Lane LOS | - | - | - | A |
| HCM 95th %tile Q(veh) | - | - | - | - |

| Lane Group | EBL | EBT | WBT | WBR | NBT | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 390 | 598 | 257 | 333 | 0 | 46 |
| Future Volume (vph) | 390 | 598 | 257 | 333 | 0 | 46 |
| Turn Type | Prot | NA | NA | Perm | NA | Perm |
| Protected Phases | 5 | 2 | 6 | | 8 | |
| Permitted Phases | | | | 6 | | 8 |
| Detector Phase | 5 | 2 | 6 | 6 | 8 | 8 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 10.0 | 10.0 | 5.0 | 5.0 |
| Minimum Split (s) | 11.0 | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 |
| Total Split (s) | 40.0 | 75.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| Total Split (%) | 36.4% | 68.2% | 31.8% | 31.8% | 31.8% | 31.8% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 3.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | | Lag | Lag | | |
| Lead-Lag Optimize? | Yes | | Yes | Yes | | |
| Recall Mode | None | C-Min | C-Min | C-Min | None | None |
| Act Effct Green (s) | 20.9 | 84.9 | 58.0 | 58.0 | 15.1 | 15.1 |
| Actuated g/C Ratio | 0.19 | 0.77 | 0.53 | 0.53 | 0.14 | 0.14 |
| v/c Ratio | 0.69 | 0.25 | 0.31 | 0.38 | 0.71 | 0.18 |
| Control Delay (s/veh) | 54.8 | 2.6 | 17.6 | 3.1 | 60.6 | 5.0 |
| Queue Delay | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 54.8 | 2.8 | 17.6 | 3.1 | 60.6 | 5.0 |
| LOS | D | A | B | A | E | A |
| Approach Delay (s/veh) | | 23.3 | 9.4 | | 47.7 | |
| Approach LOS | | C | A | | D | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 45 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.71 | |
| Intersection Signal Delay (s/veh): 21.3 | Intersection LOS: C |
| Intersection Capacity Utilization 54.5% | ICU Level of Service A |
| Analysis Period (min) 15 | |

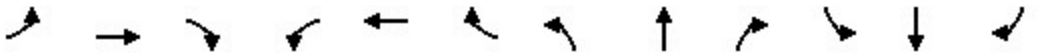
Splits and Phases: 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St





| Lane Group | EBL | EBT | WBT | WBR | NBT | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 453 | 695 | 302 | 392 | 172 | 52 |
| v/c Ratio | 0.69 | 0.25 | 0.31 | 0.38 | 0.71 | 0.18 |
| Control Delay (s/veh) | 54.8 | 2.6 | 17.6 | 3.1 | 60.6 | 5.0 |
| Queue Delay | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 54.8 | 2.8 | 17.6 | 3.1 | 60.6 | 5.0 |
| Queue Length 50th (ft) | 164 | 35 | 115 | 0 | 118 | 0 |
| Queue Length 95th (ft) | 186 | 56 | 201 | 42 | 178 | 16 |
| Internal Link Dist (ft) | | 303 | 499 | | 560 | |
| Turn Bay Length (ft) | | | | 300 | | 400 |
| Base Capacity (vph) | 1061 | 2730 | 982 | 1019 | 482 | 489 |
| Starvation Cap Reductn | 0 | 1254 | 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 | 0.43 | 0.47 | 0.31 | 0.38 | 0.36 | 0.11 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 390 | 598 | 0 | 0 | 257 | 333 | 153 | 0 | 46 | 0 | 0 | 0 |
| Future Volume (veh/h) | 390 | 598 | 0 | 0 | 257 | 333 | 153 | 0 | 46 | 0 | 0 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 0 | 0 | 1870 | 1870 | 1870 | 1870 | 1870 | | | |
| Adj Flow Rate, veh/h | 453 | 695 | 0 | 0 | 302 | 392 | 172 | 0 | 0 | | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.85 | 0.85 | 0.85 | 0.89 | 0.89 | 0.89 | | | |
| Percent Heavy Veh, % | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | | | |
| Cap, veh/h | 585 | 2815 | 0 | 0 | 1063 | 901 | 208 | 0 | | | | |
| Arrive On Green | 0.06 | 0.26 | 0.00 | 0.00 | 0.57 | 0.57 | 0.12 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 3456 | 3647 | 0 | 0 | 1870 | 1585 | 1781 | 0 | 1585 | | | |
| Grp Volume(v), veh/h | 453 | 695 | 0 | 0 | 302 | 392 | 172 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 0 | 0 | 1870 | 1585 | 1781 | 0 | 1585 | | | |
| Q Serve(g_s), s | 14.2 | 17.0 | 0.0 | 0.0 | 9.1 | 15.6 | 10.4 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 14.2 | 17.0 | 0.0 | 0.0 | 9.1 | 15.6 | 10.4 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 585 | 2815 | 0 | 0 | 1063 | 901 | 208 | 0 | | | | |
| V/C Ratio(X) | 0.77 | 0.25 | 0.00 | 0.00 | 0.28 | 0.44 | 0.83 | 0.00 | | | | |
| Avail Cap(c_a), veh/h | 1068 | 2815 | 0 | 0 | 1063 | 901 | 486 | 0 | | | | |
| HCM Platoon Ratio | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.93 | 0.93 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 49.9 | 14.7 | 0.0 | 0.0 | 12.2 | 13.6 | 47.5 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 2.9 | 0.2 | 0.0 | 0.0 | 0.7 | 1.5 | 3.2 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 6.8 | 8.1 | 0.0 | 0.0 | 3.9 | 5.7 | 4.8 | 0.0 | 0.0 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 52.8 | 14.9 | 0.0 | 0.0 | 12.9 | 15.1 | 50.6 | 0.0 | 0.0 | | | |
| LnGrp LOS | D | B | | | B | B | D | | | | | |
| Approach Vol, veh/h | | 1148 | | | 694 | | | 172 | | | | |
| Approach Delay, s/veh | | 29.9 | | | 14.2 | | | 50.6 | | | | |
| Approach LOS | | C | | | B | | | D | | | | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 92.1 | | | 24.6 | 67.5 | | 17.9 | | | | |
| Change Period (Y+Rc), s | | 5.0 | | | 6.0 | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | | 70.0 | | | 34.0 | 30.0 | | 30.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 19.0 | | | 16.2 | 17.6 | | 12.4 | | | | |
| Green Ext Time (p_c), s | | 3.6 | | | 2.4 | 1.6 | | 0.5 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 26.2 |
| HCM 7th LOS | C |

**Notes**

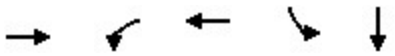
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 611 | 42 | 368 | 377 | 2 |
| Future Volume (vph) | 611 | 42 | 368 | 377 | 2 |
| Turn Type | NA | pm+pt | NA | Perm | NA |
| Protected Phases | 2 | 1 | 6 | | 4 |
| Permitted Phases | | 6 | | 4 | |
| Detector Phase | 2 | 1 | 6 | 4 | 4 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 10.0 | 4.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 26.0 | 9.5 | 26.0 | 24.0 | 24.0 |
| Total Split (s) | 56.0 | 12.0 | 68.0 | 42.0 | 42.0 |
| Total Split (%) | 50.9% | 10.9% | 61.8% | 38.2% | 38.2% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 6.0 | 6.0 |
| Lead/Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | | | |
| Recall Mode | C-Min | None | C-Min | None | None |
| Act Effct Green (s) | 71.1 | 79.6 | 79.6 | 19.4 | 19.4 |
| Actuated g/C Ratio | 0.65 | 0.72 | 0.72 | 0.18 | 0.18 |
| v/c Ratio | 0.25 | 0.13 | 0.30 | 0.68 | 0.69 |
| Control Delay (s/veh) | 8.2 | 2.1 | 4.1 | 47.8 | 9.7 |
| Queue Delay | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 |
| Total Delay (s/veh) | 8.2 | 2.1 | 4.5 | 47.8 | 9.7 |
| LOS | A | A | A | D | A |
| Approach Delay (s/veh) | 8.2 | | 4.2 | | 28.2 |
| Approach LOS | A | | A | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.69 | |
| Intersection Signal Delay (s/veh): 14.7 | Intersection LOS: B |
| Intersection Capacity Utilization 54.5% | ICU Level of Service A |
| Analysis Period (min) 15 | |

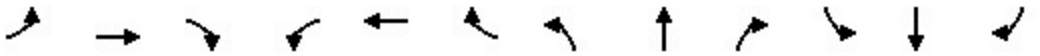
Splits and Phases: 2: I-25 SB On Ramp/I-25 SB Off Ramp & Wolfensberger Rd





| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1014 | 47 | 409 | 410 | 436 |
| v/c Ratio | 0.25 | 0.13 | 0.30 | 0.68 | 0.69 |
| Control Delay (s/veh) | 8.2 | 2.1 | 4.1 | 47.8 | 9.7 |
| Queue Delay | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 |
| Total Delay (s/veh) | 8.2 | 2.1 | 4.5 | 47.8 | 9.7 |
| Queue Length 50th (ft) | 72 | 10 | 124 | 141 | 1 |
| Queue Length 95th (ft) | 102 | 0 | 0 | 179 | 87 |
| Internal Link Dist (ft) | 599 | | 303 | | 382 |
| Turn Bay Length (ft) | | | | 150 | |
| Base Capacity (vph) | 4005 | 393 | 1348 | 1123 | 810 |
| Starvation Cap Reductn | 0 | 0 | 489 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.25 | 0.12 | 0.48 | 0.37 | 0.54 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 611 | 251 | 42 | 368 | 0 | 0 | 0 | 0 | 377 | 2 | 399 |
| Future Volume (veh/h) | 0 | 611 | 251 | 42 | 368 | 0 | 0 | 0 | 0 | 377 | 2 | 399 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | | | No | |
| Adj Sat Flow, veh/h/ln | 0 | 1870 | 1870 | 1870 | 1870 | 0 | | | | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 0 | 719 | 295 | 47 | 409 | 0 | | | | 410 | 2 | 434 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.90 | 0.90 | 0.90 | | | | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 2 | 2 | 0 | | | | 2 | 2 | 2 |
| Cap, veh/h | 0 | 2554 | 839 | 349 | 1127 | 0 | | | | 1028 | 2 | 470 |
| Arrive On Green | 0.00 | 0.53 | 0.53 | 0.06 | 1.00 | 0.00 | | | | 0.30 | 0.30 | 0.30 |
| Sat Flow, veh/h | 0 | 5087 | 1585 | 1781 | 1870 | 0 | | | | 3456 | 7 | 1579 |
| Grp Volume(v), veh/h | 0 | 719 | 295 | 47 | 409 | 0 | | | | 410 | 0 | 436 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1609 | 1585 | 1781 | 1870 | 0 | | | | 1728 | 0 | 1586 |
| Q Serve(g_s), s | 0.0 | 9.1 | 11.8 | 1.3 | 0.0 | 0.0 | | | | 10.4 | 0.0 | 29.3 |
| Cycle Q Clear(g_c), s | 0.0 | 9.1 | 11.8 | 1.3 | 0.0 | 0.0 | | | | 10.4 | 0.0 | 29.3 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2554 | 839 | 349 | 1127 | 0 | | | | 1028 | 0 | 472 |
| V/C Ratio(X) | 0.00 | 0.28 | 0.35 | 0.13 | 0.36 | 0.00 | | | | 0.40 | 0.00 | 0.92 |
| Avail Cap(c_a), veh/h | 0 | 2554 | 839 | 413 | 1127 | 0 | | | | 1131 | 0 | 519 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.85 | 0.85 | 0.96 | 0.96 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 14.3 | 15.0 | 10.8 | 0.0 | 0.0 | | | | 30.8 | 0.0 | 37.4 |
| Incr Delay (d2), s/veh | 0.0 | 0.2 | 1.0 | 0.1 | 0.9 | 0.0 | | | | 0.1 | 0.0 | 20.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 3.3 | 4.4 | 0.5 | 0.3 | 0.0 | | | | 4.3 | 0.0 | 13.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 0.0 | 14.5 | 16.0 | 10.9 | 0.9 | 0.0 | | | | 30.9 | 0.0 | 57.9 |
| LnGrp LOS | | B | B | B | A | | | | | C | | E |
| Approach Vol, veh/h | | 1014 | | | 456 | | | | | | 846 | |
| Approach Delay, s/veh | | 15.0 | | | 1.9 | | | | | | 44.8 | |
| Approach LOS | | B | | | A | | | | | | D | |

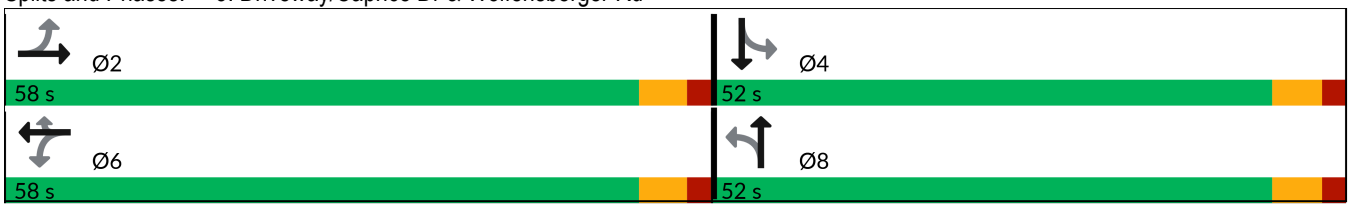
| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.0 | 63.2 | | 38.7 | | 71.3 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 6.0 | | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 51.0 | | 36.0 | | 63.0 |
| Max Q Clear Time (g_c+I1), s | 3.3 | 13.8 | | 31.3 | | 2.0 |
| Green Ext Time (p_c), s | 0.0 | 5.5 | | 1.4 | | 1.7 |

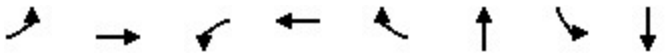
| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 23.3 |
| HCM 7th LOS | C |

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 57 | 628 | 36 | 533 | 113 | 5 | 3 | 184 | 2 |
| Future Volume (vph) | 57 | 628 | 36 | 533 | 113 | 5 | 3 | 184 | 2 |
| Turn Type | Perm | NA | Perm | NA | Perm | Perm | NA | Perm | NA |
| Protected Phases | | 2 | | 6 | | | 8 | | 4 |
| Permitted Phases | 2 | | 6 | | 6 | 8 | | 4 | |
| Detector Phase | 2 | 2 | 6 | 6 | 6 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 58.0 | 58.0 | 58.0 | 58.0 | 58.0 | 52.0 | 52.0 | 52.0 | 52.0 |
| Total Split (%) | 52.7% | 52.7% | 52.7% | 52.7% | 52.7% | 47.3% | 47.3% | 47.3% | 47.3% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | |
| Recall Mode | Min | Min | Min | Min | Min | None | None | None | None |
| Act Effct Green (s) | 17.9 | 17.9 | 17.9 | 17.9 | 17.9 | | 11.6 | 11.6 | 11.6 |
| Actuated g/C Ratio | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | | 0.28 | 0.28 | 0.28 |
| v/c Ratio | 0.20 | 0.49 | 0.14 | 0.40 | 0.17 | | 0.06 | 0.57 | 0.07 |
| Control Delay (s/veh) | 10.4 | 10.5 | 9.9 | 9.7 | 2.9 | | 8.0 | 19.6 | 6.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 10.4 | 10.5 | 9.9 | 9.7 | 2.9 | | 8.0 | 19.6 | 6.0 |
| LOS | B | B | A | A | A | | A | B | A |
| Approach Delay (s/veh) | | 10.5 | | 8.6 | | | 8.0 | | 17.8 |
| Approach LOS | | B | | A | | | A | | B |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 41.8 | |
| Natural Cycle: 50 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.57 | |
| Intersection Signal Delay (s/veh): 10.6 | Intersection LOS: B |
| Intersection Capacity Utilization 57.8% | ICU Level of Service B |
| Analysis Period (min) 15 | |

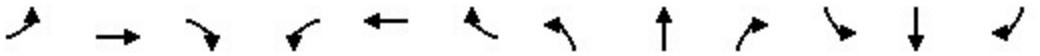
Splits and Phases: 3: Driveway/Caprice Dr & Wolfensberger Rd





| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 67 | 748 | 41 | 606 | 128 | 28 | 216 | 34 |
| v/c Ratio | 0.20 | 0.49 | 0.14 | 0.40 | 0.17 | 0.06 | 0.57 | 0.07 |
| Control Delay (s/veh) | 10.4 | 10.5 | 9.9 | 9.7 | 2.9 | 8.0 | 19.6 | 6.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 10.4 | 10.5 | 9.9 | 9.7 | 2.9 | 8.0 | 19.6 | 6.0 |
| Queue Length 50th (ft) | 9 | 58 | 5 | 45 | 0 | 2 | 39 | 0 |
| Queue Length 95th (ft) | 31 | 114 | 23 | 95 | 21 | 14 | 98 | 14 |
| Internal Link Dist (ft) | | 38 | | 599 | | 169 | | 223 |
| Turn Bay Length (ft) | 100 | | 100 | | | | | |
| Base Capacity (vph) | 782 | 3507 | 656 | 3514 | 1573 | 1558 | 1337 | 1554 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.09 | 0.21 | 0.06 | 0.17 | 0.08 | 0.02 | 0.16 | 0.02 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 57 | 628 | 8 | 36 | 533 | 113 | 5 | 3 | 15 | 184 | 2 | 27 |
| Future Volume (veh/h) | 57 | 628 | 8 | 36 | 533 | 113 | 5 | 3 | 15 | 184 | 2 | 27 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 67 | 739 | 9 | 41 | 606 | 0 | 6 | 4 | 18 | 216 | 2 | 32 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.88 | 0.88 | 0.88 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 477 | 1526 | 19 | 424 | 1508 | | 168 | 85 | 206 | 506 | 18 | 296 |
| Arrive On Green | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.00 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 |
| Sat Flow, veh/h | 814 | 3596 | 44 | 713 | 3554 | 1585 | 151 | 431 | 1046 | 1390 | 94 | 1505 |
| Grp Volume(v), veh/h | 67 | 365 | 383 | 41 | 606 | 0 | 28 | 0 | 0 | 216 | 0 | 34 |
| Grp Sat Flow(s),veh/h/ln | 814 | 1777 | 1862 | 713 | 1777 | 1585 | 1628 | 0 | 0 | 1390 | 0 | 1599 |
| Q Serve(g_s), s | 2.0 | 4.7 | 4.7 | 1.4 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 | 0.0 | 0.6 |
| Cycle Q Clear(g_c), s | 5.7 | 4.7 | 4.7 | 6.1 | 3.7 | 0.0 | 0.4 | 0.0 | 0.0 | 4.5 | 0.0 | 0.6 |
| Prop In Lane | 1.00 | | 0.02 | 1.00 | | 1.00 | 0.21 | | 0.64 | 1.00 | | 0.94 |
| Lane Grp Cap(c), veh/h | 477 | 754 | 790 | 424 | 1508 | | 458 | 0 | 0 | 506 | 0 | 314 |
| V/C Ratio(X) | 0.14 | 0.48 | 0.48 | 0.10 | 0.40 | | 0.06 | 0.00 | 0.00 | 0.43 | 0.00 | 0.11 |
| Avail Cap(c_a), veh/h | 1469 | 2920 | 3060 | 1294 | 5839 | | 2429 | 0 | 0 | 2253 | 0 | 2325 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.3 | 6.6 | 6.6 | 8.8 | 6.3 | 0.0 | 10.4 | 0.0 | 0.0 | 12.0 | 0.0 | 10.4 |
| Incr Delay (d2), s/veh | 0.1 | 0.5 | 0.5 | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 1.0 | 1.0 | 0.2 | 0.8 | 0.0 | 0.1 | 0.0 | 0.0 | 1.1 | 0.0 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 8.4 | 7.1 | 7.1 | 8.9 | 6.5 | 0.0 | 10.4 | 0.0 | 0.0 | 12.2 | 0.0 | 10.5 |
| LnGrp LOS | A | A | A | A | A | | B | | | B | | B |
| Approach Vol, veh/h | | 815 | | | 647 | | | 28 | | | 250 | |
| Approach Delay, s/veh | | 7.2 | | | 6.6 | | | 10.4 | | | 12.0 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 19.4 | | 12.2 | | 19.4 | | 12.2 | | | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 52.0 | | 46.0 | | 52.0 | | 46.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 7.7 | | 6.5 | | 8.1 | | 2.4 | | | | |
| Green Ext Time (p_c), s | | 5.7 | | 0.3 | | 5.2 | | 0.1 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 7.7 | | | | | | | | | |
| HCM 7th LOS | | | A | | | | | | | | | |

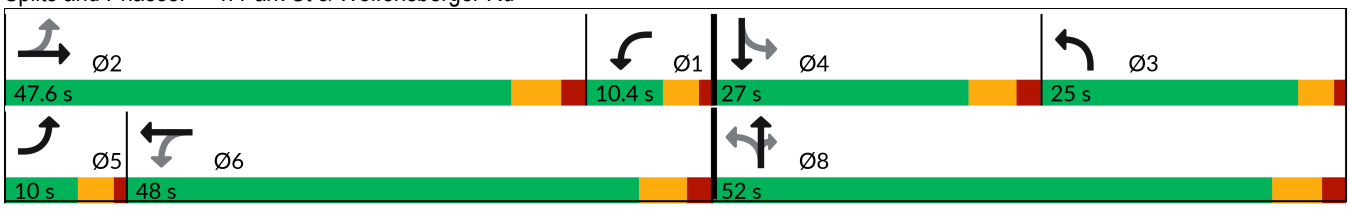
**Notes**

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

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 32 | 499 | 56 | 426 | 275 | 41 | 87 | 107 | 53 |
| Future Volume (vph) | 32 | 499 | 56 | 426 | 275 | 41 | 87 | 107 | 53 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | Perm | Perm | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 3 | 8 | | | 4 |
| Permitted Phases | 2 | | 6 | | 8 | | 8 | 4 | |
| Detector Phase | 5 | 2 | 1 | 6 | 3 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 10.0 | 3.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.5 | 24.0 | 9.5 | 24.0 | 9.5 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 10.0 | 47.6 | 10.4 | 48.0 | 25.0 | 52.0 | 52.0 | 27.0 | 27.0 |
| Total Split (%) | 9.1% | 43.3% | 9.5% | 43.6% | 22.7% | 47.3% | 47.3% | 24.5% | 24.5% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 2.0 | 1.0 | 2.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 6.0 | 4.0 | 6.0 | 4.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lead | Lag | Lag | Lag | | | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | Yes | Yes |
| Recall Mode | None | Min | None | Min | None | None | None | None | None |
| Act Effct Green (s) | 24.9 | 22.8 | 27.1 | 23.8 | 25.7 | 23.6 | 23.6 | 13.4 | 13.4 |
| Actuated g/C Ratio | 0.38 | 0.35 | 0.42 | 0.37 | 0.39 | 0.36 | 0.36 | 0.21 | 0.21 |
| v/c Ratio | 0.11 | 0.65 | 0.18 | 0.43 | 0.60 | 0.07 | 0.16 | 0.45 | 0.33 |
| Control Delay (s/veh) | 15.2 | 19.2 | 18.1 | 17.4 | 23.8 | 16.2 | 2.8 | 31.8 | 20.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 15.2 | 19.2 | 18.1 | 17.4 | 23.8 | 16.2 | 2.8 | 31.8 | 20.6 |
| LOS | B | B | B | B | C | B | A | C | C |
| Approach Delay (s/veh) | | 19.0 | | 17.5 | | 18.5 | | | 26.1 |
| Approach LOS | | B | | B | | B | | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 65.1 | |
| Natural Cycle: 70 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.65 | |
| Intersection Signal Delay (s/veh): 19.3 | Intersection LOS: B |
| Intersection Capacity Utilization 59.9% | ICU Level of Service B |
| Analysis Period (min) 15 | |

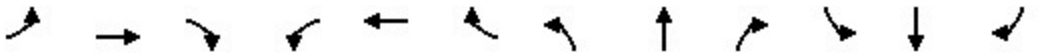
Splits and Phases: 4: Park St & Wolfensberger Rd





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 35 | 800 | 61 | 547 | 324 | 48 | 102 | 126 | 130 |
| v/c Ratio | 0.11 | 0.65 | 0.18 | 0.43 | 0.60 | 0.07 | 0.16 | 0.45 | 0.33 |
| Control Delay (s/veh) | 15.2 | 19.2 | 18.1 | 17.4 | 23.8 | 16.2 | 2.8 | 31.8 | 20.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 15.2 | 19.2 | 18.1 | 17.4 | 23.8 | 16.2 | 2.8 | 31.8 | 20.6 |
| Queue Length 50th (ft) | 8 | 120 | 15 | 83 | 97 | 13 | 0 | 45 | 29 |
| Queue Length 95th (ft) | 29 | 221 | 46 | 157 | 181 | 36 | 16 | 104 | 80 |
| Internal Link Dist (ft) | | 258 | | 140 | | 320 | | | 322 |
| Turn Bay Length (ft) | 100 | | 100 | | 125 | | 125 | | |
| Base Capacity (vph) | 337 | 2299 | 408 | 2362 | 984 | 1367 | 1196 | 460 | 614 |
| 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 | 0.10 | 0.35 | 0.15 | 0.23 | 0.33 | 0.04 | 0.09 | 0.27 | 0.21 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 32 | 499 | 237 | 56 | 426 | 77 | 275 | 41 | 87 | 107 | 53 | 58 |
| Future Volume (veh/h) | 32 | 499 | 237 | 56 | 426 | 77 | 275 | 41 | 87 | 107 | 53 | 58 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 35 | 542 | 258 | 61 | 463 | 84 | 324 | 48 | 102 | 126 | 62 | 68 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 256 | 750 | 356 | 227 | 1089 | 196 | 376 | 674 | 572 | 292 | 130 | 143 |
| Arrive On Green | 0.02 | 0.32 | 0.32 | 0.03 | 0.36 | 0.36 | 0.10 | 0.36 | 0.36 | 0.16 | 0.16 | 0.16 |
| Sat Flow, veh/h | 1781 | 2338 | 1110 | 1781 | 3007 | 542 | 1781 | 1870 | 1585 | 1237 | 815 | 894 |
| Grp Volume(v), veh/h | 35 | 412 | 388 | 61 | 272 | 275 | 324 | 48 | 102 | 126 | 0 | 130 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1671 | 1781 | 1777 | 1773 | 1781 | 1870 | 1585 | 1237 | 0 | 1709 |
| Q Serve(g_s), s | 0.9 | 12.8 | 12.9 | 0.0 | 7.2 | 7.3 | 4.3 | 1.1 | 2.8 | 6.1 | 0.0 | 4.3 |
| Cycle Q Clear(g_c), s | 0.9 | 12.8 | 12.9 | 0.0 | 7.2 | 7.3 | 4.3 | 1.1 | 2.8 | 7.1 | 0.0 | 4.3 |
| Prop In Lane | 1.00 | | 0.66 | 1.00 | | 0.31 | 1.00 | | 1.00 | 1.00 | | 0.52 |
| Lane Grp Cap(c), veh/h | 256 | 570 | 536 | 227 | 644 | 642 | 376 | 674 | 572 | 292 | 0 | 273 |
| V/C Ratio(X) | 0.14 | 0.72 | 0.72 | 0.27 | 0.42 | 0.43 | 0.86 | 0.07 | 0.18 | 0.43 | 0.00 | 0.48 |
| Avail Cap(c_a), veh/h | 387 | 1180 | 1109 | 353 | 1191 | 1188 | 786 | 1373 | 1164 | 509 | 0 | 573 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.9 | 18.8 | 18.8 | 27.0 | 15.1 | 15.1 | 25.4 | 13.1 | 13.7 | 25.6 | 0.0 | 23.9 |
| Incr Delay (d2), s/veh | 0.1 | 1.7 | 1.9 | 0.2 | 0.4 | 0.5 | 2.3 | 0.0 | 0.1 | 1.0 | 0.0 | 1.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 4.8 | 4.6 | 0.8 | 2.7 | 2.7 | 4.5 | 0.4 | 0.9 | 1.8 | 0.0 | 1.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 17.0 | 20.6 | 20.7 | 27.2 | 15.5 | 15.5 | 27.7 | 13.2 | 13.8 | 26.6 | 0.0 | 25.2 |
| LnGrp LOS | B | C | C | C | B | B | C | B | B | C | | C |
| Approach Vol, veh/h | | 835 | | | 608 | | | 474 | | | 256 | |
| Approach Delay, s/veh | | 20.5 | | | 16.7 | | | 23.2 | | | 25.9 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.0 | 26.1 | 12.6 | 16.0 | 5.4 | 28.7 | | 28.6 | | | | |
| Change Period (Y+Rc), s | 6.0 | * 6 | 6.0 | * 6 | 4.0 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 6.4 | * 42 | 21.0 | * 21 | 6.0 | 42.0 | | 46.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.0 | 14.9 | 6.3 | 9.1 | 2.9 | 9.3 | | 4.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 5.2 | 0.3 | 0.9 | 0.0 | 3.5 | | 0.6 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 20.7 |
| HCM 7th LOS | C |

