TRAFFIC IMPACT STUDY

Pine Canyon

Castle Rock, Colorado

Prepared for:

JRW Family Limited Partnership LLLP

Kimley»Horn

T R A F F I C I M P A C T S T U D Y

Pine Canyon

Castle Rock, Colorado

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October 2026

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1.0 EXECUTIVE SUMMARY

Pine Canyon, a mixed-use development project, is proposed along the west side of Founders Parkway (SH-86) at the Crimson Sky Drive and Rising Sun Drive intersections in Castle Rock, Colorado. The development area includes more than 500 acres bound by Founders Parkway to the east, Liggett Road to the west and is located north of Scott Boulevard and south of the Black Feather Trail alignment. This mixed-use development will include an office park, single family residential homes, multifamily residential, hotel accommodations, an elementary school, retail, and a transportation mobility hub with park and ride parking lot. It is expected that project will continue to be an approximate 10-year build; therefore, analysis was conducted for the 2035 short-term buildout horizon as well as the 2050 long-term horizon.

The purpose of this study is to identify project traffic generation characteristics, to identify potential project traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts. The following intersections were incorporated into this traffic study in accordance with the Town of Castle Rock and State of Colorado Department of Transportation (CDOT) standards and requirements:

- Meadows Parkway and Santa Fe Drive (US-85) (#1)
- Meadows Parkway and Factory Shops Boulevard/Castleton Drive (#2)
- Meadows Parkway and I-25 Southbound Ramps (#3)
- Founders Parkway (SH-86) and I-25 Northbound Ramps (#4)
- Founders Parkway (SH-86) and Allen Way (#5)
- Founders Parkway (SH-86) and Front Street (#6)
- Founders Parkway (SH-86) and Woodlands Boulevard (#7)
- Founders Parkway (SH-86) and Crowfoot Valley Road (#8)
- Crimson Sky Drive and Founders Parkway (SH-86) (#9)
- Rising Sun Drive and Founders Parkway (SH-86) (#10)
- Fifth Street and Founders Parkway (SH-86)/Ridge Road (#11)
- Liggett Road and Santa Fe Drive (#12)
- Santa Fe Drive/Black Feather Trail and Front Street (#13)
- Black Feather Trail and Woodlands Boulevard (#14)
- Scott Boulevard and Front Street (#15)

- Scott Boulevard and Woodlands Boulevard (#16)
- Liggett Road and Front Street (#17)
- Fifth Street and Perry Street (#18)
- Fifth Street and Woodlands Boulevard (#19)

In addition, two proposed accesses along Liggett Road (#20 and #21), the proposed future east/west roadway that will provide access to this development along Front Street (#22), and the internal proposed roundabout intersection of Crimson Sky Drive and Street H (#23) were included for evaluation.

Regional access to the project will be provided by I-25 and Santa Fe Drive (US-85). Primary access will be provided by Founders Parkway, Santa Fe Drive (US-85), Fifth Street, Crowfoot Valley Road, Meadows Parkway, Scott Boulevard, Woodlands Boulevard, Front Street, and Black Feather Trail. Direct access will be provided through newly constructed public roadways by two accesses along Founders Parkway (SH-86), a connection of Woodlands Boulevard, an east/west access roadway intersecting with Front Street, and two accesses along Liggett Road.

Pine Canyon is expected to generate approximately 21,326 daily weekday driveway trips, with 2,409 of these trips occurring during the morning peak hour and 2,182 trips occurring during the afternoon peak hour.

Based on the analysis presented in this report, Kimley-Horn believes Pine Canyon will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

2035 Recommendations:

Meadows Parkway and Santa Fe Drive (#1)

- The 200-foot northbound right turn lane at the Meadows Parkway and Santa Fe Drive intersection is recommended to be extended to 425 feet.

Meadows Parkway/Founders Parkway and I-25 Southbound Ramp (#3)

- The outside southbound right turn lane at the Meadows Parkway/Founders Parkway and I-25 Southbound Ramps intersection may need to be extended from 175 feet to 625 feet of length (matching the inside right turn lane length).

Founders Parkway and Allen Way (#5)

- Independent of this project as identified as being needed based on background traffic volumes, northbound dual left turn lanes should be considered at the intersection of Founders Parkway and Allen Way for the south private access roadway leg. To accomplish this, the southbound right turn lane along the south leg access for the gas station on the southwest corner of the intersection could be converted to the southbound through lane while the existing southbound through lane could be converted to the second inside dual northbound left turn lane for Founders Parkway. Project traffic does not contribute to this movement.

Founders Parkway and Woodlands Boulevard (#7)

- The southbound left lane could be extended from 150 feet to 300 feet in length. Project traffic does not contribute to this movement.

Founders Parkway and Crimson Sky Drive (#9)

- The intersection of Founders Parkway and Crimson Sky Drive (#9) is anticipated to meet four-hour vehicular volume signal warrants; therefore, signalization is anticipated to be needed at

this intersection. It is understood that this intersection is planned and currently designed for conversion to signal control soon and was evaluated as such in this study.

- With Pine Canyon development, a new west leg access is proposed to be constructed at the access intersection of Founders Parkway and Crimson Sky Drive (#9). With the addition of this new west leg, an eastbound left turn lane, one eastbound through lane, and an eastbound right turn lane with 100 feet of length are recommended. Additionally, a northbound left turn lane and a southbound right turn lane are warranted along Founders Parkway (SH-86). Based on the State Highway Access Code guidelines, the northbound left turn deceleration lane should be constructed with 430 feet of lane length plus an 180-foot taper while the southbound right turn deceleration lane should be constructed with 320 feet of lane length plus a 180-foot taper. An acceleration lane along southbound Founders Parkway to accept traffic from the eastbound right turn should be provided at this intersection with 580 feet of acceleration length plus a 180-foot taper. These improvements to the west leg of this intersection will be provided in association with the Pine Canyon development.

- A CDOT access permit will be required in association with this project for the proposed west leg of the Crimson Sky Drive and Founders Parkway intersection (#9).

<u>Rising Sun Drive and Founders Parkway (#10)</u>

- With the completion of the Pine Canyon development project, a new west leg access roadway is proposed to be built at the intersection of Founders Parkway and Rising Sun Drive (#10). With the addition of this new west leg, a 100-foot eastbound left turn lane and a shared eastbound through/right turn lane are recommended. A northbound left turn deceleration lane and a southbound right turn deceleration lane should be provided at this Rising Sun Drive and Founders Parkway (#10) intersection. Per CDOT guidelines, the required northbound left turn storage plus deceleration length is 345 feet of lane length plus a 180-foot taper while the southbound right turn deceleration lane should be constructed with 320 feet of lane length plus a 180-foot taper. It should be noted that signal equipment will need to be constructed for the west leg of this intersection and access will not be allowed until signal operations are made available for a four-legged intersection. These improvements to the west leg of this intersection will be provided in association with the Pine Canyon development.

Liggett Road and Santa Fe Drive (#12)

- A southbound right turn lane with 250 feet of lane length is recommended at the Liggett Road and Santa Fe Drive intersection.

Black Feather Trail and Front Street (#13)

- The westbound left lane at the Black Feather Trail and Front Street intersection is recommended to be extended from 225 feet to 525 feet in length.

Black Feather Trail and Woodlands Boulevard (#14)

- The eastbound left lane at the Black Feather Trail and Woodlands Boulevard intersection is recommended to be extended from 250 feet to 375 feet in length.

Scott Boulevard and Front Street (#15)

- The southbound left lane at the Scott Boulevard and Front Street intersection is recommended to be extended from 275 feet to 450 feet in length. Project traffic does not contribute to this movement.

Scott Boulevard and Woodlands Boulevard (#16)

- Woodlands Boulevard is expected to be constructed and extended between Scott Boulevard and the new east/west roadway along the north property line of Pine Canyon. With the addition of a new north leg at the Scott Boulevard and Woodlands Boulevard intersection, this will become a standard T-intersection. The eastbound minor approach is recommended to include separate left turn and right turn lanes and operate with stop control with the installation of a R1-1 “STOP” sign. The existing 200-foot eastbound left turn lane and 275-foot northbound left turn lane as constructed are recommended to be designated with construction of the new north leg. The improvements to this intersection will be provided in association with the Pine Canyon development.

Fifth Street and Woodlands Boulevard (#19)

- Incorporating future traffic plans from the Castle Rock Transportation Master Plan (TMP), the addition of a westbound through lane is expected to be added to the Fifth Street and Woodlands Boulevard intersection. This improvement will allow future traffic growth to maintain acceptable levels of service through 2050.

North and South Liggett Road Accesses (#20 and #21)

- The proposed north and south access intersections along Liggett Road (#20 and #21) for the development area along the west side of Interstate 25 will provide direct access to Pine Canyon along both sides of Liggett Road. New intersections will be constructed at these access locations which will include east and west legs. All four approaches to both new access intersections along Liggett Road are recommended to be constructed with a left turn lane and shared through/right turn lane. The left turn lanes on all four approaches of both access intersections should provide a length of 100 feet. It is recommended that both of these access intersections along Liggett Road be stop controlled along the eastbound and westbound minor leg approaches with R1-1 “STOP” signs installed. The improvements at both access intersections along Liggett Road will be provided in association with the Pine Canyon development.

Front Street Site Access East/West Roadway (#22)

- The future Front Street Site Access East/West Roadway (#22) intersection is anticipated to meet four-hour vehicular volume signal warrants; therefore, signalization is anticipated to be needed at these intersections by 2035.

- The new east/west roadway intersection along Front Street (#22) will provide direct access to Pine Canyon with newly constructed east and west legs. An underpass is proposed at I-25 west of this intersection to provide direct access to the west sections of Pine Canyon. It is recommended that the eastbound and westbound approaches at the intersection include a designated left turn lane and a shared through/right turn lane. The northbound and southbound approaches of this intersection should include a left turn lane and two through lanes with the outside lane being a shared through/right turn lane.

- The improvements at the future east/west roadway intersection along Front Street (#22) will be provided in association with this project.

2050 Recommendations:

Founders Parkway Corridor Improvement

- Founders Parkway will likely need to provide three through lanes in each direction from Crowfoot Valley Road to Rising Sun Drive, which is consistent with the findings in the Town of Castle Rock TMP. With the construction of the third through lane in each direction, most right turn lanes can be absorbed as a shared through/right turn lane from an operational standpoint.

Liggett Road Corridor Improvement

- By the 2050 long-term horizon, the Castle Rock TMP provides a four-lane roadway along Liggett Road. Therefore, an additional northbound and southbound through lane was provided at the studied access intersections for the long-term analysis.

Meadows Parkway and Santa Fe Drive (US-85) (#1)

- The intersection of Meadows Parkway and Santa Fe Drive may need to provide three eastbound and westbound through lanes of travel in each direction as well as eastbound dual left turn lanes by 2050. This is consistent with the Town of Castle Rock TMP which identifies widening Meadows Parkway to a 6-lane roadway section from Meadows Boulevard to US-85 as a long-term project. These improvements are triggered by background traffic volumes.

- The southbound right turn lane, northbound right turn lane, and northbound dual left turn lanes may need to be extended if future traffic volumes materialize. The need for this improvement is based on total traffic volumes.

Founders Parkway and Allen Way (#5)

- A possible consideration for mitigation at the Founders Parkway and Allen Way intersection would be to remove the inside eastbound left turn lane and converting this space into an additional westbound through lane. However, this is a long-term planning level improvement; therefore, it is recommended that this intersection be studied further (including the eastbound left turn vehicle queues) in the future to determine appropriate lane configurations.

Founders Parkway and Front Street (#6)

- A separate eastbound right turn lane may be needed at the intersection of Founders Parkway and Front Street. The project is anticipated to contribute approximately 16 percent of these movements in 2050.

Founders Parkway and Woodlands Boulevard (#7)

- A separate eastbound right turn lane may be needed at the intersection of Founders Parkway and Woodlands Boulevard. The project is anticipated to contribute approximately 30 percent of these movements in 2050.

- Northbound and westbound dual left turn lanes may be needed at the intersection of Founders Parkway and Woodlands Boulevard. The project is anticipated to contribute approximately 15 percent of these left turn movements in 2050. Right-of-Way (ROW) dedications would likely need to be acquired in order to incorporate these improvements. However, this is a long-term planning level improvement; therefore, it is recommended that this intersection be studied further in the future to determine appropriate lane configurations.

Liggett Road/Castleton Court and Santa Fe Drive (#12)

- Liggett Road is proposed to realign approximately 600 feet to the southeast along Santa Fe Drive and intersect with Castleton Court in the future. This realigned intersection of Liggett Road/Castleton Court and Santa Fe Drive has been evaluated with signal control in the long-term 2050 horizon. This intersection should provide designated left turn lanes on each approach while the eastbound approach is recommended with dual left turn lanes. A southbound 250-foot right turn lane is also recommended at this intersection. It should be noted that these are programmed improvements and are needed with background traffic volumes.

Black Feather Trail and Front Street (#13)

- A separate northbound right turn lane may be needed at the intersection of Black Feather Trail and Front Street. The project is anticipated to contribute approximately six (6) percent of these movements in 2050.

Black Feather Trail and Woodlands Boulevard (#14)

- Currently, Woodlands Boulevard doesn't continue to the south of this intersection and therefore does not provide access to the project. By the 2050 horizon, Woodlands Boulevard is planned to be extended to connect from Black Feather Trail to Scott Boulevard coinciding with development of the adjacent Pioneer Ranch project, providing access into Pine Canyon. Additional traffic is therefore directed as northbound and southbound movements at this intersection in the long-term analysis.

- The intersection of Black Feather Trail and Woodlands Boulevard may meet the four-hour vehicular volume signal warrant; therefore, signalization may be needed at this location by 2050. Project traffic contributes to approximately 15 percent of the movements at this intersection.

- If the intersection of intersection of Black Feather Trail and Woodlands Boulevard (#8) operates with signal control in the future, it is recommended that a westbound left turn lane be designated at this intersection with 150 feet of length. Project traffic does not contribute to this left turn movement.

Fifth Street and Perry Street (#18)

- The Town of Castle Rock TMP identifies Fifth Street as a 4-lane roadway from Wilcox Street to Founders Parkway. The additional eastbound and westbound through lanes are determined to be needed operationally in the long-term horizon of this study. As such, the intersection of Fifth Street and Perry Street (#18) should provide a second eastbound through lane (westbound approach already has two through lanes).

Crimson Sky Drive and Street H (#23)

- The intersection Street J (extension of Crimson Sky Drive) and Street H will initially be uncontrolled due to the presence of only south and east legs. With development of the adjacent Pioneer Ranch project to the north, a north leg will be implemented, and this will be a traditional T-intersection planned for roundabout control. The proposed intersection will ultimately be a roundabout with a single lane on all three approaches. This intersection is expected to operate acceptably under roundabout control with LOS A during the peak hours in 2050.

- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the Town of Castle Rock, CDOT, and the Manual on Uniform Traffic Control Devices (MUTCD) – 11th Edition, 2023.

2.0 INTRODUCTION

Pine Canyon, a mixed-use development project, is proposed along the west side of Founders Parkway (SH-86) at the Crimson Sky Drive and Rising Sun Drive intersections in Castle Rock, Colorado. The development area includes more than 500 acres bound by Founders Parkway to the east, Liggett Road to the west and is located north of Scott Boulevard and south of the Black Feather Trail alignment. It is expected that project will continue to be an approximate 10-year build; therefore, analysis was conducted for the 2035 short-term buildout horizon as well as the 2050 long-term horizon. A vicinity map illustrating the location of the project site is shown in **Figure 1**.

For purposes of this analysis, the project was studied to include approximately 800 single-family homes, 1,000 multifamily homes, 500,000 square feet of office park space, 100,000 square feet of industrial park space, a hotel with 225 rooms, an elementary school of 750 students, and a transportation mobility hub with park and ride parking lot providing 350 parking spaces. It should be noted that the mobility hub is a Colorado Department of Transportation (CDOT) project and was only included in this traffic study to adequately assess the traffic impacts of the facility. CDOT will coordinate with the Town as mobility hub plans are developed. A conceptual site plan of the project is provided within **Appendix A**.

The purpose of this study is to identify project traffic generation characteristics, to identify potential project traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts. The following intersections were incorporated into this traffic study in accordance with the Town of Castle Rock and State of Colorado Department of Transportation (CDOT) standards and requirements:

- Meadows Parkway and Santa Fe Drive (US-85) (#1)
- Meadows Parkway and Factory Shops Boulevard/Castleton Drive (#2)
- Meadows Parkway and I-25 Southbound Ramps (#3)
- Founders Parkway (SH-86) and I-25 Northbound Ramps (#4)
- Founders Parkway (SH-86) and Allen Way (#5)
- Founders Parkway (SH-86) and Front Street (#6)
- Founders Parkway (SH-86) and Woodlands Boulevard (#7)
- Founders Parkway (SH-86) and Crowfoot Valley Road (#8)

- Crimson Sky Drive and Founders Parkway (SH-86) (#9)
- Rising Sun Drive and Founders Parkway (SH-86) (#10)
- Fifth Street and Founders Parkway (SH-86)/Ridge Road (#11)
- Liggett Road and Santa Fe Drive (#12)
- Santa Fe Drive/Black Feather Trail and Front Street (#13)
- Black Feather Trail and Woodlands Boulevard (#14)
- Scott Boulevard and Front Street (#15)
- Scott Boulevard and Woodlands Boulevard (#16)
- Liggett Road and Front Street (#17)
- Fifth Street and Perry Street (#18)
- Fifth Street and Woodlands Boulevard (#19)

In addition, two proposed accesses along Liggett Road (#20 and #21), the proposed future east/west roadway that will provide access to this development along Front Street (#22), and the internal proposed roundabout intersection of Crimson Sky Drive and Street H (#23) were included for evaluation.

Regional access to the project will be provided by I-25 and Santa Fe Drive (US-85). Primary access will be provided by Founders Parkway, Santa Fe Drive (US-85), Fifth Street, Crowfoot Valley Road, Meadows Parkway, Scott Boulevard, Woodlands Boulevard, Front Street, and Black Feather Trail. Direct access will be provided through newly constructed public roadways by two accesses along Founders Parkway (SH-86), a connection of Woodlands Boulevard, an east/west access roadway intersecting with Front Street, and two accesses along Liggett Road.

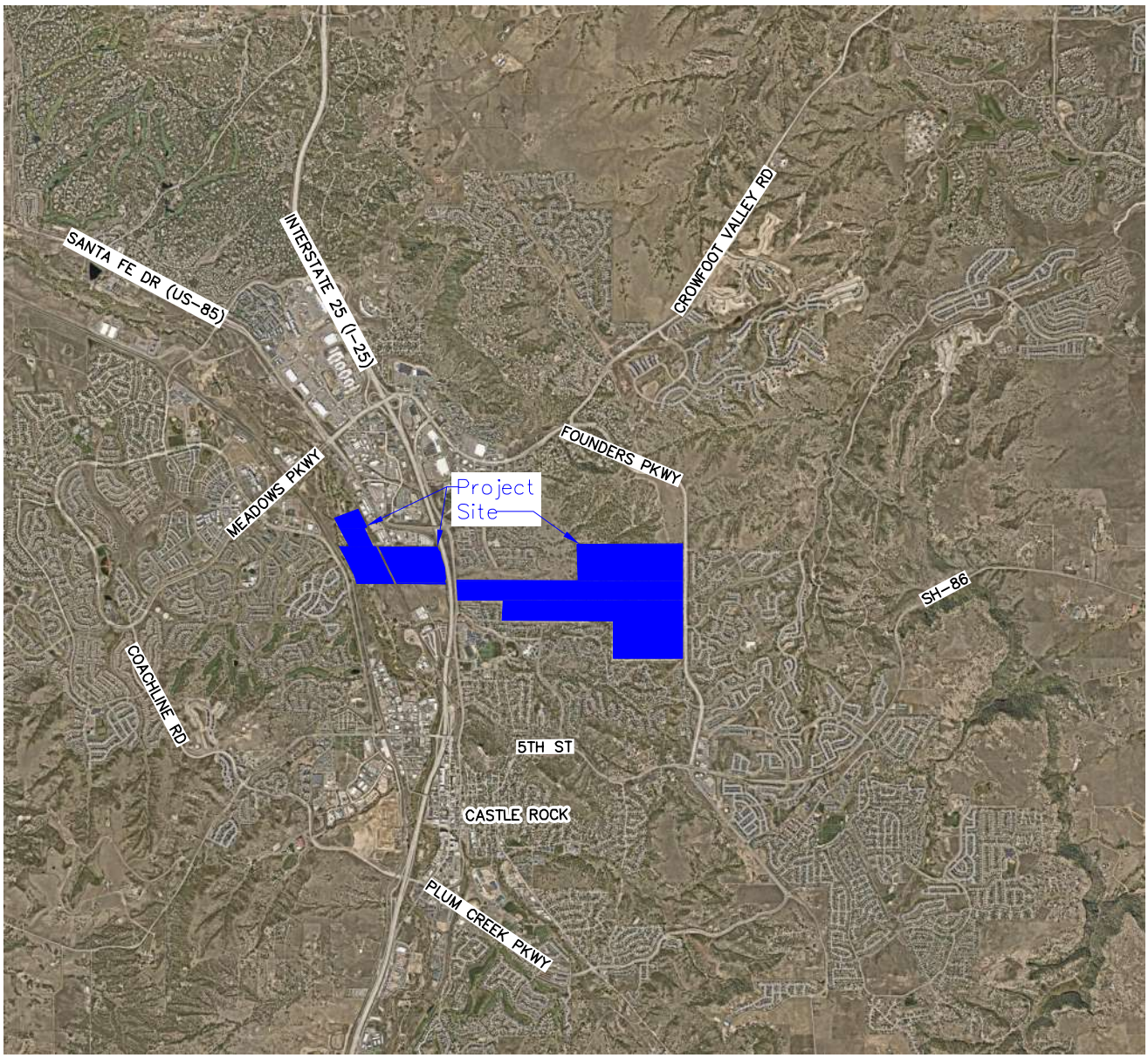


FIGURE 1
Pine Canyon
Castle Rock, Colorado
Vicinity Map

3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing Study Area

The proposed Pine Canyon development site is currently comprised of vacant land. The project site includes both sides of Interstate-25 from the Union Pacific railroad tracks to the west, near Prairie Hawk Drive, to Founders Parkway on the east and from Scott Boulevard on the south to Black Feather Trail on the north. All areas directly surrounding the proposed site are primarily developed with single-family homes, with exception of the land directly to the north, which is also vacant land. Douglas County High School exists to the southwest (directly on the southeast corner of the Scott Boulevard and Front Street intersection). To the northwest of the project site exists various commercial uses and Metzler Ranch Community Park. To the northeast of the project site is vacant land.

3.2 Existing Roadway Network

Santa Fe Drive (US-85) is a CDOT highway categorized as a NR-A: Non-Rural Principal Highway north of Meadows Parkway and extends primarily north-south with two through lanes in each direction, a raised center median, and a speed limit of 45 miles per hour throughout the study area.

Meadows Parkway extends primarily eastbound and westbound west of I-25 with the naming transition from Founders Parkway which is east of I-25. Meadows Parkway is controlled by CDOT from Santa Fe Drive to I-25 and categorized as a NR-A: Non-Rural Principal Highway. Meadows Parkway has raised center median, a speed limit of 45 miles per hour, and provides three through lanes in each direction east of Santa Fe Drive while providing two through lanes in each direction west of Santa Fe Drive.

Founders Parkway (SH-86) is also a CDOT highway categorized as R-A: Regional Highway which extends both east-west (in the north study area limits) and north-south (in the east study area limits) with three through lanes in each direction from I-25 to Crowfoot Valley Road and two through lanes in each direction east of Crowfoot Valley Road. Founders Parkway includes a raised center median and a speed limit ranging from 35 to 50 miles per hour throughout the study area.

Liggett Road is a two-lane major arterial roadway as classified in the Castle Rock Transportation Master Plan (TMP) which extends primarily north-south with one lane in each direction and a speed limit of 35 miles per hour.

Front Street extends north-south through the project area and runs parallel to I-25 with connection into downtown Castle Rock. Front Street has two through lanes in each direction, striped center median, and has a speed limit of 40 miles per hour near the project site and is classified as a major arterial in the Castle Rock TMP.

Woodlands Boulevard extends north-south with two through lanes in each direction, a raised center median, and a speed limit of 30 miles per hour near the project site. Currently, Woodlands Boulevard connects with Fifth Street to the south and Founders Parkway to the north but does not have a connection through the Pine Canyon project site and adjacent development area to the north. Woodlands Boulevard is classified as a major arterial in the Castle Rock TMP.

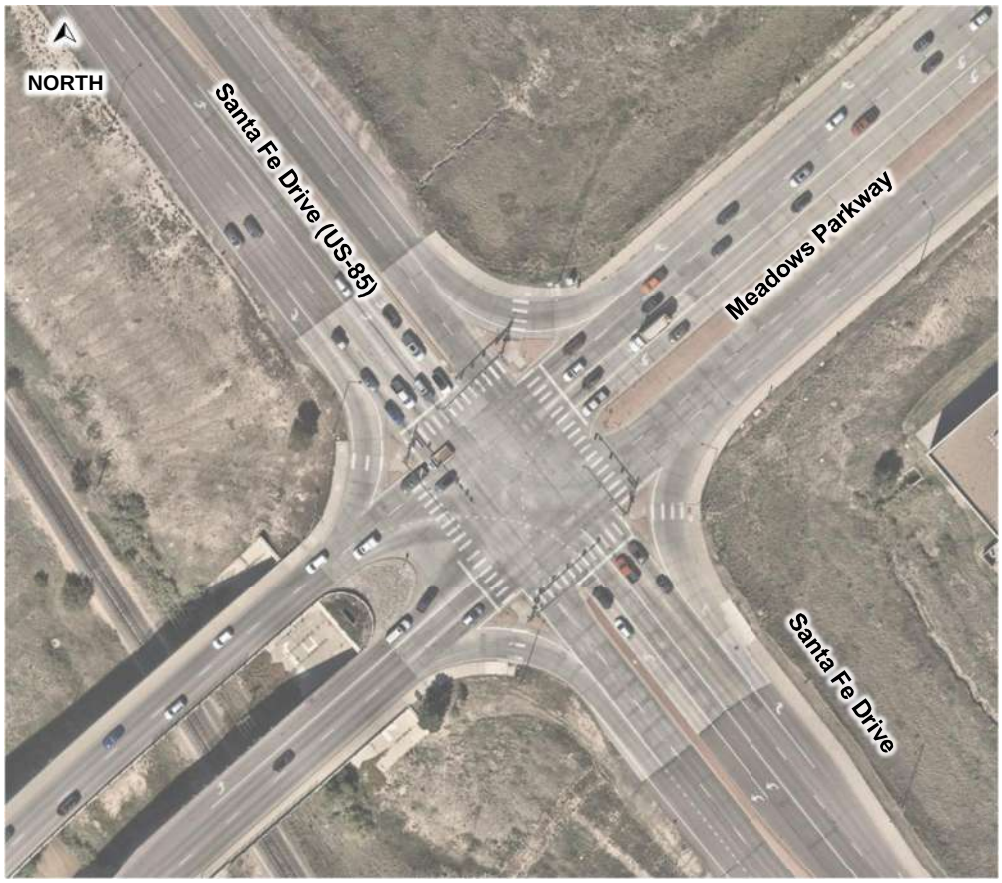
Black Feather Trail extends east west and connects directly with Santa Fe Drive. Black Feather Trail has one through lane in each direction, a striped center median, and a speed limit of 35 miles per hour throughout the study area. Black Feathers Trail is classified as a major arterial in the Castle Rock TMP

Scott Boulevard extends east-west, has two lanes in each direction, and has a raised center median. The speed limit throughout the study area is 30 miles per hour.

Fifth Street extends east-west with a mix of one and two though lanes in each direction and a posted speed limit ranging from 25 miles per hour to 45 miles per hour throughout the project area. Fifth Street is classified as a major arterial in the Castle Rock TMP. East of Founders Parkway, Fifth Street transitions as State Highway 86 and categorized as NR-A: Non-Rural Principal Highway by CDOT.

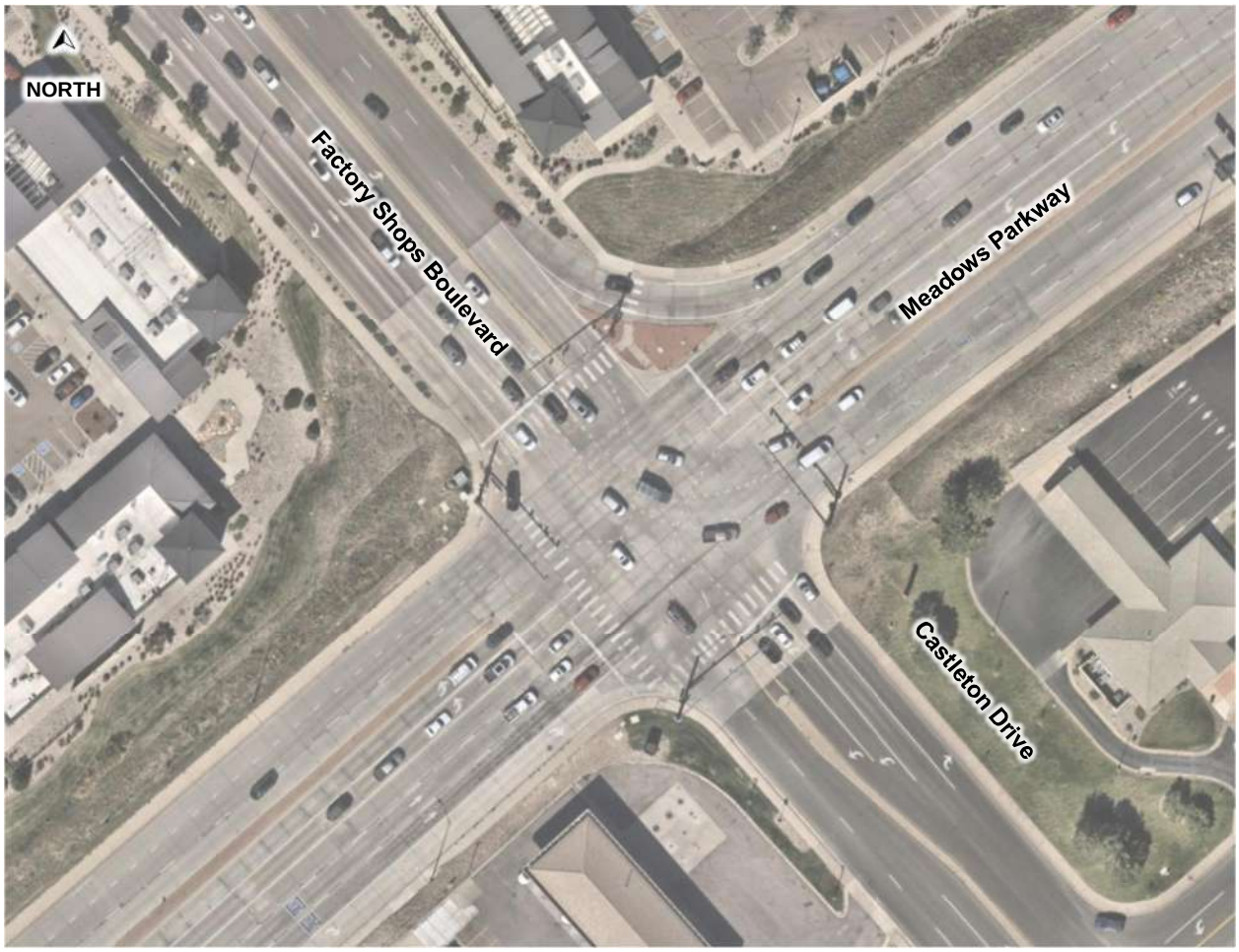
3.3 Existing Study Area Key Intersections

The intersection of Meadows Parkway and Santa Fe Drive (US-85) (#1) is signalized with protected-only left turn phasing on all four approaches. The eastbound Meadows Parkway approach provides a left turn lane and two through lanes, with the outside lane being a shared through/right turn lane with a channelized free right turn movement. The northbound and southbound Santa Fe Drive approaches provide dual left turn lanes, two through lanes, and a right turn lane operating with channelized yield right turn movements. The westbound Meadows Parkway approach provides dual left turn lanes, two through lanes, and a channelized right turn lane with an acceleration lane movement. An aerial photo of the existing intersection configuration is below.



Meadows Parkway & Santa Fe Dr (US-85) (#1)

The intersection of Meadows Parkway and Factory Shops Boulevard/Castleton Drive (#2) is signalized with protected only left turn phasing on all four approaches. The eastbound Meadows Parkway approach provides dual left turn lanes, three through lanes, and a right turn lane while the westbound approach provides dual left turn lanes, three through lanes, and a channelized free right turn lane. The outside through lane on the westbound approach of this intersection is also a shared through/right turn movement. The northbound approach provides dual left turn lanes, one through lane and a right turn lane while the southbound approach includes triple left turn lanes, one through lane, and a right turn lane. An aerial photo of the existing intersection configuration is below.



Meadows Parkway & Factory Shops Boulevard/Castleton Drive (#2)

The Meadows Parkway and I-25 Southbound Ramps (#3) intersection is signalized. The eastbound and westbound approaches of this intersection provide three through lanes of travel in each direction. The southbound approach of this intersection provides triple left turn lanes and dual right turn lanes operating with protected only phasing. An aerial photo of the existing intersection configuration is below.



Meadows Parkway & I-25 Southbound Ramps (#3)

The Founders Parkway (SH-86) and I-25 Northbound Ramps (#4) intersection is signalized. The eastbound approach of this intersection provides three through lanes while the westbound approach provides two through lanes with the outside lane being a shared through/right turn lane, and a right turn lane. The northbound approach of the off ramp includes a left turn lane, a shared left/right turn, and two right turn lanes. An aerial photo of the existing intersection configuration is below.



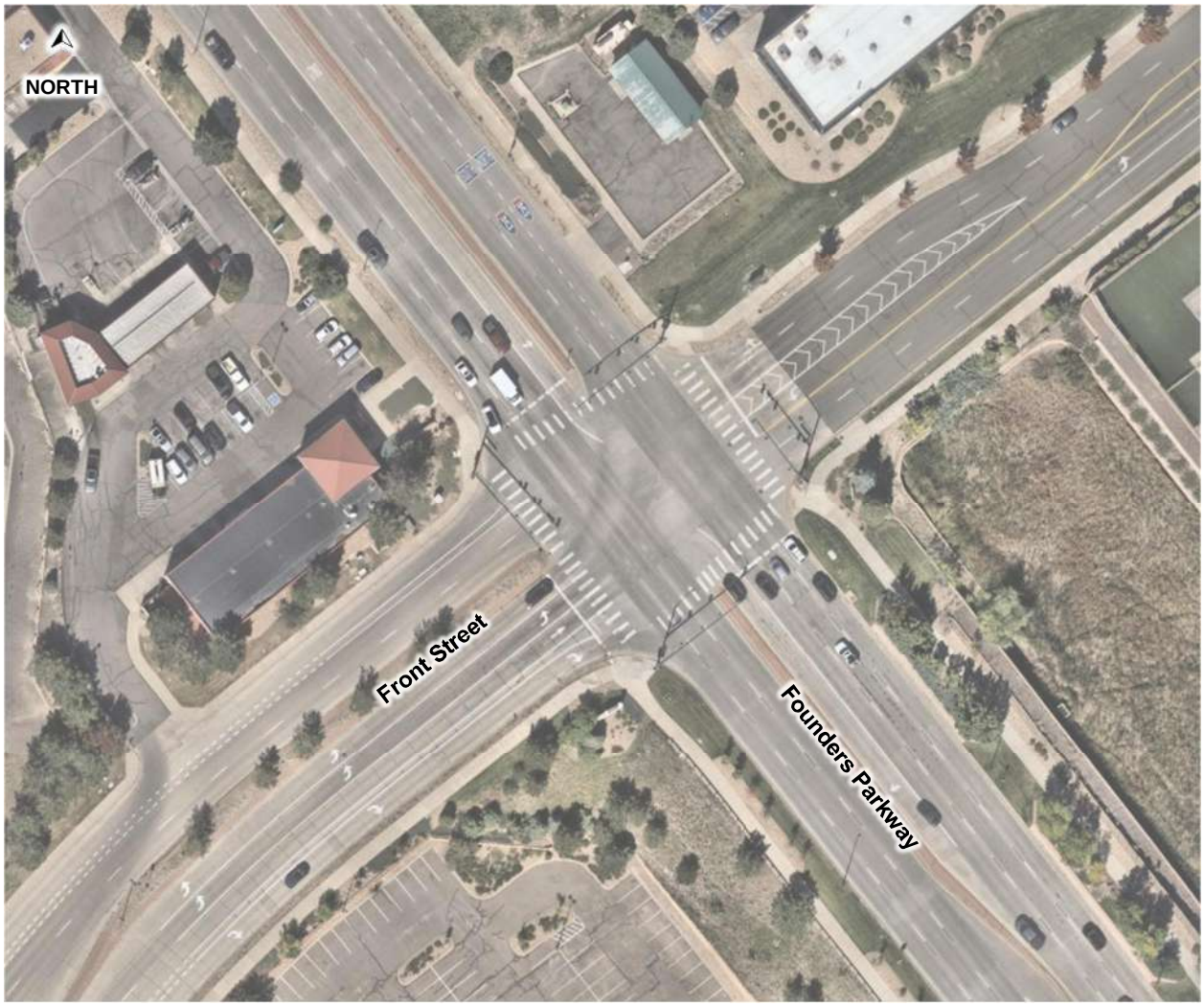
Founders Parkway (SH-86) & I-25 Northbound Ramps (#4)

The intersection of Founders Parkway (SH-86) and Allen Way (#5) is signalized. The eastbound Founders Parkway approach provides dual left turn lanes and three through lanes with the outside lanes being a shared through/right turn lane while the westbound approach provides a left turn lane, three through lanes, and a right turn lane. The northbound Allen Way approach provides a left turn lane and a shared through/right turn lane. The southbound Allen Way approach provides a left turn lane, one through lane, two right turn lanes. An aerial photo of the existing intersection configuration is below.



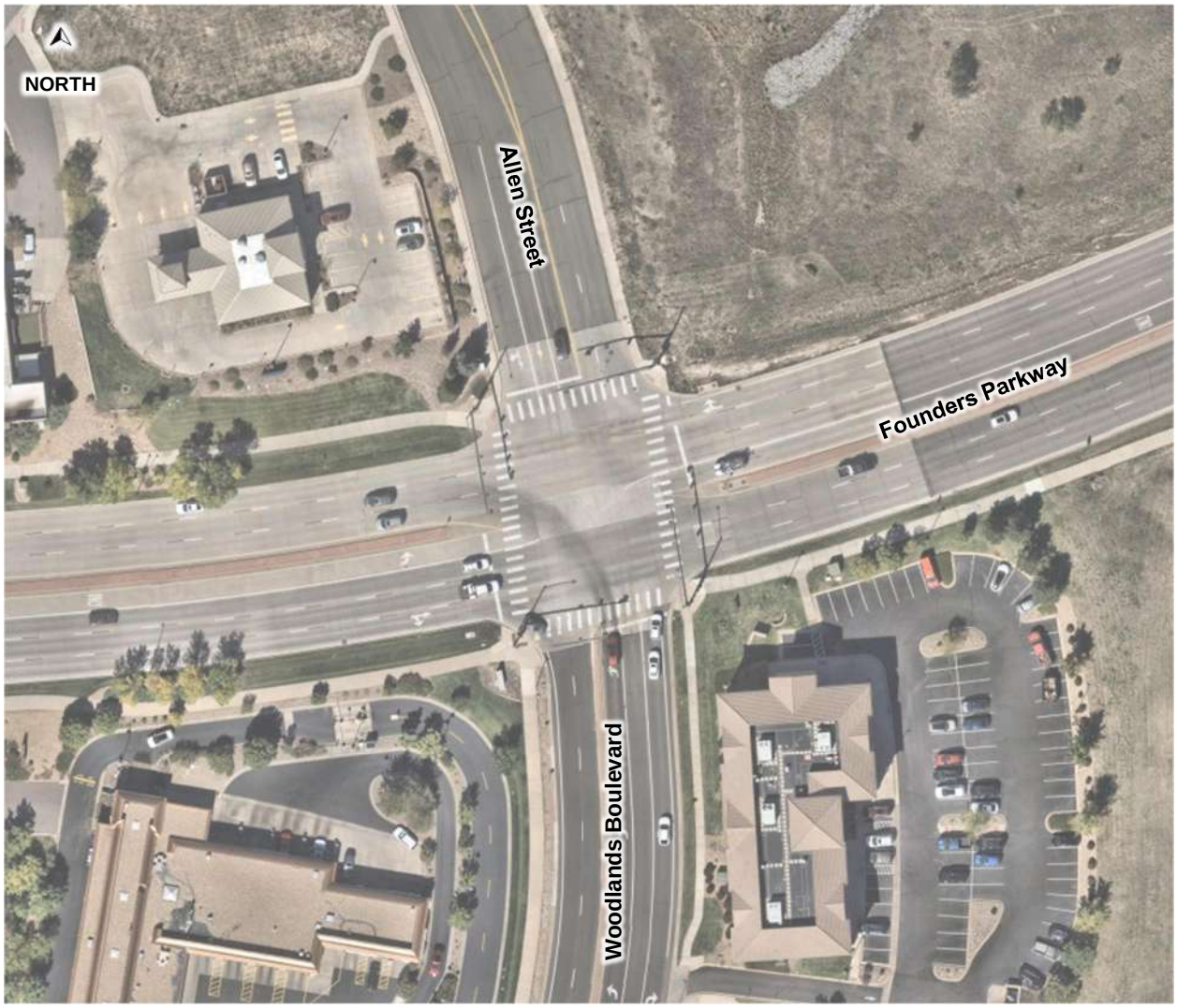
Founders Parkway (SH-86) & Allen Way (#5)

The intersection of Founders Parkway (SH-86) and Front Street (#6) is signalized with protected-permissive left turn phasing on all four approaches. The northbound Front Street approach provides dual left turn lanes, one through lane, and a right turn lane. The southbound Front Street approach provides a left turn lane and two through lanes, with the outside lane being a shared through/right turn lane. The eastbound and westbound Founders Parkway approaches provide a left turn lane and three through lanes, with the outside lane being a shared through/right turn lane. An aerial photo of the existing intersection configuration is below.



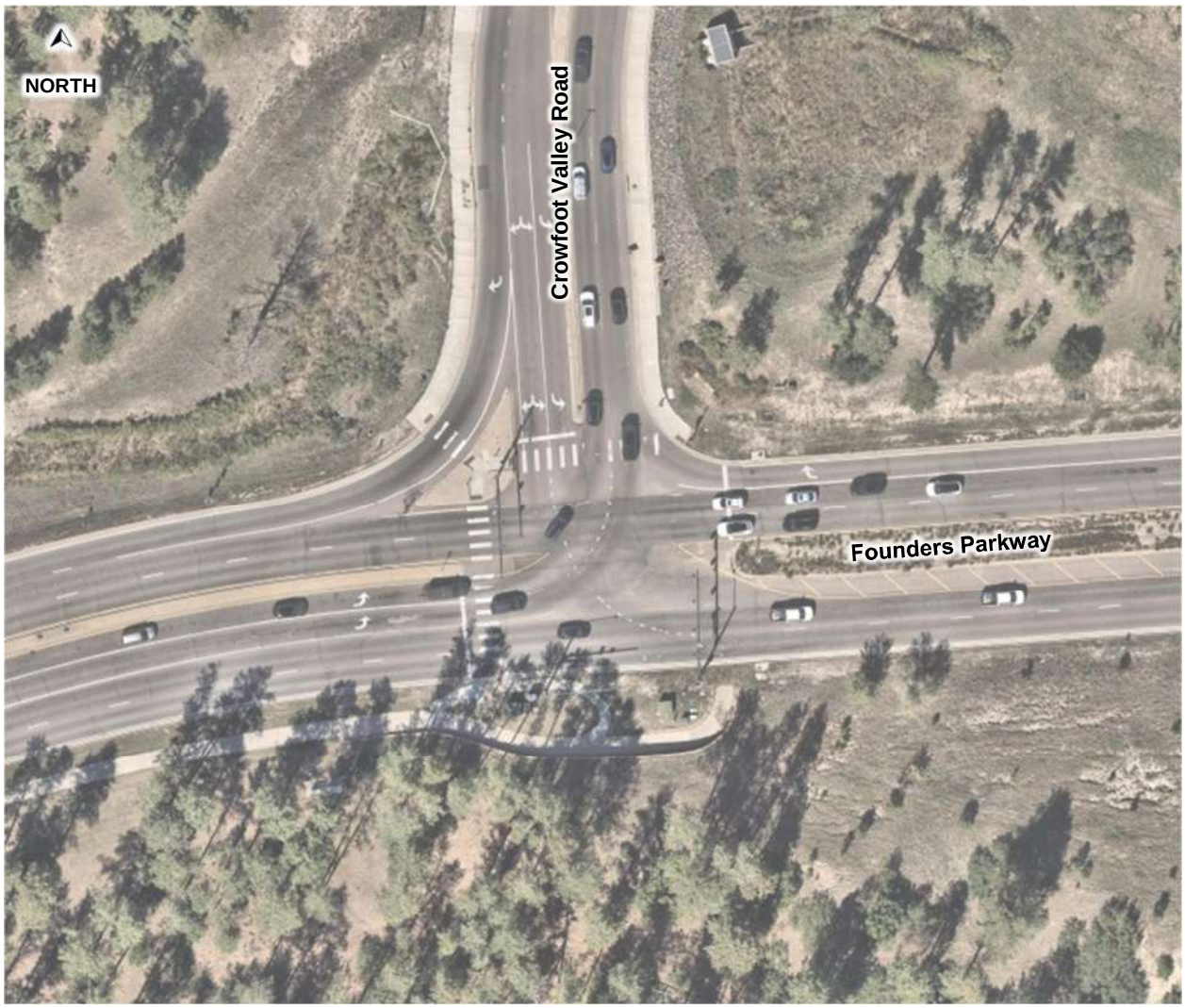
Founders Parkway (SH-86) & Front Street (#6)

The intersection of Founders Parkway (SH-86) and Woodlands Boulevard/Allen Street (#7) is signalized with protected-permissive left turn phasing on all four approaches. The eastbound and westbound Founders Parkway approaches provide a left turn lane, three through lanes with the outside lane being a shared through/right turn lane. The northbound Woodlands Boulevard approach provides a left turn lane, one through lane, and a right turn lane. The southbound Woodlands Boulevard approach provides a left turn lane and two through lanes, with the outside lane being a shared through/right turn lane. An aerial photo of the existing intersection configuration is below.



Founders Parkway (SH-86) & Woodlands Boulevard/Allen Street (#7)

The T-intersection of Founders Parkway (SH-86) and Crowfoot Valley Road (#8) is signalized with protected only left turn phasing on the eastbound approach. The eastbound Founders Parkway approach provides dual left turn lanes and two through lanes while the westbound Founders Parkway approach provides a right turn lane and two through lanes. The southbound Crowfoot Valley Road approach provides a left turn lane, shared left turn/right turn lane, and a channelized free right turn lane. An aerial photo of the existing intersection configuration is below.



Founders Parkway (SH-86) & Crowfoot Valley Road (#8)

The T-intersection of Crimson Sky Drive and Founders Parkway (SH-86) (#9) is unsignalized with stop control on the westbound approach. The westbound Crimson Sky Drive approach provides a left turn lane and a right turn lane. The northbound Founders Parkway approach provides two through lanes and a right turn lane. The southbound Founders Parkway approach provides a left turn lane and two through lanes. An aerial photo of the existing intersection configuration is below.



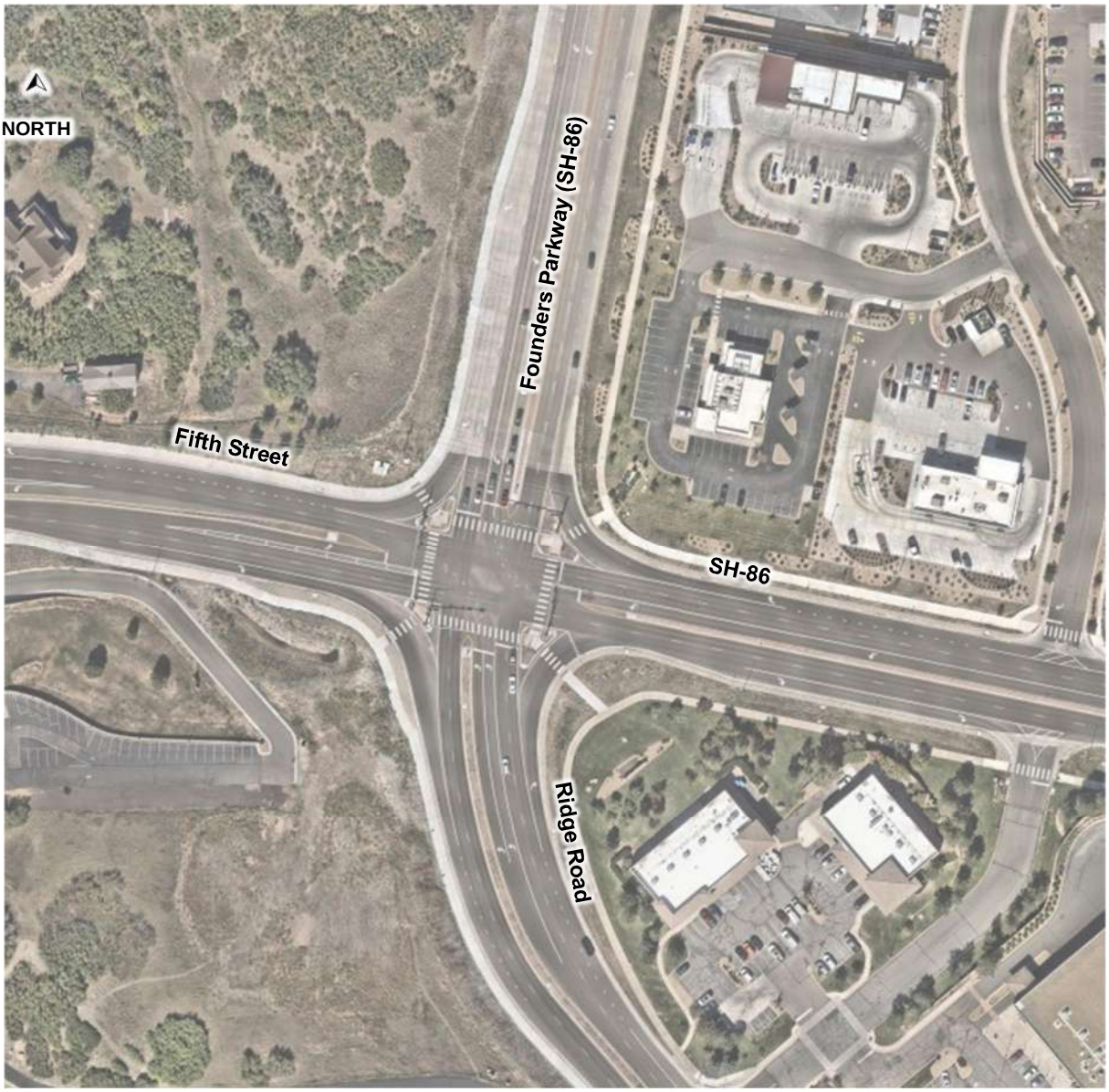
Crimson Sky Drive & Founders Parkway (SH-86) (#9)

The T-intersection of Rising Sun Drive and Founders Parkway (SH-86) (#10) is signalized with protected-permissive left turn phasing on the southbound approach. The westbound approach provides a left turn lane and a right turn lane. The northbound Founders Parkway approach provides two through lanes and a right turn lane while the southbound Founders Parkway approach provides two through lanes and a left turn lane. An aerial photo of the existing intersection configuration is below.



Rising Sun Drive & Founders Parkway (SH-86) (#10)

The intersection of Fifth Street and Founders Parkway(SH-86)/Ridge Road (#11) is signalized with protected-permissive left turn phasing on all four approaches. The eastbound and westbound approaches provide a left turn lane, two through lanes, and a right turn lane with free right turn channelized movements. The northbound and southbound Ridge Road/Founders Parkway approaches provide dual left turn lanes, two through lanes, and a right turn lane. The northbound right turn lane is channelized with yield movements while the southbound right turn lane is channelized with free movements. An aerial photo of the existing intersection configuration is below.



Fifth Street & Founders Parkway (SH-86) (#11)

The T-intersection of Liggett Road and Santa Fe Drive (#12) is signalized. The northbound Santa Fe Drive approach provides a left turn lane and two through lanes while the southbound approach provides two through lanes of traffic with the outside lane being a shared through/right turn lane. The eastbound Liggett Road approach provides a left turn lane and a right turn lane. This intersection is planned to be realigned in the future to align with the existing T-intersection of Santa Fe Drive (US-85) and Castleton Court (#20) located to the southeast. An aerial photo of the existing intersection configuration is below.



Liggett Road & Santa Fe Drive (#12)

The intersection of Santa Fe Drive/Black Feather Trail and Front Street (#13) is signalized with protected-permissive left turn phasing on all four approaches. The eastbound Santa Fe Drive approach provides a left turn lane, one through lane, and a continuous right turn lane operating with free turning movements. The westbound Black Feather Trail approach provides a left turn and a shared through/right turn lane. The northbound Front Street approach provides a left turn lane and two through lanes, with the outside lane being a shared through/right turn lane. The southbound Front Street approach provides a left turn lane, two through lanes, and a right turn lane operating with channelized yield right turn movements. An aerial photo of the existing intersection configuration is below.



Santa Fe Drive/Black Feather Trail & Front Street (#13)

The Black Feather Trail and Woodlands Boulevard intersection (#14) has all way stop control. The eastbound Black Feather Trail approach provides a left turn lane and a shared through/right turn lane. The westbound Black Feather Trail approach provides a single shared all-movements lane. The northbound Woodlands Boulevard approach provides a left turn lane and two through lanes, with the outside lane being a shared through/right turn lane while the southbound approach was recently restriped to include a left turn lane, one through lane, and a right turn lane. An aerial photo of the existing intersection configuration is below.



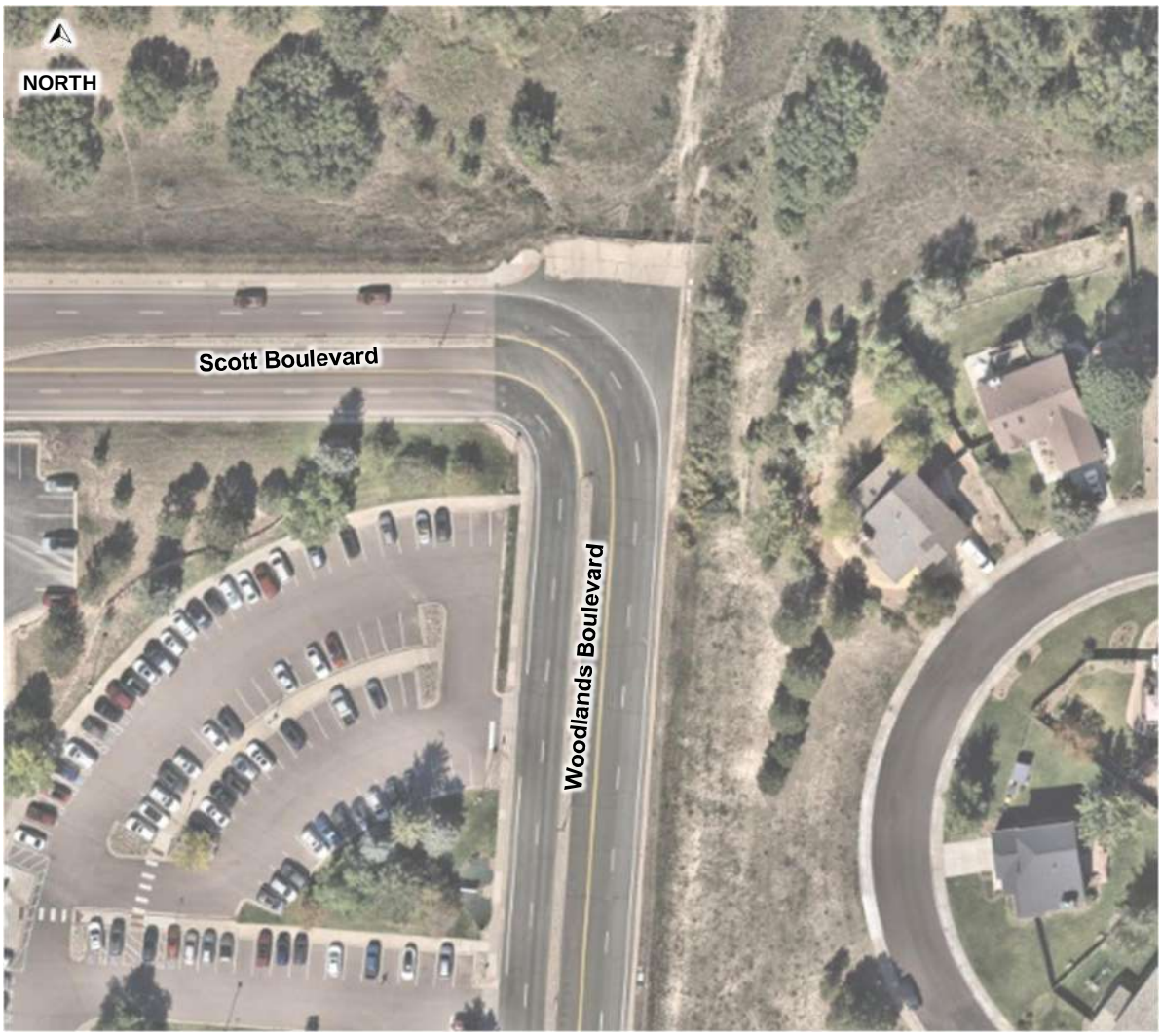
Black Feather Trail & Woodlands Boulevard (#14)

The T-intersection of Scott Boulevard and Front Street (#15) is signalized with protected-permissive left turn phasing on the southbound approach. The westbound Scott Boulevard approach provides a left turn lane and a right turn lane. The northbound Front Street approach provides two through lanes, with the outside lane being a shared through/right turn lane. The southbound Front Street approach provides a left turn lane and two through lanes. An aerial photo of the existing intersection configuration is below.



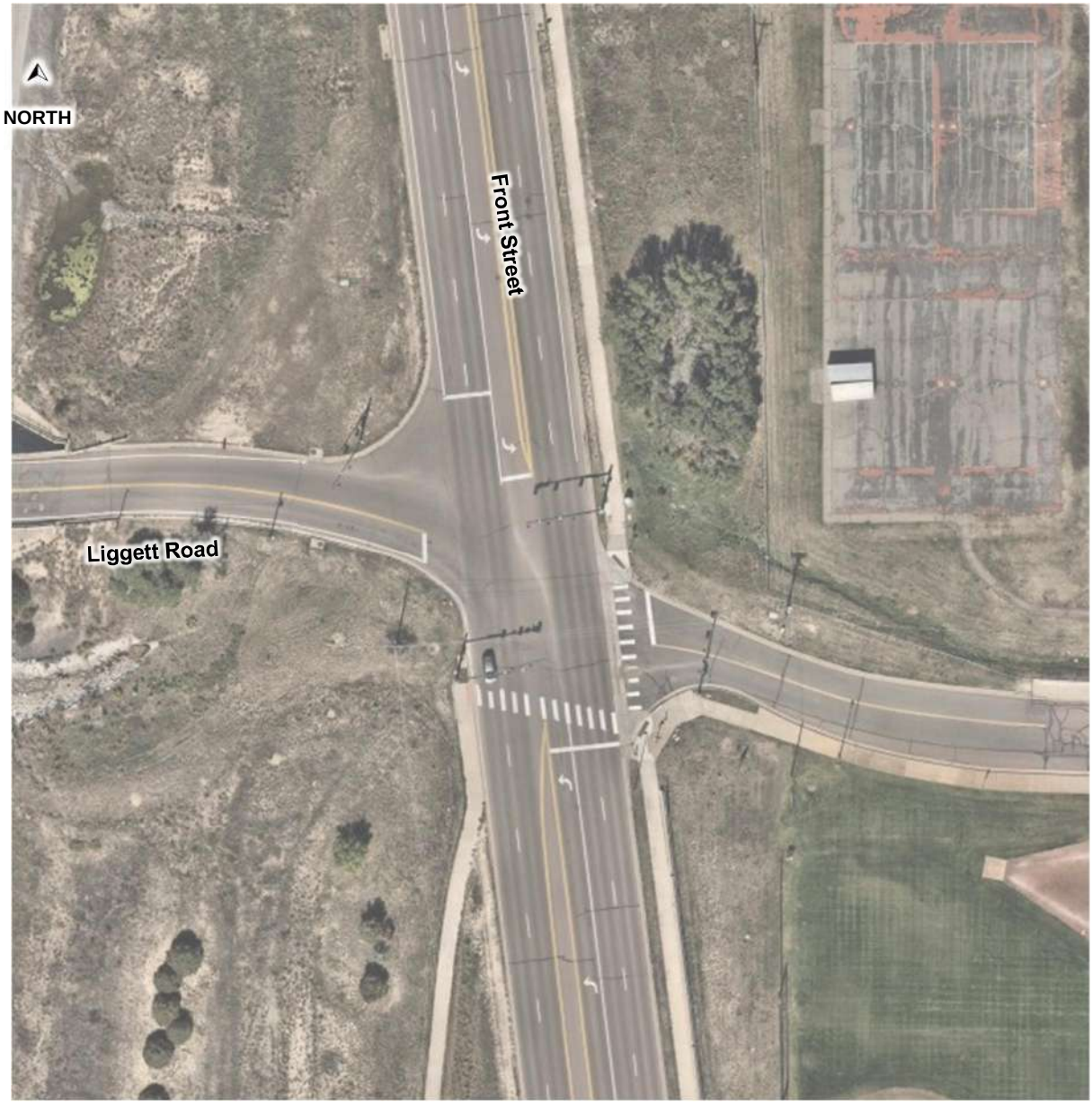
Scott Boulevard & Front Street (#15)

The Scott Boulevard and Woodlands Boulevard intersection (#16) is currently unsignalized and uncontrolled with only the west and south legs constructed operating as a free flow bend intersection. Woodlands Boulevard does not currently extend north of this location. The eastbound Scott Boulevard approach provides two free right turn lanes, while the northbound Woodlands Boulevard approach provides two free left turn lanes. An aerial photo of the existing intersection configuration is below.



Scott Boulevard & Woodlands Boulevard (#16)

The intersection of Liggett Road and Front Street (#17) is signalized with protected-permissive left turn phasing on the northbound and southbound approaches and permitted only left turn phasing on the eastbound and westbound approaches. The eastbound and westbound approaches provide a single shared all-movement lane. The northbound and southbound Front Street approaches provide a left turn lane and two through lanes in each direction with the outside lane being a shared through/right turn lane. An aerial photo of the existing intersection configuration is below.



Liggett Road & Front Street (#17)

The intersection of Fifth Street and Perry Street (#18) is signalized with protected-permitted left turn phasing on all four approaches as well as protected right turn overlap phasing on the northbound approach. The eastbound Fifth Street approach and northbound and southbound Perry Street approaches provide a left turn lane, one through lane, and a right turn lane. The westbound Fifth Street approach provides a left turn lane and two through lanes with the outside lane being a shared through/right turn lane. An aerial photo of the existing intersection configuration is below.



Fifth Street & Perry Street (#18)

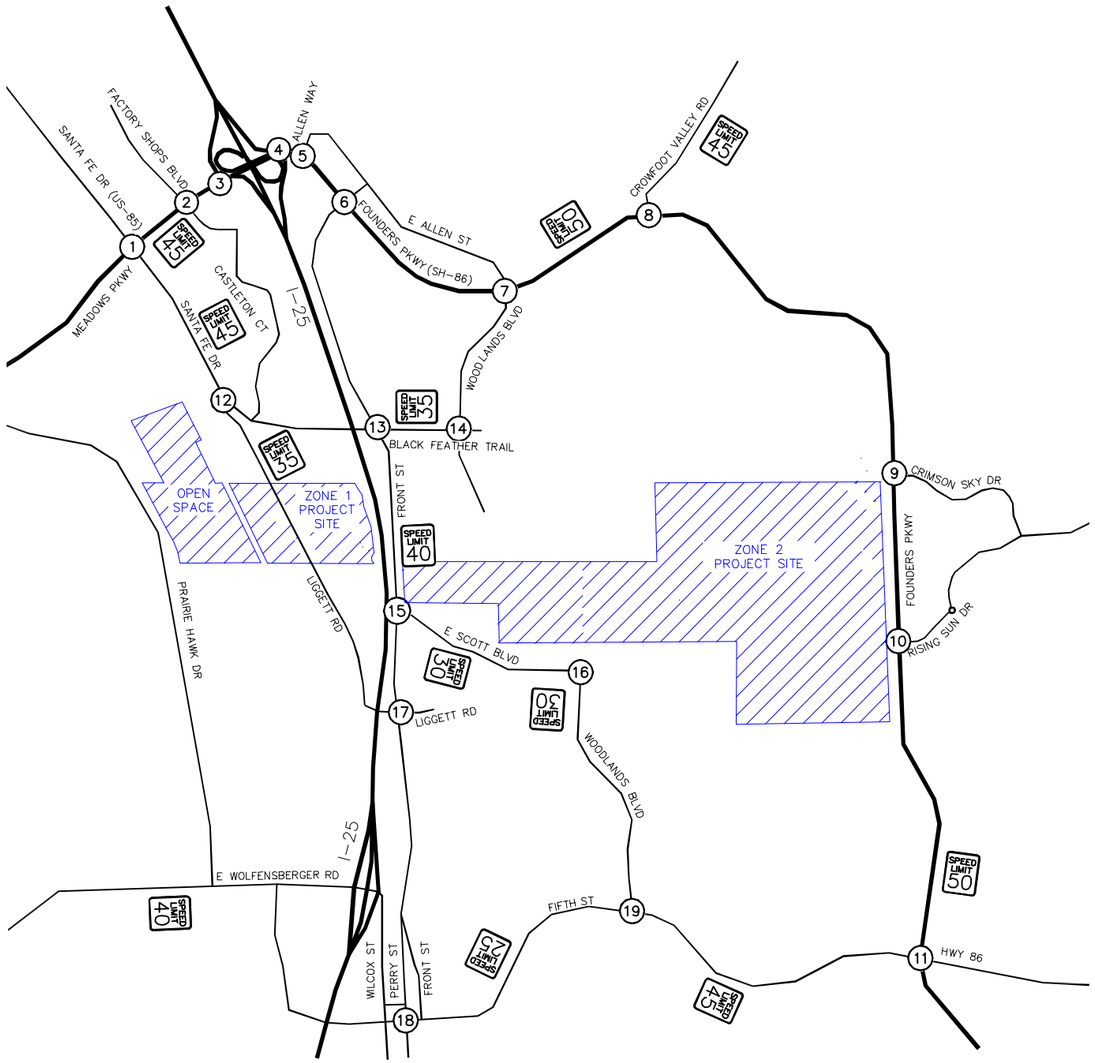
The T-intersection of Fifth Street and Woodlands Boulevard (#19) is signalized with protected-permissive left turn phasing on the eastbound approach. The eastbound Fifth Street approach provides a left turn lane and two through lanes while the westbound Fifth Street approach provides one through lane and a right turn lane. The southbound Woodlands Boulevard approach provides a left turn lane and a right turn lane operating with channelized free right turn movements. An aerial photo of the existing intersection configuration is below.

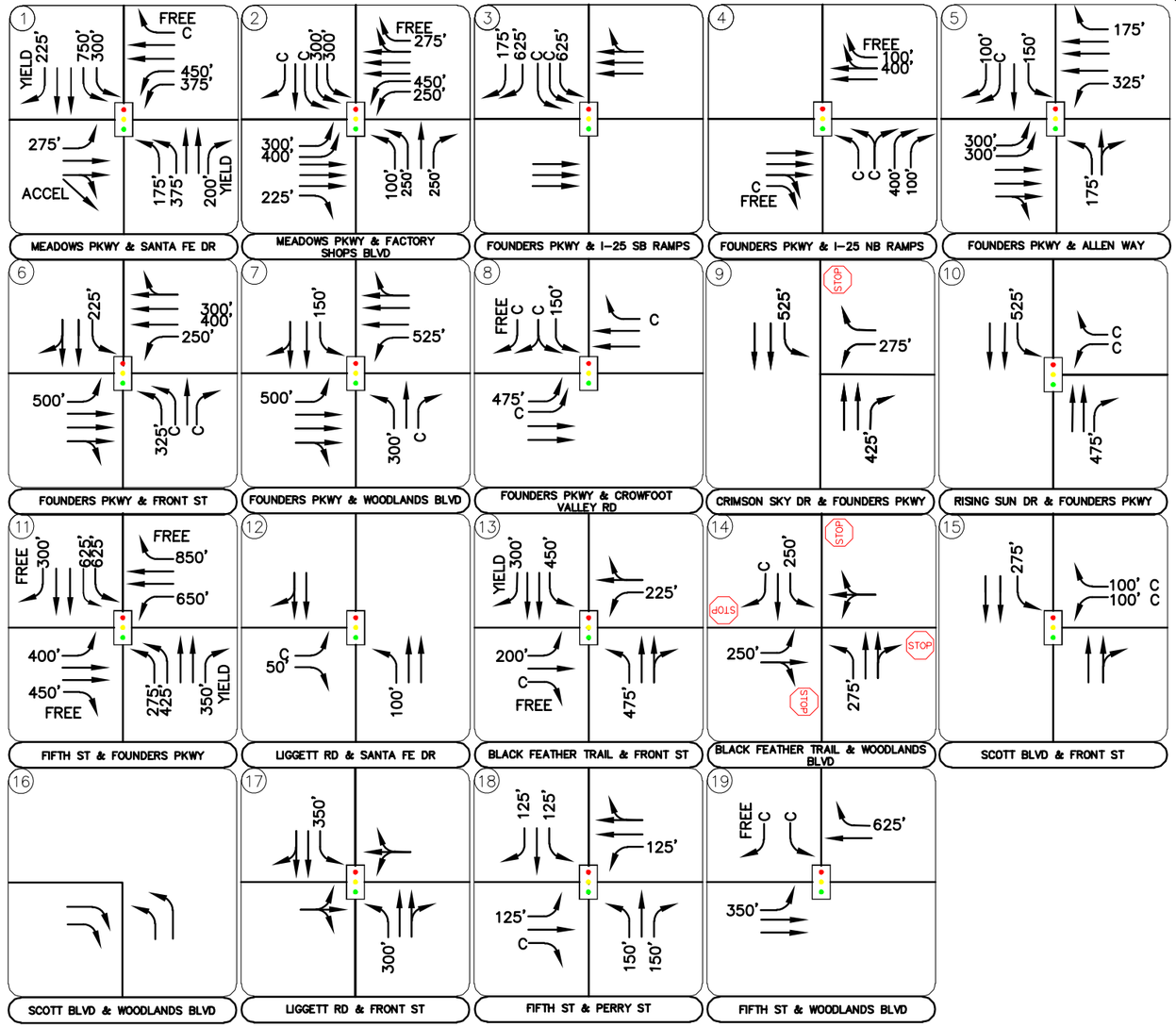


Fifth Street & Woodlands Boulevard (#19)

The intersection lane configuration and control for the study area intersections are shown in **Figure 2**.

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LEGEND
- Study Area Key Intersection
- Signalized Intersection
- Stop-Controlled Approach
- Roadway Speed Limit
- 100' Turn Lane Length (feet)

FIGURE 2
Pine Canyon
Castle Rock, Colorado
Existing Geometry and Control

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3.4 Existing Traffic Volumes

Existing turning movement counts were conducted at the study intersections on Wednesday, August 19, 2026 during the weekday morning and afternoon peak hours. The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on this count date. The existing intersection traffic volumes are shown in **Figure 3** with count sheets provided in **Appendix B.**

3.5 Unspecified Development Traffic Growth

Future traffic volume projections were primarily based on the Town of Castle Rock Transportation Master Plan (TMP) completed in October 2017 and updated traffic forecasts provided in November 2024. Evaluating traffic projections in the area from the Castle Rock TMP, it was identified that traffic volumes are anticipated to grow at an annual rate of approximately 1.84 percent per year, including the new roadway extension of Woodlands Boulevard. Not accounting for the Woodlands Boulevard extension, the average annual growth rate according to the Town TMP is approximately 1.56 percent per year. This growth rate fluctuates significantly throughout the study area, with a projected growth rate as low as 0.28 percent per year on Founders Parkway (SH-86) to the north of Fifth Street/SH-86, and as high as 5.65 percent on Liggett Road south of Santa Fe Drive (US-85), and nearly 10 percent per year on Woodlands Boulevard south of Santa Fe Drive (US-85). For purposes of this analysis, a 1.56 percent annual growth rate was generally used to grow traffic volumes to the 2035 short-term horizon at the study area intersections. However, for 2050 long-term horizon, the average daily projected traffic (ADT) volumes on each roadway within the study area were used to further grow traffic volumes to match the Town's projections for traffic growth in the area, rather than using one growth rate applied to all turning movements. The 2050 horizon used in this study also assumes that several other roadway connections at the study area intersections will have been constructed that are defined in the Town's TMP, such as:

- Woodlands Boulevard connection between Dales Pony Drive south of Black Feather Trail, and Scott Boulevard
- Liggett Road realignment to align to the Castleton Court and Santa Fe Drive (US-85) intersection
- Liggett Road connection to Caprice Drive and continued connection over I-25

In addition to these future roadway connections, the traffic expected to be generated by the Pioneer Ranch development directly to the north of Pine Canyon was also added into the 2050 background traffic volumes. The exact land uses and development plans are not yet fully known, but it is understood that there will be a mixed-use district with retail and multifamily residential uses and several single-family residential neighborhoods. The Canyons and Canyons Far South developments were also referenced, however, the traffic growth rates and Town TMP volumes used in this study account for these developments and as such it is believed the remaining portions of these developments are already accounted for in the projected traffic volumes.

For reference, according to information provided on the website for the Colorado Department of Transportation, the 20-year growth factor along Santa Fe Drive (US-85) in the study area is 1.29, which equates to an annual growth rate of approximately 1.28 percent. Additionally, the 20-year growth factor along Founders Parkway (SH-86) in the study area is 1.12, which equates to an annual growth rate of approximately 0.57 percent. Town of Castle Rock and CDOT traffic growth information is provided in **Appendix B**. Background traffic volumes for 2035 and 2050 are shown in **Figures 5** and **6**, respectively.

