



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 decrease in net new trips 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) 6th 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 11th 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.

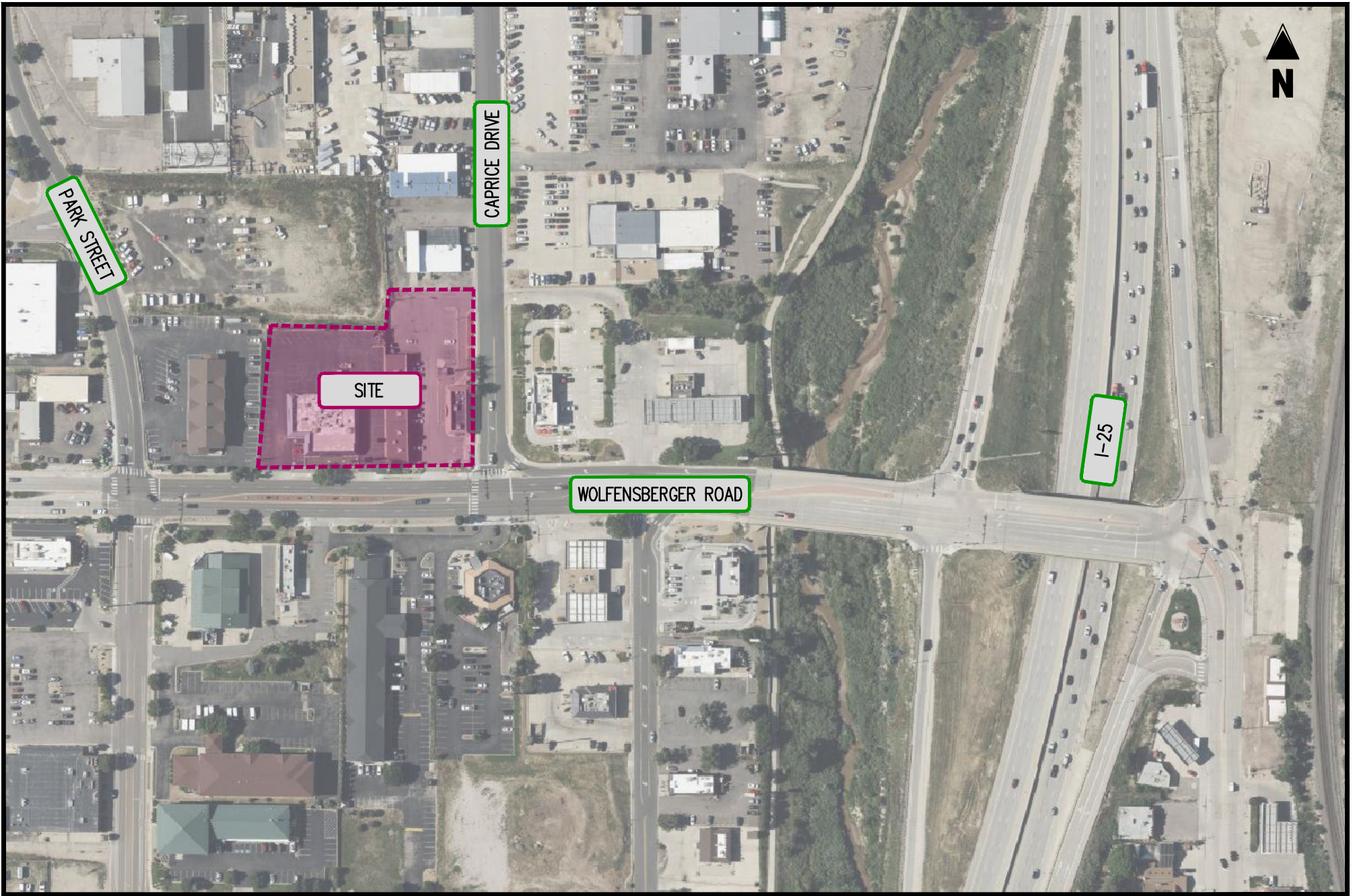


FIGURE 1-1
SITE LOCATION

QUIKTRIP 4273
CASTLE ROCK, CO



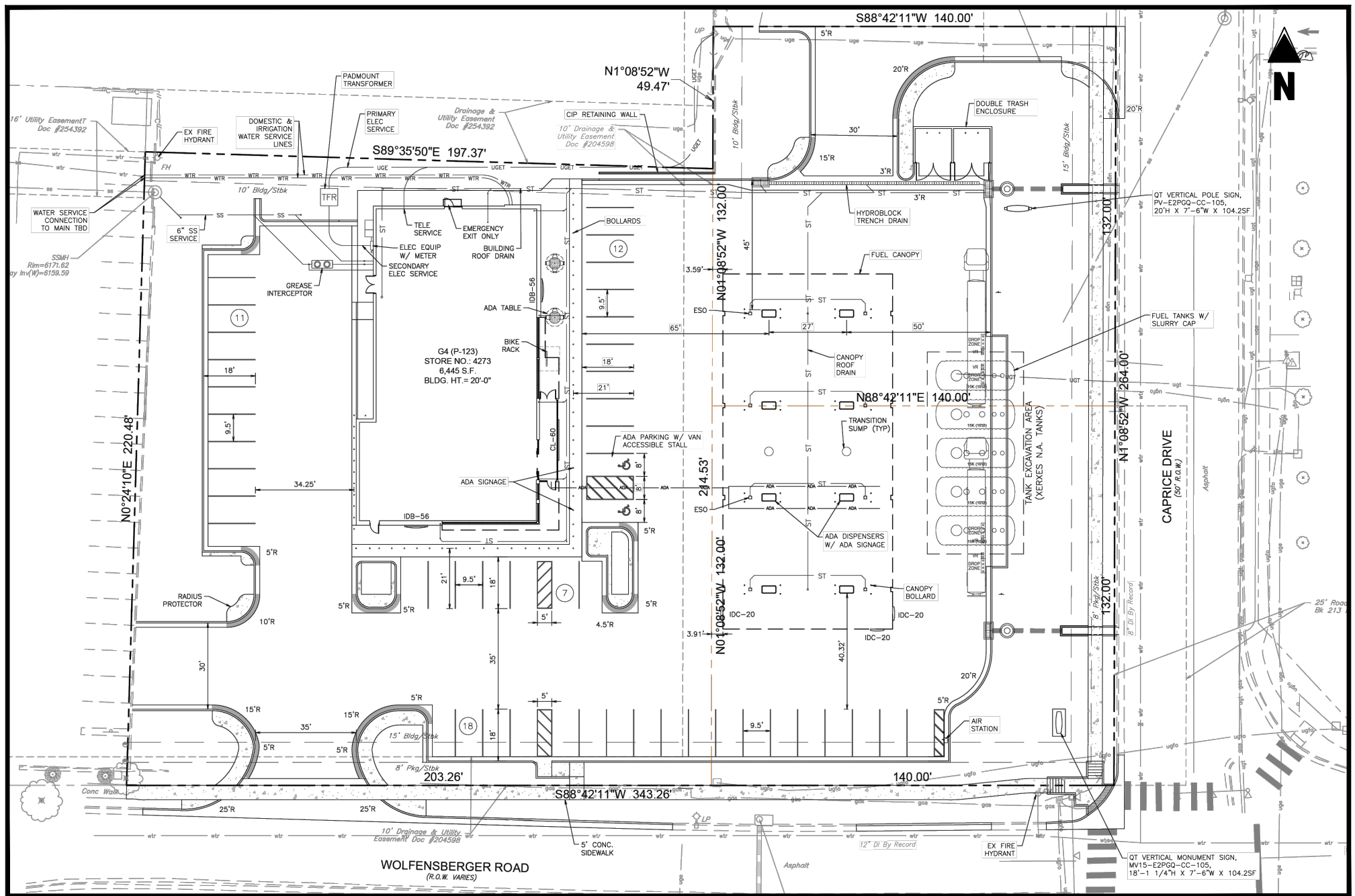
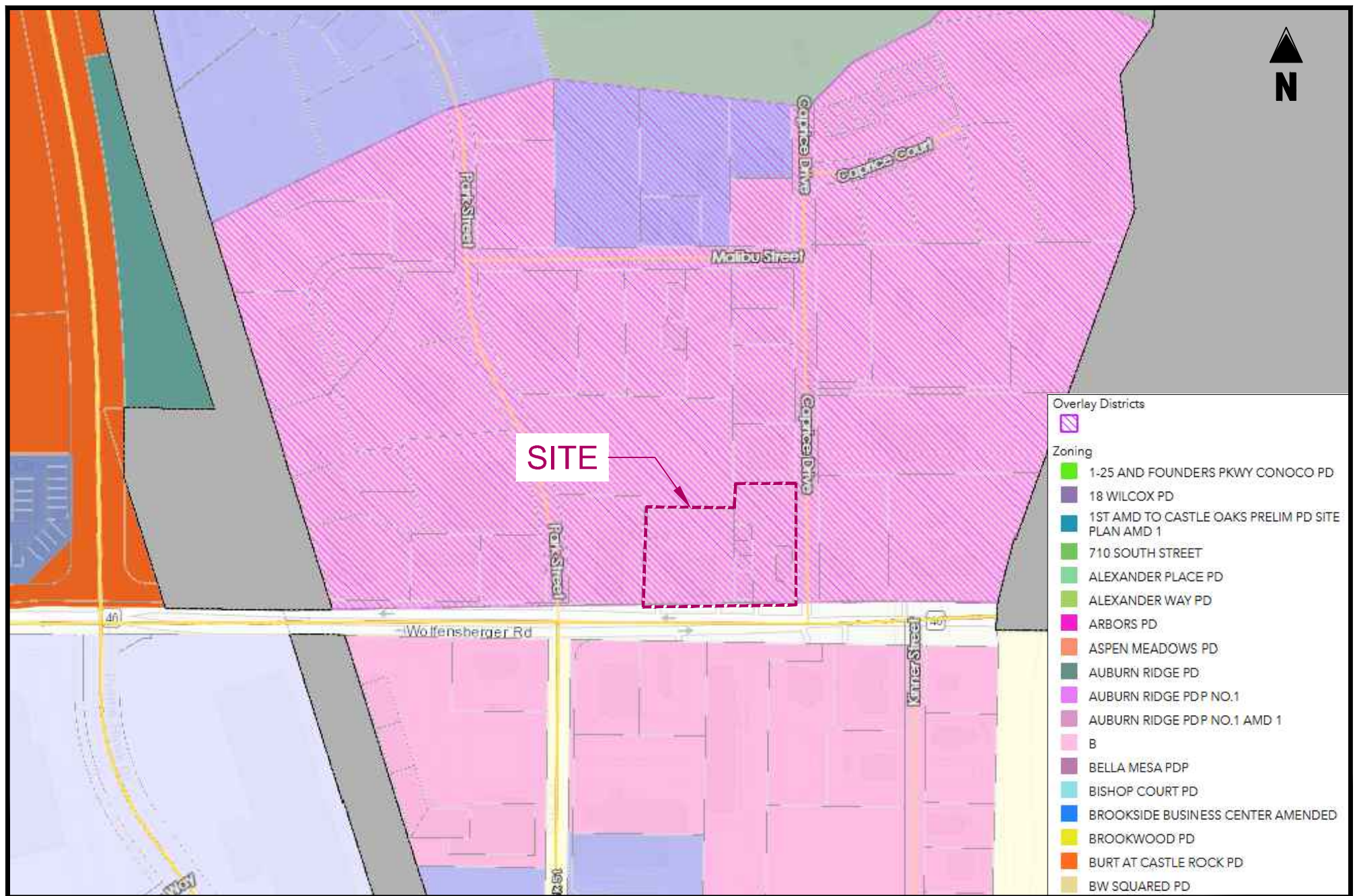


FIGURE 1-2
SITE PLAN

QUIKTRIP 4273
CASTLE ROCK, CO





**FIGURE 1-3
EXISTING ZONING**



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) 6th 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.

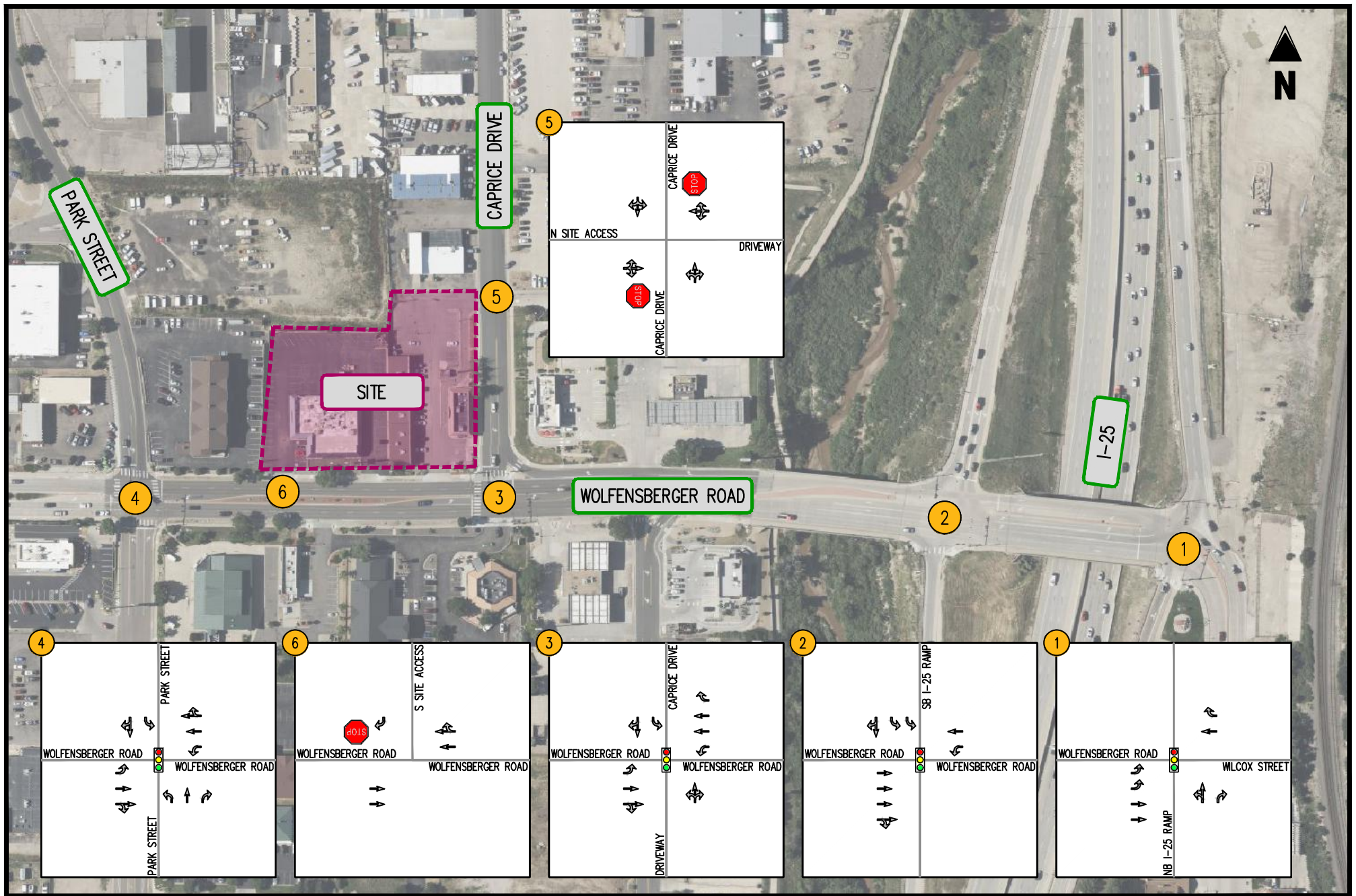


FIGURE 2-1
EXISTING LANE USE & TRAFFIC CONTROL

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.

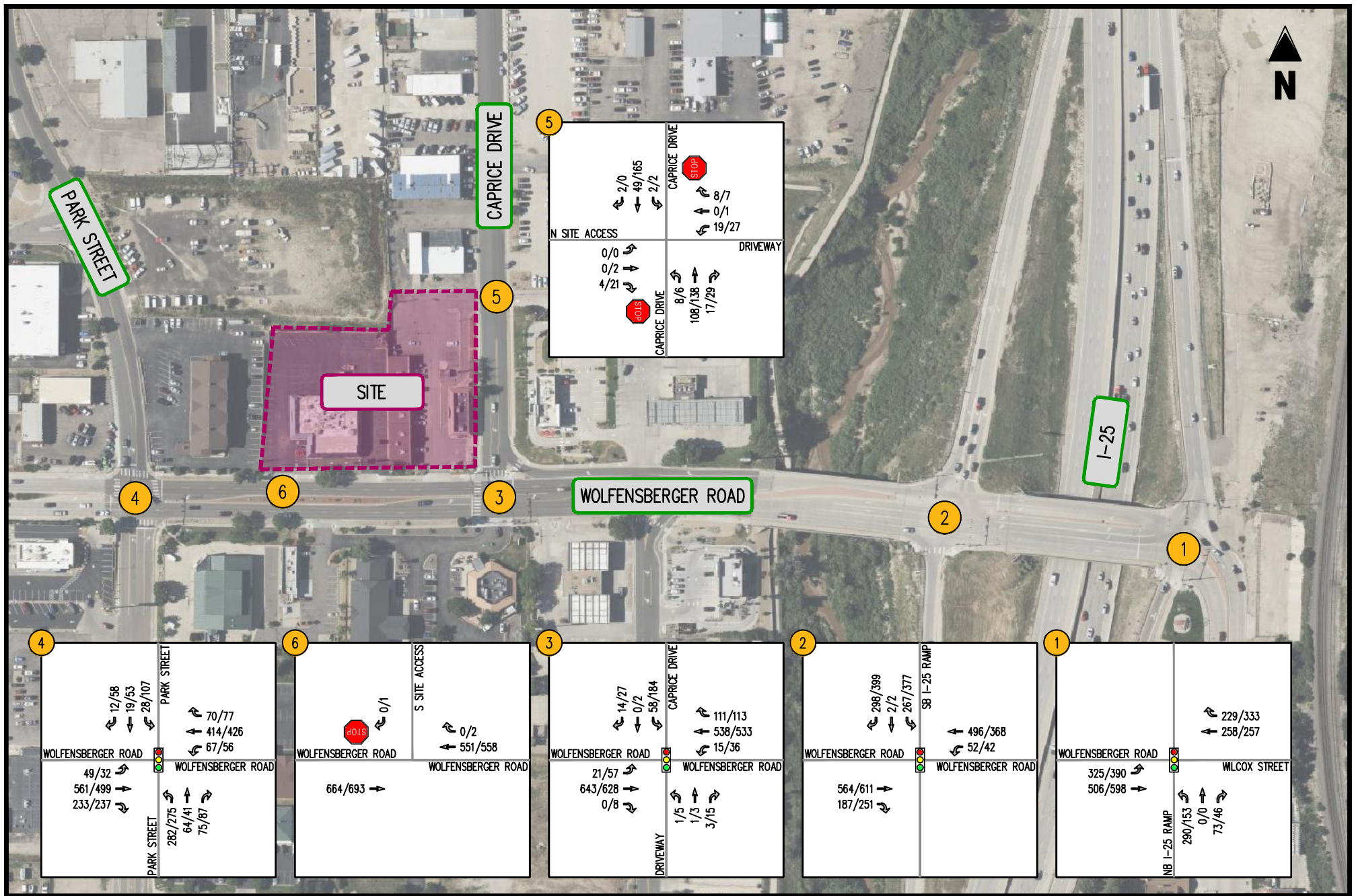
Operational Analysis

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 95th-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.