**Notes**

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 2 | 21 | 27 | 1 | 7 | 6 | 138 | 29 | 2 | 165 | 0 |
| Future Vol, veh/h | 0 | 2 | 21 | 27 | 1 | 7 | 6 | 138 | 29 | 2 | 165 | 0 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 2 | 25 | 32 | 1 | 8 | 7 | 162 | 34 | 2 | 194 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 376 | 409 | 194 | 394 | 392 | 179 | 194 | 0 | 0 | 196 | 0 | 0 |
| Stage 1 | 199 | 199 | - | 194 | 194 | - | - | - | - | - | - | - |
| Stage 2 | 177 | 211 | - | 200 | 199 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 581 | 532 | 847 | 566 | 544 | 863 | 1379 | - | - | 1376 | - | - |
| Stage 1 | 803 | 737 | - | 808 | 740 | - | - | - | - | - | - | - |
| Stage 2 | 825 | 728 | - | 802 | 737 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 570 | 528 | 847 | 543 | 539 | 863 | 1379 | - | - | 1376 | - | - |
| Mov Cap-2 Maneuver | 570 | 528 | - | 543 | 539 | - | - | - | - | - | - | - |
| Stage 1 | 801 | 735 | - | 804 | 736 | - | - | - | - | - | - | - |
| Stage 2 | 811 | 724 | - | 774 | 735 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 9.63 | 11.6 | 0.26 | 0.09 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 60 | - | - | 805 | 586 | 22 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.034 | 0.07 | 0.002 | - | - |
| HCM Control Delay (s/veh) | 7.6 | 0 | - | 9.6 | 11.6 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | A | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.2 | 0 | - | - |

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

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 693 | 558 | 2 | 0 | 1 |
| Future Vol, veh/h | 0 | 693 | 558 | 2 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 90 | 90 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 815 | 620 | 2 | 0 | 1 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 311 |
| 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 | - | - | - | 0 | 685 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 685 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 0 | 10.27 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 685 |
| HCM Lane V/C Ratio | - | - | - | 0.002 |
| HCM Control Delay (s/veh) | - | - | - | 10.3 |
| HCM Lane LOS | - | - | - | B |
| HCM 95th %tile Q(veh) | - | - | - | 0 |

# APPENDIX F – Future Build-Out (with site development) Synchro Outputs

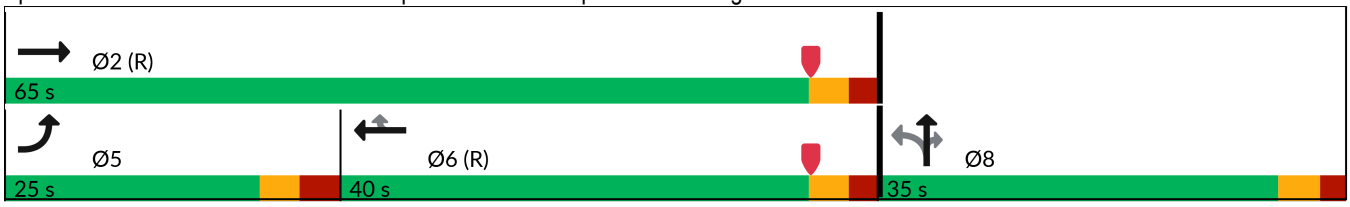
# Timings
## 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St

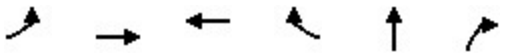
03/07/2025

| Lane Group | EBL | EBT | WBT | WBR | NBT | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 365 | 516 | 268 | 229 | 0 | 73 |
| Future Volume (vph) | 365 | 516 | 268 | 229 | 0 | 73 |
| Turn Type | Prot | NA | NA | Perm | NA | Perm |
| Protected Phases | 5 | 2 | 6 | | 8 | |
| Permitted Phases | | | | 6 | | 8 |
| Detector Phase | 5 | 2 | 6 | 6 | 8 | 8 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 10.0 | 10.0 | 5.0 | 5.0 |
| Minimum Split (s) | 11.0 | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 |
| Total Split (s) | 25.0 | 65.0 | 40.0 | 40.0 | 35.0 | 35.0 |
| Total Split (%) | 25.0% | 65.0% | 40.0% | 40.0% | 35.0% | 35.0% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 3.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | | Lag | Lag | | |
| Lead-Lag Optimize? | Yes | | Yes | Yes | | |
| Recall Mode | None | C-Min | C-Min | C-Min | None | None |
| Act Effct Green (s) | 17.5 | 63.9 | 40.4 | 40.4 | 26.1 | 26.1 |
| Actuated g/C Ratio | 0.18 | 0.64 | 0.40 | 0.40 | 0.26 | 0.26 |
| v/c Ratio | 0.69 | 0.26 | 0.42 | 0.34 | 0.84 | 0.18 |
| Control Delay (s/veh) | 45.8 | 9.9 | 25.9 | 4.5 | 50.6 | 6.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 |
| Total Delay (s/veh) | 45.8 | 9.9 | 25.9 | 4.5 | 51.1 | 6.2 |
| LOS | D | A | C | A | D | A |
| Approach Delay (s/veh) | | 24.8 | 16.0 | | 42.9 | |
| Approach LOS | | C | B | | D | |

| Intersection Summary | |
|---|---|
| Cycle Length: 100 | |
| Actuated Cycle Length: 100 | |
| Offset: 41 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.84 | |
| Intersection Signal Delay (s/veh): 26.5 | Intersection LOS: C |
| Intersection Capacity Utilization 69.1% | ICU Level of Service C |
| Analysis Period (min) 15 | |

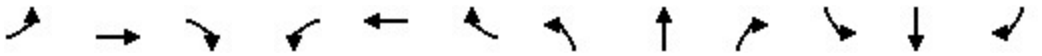
Splits and Phases: 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St





| Lane Group | EBL | EBT | WBT | WBR | NBT | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 415 | 586 | 315 | 269 | 387 | 86 |
| v/c Ratio | 0.69 | 0.26 | 0.42 | 0.34 | 0.84 | 0.18 |
| Control Delay (s/veh) | 45.8 | 9.9 | 25.9 | 4.5 | 50.6 | 6.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 |
| Total Delay (s/veh) | 45.8 | 9.9 | 25.9 | 4.5 | 51.1 | 6.2 |
| Queue Length 50th (ft) | 135 | 97 | 143 | 0 | 233 | 0 |
| Queue Length 95th (ft) | 179 | 145 | 238 | 46 | 285 | 28 |
| Internal Link Dist (ft) | | 303 | 499 | | 560 | |
| Turn Bay Length (ft) | | | | 300 | | 400 |
| Base Capacity (vph) | 661 | 2289 | 770 | 812 | 545 | 547 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 23 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.63 | 0.26 | 0.41 | 0.33 | 0.74 | 0.16 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 365 | 516 | 0 | 0 | 268 | 229 | 329 | 0 | 73 | 0 | 0 | 0 |
| Future Volume (veh/h) | 365 | 516 | 0 | 0 | 268 | 229 | 329 | 0 | 73 | 0 | 0 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 0 | 0 | 1870 | 1870 | 1870 | 1870 | 1870 | | | |
| Adj Flow Rate, veh/h | 415 | 586 | 0 | 0 | 315 | 269 | 387 | 0 | 0 | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | | | |
| Percent Heavy Veh, % | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | | | |
| Cap, veh/h | 509 | 2345 | 0 | 0 | 846 | 717 | 428 | 0 | | | | |
| Arrive On Green | 0.15 | 0.66 | 0.00 | 0.00 | 0.45 | 0.45 | 0.24 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 3456 | 3647 | 0 | 0 | 1870 | 1585 | 1781 | 0 | 1585 | | | |
| Grp Volume(v), veh/h | 415 | 586 | 0 | 0 | 315 | 269 | 387 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 0 | 0 | 1870 | 1585 | 1781 | 0 | 1585 | | | |
| Q Serve(g_s), s | 11.6 | 6.7 | 0.0 | 0.0 | 11.1 | 11.2 | 21.1 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 11.6 | 6.7 | 0.0 | 0.0 | 11.1 | 11.2 | 21.1 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 509 | 2345 | 0 | 0 | 846 | 717 | 428 | 0 | | | | |
| V/C Ratio(X) | 0.82 | 0.25 | 0.00 | 0.00 | 0.37 | 0.38 | 0.90 | 0.00 | | | | |
| Avail Cap(c_a), veh/h | 657 | 2345 | 0 | 0 | 846 | 717 | 534 | 0 | | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.96 | 0.96 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 41.3 | 6.9 | 0.0 | 0.0 | 18.0 | 18.0 | 36.9 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 6.8 | 0.2 | 0.0 | 0.0 | 1.3 | 1.5 | 14.6 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 5.4 | 2.4 | 0.0 | 0.0 | 5.0 | 4.3 | 10.7 | 0.0 | 0.0 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 48.1 | 7.2 | 0.0 | 0.0 | 19.3 | 19.5 | 51.5 | 0.0 | 0.0 | | | |
| LnGrp LOS | D | A | | | B | B | D | | | | | |
| Approach Vol, veh/h | | 1001 | | | 584 | | | 387 | | | | |
| Approach Delay, s/veh | | 24.2 | | | 19.4 | | | 51.5 | | | | |
| Approach LOS | | C | | | B | | | D | | | | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 71.0 | | | 20.7 | 50.3 | | 29.0 | | | | |
| Change Period (Y+Rc), s | | 5.0 | | | 6.0 | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | | 60.0 | | | 19.0 | 35.0 | | 30.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 8.7 | | | 13.6 | 13.2 | | 23.1 | | | | |
| Green Ext Time (p_c), s | | 2.9 | | | 1.1 | 1.7 | | 0.9 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 28.1 |
| HCM 7th LOS | C |

**Notes**

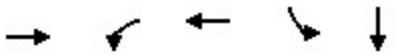
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 614 | 52 | 545 | 267 | 2 |
| Future Volume (vph) | 614 | 52 | 545 | 267 | 2 |
| Turn Type | NA | pm+pt | NA | Perm | NA |
| Protected Phases | 2 | 1 | 6 | | 4 |
| Permitted Phases | | 6 | | 4 | |
| Detector Phase | 2 | 1 | 6 | 4 | 4 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 10.0 | 4.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 26.0 | 9.5 | 26.0 | 24.0 | 24.0 |
| Total Split (s) | 45.0 | 12.0 | 57.0 | 43.0 | 43.0 |
| Total Split (%) | 45.0% | 12.0% | 57.0% | 43.0% | 43.0% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 6.0 | 6.0 |
| Lead/Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | | | |
| Recall Mode | C-Min | None | C-Min | None | None |
| Act Effct Green (s) | 61.2 | 69.9 | 69.9 | 19.1 | 19.1 |
| Actuated g/C Ratio | 0.61 | 0.70 | 0.70 | 0.19 | 0.19 |
| v/c Ratio | 0.25 | 0.15 | 0.48 | 0.48 | 0.82 |
| Control Delay (s/veh) | 9.6 | 6.0 | 9.0 | 37.0 | 29.0 |
| Queue Delay | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 |
| Total Delay (s/veh) | 9.6 | 6.0 | 10.1 | 37.0 | 29.0 |
| LOS | A | A | B | D | C |
| Approach Delay (s/veh) | 9.6 | | 9.7 | | 32.5 |
| Approach LOS | A | | A | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 100 | |
| Actuated Cycle Length: 100 | |
| Offset: 11 (11%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.82 | |
| Intersection Signal Delay (s/veh): 16.6 | Intersection LOS: B |
| Intersection Capacity Utilization 69.1% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 2: I-25 SB On Ramp/I-25 SB Off Ramp & Wolfensberger Rd

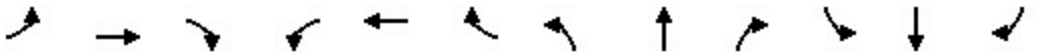




| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 967 | 59 | 619 | 314 | 400 |
| v/c Ratio | 0.25 | 0.15 | 0.48 | 0.48 | 0.82 |
| Control Delay (s/veh) | 9.6 | 6.0 | 9.0 | 37.0 | 29.0 |
| Queue Delay | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 |
| Total Delay (s/veh) | 9.6 | 6.0 | 10.1 | 37.0 | 29.0 |
| Queue Length 50th (ft) | 67 | 14 | 168 | 93 | 106 |
| Queue Length 95th (ft) | 115 | m26 | 299 | 107 | 164 |
| Internal Link Dist (ft) | 599 | | 303 | | 382 |
| Turn Bay Length (ft) | | | | 150 | |
| Base Capacity (vph) | 3808 | 402 | 1302 | 1270 | 731 |
| Starvation Cap Reductn | 0 | 0 | 431 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.25 | 0.15 | 0.71 | 0.25 | 0.55 |

Intersection Summary

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 614 | 227 | 52 | 545 | 0 | 0 | 0 | 0 | 267 | 2 | 338 |
| Future Volume (veh/h) | 0 | 614 | 227 | 52 | 545 | 0 | 0 | 0 | 0 | 267 | 2 | 338 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | | | No | |
| Adj Sat Flow, veh/h/ln | 0 | 1870 | 1870 | 1870 | 1870 | 0 | | | | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 0 | 706 | 261 | 59 | 619 | 0 | | | | 314 | 2 | 398 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.88 | 0.88 | 0.88 | | | | 0.85 | 0.85 | 0.85 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 2 | 2 | 0 | | | | 2 | 2 | 2 |
| Cap, veh/h | 0 | 2538 | 834 | 381 | 1137 | 0 | | | | 974 | 2 | 445 |
| Arrive On Green | 0.00 | 0.53 | 0.53 | 0.06 | 1.00 | 0.00 | | | | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 0 | 5087 | 1585 | 1781 | 1870 | 0 | | | | 3456 | 8 | 1578 |
| Grp Volume(v), veh/h | 0 | 706 | 261 | 59 | 619 | 0 | | | | 314 | 0 | 400 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1609 | 1585 | 1781 | 1870 | 0 | | | | 1728 | 0 | 1586 |
| Q Serve(g_s), s | 0.0 | 8.1 | 9.3 | 1.4 | 0.0 | 0.0 | | | | 7.2 | 0.0 | 24.2 |
| Cycle Q Clear(g_c), s | 0.0 | 8.1 | 9.3 | 1.4 | 0.0 | 0.0 | | | | 7.2 | 0.0 | 24.2 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2538 | 834 | 381 | 1137 | 0 | | | | 974 | 0 | 447 |
| V/C Ratio(X) | 0.00 | 0.28 | 0.31 | 0.15 | 0.54 | 0.00 | | | | 0.32 | 0.00 | 0.89 |
| Avail Cap(c_a), veh/h | 0 | 2538 | 834 | 448 | 1137 | 0 | | | | 1279 | 0 | 587 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.88 | 0.88 | 0.91 | 0.91 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 13.2 | 13.5 | 9.6 | 0.0 | 0.0 | | | | 28.4 | 0.0 | 34.5 |
| Incr Delay (d2), s/veh | 0.0 | 0.2 | 0.9 | 0.1 | 1.7 | 0.0 | | | | 0.1 | 0.0 | 11.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 2.9 | 3.4 | 0.5 | 0.5 | 0.0 | | | | 3.0 | 0.0 | 10.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 0.0 | 13.4 | 14.3 | 9.7 | 1.7 | 0.0 | | | | 28.4 | 0.0 | 45.9 |
| LnGrp LOS | | B | B | A | A | | | | | C | | D |
| Approach Vol, veh/h | | 967 | | | 678 | | | | | | 714 | |
| Approach Delay, s/veh | | 13.7 | | | 2.4 | | | | | | 38.2 | |
| Approach LOS | | B | | | A | | | | | | D | |

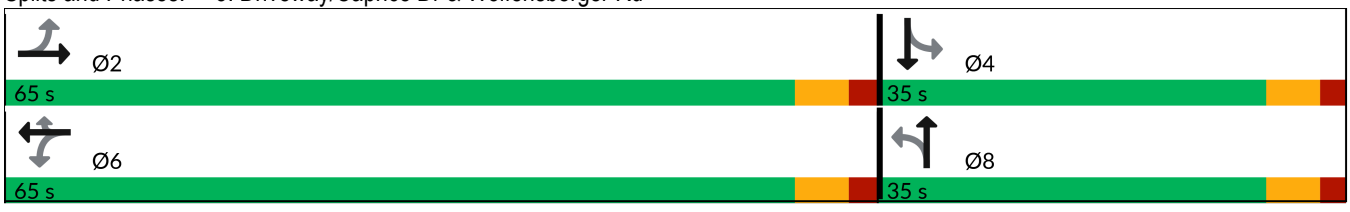
| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.2 | 57.6 | | 34.2 | | 65.8 | | | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 6.0 | | 5.0 | | | | | | |
| Max Green Setting (Gmax), s | 7.0 | 40.0 | | 37.0 | | 52.0 | | | | | | |
| Max Q Clear Time (g_c+I1), s | 3.4 | 11.3 | | 26.2 | | 2.0 | | | | | | |
| Green Ext Time (p_c), s | 0.0 | 5.0 | | 2.0 | | 2.9 | | | | | | |

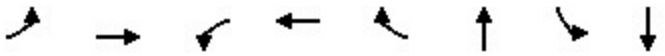
| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 17.8 | | | | | | | | | |
| HCM 7th LOS | | | B | | | | | | | | | |

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 69 | 605 | 15 | 621 | 117 | 1 | 1 | 186 | 0 |
| Future Volume (vph) | 69 | 605 | 15 | 621 | 117 | 1 | 1 | 186 | 0 |
| Turn Type | Perm | NA | Perm | NA | Perm | Perm | NA | Perm | NA |
| Protected Phases | | 2 | | 6 | | | 8 | | 4 |
| Permitted Phases | 2 | | 6 | | 6 | 8 | | 4 | |
| Detector Phase | 2 | 2 | 6 | 6 | 6 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| Total Split (%) | 65.0% | 65.0% | 65.0% | 65.0% | 65.0% | 35.0% | 35.0% | 35.0% | 35.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | |
| Recall Mode | Min | Min | Min | Min | Min | None | None | None | None |
| Act Effct Green (s) | 19.1 | 19.1 | 19.1 | 19.1 | 19.1 | | 10.8 | 10.8 | 10.8 |
| Actuated g/C Ratio | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | | 0.26 | 0.26 | 0.26 |
| v/c Ratio | 0.25 | 0.43 | 0.05 | 0.45 | 0.17 | | 0.01 | 0.61 | 0.03 |
| Control Delay (s/veh) | 10.4 | 9.2 | 7.9 | 9.4 | 2.5 | | 10.2 | 22.6 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 10.4 | 9.2 | 7.9 | 9.4 | 2.5 | | 10.2 | 22.6 | 0.1 |
| LOS | B | A | A | A | A | | B | C | A |
| Approach Delay (s/veh) | | 9.3 | | 8.3 | | | 10.2 | | 21.1 |
| Approach LOS | | A | | A | | | B | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 100 | |
| Actuated Cycle Length: 42.3 | |
| Natural Cycle: 50 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.61 | |
| Intersection Signal Delay (s/veh): 10.3 | Intersection LOS: B |
| Intersection Capacity Utilization 57.5% | ICU Level of Service B |
| Analysis Period (min) 15 | |

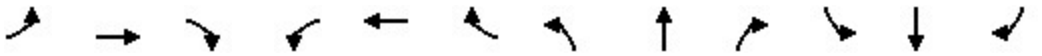
Splits and Phases: 3: Driveway/Caprice Dr & Wolfensberger Rd





| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 78 | 680 | 17 | 722 | 136 | 6 | 219 | 16 |
| v/c Ratio | 0.25 | 0.43 | 0.05 | 0.45 | 0.17 | 0.01 | 0.61 | 0.03 |
| Control Delay (s/veh) | 10.4 | 9.2 | 7.9 | 9.4 | 2.5 | 10.2 | 22.6 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 10.4 | 9.2 | 7.9 | 9.4 | 2.5 | 10.2 | 22.6 | 0.1 |
| Queue Length 50th (ft) | 10 | 50 | 2 | 53 | 0 | 0 | 41 | 0 |
| Queue Length 95th (ft) | 37 | 103 | 11 | 105 | 20 | 7 | 108 | 0 |
| Internal Link Dist (ft) | | 38 | | 599 | | 169 | | 223 |
| Turn Bay Length (ft) | 100 | | 100 | | | | | |
| Base Capacity (vph) | 699 | 3539 | 732 | 3539 | 1583 | 1156 | 995 | 1185 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.11 | 0.19 | 0.02 | 0.20 | 0.09 | 0.01 | 0.22 | 0.01 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 69 | 605 | 0 | 15 | 621 | 117 | 1 | 1 | 3 | 186 | 0 | 14 |
| Future Volume (veh/h) | 69 | 605 | 0 | 15 | 621 | 117 | 1 | 1 | 3 | 186 | 0 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 78 | 680 | 0 | 17 | 722 | 0 | 1 | 1 | 4 | 219 | 0 | 16 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.86 | 0.86 | 0.86 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 444 | 1624 | 0 | 461 | 1624 | | 141 | 87 | 209 | 482 | 0 | 302 |
| Arrive On Green | 0.46 | 0.46 | 0.00 | 0.46 | 0.46 | 0.00 | 0.19 | 0.19 | 0.19 | 0.19 | 0.00 | 0.19 |
| Sat Flow, veh/h | 731 | 3647 | 0 | 760 | 3554 | 1585 | 93 | 454 | 1094 | 1411 | 0 | 1585 |
| Grp Volume(v), veh/h | 78 | 680 | 0 | 17 | 722 | 0 | 6 | 0 | 0 | 219 | 0 | 16 |
| Grp Sat Flow(s),veh/h/ln | 731 | 1777 | 0 | 760 | 1777 | 1585 | 1642 | 0 | 0 | 1411 | 0 | 1585 |
| Q Serve(g_s), s | 2.8 | 4.4 | 0.0 | 0.5 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 | 0.0 | 0.3 |
| Cycle Q Clear(g_c), s | 7.5 | 4.4 | 0.0 | 4.9 | 4.7 | 0.0 | 0.1 | 0.0 | 0.0 | 5.0 | 0.0 | 0.3 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 0.17 | | 0.67 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 444 | 1624 | 0 | 461 | 1624 | | 436 | 0 | 0 | 482 | 0 | 302 |
| V/C Ratio(X) | 0.18 | 0.42 | 0.00 | 0.04 | 0.44 | | 0.01 | 0.00 | 0.00 | 0.45 | 0.00 | 0.05 |
| Avail Cap(c_a), veh/h | 1375 | 6152 | 0 | 1429 | 6152 | | 1486 | 0 | 0 | 1413 | 0 | 1349 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.9 | 6.2 | 0.0 | 7.9 | 6.3 | 0.0 | 11.2 | 0.0 | 0.0 | 13.2 | 0.0 | 11.3 |
| Incr Delay (d2), s/veh | 0.2 | 0.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 0.9 | 0.0 | 0.1 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 9.0 | 6.4 | 0.0 | 7.9 | 6.5 | 0.0 | 11.2 | 0.0 | 0.0 | 13.4 | 0.0 | 11.3 |
| LnGrp LOS | A | A | | A | A | | B | | | B | | B |
| Approach Vol, veh/h | | 758 | | | 739 | | | 6 | | | 235 | |
| Approach Delay, s/veh | | 6.7 | | | 6.5 | | | 11.2 | | | 13.3 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 21.6 | | 12.5 | | 21.6 | | 12.5 | | | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 59.0 | | 29.0 | | 59.0 | | 29.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 9.5 | | 7.0 | | 6.9 | | 2.1 | | | | |
| Green Ext Time (p_c), s | | 6.1 | | 0.2 | | 6.2 | | 0.0 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 7.5 |
| HCM 7th LOS | A |

**Notes**

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

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 49 | 571 | 67 | 428 | 282 | 64 | 75 | 28 | 19 |
| Future Volume (vph) | 49 | 571 | 67 | 428 | 282 | 64 | 75 | 28 | 19 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | Perm | Perm | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 3 | 8 | | | 4 |
| Permitted Phases | 2 | | 6 | | 8 | | 8 | 4 | |
| Detector Phase | 5 | 2 | 1 | 6 | 3 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 10.0 | 3.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.5 | 24.0 | 9.5 | 24.0 | 9.5 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 9.8 | 43.4 | 10.6 | 44.2 | 22.0 | 46.0 | 46.0 | 24.0 | 24.0 |
| Total Split (%) | 9.8% | 43.4% | 10.6% | 44.2% | 22.0% | 46.0% | 46.0% | 24.0% | 24.0% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 2.0 | 1.0 | 2.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 6.0 | 4.0 | 6.0 | 4.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lead | Lag | Lag | Lag | | | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | Yes | Yes |
| Recall Mode | None | Min | None | Min | None | None | None | None | None |
| Act Effct Green (s) | 27.3 | 25.1 | 29.8 | 26.1 | 21.0 | 18.8 | 18.8 | 11.1 | 11.1 |
| Actuated g/C Ratio | 0.43 | 0.40 | 0.47 | 0.41 | 0.33 | 0.30 | 0.30 | 0.18 | 0.18 |
| v/c Ratio | 0.17 | 0.68 | 0.25 | 0.41 | 0.62 | 0.14 | 0.15 | 0.13 | 0.11 |
| Control Delay (s/veh) | 13.8 | 18.3 | 18.5 | 15.3 | 26.1 | 18.9 | 1.7 | 31.6 | 23.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 13.8 | 18.3 | 18.5 | 15.3 | 26.1 | 18.9 | 1.7 | 31.6 | 23.3 |
| LOS | B | B | B | B | C | B | A | C | C |
| Approach Delay (s/veh) | | 18.0 | | 15.7 | | 20.7 | | | 27.3 |
| Approach LOS | | B | | B | | C | | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 100 | |
| Actuated Cycle Length: 63.1 | |
| Natural Cycle: 70 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.68 | |
| Intersection Signal Delay (s/veh): 18.2 | Intersection LOS: B |
| Intersection Capacity Utilization 62.6% | ICU Level of Service B |
| Analysis Period (min) 15 | |

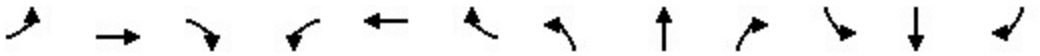
Splits and Phases: 4: Park St & Wolfensberger Rd