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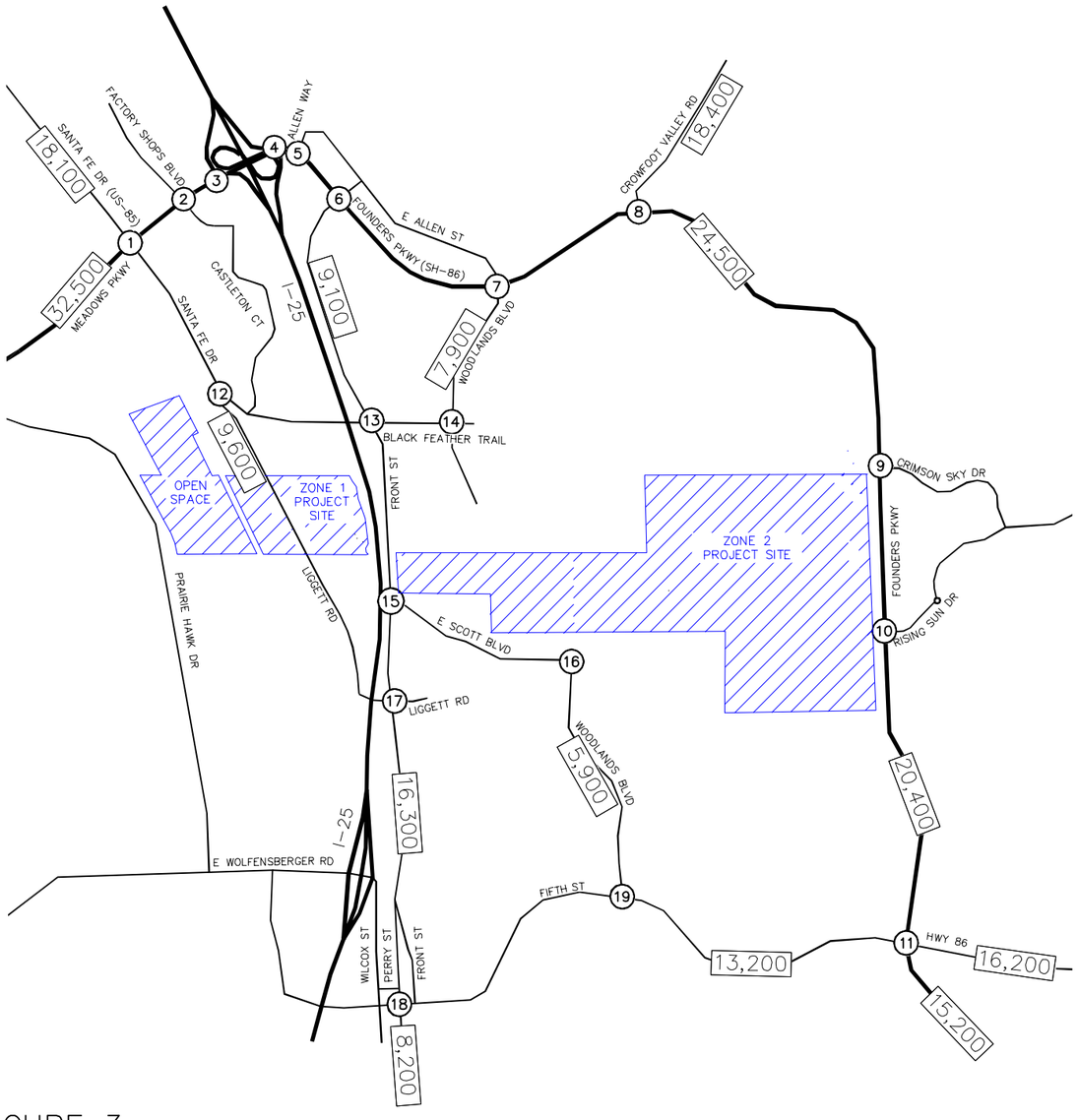
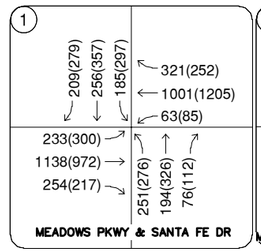
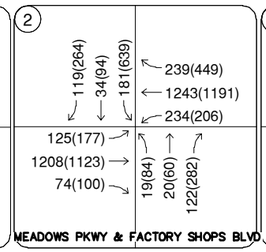


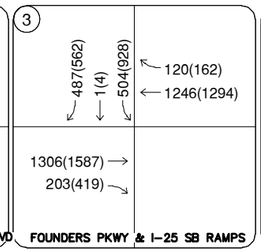
FIGURE 3
Pine Canyon
Castle Rock, Colorado
Existing Traffic Volumes



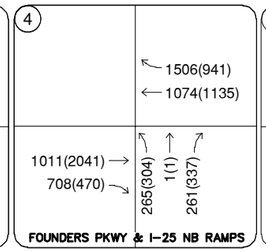
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7:15 to 8:15AM (4:30 to 5:30PM)



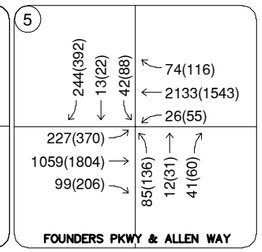
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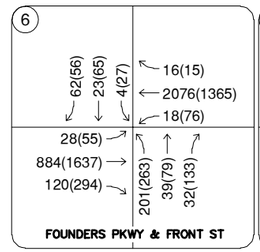
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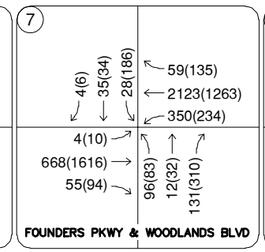
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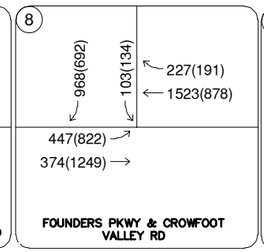
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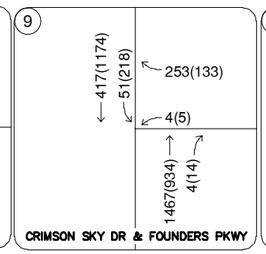
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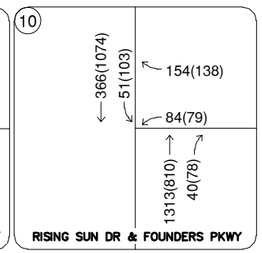
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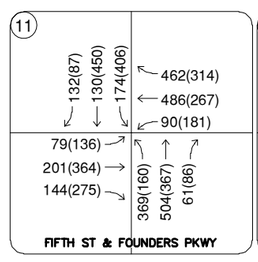
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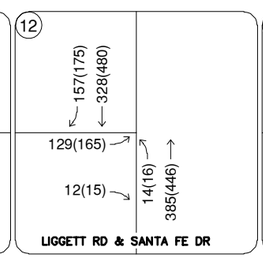
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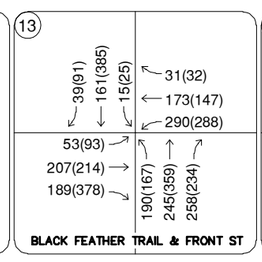
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7:00 to 8:00AM (4:00 to 5:00PM)



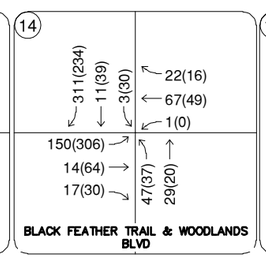
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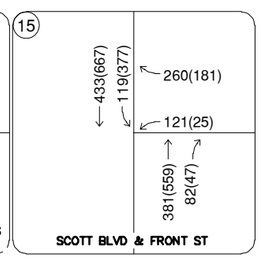
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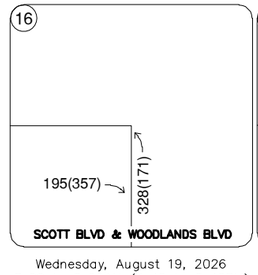
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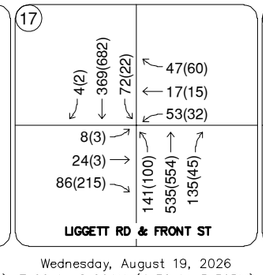
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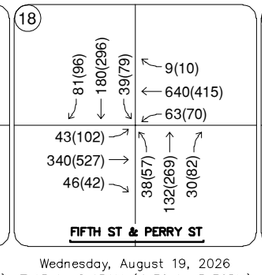
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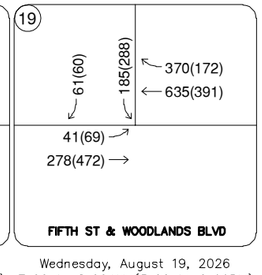
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7:00 to 8:00AM (4:45 to 5:45PM)



Wednesday, August 19, 2026
7:00 to 8:00AM (4:30 to 5:30PM)



Wednesday, August 19, 2026
7:15 to 8:15AM (4:30 to 5:30PM)



Wednesday, August 19, 2026
7:00 to 8:00AM (5:00 to 6:00PM)

LEGEND

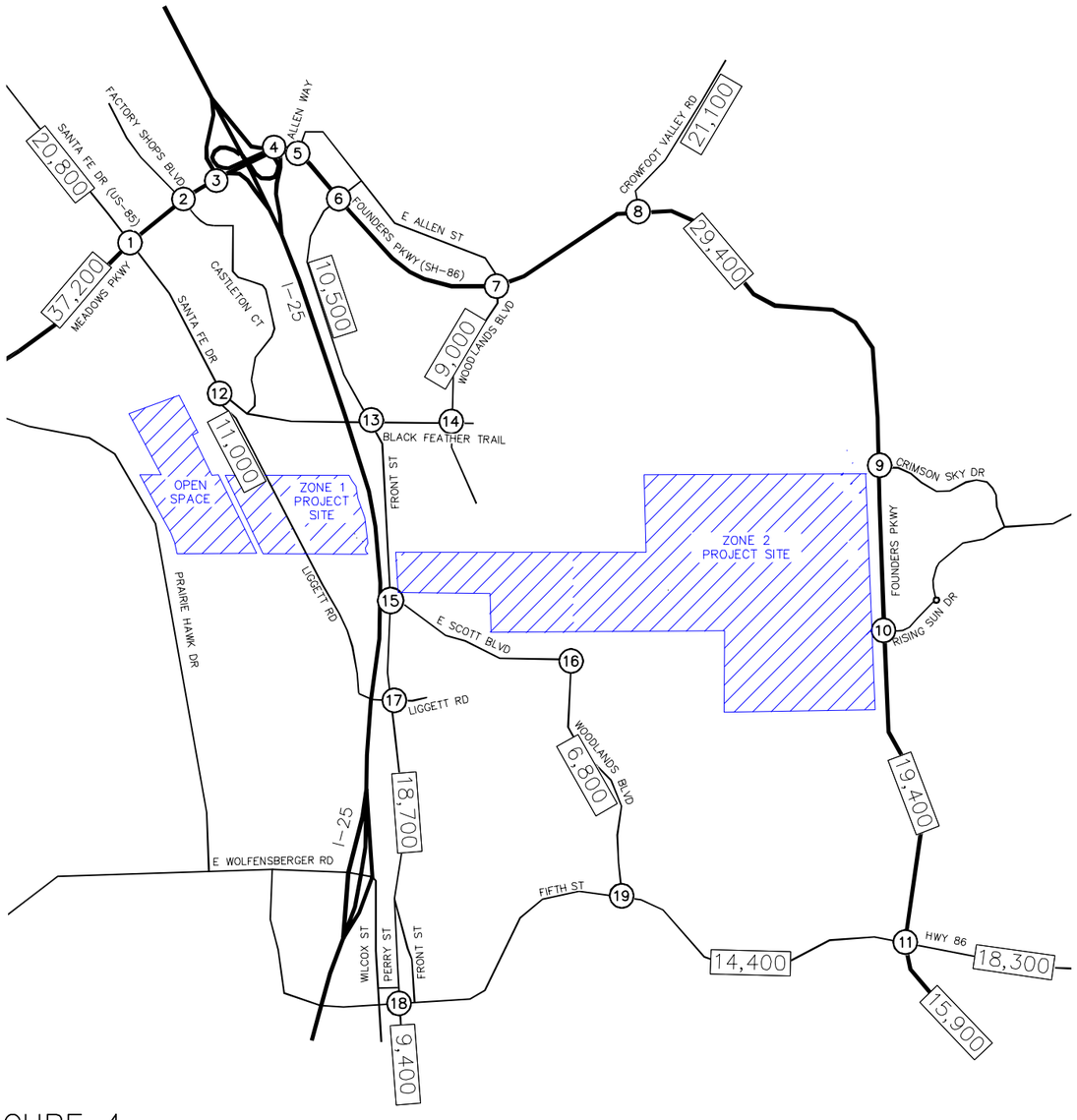
(X) Study Area Key Intersection

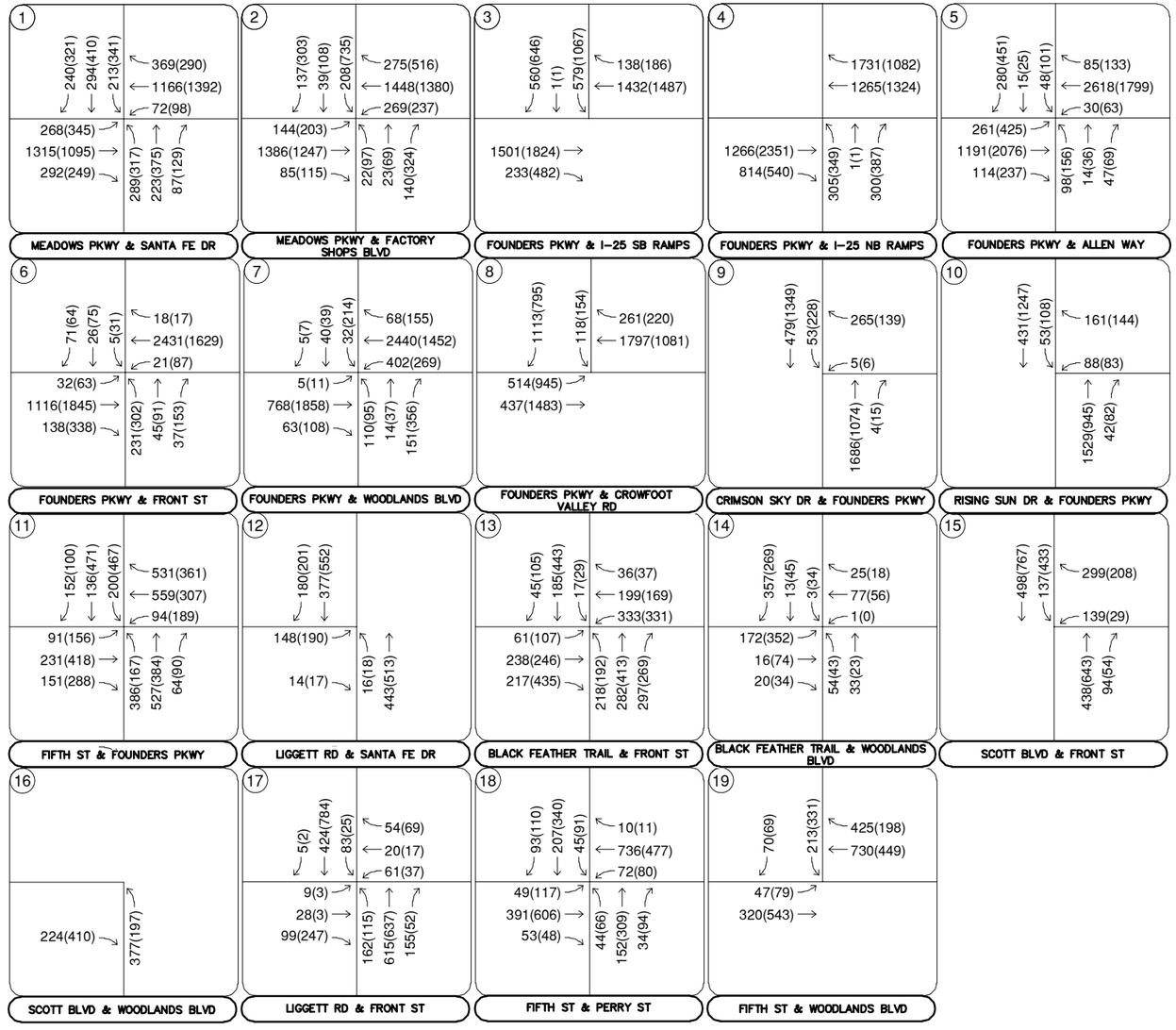
XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes

[XX,X00] Estimated Daily Traffic Volume

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Kimley»Horn
NORTH
NTS 096628003





LEGEND

(X) Study Area Key Intersection

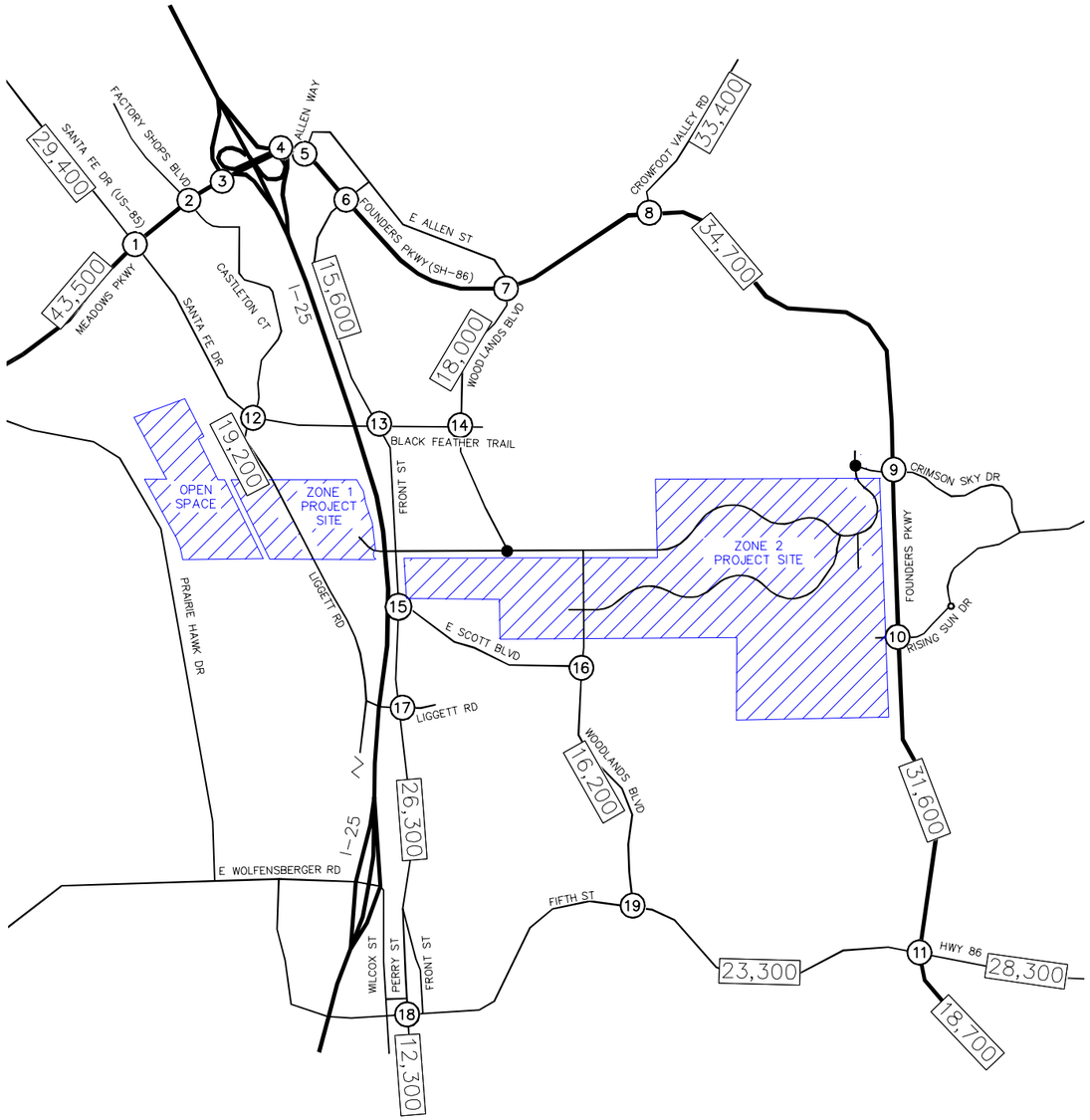
XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes

[XX,XOO] Estimated Daily Traffic Volume

FIGURE 4
Pine Canyon
Castle Rock, Colorado
2035 Background Traffic Volumes

Kimley»Horn

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NORTH
NTS 096628003



1 — MEADOWS PKWY & SANTA FE DR
303(405) 397(589) 324(499) ← 526(429) ← 1379(1665) ← 123(210)
313(410) → 1434(1103) → 359(334) ↘ 392(436) ↑ 400(606) ↑ 199(262) ↑

2 — MEADOWS PKWY & FACTORY SHOPS BLVD
169(386) 44(126) 252(892) ← 337(626) ← 1831(1796) ← 389(349)
197(281) → 1603(1388) → 157(195) ↘ 28(122) ↑ 29(82) ↑ 177(409) ↑

3 — FOUNDERS PKWY & I-25 SB RAMPS
722(859) 1(1) 643(1307) ← 174(235) ← 1835(1912)
1738(2081) → 294(608) ↘

4 — FOUNDERS PKWY & I-25 NB RAMPS
← 2028(1316) ← 1575(1626)
1326(2671) → 1055(717) ↘ 434(521) ↑ 1(1) ↑ 378(489) ↑

5 — FOUNDERS PKWY & ALLEN WAY
329(518) 19(32) 64(137) ← 113(175) ← 3161(2237) ← 38(70)
279(461) → 1291(2425) → 134(274) ↘ 113(187) ↑ 17(45) ↑ 59(87) ↑

6 — FOUNDERS PKWY & FRONT ST
90(81) 39(112) 6(39) ← 23(22) ← 2859(1927) ← 26(110)
41(80) → 1158(2028) → 215(541) ↘ 363(474) ↑ 68(129) ↑ 46(193) ↑

7 — FOUNDERS PKWY & WOODLANDS BLVD
6(14) 51(74) 41(195) ← 111(196) ← 2661(1589) ← 510(423)
6(14) → 1017(2276) → 121(251) ↘ 436(488) ↑ 37(86) ↑ 221(476) ↑

8 — FOUNDERS PKWY & CROWFOOT VALLEY RD
1407(1112) 265(338) ← 407(488) ← 1875(1096)
754(1399) → 525(1548) →

9 — CRIMSON SKY DR & FOUNDERS PKWY
35(98) 622(1724) 57(246) ← 285(150) ← 5(5) ← 11(17)
61(79) → 5(5) → 39(50) ↘ 22(62) ↑ 2137(13811) ↑ 5(16) ↑

10 — RISING SUN DR & FOUNDERS PKWY
← 615(1675) ← 57(116) ← 174(156) ← 95(89)
1990(1303) ↑ 45(88) ↑

11 — FIFTH ST & FOUNDERS PKWY
297(233) 184(561) 305(675) ← 736(524) ← 855(537) ← 101(204)
143(256) → 491(778) → 187(335) ↘ 441(195) ↑ 606(465) ↑ 94(112) ↑

12 — LIGGETT RD & SANTA FE DR
234(272) 589(806) 91(17) ← 16(101) ← 150(125) ← 52(274)
148(203) → 125(150) → 67(72) ↘ 35(38) ↑ 519(685) ↑ 164(43) ↑

13 — BLACK FEATHER TRAIL & FRONT ST
67(157) 271(665) 37(88) ← 87(93) ← 348(331) ← 345(343)
77(135) → 341(425) → 290(592) ↘ 303(278) ↑ 421(607) ↑ 299(264) ↑

14 — BLACK FEATHER TRAIL & WOODLANDS BLVD
326(239) 539(761) 14(58) ← 47(43) ← 97(71) ← 51(35)
142(269) → 30(93) → 101(190) ↘ 192(204) ↑ 694(619) ↑ 25(50) ↑

15 — SCOTT BLVD & FRONT ST
← 900(1246) ← 148(447) ← 302(187) ← 200(56)
865(1097) ↑ 144(93) ↑

16 — SCOTT BLVD & WOODLANDS BLVD
25(20) 391(415) ← 25(40) ← 208(418)
25(40) → 208(418) ↘ 451(198) ↑ 422(418) ↑

17 — LIGGETT RD & FRONT ST
81(103) 648(1125) 104(37) ← 68(87) ← 25(22) ← 77(46)
87(104) → 35(9) → 125(312) ↘ 204(145) ↑ 898(932) ↑ 196(65) ↑

18 — FIFTH ST & PERRY ST
158(171) 267(436) 57(115) ← 23(19) ← 1000(695) ← 102(115)
90(192) → 534(879) → 67(61) ↘ 55(83) ↑ 214(399) ↑ 49(137) ↑

19 — FIFTH ST & WOODLANDS BLVD
229(273) 385(590) ← 646(451) ← 1088(639)
147(307) → 463(861) →

LEGEND
(X) Study Area Key Intersection
XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
[XX,X00] Estimated Daily Traffic Volume

FIGURE 5
Pine Canyon
Castle Rock, Colorado
2050 Background Traffic Volumes

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4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*[1] published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report average rates/fitted curve equations that apply to Industrial Park (ITE Code 130), Single-Family Detached Housing (ITE Code 210), Multifamily Housing (Mid-Rise) (ITE Code 221), Hotel (ITE Code 310), Elementary School (ITE Code 520), Office Park (ITE Code 750), and Park-and-Ride Lot with Bus or Light Rail Station (ITE 090) for traffic associated with the development.

Pine Canyon proposes to include multifamily housing, industrial park, office park, and a mobility hub with park and ride on the west side of Interstate 25. Proposed on the east side of Interstate 25 includes single family detached homes, multifamily housing, a resort hotel, and an elementary school. Pine Canyon was divided into two zones due to the large land size of the project site and differing discontinuous access for the trip distribution and assignment purposes. Zone 1 is located on the west side of I-25 and zone 2 is located on the east side of I-25.

Since the full buildout of the project is proposed to contain a mix of uses, internal capture trips are expected to occur on site as well. These internal capture trips are shared trips from vehicles already within the internal street network. To provide a conservative analysis, internal capture was not applied to the mix of uses and only applied to the elementary school internal in the site. The elementary school is proposed to be located near the center of the project site and it will serve the anticipated residents of Pine Canyon; therefore, a 50 percent internal capture trip reduction was applied to account for residences within the community. It is believed that 50 percent of external traffic being assigned to the elementary school is appropriate as elementary schools draw more localized traffic. These internal capture trips are shared trips from vehicles

[1] Institute of Transportation Engineers, *Trip Generation Manual*, Twelfth Edition, Washington DC, 2025.

already within the internal street network. These shared trips reduce the number of total external trips.

Pine Canyon is expected to generate approximately 21,326 daily weekday driveway trips, with 2,409 of these trips occurring during the morning peak hour and 2,182 trips occurring during the afternoon peak hour. Accounting for internal capture associated with the school, expected net new trips to the surrounding street network results in approximately 20,474 weekday daily trips, of which 2,135 trips and 2,122 trips are anticipated during the weekday morning and afternoon peak hours, respectively. Calculations were based on the procedure and information provided in the ITE *Trip Generation Manual, 12th Edition – Volume 1: User's Guide and Handbook*, 2025. **Table 1** summarizes the estimated trip generation for the site. The trip generation worksheets are included in **Appendix D**.

Table 1 – Pine Canyon Traffic Generation

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Zone 1							
Industrial Park (ITE 130) – 100,000 Square Feet	1,012	108	32	140	36	94	130
Multifamily Mid-Rise Housing (ITE 221) – 775 Dwelling Units	3,458	73	245	318	180	102	282
Office Park (ITE 750) – 500,000 Square Feet	5,536	458	57	515	91	514	605
Park-and-Ride Lot with Bus (ITE 090) – 350 Parking Spots	578	130	37	167	45	128	173
Zone 2							
Single-Family Detached Housing (ITE 210) – 800 Dwelling Units	6,721	146	396	542	404	248	652
Multifamily Mid-Rise Housing (ITE 221) – 225 Dwelling Units	1,004	20	67	87	54	30	84
Hotel (ITE 310) – 225 Rooms	1,314	48	44	92	69	67	136
Elementary School (ITE 520) – 750 Students	1,703	296	252	548	55	65	120
Total Project Trips	**21,326**	**1,279**	**1,130**	**2,409**	**934**	**1,248**	**2,182**
Internal Capture Trips	**852**	**148**	**126**	**274**	**28**	**32**	**60**
Total Project Trips after Internal Capture	**20,474**	**1,131**	**1,004**	**2,135**	**906**	**1,216**	**2,122**

4.2 Trip Distribution

Distribution of site traffic was based on the area street system characteristics, existing traffic patterns and volumes, existing demographic information, and the proposed access system for the project. The non-pass-by directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The separate trips distributions for Zone 2 in 2035 and 2050 are due to the difference in street network connections without and with the future planned extension of Woodlands Boulevard, which is expected to occur after buildout of this specific Pine Canyon project. The roadway will not connect to the north until the area to the north develops and finishes the construction of this roadway. Zone 1 to the west of I-25 is not affected whether or not Woodlands Boulevard continues through to the north to provide a continuous street as north/south travel is anticipated to use Liggett Road and Front Street instead; therefore, a single trip distribution for both the short-term and long-term horizons was developed for this zone. **Figure 6** illustrates the expected trip distribution for Zone 1**. Figure 7** and **Figure 8** illustrate the expected trip distributions for Zone 2 for the 2035 and 2050 horizons, respectively.

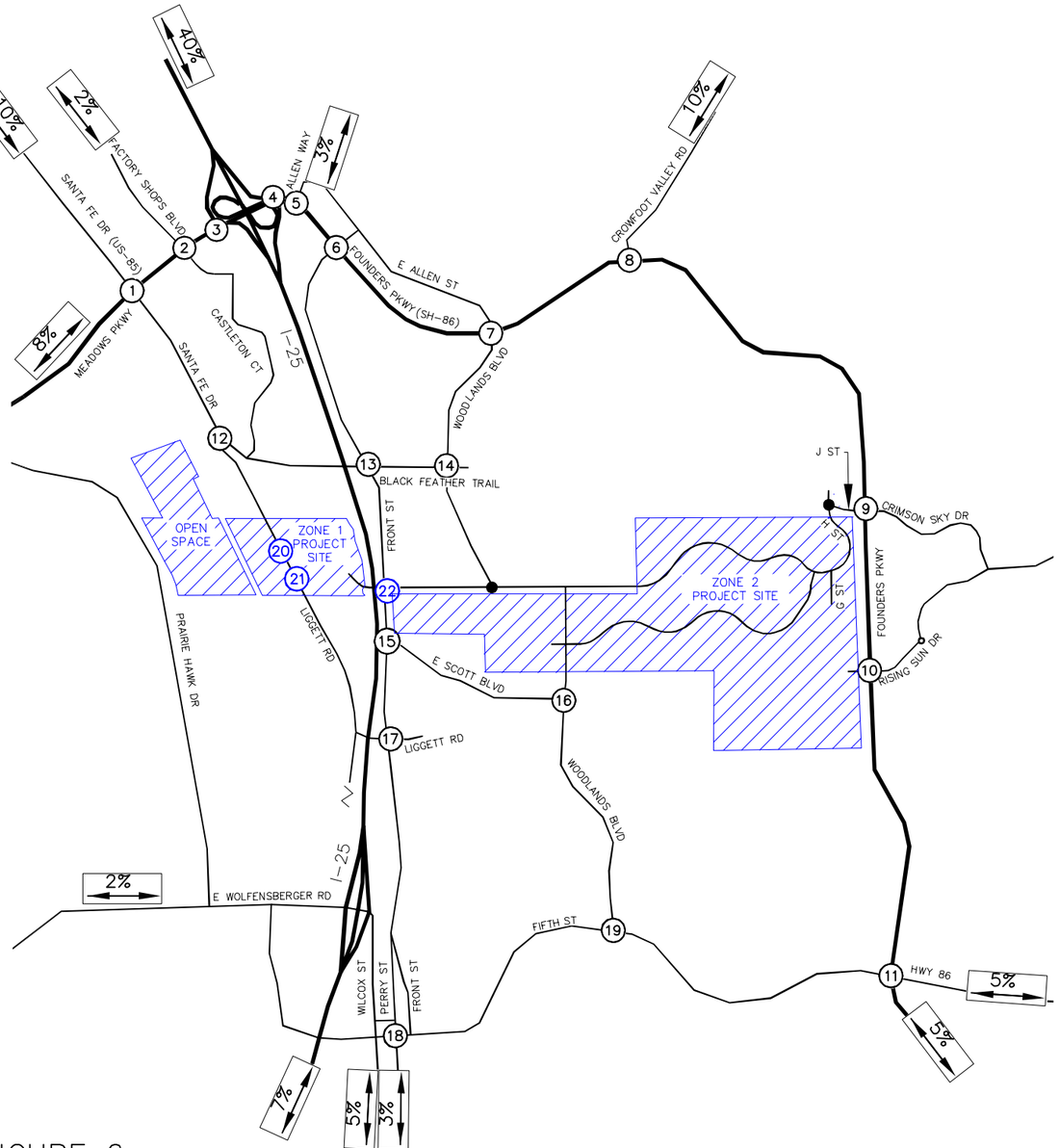
4.3 Traffic Assignment

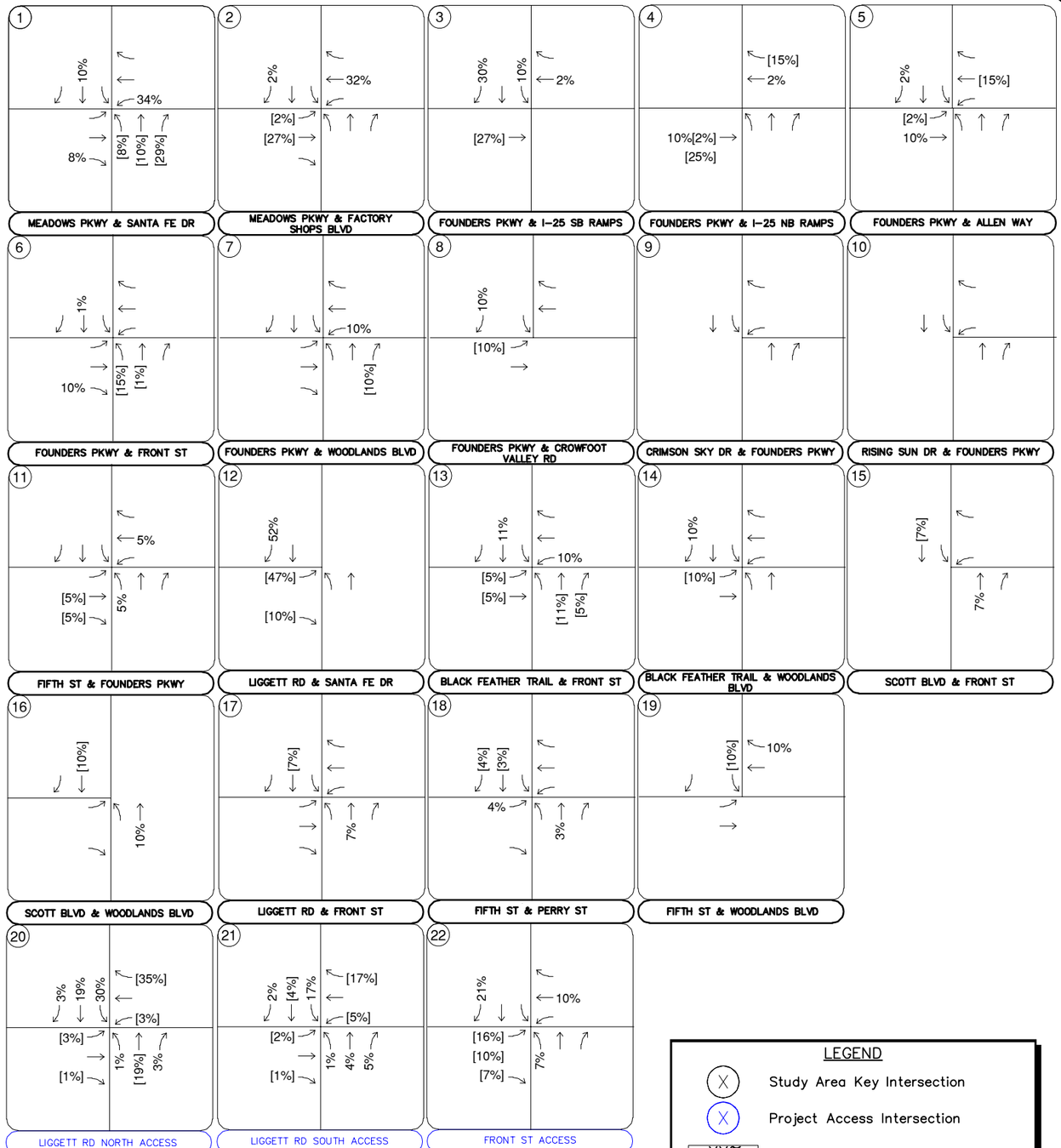
Traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Project traffic assignment for the 2035 and 2050 horizons is shown in **Figure 9** and **Figure 10**, respectively.

4.4 Total (Background Plus Project) Traffic

Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short-term 2035 buildout horizon and long-term 2050 twenty-year planning horizon. These total traffic volumes for the study area are illustrated for the 2035 and 2050 horizon years in **Figure 11** and **Figure 12**, respectively.

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LEGEND

X — Study Area Key Intersection

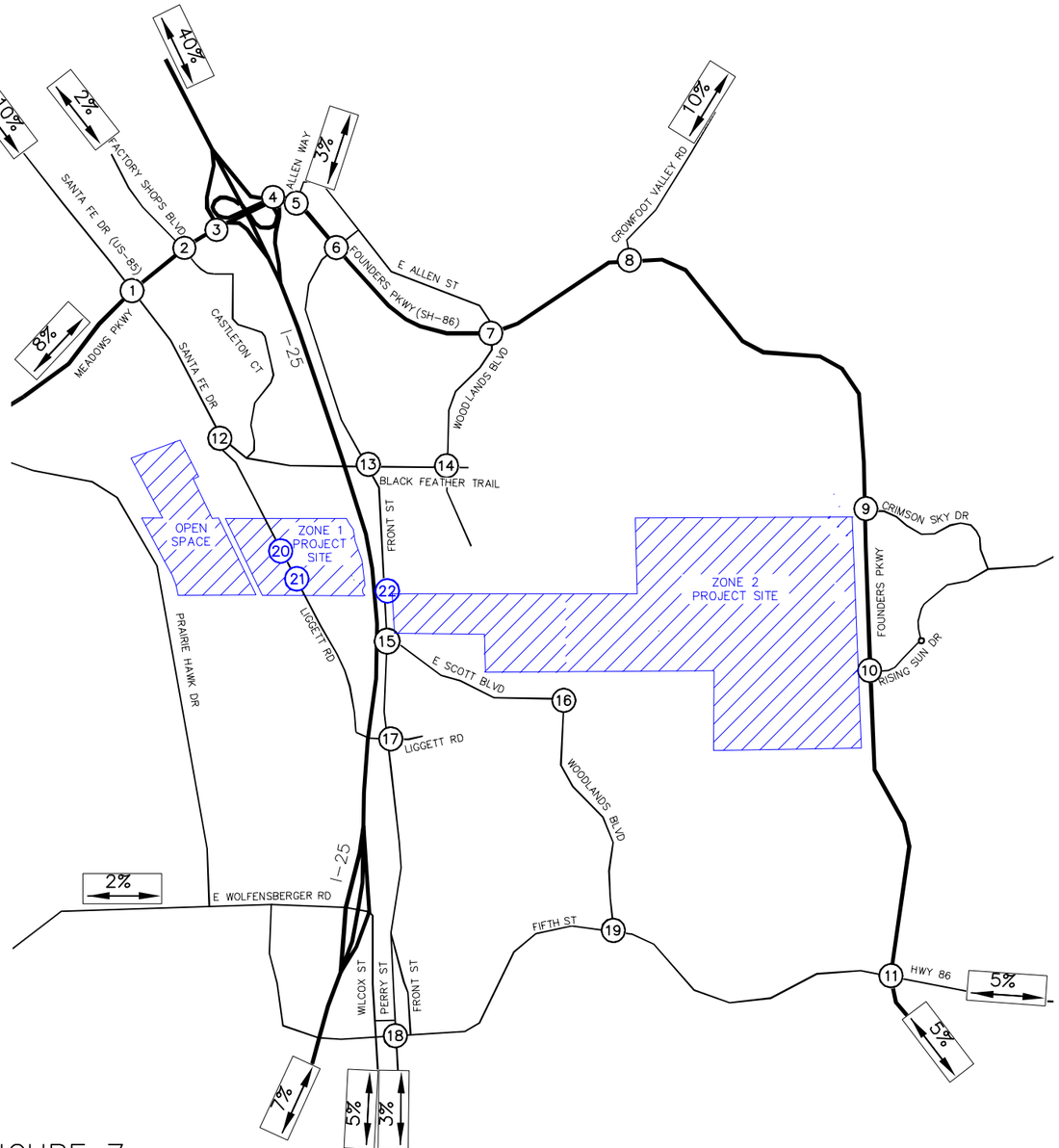
X — Project Access Intersection

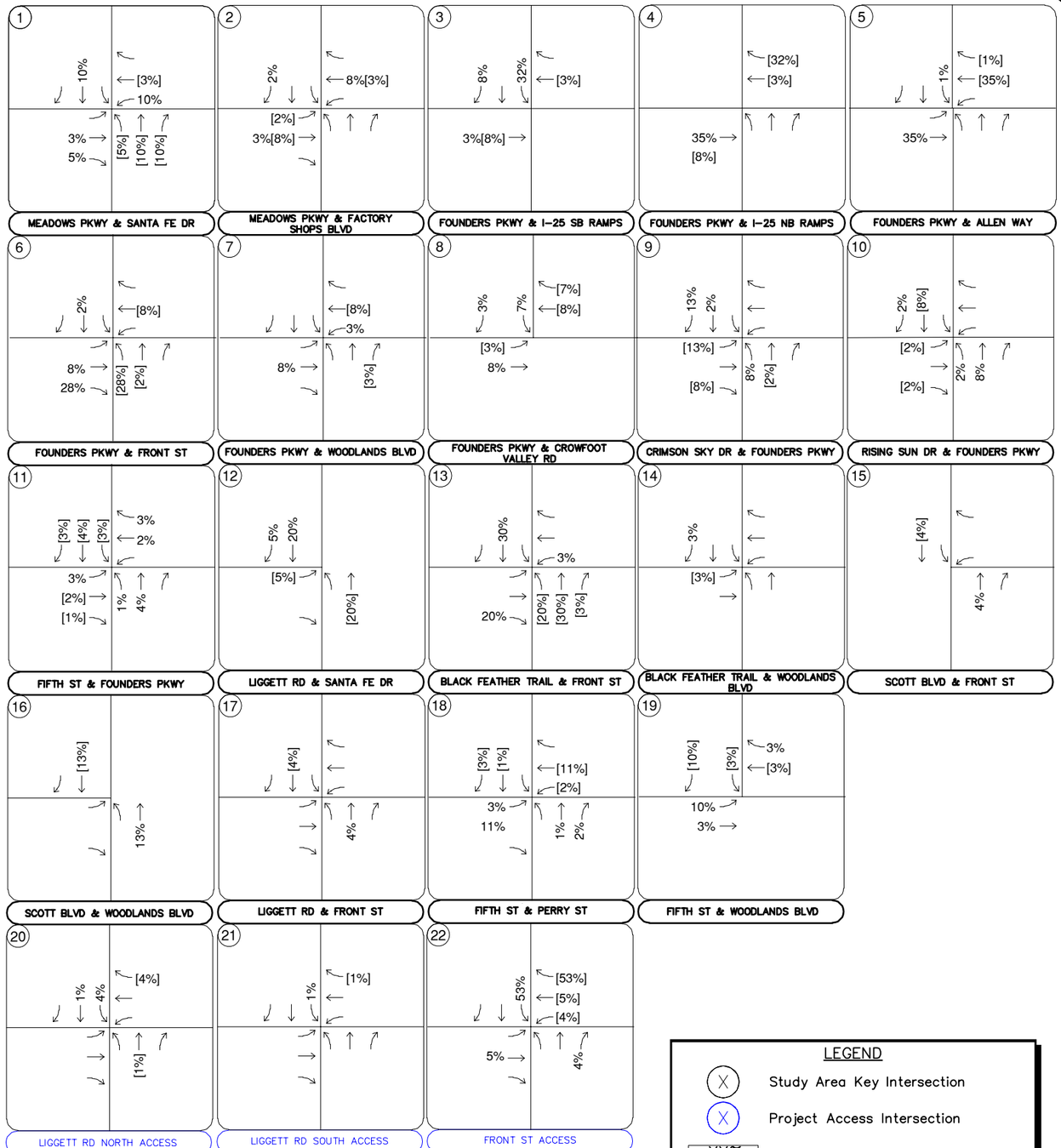
XX% — External Trip Distribution Percentage

XX%[XX%] — Entering[Exiting] Trip Distribution Percentage

FIGURE 6
Pine Canyon
Castle Rock, Colorado
Zone 1 – 2035 & 2050 Project Trip Distribution

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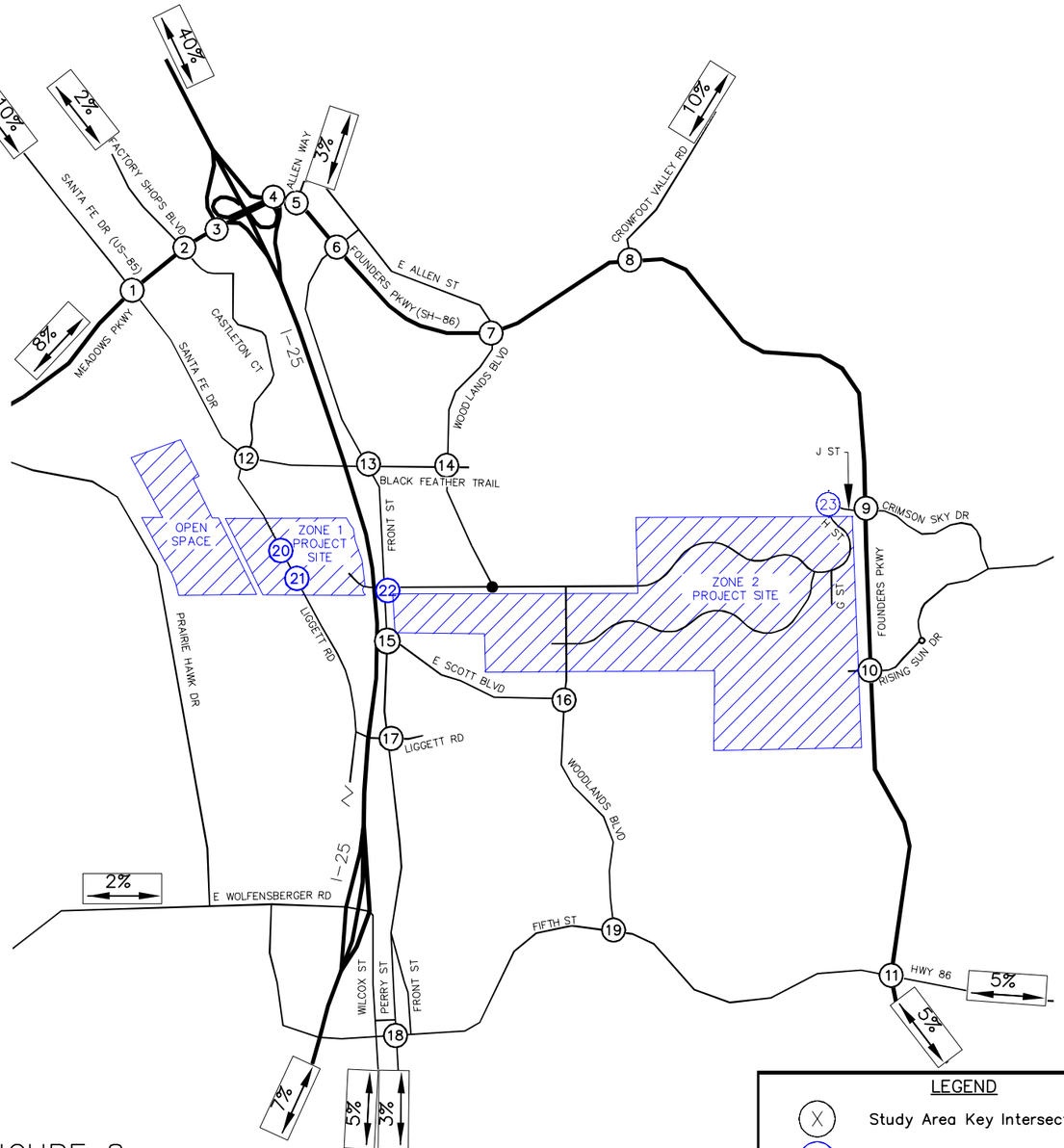


LEGEND

- X — Study Area Key Intersection
- X — Project Access Intersection
- XX% — External Trip Distribution Percentage
- XX%[XX%] — Entering[Exiting] Trip Distribution Percentage

FIGURE 7
Pine Canyon
Castle Rock, Colorado
Zone 2 – 2035 Project Trip Distribution

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LEGEND

- Study Area Key Intersection
- Project Access Intersection
- XX% — External Trip Distribution Percentage
- XX%[XX%] — Entering[Exiting] Trip Distribution Percentage

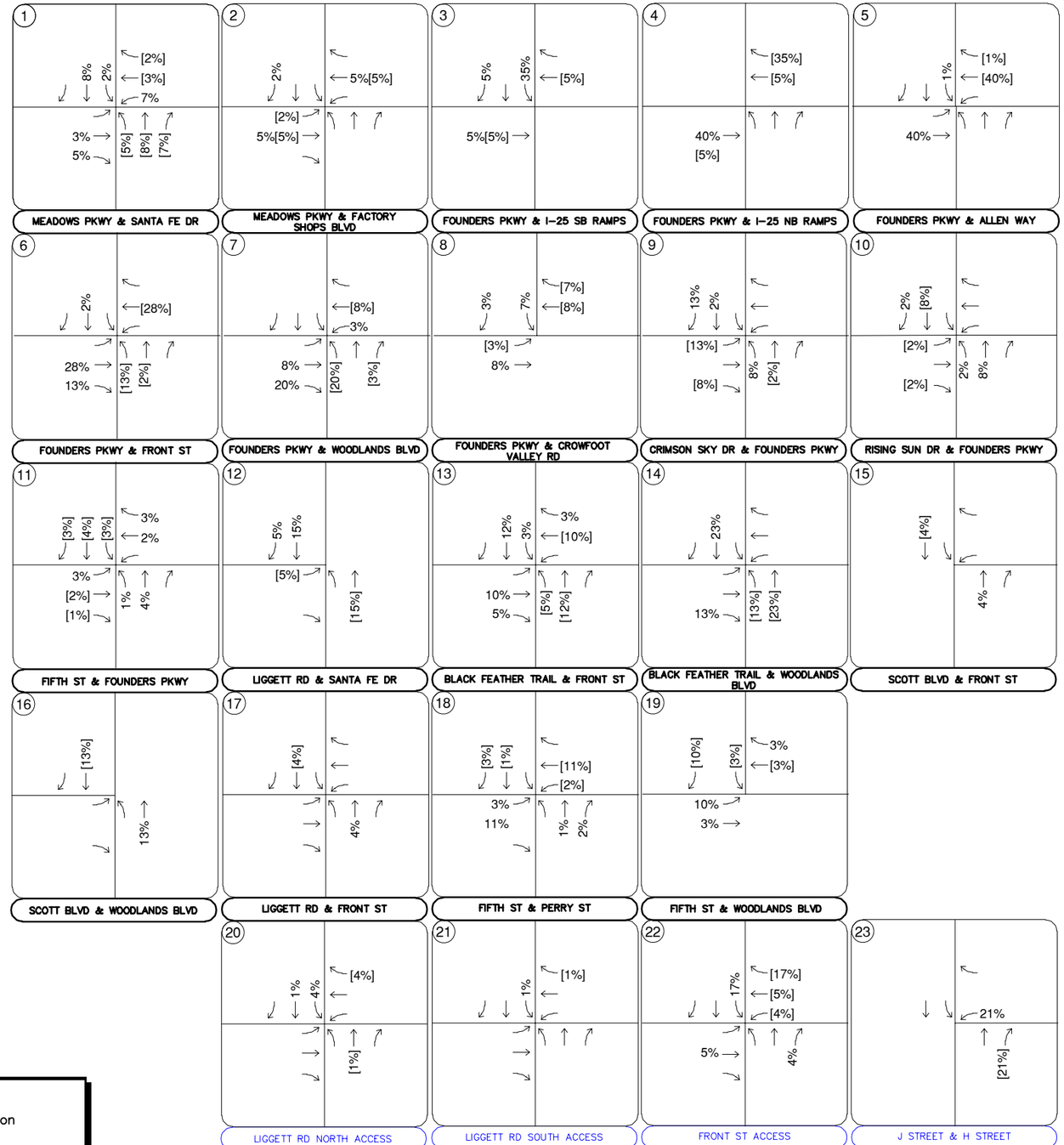
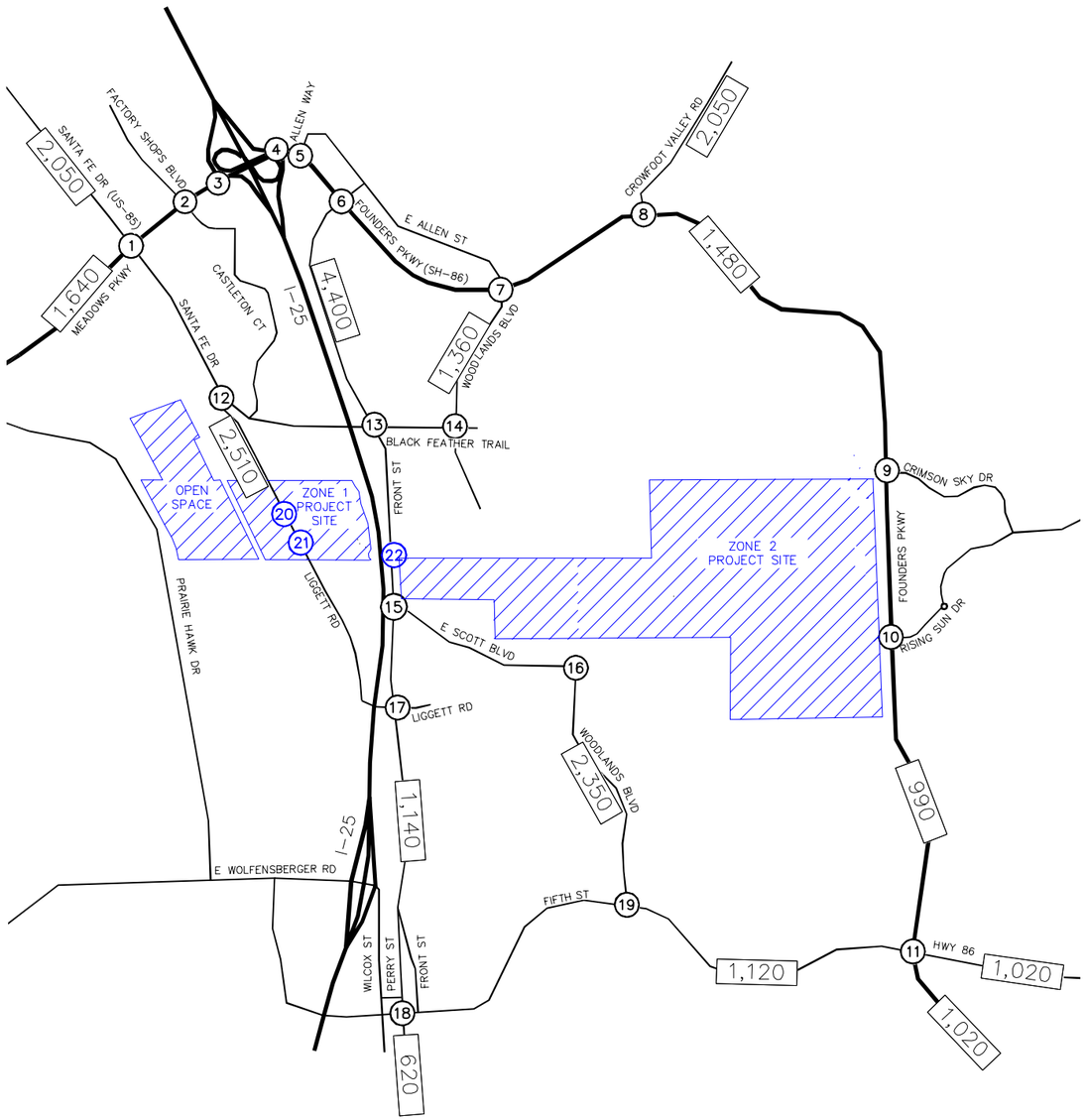
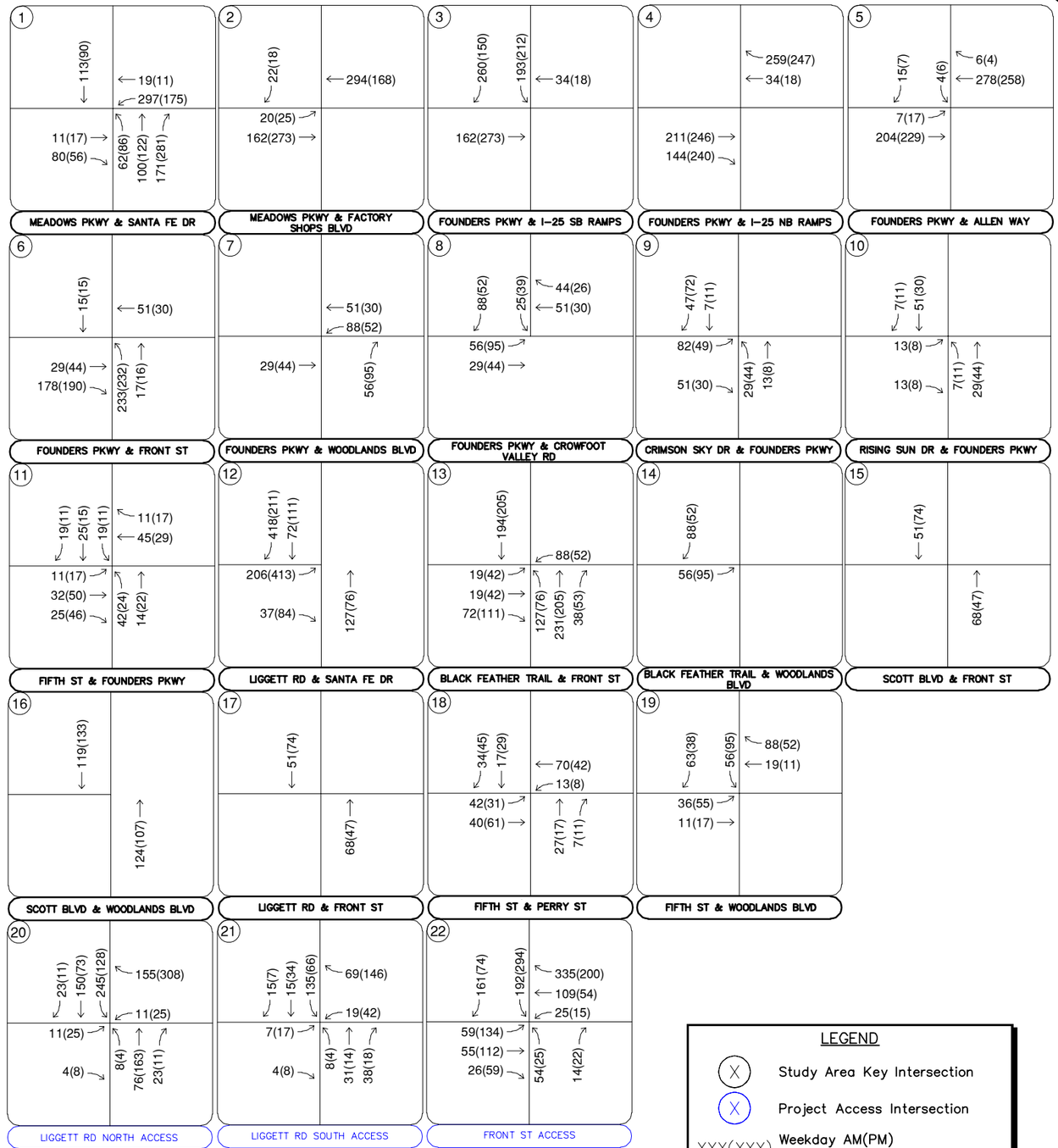


FIGURE 8
Pine Canyon
Castle Rock, Colorado
Zone 2 – 2050 Project Trip Distribution

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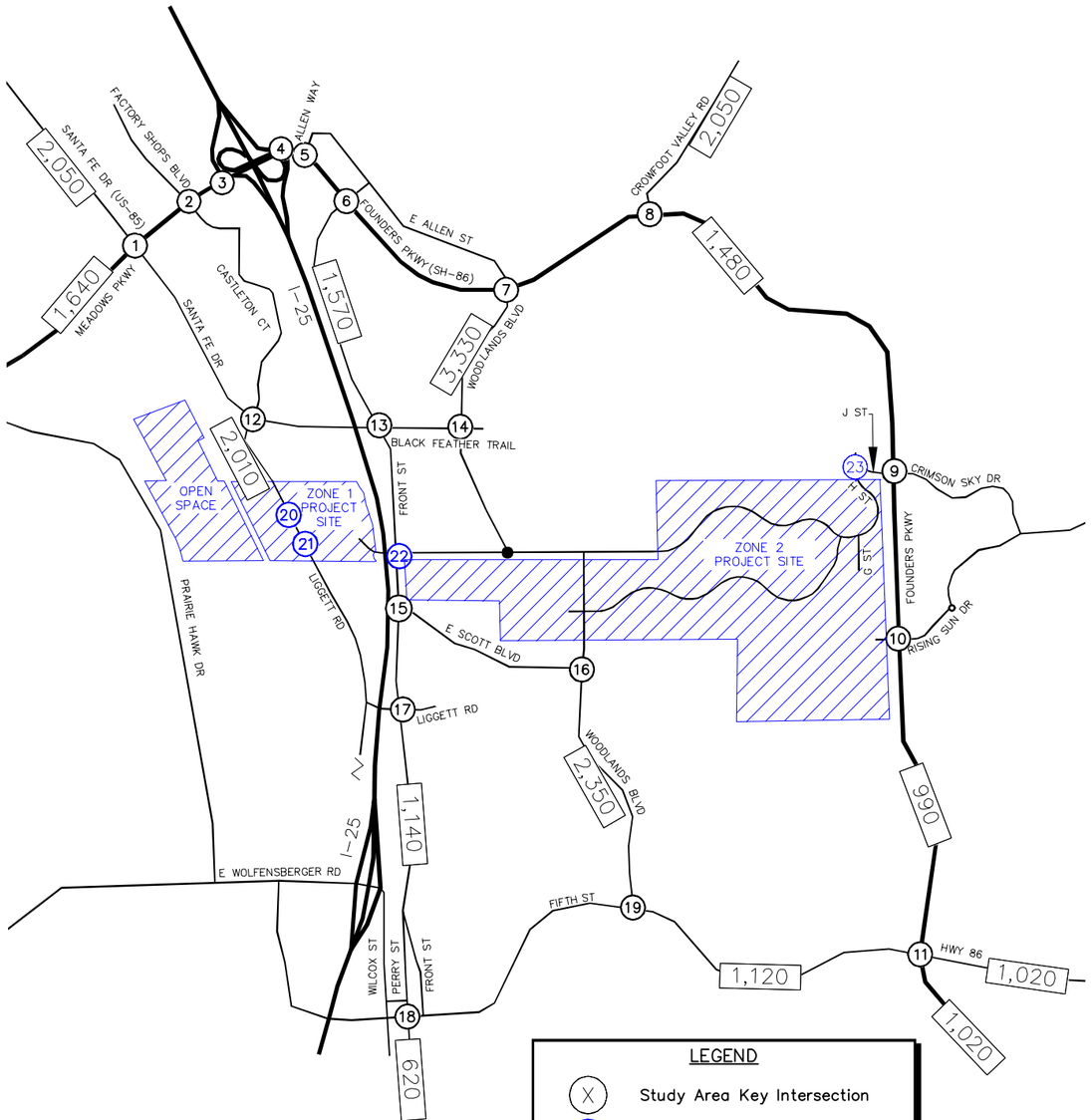
LEGEND

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

FIGURE 9
Pine Canyon
Castle Rock, Colorado
2035 Project Traffic Assignment

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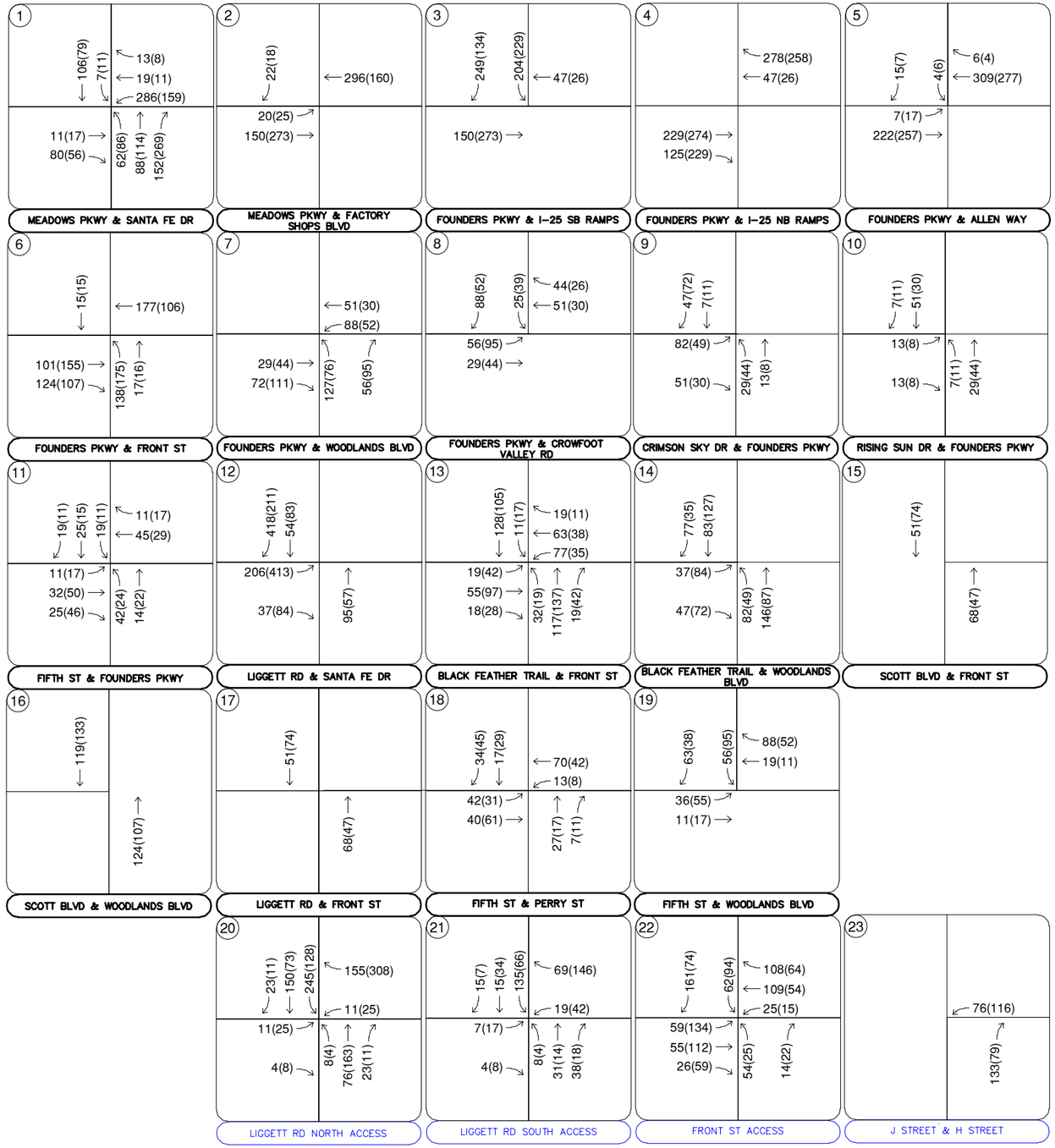
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LEGEND

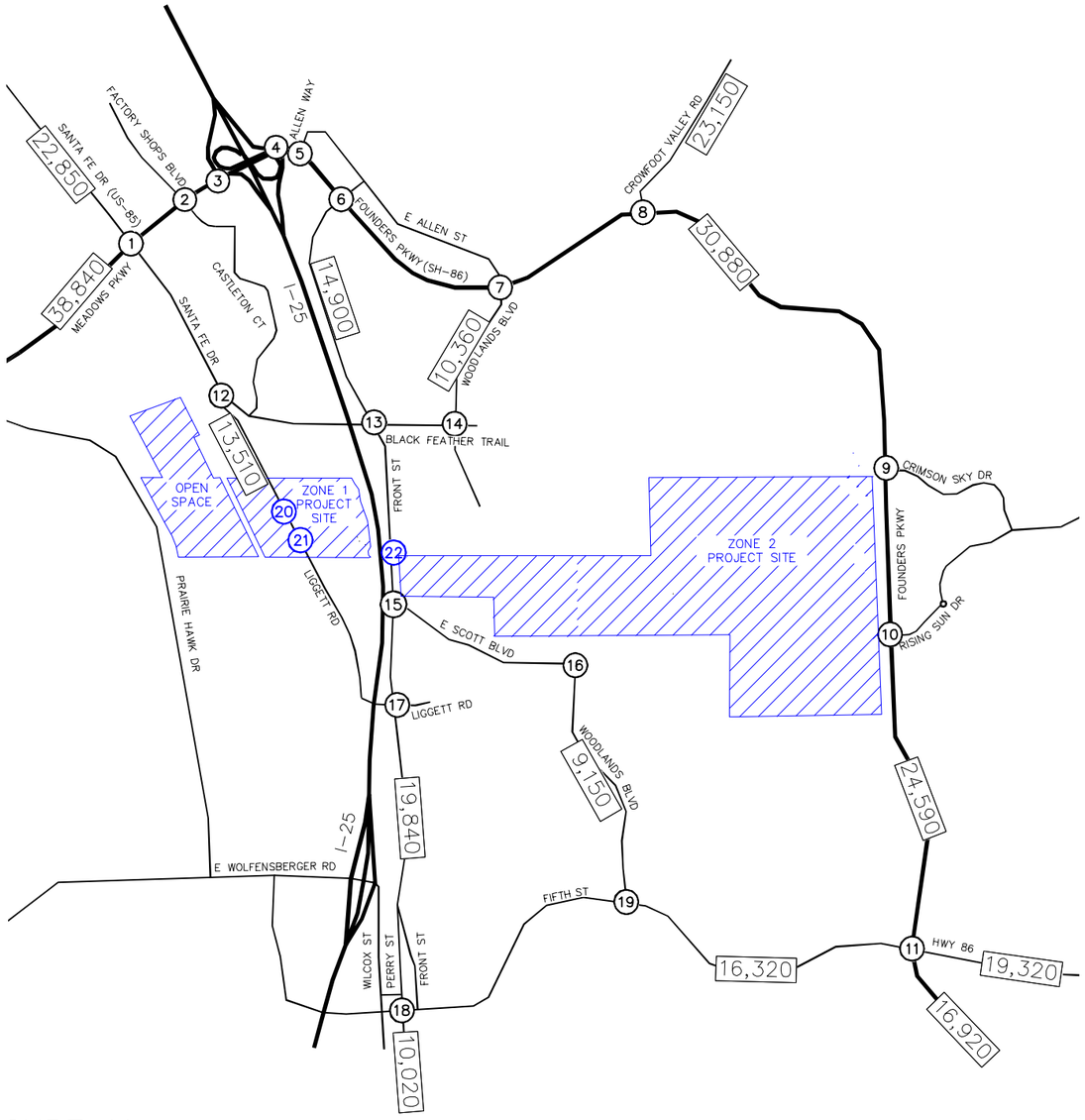
X	Study Area Key Intersection
X	Project Access Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

FIGURE 10
Pine Canyon
Castle Rock, Colorado
2050 Project Traffic Assignment



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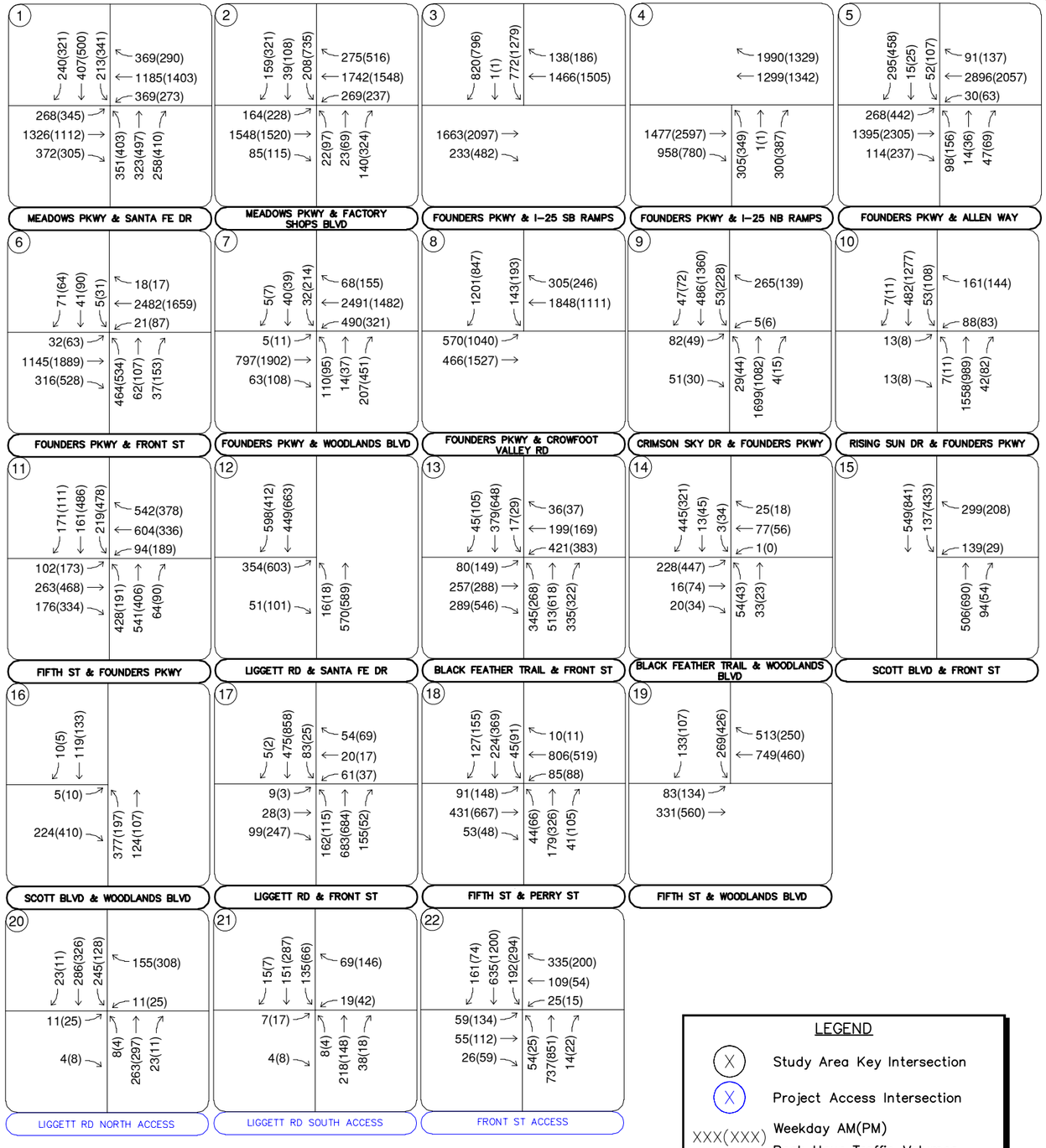
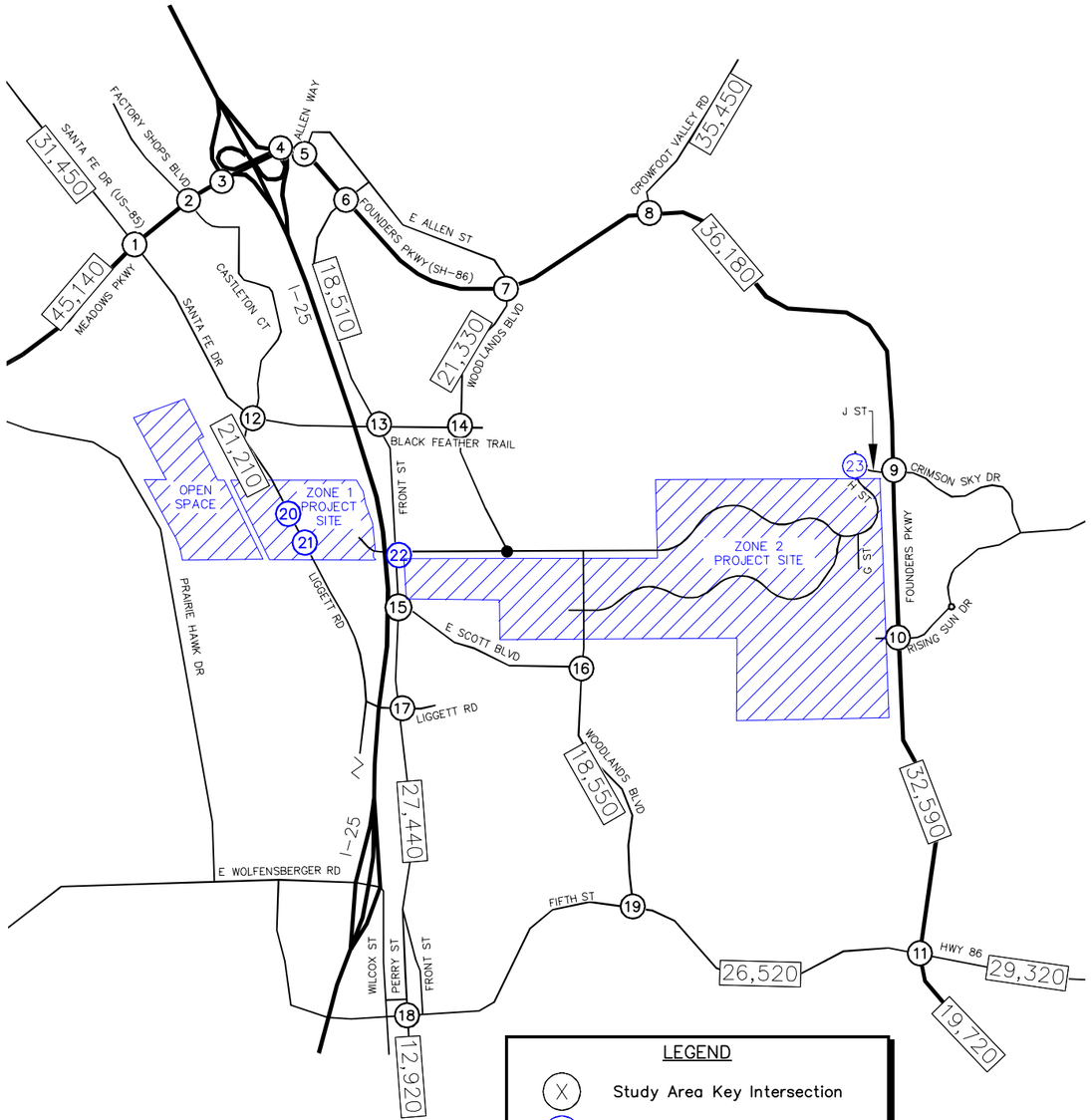


FIGURE 11
Pine Canyon
Castle Rock, Colorado
2035 Total Traffic Volumes

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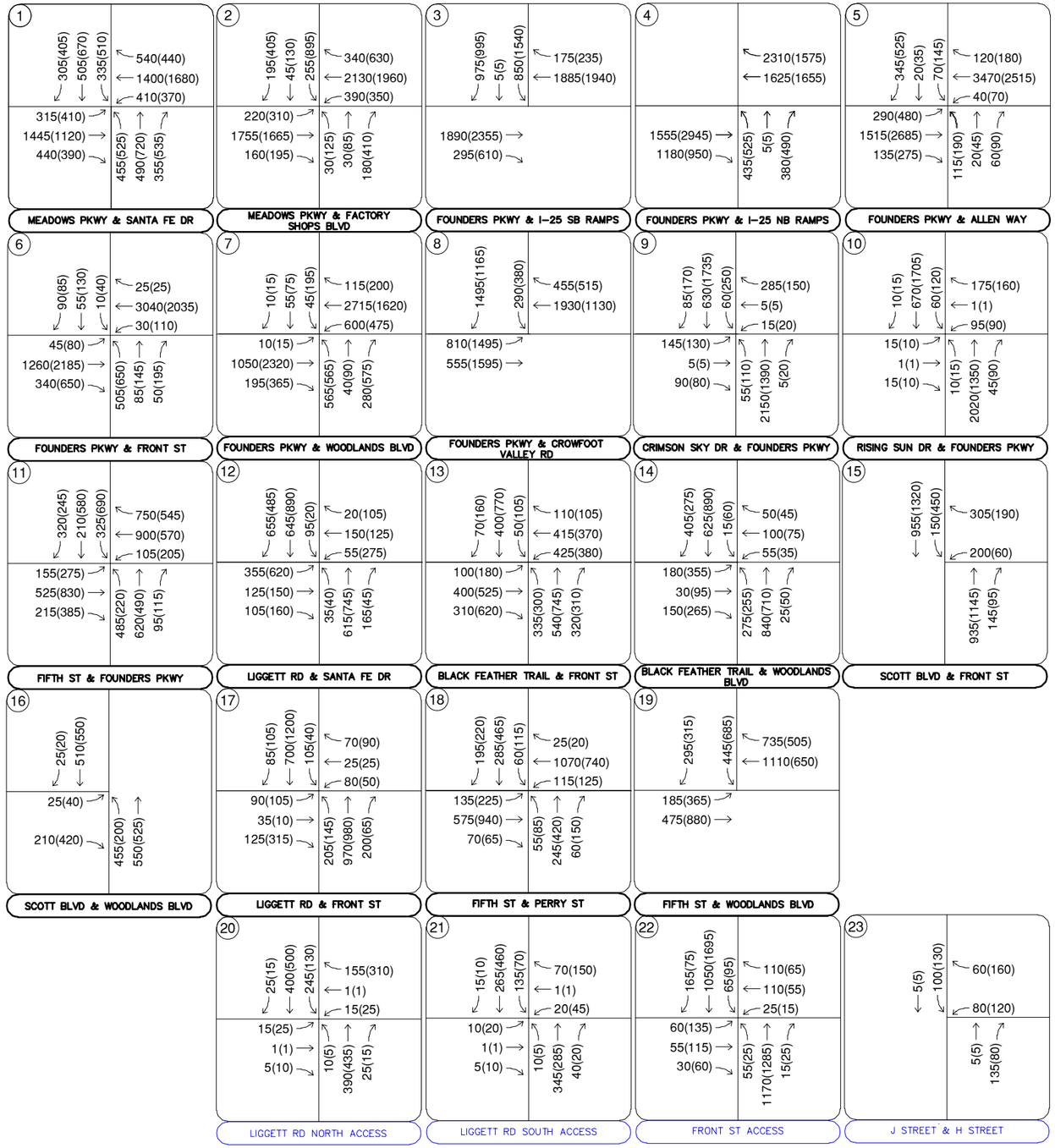
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LEGEND

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

FIGURE 12
Pine Canyon
Castle Rock, Colorado
2050 Total Traffic Volumes



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5.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2035 and 2050 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the *Highway Capacity Manual (HCM)*[2].

5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). For intersections and roadways in this study area, standard traffic engineering practice recommends overall intersection LOS D and movement/approach LOS E as the minimum desirable thresholds for acceptable operations. **Table 2** shows the definition of level of service for signalized and unsignalized intersections.

Table 2 – Level of Service Definitions

Level of Service	Signalized Intersection Average Control Delay (sec/veh)	Unsignalized Intersection Average Control Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Definitions provided from the Highway Capacity Manual, Seventh Edition, Transportation Research Board, 2022.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each critical movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for signalized, roundabout, and all-way stop controlled intersections are defined for each approach and for the overall intersection.

[2] Transportation Research Board, *Highway Capacity Manual*, Seventh Edition, Washington DC, 2022.

5.2 Key Intersection Operational Analysis

Calculations for the operational level of service at the key intersections for the study area are provided in **Appendix E**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 2**. Existing peak hour factors were utilized in the existing short-term, and long-term analysis years. The existing heavy vehicle percentages obtained from the turning movement counts were also used in each horizon year. The signalized intersection analysis utilizes the observed cycle lengths with optimized phasing and timing. Synchro traffic analysis software was used to analyze the signalized and unsignalized key intersections for HCM level of service.

Table 3 illustrates the level of service results for the study area based on the analysis performed in this study shown for the movement, approach, or overall intersection results, as applicable. As shown in the table, all existing intersections are anticipated to continue operating at LOS E or better through the 2050 horizon with the recommended intersection improvements. The recommended intersection lane configuration and control improvements have been summarized below in this section. Of note, based on anticipated development timing all improvements that were proposed in the Town of Castle Rock TMP and the Douglas County TMP were added to their respective horizon years in the analysis.

Meadows Parkway & Santa Fe Drive (#1)

The Town of Castle Rock TMP identifies widening Meadows Parkway to a 6-lane roadway section from Meadows Boulevard to US-85 as a long-term project. With this roadway widening improvement as well as implementation of eastbound dual left turn lanes by the long-term 2050 horizon, this intersection is expected to operate with LOS D during the peak hours in 2050. As such, it is recommended that an additional eastbound left turn lane, eastbound through lane, and westbound through lane be provided at this intersection when the bridge to the west of this intersection is expanded.

Founders Parkway & Allen Way (#5)

Independent of this project as identified as being needed based on 2035 background traffic volumes, northbound dual left turn lanes should be considered at the intersection of Founders Parkway and Allen Way for the south private access roadway leg. To accomplish this, the southbound right turn lane along the south leg access for the gas station on the southwest corner

of the intersection could be converted to the southbound through lane while the existing southbound through lane could be converted to the second inside dual northbound left turn lane for Founders Parkway.