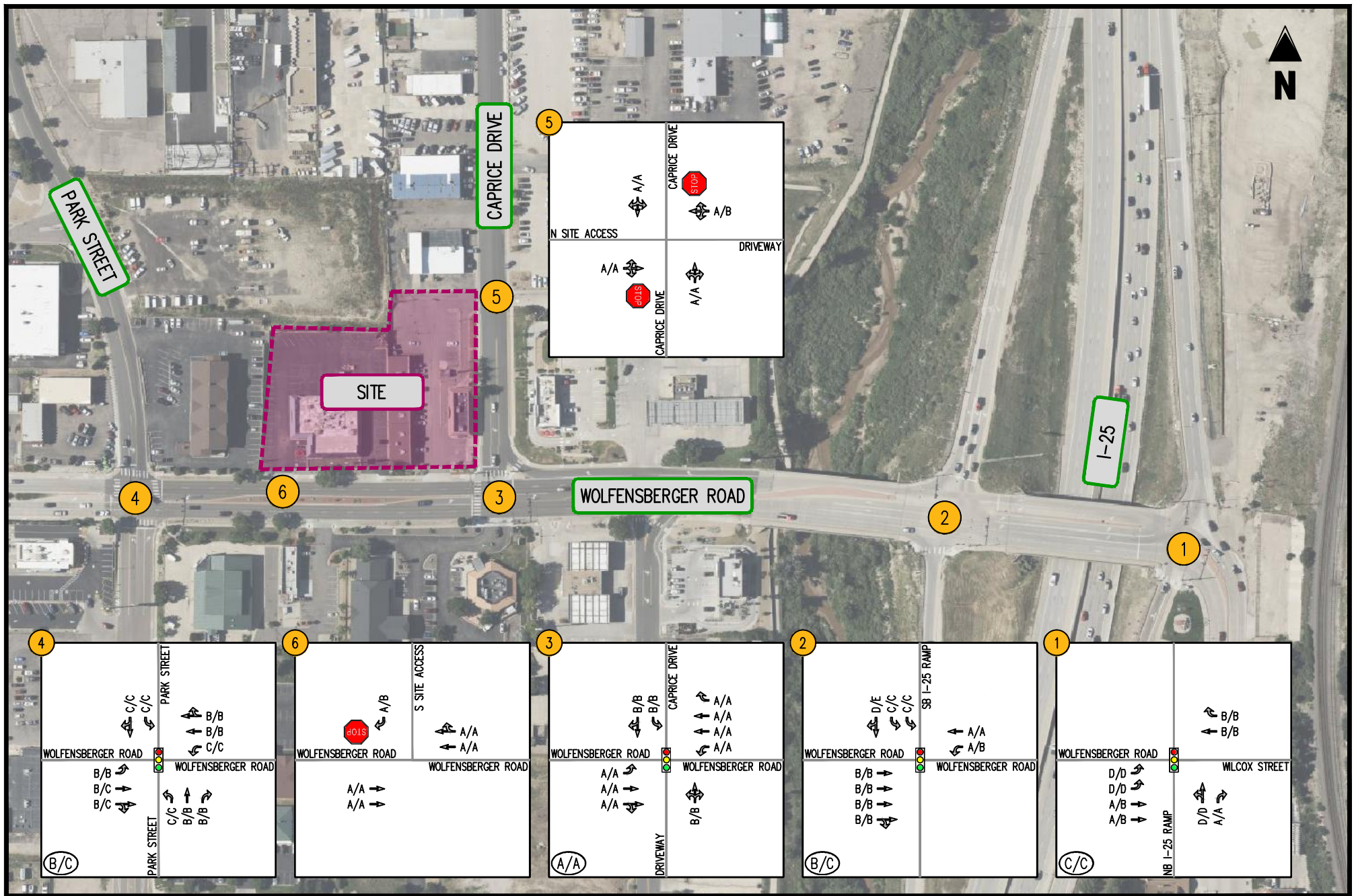


Table 3-1
 QUIKTRIP 4273 - CASTLE ROCK, CO
 Existing Intersection Level of Service Summary (1) (2)

Intersection	Operating Condition	Street Name	Approach/ Movement	Existing 2025	
				AM Peak Hour	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	<u>A (0.0)</u>	<u>A (0.0)</u>
		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	<u>D (43.5)</u>	<u>E (57.9)</u>
		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)
		WOLFENSBERGER ROAD	WBL	A (5.9)	A (8.9)
			WBT	A (4.6)	A (6.5)
			WBR	A (0.0)	A (0.0)
		DRIVEWAY	NBLTR	B (11.3)	B (10.7)
			SBL	B (11.6)	B (12.2)
		CAPRICE DRIVE	SBTR	<u>B (11.4)</u>	<u>B (10.5)</u>
		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)
			NBL	C (28.4)	C (27.7)
		PARK STREET	NBT	B (15.3)	B (13.2)
			NBR	B (15.7)	B (13.8)
		PARK STREET	SBL	C (25.0)	C (26.6)
			SBTR	<u>C (23.3)</u>	<u>C (25.2)</u>
		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
QUICKTRIP 4273 - CASTLE ROCK, CO
Existing Intersection Queueing Summary (1)

Intersection	Operating Condition	Street Name	Approach/ Movement	Available Storage	Existing 2025	
					AM Peak Hour	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
			NBLTR	-	6	14
		DRIVEWAY	SBL	-	32	98
			SBTR	-	0	14
4 WOLFENSBERGER ROAD/PARK STREET	SIGNAL	WOLFENSBERGER ROAD	EBL	100	35	29
			EBTR	-	222	221
			WBL	100	47	46
		WOLFENSBERGER ROAD	WBTR	-	135	157
			NBL	-	203	181
			NBT	-	54	36
		PARK STREET	NBR	-	7	16
			SBL	-	41	104
			SBTR	-	35	80
5 N SITE ACCESS/CAPRICE DRIVE	STOP	N SITE ACCESS DRIVEWAY	EBLTR	-	0	2.5
			WBLTR	-	2.5	5
		CAPRICE DRIVE	NBLTR	-	0	0
			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
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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 decrease in net new trips 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.

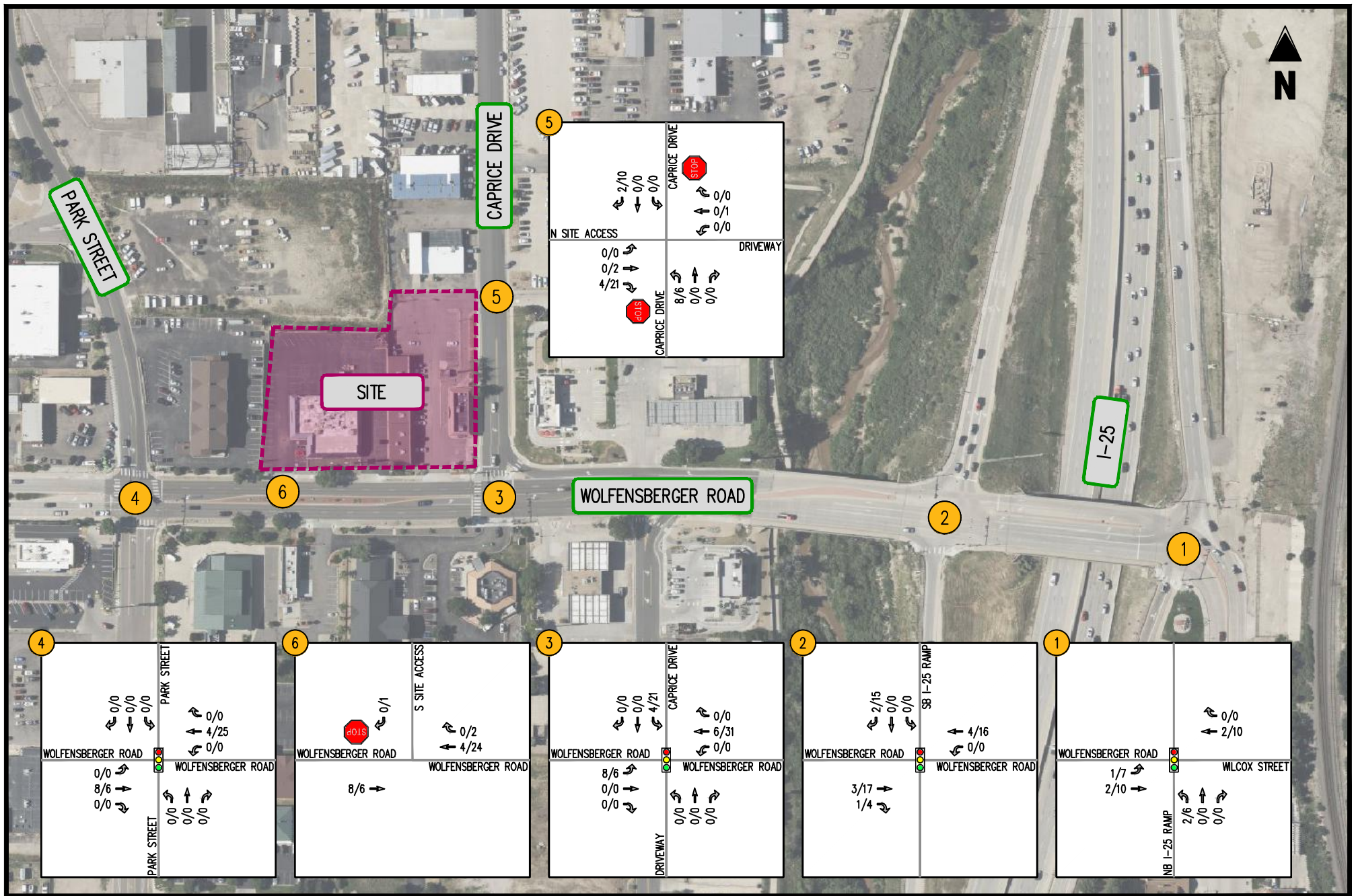
Site Trip Distributions

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.



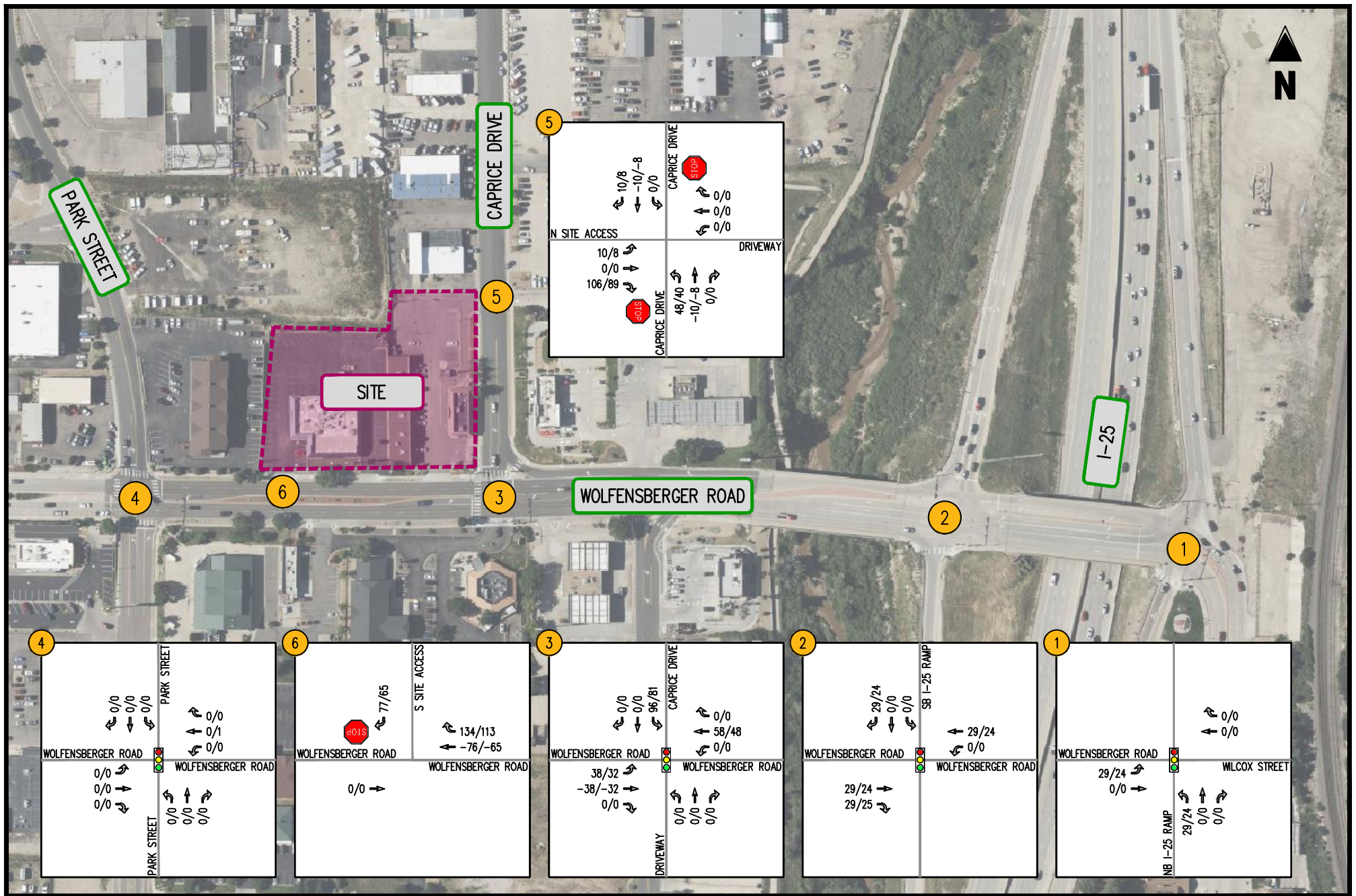


FIGURE 4-2
PASSBY TRIPS

QUIKTRIP 4273
CASTLE ROCK, CO

(A/A) INTERSECTION LOS

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

← MOVEMENT

🚦 SIGNALIZED INTERSECTION

🛑 STOP SIGN

🚦 YIELD SIGN



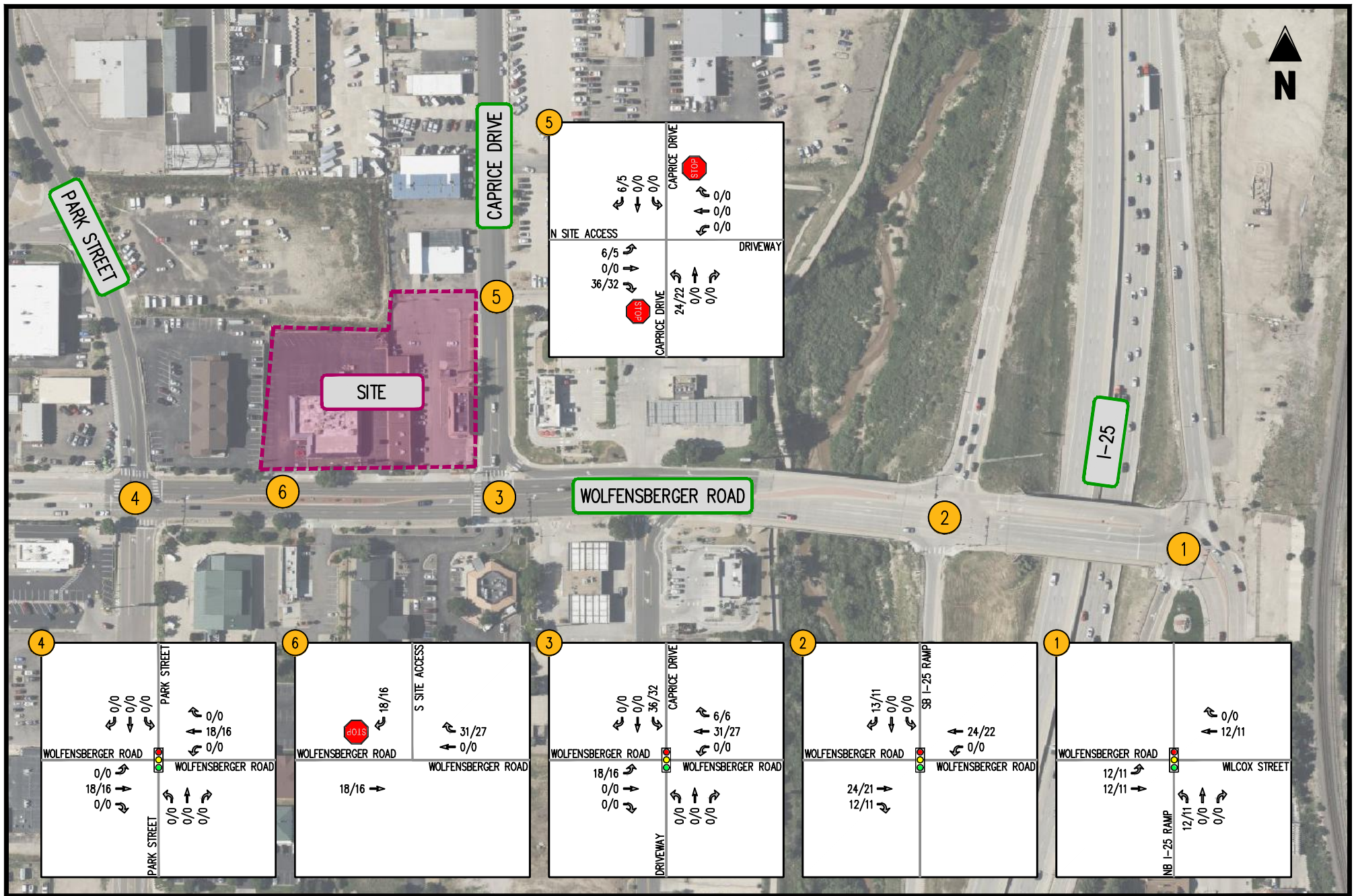


FIGURE 4-3
SITE TRIPS

QUICKTRIP 4273
CASTLE ROCK, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

- ← MOVEMENT
- SIGNALIZED INTERSECTION
- STOP SIGN
- YIELD SIGN



Table 4-1

QUIKTRIP 4273 - CASTLE ROCK, CO

Proposed Site Trip Generation

Land Use	Land Use Code	Amount	Units	AM Peak Hour			PM Peak Hour			Average Daily Trips
				In	Out	Total	In	Out	Total	
<i>Existing ⁽¹⁾</i>										
Fast Food Restaurant with Drive Thru	934	2,074	SF	47	46	93	36	33	69	970
<i>Pass-by's (50%AM / 55%PM)</i>				<u>(24)</u>	<u>(23)</u>	<u>(47)</u>	<u>(20)</u>	<u>(18)</u>	<u>(38)</u>	<u>(485)</u>
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
<i>Pass-by's (0%AM / 43%PM)</i>				<u>0</u>	<u>0</u>	<u>0</u>	<u>(17)</u>	<u>(11)</u>	<u>(28)</u>	<u>(160)</u>
Net New Trips				37	31	68	22	14	36	600
Total Existing Net New Trips				72	62	134	64	55	119	1,389
<i>Proposed ⁽¹⁾</i>										
Convenience Store/Gas Station	945	16	FP	253	253	506	215	215	430	5,532
<i>Pass-by's (76%AM/75%PM)</i>				<u>(192)</u>	<u>(193)</u>	<u>(385)</u>	<u>(161)</u>	<u>(162)</u>	<u>(323)</u>	<u>(4,149)</u>
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			PM Peak Hour			Average Daily Trips
				In	Out	Total	In	Out	Total	
<i>Existing ⁽¹⁾</i>										
Fast Food Restaurant with Drive Thru	934	2,074	SF	47	46	93	36	33	69	970
<i>Pass-by's (50%AM / 55%PM)</i>				<i>(24)</i>	<i>(23)</i>	<i>(47)</i>	<i>(20)</i>	<i>(18)</i>	<i>(38)</i>	<i>(485)</i>
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
<i>Pass-by's (0%AM / 43%PM)</i>				<i>0</i>	<i>0</i>	<i>0</i>	<i>(17)</i>	<i>(11)</i>	<i>(28)</i>	<i>(160)</i>
Net New Trips				37	31	68	22	14	36	600
Total Existing Net New Trips				72	62	134	64	55	119	1,389
<i>Existing ⁽²⁾</i>										
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

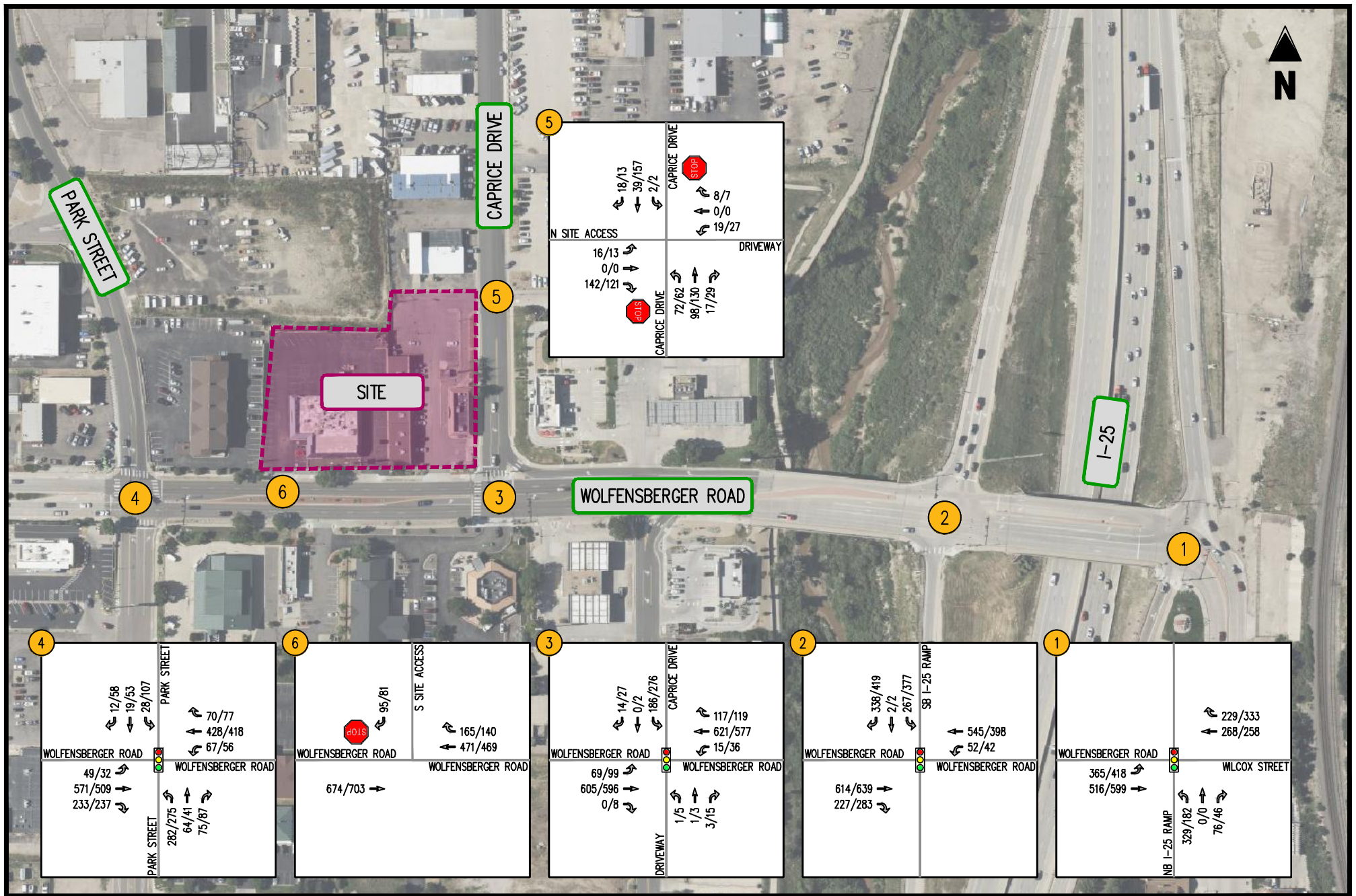
Future levels of service with the proposed development plan were estimated at key study intersections based on the future traffic volumes shown on Figures 5-1, the lane use on Figure 2-1, and the HCM 6th methodologies for signalized and unsignalized intersections. The results of these analyses are provided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