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 58 | 946 | 79 | 586 | 332 | 75 | 88 | 33 | 36 |
| v/c Ratio | 0.17 | 0.68 | 0.25 | 0.41 | 0.62 | 0.14 | 0.15 | 0.13 | 0.11 |
| Control Delay (s/veh) | 13.8 | 18.3 | 18.5 | 15.3 | 26.1 | 18.9 | 1.7 | 31.6 | 23.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 13.8 | 18.3 | 18.5 | 15.3 | 26.1 | 18.9 | 1.7 | 31.6 | 23.3 |
| Queue Length 50th (ft) | 14 | 158 | 21 | 93 | 107 | 22 | 0 | 12 | 8 |
| Queue Length 95th (ft) | 35 | 224 | 46 | 138 | 205 | 55 | 7 | 41 | 35 |
| Internal Link Dist (ft) | | 258 | | 140 | | 320 | | | 322 |
| Turn Bay Length (ft) | 100 | | 100 | | 125 | | 125 | | |
| Base Capacity (vph) | 367 | 2190 | 402 | 2254 | 734 | 1247 | 1107 | 461 | 564 |
| 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 | 0.16 | 0.43 | 0.20 | 0.26 | 0.45 | 0.06 | 0.08 | 0.07 | 0.06 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 49 | 571 | 233 | 67 | 428 | 70 | 282 | 64 | 75 | 28 | 19 | 12 |
| Future Volume (veh/h) | 49 | 571 | 233 | 67 | 428 | 70 | 282 | 64 | 75 | 28 | 19 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 58 | 672 | 274 | 79 | 504 | 82 | 332 | 75 | 88 | 33 | 22 | 14 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 296 | 894 | 364 | 231 | 1210 | 196 | 383 | 597 | 506 | 267 | 165 | 105 |
| Arrive On Green | 0.03 | 0.36 | 0.36 | 0.04 | 0.40 | 0.40 | 0.07 | 0.32 | 0.32 | 0.15 | 0.15 | 0.15 |
| Sat Flow, veh/h | 1781 | 2462 | 1004 | 1781 | 3062 | 496 | 1781 | 1870 | 1585 | 1223 | 1068 | 680 |
| Grp Volume(v), veh/h | 58 | 485 | 461 | 79 | 292 | 294 | 332 | 75 | 88 | 33 | 0 | 36 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1690 | 1781 | 1777 | 1781 | 1781 | 1870 | 1585 | 1223 | 0 | 1748 |
| Q Serve(g_s), s | 1.4 | 15.2 | 15.2 | 0.0 | 7.6 | 7.6 | 2.3 | 1.8 | 2.6 | 1.5 | 0.0 | 1.1 |
| Cycle Q Clear(g_c), s | 1.4 | 15.2 | 15.2 | 0.0 | 7.6 | 7.6 | 2.3 | 1.8 | 2.6 | 3.4 | 0.0 | 1.1 |
| Prop In Lane | 1.00 | | 0.59 | 1.00 | | 0.28 | 1.00 | | 1.00 | 1.00 | | 0.39 |
| Lane Grp Cap(c), veh/h | 296 | 645 | 613 | 231 | 702 | 704 | 383 | 597 | 506 | 267 | 0 | 270 |
| V/C Ratio(X) | 0.20 | 0.75 | 0.75 | 0.34 | 0.42 | 0.42 | 0.87 | 0.13 | 0.17 | 0.12 | 0.00 | 0.13 |
| Avail Cap(c_a), veh/h | 396 | 1043 | 992 | 352 | 1065 | 1068 | 760 | 1174 | 995 | 424 | 0 | 494 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.5 | 17.8 | 17.8 | 27.6 | 13.9 | 14.0 | 26.2 | 15.4 | 15.6 | 25.0 | 0.0 | 23.3 |
| Incr Delay (d2), s/veh | 0.1 | 1.8 | 1.9 | 0.3 | 0.4 | 0.4 | 2.3 | 0.1 | 0.2 | 0.2 | 0.0 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 5.6 | 5.3 | 1.1 | 2.7 | 2.8 | 4.8 | 0.7 | 0.9 | 0.4 | 0.0 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 15.6 | 19.6 | 19.7 | 27.9 | 14.3 | 14.4 | 28.6 | 15.5 | 15.8 | 25.2 | 0.0 | 23.5 |
| LnGrp LOS | B | B | B | C | B | B | C | B | B | C | | C |
| Approach Vol, veh/h | | 1004 | | | 665 | | | 495 | | | 69 | |
| Approach Delay, s/veh | | 19.4 | | | 16.0 | | | 24.3 | | | 24.3 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.3 | 29.1 | 10.5 | 15.8 | 6.2 | 31.2 | | 26.3 | | | | |
| Change Period (Y+Rc), s | 6.0 | * 6 | 6.0 | * 6 | 4.0 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 6.6 | * 37 | 18.0 | * 18 | 5.8 | 38.2 | | 40.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.0 | 17.2 | 4.3 | 5.4 | 3.4 | 9.6 | | 4.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 5.9 | 0.3 | 0.2 | 0.0 | 3.7 | | 0.7 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 19.6 |
| HCM 7th LOS | B |

**Notes**

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 16 | 0 | 142 | 19 | 0 | 8 | 72 | 98 | 17 | 2 | 39 | 18 |
| Future Vol, veh/h | 16 | 0 | 142 | 19 | 0 | 8 | 72 | 98 | 17 | 2 | 39 | 18 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 87 | 87 | 87 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 19 | 0 | 167 | 22 | 0 | 9 | 83 | 113 | 20 | 2 | 46 | 21 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 339 | 359 | 56 | 339 | 360 | 122 | 67 | 0 | 0 | 132 | 0 | 0 |
| Stage 1 | 61 | 61 | - | 288 | 288 | - | - | - | - | - | - | - |
| Stage 2 | 278 | 298 | - | 51 | 72 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 615 | 568 | 1010 | 615 | 567 | 929 | 1534 | - | - | 1453 | - | - |
| Stage 1 | 950 | 844 | - | 720 | 674 | - | - | - | - | - | - | - |
| Stage 2 | 728 | 667 | - | 962 | 835 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 572 | 534 | 1010 | 483 | 533 | 929 | 1534 | - | - | 1453 | - | - |
| Mov Cap-2 Maneuver | 572 | 534 | - | 483 | 533 | - | - | - | - | - | - | - |
| Stage 1 | 948 | 842 | - | 678 | 634 | - | - | - | - | - | - | - |
| Stage 2 | 679 | 628 | - | 802 | 834 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 9.79 | 11.78 | 2.88 | 0.25 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 673 | - | - | 937 | 563 | 57 | - | - |
| HCM Lane V/C Ratio | 0.054 | - | - | 0.198 | 0.056 | 0.002 | - | - |
| HCM Control Delay (s/veh) | 7.5 | 0 | - | 9.8 | 11.8 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | A | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.7 | 0.2 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 674 | 471 | 165 | 0 | 95 |
| Future Vol, veh/h | 0 | 674 | 471 | 165 | 0 | 95 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 90 | 90 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 784 | 523 | 183 | 0 | 112 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 353 |
| 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 | - | - | - | 0 | 643 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 643 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 0 | 11.77 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 643 |
| HCM Lane V/C Ratio | - | - | - | 0.174 |
| HCM Control Delay (s/veh) | - | - | - | 11.8 |
| HCM Lane LOS | - | - | - | B |
| HCM 95th %tile Q(veh) | - | - | - | 0.6 |

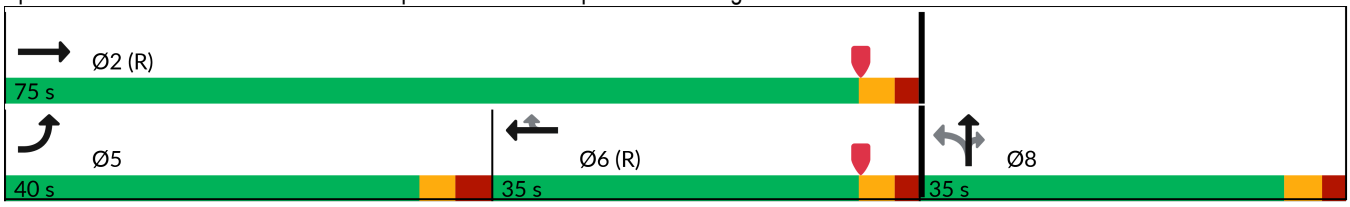
# Timings
## 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St

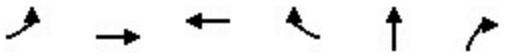
03/07/2025

| Lane Group | EBL | EBT | WBT | WBR | NBT | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 418 | 599 | 258 | 333 | 0 | 46 |
| Future Volume (vph) | 418 | 599 | 258 | 333 | 0 | 46 |
| Turn Type | Prot | NA | NA | Perm | NA | Perm |
| Protected Phases | 5 | 2 | 6 | | 8 | |
| Permitted Phases | | | | 6 | | 8 |
| Detector Phase | 5 | 2 | 6 | 6 | 8 | 8 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 10.0 | 10.0 | 5.0 | 5.0 |
| Minimum Split (s) | 11.0 | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 |
| Total Split (s) | 40.0 | 75.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| Total Split (%) | 36.4% | 68.2% | 31.8% | 31.8% | 31.8% | 31.8% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 3.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | | Lag | Lag | | |
| Lead-Lag Optimize? | Yes | | Yes | Yes | | |
| Recall Mode | None | C-Min | C-Min | C-Min | None | None |
| Act Effct Green (s) | 22.1 | 82.9 | 54.8 | 54.8 | 17.1 | 17.1 |
| Actuated g/C Ratio | 0.20 | 0.75 | 0.50 | 0.50 | 0.16 | 0.16 |
| v/c Ratio | 0.71 | 0.26 | 0.33 | 0.40 | 0.74 | 0.17 |
| Control Delay (s/veh) | 53.4 | 3.0 | 19.9 | 3.5 | 60.1 | 4.6 |
| Queue Delay | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 53.4 | 3.3 | 19.9 | 3.5 | 60.1 | 4.6 |
| LOS | D | A | B | A | E | A |
| Approach Delay (s/veh) | | 23.9 | 10.6 | | 48.8 | |
| Approach LOS | | C | B | | D | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 45 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.74 | |
| Intersection Signal Delay (s/veh): 22.6 | Intersection LOS: C |
| Intersection Capacity Utilization 56.7% | ICU Level of Service B |
| Analysis Period (min) 15 | |

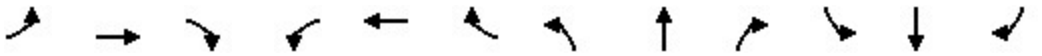
Splits and Phases: 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St





| Lane Group | EBL | EBT | WBT | WBR | NBT | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 486 | 697 | 304 | 392 | 204 | 52 |
| v/c Ratio | 0.71 | 0.26 | 0.33 | 0.40 | 0.74 | 0.17 |
| Control Delay (s/veh) | 53.4 | 3.0 | 19.9 | 3.5 | 60.1 | 4.6 |
| Queue Delay | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 53.4 | 3.3 | 19.9 | 3.5 | 60.1 | 4.6 |
| Queue Length 50th (ft) | 176 | 40 | 123 | 0 | 139 | 0 |
| Queue Length 95th (ft) | 184 | 63 | 215 | 45 | 203 | 16 |
| Internal Link Dist (ft) | | 303 | 499 | | 560 | |
| Turn Bay Length (ft) | | | | 300 | | 400 |
| Base Capacity (vph) | 1061 | 2667 | 928 | 985 | 482 | 489 |
| Starvation Cap Reductn | 0 | 1222 | 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 | 0.46 | 0.48 | 0.33 | 0.40 | 0.42 | 0.11 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 418 | 599 | 0 | 0 | 258 | 333 | 182 | 0 | 46 | 0 | 0 | 0 |
| Future Volume (veh/h) | 418 | 599 | 0 | 0 | 258 | 333 | 182 | 0 | 46 | 0 | 0 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 0 | 0 | 1870 | 1870 | 1870 | 1870 | 1870 | | | |
| Adj Flow Rate, veh/h | 486 | 697 | 0 | 0 | 304 | 392 | 204 | 0 | 0 | | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.85 | 0.85 | 0.85 | 0.89 | 0.89 | 0.89 | | | |
| Percent Heavy Veh, % | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | | | |
| Cap, veh/h | 622 | 2749 | 0 | 0 | 1008 | 854 | 241 | 0 | | | | |
| Arrive On Green | 0.06 | 0.26 | 0.00 | 0.00 | 0.54 | 0.54 | 0.14 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 3456 | 3647 | 0 | 0 | 1870 | 1585 | 1781 | 0 | 1585 | | | |
| Grp Volume(v), veh/h | 486 | 697 | 0 | 0 | 304 | 392 | 204 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 0 | 0 | 1870 | 1585 | 1781 | 0 | 1585 | | | |
| Q Serve(g_s), s | 15.3 | 17.2 | 0.0 | 0.0 | 9.8 | 16.7 | 12.3 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 15.3 | 17.2 | 0.0 | 0.0 | 9.8 | 16.7 | 12.3 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 622 | 2749 | 0 | 0 | 1008 | 854 | 241 | 0 | | | | |
| V/C Ratio(X) | 0.78 | 0.25 | 0.00 | 0.00 | 0.30 | 0.46 | 0.84 | 0.00 | | | | |
| Avail Cap(c_a), veh/h | 1068 | 2749 | 0 | 0 | 1008 | 854 | 486 | 0 | | | | |
| HCM Platoon Ratio | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.93 | 0.93 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 49.6 | 15.7 | 0.0 | 0.0 | 14.0 | 15.5 | 46.4 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 2.9 | 0.2 | 0.0 | 0.0 | 0.8 | 1.8 | 3.1 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 7.3 | 8.2 | 0.0 | 0.0 | 4.3 | 6.3 | 5.6 | 0.0 | 0.0 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 52.5 | 15.9 | 0.0 | 0.0 | 14.7 | 17.3 | 49.5 | 0.0 | 0.0 | | | |
| LnGrp LOS | D | B | | | B | B | D | | | | | |
| Approach Vol, veh/h | | 1183 | | | 696 | | | 204 | | | | |
| Approach Delay, s/veh | | 30.9 | | | 16.2 | | | 49.5 | | | | |
| Approach LOS | | C | | | B | | | D | | | | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 90.1 | | | 25.8 | 64.3 | | 19.9 | | | | |
| Change Period (Y+Rc), s | | 5.0 | | | 6.0 | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | | 70.0 | | | 34.0 | 30.0 | | 30.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 19.2 | | | 17.3 | 18.7 | | 14.3 | | | | |
| Green Ext Time (p_c), s | | 3.6 | | | 2.5 | 1.6 | | 0.6 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 27.8 |
| HCM 7th LOS | C |

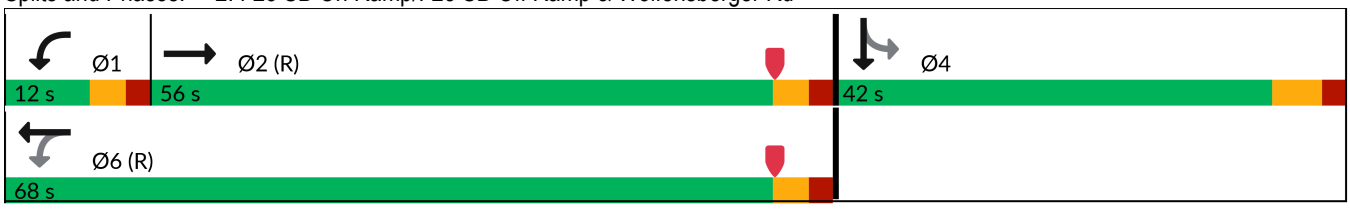
**Notes**

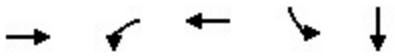
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 639 | 42 | 398 | 377 | 2 |
| Future Volume (vph) | 639 | 42 | 398 | 377 | 2 |
| Turn Type | NA | pm+pt | NA | Perm | NA |
| Protected Phases | 2 | 1 | 6 | | 4 |
| Permitted Phases | | 6 | | 4 | |
| Detector Phase | 2 | 1 | 6 | 4 | 4 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 10.0 | 4.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 26.0 | 9.5 | 26.0 | 24.0 | 24.0 |
| Total Split (s) | 56.0 | 12.0 | 68.0 | 42.0 | 42.0 |
| Total Split (%) | 50.9% | 10.9% | 61.8% | 38.2% | 38.2% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 6.0 | 6.0 |
| Lead/Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | | | |
| Recall Mode | C-Min | None | C-Min | None | None |
| Act Effct Green (s) | 70.8 | 79.3 | 79.3 | 19.7 | 19.7 |
| Actuated g/C Ratio | 0.64 | 0.72 | 0.72 | 0.18 | 0.18 |
| v/c Ratio | 0.27 | 0.14 | 0.33 | 0.67 | 0.74 |
| Control Delay (s/veh) | 8.5 | 1.6 | 3.2 | 47.0 | 14.4 |
| Queue Delay | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 |
| Total Delay (s/veh) | 8.5 | 1.6 | 3.5 | 47.0 | 14.4 |
| LOS | A | A | A | D | B |
| Approach Delay (s/veh) | 8.5 | | 3.4 | | 29.8 |
| Approach LOS | A | | A | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.74 | |
| Intersection Signal Delay (s/veh): 15.0 | Intersection LOS: B |
| Intersection Capacity Utilization 56.7% | ICU Level of Service B |
| Analysis Period (min) 15 | |

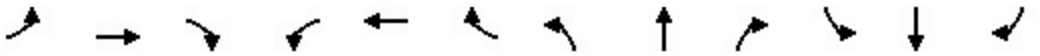
Splits and Phases: 2: I-25 SB On Ramp/I-25 SB Off Ramp & Wolfensberger Rd





| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1085 | 47 | 442 | 410 | 457 |
| v/c Ratio | 0.27 | 0.14 | 0.33 | 0.67 | 0.74 |
| Control Delay (s/veh) | 8.5 | 1.6 | 3.2 | 47.0 | 14.4 |
| Queue Delay | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 |
| Total Delay (s/veh) | 8.5 | 1.6 | 3.5 | 47.0 | 14.4 |
| Queue Length 50th (ft) | 78 | 5 | 126 | 141 | 33 |
| Queue Length 95th (ft) | 113 | 0 | 0 | 176 | 134 |
| Internal Link Dist (ft) | 599 | | 303 | | 382 |
| Turn Bay Length (ft) | | | | 150 | |
| Base Capacity (vph) | 3981 | 367 | 1343 | 1123 | 789 |
| Starvation Cap Reductn | 0 | 0 | 438 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.27 | 0.13 | 0.49 | 0.37 | 0.58 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 639 | 283 | 42 | 398 | 0 | 0 | 0 | 0 | 377 | 2 | 419 |
| Future Volume (veh/h) | 0 | 639 | 283 | 42 | 398 | 0 | 0 | 0 | 0 | 377 | 2 | 419 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | | | No | |
| Adj Sat Flow, veh/h/ln | 0 | 1870 | 1870 | 1870 | 1870 | 0 | | | | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 0 | 752 | 333 | 47 | 442 | 0 | | | | 410 | 2 | 455 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.90 | 0.90 | 0.90 | | | | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 2 | 2 | 0 | | | | 2 | 2 | 2 |
| Cap, veh/h | 0 | 2503 | 822 | 318 | 1107 | 0 | | | | 1065 | 2 | 487 |
| Arrive On Green | 0.00 | 0.52 | 0.52 | 0.06 | 1.00 | 0.00 | | | | 0.31 | 0.31 | 0.31 |
| Sat Flow, veh/h | 0 | 5087 | 1585 | 1781 | 1870 | 0 | | | | 3456 | 7 | 1579 |
| Grp Volume(v), veh/h | 0 | 752 | 333 | 47 | 442 | 0 | | | | 410 | 0 | 457 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1609 | 1585 | 1781 | 1870 | 0 | | | | 1728 | 0 | 1586 |
| Q Serve(g_s), s | 0.0 | 9.8 | 14.1 | 1.3 | 0.0 | 0.0 | | | | 10.2 | 0.0 | 30.8 |
| Cycle Q Clear(g_c), s | 0.0 | 9.8 | 14.1 | 1.3 | 0.0 | 0.0 | | | | 10.2 | 0.0 | 30.8 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2503 | 822 | 318 | 1107 | 0 | | | | 1065 | 0 | 489 |
| V/C Ratio(X) | 0.00 | 0.30 | 0.41 | 0.15 | 0.40 | 0.00 | | | | 0.38 | 0.00 | 0.93 |
| Avail Cap(c_a), veh/h | 0 | 2503 | 822 | 382 | 1107 | 0 | | | | 1131 | 0 | 519 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.80 | 0.80 | 0.95 | 0.95 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 15.1 | 16.1 | 11.7 | 0.0 | 0.0 | | | | 29.9 | 0.0 | 37.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.2 | 1.2 | 0.1 | 1.0 | 0.0 | | | | 0.1 | 0.0 | 23.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 3.6 | 5.3 | 0.5 | 0.3 | 0.0 | | | | 4.3 | 0.0 | 14.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 0.0 | 15.3 | 17.3 | 11.7 | 1.0 | 0.0 | | | | 29.9 | 0.0 | 60.0 |
| LnGrp LOS | | B | B | B | A | | | | | C | | E |
| Approach Vol, veh/h | | 1085 | | | 489 | | | | | | 867 | |
| Approach Delay, s/veh | | 16.0 | | | 2.1 | | | | | | 45.8 | |
| Approach LOS | | B | | | A | | | | | | D | |

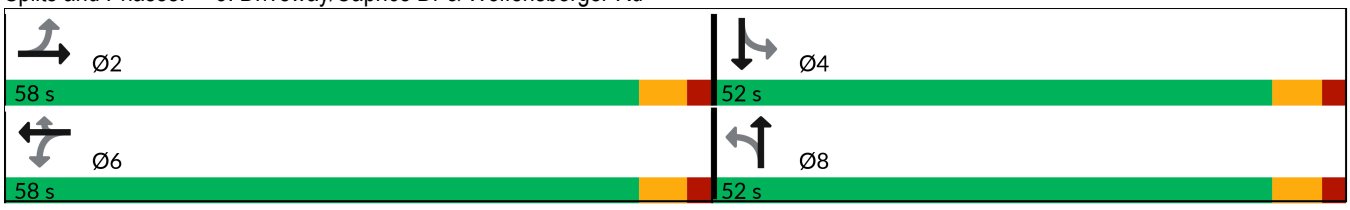
| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.0 | 62.0 | | 39.9 | | 70.1 | | | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 6.0 | | 5.0 | | | | | | |
| Max Green Setting (Gmax), s | 7.0 | 51.0 | | 36.0 | | 63.0 | | | | | | |
| Max Q Clear Time (g_c+I1), s | 3.3 | 16.1 | | 32.8 | | 2.0 | | | | | | |
| Green Ext Time (p_c), s | 0.0 | 6.0 | | 1.1 | | 1.9 | | | | | | |

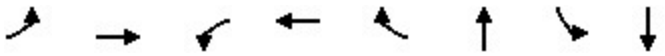
| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 23.8 | | | | | | | | | |
| HCM 7th LOS | | | C | | | | | | | | | |

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 99 | 596 | 36 | 577 | 119 | 5 | 3 | 276 | 2 |
| Future Volume (vph) | 99 | 596 | 36 | 577 | 119 | 5 | 3 | 276 | 2 |
| Turn Type | Perm | NA | Perm | NA | Perm | Perm | NA | Perm | NA |
| Protected Phases | | 2 | | 6 | | | 8 | | 4 |
| Permitted Phases | 2 | | 6 | | 6 | 8 | | 4 | |
| Detector Phase | 2 | 2 | 6 | 6 | 6 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 58.0 | 58.0 | 58.0 | 58.0 | 58.0 | 52.0 | 52.0 | 52.0 | 52.0 |
| Total Split (%) | 52.7% | 52.7% | 52.7% | 52.7% | 52.7% | 47.3% | 47.3% | 47.3% | 47.3% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | |
| Recall Mode | Min | Min | Min | Min | Min | None | None | None | None |
| Act Effct Green (s) | 19.3 | 19.3 | 19.3 | 19.3 | 19.3 | | 16.6 | 16.6 | 16.6 |
| Actuated g/C Ratio | 0.39 | 0.39 | 0.39 | 0.39 | 0.39 | | 0.34 | 0.34 | 0.34 |
| v/c Ratio | 0.41 | 0.51 | 0.16 | 0.47 | 0.19 | | 0.05 | 0.69 | 0.06 |
| Control Delay (s/veh) | 17.2 | 13.1 | 12.8 | 12.7 | 3.4 | | 8.3 | 23.6 | 6.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 17.2 | 13.1 | 12.8 | 12.7 | 3.4 | | 8.3 | 23.6 | 6.0 |
| LOS | B | B | B | B | A | | A | C | A |
| Approach Delay (s/veh) | | 13.7 | | 11.2 | | | 8.3 | | 22.0 |
| Approach LOS | | B | | B | | | A | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 48.9 | |
| Natural Cycle: 50 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.69 | |
| Intersection Signal Delay (s/veh): 14.1 | Intersection LOS: B |
| Intersection Capacity Utilization 62.0% | ICU Level of Service B |
| Analysis Period (min) 15 | |

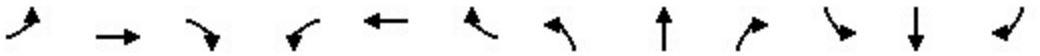
Splits and Phases: 3: Driveway/Caprice Dr & Wolfensberger Rd





| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 116 | 710 | 41 | 656 | 135 | 28 | 325 | 34 |
| v/c Ratio | 0.41 | 0.51 | 0.16 | 0.47 | 0.19 | 0.05 | 0.69 | 0.06 |
| Control Delay (s/veh) | 17.2 | 13.1 | 12.8 | 12.7 | 3.4 | 8.3 | 23.6 | 6.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 17.2 | 13.1 | 12.8 | 12.7 | 3.4 | 8.3 | 23.6 | 6.0 |
| Queue Length 50th (ft) | 21 | 69 | 6 | 63 | 0 | 2 | 69 | 0 |
| Queue Length 95th (ft) | 70 | 147 | 29 | 142 | 27 | 16 | 183 | 15 |
| Internal Link Dist (ft) | | 38 | | 599 | | 169 | | 223 |
| Turn Bay Length (ft) | 100 | | 100 | | | | | |
| Base Capacity (vph) | 671 | 3299 | 613 | 3306 | 1487 | 1458 | 1233 | 1436 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.17 | 0.22 | 0.07 | 0.20 | 0.09 | 0.02 | 0.26 | 0.02 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 99 | 596 | 8 | 36 | 577 | 119 | 5 | 3 | 15 | 276 | 2 | 27 |
| Future Volume (veh/h) | 99 | 596 | 8 | 36 | 577 | 119 | 5 | 3 | 15 | 276 | 2 | 27 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 116 | 701 | 9 | 41 | 656 | 0 | 6 | 4 | 18 | 325 | 2 | 32 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.88 | 0.88 | 0.88 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 416 | 1573 | 20 | 397 | 1556 | | 153 | 110 | 283 | 557 | 26 | 409 |
| Arrive On Green | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.00 | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 |
| Sat Flow, veh/h | 777 | 3593 | 46 | 739 | 3554 | 1585 | 173 | 405 | 1042 | 1390 | 94 | 1505 |
| Grp Volume(v), veh/h | 116 | 347 | 363 | 41 | 656 | 0 | 28 | 0 | 0 | 325 | 0 | 34 |
| Grp Sat Flow(s),veh/h/ln | 777 | 1777 | 1862 | 739 | 1777 | 1585 | 1620 | 0 | 0 | 1390 | 0 | 1599 |
| Q Serve(g_s), s | 5.0 | 5.6 | 5.6 | 1.7 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8.5 | 0.0 | 0.7 |
| Cycle Q Clear(g_c), s | 10.3 | 5.6 | 5.6 | 7.3 | 5.3 | 0.0 | 0.5 | 0.0 | 0.0 | 9.0 | 0.0 | 0.7 |
| Prop In Lane | 1.00 | | 0.02 | 1.00 | | 1.00 | 0.21 | | 0.64 | 1.00 | | 0.94 |
| Lane Grp Cap(c), veh/h | 416 | 778 | 815 | 397 | 1556 | | 546 | 0 | 0 | 557 | 0 | 435 |
| V/C Ratio(X) | 0.28 | 0.45 | 0.45 | 0.10 | 0.42 | | 0.05 | 0.00 | 0.00 | 0.58 | 0.00 | 0.08 |
| Avail Cap(c_a), veh/h | 1053 | 2235 | 2343 | 1003 | 4471 | | 1865 | 0 | 0 | 1726 | 0 | 1780 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.5 | 8.1 | 8.1 | 10.7 | 8.0 | 0.0 | 11.1 | 0.0 | 0.0 | 14.2 | 0.0 | 11.2 |
| Incr Delay (d2), s/veh | 0.4 | 0.4 | 0.4 | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 1.5 | 1.6 | 0.2 | 1.5 | 0.0 | 0.2 | 0.0 | 0.0 | 2.3 | 0.0 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 11.9 | 8.5 | 8.5 | 10.8 | 8.2 | 0.0 | 11.2 | 0.0 | 0.0 | 14.5 | 0.0 | 11.2 |
| LnGrp LOS | B | A | A | B | A | | B | | | B | | B |
| Approach Vol, veh/h | | 826 | | | 697 | | | 28 | | | 359 | |
| Approach Delay, s/veh | | 9.0 | | | 8.3 | | | 11.2 | | | 14.2 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 24.1 | | 17.2 | | 24.1 | | 17.2 | | | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 52.0 | | 46.0 | | 52.0 | | 46.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 12.3 | | 11.0 | | 9.3 | | 2.5 | | | | |
| Green Ext Time (p_c), s | | 5.8 | | 0.4 | | 5.7 | | 0.1 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 9.8 |
| HCM 7th LOS | A |