With TMP traffic volume projections in the long-term 2050 horizon, the intersection of Founders Parkway and Allen Way may operate with long vehicle delays due to the high volume of westbound through movements projected at this intersection. A possible consideration for mitigation would be to remove inside eastbound left turn lane and converting this space into an additional westbound through lane. With northbound dual left turn lanes as an improvement, this intersection is expected to operate with LOS E during the morning peak hour and LOS D during the afternoon peak hour in 2050. As documented later in **Table 5**, with both northbound dual left turn lanes and the lane conversion improvement consideration (remove one eastbound left turn lane and add one westbound through lane), this intersection is expected to operate acceptably during the peak hours in 2050.

Founders Parkway & Front Street (#6)

A separate eastbound right turn lane may be needed at the intersection of Founders Parkway and Front Street by the long-term 2050 horizon. With this improvement, this intersection is expected to operate with LOS E during the morning peak hour and LOS D during the afternoon peak hour in 2050. With this improvement, this intersection is anticipated to be built to the ultimate configurations.

Founders Parkway & Woodlands Boulevard (#7)

If future traffic projections materialize by the long-term 2050 horizon, an eastbound right turn lane as well as northbound and westbound dual left turn lanes may be needed at this intersection in order to provide acceptable operations. With these improvements, this intersection is expected to operate acceptably with LOS D or better during peak hours in 2050.

Founders Parkway & Crowfoot Valley Road (#8)

In the 2050 long-term horizon, the Castle Rock TMP provides a six-lane roadway along Founders Parkway. Therefore, for the long-term analysis an additional through lane was provided at this intersection for eastbound and westbound traffic. With this improvement, this intersection is expected to operate at LOS C during the peak hours in 2050.

Crimson Sky Drive & Founders Parkway (#9)

With completion of the Pine Canyon development, an access roadway is proposed as new west leg of this intersection to align with Crimson Sky Drive, making this a four-leg intersection. It is understood that this intersection is planned and currently designed for conversion to signal control soon and was evaluated as such in this study. The proposed west leg is recommended to include a separate eastbound left turn lane, through lane, and right turn lane. Additionally, a southbound right turn lane and northbound left turn lane along Founders Parkway are also recommended for this intersection. The east leg of this intersection was not designed to provide a designated through lane when this intersection ultimately becomes a four-legged intersection; therefore, a shared through/right turn lane is recommended on the westbound approach. This shared through/right turn lane will essentially simulate as a right turn lane as minimal westbound through traffic is expected to and from the Terrain development and the Pine Canyon development. An acceleration lane along southbound Founders Parkway is also recommended at this intersection to accept traffic from the eastbound right turn. With these additions, this intersection is expected to operate acceptably throughout the short-term 2035 horizon. A four-hour vehicle volume signal warrant analysis was performed for the intersection of Crimson Sky Drive and Founders Parkway in 2035 and is expected to meet those warrants for signal control. The signal warrant analysis outputs are provided in **Appendix F**.

In the 2050 long-term horizon, the Castle Rock TMP provides a six-lane roadway along Founders Parkway. Therefore, for the long-term analysis an additional through lane was provided at this intersection for northbound and southbound traffic. If this occurs, it is believed that the northbound and southbound right turn deceleration lanes can be absorbed as through lanes.

Rising Sun Drive & Founders Parkway (#10)

With the completion of the Pine Canyon development, a west leg access is proposed to align with Rising Sun Drive, making this a four-leg intersection. The proposed west leg is recommended to include a separate eastbound left turn lane and a shared through/right turn lane. The east leg of this intersection was not designed to provide a designated through lane when this intersection ultimately becomes a four-legged intersection; therefore, a shared through/right turn lane is recommended on the westbound approach. Otherwise, the existing raised median in the east leg could be removed so that separate westbound left turn, through, and right turn lanes could be designated if desired. The eastbound and westbound shared through/right turn lanes will

essentially simulate as separate right turn lanes in most cycles as minimal through traffic is expected to and from the Terrain development and the Pine Canyon development. Additionally, a southbound right turn lane and a northbound left turn lane along Founders Parkway are recommended for this intersection. Signal equipment will need to be constructed on the west leg of this intersection prior to opening for public travel. With the proposed lane configurations and the addition of project traffic, this intersection is expected to operate acceptably with LOS B during the peak hours in 2035.

In the 2050 long-term horizon, the Castle Rock TMP provides a six-lane roadway along Founders Parkway. Therefore, for the long-term analysis an additional through lane was provided at this intersection for northbound and southbound traffic. If this occurs, it is believed that the northbound and southbound right turn deceleration lanes can be absorbed as through lanes.

Liggett Road & Santa Fe Drive (#12)

The Liggett Road and Santa Fe Drive intersection is proposed to include a separate southbound right-turn lane. The improvement is recommended to take place in 2035 to provide an acceptable LOS through the 2050 long-term horizon.

In the long-term 2050 horizon and based on Town of Castle Rock future plans, Liggett Road is proposed to realign approximately 600 feet to the southeast and intersect with Castleton Court. This new realigned intersection of Liggett Road/Castleton Court and Highway 85 has been evaluated with roundabout and signal control in the long-term 2050 horizon. With the recommended lane configuration including eastbound dual left turn lanes and signal control, this intersection realigned with Castleton Court is expected to operate acceptably with LOS C during the morning peak hour and LOS D during the afternoon peak hour in 2050.

Black Feather Trail & Front Street (#13)

In the long-term horizon of 2050, a northbound right turn lane could be needed at the Black Feather Trail and Front Street intersection in order to operate acceptably.

Black Feather Trail & Woodlands Boulevard (#14)

Currently, Woodlands Boulevard doesn't continue to the south of this intersection and therefore does not provide access to the project. By the 2050 horizon, Woodlands Boulevard is planned to

be extended to connect from Black Feather Trail to Scott Boulevard coinciding with development of the adjacent Pioneer Ranch project, providing access into Pine Canyon. Additional traffic is therefore directed as northbound and southbound movements at this intersection in the long-term analysis. It is recommended that a westbound left turn lane be designated at the intersection of Black Feather Trail and Woodlands Boulevard in the 2050 horizon or when Woodlands Boulevard is extended to the south. In the 2040 scenarios, with the new Woodlands Boulevard north/south through traffic, the intersection is anticipated to operate with long delays during the peak hours. A four-hour vehicle volume signal warrant analysis was performed for the intersection of Black Feather Trail and Woodlands Boulevard in 2050 and is expected to meet those warrants for signal control. The signal warrant analysis outputs are provided in **Appendix F**. Coinciding with signal control, the southbound right turn lane at this intersection should be converted back to two through lanes with the outside lane being a shared through/right turn lane. With the installation of a traffic signal and recommended lane configurations, it is anticipated that the intersection will operate acceptably during the peak hours in 2050.

Scott Boulevard & Woodlands Boulevard (#16)

The intersection of Scott Boulevard and Woodlands Boulevard is currently unsignalized and uncontrolled due to the presence of only west and south legs of the intersection. A new north leg is proposed at this intersection to provide access to the Pine Canyon development. A new north leg would create a standard T-intersection at this location with the eastbound approach being the minor stop-controlled approach. This eastbound approach of this intersection currently has a 200-foot left turn bay to provide a designated left turn lane for future use associated with this extension. The northbound approach of this intersection has a 275-foot left turn bay and two through lanes while the southbound approach should provide two through lanes with the outermost lane being a shared through/right turn lane. With this lane configuration and control, all movements are expected to operate acceptably during the peak hours throughout the 2050 horizon.

Fifth Street & Perry Street (#18)

By the long-term 2050 horizon, the Town of Castle Rock TMP identifies Fifth Street as a 4-lane roadway from Wilcox Street to Founders Parkway. This intersection already includes two westbound through lanes; therefore, this improvement would include providing a second eastbound through lane by the long-term horizon. This improvement it is recommended that a shared eastbound through/right turn lane be provided at this intersection. With a second

eastbound through lane, this intersection is expected to operate acceptably during the peak hours in 2050.

Fifth Street & Woodlands Boulevard (#19)

Incorporating future traffic plans from the Castle Rock TMP, the addition of a westbound through lane is expected to be added to the Fifth Street and Woodlands Boulevard intersection. This improvement will allow future traffic growth to maintain acceptable levels of service through 2050.

Table 3 - Intersection LOS Results

#	Intersection Name	Mvmt.	2026 Existing				2035 Background				2035 Total				2050 BG				2050 Total			
			AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Santa Fe Drive & Meadows Parkway	Int.	32.4	C	43.0	D	39.2	D	61.7	E	48.6	D	59.1	E	45.3	D	53.5	D	54.6	D	54.5	D
2	Factory Shops Boulevard & Meadows Parkway	Int.	13.1	B	25.5	C	14.0	B	32.4	C	15.6	B	33.5	C	16.4	B	50.0	D	24.5	C	38.7	D
3	Meadows Parkway & SB I-25 Ramps	Int.	12.2	B	14.2	B	12.0	B	14.0	B	14.9	B	22.2	C	14.1	B	22.0	C	18.0	B	24.1	C
4	NB I-25 Ramps & Meadows Parkway/Founders Parkway	Int.	8.8	A	8.1	A	8.4	A	7.9	A	9.5	A	9.0	A	11.4	B	10.6	B	10.2	B	9.7	A
5	Allen Way & Founders Parkway	Int.	20.7	C	20.6	C	29.0	C	25.7	C	30.6	C	24.0	C	47.6	D	47.8	D	69.1	E	36.6	D
6	Front Street & Founders Parkway	Int.	17.1	B	21.6	C	20.8	C	24.9	C	30.9	C	36.6	D	33.3	C	47.2	D	50.5	D	41.9	D
7	Woodlands Boulevard/Allen Street & Founders Parkway	Int.	15.9	B	26.1	C	19.5	B	28.9	C	23.3	C	34.0	C	41.0	D	51.3	D	49.4	D	32.9	C
8	Founders Parkway & Crowfoot Valley Road	Int.	11.6	B	21.7	C	13.5	B	30.2	C	28.6	C	27.6	C	31.2	C	29.5	C	34.7	C	28.8	C
9	Founders Parkway & Crimson Sky Drive	WBL	39.8	E	102	F	55.6	F	>300	F	Signalized				>300	F	>300	F	Signalized			
		WBR	56.5	F	14.7	B	117.8	F	>300	F					>300	F	>300	F				
		SBL	15.6	C	13	B	18.9	C	15	C					132	F	153.5	F				
		Int.	6.9	A	2.1	A	13	B	1.2	A	27.3	C	11.9	B	53.6	F	10.7	B	32.1	C	20.5	C
10	Founders Parkway & Rising Sun Drive	Int.	13.6	B	9.2	A	14.9	B	9.5	A	15.6	B	11.6	B	13.4	B	9.3	A	15.4	B	11.8	B
11	Ridge Road/Founders	Int.	40.0	D	39.9	D	40.7	D	41.2	D	41.3	D	41.6	D	46.6	D	47.4	D	44.3	D	47.3	D

#	Intersection Name	Mvmt.	2026 Existing				2035 Background				2035 Total				2050 BG				2050 Total			
			AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	Parkway & 5th Street																					
12	Santa Fe Drive & Liggett Road	Int.	12.0	B	12.4	B	12.4	B	13.1	B	23.8	C	29.2	C	13.1	B	14.1	B	33.5	C	52.5	D
13	Front Street & Santa Fe Drive/Black Feather Trail	Int.	29.1	C	25.3	C	31.6	C	27.5	C	42.4	D	33.8	C	39.5	D	39.5	D	52.8	D	54.2	D
14	Woodlands Boulevard & Black Feather Trail	EB	12	B	17	C	13.5	B	22.8	C	18.5	C	46.5	**E**	35.9	E	112.7	**F**	Signalized			
		WB	10.5	B	10.5	B	11.4	B	11.4	B	12.7	B	12.4	B	57.8	**F**	35.8	E				
		NB	9.9	A	10.5	B	10.5	B	11.1	B	11.5	B	12	B	180.1	**F**	144.2	**F**				
		SB	13.8	B	12.1	B	17.5	C	14.2	B	36.5	E	19.9	C	326.4	**F**	646.3	**F**				
		Int.	12.4	B	14.2	B	14.8	B	17.9	C	26.3	D	31.8	D	>300	**F**	>300	**F**	32.3	C	39.9	D
15	Front Street & Scott Boulevard	Int.	17.2	B	9.8	A	18.2	B	11.1	B	14.8	B	13.4	B	16.9	B	9.8	A	11.8	B	12.0	B
16	Woodlands Boulevard & Scott Boulevard	NBL	-	-	-	-	-	-	-	-	8.4	A	7.9	A	-	-	-	-	12.2	B	9.9	A
		EBL	-	-	-	-	-	-	-	-	0	A	0	A	-	-	-	-	9	A	32	D
		EBR	-	-	-	-	-	-	-	-	9.84	A	11.76	B	-	-	-	-	12.15	B	20	C
17	Front Street & Liggett Road	Int.	13.9	B	13.2	B	15.2	B	13.9	B	15.1	B	13.6	B	27.3	C	19.6	B	31.8	C	20.7	C
18	Perry Street & 5th Street	Int.	21.4	C	28.2	C	22.6	C	30.2	C	23.7	C	32.3	C	27.3	C	48.9	D	28.4	C	33.9	C
19	Fifth Street & Woodlands Boulevard	Int.	14.8	B	16.9	B	13.6	B	16.7	B	17.4	B	21.1	C	31.3	C	43.3	D	24.8	C	26.8	C

Table 4 illustrates the level of service results for the future internal access intersections based on the analysis performed in this study shown for the movement, approach, or overall intersection results, as applicable. As shown in the table, all future proposed access intersections are anticipated to operate acceptably with LOS D or better through the 2050 horizon with the recommended intersection improvements. All recommended improvements and descriptions of the proposed intersection configuration at the internal access intersections that were analyzed in this study is described in this section below.

Future Intersection – Liggett Road & North Access (#20)

With the completion of the Pine Canyon development area along the west side of Interstate 25, two accesses are proposed along Liggett Road. The proposed future intersection of Liggett Road & North Access (#20) is recommended to operate under two-way stop control, with installation of R1-1 “STOP” signs on the eastbound and westbound approaches. The eastbound and westbound approaches should also provide a separate left turn lane and a shared through/right turn lane.

In the 2050 long-term horizon, the Castle Rock TMP provides a four-lane roadway along Liggett Road. Therefore, an additional northbound and southbound through lane was provided at this intersection for the long-term analysis.

Future Intersection – Liggett Road & South Access (#21)

The proposed future intersection of Liggett Road & South Access (#21) is recommended to operate under two-way stop control, with installation of R1-1 “STOP” signs on the eastbound and westbound. The eastbound and westbound approaches should also provide a separate left turn lane and a shared through/right turn lane.

In the 2050 long-term horizon, the Castle Rock TMP provides a four-lane roadway along Liggett Road. Therefore, for the long-term analysis an additional through lane was provided at this intersection for northbound and southbound traffic.

Future Intersection – Front Street Access (#22)

The future roadway connecting the two planning zones is provided at this intersection. The future Front Street Access will provide a new west leg (connected to Zone 1) and an east leg (connected to Zone 2). With future projected volumes, it is recommended to signalize this intersection. The Northbound and southbound approaches are proposed to include a left turn lane, one through lane, and a shared through/right turn lane. The east and westbound approaches are proposed to include a left turn lane and a shared through/right turn lane. The intersection is anticipated to operate well through the 2050 horizon with one lane in each direction for shared turning movements.

With the completion of the Pine Canyon development, a new east/west roadway providing access is proposed to intersect with Front Street approximately 1,000 feet north of the Front Street and Scott Boulevard intersection, providing new east and west legs and access to the Pine Canyon development. An underpass is proposed at I-25 west of this intersection to provide direct access to the west sections of Pine Canyon. The eastbound and westbound movements are anticipated to have long delays during peak hours with unsignalized stop control on the minor east and west leg approaches. As a result, a four-hour vehicle volume signal warrant analysis was performed for the intersection of Front Street and the proposed east/west access roadway in 2035 and is expected to meet these warrants for signal control. Therefore, signalized control is recommended for the proposed access intersection during the 2035 buildout year. The signal warrant analysis output is included in **Appendix F**. The new site access intersection is recommended to include a designated left turn lane and a shared through/right turn on the eastbound and westbound approaches. The northbound and southbound approaches of this intersection should include a left turn lane and two through lanes with the outside lane being a shared through/right turn lane. With signalized control, and with the recommended lane configuration and addition of project traffic, the intersection is anticipated to operate with LOS C or better during the peak hours throughout the 2025 build-out year and throughout the 2040 horizon. With the installation of a roundabout at this intersection, it is expected to operate acceptably during the peak hours in 2035 and 2050.

Future Intersection – Street J (Crimson Sky Dr extension) & Street H Roundabout (#23)

The intersection Street J (extension of Crimson Sky Drive) and Street H will initially be uncontrolled due to the presence of only south and east legs. With development of the adjacent Pioneer Ranch project to the north, a north leg will be implemented, and this will be a traditional T-intersection planned for roundabout control. The proposed intersection will ultimately be a roundabout with a single lane on all three approaches. This intersection is expected to operate acceptably under roundabout control with LOS A during the peak hours in 2050.

Table 4 - Project Access LOS Results

			2035 Total				2050 Total			
			AM		PM		AM		PM	
#	Project Access Name	Movement	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
20	Liggett Road & North Access	NBL	8	A	12.2	B	8.3	A	8.5	A
		EBL	44	E	-	-	30.1	D	27.5	D
		EBR	10	B	-	-	12.4	B	11	B
		WBL	34.5	D	-	-	23.3	C	18.1	C
		WBR	11.3	B	-	-	10.8	B	13.2	B
		SBL	8.7	A	43.1	E	9.2	A	8.7	A
		Int.	4.7	A	4.9	A	3.7	A	4.3	A
21	Liggett Road & South Access	NBL	7.6	A	7.9	A	7.9	A	8.4	A
		EBL	18.6	C	17.5	C	22.5	C	17.4	C
		EBR	9.2	A	10	B	11.5	B	10.5	B
		WBL	18.1	C	16.3	C	23.7	C	15	B
		WBR	10.1	B	10	B	10.2	B	10.3	B
		SBL	8.2	A	7.7	A	8.6	A	8.1	A
		Int.	3.2	A	4.1	A	2.9	A	3	A
22	Front Street & Access	Int.	26.4	C	31.5	C	9.1	A	13.6	B
23	Street J & Street H RAB	WB	-	-	-	-	3.6	A	4.6	A
		NB	-	-	-	-	4	A	3.7	A
		SB	-	-	-	-	3.7	A	4.1	A
		Int.	-	-	-	-	3.8	A	4.3	A

Table 5 illustrates the level of service results for the 2050 Founders Parkway & Allen Way improvement scenario of including northbound dual left turn lanes and the lane conversion improvement consideration (remove one eastbound left turn lane and add one westbound through lane). As shown in the table, the Allen Way & Founders Parkway (#5) is expected to operate at LOS D or better through the 2050 horizon with the recommended intersection improvements.

Table 5 - Founders Parkway & Allen Way (#5) 2050 Improvement LOS Results

			2050 Total - Improvement			
			AM		PM	
#	Intersection Name	Movement	Delay (s/veh)	LOS	Delay (s/veh)	LOS
5	Allen Way & Founders Parkway	Int.	38.6	D	33.0	C

5.3 CDOT Auxiliary Turn Lane Warrant & Length Evaluation

The threshold for requiring an access permit along CDOT roadways occurs when a new access is proposed or if project traffic is anticipated to increase an existing access's traffic volumes by more than 20 percent. Based on the addition of proposed west legs at the intersections of Founders Parkway/Crimson Sky Drive and Founders Parkway/Rising Sun Drive will require CDOT access permits for these intersections in association with this project.

Since Founders Parkway (SH-86) is a state owned and maintained facility, it is recommended that auxiliary turn lanes along Founders Parkway be constructed in accordance with the current CDOT State Highway Access Code. CDOT categorizes the segment of SH-86 through the study area as R-A: Regional Highway. According to the State Highway Access Code for category R-A roadways, the following thresholds apply:

- A left turn deceleration lane and taper with storage length is required for any access with a projected peak hour left ingress turning volume greater than 10 vehicles per hour (vph). The taper length will be included within the required deceleration length.
- A right turn deceleration lane and taper is required for any access with a projected peak hour right ingress turning volume greater than 25 vph. The taper length will be included within the required deceleration length.
- A right turn acceleration lane and taper is required for any access with a projected peak hour right turning volume greater than 50 vph. The taper length will be included within the required acceleration length.

Based on traffic projections and the above thresholds, auxiliary turn lane requirements were calculated for the intersections of Founders Parkway (SH-86)/Crimson Sky Drive and Founders Parkway (SH-86)/Rising Sun Drive. Founders Parkway provides two lanes of travel in each direction and has a posted speed limit of 50 miles per hour within the study area. As such, turn lane requirements at the Founders Parkway/Crimson Sky Drive and Founders Parkway/Rising Sun Drive intersections are as follows:

Founders Parkway and Crimson Sky Drive (#9)

- A northbound left turn deceleration lane is warranted based on projected 2050 background plus project traffic being 110 northbound left turns during the peak hour and the threshold being 10 vph. Since Founders Parkway has a category of R-A, the left turn lane requirement is storage length plus deceleration length, with taper length included within the required deceleration length. The required storage length is one (1) foot per vehicle. Founders Parkway should be reconstructed to include a northbound left-turn lane in place of the existing median. Based on a speed limit of 50 mph and a projected 110 vehicles in the peak hour, the required total northbound left turn lane length is 430 feet (110 feet of storage + 320 feet deceleration) plus a 180-foot taper length (15 to 1 ratio). This ultimate turn lane length will also accommodate the Phase 1 Planning Areas 2 & 3 traffic volumes when access is only provided to the Crimson Sky Drive/Founders Parkway and Rising Sun Drive/Founders Parkway intersections.
- A southbound right turn deceleration lane is warranted based on projected 2050 background plus project traffic being 170 southbound right turns during the peak hour and the threshold being 25 vph. Since Founders Parkway has a category of R-A, the right turn lane requirement is deceleration length with taper length included within the required deceleration length. Based on a speed limit of 50 mph, the required southbound right turn deceleration length is 500 feet (a 320-foot deceleration length plus a 180-foot taper length, at a 15 to 1 ratio). This ultimate turn lane length will also accommodate the Phase 1 Planning Areas 2 & 3 traffic volumes when access is only provided to the Crimson Sky Drive/Founders Parkway and Rising Sun Drive/Founders Parkway intersections.
- An acceleration lane from the eastbound to southbound right turn is warranted based on projected 2050 background plus project traffic being 90 eastbound right turns during the peak hour and the threshold being 50 vph. Based on a speed limit of 50, the required total right turn acceleration lane length is 580 feet plus a 180-foot taper (760 feet of total length).

Founders Parkway and Rising Sun Drive (#12)

- A northbound left turn deceleration lane **is** warranted based on projected 2050 background plus project traffic being 15 northbound left turns during the peak hour and the threshold being 10 vph. Since Founders Parkway has a category of R-A, the left turn lane requirement is storage length plus deceleration length, with taper length included within the required deceleration length. The required storage length is one (1) foot per

vehicle. Based on a speed limit of 50 mph and a projected 15 vehicles in the peak hour, the required total northbound left turn lane length is 345 feet (25 feet of storage + 320 feet deceleration) plus a 180-foot taper length (15 to 1 ratio). This ultimate turn lane length will also accommodate the Phase 1 Planning Areas 2 & 3 traffic volumes when access is only provided to the Crimson Sky Drive/Founders Parkway and Rising Sun Drive/Founders Parkway intersections.

- A southbound right turn deceleration lane **is not** warranted based on projected 2050 background plus project traffic being 15 southbound right turns during the peak hour and the threshold being 25 vph. In the original *Pine Canyon Traffic Impact Study*, it is recommended that a southbound right turn lane be provided with a 320-foot deceleration lane with a 180-foot taper. Even though the right turn lane is not warranted, it is recommended to be constructed with the project to accommodate the future widening of Founders Parkway to three through lanes and due to the high through volume along southbound Founders Parkway today.
- A southbound acceleration lane from the eastbound right turn to southbound through **is not** warranted based on projected 2050 background plus project traffic being 15 eastbound right turns during the peak hour and the threshold being 50 vph.

5.4 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths. Results are shown in the following **Table 6** with calculations provided within the level of service operational sheets of **Appendix E** for unsignalized intersections and **Appendix G** for signalized intersections.

Table 6 – Turn Lane Queuing Analysis Results

Intersection Turn Lane	Existing Turn Lane Length (feet)	2035 Calculated Queue (feet)	2035 Recommended Length (feet)	2050 Calculated Queue (feet)	2050 Recommended Length (feet)
Meadows & Santa Fe (#1)					
Eastbound Left	275'	368'/642'	**275'**	219'/272'	**275' DL**
Westbound Left	375'/450' DL	314'/162'	375'/450' DL	247'/203'	375'/450' DL
Westbound Right	C	0'/0'	C	0'/0'	C
Northbound Left	175'/375' DL	256'/281'	175'/375' DL	321'/375'	**375' DL**
Northbound Right	200'	108'/402'	**425'**	129'/541'	**550'**
Southbound Left	300'/750' DL	168'/223'	300'/750' DL	243'/400'	300'/750' DL
Southbound Right	225'	89'/213'	225'	90'/271'	**275'**
Meadows & Factory Shops (#2)					
Eastbound Left	300'/400' DL	92'/138'	300'/400' DL	125'/177'	300'/400' DL
Eastbound Right	225'	11'/42'	225'	80'/88'	225'
Westbound Left	250'/450' DL	197'/156'	250'/450' DL	243'/204'	250'/450' DL
Westbound Right	275'	0'/0'	275'	0'/0'	275'
Northbound Left	100'/250' DL	29'/72'	100'/250' DL	38'/102'	100'/250' DL
Northbound Right	250'	76'/192'	250'	199'/525'	**250'**
Southbound Left	300'/C TL	107'/309'	300'/C TL	126'/378'	300'/C TL
Southbound Right	C	72'/89'	C	77'/295'	C
Meadows & I-25 SB Ramps (#3)					
Southbound Left	625'/C/C TL	234'/458'	625'/C/C TL	247'/486'	625'/C/C TL
Southbound Right	175'/625' DR	503'/498'	**625'/625' DR**	629'/589'	625'/625' DR
Meadows & I-25 NB Ramps (#4)					
Eastbound Right	C DR	72'/377'	C DR	132'/401'	C DR
Northbound Left	C DL	234'/237'	C DL	311'/334'	C DL
Northbound Right	400'/100' DR	190'/250'	400'/100' DR	240'/298'	**400'/100' DR**
Founders & Allen Way (#5)					
Eastbound Left	300' DL	264'/274'	300' DL	304'/290'	**300'**
Westbound Left	325'	39'/99'	325'	43'/83'	325'
Westbound Right	175'	6'/13'	175'	15'/76'	175'
Northbound Left	175'	90'/120'	**175 DL**	136'/141'	175 DL
Southbound Left	150'	98'/157'	**150'**	129'/205'	**150'**
Southbound Right	C/100' DR	205'/245'	C/100' DR	248'/329'	C/100' DR
Founders & Front (#6)					
Eastbound Left	500'	82'/85'	500'	103'/89'	500'
Eastbound Right	DNE	-	DNE	33'/158'	**175'**
Westbound Left	250'	34'/159'	250'	33'/181'	250'
Northbound Left	325'/C DL	281'/329'	325'/C DL	399'/382'	325'/C DL
Northbound Right	C	0'/66'	C	0'/70'	C
Southbound Left	225'	17'/55'	225'	26'/61'	225'
Founders & Woodlands/Allen St (#7)					
Eastbound Left	500'	5'/7'	500'	17'/11'	500'
Eastbound Right	DNE	-	DNE	54'/236'	**250'**

Westbound Left	525'	380'/333'	525'	304'/226'	525'
Northbound Left	300'	184'/135'	300'	418'/357'	**425' DL**
Northbound Right	C	86'/554'	C	93'/755'	C
Southbound Left	150'	66'/298'	**300'**	72'/306'	300'
Founders & Crowfoot Valley (#8)					
Eastbound Left	475'/C DL	393'/615'	475'/C DL	541'/769'	475'/C DL
Westbound Right	C	140'/190'	C	166'/265'	C
Southbound Left	150'/C DL	308'/225'	150'/C DL	273'/659'	150'/C DL
Southbound Right	C	0'/0'	C	0'/0'	C
Crimson Sky & Founders (#9)					
Eastbound Left	DNE	104'/47'	**C**	295'/237'	C
Eastbound Right	DNE	0'/0'	**100'**	0'/0'	100'
Westbound Left	275'	10'/11'	275'	29'/42'	275'
Northbound Left	DNE	11'/13'	**430'+180'T**	46'/101'	430'+180'T
Northbound Right	425'	0'/0'	425'	-	-
Southbound Left	525'	16'/126'	525'	89'/238'	525'
Southbound Right	DNE	4'/12'	**320'+180'T**	-	-
Rising Sun & Founders (#10)					
Eastbound Left	DNE	29'/20'	**100'**	33'/26'	100'
Westbound Left	C	117'/107'	C	131'/126'	C
Northbound Left	DNE	5'/6'	**345'+180'T**	7'/8'	345'+180'T
Northbound Right	475'	8'/18'	475'	-	-
Southbound Left	525'	19'/32'	525'	50'/39'	525'
Southbound Right	DNE	0'/0'	**320'+180'T**	-	-
Fifth St/SH-86 & Founders/Ridge (#11)					
Eastbound Left	400'	84'/142'	400'	170'/200'	400'
Eastbound Right	450'	48'/78'	450'	51'/66'	450'
Westbound Left	650'	76'/155'	650'	81'/198'	650'
Westbound Right	850'	0'/0'	850'	0'/0'	850'
Northbound Left	275'/425' DL	237'/116'	275'/425' DL	278'/128'	275'/425' DL
Northbound Right	350'	8'/0'	350'	40'/55'	350'
Southbound Left	625'	139'/243'	625'	185'/416'	625'
Southbound Right	300'	86'/41'	300'	396'/70'	**C**
Liggett & Santa Fe (#12)					
Eastbound Left	C	361'/525'	C	213'/322'	**C/300' DL**
Eastbound Right	50'	44'/62'	50'	-	**C**
Westbound Left	DNE	-	DNE	62'/152'	**150'**
Northbound Left	100'	11'/21'	100'	10'/25'	**150'**
Southbound Left	DNE	-	DNE	105'/33'	**150'**
Southbound Right	DNE	38'/163'	**250'**	109'/253'	250'
Santa Fe/Black Feather & Front (#13)					
Eastbound Left	200'	37'/45'	200'	41'/127'	200'
Eastbound Right	C	12'/126'	C	0'/0'	C
Westbound Left	225'	471'/398'	**525'**	412'/431'	525'
Northbound Left	475'	356'/312'	475'	459'/466'	475'
Northbound Right	DNE	-	DNE	202'/22'	**225'**
Southbound Left	450'	24'/31'	450'	59'/92'	450'

Southbound Right	300'	0'/0'	300'	0'/53'	300'
Black Feather & Woodlands (#14)					
Eastbound Left	250'	100'/325'	**375'**	243'/375'	375'
Westbound Left	DNE	-	DNE	81'/45'	DNE
Northbound Left	275'	25'/25'	275'	294'/340'	**350'**
Southbound Left	250'	25'/25'	250'	12'/43'	250'
Southbound Right	C	275'/125'	C	-	-
Scott & Front (#15)					
Westbound Left	C	172'/52'	C	225'/89'	C
Westbound Right	C	46'/74'	C	105'/70'	C
Southbound Left	275'	61'/325'	**450'**	131'/440'	450'
Scott & Woodlands (#16)					
Northbound Left	C DL	50'/25'	**150'**	75'/25'	150'
Eastbound Left	DNE	25'/25'	**C**	25'/25'	C
Eastbound Right	C	25'/75'	C	50'/150'	C
Liggett & Front (#17)					
Northbound Left	300'	80'/39'	300'	164'/130'	300'
Southbound Left	350'	75'/13'	350'	98'/33'	350'
Fifth & Perry (#18)					
Eastbound Left	125'	56'/77'	125'	102'/136'	**125'**
Eastbound Right	C	0'/0'	C	-	-
Westbound Left	125'	9'/22'	125'	12'/100'	125'
Northbound Left	150'	47'/60'	150'	57'/65'	150'
Northbound Right	150'	0'/23'	150'	0'/50'	150'
Southbound Left	125'	48'/77'	125'	62'/83'	125'
Southbound Right	125'	47'/8'	125'	77'/96'	125'
Fifth & Woodlands (#19)					
Eastbound Left	350'	13'/27'	350'	147'/269'	350'
Westbound Right	625'	39'/57'	625'	37'/68'	625'
Southbound Left	C	253'/376'	C	548'/779'	C
Southbound Right	C	0'/0'	C	0'/0'	C
Liggett & North Access (#20)					
Northbound Left	DNE	25'/25'	**150'**	25'/25'	150'
Eastbound Left	DNE	25'/25'	**100'**	25'/25'	100'
Westbound Left	DNE	25'/25'	**100'**	25'/25'	100'
Southbound Left	DNE	25'/25'	**150'**	25'/25'	150'
Liggett & South Access (#21)					
Northbound Left	DNE	25'/25'	**150'**	25'/25'	150'
Eastbound Left	DNE	25'/25'	**100'**	25'/25'	100'
Westbound Left	DNE	25'/25'	**100'**	25'/25'	100'
Southbound Left	DNE	25'/25'	**150'**	25'/25'	150'
Front St Access (#22)					
Eastbound Left	DNE	59'/141'	**175'**	40'/156'	175'
Westbound Left	DNE	37'/32'	**150'**	44'/36'	150'
Northbound Left	DNE	44'/27'	**150'**	31'/8'	150'
Southbound Left	DNE	175'/204'	**225'**	32'/46'	225'

All queues are anticipated to remain within the existing or recommended turn lane lengths through 2050 except for the eastbound left turn at Meadows Parkway & Santa Fe Dr (#1), the northbound right at Meadows Parkway & Factory Shops Boulevard (#2), the northbound right at Meadows Parkway & I-25 NB Ramps (#4), the southbound left at Founders Parkway & Allen Way (#5), and the eastbound left at Fifth Street & Perry Street. **Table 7** highlights the constraints and their associated years and a description of why.

Table 7 - Queue Constraints

Intersection	Movement	Year	Description
1	EBL	2035	EBL is on bridge, bridge not widened until 2041-2051
2	NBR	2050	Proximity to next intersection to south. Can go in NBT lane
4	NBR	2050	Constraints on off-ramp with parking lots to east and grades, etc. Can spill in adjacent lanes
5	SBL	2035, 2050	Back-to-back left turn lanes with intersection to north
18	EBL	2050	Minor spillage into taper, back-to-back LT lanes with intersection to west

5.5 Improvement Summary

Based on the results of the intersection operational, turn lane evaluation, and vehicle queuing analysis, the key intersection recommended improvements and control are shown in **Figure 13** for the 2035 horizon and **Figure 14** for the 2050 horizon. In addition, the improvements found to be needed and reasonably attributable to Pine Canyon project traffic with development of the project are provided in the following summary **Table 8** with project traffic participations calculated. Identified regional improvements for the long-term planning horizon of providing additional through lane capacity are not included in the cost participation summary table.

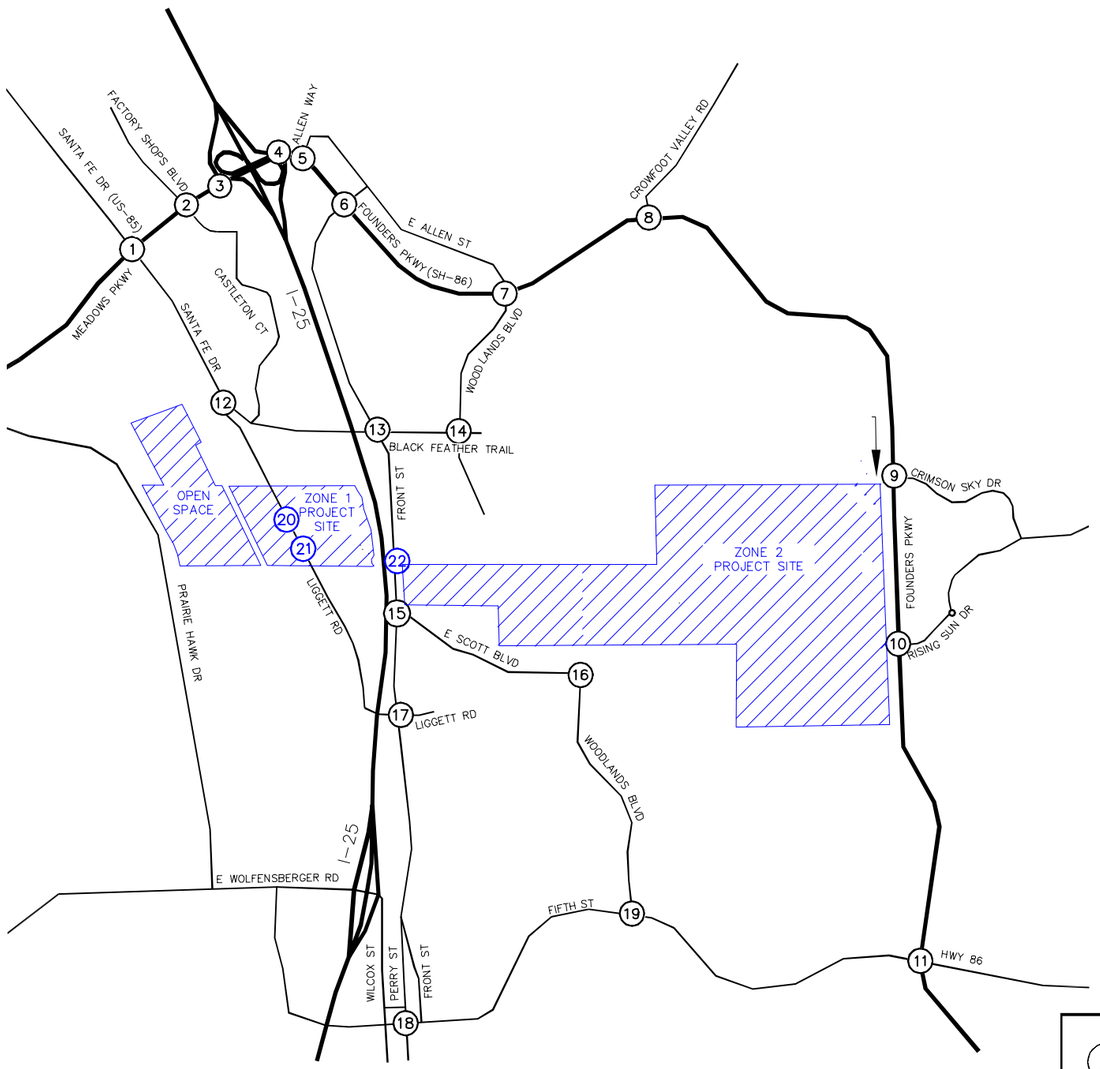
Table 8 – Intersection Improvement Summary

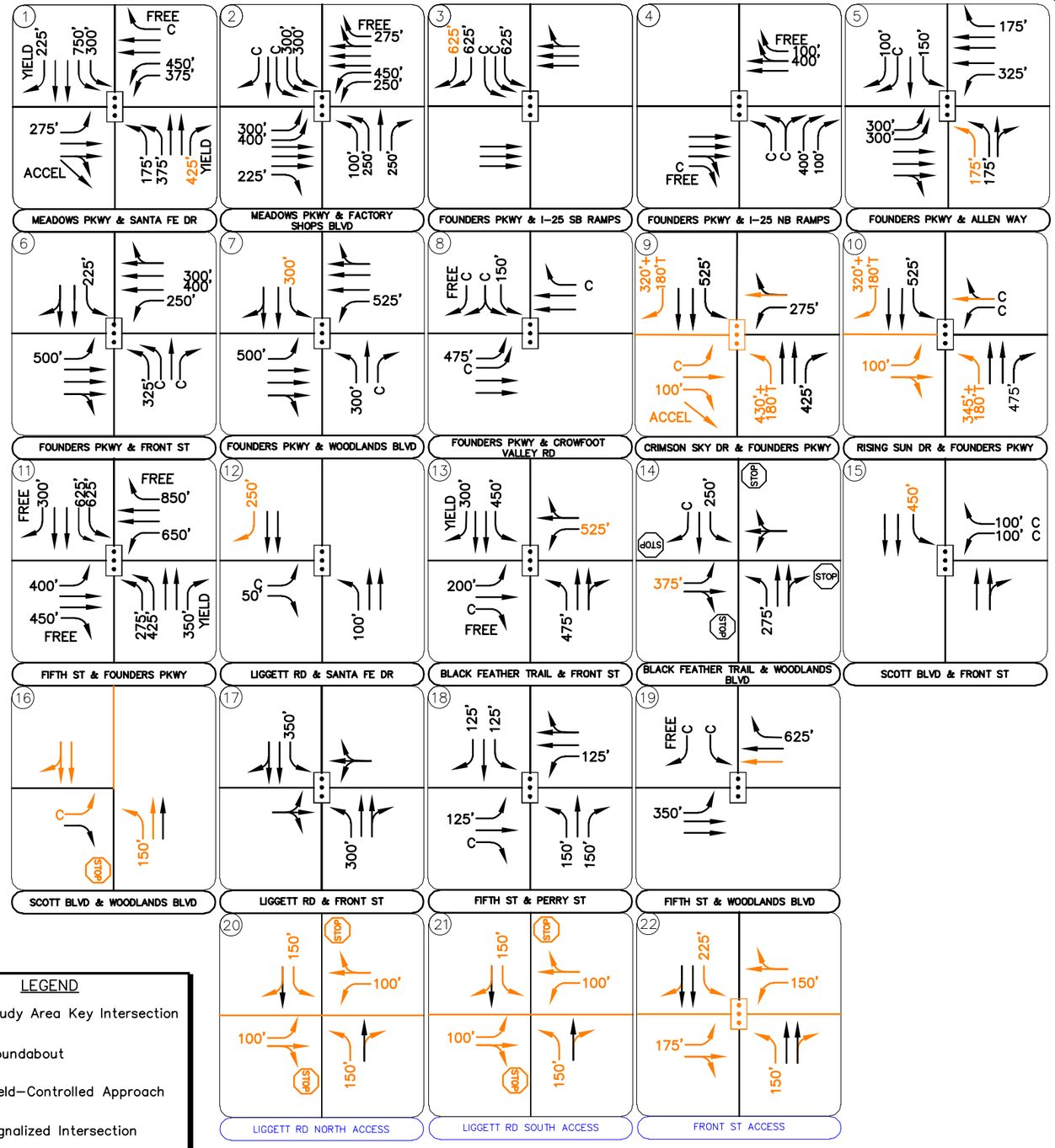
Intersection	Improvements	Traffic Contribution Percentage	Planning Year Needed
Meadows Parkway & Santa Fe Drive (#1)	Extend 200-foot NB right turn lane to 425'	**68.5% (281 / 410)**	2035
Founders Parkway & I-25 Southbound Ramps (#3)	Extend 175-foot outside SB right turn lane to 625 feet	**31.7% (260 / 820)**	2035
Founders Parkway & Allen Way (#5)	Provide lane conversion with 175-foot NB dual left turn lanes	**0% (0 / 156)**	2035
Founders Parkway & Woodlands Boulevard (#7)	Extend 150-foot SB left turn lane to 300'	**0% (0 / 214)**	2035
Founders Pkwy & Crimson Sky Drive (#9)	Signal Control	**0% (443 / 1,158)**	2035
	West leg & identified turn lane improvements	**100%**	2035
Founders Pkwy & Rising Sun Drive (#10)	West leg & identified turn lane improvements	**100%**	2035
Liggett Road & Santa Fe Drive (#12)	Install 250-foot SB right turn lane	**69.9% (418 / 598)**	2035
Black Feather Trail & Front Street (#13)	Extend 225-foot WB left turn lane to 525'	**20.9% (88 / 421)**	2035
Black Feather Trail & Woodlands Boulevard (#14)	Extend 250-foot EB left turn lane to 375'	**21.3% (95 / 447)**	2035
Scott Boulevard & Front Street (#15)	Extend 275-foot SB left turn lane to 450'	**0% (0 / 433)**	2035
Scott Boulevard & Woodlands Boulevard (#16)	North leg and associated movements	**100%**	2035
Liggett Road North Access (#20)	Access & associated turn lanes	**100%**	2035
Liggett Road South Access (#21)	Access & associated turn lanes	**100%**	2035
Front Street Access (#22)	Access & associated turn lanes	**100%**	2035
Crimson Sky Drive & Street H (#23)	Interim bend intersection (future roundabout when north leg constructed)	**100%**	2035
Meadows Parkway & Santa Fe Drive (#1)	275-foot EBL dual left turn lanes	**0% (0 / 410)**	2050
	Extend 175' dual NB left turn lanes to 375'	**16.4% (86 / 525)**	2050
	Extend 400-foot NB right turn lane to 550'	**50.3% (269 / 535)**	2050
	Extend 225-foot SB right turn lane to 275'	**0% (0 / 405)**	2050
Founders Parkway & Front Street (#6)	Install 175-foot EB right turn lane	**16.5% (107 / 650)**	2050
Founders Parkway & Woodlands Boulevard (#7)	Install 250-foot EB right turn lane	**30.4% (111 / 365)**	2050
	Provide 525' dual WB left turn lanes	**14.7% (88 / 600)**	2050
	Provide 425' dual NB left turn lanes	**22.5% (127 / 565)**	2050
Liggett Road/Castleton Court & Santa Fe Drive (#12)	Realigned signalized intersection	**23.2% (848 / 3,660)**	2050
Black Feather Trail &	Install 225-foot NB right turn lane	**5.9%**	2050

Intersection	Improvements	Traffic Contribution Percentage	Planning Year Needed
Front Street (#13)		**(19 / 320)**	
Black Feather Trail & Woodland Boulevard (#14)	Install Signal Control	**14.6% (454 / 3,110)**	2050
	Install 150-foot WB left turn lane	**0% (0 / 55)**	2050
	Extend 275' NB left turn lane to 350'	**29.8% (82 / 275)**	2050
Crimson Sky Drive & Street H (#23)	Install single lane roundabout	**47.9% (424 / 885)**	2050

XXX / XXX = Project Traffic / (Total Traffic Volume – Adjusted Existing Traffic Volume): Peak Hour Volumes

Kimley»Horn
NORTH
NTS 096628003





LEGEND

- Study Area Key Intersection
- Roundabout
- Yield-Controlled Approach
- Signalized Intersection
- Stop-Controlled Approach
- Improvement
- 100' Turn Lane Length (feet)

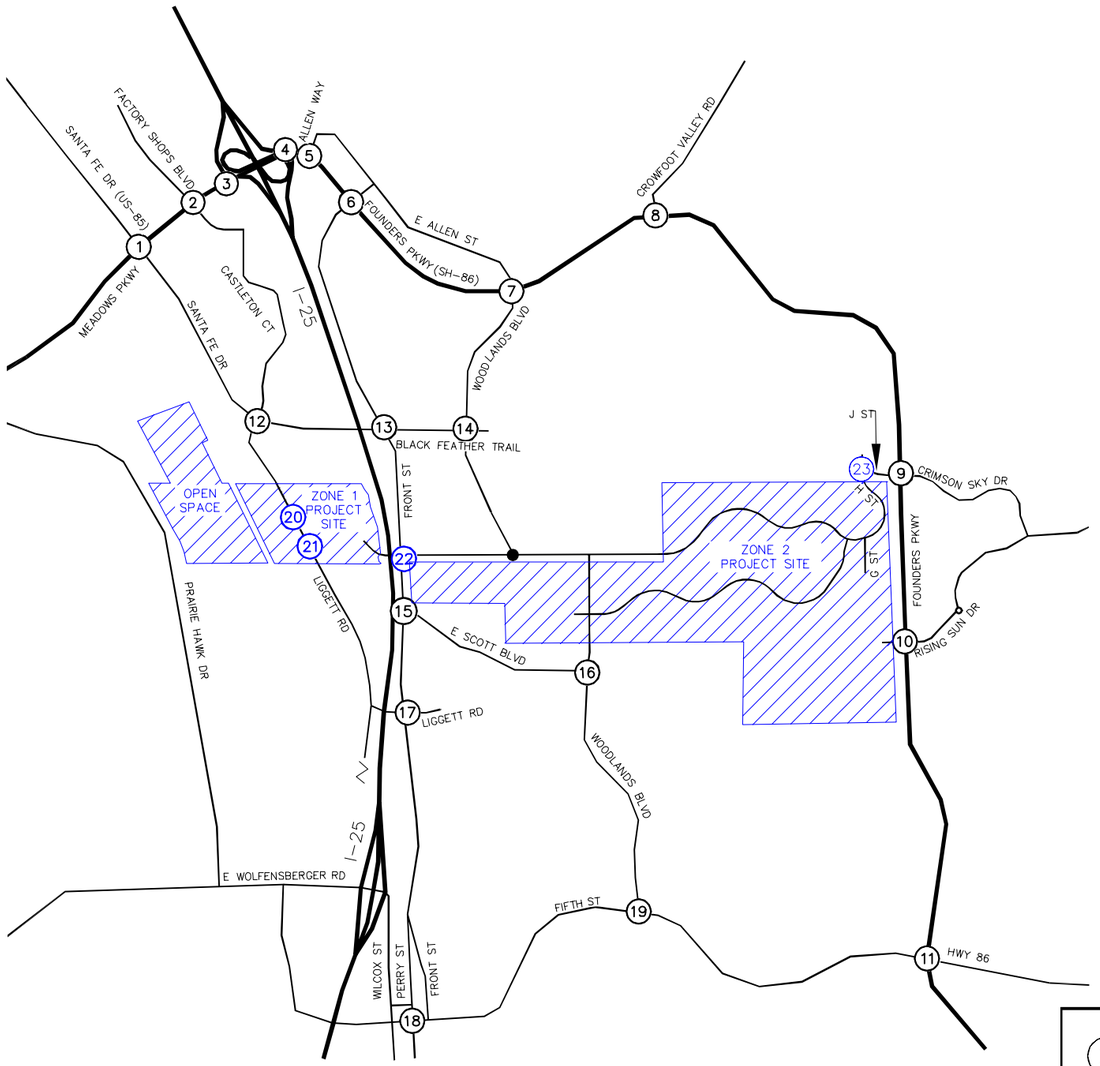
FIGURE 13
Pine Canyon
Castle Rock, Colorado
2035 Recommended Geometry and Control

Kimley»Horn

Kimley»Horn

NORTH

NTS 096628003



LEGEND

- Study Area Key Intersection
- Roundabout
- Yield–Controlled Approach
- Signalized Intersection
- Stop–Controlled Approach
- Improvement
- 100' Turn Lane Length (feet)

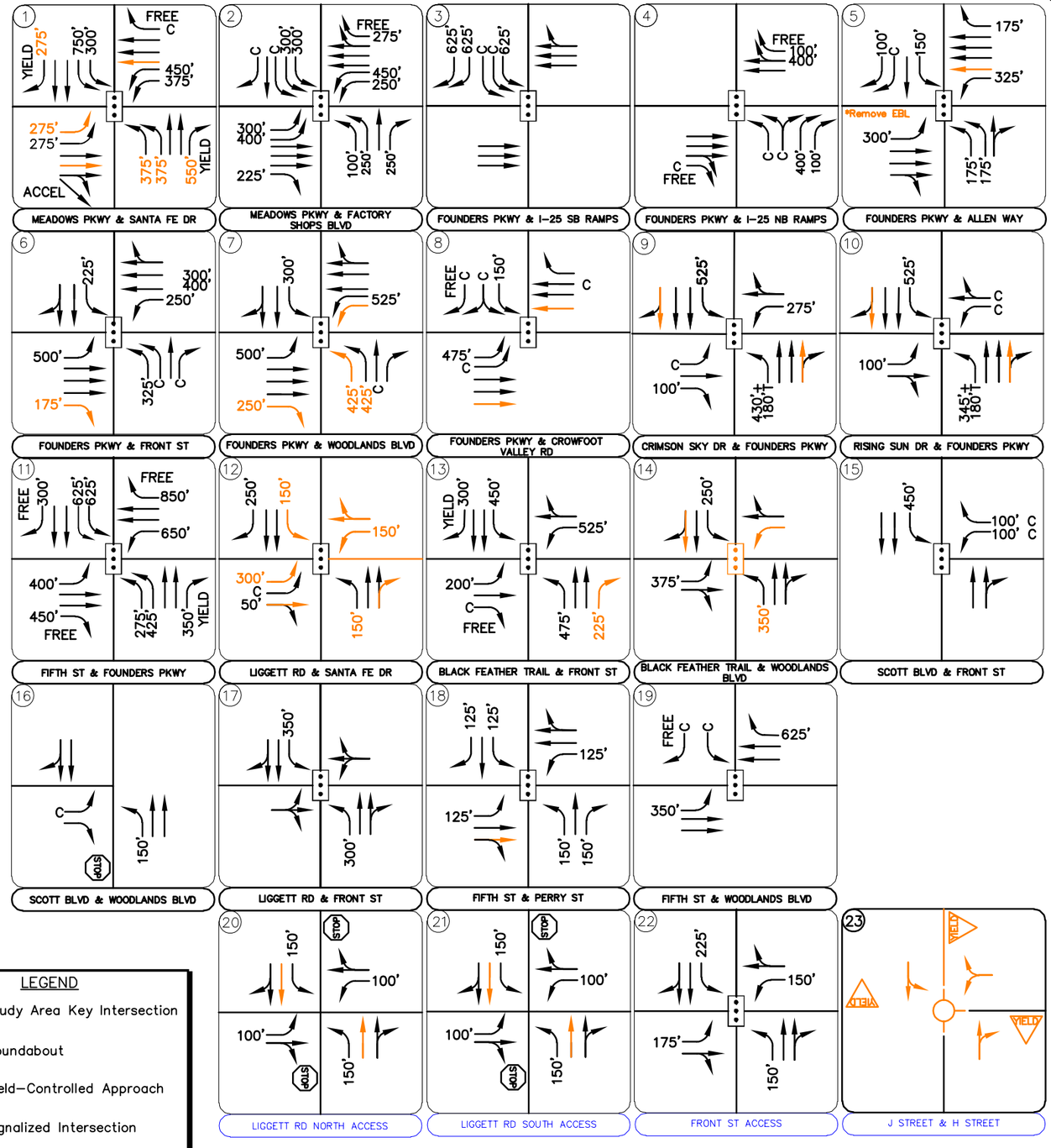


FIGURE 14
Pine Canyon
Castle Rock, Colorado
2050 Recommended Geometry and Control

Kimley»Horn

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes Pine Canyon will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

2035 Recommendations:

Meadows Parkway and Santa Fe Drive (#1)

- The 200-foot northbound right turn lane at the Meadows Parkway and Santa Fe Drive intersection is recommended to be extended to 425 feet.

Meadows Parkway/Founders Parkway and I-25 Southbound Ramp (#3)

- The outside southbound right turn lane at the Meadows Parkway/Founders Parkway and I-25 Southbound Ramps intersection may need to be extended from 175 feet to 625 feet of length (matching the inside right turn lane length).

Founders Parkway and Allen Way (#5)

- Independent of this project as identified as being needed based on background traffic volumes, northbound dual left turn lanes should be considered at the intersection of Founders Parkway and Allen Way for the south private access roadway leg. To accomplish this, the southbound right turn lane along the south leg access for the gas station on the southwest corner of the intersection could be converted to the southbound through lane while the existing southbound through lane could be converted to the second inside dual northbound left turn lane for Founders Parkway. Project traffic does not contribute to this movement.

Founders Parkway and Woodlands Boulevard (#7)

- The southbound left lane could be extended from 150 feet to 300 feet in length. Project traffic does not contribute to this movement.

Founders Parkway and Crimson Sky Drive (#9)

- The intersection of Founders Parkway and Crimson Sky Drive (#9) is anticipated to meet four-hour vehicular volume signal warrants; therefore, signalization is anticipated to be needed at

this intersection. It is understood that this intersection is planned and currently designed for conversion to signal control soon and was evaluated as such in this study.

- With Pine Canyon development, a new west leg access is proposed to be constructed at the access intersection of Founders Parkway and Crimson Sky Drive (#9). With the addition of this new west leg, an eastbound left turn lane, one eastbound through lane, and an eastbound right turn lane with 100 feet of length are recommended. Additionally, a northbound left turn lane and a southbound right turn lane are warranted along Founders Parkway (SH-86). Based on the State Highway Access Code guidelines, the northbound left turn deceleration lane should be constructed with 430 feet of lane length plus an 180-foot taper while the southbound right turn deceleration lane should be constructed with 320 feet of lane length plus a 180-foot taper. An acceleration lane along southbound Founders Parkway to accept traffic from the eastbound right turn should be provided at this intersection with 580 feet of acceleration length plus a 180-foot taper. These improvements to the west leg of this intersection will be provided in association with the Pine Canyon development.
- A CDOT access permit will be required in association with this project for the proposed west leg of the Crimson Sky Drive and Founders Parkway intersection (#9).

Rising Sun Drive and Founders Parkway (#10)

- With the completion of the Pine Canyon development project, a new west leg access roadway is proposed to be built at the intersection of Founders Parkway and Rising Sun Drive (#10). With the addition of this new west leg, a 100-foot eastbound left turn lane and a shared eastbound through/right turn lane are recommended. A northbound left turn deceleration lane and a southbound right turn deceleration lane should be provided at this Rising Sun Drive and Founders Parkway (#10) intersection. Per CDOT guidelines, the required northbound left turn storage plus deceleration length is 345 feet of lane length plus a 180-foot taper while the southbound right turn deceleration lane should be constructed with 320 feet of lane length plus a 180-foot taper. It should be noted that signal equipment will need to be constructed for the west leg of this intersection and access will not be allowed until signal operations are made available for a four-legged intersection. These improvements to the west leg of this intersection will be provided in association with the Pine Canyon development.

Liggett Road and Santa Fe Drive (#12)

- A southbound right turn lane with 250 feet of lane length is recommended at the Liggett Road and Santa Fe Drive intersection.

Black Feather Trail and Front Street (#13)

- The westbound left lane at the Black Feather Trail and Front Street intersection is recommended to be extended from 225 feet to 525 feet in length.

Black Feather Trail and Woodlands Boulevard (#14)

- The eastbound left lane at the Black Feather Trail and Woodlands Boulevard intersection is recommended to be extended from 250 feet to 375 feet in length.

Scott Boulevard and Front Street (#15)

- The southbound left lane at the Scott Boulevard and Front Street intersection is recommended to be extended from 275 feet to 450 feet in length. Project traffic does not contribute to this movement.

Scott Boulevard and Woodlands Boulevard (#16)

- Woodlands Boulevard is expected to be constructed and extended between Scott Boulevard and the new east/west roadway along the north property line of Pine Canyon. With the addition of a new north leg at the Scott Boulevard and Woodlands Boulevard intersection, this will become a standard T-intersection. The eastbound minor approach is recommended to include separate left turn and right turn lanes and operate with stop control with the installation of a R1-1 “STOP” sign. The existing 200-foot eastbound left turn lane and 275-foot northbound left turn lane as constructed are recommended to be designated with construction of the new north leg. The improvements to this intersection will be provided in association with the Pine Canyon development.

Fifth Street and Woodlands Boulevard (#19)

- Incorporating future traffic plans from the Castle Rock TMP, the addition of a westbound through lane is expected to be added to the Fifth Street and Woodlands Boulevard intersection. This improvement will allow future traffic growth to maintain acceptable levels of service through 2050.

North and South Liggett Road Accesses (#20 and #21)

- The proposed north and south access intersections along Liggett Road (#20 and #21) for the development area along the west side of Interstate 25 will provide direct access to Pine Canyon along both sides of Liggett Road. New intersections will be constructed at these access locations which will include east and west legs. All four approaches to both new access intersections along Liggett Road are recommended to be constructed with a left turn lane and shared through/right turn lane. The left turn lanes on all four approaches of both access intersections should provide a length of 100 feet. It is recommended that both of these access intersections along Liggett Road be stop controlled along the eastbound and westbound minor leg approaches with R1-1 "STOP" signs installed. The improvements at both access intersections along Liggett Road will be provided in association with the Pine Canyon development.

Front Street Site Access East/West Roadway (#22)

- The future Front Street Site Access East/West Roadway (#22) intersection is anticipated to meet four-hour vehicular volume signal warrants; therefore, signalization is anticipated to be needed at these intersections by 2035.
- The new east/west roadway intersection along Front Street (#22) will provide direct access to Pine Canyon with newly constructed east and west legs. An underpass is proposed at I-25 west of this intersection to provide direct access to the west sections of Pine Canyon. It is recommended that the eastbound and westbound approaches at the intersection include a designated left turn lane and a shared through/right turn lane. The northbound and southbound approaches of this intersection should include a left turn lane and two through lanes with the outside lane being a shared through/right turn lane.
- The improvements at the future east/west roadway intersection along Front Street (#22) will be provided in association with this project.

2050 Recommendations:

Founders Parkway Corridor Improvement

- Founders Parkway will likely need to provide three through lanes in each direction from Crowfoot Valley Road to Rising Sun Drive, which is consistent with the findings in the Town of Castle Rock TMP. With the construction of the third through lane in each direction, most

right turn lanes can be absorbed as a shared through/right turn lane from an operational standpoint.

Liggett Road Corridor Improvement

- By the 2050 long-term horizon, the Castle Rock TMP provides a four-lane roadway along Liggett Road. Therefore, an additional northbound and southbound through lane was provided at the studied access intersections for the long-term analysis.

Meadows Parkway and Santa Fe Drive (US-85) (#1)

- The intersection of Meadows Parkway and Santa Fe Drive may need to provide three eastbound and westbound through lanes of travel in each direction as well as eastbound dual left turn lanes by 2050. This is consistent with the Town of Castle Rock TMP which identifies widening Meadows Parkway to a 6-lane roadway section from Meadows Boulevard to US-85 as a long-term project. These improvements are triggered by background traffic volumes.
- The southbound right turn lane, northbound right turn lane, and northbound dual left turn lanes may need to be extended if future traffic volumes materialize. The need for this improvement is based on total traffic volumes.

Founders Parkway and Allen Way (#5)

- A possible consideration for mitigation at the Founders Parkway and Allen Way intersection would be to remove the inside eastbound left turn lane and converting this space into an additional westbound through lane. However, this is a long-term planning level improvement; therefore, it is recommended that this intersection be studied further (including the eastbound left turn vehicle queues) in the future to determine appropriate lane configurations.

Founders Parkway and Front Street (#6)

- A separate eastbound right turn lane may be needed at the intersection of Founders Parkway and Front Street. The project is anticipated to contribute approximately 16 percent of these movements in 2050.

Founders Parkway and Woodlands Boulevard (#7)

- A separate eastbound right turn lane may be needed at the intersection of Founders Parkway and Woodlands Boulevard. The project is anticipated to contribute approximately 30 percent of these movements in 2050.
- Northbound and westbound dual left turn lanes may be needed at the intersection of Founders Parkway and Woodlands Boulevard. The project is anticipated to contribute approximately 15 percent of these left turn movements in 2050. Right-of-Way (ROW) dedications would likely need to be acquired in order to incorporate these improvements. However, this is a long-term planning level improvement; therefore, it is recommended that this intersection be studied further in the future to determine appropriate lane configurations.

Liggett Road/Castleton Court and Santa Fe Drive (#12)

- Liggett Road is proposed to realign approximately 600 feet to the southeast along Santa Fe Drive and intersect with Castleton Court in the future. This realigned intersection of Liggett Road/Castleton Court and Santa Fe Drive has been evaluated with signal control in the long-term 2050 horizon. This intersection should provide designated left turn lanes on each approach while the eastbound approach is recommended with dual left turn lanes. A southbound 250-foot right turn lane is also recommended at this intersection. It should be noted that these are programmed improvements and are needed with background traffic volumes.

Black Feather Trail and Front Street (#13)

- A separate northbound right turn lane may be needed at the intersection of Black Feather Trail and Front Street. The project is anticipated to contribute approximately six (6) percent of these movements in 2050.

Black Feather Trail and Woodlands Boulevard (#14)

- Currently, Woodlands Boulevard doesn't continue to the south of this intersection and therefore does not provide access to the project. By the 2050 horizon, Woodlands Boulevard is planned to be extended to connect from Black Feather Trail to Scott Boulevard coinciding with development of the adjacent Pioneer Ranch project, providing access into Pine Canyon. Additional traffic is therefore directed as northbound and southbound movements at this intersection in the long-term analysis.

- The intersection of Black Feather Trail and Woodlands Boulevard may meet the four-hour vehicular volume signal warrant; therefore, signalization may be needed at this location by 2050. Project traffic contributes to approximately 15 percent of the movements at this intersection.
- If the intersection of intersection of Black Feather Trail and Woodlands Boulevard (#8) operates with signal control in the future, it is recommended that a westbound left turn lane be designated at this intersection with 150 feet of length. Project traffic does not contribute to this left turn movement.

Fifth Street and Perry Street (#18)

- The Town of Castle Rock TMP identifies Fifth Street as a 4-lane roadway from Wilcox Street to Founders Parkway. The additional eastbound and westbound through lanes are determined to be needed operationally in the long-term horizon of this study. As such, the intersection of Fifth Street and Perry Street (#18) should provide a second eastbound through lane (westbound approach already has two through lanes).

Crimson Sky Drive and Street H (#23)

- The intersection Street J (extension of Crimson Sky Drive) and Street H will initially be uncontrolled due to the presence of only south and east legs. With development of the adjacent Pioneer Ranch project to the north, a north leg will be implemented, and this will be a traditional T-intersection planned for roundabout control. The proposed intersection will ultimately be a roundabout with a single lane on all three approaches. This intersection is expected to operate acceptably under roundabout control with LOS A during the peak hours in 2050.

- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the Town of Castle Rock, CDOT, and the Manual on Uniform Traffic Control Devices (MUTCD) – 11th Edition, 2023.

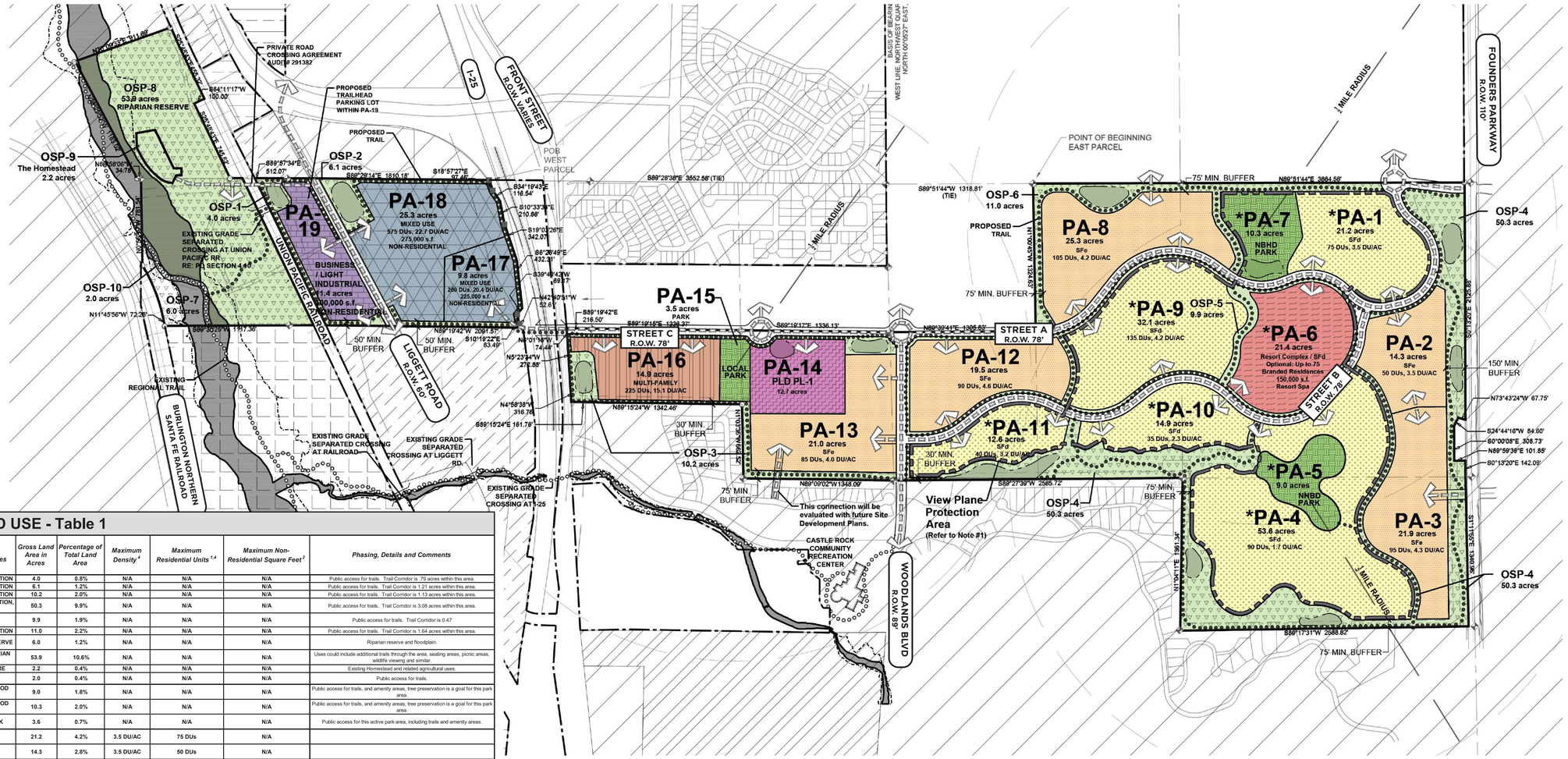
Appendix A: Conceptual Site Plan

FOR CORE USE

PINE CANYON PLANNED DEVELOPMENT PLAN AND ZONING REGULATIONS

LOCATED IN PARTS OF SECTION 34, 35 & 36, T7S, R67W OF THE 6TH P.M.,
AND PART OF SECTION 1, T8S, R67W OF THE 6TH P.M.,
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO

LAND USE PLAN OVERVIEW



PINE CANYON LAND USE - Table 1

Land Use Item	Planning Area Map Number	Permitted Principal Uses	Gross Land Area in Acres	Percentage of Total Land Area	Maximum Density[4]	Maximum Residential Units[1,4]	Maximum Non-Residential Square Feet[2]	Phasing, Details and Comments
Open Space Areas	OSP-1	TRAILS, DETENTION	4.0	0.8%	N/A	N/A	N/A	Public access for trails. Trail Corridor is .79 acres within this area.
	OSP-2	TRAILS, DETENTION	6.1	1.2%	N/A	N/A	N/A	Public access for trails. Trail Corridor is 1.21 acres within this area.
	OSP-3	TRAILS, DETENTION	10.2	2.0%	N/A	N/A	N/A	Public access for trails. Trail Corridor is 1.13 acres within this area.
	OSP-4	TRAILS, DETENTION, BUFFER	50.3	9.9%	N/A	N/A	N/A	Public access for trails. Trail Corridor is 3.08 acres within this area.
	OSP-5	TRAILS	9.9	1.9%	N/A	N/A	N/A	Public access for trails. Trail Corridor is 0.47
	OSP-6	TRAILS, DETENTION	11.0	2.2%	N/A	N/A	N/A	Public access for trails. Trail Corridor is 1.64 acres within this area.
	OSP-7	RIPARIAN RESERVE	6.0	1.2%	N/A	N/A	N/A	Riparian reserve and floodplain.
	OSP-8	TRAILS, RIPARIAN RESERVE	53.9	10.6%	N/A	N/A	N/A	Uses could include additional trails through the area, seating areas, picnic areas, wildlife viewing and similar.
	OSP-9	AGRICULTURE	2.2	0.4%	N/A	N/A	N/A	Existing Homestead and related agricultural uses.
	OSP-10	TRAILS	2.0	0.4%	N/A	N/A	N/A	Public access for trails.
Park Areas	PA-5	NEIGHBORHOOD PARKS	9.0	1.8%	N/A	N/A	N/A	Public access for trails, and amenity areas, tree preservation is a goal for this park area.
	PA-7	NEIGHBORHOOD PARKS	10.3	2.0%	N/A	N/A	N/A	Public access for trails, and amenity areas, tree preservation is a goal for this park area.
	PA-15	LOCAL PARK	3.6	0.7%	N/A	N/A	N/A	Public access for this active park area, including trails and amenity areas.
Development Areas	PA-1	SFd	21.2	4.2%	3.5 DU/AC	75 DUs	N/A	
	PA-2	SFe	14.3	2.8%	3.5 DU/AC	50 DUs	N/A	
	PA-3	SFe	21.9	4.3%	4.3 DU/AC	95 DUs	N/A	
	PA-4	SFd	53.6	10.5%	1.7 DU/AC	90 DUs	N/A	
	PA-6	RESORT COMPLEX / SFd	21.4	4.2%	N/A	UP TO 75 Dus	150,000 SF	The two-hundred and twenty-five room hotel and full service spa facility will function as an anchor for the Pine Canyon community. In lieu of Hotel Rooms, up to 75 Branded Residences may be built conforming to the SFe standards, or SFd standards if no Resort Complex is built; however, the maximum number of dwellings, or non-residential square footage permitted in the PD shall not be exceeded.[1,2] The square footage of the Hotel/Resort has been analyzed in the traffic report and water studies based on the two-hundred and twenty-five room hotel and full service spa facility because if developed as Branded Residences the use would be of a lesser impact.
	PA-8	SFe	25.3	5.0%	4.2 DU/AC	105 DUs	N/A	
	PA-9	SFd	32.1	6.3%	4.2 DU/AC	135 DUs	N/A	
	PA-10	SFd	14.9	2.9%	2.3 DU/AC	35 DUs	N/A	
	PA-11	SFd	12.6	2.5%	3.2 DU/AC	40 DUs	N/A	
	PA-12	SFe	19.5	3.8%	4.6 DU/AC	90 DUs	N/A	
	PA-13	SFe	21.0	4.1%	4.0 DU/AC	85 DUs	N/A	
	PA-14	PLD PL-1	12.7	2.5%	N/A	N/A	N/A[3]	
	PA-16	MFa	14.9	2.9%	15.1 DU/AC	225 DUs	N/A	
	PA-17	MIXED USE / Mfa	9.8	1.9%	N/A	UP TO 200 DUs	225,000 SF	Anticipated to include up to approximately 500,000 square feet of Office, Retail or Commercial Use Square footage between PA-17 & PA-18; however, the maximum non-residential square footage permitted in the PD shall not be exceeded.[2]
	PA-18	MIXED USE / Mfa	25.3	5.0%	N/A	UP TO 575 DUs	275,000 SF	
	PA-19	BUSINESS/LIGHT INDUSTRIAL	11.4	2.2%	N/A		100,000 SF	Anticipated to include up to approximately 100,000 square feet of Business/Light Industrial Square footage; however, the maximum non-residential square footage permitted in the PD shall not be exceeded. [2] A trailhead parking area shall be included within PA-19.
Total Map Acreage (Total figures above)			510.4	100.0%		MAXIMUM TOTAL RESIDENTIAL UNITS[1]	MAXIMUM TOTAL NON-RESIDENTIAL SF[2]	Notes: 1) The total # of residential units for the entire PD shall be limited to 1,800 units. The existing dwellings in OSP-9 shall not count toward the total unit count in the PD. 2) The total square feet of non-residential uses shall be limited to 600,000 square feet. Maximum square footage in the PD shall be measured in gross floor area as defined in the Town of Castle Rock Zoning Resolution as amended. 3) PLD square footage is not considered as part of the maximum non-residential square footage allowed in the PD. 4) Refer to General Provisions #5 for Density Transfers between Planning Areas.
ROW inside of property			23.1			1800 DUs	600,000 SF	
Total Property Acreage			533.5					

LEGEND

- SFe
- SFd
- RESORT COMPLEX/ SFd
- MULTI-FAMILY
- HOMESTEAD/AG
- BUSINESS/ LIGHT INDUSTRIAL
- MIXED USE
- PLD
- PARKS
- OPEN SPACE
- VIEW PLANE PROTECTION[1]
- 100-YR FLOODPLAIN WITH AE FLOOD ZONE
- PLANNED DEVELOPMENT BOUNDARY
- EXISTING TRAIL CORRIDOR
- PROPOSED TRAIL CORRIDOR
- ROADWAY
- GRADE SEPARATED CROSSING

NOTES:

1. PLANNING AREAS WITH AN ASTERISK LIE WITHIN THE VIEW PLANE PROTECTION AREA. THE VIEW PLANE PROTECTION AREA DEVELOPMENT STANDARDS INCLUDE NO OVER-LOT GRADING (REFER TO DEVELOPMENT STANDARDS, SECTION GENERAL PROVISIONS #8).
2. TRANSITION TO ADJACENT DEVELOPMENT: PINE CANYON SHALL MATCH OR EXCEED THE LOT SIZE WITHIN 300' POF ANY EXISTING ADJACENT SINGLE FAMILY DWELLING PROPERTY LINE ALONG THE SOUTHERN PROPERTY BOUNDARY.
3. STREETS AND ACCESS POINTS ARE CONCEPTUAL IN NATURE.
4. OWNER SHALL DEDICATE PUBLIC RIGHTS-OF-WAY (ROW) TO THE TOWN OF CASTLE ROCK AT NO COST TO THE TOWN OF CASTLE ROCK FOR PUBLIC ROADWAYS SHOWN ON THE PD AND PUBLIC ROADWAYS DEVELOPED IN SUBSEQUENT SUBMITTALS.