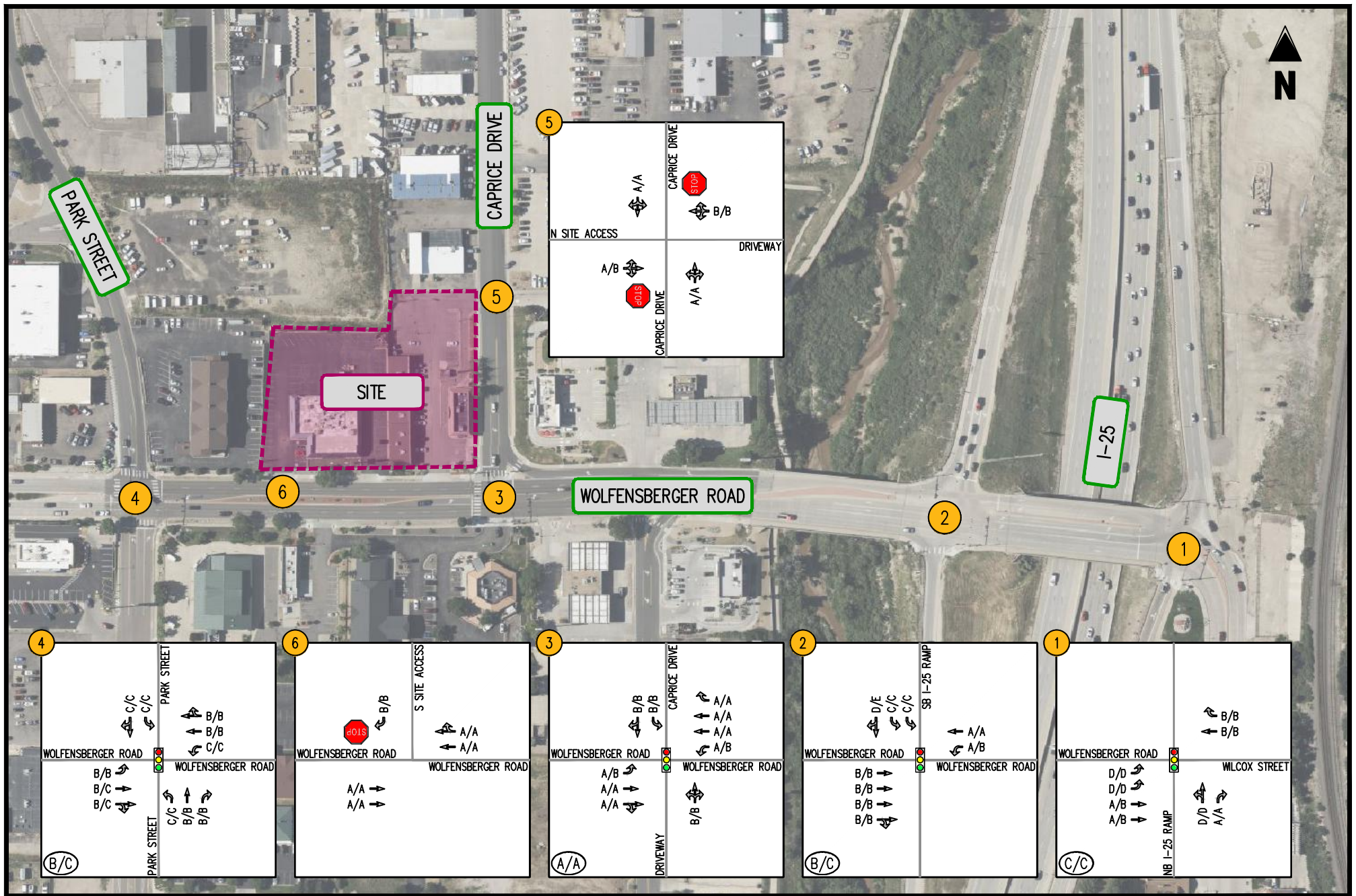


Table 5-1
 QUIKTRIP 4273 - CASTLE ROCK, CO
 Total Future (Build-Out 2027) Intersection Level of Service Summary (1) (2)

Intersection	Operating Condition	Street Name	Approach/ Movement	Existing 2025		Total Future 2027	
				AM Peak Hour	PM Peak Hour	AM Peak Hour	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)
			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)
			NBLT	D (48.5)	D (50.6)	D (51.5)	D (49.5)
		NB I-25 RAMP	NBR	<u>A (0.0)</u>	<u>A (0.0)</u>	<u>A (0.0)</u>	<u>A (0.0)</u>
		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)
			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)
			SBL	C (30.8)	C (30.9)	C (28.4)	C (29.9)
		SB I-25 RAMP	SBTR	<u>D (43.5)</u>	<u>E (57.9)</u>	<u>D (45.9)</u>	<u>E (60.0)</u>
		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)
		WOLFENSBERGER ROAD	WBL	A (5.9)	A (8.9)	A (7.9)	B (10.8)
			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	<u>B (11.4)</u>	<u>B (10.5)</u>	<u>B (11.3)</u>	<u>B (11.2)</u>
		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)
			NBL	C (28.4)	C (27.7)	C (28.6)	C (27.9)
		PARK STREET	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	<u>C (23.3)</u>	<u>C (25.2)</u>	<u>C (23.5)</u>	<u>C (25.4)</u>
		Overall		B (19.6)	C (20.7)	B (19.6)	C (20.7)
5 N SITE ACCESS/CAPRICE DRIVE	STOP	N SITE ACCESS DRIVEWAY	EBLTR	A [8.6]	A [9.6]	A [9.8]	B [10.8]
			WBLTR	A [9.8]	B [11.6]	B [11.8]	B [14.4]
			CAPRICE DRIVE	A [7.3]	A [7.6]	A [7.5]	A [7.8]
			CAPRICE DRIVE	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]
			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		Total Future 2027	
					AM Peak Hour	PM Peak Hour	AM Peak Hour	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
			WBL	-	7	0	26	0
		WOLFENSBERGER ROAD	WBT	-	176	0	299	0
			SBL	-	118	179	107	176
		SB I-25 RAMP	SBTR	-	115	87	164	134
3 WOLFENSBERGER ROAD/CAPRICE DRIVE	SIGNAL	WOLFENSBERGER ROAD	EBL	100	10	31	37	70
			EBTR	-	73	114	103	147
			WBL	100	8	23	11	29
		WOLFENSBERGER ROAD	WBT	-	59	95	105	142
			WBR	-	14	21	20	27
			NBLTR	-	6	14	7	16
		DRIVEWAY	SBL	-	32	98	108	183
			SBTR	-	0	14	0	15
		CAPRICE DRIVE						
4 WOLFENSBERGER ROAD/PARK STREET	SIGNAL	WOLFENSBERGER ROAD	EBL	100	35	29	35	30
			EBTR	-	222	221	224	228
			WBL	100	47	46	46	47
		WOLFENSBERGER ROAD	WBTR	-	135	157	138	157
			NBL	-	203	181	205	185
			NBT	-	54	36	55	36
		PARK STREET	NBR	-	7	16	7	16
			SBL	-	41	104	41	106
		PARK STREET	SBTR	-	35	80	35	82
5 N SITE ACCESS/CAPRICE DRIVE	STOP	N SITE ACCESS DRIVEWAY	EBLTR	-	0	2.5	17.5	20
			WBLTR	-	2.5	5	5	7.5
			NBLTR	-	0	0	5	5
			SBLTR	-	0	0	0	0
6 WOLFENSBERGER ROAD/S SITE ACCESS	STOP	WOLFENSBERGER ROAD	EBT	-	0	0	0	0
			WBTR	-	0	0	0	0
			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 6th methodologies for signalized and unsignalized intersections. The results of these analyses are provided in

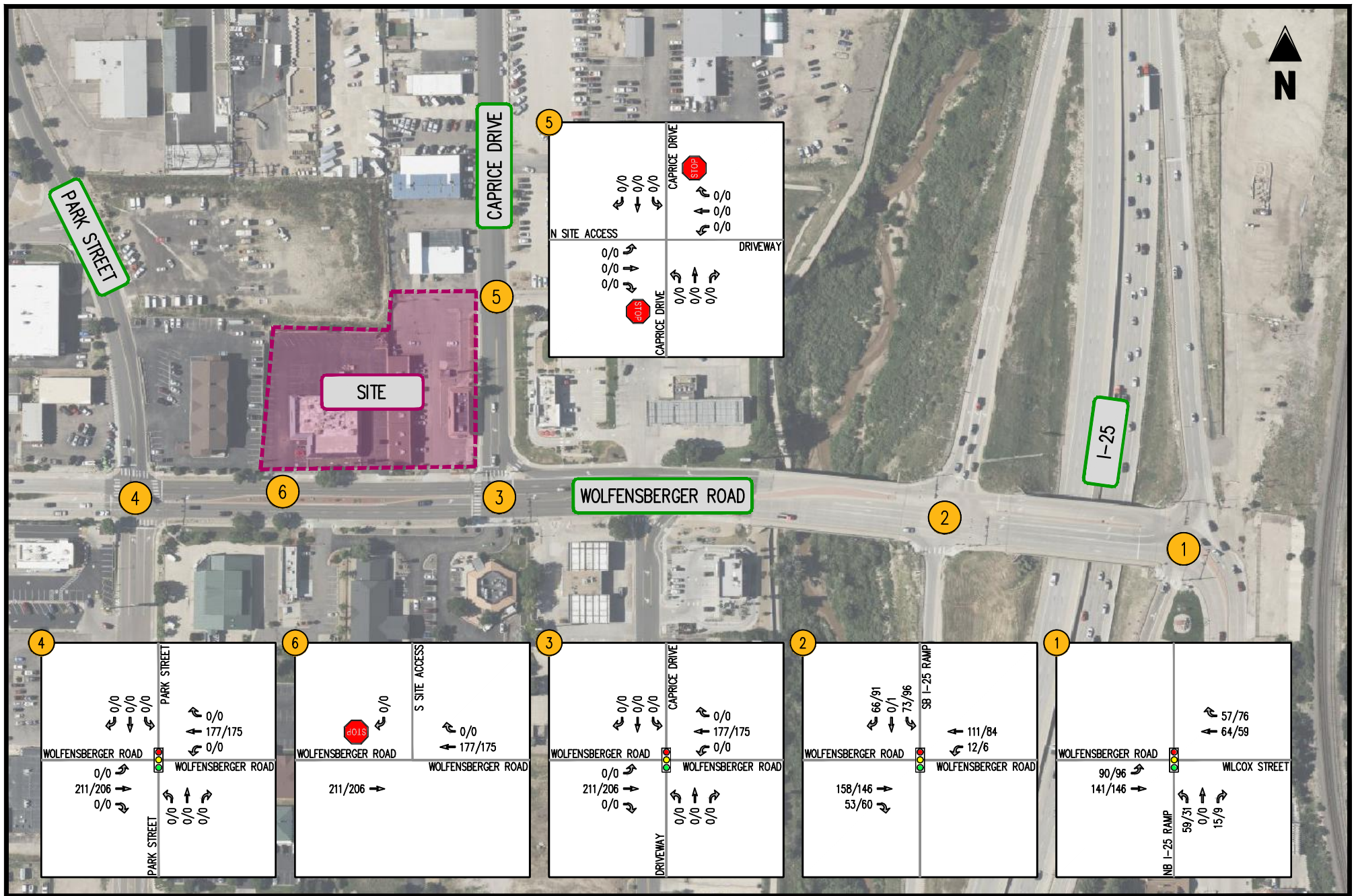
Appendix H and presented in Table 6-1. Total future levels of service are also presented graphically on Figure 6-5.

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.



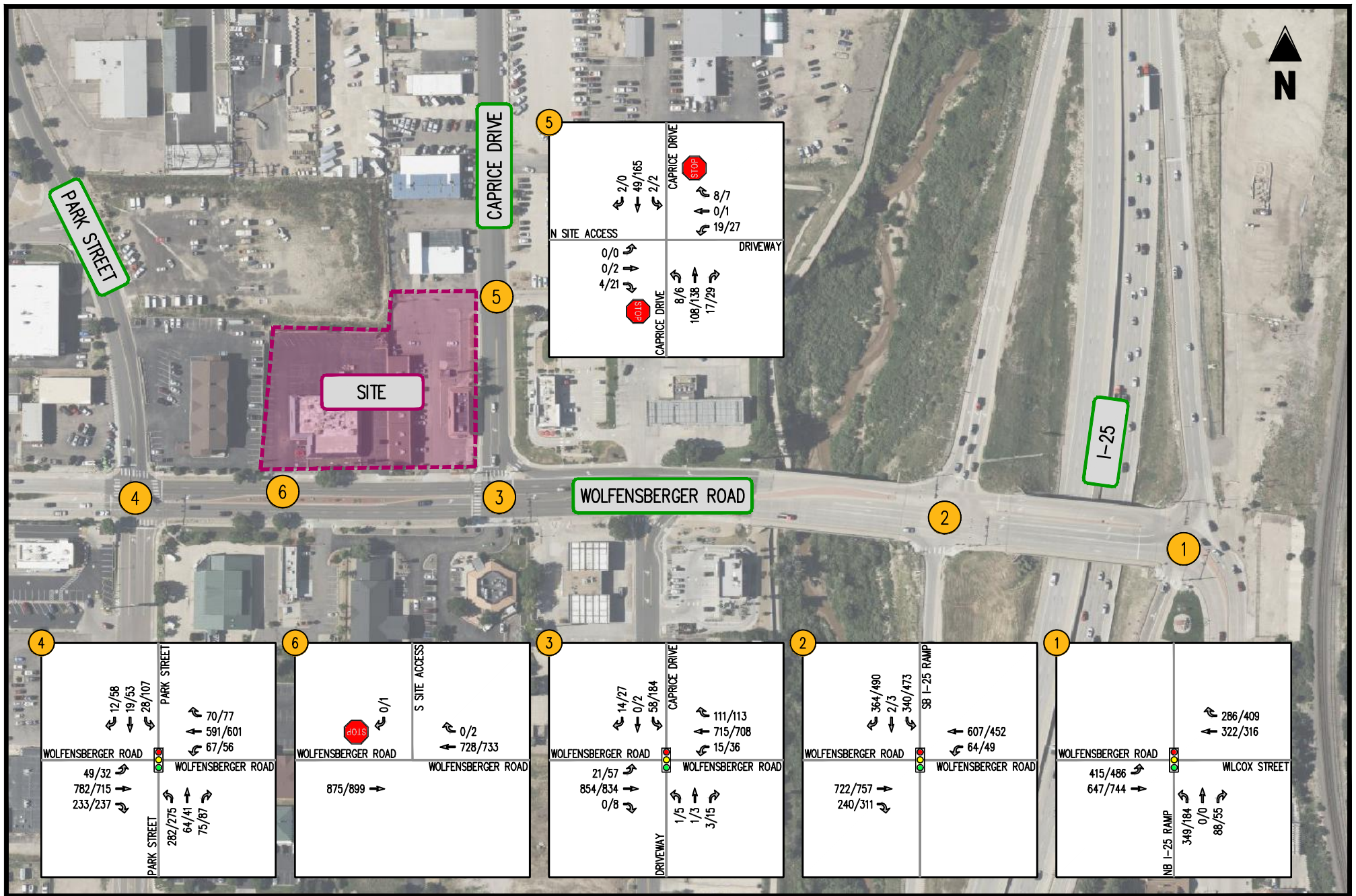
**FIGURE 6-1
BACKGROUND FUTURE (LONG RANGE 2047) GROWTH**

QUICKTRIP 4273
CASTLE ROCK, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN





(A/A) INTERSECTION LOS

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

← MOVEMENT

🚦 SIGNALIZED INTERSECTION

🛑 STOP SIGN

🚦 YIELD SIGN



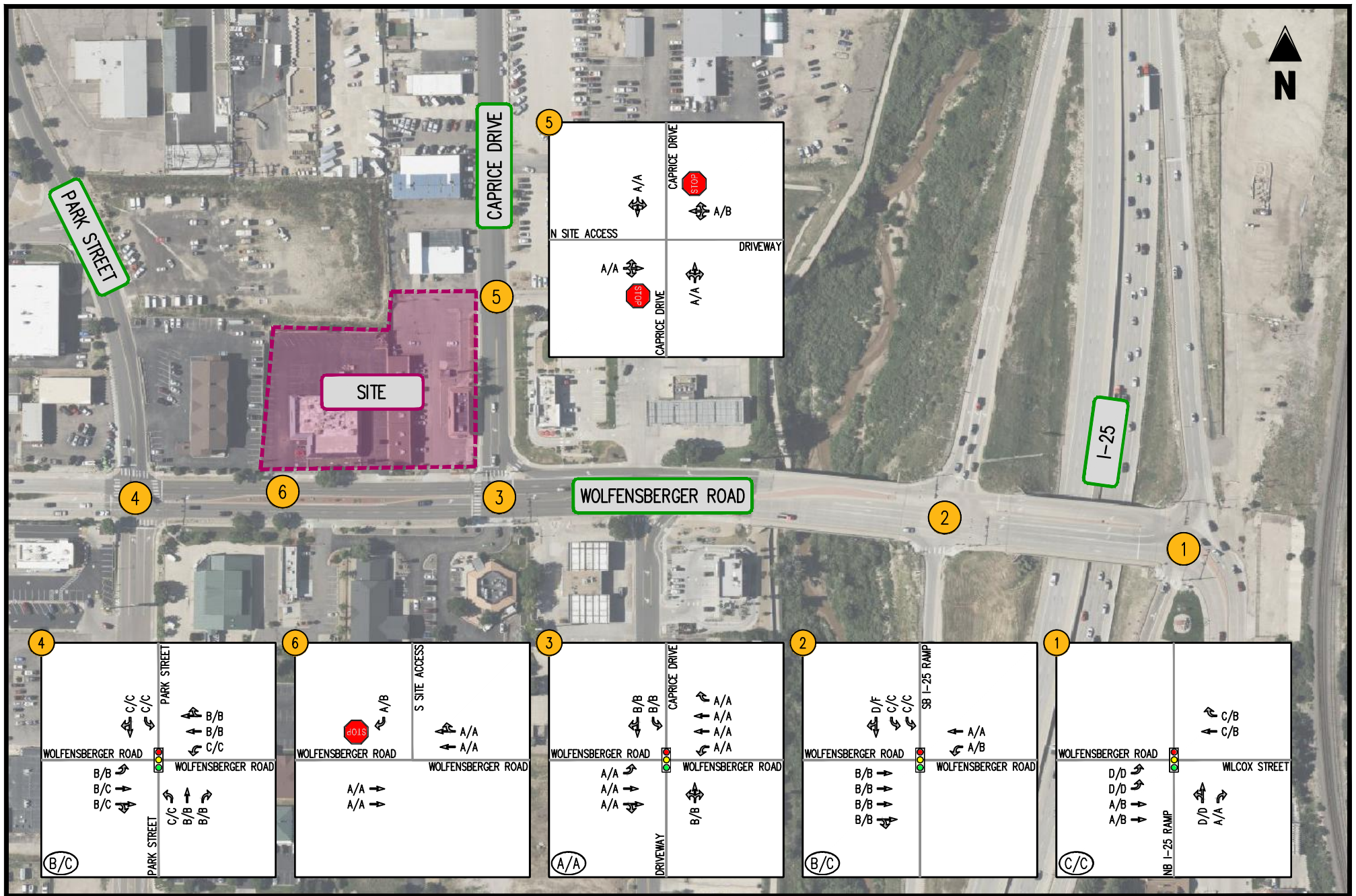


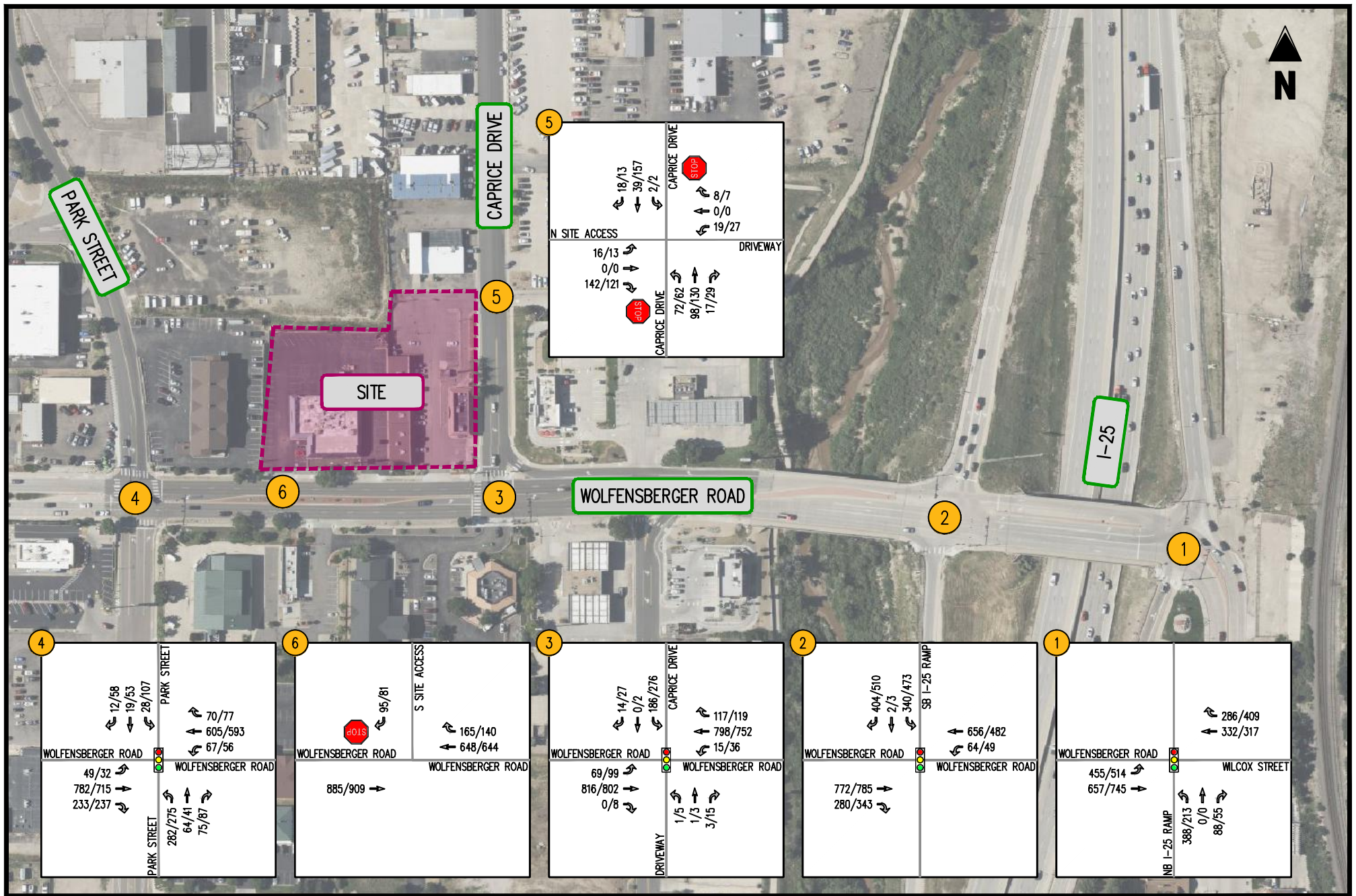
FIGURE 6-3
BACKGROUND FUTURE (LONG RANGE 2047) LOS