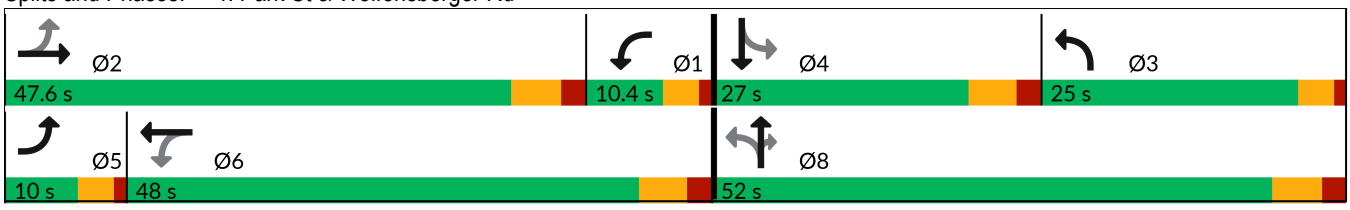
**Notes**

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

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 32 | 509 | 56 | 418 | 275 | 41 | 87 | 107 | 53 |
| Future Volume (vph) | 32 | 509 | 56 | 418 | 275 | 41 | 87 | 107 | 53 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | Perm | Perm | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 3 | 8 | | | 4 |
| Permitted Phases | 2 | | 6 | | 8 | | 8 | 4 | |
| Detector Phase | 5 | 2 | 1 | 6 | 3 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 10.0 | 3.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.5 | 24.0 | 9.5 | 24.0 | 9.5 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 10.0 | 47.6 | 10.4 | 48.0 | 25.0 | 52.0 | 52.0 | 27.0 | 27.0 |
| Total Split (%) | 9.1% | 43.3% | 9.5% | 43.6% | 22.7% | 47.3% | 47.3% | 24.5% | 24.5% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 2.0 | 1.0 | 2.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 6.0 | 4.0 | 6.0 | 4.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lead | Lag | Lag | Lag | | | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | Yes | Yes |
| Recall Mode | None | Min | None | Min | None | None | None | None | None |
| Act Effct Green (s) | 25.6 | 23.5 | 27.8 | 24.5 | 26.0 | 23.9 | 23.9 | 13.5 | 13.5 |
| Actuated g/C Ratio | 0.39 | 0.36 | 0.42 | 0.37 | 0.39 | 0.36 | 0.36 | 0.20 | 0.20 |
| v/c Ratio | 0.11 | 0.65 | 0.18 | 0.42 | 0.60 | 0.07 | 0.16 | 0.46 | 0.34 |
| Control Delay (s/veh) | 15.2 | 19.3 | 18.3 | 17.3 | 24.1 | 16.4 | 2.8 | 32.6 | 21.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 15.2 | 19.3 | 18.3 | 17.3 | 24.1 | 16.4 | 2.8 | 32.6 | 21.0 |
| LOS | B | B | B | B | C | B | A | C | C |
| Approach Delay (s/veh) | | 19.1 | | 17.4 | | 18.8 | | | 26.7 |
| Approach LOS | | B | | B | | B | | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 66.1 | |
| Natural Cycle: 70 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.65 | |
| Intersection Signal Delay (s/veh): 19.5 | Intersection LOS: B |
| Intersection Capacity Utilization 60.2% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 4: Park St & Wolfensberger Rd





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 35 | 811 | 61 | 538 | 324 | 48 | 102 | 126 | 130 |
| v/c Ratio | 0.11 | 0.65 | 0.18 | 0.42 | 0.60 | 0.07 | 0.16 | 0.46 | 0.34 |
| Control Delay (s/veh) | 15.2 | 19.3 | 18.3 | 17.3 | 24.1 | 16.4 | 2.8 | 32.6 | 21.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 15.2 | 19.3 | 18.3 | 17.3 | 24.1 | 16.4 | 2.8 | 32.6 | 21.0 |
| Queue Length 50th (ft) | 8 | 124 | 15 | 82 | 98 | 13 | 0 | 45 | 30 |
| Queue Length 95th (ft) | 30 | 228 | 47 | 157 | 185 | 36 | 16 | 106 | 82 |
| Internal Link Dist (ft) | | 258 | | 140 | | 320 | | | 322 |
| Turn Bay Length (ft) | 100 | | 100 | | 125 | | 125 | | |
| Base Capacity (vph) | 343 | 2269 | 403 | 2331 | 972 | 1351 | 1183 | 454 | 606 |
| 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 | 0.10 | 0.36 | 0.15 | 0.23 | 0.33 | 0.04 | 0.09 | 0.28 | 0.21 |

Intersection Summary

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 32 | 509 | 237 | 56 | 418 | 77 | 275 | 41 | 87 | 107 | 53 | 58 |
| Future Volume (veh/h) | 32 | 509 | 237 | 56 | 418 | 77 | 275 | 41 | 87 | 107 | 53 | 58 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 35 | 553 | 258 | 61 | 454 | 84 | 324 | 48 | 102 | 126 | 62 | 68 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 261 | 762 | 355 | 226 | 1093 | 201 | 376 | 673 | 570 | 291 | 130 | 143 |
| Arrive On Green | 0.02 | 0.32 | 0.32 | 0.03 | 0.36 | 0.36 | 0.11 | 0.36 | 0.36 | 0.16 | 0.16 | 0.16 |
| Sat Flow, veh/h | 1781 | 2354 | 1096 | 1781 | 2997 | 551 | 1781 | 1870 | 1585 | 1237 | 815 | 894 |
| Grp Volume(v), veh/h | 35 | 417 | 394 | 61 | 268 | 270 | 324 | 48 | 102 | 126 | 0 | 130 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1673 | 1781 | 1777 | 1771 | 1781 | 1870 | 1585 | 1237 | 0 | 1709 |
| Q Serve(g_s), s | 0.9 | 13.1 | 13.1 | 0.0 | 7.1 | 7.2 | 4.4 | 1.1 | 2.8 | 6.1 | 0.0 | 4.4 |
| Cycle Q Clear(g_c), s | 0.9 | 13.1 | 13.1 | 0.0 | 7.1 | 7.2 | 4.4 | 1.1 | 2.8 | 7.2 | 0.0 | 4.4 |
| Prop In Lane | 1.00 | | 0.65 | 1.00 | | 0.31 | 1.00 | | 1.00 | 1.00 | | 0.52 |
| Lane Grp Cap(c), veh/h | 261 | 575 | 542 | 226 | 648 | 646 | 376 | 673 | 570 | 291 | 0 | 273 |
| V/C Ratio(X) | 0.13 | 0.73 | 0.73 | 0.27 | 0.41 | 0.42 | 0.86 | 0.07 | 0.18 | 0.43 | 0.00 | 0.48 |
| Avail Cap(c_a), veh/h | 391 | 1171 | 1103 | 351 | 1182 | 1179 | 781 | 1363 | 1155 | 505 | 0 | 569 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.8 | 18.9 | 18.9 | 27.2 | 15.0 | 15.0 | 25.5 | 13.3 | 13.8 | 25.8 | 0.0 | 24.1 |
| Incr Delay (d2), s/veh | 0.1 | 1.8 | 1.9 | 0.2 | 0.4 | 0.4 | 2.3 | 0.0 | 0.1 | 1.0 | 0.0 | 1.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 4.9 | 4.7 | 0.8 | 2.6 | 2.6 | 4.6 | 0.4 | 0.9 | 1.8 | 0.0 | 1.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 16.9 | 20.6 | 20.8 | 27.4 | 15.4 | 15.5 | 27.9 | 13.3 | 14.0 | 26.8 | 0.0 | 25.4 |
| LnGrp LOS | B | C | C | C | B | B | C | B | B | C | | C |
| Approach Vol, veh/h | | 846 | | | 599 | | | 474 | | | 256 | |
| Approach Delay, s/veh | | 20.5 | | | 16.7 | | | 23.4 | | | 26.1 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.0 | 26.4 | 12.6 | 16.1 | 5.4 | 29.0 | | 28.7 | | | | |
| Change Period (Y+Rc), s | 6.0 | * 6 | 6.0 | * 6 | 4.0 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 6.4 | * 42 | 21.0 | * 21 | 6.0 | 42.0 | | 46.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.0 | 15.1 | 6.4 | 9.2 | 2.9 | 9.2 | | 4.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 5.3 | 0.3 | 0.9 | 0.0 | 3.4 | | 0.6 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 20.7 |
| HCM 7th LOS | C |

**Notes**

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 13 | 0 | 121 | 27 | 0 | 7 | 62 | 130 | 29 | 2 | 157 | 13 |
| Future Vol, veh/h | 13 | 0 | 121 | 27 | 0 | 7 | 62 | 130 | 29 | 2 | 157 | 13 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 15 | 0 | 142 | 32 | 0 | 8 | 73 | 153 | 34 | 2 | 185 | 15 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 496 | 530 | 192 | 505 | 521 | 170 | 200 | 0 | 0 | 187 | 0 | 0 |
| Stage 1 | 197 | 197 | - | 316 | 316 | - | - | - | - | - | - | - |
| Stage 2 | 299 | 333 | - | 189 | 205 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 484 | 455 | 849 | 477 | 460 | 874 | 1372 | - | - | 1387 | - | - |
| Stage 1 | 805 | 738 | - | 695 | 655 | - | - | - | - | - | - | - |
| Stage 2 | 710 | 644 | - | 812 | 732 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 450 | 427 | 849 | 373 | 432 | 874 | 1372 | - | - | 1387 | - | - |
| Mov Cap-2 Maneuver | 450 | 427 | - | 373 | 432 | - | - | - | - | - | - | - |
| Stage 1 | 803 | 736 | - | 654 | 616 | - | - | - | - | - | - | - |
| Stage 2 | 661 | 605 | - | 675 | 731 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 10.76 | 14.4 | 2.18 | 0.09 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 487 | - | - | 782 | 423 | 21 | - | - |
| HCM Lane V/C Ratio | 0.053 | - | - | 0.202 | 0.095 | 0.002 | - | - |
| HCM Control Delay (s/veh) | 7.8 | 0 | - | 10.8 | 14.4 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.8 | 0.3 | 0 | - | - |

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

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 703 | 469 | 140 | 0 | 81 |
| Future Vol, veh/h | 0 | 703 | 469 | 140 | 0 | 81 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 90 | 90 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 827 | 521 | 156 | 0 | 95 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 338 |
| 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 | - | - | - | 0 | 658 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 658 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 0 | 11.4 |
| HCM LOS | | | B |

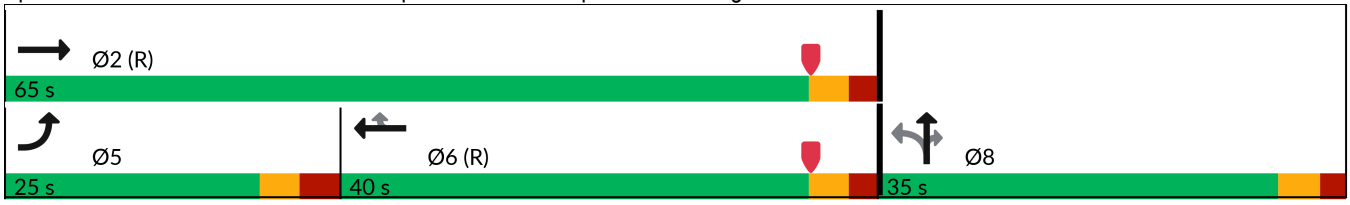
| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 658 |
| HCM Lane V/C Ratio | - | - | - | 0.145 |
| HCM Control Delay (s/veh) | - | - | - | 11.4 |
| HCM Lane LOS | - | - | - | B |
| HCM 95th %tile Q(veh) | - | - | - | 0.5 |

# APPENDIX G – Long Range Background (without site development) Synchro Outputs

| Lane Group | EBL | EBT | WBT | WBR | NBT | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 415 | 647 | 322 | 286 | 0 | 88 |
| Future Volume (vph) | 415 | 647 | 322 | 286 | 0 | 88 |
| Turn Type | Prot | NA | NA | Perm | NA | Perm |
| Protected Phases | 5 | 2 | 6 | | 8 | |
| Permitted Phases | | | | 6 | | 8 |
| Detector Phase | 5 | 2 | 6 | 6 | 8 | 8 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 10.0 | 10.0 | 5.0 | 5.0 |
| Minimum Split (s) | 11.0 | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 |
| Total Split (s) | 25.0 | 65.0 | 40.0 | 40.0 | 35.0 | 35.0 |
| Total Split (%) | 25.0% | 65.0% | 40.0% | 40.0% | 35.0% | 35.0% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 3.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | | Lag | Lag | | |
| Lead-Lag Optimize? | Yes | | Yes | Yes | | |
| Recall Mode | None | C-Min | C-Min | C-Min | None | None |
| Act Effct Green (s) | 18.1 | 64.5 | 40.4 | 40.4 | 25.5 | 25.5 |
| Actuated g/C Ratio | 0.18 | 0.65 | 0.40 | 0.40 | 0.26 | 0.26 |
| v/c Ratio | 0.73 | 0.31 | 0.47 | 0.38 | 0.84 | 0.20 |
| Control Delay (s/veh) | 45.8 | 9.2 | 26.5 | 4.4 | 51.8 | 6.3 |
| Queue Delay | 0.0 | 0.2 | 0.0 | 0.0 | 1.0 | 0.0 |
| Total Delay (s/veh) | 45.8 | 9.4 | 26.5 | 4.4 | 52.8 | 6.3 |
| LOS | D | A | C | A | D | A |
| Approach Delay (s/veh) | | 23.6 | 16.1 | | 43.4 | |
| Approach LOS | | C | B | | D | |

| Intersection Summary | |
|---|---|
| Cycle Length: 100 | |
| Actuated Cycle Length: 100 | |
| Offset: 41 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.84 | |
| Intersection Signal Delay (s/veh): 25.6 | Intersection LOS: C |
| Intersection Capacity Utilization 77.2% | ICU Level of Service D |
| Analysis Period (min) 15 | |

Splits and Phases: 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St



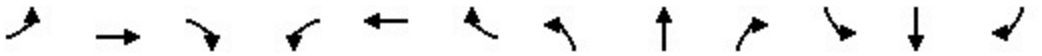


| Lane Group | EBL | EBT | WBT | WBR | NBT | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 451 | 703 | 350 | 311 | 379 | 96 |
| v/c Ratio | 0.73 | 0.31 | 0.47 | 0.38 | 0.84 | 0.20 |
| Control Delay (s/veh) | 45.8 | 9.2 | 26.5 | 4.4 | 51.8 | 6.3 |
| Queue Delay | 0.0 | 0.2 | 0.0 | 0.0 | 1.0 | 0.0 |
| Total Delay (s/veh) | 45.8 | 9.4 | 26.5 | 4.4 | 52.8 | 6.3 |
| Queue Length 50th (ft) | 146 | 117 | 164 | 0 | 229 | 0 |
| Queue Length 95th (ft) | 200 | 172 | 279 | 59 | 309 | 35 |
| Internal Link Dist (ft) | | 303 | 499 | | 560 | |
| Turn Bay Length (ft) | | | | 300 | | 400 |
| Base Capacity (vph) | 666 | 2302 | 765 | 833 | 540 | 550 |
| Starvation Cap Reductn | 0 | 821 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 42 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.68 | 0.47 | 0.46 | 0.37 | 0.76 | 0.17 |

Intersection Summary

# HCM 7th Signalized Intersection Summary
## 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St

03/07/2025



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 415 | 647 | 0 | 0 | 322 | 286 | 349 | 0 | 88 | 0 | 0 | 0 |
| Future Volume (veh/h) | 415 | 647 | 0 | 0 | 322 | 286 | 349 | 0 | 88 | 0 | 0 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 0 | 0 | 1870 | 1870 | 1870 | 1870 | 1870 | | | |
| Adj Flow Rate, veh/h | 451 | 703 | 0 | 0 | 350 | 311 | 379 | 0 | 0 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | | |
| Percent Heavy Veh, % | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | | | |
| Cap, veh/h | 538 | 2360 | 0 | 0 | 839 | 711 | 420 | 0 | | | | |
| Arrive On Green | 0.21 | 0.88 | 0.00 | 0.00 | 0.45 | 0.45 | 0.24 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 3456 | 3647 | 0 | 0 | 1870 | 1585 | 1781 | 0 | 1585 | | | |
| Grp Volume(v), veh/h | 451 | 703 | 0 | 0 | 350 | 311 | 379 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 0 | 0 | 1870 | 1585 | 1781 | 0 | 1585 | | | |
| Q Serve(g_s), s | 12.5 | 3.1 | 0.0 | 0.0 | 12.7 | 13.5 | 20.6 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 12.5 | 3.1 | 0.0 | 0.0 | 12.7 | 13.5 | 20.6 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 538 | 2360 | 0 | 0 | 839 | 711 | 420 | 0 | | | | |
| V/C Ratio(X) | 0.84 | 0.30 | 0.00 | 0.00 | 0.42 | 0.44 | 0.90 | 0.00 | | | | |
| Avail Cap(c_a), veh/h | 657 | 2360 | 0 | 0 | 839 | 711 | 534 | 0 | | | | |
| HCM Platoon Ratio | 1.33 | 1.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.95 | 0.95 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 38.4 | 2.1 | 0.0 | 0.0 | 18.7 | 18.9 | 37.1 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 8.4 | 0.3 | 0.0 | 0.0 | 1.5 | 2.0 | 13.9 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 5.6 | 0.9 | 0.0 | 0.0 | 5.7 | 5.2 | 10.5 | 0.0 | 0.0 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 46.8 | 2.5 | 0.0 | 0.0 | 20.2 | 20.9 | 51.0 | 0.0 | 0.0 | | | |
| LnGrp LOS | D | A | | | C | C | D | | | | | |
| Approach Vol, veh/h | | 1154 | | | 661 | | | 379 | | | | |
| Approach Delay, s/veh | | 19.8 | | | 20.5 | | | 51.0 | | | | |
| Approach LOS | | B | | | C | | | D | | | | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 71.4 | | | 21.6 | 49.8 | | 28.6 | | | | |
| Change Period (Y+Rc), s | | 5.0 | | | 6.0 | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | | 60.0 | | | 19.0 | 35.0 | | 30.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 5.1 | | | 14.5 | 15.5 | | 22.6 | | | | |
| Green Ext Time (p_c), s | | 3.6 | | | 1.0 | 1.9 | | 0.9 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 25.4 |
| HCM 7th LOS | C |

**Notes**

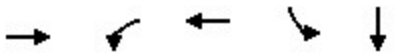
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 722 | 64 | 607 | 340 | 2 |
| Future Volume (vph) | 722 | 64 | 607 | 340 | 2 |
| Turn Type | NA | pm+pt | NA | Perm | NA |
| Protected Phases | 2 | 1 | 6 | | 4 |
| Permitted Phases | | 6 | | 4 | |
| Detector Phase | 2 | 1 | 6 | 4 | 4 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 10.0 | 4.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 26.0 | 9.5 | 26.0 | 24.0 | 24.0 |
| Total Split (s) | 45.0 | 12.0 | 57.0 | 43.0 | 43.0 |
| Total Split (%) | 45.0% | 12.0% | 57.0% | 43.0% | 43.0% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 6.0 | 6.0 |
| Lead/Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | | | |
| Recall Mode | C-Min | None | C-Min | None | None |
| Act Effct Green (s) | 59.8 | 68.7 | 68.7 | 20.3 | 20.3 |
| Actuated g/C Ratio | 0.60 | 0.69 | 0.69 | 0.20 | 0.20 |
| v/c Ratio | 0.28 | 0.20 | 0.52 | 0.53 | 0.82 |
| Control Delay (s/veh) | 10.5 | 7.6 | 11.5 | 37.1 | 31.0 |
| Queue Delay | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 |
| Total Delay (s/veh) | 10.5 | 7.6 | 13.2 | 37.1 | 31.0 |
| LOS | B | A | B | D | C |
| Approach Delay (s/veh) | 10.5 | | 12.7 | | 33.9 |
| Approach LOS | B | | B | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 100 | |
| Actuated Cycle Length: 100 | |
| Offset: 11 (11%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.82 | |
| Intersection Signal Delay (s/veh): 18.2 | Intersection LOS: B |
| Intersection Capacity Utilization 77.2% | ICU Level of Service D |
| Analysis Period (min) 15 | |

Splits and Phases: 2: I-25 SB On Ramp/I-25 SB Off Ramp & Wolfensberger Rd

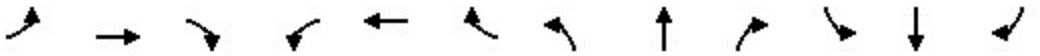




| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1046 | 70 | 660 | 370 | 398 |
| v/c Ratio | 0.28 | 0.20 | 0.52 | 0.53 | 0.82 |
| Control Delay (s/veh) | 10.5 | 7.6 | 11.5 | 37.1 | 31.0 |
| Queue Delay | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 |
| Total Delay (s/veh) | 10.5 | 7.6 | 13.2 | 37.1 | 31.0 |
| Queue Length 50th (ft) | 79 | 18 | 201 | 110 | 121 |
| Queue Length 95th (ft) | 137 | m37 | 565 | 131 | 202 |
| Internal Link Dist (ft) | 599 | | 303 | | 382 |
| Turn Bay Length (ft) | | | | 150 | |
| Base Capacity (vph) | 3732 | 368 | 1279 | 1270 | 716 |
| Starvation Cap Reductn | 0 | 0 | 428 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.28 | 0.19 | 0.78 | 0.29 | 0.56 |

Intersection Summary

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 722 | 240 | 64 | 607 | 0 | 0 | 0 | 0 | 340 | 2 | 364 |
| Future Volume (veh/h) | 0 | 722 | 240 | 64 | 607 | 0 | 0 | 0 | 0 | 340 | 2 | 364 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | | | No | |
| Adj Sat Flow, veh/h/ln | 0 | 1870 | 1870 | 1870 | 1870 | 0 | | | | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 0 | 785 | 261 | 70 | 660 | 0 | | | | 370 | 2 | 396 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | | | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 2 | 2 | 0 | | | | 2 | 2 | 2 |
| Cap, veh/h | 0 | 2544 | 819 | 364 | 1138 | 0 | | | | 973 | 2 | 444 |
| Arrive On Green | 0.00 | 0.52 | 0.52 | 0.07 | 1.00 | 0.00 | | | | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 0 | 5115 | 1562 | 1781 | 1870 | 0 | | | | 3456 | 8 | 1578 |
| Grp Volume(v), veh/h | 0 | 780 | 266 | 70 | 660 | 0 | | | | 370 | 0 | 398 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1609 | 1589 | 1781 | 1870 | 0 | | | | 1728 | 0 | 1586 |
| Q Serve(g_s), s | 0.0 | 9.2 | 9.5 | 1.7 | 0.0 | 0.0 | | | | 8.6 | 0.0 | 24.1 |
| Cycle Q Clear(g_c), s | 0.0 | 9.2 | 9.5 | 1.7 | 0.0 | 0.0 | | | | 8.6 | 0.0 | 24.1 |
| Prop In Lane | 0.00 | | 0.98 | 1.00 | | 0.00 | | | | 1.00 | | 0.99 |
| Lane Grp Cap(c), veh/h | 0 | 2530 | 833 | 364 | 1138 | 0 | | | | 973 | 0 | 447 |
| V/C Ratio(X) | 0.00 | 0.31 | 0.32 | 0.19 | 0.58 | 0.00 | | | | 0.38 | 0.00 | 0.89 |
| Avail Cap(c_a), veh/h | 0 | 2530 | 833 | 428 | 1138 | 0 | | | | 1279 | 0 | 587 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.95 | 0.95 | 0.88 | 0.88 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 13.5 | 13.6 | 9.7 | 0.0 | 0.0 | | | | 28.9 | 0.0 | 34.5 |
| Incr Delay (d2), s/veh | 0.0 | 0.3 | 1.0 | 0.1 | 1.9 | 0.0 | | | | 0.1 | 0.0 | 11.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 3.3 | 3.5 | 0.6 | 0.6 | 0.0 | | | | 3.5 | 0.0 | 10.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 0.0 | 13.8 | 14.5 | 9.7 | 1.9 | 0.0 | | | | 29.0 | 0.0 | 45.5 |
| LnGrp LOS | | B | B | A | A | | | | | C | | D |
| Approach Vol, veh/h | | 1046 | | | 730 | | | | | | 768 | |
| Approach Delay, s/veh | | 14.0 | | | 2.7 | | | | | | 37.5 | |
| Approach LOS | | B | | | A | | | | | | D | |

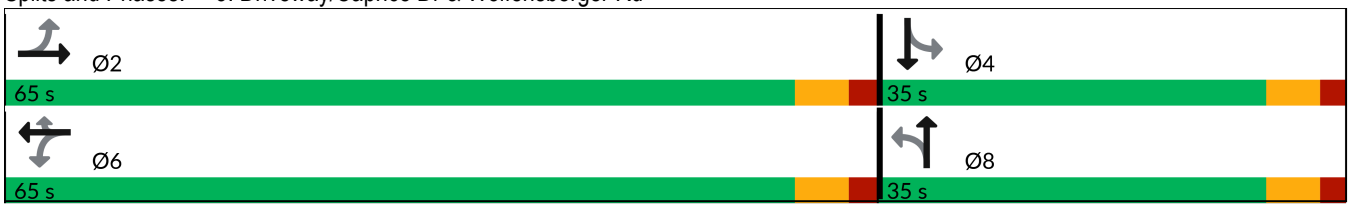
| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.4 | 57.4 | | 34.2 | | 65.8 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 6.0 | | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 40.0 | | 37.0 | | 52.0 |
| Max Q Clear Time (g_c+I1), s | 3.7 | 11.5 | | 26.1 | | 2.0 |
| Green Ext Time (p_c), s | 0.0 | 5.5 | | 2.1 | | 3.2 |

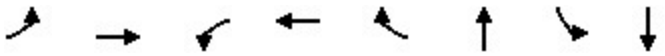
| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 17.8 |
| HCM 7th LOS | B |