0' 250' 1,000'
500'
SCALE: 1" = 500'-0"

NORTH

PREPARED FOR:
JRW Family Limited Liability Limited Partnership
1200 17th St, Suite 3000,
Denver, CO - 80202
303.587.0102

ENGINEERING:
CORE CONSULTANTS
3473 S Broadway,
Englewood, CO 80113
303.703.4444

LAND PLANNING:
www.pcsgroupco.com
PCS Group, Inc.
200 Kalamath Street,
Denver, CO - 80233
720.259.8246

REVISIONS:

NO.	REVISION DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		

SHEET INFO:

PINE CANYON
LAND USE PLAN OVERVIEW

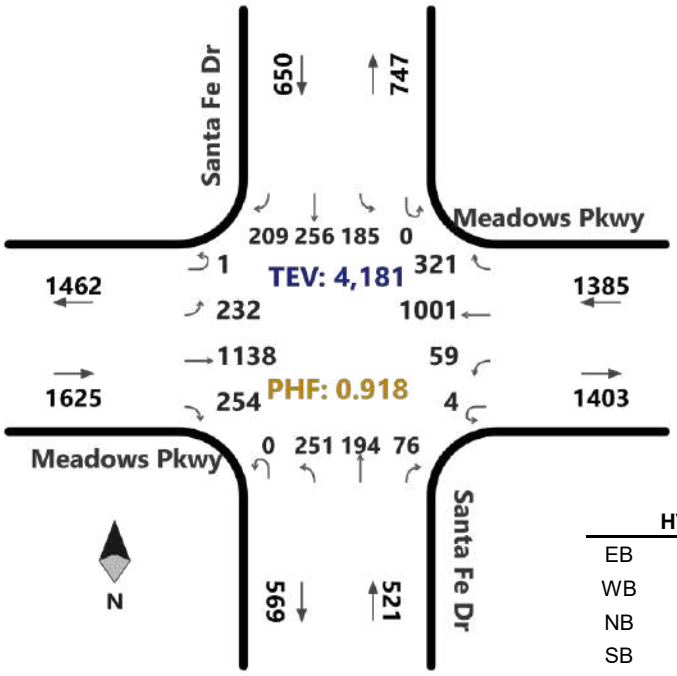
DRAWN BY: CGR
DESIGNED BY: JP
SUBMITTED ON: 2026-08-10

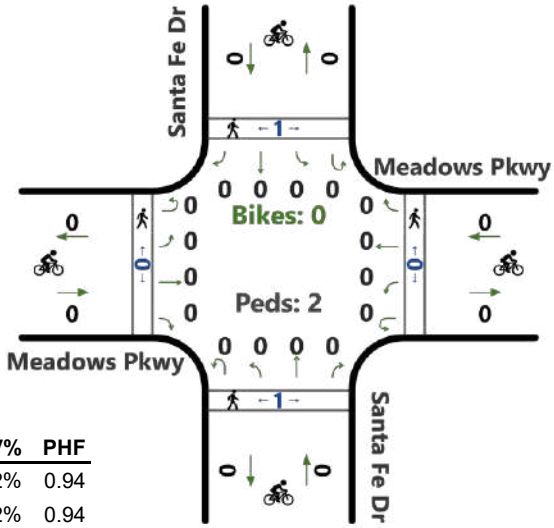
1 OF 1

Appendix B: Intersection Count Sheets

Santa Fe Dr & Meadows Pkwy

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV%	PHF
EB	2%	0.94
WB	2%	0.94
NB	6%	0.75
SB	9%	0.86
TOTAL	4%	0.92

Peak Hour Count Summaries

Peak Hour Interval Start		Meadows Pkwy Eastbound				Meadows Pkwy Westbound				Santa Fe Dr Northbound				Santa Fe Dr Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	57	264	62	1	16	270	83	0	70	44	31	0	38	51	45	1,032	0
7:30 AM		1	59	303	57	0	16	261	79	0	96	55	22	0	54	71	65	1,139	0
7:45 AM		0	64	299	70	0	15	279	75	0	55	42	12	0	59	63	61	1,094	0
8:00 AM		0	52	272	65	3	12	191	84	0	30	53	11	0	34	71	38	916	4,181
Pk Hr	All	1	232	1,138	254	4	59	1,001	321	0	251	194	76	0	185	256	209	4,181	
	HV	1	5	19	1	0	0	11	18	0	7	16	9	0	28	17	15	147	
	HV%	100%	2%	2%	0%	0%	0%	1%	6%	-	3%	8%	12%	-	15%	7%	7%	4%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:15 AM	5	6	8	13	*32*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	8	4	6	19	*37*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	7	8	8	13	*36*	0	0	0	0	*0*	0	0	1	1	*2*
8:00 AM	6	11	10	15	*42*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	26	29	32	60	*147*	0	0	0	0	*0*	0	0	1	1	*2*

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Count Summaries - All Vehicles

Interval Start	Meadows Pkwy Eastbound				Meadows Pkwy Westbound				Santa Fe Dr Northbound				Santa Fe Dr Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	2	64	247	30	0	12	153	102	0	36	42	11	0	30	37	46	812	0
7:15 AM	**0**	**57**	**264**	**62**	**1**	**16**	**270**	**83**	**0**	**70**	**44**	**31**	**0**	**38**	**51**	**45**	**1,032**	**0**
7:30 AM	**1**	**59**	**303**	**57**	**0**	**16**	**261**	**79**	**0**	**96**	**55**	**22**	**0**	**54**	**71**	**65**	**1,139**	**0**
7:45 AM	**0**	**64**	**299**	**70**	**0**	**15**	**279**	**75**	**0**	**55**	**42**	**12**	**0**	**59**	**63**	**61**	**1,094**	**4,077**
8:00 AM	**0**	**52**	**272**	**65**	**3**	**12**	**191**	**84**	**0**	**30**	**53**	**11**	**0**	**34**	**71**	**38**	**916**	**4,181**
8:15 AM	1	54	240	77	2	15	195	57	0	35	52	24	0	45	74	38	909	4,058
8:30 AM	0	54	235	56	0	13	205	58	0	50	47	18	0	69	59	53	917	3,836
8:45 AM	0	40	200	74	0	17	210	43	0	57	54	28	0	41	67	63	894	3,636
Count Total	4	444	2,060	491	6	116	1,764	581	0	429	389	157	0	370	493	409	7,713	
Pk Hr All	**1**	**232**	**1,138**	**254**	**4**	**59**	**1,001**	**321**	**0**	**251**	**194**	**76**	**0**	**185**	**256**	**209**	**4,181**	
Pk Hr HV	**1**	**5**	**19**	**1**	**0**	**0**	**11**	**18**	**0**	**7**	**16**	**9**	**0**	**28**	**17**	**15**	**147**	
Pk Hr HV%	**100%**	**2%**	**2%**	**0%**	**0%**	**0%**	**1%**	**6%**	**-**	**3%**	**8%**	**12%**	**-**	**15%**	**7%**	**7%**	**4%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	6	8	2	8	*24*	0	0	0	0	*0*	0	1	1	0	*2*
7:15 AM	**5**	**6**	**8**	**13**	***32***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**8**	**4**	**6**	**19**	***37***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**7**	**8**	**8**	**13**	***36***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	***2***
8:00 AM	**6**	**11**	**10**	**15**	***42***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	11	9	5	11	*36*	0	0	0	0	*0*	0	0	0	1	*1*
8:30 AM	7	18	4	16	*45*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	8	8	7	8	*31*	0	0	0	0	*0*	0	0	1	0	*1*
Count Total	58	72	50	103	*283*	0	0	0	0	*0*	0	1	3	2	*6*
Peak Hour	**26**	**29**	**32**	**60**	***147***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	**2**

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Count Summaries - Heavy Vehicles

Interval Start	Meadows Pkwy				Meadows Pkwy				Santa Fe Dr				Santa Fe 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	1	4	1	0	0	4	4	0	0	1	1	0	2	2	4	24	0
7:15 AM	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**4**	**0**	**2**	**1**	**5**	**0**	**5**	**5**	**3**	**32**	**0**
7:30 AM	**1**	**1**	**6**	**0**	**0**	**0**	**3**	**1**	**0**	**2**	**2**	**2**	**0**	**7**	**7**	**5**	**37**	**0**
7:45 AM	**0**	**1**	**5**	**1**	**0**	**0**	**4**	**4**	**0**	**2**	**5**	**1**	**0**	**8**	**1**	**4**	**36**	**129**
8:00 AM	**0**	**3**	**3**	**0**	**0**	**0**	**2**	**9**	**0**	**1**	**8**	**1**	**0**	**8**	**4**	**3**	**42**	**147**
8:15 AM	0	3	5	3	0	0	4	5	0	1	3	1	0	8	2	1	36	151
8:30 AM	0	1	4	2	0	3	3	12	0	2	1	1	0	8	3	5	45	159
8:45 AM	0	1	4	3	0	2	2	4	0	1	3	3	0	2	6	0	31	154
Count Total	1	11	36	10	0	5	24	43	0	11	24	15	0	48	30	25	283	
Pk Hr Heavy	**1**	**5**	**19**	**1**	**0**	**0**	**11**	**18**	**0**	**7**	**16**	**9**	**0**	**28**	**17**	**15**	**147**	

Count Summaries - Bikes

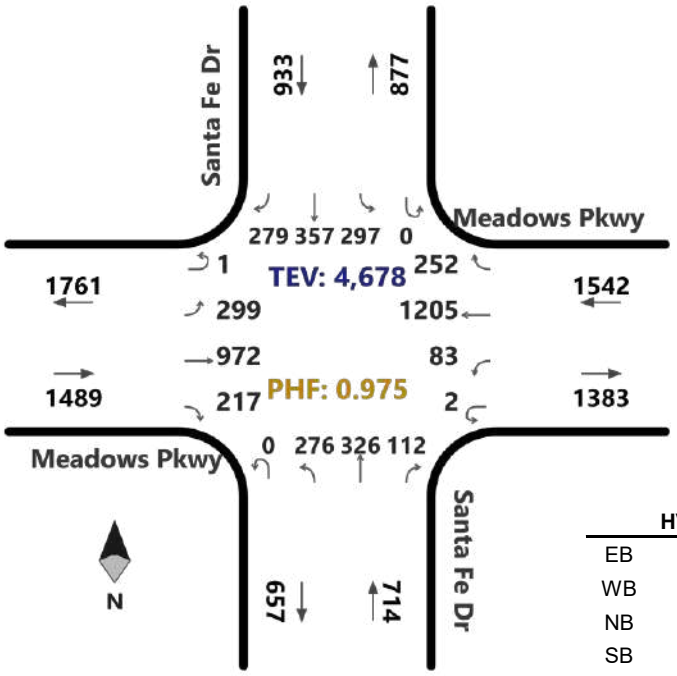
Interval Start	Meadows Pkwy				Meadows Pkwy				Santa Fe Dr				Santa Fe Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**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**	

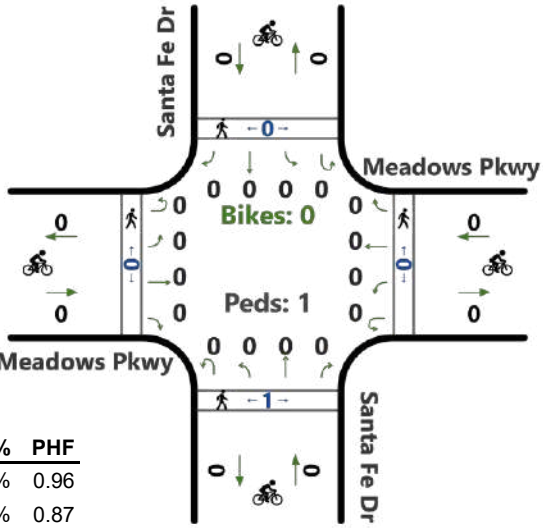
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Santa Fe Dr & Meadows Pkwy

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV%	PHF
EB	1%	0.96
WB	1%	0.87
NB	1%	0.88
SB	3%	0.93
TOTAL	1%	0.97

Peak Hour Count Summaries

Peak Hour Interval Start		Meadows Pkwy Eastbound				Meadows Pkwy Westbound				Santa Fe Dr Northbound				Santa Fe Dr Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	78	247	57	1	17	293	54	0	83	90	31	0	70	97	67	1,185	0
4:45 PM		1	72	240	47	0	20	357	67	0	46	71	27	0	82	97	73	1,200	0
5:00 PM		0	75	226	60	1	22	286	80	0	79	89	29	0	70	69	69	1,155	0
5:15 PM		0	74	259	53	0	24	269	51	0	68	76	25	0	75	94	70	1,138	4,678
Pk Hr	All	1	299	972	217	2	83	1,205	252	0	276	326	112	0	297	357	279	4,678	
	HV	0	2	6	7	0	4	8	7	0	4	1	3	0	9	16	1	68	
	HV%	0%	1%	1%	3%	0%	5%	1%	3%	-	1%	0%	3%	-	3%	4%	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
4:30 PM	4	6	3	7	*20*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	4	6	2	8	*20*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	3	3	1	6	*13*	0	0	0	0	*0*	0	0	0	1	*1*
5:15 PM	4	4	2	5	*15*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	15	19	8	26	*68*	0	0	0	0	*0*	0	0	0	1	*1*

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Count Summaries - All Vehicles

Interval Start	Meadows Pkwy Eastbound				Meadows Pkwy Westbound				Santa Fe Dr Northbound				Santa Fe Dr Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	71	252	59	2	29	258	65	0	47	55	28	0	69	109	68	1,112	0
4:15 PM	0	81	235	67	0	20	231	56	0	59	71	21	0	81	83	63	1,068	0
4:30 PM	**0**	**78**	**247**	**57**	**1**	**17**	**293**	**54**	**0**	**83**	**90**	**31**	**0**	**70**	**97**	**67**	**1,185**	**0**
4:45 PM	**1**	**72**	**240**	**47**	**0**	**20**	**357**	**67**	**0**	**46**	**71**	**27**	**0**	**82**	**97**	**73**	**1,200**	**4,565**
5:00 PM	**0**	**75**	**226**	**60**	**1**	**22**	**286**	**80**	**0**	**79**	**89**	**29**	**0**	**70**	**69**	**69**	**1,155**	**4,608**
5:15 PM	**0**	**74**	**259**	**53**	**0**	**24**	**269**	**51**	**0**	**68**	**76**	**25**	**0**	**75**	**94**	**70**	**1,138**	**4,678**
5:30 PM	2	69	189	39	0	24	298	60	0	50	71	24	0	82	106	71	1,085	4,578
5:45 PM	0	51	166	36	1	26	292	42	0	41	49	18	0	84	80	68	954	4,332
Count Total	3	571	1,814	418	5	182	2,284	475	0	473	572	203	0	613	735	549	8,897	
Pk Hr All	**1**	**299**	**972**	**217**	**2**	**83**	**1,205**	**252**	**0**	**276**	**326**	**112**	**0**	**297**	**357**	**279**	**4,678**	
Pk Hr HV	**0**	**2**	**6**	**7**	**0**	**4**	**8**	**7**	**0**	**4**	**1**	**3**	**0**	**9**	**16**	**1**	**68**	
Pk Hr HV%	**0%**	**1%**	**1%**	**3%**	**0%**	**5%**	**1%**	**3%**	**-**	**1%**	**0%**	**3%**	**-**	**3%**	**4%**	**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	8	10	4	6	*28*	0	0	0	0	*0*	0	1	1	0	*2*
4:15 PM	4	6	0	12	*22*	0	0	0	0	*0*	1	0	2	4	*7*
4:30 PM	**4**	**6**	**3**	**7**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**4**	**6**	**2**	**8**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**3**	**3**	**1**	**6**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
5:15 PM	**4**	**4**	**2**	**5**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	6	5	1	2	*14*	0	0	0	0	*0*	1	0	1	0	*2*
5:45 PM	2	6	2	2	*12*	0	0	0	1	*1*	0	2	3	0	*5*
Count Total	35	46	15	48	*144*	0	0	0	1	*1*	2	3	7	5	*17*
Peak Hour	**15**	**19**	**8**	**26**	***68***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	**1**

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Count Summaries - Heavy Vehicles

Interval Start	Meadows Pkwy				Meadows Pkwy				Santa Fe Dr				Santa Fe 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	1	1	6	0	2	4	4	0	0	2	2	0	1	4	1	28	0
4:15 PM	0	1	0	3	0	1	3	2	0	0	0	0	0	3	8	1	22	0
4:30 PM	**0**	**1**	**1**	**2**	**0**	**1**	**2**	**3**	**0**	**2**	**1**	**0**	**0**	**2**	**5**	**0**	**20**	**0**
4:45 PM	**0**	**0**	**2**	**2**	**0**	**1**	**3**	**2**	**0**	**0**	**0**	**2**	**0**	**3**	**4**	**1**	**20**	**90**
5:00 PM	**0**	**0**	**2**	**1**	**0**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**4**	**0**	**13**	**75**
5:15 PM	**0**	**1**	**1**	**2**	**0**	**1**	**2**	**1**	**0**	**1**	**0**	**1**	**0**	**2**	**3**	**0**	**15**	**68**
5:30 PM	2	2	1	1	0	0	2	3	0	0	1	0	0	1	1	0	14	62
5:45 PM	0	0	1	1	0	0	3	3	0	1	1	0	0	0	2	0	12	54
Count Total	2	6	9	18	0	7	20	19	0	5	5	5	0	14	31	3	144	
Pk Hr Heavy	**0**	**2**	**6**	**7**	**0**	**4**	**8**	**7**	**0**	**4**	**1**	**3**	**0**	**9**	**16**	**1**	**68**	

Count Summaries - Bikes

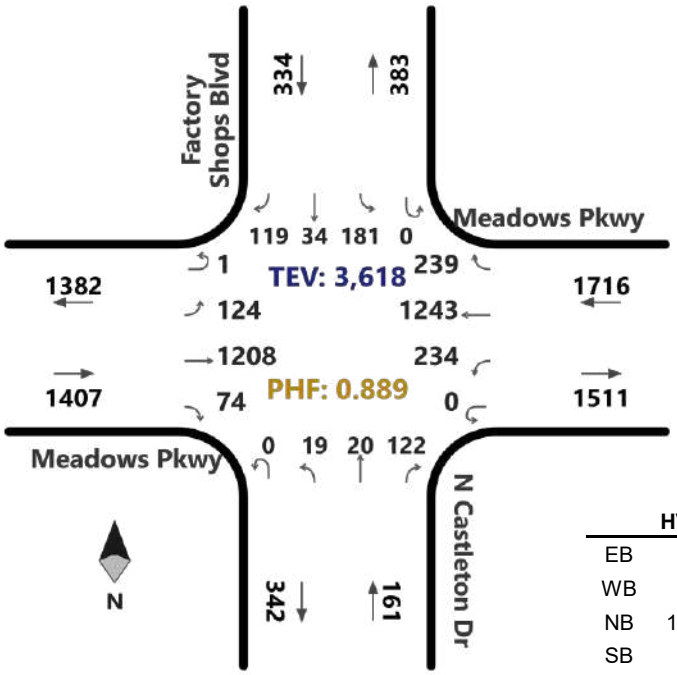
Interval Start	Meadows Pkwy				Meadows Pkwy				Santa Fe Dr				Santa Fe Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

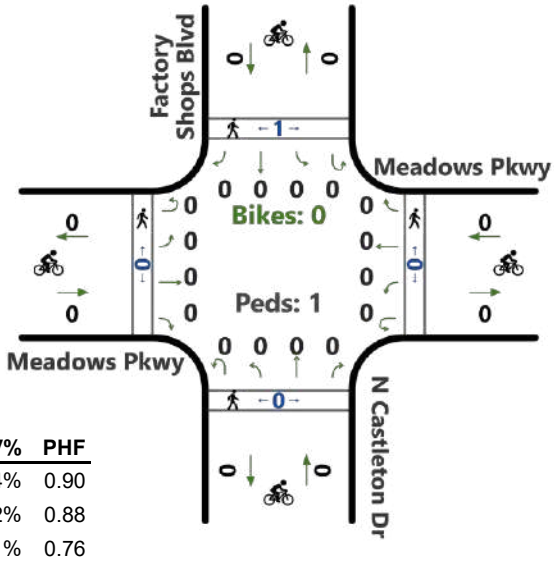
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Factory Shops Blvd & Meadows Pkwy

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV%	PHF
EB	4%	0.90
WB	2%	0.88
NB	11%	0.76
SB	2%	0.84
TOTAL	3%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		Meadows Pkwy Eastbound				Meadows Pkwy Westbound				Factory Shops Blvd Northbound				Factory Shops Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	20	300	9	0	47	333	38	0	0	8	30	0	32	6	30	853	0
7:30 AM		1	34	310	22	0	63	329	57	0	5	2	26	0	42	10	24	925	0
7:45 AM		0	34	330	28	0	75	331	84	0	6	2	29	0	51	6	42	1,018	0
8:00 AM		0	36	268	15	0	49	250	60	0	8	8	37	0	56	12	23	822	3,618
Pk Hr	All	1	124	1,208	74	0	234	1,243	239	0	19	20	122	0	181	34	119	3,618	
	HV	0	0	51	6	0	8	28	3	0	1	3	13	0	4	0	2	119	
	HV%	0%	0%	4%	8%	-	3%	2%	1%	-	5%	15%	11%	-	2%	0%	2%	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	15	9	2	1	*27*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	15	6	4	2	*27*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	13	12	3	2	*30*	0	0	0	0	*0*	0	0	1	0	*1*
8:00 AM	14	12	8	1	*35*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	57	39	17	6	*119*	0	0	0	0	*0*	0	0	1	0	*1*

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Count Summaries - All Vehicles

Interval Start	Meadows Pkwy Eastbound				Meadows Pkwy Westbound				Factory Shops Blvd Northbound				Factory Shops Blvd Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	20	247	13	0	51	241	40	0	11	4	43	0	29	4	19	722	0
7:15 AM	**0**	**20**	**300**	**9**	**0**	**47**	**333**	**38**	**0**	**0**	**8**	**30**	**0**	**32**	**6**	**30**	**853**	**0**
7:30 AM	**1**	**34**	**310**	**22**	**0**	**63**	**329**	**57**	**0**	**5**	**2**	**26**	**0**	**42**	**10**	**24**	**925**	**0**
7:45 AM	**0**	**34**	**330**	**28**	**0**	**75**	**331**	**84**	**0**	**6**	**2**	**29**	**0**	**51**	**6**	**42**	**1,018**	**3,518**
8:00 AM	**0**	**36**	**268**	**15**	**0**	**49**	**250**	**60**	**0**	**8**	**8**	**37**	**0**	**56**	**12**	**23**	**822**	**3,618**
8:15 AM	0	29	267	18	0	56	231	99	0	4	11	26	0	58	9	29	837	3,602
8:30 AM	0	31	258	24	0	55	225	76	0	6	11	42	0	63	22	38	851	3,528
8:45 AM	0	43	222	14	0	59	228	110	0	11	10	50	0	56	9	42	854	3,364
Count Total	1	247	2,202	143	0	455	2,168	564	0	51	56	283	0	387	78	247	6,882	
Pk Hr All	**1**	**124**	**1,208**	**74**	**0**	**234**	**1,243**	**239**	**0**	**19**	**20**	**122**	**0**	**181**	**34**	**119**	**3,618**	
Pk Hr HV	**0**	**0**	**51**	**6**	**0**	**8**	**28**	**3**	**0**	**1**	**3**	**13**	**0**	**4**	**0**	**2**	**119**	
Pk Hr HV%	**0%**	**0%**	**4%**	**8%**	**-**	**3%**	**2%**	**1%**	**-**	**5%**	**15%**	**11%**	**-**	**2%**	**0%**	**2%**	**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	10	7	2	2	*21*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**15**	**9**	**2**	**1**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**15**	**6**	**4**	**2**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**13**	**12**	**3**	**2**	***30***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
8:00 AM	**14**	**12**	**8**	**1**	***35***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	11	14	4	3	*32*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	12	14	3	4	*33*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	9	13	3	2	*27*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	99	87	29	17	*232*	0	0	0	0	*0*	0	0	1	0	*1*
Peak Hour	**57**	**39**	**17**	**6**	***119***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	**1**

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Count Summaries - Heavy Vehicles

Interval Start	Meadows Pkwy				Meadows Pkwy				Factory Shops Blvd				Factory Shops Blvd				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	8	2	0	1	6	0	0	0	0	2	0	2	0	0	21	0
7:15 AM	**0**	**0**	**14**	**1**	**0**	**3**	**5**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**27**	**0**
7:30 AM	**0**	**0**	**12**	**3**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**27**	**0**
7:45 AM	**0**	**0**	**12**	**1**	**0**	**3**	**9**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**1**	**30**	**105**
8:00 AM	**0**	**0**	**13**	**1**	**0**	**0**	**10**	**2**	**0**	**1**	**3**	**4**	**0**	**1**	**0**	**0**	**35**	**119**
8:15 AM	0	0	9	2	0	2	9	3	0	1	0	3	0	1	0	2	32	124
8:30 AM	0	0	12	0	0	3	10	1	0	0	0	3	0	1	2	1	33	130
8:45 AM	0	1	8	0	0	1	11	1	0	1	0	2	0	2	0	0	27	127
Count Total	0	1	88	10	0	15	64	8	0	3	3	23	0	10	2	5	232	
Pk Hr Heavy	**0**	**0**	**51**	**6**	**0**	**8**	**28**	**3**	**0**	**1**	**3**	**13**	**0**	**4**	**0**	**2**	**119**	

Count Summaries - Bikes

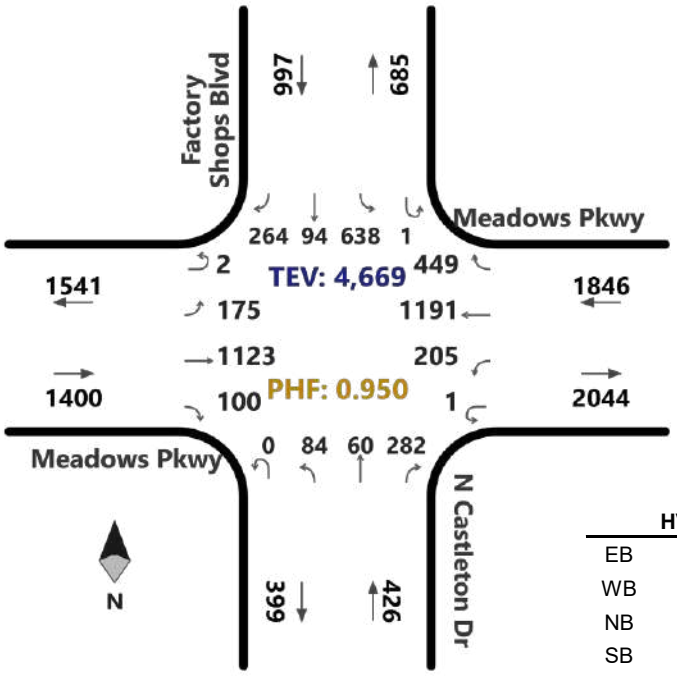
Interval Start	Meadows Pkwy				Meadows Pkwy				Factory Shops Blvd				Factory Shops Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**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**	

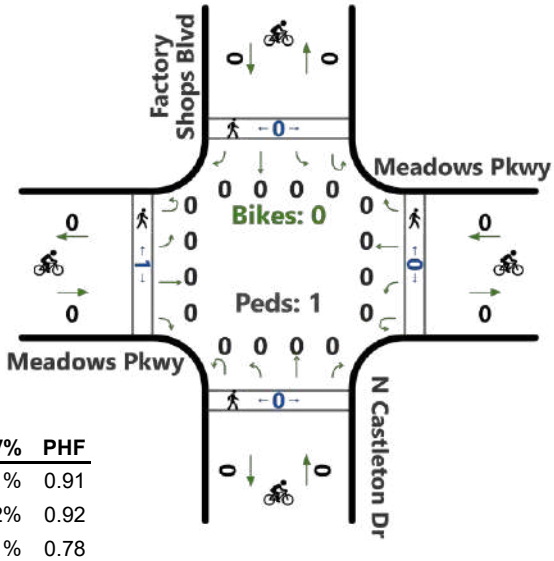
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Factory Shops Blvd & Meadows Pkwy

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV%	PHF
EB	1%	0.91
WB	2%	0.92
NB	1%	0.78
SB	1%	0.81
TOTAL	1%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		Meadows Pkwy Eastbound				Meadows Pkwy Westbound				Factory Shops Blvd Northbound				Factory Shops Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	32	272	22	0	52	281	140	0	17	16	75	1	114	21	65	1,108	0
4:45 PM		1	54	277	25	1	50	344	105	0	24	12	56	0	165	27	64	1,205	0
5:00 PM		0	42	270	22	0	56	291	105	0	29	21	87	0	200	28	78	1,229	0
5:15 PM		1	47	304	31	0	47	275	99	0	14	11	64	0	159	18	57	1,127	4,669
Pk Hr	All	2	175	1,123	100	1	205	1,191	449	0	84	60	282	1	638	94	264	4,669	
	HV	0	0	15	0	0	8	17	5	0	1	0	4	0	3	2	1	56	
	HV%	0%	0%	1%	0%	0%	4%	1%	1%	-	1%	0%	1%	0%	0%	2%	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
4:30 PM	4	7	2	2	*15*	0	0	0	0	*0*	0	1	0	0	*1*
4:45 PM	4	5	0	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	2	11	3	1	*17*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	5	7	0	3	*15*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	15	30	5	6	*56*	0	0	0	0	*0*	0	1	0	0	*1*

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Count Summaries - All Vehicles

Interval Start	Meadows Pkwy Eastbound				Meadows Pkwy Westbound				Factory Shops Blvd Northbound				Factory Shops Blvd Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	50	277	28	1	54	287	112	0	19	12	77	0	171	22	52	1,162	0
4:15 PM	0	53	250	20	0	45	236	138	0	19	13	58	0	173	23	59	1,087	0
4:30 PM	**0**	**32**	**272**	**22**	**0**	**52**	**281**	**140**	**0**	**17**	**16**	**75**	**1**	**114**	**21**	**65**	**1,108**	**0**
4:45 PM	**1**	**54**	**277**	**25**	**1**	**50**	**344**	**105**	**0**	**24**	**12**	**56**	**0**	**165**	**27**	**64**	**1,205**	**4,562**
5:00 PM	**0**	**42**	**270**	**22**	**0**	**56**	**291**	**105**	**0**	**29**	**21**	**87**	**0**	**200**	**28**	**78**	**1,229**	**4,629**
5:15 PM	**1**	**47**	**304**	**31**	**0**	**47**	**275**	**99**	**0**	**14**	**11**	**64**	**0**	**159**	**18**	**57**	**1,127**	**4,669**
5:30 PM	0	39	223	31	0	42	284	97	0	18	21	68	0	134	18	77	1,052	4,613
5:45 PM	2	42	199	21	1	36	259	105	0	24	10	48	0	135	24	69	975	4,383
Count Total	4	359	2,072	200	3	382	2,257	901	0	164	116	533	1	1,251	181	521	8,945	
Pk Hr All	**2**	**175**	**1,123**	**100**	**1**	**205**	**1,191**	**449**	**0**	**84**	**60**	**282**	**1**	**638**	**94**	**264**	**4,669**	
Pk Hr HV	**0**	**0**	**15**	**0**	**0**	**8**	**17**	**5**	**0**	**1**	**0**	**4**	**0**	**3**	**2**	**1**	**56**	
Pk Hr HV%	**0%**	**0%**	**1%**	**0%**	**0%**	**4%**	**1%**	**1%**	**-**	**1%**	**0%**	**1%**	**0%**	**0%**	**2%**	**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	6	13	2	1	*22*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	3	10	1	1	*15*	0	0	0	0	*0*	0	1	0	0	*1*
4:30 PM	**4**	**7**	**2**	**2**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
4:45 PM	**4**	**5**	**0**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**2**	**11**	**3**	**1**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**5**	**7**	**0**	**3**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	3	9	0	2	*14*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	6	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	28	68	8	10	*114*	0	0	0	0	*0*	0	2	0	0	*2*
Peak Hour	**15**	**30**	**5**	**6**	***56***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	**1**

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Count Summaries - Heavy Vehicles

Interval Start	Meadows Pkwy				Meadows Pkwy				Factory Shops Blvd				Factory Shops Blvd				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	5	1	0	5	8	0	0	1	0	1	0	0	0	1	22	0
4:15 PM	0	0	3	0	0	2	5	3	0	1	0	0	0	1	0	0	15	0
4:30 PM	**0**	**0**	**4**	**0**	**0**	**1**	**6**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**15**	**0**
4:45 PM	**0**	**0**	**4**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**61**
5:00 PM	**0**	**0**	**2**	**0**	**0**	**4**	**4**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**17**	**56**
5:15 PM	**0**	**0**	**5**	**0**	**0**	**1**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**15**	**56**
5:30 PM	0	0	2	1	0	2	6	1	0	0	0	0	0	1	1	0	14	55
5:45 PM	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	7	53
Count Total	0	0	26	2	0	18	41	9	0	3	0	5	0	5	3	2	114	
Pk Hr Heavy	**0**	**0**	**15**	**0**	**0**	**8**	**17**	**5**	**0**	**1**	**0**	**4**	**0**	**3**	**2**	**1**	**56**	

Count Summaries - Bikes

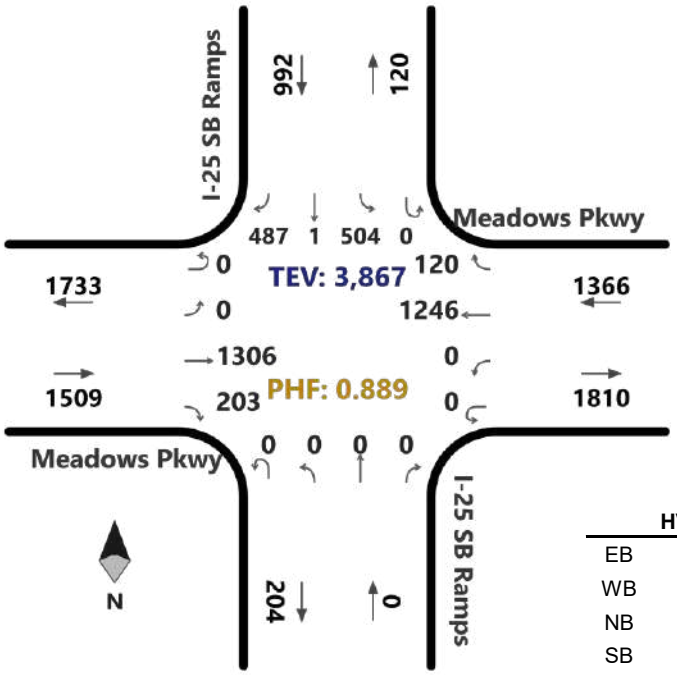
Interval Start	Meadows Pkwy				Meadows Pkwy				Factory Shops Blvd				Factory Shops Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

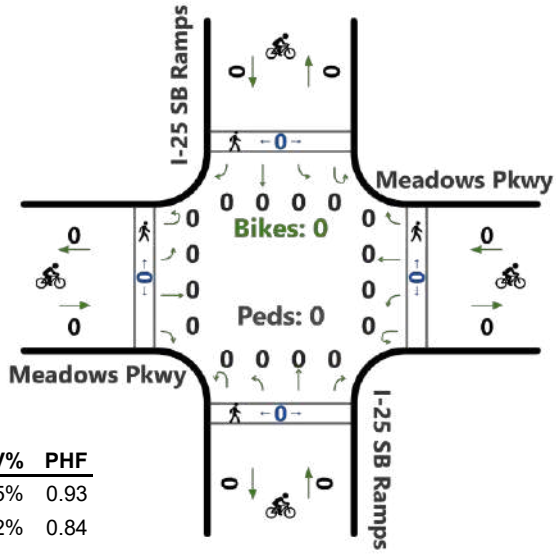
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I-25 SB Ramps & Meadows Pkwy

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV%	PHF
EB	5%	0.93
WB	2%	0.84
NB	--	--
SB	4%	0.91
TOTAL	3%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		Meadows Pkwy Eastbound				Meadows Pkwy Westbound				I-25 SB Ramps Northbound				I-25 SB Ramps Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	0	312	57	0	0	325	25	0	0	0	0	0	129	0	120	968	0
7:30 AM		0	0	321	50	0	0	297	29	0	0	0	0	0	117	1	134	949	0
7:45 AM		0	0	354	51	0	0	386	22	0	0	0	0	0	142	0	132	1,087	0
8:00 AM		0	0	319	45	0	0	238	44	0	0	0	0	0	116	0	101	863	3,867
Pk Hr	All	0	0	1,306	203	0	0	1,246	120	0	0	0	0	0	504	1	487	3,867	
	HV	0	0	50	18	0	0	28	0	0	0	0	0	0	28	0	9	133	
	HV%	-	-	4%	9%	-	-	2%	0%	-	-	-	-	-	6%	0%	2%	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	17	6	0	8	*31*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	14	4	0	8	*26*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	18	10	0	11	*39*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	19	8	0	10	*37*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	68	28	0	37	*133*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Meadows Pkwy Eastbound				Meadows Pkwy Westbound				I-25 SB Ramps Northbound				I-25 SB Ramps Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	259	63	0	0	239	17	0	0	0	0	0	95	0	104	777	0
7:15 AM	**0**	**0**	**312**	**57**	**0**	**0**	**325**	**25**	**0**	**0**	**0**	**0**	**0**	**129**	**0**	**120**	**968**	**0**
7:30 AM	**0**	**0**	**321**	**50**	**0**	**0**	**297**	**29**	**0**	**0**	**0**	**0**	**0**	**117**	**1**	**134**	**949**	**0**
7:45 AM	**0**	**0**	**354**	**51**	**0**	**0**	**386**	**22**	**0**	**0**	**0**	**0**	**0**	**142**	**0**	**132**	**1,087**	**3,781**
8:00 AM	**0**	**0**	**319**	**45**	**0**	**0**	**238**	**44**	**0**	**0**	**0**	**0**	**0**	**116**	**0**	**101**	**863**	**3,867**
8:15 AM	0	0	298	50	0	0	246	34	0	0	0	0	0	159	0	115	902	3,801
8:30 AM	0	0	291	76	0	0	229	28	0	0	0	0	0	153	3	117	897	3,749
8:45 AM	0	0	250	76	0	0	277	40	0	0	0	0	0	160	0	127	930	3,592
Count Total	0	0	2,404	468	0	0	2,237	239	0	0	0	0	0	1,071	4	950	7,373	
Pk Hr All	**0**	**0**	**1,306**	**203**	**0**	**0**	**1,246**	**120**	**0**	**0**	**0**	**0**	**0**	**504**	**1**	**487**	**3,867**	
Pk Hr HV	**0**	**0**	**50**	**18**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**9**	**133**	
Pk Hr HV%	**-**	**-**	**4%**	**9%**	**-**	**-**	**2%**	**0%**	**-**	**-**	**-**	**-**	**-**	**6%**	**0%**	**2%**	**3%**	

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
7:00 AM	12	6	0	8	*26*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**17**	**6**	**0**	**8**	***31***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**14**	**4**	**0**	**8**	***26***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**18**	**10**	**0**	**11**	***39***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	**19**	**8**	**0**	**10**	***37***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	14	10	0	12	*36*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	15	17	0	13	*45*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	12	11	0	18	*41*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	121	72	0	88	*281*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**68**	**28**	**0**	**37**	***133***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Meadows Pkwy				Meadows Pkwy				I-25 SB Ramps				I-25 SB Ramps				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	7	5	0	0	5	1	0	0	0	0	0	7	0	1	26	0
7:15 AM	**0**	**0**	**12**	**5**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**3**	**31**	**0**
7:30 AM	**0**	**0**	**10**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**1**	**26**	**0**
7:45 AM	**0**	**0**	**15**	**3**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**1**	**39**	**122**
8:00 AM	**0**	**0**	**13**	**6**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**4**	**37**	**133**
8:15 AM	0	0	10	4	0	0	9	1	0	0	0	0	0	9	0	3	36	138
8:30 AM	0	0	10	5	0	0	14	3	0	0	0	0	0	6	1	6	45	157
8:45 AM	0	0	5	7	0	0	5	6	0	0	0	0	0	11	0	7	41	159
Count Total	0	0	82	39	0	0	61	11	0	0	0	0	0	61	1	26	281	
Pk Hr Heavy	**0**	**0**	**50**	**18**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**9**	**133**	

Count Summaries - Bikes

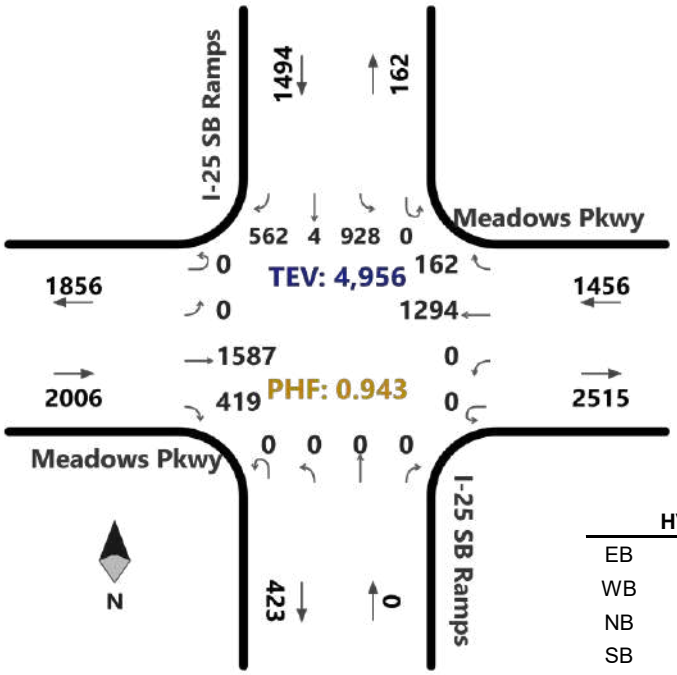
Interval Start	Meadows Pkwy				Meadows Pkwy				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**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**	

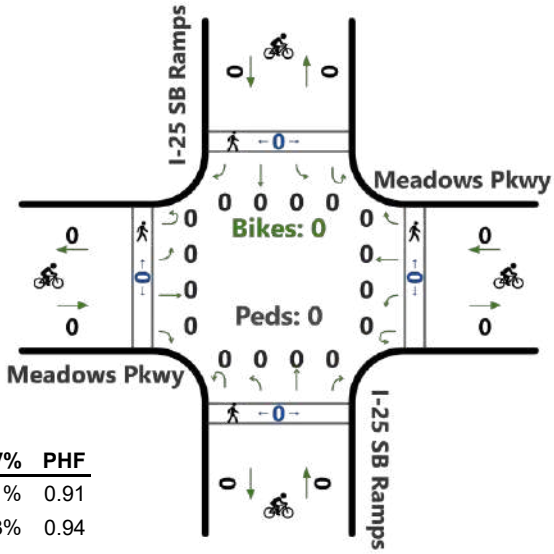
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I-25 SB Ramps & Meadows Pkwy

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV%	PHF
EB	1%	0.91
WB	3%	0.94
NB	--	--
SB	1%	0.93
TOTAL	2%	0.94

Peak Hour Count Summaries

Peak Hour Interval Start		Meadows Pkwy Eastbound				Meadows Pkwy Westbound				I-25 SB Ramps Northbound				I-25 SB Ramps Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**0**	**426**	**125**	**0**	**0**	**328**	**34**	**0**	**0**	**0**	**0**	**0**	**265**	**1**	**135**	**1,314**	**0**
4:15 PM		**0**	**0**	**367**	**106**	**0**	**0**	**303**	**42**	**0**	**0**	**0**	**0**	**0**	**234**	**1**	**116**	**1,169**	**0**
4:30 PM		**0**	**0**	**397**	**91**	**0**	**0**	**308**	**52**	**0**	**0**	**0**	**0**	**0**	**217**	**1**	**164**	**1,230**	**0**
4:45 PM		**0**	**0**	**397**	**97**	**0**	**0**	**355**	**34**	**0**	**0**	**0**	**0**	**0**	**212**	**1**	**147**	**1,243**	**4,956**
Pk Hr	**All**	**0**	**0**	**1,587**	**419**	**0**	**0**	**1,294**	**162**	**0**	**0**	**0**	**0**	**0**	**928**	**4**	**562**	**4,956**	
	HV	**0**	**0**	**14**	**7**	**0**	**0**	**37**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**8**	**79**	
	HV%	**-**	**-**	**1%**	**2%**	**-**	**-**	**3%**	**1%**	**-**	**-**	**-**	**-**	**-**	**1%**	**0%**	**1%**	**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
4:00 PM	**5**	**12**	**0**	**10**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:15 PM	**4**	**10**	**0**	**4**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**6**	**9**	**0**	**3**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**6**	**8**	**0**	**2**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**21**	**39**	**0**	**19**	***79***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Count Summaries - All Vehicles

Interval Start	Meadows Pkwy Eastbound				Meadows Pkwy Westbound				I-25 SB Ramps Northbound				I-25 SB Ramps Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**426**	**125**	**0**	**0**	**328**	**34**	**0**	**0**	**0**	**0**	**0**	**265**	**1**	**135**	**1,314**	**0**
4:15 PM	**0**	**0**	**367**	**106**	**0**	**0**	**303**	**42**	**0**	**0**	**0**	**0**	**0**	**234**	**1**	**116**	**1,169**	**0**
4:30 PM	**0**	**0**	**397**	**91**	**0**	**0**	**308**	**52**	**0**	**0**	**0**	**0**	**0**	**217**	**1**	**164**	**1,230**	**0**
4:45 PM	**0**	**0**	**397**	**97**	**0**	**0**	**355**	**34**	**0**	**0**	**0**	**0**	**0**	**212**	**1**	**147**	**1,243**	**4,956**
5:00 PM	0	0	399	113	0	0	288	36	0	0	0	0	0	261	3	159	1,259	4,901
5:15 PM	0	0	389	90	0	0	275	37	0	0	0	0	0	241	1	142	1,175	4,907
5:30 PM	0	0	382	89	0	0	288	56	0	0	0	0	0	283	3	140	1,241	4,918
5:45 PM	0	0	297	94	0	0	266	42	0	0	0	0	0	240	2	129	1,070	4,745
Count Total	0	0	3,054	805	0	0	2,411	333	0	0	0	0	0	1,953	13	1,132	9,701	
Pk Hr All	**0**	**0**	**1,587**	**419**	**0**	**0**	**1,294**	**162**	**0**	**0**	**0**	**0**	**0**	**928**	**4**	**562**	**4,956**	
Pk Hr HV	**0**	**0**	**14**	**7**	**0**	**0**	**37**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**8**	**79**	
Pk Hr HV%	**-**	**-**	**1%**	**2%**	**-**	**-**	**3%**	**1%**	**-**	**-**	**-**	**-**	**-**	**1%**	**0%**	**1%**	**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	**5**	**12**	**0**	**10**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:15 PM	**4**	**10**	**0**	**4**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**6**	**9**	**0**	**3**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**6**	**8**	**0**	**2**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	4	7	0	5	*16*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	7	5	0	2	*14*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	4	7	0	2	*13*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	2	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	36	60	0	28	*124*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**21**	**39**	**0**	**19**	***79***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Meadows Pkwy				Meadows Pkwy				I-25 SB Ramps				I-25 SB Ramps				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**	**3**	**2**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	**27**	**0**
4:15 PM	**0**	**0**	**3**	**1**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**18**	**0**
4:30 PM	**0**	**0**	**4**	**2**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**18**	**0**
4:45 PM	**0**	**0**	**4**	**2**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**16**	**79**
5:00 PM	0	0	2	2	0	0	7	0	0	0	0	0	0	1	0	4	16	68
5:15 PM	0	0	4	3	0	0	3	2	0	0	0	0	0	1	0	1	14	64
5:30 PM	0	0	3	1	0	0	6	1	0	0	0	0	0	1	0	1	13	59
5:45 PM	0	0	-1	1	0	0	1	1	0	0	0	0	0	0	0	0	2	45
Count Total	0	0	22	14	0	0	54	6	0	0	0	0	0	14	0	14	124	
Pk Hr Heavy	**0**	**0**	**14**	**7**	**0**	**0**	**37**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**8**	**79**	

Count Summaries - Bikes

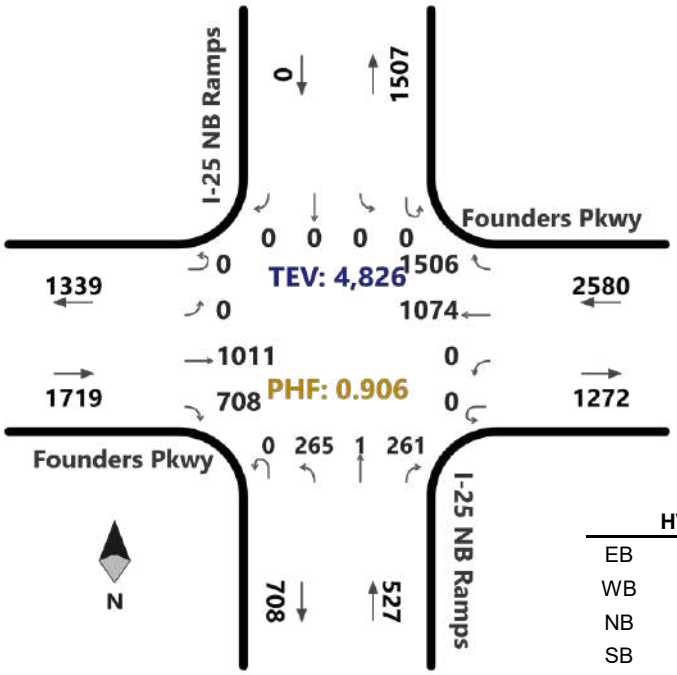
Interval Start	Meadows Pkwy				Meadows Pkwy				I-25 SB Ramps				I-25 SB Ramps				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**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

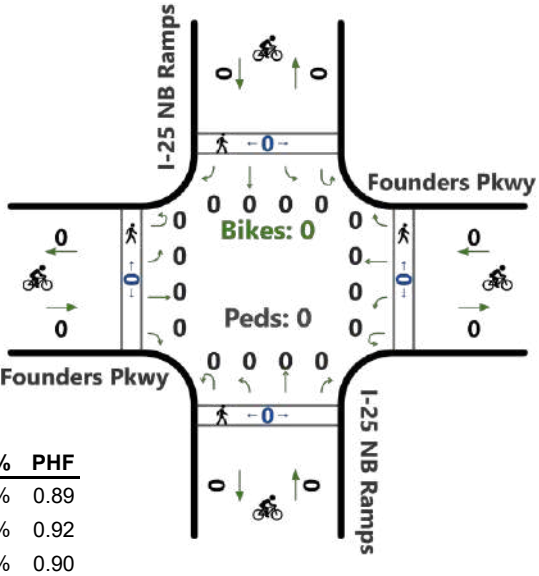
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I-25 NB Ramps & Founders Pkwy

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV%	PHF
EB	4%	0.89
WB	1%	0.92
NB	6%	0.90
SB	--	--
TOTAL	3%	0.91

Peak Hour Count Summaries

Peak Hour Interval Start		Founders Pkwy Eastbound				Founders Pkwy Westbound				I-25 NB Ramps Northbound				I-25 NB Ramps Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	190	171	0	0	204	387	0	57	0	54	0	0	0	0	1,063	0
7:15 AM		0	0	245	189	0	0	269	384	0	76	0	50	0	0	0	0	1,213	0
7:30 AM		0	0	254	188	0	0	259	375	0	62	1	80	0	0	0	0	1,219	0
7:45 AM		0	0	322	160	0	0	342	360	0	70	0	77	0	0	0	0	1,331	4,826
Pk Hr	All	0	0	1,011	708	0	0	1,074	1,506	0	265	1	261	0	0	0	0	4,826	
	HV	0	0	62	11	0	0	15	20	0	12	0	18	0	0	0	0	138	
	HV%	-	-	6%	2%	-	-	1%	1%	-	5%	0%	7%	-	-	-	-	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
7:00 AM	15	6	5	0	*26*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	19	11	5	0	*35*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	20	8	9	0	*37*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	19	10	11	0	*40*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	73	35	30	0	*138*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Founders Pkwy				Founders Pkwy				I-25 NB Ramps				I-25 NB Ramps				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**	**190**	**171**	**0**	**0**	**204**	**387**	**0**	**57**	**0**	**54**	**0**	**0**	**0**	**0**	**1,063**	**0**
7:15 AM	**0**	**0**	**245**	**189**	**0**	**0**	**269**	**384**	**0**	**76**	**0**	**50**	**0**	**0**	**0**	**0**	**1,213**	**0**
7:30 AM	**0**	**0**	**254**	**188**	**0**	**0**	**259**	**375**	**0**	**62**	**1**	**80**	**0**	**0**	**0**	**0**	**1,219**	**0**
7:45 AM	**0**	**0**	**322**	**160**	**0**	**0**	**342**	**360**	**0**	**70**	**0**	**77**	**0**	**0**	**0**	**0**	**1,331**	**4,826**
8:00 AM	0	0	284	155	0	0	214	264	0	73	0	73	0	0	0	0	1,063	4,826
8:15 AM	0	0	311	145	0	0	213	278	0	62	0	64	0	0	0	0	1,073	4,686
8:30 AM	0	0	312	134	0	0	202	264	0	60	0	75	0	0	0	0	1,047	4,514
8:45 AM	0	0	302	113	0	0	241	263	0	72	0	86	0	0	0	0	1,077	4,260
Count Total	0	0	2,220	1,255	0	0	1,944	2,575	0	532	1	559	0	0	0	0	9,086	
Pk Hr All	**0**	**0**	**1,011**	**708**	**0**	**0**	**1,074**	**1,506**	**0**	**265**	**1**	**261**	**0**	**0**	**0**	**0**	**4,826**	
Pk Hr HV	**0**	**0**	**62**	**11**	**0**	**0**	**15**	**20**	**0**	**12**	**0**	**18**	**0**	**0**	**0**	**0**	**138**	
Pk Hr HV%	**-**	**-**	**6%**	**2%**	**-**	**-**	**1%**	**1%**	**-**	**5%**	**0%**	**7%**	**-**	**-**	**-**	**-**	**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	**15**	**6**	**5**	**0**	***26***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:15 AM	**19**	**11**	**5**	**0**	***35***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**20**	**8**	**9**	**0**	***37***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**19**	**10**	**11**	**0**	***40***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	21	7	7	0	*35*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	16	21	10	0	*47*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	15	13	10	0	*38*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	18	14	9	0	*41*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	143	90	66	0	*299*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**73**	**35**	**30**	**0**	***138***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Founders Pkwy				Founders Pkwy				I-25 NB Ramps				I-25 NB Ramps				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**	**12**	**3**	**0**	**0**	**3**	**3**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**26**	**0**
7:15 AM	**0**	**0**	**17**	**2**	**0**	**0**	**4**	**7**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**35**	**0**
7:30 AM	**0**	**0**	**16**	**4**	**0**	**0**	**4**	**4**	**0**	**1**	**0**	**8**	**0**	**0**	**0**	**0**	**37**	**0**
7:45 AM	**0**	**0**	**17**	**2**	**0**	**0**	**4**	**6**	**0**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**40**	**138**
8:00 AM	0	0	19	2	0	0	4	3	0	3	0	4	0	0	0	0	35	147
8:15 AM	0	0	12	4	0	0	12	9	0	2	0	8	0	0	0	0	47	159
8:30 AM	0	0	13	2	0	0	10	3	0	3	0	7	0	0	0	0	38	160
8:45 AM	0	0	15	3	0	0	10	4	0	1	0	8	0	0	0	0	41	161
Count Total	0	0	121	22	0	0	51	39	0	21	0	45	0	0	0	0	299	
Pk Hr Heavy	**0**	**0**	**62**	**11**	**0**	**0**	**15**	**20**	**0**	**12**	**0**	**18**	**0**	**0**	**0**	**0**	**138**	

Count Summaries - Bikes

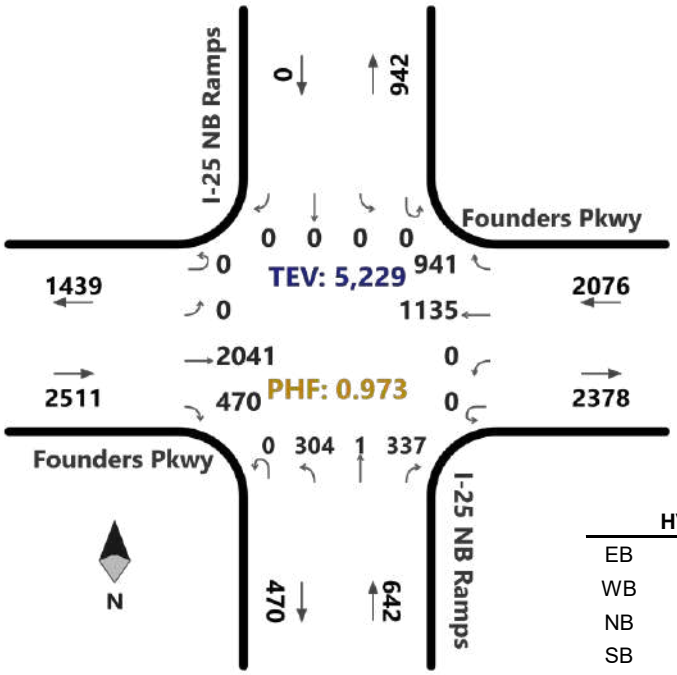
Interval Start	Founders Pkwy				Founders Pkwy				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	

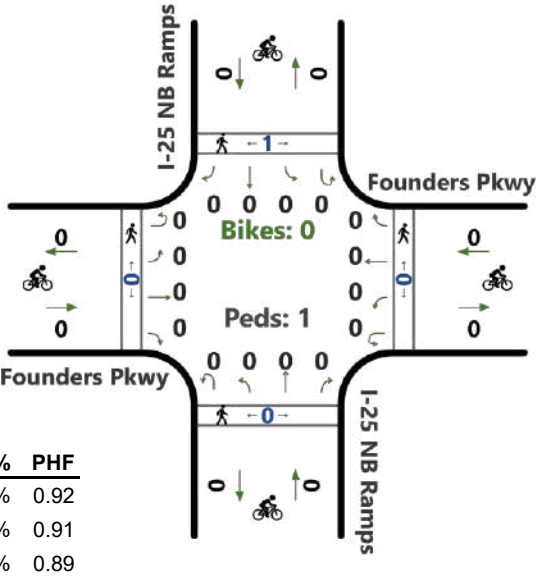
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I-25 NB Ramps & Founders Pkwy

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV%	PHF
EB	1%	0.92
WB	2%	0.91
NB	2%	0.89
SB	--	--
TOTAL	1%	0.97

Peak Hour Count Summaries

Peak Hour Interval Start		Founders Pkwy Eastbound				Founders Pkwy Westbound				I-25 NB Ramps Northbound				I-25 NB Ramps Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	558	127	0	0	288	207	0	65	0	78	0	0	0	0	1,323	0
4:15 PM		0	0	506	103	0	0	260	237	0	81	0	68	0	0	0	0	1,255	0
4:30 PM		0	0	485	129	0	0	269	244	0	91	1	88	0	0	0	0	1,307	0
4:45 PM		0	0	492	111	0	0	318	253	0	67	0	103	0	0	0	0	1,344	5,229
Pk Hr	All	0	0	2,041	470	0	0	1,135	941	0	304	1	337	0	0	0	0	5,229	
	HV	0	0	15	6	0	0	26	13	0	5	0	9	0	0	0	0	74	
	HV%	-	-	1%	1%	-	-	2%	1%	-	2%	0%	3%	-	-	-	-	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
4:00 PM	6	11	5	0	*22*	0	0	0	0	*0*	0	0	1	0	*1*
4:15 PM	6	15	3	0	*24*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	5	6	5	0	*16*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	4	7	1	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	21	39	14	0	*74*	0	0	0	0	*0*	0	0	1	0	*1*

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Count Summaries - All Vehicles

Interval Start	Founders Pkwy Eastbound				Founders Pkwy Westbound				I-25 NB Ramps Northbound				I-25 NB Ramps Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**558**	**127**	**0**	**0**	**288**	**207**	**0**	**65**	**0**	**78**	**0**	**0**	**0**	**0**	**1,323**	**0**
4:15 PM	**0**	**0**	**506**	**103**	**0**	**0**	**260**	**237**	**0**	**81**	**0**	**68**	**0**	**0**	**0**	**0**	**1,255**	**0**
4:30 PM	**0**	**0**	**485**	**129**	**0**	**0**	**269**	**244**	**0**	**91**	**1**	**88**	**0**	**0**	**0**	**0**	**1,307**	**0**
4:45 PM	**0**	**0**	**492**	**111**	**0**	**0**	**318**	**253**	**0**	**67**	**0**	**103**	**0**	**0**	**0**	**0**	**1,344**	**5,229**
5:00 PM	0	0	542	116	0	0	257	225	0	77	0	83	0	0	0	0	1,300	5,206
5:15 PM	0	0	535	93	0	0	250	209	0	67	0	65	0	0	0	0	1,219	5,170
5:30 PM	0	0	558	108	0	0	266	197	0	79	0	67	0	0	0	0	1,275	5,138
5:45 PM	0	0	470	74	0	0	245	218	0	64	0	71	0	0	0	0	1,142	4,936
Count Total	0	0	4,146	861	0	0	2,153	1,790	0	591	1	623	0	0	0	0	10,165	
Pk Hr All	**0**	**0**	**2,041**	**470**	**0**	**0**	**1,135**	**941**	**0**	**304**	**1**	**337**	**0**	**0**	**0**	**0**	**5,229**	
Pk Hr HV	**0**	**0**	**15**	**6**	**0**	**0**	**26**	**13**	**0**	**5**	**0**	**9**	**0**	**0**	**0**	**0**	**74**	
Pk Hr HV%	**-**	**-**	**1%**	**1%**	**-**	**-**	**2%**	**1%**	**-**	**2%**	**0%**	**3%**	**-**	**-**	**-**	**-**	**1%**	

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
4:00 PM	**6**	**11**	**5**	**0**	***22***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
4:15 PM	**6**	**15**	**3**	**0**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**5**	**6**	**5**	**0**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**4**	**7**	**1**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	5	8	4	0	*17*	0	0	0	0	*0*	0	0	0	2	*2*
5:15 PM	5	10	3	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	5	6	5	0	*16*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	5	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	36	68	26	0	*130*	0	0	0	0	*0*	0	0	1	2	*3*
Peak Hour	**21**	**39**	**14**	**0**	***74***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	**1**

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Count Summaries - Heavy Vehicles

Interval Start	Founders Pkwy				Founders Pkwy				I-25 NB Ramps				I-25 NB Ramps				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**	**3**	**3**	**0**	**0**	**7**	**4**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**22**	**0**
4:15 PM	**0**	**0**	**5**	**1**	**0**	**0**	**8**	**7**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**24**	**0**
4:30 PM	**0**	**0**	**4**	**1**	**0**	**0**	**5**	**1**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**16**	**0**
4:45 PM	**0**	**0**	**3**	**1**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**12**	**74**
5:00 PM	0	0	4	1	0	0	6	2	0	3	0	1	0	0	0	0	17	69
5:15 PM	0	0	3	2	0	0	5	5	0	2	0	1	0	0	0	0	18	63
5:30 PM	0	0	3	2	0	0	5	1	0	4	0	1	0	0	0	0	16	63
5:45 PM	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5	56
Count Total	0	0	25	11	0	0	46	22	0	14	0	12	0	0	0	0	130	
Pk Hr Heavy	**0**	**0**	**15**	**6**	**0**	**0**	**26**	**13**	**0**	**5**	**0**	**9**	**0**	**0**	**0**	**0**	**74**	

Count Summaries - Bikes

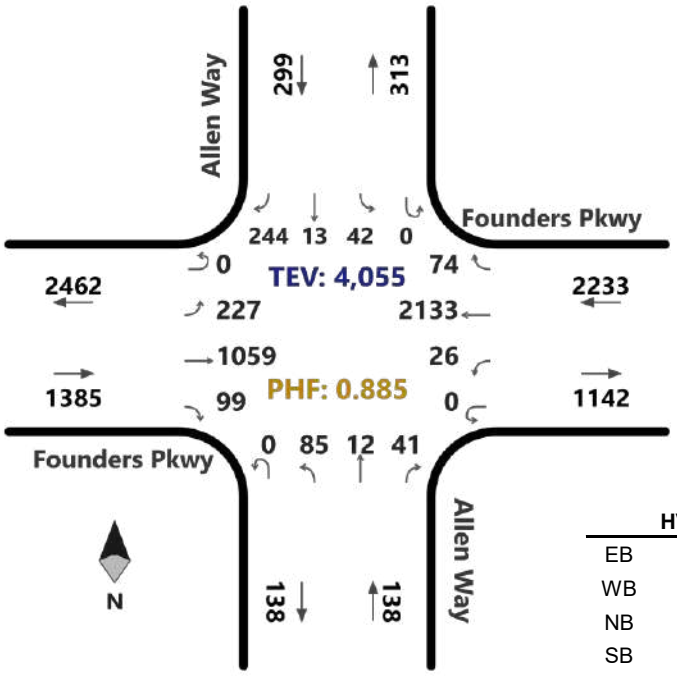
Interval Start	Founders Pkwy				Founders Pkwy				I-25 NB Ramps				I-25 NB Ramps				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

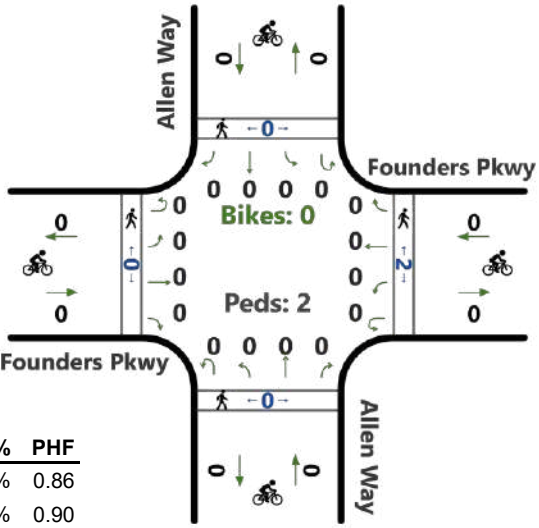
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Allen Way & Founders Pkwy

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV%	PHF
EB	6%	0.86
WB	1%	0.90
NB	1%	0.78
SB	4%	0.83
TOTAL	3%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		Founders Pkwy Eastbound				Founders Pkwy Westbound				Allen Way Northbound				Allen Way Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	46	222	28	0	8	575	20	0	16	2	8	0	7	1	51	984	0
7:30 AM		0	64	238	18	0	6	541	14	0	27	5	12	0	10	3	71	1,009	0
7:45 AM		0	56	320	25	0	6	596	15	0	25	2	10	0	15	5	70	1,145	0
8:00 AM		0	61	279	28	0	6	421	25	0	17	3	11	0	10	4	52	917	4,055
Pk Hr	All	0	227	1,059	99	0	26	2,133	74	0	85	12	41	0	42	13	244	4,055	
	HV	0	10	70	4	0	0	29	3	0	1	0	1	0	3	0	8	129	
	HV%	-	4%	7%	4%	-	0%	1%	4%	-	1%	0%	2%	-	7%	0%	3%	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	19	8	1	6	*34*	0	0	0	0	*0*	1	0	0	0	*1*
7:30 AM	24	5	0	0	*29*	0	0	0	0	*0*	1	0	0	0	*1*
7:45 AM	20	8	1	3	*32*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	21	11	0	2	*34*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	84	32	2	11	*129*	0	0	0	0	*0*	2	0	0	0	*2*

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Count Summaries - All Vehicles

Interval Start	Founders Pkwy				Founders Pkwy				Allen Way				Allen Way				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	39	180	16	0	6	521	24	0	18	2	11	0	13	0	44	874	0
7:15 AM	**0**	**46**	**222**	**28**	**0**	**8**	**575**	**20**	**0**	**16**	**2**	**8**	**0**	**7**	**1**	**51**	**984**	**0**
7:30 AM	**0**	**64**	**238**	**18**	**0**	**6**	**541**	**14**	**0**	**27**	**5**	**12**	**0**	**10**	**3**	**71**	**1,009**	**0**
7:45 AM	**0**	**56**	**320**	**25**	**0**	**6**	**596**	**15**	**0**	**25**	**2**	**10**	**0**	**15**	**5**	**70**	**1,145**	**4,012**
8:00 AM	**0**	**61**	**279**	**28**	**0**	**6**	**421**	**25**	**0**	**17**	**3**	**11**	**0**	**10**	**4**	**52**	**917**	**4,055**
8:15 AM	0	70	273	29	0	2	415	31	0	16	3	9	0	20	1	62	931	4,002
8:30 AM	0	81	294	23	0	12	381	41	0	16	1	9	0	18	5	79	960	3,953
8:45 AM	0	80	289	20	0	11	417	34	0	28	3	10	0	21	4	60	977	3,785
Count Total	0	497	2,095	187	0	57	3,867	204	0	163	21	80	0	114	23	489	7,797	
Pk Hr All	**0**	**227**	**1,059**	**99**	**0**	**26**	**2,133**	**74**	**0**	**85**	**12**	**41**	**0**	**42**	**13**	**244**	**4,055**	
Pk Hr HV	**0**	**10**	**70**	**4**	**0**	**0**	**29**	**3**	**0**	**1**	**0**	**1**	**0**	**3**	**0**	**8**	**129**	
Pk Hr HV%	**-**	**4%**	**7%**	**4%**	**-**	**0%**	**1%**	**4%**	**-**	**1%**	**0%**	**2%**	**-**	**7%**	**0%**	**3%**	**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	18	8	1	1	*28*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**19**	**8**	**1**	**6**	***34***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
7:30 AM	**24**	**5**	**0**	**0**	***29***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
7:45 AM	**20**	**8**	**1**	**3**	***32***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	**21**	**11**	**0**	**2**	***34***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	22	13	0	3	*38*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	22	11	1	4	*38*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	20	15	1	2	*38*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	166	79	5	21	*271*	0	0	0	0	*0*	2	0	0	0	*2*
Peak Hour	**84**	**32**	**2**	**11**	***129***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	**2**

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Count Summaries - Heavy Vehicles

Interval Start	Founders Pkwy				Founders Pkwy				Allen Way				Allen Way				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	16	0	0	0	7	1	0	0	1	0	0	0	0	1	28	0
7:15 AM	**0**	**3**	**16**	**0**	**0**	**0**	**7**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**5**	**34**	**0**
7:30 AM	**0**	**4**	**18**	**2**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**0**
7:45 AM	**0**	**1**	**18**	**1**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**32**	**123**
8:00 AM	**0**	**2**	**18**	**1**	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**34**	**129**
8:15 AM	0	3	19	0	0	0	13	0	0	0	0	0	0	1	0	2	38	133
8:30 AM	0	6	15	1	0	0	10	1	0	1	0	0	0	0	0	4	38	142
8:45 AM	0	3	16	1	0	1	13	1	0	0	0	1	0	1	0	1	38	148
Count Total	0	24	136	6	0	1	72	6	0	2	1	2	0	5	0	16	271	
Pk Hr Heavy	**0**	**10**	**70**	**4**	**0**	**0**	**29**	**3**	**0**	**1**	**0**	**1**	**0**	**3**	**0**	**8**	**129**	

Count Summaries - Bikes

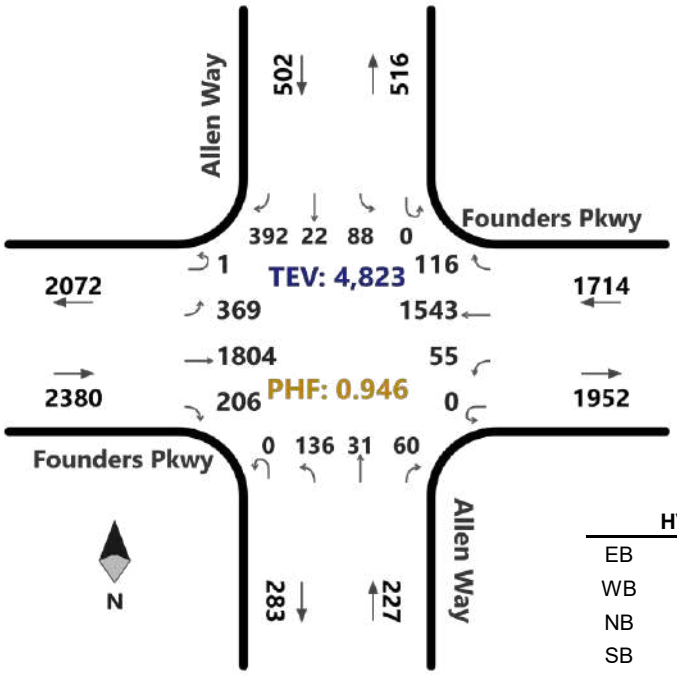
Interval Start	Founders Pkwy				Founders Pkwy				Allen Way				Allen Way				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**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**	

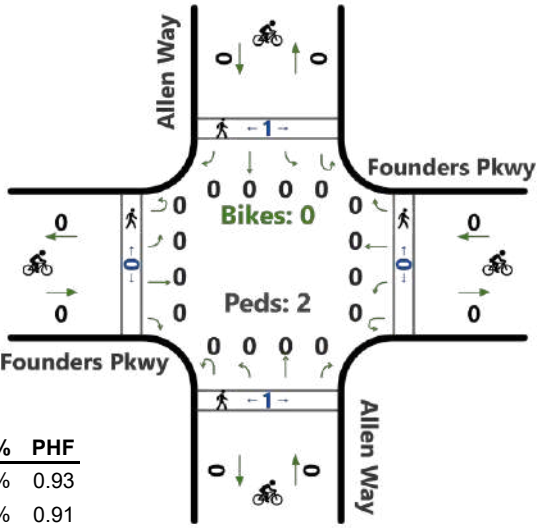
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Allen Way & Founders Pkwy

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV%	PHF
EB	1%	0.93
WB	2%	0.91
NB	1%	0.79
SB	2%	0.94
TOTAL	2%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		Founders Pkwy Eastbound				Founders Pkwy Westbound				Allen Way Northbound				Allen Way Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		1	94	476	67	0	12	372	22	0	32	10	10	0	20	3	88	1,207	0
4:15 PM		0	84	438	49	0	11	363	37	0	26	7	14	0	23	5	97	1,154	0
4:30 PM		0	91	437	45	0	18	376	31	0	38	3	15	0	20	5	108	1,187	0
4:45 PM		0	100	453	45	0	14	432	26	0	40	11	21	0	25	9	99	1,275	4,823
Pk Hr	All	1	369	1,804	206	0	55	1,543	116	0	136	31	60	0	88	22	392	4,823	
	HV	0	9	15	2	0	0	33	1	0	2	0	0	0	2	1	8	73	
	HV%	0%	2%	1%	1%	-	0%	2%	1%	-	1%	0%	0%	-	2%	5%	2%	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
4:00 PM	7	11	1	2	*21*	0	0	0	0	*0*	0	0	0	1	*1*
4:15 PM	6	8	1	3	*18*	0	0	0	0	*0*	0	0	1	0	*1*
4:30 PM	8	8	0	2	*18*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	5	7	0	4	*16*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	26	34	2	11	*73*	0	0	0	0	*0*	0	0	1	1	*2*

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Count Summaries - All Vehicles

Interval Start	Founders Pkwy Eastbound				Founders Pkwy Westbound				Allen Way Northbound				Allen Way Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**1**	**94**	**476**	**67**	**0**	**12**	**372**	**22**	**0**	**32**	**10**	**10**	**0**	**20**	**3**	**88**	**1,207**	**0**
4:15 PM	**0**	**84**	**438**	**49**	**0**	**11**	**363**	**37**	**0**	**26**	**7**	**14**	**0**	**23**	**5**	**97**	**1,154**	**0**
4:30 PM	**0**	**91**	**437**	**45**	**0**	**18**	**376**	**31**	**0**	**38**	**3**	**15**	**0**	**20**	**5**	**108**	**1,187**	**0**
4:45 PM	**0**	**100**	**453**	**45**	**0**	**14**	**432**	**26**	**0**	**40**	**11**	**21**	**0**	**25**	**9**	**99**	**1,275**	**4,823**
5:00 PM	0	97	497	33	0	7	327	29	0	46	3	10	0	31	4	110	1,194	4,810
5:15 PM	0	81	463	52	0	7	335	22	0	26	5	11	0	13	2	97	1,114	4,770
5:30 PM	0	93	476	50	0	7	335	28	0	47	4	13	0	19	4	79	1,155	4,738
5:45 PM	0	88	413	46	0	11	330	27	0	39	6	10	0	29	6	100	1,105	4,568
Count Total	1	728	3,653	387	0	87	2,870	222	0	294	49	104	0	180	38	778	9,391	
Pk Hr All	**1**	**369**	**1,804**	**206**	**0**	**55**	**1,543**	**116**	**0**	**136**	**31**	**60**	**0**	**88**	**22**	**392**	**4,823**	
Pk Hr HV	**0**	**9**	**15**	**2**	**0**	**0**	**33**	**1**	**0**	**2**	**0**	**0**	**0**	**2**	**1**	**8**	**73**	
Pk Hr HV%	**0%**	**2%**	**1%**	**1%**	**-**	**0%**	**2%**	**1%**	**-**	**1%**	**0%**	**0%**	**-**	**2%**	**5%**	**2%**	**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	**7**	**11**	**1**	**2**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
4:15 PM	**6**	**8**	**1**	**3**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
4:30 PM	**8**	**8**	**0**	**2**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**5**	**7**	**0**	**4**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	5	6	0	1	*12*	0	0	0	0	*0*	0	1	0	1	*2*
5:15 PM	3	4	1	2	*10*	0	0	0	0	*0*	0	3	0	0	*3*
5:30 PM	1	4	0	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	2	4	1	2	*9*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	37	52	4	18	*111*	0	0	0	0	*0*	0	4	1	2	*7*
Peak Hour	**26**	**34**	**2**	**11**	***73***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	**2**

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Count Summaries - Heavy Vehicles

Interval Start	Founders Pkwy				Founders Pkwy				Allen Way				Allen Way				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**	**2**	**5**	**0**	**0**	**0**	**10**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**21**	**0**
4:15 PM	**0**	**3**	**3**	**0**	**0**	**0**	**8**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**18**	**0**
4:30 PM	**0**	**1**	**5**	**2**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**18**	**0**
4:45 PM	**0**	**3**	**2**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**16**	**73**
5:00 PM	0	1	4	0	0	0	6	0	0	0	0	0	0	0	0	1	12	64
5:15 PM	0	2	1	0	0	0	4	0	0	0	1	0	0	0	0	2	10	56
5:30 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	2	7	45
5:45 PM	0	0	1	1	0	0	4	0	0	1	0	0	0	1	0	1	9	38
Count Total	0	12	22	3	0	0	51	1	0	3	1	0	0	3	1	14	111	
Pk Hr Heavy	**0**	**9**	**15**	**2**	**0**	**0**	**33**	**1**	**0**	**2**	**0**	**0**	**0**	**2**	**1**	**8**	**73**	

Count Summaries - Bikes

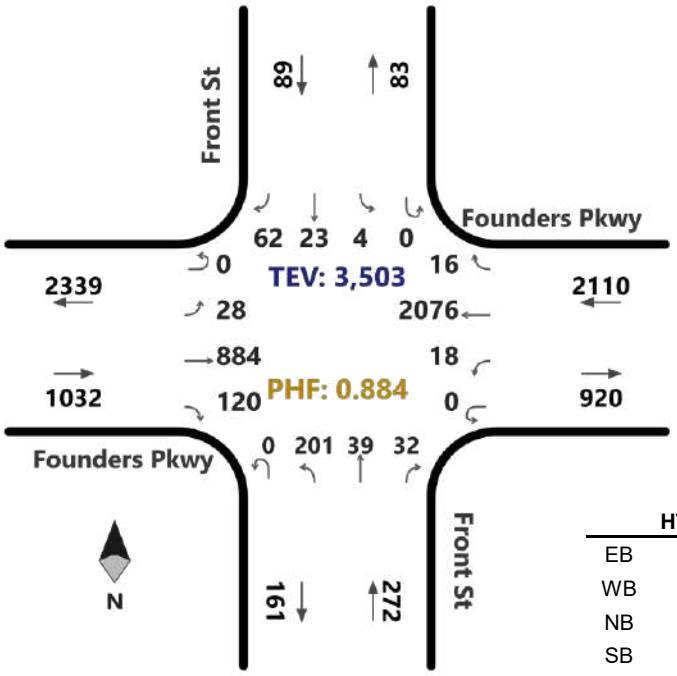
Interval Start	Founders Pkwy				Founders Pkwy				Allen Way				Allen Way				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

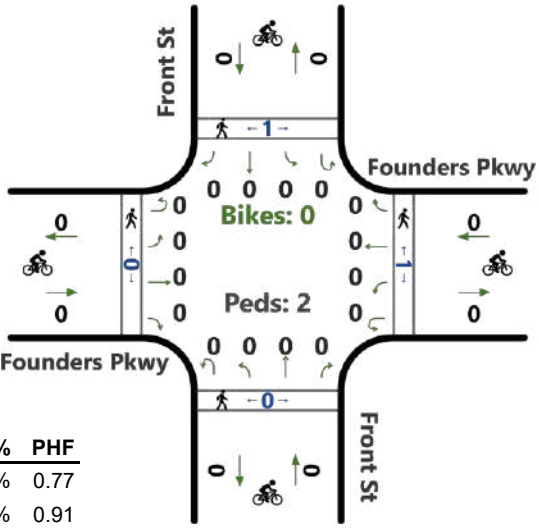
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Front St & Founders Pkwy

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV%	PHF
EB	7%	0.77
WB	1%	0.91
NB	1%	0.89
SB	3%	0.86
TOTAL	3%	0.88

Peak Hour Count Summaries

Peak Hour Interval Start		Founders Pkwy Eastbound				Founders Pkwy Westbound				Front St Northbound				Front St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	6	165	36	0	5	485	2	0	59	9	3	0	0	2	14	786	0
7:15 AM		0	8	205	36	0	3	518	5	0	61	7	8	0	0	10	14	875	0
7:30 AM		0	8	216	19	0	4	505	3	0	45	18	10	0	1	7	15	851	0
7:45 AM		0	6	298	29	0	6	568	6	0	36	5	11	0	3	4	19	991	3,503
Pk Hr	All	0	28	884	120	0	18	2,076	16	0	201	39	32	0	4	23	62	3,503	
	HV	0	3	65	3	0	0	27	1	0	3	1	0	0	1	1	1	106	
	HV%	-	11%	7%	3%	-	0%	1%	6%	-	1%	3%	0%	-	25%	4%	2%	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
7:00 AM	17	7	2	1	*27*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	18	8	1	0	*27*	0	0	0	0	*0*	1	0	1	0	*2*
7:30 AM	18	5	0	0	*23*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	18	8	1	2	*29*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	71	28	4	3	*106*	0	0	0	0	*0*	1	0	1	0	*2*

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Count Summaries - All Vehicles