QUIKTRIP 4273
 CASTLE ROCK, CO

(A/A) INTERSECTION LOS
 0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

- ← MOVEMENT
- 🚦 SIGNALIZED INTERSECTION
- 🛑 STOP SIGN
- 🚦 YIELD SIGN





(A/A) INTERSECTION LOS

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

← MOVEMENT

🚦 SIGNALIZED INTERSECTION

🛑 STOP SIGN

🚧 YIELD SIGN



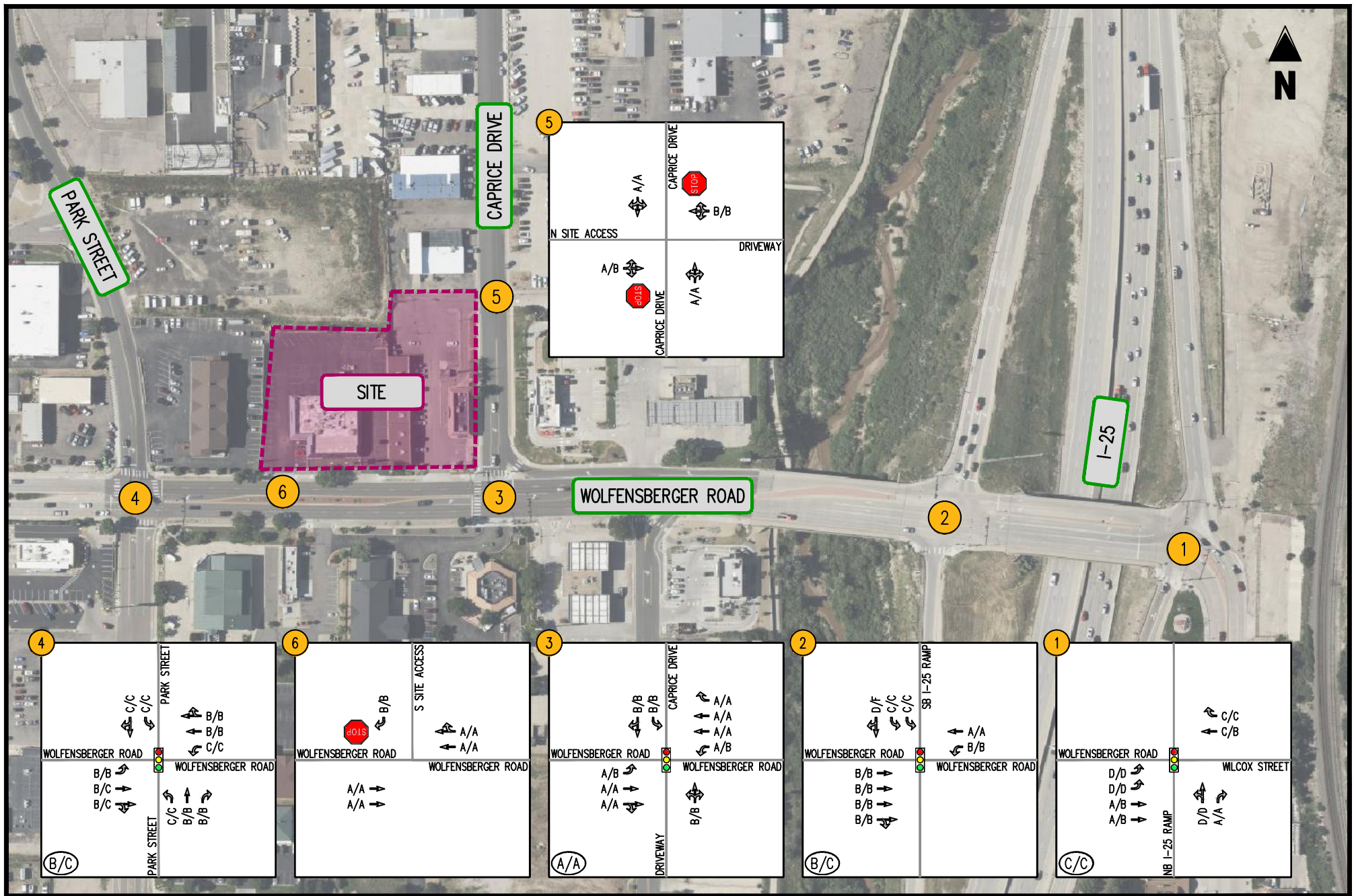


Table 6-1
 QUIKTRIP 4273 - CASTLE ROCK, CO
 Long Range - 2047 Future Intersection Level of Service Summary (1) (2)

					Existing 2025		Background 2047		Total Future 2047	
Intersection		Operating Condition	Street Name	Approach/ Movement	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	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	<u>A (0.0)</u>	<u>A (0.0)</u>	<u>A (0.0)</u>	<u>A (0.0)</u>	<u>A (0.0)</u>	<u>A (0.0)</u>
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)
				WBL	A (8.2)	B (10.9)	A (9.7)	B (12.9)	B (11.2)	B (13.3)
			WOLFENSBERGER ROAD	WBT	A (1.3)	A (0.9)	A (1.9)	A (1.3)	A (2.6)	A (1.5)
				SBL	C (30.8)	C (30.9)	C (29.0)	C (29.3)	C (27.0)	C (29.3)
			SB I-25 RAMP	SBTR	<u>D (43.5)</u>	<u>E (57.9)</u>	<u>D (45.5)</u>	<u>F (85.1)</u>	<u>D (47.7)</u>	<u>F (97.5)</u>
				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)
			WOLFENSBERGER ROAD	WBL	A (5.9)	A (8.9)	A (6.1)	A (9.3)	A (8.4)	B (11.3)
				WBT	A (4.6)	A (6.5)	A (4.3)	A (6.3)	A (6.2)	A (8.0)
			DRIVEWAY	WBR	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
				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	<u>B (11.4)</u>	<u>B (10.5)</u>	<u>B (13.3)</u>	<u>B (12.1)</u>	<u>B (13.3)</u>	<u>B (13.2)</u>			
	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)
			WOLFENSBERGER ROAD	WBL	C (27.7)	C (27.2)	C (29.4)	C (30.2)	C (29.6)	C (30.5)
				WBTR	B (14.3)	B (15.5)	B (14.0)	B (15.4)	B (14.0)	B (15.3)
			PARK STREET	NBL	C (28.4)	C (27.7)	C (30.5)	C (31.2)	C (30.7)	C (31.5)
				NBT	B (15.3)	B (13.2)	B (17.2)	B (16.0)	B (17.4)	B (16.2)
PARK STREET	NBR	B (15.7)	B (13.8)	B (17.6)	B (16.8)	B (17.7)	B (16.9)			
	SBL	C (25.0)	C (26.6)	C (26.8)	C (30.3)	C (27.1)	C (30.6)			
	SBTR	<u>C (23.3)</u>	<u>C (25.2)</u>	<u>C (25.1)</u>	<u>C (28.9)</u>	<u>C (25.3)</u>	<u>C (29.1)</u>			
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 DRIVEWAY CAPRICE DRIVE CAPRICE DRIVE	EBLTR	A [8.6]	A [9.6]	A [8.6]	A [9.5]	A [9.6]	B [10.5]
				WBLTR	A [9.8]	B [11.6]	A [9.7]	B [11.3]	B [11.5]	B [13.6]
				NBLTR	A [7.3]	A [7.6]	A [7.3]	A [7.6]	A [7.5]	A [7.7]
				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 WOLFENSBERGER ROAD S SITE ACCESS	EBT	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
				WBTR	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
				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		Background 2047		Total Future 2047	
					AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	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
			WBL	-	7	0	37	11	40	7
		WOLFENSBERGER ROAD	WBT	-	176	0	565	257	612	222
			SBL	-	118	179	131	196	122	196
		SB I-25 RAMP	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
			WBL	100	8	23	8	24	11	31
		WOLFENSBERGER ROAD	WBT	-	59	95	81	131	141	194
			WBR	-	14	21	15	22	20	27
			NBLTR	-	6	14	7	15	7	18
		DRIVEWAY	SBL	-	32	98	37	111	120	211
			SBTR	-	0	14	0	16	0	18
		CAPRICE DRIVE								
4 WOLFENSBERGER ROAD/PARK STREET	SIGNAL	WOLFENSBERGER ROAD	EBL	100	35	29	35	27	35	27
			EBTR	-	222	221	305	293	312	297
			WBL	100	47	46	46	42	46	42
		WOLFENSBERGER ROAD	WBTR	-	135	157	186	206	191	203
			NBL	-	203	181	208	211	208	211
			NBT	-	54	36	57	42	57	42
		PARK STREET	NBR	-	7	16	7	19	7	19
			SBL	-	41	104	40	113	41	113
		PARK STREET	SBTR	-	35	80	36	87	37	87
5 N SITE ACCESS/CAPRICE DRIVE	STOP	N SITE ACCESS DRIVEWAY	EBLTR	-	0	2.5	0	2.5	17.5	17.5
			WBLTR	-	2.5	5	2.5	5	5	7.5
			NBLTR	-	0	0	0	0	5	5
			SBLTR	-	0	0	0	0	0	0
6 WOLFENSBERGER ROAD/S SITE ACCESS	STOP	WOLFENSBERGER ROAD	EBT	-	0	0	0	0	0	0
			WBTR	-	0	0	0	0	0	0
			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

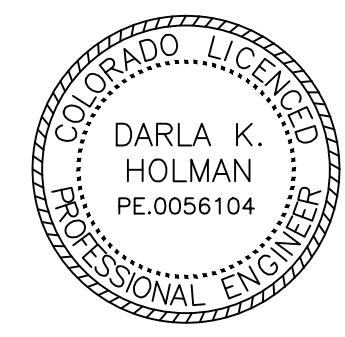
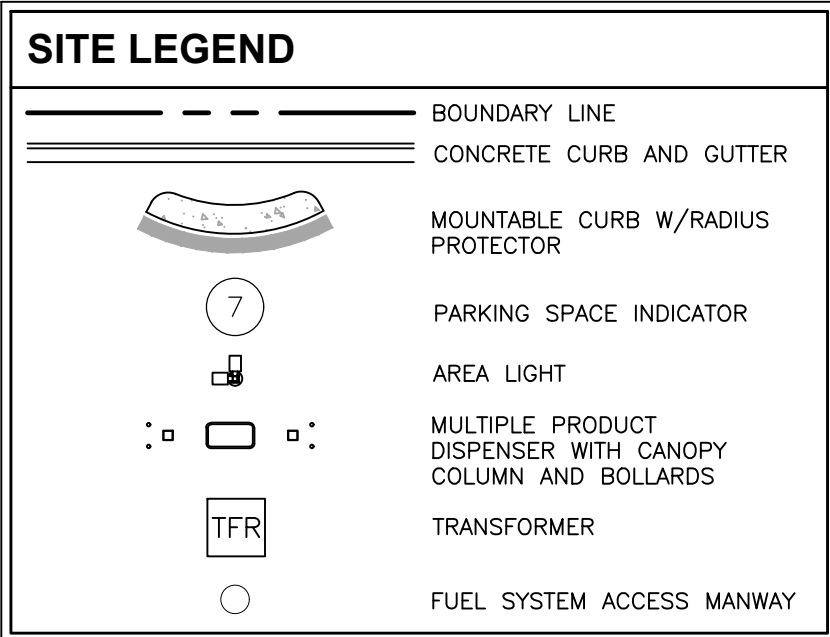
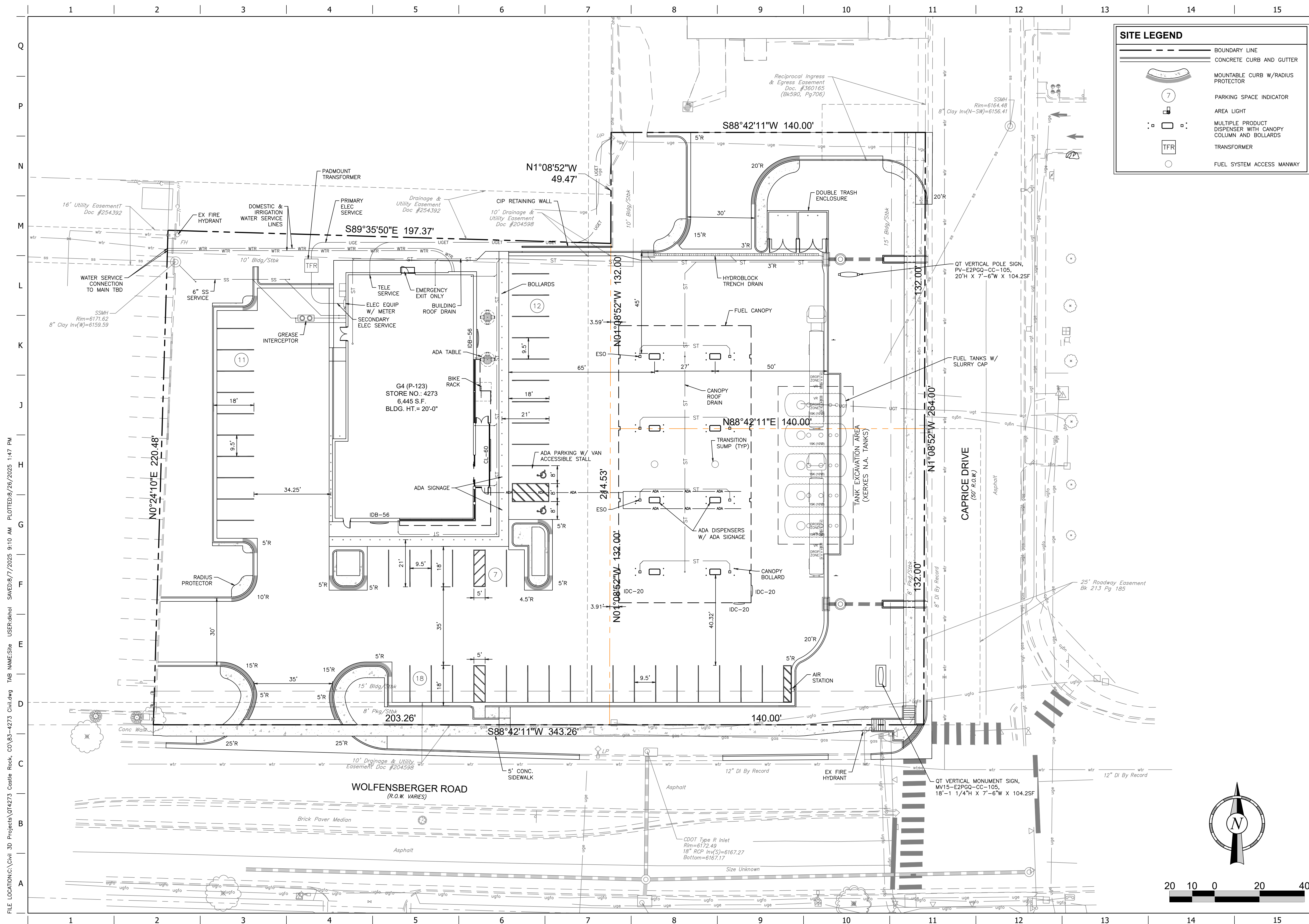
Based on the results of this traffic impact study, the following may be concluded:

- 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 decrease in net new trips 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



PROJECT NO.:83-4273



PO Box 860015
Shawnee, KS 66286-0015
P 913.248.9385

QuikTrip No. 4273



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PROTOTYPE: P-121
DIVISION: 83
VERSION: 001
DESIGNED BY: DKH
DRAWN BY: CSH
REVIEWED BY: AMG

[illegible]

SHEET TITLE:
SITE DEVELOPMENT
SITE PLAN

SHEET NUMBER:

6 0F 25

APPENDIX B – Base Assumptions Form

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 <i>Trip Generation Manual</i> 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			PM Peak Hour			Average Daily Trips
				In	Out	Total	In	Out	Total	
<i>Proposed ⁽¹⁾</i>										
Convenience Store/Gas Station	945	16	FP	253	253	506	215	215	430	5,532
<i>Pass-by's (76%AM/75%PM)</i>				<i>(192)</i>	<i>(193)</i>	<i>(385)</i>	<i>(161)</i>	<i>(162)</i>	<i>(323)</i>	<i>(4,149)</i>
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

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									
GFA (000)	VFP	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak	
						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	1	

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

[illegible]

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	≤ 10.0
B	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 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	$> 10 \text{ and } \leq 15$
C	$> 15 \text{ and } \leq 25$
D	$> 25 \text{ and } \leq 35$
E	$> 35 \text{ and } \leq 50$
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.

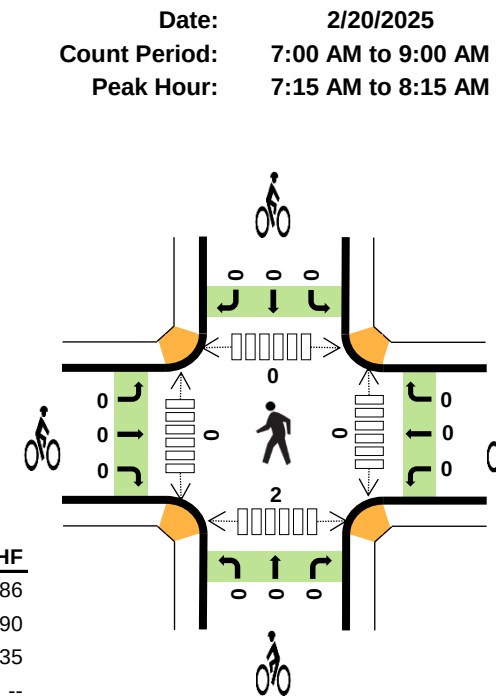
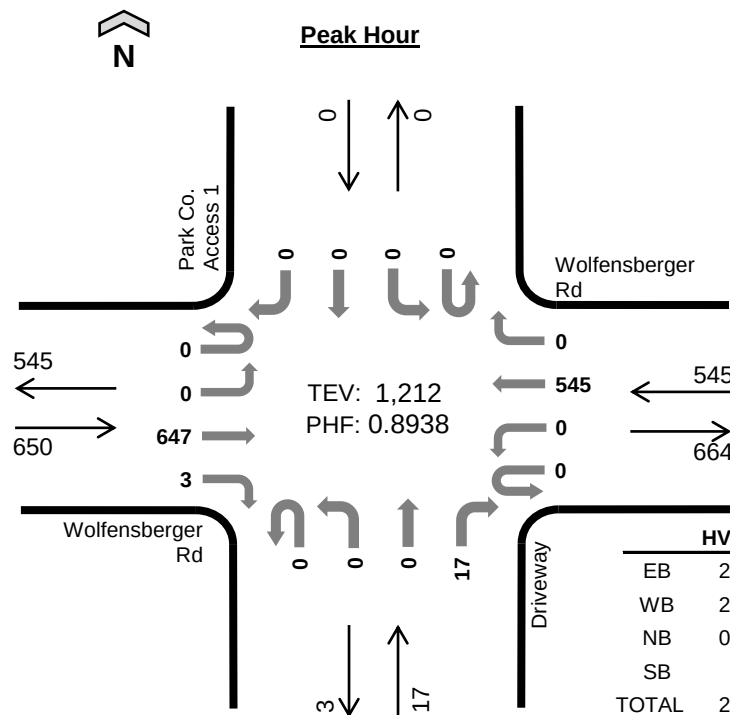
The proposed level of service criteria for TWSC intersections are somewhat different from the criteria used in Chapter 16 for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The 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



	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				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		
7:15 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

Count Summaries - All 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	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	
	HV	0	0	11	0	0	0	10	0	0	0	0	0	0	0	0	0	21	
	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

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		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Count Summaries - All 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	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	
	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%	

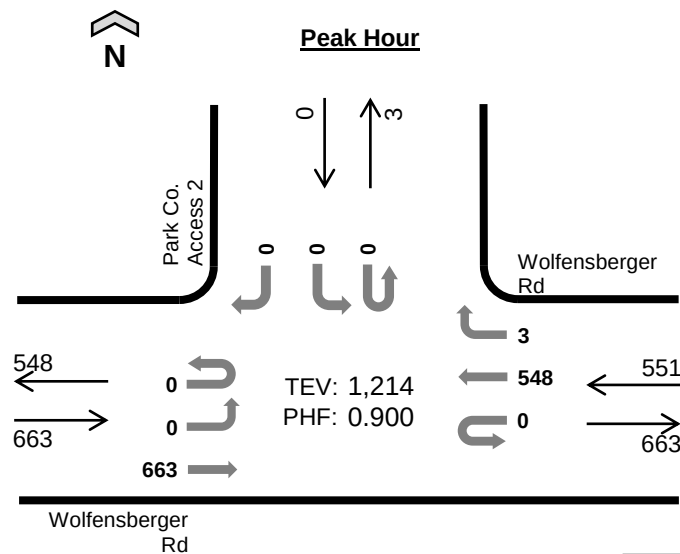
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	2	1	0	0	3	0	0	0	0	0	0	0	2	0	2
4:15 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
4:30 PM	5	2	0	0	7	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2
5:00 PM	1	1	0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

Count Summaries - Heavy Vehicles

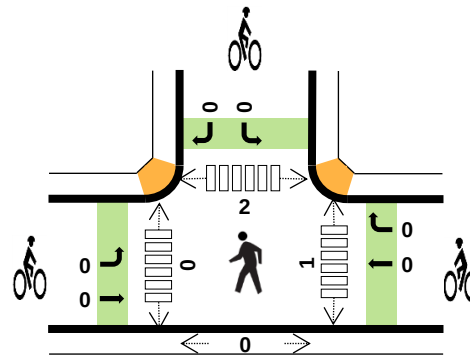
Interval Start	Wolfensberger Rd				Wolfensberger Rd				Driveway				Park Co. Access 1				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
4:15 PM	0	0	1	0	0	0	3	0	0	0	0	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		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		



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				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		
7:15 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					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	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

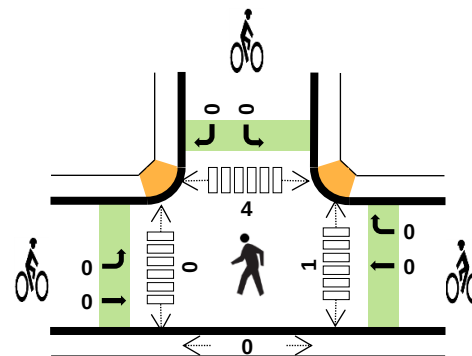
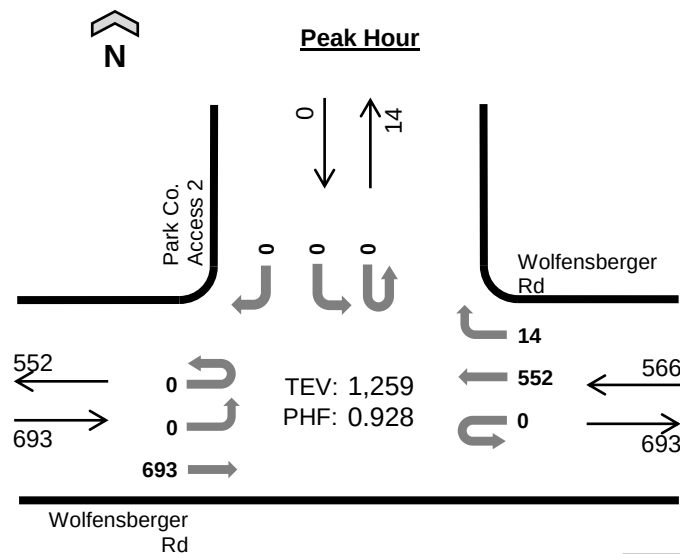
Count Summaries - All Vehicles																			
Interval Start		Wolfensberger Rd				Wolfensberger Rd				n/a				Park Co. Access 2				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	116	0	0	0	97	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	
	HV	0	0	11	0	0	0	9	1	0	0	0	0	0	0	0	0	21	
	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

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	

Park Co. Access 2 Wolfensberger Rd



	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				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		
4:15 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.