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 21 | 854 | 15 | 715 | 111 | 1 | 1 | 58 | 0 |
| Future Volume (vph) | 21 | 854 | 15 | 715 | 111 | 1 | 1 | 58 | 0 |
| Turn Type | Perm | NA | Perm | NA | Perm | Perm | NA | Perm | NA |
| Protected Phases | | 2 | | 6 | | | 8 | | 4 |
| Permitted Phases | 2 | | 6 | | 6 | 8 | | 4 | |
| Detector Phase | 2 | 2 | 6 | 6 | 6 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| Total Split (%) | 65.0% | 65.0% | 65.0% | 65.0% | 65.0% | 35.0% | 35.0% | 35.0% | 35.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | |
| Recall Mode | Min | Min | Min | Min | Min | None | None | None | None |
| Act Effct Green (s) | 29.2 | 29.2 | 29.2 | 29.2 | 29.2 | | 5.9 | 6.2 | 6.2 |
| Actuated g/C Ratio | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | | 0.15 | 0.16 | 0.16 |
| v/c Ratio | 0.05 | 0.36 | 0.04 | 0.30 | 0.10 | | 0.02 | 0.22 | 0.04 |
| Control Delay (s/veh) | 5.1 | 4.9 | 5.1 | 4.6 | 1.7 | | 12.4 | 17.5 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 5.1 | 4.9 | 5.1 | 4.6 | 1.7 | | 12.4 | 17.5 | 0.1 |
| LOS | A | A | A | A | A | | B | B | A |
| Approach Delay (s/veh) | | 4.9 | | 4.2 | | | 12.4 | | 14.1 |
| Approach LOS | | A | | A | | | B | | B |

| Intersection Summary | |
|---|---|
| Cycle Length: 100 | |
| Actuated Cycle Length: 39.6 | |
| Natural Cycle: 50 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.36 | |
| Intersection Signal Delay (s/veh): 4.9 | Intersection LOS: A |
| Intersection Capacity Utilization 43.5% | ICU Level of Service A |
| Analysis Period (min) 15 | |

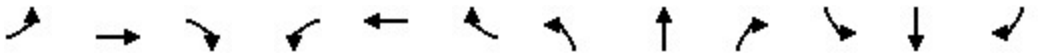
Splits and Phases: 3: Driveway/Caprice Dr & Wolfensberger Rd





| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 23 | 928 | 16 | 777 | 121 | 5 | 63 | 15 |
| v/c Ratio | 0.05 | 0.36 | 0.04 | 0.30 | 0.10 | 0.02 | 0.22 | 0.04 |
| Control Delay (s/veh) | 5.1 | 4.9 | 5.1 | 4.6 | 1.7 | 12.4 | 17.5 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 5.1 | 4.9 | 5.1 | 4.6 | 1.7 | 12.4 | 17.5 | 0.1 |
| Queue Length 50th (ft) | 2 | 57 | 1 | 45 | 0 | 1 | 16 | 0 |
| Queue Length 95th (ft) | 10 | 101 | 8 | 81 | 15 | 7 | 37 | 0 |
| Internal Link Dist (ft) | | 38 | | 599 | | 169 | | 223 |
| Turn Bay Length (ft) | 100 | | 100 | | | | | |
| Base Capacity (vph) | 665 | 3539 | 574 | 3539 | 1583 | 1188 | 1396 | 1235 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.03 | 0.26 | 0.03 | 0.22 | 0.08 | 0.00 | 0.05 | 0.01 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 21 | 854 | 0 | 15 | 715 | 111 | 1 | 1 | 3 | 58 | 0 | 14 |
| Future Volume (veh/h) | 21 | 854 | 0 | 15 | 715 | 111 | 1 | 1 | 3 | 58 | 0 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 23 | 928 | 0 | 16 | 777 | 0 | 1 | 1 | 3 | 63 | 0 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 525 | 1871 | 0 | 468 | 1871 | | 165 | 15 | 44 | 333 | 0 | 87 |
| Arrive On Green | 0.53 | 0.53 | 0.00 | 0.53 | 0.53 | 0.00 | 0.05 | 0.05 | 0.05 | 0.05 | 0.00 | 0.05 |
| Sat Flow, veh/h | 694 | 3647 | 0 | 603 | 3554 | 1585 | 266 | 266 | 797 | 1412 | 0 | 1585 |
| Grp Volume(v), veh/h | 23 | 928 | 0 | 16 | 777 | 0 | 5 | 0 | 0 | 63 | 0 | 15 |
| Grp Sat Flow(s),veh/h/ln | 694 | 1777 | 0 | 603 | 1777 | 1585 | 1329 | 0 | 0 | 1412 | 0 | 1585 |
| Q Serve(g_s), s | 0.6 | 4.8 | 0.0 | 0.5 | 3.8 | 0.0 | 0.1 | 0.0 | 0.0 | 0.8 | 0.0 | 0.3 |
| Cycle Q Clear(g_c), s | 4.4 | 4.8 | 0.0 | 5.3 | 3.8 | 0.0 | 0.3 | 0.0 | 0.0 | 1.2 | 0.0 | 0.3 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 0.20 | | 0.60 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 525 | 1871 | 0 | 468 | 1871 | | 223 | 0 | 0 | 333 | 0 | 87 |
| V/C Ratio(X) | 0.04 | 0.50 | 0.00 | 0.03 | 0.42 | | 0.02 | 0.00 | 0.00 | 0.19 | 0.00 | 0.17 |
| Avail Cap(c_a), veh/h | 1589 | 7315 | 0 | 1391 | 7315 | | 1746 | 0 | 0 | 1685 | 0 | 1604 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 5.4 | 4.3 | 0.0 | 6.0 | 4.1 | 0.0 | 13.1 | 0.0 | 0.0 | 13.3 | 0.0 | 12.9 |
| Incr Delay (d2), s/veh | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.5 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 5.5 | 4.6 | 0.0 | 6.1 | 4.3 | 0.0 | 13.1 | 0.0 | 0.0 | 13.4 | 0.0 | 13.3 |
| LnGrp LOS | A | A | | A | A | | B | | | B | | B |
| Approach Vol, veh/h | | 951 | | | 793 | | | 5 | | | 78 | |
| Approach Delay, s/veh | | 4.6 | | | 4.3 | | | 13.1 | | | 13.4 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 21.1 | 7.6 | 21.1 | 7.6 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 59.0 | 29.0 | 59.0 | 29.0 |
| Max Q Clear Time (g_c+I1), s | 6.8 | 3.2 | 7.3 | 2.3 |
| Green Ext Time (p_c), s | 8.3 | 0.1 | 6.9 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 4.9 |
| HCM 7th LOS | A |

**Notes**

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

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 49 | 772 | 67 | 591 | 282 | 64 | 75 | 28 | 19 |
| Future Volume (vph) | 49 | 772 | 67 | 591 | 282 | 64 | 75 | 28 | 19 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | Perm | Perm | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 3 | 8 | | | 4 |
| Permitted Phases | 2 | | 6 | | 8 | | 8 | 4 | |
| Detector Phase | 5 | 2 | 1 | 6 | 3 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 10.0 | 3.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.5 | 24.0 | 9.5 | 24.0 | 9.5 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 9.8 | 43.4 | 10.6 | 44.2 | 22.0 | 46.0 | 46.0 | 24.0 | 24.0 |
| Total Split (%) | 9.8% | 43.4% | 10.6% | 44.2% | 22.0% | 46.0% | 46.0% | 24.0% | 24.0% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 2.0 | 1.0 | 2.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 6.0 | 4.0 | 6.0 | 4.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lead | Lag | Lag | Lag | | | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | Yes | Yes |
| Recall Mode | None | Min | None | Min | None | None | None | None | None |
| Act Effct Green (s) | 29.7 | 27.5 | 32.4 | 28.8 | 20.3 | 18.1 | 18.1 | 11.0 | 11.0 |
| Actuated g/C Ratio | 0.46 | 0.42 | 0.50 | 0.44 | 0.31 | 0.28 | 0.28 | 0.17 | 0.17 |
| v/c Ratio | 0.17 | 0.74 | 0.26 | 0.46 | 0.61 | 0.13 | 0.15 | 0.12 | 0.11 |
| Control Delay (s/veh) | 13.0 | 19.5 | 19.1 | 15.2 | 27.7 | 20.5 | 1.4 | 32.4 | 24.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 13.0 | 19.5 | 19.1 | 15.2 | 27.7 | 20.5 | 1.4 | 32.4 | 24.3 |
| LOS | B | B | B | B | C | C | A | C | C |
| Approach Delay (s/veh) | | 19.2 | | 15.5 | | 21.9 | | | 28.1 |
| Approach LOS | | B | | B | | C | | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 100 | |
| Actuated Cycle Length: 64.9 | |
| Natural Cycle: 75 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.74 | |
| Intersection Signal Delay (s/veh): 18.8 | Intersection LOS: B |
| Intersection Capacity Utilization 68.1% | ICU Level of Service C |
| Analysis Period (min) 15 | |

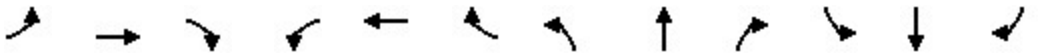
Splits and Phases: 4: Park St & Wolfensberger Rd





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 53 | 1092 | 73 | 718 | 307 | 70 | 82 | 30 | 34 |
| v/c Ratio | 0.17 | 0.74 | 0.26 | 0.46 | 0.61 | 0.13 | 0.15 | 0.12 | 0.11 |
| Control Delay (s/veh) | 13.0 | 19.5 | 19.1 | 15.2 | 27.7 | 20.5 | 1.4 | 32.4 | 24.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 13.0 | 19.5 | 19.1 | 15.2 | 27.7 | 20.5 | 1.4 | 32.4 | 24.3 |
| Queue Length 50th (ft) | 14 | 211 | 20 | 126 | 107 | 22 | 0 | 12 | 8 |
| Queue Length 95th (ft) | 35 | 305 | 46 | 186 | 208 | 57 | 7 | 40 | 36 |
| Internal Link Dist (ft) | | 258 | | 140 | | 320 | | | 322 |
| Turn Bay Length (ft) | 100 | | 100 | | 125 | | 125 | | |
| Base Capacity (vph) | 338 | 2174 | 355 | 2238 | 706 | 1233 | 1095 | 453 | 543 |
| 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 | 0.16 | 0.50 | 0.21 | 0.32 | 0.43 | 0.06 | 0.07 | 0.07 | 0.06 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 49 | 772 | 233 | 67 | 591 | 70 | 282 | 64 | 75 | 28 | 19 | 12 |
| Future Volume (veh/h) | 49 | 772 | 233 | 67 | 591 | 70 | 282 | 64 | 75 | 28 | 19 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 53 | 839 | 253 | 73 | 642 | 76 | 307 | 70 | 82 | 30 | 21 | 13 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 284 | 1075 | 324 | 217 | 1382 | 163 | 356 | 558 | 473 | 255 | 158 | 98 |
| Arrive On Green | 0.03 | 0.40 | 0.40 | 0.03 | 0.43 | 0.43 | 0.06 | 0.30 | 0.30 | 0.15 | 0.15 | 0.15 |
| Sat Flow, veh/h | 1781 | 2691 | 811 | 1781 | 3201 | 378 | 1781 | 1870 | 1585 | 1235 | 1081 | 669 |
| Grp Volume(v), veh/h | 53 | 554 | 538 | 73 | 356 | 362 | 307 | 70 | 82 | 30 | 0 | 34 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1724 | 1781 | 1777 | 1802 | 1781 | 1870 | 1585 | 1235 | 0 | 1750 |
| Q Serve(g_s), s | 1.3 | 18.2 | 18.3 | 0.0 | 9.5 | 9.6 | 2.0 | 1.8 | 2.6 | 1.5 | 0.0 | 1.1 |
| Cycle Q Clear(g_c), s | 1.3 | 18.2 | 18.3 | 0.0 | 9.5 | 9.6 | 2.0 | 1.8 | 2.6 | 3.3 | 0.0 | 1.1 |
| Prop In Lane | 1.00 | | 0.47 | 1.00 | | 0.21 | 1.00 | | 1.00 | 1.00 | | 0.38 |
| Lane Grp Cap(c), veh/h | 284 | 710 | 689 | 217 | 767 | 778 | 356 | 558 | 473 | 255 | 0 | 256 |
| V/C Ratio(X) | 0.19 | 0.78 | 0.78 | 0.34 | 0.46 | 0.47 | 0.86 | 0.13 | 0.17 | 0.12 | 0.00 | 0.13 |
| Avail Cap(c_a), veh/h | 384 | 992 | 962 | 333 | 1013 | 1027 | 723 | 1116 | 946 | 406 | 0 | 470 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 14.8 | 17.6 | 17.6 | 29.1 | 13.5 | 13.5 | 28.1 | 17.1 | 17.4 | 26.6 | 0.0 | 24.9 |
| Incr Delay (d2), s/veh | 0.1 | 2.7 | 2.8 | 0.3 | 0.4 | 0.4 | 2.4 | 0.1 | 0.2 | 0.2 | 0.0 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 6.8 | 6.7 | 1.1 | 3.4 | 3.5 | 4.7 | 0.8 | 0.9 | 0.4 | 0.0 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 14.9 | 20.2 | 20.4 | 29.4 | 14.0 | 14.0 | 30.5 | 17.2 | 17.6 | 26.8 | 0.0 | 25.1 |
| LnGrp LOS | B | C | C | C | B | B | C | B | B | C | | C |
| Approach Vol, veh/h | | 1145 | | | 791 | | | 459 | | | 64 | |
| Approach Delay, s/veh | | 20.1 | | | 15.4 | | | 26.2 | | | 25.9 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.2 | 32.8 | 10.2 | 15.8 | 6.1 | 34.9 | | 26.0 | | | | |
| Change Period (Y+Rc), s | 6.0 | * 6 | 6.0 | * 6 | 4.0 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 6.6 | * 37 | 18.0 | * 18 | 5.8 | 38.2 | | 40.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.0 | 20.3 | 4.0 | 5.3 | 3.3 | 11.6 | | 4.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 6.5 | 0.2 | 0.1 | 0.0 | 4.6 | | 0.6 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 19.9 |
| HCM 7th LOS | B |

**Notes**

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 4 | 19 | 0 | 8 | 8 | 108 | 17 | 2 | 49 | 2 |
| Future Vol, veh/h | 0 | 0 | 4 | 19 | 0 | 8 | 8 | 108 | 17 | 2 | 49 | 2 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 4 | 21 | 0 | 9 | 9 | 117 | 18 | 2 | 53 | 2 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 193 | 212 | 54 | 202 | 204 | 127 | 55 | 0 | 0 | 136 | 0 | 0 |
| Stage 1 | 59 | 59 | - | 144 | 144 | - | - | - | - | - | - | - |
| Stage 2 | 135 | 153 | - | 58 | 60 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 766 | 685 | 1013 | 757 | 693 | 924 | 1549 | - | - | 1448 | - | - |
| Stage 1 | 953 | 846 | - | 859 | 778 | - | - | - | - | - | - | - |
| Stage 2 | 869 | 771 | - | 954 | 845 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 753 | 680 | 1013 | 748 | 687 | 924 | 1549 | - | - | 1448 | - | - |
| Mov Cap-2 Maneuver | 753 | 680 | - | 748 | 687 | - | - | - | - | - | - | - |
| Stage 1 | 951 | 845 | - | 854 | 773 | - | - | - | - | - | - | - |
| Stage 2 | 855 | 766 | - | 949 | 844 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 8.57 | 9.72 | 0.44 | 0.28 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 105 | - | - | 1013 | 792 | 67 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.004 | 0.037 | 0.002 | - | - |
| HCM Control Delay (s/veh) | 7.3 | 0 | - | 8.6 | 9.7 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | - | - |

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

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 875 | 728 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 875 | 728 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 951 | 791 | 0 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 396 |
| 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 | - | - | - | 0 | 604 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 604 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - |
| HCM Control Delay (s/veh) | - | - | - | 0 |
| HCM Lane LOS | - | - | - | A |
| HCM 95th %tile Q(veh) | - | - | - | - |

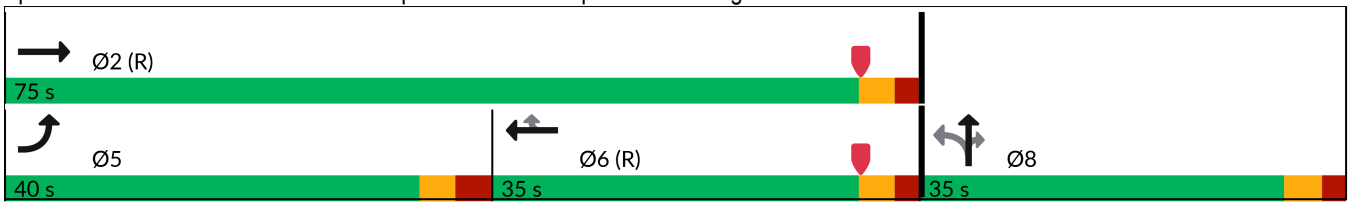
# Timings
## 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St

03/07/2025

| Lane Group | EBL | EBT | WBT | WBR | NBT | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 486 | 744 | 316 | 409 | 0 | 55 |
| Future Volume (vph) | 486 | 744 | 316 | 409 | 0 | 55 |
| Turn Type | Prot | NA | NA | Perm | NA | Perm |
| Protected Phases | 5 | 2 | 6 | | 8 | |
| Permitted Phases | | | | 6 | | 8 |
| Detector Phase | 5 | 2 | 6 | 6 | 8 | 8 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 10.0 | 10.0 | 5.0 | 5.0 |
| Minimum Split (s) | 11.0 | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 |
| Total Split (s) | 40.0 | 75.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| Total Split (%) | 36.4% | 68.2% | 31.8% | 31.8% | 31.8% | 31.8% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 3.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | | Lag | Lag | | |
| Lead-Lag Optimize? | Yes | | Yes | Yes | | |
| Recall Mode | None | C-Min | C-Min | C-Min | None | None |
| Act Effct Green (s) | 23.4 | 83.1 | 53.7 | 53.7 | 16.9 | 16.9 |
| Actuated g/C Ratio | 0.21 | 0.76 | 0.49 | 0.49 | 0.15 | 0.15 |
| v/c Ratio | 0.72 | 0.30 | 0.38 | 0.45 | 0.74 | 0.19 |
| Control Delay (s/veh) | 52.7 | 6.4 | 21.3 | 3.7 | 60.1 | 6.3 |
| Queue Delay | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 52.7 | 6.8 | 21.3 | 3.7 | 60.1 | 6.3 |
| LOS | D | A | C | A | E | A |
| Approach Delay (s/veh) | | 24.9 | 11.4 | | 47.7 | |
| Approach LOS | | C | B | | D | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 45 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.74 | |
| Intersection Signal Delay (s/veh): 22.9 | Intersection LOS: C |
| Intersection Capacity Utilization 63.4% | ICU Level of Service B |
| Analysis Period (min) 15 | |

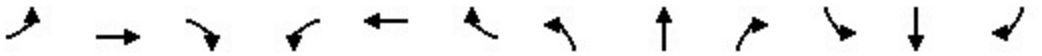
Splits and Phases: 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St





| Lane Group | EBL | EBT | WBT | WBR | NBT | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 528 | 809 | 343 | 445 | 200 | 60 |
| v/c Ratio | 0.72 | 0.30 | 0.38 | 0.45 | 0.74 | 0.19 |
| Control Delay (s/veh) | 52.7 | 6.4 | 21.3 | 3.7 | 60.1 | 6.3 |
| Queue Delay | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 52.7 | 6.8 | 21.3 | 3.7 | 60.1 | 6.3 |
| Queue Length 50th (ft) | 192 | 44 | 146 | 0 | 136 | 0 |
| Queue Length 95th (ft) | 219 | 200 | 269 | 64 | 202 | 24 |
| Internal Link Dist (ft) | | 303 | 499 | | 560 | |
| Turn Bay Length (ft) | | | | 300 | | 400 |
| Base Capacity (vph) | 1061 | 2674 | 909 | 1000 | 482 | 489 |
| Starvation Cap Reductn | 0 | 1179 | 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 | 0.50 | 0.54 | 0.38 | 0.45 | 0.41 | 0.12 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 486 | 744 | 0 | 0 | 316 | 409 | 184 | 0 | 55 | 0 | 0 | 0 |
| Future Volume (veh/h) | 486 | 744 | 0 | 0 | 316 | 409 | 184 | 0 | 55 | 0 | 0 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 0 | 0 | 1870 | 1870 | 1870 | 1870 | 1870 | | | |
| Adj Flow Rate, veh/h | 528 | 809 | 0 | 0 | 343 | 445 | 200 | 0 | 0 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | | |
| Percent Heavy Veh, % | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | | | |
| Cap, veh/h | 668 | 2757 | 0 | 0 | 987 | 837 | 237 | 0 | | | | |
| Arrive On Green | 0.06 | 0.26 | 0.00 | 0.00 | 0.53 | 0.53 | 0.13 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 3456 | 3647 | 0 | 0 | 1870 | 1585 | 1781 | 0 | 1585 | | | |
| Grp Volume(v), veh/h | 528 | 809 | 0 | 0 | 343 | 445 | 200 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 0 | 0 | 1870 | 1585 | 1781 | 0 | 1585 | | | |
| Q Serve(g_s), s | 16.6 | 20.1 | 0.0 | 0.0 | 11.7 | 20.3 | 12.1 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 16.6 | 20.1 | 0.0 | 0.0 | 11.7 | 20.3 | 12.1 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 668 | 2757 | 0 | 0 | 987 | 837 | 237 | 0 | | | | |
| V/C Ratio(X) | 0.79 | 0.29 | 0.00 | 0.00 | 0.35 | 0.53 | 0.84 | 0.00 | | | | |
| Avail Cap(c_a), veh/h | 1068 | 2757 | 0 | 0 | 987 | 837 | 486 | 0 | | | | |
| HCM Platoon Ratio | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.91 | 0.91 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 49.3 | 16.7 | 0.0 | 0.0 | 15.0 | 17.0 | 46.5 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 2.8 | 0.2 | 0.0 | 0.0 | 1.0 | 2.4 | 3.1 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 7.9 | 9.6 | 0.0 | 0.0 | 5.1 | 7.7 | 5.5 | 0.0 | 0.0 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 52.0 | 16.9 | 0.0 | 0.0 | 16.0 | 19.5 | 49.7 | 0.0 | 0.0 | | | |
| LnGrp LOS | D | B | | | B | B | D | | | | | |
| Approach Vol, veh/h | | 1337 | | | 788 | | | 200 | | | | |
| Approach Delay, s/veh | | 30.8 | | | 17.9 | | | 49.7 | | | | |
| Approach LOS | | C | | | B | | | D | | | | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 90.3 | | | 27.3 | 63.1 | | 19.7 | | | | |
| Change Period (Y+Rc), s | | 5.0 | | | 6.0 | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | | 70.0 | | | 34.0 | 30.0 | | 30.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 22.1 | | | 18.6 | 22.3 | | 14.1 | | | | |
| Green Ext Time (p_c), s | | 4.3 | | | 2.7 | 1.6 | | 0.6 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 28.1 |
| HCM 7th LOS | C |

**Notes**

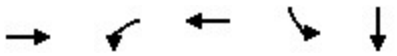
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 757 | 49 | 452 | 473 | 3 |
| Future Volume (vph) | 757 | 49 | 452 | 473 | 3 |
| Turn Type | NA | pm+pt | NA | Perm | NA |
| Protected Phases | 2 | 1 | 6 | | 4 |
| Permitted Phases | | 6 | | 4 | |
| Detector Phase | 2 | 1 | 6 | 4 | 4 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 10.0 | 4.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 26.0 | 9.5 | 26.0 | 24.0 | 24.0 |
| Total Split (s) | 56.0 | 12.0 | 68.0 | 42.0 | 42.0 |
| Total Split (%) | 50.9% | 10.9% | 61.8% | 38.2% | 38.2% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 6.0 | 6.0 |
| Lead/Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | | | |
| Recall Mode | C-Min | None | C-Min | None | None |
| Act Effct Green (s) | 64.9 | 73.7 | 73.7 | 25.3 | 25.3 |
| Actuated g/C Ratio | 0.59 | 0.67 | 0.67 | 0.23 | 0.23 |
| v/c Ratio | 0.32 | 0.18 | 0.39 | 0.65 | 0.84 |
| Control Delay (s/veh) | 11.7 | 3.7 | 6.7 | 41.5 | 24.5 |
| Queue Delay | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 |
| Total Delay (s/veh) | 11.7 | 3.7 | 7.3 | 41.5 | 24.5 |
| LOS | B | A | A | D | C |
| Approach Delay (s/veh) | 11.7 | | 6.9 | | 32.8 |
| Approach LOS | B | | A | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.84 | |
| Intersection Signal Delay (s/veh): 18.8 | Intersection LOS: B |
| Intersection Capacity Utilization 63.4% | ICU Level of Service B |
| Analysis Period (min) 15 | |

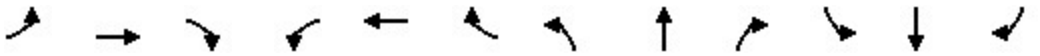
Splits and Phases: 2: I-25 SB On Ramp/I-25 SB Off Ramp & Wolfensberger Rd





| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1161 | 53 | 491 | 514 | 536 |
| v/c Ratio | 0.32 | 0.18 | 0.39 | 0.65 | 0.84 |
| Control Delay (s/veh) | 11.7 | 3.7 | 6.7 | 41.5 | 24.5 |
| Queue Delay | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 |
| Total Delay (s/veh) | 11.7 | 3.7 | 7.3 | 41.5 | 24.5 |
| Queue Length 50th (ft) | 99 | 11 | 165 | 174 | 127 |
| Queue Length 95th (ft) | 163 | 11 | 257 | 196 | 239 |
| Internal Link Dist (ft) | 599 | | 303 | | 382 |
| Turn Bay Length (ft) | | | | 150 | |
| Base Capacity (vph) | 3668 | 319 | 1248 | 1123 | 760 |
| Starvation Cap Reductn | 0 | 0 | 385 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.32 | 0.17 | 0.57 | 0.46 | 0.71 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 757 | 311 | 49 | 452 | 0 | 0 | 0 | 0 | 473 | 3 | 490 |
| Future Volume (veh/h) | 0 | 757 | 311 | 49 | 452 | 0 | 0 | 0 | 0 | 473 | 3 | 490 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | | | No | |
| Adj Sat Flow, veh/h/ln | 0 | 1870 | 1870 | 1870 | 1870 | 0 | | | | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 0 | 823 | 338 | 53 | 491 | 0 | | | | 514 | 3 | 533 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | | | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 2 | 2 | 0 | | | | 2 | 2 | 2 |
| Cap, veh/h | 0 | 2404 | 790 | 293 | 1071 | 0 | | | | 1131 | 3 | 516 |
| Arrive On Green | 0.00 | 0.50 | 0.50 | 0.06 | 1.00 | 0.00 | | | | 0.33 | 0.33 | 0.33 |
| Sat Flow, veh/h | 0 | 5087 | 1585 | 1781 | 1870 | 0 | | | | 3456 | 9 | 1578 |
| Grp Volume(v), veh/h | 0 | 823 | 338 | 53 | 491 | 0 | | | | 514 | 0 | 536 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1609 | 1585 | 1781 | 1870 | 0 | | | | 1728 | 0 | 1586 |
| Q Serve(g_s), s | 0.0 | 11.4 | 15.0 | 1.5 | 0.0 | 0.0 | | | | 12.9 | 0.0 | 36.0 |
| Cycle Q Clear(g_c), s | 0.0 | 11.4 | 15.0 | 1.5 | 0.0 | 0.0 | | | | 12.9 | 0.0 | 36.0 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 0.99 |
| Lane Grp Cap(c), veh/h | 0 | 2404 | 790 | 293 | 1071 | 0 | | | | 1131 | 0 | 519 |
| V/C Ratio(X) | 0.00 | 0.34 | 0.43 | 0.18 | 0.46 | 0.00 | | | | 0.45 | 0.00 | 1.03 |
| Avail Cap(c_a), veh/h | 0 | 2404 | 790 | 354 | 1071 | 0 | | | | 1131 | 0 | 519 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.82 | 0.82 | 0.93 | 0.93 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 16.7 | 17.6 | 12.8 | 0.0 | 0.0 | | | | 29.2 | 0.0 | 37.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.3 | 1.4 | 0.1 | 1.3 | 0.0 | | | | 0.1 | 0.0 | 48.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 4.2 | 5.7 | 0.6 | 0.4 | 0.0 | | | | 5.3 | 0.0 | 20.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 0.0 | 17.0 | 19.0 | 12.9 | 1.3 | 0.0 | | | | 29.3 | 0.0 | 85.1 |
| LnGrp LOS | | B | B | B | A | | | | | C | | F |
| Approach Vol, veh/h | | 1161 | | | 544 | | | | | | 1050 | |
| Approach Delay, s/veh | | 17.6 | | | 2.4 | | | | | | 57.8 | |
| Approach LOS | | B | | | A | | | | | | E | |