Interval Start	Founders Pkwy Eastbound				Founders Pkwy Westbound				Front St Northbound				Front St Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**6**	**165**	**36**	**0**	**5**	**485**	**2**	**0**	**59**	**9**	**3**	**0**	**0**	**2**	**14**	**786**	**0**
7:15 AM	**0**	**8**	**205**	**36**	**0**	**3**	**518**	**5**	**0**	**61**	**7**	**8**	**0**	**0**	**10**	**14**	**875**	**0**
7:30 AM	**0**	**8**	**216**	**19**	**0**	**4**	**505**	**3**	**0**	**45**	**18**	**10**	**0**	**1**	**7**	**15**	**851**	**0**
7:45 AM	**0**	**6**	**298**	**29**	**0**	**6**	**568**	**6**	**0**	**36**	**5**	**11**	**0**	**3**	**4**	**19**	**991**	**3,503**
8:00 AM	0	4	266	33	0	7	397	2	0	28	9	9	0	1	9	17	782	3,499
8:15 AM	1	4	279	32	0	13	383	4	0	43	8	11	0	3	5	14	800	3,424
8:30 AM	0	6	279	41	0	13	373	5	1	52	6	11	0	2	6	13	808	3,381
8:45 AM	0	4	261	47	0	16	406	7	0	48	6	11	0	1	7	14	828	3,218
Count Total	1	46	1,969	273	0	67	3,635	34	1	372	68	74	0	11	50	120	6,721	
Pk Hr All	**0**	**28**	**884**	**120**	**0**	**18**	**2,076**	**16**	**0**	**201**	**39**	**32**	**0**	**4**	**23**	**62**	**3,503**	
Pk Hr HV	**0**	**3**	**65**	**3**	**0**	**0**	**27**	**1**	**0**	**3**	**1**	**0**	**0**	**1**	**1**	**1**	**106**	
Pk Hr HV%	**-**	**11%**	**7%**	**3%**	**-**	**0%**	**1%**	**6%**	**-**	**1%**	**3%**	**0%**	**-**	**25%**	**4%**	**2%**	**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	**17**	**7**	**2**	**1**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:15 AM	**18**	**8**	**1**	**0**	***27***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	***2***
7:30 AM	**18**	**5**	**0**	**0**	***23***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**18**	**8**	**1**	**2**	***29***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	19	8	1	1	*29*	0	0	0	0	*0*	1	0	1	0	*2*
8:15 AM	18	10	1	2	*31*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	18	10	0	2	*30*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	17	12	3	3	*35*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	143	68	9	11	*231*	0	0	0	0	*0*	2	0	2	1	*5*
Peak Hour	**71**	**28**	**4**	**3**	***106***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	**2**

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Count Summaries - Heavy Vehicles

Interval Start	Founders Pkwy				Founders Pkwy				Front St				Front 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**	**2**	**15**	**0**	**0**	**0**	**7**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**27**	**0**
7:15 AM	**0**	**0**	**16**	**2**	**0**	**0**	**8**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**0**
7:30 AM	**0**	**1**	**17**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**0**
7:45 AM	**0**	**0**	**17**	**1**	**0**	**0**	**7**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**29**	**106**
8:00 AM	0	0	17	2	0	0	8	0	0	0	1	0	0	0	0	1	29	108
8:15 AM	0	0	18	0	0	0	10	0	0	1	0	0	0	0	1	1	31	112
8:30 AM	0	0	18	0	0	0	10	0	0	0	0	0	0	0	1	1	30	119
8:45 AM	0	0	16	1	0	0	11	1	0	3	0	0	0	0	1	2	35	125
Count Total	0	3	134	6	0	0	66	2	0	7	2	0	0	1	4	6	231	
Pk Hr Heavy	**0**	**3**	**65**	**3**	**0**	**0**	**27**	**1**	**0**	**3**	**1**	**0**	**0**	**1**	**1**	**1**	**106**	

Count Summaries - Bikes

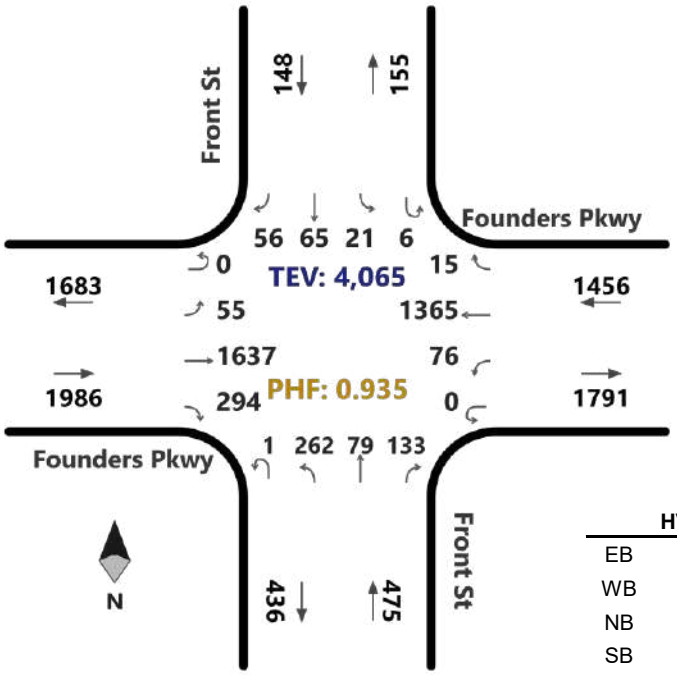
Interval Start	Founders Pkwy				Founders Pkwy				Front St				Front St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**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

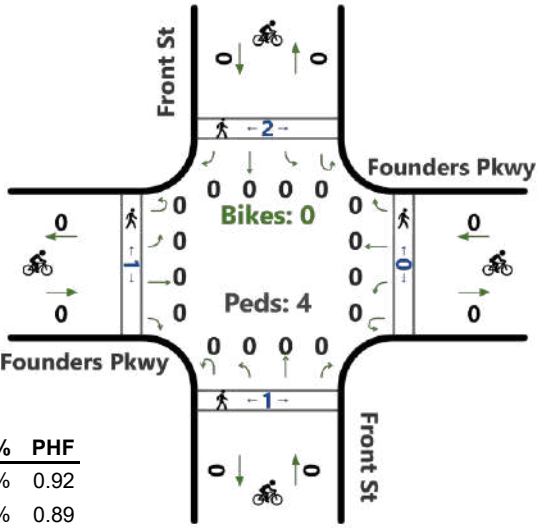
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Front St & Founders Pkwy

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV%	PHF
EB	1%	0.92
WB	2%	0.89
NB	1%	0.89
SB	4%	0.82
TOTAL	1%	0.93

Peak Hour Count Summaries

Peak Hour Interval Start		Founders Pkwy Eastbound				Founders Pkwy Westbound				Front St Northbound				Front St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	14	393	65	0	20	321	8	0	68	20	36	4	5	16	10	980	0
4:30 PM		0	9	391	72	0	20	363	2	0	51	14	27	2	6	12	14	983	0
4:45 PM		0	19	393	88	0	17	389	2	1	73	21	39	0	9	20	16	1,087	0
5:00 PM		0	13	460	69	0	19	292	3	0	70	24	31	0	1	17	16	1,015	4,065
Pk Hr	All	0	55	1,637	294	0	76	1,365	15	1	262	79	133	6	21	65	56	4,065	
	HV	0	0	13	1	0	1	22	0	0	4	0	0	5	0	0	1	47	
	HV%	-	0%	1%	0%	-	1%	2%	0%	0%	2%	0%	0%	83%	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	4	7	3	5	*19*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	3	7	1	1	*12*	0	0	0	0	*0*	0	1	1	1	*3*
4:45 PM	2	4	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	5	5	0	0	*10*	0	0	0	0	*0*	0	0	1	0	*1*
Peak Hour	14	23	4	6	*47*	0	0	0	0	*0*	0	1	2	1	*4*

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Count Summaries - All Vehicles

Interval Start	Founders Pkwy Eastbound				Founders Pkwy Westbound				Front St Northbound				Front St Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	18	417	71	0	23	323	3	0	69	10	32	0	5	13	8	992	0
4:15 PM	**0**	**14**	**393**	**65**	**0**	**20**	**321**	**8**	**0**	**68**	**20**	**36**	**4**	**5**	**16**	**10**	**980**	**0**
4:30 PM	**0**	**9**	**391**	**72**	**0**	**20**	**363**	**2**	**0**	**51**	**14**	**27**	**2**	**6**	**12**	**14**	**983**	**0**
4:45 PM	**0**	**19**	**393**	**88**	**0**	**17**	**389**	**2**	**1**	**73**	**21**	**39**	**0**	**9**	**20**	**16**	**1,087**	**4,042**
5:00 PM	**0**	**13**	**460**	**69**	**0**	**19**	**292**	**3**	**0**	**70**	**24**	**31**	**0**	**1**	**17**	**16**	**1,015**	**4,065**
5:15 PM	0	24	411	58	0	17	306	3	1	51	19	32	0	4	22	12	960	4,045
5:30 PM	0	35	404	64	0	17	286	2	0	62	6	34	0	8	22	17	957	4,019
5:45 PM	0	25	347	77	0	18	298	6	0	51	14	30	0	5	16	13	900	3,832
Count Total	0	157	3,216	564	0	151	2,578	29	2	495	128	261	6	43	138	106	7,874	
Pk Hr All	**0**	**55**	**1,637**	**294**	**0**	**76**	**1,365**	**15**	**1**	**262**	**79**	**133**	**6**	**21**	**65**	**56**	**4,065**	
Pk Hr HV	**0**	**0**	**13**	**1**	**0**	**1**	**22**	**0**	**0**	**4**	**0**	**0**	**5**	**0**	**0**	**1**	**47**	
Pk Hr HV%	**-**	**0%**	**1%**	**0%**	**-**	**1%**	**2%**	**0%**	**0%**	**2%**	**0%**	**0%**	**83%**	**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	3	13	0	0	*16*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**4**	**7**	**3**	**5**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**3**	**7**	**1**	**1**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**1**	***3***
4:45 PM	**2**	**4**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**5**	**5**	**0**	**0**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
5:15 PM	3	5	1	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	3	3	0	0	*6*	0	0	0	0	*0*	11	3	7	0	*21*
5:45 PM	2	4	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	25	48	5	6	*84*	0	0	0	0	*0*	11	4	9	1	*25*
Peak Hour	**14**	**23**	**4**	**6**	***47***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**2**	**1**	**4**

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Count Summaries - Heavy Vehicles

Interval Start	Founders Pkwy				Founders Pkwy				Front St				Front 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	2	1	0	1	12	0	0	0	0	0	0	0	0	0	16	0
4:15 PM	**0**	**0**	**4**	**0**	**0**	**1**	**6**	**0**	**0**	**3**	**0**	**0**	**4**	**0**	**0**	**1**	**19**	**0**
4:30 PM	**0**	**0**	**2**	**1**	**0**	**0**	**7**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**12**	**0**
4:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**53**
5:00 PM	**0**	**0**	**5**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**47**
5:15 PM	0	0	3	0	0	0	5	0	0	1	0	0	0	0	0	0	9	37
5:30 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	31
5:45 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	31
Count Total	0	0	23	2	0	2	46	0	0	5	0	0	5	0	0	1	84	
Pk Hr Heavy	**0**	**0**	**13**	**1**	**0**	**1**	**22**	**0**	**0**	**4**	**0**	**0**	**5**	**0**	**0**	**1**	**47**	

Count Summaries - Bikes

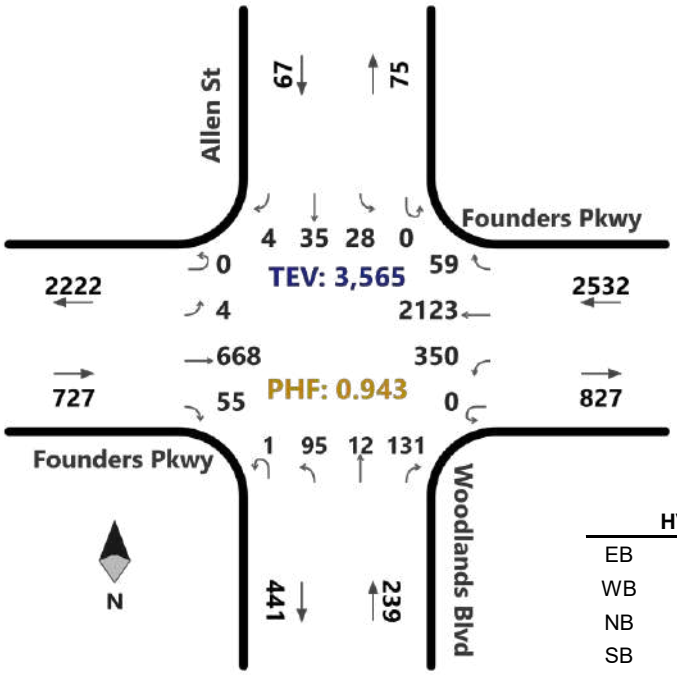
Interval Start	Founders Pkwy				Founders Pkwy				Front St				Front St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**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

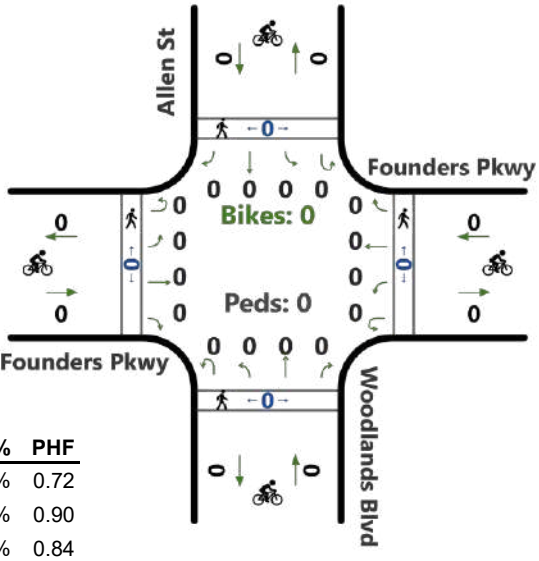
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Allen St & Founders Pkwy

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV%	PHF
EB	6%	0.72
WB	1%	0.90
NB	3%	0.84
SB	6%	0.84
TOTAL	2%	0.94

Peak Hour Count Summaries

Peak Hour Interval Start		Founders Pkwy Eastbound				Founders Pkwy Westbound				Allen St Northbound				Allen St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	118	5	0	79	518	18	0	16	7	24	0	10	9	1	806	0
7:15 AM		0	0	143	13	0	92	595	16	0	26	3	42	0	6	9	0	945	0
7:30 AM		0	3	177	15	0	94	519	15	0	26	2	32	0	8	10	1	902	0
7:45 AM		0	0	230	22	0	85	491	10	1	27	0	33	0	4	7	2	912	3,565
Pk Hr	All	0	4	668	55	0	350	2,123	59	1	95	12	131	0	28	35	4	3,565	
	HV	0	1	42	2	0	1	14	2	0	0	2	5	0	0	3	1	73	
	HV%	-	25%	6%	4%	-	0%	1%	3%	0%	0%	17%	4%	-	0%	9%	25%	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
7:00 AM	6	4	1	2	*13*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	10	4	4	2	*20*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	16	3	1	0	*20*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	13	6	1	0	*20*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	45	17	7	4	*73*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Founders Pkwy				Founders Pkwy				Allen St				Allen 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**	**1**	**118**	**5**	**0**	**79**	**518**	**18**	**0**	**16**	**7**	**24**	**0**	**10**	**9**	**1**	**806**	**0**
7:15 AM	**0**	**0**	**143**	**13**	**0**	**92**	**595**	**16**	**0**	**26**	**3**	**42**	**0**	**6**	**9**	**0**	**945**	**0**
7:30 AM	**0**	**3**	**177**	**15**	**0**	**94**	**519**	**15**	**0**	**26**	**2**	**32**	**0**	**8**	**10**	**1**	**902**	**0**
7:45 AM	**0**	**0**	**230**	**22**	**0**	**85**	**491**	**10**	**1**	**27**	**0**	**33**	**0**	**4**	**7**	**2**	**912**	**3,565**
8:00 AM	0	3	180	17	0	60	407	11	0	20	5	35	0	4	5	2	749	3,508
8:15 AM	0	1	198	8	0	105	361	11	0	22	3	44	0	9	9	2	773	3,336
8:30 AM	0	0	190	24	0	92	341	12	1	20	3	96	0	3	12	0	794	3,228
8:45 AM	0	4	184	21	0	91	363	15	0	26	4	62	0	8	11	1	790	3,106
Count Total	0	12	1,420	125	0	698	3,595	108	2	183	27	368	0	52	72	9	6,671	
Pk Hr All	**0**	**4**	**668**	**55**	**0**	**350**	**2,123**	**59**	**1**	**95**	**12**	**131**	**0**	**28**	**35**	**4**	**3,565**	
Pk Hr HV	**0**	**1**	**42**	**2**	**0**	**1**	**14**	**2**	**0**	**0**	**2**	**5**	**0**	**0**	**3**	**1**	**73**	
Pk Hr HV%	**-**	**25%**	**6%**	**4%**	**-**	**0%**	**1%**	**3%**	**0%**	**0%**	**17%**	**4%**	**-**	**0%**	**9%**	**25%**	**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	**6**	**4**	**1**	**2**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:15 AM	**10**	**4**	**4**	**2**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**16**	**3**	**1**	**0**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**13**	**6**	**1**	**0**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	15	7	2	2	*26*	0	0	0	0	*0*	0	1	0	1	*2*
8:15 AM	13	10	1	0	*24*	0	0	0	0	*0*	0	0	0	1	*1*
8:30 AM	11	8	0	0	*19*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	17	11	3	0	*31*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	101	53	13	6	*173*	0	0	0	0	*0*	1	1	0	2	*4*
Peak Hour	**45**	**17**	**7**	**4**	***73***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Founders Pkwy				Founders Pkwy				Allen St				Allen 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**	**6**	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**13**	**0**
7:15 AM	**0**	**0**	**9**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**2**	**0**	**20**	**0**
7:30 AM	**0**	**1**	**15**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**20**	**0**
7:45 AM	**0**	**0**	**12**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**20**	**73**
8:00 AM	0	0	15	0	0	0	6	1	0	0	2	0	0	0	1	1	26	86
8:15 AM	0	0	13	0	0	2	8	0	0	0	0	1	0	0	0	0	24	90
8:30 AM	0	0	10	1	0	2	6	0	0	0	0	0	0	0	0	0	19	89
8:45 AM	0	2	14	1	0	1	10	0	0	3	0	0	0	0	0	0	31	100
Count Total	0	3	94	4	0	6	44	3	0	3	4	6	0	0	4	2	173	
Pk Hr Heavy	**0**	**1**	**42**	**2**	**0**	**1**	**14**	**2**	**0**	**0**	**2**	**5**	**0**	**0**	**3**	**1**	**73**	

Count Summaries - Bikes

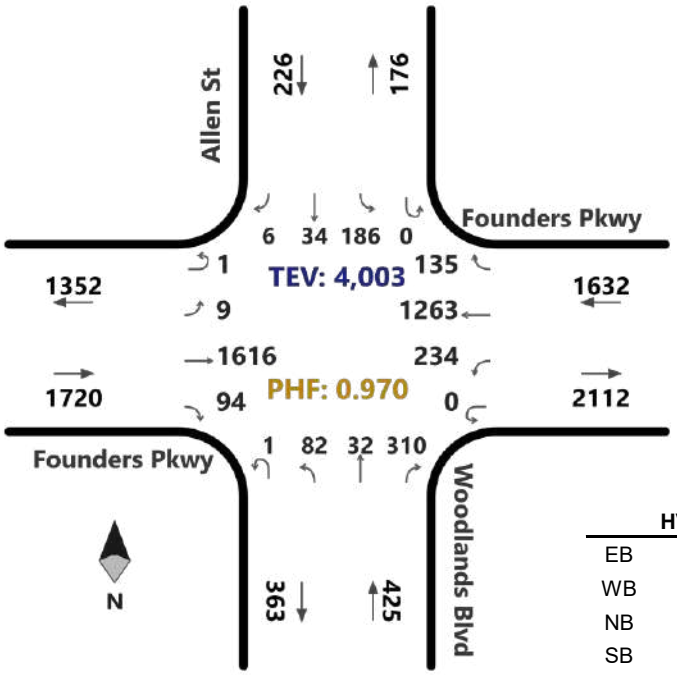
Interval Start	Founders Pkwy				Founders Pkwy				Allen St				Allen St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**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

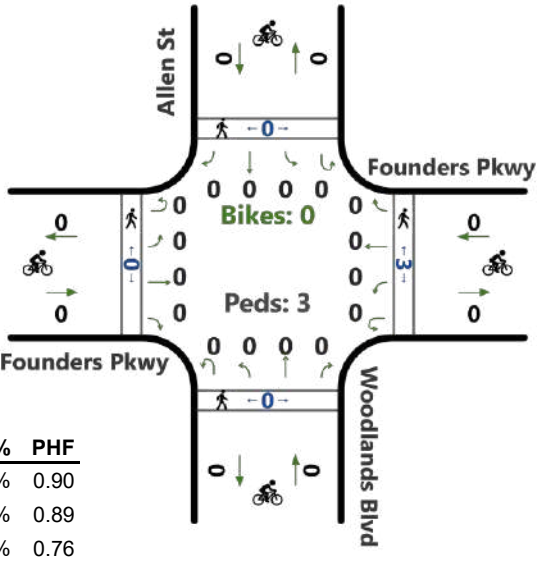
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Allen St & Founders Pkwy

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV%	PHF
EB	1%	0.90
WB	2%	0.89
NB	1%	0.76
SB	1%	0.88
TOTAL	1%	0.97

Peak Hour Count Summaries

Peak Hour Interval Start		Founders Pkwy Eastbound				Founders Pkwy Westbound				Allen St Northbound				Allen St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**2**	**450**	**25**	**0**	**61**	**312**	**32**	**0**	**18**	**6**	**72**	**0**	**46**	**6**	**2**	**1,032**	**0**
4:15 PM		**0**	**2**	**350**	**25**	**0**	**77**	**353**	**31**	**0**	**18**	**7**	**57**	**0**	**41**	**8**	**0**	**969**	**0**
4:30 PM		**1**	**1**	**397**	**20**	**0**	**43**	**295**	**41**	**0**	**22**	**13**	**104**	**0**	**45**	**12**	**2**	**996**	**0**
4:45 PM		**0**	**4**	**419**	**24**	**0**	**53**	**303**	**31**	**1**	**24**	**6**	**77**	**0**	**54**	**8**	**2**	**1,006**	**4,003**
Pk Hr	**All**	**1**	**9**	**1,616**	**94**	**0**	**234**	**1,263**	**135**	**1**	**82**	**32**	**310**	**0**	**186**	**34**	**6**	**4,003**	
	HV	**0**	**0**	**15**	**0**	**0**	**3**	**24**	**2**	**0**	**0**	**1**	**4**	**0**	**0**	**2**	**0**	**51**	
	HV%	**0%**	**0%**	**1%**	**0%**	**-**	**1%**	**2%**	**1%**	**0%**	**0%**	**3%**	**1%**	**-**	**0%**	**6%**	**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
4:00 PM	**4**	**12**	**1**	**1**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:15 PM	**3**	**8**	**0**	**0**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**3**	**7**	**2**	**1**	***13***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**0**	***3***
4:45 PM	**5**	**2**	**2**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**15**	**29**	**5**	**2**	***51***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**0**	***3***

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Count Summaries - All Vehicles

Interval Start	Founders Pkwy Eastbound				Founders Pkwy Westbound				Allen St Northbound				Allen St Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**2**	**450**	**25**	**0**	**61**	**312**	**32**	**0**	**18**	**6**	**72**	**0**	**46**	**6**	**2**	**1,032**	**0**
4:15 PM	**0**	**2**	**350**	**25**	**0**	**77**	**353**	**31**	**0**	**18**	**7**	**57**	**0**	**41**	**8**	**0**	**969**	**0**
4:30 PM	**1**	**1**	**397**	**20**	**0**	**43**	**295**	**41**	**0**	**22**	**13**	**104**	**0**	**45**	**12**	**2**	**996**	**0**
4:45 PM	**0**	**4**	**419**	**24**	**0**	**53**	**303**	**31**	**1**	**24**	**6**	**77**	**0**	**54**	**8**	**2**	**1,006**	**4,003**
5:00 PM	0	1	409	24	0	54	270	16	0	19	4	92	0	38	3	0	930	3,901
5:15 PM	0	4	373	19	0	59	271	19	0	11	4	95	0	63	5	2	925	3,857
5:30 PM	0	2	384	21	0	44	249	27	0	16	7	73	0	32	3	4	862	3,723
5:45 PM	0	2	405	28	0	42	261	24	0	10	6	53	0	45	7	0	883	3,600
Count Total	1	18	3,187	186	0	433	2,314	221	1	138	53	623	0	364	52	12	7,603	
Pk Hr All	**1**	**9**	**1,616**	**94**	**0**	**234**	**1,263**	**135**	**1**	**82**	**32**	**310**	**0**	**186**	**34**	**6**	**4,003**	
Pk Hr HV	**0**	**0**	**15**	**0**	**0**	**3**	**24**	**2**	**0**	**0**	**1**	**4**	**0**	**0**	**2**	**0**	**51**	
Pk Hr HV%	**0%**	**0%**	**1%**	**0%**	**-**	**1%**	**2%**	**1%**	**0%**	**0%**	**3%**	**1%**	**-**	**0%**	**6%**	**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**	**12**	**1**	**1**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:15 PM	**3**	**8**	**0**	**0**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**3**	**7**	**2**	**1**	***13***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**0**	***3***
4:45 PM	**5**	**2**	**2**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	3	3	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	3	3	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	1	1	0	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	2	1	1	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	24	37	6	3	*70*	0	0	0	0	*0*	3	0	0	0	*3*
Peak Hour	**15**	**29**	**5**	**2**	***51***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**0**	**3**

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Count Summaries - Heavy Vehicles

Interval Start	Founders Pkwy				Founders Pkwy				Allen St				Allen 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**	**4**	**0**	**0**	**1**	**9**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**18**	**0**
4:15 PM	**0**	**0**	**3**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**
4:30 PM	**0**	**0**	**3**	**0**	**0**	**2**	**5**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**13**	**0**
4:45 PM	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**9**	**51**
5:00 PM	0	0	3	0	0	1	2	0	0	0	0	0	0	0	0	0	6	39
5:15 PM	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	6	34
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	3	24
5:45 PM	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	4	19
Count Total	0	1	23	0	0	4	31	2	0	0	1	5	0	1	2	0	70	
Pk Hr Heavy	**0**	**0**	**15**	**0**	**0**	**3**	**24**	**2**	**0**	**0**	**1**	**4**	**0**	**0**	**2**	**0**	**51**	

Count Summaries - Bikes

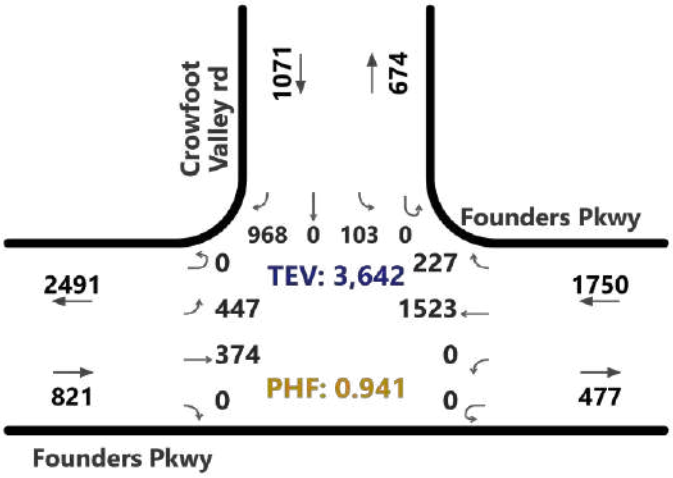
Interval Start	Founders Pkwy				Founders Pkwy				Allen St				Allen St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**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

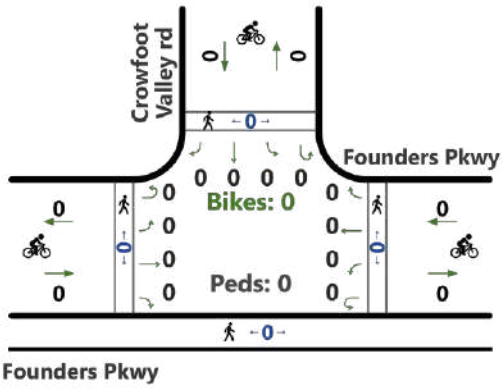
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Crowfoot Valley rd & Founders Pkwy

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM







	HV%	PHF
EB	5%	0.77
WB	1%	0.89
NB	--	--
SB	1%	0.89
TOTAL	2%	0.94

Peak Hour Count Summaries

Peak Hour Interval Start		Founders Pkwy				Founders Pkwy				n/a				Crowfoot Valley rd				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	93	58	0	0	0	413	63	0	0	0	0	0	34	0	238	899	0
7:15 AM		0	104	72	0	0	0	430	60	0	0	0	0	0	20	0	282	968	0
7:30 AM		0	108	120	0	0	0	369	56	0	0	0	0	0	22	0	241	916	0
7:45 AM		0	142	124	0	0	0	311	48	0	0	0	0	0	27	0	207	859	3,642
Pk Hr	All	0	447	374	0	0	0	1,523	227	0	0	0	0	0	103	0	968	3,642	
	HV	0	31	11	0	0	0	13	5	0	0	0	0	0	4	0	10	74	
	HV%	-	7%	3%	-	-	-	1%	2%	-	-	-	-	-	4%	-	1%	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
7:00 AM	5	5	0	5	*15*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	11	4	0	2	*17*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	15	3	0	1	*19*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	11	6	0	6	*23*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	42	18	0	14	*74*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Founders Pkwy				Founders Pkwy				n/a				Crowfoot Valley rd				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**	**93**	**58**	**0**	**0**	**0**	**413**	**63**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**238**	**899**	**0**
7:15 AM	**0**	**104**	**72**	**0**	**0**	**0**	**430**	**60**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**282**	**968**	**0**
7:30 AM	**0**	**108**	**120**	**0**	**0**	**0**	**369**	**56**	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**241**	**916**	**0**
7:45 AM	**0**	**142**	**124**	**0**	**0**	**0**	**311**	**48**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**207**	**859**	**3,642**
8:00 AM	0	126	97	0	0	0	273	41	0	0	0	0	1	25	0	180	743	3,486
8:15 AM	0	130	104	0	0	0	292	49	0	0	0	0	0	27	0	185	787	3,305
8:30 AM	0	134	139	0	0	0	268	35	0	0	0	0	0	55	0	186	817	3,206
8:45 AM	1	118	147	0	0	0	264	38	0	0	0	0	0	52	0	199	819	3,166
Count Total	1	955	861	0	0	0	2,620	390	0	0	0	0	1	262	0	1,718	6,808	
Pk Hr All	**0**	**447**	**374**	**0**	**0**	**0**	**1,523**	**227**	**0**	**0**	**0**	**0**	**0**	**103**	**0**	**968**	**3,642**	
Pk Hr HV	**0**	**31**	**11**	**0**	**0**	**0**	**13**	**5**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**10**	**74**	
Pk Hr HV%	**-**	**7%**	**3%**	**-**	**-**	**-**	**1%**	**2%**	**-**	**-**	**-**	**-**	**-**	**4%**	**-**	**1%**	**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	**5**	**5**	**0**	**5**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:15 AM	**11**	**4**	**0**	**2**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**15**	**3**	**0**	**1**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**11**	**6**	**0**	**6**	***23***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	15	3	0	3	*21*	0	0	0	0	*0*	0	1	0	0	*1*
8:15 AM	13	5	0	8	*26*	0	0	0	0	*0*	0	2	0	0	*2*
8:30 AM	9	7	0	7	*23*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	14	4	0	9	*27*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	93	37	0	41	*171*	0	0	0	0	*0*	0	3	0	0	*3*
Peak Hour	**42**	**18**	**0**	**14**	***74***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Founders Pkwy				Founders Pkwy				n/a				Crowfoot Valley rd				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**	**4**	**1**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**15**	**0**
7:15 AM	**0**	**9**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**17**	**0**
7:30 AM	**0**	**10**	**5**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**19**	**0**
7:45 AM	**0**	**8**	**3**	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**23**	**74**
8:00 AM	0	13	2	0	0	0	2	1	0	0	0	0	0	0	0	3	21	80
8:15 AM	0	8	5	0	0	0	3	2	0	0	0	0	0	2	0	6	26	89
8:30 AM	0	6	3	0	0	0	5	2	0	0	0	0	0	2	0	5	23	93
8:45 AM	0	11	3	0	0	0	4	0	0	0	0	0	0	1	0	8	27	97
Count Total	0	69	24	0	0	0	27	10	0	0	0	0	0	9	0	32	171	
Pk Hr Heavy	**0**	**31**	**11**	**0**	**0**	**0**	**13**	**5**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**10**	**74**	

Count Summaries - Bikes

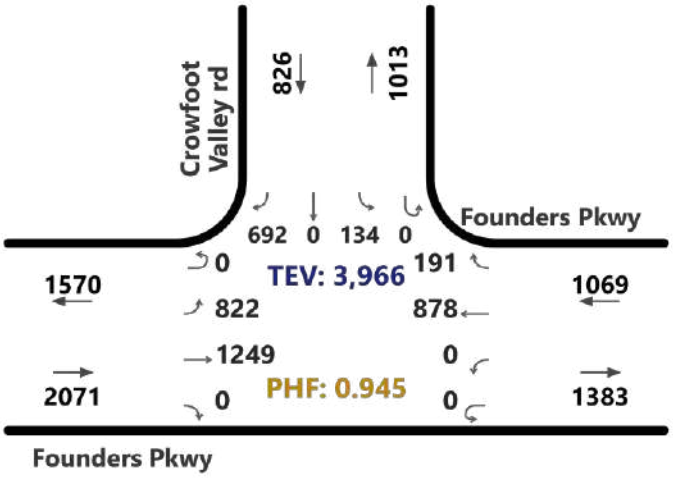
Interval Start	Founders Pkwy				Founders Pkwy				n/a				Crowfoot Valley rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	

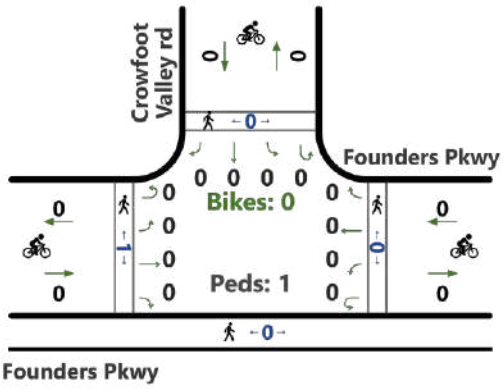
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Crowfoot Valley rd & Founders Pkwy

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM







	HV%	PHF
EB	1%	0.96
WB	2%	0.90
NB	--	--
SB	4%	0.95
TOTAL	2%	0.95

Peak Hour Count Summaries

Peak Hour Interval Start		Founders Pkwy				Founders Pkwy				n/a				Crowfoot Valley rd				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	200	336	0	0	0	236	60	0	0	0	0	0	28	0	189	1,049	0
4:15 PM		0	171	302	0	0	0	246	45	0	0	0	0	0	38	0	172	974	0
4:30 PM		0	215	309	0	0	0	226	45	0	0	0	0	0	26	0	168	989	0
4:45 PM		0	236	302	0	0	0	170	41	0	0	0	0	0	42	0	163	954	3,966
Pk Hr	All	0	822	1,249	0	0	0	878	191	0	0	0	0	0	134	0	692	3,966	
	HV	0	6	6	0	0	0	18	7	0	0	0	0	0	4	0	26	67	
	HV%	-	1%	0%	-	-	-	2%	4%	-	-	-	-	-	3%	-	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
4:00 PM	2	9	0	11	*22*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	3	6	0	8	*17*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	3	7	0	6	*16*	0	0	0	0	*0*	0	1	0	0	*1*
4:45 PM	4	3	0	5	*12*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	12	25	0	30	*67*	0	0	0	0	*0*	0	1	0	0	*1*

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Count Summaries - All Vehicles

Interval Start	Founders Pkwy				Founders Pkwy				n/a				Crowfoot Valley rd				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**	**200**	**336**	**0**	**0**	**0**	**236**	**60**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**189**	**1,049**	**0**
4:15 PM	**0**	**171**	**302**	**0**	**0**	**0**	**246**	**45**	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**172**	**974**	**0**
4:30 PM	**0**	**215**	**309**	**0**	**0**	**0**	**226**	**45**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**168**	**989**	**0**
4:45 PM	**0**	**236**	**302**	**0**	**0**	**0**	**170**	**41**	**0**	**0**	**0**	**0**	**0**	**42**	**0**	**163**	**954**	**3,966**
5:00 PM	0	208	313	0	0	0	194	33	0	0	0	0	0	45	0	164	957	3,874
5:15 PM	0	221	321	0	0	0	193	35	0	0	0	0	0	27	0	162	959	3,859
5:30 PM	0	196	298	0	0	0	163	25	0	0	0	0	0	34	0	167	883	3,753
5:45 PM	0	185	314	0	0	0	158	24	0	0	0	0	0	36	0	160	877	3,676
Count Total	0	1,632	2,495	0	0	0	1,586	308	0	0	0	0	0	276	0	1,345	7,642	
Pk Hr All	**0**	**822**	**1,249**	**0**	**0**	**0**	**878**	**191**	**0**	**0**	**0**	**0**	**0**	**134**	**0**	**692**	**3,966**	
Pk Hr HV	**0**	**6**	**6**	**0**	**0**	**0**	**18**	**7**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**26**	**67**	
Pk Hr HV%	**-**	**1%**	**0%**	**-**	**-**	**-**	**2%**	**4%**	**-**	**-**	**-**	**-**	**-**	**3%**	**-**	**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**	**9**	**0**	**11**	***22***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:15 PM	**3**	**6**	**0**	**8**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**3**	**7**	**0**	**6**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
4:45 PM	**4**	**3**	**0**	**5**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	3	1	0	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	5	2	0	1	*8*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	4	1	0	3	*8*	0	0	0	0	*0*	0	1	0	0	*1*
5:45 PM	3	2	0	4	*9*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	27	31	0	41	*99*	0	0	0	0	*0*	0	2	0	0	*2*
Peak Hour	**12**	**25**	**0**	**30**	***67***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	**1**

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Count Summaries - Heavy Vehicles

Interval Start	Founders Pkwy				Founders Pkwy				n/a				Crowfoot Valley rd				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**	**0**	**0**	**0**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**9**	**22**	**0**
4:15 PM	**0**	**1**	**2**	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**17**	**0**
4:30 PM	**0**	**2**	**1**	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**16**	**0**
4:45 PM	**0**	**2**	**2**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**12**	**67**
5:00 PM	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	3	7	52
5:15 PM	0	2	3	0	0	0	2	0	0	0	0	0	0	0	0	1	8	43
5:30 PM	0	2	2	0	0	0	0	1	0	0	0	0	0	0	0	3	8	35
5:45 PM	0	1	2	0	0	0	1	1	0	0	0	0	0	0	0	4	9	32
Count Total	0	13	14	0	0	0	22	9	0	0	0	0	0	4	0	37	99	
Pk Hr Heavy	**0**	**6**	**6**	**0**	**0**	**0**	**18**	**7**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**26**	**67**	

Count Summaries - Bikes

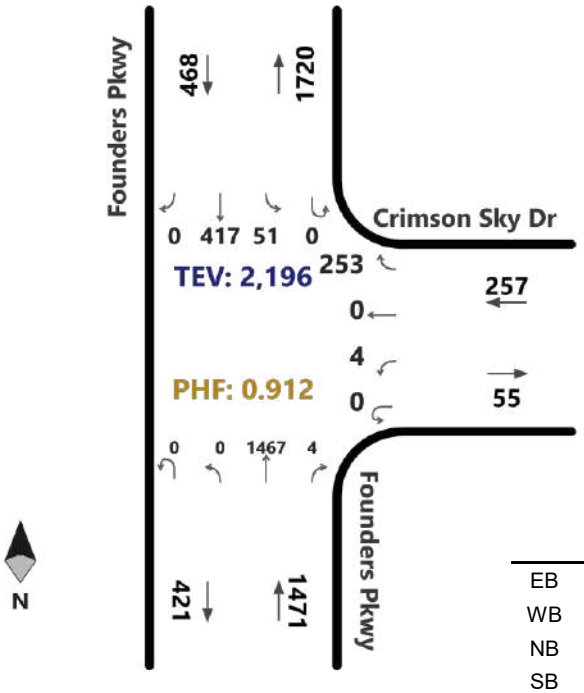
Interval Start	Founders Pkwy				Founders Pkwy				n/a				Crowfoot Valley rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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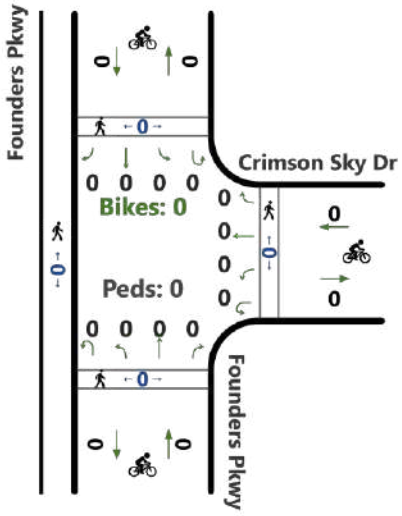
msalhany@idaxdata.com

Founders Pkwy & Crimson Sky Dr

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM



	HV%	PHF
EB	--	--
WB	0%	0.89
NB	1%	0.84
SB	3%	0.80
TOTAL	1%	0.91



Peak Hour Count Summaries

Peak Hour Interval Start		n/a				Crimson Sky Dr				Founders Pkwy				Founders Pkwy				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	1	0	69	0	0	416	2	0	5	91	0	584	0
7:15 AM		0	0	0	0	0	1	0	71	0	0	440	0	0	8	82	0	602	0
7:30 AM		0	0	0	0	0	1	0	51	0	0	325	1	0	20	116	0	514	0
7:45 AM		0	0	0	0	0	1	0	62	0	0	286	1	0	18	128	0	496	2,196
Pk Hr	All	0	0	0	0	0	4	0	253	0	0	1,467	4	0	51	417	0	2,196	
	HV	0	0	0	0	0	0	0	0	0	0	14	0	0	1	12	0	27	
	HV%	-	-	-	-	-	0%	-	0%	-	-	1%	0%	-	2%	3%	-	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
7:00 AM	0	0	2	3	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	3	4	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	4	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	5	3	*8*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	0	14	13	*27*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	n/a				Crimson Sky Dr				Founders Pkwy				Founders Pkwy				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**	**1**	**0**	**69**	**0**	**0**	**416**	**2**	**0**	**5**	**91**	**0**	**584**	**0**
7:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**71**	**0**	**0**	**440**	**0**	**0**	**8**	**82**	**0**	**602**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**51**	**0**	**0**	**325**	**1**	**0**	**20**	**116**	**0**	**514**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**62**	**0**	**0**	**286**	**1**	**0**	**18**	**128**	**0**	**496**	**2,196**
8:00 AM	0	0	0	0	0	1	0	34	0	0	299	5	0	15	113	0	467	2,079
8:15 AM	0	0	0	0	0	2	0	44	0	0	294	0	0	18	119	0	477	1,954
8:30 AM	0	0	0	0	0	0	0	36	0	0	242	0	0	19	167	0	464	1,904
8:45 AM	0	0	0	0	0	1	0	31	0	0	277	2	0	20	184	0	515	1,923
Count Total	0	0	0	0	0	8	0	398	0	0	2,579	11	0	123	1,000	0	4,119	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**253**	**0**	**0**	**1,467**	**4**	**0**	**51**	**417**	**0**	**2,196**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**1**	**12**	**0**	**27**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**1%**	**0%**	**-**	**2%**	**3%**	**-**	**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
7:00 AM	**0**	**0**	**2**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:15 AM	**0**	**0**	**3**	**4**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**0**	**0**	**4**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**0**	**0**	**5**	**3**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	0	0	2	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	6	8	*14*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	8	5	*13*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	0	4	6	*10*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	0	34	33	*67*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**0**	**0**	**14**	**13**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	n/a				Crimson Sky Dr				Founders Pkwy				Founders Pkwy				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**	**2**	**0**	**0**	**0**	**3**	**0**	**5**	**0**
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**3**	**0**	**7**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**7**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**3**	**0**	**8**	**27**
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	25
8:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	1	7	0	14	32
8:30 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	1	4	0	13	38
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	1	5	0	10	40
Count Total	0	0	0	0	0	0	0	0	0	0	34	0	0	4	29	0	67	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**1**	**12**	**0**	**27**	

Count Summaries - Bikes

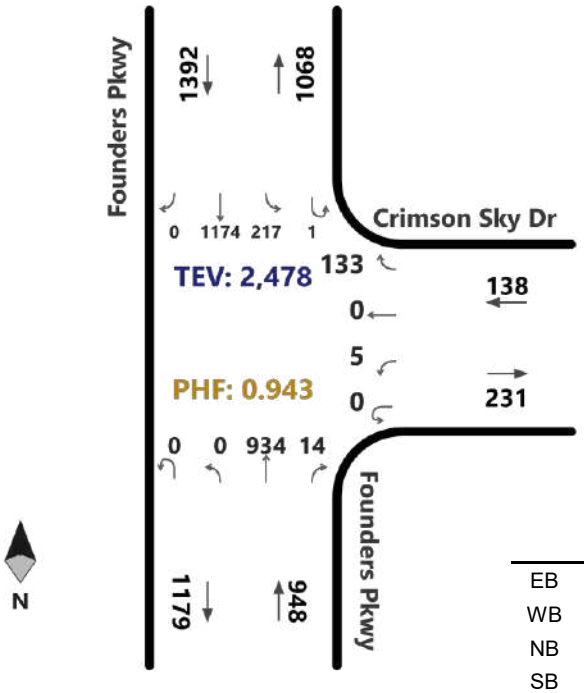
Interval Start	n/a				Crimson Sky Dr				Founders Pkwy				Founders Pkwy				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	

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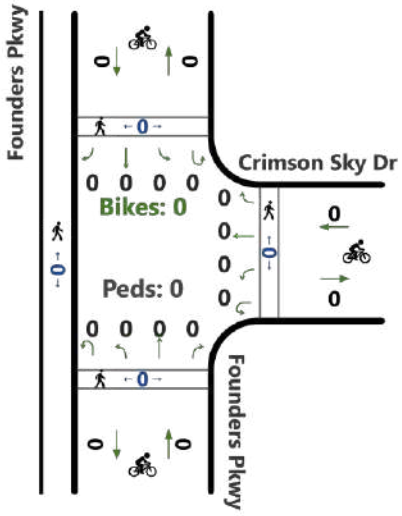
msalhany@idaxdata.com

Founders Pkwy & Crimson Sky Dr

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV%	PHF
EB	--	--
WB	4%	0.86
NB	2%	0.89
SB	1%	0.97
TOTAL	1%	0.94



Peak Hour Count Summaries

Peak Hour Interval Start		n/a				Crimson Sky Dr				Founders Pkwy				Founders Pkwy				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	39	0	0	248	6	0	56	301	0	650	0
4:15 PM		0	0	0	0	0	1	0	39	0	0	263	4	0	52	298	0	657	0
4:30 PM		0	0	0	0	0	3	0	26	0	0	232	1	0	54	289	0	605	0
4:45 PM		0	0	0	0	0	1	0	29	0	0	191	3	1	55	286	0	566	2,478
Pk Hr	All	0	0	0	0	0	5	0	133	0	0	934	14	1	217	1,174	0	2,478	
	HV	0	0	0	0	0	0	0	5	0	0	15	0	1	3	10	0	34	
	HV%	-	-	-	-	-	0%	-	4%	-	-	2%	0%	100%	1%	1%	-	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
4:00 PM	0	1	6	3	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	5	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	2	4	2	*8*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	2	0	7	*9*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	5	15	14	*34*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	n/a				Crimson Sky Dr				Founders Pkwy				Founders Pkwy				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**	**39**	**0**	**0**	**248**	**6**	**0**	**56**	**301**	**0**	**650**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**39**	**0**	**0**	**263**	**4**	**0**	**52**	**298**	**0**	**657**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**26**	**0**	**0**	**232**	**1**	**0**	**54**	**289**	**0**	**605**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**29**	**0**	**0**	**191**	**3**	**1**	**55**	**286**	**0**	**566**	**2,478**
5:00 PM	0	0	0	0	0	1	0	31	0	0	187	3	0	54	306	0	582	2,410
5:15 PM	0	0	0	0	0	2	0	30	0	0	197	2	0	49	304	0	584	2,337
5:30 PM	0	0	0	0	0	0	0	25	0	0	161	6	0	52	271	0	515	2,247
5:45 PM	0	0	0	0	0	0	0	22	0	0	164	2	0	43	300	0	531	2,212
Count Total	0	0	0	0	0	8	0	241	0	0	1,643	27	1	415	2,355	0	4,690	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**133**	**0**	**0**	**934**	**14**	**1**	**217**	**1,174**	**0**	**2,478**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**15**	**0**	**1**	**3**	**10**	**0**	**34**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**4%**	**-**	**-**	**2%**	**0%**	**100%**	**1%**	**1%**	**-**	**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	**0**	**1**	**6**	**3**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:15 PM	**0**	**0**	**5**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**0**	**2**	**4**	**2**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**0**	**2**	**0**	**7**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	0	1	0	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	2	1	*3*	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*
5:45 PM	0	1	0	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	7	17	18	*42*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**0**	**5**	**15**	**14**	***34***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	n/a				Crimson Sky Dr				Founders Pkwy				Founders Pkwy				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**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**3**	**0**	**10**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**7**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**8**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**3**	**3**	**0**	**9**	**34**
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	26
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	22
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	3	8
Count Total	0	0	0	0	0	0	0	7	0	0	17	0	1	3	14	0	42	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**15**	**0**	**1**	**3**	**10**	**0**	**34**	

Count Summaries - Bikes

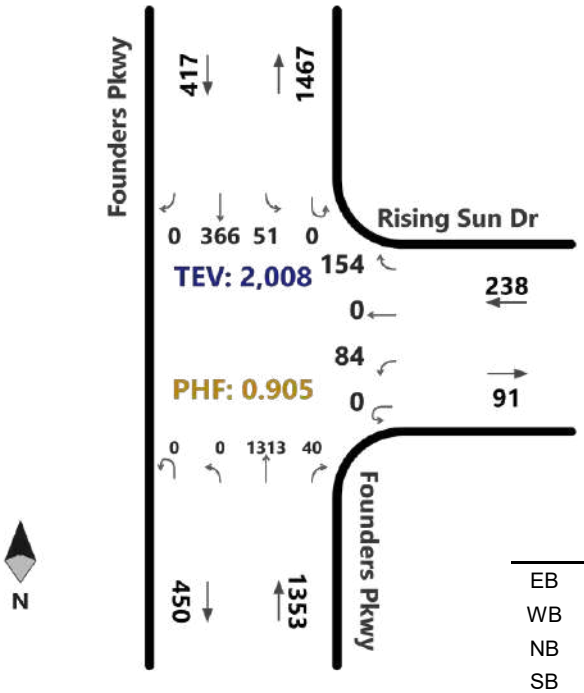
Interval Start	n/a				Crimson Sky Dr				Founders Pkwy				Founders Pkwy				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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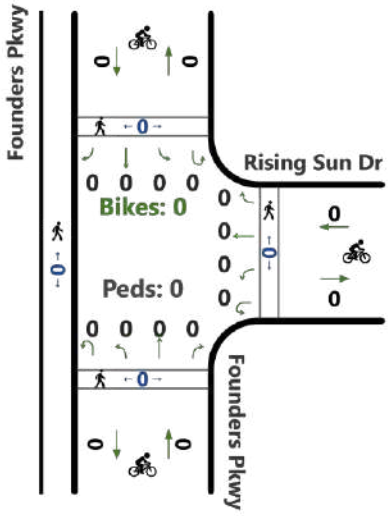
msalhany@idaxdata.com

Founders Pkwy & Rising Sun Dr

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM



	HV%	PHF
EB	--	--
WB	1%	0.79
NB	1%	0.83
SB	3%	0.85
TOTAL	1%	0.90



Peak Hour Count Summaries

Peak Hour Interval Start		n/a				Rising Sun Dr				Founders Pkwy				Founders Pkwy				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	32	0	43	0	0	369	7	0	3	93	0	547	0
7:15 AM		0	0	0	0	0	16	0	46	0	0	394	12	0	9	78	0	555	0
7:30 AM		0	0	0	0	0	23	0	40	0	0	291	11	0	14	98	0	477	0
7:45 AM		0	0	0	0	0	13	0	25	0	0	259	10	0	25	97	0	429	2,008
Pk Hr	All	0	0	0	0	0	84	0	154	0	0	1,313	40	0	51	366	0	2,008	
	HV	0	0	0	0	0	0	0	2	0	0	13	0	0	0	12	0	27	
	HV%	-	-	-	-	-	0%	-	1%	-	-	1%	0%	-	0%	3%	-	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
7:00 AM	0	0	3	3	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	1	3	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	4	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	1	3	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	2	13	12	*27*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	n/a				Rising Sun Dr				Founders Pkwy				Founders Pkwy				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**	**32**	**0**	**43**	**0**	**0**	**369**	**7**	**0**	**3**	**93**	**0**	**547**	**0**
7:15 AM	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**46**	**0**	**0**	**394**	**12**	**0**	**9**	**78**	**0**	**555**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**40**	**0**	**0**	**291**	**11**	**0**	**14**	**98**	**0**	**477**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**25**	**0**	**0**	**259**	**10**	**0**	**25**	**97**	**0**	**429**	**2,008**
8:00 AM	0	0	0	0	0	11	0	23	0	0	282	7	0	16	100	0	439	1,900
8:15 AM	0	0	0	0	0	12	0	17	0	0	282	5	0	12	111	0	439	1,784
8:30 AM	0	0	0	0	0	26	0	14	0	0	228	10	0	19	145	0	442	1,749
8:45 AM	0	0	0	0	0	26	0	51	0	0	226	14	0	32	156	0	505	1,825
Count Total	0	0	0	0	0	159	0	259	0	0	2,331	76	0	130	878	0	3,833	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**84**	**0**	**154**	**0**	**0**	**1,313**	**40**	**0**	**51**	**366**	**0**	**2,008**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**13**	**0**	**0**	**0**	**12**	**0**	**27**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**1%**	**-**	**-**	**1%**	**0%**	**-**	**0%**	**3%**	**-**	**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
7:00 AM	**0**	**0**	**3**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:15 AM	**0**	**1**	**3**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**0**	**0**	**4**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**0**	**1**	**3**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	0	0	4	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	5	6	*11*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	6	4	*10*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	0	5	6	*11*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	2	33	29	*64*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**0**	**2**	**13**	**12**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	n/a				Rising Sun Dr				Founders Pkwy				Founders Pkwy				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**	**3**	**0**	**0**	**0**	**3**	**0**	**6**	**0**
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**7**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**7**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**7**	**27**
8:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	26
8:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	6	0	11	30
8:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	10	33
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	1	5	0	11	37
Count Total	0	0	0	0	0	0	0	2	0	0	32	1	0	1	28	0	64	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**13**	**0**	**0**	**0**	**12**	**0**	**27**	

Count Summaries - Bikes

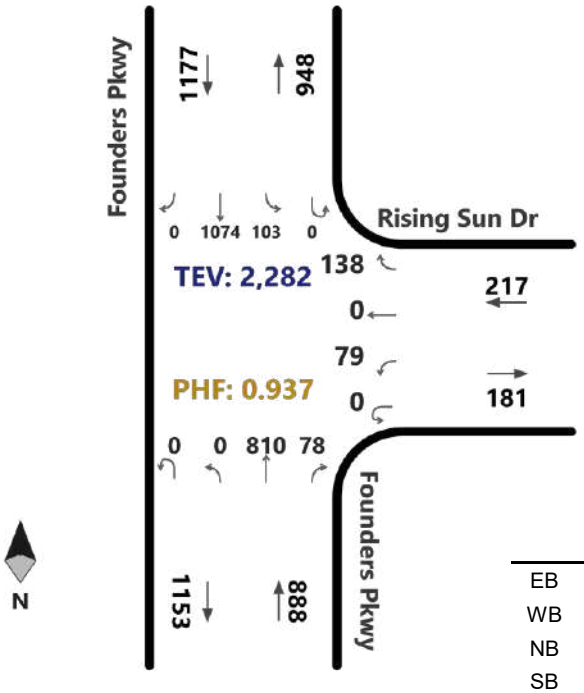
Interval Start	n/a				Rising Sun Dr				Founders Pkwy				Founders Pkwy				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	

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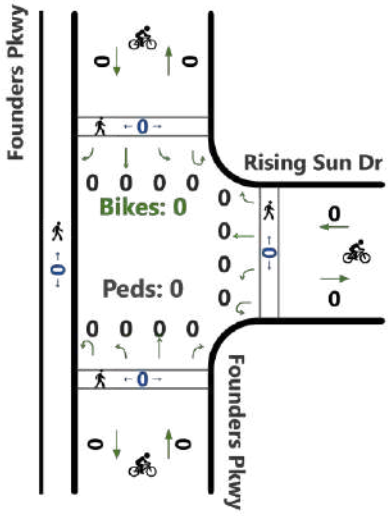
msalhany@idaxdata.com

Founders Pkwy & Rising Sun Dr

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV%	PHF
EB	--	--
WB	2%	0.76
NB	1%	0.89
SB	1%	0.98
TOTAL	1%	0.94



Peak Hour Count Summaries

Peak Hour Interval Start		n/a				Rising Sun Dr				Founders Pkwy				Founders Pkwy				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	19	0	52	0	0	203	21	0	26	272	0	593	0
4:15 PM		0	0	0	0	0	22	0	36	0	0	232	18	0	18	283	0	609	0
4:30 PM		0	0	0	0	0	20	0	32	0	0	201	21	0	36	256	0	566	0
4:45 PM		0	0	0	0	0	18	0	18	0	0	174	18	0	23	263	0	514	2,282
Pk Hr	All	0	0	0	0	0	79	0	138	0	0	810	78	0	103	1,074	0	2,282	
	HV	0	0	0	0	0	1	0	3	0	0	12	0	0	2	8	0	26	
	HV%	-	-	-	-	-	1%	-	2%	-	-	1%	0%	-	2%	1%	-	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
4:00 PM	0	2	4	3	*9*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	1	5	3	*9*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	1	3	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	0	0	3	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	4	12	10	*26*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	n/a				Rising Sun Dr				Founders Pkwy				Founders Pkwy				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**	**19**	**0**	**52**	**0**	**0**	**203**	**21**	**0**	**26**	**272**	**0**	**593**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**36**	**0**	**0**	**232**	**18**	**0**	**18**	**283**	**0**	**609**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**32**	**0**	**0**	**201**	**21**	**0**	**36**	**256**	**0**	**566**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**18**	**0**	**0**	**174**	**18**	**0**	**23**	**263**	**0**	**514**	**2,282**
5:00 PM	0	0	0	0	0	24	0	16	0	0	175	15	0	23	280	0	533	2,222
5:15 PM	0	0	0	0	0	28	0	21	0	0	175	16	1	33	278	0	552	2,165
5:30 PM	0	0	0	0	0	13	0	21	0	0	147	15	0	28	244	0	468	2,067
5:45 PM	0	0	0	0	0	18	0	13	0	0	153	15	0	26	273	0	498	2,051
Count Total	0	0	0	0	0	162	0	209	0	0	1,460	139	1	213	2,149	0	4,333	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**79**	**0**	**138**	**0**	**0**	**810**	**78**	**0**	**103**	**1,074**	**0**	**2,282**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**12**	**0**	**0**	**2**	**8**	**0**	**26**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**1%**	**-**	**2%**	**-**	**-**	**1%**	**0%**	**-**	**2%**	**1%**	**-**	**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	**0**	**2**	**4**	**3**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:15 PM	**0**	**1**	**5**	**3**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	**0**	**1**	**3**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**0**	**0**	**0**	**3**	***3***	**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	1	3	2	*6*	0	0	0	0	*0*	1	0	0	0	*1*
5:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	5	16	14	*35*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hour	**0**	**4**	**12**	**10**	***26***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	n/a				Rising Sun Dr				Founders Pkwy				Founders Pkwy				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**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**9**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**2**	**0**	**9**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**5**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**3**	**26**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
5:15 PM	0	0	0	0	0	1	0	0	0	0	2	1	0	0	2	0	6	14
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	10
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	9
Count Total	0	0	0	0	0	2	0	3	0	0	14	2	0	2	12	0	35	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**12**	**0**	**0**	**2**	**8**	**0**	**26**	

Count Summaries - Bikes

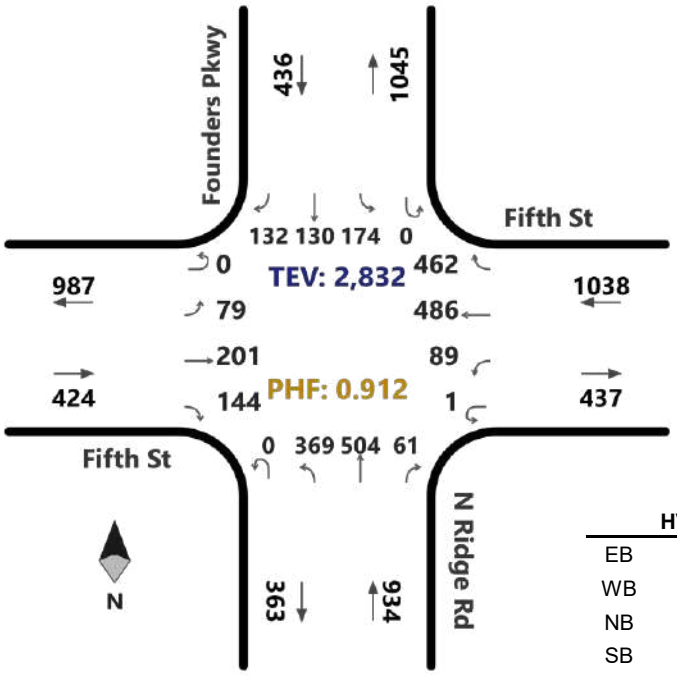
Interval Start	n/a				Rising Sun Dr				Founders Pkwy				Founders Pkwy				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

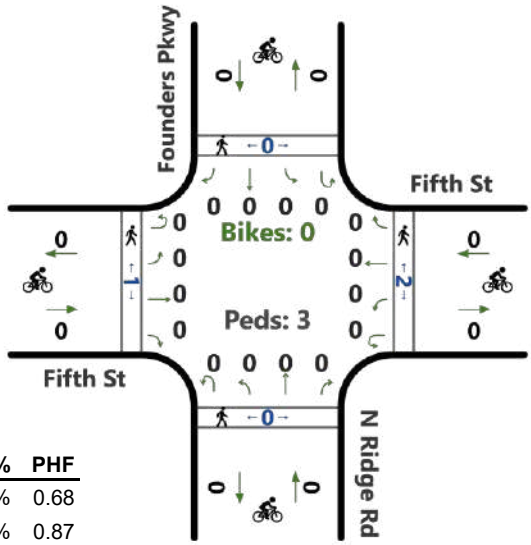
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Founders Pkwy & Fifth St

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV%	PHF
EB	6%	0.68
WB	3%	0.87
NB	1%	0.84
SB	3%	0.79
TOTAL	3%	0.91

Peak Hour Count Summaries

Peak Hour Interval Start		Fifth St Eastbound				Fifth St Westbound				Founders Pkwy Northbound				Founders Pkwy Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	13	45	29	0	14	117	123	0	124	136	17	0	50	39	49	756	0
7:15 AM		0	17	48	36	0	18	148	133	0	107	156	14	0	35	30	34	776	0
7:30 AM		0	27	73	55	0	35	124	112	0	63	102	13	0	44	29	28	705	0
7:45 AM		0	22	35	24	1	22	97	94	0	75	110	17	0	45	32	21	595	2,832
Pk Hr	All	0	79	201	144	1	89	486	462	0	369	504	61	0	174	130	132	2,832	
	HV	0	2	15	7	0	5	12	9	0	3	3	1	0	10	3	2	72	
	HV%	-	3%	7%	5%	0%	6%	2%	2%	-	1%	1%	2%	-	6%	2%	2%	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
7:00 AM	6	6	1	6	*19*	0	0	0	0	*0*	0	1	0	0	*1*
7:15 AM	5	6	2	2	*15*	0	0	0	0	*0*	1	0	0	0	*1*
7:30 AM	10	10	1	3	*24*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	3	4	3	4	*14*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hour	24	26	7	15	*72*	0	0	0	0	*0*	2	1	0	0	*3*

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Count Summaries - All Vehicles

Interval Start	Fifth St				Fifth St				Founders Pkwy				Founders Pkwy				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**	**13**	**45**	**29**	**0**	**14**	**117**	**123**	**0**	**124**	**136**	**17**	**0**	**50**	**39**	**49**	**756**	**0**
7:15 AM	**0**	**17**	**48**	**36**	**0**	**18**	**148**	**133**	**0**	**107**	**156**	**14**	**0**	**35**	**30**	**34**	**776**	**0**
7:30 AM	**0**	**27**	**73**	**55**	**0**	**35**	**124**	**112**	**0**	**63**	**102**	**13**	**0**	**44**	**29**	**28**	**705**	**0**
7:45 AM	**0**	**22**	**35**	**24**	**1**	**22**	**97**	**94**	**0**	**75**	**110**	**17**	**0**	**45**	**32**	**21**	**595**	**2,832**
8:00 AM	0	21	34	21	2	36	90	106	0	35	111	14	0	40	28	15	553	2,629
8:15 AM	0	18	26	35	0	24	65	116	0	35	106	9	0	41	35	16	526	2,379
8:30 AM	0	22	40	43	0	27	70	89	0	49	113	14	1	45	51	37	601	2,275
8:45 AM	1	26	59	44	0	30	88	90	0	46	83	19	0	45	54	41	626	2,306
Count Total	1	166	360	287	3	206	799	863	0	534	917	117	1	345	298	241	5,138	
Pk Hr All	**0**	**79**	**201**	**144**	**1**	**89**	**486**	**462**	**0**	**369**	**504**	**61**	**0**	**174**	**130**	**132**	**2,832**	
Pk Hr HV	**0**	**2**	**15**	**7**	**0**	**5**	**12**	**9**	**0**	**3**	**3**	**1**	**0**	**10**	**3**	**2**	**72**	
Pk Hr HV%	**-**	**3%**	**7%**	**5%**	**0%**	**6%**	**2%**	**2%**	**-**	**1%**	**1%**	**2%**	**-**	**6%**	**2%**	**2%**	**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**	**6**	**1**	**6**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
7:15 AM	**5**	**6**	**2**	**2**	***15***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
7:30 AM	**10**	**10**	**1**	**3**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**3**	**4**	**3**	**4**	***14***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
8:00 AM	2	1	2	3	*8*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	2	4	3	3	*12*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	5	7	3	4	*19*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	7	4	3	3	*17*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	40	42	18	28	*128*	0	0	0	0	*0*	2	1	0	0	*3*
Peak Hour	**24**	**26**	**7**	**15**	***72***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**0**	**0**	**3**

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Count Summaries - Heavy Vehicles

Interval Start	Fifth St				Fifth St				Founders Pkwy				Founders Pkwy				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**	**1**	**2**	**3**	**0**	**1**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**1**	**19**	**0**
7:15 AM	**0**	**1**	**3**	**1**	**0**	**0**	**4**	**2**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**15**	**0**
7:30 AM	**0**	**0**	**7**	**3**	**0**	**4**	**3**	**3**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**24**	**0**
7:45 AM	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**2**	**0**	**1**	**1**	**1**	**0**	**3**	**1**	**0**	**14**	**72**
8:00 AM	0	0	1	1	0	0	1	0	0	1	1	0	0	2	1	0	8	61
8:15 AM	0	1	1	0	0	0	1	3	0	0	2	1	0	2	1	0	12	58
8:30 AM	0	1	3	1	0	2	3	2	0	0	2	1	0	4	0	0	19	53
8:45 AM	1	0	3	3	0	1	3	0	0	0	3	0	0	0	2	1	17	56
Count Total	1	4	23	12	0	8	20	14	0	4	11	3	0	18	7	3	128	
Pk Hr Heavy	**0**	**2**	**15**	**7**	**0**	**5**	**12**	**9**	**0**	**3**	**3**	**1**	**0**	**10**	**3**	**2**	**72**	

Count Summaries - Bikes

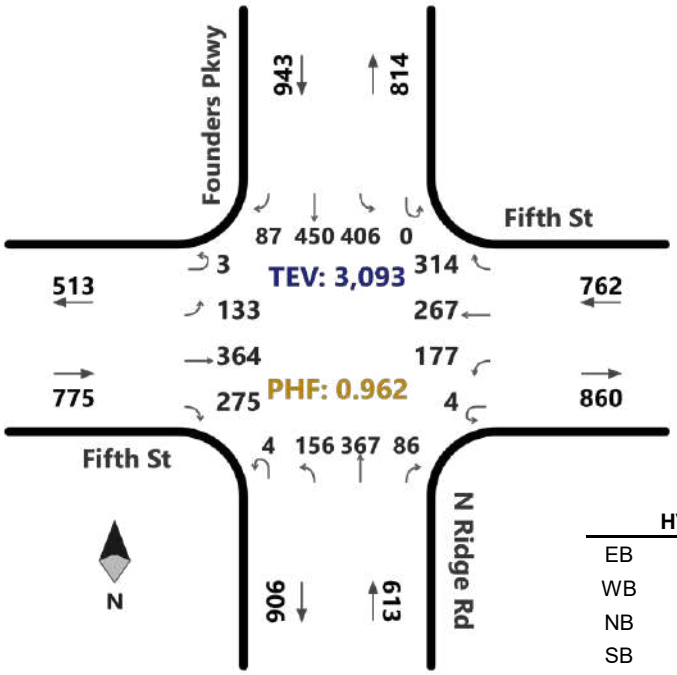
Interval Start	Fifth St				Fifth St				Founders Pkwy				Founders Pkwy				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	

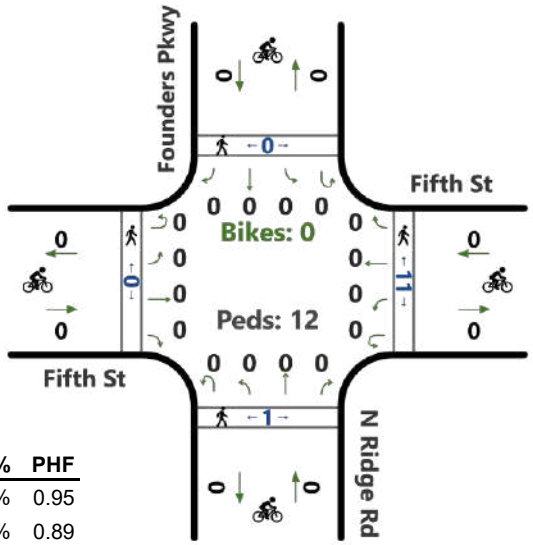
Mark Salhany
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Founders Pkwy & Fifth St

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV%	PHF
EB	0%	0.95
WB	2%	0.89
NB	1%	0.96
SB	1%	0.94
TOTAL	1%	0.96

Peak Hour Count Summaries

Peak Hour Interval Start		Fifth St Eastbound				Fifth St Westbound				Founders Pkwy Northbound				Founders Pkwy Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		**1**	**36**	**77**	**64**	**1**	**52**	**74**	**87**	**1**	**45**	**94**	**20**	**0**	**105**	**129**	**18**	**804**	**0**
4:30 PM		**2**	**32**	**96**	**75**	**2**	**34**	**73**	**90**	**1**	**26**	**90**	**23**	**0**	**85**	**98**	**23**	**750**	**0**
4:45 PM		**0**	**37**	**91**	**65**	**0**	**51**	**58**	**76**	**0**	**46**	**91**	**22**	**0**	**109**	**115**	**18**	**779**	**0**
5:00 PM		**0**	**28**	**100**	**71**	**1**	**40**	**62**	**61**	**2**	**39**	**92**	**21**	**0**	**107**	**108**	**28**	**760**	**3,093**
Pk Hr	**All**	**3**	**133**	**364**	**275**	**4**	**177**	**267**	**314**	**4**	**156**	**367**	**86**	**0**	**406**	**450**	**87**	**3,093**	
	HV	**0**	**1**	**0**	**1**	**0**	**2**	**10**	**3**	**0**	**0**	**3**	**5**	**0**	**2**	**4**	**0**	**31**	
	HV%	**0%**	**1%**	**0%**	**0%**	**0%**	**1%**	**4%**	**1%**	**0%**	**0%**	**1%**	**6%**	**-**	**0%**	**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	**0**	**6**	**5**	**5**	***16***	**0**	**0**	**0**	**0**	***0***	**8**	**0**	**0**	**1**	***9***
4:30 PM	**1**	**5**	**2**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	***2***
4:45 PM	**0**	**3**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
5:00 PM	**1**	**1**	**1**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Peak Hour	**2**	**15**	**8**	**6**	***31***	**0**	**0**	**0**	**0**	***0***	**11**	**0**	**0**	**1**	***12***

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Count Summaries - All Vehicles

Interval Start	Fifth St				Fifth St				Founders Pkwy				Founders Pkwy				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	22	57	52	0	36	55	84	0	36	99	16	0	98	123	11	689	0
4:15 PM	**1**	**36**	**77**	**64**	**1**	**52**	**74**	**87**	**1**	**45**	**94**	**20**	**0**	**105**	**129**	**18**	**804**	**0**
4:30 PM	**2**	**32**	**96**	**75**	**2**	**34**	**73**	**90**	**1**	**26**	**90**	**23**	**0**	**85**	**98**	**23**	**750**	**0**
4:45 PM	**0**	**37**	**91**	**65**	**0**	**51**	**58**	**76**	**0**	**46**	**91**	**22**	**0**	**109**	**115**	**18**	**779**	**3,022**
5:00 PM	**0**	**28**	**100**	**71**	**1**	**40**	**62**	**61**	**2**	**39**	**92**	**21**	**0**	**107**	**108**	**28**	**760**	**3,093**
5:15 PM	1	33	106	82	1	35	75	64	0	41	72	26	0	116	115	32	799	3,088
5:30 PM	0	38	87	60	1	27	62	59	0	42	79	15	0	102	96	17	685	3,023
5:45 PM	0	20	73	63	0	38	89	57	0	46	72	17	0	107	118	21	721	2,965
Count Total	4	246	687	532	6	313	548	578	4	321	689	160	0	829	902	168	5,987	
Pk Hr All	**3**	**133**	**364**	**275**	**4**	**177**	**267**	**314**	**4**	**156**	**367**	**86**	**0**	**406**	**450**	**87**	**3,093**	
Pk Hr HV	**0**	**1**	**0**	**1**	**0**	**2**	**10**	**3**	**0**	**0**	**3**	**5**	**0**	**2**	**4**	**0**	**31**	
Pk Hr HV%	**0%**	**1%**	**0%**	**0%**	**0%**	**1%**	**4%**	**1%**	**0%**	**0%**	**1%**	**6%**	**-**	**0%**	**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	1	9	3	1	*14*	0	0	0	0	*0*	2	0	0	0	*2*
4:15 PM	**0**	**6**	**5**	**5**	***16***	**0**	**0**	**0**	**0**	***0***	**8**	**0**	**0**	**1**	***9***
4:30 PM	**1**	**5**	**2**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	***2***
4:45 PM	**0**	**3**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
5:00 PM	**1**	**1**	**1**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	3	2	0	1	*6*	0	0	0	0	*0*	6	0	0	0	*6*
5:30 PM	2	1	1	0	*4*	0	0	0	0	*0*	2	1	0	0	*3*
5:45 PM	1	2	0	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	9	29	12	10	*60*	0	0	0	0	*0*	21	1	0	1	*23*
Peak Hour	**2**	**15**	**8**	**6**	***31***	**0**	**0**	**0**	**0**	***0***	**11**	**0**	**0**	**1**	**12**

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Count Summaries - Heavy Vehicles

Interval Start	Fifth St				Fifth St				Founders Pkwy				Founders Pkwy				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	0	0	0	2	3	4	0	1	2	0	0	0	1	0	14	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**1**	**0**	**0**	**3**	**2**	**0**	**2**	**3**	**0**	**16**	**0**
4:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**41**
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**4**	**31**
5:15 PM	1	0	1	1	0	0	0	2	0	0	0	0	0	1	0	0	6	21
5:30 PM	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	4	17
5:45 PM	0	0	0	1	0	1	1	0	0	0	0	0	0	1	1	0	5	19
Count Total	1	2	3	3	0	5	15	9	0	1	5	6	0	4	6	0	60	
Pk Hr Heavy	**0**	**1**	**0**	**1**	**0**	**2**	**10**	**3**	**0**	**0**	**3**	**5**	**0**	**2**	**4**	**0**	**31**	

Count Summaries - Bikes

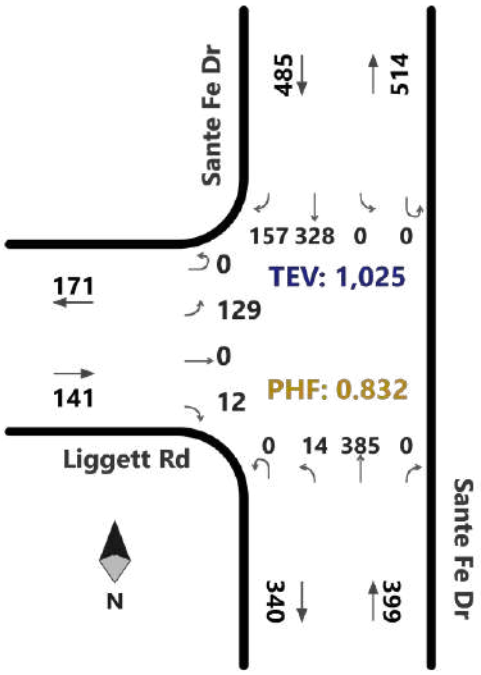
Interval Start	Fifth St				Fifth St				Founders Pkwy				Founders Pkwy				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**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

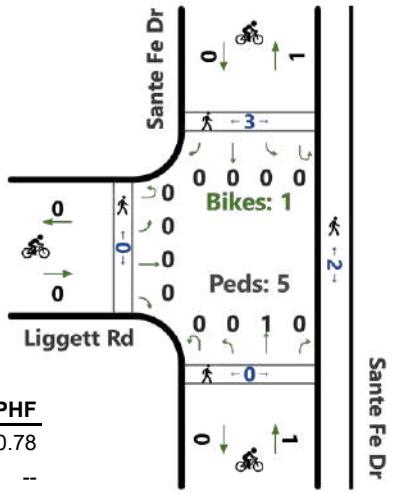
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Sante Fe Dr & Liggett Rd

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV%	PHF
EB	7%	0.78
WB	--	--
NB	3%	0.76
SB	4%	0.93
TOTAL	4%	0.83

Peak Hour Count Summaries

Peak Hour Interval Start		Liggett Rd				n/a				Sante Fe Dr				Sante Fe 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	33	0	7	0	0	0	0	0	4	105	0	0	0	74	42	265	0
7:30 AM		0	43	0	2	0	0	0	0	0	5	127	0	0	0	96	35	308	0
7:45 AM		0	27	0	3	0	0	0	0	0	1	96	0	0	0	81	36	244	0
8:00 AM		0	26	0	0	0	0	0	0	0	4	57	0	0	0	77	44	208	1,025
Pk Hr	All	0	129	0	12	0	0	0	0	0	14	385	0	0	0	328	157	1,025	
	HV	0	8	0	2	0	0	0	0	0	0	12	0	0	0	17	3	42	
	HV%	-	6%	-	17%	-	-	-	-	-	0%	3%	-	-	-	5%	2%	4%	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:15 AM	4	0	2	3	*9*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	3	0	4	7	*14*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	4	2	*6*	0	0	1	0	*1*	0	0	1	0	*1*
8:00 AM	3	0	2	8	*13*	0	0	0	0	*0*	2	0	2	0	*4*
Peak Hour	10	0	12	20	*42*	0	0	1	0	*1*	2	0	3	0	*5*

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Count Summaries - All Vehicles