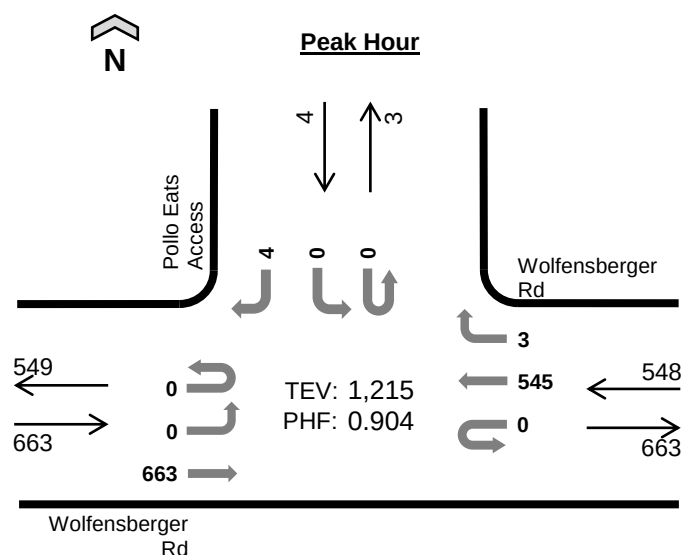
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:15 PM	1	3	0	0	4	0	0	0	0	0	0	0	2	0	2
4:30 PM	5	2	0	0	7	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2
5:00 PM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1
Peak Hour	9	6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

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	
	HV	0	0	9	0	0	0	6	0	0	0	0	0	0	0	0	0	15	
	HV%	-	-	1%	-	-	-	1%	0%	-	-	-	-	-	-	-	-	1%	

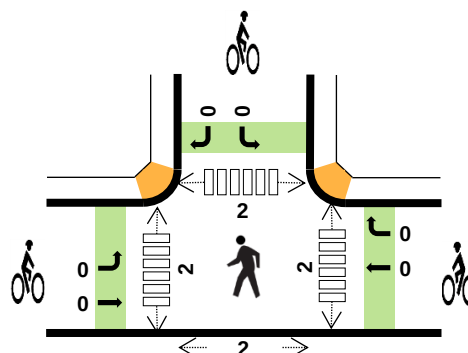
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	3	0	0	4	0	0	0	0	0	0	0	2	0	2
4:30 PM	5	2	0	0	7	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2
5:00 PM	1	1	0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

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	

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				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		
7:15 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

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	
	HV	0	0	11	0	0	0	12	0	0	0	0	0	0	0	0	0	23	
	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

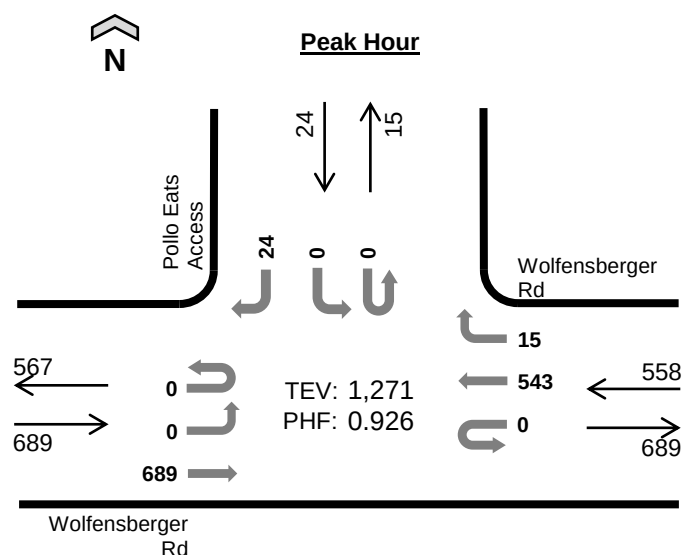
Count Summaries - Heavy Vehicles

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	

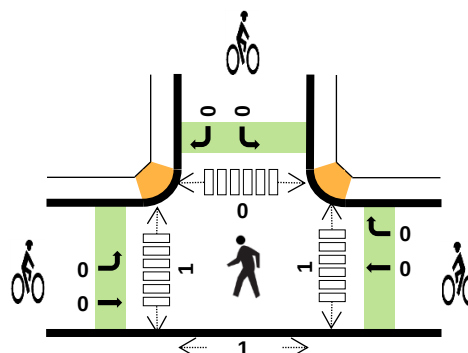
Count Summaries - Bikes

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		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

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				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		
4:15 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					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	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

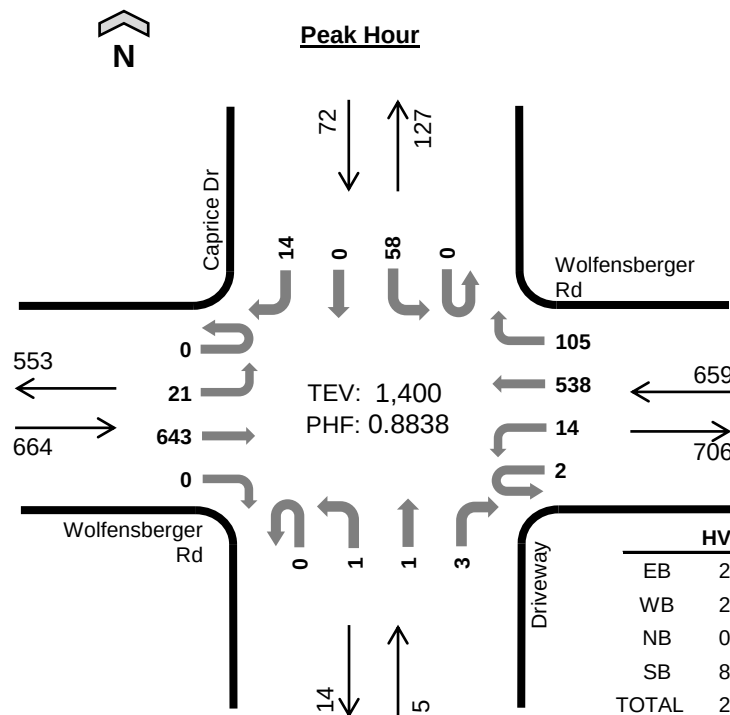
Count Summaries - All Vehicles																			
Interval Start		Wolfensberger Rd				Wolfensberger Rd				n/a				Pollo Eats Access				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	150	0	0	0	149	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	
	HV	0	0	9	0	0	0	6	0	0	0	0	0	0	0	0	0	15	
	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

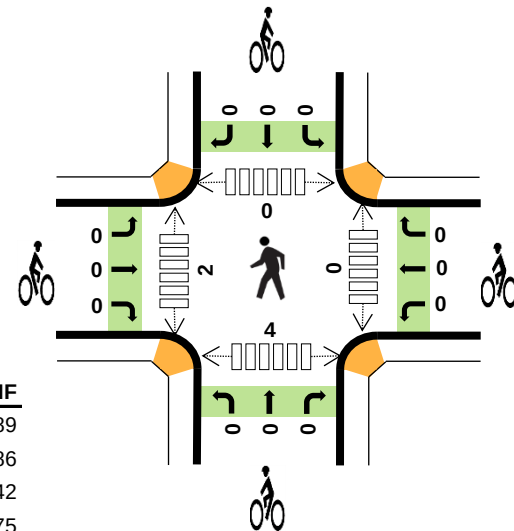
Count Summaries - Heavy Vehicles																		
Interval Start	Wolfensberger Rd				Wolfensberger Rd				n/a				Pollo Eats Access				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	0	1	0	0	0	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	

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				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		
7:15 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

Count Summaries - All 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	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	
	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%	

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

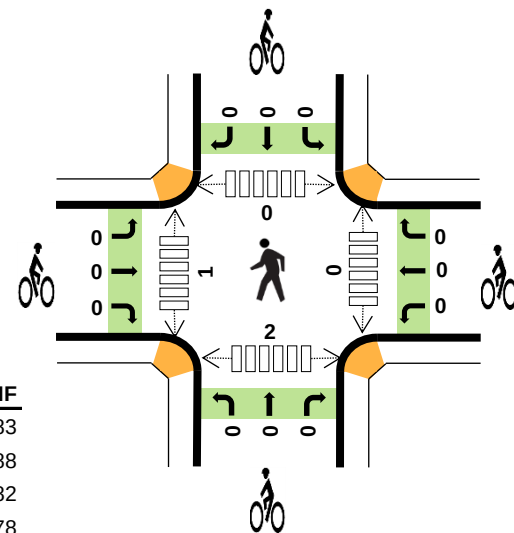
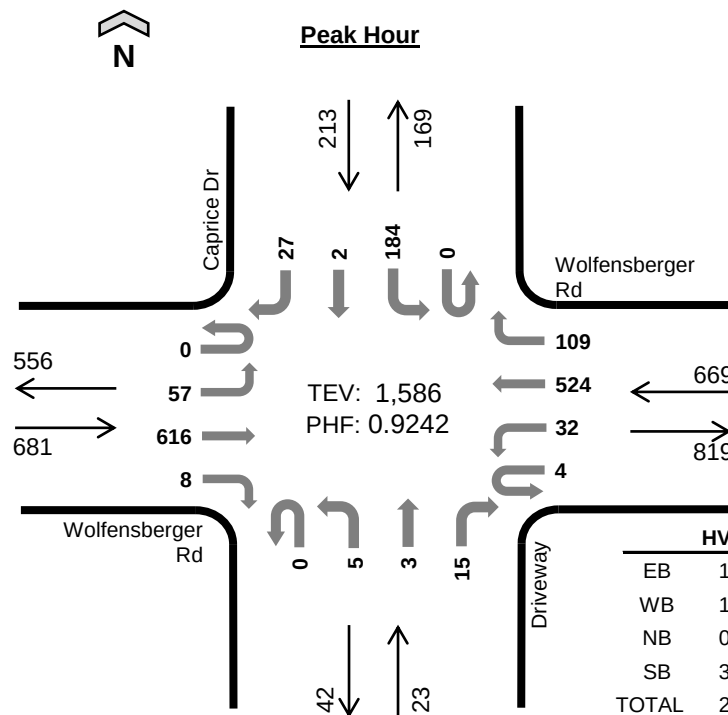
Count Summaries - Heavy Vehicles

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	0	1	0	12	0
7:45 AM	0	0	4	0	0	0	3	2	0	0	0	0	0	0	1	0	11	29
8:00 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	3	0	9	34
8:15 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	38
8:30 AM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	2	0	12	38
8:45 AM	0	1	5	0	0	0	12	0	0	0	0	0	0	0	1	0	19	46
Count Total	0	1	28	0	0	0	30	5	0	0	0	0	0	0	8	0	75	
Pk Hr Heavy	0	0	12	0	0	0	12	4	0	0	0	0	0	0	5	0	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	

Caprice Dr Wolfensberger Rd



Peak Hour Count Summaries

Peak Hour 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		
4:15 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

Count Summaries - All 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	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	
	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%	

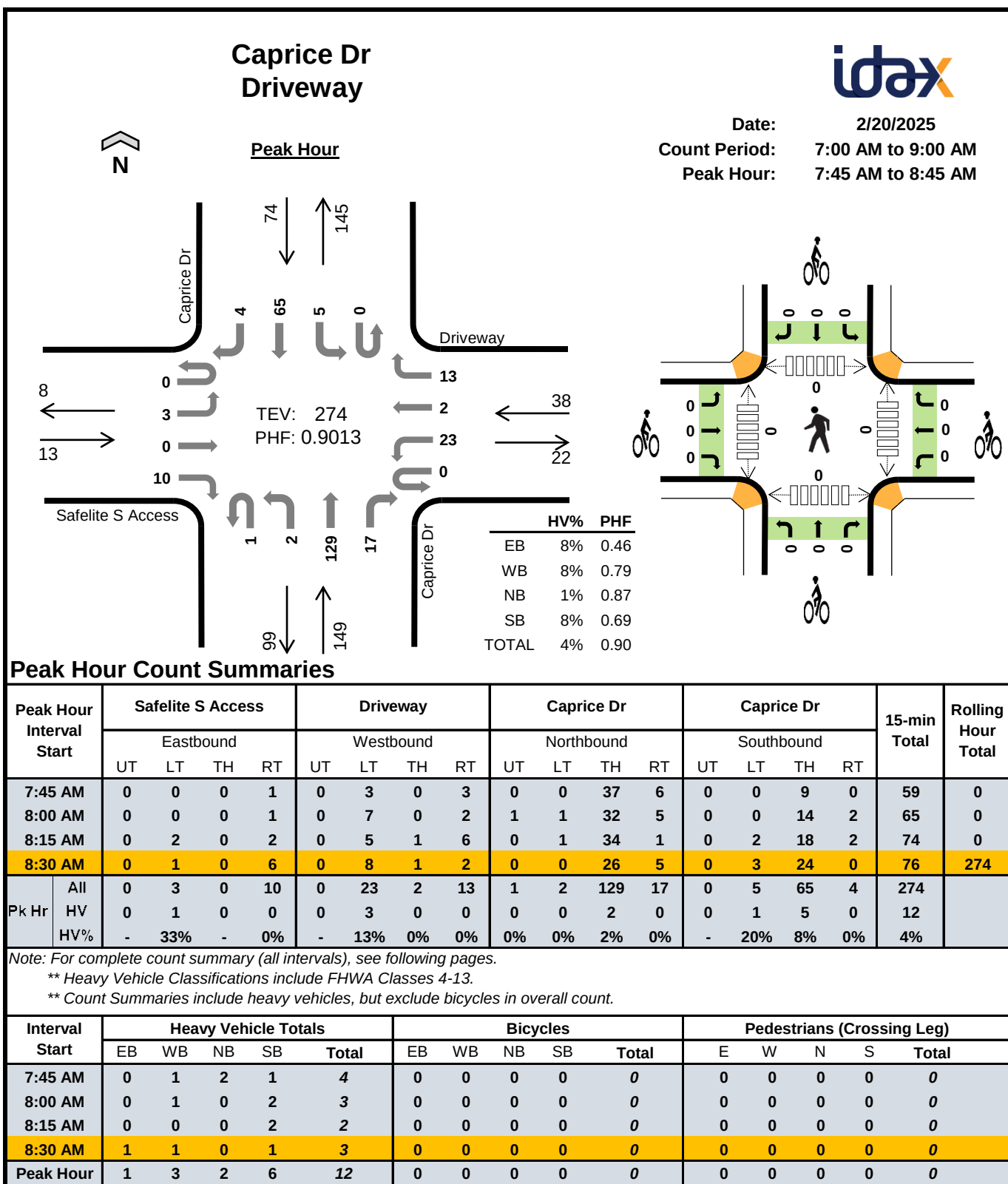
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	1	2
4:15 PM	1	2	0	3	6	0	0	0	0	0	0	0	0	1	1
4:30 PM	5	4	0	1	10	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	0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

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		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

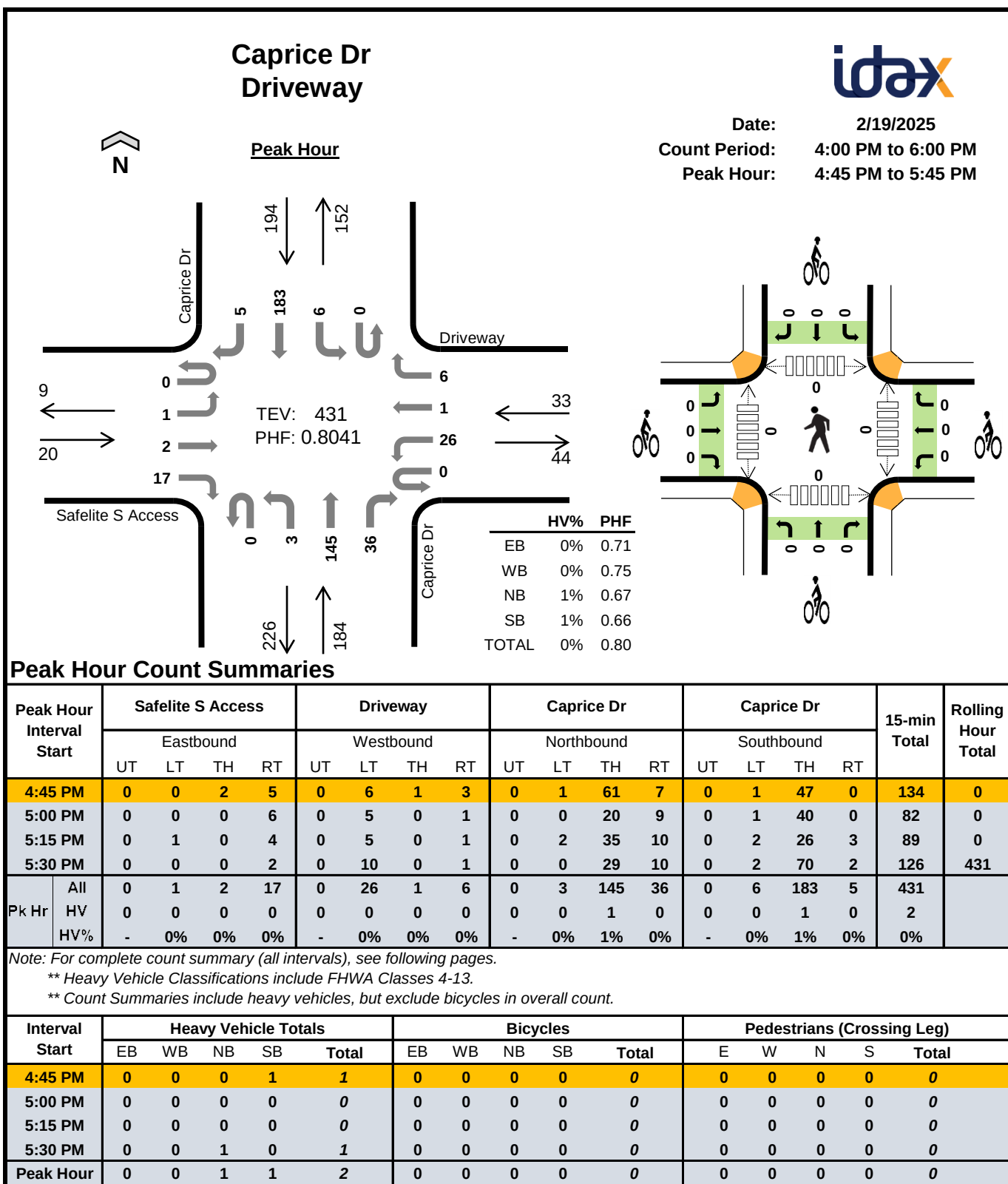


Count Summaries - All Vehicles																			
Interval Start		Safelite S Access				Driveway				Caprice Dr				Caprice Dr				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	3	0	1	0	0	10	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	
	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%	0%	2%	0%	-	20%	8%	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
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