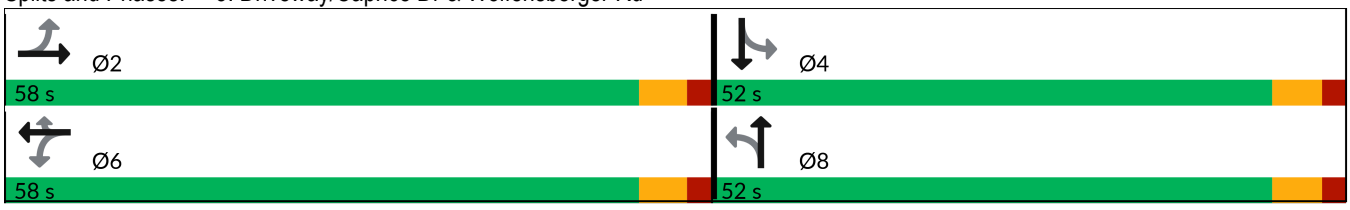
| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.2 | 59.8 | | 42.0 | | 68.0 | | | | | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 6.0 | | 5.0 | | | | | | |
| Max Green Setting (Gmax), s | 7.0 | 51.0 | | 36.0 | | 63.0 | | | | | | |
| Max Q Clear Time (g_c+I1), s | 3.5 | 17.0 | | 38.0 | | 2.0 | | | | | | |
| Green Ext Time (p_c), s | 0.0 | 6.5 | | 0.0 | | 2.2 | | | | | | |

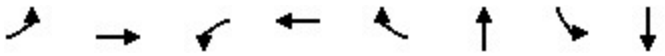
| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 29.9 | |
| HCM 7th LOS | C | |

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 57 | 834 | 36 | 708 | 113 | 5 | 3 | 184 | 2 |
| Future Volume (vph) | 57 | 834 | 36 | 708 | 113 | 5 | 3 | 184 | 2 |
| Turn Type | Perm | NA | Perm | NA | Perm | Perm | NA | Perm | NA |
| Protected Phases | | 2 | | 6 | | | 8 | | 4 |
| Permitted Phases | 2 | | 6 | | 6 | 8 | | 4 | |
| Detector Phase | 2 | 2 | 6 | 6 | 6 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 58.0 | 58.0 | 58.0 | 58.0 | 58.0 | 52.0 | 52.0 | 52.0 | 52.0 |
| Total Split (%) | 52.7% | 52.7% | 52.7% | 52.7% | 52.7% | 47.3% | 47.3% | 47.3% | 47.3% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | |
| Recall Mode | Min | Min | Min | Min | Min | None | None | None | None |
| Act Effct Green (s) | 22.3 | 22.3 | 22.3 | 22.3 | 22.3 | | 12.1 | 12.1 | 12.1 |
| Actuated g/C Ratio | 0.48 | 0.48 | 0.48 | 0.48 | 0.48 | | 0.26 | 0.26 | 0.26 |
| v/c Ratio | 0.20 | 0.54 | 0.16 | 0.46 | 0.15 | | 0.06 | 0.56 | 0.07 |
| Control Delay (s/veh) | 10.3 | 10.6 | 10.2 | 9.8 | 2.6 | | 9.3 | 21.8 | 7.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 10.3 | 10.6 | 10.2 | 9.8 | 2.6 | | 9.3 | 21.8 | 7.1 |
| LOS | B | B | B | A | A | | A | C | A |
| Approach Delay (s/veh) | | 10.6 | | 8.8 | | | 9.3 | | 19.9 |
| Approach LOS | | B | | A | | | A | | B |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 46.7 | |
| Natural Cycle: 50 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.56 | |
| Intersection Signal Delay (s/veh): 10.8 | Intersection LOS: B |
| Intersection Capacity Utilization 63.5% | ICU Level of Service B |
| Analysis Period (min) 15 | |

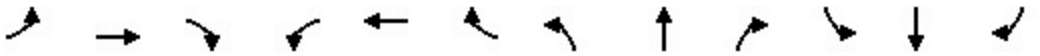
Splits and Phases: 3: Driveway/Caprice Dr & Wolfensberger Rd





| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 62 | 916 | 39 | 770 | 123 | 24 | 200 | 31 |
| v/c Ratio | 0.20 | 0.54 | 0.16 | 0.46 | 0.15 | 0.06 | 0.56 | 0.07 |
| Control Delay (s/veh) | 10.3 | 10.6 | 10.2 | 9.8 | 2.6 | 9.3 | 21.8 | 7.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 10.3 | 10.6 | 10.2 | 9.8 | 2.6 | 9.3 | 21.8 | 7.1 |
| Queue Length 50th (ft) | 8 | 79 | 5 | 63 | 0 | 2 | 42 | 0 |
| Queue Length 95th (ft) | 33 | 161 | 24 | 131 | 22 | 15 | 111 | 16 |
| Internal Link Dist (ft) | | 38 | | 599 | | 169 | | 223 |
| Turn Bay Length (ft) | 100 | | 100 | | | | | |
| Base Capacity (vph) | 623 | 3438 | 493 | 3440 | 1542 | 1507 | 1295 | 1503 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.10 | 0.27 | 0.08 | 0.22 | 0.08 | 0.02 | 0.15 | 0.02 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 57 | 834 | 8 | 36 | 708 | 113 | 5 | 3 | 15 | 184 | 2 | 27 |
| Future Volume (veh/h) | 57 | 834 | 8 | 36 | 708 | 113 | 5 | 3 | 15 | 184 | 2 | 27 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 62 | 907 | 9 | 39 | 770 | 0 | 5 | 3 | 16 | 200 | 2 | 29 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 438 | 1724 | 17 | 389 | 1699 | | 149 | 72 | 196 | 461 | 19 | 271 |
| Arrive On Green | 0.48 | 0.48 | 0.48 | 0.48 | 0.48 | 0.00 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 |
| Sat Flow, veh/h | 699 | 3605 | 36 | 610 | 3554 | 1585 | 142 | 400 | 1083 | 1393 | 103 | 1498 |
| Grp Volume(v), veh/h | 62 | 447 | 469 | 39 | 770 | 0 | 24 | 0 | 0 | 200 | 0 | 31 |
| Grp Sat Flow(s),veh/h/ln | 699 | 1777 | 1864 | 610 | 1777 | 1585 | 1625 | 0 | 0 | 1393 | 0 | 1601 |
| Q Serve(g_s), s | 2.3 | 6.2 | 6.2 | 1.7 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 0.0 | 0.6 |
| Cycle Q Clear(g_c), s | 7.4 | 6.2 | 6.2 | 7.9 | 5.1 | 0.0 | 0.4 | 0.0 | 0.0 | 4.7 | 0.0 | 0.6 |
| Prop In Lane | 1.00 | | 0.02 | 1.00 | | 1.00 | 0.21 | | 0.67 | 1.00 | | 0.94 |
| Lane Grp Cap(c), veh/h | 438 | 850 | 891 | 389 | 1699 | | 417 | 0 | 0 | 461 | 0 | 290 |
| V/C Ratio(X) | 0.14 | 0.53 | 0.53 | 0.10 | 0.45 | | 0.06 | 0.00 | 0.00 | 0.43 | 0.00 | 0.11 |
| Avail Cap(c_a), veh/h | 1136 | 2625 | 2753 | 998 | 5249 | | 2181 | 0 | 0 | 2030 | 0 | 2092 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.6 | 6.4 | 6.4 | 9.1 | 6.1 | 0.0 | 12.0 | 0.0 | 0.0 | 13.7 | 0.0 | 12.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.5 | 0.5 | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 1.3 | 1.4 | 0.2 | 1.1 | 0.0 | 0.1 | 0.0 | 0.0 | 1.2 | 0.0 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 8.7 | 6.9 | 6.9 | 9.3 | 6.3 | 0.0 | 12.0 | 0.0 | 0.0 | 13.9 | 0.0 | 12.1 |
| LnGrp LOS | A | A | A | A | A | | B | | | B | | B |
| Approach Vol, veh/h | | 978 | | | 809 | | | 24 | | | 231 | |
| Approach Delay, s/veh | | 7.0 | | | 6.4 | | | 12.0 | | | 13.7 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 22.8 | | 12.4 | | 22.8 | | 12.4 | | | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 52.0 | | 46.0 | | 52.0 | | 46.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 9.4 | | 6.7 | | 9.9 | | 2.4 | | | | |
| Green Ext Time (p_c), s | | 7.5 | | 0.2 | | 7.0 | | 0.1 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 7.6 |
| HCM 7th LOS | A |

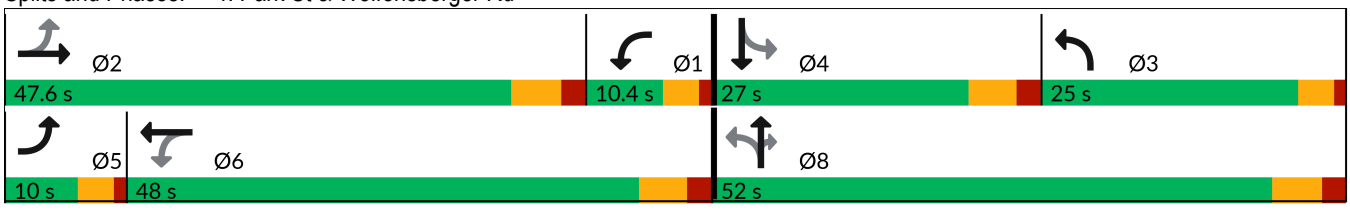
**Notes**

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

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 32 | 705 | 56 | 601 | 275 | 41 | 87 | 107 | 53 |
| Future Volume (vph) | 32 | 705 | 56 | 601 | 275 | 41 | 87 | 107 | 53 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | Perm | Perm | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 3 | 8 | | | 4 |
| Permitted Phases | 2 | | 6 | | 8 | | 8 | 4 | |
| Detector Phase | 5 | 2 | 1 | 6 | 3 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 10.0 | 3.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.5 | 24.0 | 9.5 | 24.0 | 9.5 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 10.0 | 47.6 | 10.4 | 48.0 | 25.0 | 52.0 | 52.0 | 27.0 | 27.0 |
| Total Split (%) | 9.1% | 43.3% | 9.5% | 43.6% | 22.7% | 47.3% | 47.3% | 24.5% | 24.5% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 2.0 | 1.0 | 2.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 6.0 | 4.0 | 6.0 | 4.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lead | Lag | Lag | Lag | | | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | Yes | Yes |
| Recall Mode | None | Min | None | Min | None | None | None | None | None |
| Act Effct Green (s) | 31.2 | 29.1 | 33.4 | 30.0 | 27.3 | 25.2 | 25.2 | 13.1 | 13.1 |
| Actuated g/C Ratio | 0.43 | 0.40 | 0.46 | 0.41 | 0.37 | 0.35 | 0.35 | 0.18 | 0.18 |
| v/c Ratio | 0.13 | 0.74 | 0.23 | 0.51 | 0.57 | 0.07 | 0.15 | 0.48 | 0.35 |
| Control Delay (s/veh) | 14.4 | 21.9 | 19.6 | 18.1 | 26.2 | 19.2 | 2.6 | 37.9 | 23.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 14.4 | 21.9 | 19.6 | 18.1 | 26.2 | 19.2 | 2.6 | 37.9 | 23.6 |
| LOS | B | C | B | B | C | B | A | D | C |
| Approach Delay (s/veh) | | 21.7 | | 18.2 | | 20.4 | | | 30.6 |
| Approach LOS | | C | | B | | C | | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 72.9 | |
| Natural Cycle: 70 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.74 | |
| Intersection Signal Delay (s/veh): 21.2 | Intersection LOS: C |
| Intersection Capacity Utilization 65.6% | ICU Level of Service C |
| Analysis Period (min) 15 | |

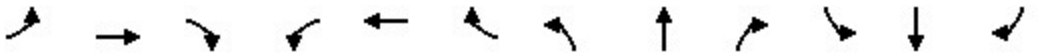
Splits and Phases: 4: Park St & Wolfensberger Rd





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 35 | 1024 | 61 | 737 | 299 | 45 | 95 | 116 | 121 |
| v/c Ratio | 0.13 | 0.74 | 0.23 | 0.51 | 0.57 | 0.07 | 0.15 | 0.48 | 0.35 |
| Control Delay (s/veh) | 14.4 | 21.9 | 19.6 | 18.1 | 26.2 | 19.2 | 2.6 | 37.9 | 23.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 14.4 | 21.9 | 19.6 | 18.1 | 26.2 | 19.2 | 2.6 | 37.9 | 23.6 |
| Queue Length 50th (ft) | 9 | 202 | 17 | 136 | 103 | 14 | 0 | 50 | 32 |
| Queue Length 95th (ft) | 27 | 293 | 42 | 206 | 211 | 42 | 19 | 113 | 87 |
| Internal Link Dist (ft) | | 258 | | 140 | | 320 | | | 322 |
| Turn Bay Length (ft) | 100 | | 100 | | 125 | | 125 | | |
| Base Capacity (vph) | 298 | 2060 | 324 | 2111 | 871 | 1234 | 1092 | 410 | 550 |
| 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 | 0.12 | 0.50 | 0.19 | 0.35 | 0.34 | 0.04 | 0.09 | 0.28 | 0.22 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 32 | 705 | 237 | 56 | 601 | 77 | 275 | 41 | 87 | 107 | 53 | 58 |
| Future Volume (veh/h) | 32 | 705 | 237 | 56 | 601 | 77 | 275 | 41 | 87 | 107 | 53 | 58 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 35 | 766 | 258 | 61 | 653 | 84 | 299 | 45 | 95 | 116 | 58 | 63 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 250 | 995 | 335 | 209 | 1326 | 170 | 346 | 619 | 524 | 264 | 119 | 130 |
| Arrive On Green | 0.02 | 0.38 | 0.38 | 0.03 | 0.42 | 0.42 | 0.10 | 0.33 | 0.33 | 0.15 | 0.15 | 0.15 |
| Sat Flow, veh/h | 1781 | 2610 | 879 | 1781 | 3167 | 407 | 1781 | 1870 | 1585 | 1249 | 820 | 890 |
| Grp Volume(v), veh/h | 35 | 521 | 503 | 61 | 366 | 371 | 299 | 45 | 95 | 116 | 0 | 121 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1712 | 1781 | 1777 | 1797 | 1781 | 1870 | 1585 | 1249 | 0 | 1710 |
| Q Serve(g_s), s | 0.9 | 17.9 | 17.9 | 0.0 | 10.5 | 10.6 | 4.7 | 1.2 | 3.0 | 6.2 | 0.0 | 4.5 |
| Cycle Q Clear(g_c), s | 0.9 | 17.9 | 17.9 | 0.0 | 10.5 | 10.6 | 4.7 | 1.2 | 3.0 | 7.4 | 0.0 | 4.5 |
| Prop In Lane | 1.00 | | 0.51 | 1.00 | | 0.23 | 1.00 | | 1.00 | 1.00 | | 0.52 |
| Lane Grp Cap(c), veh/h | 250 | 677 | 653 | 209 | 744 | 752 | 346 | 619 | 524 | 264 | 0 | 249 |
| V/C Ratio(X) | 0.14 | 0.77 | 0.77 | 0.29 | 0.49 | 0.49 | 0.86 | 0.07 | 0.18 | 0.44 | 0.00 | 0.49 |
| Avail Cap(c_a), veh/h | 366 | 1060 | 1021 | 319 | 1070 | 1082 | 705 | 1233 | 1045 | 459 | 0 | 515 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.1 | 18.9 | 18.9 | 30.0 | 14.9 | 14.9 | 28.7 | 16.0 | 16.6 | 29.2 | 0.0 | 27.4 |
| Incr Delay (d2), s/veh | 0.1 | 1.9 | 2.0 | 0.3 | 0.5 | 0.5 | 2.5 | 0.0 | 0.2 | 1.1 | 0.0 | 1.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 6.7 | 6.5 | 1.0 | 3.9 | 3.9 | 4.8 | 0.5 | 1.0 | 1.9 | 0.0 | 1.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 16.2 | 20.8 | 20.9 | 30.2 | 15.4 | 15.4 | 31.2 | 16.0 | 16.8 | 30.3 | 0.0 | 28.9 |
| LnGrp LOS | B | C | C | C | B | B | C | B | B | C | | C |
| Approach Vol, veh/h | | 1059 | | | 798 | | | 439 | | | 237 | |
| Approach Delay, s/veh | | 20.7 | | | 16.5 | | | 26.5 | | | 29.6 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.1 | 32.6 | 12.9 | 16.2 | 5.5 | 35.2 | | 29.1 | | | | |
| Change Period (Y+Rc), s | 6.0 | * 6 | 6.0 | * 6 | 4.0 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 6.4 | * 42 | 21.0 | * 21 | 6.0 | 42.0 | | 46.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.0 | 19.9 | 6.7 | 9.4 | 2.9 | 12.6 | | 5.0 | | | | |
| Green Ext Time (p_c), s | 0.0 | 6.7 | 0.2 | 0.8 | 0.0 | 4.9 | | 0.6 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 21.2 |
| HCM 7th LOS | C |

**Notes**

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 2 | 21 | 27 | 1 | 7 | 6 | 138 | 29 | 2 | 165 | 0 |
| Future Vol, veh/h | 0 | 2 | 21 | 27 | 1 | 7 | 6 | 138 | 29 | 2 | 165 | 0 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 2 | 23 | 29 | 1 | 8 | 7 | 150 | 32 | 2 | 179 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 347 | 378 | 179 | 364 | 363 | 166 | 179 | 0 | 0 | 182 | 0 | 0 |
| Stage 1 | 184 | 184 | - | 179 | 179 | - | - | - | - | - | - | - |
| Stage 2 | 164 | 195 | - | 185 | 184 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 607 | 554 | 863 | 592 | 565 | 879 | 1396 | - | - | 1394 | - | - |
| Stage 1 | 818 | 748 | - | 823 | 751 | - | - | - | - | - | - | - |
| Stage 2 | 838 | 740 | - | 817 | 748 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 597 | 550 | 863 | 570 | 561 | 879 | 1396 | - | - | 1394 | - | - |
| Mov Cap-2 Maneuver | 597 | 550 | - | 570 | 561 | - | - | - | - | - | - | - |
| Stage 1 | 817 | 746 | - | 819 | 747 | - | - | - | - | - | - | - |
| Stage 2 | 826 | 736 | - | 792 | 746 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 9.51 | 11.26 | 0.26 | 0.09 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 60 | - | - | 823 | 613 | 22 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.03 | 0.062 | 0.002 | - | - |
| HCM Control Delay (s/veh) | 7.6 | 0 | - | 9.5 | 11.3 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | A | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.2 | 0 | - | - |

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

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 899 | 733 | 2 | 0 | 1 |
| Future Vol, veh/h | 0 | 899 | 733 | 2 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 977 | 797 | 2 | 0 | 1 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 399 |
| 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 | - | - | - | 0 | 600 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 600 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 0 | 11.01 |
| HCM LOS | | | B |

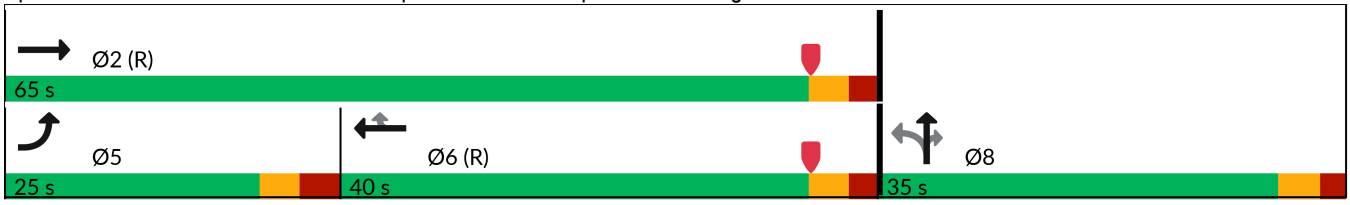
| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 600 |
| HCM Lane V/C Ratio | - | - | - | 0.002 |
| HCM Control Delay (s/veh) | - | - | - | 11 |
| HCM Lane LOS | - | - | - | B |
| HCM 95th %tile Q(veh) | - | - | - | 0 |

# APPENDIX H – Long Range Future (with site development) Synchro Outputs

| Lane Group | EBL | EBT | WBT | WBR | NBT | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 455 | 657 | 332 | 286 | 0 | 88 |
| Future Volume (vph) | 455 | 657 | 332 | 286 | 0 | 88 |
| Turn Type | Prot | NA | NA | Perm | NA | Perm |
| Protected Phases | 5 | 2 | 6 | | 8 | |
| Permitted Phases | | | | 6 | | 8 |
| Detector Phase | 5 | 2 | 6 | 6 | 8 | 8 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 10.0 | 10.0 | 5.0 | 5.0 |
| Minimum Split (s) | 11.0 | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 |
| Total Split (s) | 25.0 | 65.0 | 40.0 | 40.0 | 35.0 | 35.0 |
| Total Split (%) | 25.0% | 65.0% | 40.0% | 40.0% | 35.0% | 35.0% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 3.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | | Lag | Lag | | |
| Lead-Lag Optimize? | Yes | | Yes | Yes | | |
| Recall Mode | None | C-Min | C-Min | C-Min | None | None |
| Act Effct Green (s) | 19.3 | 62.3 | 37.0 | 37.0 | 27.7 | 27.7 |
| Actuated g/C Ratio | 0.19 | 0.62 | 0.37 | 0.37 | 0.28 | 0.28 |
| v/c Ratio | 0.75 | 0.32 | 0.52 | 0.40 | 0.86 | 0.19 |
| Control Delay (s/veh) | 43.2 | 7.6 | 29.8 | 4.7 | 51.8 | 6.1 |
| Queue Delay | 0.0 | 0.2 | 0.0 | 0.0 | 6.4 | 0.0 |
| Total Delay (s/veh) | 43.2 | 7.8 | 29.8 | 4.7 | 58.2 | 6.1 |
| LOS | D | A | C | A | E | A |
| Approach Delay (s/veh) | | 22.3 | 18.2 | | 48.5 | |
| Approach LOS | | C | B | | D | |

| Intersection Summary | |
|---|---|
| Cycle Length: 100 | |
| Actuated Cycle Length: 100 | |
| Offset: 41 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.86 | |
| Intersection Signal Delay (s/veh): 26.8 | Intersection LOS: C |
| Intersection Capacity Utilization 83.2% | ICU Level of Service E |
| Analysis Period (min) 15 | |

Splits and Phases: 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St



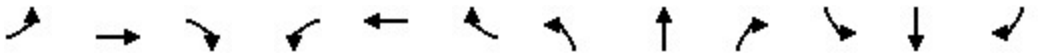
## 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St

03/07/2025



| Lane Group | EBL | EBT | WBT | WBR | NBT | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 495 | 714 | 361 | 311 | 422 | 96 |
| v/c Ratio | 0.75 | 0.32 | 0.52 | 0.40 | 0.86 | 0.19 |
| Control Delay (s/veh) | 43.2 | 7.6 | 29.8 | 4.7 | 51.8 | 6.1 |
| Queue Delay | 0.0 | 0.2 | 0.0 | 0.0 | 6.4 | 0.0 |
| Total Delay (s/veh) | 43.2 | 7.8 | 29.8 | 4.7 | 58.2 | 6.1 |
| Queue Length 50th (ft) | 160 | 126 | 184 | 0 | 251 | 0 |
| Queue Length 95th (ft) | 192 | 28 | 286 | 58 | 355 | 35 |
| Internal Link Dist (ft) | | 303 | 499 | | 560 | |
| Turn Bay Length (ft) | | | | 300 | | 400 |
| Base Capacity (vph) | 689 | 2235 | 721 | 803 | 547 | 555 |
| Starvation Cap Reductn | 0 | 710 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 84 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.72 | 0.47 | 0.50 | 0.39 | 0.91 | 0.17 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 455 | 657 | 0 | 0 | 332 | 286 | 388 | 0 | 88 | 0 | 0 | 0 |
| Future Volume (veh/h) | 455 | 657 | 0 | 0 | 332 | 286 | 388 | 0 | 88 | 0 | 0 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 0 | 0 | 1870 | 1870 | 1870 | 1870 | 1870 | | | |
| Adj Flow Rate, veh/h | 495 | 714 | 0 | 0 | 361 | 311 | 422 | 0 | 0 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | | |
| Percent Heavy Veh, % | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | | | |
| Cap, veh/h | 576 | 2280 | 0 | 0 | 776 | 658 | 460 | 0 | | | | |
| Arrive On Green | 0.22 | 0.85 | 0.00 | 0.00 | 0.41 | 0.41 | 0.26 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 3456 | 3647 | 0 | 0 | 1870 | 1585 | 1781 | 0 | 1585 | | | |
| Grp Volume(v), veh/h | 495 | 714 | 0 | 0 | 361 | 311 | 422 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 0 | 0 | 1870 | 1585 | 1781 | 0 | 1585 | | | |
| Q Serve(g_s), s | 13.8 | 4.0 | 0.0 | 0.0 | 14.0 | 14.3 | 23.0 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 13.8 | 4.0 | 0.0 | 0.0 | 14.0 | 14.3 | 23.0 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 576 | 2280 | 0 | 0 | 776 | 658 | 460 | 0 | | | | |
| V/C Ratio(X) | 0.86 | 0.31 | 0.00 | 0.00 | 0.47 | 0.47 | 0.92 | 0.00 | | | | |
| Avail Cap(c_a), veh/h | 657 | 2280 | 0 | 0 | 776 | 658 | 534 | 0 | | | | |
| HCM Platoon Ratio | 1.33 | 1.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.94 | 0.94 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 37.8 | 2.9 | 0.0 | 0.0 | 21.2 | 21.3 | 36.0 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 10.2 | 0.3 | 0.0 | 0.0 | 2.0 | 2.4 | 17.8 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 6.3 | 1.2 | 0.0 | 0.0 | 6.4 | 5.6 | 12.1 | 0.0 | 0.0 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 48.0 | 3.3 | 0.0 | 0.0 | 23.2 | 23.7 | 53.8 | 0.0 | 0.0 | | | |
| LnGrp LOS | D | A | | | C | C | D | | | | | |
| Approach Vol, veh/h | | 1209 | | | 672 | | | 422 | | | | |
| Approach Delay, s/veh | | 21.6 | | | 23.5 | | | 53.8 | | | | |
| Approach LOS | | C | | | C | | | D | | | | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 69.1 | | | 22.7 | 46.5 | | 30.9 | | | | |
| Change Period (Y+Rc), s | | 5.0 | | | 6.0 | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | | 60.0 | | | 19.0 | 35.0 | | 30.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 6.0 | | | 15.8 | 16.3 | | 25.0 | | | | |
| Green Ext Time (p_c), s | | 3.7 | | | 0.9 | 1.9 | | 0.8 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 28.0 |
| HCM 7th LOS | C |

**Notes**

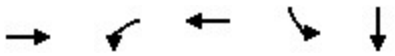
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 772 | 64 | 656 | 340 | 2 |
| Future Volume (vph) | 772 | 64 | 656 | 340 | 2 |
| Turn Type | NA | pm+pt | NA | Perm | NA |
| Protected Phases | 2 | 1 | 6 | | 4 |
| Permitted Phases | | 6 | | 4 | |
| Detector Phase | 2 | 1 | 6 | 4 | 4 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 10.0 | 4.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 26.0 | 9.5 | 26.0 | 24.0 | 24.0 |
| Total Split (s) | 45.0 | 12.0 | 57.0 | 43.0 | 43.0 |
| Total Split (%) | 45.0% | 12.0% | 57.0% | 43.0% | 43.0% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 6.0 | 6.0 |
| Lead/Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | | | |
| Recall Mode | C-Min | None | C-Min | None | None |
| Act Effct Green (s) | 55.7 | 64.7 | 64.7 | 24.3 | 24.3 |
| Actuated g/C Ratio | 0.56 | 0.65 | 0.65 | 0.24 | 0.24 |
| v/c Ratio | 0.33 | 0.23 | 0.59 | 0.44 | 0.85 |
| Control Delay (s/veh) | 13.0 | 10.9 | 17.3 | 32.3 | 35.2 |
| Queue Delay | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 13.0 | 10.9 | 24.2 | 32.3 | 35.2 |
| LOS | B | B | C | C | D |
| Approach Delay (s/veh) | 13.0 | | 23.0 | | 33.9 |
| Approach LOS | B | | C | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 100 | |
| Actuated Cycle Length: 100 | |
| Offset: 11 (11%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.85 | |
| Intersection Signal Delay (s/veh): 22.1 | Intersection LOS: C |
| Intersection Capacity Utilization 83.2% | ICU Level of Service E |
| Analysis Period (min) 15 | |