Interval Start	Liggett Rd				n/a				Sante Fe Dr				Sante Fe 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	32	0	1	0	0	0	0	0	3	76	0	0	0	49	26	187	0
7:15 AM	**0**	**33**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**4**	**105**	**0**	**0**	**0**	**74**	**42**	**265**	**0**
7:30 AM	**0**	**43**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**127**	**0**	**0**	**0**	**96**	**35**	**308**	**0**
7:45 AM	**0**	**27**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**96**	**0**	**0**	**0**	**81**	**36**	**244**	**1,004**
8:00 AM	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**57**	**0**	**0**	**0**	**77**	**44**	**208**	**1,025**
8:15 AM	0	21	0	2	0	0	0	0	0	1	80	0	0	0	119	35	258	1,018
8:30 AM	0	31	0	2	0	0	0	0	0	5	101	0	0	0	98	27	264	974
8:45 AM	0	27	0	4	0	0	0	0	0	2	89	0	0	0	113	24	259	989
Count Total	0	240	0	21	0	0	0	0	0	25	731	0	0	0	707	269	1,993	
Pk Hr All	**0**	**129**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**14**	**385**	**0**	**0**	**0**	**328**	**157**	**1,025**	
Pk Hr HV	**0**	**8**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**17**	**3**	**42**	
Pk Hr HV%	**-**	**6%**	**-**	**17%**	**-**	**-**	**-**	**-**	**-**	**0%**	**3%**	**-**	**-**	**-**	**5%**	**2%**	**4%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	1	4	*5*	0	0	0	1	*1*	0	0	0	0	*0*
7:15 AM	**4**	**0**	**2**	**3**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**3**	**0**	**4**	**7**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**0**	**0**	**4**	**2**	***6***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**1**	**0**	***1***
8:00 AM	**3**	**0**	**2**	**8**	***13***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**2**	**0**	***4***
8:15 AM	2	0	3	4	*9*	0	0	1	0	*1*	0	0	0	0	*0*
8:30 AM	4	0	4	8	*16*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	2	0	4	3	*9*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	18	0	24	39	*81*	0	0	2	1	*3*	2	0	3	0	*5*
Peak Hour	**10**	**0**	**12**	**20**	***42***	**0**	**0**	**1**	**0**	***1***	**2**	**0**	**3**	**0**	**5**

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Count Summaries - Heavy Vehicles

Interval Start	Liggett Rd				n/a				Sante Fe Dr				Sante Fe 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	1	0	0	0	1	3	5	0
7:15 AM	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**9**	**0**
7:30 AM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**7**	**0**	**14**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**1**	**6**	**34**
8:00 AM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**6**	**2**	**13**	**42**
8:15 AM	0	2	0	0	0	0	0	0	0	0	3	0	0	0	3	1	9	42
8:30 AM	0	4	0	0	0	0	0	0	0	0	4	0	0	0	6	2	16	44
8:45 AM	0	1	0	1	0	0	0	0	0	0	4	0	0	0	2	1	9	47
Count Total	0	15	0	3	0	0	0	0	0	0	24	0	0	0	29	10	81	
Pk Hr Heavy	**0**	**8**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**17**	**3**	**42**	

Count Summaries - Bikes

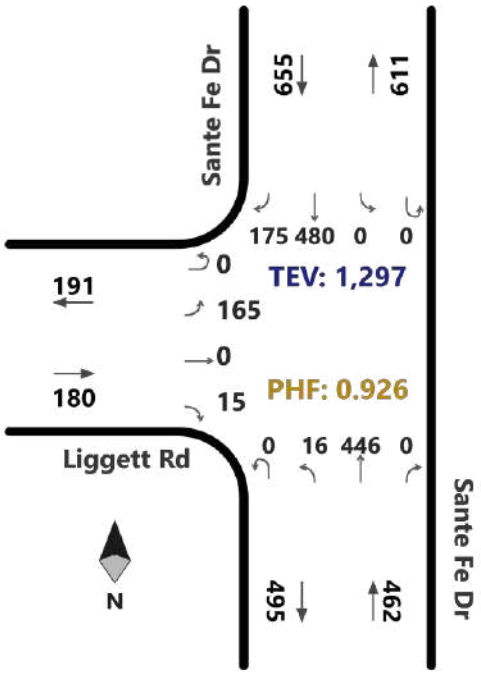
Interval Start	Liggett Rd				n/a				Sante Fe Dr				Sante Fe Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	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	0	0	0	0	0	2	0	0	0	0	1	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	

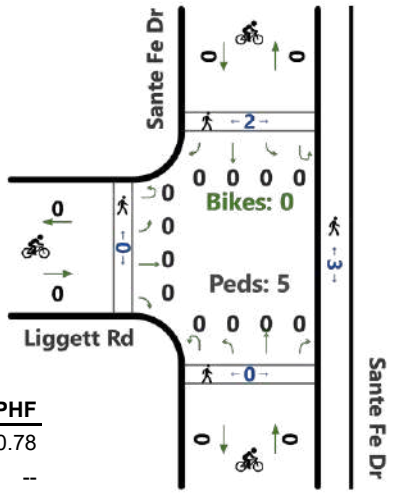
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Sante Fe Dr & Liggett Rd

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV%	PHF
EB	3%	0.78
WB	--	--
NB	3%	0.86
SB	1%	0.94
TOTAL	2%	0.93

Peak Hour Count Summaries

Peak Hour Interval Start		Liggett Rd				n/a				Sante Fe Dr				Sante Fe 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	41	0	0	0	0	0	0	0	4	115	0	0	0	120	36	316	0
4:30 PM		0	38	0	3	0	0	0	0	0	7	128	0	0	0	127	47	350	0
4:45 PM		0	38	0	2	0	0	0	0	0	3	86	0	0	0	118	46	293	0
5:00 PM		0	48	0	10	0	0	0	0	0	2	117	0	0	0	115	46	338	1,297
Pk Hr	All	0	165	0	15	0	0	0	0	0	16	446	0	0	0	480	175	1,297	
	HV	0	6	0	0	0	0	0	0	0	2	10	0	0	0	3	6	27	
	HV%	-	4%	-	0%	-	-	-	-	-	13%	2%	-	-	-	1%	3%	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	3	0	3	2	*8*	0	0	0	0	*0*	1	0	0	0	*1*
4:30 PM	1	0	4	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	2	0	4	3	*9*	0	0	0	0	*0*	2	0	2	0	*4*
5:00 PM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	6	0	12	9	*27*	0	0	0	0	*0*	3	0	2	0	*5*

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Count Summaries - All Vehicles

Interval Start	Liggett Rd				n/a				Sante Fe Dr				Sante Fe 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	40	0	4	0	0	0	0	0	4	89	0	0	0	119	56	312	0
4:15 PM	**0**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**115**	**0**	**0**	**0**	**120**	**36**	**316**	**0**
4:30 PM	**0**	**38**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**7**	**128**	**0**	**0**	**0**	**127**	**47**	**350**	**0**
4:45 PM	**0**	**38**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**86**	**0**	**0**	**0**	**118**	**46**	**293**	**1,271**
5:00 PM	**0**	**48**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**2**	**117**	**0**	**0**	**0**	**115**	**46**	**338**	**1,297**
5:15 PM	0	26	0	2	0	0	0	0	0	1	106	0	0	0	128	52	315	1,296
5:30 PM	0	28	0	6	0	0	0	0	0	0	82	0	0	0	145	47	308	1,254
5:45 PM	0	19	0	2	0	0	0	0	0	1	73	0	0	0	105	39	239	1,200
Count Total	0	278	0	29	0	0	0	0	0	22	796	0	0	0	977	369	2,471	
Pk Hr All	**0**	**165**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**16**	**446**	**0**	**0**	**0**	**480**	**175**	**1,297**	
Pk Hr HV	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**0**	**0**	**0**	**3**	**6**	**27**	
Pk Hr HV%	**-**	**4%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**13%**	**2%**	**-**	**-**	**-**	**1%**	**3%**	**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	0	4	5	*11*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**3**	**0**	**3**	**2**	***8***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
4:30 PM	**1**	**0**	**4**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**2**	**0**	**4**	**3**	***9***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**2**	**0**	***4***
5:00 PM	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	0	0	0	3	*3*	0	0	0	0	*0*	1	0	0	0	*1*
5:30 PM	0	0	1	1	*2*	0	0	0	0	*0*	1	0	0	0	*1*
5:45 PM	0	0	1	1	*2*	0	0	0	1	*1*	0	0	0	0	*0*
Count Total	8	0	18	19	*45*	0	0	0	1	*1*	5	0	2	0	*7*
Peak Hour	**6**	**0**	**12**	**9**	***27***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**2**	**0**	**5**

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Count Summaries - Heavy Vehicles

Interval Start	Liggett Rd				n/a				Sante Fe Dr				Sante Fe 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	2	0	0	0	0	0	0	0	0	4	0	0	0	2	3	11	0
4:15 PM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**8**	**0**
4:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**2**	**0**	**7**	**0**
4:45 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**3**	**9**	**35**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**3**	**27**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	22
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	17
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	10
Count Total	0	8	0	0	0	0	0	0	0	2	16	0	0	0	9	10	45	
Pk Hr Heavy	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**0**	**0**	**0**	**3**	**6**	**27**	

Count Summaries - Bikes

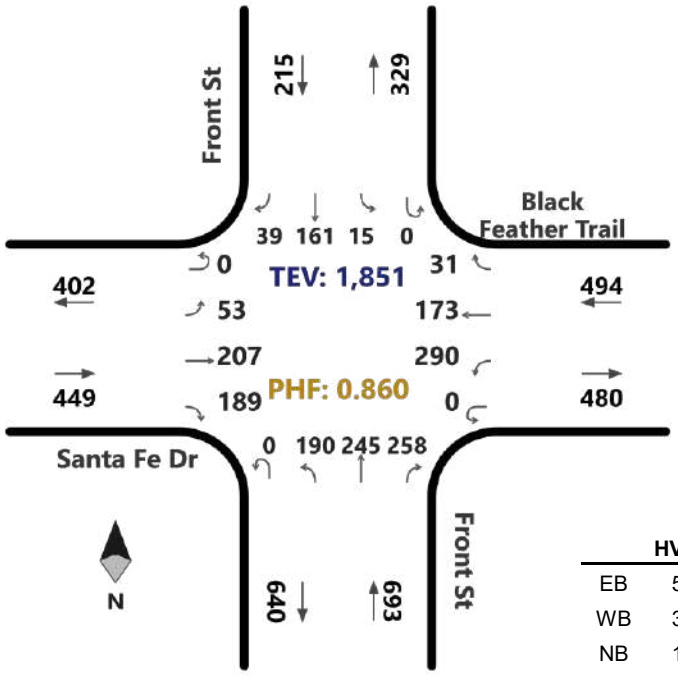
Interval Start	Liggett Rd				n/a				Sante Fe Dr				Sante Fe Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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	1	0	1	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

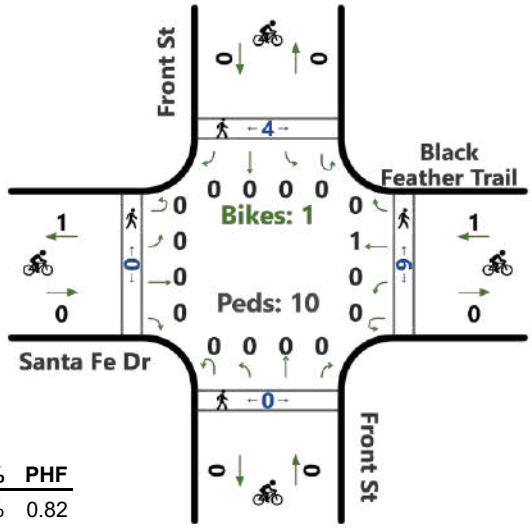
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Front St & Santa Fe Dr

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV%	PHF
EB	5%	0.82
WB	3%	0.71
NB	1%	0.86
SB	3%	0.91
TOTAL	3%	0.86

Peak Hour Count Summaries

Peak Hour Interval Start		Santa Fe Dr Eastbound				Santa Fe Dr Westbound				Front St Northbound				Front St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	12	48	30	0	38	28	4	0	55	44	47	0	6	39	5	356	0
8:15 AM		0	12	59	47	0	71	37	9	0	47	65	78	0	2	34	12	473	0
8:30 AM		0	8	50	46	0	98	67	9	0	46	69	86	0	3	45	11	538	0
8:45 AM		0	21	50	66	0	83	41	9	0	42	67	47	0	4	43	11	484	1,851
Pk Hr	All	0	53	207	189	0	290	173	31	0	190	245	258	0	15	161	39	1,851	
	HV	0	1	12	10	0	5	11	1	0	3	1	2	0	0	5	1	52	
	HV%	-	2%	6%	5%	-	2%	6%	3%	-	2%	0%	1%	-	0%	3%	3%	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
8:00 AM	9	1	2	1	*13*	0	0	0	0	*0*	2	0	2	0	*4*
8:15 AM	5	5	1	3	*14*	0	1	0	0	*1*	2	0	1	0	*3*
8:30 AM	3	5	2	1	*11*	0	0	0	0	*0*	2	0	1	0	*3*
8:45 AM	6	6	1	1	*14*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	23	17	6	6	*52*	0	1	0	0	*1*	6	0	4	0	*10*

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Count Summaries - All Vehicles

Interval Start	Santa Fe Dr Eastbound				Santa Fe Dr Westbound				Front St Northbound				Front St Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	4	11	28	0	69	36	4	0	53	67	27	0	3	41	4	347	0
7:15 AM	0	9	22	46	0	96	41	5	0	71	67	36	0	2	29	8	432	0
7:30 AM	0	8	35	54	0	49	57	5	0	75	80	33	0	3	26	25	450	0
7:45 AM	0	13	31	32	0	33	62	2	0	54	61	43	0	1	54	15	401	1,630
8:00 AM	**0**	**12**	**48**	**30**	**0**	**38**	**28**	**4**	**0**	**55**	**44**	**47**	**0**	**6**	**39**	**5**	**356**	**1,639**
8:15 AM	**0**	**12**	**59**	**47**	**0**	**71**	**37**	**9**	**0**	**47**	**65**	**78**	**0**	**2**	**34**	**12**	**473**	**1,680**
8:30 AM	**0**	**8**	**50**	**46**	**0**	**98**	**67**	**9**	**0**	**46**	**69**	**86**	**0**	**3**	**45**	**11**	**538**	**1,768**
8:45 AM	**0**	**21**	**50**	**66**	**0**	**83**	**41**	**9**	**0**	**42**	**67**	**47**	**0**	**4**	**43**	**11**	**484**	**1,851**
Count Total	0	87	306	349	0	537	369	47	0	443	520	397	0	24	311	91	3,481	
Pk Hr All	**0**	**53**	**207**	**189**	**0**	**290**	**173**	**31**	**0**	**190**	**245**	**258**	**0**	**15**	**161**	**39**	**1,851**	
Pk Hr HV	**0**	**1**	**12**	**10**	**0**	**5**	**11**	**1**	**0**	**3**	**1**	**2**	**0**	**0**	**5**	**1**	**52**	
Pk Hr HV%	**-**	**2%**	**6%**	**5%**	**-**	**2%**	**6%**	**3%**	**-**	**2%**	**0%**	**1%**	**-**	**0%**	**3%**	**3%**	**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	1	0	3	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	4	3	2	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	9	0	7	1	*17*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	1	1	2	3	*7*	0	1	0	0	*1*	1	0	3	0	*4*
8:00 AM	**9**	**1**	**2**	**1**	***13***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**2**	**0**	***4***
8:15 AM	**5**	**5**	**1**	**3**	***14***	**0**	**1**	**0**	**0**	***1***	**2**	**0**	**1**	**0**	***3***
8:30 AM	**3**	**5**	**2**	**1**	***11***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**0**	***3***
8:45 AM	**6**	**6**	**1**	**1**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	38	21	20	12	*91*	0	2	0	0	*2*	7	0	7	0	*14*
Peak Hour	**23**	**17**	**6**	**6**	***52***	**0**	**1**	**0**	**0**	***1***	**6**	**0**	**4**	**0**	**10**

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Count Summaries - Heavy Vehicles

Interval Start	Santa Fe Dr				Santa Fe Dr				Front St				Front 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	2	0	0	1	0	0	5	0
7:15 AM	0	0	3	1	0	3	0	0	0	2	0	0	0	0	1	0	10	0
7:30 AM	0	0	7	2	0	0	0	0	0	5	1	1	0	0	0	1	17	0
7:45 AM	0	0	0	1	0	0	1	0	0	1	1	0	0	0	3	0	7	39
8:00 AM	**0**	**0**	**5**	**4**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**13**	**47**
8:15 AM	**0**	**0**	**2**	**3**	**0**	**1**	**3**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**14**	**51**
8:30 AM	**0**	**0**	**1**	**2**	**0**	**2**	**3**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**11**	**45**
8:45 AM	**0**	**1**	**4**	**1**	**0**	**1**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**14**	**52**
Count Total	0	1	22	15	0	8	12	1	0	12	5	3	0	1	9	2	91	
Pk Hr Heavy	**0**	**1**	**12**	**10**	**0**	**5**	**11**	**1**	**0**	**3**	**1**	**2**	**0**	**0**	**5**	**1**	**52**	

Count Summaries - Bikes

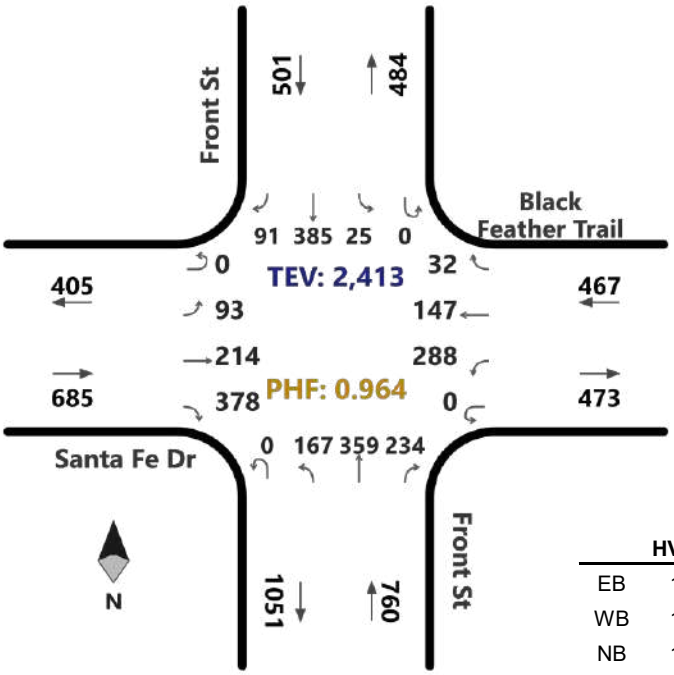
Interval Start	Santa Fe Dr				Santa Fe Dr				Front St				Front St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 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	1	0	0	0	0	0	0	0	0	0	1	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:45 AM	**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	0	2	0	0	0	0	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

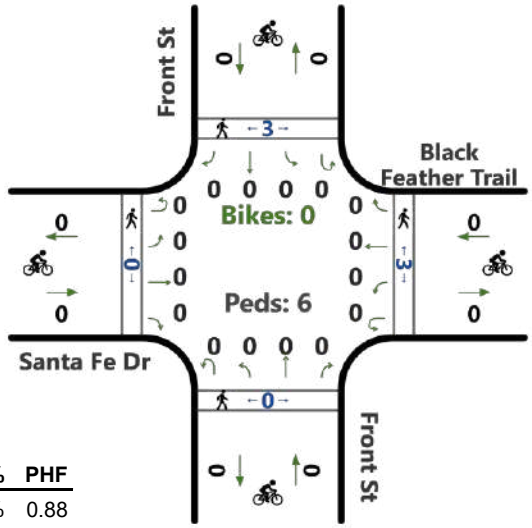
Mark Salhany
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Front St & Santa Fe Dr

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV%	PHF
EB	1%	0.88
WB	1%	0.71
NB	1%	0.88
SB	1%	0.95
TOTAL	1%	0.96

Peak Hour Count Summaries

Peak Hour Interval Start		Santa Fe Dr Eastbound				Santa Fe Dr Westbound				Front St Northbound				Front St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	23	50	99	0	95	58	11	0	41	72	63	0	9	78	24	623	0
4:45 PM		0	19	57	73	0	67	23	8	0	48	106	62	0	2	107	23	595	0
5:00 PM		0	33	60	101	0	77	36	6	0	30	97	54	0	9	99	24	626	0
5:15 PM		0	18	47	105	0	49	30	7	0	48	84	55	0	5	101	20	569	2,413
Pk Hr	All	0	93	214	378	0	288	147	32	0	167	359	234	0	25	385	91	2,413	
	HV	0	1	4	2	0	0	4	0	0	3	1	0	0	0	2	1	18	
	HV%	-	1%	2%	1%	-	0%	3%	0%	-	2%	0%	0%	-	0%	1%	1%	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
4:30 PM	2	3	0	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	1	0	4	1	*6*	0	0	0	0	*0*	0	0	1	0	*1*
5:00 PM	0	1	0	1	*2*	0	0	0	0	*0*	2	0	2	0	*4*
5:15 PM	4	0	0	0	*4*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hour	7	4	4	3	*18*	0	0	0	0	*0*	3	0	3	0	*6*

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Count Summaries - All Vehicles

Interval Start	Santa Fe Dr				Santa Fe Dr				Front St				Front 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	24	56	91	0	46	36	4	0	52	80	48	0	11	104	19	571	0
4:15 PM	0	21	53	64	0	45	21	6	0	57	73	57	0	12	106	34	549	0
4:30 PM	**0**	**23**	**50**	**99**	**0**	**95**	**58**	**11**	**0**	**41**	**72**	**63**	**0**	**9**	**78**	**24**	**623**	**0**
4:45 PM	**0**	**19**	**57**	**73**	**0**	**67**	**23**	**8**	**0**	**48**	**106**	**62**	**0**	**2**	**107**	**23**	**595**	**2,338**
5:00 PM	**0**	**33**	**60**	**101**	**0**	**77**	**36**	**6**	**0**	**30**	**97**	**54**	**0**	**9**	**99**	**24**	**626**	**2,393**
5:15 PM	**0**	**18**	**47**	**105**	**0**	**49**	**30**	**7**	**0**	**48**	**84**	**55**	**0**	**5**	**101**	**20**	**569**	**2,413**
5:30 PM	0	15	60	104	0	47	23	5	0	44	71	34	0	7	98	15	523	2,313
5:45 PM	0	15	32	79	0	52	32	5	0	29	63	38	0	9	105	19	478	2,196
Count Total	0	168	415	716	0	478	259	52	0	349	646	411	0	64	798	178	4,534	
Pk Hr All	**0**	**93**	**214**	**378**	**0**	**288**	**147**	**32**	**0**	**167**	**359**	**234**	**0**	**25**	**385**	**91**	**2,413**	
Pk Hr HV	**0**	**1**	**4**	**2**	**0**	**0**	**4**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**2**	**1**	**18**	
Pk Hr HV%	**-**	**1%**	**2%**	**1%**	**-**	**0%**	**3%**	**0%**	**-**	**2%**	**0%**	**0%**	**-**	**0%**	**1%**	**1%**	**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	1	2	6	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	2	1	0	*3*	0	0	0	0	*0*	2	0	0	0	*2*
4:30 PM	**2**	**3**	**0**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**1**	**0**	**4**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
5:00 PM	**0**	**1**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**2**	**0**	***4***
5:15 PM	**4**	**0**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
5:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	1	0	1	0	*2*
5:45 PM	1	0	3	2	*6*	1	0	0	0	*1*	1	0	1	0	*2*
Count Total	9	8	15	6	*38*	1	0	0	0	*1*	7	0	5	0	*12*
Peak Hour	**7**	**4**	**4**	**3**	***18***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**3**	**0**	**6**

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Count Summaries - Heavy Vehicles

Interval Start	Santa Fe Dr				Santa Fe Dr				Front St				Front 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	1	0	0	1	1	0	0	6	0	0	0	0	1	0	10	0
4:15 PM	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3	0
4:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**6**	**0**
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**1**	**6**	**25**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**17**
5:15 PM	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**18**
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	13
5:45 PM	0	0	0	1	0	0	0	0	0	0	2	1	0	0	1	1	6	13
Count Total	0	1	5	3	0	1	6	1	0	11	3	1	0	0	4	2	38	
Pk Hr Heavy	**0**	**1**	**4**	**2**	**0**	**0**	**4**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**2**	**1**	**18**	

Count Summaries - Bikes

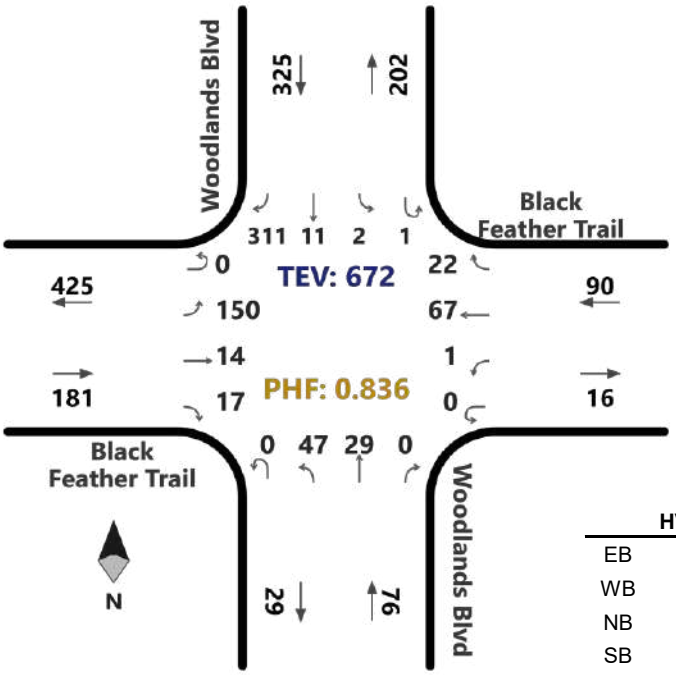
Interval Start	Santa Fe Dr				Santa Fe Dr				Front St				Front St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	0	1	0	0	0	0	0	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**	

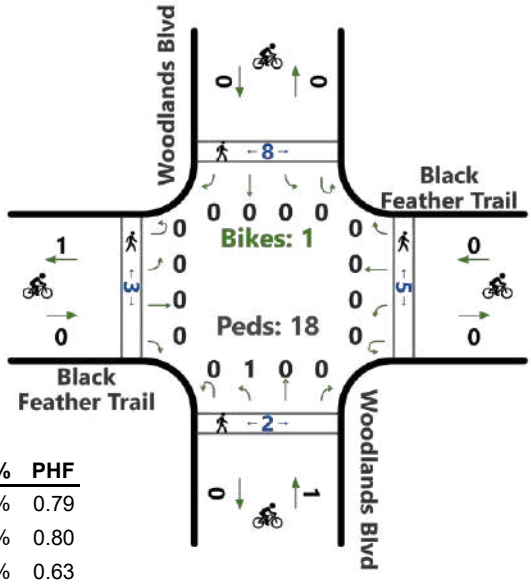
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Woodlands Blvd & Black Feather Trail

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV%	PHF
EB	1%	0.79
WB	0%	0.80
NB	1%	0.63
SB	2%	0.82
TOTAL	2%	0.84

Peak Hour Count Summaries

Peak Hour Interval Start		Black Feather Trail Eastbound				Black Feather Trail Westbound				Woodlands Blvd Northbound				Woodlands Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	22	1	5	0	0	23	5	0	15	5	0	0	0	2	72	150	0
7:15 AM		0	46	5	2	0	1	15	3	0	19	11	0	0	0	2	97	201	0
7:30 AM		0	33	3	7	0	0	14	8	0	7	6	0	0	0	1	74	153	0
7:45 AM		0	49	5	3	0	0	15	6	0	6	7	0	1	2	6	68	168	672
Pk Hr	All	0	150	14	17	0	1	67	22	0	47	29	0	1	2	11	311	672	
	HV	0	2	0	0	0	0	0	0	0	1	0	0	1	0	3	4	11	
	HV%	-	1%	0%	0%	-	0%	0%	0%	-	2%	0%	-	100%	0%	27%	1%	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
7:00 AM	0	0	1	2	*3*	0	0	0	0	*0*	1	0	1	0	*2*
7:15 AM	2	0	0	2	*4*	0	0	0	0	*0*	1	0	1	0	*2*
7:30 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	0	3	*3*	0	0	1	0	*1*	3	3	6	2	*14*
Peak Hour	2	0	1	8	*11*	0	0	1	0	*1*	5	3	8	2	*18*

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Count Summaries - All Vehicles

Interval Start	Black Feather Trail				Black Feather Trail				Woodlands Blvd				Woodlands Blvd				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**	**22**	**1**	**5**	**0**	**0**	**23**	**5**	**0**	**15**	**5**	**0**	**0**	**0**	**2**	**72**	**150**	**0**
7:15 AM	**0**	**46**	**5**	**2**	**0**	**1**	**15**	**3**	**0**	**19**	**11**	**0**	**0**	**0**	**2**	**97**	**201**	**0**
7:30 AM	**0**	**33**	**3**	**7**	**0**	**0**	**14**	**8**	**0**	**7**	**6**	**0**	**0**	**0**	**1**	**74**	**153**	**0**
7:45 AM	**0**	**49**	**5**	**3**	**0**	**0**	**15**	**6**	**0**	**6**	**7**	**0**	**1**	**2**	**6**	**68**	**168**	**672**
8:00 AM	0	40	6	6	0	0	18	5	0	9	2	0	0	3	3	41	133	655
8:15 AM	0	34	4	6	0	0	17	4	0	9	4	0	0	2	1	49	130	584
8:30 AM	0	43	10	6	0	0	16	4	0	7	7	0	0	2	3	62	160	591
8:45 AM	0	29	7	8	0	0	15	4	0	8	9	0	0	1	2	68	151	574
Count Total	0	296	41	43	0	1	133	39	0	80	51	0	1	10	20	531	1,246	
Pk Hr All	**0**	**150**	**14**	**17**	**0**	**1**	**67**	**22**	**0**	**47**	**29**	**0**	**1**	**2**	**11**	**311**	**672**	
Pk Hr HV	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	**4**	**11**	
Pk Hr HV%	**-**	**1%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**2%**	**0%**	**-**	**100%**	**0%**	**27%**	**1%**	**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	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	***2***
7:15 AM	**2**	**0**	**0**	**2**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	***2***
7:30 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**0**	**0**	**0**	**3**	***3***	**0**	**0**	**1**	**0**	***1***	**3**	**3**	**6**	**2**	***14***
8:00 AM	1	0	1	0	*2*	0	0	0	0	*0*	1	3	1	1	*6*
8:15 AM	3	0	0	1	*4*	0	0	0	1	*1*	2	0	12	0	*14*
8:30 AM	1	0	0	5	*6*	0	0	0	0	*0*	1	1	9	0	*11*
8:45 AM	0	1	0	2	*3*	0	0	0	0	*0*	1	0	6	0	*7*
Count Total	7	1	2	16	*26*	0	0	1	1	*2*	10	7	36	3	*56*
Peak Hour	**2**	**0**	**1**	**8**	***11***	**0**	**0**	**1**	**0**	***1***	**5**	**3**	**8**	**2**	**18**

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Count Summaries - Heavy Vehicles

Interval Start	Black Feather Trail				Black Feather Trail				Woodlands Blvd				Woodlands Blvd				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**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**3**	**0**
7:15 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**4**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**3**	**11**
8:00 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	10
8:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	10
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	6	15
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	3	15
Count Total	0	4	1	2	0	0	1	0	0	2	0	0	1	0	3	12	26	
Pk Hr Heavy	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	**4**	**11**	

Count Summaries - Bikes

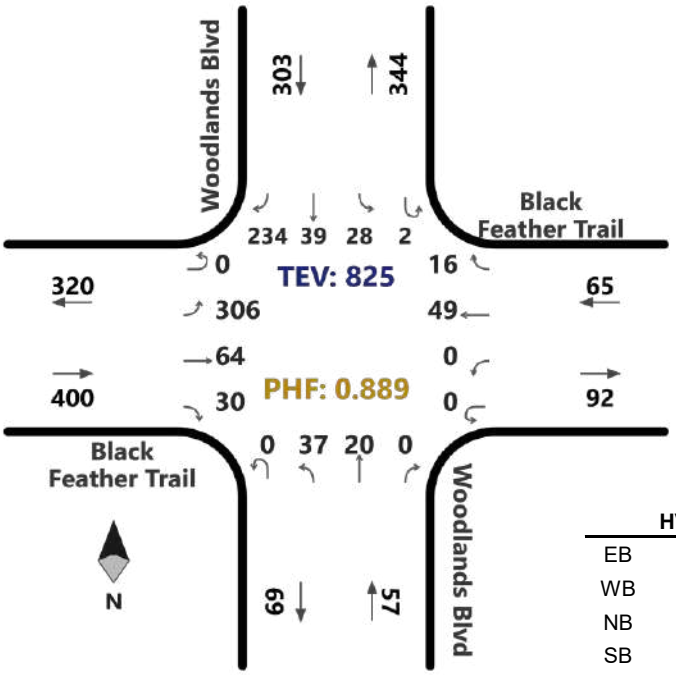
Interval Start	Black Feather Trail				Black Feather Trail				Woodlands Blvd				Woodlands Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	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	0	0	0	0	1	0	0	0	0	0	1	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

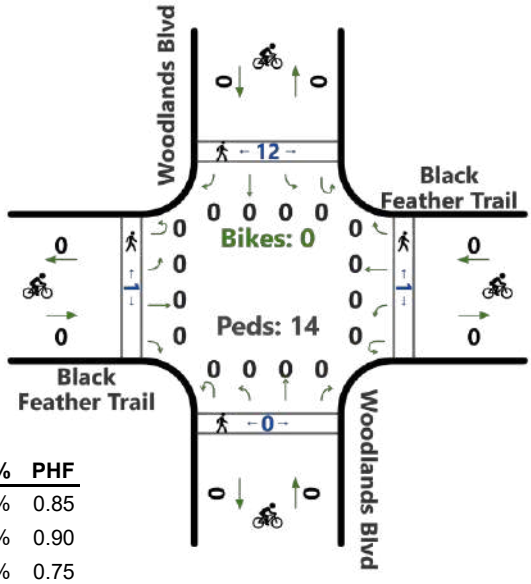
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Woodlands Blvd & Black Feather Trail

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV%	PHF
EB	0%	0.85
WB	0%	0.90
NB	2%	0.75
SB	1%	0.91
TOTAL	1%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		Black Feather Trail Eastbound				Black Feather Trail Westbound				Woodlands Blvd Northbound				Woodlands Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	74	22	8	0	0	13	2	0	10	4	0	1	7	9	62	212	0
4:45 PM		0	72	12	11	0	0	12	5	0	12	7	0	1	9	8	51	200	0
5:00 PM		0	91	19	7	0	0	13	5	0	9	5	0	0	4	13	66	232	0
5:15 PM		0	69	11	4	0	0	11	4	0	6	4	0	0	8	9	55	181	825
Pk Hr	All	0	306	64	30	0	0	49	16	0	37	20	0	2	28	39	234	825	
	HV	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	3	5	
	HV%	-	0%	0%	0%	-	-	0%	0%	-	0%	5%	-	0%	0%	0%	1%	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
4:30 PM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	6	0	*6*
4:45 PM	1	0	1	0	*2*	0	0	0	0	*0*	0	0	3	0	*3*
5:00 PM	0	0	0	1	*1*	0	0	0	0	*0*	1	1	3	0	*5*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	1	0	1	3	*5*	0	0	0	0	*0*	1	1	12	0	*14*

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Count Summaries - All Vehicles

Interval Start	Black Feather Trail				Black Feather Trail				Woodlands Blvd				Woodlands Blvd				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	59	12	7	0	0	9	5	0	6	4	1	0	3	5	58	169	0
4:15 PM	0	54	11	4	0	0	11	1	0	7	4	0	0	7	6	53	158	0
4:30 PM	**0**	**74**	**22**	**8**	**0**	**0**	**13**	**2**	**0**	**10**	**4**	**0**	**1**	**7**	**9**	**62**	**212**	**0**
4:45 PM	**0**	**72**	**12**	**11**	**0**	**0**	**12**	**5**	**0**	**12**	**7**	**0**	**1**	**9**	**8**	**51**	**200**	**739**
5:00 PM	**0**	**91**	**19**	**7**	**0**	**0**	**13**	**5**	**0**	**9**	**5**	**0**	**0**	**4**	**13**	**66**	**232**	**802**
5:15 PM	**0**	**69**	**11**	**4**	**0**	**0**	**11**	**4**	**0**	**6**	**4**	**0**	**0**	**8**	**9**	**55**	**181**	**825**
5:30 PM	0	73	13	9	0	1	6	2	0	6	3	0	1	2	9	42	167	780
5:45 PM	0	48	12	5	0	0	9	3	0	7	4	0	0	5	14	53	160	740
Count Total	0	540	112	55	0	1	84	27	0	63	35	1	3	45	73	440	1,479	
Pk Hr All	**0**	**306**	**64**	**30**	**0**	**0**	**49**	**16**	**0**	**37**	**20**	**0**	**2**	**28**	**39**	**234**	**825**	
Pk Hr HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**5**	
Pk Hr HV%	**-**	**0%**	**0%**	**0%**	**-**	**-**	**0%**	**0%**	**-**	**0%**	**5%**	**-**	**0%**	**0%**	**0%**	**1%**	**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	0	0	2	*4*	0	0	0	0	*0*	2	0	2	1	*5*
4:15 PM	0	0	0	1	*1*	0	0	0	0	*0*	2	25	9	0	*36*
4:30 PM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**6**	**0**	***6***
4:45 PM	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**0**	***3***
5:00 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**3**	**0**	***5***
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	0	0	0	0	*0*	1	0	1	0	*2*	0	0	1	1	*2*
5:45 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	4	0	1	6	*11*	1	0	1	0	*2*	5	26	24	2	*57*
Peak Hour	**1**	**0**	**1**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**12**	**0**	**14**

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Count Summaries - Heavy Vehicles

Interval Start	Black Feather Trail				Black Feather Trail				Woodlands Blvd				Woodlands Blvd				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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**9**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**6**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	4	0	0	0	0	0	0	0	0	1	0	0	0	1	5	11	
Pk Hr Heavy	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**5**	

Count Summaries - Bikes

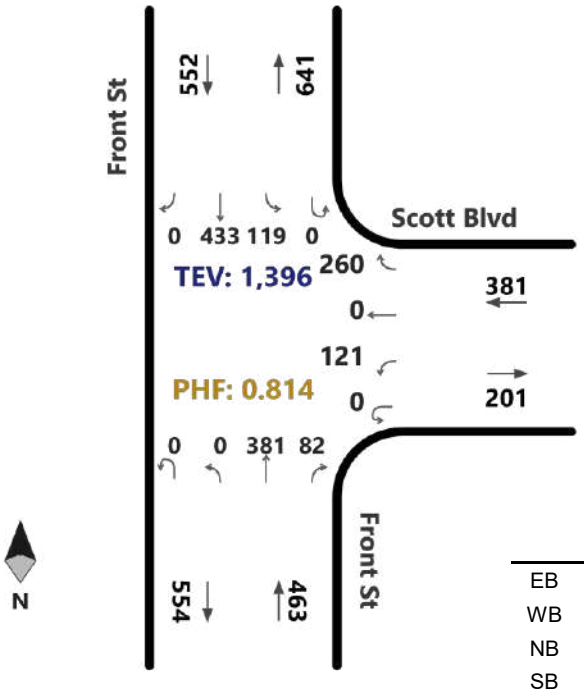
Interval Start	Black Feather Trail				Black Feather Trail				Woodlands Blvd				Woodlands Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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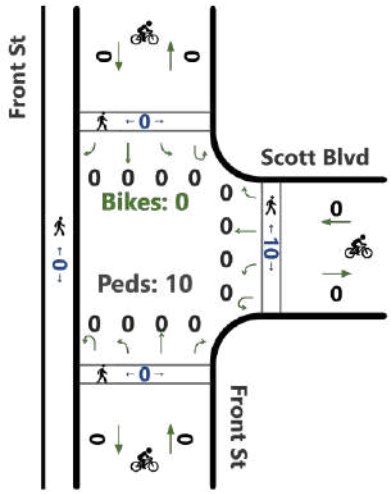
msalhany@idaxdata.com

Front St & Scott Blvd

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM



	HV%	PHF
EB	--	--
WB	2%	0.71
NB	1%	0.78
SB	2%	0.84
TOTAL	1%	0.81



Peak Hour Count Summaries

Peak Hour Interval Start		n/a				Scott Blvd				Front St				Front 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	49	0	59	0	0	78	26	0	18	115	0	345	0
7:15 AM		0	0	0	0	0	48	0	86	0	0	97	33	0	21	144	0	429	0
7:30 AM		0	0	0	0	0	17	0	53	0	0	130	18	0	42	85	0	345	0
7:45 AM		0	0	0	0	0	7	0	62	0	0	76	5	0	38	89	0	277	1,396
Pk Hr	All	0	0	0	0	0	121	0	260	0	0	381	82	0	119	433	0	1,396	
	HV	0	0	0	0	0	0	0	7	0	0	4	0	0	3	6	0	20	
	HV%	-	-	-	-	-	0%	-	3%	-	-	1%	0%	-	3%	1%	-	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
7:00 AM	0	2	1	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	2	1	3	*6*	0	0	0	0	*0*	8	0	0	0	*8*
7:30 AM	0	3	1	4	*8*	0	0	0	0	*0*	2	0	0	0	*2*
7:45 AM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	7	4	9	*20*	0	0	0	0	*0*	10	0	0	0	*10*

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Count Summaries - All Vehicles

Interval Start	n/a				Scott Blvd				Front St				Front 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**	**49**	**0**	**59**	**0**	**0**	**78**	**26**	**0**	**18**	**115**	**0**	**345**	**0**
7:15 AM	**0**	**0**	**0**	**0**	**0**	**48**	**0**	**86**	**0**	**0**	**97**	**33**	**0**	**21**	**144**	**0**	**429**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**53**	**0**	**0**	**130**	**18**	**0**	**42**	**85**	**0**	**345**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**62**	**0**	**0**	**76**	**5**	**0**	**38**	**89**	**0**	**277**	**1,396**
8:00 AM	0	0	0	0	0	4	0	67	0	0	85	6	0	22	84	0	268	1,319
8:15 AM	0	0	0	0	0	5	0	58	0	0	135	8	0	46	107	0	359	1,249
8:30 AM	0	0	0	0	0	5	0	59	0	0	136	5	0	43	144	0	392	1,296
8:45 AM	0	0	0	0	0	13	0	54	0	0	104	9	0	70	123	0	373	1,392
Count Total	0	0	0	0	0	148	0	498	0	0	841	110	0	300	891	0	2,788	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**121**	**0**	**260**	**0**	**0**	**381**	**82**	**0**	**119**	**433**	**0**	**1,396**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**4**	**0**	**0**	**3**	**6**	**0**	**20**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**3%**	**-**	**-**	**1%**	**0%**	**-**	**3%**	**1%**	**-**	**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
7:00 AM	**0**	**2**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:15 AM	**0**	**2**	**1**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**8**	**0**	**0**	**0**	***8***
7:30 AM	**0**	**3**	**1**	**4**	***8***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	***2***
7:45 AM	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	0	1	0	5	*6*	0	0	0	0	*0*	3	0	0	0	*3*
8:15 AM	0	0	1	7	*8*	0	0	0	0	*0*	2	0	0	0	*2*
8:30 AM	0	1	0	4	*5*	0	0	0	0	*0*	2	0	0	0	*2*
8:45 AM	0	0	0	3	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	9	5	28	*42*	0	0	0	0	*0*	17	0	0	0	*17*
Peak Hour	**0**	**7**	**4**	**9**	***20***	**0**	**0**	**0**	**0**	***0***	**10**	**0**	**0**	**0**	**10**

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Count Summaries - Heavy Vehicles

Interval Start	n/a				Scott Blvd				Front St				Front 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**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**6**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**3**	**1**	**0**	**8**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**20**
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4	0	6	23
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	3	4	0	8	25
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0	5	22
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	22
Count Total	0	0	0	0	0	0	0	9	0	0	5	0	0	9	19	0	42	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**4**	**0**	**0**	**3**	**6**	**0**	**20**	

Count Summaries - Bikes

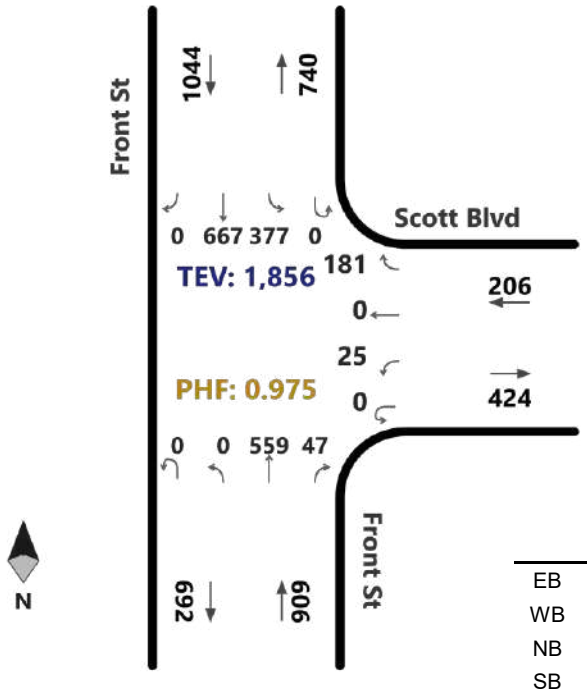
Interval Start	n/a				Scott Blvd				Front St				Front St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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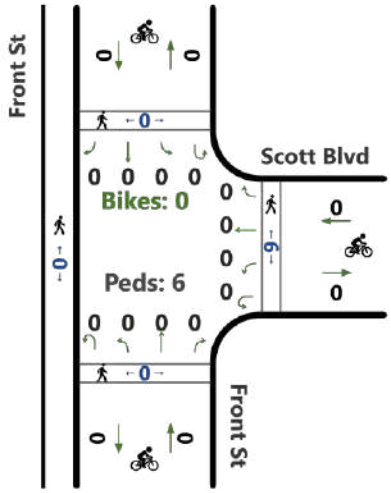
msalhany@idaxdata.com

Front St & Scott Blvd

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	--	--
WB	0%	0.80
NB	0%	0.94
SB	0%	0.92
TOTAL	0%	0.97



Peak Hour Count Summaries

Peak Hour Interval Start		n/a				Scott Blvd				Front St				Front 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		
4:30 PM		0	0	0	0	0	6	0	39	0	0	154	7	0	91	177	0	474	0
4:45 PM		0	0	0	0	0	6	0	58	0	0	133	10	0	72	179	0	458	0
5:00 PM		0	0	0	0	0	7	0	33	0	0	139	13	0	115	169	0	476	0
5:15 PM		0	0	0	0	0	6	0	51	0	0	133	17	0	99	142	0	448	1,856
Pk Hr	All	0	0	0	0	0	25	0	181	0	0	559	47	0	377	667	0	1,856	
	HV	0	0	0	0	0	0	0	1	0	0	2	0	0	1	3	0	7	
	HV%	-	-	-	-	-	0%	-	1%	-	-	0%	0%	-	0%	0%	-	0%	

Note: For complete count summary (all intervals), see following pages.

*** Heavy Vehicle Classifications include FHWA Classes 4-13.*

*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

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

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Count Summaries - All Vehicles

Interval Start	n/a				Scott Blvd				Front St				Front 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	4	0	38	0	0	130	10	0	84	165	0	431	0
4:15 PM	0	0	0	0	0	3	0	58	0	0	137	2	0	63	146	0	409	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**39**	**0**	**0**	**154**	**7**	**0**	**91**	**177**	**0**	**474**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**58**	**0**	**0**	**133**	**10**	**0**	**72**	**179**	**0**	**458**	**1,772**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**33**	**0**	**0**	**139**	**13**	**0**	**115**	**169**	**0**	**476**	**1,817**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**51**	**0**	**0**	**133**	**17**	**0**	**99**	**142**	**0**	**448**	**1,856**
5:30 PM	0	0	0	0	0	8	0	37	0	0	105	16	0	102	164	0	432	1,814
5:45 PM	0	0	0	0	0	13	0	41	0	0	92	8	0	87	149	0	390	1,746
Count Total	0	0	0	0	0	53	0	355	0	0	1,023	83	0	713	1,291	0	3,518	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**181**	**0**	**0**	**559**	**47**	**0**	**377**	**667**	**0**	**1,856**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**3**	**0**	**7**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**1%**	**-**	**-**	**0%**	**0%**	**-**	**0%**	**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	6	2	*8*	0	0	0	0	*0*	2	0	0	0	*2*
4:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	1	0	0	0	*1*
4:30 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**5**	**0**	**0**	**0**	***5***
4:45 PM	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
5:15 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	0	0	0	1	*1*	0	0	0	0	*0*	2	0	0	0	*2*
5:45 PM	0	0	3	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	1	12	9	*22*	0	0	0	0	*0*	11	0	0	0	*11*
Peak Hour	**0**	**1**	**2**	**4**	***7***	**0**	**0**	**0**	**0**	***0***	**6**	**0**	**0**	**0**	**6**

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Count Summaries - Heavy Vehicles

Interval Start	n/a				Scott Blvd				Front St				Front 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	6	0	0	0	2	0	8	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**13**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**7**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**7**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	1	0	5	9
Count Total	0	0	0	0	0	0	0	1	0	0	12	0	0	2	7	0	22	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**3**	**0**	**7**	

Count Summaries - Bikes

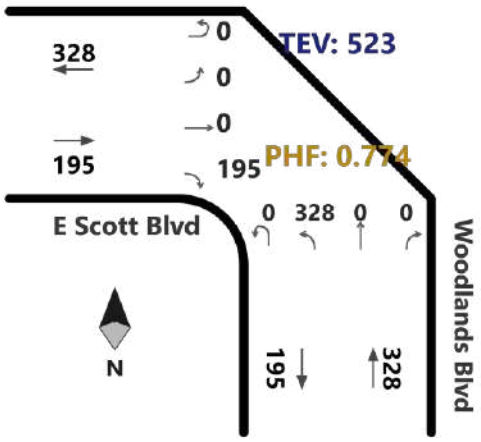
Interval Start	n/a				Scott Blvd				Front St				Front St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

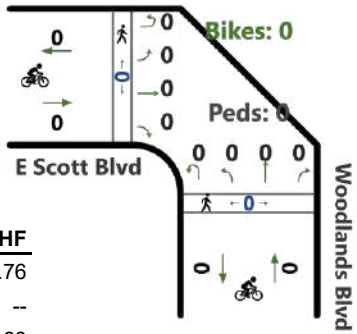
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Woodlands Blvd & E Scott Blvd

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV%	PHF
EB	4%	0.76
WB	--	--
NB	2%	0.68
SB	--	--
TOTAL	3%	0.77

Peak Hour Count Summaries

Peak Hour Interval Start		E Scott Blvd Eastbound				n/a Westbound				Woodlands Blvd Northbound				Woodlands Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	44	0	0	0	0	0	101	0	0	0	0	0	0	145	0
7:15 AM		0	0	0	48	0	0	0	0	0	121	0	0	0	0	0	0	169	0
7:30 AM		0	0	0	64	0	0	0	0	0	46	0	0	0	0	0	0	110	0
7:45 AM		0	0	0	39	0	0	0	0	0	60	0	0	0	0	0	0	99	523
Pk Hr	All	0	0	0	195	0	0	0	0	0	328	0	0	0	0	0	0	523	
	HV	0	0	0	8	0	0	0	0	0	8	0	0	0	0	0	0	16	
	HV%	-	-	-	4%	-	-	-	-	-	2%	-	-	-	-	-	-	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 EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
7:00 AM	1	0	1	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	3	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	6	0	2	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	1	0	2	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	8	0	8	0	*16*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	E Scott Blvd				n/a				Woodlands Blvd				Woodlands Blvd				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**	**44**	**0**	**0**	**0**	**0**	**0**	**101**	**0**	**0**	**0**	**0**	**0**	**0**	**145**	**0**
7:15 AM	**0**	**0**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**121**	**0**	**0**	**0**	**0**	**0**	**0**	**169**	**0**
7:30 AM	**0**	**0**	**0**	**64**	**0**	**0**	**0**	**0**	**0**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**110**	**0**
7:45 AM	**0**	**0**	**0**	**39**	**0**	**0**	**0**	**0**	**0**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**99**	**523**
8:00 AM	0	0	0	25	0	0	0	0	0	55	0	0	0	0	0	0	80	458
8:15 AM	0	0	0	54	0	0	0	0	0	52	0	0	0	0	0	0	106	395
8:30 AM	0	0	0	39	0	0	0	0	0	58	0	0	0	0	0	0	97	382
8:45 AM	0	0	0	69	0	0	0	0	0	46	0	0	0	0	0	0	115	398
Count Total	0	0	0	382	0	0	0	0	0	539	0	0	0	0	0	0	921	
Pk Hr All	**0**	**0**	**0**	**195**	**0**	**0**	**0**	**0**	**0**	**328**	**0**	**0**	**0**	**0**	**0**	**0**	**523**	
Pk Hr HV	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	
Pk Hr HV%	**-**	**-**	**-**	**4%**	**-**	**-**	**-**	**-**	**-**	**2%**	**-**	**-**	**-**	**-**	**-**	**-**	**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	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:15 AM	**0**	**0**	**3**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**6**	**0**	**2**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**1**	**0**	**2**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	0	0	1	0	*1*	0	0	1	0	*1*	0	0	0	0	*0*
8:15 AM	4	0	0	0	*4*	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*
8:45 AM	2	0	1	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	14	0	10	0	*24*	0	0	1	0	*1*	0	0	0	0	*0*
Peak Hour	**8**	**0**	**8**	**0**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	E Scott Blvd				n/a				Woodlands Blvd				Woodlands Blvd				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**	**0**	**0**	**0**	**0**	**0**	**2**	**0**
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**
7:30 AM	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**
7:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**16**
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	15
8:15 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	16
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:45 AM	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3	8
Count Total	0	0	0	14	0	0	0	0	0	10	0	0	0	0	0	0	24	
Pk Hr Heavy	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	

Count Summaries - Bikes

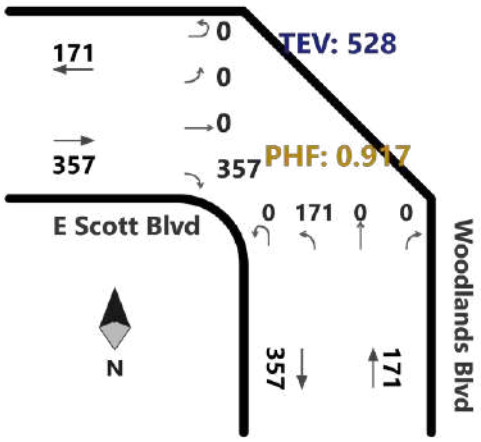
Interval Start	E Scott Blvd				n/a				Woodlands Blvd				Woodlands Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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	1	0	0	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	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	0	0	0	0	1	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**	

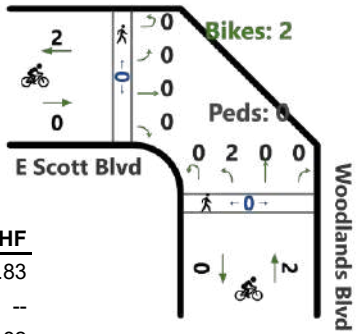
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Woodlands Blvd & E Scott Blvd

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV%	PHF
EB	1%	0.83
WB	--	--
NB	1%	0.82
SB	--	--
TOTAL	1%	0.92

Peak Hour Count Summaries

Peak Hour Interval Start		E Scott Blvd				n/a				Woodlands Blvd				Woodlands Blvd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM		0	0	0	65	0	0	0	0	0	52	0	0	0	0	0	0	117	0
5:00 PM		0	0	0	108	0	0	0	0	0	36	0	0	0	0	0	0	144	0
5:15 PM		0	0	0	93	0	0	0	0	0	42	0	0	0	0	0	0	135	0
5:30 PM		0	0	0	91	0	0	0	0	0	41	0	0	0	0	0	0	132	528
Pk Hr	All	0	0	0	357	0	0	0	0	0	171	0	0	0	0	0	0	528	
	HV	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3	
	HV%	-	-	-	1%	-	-	-	-	-	1%	-	-	-	-	-	-	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
4:45 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	1	0	0	0	*1*	0	0	1	0	*1*	0	0	0	0	*0*
5:15 PM	1	0	0	0	*1*	0	0	1	0	*1*	0	0	0	0	*0*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	2	0	1	0	*3*	0	0	2	0	*2*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	E Scott Blvd				n/a				Woodlands Blvd				Woodlands Blvd				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	67	0	0	0	0	1	36	0	0	0	0	0	0	104	0
4:15 PM	0	0	0	56	0	0	0	0	0	56	0	0	0	0	0	0	112	0
4:30 PM	0	0	0	79	0	0	0	0	0	31	0	0	0	0	0	0	110	0
4:45 PM	**0**	**0**	**0**	**65**	**0**	**0**	**0**	**0**	**0**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**117**	**443**
5:00 PM	**0**	**0**	**0**	**108**	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**144**	**483**
5:15 PM	**0**	**0**	**0**	**93**	**0**	**0**	**0**	**0**	**0**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**135**	**506**
5:30 PM	**0**	**0**	**0**	**91**	**0**	**0**	**0**	**0**	**0**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**132**	**528**
5:45 PM	0	0	0	72	0	0	0	0	0	40	0	0	0	0	0	0	112	523
Count Total	0	0	0	631	0	0	0	0	1	334	0	0	0	0	0	0	966	
Pk Hr All	**0**	**0**	**0**	**357**	**0**	**0**	**0**	**0**	**0**	**171**	**0**	**0**	**0**	**0**	**0**	**0**	**528**	
Pk Hr HV	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	
Pk Hr HV%	**-**	**-**	**-**	**1%**	**-**	**-**	**-**	**-**	**-**	**1%**	**-**	**-**	**-**	**-**	**-**	**-**	**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	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
4:15 PM	1	0	0	0	*1*	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*
4:45 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
5:30 PM	**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*
Count Total	3	0	1	0	*4*	0	0	2	0	*2*	0	1	0	0	*1*
Peak Hour	**2**	**0**	**1**	**0**	***3***	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	E Scott Blvd				n/a				Woodlands Blvd				Woodlands Blvd				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	1	0	0	0	0	0	0	0	0	0	0	0	0	1	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**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4	
Pk Hr Heavy	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	

Count Summaries - Bikes

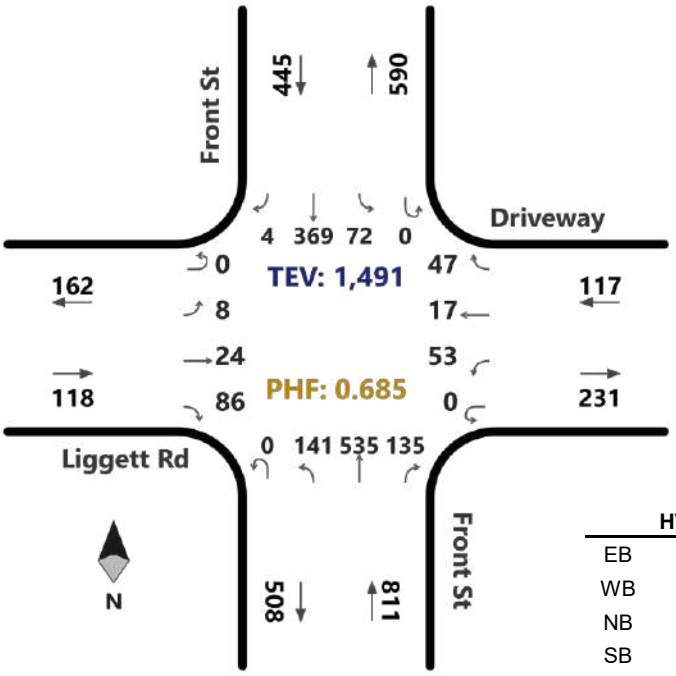
Interval Start	E Scott Blvd				n/a				Woodlands Blvd				Woodlands Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	

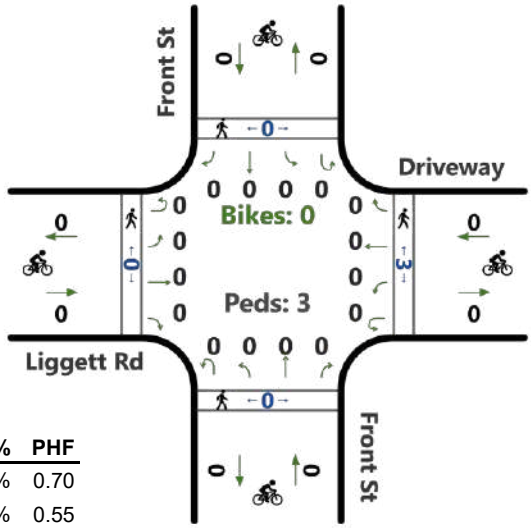
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Front St & Driveway

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV%	PHF
EB	3%	0.70
WB	4%	0.55
NB	1%	0.64
SB	2%	0.85
TOTAL	2%	0.69

Peak Hour Count Summaries

Peak Hour Interval Start		Driveway Eastbound				Driveway Westbound				Front St Northbound				Front St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	2	4	13	0	9	1	6	0	36	149	34	0	22	70	2	348	0
7:15 AM		0	5	14	23	0	19	11	23	0	39	205	74	0	42	89	0	544	0
7:30 AM		0	1	5	20	0	24	4	17	0	36	95	27	0	8	121	2	360	0
7:45 AM		0	0	1	30	0	1	1	1	0	30	86	0	0	0	89	0	239	1,491
Pk Hr	All	0	8	24	86	0	53	17	47	0	141	535	135	0	72	369	4	1,491	
	HV	0	0	0	3	0	0	3	2	0	1	6	3	0	1	7	1	27	
	HV%	-	0%	0%	3%	-	0%	18%	4%	-	1%	1%	2%	-	1%	2%	25%	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
7:00 AM	1	0	4	1	*6*	0	0	0	0	*0*	1	0	0	0	*1*
7:15 AM	1	5	4	4	*14*	0	0	0	0	*0*	1	0	0	0	*1*
7:30 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	1	0	2	3	*6*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hour	3	5	10	9	*27*	0	0	0	0	*0*	3	0	0	0	*3*

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Count Summaries - All Vehicles

Interval Start	Driveway Eastbound				Driveway Westbound				Front St Northbound				Front St Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**2**	**4**	**13**	**0**	**9**	**1**	**6**	**0**	**36**	**149**	**34**	**0**	**22**	**70**	**2**	**348**	**0**
7:15 AM	**0**	**5**	**14**	**23**	**0**	**19**	**11**	**23**	**0**	**39**	**205**	**74**	**0**	**42**	**89**	**0**	**544**	**0**
7:30 AM	**0**	**1**	**5**	**20**	**0**	**24**	**4**	**17**	**0**	**36**	**95**	**27**	**0**	**8**	**121**	**2**	**360**	**0**
7:45 AM	**0**	**0**	**1**	**30**	**0**	**1**	**1**	**1**	**0**	**30**	**86**	**0**	**0**	**0**	**89**	**0**	**239**	**1,491**
8:00 AM	0	3	1	27	0	0	0	2	0	32	84	0	0	3	81	0	233	1,376
8:15 AM	0	0	3	34	0	1	0	4	0	21	142	4	0	3	108	0	320	1,152
8:30 AM	0	1	1	25	0	0	0	2	0	35	134	1	0	0	144	1	344	1,136
8:45 AM	0	0	1	27	0	0	1	5	0	21	127	2	0	8	120	1	313	1,210
Count Total	0	12	30	199	0	54	18	60	0	250	1,022	142	0	86	822	6	2,701	
Pk Hr All	**0**	**8**	**24**	**86**	**0**	**53**	**17**	**47**	**0**	**141**	**535**	**135**	**0**	**72**	**369**	**4**	**1,491**	
Pk Hr HV	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**2**	**0**	**1**	**6**	**3**	**0**	**1**	**7**	**1**	**27**	
Pk Hr HV%	**-**	**0%**	**0%**	**3%**	**-**	**0%**	**18%**	**4%**	**-**	**1%**	**1%**	**2%**	**-**	**1%**	**2%**	**25%**	**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**	**4**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
7:15 AM	**1**	**5**	**4**	**4**	***14***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
7:30 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**1**	**0**	**2**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
8:00 AM	4	0	2	5	*11*	0	0	0	0	*0*	3	0	0	0	*3*
8:15 AM	0	0	1	4	*5*	0	0	0	0	*0*	3	0	0	0	*3*
8:30 AM	2	0	6	4	*12*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	1	4	1	*6*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	9	6	23	23	*61*	0	0	0	0	*0*	10	0	0	0	*10*
Peak Hour	**3**	**5**	**10**	**9**	***27***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**0**	**3**

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Count Summaries - Heavy Vehicles

Interval Start	Driveway				Driveway				Front St				Front 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**	**0**	**2**	**2**	**0**	**0**	**1**	**0**	**6**	**0**
7:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**2**	**0**	**0**	**3**	**1**	**0**	**1**	**3**	**0**	**14**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**
7:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**0**	**6**	**27**
8:00 AM	0	0	0	4	0	0	0	0	0	2	0	0	0	0	5	0	11	32
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	23
8:30 AM	0	0	0	2	0	0	0	0	0	5	1	0	0	0	4	0	12	34
8:45 AM	0	0	0	0	0	0	0	1	0	2	2	0	0	0	1	0	6	34
Count Total	0	0	0	9	0	0	3	3	0	10	10	3	0	1	21	1	61	
Pk Hr Heavy	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**2**	**0**	**1**	**6**	**3**	**0**	**1**	**7**	**1**	**27**	

Count Summaries - Bikes

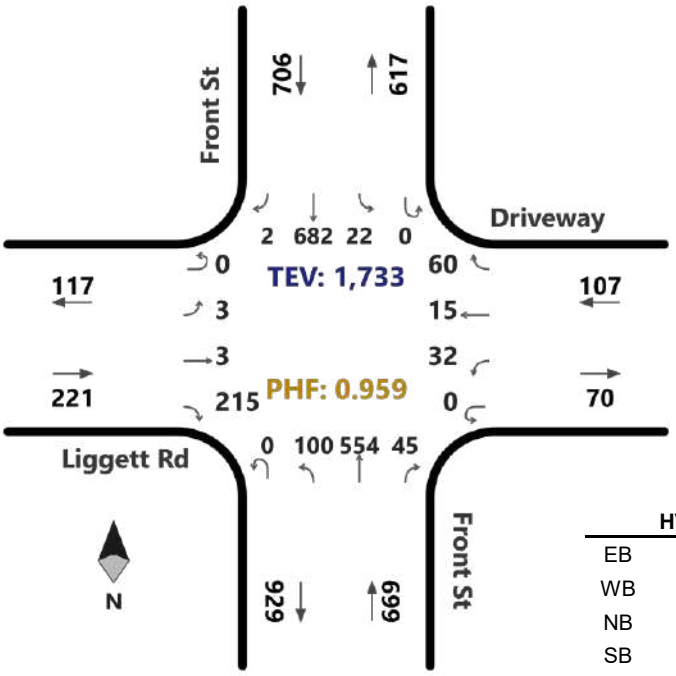
Interval Start	Driveway				Driveway				Front St				Front St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**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

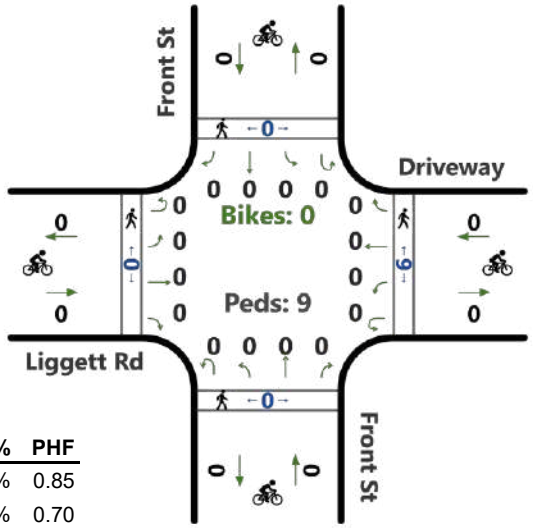
Mark Salhany
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Front St & Driveway

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV%	PHF
EB	1%	0.85
WB	0%	0.70
NB	1%	0.97
SB	0%	0.93
TOTAL	1%	0.96

Peak Hour Count Summaries

Peak Hour Interval Start		Driveway Eastbound				Driveway Westbound				Front St Northbound				Front St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	0	1	46	0	10	5	23	0	27	151	3	0	3	182	1	452	0
4:45 PM		0	0	0	54	0	7	6	8	0	26	139	6	0	6	183	1	436	0
5:00 PM		0	3	0	62	0	5	2	14	0	32	131	12	0	6	170	0	437	0
5:15 PM		0	0	2	53	0	10	2	15	0	15	133	24	0	7	147	0	408	1,733
Pk Hr	All	0	3	3	215	0	32	15	60	0	100	554	45	0	22	682	2	1,733	
	HV	0	0	0	2	0	0	0	0	0	2	3	0	0	0	3	0	10	
	HV%	-	0%	0%	1%	-	0%	0%	0%	-	2%	1%	0%	-	0%	0%	0%	1%	

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

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

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Count Summaries - All Vehicles

Interval Start	Driveway Eastbound				Driveway Westbound				Front St Northbound				Front St Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	1	60	0	1	2	2	0	35	148	3	0	3	164	0	420	0
4:15 PM	0	3	0	40	0	5	2	1	0	31	125	2	0	4	153	1	367	0
4:30 PM	**0**	**0**	**1**	**46**	**0**	**10**	**5**	**23**	**0**	**27**	**151**	**3**	**0**	**3**	**182**	**1**	**452**	**0**
4:45 PM	**0**	**0**	**0**	**54**	**0**	**7**	**6**	**8**	**0**	**26**	**139**	**6**	**0**	**6**	**183**	**1**	**436**	**1,675**
5:00 PM	**0**	**3**	**0**	**62**	**0**	**5**	**2**	**14**	**0**	**32**	**131**	**12**	**0**	**6**	**170**	**0**	**437**	**1,692**
5:15 PM	**0**	**0**	**2**	**53**	**0**	**10**	**2**	**15**	**0**	**15**	**133**	**24**	**0**	**7**	**147**	**0**	**408**	**1,733**
5:30 PM	0	0	0	57	0	14	1	15	0	24	91	3	0	1	149	2	357	1,638
5:45 PM	0	2	0	42	0	1	0	3	0	8	106	3	0	0	155	0	320	1,522
Count Total	0	9	4	414	0	53	20	81	0	198	1,024	56	0	30	1,303	5	3,197	
Pk Hr All	**0**	**3**	**3**	**215**	**0**	**32**	**15**	**60**	**0**	**100**	**554**	**45**	**0**	**22**	**682**	**2**	**1,733**	
Pk Hr HV	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**3**	**0**	**10**	
Pk Hr HV%	**-**	**0%**	**0%**	**1%**	**-**	**0%**	**0%**	**0%**	**-**	**2%**	**1%**	**0%**	**-**	**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	1	0	8	2	*11*	0	0	0	0	*0*	2	0	0	0	*2*
4:15 PM	0	1	2	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**0**	**0**	**3**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**7**	**0**	**0**	**0**	***7***
4:45 PM	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	**2**	**0**	**0**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
5:45 PM	0	0	3	1	*4*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	3	1	18	6	*28*	0	0	0	0	*0*	13	0	0	0	*13*
Peak Hour	**2**	**0**	**5**	**3**	***10***	**0**	**0**	**0**	**0**	***0***	**9**	**0**	**0**	**0**	**9**

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Count Summaries - Heavy Vehicles

Interval Start	Driveway				Driveway				Front St				Front 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	1	0	0	0	0	0	2	6	0	0	0	2	0	11	0
4:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	3	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**4**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**21**
5:00 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**13**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	7
Count Total	0	0	0	3	0	0	1	0	0	5	13	0	0	0	6	0	28	
Pk Hr Heavy	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**3**	**0**	**10**	

Count Summaries - Bikes

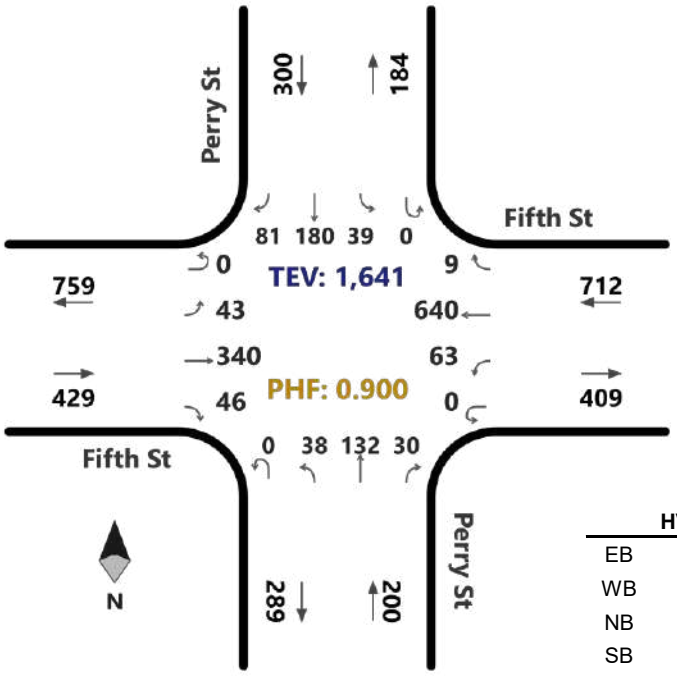
Interval Start	Driveway				Driveway				Front St				Front St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**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

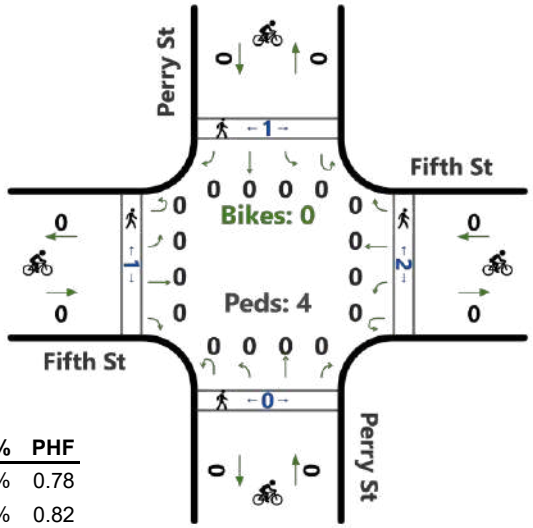
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Perry St & Fifth St

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV%	PHF
EB	4%	0.78
WB	2%	0.82
NB	2%	0.69
SB	2%	0.87
TOTAL	3%	0.90

Peak Hour Count Summaries

Peak Hour Interval Start		Fifth St Eastbound				Fifth St Westbound				Perry St Northbound				Perry St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	7	63	8	0	11	139	4	0	8	56	8	0	9	40	20	373	0
7:30 AM		0	4	96	8	0	16	198	3	0	11	27	6	0	14	51	21	455	0
7:45 AM		0	14	105	19	0	19	190	2	0	9	17	6	0	10	43	22	456	0
8:00 AM		0	18	76	11	0	17	113	0	0	10	32	10	0	6	46	18	357	1,641
Pk Hr	All	0	43	340	46	0	63	640	9	0	38	132	30	0	39	180	81	1,641	
	HV	0	3	14	1	0	2	15	0	0	2	1	1	0	1	4	2	46	
	HV%	-	7%	4%	2%	-	3%	2%	0%	-	5%	1%	3%	-	3%	2%	2%	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	7	5	0	2	*14*	0	0	0	0	*0*	1	0	0	0	*1*
7:30 AM	5	5	0	0	*10*	0	0	0	0	*0*	0	1	0	0	*1*
7:45 AM	3	1	2	0	*6*	0	0	0	0	*0*	0	0	1	0	*1*
8:00 AM	3	6	2	5	*16*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hour	18	17	4	7	*46*	0	0	0	0	*0*	2	1	1	0	*4*

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Count Summaries - All Vehicles

Interval Start	Fifth St				Fifth St				Perry St				Perry 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	8	41	5	0	10	99	7	0	9	45	6	0	4	26	11	271	0
7:15 AM	**0**	**7**	**63**	**8**	**0**	**11**	**139**	**4**	**0**	**8**	**56**	**8**	**0**	**9**	**40**	**20**	**373**	**0**
7:30 AM	**0**	**4**	**96**	**8**	**0**	**16**	**198**	**3**	**0**	**11**	**27**	**6**	**0**	**14**	**51**	**21**	**455**	**0**
7:45 AM	**0**	**14**	**105**	**19**	**0**	**19**	**190**	**2**	**0**	**9**	**17**	**6**	**0**	**10**	**43**	**22**	**456**	**1,555**
8:00 AM	**0**	**18**	**76**	**11**	**0**	**17**	**113**	**0**	**0**	**10**	**32**	**10**	**0**	**6**	**46**	**18**	**357**	**1,641**
8:15 AM	0	21	89	16	0	14	90	6	0	12	30	6	0	6	31	20	341	1,609
8:30 AM	0	14	93	18	0	17	108	2	0	6	32	9	0	6	40	21	366	1,520
8:45 AM	0	19	108	11	0	31	128	7	0	13	34	9	0	8	58	24	450	1,514
Count Total	0	105	671	96	0	135	1,065	31	0	78	273	60	0	63	335	157	3,069	
Pk Hr All	**0**	**43**	**340**	**46**	**0**	**63**	**640**	**9**	**0**	**38**	**132**	**30**	**0**	**39**	**180**	**81**	**1,641**	
Pk Hr HV	**0**	**3**	**14**	**1**	**0**	**2**	**15**	**0**	**0**	**2**	**1**	**1**	**0**	**1**	**4**	**2**	**46**	
Pk Hr HV%	**-**	**7%**	**4%**	**2%**	**-**	**3%**	**2%**	**0%**	**-**	**5%**	**1%**	**3%**	**-**	**3%**	**2%**	**2%**	**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	4	0	1	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**7**	**5**	**0**	**2**	***14***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
7:30 AM	**5**	**5**	**0**	**0**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
7:45 AM	**3**	**1**	**2**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
8:00 AM	**3**	**6**	**2**	**5**	***16***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
8:15 AM	4	4	0	2	*10*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	3	2	0	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	5	7	0	1	*13*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	34	30	5	13	*82*	0	0	0	0	*0*	2	1	1	0	*4*
Peak Hour	**18**	**17**	**4**	**7**	***46***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**1**	**0**	**4**

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Count Summaries - Heavy Vehicles

Interval Start	Fifth St				Fifth St				Perry St				Perry 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	1	3	0	0	0	0	0	0	0	1	0	0	1	0	0	6	0
7:15 AM	**0**	**0**	**7**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**14**	**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**	**1**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**6**	**36**
8:00 AM	**0**	**2**	**1**	**0**	**0**	**1**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**2**	**2**	**16**	**46**
8:15 AM	0	1	3	0	0	0	4	0	0	0	0	0	0	1	0	1	10	42
8:30 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	1	1	7	39
8:45 AM	0	0	5	0	0	1	6	0	0	0	0	0	0	0	1	0	13	46
Count Total	0	5	28	1	0	3	27	0	0	2	2	1	0	3	6	4	82	
Pk Hr Heavy	**0**	**3**	**14**	**1**	**0**	**2**	**15**	**0**	**0**	**2**	**1**	**1**	**0**	**1**	**4**	**2**	**46**	

Count Summaries - Bikes

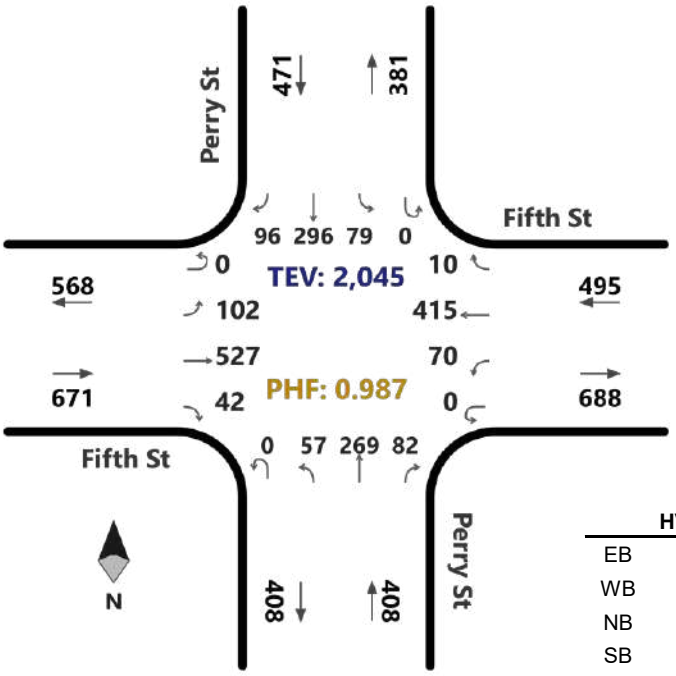
Interval Start	Fifth St				Fifth St				Perry St				Perry St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**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