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	



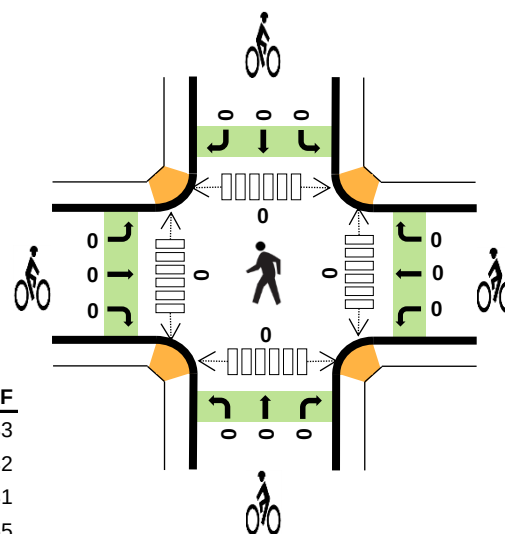
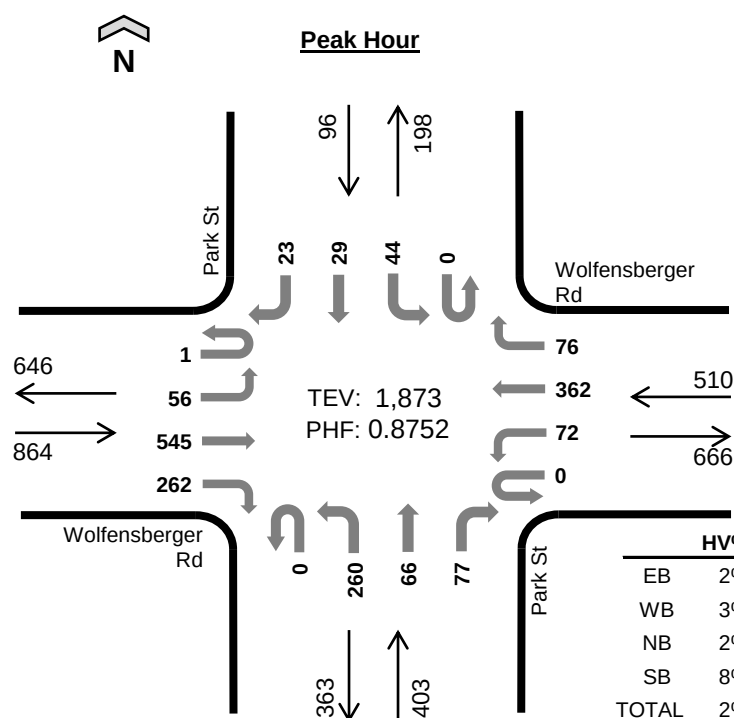
Count Summaries - All Vehicles																			
Interval Start		Safelite S Access				Driveway				Caprice Dr				Caprice Dr				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	3	1	10	0	5	0	4	0	0	33	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	
	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%	

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

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	

Park St Wolfensberger Rd



Peak Hour Count Summaries

Peak Hour 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		
7:30 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

Count Summaries - All 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	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	
	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%	

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

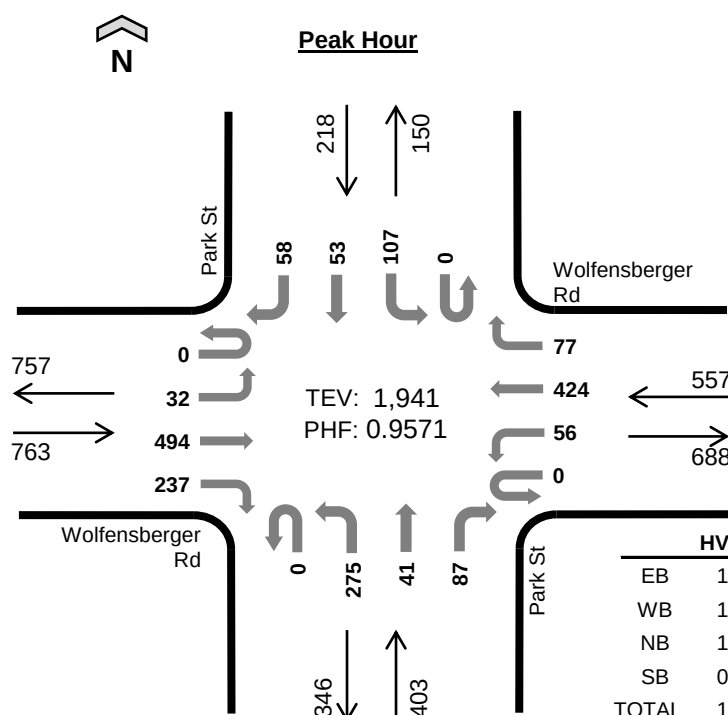
Count Summaries - Heavy Vehicles

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	

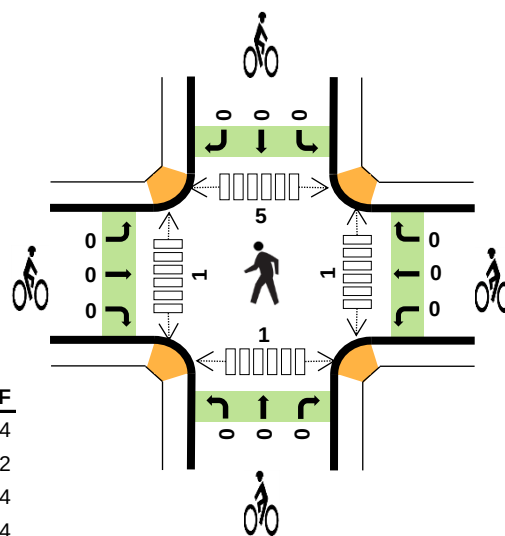
Count Summaries - Bikes

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		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

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



Peak Hour Count Summaries

Peak Hour 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		
4:15 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

Count Summaries - All 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	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	
	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%	

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

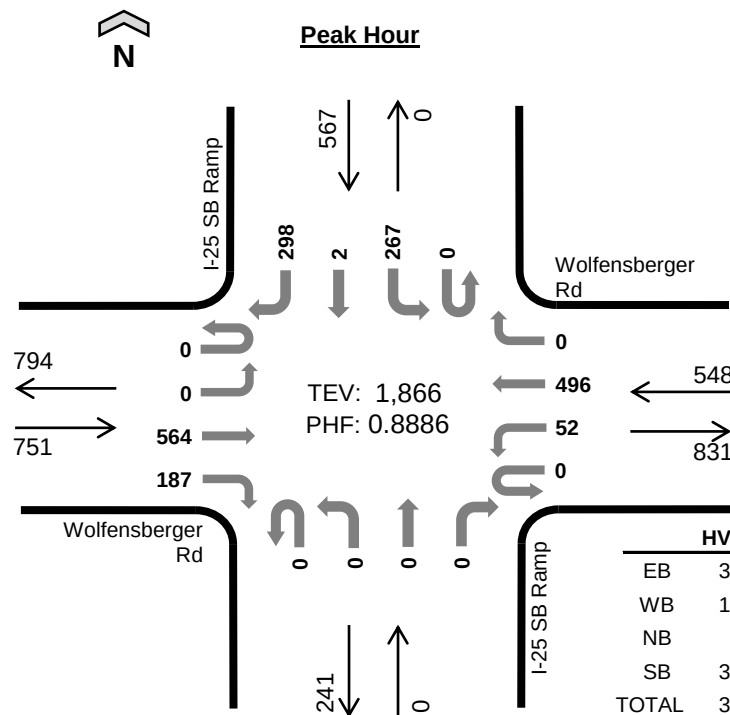
Count Summaries - Heavy Vehicles

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	

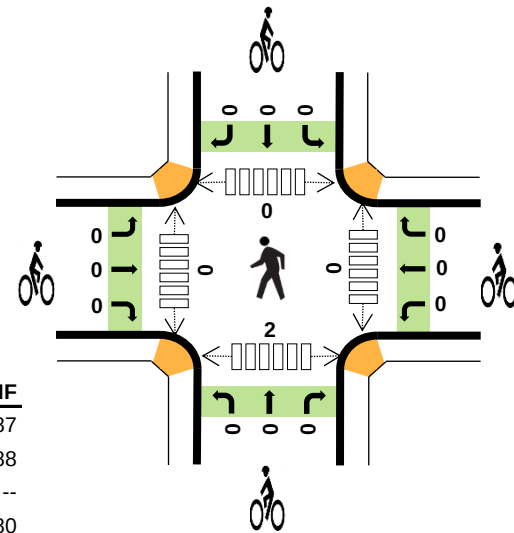
Count Summaries - Bikes

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		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

I-25 SB Ramp Wolfensberger Rd



	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				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		
7:15 AM		0	0	123	42	0	16	139	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	72	0	63	479	0	
7:45 AM		0	0	163	52	0	6	126	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	80	0	77	445	1,866	
Pk Hr	All	0	0	564	187	0	52	496	0	0	0	0	0	267	2	298	1,866		
	HV	0	0	11	13	0	2	6	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.

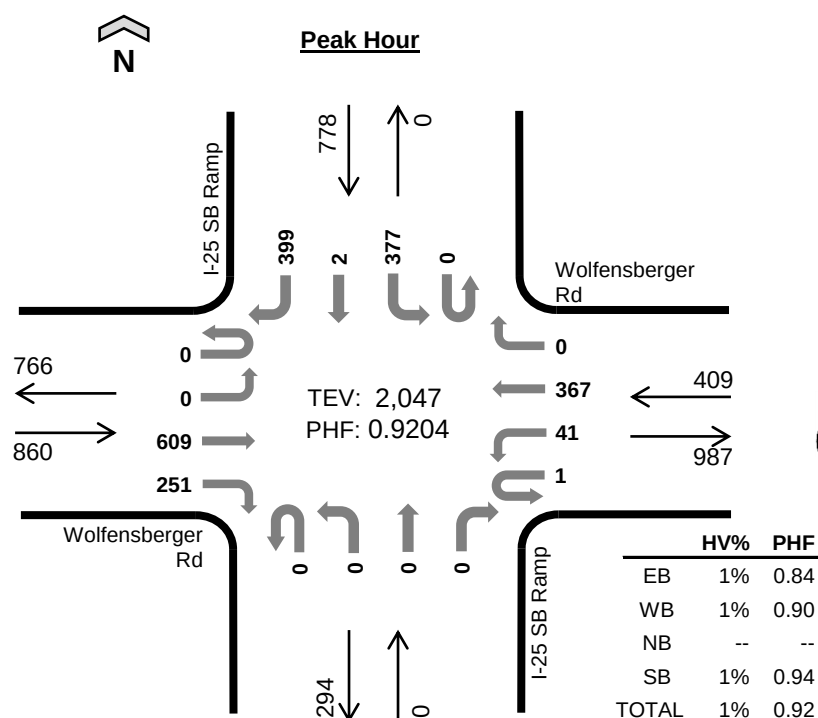
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:15 AM	1	2	0	2	5	0	0	0	0	0	0	0	0	1	1
7:30 AM	8	1	0	6	15	0	0	0	0	0	0	0	0	0	0
7:45 AM	9	2	0	6	17	0	0	0	0	0	0	0	0	1	1
8:00 AM	6	3	0	4	13	0	0	0	0	0	0	0	0	0	0
Peak Hour	24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

Count Summaries - All 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	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	
	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%	

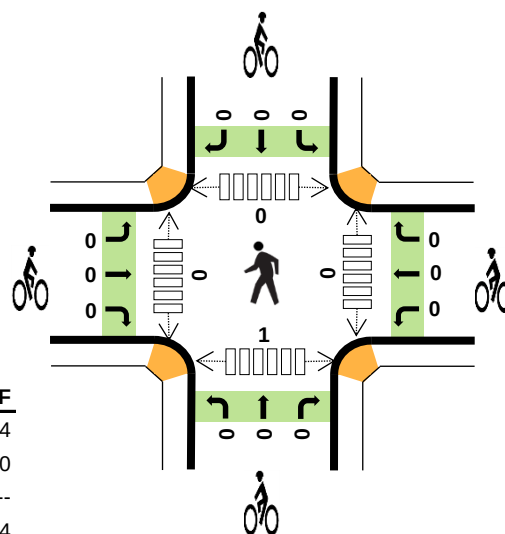
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	6	0	0	7	13	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	2	0	2	5	0	0	0	0	0	0	0	0	1	1
7:30 AM	8	1	0	6	15	0	0	0	0	0	0	0	0	0	0
7:45 AM	9	2	0	6	17	0	0	0	0	0	0	0	0	1	1
8:00 AM	6	3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

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	

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



Peak Hour Count Summaries

Peak Hour 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		
4:15 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

Count Summaries - All 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	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	
	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%	

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

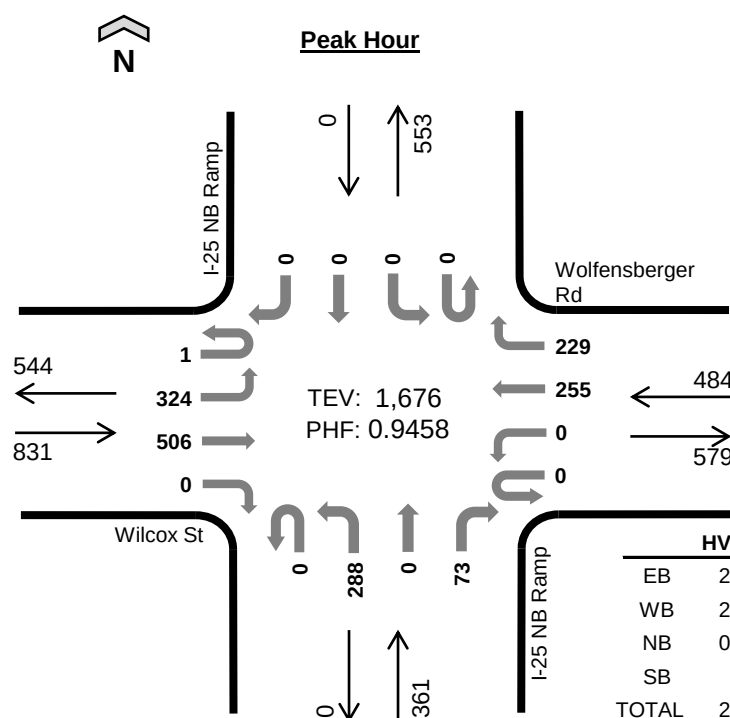
Count Summaries - Heavy Vehicles

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	

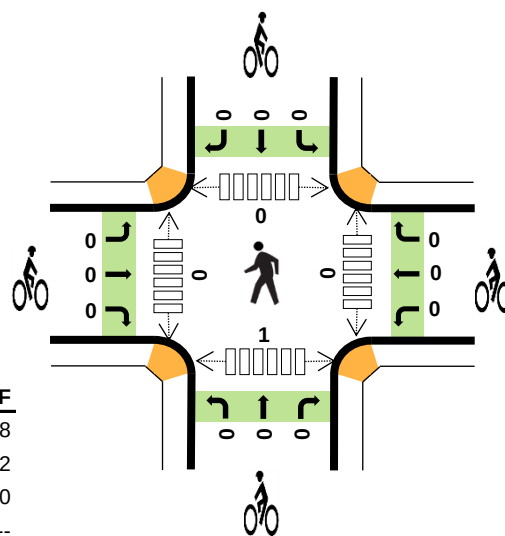
Count Summaries - Bikes

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		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

I-25 NB 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	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				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		
7:15 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

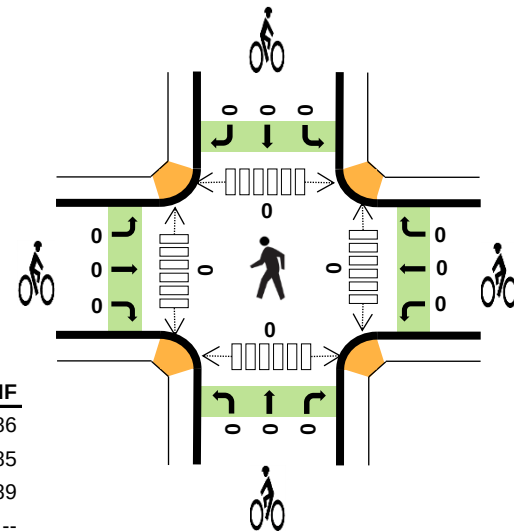
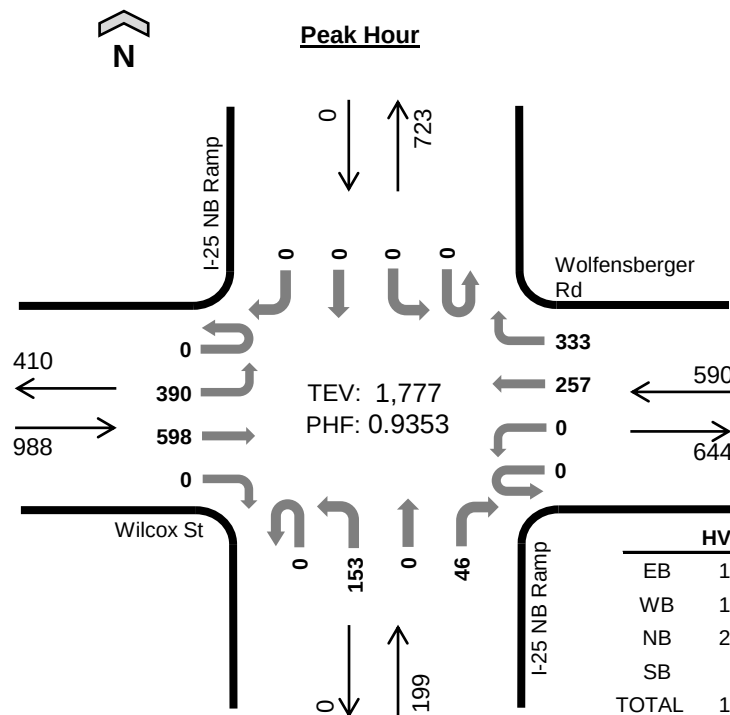
Count Summaries - All Vehicles																			
Interval Start		Wilcox St				Wolfensberger Rd				I-25 NB Ramp				I-25 NB Ramp				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		1	83	62	0	0	0	44	90	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	
	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%	

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

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	

I-25 NB Ramp Wolfensberger Rd



	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				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		
4:15 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

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		
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	
	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%	

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

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	

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

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

Sequence 5		Sequence 6		Sequence 7		Sequence 8	
Ring	Phases	Ring	Phases	Ring	Phases	Ring	Phases
1	1,2,a,3,4,b	1	2,a,b	1	1,2,a,4,3,b	1	2,1,a,4,3,b
2	6,5,a,7,8,b	2	6,5,a,8,b	2	6,5,a,7,8,b	2	6,5,a,7,8,b
3		3		3		3	
4		4		4		4	
5		5		5		5	
6		6		6		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	0	1	2	3	4	5	6	7	8	9	0
Min																				
Max																				
Ped																				
Act Walk Rest																				

Global Veh Det Diagnostics

Global No Activity	0
Global Max Presence	20
Global Erratic Count	255
Global Failed Recall	Max Recall
Detector Reset Enable	Enabled

Global Ped Det Diagnostics

Global No Activity	0
Global Max Presence	0
Global Erratic Count	0

Global Pri/Pre Det Diag

Global No Activity	0
Global Max Presence	0
Global Erratic 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	

[illegible]

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				Min	Max	Car	Det	Trail	Trap
Det	Enable	Type	Units	Log	Log	Length	Length	Det	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

	Call	Call	Add	Walk	Clear	No	Max	Erratic
Det	Phs	Ovlp	Call Phs	2	2	Act	Pres	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

	Call	Call	Add	Walk	Clear	No	Max	Erratic
Det	Phs	Ovlp	Call Phs	2	2	Act	Pres	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

Pri/Pre Detectors				Low	high		Arrival	Pri			Min	Pri	No	Max	Erratic
Det	Description	Low Call	High Call	Num	Num	Lead/Tail	Time	Delay	Delay	Ext	On	Olvp	Act	Pres	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 Ovlp	Neg Phases	Inhibit Neg Phs	Neg Ovlp
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 Ovlp	Grn Sup Phs	N Ped Phs Calls	Description
1						
2						
3						
4						
5						
6						

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

	Trail	Trail	Trail	Walk	Ped	Walk	Ped			Min	Mx Grn	Red	Flash	Flash	Walk
OLP	GRN	YEL	RED	1	Clr 1	2	Clr 2	Delay	Flash	Green	Ext	Revert	Inactive	Alt	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										1	1	1	1	1	1	1
Overlap	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
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	0	1	1	1	1	1	1
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	Maximum Mode	Per Pattern	Max Cyc Limit %	34
Coordination Mode	Auto Permissive	Force Mode	Floating	Min Cyc Limit %	34
Correction Mode	Shortway (Auto)	Transition Cover Ped	Pattern	Max Dwell	0

Patterns		Offset					Ref	Coord	Force	Max	Trans	Min	Phs	Det	Ped	Ovlp	Pri	Description
Patt.	Cycle	1	2	3	Split	Seq	Col	Mode	Mode	Mode	Ped	Perm	Pln	Pln	Pln	Pln	Pln	
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				Coord PH	Ref PH	Cover Ped	Force Off Mode		Pri	Pri	Pri
PH.	Time	Min	Max					Mode	Min	Max	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				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	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				
PH.	Time	Min	Max	PH	PH	Ped	Mode	Mode	Pri	Pri	Pri
									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				
PH.	Time	Min	Max	PH	PH	Ped	Mode	Mode	Pri	Pri	Pri
									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				
PH.	Time	Min	Max	PH	PH	Ped	Mode	Mode	Pri	Pri	Pri
									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				
PH.	Time	Min	Max	PH	PH	Ped	Mode	Mode	Pri	Pri	Pri
									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

Day Plan	4	Off
Month of Year	Days of Week	Days of Month
J F M A M J 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 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 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 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 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 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 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 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 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 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 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 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 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 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 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 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	

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	0
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	0
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 Override Flash								
NotOverrideNextPre								
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