Splits and Phases: 2: I-25 SB On Ramp/I-25 SB Off Ramp & Wolfensberger Rd

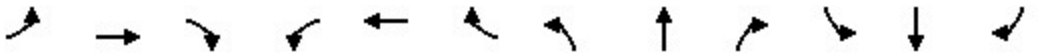




| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1143 | 70 | 713 | 370 | 441 |
| v/c Ratio | 0.33 | 0.23 | 0.59 | 0.44 | 0.85 |
| Control Delay (s/veh) | 13.0 | 10.9 | 17.3 | 32.3 | 35.2 |
| Queue Delay | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 13.0 | 10.9 | 24.2 | 32.3 | 35.2 |
| Queue Length 50th (ft) | 103 | 19 | 229 | 102 | 163 |
| Queue Length 95th (ft) | 165 | m40 | 612 | 122 | 244 |
| Internal Link Dist (ft) | 599 | | 303 | | 382 |
| Turn Bay Length (ft) | | | | 150 | |
| Base Capacity (vph) | 3473 | 320 | 1204 | 1270 | 699 |
| Starvation Cap Reductn | 0 | 0 | 438 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.33 | 0.22 | 0.93 | 0.29 | 0.63 |

Intersection Summary

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 772 | 280 | 64 | 656 | 0 | 0 | 0 | 0 | 340 | 2 | 404 |
| Future Volume (veh/h) | 0 | 772 | 280 | 64 | 656 | 0 | 0 | 0 | 0 | 340 | 2 | 404 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | | | No | |
| Adj Sat Flow, veh/h/ln | 0 | 1870 | 1870 | 1870 | 1870 | 0 | | | | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 0 | 839 | 304 | 70 | 713 | 0 | | | | 370 | 2 | 439 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | | | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 2 | 2 | 0 | | | | 2 | 2 | 2 |
| Cap, veh/h | 0 | 2407 | 791 | 320 | 1091 | 0 | | | | 1060 | 2 | 484 |
| Arrive On Green | 0.00 | 0.50 | 0.50 | 0.07 | 1.00 | 0.00 | | | | 0.31 | 0.31 | 0.31 |
| Sat Flow, veh/h | 0 | 5087 | 1585 | 1781 | 1870 | 0 | | | | 3456 | 7 | 1579 |
| Grp Volume(v), veh/h | 0 | 839 | 304 | 70 | 713 | 0 | | | | 370 | 0 | 441 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1609 | 1585 | 1781 | 1870 | 0 | | | | 1728 | 0 | 1586 |
| Q Serve(g_s), s | 0.0 | 10.5 | 11.9 | 1.8 | 0.0 | 0.0 | | | | 8.3 | 0.0 | 26.7 |
| Cycle Q Clear(g_c), s | 0.0 | 10.5 | 11.9 | 1.8 | 0.0 | 0.0 | | | | 8.3 | 0.0 | 26.7 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2407 | 791 | 320 | 1091 | 0 | | | | 1060 | 0 | 487 |
| V/C Ratio(X) | 0.00 | 0.35 | 0.38 | 0.22 | 0.65 | 0.00 | | | | 0.35 | 0.00 | 0.91 |
| Avail Cap(c_a), veh/h | 0 | 2407 | 791 | 384 | 1091 | 0 | | | | 1279 | 0 | 587 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.84 | 0.84 | 0.84 | 0.84 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 15.2 | 15.5 | 11.1 | 0.0 | 0.0 | | | | 26.9 | 0.0 | 33.3 |
| Incr Delay (d2), s/veh | 0.0 | 0.3 | 1.2 | 0.1 | 2.6 | 0.0 | | | | 0.1 | 0.0 | 14.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 3.8 | 4.4 | 0.7 | 0.8 | 0.0 | | | | 3.4 | 0.0 | 12.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 0.0 | 15.5 | 16.7 | 11.2 | 2.6 | 0.0 | | | | 27.0 | 0.0 | 47.7 |
| LnGrp LOS | | B | B | B | A | | | | | C | | D |
| Approach Vol, veh/h | | 1143 | | | 783 | | | | | | 811 | |
| Approach Delay, s/veh | | 15.9 | | | 3.3 | | | | | | 38.3 | |
| Approach LOS | | B | | | A | | | | | | D | |

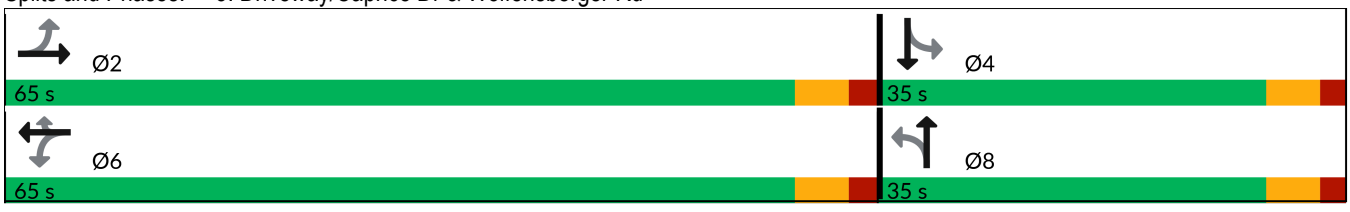
| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.4 | 54.9 | | 36.7 | | 63.3 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 6.0 | | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 40.0 | | 37.0 | | 52.0 |
| Max Q Clear Time (g_c+I1), s | 3.8 | 13.9 | | 28.7 | | 2.0 |
| Green Ext Time (p_c), s | 0.0 | 6.1 | | 2.0 | | 3.6 |

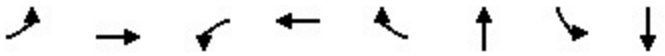
| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 18.9 |
| HCM 7th LOS | B |

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 69 | 816 | 15 | 798 | 117 | 1 | 1 | 186 | 0 |
| Future Volume (vph) | 69 | 816 | 15 | 798 | 117 | 1 | 1 | 186 | 0 |
| Turn Type | Perm | NA | Perm | NA | Perm | Perm | NA | Perm | NA |
| Protected Phases | | 2 | | 6 | | | 8 | | 4 |
| Permitted Phases | 2 | | 6 | | 6 | 8 | | 4 | |
| Detector Phase | 2 | 2 | 6 | 6 | 6 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 65.0 | 65.0 | 65.0 | 65.0 | 65.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| Total Split (%) | 65.0% | 65.0% | 65.0% | 65.0% | 65.0% | 35.0% | 35.0% | 35.0% | 35.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | |
| Recall Mode | Min | Min | Min | Min | Min | None | None | None | None |
| Act Effct Green (s) | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 | | 11.0 | 11.0 | 11.0 |
| Actuated g/C Ratio | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | | 0.24 | 0.24 | 0.24 |
| v/c Ratio | 0.27 | 0.51 | 0.06 | 0.49 | 0.15 | | 0.01 | 0.60 | 0.03 |
| Control Delay (s/veh) | 10.8 | 9.5 | 7.7 | 9.3 | 2.3 | | 12.2 | 24.7 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 10.8 | 9.5 | 7.7 | 9.3 | 2.3 | | 12.2 | 24.7 | 0.1 |
| LOS | B | A | A | A | A | | B | C | A |
| Approach Delay (s/veh) | | 9.6 | | 8.4 | | | 12.2 | | 23.0 |
| Approach LOS | | A | | A | | | B | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 100 | |
| Actuated Cycle Length: 46.4 | |
| Natural Cycle: 50 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.60 | |
| Intersection Signal Delay (s/veh): 10.4 | Intersection LOS: B |
| Intersection Capacity Utilization 62.9% | ICU Level of Service B |
| Analysis Period (min) 15 | |

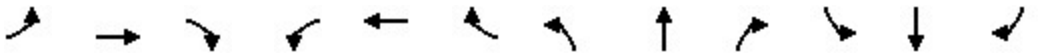
Splits and Phases: 3: Driveway/Caprice Dr & Wolfensberger Rd





| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 75 | 887 | 16 | 867 | 127 | 5 | 202 | 15 |
| v/c Ratio | 0.27 | 0.51 | 0.06 | 0.49 | 0.15 | 0.01 | 0.60 | 0.03 |
| Control Delay (s/veh) | 10.8 | 9.5 | 7.7 | 9.3 | 2.3 | 12.2 | 24.7 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 10.8 | 9.5 | 7.7 | 9.3 | 2.3 | 12.2 | 24.7 | 0.1 |
| Queue Length 50th (ft) | 10 | 71 | 2 | 69 | 0 | 0 | 43 | 0 |
| Queue Length 95th (ft) | 39 | 144 | 11 | 141 | 20 | 7 | 120 | 0 |
| Internal Link Dist (ft) | | 38 | | 599 | | 169 | | 223 |
| Turn Bay Length (ft) | 100 | | 100 | | | | | |
| Base Capacity (vph) | 556 | 3508 | 539 | 3508 | 1570 | 1056 | 905 | 1076 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.13 | 0.25 | 0.03 | 0.25 | 0.08 | 0.00 | 0.22 | 0.01 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 69 | 816 | 0 | 15 | 798 | 117 | 1 | 1 | 3 | 186 | 0 | 14 |
| Future Volume (veh/h) | 69 | 816 | 0 | 15 | 798 | 117 | 1 | 1 | 3 | 186 | 0 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 75 | 887 | 0 | 16 | 867 | 0 | 1 | 1 | 3 | 202 | 0 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 414 | 1828 | 0 | 407 | 1828 | | 133 | 95 | 174 | 435 | 0 | 278 |
| Arrive On Green | 0.51 | 0.51 | 0.00 | 0.51 | 0.51 | 0.00 | 0.18 | 0.18 | 0.18 | 0.18 | 0.00 | 0.18 |
| Sat Flow, veh/h | 638 | 3647 | 0 | 627 | 3554 | 1585 | 119 | 542 | 991 | 1412 | 0 | 1585 |
| Grp Volume(v), veh/h | 75 | 887 | 0 | 16 | 867 | 0 | 5 | 0 | 0 | 202 | 0 | 15 |
| Grp Sat Flow(s),veh/h/ln | 638 | 1777 | 0 | 627 | 1777 | 1585 | 1652 | 0 | 0 | 1412 | 0 | 1585 |
| Q Serve(g_s), s | 3.3 | 6.3 | 0.0 | 0.7 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 0.0 | 0.3 |
| Cycle Q Clear(g_c), s | 9.4 | 6.3 | 0.0 | 6.9 | 6.1 | 0.0 | 0.1 | 0.0 | 0.0 | 5.3 | 0.0 | 0.3 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 0.20 | | 0.60 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 414 | 1828 | 0 | 407 | 1828 | | 402 | 0 | 0 | 435 | 0 | 278 |
| V/C Ratio(X) | 0.18 | 0.49 | 0.00 | 0.04 | 0.47 | | 0.01 | 0.00 | 0.00 | 0.46 | 0.00 | 0.05 |
| Avail Cap(c_a), veh/h | 1059 | 5417 | 0 | 1040 | 5417 | | 1314 | 0 | 0 | 1245 | 0 | 1188 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 9.0 | 6.1 | 0.0 | 8.3 | 6.0 | 0.0 | 13.2 | 0.0 | 0.0 | 15.3 | 0.0 | 13.3 |
| Incr Delay (d2), s/veh | 0.2 | 0.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 1.3 | 0.0 | 0.1 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 9.3 | 6.3 | 0.0 | 8.4 | 6.2 | 0.0 | 13.2 | 0.0 | 0.0 | 15.6 | 0.0 | 13.3 |
| LnGrp LOS | A | A | | A | A | | B | | | B | | B |
| Approach Vol, veh/h | | 962 | | | 883 | | | 5 | | | 217 | |
| Approach Delay, s/veh | | 6.5 | | | 6.3 | | | 13.2 | | | 15.5 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 25.9 | | 12.8 | | 25.9 | | 12.8 | | | | |
| Change Period (Y+Rc), s | | 6.0 | | 6.0 | | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | | 59.0 | | 29.0 | | 59.0 | | 29.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 11.4 | | 7.3 | | 8.9 | | 2.1 | | | | |
| Green Ext Time (p_c), s | | 8.5 | | 0.2 | | 7.9 | | 0.0 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 7.4 |
| HCM 7th LOS | A |

**Notes**

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

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 49 | 782 | 67 | 605 | 282 | 64 | 75 | 28 | 19 |
| Future Volume (vph) | 49 | 782 | 67 | 605 | 282 | 64 | 75 | 28 | 19 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | Perm | Perm | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 3 | 8 | | | 4 |
| Permitted Phases | 2 | | 6 | | 8 | | 8 | 4 | |
| Detector Phase | 5 | 2 | 1 | 6 | 3 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 10.0 | 3.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.5 | 24.0 | 9.5 | 24.0 | 9.5 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 9.8 | 43.4 | 10.6 | 44.2 | 22.0 | 46.0 | 46.0 | 24.0 | 24.0 |
| Total Split (%) | 9.8% | 43.4% | 10.6% | 44.2% | 22.0% | 46.0% | 46.0% | 24.0% | 24.0% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 2.0 | 1.0 | 2.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 6.0 | 4.0 | 6.0 | 4.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lead | Lag | Lag | Lag | | | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | Yes | Yes |
| Recall Mode | None | Min | None | Min | None | None | None | None | None |
| Act Effct Green (s) | 30.0 | 27.8 | 32.7 | 29.1 | 20.2 | 18.0 | 18.0 | 11.0 | 11.0 |
| Actuated g/C Ratio | 0.46 | 0.43 | 0.50 | 0.45 | 0.31 | 0.28 | 0.28 | 0.17 | 0.17 |
| v/c Ratio | 0.17 | 0.74 | 0.26 | 0.47 | 0.62 | 0.14 | 0.15 | 0.12 | 0.11 |
| Control Delay (s/veh) | 13.0 | 19.5 | 19.2 | 15.2 | 28.0 | 20.6 | 1.4 | 32.5 | 24.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 13.0 | 19.5 | 19.2 | 15.2 | 28.0 | 20.6 | 1.4 | 32.5 | 24.3 |
| LOS | B | B | B | B | C | C | A | C | C |
| Approach Delay (s/veh) | | 19.2 | | 15.5 | | 22.2 | | | 28.1 |
| Approach LOS | | B | | B | | C | | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 100 | |
| Actuated Cycle Length: 65.1 | |
| Natural Cycle: 75 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.74 | |
| Intersection Signal Delay (s/veh): 18.8 | Intersection LOS: B |
| Intersection Capacity Utilization 68.4% | ICU Level of Service C |
| Analysis Period (min) 15 | |

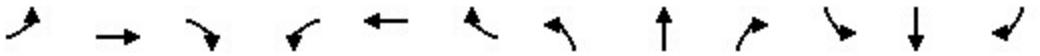
Splits and Phases: 4: Park St & Wolfensberger Rd





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 53 | 1103 | 73 | 734 | 307 | 70 | 82 | 30 | 34 |
| v/c Ratio | 0.17 | 0.74 | 0.26 | 0.47 | 0.62 | 0.14 | 0.15 | 0.12 | 0.11 |
| Control Delay (s/veh) | 13.0 | 19.5 | 19.2 | 15.2 | 28.0 | 20.6 | 1.4 | 32.5 | 24.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 13.0 | 19.5 | 19.2 | 15.2 | 28.0 | 20.6 | 1.4 | 32.5 | 24.3 |
| Queue Length 50th (ft) | 14 | 213 | 20 | 129 | 107 | 22 | 0 | 12 | 8 |
| Queue Length 95th (ft) | 35 | 312 | 46 | 191 | 208 | 57 | 7 | 41 | 37 |
| Internal Link Dist (ft) | | 258 | | 140 | | 320 | | | 322 |
| Turn Bay Length (ft) | 100 | | 100 | | 125 | | 125 | | |
| Base Capacity (vph) | 335 | 2167 | 352 | 2232 | 703 | 1229 | 1093 | 451 | 540 |
| 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 | 0.16 | 0.51 | 0.21 | 0.33 | 0.44 | 0.06 | 0.08 | 0.07 | 0.06 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 49 | 782 | 233 | 67 | 605 | 70 | 282 | 64 | 75 | 28 | 19 | 12 |
| Future Volume (veh/h) | 49 | 782 | 233 | 67 | 605 | 70 | 282 | 64 | 75 | 28 | 19 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 53 | 850 | 253 | 73 | 658 | 76 | 307 | 70 | 82 | 30 | 21 | 13 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 281 | 1085 | 323 | 215 | 1393 | 161 | 356 | 557 | 472 | 253 | 158 | 98 |
| Arrive On Green | 0.03 | 0.40 | 0.40 | 0.03 | 0.43 | 0.43 | 0.06 | 0.30 | 0.30 | 0.15 | 0.15 | 0.15 |
| Sat Flow, veh/h | 1781 | 2700 | 803 | 1781 | 3210 | 370 | 1781 | 1870 | 1585 | 1235 | 1081 | 669 |
| Grp Volume(v), veh/h | 53 | 559 | 544 | 73 | 364 | 370 | 307 | 70 | 82 | 30 | 0 | 34 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1726 | 1781 | 1777 | 1804 | 1781 | 1870 | 1585 | 1235 | 0 | 1750 |
| Q Serve(g_s), s | 1.3 | 18.5 | 18.6 | 0.0 | 9.8 | 9.9 | 2.0 | 1.8 | 2.6 | 1.5 | 0.0 | 1.1 |
| Cycle Q Clear(g_c), s | 1.3 | 18.5 | 18.6 | 0.0 | 9.8 | 9.9 | 2.0 | 1.8 | 2.6 | 3.3 | 0.0 | 1.1 |
| Prop In Lane | 1.00 | | 0.47 | 1.00 | | 0.21 | 1.00 | | 1.00 | 1.00 | | 0.38 |
| Lane Grp Cap(c), veh/h | 281 | 714 | 694 | 215 | 771 | 783 | 356 | 557 | 472 | 253 | 0 | 255 |
| V/C Ratio(X) | 0.19 | 0.78 | 0.78 | 0.34 | 0.47 | 0.47 | 0.86 | 0.13 | 0.17 | 0.12 | 0.00 | 0.13 |
| Avail Cap(c_a), veh/h | 380 | 986 | 957 | 331 | 1007 | 1022 | 719 | 1110 | 940 | 403 | 0 | 467 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 14.8 | 17.6 | 17.6 | 29.3 | 13.6 | 13.6 | 28.2 | 17.3 | 17.5 | 26.8 | 0.0 | 25.1 |
| Incr Delay (d2), s/veh | 0.1 | 2.8 | 3.0 | 0.3 | 0.5 | 0.4 | 2.5 | 0.1 | 0.2 | 0.2 | 0.0 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 7.0 | 6.8 | 1.1 | 3.5 | 3.6 | 4.7 | 0.8 | 0.9 | 0.4 | 0.0 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 14.9 | 20.4 | 20.6 | 29.6 | 14.0 | 14.0 | 30.7 | 17.4 | 17.7 | 27.1 | 0.0 | 25.3 |
| LnGrp LOS | B | C | C | C | B | B | C | B | B | C | | C |
| Approach Vol, veh/h | | 1156 | | | 807 | | | 459 | | | 64 | |
| Approach Delay, s/veh | | 20.2 | | | 15.4 | | | 26.3 | | | 26.1 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.2 | 33.1 | 10.3 | 15.8 | 6.1 | 35.2 | | 26.1 | | | | |
| Change Period (Y+Rc), s | 6.0 | * 6 | 6.0 | * 6 | 4.0 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 6.6 | * 37 | 18.0 | * 18 | 5.8 | 38.2 | | 40.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.0 | 20.6 | 4.0 | 5.3 | 3.3 | 11.9 | | 4.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 6.5 | 0.2 | 0.1 | 0.0 | 4.7 | | 0.6 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 20.0 |
| HCM 7th LOS | B |

**Notes**

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 16 | 0 | 142 | 19 | 0 | 8 | 72 | 98 | 17 | 2 | 39 | 18 |
| Future Vol, veh/h | 16 | 0 | 142 | 19 | 0 | 8 | 72 | 98 | 17 | 2 | 39 | 18 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 0 | 154 | 21 | 0 | 9 | 78 | 107 | 18 | 2 | 42 | 20 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 320 | 338 | 52 | 319 | 339 | 116 | 62 | 0 | 0 | 125 | 0 | 0 |
| Stage 1 | 57 | 57 | - | 272 | 272 | - | - | - | - | - | - | - |
| Stage 2 | 263 | 282 | - | 47 | 66 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 633 | 583 | 1015 | 634 | 583 | 937 | 1541 | - | - | 1462 | - | - |
| Stage 1 | 955 | 848 | - | 734 | 684 | - | - | - | - | - | - | - |
| Stage 2 | 742 | 678 | - | 967 | 840 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 592 | 550 | 1015 | 507 | 550 | 937 | 1541 | - | - | 1462 | - | - |
| Mov Cap-2 Maneuver | 592 | 550 | - | 507 | 550 | - | - | - | - | - | - | - |
| Stage 1 | 954 | 846 | - | 694 | 647 | - | - | - | - | - | - | - |
| Stage 2 | 695 | 641 | - | 819 | 838 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 9.64 | 11.46 | 2.87 | 0.25 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 673 | - | - | 947 | 587 | 57 | - | - |
| HCM Lane V/C Ratio | 0.051 | - | - | 0.181 | 0.05 | 0.001 | - | - |
| HCM Control Delay (s/veh) | 7.5 | 0 | - | 9.6 | 11.5 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | A | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.7 | 0.2 | 0 | - | - |

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

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 885 | 648 | 165 | 0 | 95 |
| Future Vol, veh/h | 0 | 885 | 648 | 165 | 0 | 95 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 962 | 704 | 179 | 0 | 103 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 442 |
| 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 | - | - | - | 0 | 563 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 563 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

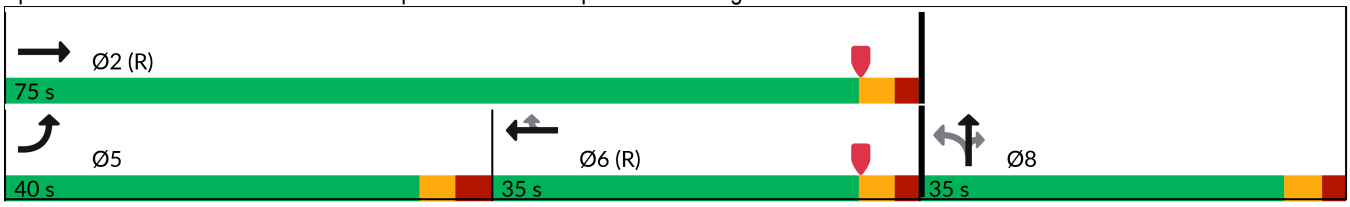
| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 0 | 12.82 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 563 |
| HCM Lane V/C Ratio | - | - | - | 0.183 |
| HCM Control Delay (s/veh) | - | - | - | 12.8 |
| HCM Lane LOS | - | - | - | B |
| HCM 95th %tile Q(veh) | - | - | - | 0.7 |

| Lane Group | EBL | EBT | WBT | WBR | NBT | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 514 | 745 | 317 | 409 | 0 | 55 |
| Future Volume (vph) | 514 | 745 | 317 | 409 | 0 | 55 |
| Turn Type | Prot | NA | NA | Perm | NA | Perm |
| Protected Phases | 5 | 2 | 6 | | 8 | |
| Permitted Phases | | | | 6 | | 8 |
| Detector Phase | 5 | 2 | 6 | 6 | 8 | 8 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 10.0 | 10.0 | 5.0 | 5.0 |
| Minimum Split (s) | 11.0 | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 |
| Total Split (s) | 40.0 | 75.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| Total Split (%) | 36.4% | 68.2% | 31.8% | 31.8% | 31.8% | 31.8% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 3.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | | Lag | Lag | | |
| Lead-Lag Optimize? | Yes | | Yes | Yes | | |
| Recall Mode | None | C-Min | C-Min | C-Min | None | None |
| Act Effct Green (s) | 24.5 | 81.2 | 50.6 | 50.6 | 18.8 | 18.8 |
| Actuated g/C Ratio | 0.22 | 0.74 | 0.46 | 0.46 | 0.17 | 0.17 |
| v/c Ratio | 0.73 | 0.31 | 0.40 | 0.46 | 0.77 | 0.18 |
| Control Delay (s/veh) | 51.2 | 8.4 | 23.8 | 4.0 | 59.5 | 5.8 |
| Queue Delay | 0.1 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 51.3 | 8.7 | 23.8 | 4.0 | 59.5 | 5.8 |
| LOS | D | A | C | A | E | A |
| Approach Delay (s/veh) | | 26.1 | 12.7 | | 48.5 | |
| Approach LOS | | C | B | | D | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 45 (41%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.77 | |
| Intersection Signal Delay (s/veh): 24.4 | Intersection LOS: C |
| Intersection Capacity Utilization 66.3% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St



# Queues

## 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St

03/07/2025

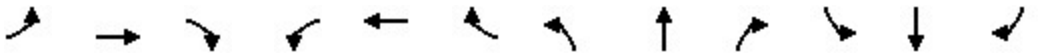


| Lane Group | EBL | EBT | WBT | WBR | NBT | NBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 559 | 810 | 345 | 445 | 232 | 60 |
| v/c Ratio | 0.73 | 0.31 | 0.40 | 0.46 | 0.77 | 0.18 |
| Control Delay (s/veh) | 51.2 | 8.4 | 23.8 | 4.0 | 59.5 | 5.8 |
| Queue Delay | 0.1 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 51.3 | 8.7 | 23.8 | 4.0 | 59.5 | 5.8 |
| Queue Length 50th (ft) | 204 | 58 | 158 | 0 | 158 | 0 |
| Queue Length 95th (ft) | 225 | 220 | 286 | 68 | 227 | 23 |
| Internal Link Dist (ft) | | 303 | 499 | | 560 | |
| Turn Bay Length (ft) | | | | 300 | | 400 |
| Base Capacity (vph) | 1061 | 2611 | 857 | 968 | 482 | 489 |
| Starvation Cap Reductn | 32 | 1124 | 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 | 0.54 | 0.40 | 0.46 | 0.48 | 0.12 |