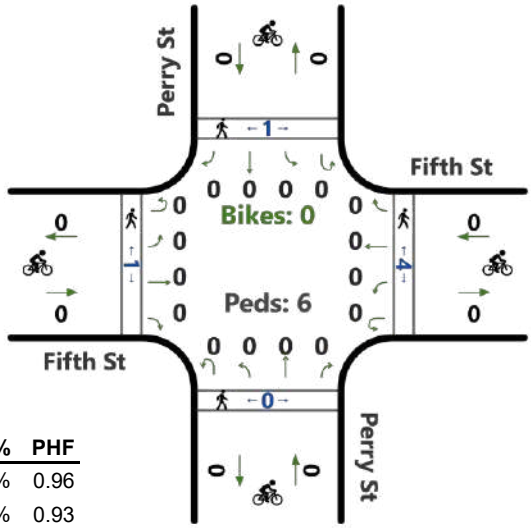
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Perry St & Fifth St

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV%	PHF
EB	1%	0.96
WB	2%	0.93
NB	0%	0.87
SB	0%	0.90
TOTAL	1%	0.99

Peak Hour Count Summaries

Peak Hour Interval Start		Fifth St Eastbound				Fifth St Westbound				Perry St Northbound				Perry St Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM		0	30	128	11	0	14	91	3	0	15	66	23	0	21	77	21	500	0
4:45 PM		0	22	127	12	0	16	112	2	0	9	67	20	0	21	87	23	518	0
5:00 PM		0	30	128	9	0	17	103	4	0	20	69	28	0	21	68	19	516	0
5:15 PM		0	20	144	10	0	23	109	1	0	13	67	11	0	16	64	33	511	2,045
Pk Hr	All	0	102	527	42	0	70	415	10	0	57	269	82	0	79	296	96	2,045	
	HV	0	1	3	0	0	0	8	0	0	0	1	0	0	0	1	1	15	
	HV%	-	1%	1%	0%	-	0%	2%	0%	-	0%	0%	0%	-	0%	0%	1%	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
4:30 PM	1	3	1	0	*5*	0	0	0	0	*0*	3	0	0	0	*3*
4:45 PM	1	2	0	1	*4*	0	0	0	0	*0*	0	0	1	0	*1*
5:00 PM	2	2	0	1	*5*	0	0	0	0	*0*	1	0	0	0	*1*
5:15 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	1	0	0	*1*
Peak Hour	4	8	1	2	*15*	0	0	0	0	*0*	4	1	1	0	*6*

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Count Summaries - All Vehicles

Interval Start	Fifth St Eastbound				Fifth St Westbound				Perry St Northbound				Perry St Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	36	128	11	0	17	77	4	0	13	56	20	0	21	77	27	487	0
4:15 PM	0	25	118	13	0	21	95	5	0	16	56	18	0	12	66	20	465	0
4:30 PM	**0**	**30**	**128**	**11**	**0**	**14**	**91**	**3**	**0**	**15**	**66**	**23**	**0**	**21**	**77**	**21**	**500**	**0**
4:45 PM	**0**	**22**	**127**	**12**	**0**	**16**	**112**	**2**	**0**	**9**	**67**	**20**	**0**	**21**	**87**	**23**	**518**	**1,970**
5:00 PM	**0**	**30**	**128**	**9**	**0**	**17**	**103**	**4**	**0**	**20**	**69**	**28**	**0**	**21**	**68**	**19**	**516**	**1,999**
5:15 PM	**0**	**20**	**144**	**10**	**0**	**23**	**109**	**1**	**0**	**13**	**67**	**11**	**0**	**16**	**64**	**33**	**511**	**2,045**
5:30 PM	0	16	96	16	0	8	89	3	0	7	41	17	0	18	83	32	426	1,971
5:45 PM	0	17	117	14	0	13	85	1	0	10	36	16	0	20	51	29	409	1,862
Count Total	0	196	986	96	0	129	761	23	0	103	458	153	0	150	573	204	3,832	
Pk Hr All	**0**	**102**	**527**	**42**	**0**	**70**	**415**	**10**	**0**	**57**	**269**	**82**	**0**	**79**	**296**	**96**	**2,045**	
Pk Hr HV	**0**	**1**	**3**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**15**	
Pk Hr HV%	**-**	**1%**	**1%**	**0%**	**-**	**0%**	**2%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**1%**	**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	0	2	2	0	*4*	0	0	0	0	*0*	6	0	0	1	*7*
4:15 PM	0	1	1	2	*4*	0	0	0	0	*0*	5	0	1	0	*6*
4:30 PM	**1**	**3**	**1**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**0**	***3***
4:45 PM	**1**	**2**	**0**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
5:00 PM	**2**	**2**	**0**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
5:15 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
5:30 PM	0	1	0	1	*2*	0	0	0	0	*0*	1	0	0	0	*1*
5:45 PM	2	0	2	1	*5*	0	0	0	0	*0*	2	0	0	1	*3*
Count Total	6	12	6	6	*30*	0	0	0	0	*0*	18	1	2	2	*23*
Peak Hour	**4**	**8**	**1**	**2**	***15***	**0**	**0**	**0**	**0**	***0***	**4**	**1**	**1**	**0**	**6**

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Count Summaries - Heavy Vehicles

Interval Start	Fifth St				Fifth St				Perry St				Perry 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	2	0	0	0	2	0	0	0	0	0	4	0
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	4	0
4:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**0**
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**17**
5:00 PM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**18**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**15**
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	12
5:45 PM	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	1	5	13
Count Total	0	1	5	0	0	0	12	0	0	1	5	0	0	2	1	3	30	
Pk Hr Heavy	**0**	**1**	**3**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**15**	

Count Summaries - Bikes

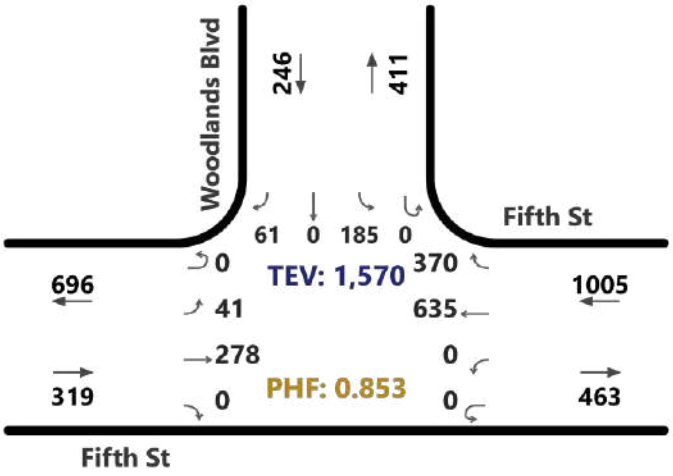
Interval Start	Fifth St				Fifth St				Perry St				Perry St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**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

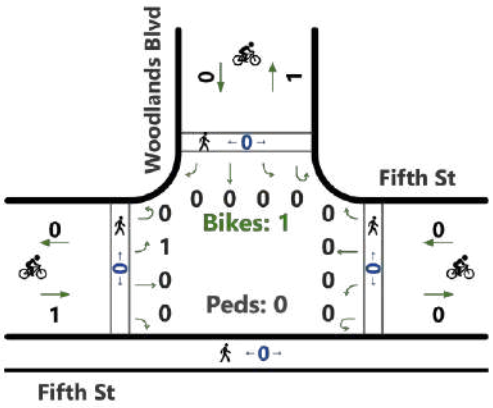
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Woodlands Blvd & Fifth St

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM







	HV%	PHF
EB	4%	0.80
WB	2%	0.79
NB	--	--
SB	3%	0.85
TOTAL	3%	0.85

Peak Hour Count Summaries

Peak Hour Interval Start		Fifth St Eastbound				Fifth St Westbound				n/a Northbound				Woodlands Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	16	50	0	0	0	134	134	0	0	0	0	0	46	0	14	394	0
7:15 AM		0	12	59	0	0	0	185	132	0	0	0	0	0	53	0	19	460	0
7:30 AM		0	8	92	0	0	0	161	52	0	0	0	0	0	55	0	16	384	0
7:45 AM		0	5	77	0	0	0	155	52	0	0	0	0	0	31	0	12	332	1,570
Pk Hr	All	0	41	278	0	0	0	635	370	0	0	0	0	0	185	0	61	1,570	
	HV	0	1	11	0	0	0	16	6	0	0	0	0	0	8	0	0	42	
	HV%	-	2%	4%	-	-	-	3%	2%	-	-	-	-	-	4%	-	0%	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
7:00 AM	3	1	0	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	2	11	0	0	*13*	1	0	0	0	*1*	0	0	0	0	*0*
7:30 AM	6	7	0	5	*18*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	1	3	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	12	22	0	8	*42*	1	0	0	0	*1*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Fifth St				Fifth St				n/a				Woodlands Blvd				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**	**16**	**50**	**0**	**0**	**0**	**134**	**134**	**0**	**0**	**0**	**0**	**0**	**46**	**0**	**14**	**394**	**0**
7:15 AM	**0**	**12**	**59**	**0**	**0**	**0**	**185**	**132**	**0**	**0**	**0**	**0**	**0**	**53**	**0**	**19**	**460**	**0**
7:30 AM	**0**	**8**	**92**	**0**	**0**	**0**	**161**	**52**	**0**	**0**	**0**	**0**	**0**	**55**	**0**	**16**	**384**	**0**
7:45 AM	**0**	**5**	**77**	**0**	**0**	**0**	**155**	**52**	**0**	**0**	**0**	**0**	**0**	**31**	**0**	**12**	**332**	**1,570**
8:00 AM	0	15	62	0	0	0	87	49	0	0	0	0	0	16	0	16	245	1,421
8:15 AM	0	37	46	0	0	0	75	47	0	0	0	0	0	39	0	15	259	1,220
8:30 AM	0	30	73	0	0	0	118	43	0	0	0	0	0	35	0	34	333	1,169
8:45 AM	0	29	83	0	0	0	157	48	0	0	0	0	0	37	0	22	376	1,213
Count Total	0	152	542	0	0	0	1,072	557	0	0	0	0	0	312	0	148	2,783	
Pk Hr All	**0**	**41**	**278**	**0**	**0**	**0**	**635**	**370**	**0**	**0**	**0**	**0**	**0**	**185**	**0**	**61**	**1,570**	
Pk Hr HV	**0**	**1**	**11**	**0**	**0**	**0**	**16**	**6**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**42**	
Pk Hr HV%	**-**	**2%**	**4%**	**-**	**-**	**-**	**3%**	**2%**	**-**	**-**	**-**	**-**	**-**	**4%**	**-**	**0%**	**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	**3**	**1**	**0**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:15 AM	**2**	**11**	**0**	**0**	***13***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
7:30 AM	**6**	**7**	**0**	**5**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**1**	**3**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	2	5	0	0	*7*	1	1	0	0	*2*	0	0	1	0	*1*
8:15 AM	2	2	0	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	3	4	0	3	*10*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	4	6	0	4	*14*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	23	39	0	16	*78*	2	1	0	0	*3*	0	0	1	0	*1*
Peak Hour	**12**	**22**	**0**	**8**	***42***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Fifth St				Fifth St				n/a				Woodlands Blvd				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**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**7**	**0**
7:15 AM	**0**	**0**	**2**	**0**	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**
7:30 AM	**0**	**0**	**6**	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**18**	**0**
7:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**42**
8:00 AM	0	0	2	0	0	0	3	2	0	0	0	0	0	0	0	0	7	42
8:15 AM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	1	5	34
8:30 AM	0	2	1	0	0	0	4	0	0	0	0	0	0	2	0	1	10	26
8:45 AM	0	0	4	0	0	0	6	0	0	0	0	0	0	3	0	1	14	36
Count Total	0	4	19	0	0	0	31	8	0	0	0	0	0	13	0	3	78	
Pk Hr Heavy	**0**	**1**	**11**	**0**	**0**	**0**	**16**	**6**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**42**	

Count Summaries - Bikes

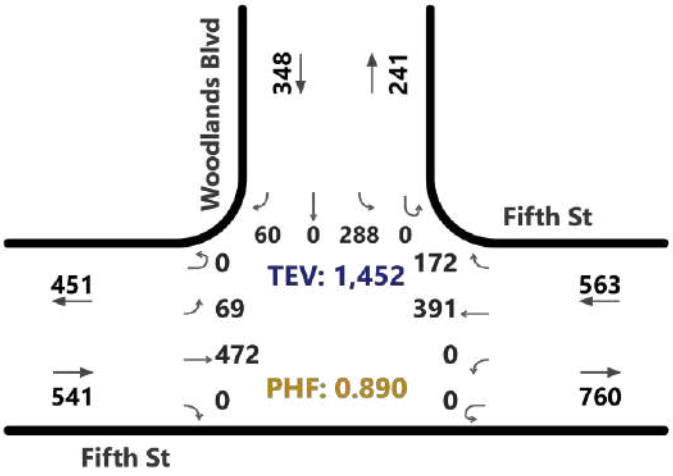
Interval Start	Fifth St				Fifth St				n/a				Woodlands Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**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**	**1**
8:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	
Pk Hr Bike	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

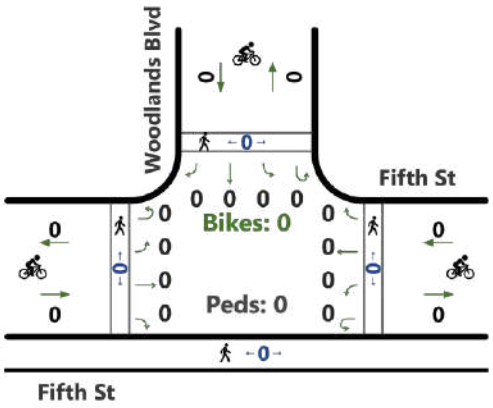
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Woodlands Blvd & Fifth St

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





N

	HV%	PHF
EB	1%	0.88
WB	1%	0.85
NB	--	--
SB	1%	0.84
TOTAL	1%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		Fifth St				Fifth St				n/a				Woodlands Blvd				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		
5:00 PM		0	15	139	0	0	0	100	31	0	0	0	0	0	73	0	17	375	0
5:15 PM		0	18	133	0	0	0	114	39	0	0	0	0	0	81	0	23	408	0
5:30 PM		0	13	103	0	0	0	71	43	0	0	0	0	0	73	0	8	311	0
5:45 PM		0	23	97	0	0	0	106	59	0	0	0	0	0	61	0	12	358	1,452
Pk Hr	All	0	69	472	0	0	0	391	172	0	0	0	0	0	288	0	60	1,452	
	HV	0	0	4	0	0	0	0	4	0	0	0	0	0	2	0	0	10	
	HV%	-	0%	1%	-	-	-	0%	2%	-	-	-	-	-	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
5:00 PM	0	1	0	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	1	0	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	4	4	0	2	*10*	0	0	0	0	*0*	0	0	0	0	*0*

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Count Summaries - All Vehicles

Interval Start	Fifth St				Fifth St				n/a				Woodlands Blvd				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	13	105	0	0	0	65	29	0	0	0	0	0	58	0	19	289	0
4:15 PM	0	8	125	0	0	0	107	42	0	0	0	0	0	48	0	13	343	0
4:30 PM	0	14	122	0	0	0	81	30	0	0	0	0	0	72	0	10	329	0
4:45 PM	0	19	125	0	0	0	104	27	0	0	0	0	0	47	0	11	333	1,294
5:00 PM	**0**	**15**	**139**	**0**	**0**	**0**	**100**	**31**	**0**	**0**	**0**	**0**	**0**	**73**	**0**	**17**	**375**	**1,380**
5:15 PM	**0**	**18**	**133**	**0**	**0**	**0**	**114**	**39**	**0**	**0**	**0**	**0**	**0**	**81**	**0**	**23**	**408**	**1,445**
5:30 PM	**0**	**13**	**103**	**0**	**0**	**0**	**71**	**43**	**0**	**0**	**0**	**0**	**0**	**73**	**0**	**8**	**311**	**1,427**
5:45 PM	**0**	**23**	**97**	**0**	**0**	**0**	**106**	**59**	**0**	**0**	**0**	**0**	**0**	**61**	**0**	**12**	**358**	**1,452**
Count Total	0	123	949	0	0	0	748	300	0	0	0	0	0	513	0	113	2,746	
Pk Hr All	**0**	**69**	**472**	**0**	**0**	**0**	**391**	**172**	**0**	**0**	**0**	**0**	**0**	**288**	**0**	**60**	**1,452**	
Pk Hr HV	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**10**	
Pk Hr HV%	**-**	**0%**	**1%**	**-**	**-**	**-**	**0%**	**2%**	**-**	**-**	**-**	**-**	**-**	**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	1	4	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	5	0	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	5	0	0	*5*	0	0	0	1	*1*	0	0	0	0	*0*
5:00 PM	**0**	**1**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**1**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:45 PM	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	5	19	0	4	*28*	0	0	0	1	*1*	0	0	0	0	*0*
Peak Hour	**4**	**4**	**0**	**2**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**

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Count Summaries - Heavy Vehicles

Interval Start	Fifth St				Fifth St				n/a				Woodlands Blvd				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	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	0
4:15 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	2	0	0	7	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5	18
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**15**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**10**
5:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**12**
5:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10**
Count Total	0	0	5	0	0	0	13	6	0	0	0	0	0	4	0	0	28	
Pk Hr Heavy	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**10**	

Count Summaries - Bikes

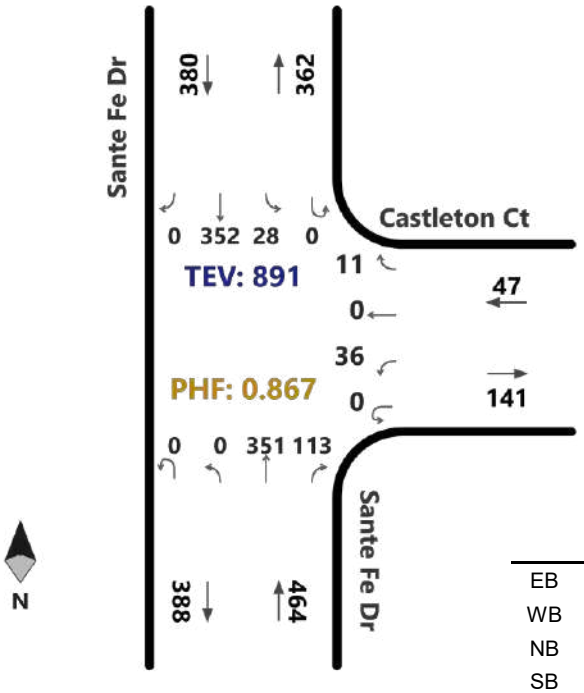
Interval Start	Fifth St				Fifth St				n/a				Woodlands Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	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	1	1	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
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	1	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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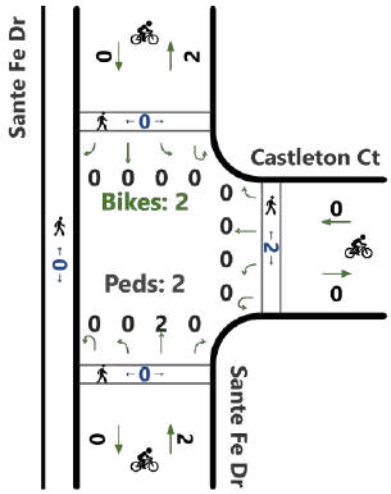
msalhany@idaxdata.com

Sante Fe Dr & Castleton Ct

Date: 08/19/2026
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV%	PHF
EB	--	--
WB	6%	0.78
NB	3%	0.78
SB	5%	0.79
TOTAL	4%	0.87



Peak Hour Count Summaries

Peak Hour Interval Start		n/a				Castleton Ct				Sante Fe Dr				Sante Fe 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		
7:30 AM		0	0	0	0	0	7	0	2	0	0	117	32	0	9	90	0	257	0
7:45 AM		0	0	0	0	0	9	0	2	0	0	98	33	0	7	76	0	225	0
8:00 AM		0	0	0	0	0	12	0	0	0	0	60	27	0	7	70	0	176	0
8:15 AM		0	0	0	0	0	8	0	7	0	0	76	21	0	5	116	0	233	891
Pk Hr	All	0	0	0	0	0	36	0	11	0	0	351	113	0	28	352	0	891	
	HV	0	0	0	0	0	3	0	0	0	0	12	1	0	0	18	0	34	
	HV%	-	-	-	-	-	8%	-	0%	-	-	3%	1%	-	0%	5%	-	4%	

Note: For complete count summary (all intervals), see following pages.

*** Heavy Vehicle Classifications include FHWA Classes 4-13.*

*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:30 AM	0	0	3	8	*11*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	1	4	1	*6*	0	0	1	0	*1*	1	0	0	0	*1*
8:00 AM	0	2	2	6	*10*	0	0	0	0	*0*	1	0	0	0	*1*
8:15 AM	0	0	4	3	*7*	0	0	1	0	*1*	0	0	0	0	*0*
Peak Hour	0	3	13	18	*34*	0	0	2	0	*2*	2	0	0	0	*2*

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Count Summaries - All Vehicles

Interval Start	n/a				Castleton Ct				Sante Fe Dr				Sante Fe 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	4	0	0	77	19	0	5	45	0	153	0
7:15 AM	0	0	0	0	0	6	0	4	0	0	110	18	0	13	67	0	218	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**2**	**0**	**0**	**117**	**32**	**0**	**9**	**90**	**0**	**257**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**2**	**0**	**0**	**98**	**33**	**0**	**7**	**76**	**0**	**225**	**853**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**60**	**27**	**0**	**7**	**70**	**0**	**176**	**876**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**7**	**0**	**0**	**76**	**21**	**0**	**5**	**116**	**0**	**233**	**891**
8:30 AM	0	0	0	0	0	9	0	5	0	0	101	24	0	2	97	0	238	872
8:45 AM	0	0	0	0	0	15	0	15	0	0	78	11	0	7	112	0	238	885
Count Total	0	0	0	0	0	69	0	39	0	0	717	185	0	55	673	0	1,738	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**11**	**0**	**0**	**351**	**113**	**0**	**28**	**352**	**0**	**891**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**12**	**1**	**0**	**0**	**18**	**0**	**34**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**8%**	**-**	**0%**	**-**	**-**	**3%**	**1%**	**-**	**0%**	**5%**	**-**	**4%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	3	5	*8*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**0**	**0**	**3**	**8**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**0**	**1**	**4**	**1**	***6***	**0**	**0**	**1**	**0**	***1***	**1**	**0**	**0**	**0**	***1***
8:00 AM	**0**	**2**	**2**	**6**	***10***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
8:15 AM	**0**	**0**	**4**	**3**	***7***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
8:30 AM	0	0	4	5	*9*	0	0	0	0	*0*	1	0	0	0	*1*
8:45 AM	0	3	5	3	*11*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	6	26	32	*64*	0	0	2	0	*2*	3	0	0	0	*3*
Peak Hour	**0**	**3**	**13**	**18**	***34***	**0**	**0**	**2**	**0**	***2***	**2**	**0**	**0**	**0**	**2**

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Count Summaries - Heavy Vehicles

Interval Start	n/a				Castleton Ct				Sante Fe Dr				Sante Fe 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	1	0	0	0	1	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**8**	**0**	**11**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**6**	**27**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**6**	**0**	**10**	**35**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**3**	**0**	**7**	**34**
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	9	32
8:45 AM	0	0	0	0	0	3	0	0	0	0	4	1	0	0	3	0	11	37
Count Total	0	0	0	0	0	6	0	0	0	0	24	2	0	0	32	0	64	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**12**	**1**	**0**	**0**	**18**	**0**	**34**	

Count Summaries - Bikes

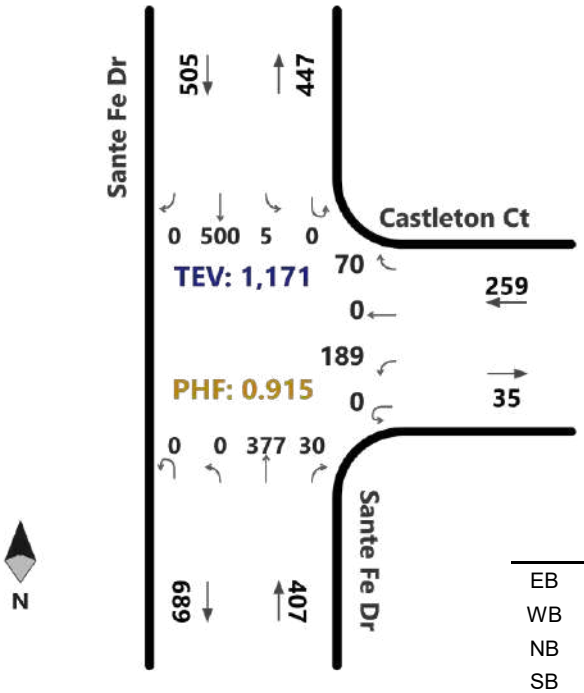
Interval Start	n/a				Castleton Ct				Sante Fe Dr				Sante Fe Dr				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 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**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	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	0	0	0	0	0	2	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	

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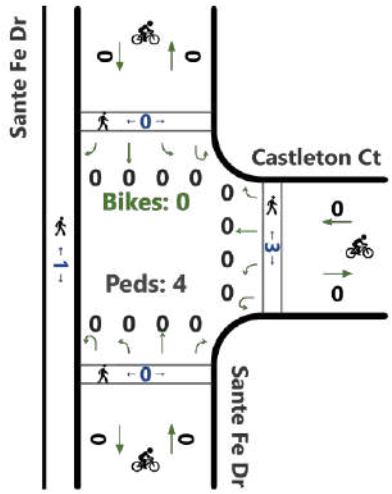
msalhany@idaxdata.com

Sante Fe Dr & Castleton Ct

Date: 08/19/2026
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV%	PHF
EB	--	--
WB	0%	0.66
NB	2%	0.83
SB	1%	0.96
TOTAL	1%	0.91



Peak Hour Count Summaries

Peak Hour Interval Start		n/a				Castleton Ct				Sante Fe Dr				Sante Fe 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		
4:30 PM		0	0	0	0	0	49	0	17	0	0	114	9	0	1	130	0	320	0
4:45 PM		0	0	0	0	0	39	0	5	0	0	88	8	0	2	118	0	260	0
5:00 PM		0	0	0	0	0	62	0	36	0	0	83	9	0	2	122	0	314	0
5:15 PM		0	0	0	0	0	39	0	12	0	0	92	4	0	0	130	0	277	1,171
Pk Hr	All	0	0	0	0	0	189	0	70	0	0	377	30	0	5	500	0	1,171	
	HV	0	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	13	
	HV%	-	-	-	-	-	0%	-	0%	-	-	2%	0%	-	0%	1%	-	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
4:30 PM	0	0	3	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	0	3	0	*3*	0	0	0	0	*0*	2	1	0	0	*3*
5:00 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	0	3	*3*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hour	0	0	7	6	*13*	0	0	0	0	*0*	3	1	0	0	*4*

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Count Summaries - All Vehicles

Interval Start	n/a				Castleton Ct				Sante Fe Dr				Sante Fe 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	43	0	9	0	0	91	15	0	4	125	0	287	0
4:15 PM	0	0	0	0	0	25	0	13	0	0	104	11	0	1	118	0	272	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**49**	**0**	**17**	**0**	**0**	**114**	**9**	**0**	**1**	**130**	**0**	**320**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**39**	**0**	**5**	**0**	**0**	**88**	**8**	**0**	**2**	**118**	**0**	**260**	**1,139**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**62**	**0**	**36**	**0**	**0**	**83**	**9**	**0**	**2**	**122**	**0**	**314**	**1,166**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**39**	**0**	**12**	**0**	**0**	**92**	**4**	**0**	**0**	**130**	**0**	**277**	**1,171**
5:30 PM	0	0	0	0	0	29	0	9	0	0	73	8	0	2	145	0	266	1,117
5:45 PM	0	0	0	0	0	19	0	7	0	0	65	12	0	0	106	0	209	1,066
Count Total	0	0	0	0	0	305	0	108	0	0	710	76	0	12	994	0	2,205	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**189**	**0**	**70**	**0**	**0**	**377**	**30**	**0**	**5**	**500**	**0**	**1,171**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**6**	**0**	**13**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**2%**	**0%**	**-**	**0%**	**1%**	**-**	**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	0	1	7	2	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	3	0	*3*	0	0	0	0	*0*	1	0	0	0	*1*
4:30 PM	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	**0**	**0**	**3**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**0**	**0**	***3***
5:00 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	**0**	**0**	**0**	**3**	***3***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
5:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	1	0	0	0	*1*
5:45 PM	0	0	1	1	*2*	0	0	0	1	*1*	0	0	0	0	*0*
Count Total	0	1	19	9	*29*	0	0	0	1	*1*	5	1	0	0	*6*
Peak Hour	**0**	**0**	**7**	**6**	***13***	**0**	**0**	**0**	**0**	***0***	**3**	**1**	**0**	**0**	**4**

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Count Summaries - Heavy Vehicles

Interval Start	n/a				Castleton Ct				Sante Fe Dr				Sante Fe 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	1	0	0	6	1	0	0	2	0	10	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**5**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**21**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**13**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**13**
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	9
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	8
Count Total	0	0	0	0	0	0	0	1	0	0	17	2	0	0	9	0	29	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**6**	**0**	**13**	

Count Summaries - Bikes

Interval Start	n/a				Castleton Ct				Sante Fe Dr				Sante Fe 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	1	0	1	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

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Appendix C: Future Traffic Projections

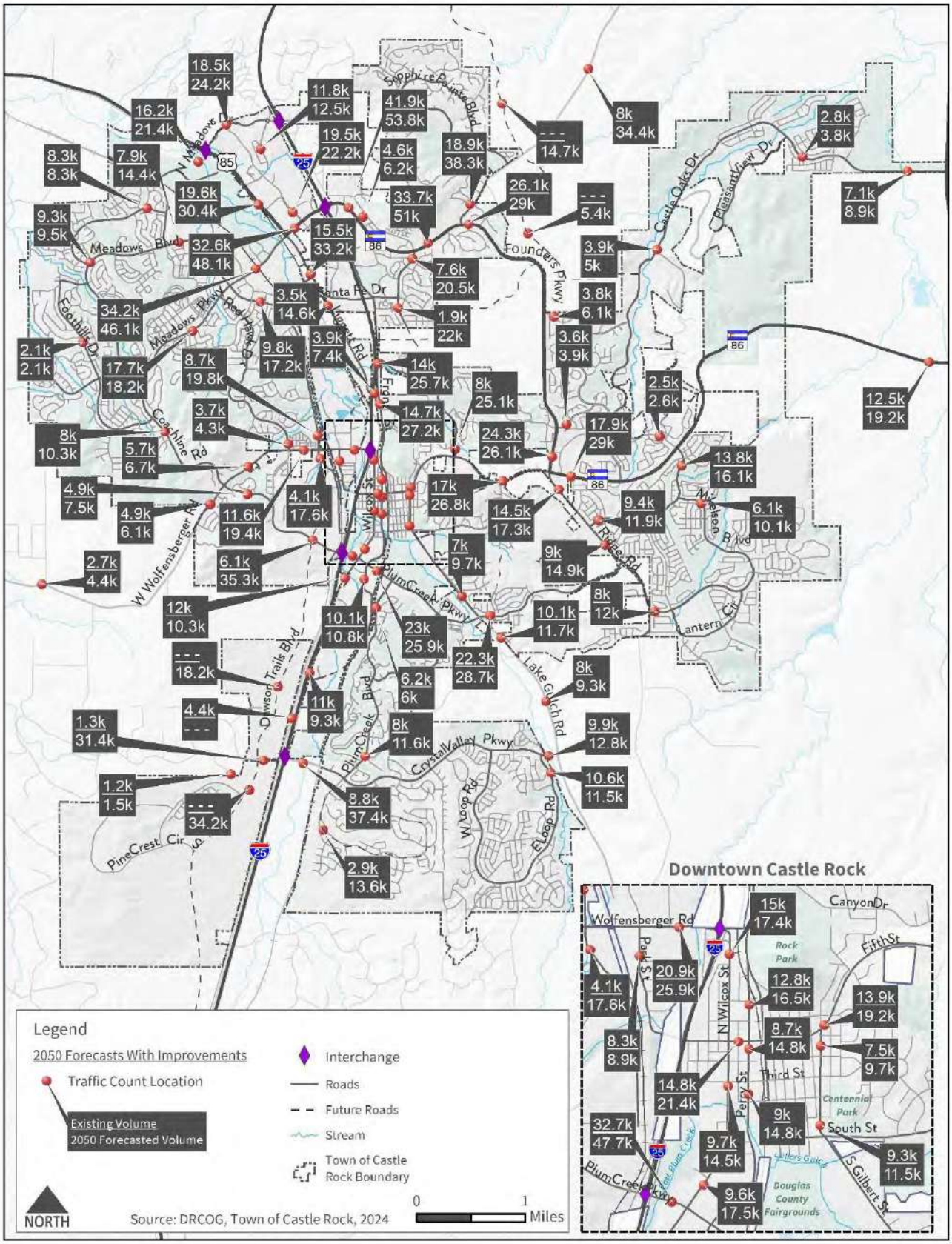
Town of Castle Rock Traffic Projections: Pine Canyon

Location	2024	2050	Growth Factor	Annual Growth
Meadows Pkwy w/o Santa Fe Dr (US-85)	34,200	46,100	1.35	1.16%
Meadows Pkwy e/o Santa Fe Dr (US-85)	32,600	48,100	1.48	1.51%
Santa Fe Dr (US-85) s/o Meadows Pkwy	15,500	33,200	2.14	2.97%
Santa Fe Dr (US-85) n/o Meadows Pkwy	19,600	30,400	1.55	1.70%
Factory Shops Blvd n/o Meadows Pkwy	19,500	22,200	1.14	0.50%
Founders Pkwy (SH-86) e/o Allen Way	41,900	53,800	1.28	0.97%
Founders Pkwy (SH-86) e/o Woodlands Blvd	33,700	51,000	1.51	1.61%
Woodlands Blvd s/o Founders Pkwy (SH-86)	7,600	20,500	2.70	3.89%
Founders Pkwy (SH-86) e/o Crowfoot Valley Rd	26,100	29,000	1.11	0.41%
Crowfoot Valley Rd n/o Founders Pkwy (SH-86)	18,900	38,300	2.03	2.75%
Fifth St btwn Woodlands Blvd & Founders Pkwy (SH-86)	17,000	26,800	1.58	1.77%
SH-86 e/o Founders Pkwy and Fifth St	17,900	29,000	1.62	1.87%
Ridge Rd s/o SH-86	14,500	17,300	1.19	0.68%
Founders Pkwy (SH-86) n/o Fifth St/SH-86	24,300	26,100	1.07	0.28%
Liggett Rd s/o Santa Fe Dr (US-85)	3,500	14,600	4.17	5.65%
Woodlands Blvd s/o Santa Fe Dr (US-85)/Black Feather Trl	1,900	22,000	11.58	9.88%
Liggett Rd at I-25	3,900	7,400	1.90	2.49%
Front St s/o Liggett Rd	14,700	27,200	1.85	2.40%
Front St n/o Liggett Rd	14,000	25,700	1.84	2.36%
Woodlands Blvd n/o Fifth St	8,000	25,100	3.14	4.50%
Total	369,300	593,800	1.61	1.84%
Total - without Woodlands Blvd corridor	351,800	526,200	1.50	1.56%

CDOT Traffic Projections: Santa Fe Dr (US-85) and Founders Pkwy (SH-86)

ROUTE	REFPT	ENDREFPT	LENGTH	AADT	AADTYR	YR20FACTOR	GROWTHFACTOR	DHV	DD	LOCATION
085B	184.667	184.91	0.249	39,000	2024	1.29	1.28%	10	56	ON SH 85 MEADOWS PKWY SW/O I-25 CASTLE ROCK
085B	184.91	185.117	0.197	29,000	2024	1.30	1.32%	8	52	ON SH 85 MEADOWS PKWY NE/O SANTA FE AVE & MEADOWS PKWY CASTLE ROCK
085B	185.117	187.778	2.644	17,000	2024	1.29	1.28%	11	52	ON SH 85 NW/O MEADOWS PKWY & SANTA FE AVE CASTLE ROCK
086B	100	100.382	0.381	32,000	2024	1.11	0.52%	10	53	ON SH 86 FOUNDERS PKWY E/O I-25
086B	100.382	101.526	1.134	27,000	2024	1.11	0.52%	9	52	ON SH 86 FOUNDERS PKWY SE/O FRONT ST
086B	101.526	103.999	2.484	24,000	2024	1.14	0.66%	9	56	ON SH 86 FOUNDERS PKWY E/O CROW VALLEY RD
086B	103.999	104.348	0.339	16,000	2024	1.13	0.61%	9	58	ON SH 86 FOUNDERS PKWY N/O FRANKTOWN RD
					Santa Fe Dr (US-85):	1.29	1.29%			
					Founders Pkwy (SH-86):	1.12	0.58%			
					Overall	1.21	0.95%			

Figure 10. 2050 Forecasts with Improvements



Appendix D: Trip Generation Worksheets

Zone 1 Daily Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(130) Industrial Park	ITE 12th Ed	100	KSF	T = 2.04(X) + 808.48	50%	50%	506	506	1,012
2	(221) Multifamily Housing (Mid-Rise)	ITE 12th Ed	775	DU	T = 4.46(X)	50%	50%	1,729	1,728	3,457
3	(750) Office Park	ITE 12th Ed	500	KSF	T = 11.07(X)	50%	50%	2768	2767	5535
4	(090) Park-and-Ride Lot with Bus or Light Rail Service	ITE 12th Ed	350	PKSP	T = 1.65(X)	50%	50%	289	289	578
							Total:	5,292	5,290	10,582

Zone 2 Daily Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(210) Single-Family Detached Housing	ITE 12th Ed	800	DU	T = 8.07(X) + 265.45	50%	50%	3,361	3,360	6,721
2	(221) Multifamily Housing (Mid-Rise)	ITE 12th Ed	225	DU	T = 4.46(X)	50%	50%	502	502	1,004
3	(310) Hotel	ITE 12th Ed	225	ROOM	T = 5.84(X)	50%	50%	657	657	1,314
4	(520) Elementary School	ITE 12th Ed	750	STU	T = 2.27(X)	50%	50%	852	851	1,703
							Total:	5,372	5,370	10,742

Zone 1 AM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(130) Industrial Park	ITE 12th Ed	100	KSF	T = 0.14(X) + 125.84	77%	23%	108	32	140
2	(221) Multifamily Housing (Mid-Rise)	ITE 12th Ed	775	DU	T = 0.42(X) - 7.77	23%	77%	73	245	318
3	(750) Office Park	ITE 12th Ed	500	KSF	T = 1.03(X)	89%	11%	458	57	515
4	(090) Park-and-Ride Lot with Bus or Light Rail Service	ITE 12th Ed	350	PKSP	Ln(T) = 0.99 Ln(X) - 0.68	78%	22%	130	37	167
							Total:	769	371	1,140

Zone 2 AM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(210) Single-Family Detached Housing	ITE 12th Ed	800	DU	T = 0.67(X) + 5.59	27%	73%	146	396	542
2	(221) Multifamily Housing (Mid-Rise)	ITE 12th Ed	225	DU	T = 0.42(X) - 7.77	23%	77%	20	67	87
3	(310) Hotel	ITE 12th Ed	225	ROOM	T = 0.49(X) - 18.48	52%	48%	48	44	92
4	(520) Elementary School	ITE 12th Ed	750	STU	T = 0.73(X)	54%	46%	296	252	548
							Total:	510	759	1,269

Zone 1 PM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(130) Industrial Park	ITE 12th Ed	100	KSF	T = 0.16(X) + 114.29	28%	72%	36	94	130
2	(221) Multifamily Housing (Mid-Rise)	ITE 12th Ed	775	DU	T = 0.36(X) + 3.07	64%	36%	180	102	282
3	(750) Office Park	ITE 12th Ed	500	KSF	T = 1.21(X)	15%	85%	91	514	605
4	(090) Park-and-Ride Lot with Bus or Light Rail Service	ITE 12th Ed	350	PKSP	T = 0.38(X) + 40.38	26%	74%	45	128	173
							Total:	352	838	1,190

Zone 2 PM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(210) Single-Family Detached Housing	ITE 12th Ed	800	DU	Ln(T) = 0.92 Ln(X) + 0.33	62%	38%	404	248	652
2	(221) Multifamily Housing (Mid-Rise)	ITE 12th Ed	225	DU	T = 0.36(X) + 3.07	64%	36%	54	30	84
3	(310) Hotel	ITE 12th Ed	225	ROOM	T = 0.85(X) - 55.22	51%	49%	69	67	136
4	(520) Elementary School	ITE 12th Ed	750	STU	T = 0.16(X)	46%	54%	55	65	120
							Total:	582	410	992

Output Summary

ITE LUC	Land Use	Size	Unit	Daily			AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Zone 1												
130	Industrial Park	100	KSF	506	506	1,012	108	32	140	36	94	130
221	Multifamily Housing (Mid-Rise)	775	DU	1,729	1,729	3,458	73	245	318	180	102	282
750	Office Park	500	KSF	2,768	2,768	5,536	458	57	515	91	514	605
090	Park-and-Ride Lot with Bus or Light Rail Service	350	PKSP	289	289	578	130	37	167	45	128	173
Zone 1 Baseline Trips				**5,292**	**5,292**	**10,584**	**769**	**371**	**1,140**	**352**	**838**	**1,190**
Zone 2												
210	Single-Family Detached Housing	800	DU	3,361	3,360	6,721	146	396	542	404	248	652
221	Multifamily Housing (Mid-Rise)	225	DU	502	502	1,004	20	67	87	54	30	84
310	Hotel	225	ROOM	657	657	1,314	48	44	92	69	67	136
520	Elementary School	750	STU	852	851	1,703	296	252	548	55	65	120
Zone 2 Baseline Trips				**5,372**	**5,370**	**10,742**	**510**	**759**	**1,269**	**582**	**410**	**992**
			Internal Trips	426	426	852	148	126	274	28	32	60
Zone 2 New External Vehicular Trips				**4,946**	**4,944**	**9,890**	**362**	**633**	**995**	**554**	**378**	**932**

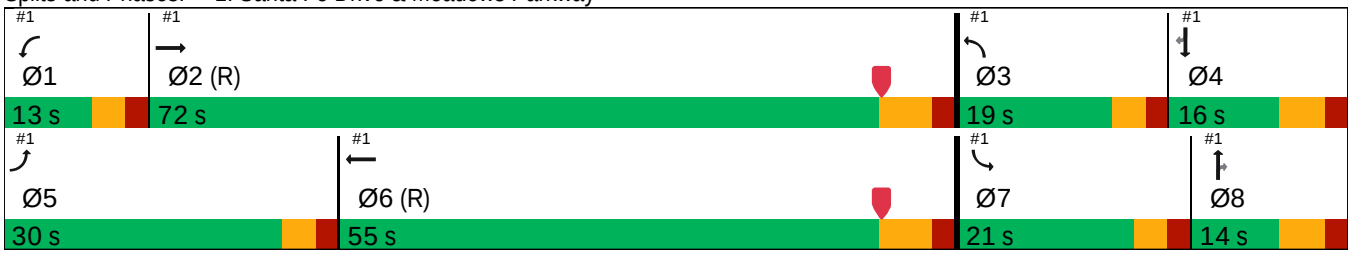
Appendix E: Intersection Analysis Worksheets

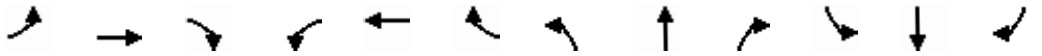
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	233	1138	63	1001	321	251	194	76	185	256	209
Future Volume (vph)	233	1138	63	1001	321	251	194	76	185	256	209
Turn Type	Prot	NA	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					Free			8			4
Detector Phase	5	2	1	6		3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	5.0	15.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	38.8	10.0	38.8		10.0	45.0	45.0	10.0	44.0	44.0
Total Split (s)	30.0	72.0	13.0	55.0		19.0	14.0	14.0	21.0	16.0	16.0
Total Split (%)	25.0%	60.0%	10.8%	45.8%		15.8%	11.7%	11.7%	17.5%	13.3%	13.3%
Yellow Time (s)	3.0	4.8	3.0	4.8		3.0	4.0	4.0	3.0	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	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.8	5.0	6.8		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 1: Santa Fe Drive & Meadows Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	1138	254	63	1001	321	251	194	76	185	256	209
Future Volume (veh/h)	233	1138	254	63	1001	321	251	194	76	185	256	209
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	1811	1811	1811	1767	1767	1767
Adj Flow Rate, veh/h	253	1237	0	68	1088	0	273	211	0	201	278	0
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	6	6	6	9	9	9
Cap, veh/h	283	2099		129	1666		330	351		261	280	
Arrive On Green	0.16	0.59	0.00	0.07	0.94	0.00	0.10	0.10	0.00	0.08	0.08	0.00
Sat Flow, veh/h	1781	3647	0	3456	3554	1585	3346	3441	1535	3264	3357	1497
Grp Volume(v), veh/h	253	1237	0	68	1088	0	273	211	0	201	278	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1728	1777	1585	1673	1721	1535	1632	1678	1497
Q Serve(g_s), s	16.7	26.2	0.0	2.3	5.9	0.0	9.6	7.0	0.0	7.2	9.9	0.0
Cycle Q Clear(g_c), s	16.7	26.2	0.0	2.3	5.9	0.0	9.6	7.0	0.0	7.2	9.9	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	2099		129	1666		330	351		261	280	
V/C Ratio(X)	0.89	0.59		0.53	0.65		0.83	0.60		0.77	0.99	
Avail Cap(c_a), veh/h	371	2099		230	1666		390	351		435	280	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.84	0.84	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.5	15.4	0.0	54.5	2.2	0.0	53.1	51.5	0.0	54.1	55.0	0.0
Incr Delay (d2), s/veh	19.0	1.2	0.0	2.8	1.7	0.0	12.0	2.8	0.0	4.8	52.0	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	8.9	10.6	0.0	1.0	1.4	0.0	4.6	3.2	0.0	3.1	6.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.5	16.6	0.0	57.3	3.9	0.0	65.0	54.4	0.0	58.9	107.0	0.0
LnGrp LOS	E	B		E	A		E	D		E	F	
Approach Vol, veh/h		1490			1156			484			479	
Approach Delay, s/veh		25.4			7.0			60.4			86.8	
Approach LOS		C			A			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	77.7	16.8	16.0	24.1	63.1	14.6	18.3
Change Period (Y+Rc), s	5.0	6.8	5.0	6.0	5.0	6.8	5.0	6.0
Max Green Setting (Gmax), s	8.0	65.2	14.0	10.0	25.0	48.2	16.0	8.0
Max Q Clear Time (g_c+I1), s	4.3	28.2	11.6	11.9	18.7	7.9	9.2	9.0
Green Ext Time (p_c), s	0.0	12.2	0.2	0.0	0.4	10.3	0.3	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	32.4
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

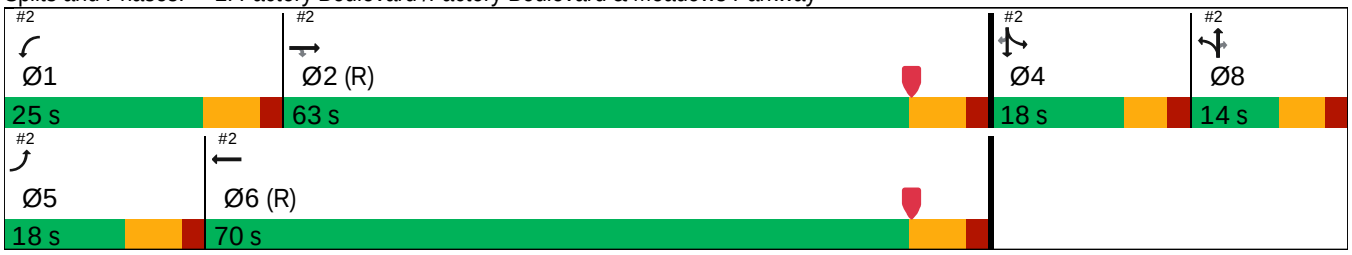
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

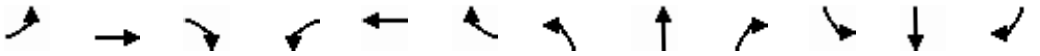
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	1208	74	234	1243	239	19	20	122	181	34	119
Future Volume (vph)	125	1208	74	234	1243	239	19	20	122	181	34	119
Turn Type	Prot	NA	Perm	Prot	NA	Free	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			Free			8			4
Detector Phase	5	2	2	1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	39.0	39.0	12.0	42.0		11.0	11.0	11.0	58.0	58.0	58.0
Total Split (s)	18.0	63.0	63.0	25.0	70.0		14.0	14.0	14.0	18.0	18.0	18.0
Total Split (%)	15.0%	52.5%	52.5%	20.8%	58.3%		11.7%	11.7%	11.7%	15.0%	15.0%	15.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		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	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	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 96 (80%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 2: Factory Boulevard /Factory Boulevard & Meadows Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	1208	74	234	1243	239	19	20	122	181	34	119
Future Volume (veh/h)	125	1208	74	234	1243	239	19	20	122	181	34	119
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	1841	1841	1841	1870	1870	1870	1737	1737	1737	1870	1870	1870
Adj Flow Rate, veh/h	140	1357	83	263	1397	0	21	22	68	203	38	67
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	2	2	2	11	11	11	2	2	2
Cap, veh/h	194	2856	887	327	3384		195	106	89	314	117	99
Arrive On Green	0.11	1.00	1.00	0.18	1.00	0.00	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	3401	5025	1560	3563	5611	1585	3209	1737	1472	5023	1870	1585
Grp Volume(v), veh/h	140	1357	83	263	1397	0	21	22	68	203	38	67
Grp Sat Flow(s),veh/h/ln	1700	1675	1560	1781	1870	1585	1605	1737	1472	1674	1870	1585
Q Serve(g_s), s	4.8	0.0	0.0	8.5	0.0	0.0	0.7	1.4	5.5	4.7	2.3	5.0
Cycle Q Clear(g_c), s	4.8	0.0	0.0	8.5	0.0	0.0	0.7	1.4	5.5	4.7	2.3	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	2856	887	327	3384		195	106	89	314	117	99
V/C Ratio(X)	0.72	0.48	0.09	0.80	0.41		0.11	0.21	0.76	0.65	0.33	0.68
Avail Cap(c_a), veh/h	312	2856	887	534	3384		214	116	98	502	187	159
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.82	0.82	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	0.0	0.0	48.0	0.0	0.0	53.3	53.6	55.5	55.0	53.8	55.1
Incr Delay (d2), s/veh	3.1	0.3	0.1	3.8	0.3	0.0	0.2	1.0	26.6	2.2	1.6	7.8
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	2.0	0.1	0.0	3.6	0.1	0.0	0.3	0.7	2.7	2.1	1.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.3	0.3	0.1	51.8	0.3	0.0	53.5	54.6	82.1	57.2	55.4	62.9
LnGrp LOS	E	A	A	D	A		D	D	F	E	E	E
Approach Vol, veh/h		1580			1660			111			308	
Approach Delay, s/veh		5.2			8.5			71.2			58.2	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	75.2		13.5	13.8	79.4		13.3				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	56.0		12.0	11.0	63.0		8.0				
Max Q Clear Time (g_c+I1), s	10.5	2.0		7.0	6.8	2.0		7.5				
Green Ext Time (p_c), s	0.5	15.2		0.5	0.1	15.6		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		13.1	
HCM 7th LOS		B	

Notes

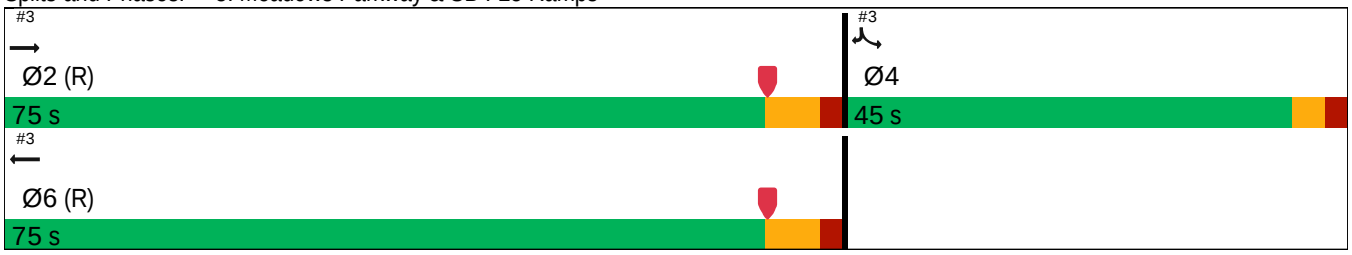
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBT	SBL	SBR
Lane Configurations				
Traffic Volume (vph)	1306	1246	504	487
Future Volume (vph)	1306	1246	504	487
Turn Type	NA	NA	Prot	Prot
Protected Phases	2	6	4	4
Permitted Phases				
Detector Phase	2	6	4	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	5.0	5.0
Minimum Split (s)	26.8	29.8	11.8	11.8
Total Split (s)	75.0	75.0	45.0	45.0
Total Split (%)	62.5%	62.5%	37.5%	37.5%
Yellow Time (s)	4.8	4.8	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 118 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 3: Meadows Parkway & SB I-25 Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1306	1246	120	504	487
Future Volume (veh/h)	0	1306	1246	120	504	487
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1826	1870	1870	1841	1841
Adj Flow Rate, veh/h	0	1467	1400	135	566	547
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	5	2	2	4	4
Cap, veh/h	0	3293	3129	302	1192	662
Arrive On Green	0.00	1.00	1.00	1.00	0.24	0.24
Sat Flow, veh/h	0	5313	4904	457	4944	2745
Grp Volume(v), veh/h	0	1467	1006	529	566	547
Grp Sat Flow(s),veh/h/ln	0	1662	1702	1788	1648	1373
Q Serve(g_s), s	0.0	0.0	0.0	0.0	11.8	22.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	11.8	22.7
Prop In Lane	0.00			0.26	1.00	1.00
Lane Grp Cap(c), veh/h	0	3293	2249	1181	1192	662
V/C Ratio(X)	0.00	0.45	0.45	0.45	0.48	0.83
Avail Cap(c_a), veh/h	0	3293	2249	1181	1648	915
HCM Platoon Ratio	1.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.84	0.86	0.86	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	39.0	43.2
Incr Delay (d2), s/veh	0.0	0.4	0.6	1.1	0.3	4.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.2	0.3	4.8	8.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	0.4	0.6	1.1	39.3	47.7
LnGrp LOS		A	A	A	D	D
Approach Vol, veh/h		1467	1535		1113	
Approach Delay, s/veh		0.4	0.7		43.4	
Approach LOS		A	A		D	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	86.1		33.9		86.1
Change Period (Y+Rc), s	6.8		5.0		6.8
Max Green Setting (Gmax), s	68.2		40.0		68.2
Max Q Clear Time (g_c+I1), s	2.0		24.7		2.0
Green Ext Time (p_c), s	17.3		4.3		17.4

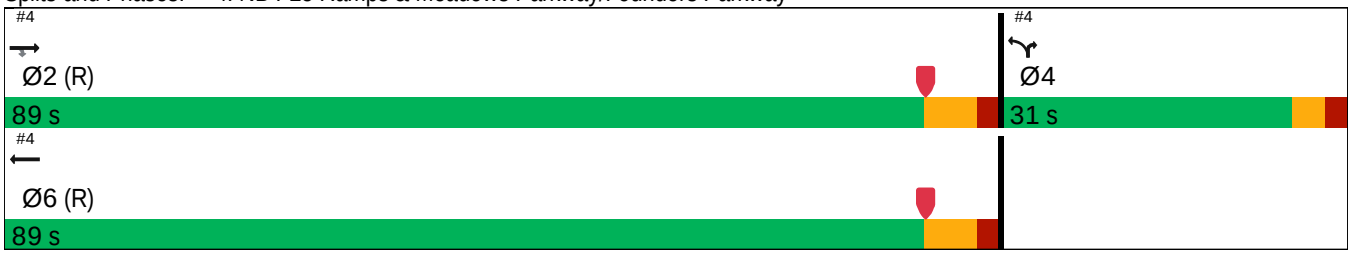
Intersection Summary	
HCM 7th Control Delay, s/veh	12.2
HCM 7th LOS	B

Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1011	708	1074	266	261
Future Volume (vph)	1011	708	1074	266	261
Turn Type	NA	Perm	NA	Prot	Prot
Protected Phases	2		6	4	4
Permitted Phases		2			
Detector Phase	2	2	6	4	4
Switch Phase					
Minimum Initial (s)	20.0	20.0	20.0	5.0	5.0
Minimum Split (s)	26.8	26.8	26.8	10.0	10.0
Total Split (s)	89.0	89.0	89.0	31.0	31.0
Total Split (%)	74.2%	74.2%	74.2%	25.8%	25.8%
Yellow Time (s)	4.8	4.8	4.8	3.0	3.0
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)	6.8	6.8	6.8	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 35 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 4: NB I-25 Ramps & Meadows Parkway/Founders Parkway





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1011	708	0	1074	266	261
Future Volume (veh/h)	1011	708	0	1074	266	261
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	0	1870	1811	1811
Adj Flow Rate, veh/h	1046	821	0	1180	292	287
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	0	2	6	6
Cap, veh/h	2866	2429	0	2767	424	378
Arrive On Green	1.00	1.00	0.00	1.00	0.12	0.12
Sat Flow, veh/h	3681	3120	0	3741	3450	3070
Grp Volume(v), veh/h	1046	821	0	1180	292	287
Grp Sat Flow(s),veh/h/ln	1841	1560	0	1777	1725	1535
Q Serve(g_s), s	0.0	0.0	0.0	0.0	9.7	10.9
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	9.7	10.9
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	2866	2429	0	2767	424	378
V/C Ratio(X)	0.36	0.34	0.00	0.43	0.69	0.76
Avail Cap(c_a), veh/h	2866	2429	0	2767	747	665
HCM Platoon Ratio	2.00	2.00	1.00	2.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.00	0.60	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	50.4	50.9
Incr Delay (d2), s/veh	0.3	0.3	0.0	0.3	2.0	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	0.1	4.3	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.3	0.3	0.0	0.3	52.4	54.1
LnGrp LOS	A	A		A	D	D
Approach Vol, veh/h	1867			1180	579	
Approach Delay, s/veh	0.3			0.3	53.2	
Approach LOS	A			A	D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		100.2		19.8		100.2
Change Period (Y+Rc), s		6.8		5.0		6.8
Max Green Setting (Gmax), s		82.2		26.0		82.2
Max Q Clear Time (g_c+I1), s		2.0		12.9		2.0
Green Ext Time (p_c), s		19.2		1.9		12.6

Intersection Summary		
HCM 7th Control Delay, s/veh	8.8	
HCM 7th LOS	A	

Notes

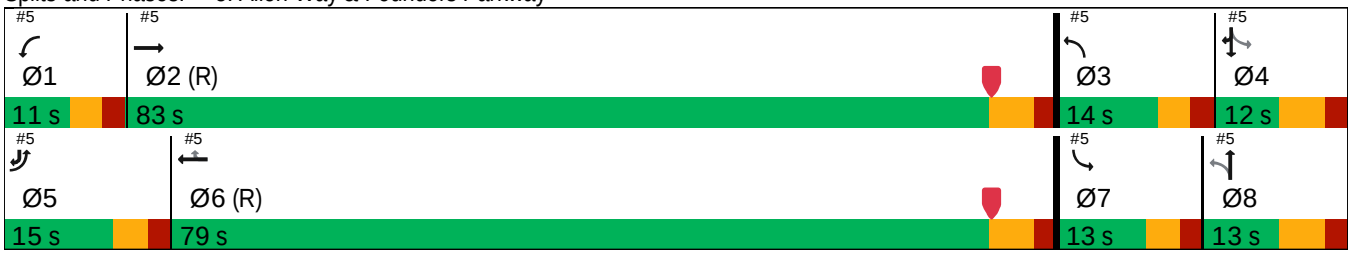
User approved volume balancing among the lanes for turning movement.

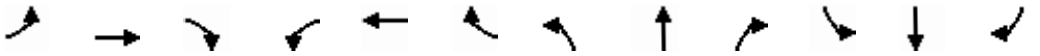
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	227	1059	26	2133	74	85	12	42	13	244
Future Volume (vph)	227	1059	26	2133	74	85	12	42	13	244
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	pt+ov
Protected Phases	5	2	1	6		3	8	7	4	4 5
Permitted Phases					6	8		4		
Detector Phase	5	2	1	6	6	3	8	7	4	4 5
Switch Phase										
Minimum Initial (s)	5.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	30.0	10.0	40.0	40.0	10.0	46.0	10.0	47.0	
Total Split (s)	15.0	83.0	11.0	79.0	79.0	14.0	13.0	13.0	12.0	
Total Split (%)	12.5%	69.2%	9.2%	65.8%	65.8%	11.7%	10.8%	10.8%	10.0%	
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.0	3.0	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	0.0	
Total Lost Time (s)	5.0	6.0	5.0	6.0	6.0	5.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 36 (30%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 5: Allen Way & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	1059	99	26	2133	74	85	12	41	42	13	244
Future Volume (veh/h)	227	1059	99	26	2133	74	85	12	41	42	13	244
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	1811	1811	1811	1870	1870	1870	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	255	1190	111	29	2397	83	96	13	30	47	15	274
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	6	6	6	2	2	2	2	2	2	4	4	4
Cap, veh/h	279	3113	290	46	3161	981	220	41	94	185	92	366
Arrive On Green	0.17	1.00	1.00	0.03	0.62	0.62	0.06	0.08	0.08	0.03	0.05	0.05
Sat Flow, veh/h	3346	4601	429	1781	5106	1585	1781	502	1159	1753	1841	2745
Grp Volume(v), veh/h	255	852	449	29	2397	83	96	0	43	47	15	274
Grp Sat Flow(s),veh/h/ln	1673	1648	1734	1781	1702	1585	1781	0	1662	1753	1841	1373
Q Serve(g_s), s	9.0	0.0	0.0	1.9	40.4	2.5	6.0	0.0	2.9	3.0	0.9	6.0
Cycle Q Clear(g_c), s	9.0	0.0	0.0	1.9	40.4	2.5	6.0	0.0	2.9	3.0	0.9	6.0
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	279	2230	1173	46	3161	981	220	0	134	185	92	366
V/C Ratio(X)	0.91	0.38	0.38	0.63	0.76	0.08	0.44	0.00	0.32	0.25	0.16	0.75
Avail Cap(c_a), veh/h	279	2230	1173	89	3161	981	240	0	134	244	92	366
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	0.0	0.0	57.9	16.4	9.2	49.1	0.0	52.0	51.8	54.6	50.1
Incr Delay (d2), s/veh	30.4	0.5	0.9	13.4	1.8	0.2	1.4	0.0	1.4	0.7	0.8	8.3
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	4.6	0.1	0.3	1.0	15.3	0.9	2.8	0.0	1.3	1.4	0.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.0	0.5	0.9	71.2	18.2	9.4	50.5	0.0	53.4	52.5	55.4	58.3
LnGrp LOS	E	A	A	E	B	A	D		D	D	E	E
Approach Vol, veh/h		1556			2509			139			336	
Approach Delay, s/veh		13.6			18.5			51.4			57.4	
Approach LOS		B			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	87.2	12.7	12.0	15.0	80.3	9.0	15.7
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	6.0	77.0	9.0	6.0	10.0	73.0	8.0	7.0
Max Q Clear Time (g_c+I1), s	3.9	2.0	8.0	8.0	11.0	42.4	5.0	4.9
Green Ext Time (p_c), s	0.0	13.2	0.0	0.0	0.0	24.5	0.0	0.0

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

Notes

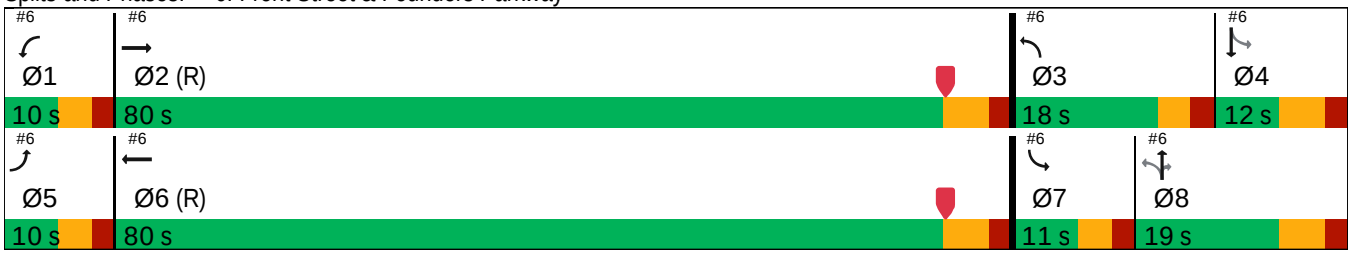
User approved pedestrian interval to be less than phase max green.

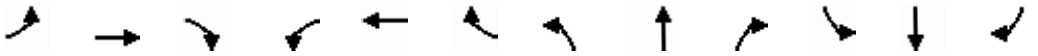
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	28	884	18	2076	201	39	32	4	23
Future Volume (vph)	28	884	18	2076	201	39	32	4	23
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	5.0	3.0	5.0
Minimum Split (s)	8.0	48.0	8.0	39.0	8.0	44.0	44.0	8.0	44.0
Total Split (s)	10.0	80.0	10.0	80.0	18.0	19.0	19.0	11.0	12.0
Total Split (%)	8.3%	66.7%	8.3%	66.7%	15.0%	15.8%	15.8%	9.2%	10.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 42 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 6: Front Street & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	884	120	18	2076	16	201	39	32	4	23	62
Future Volume (veh/h)	28	884	120	18	2076	16	201	39	32	4	23	62
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	1796	1796	1796	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	32	1005	136	20	2359	18	228	44	18	5	26	46
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	7	7	7	2	2	2	2	2	2	3	3	3
Cap, veh/h	40	2965	400	24	3497	27	437	226	191	127	80	71
Arrive On Green	0.02	0.68	0.68	0.01	0.67	0.67	0.08	0.12	0.12	0.00	0.05	0.05
Sat Flow, veh/h	1711	4369	590	1781	5227	40	3456	1870	1585	1767	1763	1572
Grp Volume(v), veh/h	32	751	390	20	1535	842	228	44	18	5	26	46
Grp Sat Flow(s),veh/h/ln	1711	1635	1690	1781	1702	1863	1728	1870	1585	1767	1763	1572
Q Serve(g_s), s	2.2	11.5	11.6	1.3	32.6	32.7	7.3	2.5	1.2	0.3	1.7	3.5
Cycle Q Clear(g_c), s	2.2	11.5	11.6	1.3	32.6	32.7	7.3	2.5	1.2	0.3	1.7	3.5
Prop In Lane	1.00		0.35	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	2218	1147	24	2277	1246	437	226	191	127	80	71
V/C Ratio(X)	0.81	0.34	0.34	0.83	0.67	0.68	0.52	0.19	0.09	0.04	0.33	0.65
Avail Cap(c_a), veh/h	71	2218	1147	74	2277	1246	536	226	191	208	88	79
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	1.00	1.00
Uniform Delay (d), s/veh	58.3	8.1	8.1	59.0	12.0	12.0	47.5	47.5	46.9	54.4	55.5	56.4
Incr Delay (d2), s/veh	30.5	0.4	0.8	47.8	1.6	2.9	1.0	0.4	0.2	0.1	2.4	15.0
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	1.3	3.9	4.2	0.9	11.9	13.6	3.2	1.2	0.5	0.1	0.8	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.9	8.5	8.9	106.8	13.6	14.9	48.5	47.9	47.1	54.6	57.9	71.3
LnGrp LOS	F	A	A	F	B	B	D	D	D	D	E	E
Approach Vol, veh/h		1173			2397			290			77	
Approach Delay, s/veh		10.8			14.8			48.3			65.7	
Approach LOS		B			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	87.4	14.5	11.4	7.8	86.3	5.5	20.5
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	74.0	13.0	6.0	5.0	74.0	6.0	13.0
Max Q Clear Time (g_c+I1), s	3.3	13.6	9.3	5.5	4.2	34.7	2.3	4.5
Green Ext Time (p_c), s	0.0	10.6	0.3	0.0	0.0	28.0	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	17.1
HCM 7th LOS	B

Notes

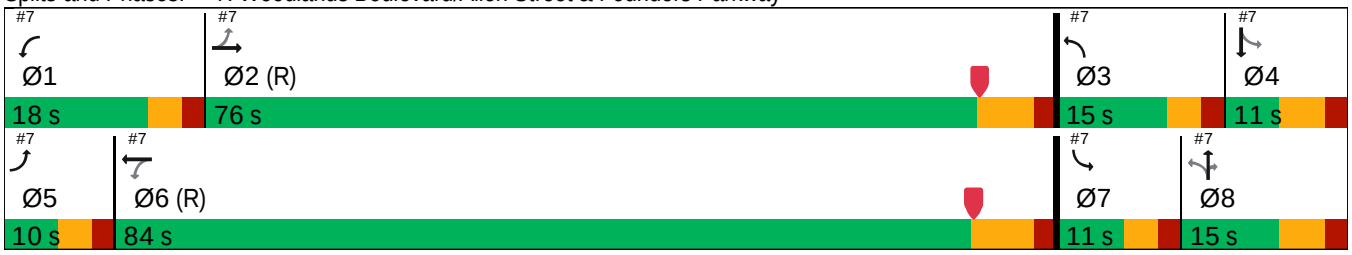
User approved pedestrian interval to be less than phase max green.