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	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	Fish DWalk	Flash	Off	Off	Ped Clear
6	DWalk	On	Off	Off	Dont Walk

Alarm	Name
1	
2	
3	
4	
5	

[illegible]

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

Priorito	Res. Lockou	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								

[illegible]

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



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	

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

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		

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

[illegible]

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 Mir	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	1	2,1,a,3,4,b	1	1,2,a,4,3,b	1	2,1,a,4,3,b
2	5,6,a,8,7,b	2	5,6,a,8,7,b	2	5,6,a,8,7,b	2	5,6,a,8,7,b
3		3		3		3	
4		4		4		4	
5		5		5		5	
6		6		6		6	
7		7		7		7	
8		8		8		8	
9		9		9		9	
10		10		10		10	
11		11		11		11	
12		12		12		12	
13		13		13		13	
14		14		14		14	
15		15		15		15	
16		16		16		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	Data Collection Period	60
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														

Pedestrian Detectors

Det	Call Phase	Call Ovp	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 Ovp	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	Trail	Trail	Walk	Ped	Walk	Ped	Delay	Flash	Descriptions
				GRN	YEL	RED	1	Cir 1	2	Cir 2			
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	Det	Ped
									Pln	Pln	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	Mode
PH.	Time	PH	PH	
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	Mode
PH.	Time	PH	PH	
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	Mode
PH.	Time	PH	PH	
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	Mode
PH.	Time	PH	PH	
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	Mode
PH.	Time	PH	PH	
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	Mode
PH.	Time	PH	PH	
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	Mode
PH.	Time	PH	PH	
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	Mode
PH.	Time	PH	PH	
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	Mode
PH.	Time	PH	PH	
1	0			None

Split 10		Coord	Ref	Mode
PH.	Time	PH	PH	
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	Mode
PH.	Time	PH	PH	
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	Mode
PH.	Time	PH	PH	
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	Mode
PH.	Time	PH	PH	
1	0			None
2	0			None
3	0			None
4	0			None
5	0			None
6	0			None

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

Split 19		Coord	Ref	Mode
PH.	Time	PH	PH	
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	Mode
PH.	Time	PH	PH	
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								
		J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3
		X	X	X	X	X	X		X	X	X	X	X		X	X	X
		J	A	S	O	N	D								17	18	19
		X	X	X	X	X	X								X	X	X
															20	21	22
															X	X	X
															23	24	25
															X	X	X
															26	27	28
															X	X	X
															29	30	31
															X	X	X

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

Day Plan				1				2				3				4			
Event	Hour	Min.	Act	Event	Hour	Min.	Act	Event	Hour	Min.	Act	Event	Hour	Min.	Act	Event	Hour	Min.	Act
6	21	0	20	6	0	0		6	0	0		6	0	0		6	0	0	
7	0	0		7	0	0		7	0	0		7	0	0		7	0	0	
8	0	0		8	0	0		8	0	0		8	0	0		8	0	0	
9	0	0		9	0	0		9	0	0		9	0	0		9	0	0	
10	0	0		10	0	0		10	0	0		10	0	0		10	0	0	

Day Plan				5				6				7				8			
Event	Hour	Min.	Act	Event	Hour	Min.	Act	Event	Hour	Min.	Act	Event	Hour	Min.	Act	Event	Hour	Min.	Act
1	0	0		1	0	0		1	0	0		1	0	0		1	0	0	
2	0	0		2	0	0		2	0	0		2	0	0		2	0	0	
3	0	0		3	0	0		3	0	0		3	0	0		3	0	0	
4	0	0		4	0	0		4	0	0		4	0	0		4	0	0	
5	0	0		5	0	0		5	0	0		5	0	0		5	0	0	
6	0	0		6	0	0		6	0	0		6	0	0		6	0	0	
7	0	0		7	0	0		7	0	0		7	0	0		7	0	0	
8	0	0		8	0	0		8	0	0		8	0	0		8	0	0	
9	0	0		9	0	0		9	0	0		9	0	0		9	0	0	
10	0	0		10	0	0		10	0	0		10	0	0		10	0	0	
Day Plan				9				10				11				12			

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 Override Flash								
NotOverrideNextPre								
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	Hot	Serial	Serial	Master	P2P	Description
			Port	Port	Port	Addr.	Sect.	TO	
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	
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147	0		161	80	0	0	0	15	
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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	
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159	0		161	80	0	0	0	15	
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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	
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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	
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193	0		161	80	0	0	0	15	
194	0		161	80	0	0	0	15	
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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

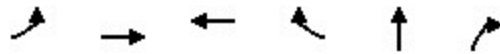
Pgrm	Description
1	Stop Time
2	Blank Out Sign, snow Switch
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
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APPENDIX E – Existing Synchro Outputs

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)	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 Effect 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

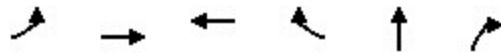
Splits and Phases: 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St



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)	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

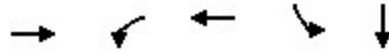
Notes

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

Timings

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

03/07/2025



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 Effect 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

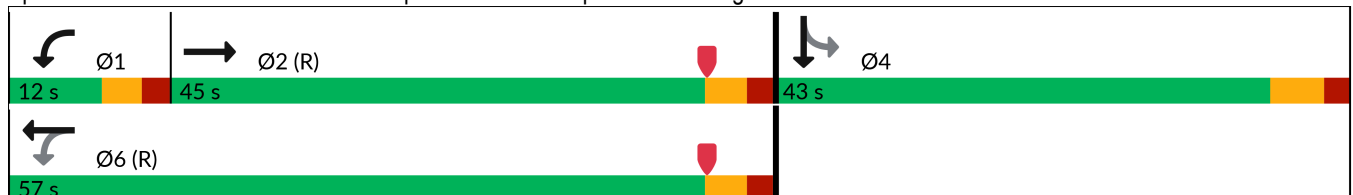
Intersection LOS: B

Intersection Capacity Utilization 63.1%

ICU Level of Service B

Analysis Period (min) 15

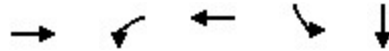
Splits and Phases: 2: I-25 SB On Ramp/I-25 SB Off Ramp & Wolfensberger Rd



Queues

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

03/07/2025



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.

HCM 7th Signalized Intersection Summary

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

03/07/2025



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	

Timings

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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 Effect 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

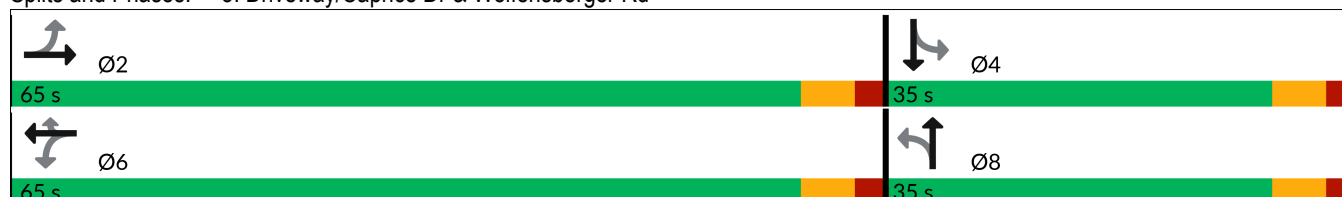
Intersection LOS: A

Intersection Capacity Utilization 37.7%

ICU Level of Service A

Analysis Period (min) 15

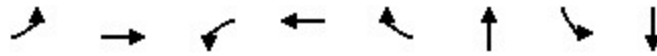
Splits and Phases: 3: Driveway/Caprice Dr & Wolfensberger Rd



Queues

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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

HCM 7th Signalized Intersection Summary

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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.

Timings

4: Park St & Wolfensberger Rd

03/07/2025



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 Effect 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

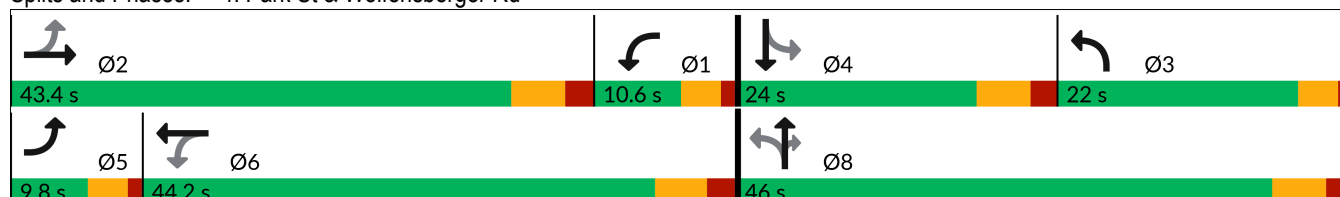
Intersection LOS: B

Intersection Capacity Utilization 62.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: Park St & Wolfensberger Rd



Queues

4: Park St & Wolfensberger Rd

03/07/2025



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

HCM 7th Signalized Intersection Summary

4: Park St & Wolfensberger Rd

03/07/2025



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.

HCM 7th TWSC
5: Caprice Dr & N Site Access/Driveway

03/07/2025

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	-	-

HCM 7th TWSC
6: Wolfensberger Rd & S Site Access

03/07/2025

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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

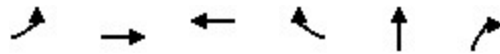
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

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)	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 Effect 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

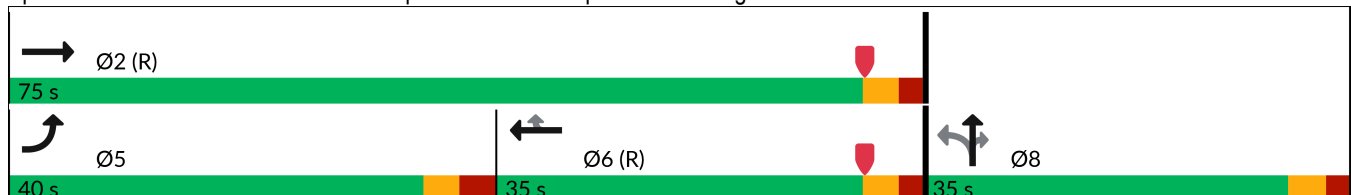
Intersection LOS: C

Intersection Capacity Utilization 54.5%

ICU Level of Service A

Analysis Period (min) 15

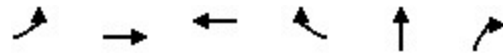
Splits and Phases: 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St



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)	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

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)	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

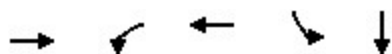
Notes

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

Timings

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

03/07/2025



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 Effect 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

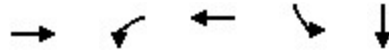
Splits and Phases: 2: I-25 SB On Ramp/I-25 SB Off Ramp & Wolfensberger Rd



Queues

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

03/07/2025



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

HCM 7th Signalized Intersection Summary

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

03/07/2025



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	

Timings

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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 Effect 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

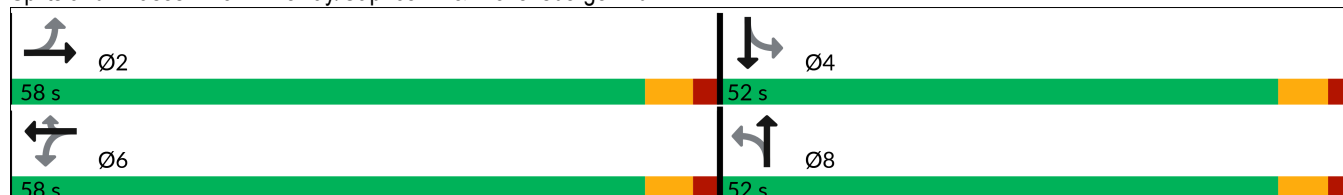
Intersection LOS: B

Intersection Capacity Utilization 57.8%

ICU Level of Service B

Analysis Period (min) 15

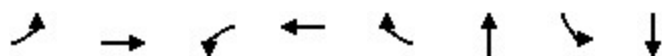
Splits and Phases: 3: Driveway/Caprice Dr & Wolfensberger Rd



Queues

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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

HCM 7th Signalized Intersection Summary

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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.

Timings

4: Park St & Wolfensberger Rd

03/07/2025



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 Effect 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

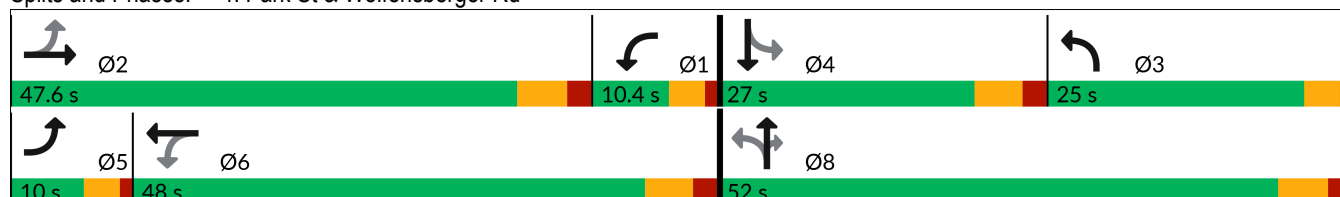
Intersection LOS: B

Intersection Capacity Utilization 59.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: Park St & Wolfensberger Rd



Queues

4: Park St & Wolfensberger Rd

03/07/2025



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

HCM 7th Signalized Intersection Summary

4: Park St & Wolfensberger Rd

03/07/2025



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.

HCM 7th TWSC
5: Caprice Dr & N Site Access/Driveway

03/07/2025

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
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	-
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	-
Pot Cap-1 Maneuver	581	532	847	566	544	863	1379	-
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	-
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	EBLn1WBLn1	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	-

HCM 7th TWSC
6: Wolfensberger Rd & S Site Access

03/07/2025

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

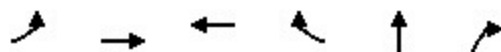
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	685
HCM Lane V/C Ratio	-	-	-	0.002
HCM Control Delay (s/veh)	-	-	-	10.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

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 Effect 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

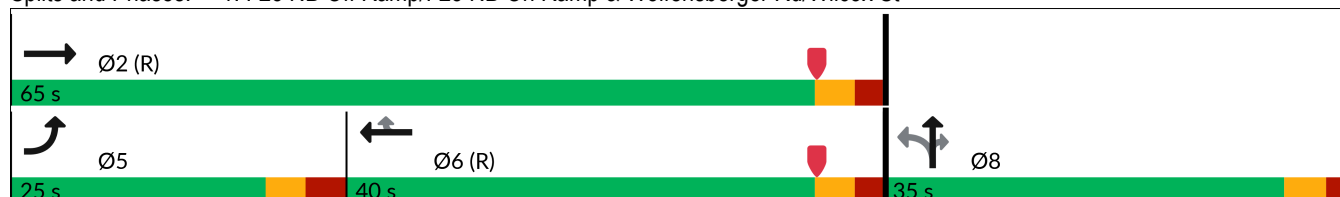
Intersection LOS: C

Intersection Capacity Utilization 69.1%

ICU Level of Service C

Analysis Period (min) 15

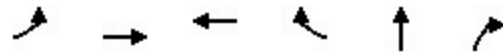
Splits and Phases: 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St



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)	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

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)	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

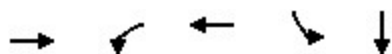
Notes

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

Timings

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

03/07/2025



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 Effect 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:WBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay (s/veh): 16.6

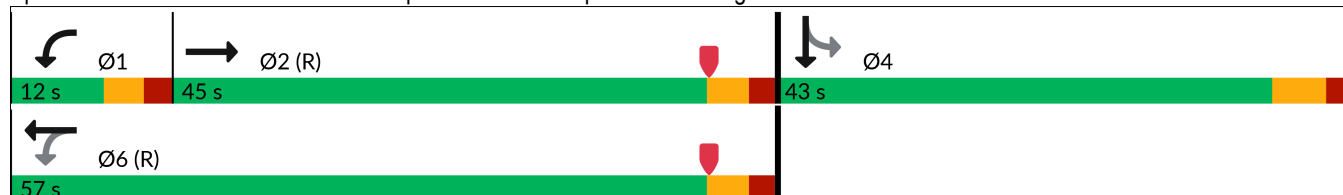
Intersection LOS: B

Intersection Capacity Utilization 69.1%

ICU Level of Service C

Analysis Period (min) 15

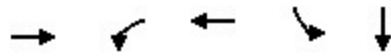
Splits and Phases: 2: I-25 SB On Ramp/I-25 SB Off Ramp & Wolfensberger Rd



Queues

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

03/07/2025



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.

HCM 7th Signalized Intersection Summary

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

03/07/2025



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	

Timings

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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 Effect 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

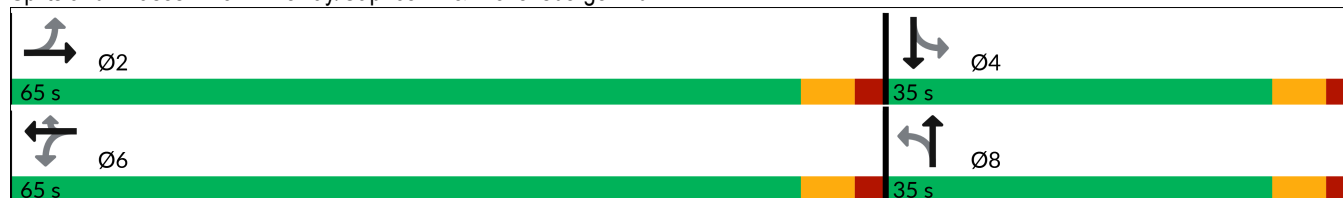
Intersection LOS: B

Intersection Capacity Utilization 57.5%

ICU Level of Service B

Analysis Period (min) 15

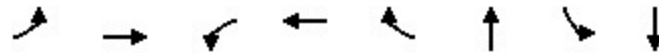
Splits and Phases: 3: Driveway/Caprice Dr & Wolfensberger Rd



Queues

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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

HCM 7th Signalized Intersection Summary

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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.

Timings

4: Park St & Wolfensberger Rd

03/07/2025



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 Effect 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

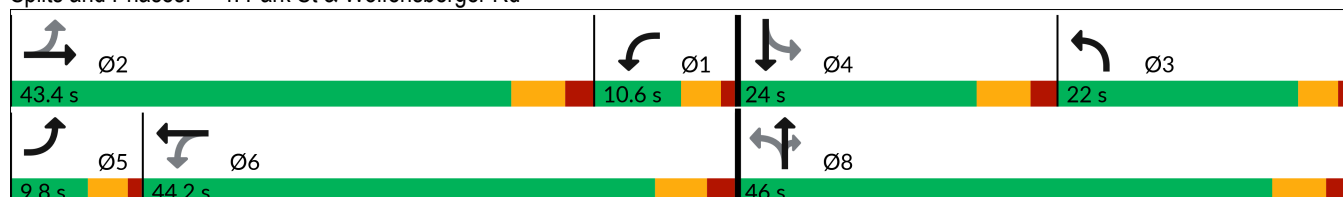
Intersection LOS: B

Intersection Capacity Utilization 62.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: Park St & Wolfensberger Rd



Queues

4: Park St & Wolfensberger Rd

03/07/2025



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

HCM 7th Signalized Intersection Summary

4: Park St & Wolfensberger Rd

03/07/2025

												
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.

HCM 7th TWSC
5: Caprice Dr & N Site Access/Driveway

03/07/2025

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	EBLn1WBLn1	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	-

HCM 7th TWSC
6: Wolfensberger Rd & S Site Access

03/07/2025

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	-	-	- - -

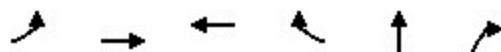
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.77
HCM LOS			B

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 Effect 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

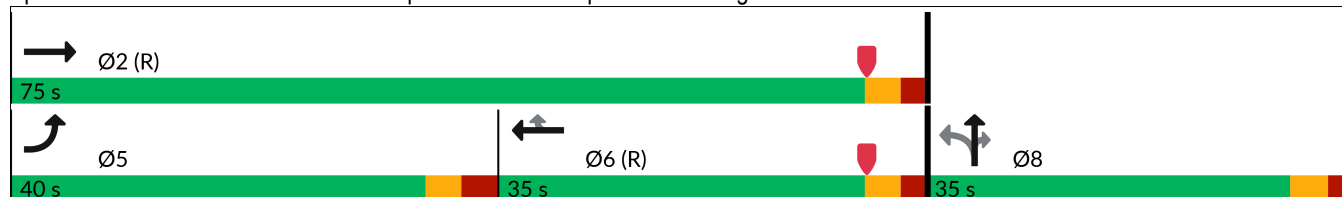
Intersection LOS: C

Intersection Capacity Utilization 56.7%

ICU Level of Service B

Analysis Period (min) 15

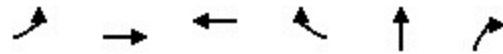
Splits and Phases: 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St



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)	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

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)	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

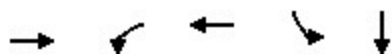
Notes

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

Timings

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

03/07/2025



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 Effect 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

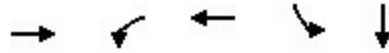
Splits and Phases: 2: I-25 SB On Ramp/I-25 SB Off Ramp & Wolfensberger Rd



Queues

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

03/07/2025



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

HCM 7th Signalized Intersection Summary

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

03/07/2025



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	

Timings

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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 Effect 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

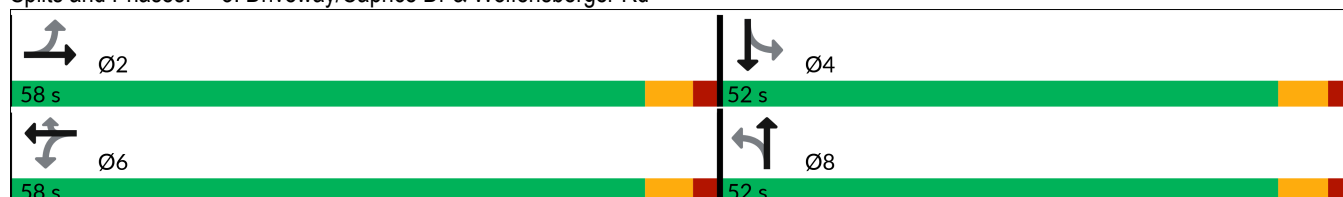
Intersection LOS: B

Intersection Capacity Utilization 62.0%

ICU Level of Service B

Analysis Period (min) 15

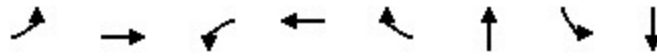
Splits and Phases: 3: Driveway/Caprice Dr & Wolfensberger Rd



Queues

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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

HCM 7th Signalized Intersection Summary

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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.	