Intersection Summary

# HCM 7th Signalized Intersection Summary
## 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St

03/07/2025



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 514 | 745 | 0 | 0 | 317 | 409 | 213 | 0 | 55 | 0 | 0 | 0 |
| Future Volume (veh/h) | 514 | 745 | 0 | 0 | 317 | 409 | 213 | 0 | 55 | 0 | 0 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 0 | 0 | 1870 | 1870 | 1870 | 1870 | 1870 | | | |
| Adj Flow Rate, veh/h | 559 | 810 | 0 | 0 | 345 | 445 | 232 | 0 | 0 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | | |
| Percent Heavy Veh, % | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | | | |
| Cap, veh/h | 702 | 2692 | 0 | 0 | 935 | 792 | 270 | 0 | | | | |
| Arrive On Green | 0.07 | 0.25 | 0.00 | 0.00 | 0.50 | 0.50 | 0.15 | 0.00 | 0.00 | | | |
| Sat Flow, veh/h | 3456 | 3647 | 0 | 0 | 1870 | 1585 | 1781 | 0 | 1585 | | | |
| Grp Volume(v), veh/h | 559 | 810 | 0 | 0 | 345 | 445 | 232 | 0 | 0 | | | |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 0 | 0 | 1870 | 1585 | 1781 | 0 | 1585 | | | |
| Q Serve(g_s), s | 17.5 | 20.3 | 0.0 | 0.0 | 12.4 | 21.5 | 14.0 | 0.0 | 0.0 | | | |
| Cycle Q Clear(g_c), s | 17.5 | 20.3 | 0.0 | 0.0 | 12.4 | 21.5 | 14.0 | 0.0 | 0.0 | | | |
| Prop In Lane | 1.00 | | 0.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 702 | 2692 | 0 | 0 | 935 | 792 | 270 | 0 | | | | |
| V/C Ratio(X) | 0.80 | 0.30 | 0.00 | 0.00 | 0.37 | 0.56 | 0.86 | 0.00 | | | | |
| Avail Cap(c_a), veh/h | 1068 | 2692 | 0 | 0 | 935 | 792 | 486 | 0 | | | | |
| HCM Platoon Ratio | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.91 | 0.91 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | | | |
| Uniform Delay (d), s/veh | 49.1 | 17.6 | 0.0 | 0.0 | 16.9 | 19.1 | 45.5 | 0.0 | 0.0 | | | |
| Incr Delay (d2), s/veh | 3.0 | 0.3 | 0.0 | 0.0 | 1.1 | 2.9 | 3.1 | 0.0 | 0.0 | | | |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 8.4 | 9.7 | 0.0 | 0.0 | 5.5 | 8.3 | 6.4 | 0.0 | 0.0 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 52.1 | 17.9 | 0.0 | 0.0 | 18.0 | 22.0 | 48.6 | 0.0 | 0.0 | | | |
| LnGrp LOS | D | B | | | B | C | D | | | | | |
| Approach Vol, veh/h | | 1369 | | | 790 | | | 232 | | | | |
| Approach Delay, s/veh | | 31.9 | | | 20.3 | | | 48.6 | | | | |
| Approach LOS | | C | | | C | | | D | | | | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 88.3 | | | 28.3 | 60.0 | | 21.7 | | | | |
| Change Period (Y+Rc), s | | 5.0 | | | 6.0 | 5.0 | | 5.0 | | | | |
| Max Green Setting (Gmax), s | | 70.0 | | | 34.0 | 30.0 | | 30.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 22.3 | | | 19.5 | 23.5 | | 16.0 | | | | |
| Green Ext Time (p_c), s | | 4.3 | | | 2.8 | 1.4 | | 0.7 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 29.6 |
| HCM 7th LOS | C |

**Notes**

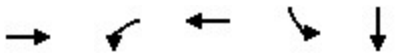
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Traffic Volume (vph) | 785 | 49 | 482 | 473 | 3 |
| Future Volume (vph) | 785 | 49 | 482 | 473 | 3 |
| Turn Type | NA | pm+pt | NA | Perm | NA |
| Protected Phases | 2 | 1 | 6 | | 4 |
| Permitted Phases | | 6 | | 4 | |
| Detector Phase | 2 | 1 | 6 | 4 | 4 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 10.0 | 4.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 26.0 | 9.5 | 26.0 | 24.0 | 24.0 |
| Total Split (s) | 56.0 | 12.0 | 68.0 | 42.0 | 42.0 |
| Total Split (%) | 50.9% | 10.9% | 61.8% | 38.2% | 38.2% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 6.0 | 6.0 |
| Lead/Lag | Lag | Lead | | | |
| Lead-Lag Optimize? | Yes | Yes | | | |
| Recall Mode | C-Min | None | C-Min | None | None |
| Act Effct Green (s) | 63.6 | 72.4 | 72.4 | 26.6 | 26.6 |
| Actuated g/C Ratio | 0.58 | 0.66 | 0.66 | 0.24 | 0.24 |
| v/c Ratio | 0.34 | 0.19 | 0.43 | 0.62 | 0.88 |
| Control Delay (s/veh) | 12.6 | 3.6 | 6.4 | 39.6 | 30.7 |
| Queue Delay | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 |
| Total Delay (s/veh) | 12.6 | 3.6 | 6.9 | 39.6 | 30.7 |
| LOS | B | A | A | D | C |
| Approach Delay (s/veh) | 12.6 | | 6.6 | | 35.0 |
| Approach LOS | B | | A | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.88 | |
| Intersection Signal Delay (s/veh): 19.7 | Intersection LOS: B |
| Intersection Capacity Utilization 66.3% | ICU Level of Service C |
| Analysis Period (min) 15 | |

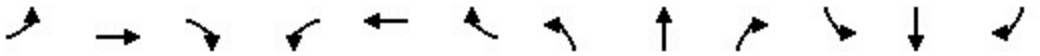
Splits and Phases: 2: I-25 SB On Ramp/I-25 SB Off Ramp & Wolfensberger Rd





| Lane Group | EBT | WBL | WBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 1226 | 53 | 524 | 514 | 557 |
| v/c Ratio | 0.34 | 0.19 | 0.43 | 0.62 | 0.88 |
| Control Delay (s/veh) | 12.6 | 3.6 | 6.4 | 39.6 | 30.7 |
| Queue Delay | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 |
| Total Delay (s/veh) | 12.6 | 3.6 | 6.9 | 39.6 | 30.7 |
| Queue Length 50th (ft) | 114 | 9 | 174 | 167 | 164 |
| Queue Length 95th (ft) | 173 | 7 | 222 | 196 | 287 |
| Internal Link Dist (ft) | 599 | | 303 | | 382 |
| Turn Bay Length (ft) | | | | 150 | |
| Base Capacity (vph) | 3589 | 296 | 1225 | 1123 | 742 |
| Starvation Cap Reductn | 0 | 0 | 336 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.34 | 0.18 | 0.59 | 0.46 | 0.75 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 785 | 343 | 49 | 482 | 0 | 0 | 0 | 0 | 473 | 3 | 510 |
| Future Volume (veh/h) | 0 | 785 | 343 | 49 | 482 | 0 | 0 | 0 | 0 | 473 | 3 | 510 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | | | No | |
| Adj Sat Flow, veh/h/ln | 0 | 1870 | 1870 | 1870 | 1870 | 0 | | | | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 0 | 853 | 373 | 53 | 524 | 0 | | | | 514 | 3 | 554 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | | | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 2 | 2 | 0 | | | | 2 | 2 | 2 |
| Cap, veh/h | 0 | 2404 | 790 | 274 | 1071 | 0 | | | | 1131 | 3 | 516 |
| Arrive On Green | 0.00 | 0.50 | 0.50 | 0.06 | 1.00 | 0.00 | | | | 0.33 | 0.33 | 0.33 |
| Sat Flow, veh/h | 0 | 5087 | 1585 | 1781 | 1870 | 0 | | | | 3456 | 9 | 1578 |
| Grp Volume(v), veh/h | 0 | 853 | 373 | 53 | 524 | 0 | | | | 514 | 0 | 557 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1609 | 1585 | 1781 | 1870 | 0 | | | | 1728 | 0 | 1586 |
| Q Serve(g_s), s | 0.0 | 11.9 | 17.0 | 1.5 | 0.0 | 0.0 | | | | 12.9 | 0.0 | 36.0 |
| Cycle Q Clear(g_c), s | 0.0 | 11.9 | 17.0 | 1.5 | 0.0 | 0.0 | | | | 12.9 | 0.0 | 36.0 |
| Prop In Lane | 0.00 | | 1.00 | 1.00 | | 0.00 | | | | 1.00 | | 0.99 |
| Lane Grp Cap(c), veh/h | 0 | 2404 | 790 | 274 | 1071 | 0 | | | | 1131 | 0 | 519 |
| V/C Ratio(X) | 0.00 | 0.35 | 0.47 | 0.19 | 0.49 | 0.00 | | | | 0.45 | 0.00 | 1.07 |
| Avail Cap(c_a), veh/h | 0 | 2404 | 790 | 335 | 1071 | 0 | | | | 1131 | 0 | 519 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.77 | 0.77 | 0.92 | 0.92 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 16.8 | 18.1 | 13.2 | 0.0 | 0.0 | | | | 29.2 | 0.0 | 37.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.3 | 1.6 | 0.1 | 1.5 | 0.0 | | | | 0.1 | 0.0 | 60.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 4.4 | 6.4 | 0.6 | 0.4 | 0.0 | | | | 5.3 | 0.0 | 22.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 0.0 | 17.1 | 19.7 | 13.3 | 1.5 | 0.0 | | | | 29.3 | 0.0 | 97.5 |
| LnGrp LOS | | B | B | B | A | | | | | C | | F |
| Approach Vol, veh/h | | 1226 | | | 577 | | | | | | 1071 | |
| Approach Delay, s/veh | | 17.9 | | | 2.6 | | | | | | 64.8 | |
| Approach LOS | | B | | | A | | | | | | E | |

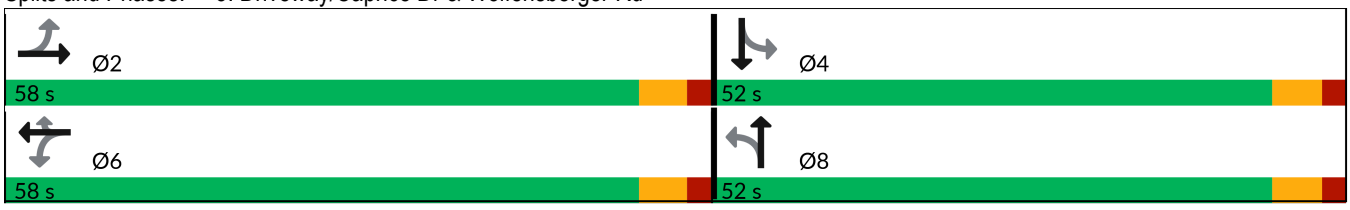
| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.2 | 59.8 | | 42.0 | | 68.0 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 6.0 | | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 51.0 | | 36.0 | | 63.0 |
| Max Q Clear Time (g_c+I1), s | 3.5 | 19.0 | | 38.0 | | 2.0 |
| Green Ext Time (p_c), s | 0.0 | 6.9 | | 0.0 | | 2.4 |

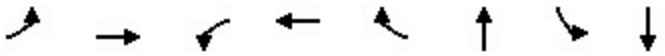
| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | | 32.3 |
| HCM 7th LOS | | C |

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 99 | 802 | 36 | 752 | 119 | 5 | 3 | 276 | 2 |
| Future Volume (vph) | 99 | 802 | 36 | 752 | 119 | 5 | 3 | 276 | 2 |
| Turn Type | Perm | NA | Perm | NA | Perm | Perm | NA | Perm | NA |
| Protected Phases | | 2 | | 6 | | | 8 | | 4 |
| Permitted Phases | 2 | | 6 | | 6 | 8 | | 4 | |
| Detector Phase | 2 | 2 | 6 | 6 | 6 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 58.0 | 58.0 | 58.0 | 58.0 | 58.0 | 52.0 | 52.0 | 52.0 | 52.0 |
| Total Split (%) | 52.7% | 52.7% | 52.7% | 52.7% | 52.7% | 47.3% | 47.3% | 47.3% | 47.3% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | |
| Recall Mode | Min | Min | Min | Min | Min | None | None | None | None |
| Act Effct Green (s) | 23.9 | 23.9 | 23.9 | 23.9 | 23.9 | | 17.6 | 17.6 | 17.6 |
| Actuated g/C Ratio | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | | 0.32 | 0.32 | 0.32 |
| v/c Ratio | 0.45 | 0.57 | 0.18 | 0.53 | 0.17 | | 0.05 | 0.68 | 0.06 |
| Control Delay (s/veh) | 19.2 | 13.6 | 13.4 | 13.0 | 3.1 | | 9.9 | 25.8 | 7.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 19.2 | 13.6 | 13.4 | 13.0 | 3.1 | | 9.9 | 25.8 | 7.2 |
| LOS | B | B | B | B | A | | A | C | A |
| Approach Delay (s/veh) | | 14.2 | | 11.7 | | | 9.9 | | 24.1 |
| Approach LOS | | B | | B | | | A | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 54.6 | |
| Natural Cycle: 55 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.68 | |
| Intersection Signal Delay (s/veh): 14.5 | Intersection LOS: B |
| Intersection Capacity Utilization 67.7% | ICU Level of Service C |
| Analysis Period (min) 15 | |

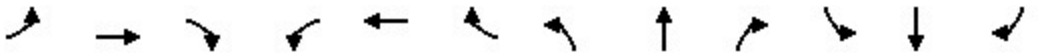
Splits and Phases: 3: Driveway/Caprice Dr & Wolfensberger Rd





| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 108 | 881 | 39 | 817 | 129 | 24 | 300 | 31 |
| v/c Ratio | 0.45 | 0.57 | 0.18 | 0.53 | 0.17 | 0.05 | 0.68 | 0.06 |
| Control Delay (s/veh) | 19.2 | 13.6 | 13.4 | 13.0 | 3.1 | 9.9 | 25.8 | 7.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 19.2 | 13.6 | 13.4 | 13.0 | 3.1 | 9.9 | 25.8 | 7.2 |
| Queue Length 50th (ft) | 21 | 94 | 7 | 85 | 0 | 2 | 74 | 0 |
| Queue Length 95th (ft) | 81 | 216 | 31 | 197 | 27 | 18 | 211 | 18 |
| Internal Link Dist (ft) | | 38 | | 599 | | 169 | | 223 |
| Turn Bay Length (ft) | 100 | | 100 | | | | | |
| Base Capacity (vph) | 495 | 3165 | 442 | 3171 | 1432 | 1380 | 1170 | 1361 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.22 | 0.28 | 0.09 | 0.26 | 0.09 | 0.02 | 0.26 | 0.02 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 99 | 802 | 8 | 36 | 752 | 119 | 5 | 3 | 15 | 276 | 2 | 27 |
| Future Volume (veh/h) | 99 | 802 | 8 | 36 | 752 | 119 | 5 | 3 | 15 | 276 | 2 | 27 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 108 | 872 | 9 | 39 | 817 | 0 | 5 | 3 | 16 | 300 | 2 | 29 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 382 | 1762 | 18 | 362 | 1738 | | 136 | 93 | 269 | 509 | 26 | 374 |
| Arrive On Green | 0.49 | 0.49 | 0.49 | 0.49 | 0.49 | 0.00 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 |
| Sat Flow, veh/h | 669 | 3603 | 37 | 630 | 3554 | 1585 | 167 | 372 | 1078 | 1393 | 103 | 1498 |
| Grp Volume(v), veh/h | 108 | 430 | 451 | 39 | 817 | 0 | 24 | 0 | 0 | 300 | 0 | 31 |
| Grp Sat Flow(s),veh/h/ln | 669 | 1777 | 1864 | 630 | 1777 | 1585 | 1617 | 0 | 0 | 1393 | 0 | 1601 |
| Q Serve(g_s), s | 5.9 | 7.5 | 7.5 | 2.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.8 | 0.0 | 0.7 |
| Cycle Q Clear(g_c), s | 12.9 | 7.5 | 7.5 | 9.5 | 7.0 | 0.0 | 0.5 | 0.0 | 0.0 | 9.3 | 0.0 | 0.7 |
| Prop In Lane | 1.00 | | 0.02 | 1.00 | | 1.00 | 0.21 | | 0.67 | 1.00 | | 0.94 |
| Lane Grp Cap(c), veh/h | 382 | 869 | 912 | 362 | 1738 | | 499 | 0 | 0 | 509 | 0 | 400 |
| V/C Ratio(X) | 0.28 | 0.49 | 0.49 | 0.11 | 0.47 | | 0.05 | 0.00 | 0.00 | 0.59 | 0.00 | 0.08 |
| Avail Cap(c_a), veh/h | 811 | 2009 | 2107 | 766 | 4018 | | 1674 | 0 | 0 | 1554 | 0 | 1601 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.1 | 7.9 | 7.9 | 11.1 | 7.8 | 0.0 | 13.1 | 0.0 | 0.0 | 16.4 | 0.0 | 13.2 |
| Incr Delay (d2), s/veh | 0.4 | 0.4 | 0.4 | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 2.0 | 2.1 | 0.3 | 2.0 | 0.0 | 0.2 | 0.0 | 0.0 | 2.6 | 0.0 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 12.5 | 8.4 | 8.3 | 11.3 | 8.0 | 0.0 | 13.1 | 0.0 | 0.0 | 16.8 | 0.0 | 13.2 |
| LnGrp LOS | B | A | A | B | A | | B | | | B | | B |
| Approach Vol, veh/h | | 989 | | | 856 | | | 24 | | | 331 | |
| Approach Delay, s/veh | | 8.8 | | | 8.1 | | | 13.1 | | | 16.4 | |
| Approach LOS | | A | | | A | | | B | | | B | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 28.5 | 17.5 | 28.5 | 17.5 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 52.0 | 46.0 | 52.0 | 46.0 |
| Max Q Clear Time (g_c+I1), s | 14.9 | 11.3 | 11.5 | 2.5 |
| Green Ext Time (p_c), s | 7.6 | 0.3 | 7.4 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 9.7 |
| HCM 7th LOS | A |

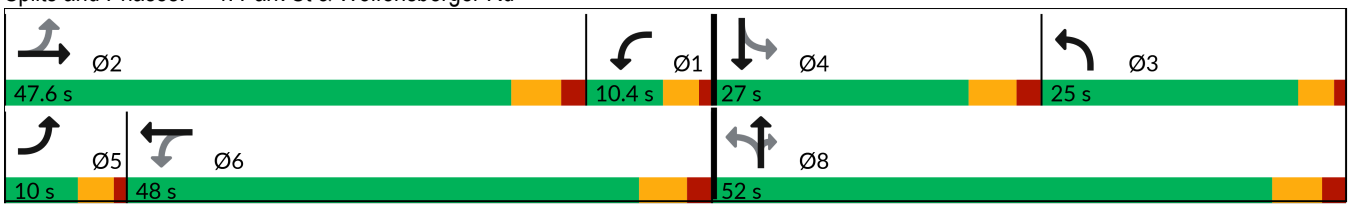
**Notes**

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

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Traffic Volume (vph) | 32 | 715 | 56 | 593 | 275 | 41 | 87 | 107 | 53 |
| Future Volume (vph) | 32 | 715 | 56 | 593 | 275 | 41 | 87 | 107 | 53 |
| Turn Type | pm+pt | NA | pm+pt | NA | pm+pt | NA | Perm | Perm | NA |
| Protected Phases | 5 | 2 | 1 | 6 | 3 | 8 | | | 4 |
| Permitted Phases | 2 | | 6 | | 8 | | 8 | 4 | |
| Detector Phase | 5 | 2 | 1 | 6 | 3 | 8 | 8 | 4 | 4 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 10.0 | 3.0 | 10.0 | 3.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.5 | 24.0 | 9.5 | 24.0 | 9.5 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 10.0 | 47.6 | 10.4 | 48.0 | 25.0 | 52.0 | 52.0 | 27.0 | 27.0 |
| Total Split (%) | 9.1% | 43.3% | 9.5% | 43.6% | 22.7% | 47.3% | 47.3% | 24.5% | 24.5% |
| Yellow Time (s) | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.0 | 2.0 | 1.0 | 2.0 | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 6.0 | 4.0 | 6.0 | 4.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lead | Lag | Lag | Lag | | | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | Yes | Yes |
| Recall Mode | None | Min | None | Min | None | None | None | None | None |
| Act Effct Green (s) | 31.3 | 29.2 | 33.5 | 30.2 | 27.4 | 25.3 | 25.3 | 13.1 | 13.1 |
| Actuated g/C Ratio | 0.43 | 0.40 | 0.46 | 0.41 | 0.37 | 0.35 | 0.35 | 0.18 | 0.18 |
| v/c Ratio | 0.13 | 0.74 | 0.24 | 0.50 | 0.57 | 0.07 | 0.15 | 0.48 | 0.35 |
| Control Delay (s/veh) | 14.4 | 22.1 | 19.8 | 18.0 | 26.3 | 19.2 | 2.6 | 38.0 | 23.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 14.4 | 22.1 | 19.8 | 18.0 | 26.3 | 19.2 | 2.6 | 38.0 | 23.7 |
| LOS | B | C | B | B | C | B | A | D | C |
| Approach Delay (s/veh) | | 21.9 | | 18.2 | | 20.4 | | | 30.7 |
| Approach LOS | | C | | B | | C | | | C |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 73.1 | |
| Natural Cycle: 75 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.74 | |
| Intersection Signal Delay (s/veh): 21.3 | Intersection LOS: C |
| Intersection Capacity Utilization 65.9% | ICU Level of Service C |
| Analysis Period (min) 15 | |

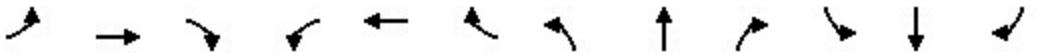
Splits and Phases: 4: Park St & Wolfensberger Rd





| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 35 | 1035 | 61 | 729 | 299 | 45 | 95 | 116 | 121 |
| v/c Ratio | 0.13 | 0.74 | 0.24 | 0.50 | 0.57 | 0.07 | 0.15 | 0.48 | 0.35 |
| Control Delay (s/veh) | 14.4 | 22.1 | 19.8 | 18.0 | 26.3 | 19.2 | 2.6 | 38.0 | 23.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 14.4 | 22.1 | 19.8 | 18.0 | 26.3 | 19.2 | 2.6 | 38.0 | 23.7 |
| Queue Length 50th (ft) | 10 | 207 | 17 | 135 | 103 | 14 | 0 | 51 | 32 |
| Queue Length 95th (ft) | 27 | 297 | 42 | 203 | 211 | 42 | 19 | 113 | 87 |
| Internal Link Dist (ft) | | 258 | | 140 | | 320 | | | 322 |
| Turn Bay Length (ft) | 100 | | 100 | | 125 | | 125 | | |
| Base Capacity (vph) | 301 | 2053 | 320 | 2103 | 868 | 1230 | 1088 | 408 | 548 |
| 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 | 0.12 | 0.50 | 0.19 | 0.35 | 0.34 | 0.04 | 0.09 | 0.28 | 0.22 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 32 | 715 | 237 | 56 | 593 | 77 | 275 | 41 | 87 | 107 | 53 | 58 |
| Future Volume (veh/h) | 32 | 715 | 237 | 56 | 593 | 77 | 275 | 41 | 87 | 107 | 53 | 58 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 35 | 777 | 258 | 61 | 645 | 84 | 299 | 45 | 95 | 116 | 58 | 63 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 254 | 1006 | 334 | 207 | 1331 | 173 | 346 | 618 | 524 | 263 | 119 | 129 |
| Arrive On Green | 0.02 | 0.38 | 0.38 | 0.03 | 0.42 | 0.42 | 0.10 | 0.33 | 0.33 | 0.15 | 0.15 | 0.15 |
| Sat Flow, veh/h | 1781 | 2621 | 870 | 1781 | 3162 | 411 | 1781 | 1870 | 1585 | 1249 | 820 | 890 |
| Grp Volume(v), veh/h | 35 | 527 | 508 | 61 | 362 | 367 | 299 | 45 | 95 | 116 | 0 | 121 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1714 | 1781 | 1777 | 1796 | 1781 | 1870 | 1585 | 1249 | 0 | 1710 |
| Q Serve(g_s), s | 0.9 | 18.2 | 18.3 | 0.0 | 10.4 | 10.4 | 4.8 | 1.2 | 3.0 | 6.3 | 0.0 | 4.6 |
| Cycle Q Clear(g_c), s | 0.9 | 18.2 | 18.3 | 0.0 | 10.4 | 10.4 | 4.8 | 1.2 | 3.0 | 7.4 | 0.0 | 4.6 |
| Prop In Lane | 1.00 | | 0.51 | 1.00 | | 0.23 | 1.00 | | 1.00 | 1.00 | | 0.52 |
| Lane Grp Cap(c), veh/h | 254 | 682 | 658 | 207 | 748 | 756 | 346 | 618 | 524 | 263 | 0 | 248 |
| V/C Ratio(X) | 0.14 | 0.77 | 0.77 | 0.29 | 0.48 | 0.49 | 0.86 | 0.07 | 0.18 | 0.44 | 0.00 | 0.49 |
| Avail Cap(c_a), veh/h | 369 | 1052 | 1015 | 317 | 1062 | 1074 | 701 | 1225 | 1038 | 455 | 0 | 511 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.1 | 19.0 | 19.0 | 30.2 | 14.8 | 14.8 | 28.9 | 16.1 | 16.8 | 29.4 | 0.0 | 27.6 |
| Incr Delay (d2), s/veh | 0.1 | 1.9 | 2.0 | 0.3 | 0.5 | 0.5 | 2.6 | 0.0 | 0.2 | 1.2 | 0.0 | 1.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 6.9 | 6.6 | 1.0 | 3.8 | 3.9 | 4.9 | 0.5 | 1.1 | 1.9 | 0.0 | 1.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 16.1 | 20.9 | 20.9 | 30.5 | 15.3 | 15.3 | 31.5 | 16.2 | 16.9 | 30.6 | 0.0 | 29.1 |
| LnGrp LOS | B | C | C | C | B | B | C | B | B | C | | C |
| Approach Vol, veh/h | | 1070 | | | 790 | | | 439 | | | 237 | |
| Approach Delay, s/veh | | 20.8 | | | 16.5 | | | 26.7 | | | 29.8 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.1 | 33.0 | 13.0 | 16.2 | 5.5 | 35.6 | | 29.2 | | | | |
| Change Period (Y+Rc), s | 6.0 | * 6 | 6.0 | * 6 | 4.0 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 6.4 | * 42 | 21.0 | * 21 | 6.0 | 42.0 | | 46.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.0 | 20.3 | 6.8 | 9.4 | 2.9 | 12.4 | | 5.0 | | | | |
| Green Ext Time (p_c), s | 0.0 | 6.7 | 0.2 | 0.8 | 0.0 | 4.8 | | 0.6 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 21.3 |
| HCM 7th LOS | C |

**Notes**

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 13 | 0 | 121 | 27 | 0 | 7 | 62 | 130 | 29 | 2 | 157 | 13 |
| Future Vol, veh/h | 13 | 0 | 121 | 27 | 0 | 7 | 62 | 130 | 29 | 2 | 157 | 13 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 0 | 132 | 29 | 0 | 8 | 67 | 141 | 32 | 2 | 171 | 14 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 458 | 490 | 178 | 467 | 481 | 157 | 185 | 0 | 0 | 173 | 0 | 0 |
| Stage 1 | 182 | 182 | - | 292 | 292 | - | - | - | - | - | - | - |
| Stage 2 | 276 | 308 | - | 175 | 189 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 513 | 479 | 865 | 506 | 485 | 888 | 1390 | - | - | 1404 | - | - |
| Stage 1 | 820 | 749 | - | 716 | 671 | - | - | - | - | - | - | - |
| Stage 2 | 730 | 660 | - | 827 | 744 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 480 | 453 | 865 | 405 | 458 | 888 | 1390 | - | - | 1404 | - | - |
| Mov Cap-2 Maneuver | 480 | 453 | - | 405 | 458 | - | - | - | - | - | - | - |
| Stage 1 | 818 | 748 | - | 678 | 635 | - | - | - | - | - | - | - |
| Stage 2 | 685 | 625 | - | 700 | 742 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 10.48 | 13.58 | 2.17 | 0.09 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 487 | - | - | 803 | 457 | 21 | - | - |
| HCM Lane V/C Ratio | 0.048 | - | - | 0.181 | 0.081 | 0.002 | - | - |
| HCM Control Delay (s/veh) | 7.7 | 0 | - | 10.5 | 13.6 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.7 | 0.3 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 909 | 644 | 140 | 0 | 81 |
| Future Vol, veh/h | 0 | 909 | 644 | 140 | 0 | 81 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 988 | 700 | 152 | 0 | 88 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 426 |
| 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 | - | - | - | 0 | 577 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 577 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0 | 0 | 12.36 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 577 |
| HCM Lane V/C Ratio | - | - | - | 0.153 |
| HCM Control Delay (s/veh) | - | - | - | 12.4 |
| HCM Lane LOS | - | - | - | B |
| HCM 95th %tile Q(veh) | - | - | - | 0.5 |