Timings

4: Park St & Wolfensberger Rd

03/07/2025



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 Effect 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

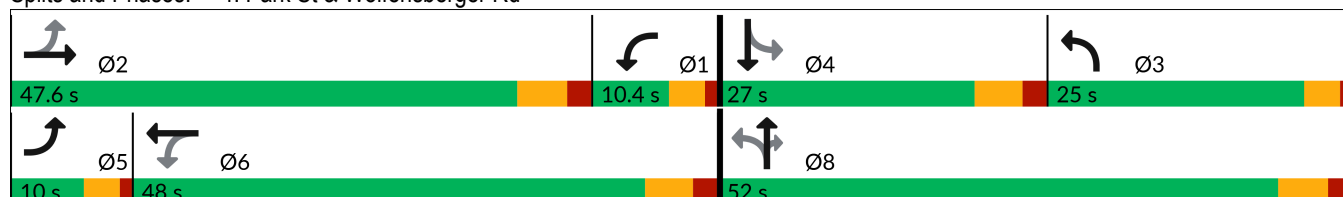
Intersection LOS: B

Intersection Capacity Utilization 60.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: Park St & Wolfensberger Rd



Queues

4: Park St & Wolfensberger Rd

03/07/2025



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

HCM 7th Signalized Intersection Summary

4: Park St & Wolfensberger Rd

03/07/2025



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/v10.76		14.4	2.18	0.09
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	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	-

HCM 7th TWSC
6: Wolfensberger Rd & S Site Access

03/07/2025

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

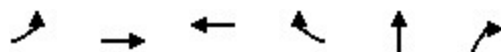
APPENDIX G – Long Range Background (without site development)

Synchro Outputs

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)	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 Effect 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

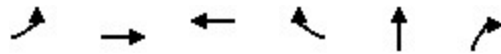
Splits and Phases: 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St



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)	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

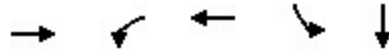
Notes

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

Timings

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

03/07/2025



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 Effect 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:WBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay (s/veh): 18.2

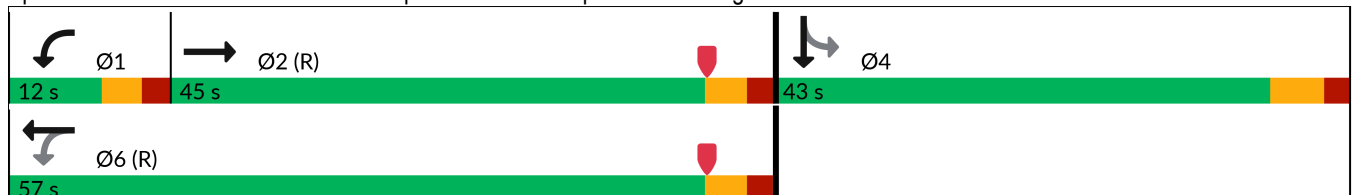
Intersection LOS: B

Intersection Capacity Utilization 77.2%

ICU Level of Service D

Analysis Period (min) 15

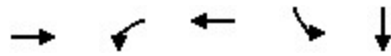
Splits and Phases: 2: I-25 SB On Ramp/I-25 SB Off Ramp & Wolfensberger Rd



Queues

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

03/07/2025



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.

HCM 7th Signalized Intersection Summary

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

03/07/2025



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	

Timings

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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 Effect 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

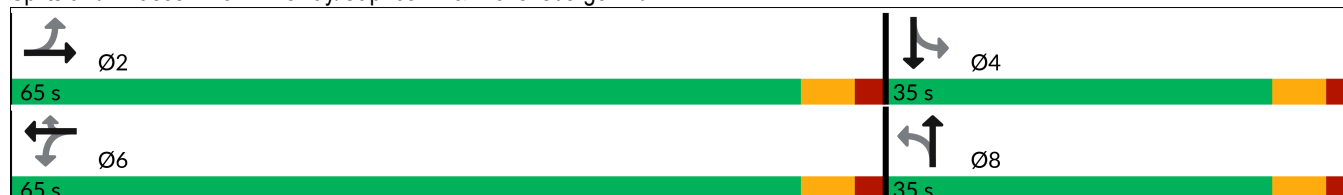
Intersection LOS: A

Intersection Capacity Utilization 43.5%

ICU Level of Service A

Analysis Period (min) 15

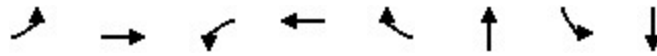
Splits and Phases: 3: Driveway/Caprice Dr & Wolfensberger Rd



Queues

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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

HCM 7th Signalized Intersection Summary

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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.

Timings

4: Park St & Wolfensberger Rd

03/07/2025



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 Effect 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

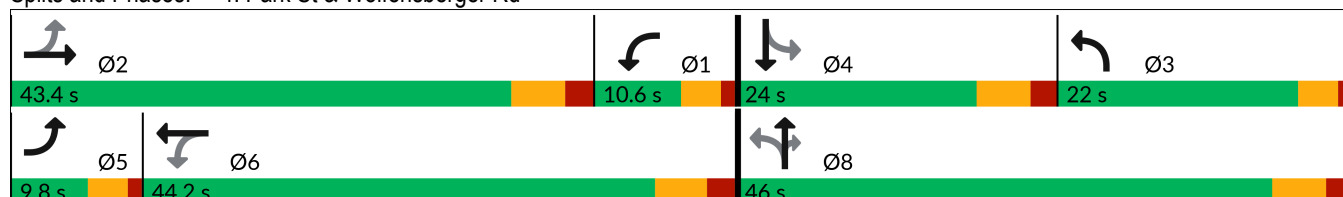
Intersection LOS: B

Intersection Capacity Utilization 68.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Park St & Wolfensberger Rd



Queues

4: Park St & Wolfensberger Rd

03/07/2025



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

HCM 7th Signalized Intersection Summary

4: Park St & Wolfensberger Rd

03/07/2025

												
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.

HCM 7th TWSC
5: Caprice Dr & N Site Access/Driveway

03/07/2025

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	EBLn1WBLn1	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	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-

HCM 7th TWSC
6: Wolfensberger Rd & S Site Access

03/07/2025

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	-	-	- - -

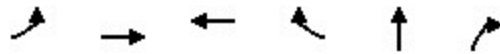
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

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 Effect 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

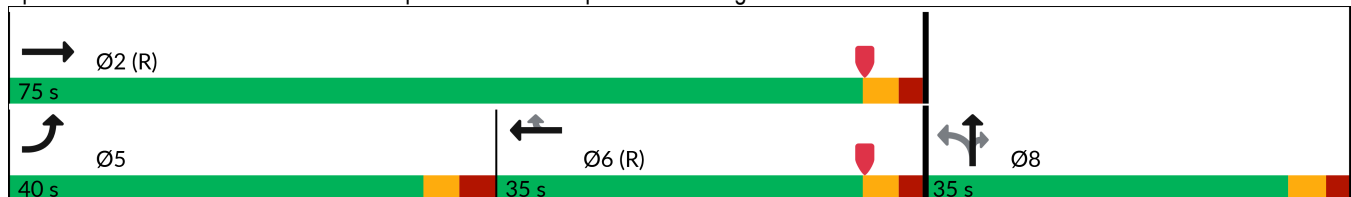
Intersection LOS: C

Intersection Capacity Utilization 63.4%

ICU Level of Service B

Analysis Period (min) 15

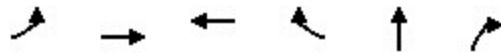
Splits and Phases: 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St



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)	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

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)	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

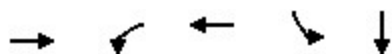
Notes

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

Timings

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

03/07/2025



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 Effect 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

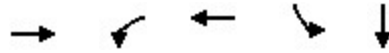
Splits and Phases: 2: I-25 SB On Ramp/I-25 SB Off Ramp & Wolfensberger Rd



Queues

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

03/07/2025



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

HCM 7th Signalized Intersection Summary

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

03/07/2025



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	

Timings

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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 Effect 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

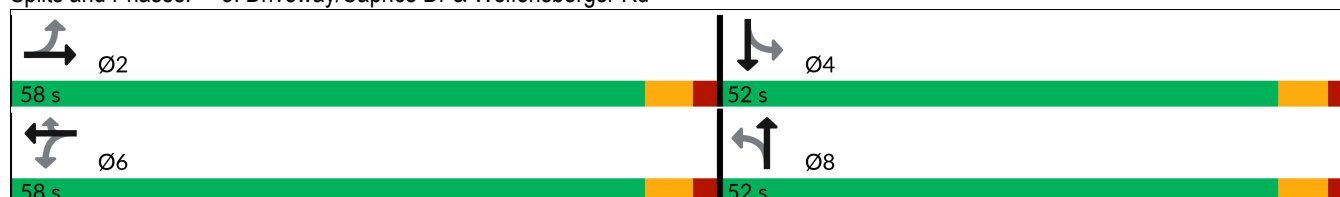
Intersection LOS: B

Intersection Capacity Utilization 63.5%

ICU Level of Service B

Analysis Period (min) 15

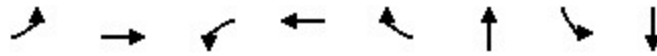
Splits and Phases: 3: Driveway/Caprice Dr & Wolfensberger Rd



Queues

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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

HCM 7th Signalized Intersection Summary

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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.

Timings

4: Park St & Wolfensberger Rd

03/07/2025



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 Effect 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

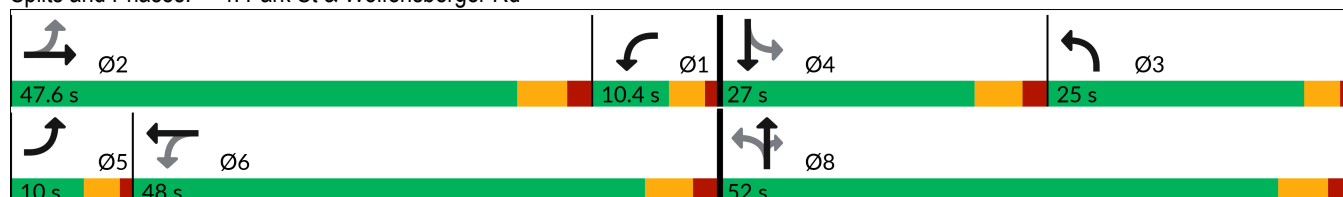
Intersection LOS: C

Intersection Capacity Utilization 65.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Park St & Wolfensberger Rd



Queues

4: Park St & Wolfensberger Rd

03/07/2025



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

HCM 7th Signalized Intersection Summary

4: Park St & Wolfensberger Rd

03/07/2025



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.

HCM 7th TWSC
5: Caprice Dr & N Site Access/Driveway

03/07/2025

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	EBLn1WBLn1	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	-

HCM 7th TWSC
6: Wolfensberger Rd & S Site Access

03/07/2025

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

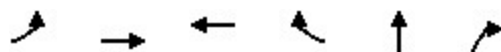
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	600
HCM Lane V/C Ratio	-	-	-	0.002
HCM Control Delay (s/veh)	-	-	-	11
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

APPENDIX H – Long Range Future (with site development) Synchro Outputs

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)	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 Effect 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

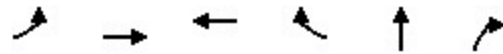
Splits and Phases: 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St



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)	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

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)	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

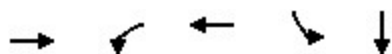
Notes

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

Timings

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

03/07/2025



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 Effect 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:WBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 22.1

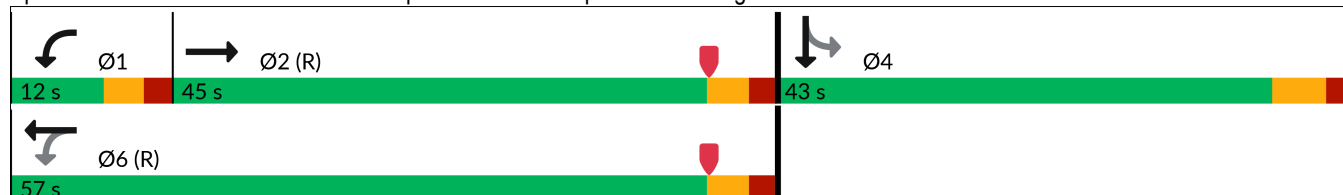
Intersection LOS: C

Intersection Capacity Utilization 83.2%

ICU Level of Service E

Analysis Period (min) 15

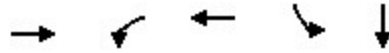
Splits and Phases: 2: I-25 SB On Ramp/I-25 SB Off Ramp & Wolfensberger Rd



Queues

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

03/07/2025



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.

HCM 7th Signalized Intersection Summary

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

03/07/2025



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	

Timings

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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 Effect 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

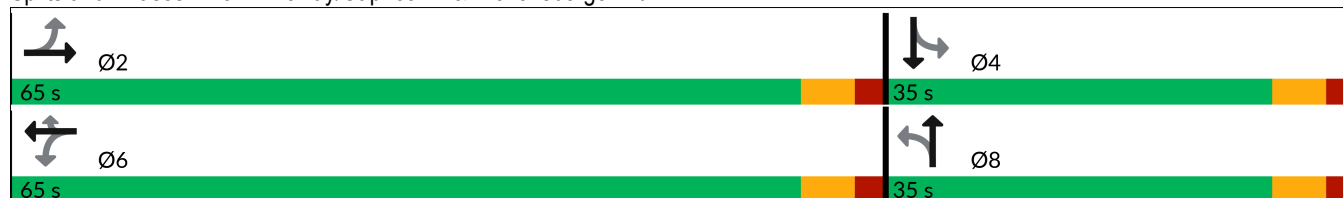
Intersection LOS: B

Intersection Capacity Utilization 62.9%

ICU Level of Service B

Analysis Period (min) 15

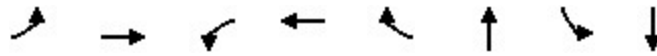
Splits and Phases: 3: Driveway/Caprice Dr & Wolfensberger Rd



Queues

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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

HCM 7th Signalized Intersection Summary

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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.

Timings

4: Park St & Wolfensberger Rd

03/07/2025



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 Effect 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

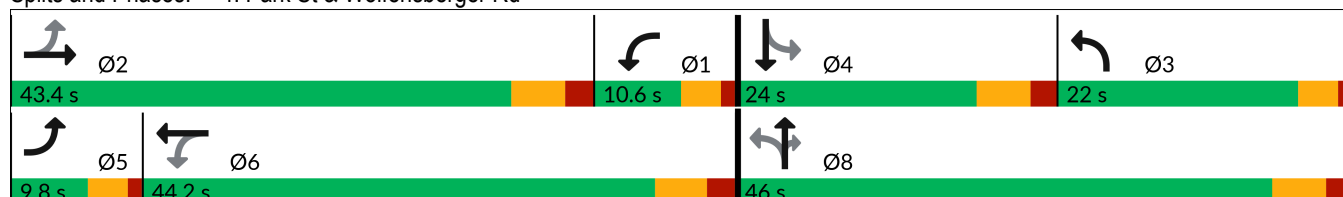
Intersection LOS: B

Intersection Capacity Utilization 68.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Park St & Wolfensberger Rd



Queues

4: Park St & Wolfensberger Rd

03/07/2025



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

HCM 7th Signalized Intersection Summary

4: Park St & Wolfensberger Rd

03/07/2025



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.												

HCM 7th TWSC
5: Caprice Dr & N Site Access/Driveway

03/07/2025

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	EBLn1WBLn1	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	-

HCM 7th TWSC
6: Wolfensberger Rd & S Site Access

03/07/2025

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	-	-	- - -

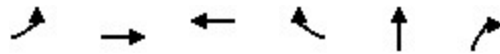
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	12.82
HCM LOS			B

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

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)	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 Effect 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

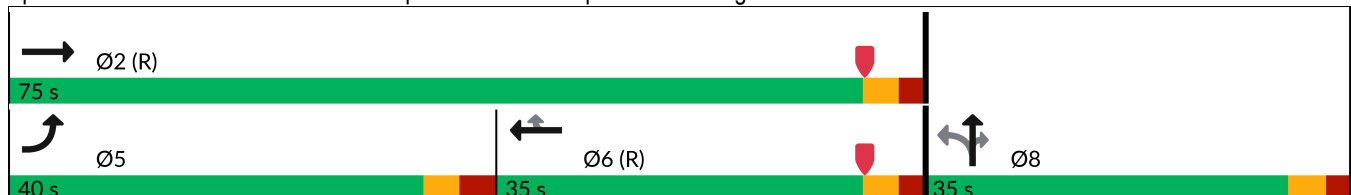
Intersection LOS: C

Intersection Capacity Utilization 66.3%

ICU Level of Service C

Analysis Period (min) 15

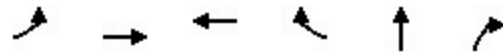
Splits and Phases: 1: I-25 NB Off Ramp/I-25 NB On Ramp & Wolfensberger Rd/Wilcox St



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

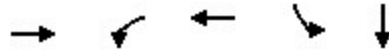
Notes

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

Timings

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

03/07/2025



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 Effect 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

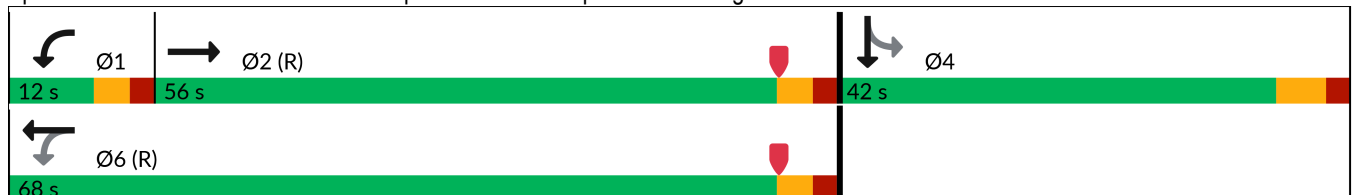
Intersection LOS: B

Intersection Capacity Utilization 66.3%

ICU Level of Service C

Analysis Period (min) 15

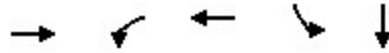
Splits and Phases: 2: I-25 SB On Ramp/I-25 SB Off Ramp & Wolfensberger Rd



Queues

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

03/07/2025



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

HCM 7th Signalized Intersection Summary

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

03/07/2025



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	

Timings

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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 Effect 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

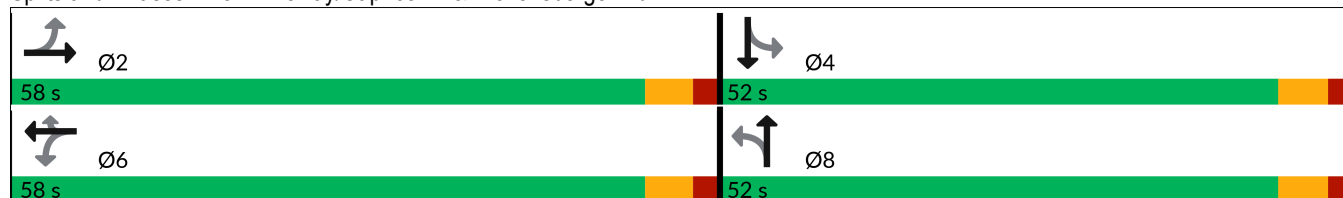
Intersection LOS: B

Intersection Capacity Utilization 67.7%

ICU Level of Service C

Analysis Period (min) 15

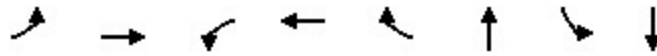
Splits and Phases: 3: Driveway/Caprice Dr & Wolfensberger Rd



Queues

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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

HCM 7th Signalized Intersection Summary

3: Driveway/Caprice Dr & Wolfensberger Rd

03/07/2025



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.

Timings

4: Park St & Wolfensberger Rd

03/07/2025



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 Effect 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

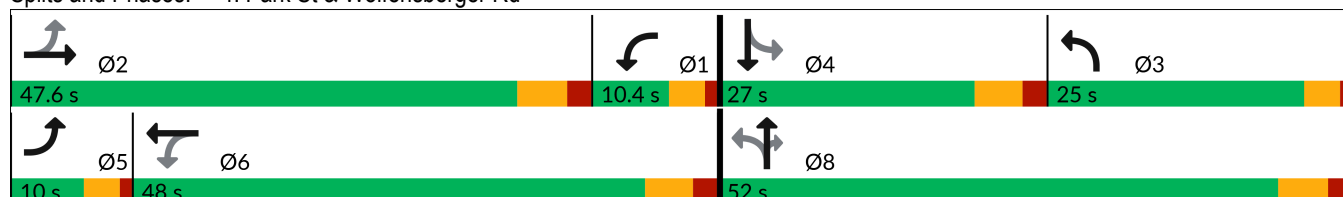
Intersection LOS: C

Intersection Capacity Utilization 65.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Park St & Wolfensberger Rd



Queues

4: Park St & Wolfensberger Rd

03/07/2025



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

HCM 7th Signalized Intersection Summary

4: Park St & Wolfensberger Rd

03/07/2025



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.												

HCM 7th TWSC
5: Caprice Dr & N Site Access/Driveway

03/07/2025

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/v10.48		13.58	2.17	0.09
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	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	-

HCM 7th TWSC
6: Wolfensberger Rd & S Site Access

03/07/2025

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