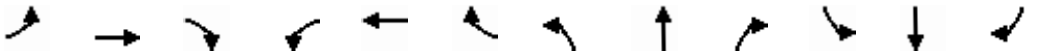
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	4	668	350	2123	96	12	131	28	35
Future Volume (vph)	4	668	350	2123	96	12	131	28	35
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases	2		6		8		8	4	
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	4.0	20.0	4.0	20.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	39.9	9.5	37.6	9.0	44.0	44.0	9.0	45.0
Total Split (s)	10.0	76.0	18.0	84.0	15.0	15.0	15.0	11.0	11.0
Total Split (%)	8.3%	63.3%	15.0%	70.0%	12.5%	12.5%	12.5%	9.2%	9.2%
Yellow Time (s)	3.0	4.9	3.0	5.6	3.0	4.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.9	5.0	7.6	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 118 (98%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 7: Woodlands Boulevard/Allen Street & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	668	55	350	2123	59	96	12	131	28	35	4
Future Volume (veh/h)	4	668	55	350	2123	59	96	12	131	28	35	4
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	1811	1811	1811	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	4	711	59	372	2259	63	102	13	69	30	37	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6	2	2	2	3	3	3	6	6	6
Cap, veh/h	178	2818	232	600	3401	95	214	131	111	160	104	11
Arrive On Green	0.03	0.61	0.61	0.09	0.67	0.67	0.07	0.07	0.07	0.03	0.03	0.03
Sat Flow, veh/h	1725	4654	384	1781	5107	142	1767	1856	1572	1725	3138	334
Grp Volume(v), veh/h	4	502	268	372	1503	819	102	13	69	30	20	21
Grp Sat Flow(s),veh/h/ln	1725	1648	1742	1781	1702	1845	1767	1856	1572	1725	1721	1751
Q Serve(g_s), s	0.1	8.5	8.6	9.0	31.7	32.0	6.5	0.8	5.1	2.0	1.4	1.4
Cycle Q Clear(g_c), s	0.1	8.5	8.6	9.0	31.7	32.0	6.5	0.8	5.1	2.0	1.4	1.4
Prop In Lane	1.00		0.22	1.00		0.08	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	178	1995	1055	600	2267	1228	214	131	111	160	57	58
V/C Ratio(X)	0.02	0.25	0.25	0.62	0.66	0.67	0.48	0.10	0.62	0.19	0.35	0.36
Avail Cap(c_a), veh/h	192	1995	1055	626	2267	1228	236	139	118	188	72	73
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	1.00	1.00
Uniform Delay (d), s/veh	10.5	11.0	11.0	7.1	12.0	12.0	49.7	52.2	54.2	53.2	56.8	56.8
Incr Delay (d2), s/veh	0.1	0.3	0.6	1.8	1.5	2.9	1.6	0.3	8.7	0.6	3.6	3.8
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	3.1	3.4	3.4	11.6	13.1	3.0	0.4	2.3	0.9	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.5	11.3	11.6	8.9	13.5	14.9	51.3	52.5	62.9	53.8	60.4	60.5
LnGrp LOS	B	B	B	A	B	B	D	D	E	D	E	E
Approach Vol, veh/h		774			2694			184			71	
Approach Delay, s/veh		11.4			13.3			55.8			57.6	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	80.2	13.5	10.0	9.0	87.5	9.0	14.5
Change Period (Y+Rc), s	5.0	* 7.6	5.0	6.0	5.0	7.6	5.0	6.0
Max Green Setting (Gmax), s	13.0	* 69	10.0	5.0	5.0	76.4	6.0	9.0
Max Q Clear Time (g_c+I1), s	11.0	10.6	8.5	3.4	2.1	34.0	4.0	7.1
Green Ext Time (p_c), s	0.3	6.1	0.0	0.0	0.0	28.8	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	15.9
HCM 7th LOS	B

Notes

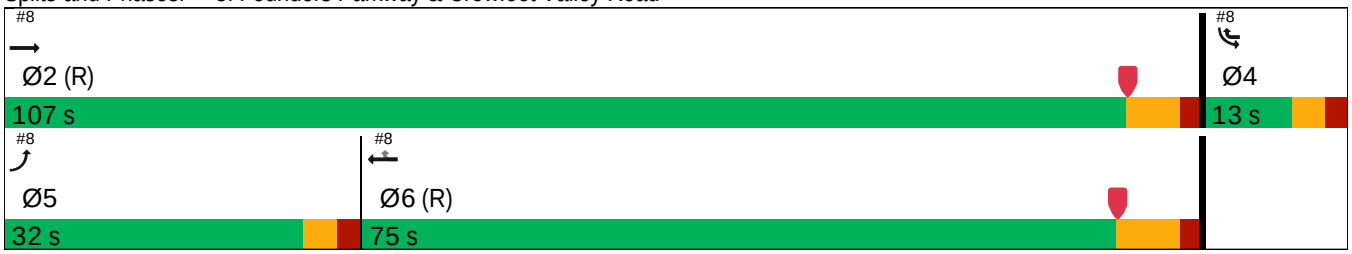
User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	447	374	1523	227	103	968
Future Volume (vph)	447	374	1523	227	103	968
Turn Type	Prot	NA	NA	pm+ov	Prot	Free
Protected Phases	5	2	6	4	4	
Permitted Phases				6		Free
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0	
Minimum Split (s)	10.0	36.8	22.5	32.0	32.0	
Total Split (s)	32.0	107.0	75.0	13.0	13.0	
Total Split (%)	26.7%	89.2%	62.5%	10.8%	10.8%	
Yellow Time (s)	3.0	4.8	5.6	3.0	3.0	
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	6.8	7.6	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None	None	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 93 (78%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 8: Founders Parkway & Crowfoot Valley Road





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	447	374	1523	227	103	968
Future Volume (veh/h)	447	374	1523	227	103	968
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1870	1870	1870
Adj Flow Rate, veh/h	476	398	1620	241	110	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	2	2	2	2
Cap, veh/h	553	3660	3018	1452	119	
Arrive On Green	0.16	1.00	0.85	0.85	0.07	0.00
Sat Flow, veh/h	3374	3561	3647	1585	1781	3170
Grp Volume(v), veh/h	476	398	1620	241	110	0
Grp Sat Flow(s),veh/h/ln	1687	1735	1777	1585	1781	1585
Q Serve(g_s), s	16.5	0.0	15.2	1.8	7.4	0.0
Cycle Q Clear(g_c), s	16.5	0.0	15.2	1.8	7.4	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	553	3660	3018	1452	119	
V/C Ratio(X)	0.86	0.11	0.54	0.17	0.93	
Avail Cap(c_a), veh/h	759	3660	3018	1452	119	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	48.8	0.0	2.5	0.5	55.7	0.0
Incr Delay (d2), s/veh	7.4	0.1	0.7	0.2	60.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	0.0	3.5	0.7	5.3	0.0
Unsig. Movement Delay, s/veh						0.00
LnGrp Delay(d), s/veh	56.2	0.1	3.2	0.7	115.7	0.0
LnGrp LOS	E	A	A	A	F	A
Approach Vol, veh/h		874	1861		1140	
Approach Delay, s/veh		30.7	2.9		11.2	
Approach LOS		C	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		135.0		13.0	24.7	110.3
Change Period (Y+Rc), s		* 7.6		5.0	5.0	7.6
Max Green Setting (Gmax), s		* 1E+02		8.0	27.0	67.4
Max Q Clear Time (g_c+I1), s		2.0		9.4	18.5	17.2
Green Ext Time (p_c), s		3.0		0.0	1.2	22.7

Intersection Summary		
HCM 7th Control Delay, s/veh		11.6
HCM 7th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	6.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	253	1467	4	51	417
Future Vol, veh/h	4	253	1467	4	51	417
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	275	0	-	425	525	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	4	278	1612	4	56	458

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1953	806	0	0	1616	0
Stage 1	1612	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.16	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.23	-
Pot Cap-1 Maneuver	56	325	-	-	395	-
Stage 1	149	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	48	325	-	-	395	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	128	-	-	-	-	-
Stage 2	692	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	56.28	0	1.7
HCM LOS	F		

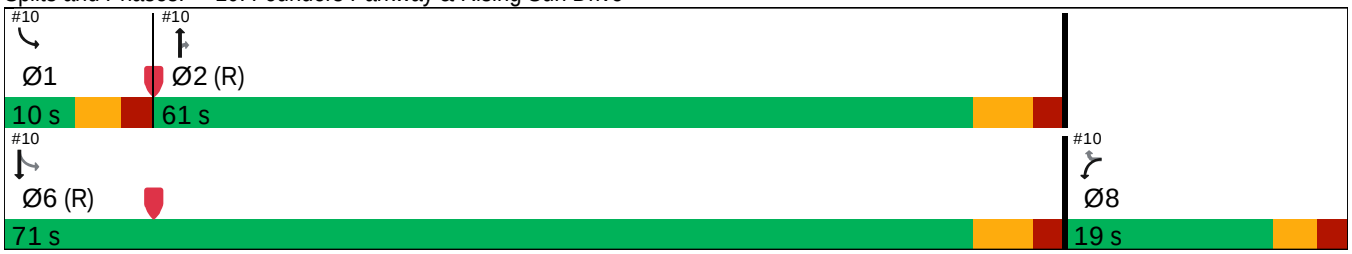
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	108	325	395	-
HCM Lane V/C Ratio	-	-	0.041	0.856	0.142	-
HCM Ctrl Dly (s/v)	-	-	39.8	56.5	15.6	-
HCM Lane LOS	-	-	E	F	C	-
HCM 95th %tile Q(veh)	-	-	0.1	7.7	0.5	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	84	154	1313	40	51	366
Future Volume (vph)	84	154	1313	40	51	366
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	4.0	4.0	5.0	4.0
Minimum Split (s)	10.0	10.0	31.0	31.0	10.0	10.0
Total Split (s)	19.0	19.0	61.0	61.0	10.0	71.0
Total Split (%)	21.1%	21.1%	67.8%	67.8%	11.1%	78.9%
Yellow Time (s)	3.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 10: Founders Parkway & Rising Sun Drive





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	84	154	1313	40	51	366
Future Volume (veh/h)	84	154	1313	40	51	366
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1856	1856
Adj Flow Rate, veh/h	92	169	1443	44	56	402
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	3	3
Cap, veh/h	229	204	2317	1033	299	2642
Arrive On Green	0.13	0.13	0.65	0.65	0.04	0.75
Sat Flow, veh/h	1781	1585	3647	1585	1767	3618
Grp Volume(v), veh/h	92	169	1443	44	56	402
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1767	1763
Q Serve(g_s), s	4.3	9.4	21.4	0.9	0.8	2.9
Cycle Q Clear(g_c), s	4.3	9.4	21.4	0.9	0.8	2.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	229	204	2317	1033	299	2642
V/C Ratio(X)	0.40	0.83	0.62	0.04	0.19	0.15
Avail Cap(c_a), veh/h	277	247	2317	1033	324	2642
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	36.0	38.3	9.2	5.6	7.4	3.2
Incr Delay (d2), s/veh	1.1	17.8	1.3	0.1	0.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	4.6	7.5	0.3	0.3	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.2	56.0	10.5	5.7	7.7	3.3
LnGrp LOS	D	E	B	A	A	A
Approach Vol, veh/h	261		1487			458
Approach Delay, s/veh	49.4		10.3			3.8
Approach LOS	D		B			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.8	64.7				73.4	16.6
Change Period (Y+Rc), s	5.0	6.0				6.0	5.0
Max Green Setting (Gmax), s	5.0	55.0				65.0	14.0
Max Q Clear Time (g_c+I1), s	2.8	23.4				4.9	11.4
Green Ext Time (p_c), s	0.0	14.5				3.0	0.2

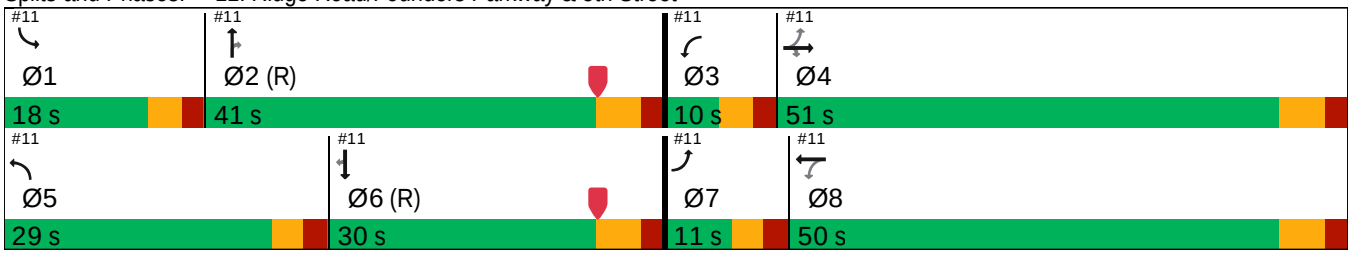
Intersection Summary			
HCM 7th Control Delay, s/veh		13.6	
HCM 7th LOS		B	

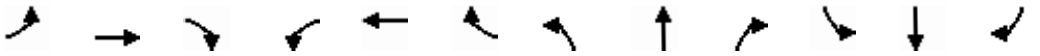
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	201	144	90	486	462	369	504	61	174	130	132
Future Volume (vph)	79	201	144	90	486	462	369	504	61	174	130	132
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	11.0	51.0	51.0	10.0	50.0		29.0	41.0	41.0	18.0	30.0	30.0
Total Split (%)	9.2%	42.5%	42.5%	8.3%	41.7%		24.2%	34.2%	34.2%	15.0%	25.0%	25.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 30 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 11: Ridge Road/Founders Parkway & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	201	144	90	486	462	369	504	61	174	130	132
Future Volume (veh/h)	79	201	144	90	486	462	369	504	61	174	130	132
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	1811	1811	1811	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	87	221	0	99	534	0	405	554	0	191	143	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	6	3	3	3	2	2	2	3	3	3
Cap, veh/h	187	690		301	678		481	1781		251	1535	
Arrive On Green	0.05	0.20	0.00	0.04	0.19	0.00	0.14	0.50	0.00	0.07	0.44	0.00
Sat Flow, veh/h	1725	3441	1535	1767	3526	1572	3456	3554	1585	3428	3526	1572
Grp Volume(v), veh/h	87	221	0	99	534	0	405	554	0	191	143	0
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1767	1763	1572	1728	1777	1585	1714	1763	1572
Q Serve(g_s), s	4.8	6.6	0.0	5.0	17.3	0.0	13.7	11.1	0.0	6.6	2.9	0.0
Cycle Q Clear(g_c), s	4.8	6.6	0.0	5.0	17.3	0.0	13.7	11.1	0.0	6.6	2.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	187	690		301	678		481	1781		251	1535	
V/C Ratio(X)	0.47	0.32		0.33	0.79		0.84	0.31		0.76	0.09	
Avail Cap(c_a), veh/h	187	1290		301	1293		691	1781		371	1535	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.7	41.0	0.0	37.8	46.1	0.0	50.4	17.7	0.0	54.6	19.9	0.0
Incr Delay (d2), s/veh	1.8	0.3	0.0	0.6	2.1	0.0	6.5	0.5	0.0	5.2	0.1	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	2.1	2.8	0.0	2.4	7.8	0.0	6.4	4.6	0.0	3.0	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	41.2	0.0	38.5	48.2	0.0	56.8	18.1	0.0	59.8	20.1	0.0
LnGrp LOS	D	D		D	D		E	B		E	C	
Approach Vol, veh/h		308			633			959			334	
Approach Delay, s/veh		40.7			46.7			34.5			42.8	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	66.2	10.0	30.1	21.7	58.2	11.0	29.1
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	13.0	35.0	5.0	45.0	24.0	24.0	6.0	44.0
Max Q Clear Time (g_c+I1), s	8.6	13.1	7.0	8.6	15.7	4.9	6.8	19.3
Green Ext Time (p_c), s	0.2	3.8	0.0	1.5	1.0	0.7	0.0	3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	40.0
HCM 7th LOS	D

Notes

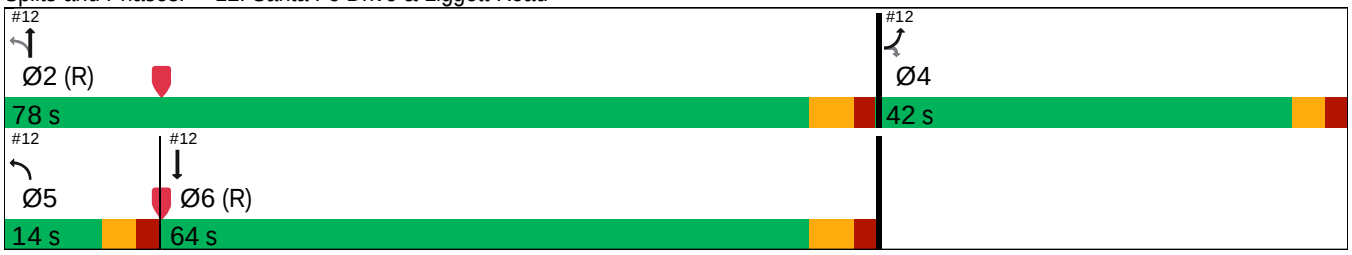
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	129	12	14	385	328
Future Volume (vph)	129	12	14	385	328
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	24.0	24.0
Total Split (s)	42.0	42.0	14.0	78.0	64.0
Total Split (%)	35.0%	35.0%	11.7%	65.0%	53.3%
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			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 12: Santa Fe Drive & Liggett Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	129	12	14	385	328	157
Future Volume (veh/h)	129	12	14	385	328	157
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1796	1856	1856	1841	1841
Adj Flow Rate, veh/h	155	14	17	464	395	189
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	7	7	3	3	4	4
Cap, veh/h	186	166	657	2818	1705	805
Arrive On Green	0.11	0.11	0.02	0.80	0.74	0.74
Sat Flow, veh/h	1711	1522	1767	3618	2397	1089
Grp Volume(v), veh/h	155	14	17	464	298	286
Grp Sat Flow(s),veh/h/ln	1711	1522	1767	1763	1749	1645
Q Serve(g_s), s	10.7	1.0	0.3	3.6	6.4	6.6
Cycle Q Clear(g_c), s	10.7	1.0	0.3	3.6	6.4	6.6
Prop In Lane	1.00	1.00	1.00			0.66
Lane Grp Cap(c), veh/h	186	166	657	2818	1294	1217
V/C Ratio(X)	0.83	0.08	0.03	0.16	0.23	0.23
Avail Cap(c_a), veh/h	527	469	757	2818	1294	1217
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	52.4	48.1	3.4	2.8	4.9	4.9
Incr Delay (d2), s/veh	9.2	0.2	0.0	0.1	0.4	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.9	0.1	1.1	2.2	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	61.6	48.3	3.4	2.9	5.3	5.4
LnGrp LOS	E	D	A	A	A	A
Approach Vol, veh/h	169			481	584	
Approach Delay, s/veh	60.5			2.9	5.3	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		101.9		18.1	7.2	94.8
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		72.0		37.0	9.0	58.0
Max Q Clear Time (g_c+I1), s		5.6		12.7	2.3	8.6
Green Ext Time (p_c), s		3.6		0.5	0.0	4.2

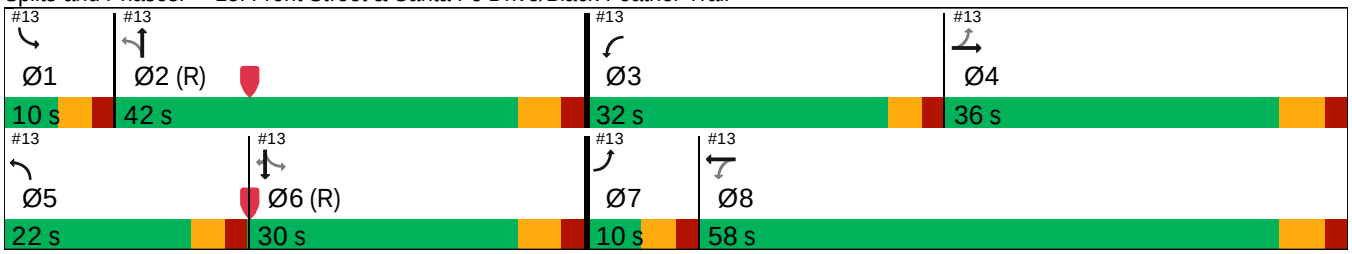
Intersection Summary		
HCM 7th Control Delay, s/veh	12.0	
HCM 7th LOS	B	

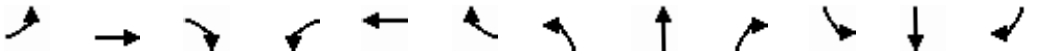
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	53	207	189	290	173	190	245	15	161	39
Future Volume (vph)	53	207	189	290	173	190	245	15	161	39
Turn Type	pm+pt	NA	Free	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		Free	8		2		6		6
Detector Phase	7	4		3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0		10.0	24.0	10.0	24.0	10.0	24.0	24.0
Total Split (s)	10.0	36.0		32.0	58.0	22.0	42.0	10.0	30.0	30.0
Total Split (%)	8.3%	30.0%		26.7%	48.3%	18.3%	35.0%	8.3%	25.0%	25.0%
Yellow Time (s)	3.0	4.0		3.0	4.0	3.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0	5.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 13: Front Street & Santa Fe Drive/Black Feather Trail





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	207	189	290	173	31	190	245	258	15	161	39
Future Volume (veh/h)	53	207	189	290	173	31	190	245	258	15	161	39
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	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	62	241	0	337	201	36	221	285	300	17	187	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	302	281		399	443	79	655	833	743	376	1401	
Arrive On Green	0.04	0.15	0.00	0.18	0.29	0.29	0.09	0.47	0.47	0.02	0.40	0.00
Sat Flow, veh/h	1739	1826	1547	1767	1532	274	1781	1777	1585	1767	3526	1572
Grp Volume(v), veh/h	62	241	0	337	0	237	221	285	300	17	187	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1767	0	1806	1781	1777	1585	1767	1763	1572
Q Serve(g_s), s	3.6	15.4	0.0	18.5	0.0	12.9	8.4	12.2	14.9	0.7	4.1	0.0
Cycle Q Clear(g_c), s	3.6	15.4	0.0	18.5	0.0	12.9	8.4	12.2	14.9	0.7	4.1	0.0
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	302	281		399	0	522	655	833	743	376	1401	
V/C Ratio(X)	0.21	0.86		0.84	0.00	0.45	0.34	0.34	0.40	0.05	0.13	
Avail Cap(c_a), veh/h	304	456		486	0	783	747	833	743	418	1401	
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.4	49.5	0.0	33.3	0.0	34.9	17.1	20.1	20.9	20.9	23.0	0.0
Incr Delay (d2), s/veh	0.3	8.8	0.0	11.0	0.0	0.6	0.3	1.1	1.6	0.0	0.2	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	1.6	7.7	0.0	9.1	0.0	5.8	3.5	5.3	5.8	0.3	1.7	0.0
Unsig. Movement Delay, s/veh			0.00									
LnGrp Delay(d), s/veh	40.7	58.3	0.0	44.3	0.0	35.5	17.4	21.3	22.5	20.9	23.2	0.0
LnGrp LOS	D	E	A	D		D	B	C	C	C	C	
Approach Vol, veh/h		523			574			806			204	
Approach Delay, s/veh		31.7			40.7			20.7			23.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	62.3	26.1	24.5	15.8	53.7	9.9	40.7
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	36.0	27.0	30.0	17.0	24.0	5.0	52.0
Max Q Clear Time (g_c+I1), s	2.7	16.9	20.5	17.4	10.4	6.1	5.6	14.9
Green Ext Time (p_c), s	0.0	3.7	0.6	1.0	0.3	1.0	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	29.1
HCM 7th LOS	C

Notes

Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.

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

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	150	14	17	1	67	22	47	29	0	3	11	311
Future Vol, veh/h	150	14	17	1	67	22	47	29	0	3	11	311
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	179	17	20	1	80	26	56	35	0	4	13	370
Number of Lanes	1	1	0	0	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay, s/veh	12	10.5	9.9	13.8
HCM LOS	B	B	A	B

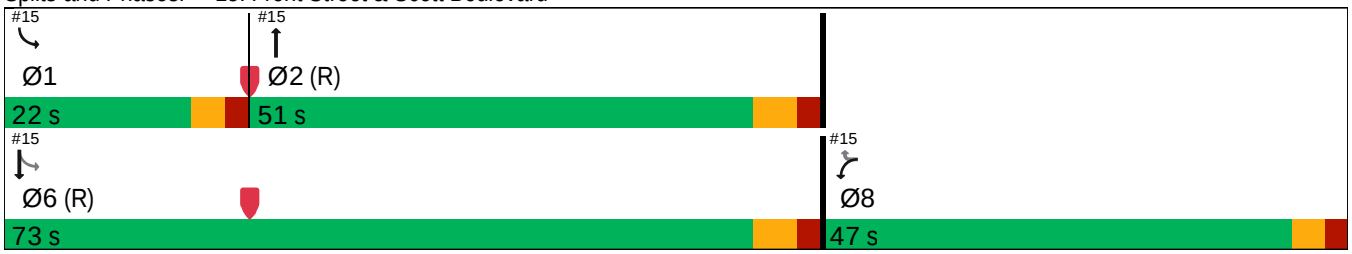
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	1%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	45%	74%	0%	100%	0%
Vol Right, %	0%	0%	0%	0%	55%	24%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	15	15	150	31	90	3	11	311
LT Vol	47	0	0	150	0	1	3	0	0
Through Vol	0	15	15	0	14	67	0	11	0
RT Vol	0	0	0	0	17	22	0	0	311
Lane Flow Rate	56	17	17	179	37	107	4	13	370
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.11	0.031	0.023	0.332	0.059	0.188	0.006	0.022	0.539
Departure Headway (Hd)	7.062	6.553	4.79	6.687	5.802	6.305	6.453	5.947	5.238
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	507	545	743	537	616	568	555	602	689
Service Time	4.816	4.308	2.544	4.43	3.545	4.053	4.191	3.685	2.975
HCM Lane V/C Ratio	0.11	0.031	0.023	0.333	0.06	0.188	0.007	0.022	0.537
HCM Control Delay, s/veh	10.7	9.5	7.7	12.7	8.9	10.5	9.2	8.8	14
HCM Lane LOS	B	A	A	B	A	B	A	A	B
HCM 95th-tile Q	0.4	0.1	0.1	1.4	0.2	0.7	0	0.1	3.2

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	121	260	381	119	433
Future Volume (vph)	121	260	381	119	433
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	24.0	10.0	24.0
Total Split (s)	47.0	47.0	51.0	22.0	73.0
Total Split (%)	39.2%	39.2%	42.5%	18.3%	60.8%
Yellow Time (s)	3.0	3.0	4.0	3.0	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	6.0	5.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 15: Front Street & Scott Boulevard





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	121	260	381	82	119	433
Future Volume (veh/h)	121	260	381	82	119	433
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	321	470	101	147	535
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	402	357	1724	368	646	2427
Arrive On Green	0.23	0.23	1.00	1.00	0.05	0.68
Sat Flow, veh/h	1781	1585	3007	622	1781	3647
Grp Volume(v), veh/h	149	321	286	285	147	535
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1758	1781	1777
Q Serve(g_s), s	8.5	23.6	0.0	0.0	3.7	6.7
Cycle Q Clear(g_c), s	8.5	23.6	0.0	0.0	3.7	6.7
Prop In Lane	1.00	1.00		0.35	1.00	
Lane Grp Cap(c), veh/h	402	357	1052	1041	646	2427
V/C Ratio(X)	0.37	0.90	0.27	0.27	0.23	0.22
Avail Cap(c_a), veh/h	623	555	1052	1041	810	2427
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.90	0.90	1.00	1.00
Uniform Delay (d), s/veh	39.3	45.1	0.0	0.0	7.7	7.1
Incr Delay (d2), s/veh	0.6	12.0	0.6	0.6	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	10.4	0.2	0.2	1.4	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	39.9	57.1	0.6	0.6	7.9	7.3
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	470		571			682
Approach Delay, s/veh	51.6		0.6			7.4
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	10.9	77.0				88.0	32.0
Change Period (Y+Rc), s	5.0	6.0				6.0	5.0
Max Green Setting (Gmax), s	17.0	45.0				67.0	42.0
Max Q Clear Time (g_c+I1), s	5.7	2.0				8.7	25.6
Green Ext Time (p_c), s	0.3	4.0				4.2	1.4

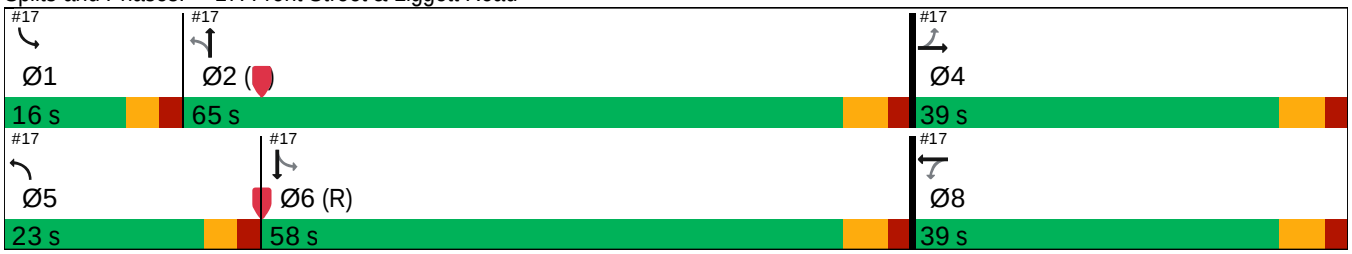
Intersection Summary							
HCM 7th Control Delay, s/veh			17.2				
HCM 7th LOS			B				

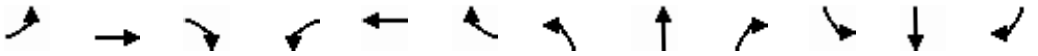
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	8	24	53	17	141	535	72	369
Future Volume (vph)	8	24	53	17	141	535	72	369
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	10.0	24.0	10.0	24.0
Total Split (s)	39.0	39.0	39.0	39.0	23.0	65.0	16.0	58.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	19.2%	54.2%	13.3%	48.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	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
Total Lost Time (s)		6.0		6.0	5.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: Front Street & Liggett Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	24	86	53	17	47	141	535	135	72	369	4
Future Volume (veh/h)	8	24	86	53	17	47	141	535	135	72	369	4
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	1856	1856	1856	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	35	125	77	25	68	204	775	196	104	535	6
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Percent Heavy Veh, %	3	3	3	4	4	4	2	2	2	2	2	2
Cap, veh/h	41	63	192	121	42	80	721	1859	470	440	2316	26
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.06	0.66	0.66	0.08	1.00	1.00
Sat Flow, veh/h	59	402	1227	496	268	509	1781	2809	710	1781	3600	40
Grp Volume(v), veh/h	172	0	0	170	0	0	204	490	481	104	264	277
Grp Sat Flow(s),veh/h/ln	1688	0	0	1273	0	0	1781	1777	1742	1781	1777	1863
Q Serve(g_s), s	0.0	0.0	0.0	4.3	0.0	0.0	4.6	15.5	15.5	2.4	0.0	0.0
Cycle Q Clear(g_c), s	11.6	0.0	0.0	15.9	0.0	0.0	4.6	15.5	15.5	2.4	0.0	0.0
Prop In Lane	0.07		0.73	0.45		0.40	1.00		0.41	1.00		0.02
Lane Grp Cap(c), veh/h	296	0	0	243	0	0	721	1176	1153	440	1143	1199
V/C Ratio(X)	0.58	0.00	0.00	0.70	0.00	0.00	0.28	0.42	0.42	0.24	0.23	0.23
Avail Cap(c_a), veh/h	486	0	0	409	0	0	884	1176	1153	532	1143	1199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	47.7	0.0	0.0	49.4	0.0	0.0	6.0	9.5	9.5	7.0	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.0	3.7	0.0	0.0	0.2	1.1	1.1	0.3	0.5	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	5.2	0.0	0.0	1.7	6.0	5.9	0.8	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.5	0.0	0.0	53.1	0.0	0.0	6.2	10.6	10.6	7.2	0.5	0.4
LnGrp LOS	D			D			A	B	B	A	A	A
Approach Vol, veh/h		172			170			1175			645	
Approach Delay, s/veh		49.5			53.1			9.8			1.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	85.4		24.8	12.0	83.2		24.8				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	11.0	59.0		33.0	18.0	52.0		33.0				
Max Q Clear Time (g_c+I1), s	4.4	17.5		13.6	6.6	2.0		17.9				
Green Ext Time (p_c), s	0.1	8.0		0.9	0.4	3.7		0.8				

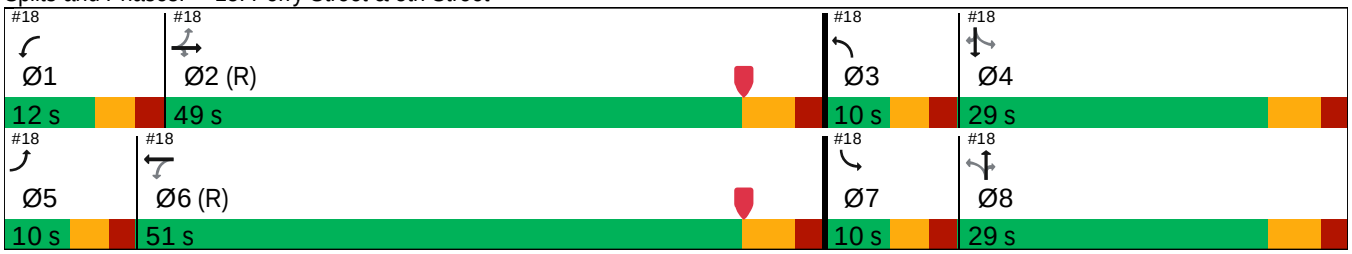
Intersection Summary												
HCM 7th Control Delay, s/veh			13.9									
HCM 7th LOS			B									

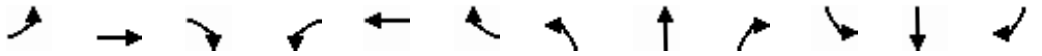
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	43	340	46	63	640	38	132	30	39	180	81
Future Volume (vph)	43	340	46	63	640	38	132	30	39	180	81
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases	2		2	6		8		8	4		4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	10.0	49.0	49.0	12.0	51.0	10.0	29.0	29.0	10.0	29.0	29.0
Total Split (%)	10.0%	49.0%	49.0%	12.0%	51.0%	10.0%	29.0%	29.0%	10.0%	29.0%	29.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 18: Perry Street & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	340	46	63	640	9	38	132	30	39	180	81
Future Volume (veh/h)	43	340	46	63	640	9	38	132	30	39	180	81
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	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	378	51	70	711	10	42	147	33	43	200	90
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	475	1047	887	587	2063	29	166	249	211	206	250	212
Arrive On Green	0.04	0.57	0.57	0.04	0.57	0.57	0.03	0.13	0.13	0.03	0.13	0.13
Sat Flow, veh/h	1753	1841	1560	1781	3588	50	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	48	378	51	70	352	369	42	147	33	43	200	90
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1781	1777	1861	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.1	11.1	1.5	1.6	10.5	10.5	2.0	7.4	1.8	2.1	10.4	5.2
Cycle Q Clear(g_c), s	1.1	11.1	1.5	1.6	10.5	10.5	2.0	7.4	1.8	2.1	10.4	5.2
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	475	1047	887	587	1022	1070	166	249	211	206	250	212
V/C Ratio(X)	0.10	0.36	0.06	0.12	0.34	0.34	0.25	0.59	0.16	0.21	0.80	0.42
Avail Cap(c_a), veh/h	498	1047	887	635	1022	1070	194	430	365	233	430	365
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	1.00	1.00
Uniform Delay (d), s/veh	8.5	11.7	9.6	8.5	11.3	11.3	36.0	40.8	38.3	35.7	42.0	39.8
Incr Delay (d2), s/veh	0.1	1.0	0.1	0.1	0.9	0.9	0.8	2.2	0.3	0.5	5.8	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	0.4	4.6	0.5	0.6	4.2	4.4	0.9	3.5	0.7	0.9	5.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.6	12.7	9.7	8.6	12.2	12.1	36.8	43.0	38.7	36.2	47.8	41.1
LnGrp LOS	A	B	A	A	B	B	D	D	D	D	D	D
Approach Vol, veh/h		477			791			222			333	
Approach Delay, s/veh		11.9			11.9			41.2			44.5	
Approach LOS		B			B			D			D	

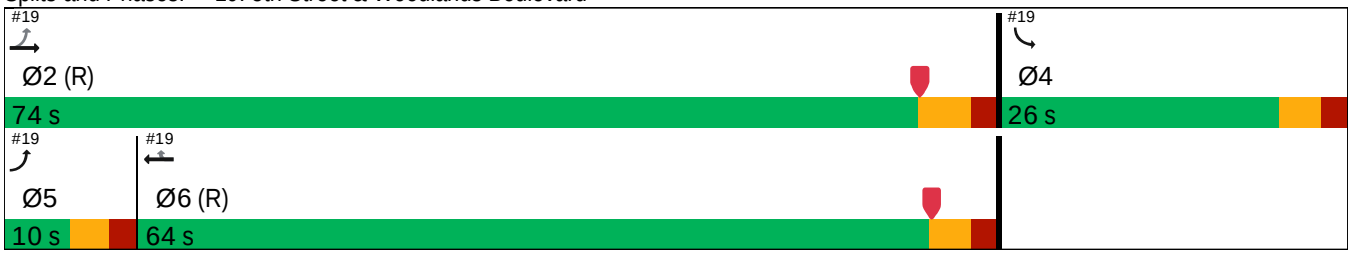
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	62.9	8.4	19.4	8.7	63.5	8.5	19.3
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	7.0	43.0	5.0	23.0	5.0	45.0	5.0	23.0
Max Q Clear Time (g_c+I1), s	3.6	13.1	4.0	12.4	3.1	12.5	4.1	9.4
Green Ext Time (p_c), s	0.0	2.6	0.0	1.0	0.0	5.0	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	21.4
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	41	278	635	370	185	61
Future Volume (vph)	41	278	635	370	185	61
Turn Type	pm+pt	NA	NA	Perm	Prot	Free
Protected Phases	5	2	6		4	
Permitted Phases	2			6		Free
Detector Phase	5	2	6	6	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	11.0	10.0	10.0	10.0	
Total Split (s)	10.0	74.0	64.0	64.0	26.0	
Total Split (%)	10.0%	74.0%	64.0%	64.0%	26.0%	
Yellow Time (s)	3.0	4.0	3.0	3.0	3.0	
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	6.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 19: 5th Street & Woodlands Boulevard





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	278	635	370	185	61
Future Volume (veh/h)	41	278	635	370	185	61
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1841	1870	1870	1856	1856
Adj Flow Rate, veh/h	48	327	747	435	218	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	4	4	2	2	3	3
Cap, veh/h	339	2610	1234	1045	254	
Arrive On Green	0.04	0.75	0.66	0.66	0.14	0.00
Sat Flow, veh/h	1753	3589	1870	1585	1767	1572
Grp Volume(v), veh/h	48	327	747	435	218	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1870	1585	1767	1572
Q Serve(g_s), s	0.8	2.6	22.6	12.9	12.1	0.0
Cycle Q Clear(g_c), s	0.8	2.6	22.6	12.9	12.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	339	2610	1234	1045	254	
V/C Ratio(X)	0.14	0.13	0.61	0.42	0.86	
Avail Cap(c_a), veh/h	362	2610	1234	1045	371	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	7.5	3.5	9.6	8.0	41.8	0.0
Incr Delay (d2), s/veh	0.2	0.1	2.2	1.2	12.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	8.9	4.3	6.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.7	3.6	11.9	9.2	54.6	0.0
LnGrp LOS	A	A	B	A	D	
Approach Vol, veh/h		375	1182		218	
Approach Delay, s/veh		4.2	10.9		54.6	
Approach LOS		A	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		80.6		19.4	8.7	72.0
Change Period (Y+Rc), s		6.0		5.0	5.0	* 6
Max Green Setting (Gmax), s		68.0		21.0	5.0	* 59
Max Q Clear Time (g_c+I1), s		4.6		14.1	2.8	24.6
Green Ext Time (p_c), s		2.4		0.3	0.0	8.5

Intersection Summary		
HCM 7th Control Delay, s/veh		14.8
HCM 7th LOS		B

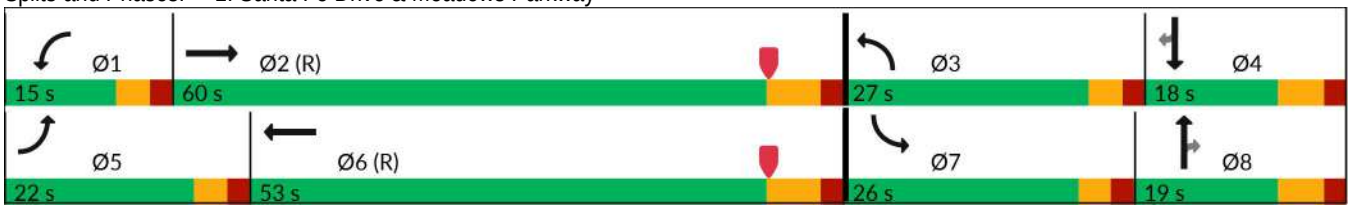
Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	300	972	85	1205	252	276	326	112	297	357	279
Future Volume (vph)	300	972	85	1205	252	276	326	112	297	357	279
Turn Type	Prot	NA	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					Free			8			4
Detector Phase	5	2	1	6		3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	5.0	15.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	38.8	10.0	38.8		10.0	45.0	45.0	10.0	44.0	44.0
Total Split (s)	22.0	60.0	15.0	53.0		27.0	19.0	19.0	26.0	18.0	18.0
Total Split (%)	18.3%	50.0%	12.5%	44.2%		22.5%	15.8%	15.8%	21.7%	15.0%	15.0%
Yellow Time (s)	3.0	4.8	3.0	4.8		3.0	4.0	4.0	3.0	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	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.8	5.0	6.8		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 87 (73%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Santa Fe Drive & Meadows Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	972	217	85	1205	252	276	326	112	297	357	279
Future Volume (veh/h)	300	972	217	85	1205	252	276	326	112	297	357	279
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	1856	1856	1856
Adj Flow Rate, veh/h	306	992	221	87	1230	0	282	333	0	303	364	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	3
Cap, veh/h	252	1599	355	136	1603		354	385		373	405	
Arrive On Green	0.14	0.55	0.55	0.08	0.90	0.00	0.10	0.11	0.00	0.11	0.11	0.00
Sat Flow, veh/h	1781	2889	642	3456	3554	1585	3456	3554	1585	3428	3526	1572
Grp Volume(v), veh/h	306	609	604	87	1230	0	282	333	0	303	364	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1755	1728	1777	1585	1728	1777	1585	1714	1763	1572
Q Serve(g_s), s	17.0	28.0	28.1	2.9	13.2	0.0	9.6	11.1	0.0	10.4	12.2	0.0
Cycle Q Clear(g_c), s	17.0	28.0	28.1	2.9	13.2	0.0	9.6	11.1	0.0	10.4	12.2	0.0
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	983	971	136	1603		354	385		373	405	
V/C Ratio(X)	1.21	0.62	0.62	0.64	0.77		0.80	0.86		0.81	0.90	
Avail Cap(c_a), veh/h	252	983	971	288	1603		634	385		600	405	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.5	18.2	18.3	54.4	3.9	0.0	52.6	52.6	0.0	52.3	52.4	0.0
Incr Delay (d2), s/veh	126.5	2.9	3.0	3.6	2.6	0.0	4.1	18.2	0.0	4.4	22.3	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	16.4	11.9	11.8	1.3	2.4	0.0	4.4	5.9	0.0	4.7	6.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	178.0	21.1	21.2	58.0	6.5	0.0	56.8	70.8	0.0	56.7	74.7	0.0
LnGrp LOS	F	C	C	E	A		E	E		E	E	
Approach Vol, veh/h		1519			1317			615			667	
Approach Delay, s/veh		52.8			9.9			64.4			66.5	
Approach LOS		D			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	73.2	17.3	19.8	22.0	60.9	18.1	19.0
Change Period (Y+Rc), s	5.0	6.8	5.0	6.0	5.0	6.8	5.0	6.0
Max Green Setting (Gmax), s	10.0	53.2	22.0	12.0	17.0	46.2	21.0	13.0
Max Q Clear Time (g_c+I1), s	4.9	30.1	11.6	14.2	19.0	15.2	12.4	13.1
Green Ext Time (p_c), s	0.1	9.2	0.7	0.0	0.0	11.4	0.7	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	43.0
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

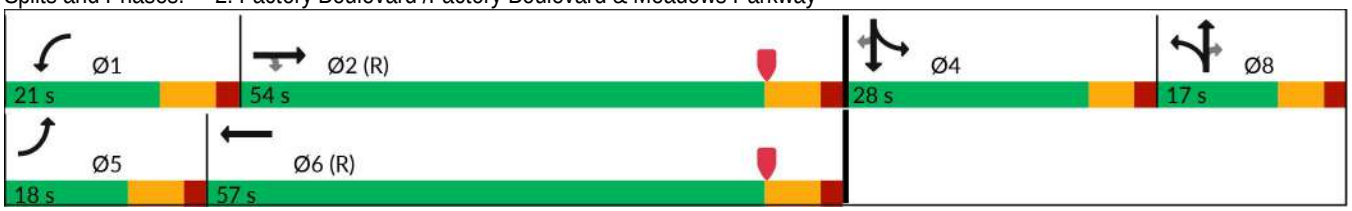
Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	1123	100	206	1191	449	84	60	282	639	94	264
Future Volume (vph)	177	1123	100	206	1191	449	84	60	282	639	94	264
Turn Type	Prot	NA	Perm	Prot	NA	Free	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			Free			8			4
Detector Phase	5	2	2	1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	39.0	39.0	12.0	42.0		11.0	11.0	11.0	18.0	18.0	18.0
Total Split (s)	18.0	54.0	54.0	21.0	57.0		17.0	17.0	17.0	28.0	28.0	28.0
Total Split (%)	15.0%	45.0%	45.0%	17.5%	47.5%		14.2%	14.2%	14.2%	23.3%	23.3%	23.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		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	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	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 84 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 2: Factory Boulevard /Factory Boulevard & Meadows Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	1123	100	206	1191	449	84	60	282	639	94	264
Future Volume (veh/h)	177	1123	100	206	1191	449	84	60	282	639	94	264
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	186	1182	105	217	1316	0	88	63	149	673	99	139
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	2316	719	277	2590		317	171	145	806	300	254
Arrive On Green	0.14	0.91	0.91	0.16	0.92	0.00	0.09	0.09	0.09	0.16	0.16	0.16
Sat Flow, veh/h	3456	5106	1585	3563	5611	1585	3456	1870	1585	5023	1870	1585
Grp Volume(v), veh/h	186	1182	105	217	1316	0	88	63	149	673	99	139
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1870	1585	1728	1870	1585	1674	1870	1585
Q Serve(g_s), s	6.2	4.8	0.9	7.0	4.1	0.0	2.8	3.8	11.0	15.6	5.6	9.7
Cycle Q Clear(g_c), s	6.2	4.8	0.9	7.0	4.1	0.0	2.8	3.8	11.0	15.6	5.6	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	241	2316	719	277	2590		317	171	145	806	300	254
V/C Ratio(X)	0.77	0.51	0.15	0.78	0.51		0.28	0.37	1.03	0.84	0.33	0.55
Avail Cap(c_a), veh/h	317	2316	719	416	2590		317	171	145	921	343	291
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	0.80	0.80	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	3.3	3.1	49.7	2.6	0.0	50.8	51.2	54.5	48.8	44.7	46.4
Incr Delay (d2), s/veh	5.4	0.5	0.3	4.5	0.6	0.0	0.5	1.3	81.6	6.0	0.6	1.8
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	2.7	1.2	0.3	3.1	1.1	0.0	1.3	1.8	7.7	7.0	2.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.2	3.8	3.4	54.2	3.2	0.0	51.3	52.5	136.1	54.9	45.3	48.2
LnGrp LOS	E	A	A	D	A		D	D	F	D	D	D
Approach Vol, veh/h		1473			1533			300			911	
Approach Delay, s/veh		10.4			10.4			93.7			52.8	
Approach LOS		B			B			F			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.3	61.4		25.3	15.4	62.4		17.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	14.0	47.0		22.0	11.0	50.0		11.0				
Max Q Clear Time (g_c+I1), s	9.0	6.8		17.6	8.2	6.1		13.0				
Green Ext Time (p_c), s	0.3	11.8		1.7	0.2	13.3		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	25.5
HCM 7th LOS	C

Notes

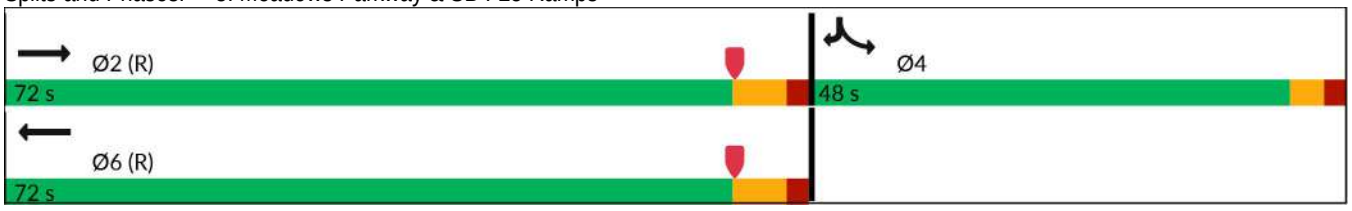
User approved volume balancing among the lanes for turning movement.

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

Lane Group	EBT	WBT	SBL	SBR
Lane Configurations				
Traffic Volume (vph)	1587	1294	928	562
Future Volume (vph)	1587	1294	928	562
Turn Type	NA	NA	Prot	Prot
Protected Phases	2	6	4	4
Permitted Phases				
Detector Phase	2	6	4	4
Switch Phase				
Minimum Initial (s)	20.0	5.0	5.0	5.0
Minimum Split (s)	26.8	29.8	29.8	29.8
Total Split (s)	72.0	72.0	48.0	48.0
Total Split (%)	60.0%	60.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	None

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 98 (82%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 3: Meadows Parkway & SB I-25 Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↰↰↰	↱↱
Traffic Volume (veh/h)	0	1587	1294	162	928	562
Future Volume (veh/h)	0	1587	1294	162	928	562
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1856	1856	1870	1870
Adj Flow Rate, veh/h	0	1688	1377	172	987	598
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	3	3	2	2
Cap, veh/h	0	3223	2879	360	1358	754
Arrive On Green	0.00	1.00	1.00	1.00	0.27	0.27
Sat Flow, veh/h	0	5443	4728	570	5023	2790
Grp Volume(v), veh/h	0	1688	1020	529	987	598
Grp Sat Flow(s),veh/h/ln	0	1702	1689	1753	1674	1395
Q Serve(g_s), s	0.0	0.0	0.0	0.0	21.4	23.9
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	21.4	23.9
Prop In Lane	0.00			0.32	1.00	1.00
Lane Grp Cap(c), veh/h	0	3223	2132	1107	1358	754
V/C Ratio(X)	0.00	0.52	0.48	0.48	0.73	0.79
Avail Cap(c_a), veh/h	0	3223	2132	1107	1800	1000
HCM Platoon Ratio	1.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.66	0.86	0.86	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	39.8	40.7
Incr Delay (d2), s/veh	0.0	0.4	0.7	1.3	1.0	3.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.2	0.4	8.9	8.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	0.4	0.7	1.3	40.8	43.9
LnGrp LOS		A	A	A	D	D
Approach Vol, veh/h		1688	1549		1585	
Approach Delay, s/veh		0.4	0.9		42.0	
Approach LOS		A	A		D	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	82.6		37.4		82.6
Change Period (Y+Rc), s	6.8		5.0		6.8
Max Green Setting (Gmax), s	65.2		43.0		65.2
Max Q Clear Time (g_c+I1), s	2.0		25.9		2.0
Green Ext Time (p_c), s	22.0		6.6		17.7

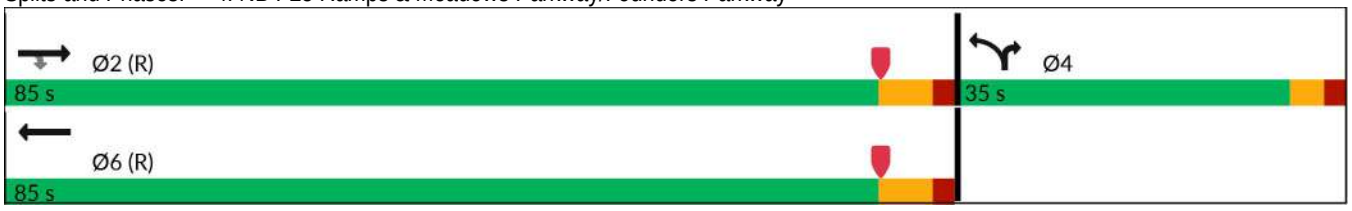
Intersection Summary	
HCM 7th Control Delay, s/veh	14.2
HCM 7th LOS	B

Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	2041	470	1135	304	337
Future Volume (vph)	2041	470	1135	304	337
Turn Type	NA	Perm	NA	Prot	Prot
Protected Phases	2		6	4	4
Permitted Phases		2			
Detector Phase	2	2	6	4	4
Switch Phase					
Minimum Initial (s)	20.0	20.0	20.0	5.0	5.0
Minimum Split (s)	26.8	26.8	26.8	10.0	10.0
Total Split (s)	85.0	85.0	85.0	35.0	35.0
Total Split (%)	70.8%	70.8%	70.8%	29.2%	29.2%
Yellow Time (s)	4.8	4.8	4.8	3.0	3.0
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)	6.8	6.8	6.8	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 106 (88%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 4: NB I-25 Ramps & Meadows Parkway/Founders Parkway



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2041	470	0	1135	304	337
Future Volume (veh/h)	2041	470	0	1135	304	337
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	2104	485	0	1170	329	330
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	0	2	2	2
Cap, veh/h	4293	1213	0	2719	486	433
Arrive On Green	1.00	1.00	0.00	1.00	0.14	0.14
Sat Flow, veh/h	5611	1585	0	3741	3563	3170
Grp Volume(v), veh/h	2104	485	0	1170	329	330
Grp Sat Flow(s),veh/h/ln	1870	1585	0	1777	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	10.5	12.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	10.5	12.0
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	4293	1213	0	2719	486	433
V/C Ratio(X)	0.49	0.40	0.00	0.43	0.68	0.76
Avail Cap(c_a), veh/h	4293	1213	0	2719	891	793
HCM Platoon Ratio	2.00	2.00	1.00	2.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.00	0.79	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	49.3	49.9
Incr Delay (d2), s/veh	0.3	0.8	0.0	0.4	1.7	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3	0.0	0.1	4.8	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.3	0.8	0.0	0.4	50.9	52.7
LnGrp LOS	A	A		A	D	D
Approach Vol, veh/h	2589			1170	659	
Approach Delay, s/veh	0.4			0.4	51.8	
Approach LOS	A			A	D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		98.6		21.4		98.6
Change Period (Y+Rc), s		6.8		5.0		6.8
Max Green Setting (Gmax), s		78.2		30.0		78.2
Max Q Clear Time (g_c+I1), s		2.0		14.0		2.0
Green Ext Time (p_c), s		43.0		2.3		12.4

Intersection Summary	
HCM 7th Control Delay, s/veh	8.1
HCM 7th LOS	A

Notes

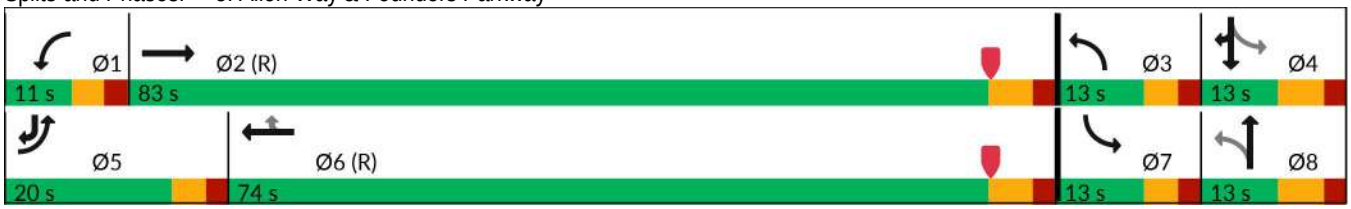
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	370	1804	55	1543	116	136	31	88	22	392
Future Volume (vph)	370	1804	55	1543	116	136	31	88	22	392
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	pt+ov
Protected Phases	5	2	1	6		3	8	7	4	4 5
Permitted Phases					6	8		4		
Detector Phase	5	2	1	6	6	3	8	7	4	4 5
Switch Phase										
Minimum Initial (s)	5.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	30.0	10.0	40.0	40.0	10.0	46.0	10.0	47.0	
Total Split (s)	20.0	83.0	11.0	74.0	74.0	13.0	13.0	13.0	13.0	
Total Split (%)	16.7%	69.2%	9.2%	61.7%	61.7%	10.8%	10.8%	10.8%	10.8%	
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.0	3.0	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	0.0	
Total Lost Time (s)	5.0	6.0	5.0	6.0	6.0	5.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 107 (89%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 5: Allen Way & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	1804	206	55	1543	116	136	31	60	88	22	392
Future Volume (veh/h)	370	1804	206	55	1543	116	136	31	60	88	22	392
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	389	1899	217	58	1624	122	143	33	42	93	23	413
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	432	3023	343	75	2893	898	223	47	60	197	109	511
Arrive On Green	0.25	1.00	1.00	0.04	0.57	0.57	0.07	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	3456	4652	528	1781	5106	1585	1781	748	951	1781	1870	2790
Grp Volume(v), veh/h	389	1386	730	58	1624	122	143	0	75	93	23	413
Grp Sat Flow(s),veh/h/ln	1728	1702	1775	1781	1702	1585	1781	0	1699	1781	1870	1395
Q Serve(g_s), s	13.1	0.0	0.0	3.9	24.3	4.3	8.0	0.0	5.2	5.8	1.4	7.0
Cycle Q Clear(g_c), s	13.1	0.0	0.0	3.9	24.3	4.3	8.0	0.0	5.2	5.8	1.4	7.0
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	432	2212	1154	75	2893	898	223	0	107	197	109	511
V/C Ratio(X)	0.90	0.63	0.63	0.78	0.56	0.14	0.64	0.00	0.70	0.47	0.21	0.81
Avail Cap(c_a), veh/h	432	2212	1154	89	2893	898	223	0	107	205	109	511
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	0.0	0.0	56.9	16.5	12.2	50.2	0.0	55.1	49.1	53.9	47.0
Incr Delay (d2), s/veh	17.2	1.0	2.0	29.6	0.8	0.3	6.1	0.0	18.7	1.8	0.9	9.3
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	5.9	0.3	0.6	2.4	9.4	1.6	4.5	0.0	2.8	2.7	0.7	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.5	1.0	2.0	86.5	17.3	12.5	56.3	0.0	73.8	50.8	54.8	56.3
LnGrp LOS	E	A	A	F	B	B	E		E	D	D	E
Approach Vol, veh/h		2505			1804			218			529	
Approach Delay, s/veh		10.7			19.2			62.3			55.3	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	84.0	13.0	13.0	20.0	74.0	12.5	13.5
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	6.0	77.0	8.0	7.0	15.0	68.0	8.0	7.0
Max Q Clear Time (g_c+I1), s	5.9	2.0	10.0	9.0	15.1	26.3	7.8	7.2
Green Ext Time (p_c), s	0.0	33.8	0.0	0.0	0.0	18.9	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	20.6
HCM 7th LOS	C

Notes

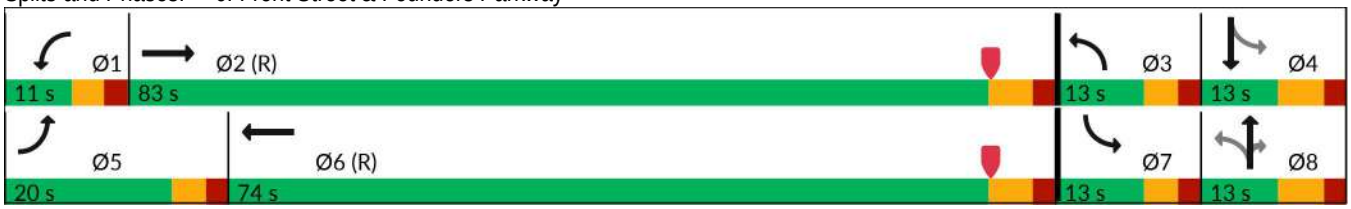
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	55	1637	76	1365	263	79	133	27	65
Future Volume (vph)	55	1637	76	1365	263	79	133	27	65
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	5.0	3.0	5.0
Minimum Split (s)	8.0	48.0	9.5	39.0	9.5	44.0	44.0	9.5	44.0
Total Split (s)	20.0	83.0	11.0	74.0	13.0	13.0	13.0	13.0	13.0
Total Split (%)	16.7%	69.2%	9.2%	61.7%	10.8%	10.8%	10.8%	10.8%	10.8%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 112 (93%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 6: Front Street & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1637	294	76	1365	15	263	79	133	27	65	56
Future Volume (veh/h)	55	1637	294	76	1365	15	263	79	133	27	65	56
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	1841	1841	1841
Adj Flow Rate, veh/h	59	1741	313	81	1452	16	280	84	70	29	69	40
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	89	2832	504	89	3384	37	393	181	154	156	110	59
Arrive On Green	0.05	0.65	0.65	0.05	0.65	0.65	0.07	0.10	0.10	0.02	0.05	0.05
Sat Flow, veh/h	1781	4359	776	1781	5207	57	3456	1870	1585	1753	2196	1181
Grp Volume(v), veh/h	59	1356	698	81	949	519	280	84	70	29	54	55
Grp Sat Flow(s),veh/h/ln	1781	1702	1731	1781	1702	1860	1728	1870	1585	1753	1749	1628
Q Serve(g_s), s	3.9	27.8	28.4	5.4	16.2	16.2	8.0	5.1	5.0	1.9	3.6	4.0
Cycle Q Clear(g_c), s	3.9	27.8	28.4	5.4	16.2	16.2	8.0	5.1	5.0	1.9	3.6	4.0
Prop In Lane	1.00		0.45	1.00		0.03	1.00		1.00	1.00		0.73
Lane Grp Cap(c), veh/h	89	2212	1124	89	2213	1209	393	181	154	156	88	82
V/C Ratio(X)	0.67	0.61	0.62	0.91	0.43	0.43	0.71	0.46	0.46	0.19	0.61	0.67
Avail Cap(c_a), veh/h	223	2212	1124	89	2213	1209	393	181	154	238	102	95
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	1.00	1.00
Uniform Delay (d), s/veh	56.0	12.2	12.3	56.7	10.2	10.2	49.9	51.2	51.2	52.7	55.8	56.0
Incr Delay (d2), s/veh	8.3	1.3	2.6	66.3	0.6	1.1	6.0	1.8	2.1	0.6	8.0	14.2
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	2.0	10.3	11.1	4.1	6.0	6.7	0.7	2.5	2.1	0.9	1.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.3	13.5	14.9	123.0	10.8	11.3	55.9	53.1	53.3	53.3	63.9	70.2
LnGrp LOS	E	B	B	F	B	B	E	D	D	D	E	E
Approach Vol, veh/h		2113			1549			434			138	
Approach Delay, s/veh		15.4			16.8			54.9			64.2	
Approach LOS		B			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	84.0	13.0	12.0	11.0	84.0	7.4	17.6
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	6.0	77.0	8.0	7.0	15.0	68.0	8.0	7.0
Max Q Clear Time (g_c+I1), s	7.4	30.4	10.0	6.0	5.9	18.2	3.9	7.1
Green Ext Time (p_c), s	0.0	26.0	0.0	0.0	0.1	15.1	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.6
HCM 7th LOS	C

Notes

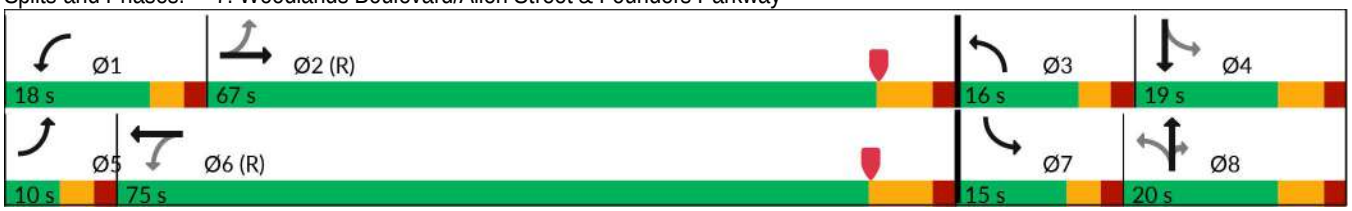
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	10	1616	234	1263	83	32	310	186	34
Future Volume (vph)	10	1616	234	1263	83	32	310	186	34
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases	2		6		8		8	4	
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	4.0	20.0	4.0	20.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	39.9	9.5	37.6	9.0	44.0	44.0	9.0	45.0
Total Split (s)	10.0	67.0	18.0	75.0	16.0	20.0	20.0	15.0	19.0
Total Split (%)	8.3%	55.8%	15.0%	62.5%	13.3%	16.7%	16.7%	12.5%	15.8%
Yellow Time (s)	3.0	4.9	3.0	5.6	3.0	4.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.9	5.0	7.6	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 27 (23%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 7: Woodlands Boulevard/Allen Street & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1616	94	234	1263	135	83	32	310	186	34	6
Future Volume (veh/h)	10	1616	94	234	1263	135	83	32	310	186	34	6
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	10	1666	97	241	1302	139	86	33	160	192	35	6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	2596	151	276	2673	285	323	217	184	328	428	71
Arrive On Green	0.03	0.53	0.53	0.08	0.57	0.57	0.06	0.12	0.12	0.08	0.14	0.14
Sat Flow, veh/h	1781	4936	287	1781	4684	500	1781	1870	1585	1781	3047	509
Grp Volume(v), veh/h	10	1149	614	241	946	495	86	33	160	192	20	21
Grp Sat Flow(s),veh/h/ln	1781	1702	1819	1781	1702	1780	1781	1870	1585	1781	1777	1779
Q Serve(g_s), s	0.3	29.0	29.0	7.1	19.8	19.8	5.0	1.9	11.9	10.0	1.2	1.2
Cycle Q Clear(g_c), s	0.3	29.0	29.0	7.1	19.8	19.8	5.0	1.9	11.9	10.0	1.2	1.2
Prop In Lane	1.00		0.16	1.00		0.28	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	270	1790	957	276	1943	1016	323	217	184	328	249	250
V/C Ratio(X)	0.04	0.64	0.64	0.87	0.49	0.49	0.27	0.15	0.87	0.59	0.08	0.08
Avail Cap(c_a), veh/h	284	1790	957	330	1943	1016	382	218	185	328	249	250
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	1.00	1.00
Uniform Delay (d), s/veh	12.6	20.4	20.4	22.2	15.3	15.3	42.9	47.7	52.2	43.4	44.8	44.9
Incr Delay (d2), s/veh	0.1	1.8	3.3	19.3	0.9	1.7	0.4	0.3	33.1	2.7	0.1	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	0.1	11.6	12.9	5.1	7.7	8.3	2.3	0.9	6.4	5.5	0.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.7	22.1	23.7	41.5	16.2	17.0	43.3	48.1	85.2	46.1	45.0	45.0
LnGrp LOS	B	C	C	D	B	B	D	D	F	D	D	D
Approach Vol, veh/h		1773			1682			279			233	
Approach Delay, s/veh		22.6			20.0			67.9			45.9	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	70.7	12.1	22.8	9.0	76.1	15.0	19.9
Change Period (Y+Rc), s	5.0	* 7.6	5.0	6.0	5.0	7.6	5.0	6.0
Max Green Setting (Gmax), s	13.0	* 60	11.0	13.0	5.0	67.4	10.0	14.0
Max Q Clear Time (g_c+I1), s	9.1	31.0	7.0	3.2	2.3	21.8	12.0	13.9
Green Ext Time (p_c), s	0.3	16.1	0.1	0.1	0.0	14.5	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	26.1
HCM 7th LOS	C

Notes

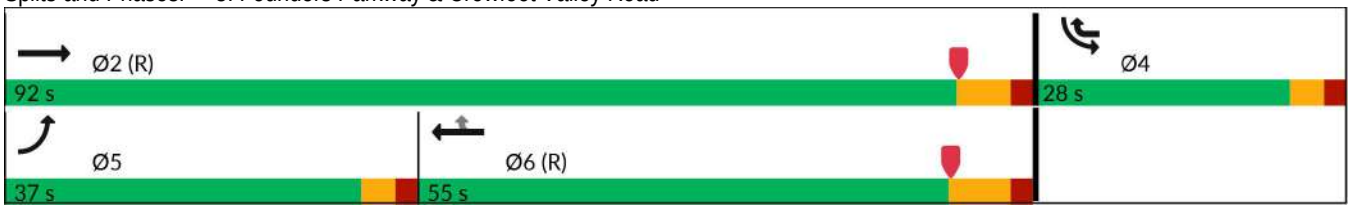
User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	822	1249	878	191	134	692
Future Volume (vph)	822	1249	878	191	134	692
Turn Type	Prot	NA	NA	pm+ov	Prot	Free
Protected Phases	5	2	6	4	4	
Permitted Phases				6		Free
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0	
Minimum Split (s)	10.0	36.8	22.5	32.0	32.0	
Total Split (s)	37.0	92.0	55.0	28.0	28.0	
Total Split (%)	30.8%	76.7%	45.8%	23.3%	23.3%	
Yellow Time (s)	3.0	4.8	5.6	3.0	3.0	
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	6.8	7.6	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None	None	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 8: Founders Parkway & Crowfoot Valley Road





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	822	1249	878	191	134	692
Future Volume (veh/h)	822	1249	878	191	134	692
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1841	1841
Adj Flow Rate, veh/h	865	1315	924	201	141	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	4	4
Cap, veh/h	913	2836	1749	934	170	
Arrive On Green	0.26	0.80	0.49	0.49	0.10	0.00
Sat Flow, veh/h	3456	3647	3647	1585	1753	3120
Grp Volume(v), veh/h	865	1315	924	201	141	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	1585	1753	1560
Q Serve(g_s), s	29.5	14.2	21.4	7.2	9.5	0.0
Cycle Q Clear(g_c), s	29.5	14.2	21.4	7.2	9.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	913	2836	1749	934	170	
V/C Ratio(X)	0.95	0.46	0.53	0.22	0.83	
Avail Cap(c_a), veh/h	922	2836	1749	934	336	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	43.3	3.9	20.9	11.6	53.2	0.0
Incr Delay (d2), s/veh	18.1	0.5	1.1	0.5	9.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.8	4.2	9.0	3.4	4.6	0.0
Unsig. Movement Delay, s/veh						0.00
LnGrp Delay(d), s/veh	61.5	4.4	22.1	12.1	63.1	0.0
LnGrp LOS	E	A	C	B	E	A
Approach Vol, veh/h		2180	1125		869	
Approach Delay, s/veh		27.1	20.3		10.2	
Approach LOS		C	C		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		103.4		16.6	36.7	66.7
Change Period (Y+Rc), s		* 7.6		5.0	5.0	7.6
Max Green Setting (Gmax), s		* 85		23.0	32.0	47.4
Max Q Clear Time (g_c+I1), s		16.2		11.5	31.5	23.4
Green Ext Time (p_c), s		15.2		0.3	0.2	8.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.7
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	133	934	14	218	1174
Future Vol, veh/h	5	133	934	14	218	1174
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	275	0	-	425	525	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	5	141	994	15	232	1249

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2082	497	0	0	1009	0
Stage 1	994	-	-	-	-	-
Stage 2	1088	-	-	-	-	-
Critical Hdwy	6.88	6.98	-	-	4.14	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	-	-	2.22	-
Pot Cap-1 Maneuver	45	513	-	-	683	-
Stage 1	314	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	30	513	-	-	683	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	185	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.46	0	2.03
HCM LOS	C		

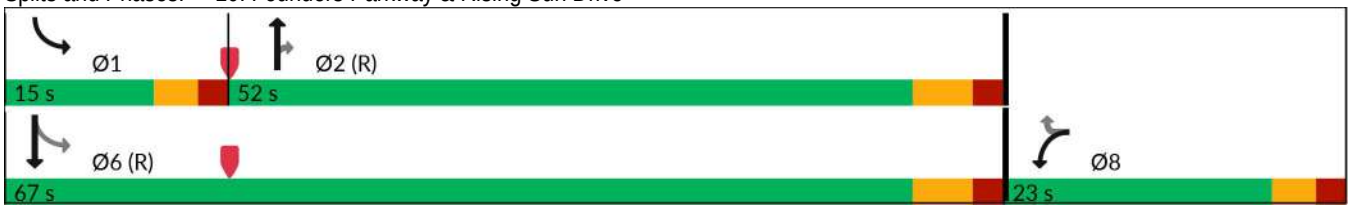
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	119	513	683	-
HCM Lane V/C Ratio	-	-	0.045	0.276	0.34	-
HCM Ctrl Dly (s/v)	-	-	36.7	14.7	13	-
HCM Lane LOS	-	-	E	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	1.1	1.5	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	79	138	810	78	103	1074
Future Volume (vph)	79	138	810	78	103	1074
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	31.0	31.0	10.0	11.0
Total Split (s)	23.0	23.0	52.0	52.0	15.0	67.0
Total Split (%)	25.6%	25.6%	57.8%	57.8%	16.7%	74.4%
Yellow Time (s)	3.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 10: Founders Parkway & Rising Sun Drive





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	79	138	810	78	103	1074
Future Volume (veh/h)	79	138	810	78	103	1074
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	147	862	83	110	1143
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	208	185	2322	1036	494	2704
Arrive On Green	0.12	0.12	0.65	0.65	0.05	0.76
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	84	147	862	83	110	1143
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	3.9	8.1	10.0	1.7	1.6	10.2
Cycle Q Clear(g_c), s	3.9	8.1	10.0	1.7	1.6	10.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	208	185	2322	1036	494	2704
V/C Ratio(X)	0.40	0.79	0.37	0.08	0.22	0.42
Avail Cap(c_a), veh/h	356	317	2322	1036	600	2704
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	36.8	38.7	7.1	5.7	4.5	3.8
Incr Delay (d2), s/veh	1.3	7.5	0.5	0.2	0.2	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.5	3.4	0.5	0.5	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	38.1	46.2	7.6	5.9	4.8	4.3
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	231		945			1253
Approach Delay, s/veh	43.2		7.4			4.3
Approach LOS	D		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.7	64.8			74.5	15.5
Change Period (Y+Rc), s	5.0	6.0			6.0	5.0
Max Green Setting (Gmax), s	10.0	46.0			61.0	18.0
Max Q Clear Time (g_c+I1), s	3.6	12.0			12.2	10.1
Green Ext Time (p_c), s	0.1	7.6			11.5	0.4

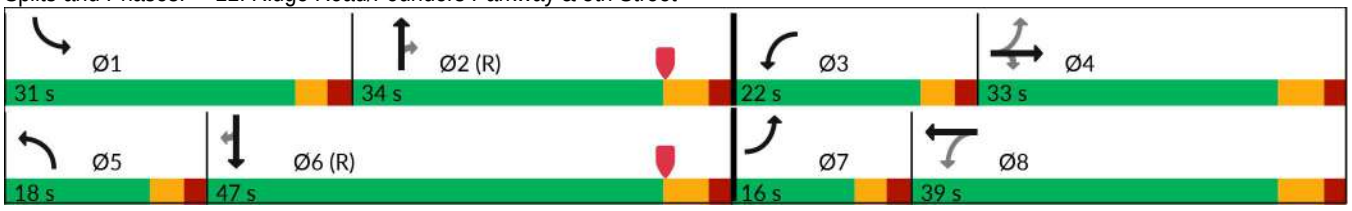
Intersection Summary	
HCM 7th Control Delay, s/veh	9.2
HCM 7th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	364	275	181	267	314	160	367	86	406	450	87
Future Volume (vph)	136	364	275	181	267	314	160	367	86	406	450	87
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	16.0	33.0	33.0	22.0	39.0		18.0	34.0	34.0	31.0	47.0	47.0
Total Split (%)	13.3%	27.5%	27.5%	18.3%	32.5%		15.0%	28.3%	28.3%	25.8%	39.2%	39.2%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 30 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 11: Ridge Road/Founders Parkway & 5th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	364	275	181	267	314	160	367	86	406	450	87
Future Volume (veh/h)	136	364	275	181	267	314	160	367	86	406	450	87
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	142	379	0	189	278	0	167	382	0	423	469	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	483		285	569		227	1520		502	1802	
Arrive On Green	0.08	0.14	0.00	0.11	0.16	0.00	0.07	0.43	0.00	0.15	0.51	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	142	379	0	189	278	0	167	382	0	423	469	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	8.1	12.4	0.0	10.8	8.6	0.0	5.7	8.3	0.0	14.3	9.0	0.0
Cycle Q Clear(g_c), s	8.1	12.4	0.0	10.8	8.6	0.0	5.7	8.3	0.0	14.3	9.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	483		285	569		227	1520		502	1802	
V/C Ratio(X)	0.46	0.78		0.66	0.49		0.74	0.25		0.84	0.26	
Avail Cap(c_a), veh/h	321	800		345	977		374	1520		749	1802	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.8	50.1	0.0	39.2	45.9	0.0	55.0	22.0	0.0	50.0	16.8	0.0
Incr Delay (d2), s/veh	1.1	2.8	0.0	3.5	0.7	0.0	4.6	0.4	0.0	5.7	0.4	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	3.7	5.7	0.0	5.0	3.8	0.0	2.6	3.5	0.0	6.6	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.9	53.0	0.0	42.7	46.6	0.0	59.6	22.4	0.0	55.6	17.1	0.0
LnGrp LOS	D	D		D	D		E	C		E	B	
Approach Vol, veh/h		521			467			549			892	
Approach Delay, s/veh		49.7			45.0			33.7			35.4	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.4	57.3	17.9	22.3	12.9	66.9	15.1	25.2
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	26.0	28.0	17.0	27.0	13.0	41.0	11.0	33.0
Max Q Clear Time (g_c+I1), s	16.3	10.3	12.8	14.4	7.7	11.0	10.1	10.6
Green Ext Time (p_c), s	1.1	2.3	0.2	1.9	0.2	3.4	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	39.9
HCM 7th LOS	D

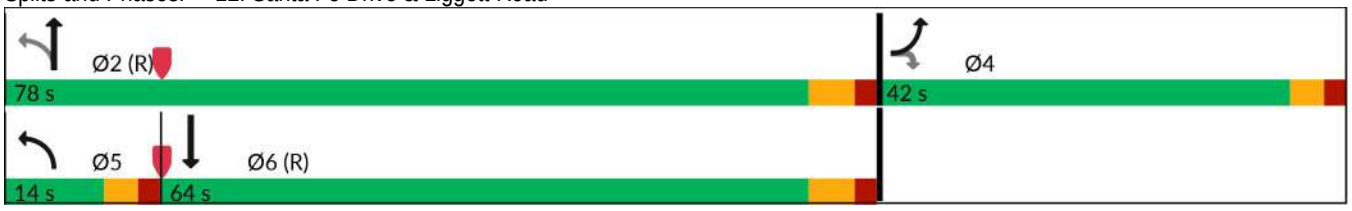
Notes

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

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	165	15	16	446	480
Future Volume (vph)	165	15	16	446	480
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	24.0	24.0
Total Split (s)	42.0	42.0	14.0	78.0	64.0
Total Split (%)	35.0%	35.0%	11.7%	65.0%	53.3%
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			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 12: Santa Fe Drive & Liggett Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	165	15	16	446	480	175
Future Volume (veh/h)	165	15	16	446	480	175
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1870	1870
Adj Flow Rate, veh/h	177	16	17	480	516	188
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	2	2
Cap, veh/h	210	187	579	2783	1864	676
Arrive On Green	0.12	0.12	0.02	0.79	0.73	0.73
Sat Flow, veh/h	1767	1572	1767	3618	2648	926
Grp Volume(v), veh/h	177	16	17	480	358	346
Grp Sat Flow(s),veh/h/ln	1767	1572	1767	1763	1777	1704
Q Serve(g_s), s	11.8	1.1	0.3	4.0	8.2	8.3
Cycle Q Clear(g_c), s	11.8	1.1	0.3	4.0	8.2	8.3
Prop In Lane	1.00	1.00	1.00			0.54
Lane Grp Cap(c), veh/h	210	187	579	2783	1297	1243
V/C Ratio(X)	0.84	0.09	0.03	0.17	0.28	0.28
Avail Cap(c_a), veh/h	545	485	680	2783	1297	1243
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	51.8	47.1	3.8	3.1	5.5	5.5
Incr Delay (d2), s/veh	8.8	0.2	0.0	0.1	0.5	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	1.0	0.1	1.2	2.9	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	60.6	47.3	3.8	3.2	6.0	6.1
LnGrp LOS	E	D	A	A	A	A
Approach Vol, veh/h	193			497	704	
Approach Delay, s/veh	59.4			3.2	6.0	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		100.7		19.3	7.2	93.6
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		72.0		37.0	9.0	58.0
Max Q Clear Time (g_c+I1), s		6.0		13.8	2.3	10.3
Green Ext Time (p_c), s		3.7		0.5	0.0	5.3

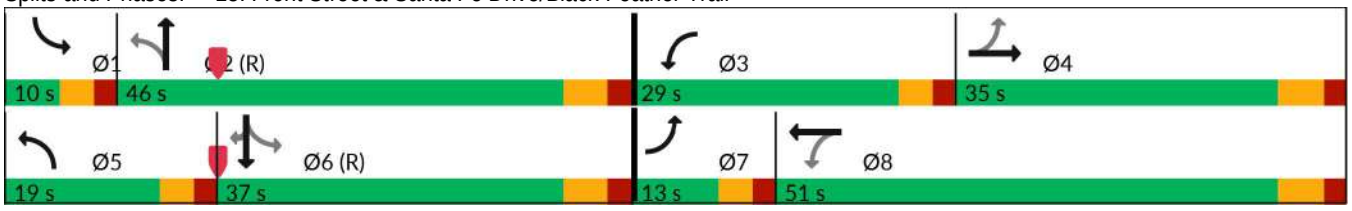
Intersection Summary		
HCM 7th Control Delay, s/veh		12.4
HCM 7th LOS		B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	93	214	378	288	147	167	359	25	385	91
Future Volume (vph)	93	214	378	288	147	167	359	25	385	91
Turn Type	pm+pt	NA	Free	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		Free	8		2		6		6
Detector Phase	7	4		3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0		10.0	24.0	10.0	24.0	10.0	24.0	24.0
Total Split (s)	13.0	35.0		29.0	51.0	19.0	46.0	10.0	37.0	37.0
Total Split (%)	10.8%	29.2%		24.2%	42.5%	15.8%	38.3%	8.3%	30.8%	30.8%
Yellow Time (s)	3.0	4.0		3.0	4.0	3.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0	5.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 13: Front Street & Santa Fe Drive/Black Feather Trail





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	214	378	288	147	32	167	359	234	25	385	91
Future Volume (veh/h)	93	214	378	288	147	32	167	359	234	25	385	91
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	97	223	0	300	153	33	174	374	244	26	401	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	336	264		371	357	77	554	1022	657	408	1593	
Arrive On Green	0.06	0.14	0.00	0.16	0.24	0.24	0.07	0.49	0.49	0.02	0.45	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1491	322	1781	2074	1333	1781	3554	1585
Grp Volume(v), veh/h	97	223	0	300	0	186	174	320	298	26	401	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1812	1781	1777	1630	1781	1777	1585
Q Serve(g_s), s	5.5	14.0	0.0	16.6	0.0	10.4	6.1	13.4	13.6	0.9	8.4	0.0
Cycle Q Clear(g_c), s	5.5	14.0	0.0	16.6	0.0	10.4	6.1	13.4	13.6	0.9	8.4	0.0
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	336	264		371	0	434	554	876	803	408	1593	
V/C Ratio(X)	0.29	0.85		0.81	0.00	0.43	0.31	0.37	0.37	0.06	0.25	
Avail Cap(c_a), veh/h	348	452		445	0	680	640	876	803	440	1593	
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.5	50.3	0.0	35.1	0.0	38.7	15.0	18.8	18.9	17.3	20.6	0.0
Incr Delay (d2), s/veh	0.5	7.3	0.0	9.0	0.0	0.7	0.3	1.2	1.3	0.1	0.4	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	2.5	7.1	0.0	8.1	0.0	4.7	2.5	5.7	5.4	0.4	3.6	0.0
Unsig. Movement Delay, s/veh			0.00									
LnGrp Delay(d), s/veh	41.0	57.6	0.0	44.1	0.0	39.3	15.3	20.0	20.2	17.3	21.0	0.0
LnGrp LOS	D	E	A	D		D	B	B	C	B	C	
Approach Vol, veh/h		714			486			792			427	
Approach Delay, s/veh		23.6			42.3			19.1			20.8	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	65.1	24.1	22.9	13.3	59.8	12.2	34.7
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	40.0	24.0	29.0	14.0	31.0	8.0	45.0
Max Q Clear Time (g_c+I1), s	2.9	15.6	18.6	16.0	8.1	10.4	7.5	12.4
Green Ext Time (p_c), s	0.0	4.1	0.4	1.0	0.2	2.6	0.0	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	25.3
HCM 7th LOS	C

Notes

Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.

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

Intersection	
Intersection Delay, s/veh	14.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	306	64	30	0	49	16	37	20	0	30	39	234
Future Vol, veh/h	306	64	30	0	49	16	37	20	0	30	39	234
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	344	72	34	0	55	18	42	22	0	34	44	263
Number of Lanes	1	1	0	0	1	0	1	2	0	1	1	1

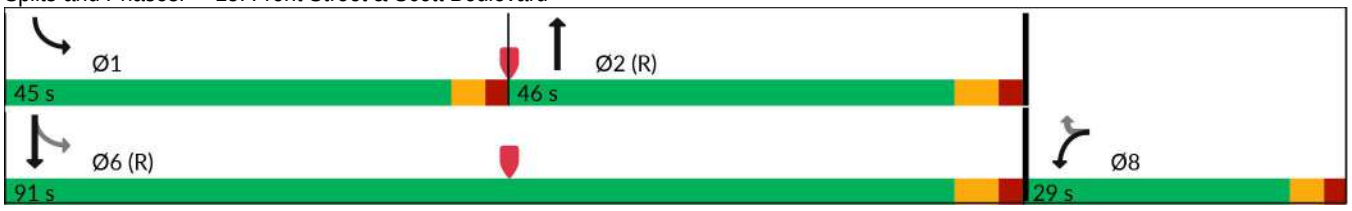
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay, s/veh	17	10.5	10.5	12.1
HCM LOS	C	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	68%	75%	0%	100%	0%
Vol Right, %	0%	0%	0%	0%	32%	25%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	10	10	306	94	65	30	39	234
LT Vol	37	0	0	306	0	0	30	0	0
Through Vol	0	10	10	0	64	49	0	39	0
RT Vol	0	0	0	0	30	16	0	0	234
Lane Flow Rate	42	11	11	344	106	73	34	44	263
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.088	0.022	0.017	0.618	0.169	0.136	0.066	0.079	0.422
Departure Headway (Hd)	7.64	7.128	5.353	6.476	5.753	6.699	7.003	6.493	5.78
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	468	500	664	557	623	534	511	550	620
Service Time	5.409	4.897	3.12	4.218	3.495	4.461	4.756	4.247	3.533
HCM Lane V/C Ratio	0.09	0.022	0.017	0.618	0.17	0.137	0.067	0.08	0.424
HCM Control Delay, s/veh	11.2	10.1	8.2	19.2	9.7	10.5	10.3	9.8	12.7
HCM Lane LOS	B	B	A	C	A	B	B	A	B
HCM 95th-tile Q	0.3	0.1	0.1	4.2	0.6	0.5	0.2	0.3	2.1

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	25	181	559	377	667
Future Volume (vph)	25	181	559	377	667
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	24.0	10.0	24.0
Total Split (s)	29.0	29.0	46.0	45.0	91.0
Total Split (%)	24.2%	24.2%	38.3%	37.5%	75.8%
Yellow Time (s)	3.0	3.0	4.0	3.0	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	6.0	5.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 15: Front Street & Scott Boulevard





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	181	559	47	377	667
Future Volume (veh/h)	25	181	559	47	377	667
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	185	570	48	385	681
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	239	213	2111	177	743	2751
Arrive On Green	0.13	0.13	1.00	1.00	0.10	0.77
Sat Flow, veh/h	1781	1585	3412	279	1781	3647
Grp Volume(v), veh/h	26	185	305	313	385	681
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1820	1781	1777
Q Serve(g_s), s	1.5	13.7	0.0	0.0	8.3	6.4
Cycle Q Clear(g_c), s	1.5	13.7	0.0	0.0	8.3	6.4
Prop In Lane	1.00	1.00		0.15	1.00	
Lane Grp Cap(c), veh/h	239	213	1131	1158	743	2751
V/C Ratio(X)	0.11	0.87	0.27	0.27	0.52	0.25
Avail Cap(c_a), veh/h	356	317	1131	1158	1166	2751
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.98	0.98	1.00	1.00
Uniform Delay (d), s/veh	45.6	50.9	0.0	0.0	4.9	3.8
Incr Delay (d2), s/veh	0.2	15.4	0.6	0.6	0.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.3	0.2	0.2	2.8	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.8	66.3	0.6	0.6	5.4	4.0
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	211		618			1066
Approach Delay, s/veh	63.8		0.6			4.5
Approach LOS	E		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	16.5	82.4			98.9	21.1
Change Period (Y+Rc), s	5.0	6.0			6.0	5.0
Max Green Setting (Gmax), s	40.0	40.0			85.0	24.0
Max Q Clear Time (g_c+I1), s	10.3	2.0			8.4	15.7
Green Ext Time (p_c), s	1.2	4.3			5.6	0.4

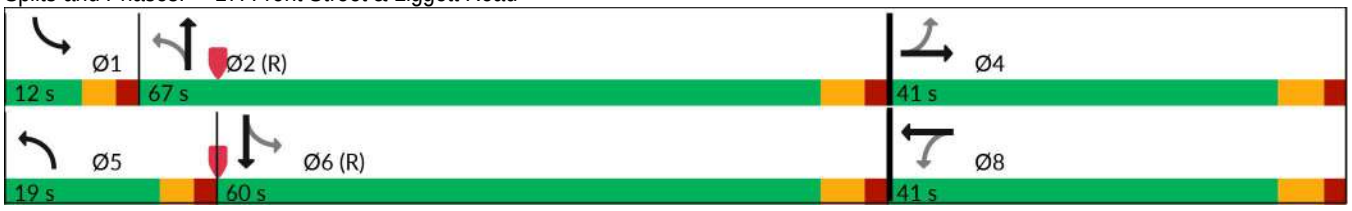
Intersection Summary	
HCM 7th Control Delay, s/veh	9.8
HCM 7th LOS	A

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	3	3	32	15	100	554	22	682
Future Volume (vph)	3	3	32	15	100	554	22	682
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	10.0	24.0	10.0	24.0
Total Split (s)	41.0	41.0	41.0	41.0	19.0	67.0	12.0	60.0
Total Split (%)	34.2%	34.2%	34.2%	34.2%	15.8%	55.8%	10.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	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
Total Lost Time (s)		6.0		6.0	5.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: Front Street & Liggett Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	3	215	32	15	60	100	554	45	22	682	2
Future Volume (veh/h)	3	3	215	32	15	60	100	554	45	22	682	2
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	3	3	224	33	16	63	104	577	47	23	710	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	6	260	84	51	123	612	2224	181	579	2363	7
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.04	0.67	0.67	0.04	1.00	1.00
Sat Flow, veh/h	6	36	1548	267	301	731	1781	3328	271	1781	3635	10
Grp Volume(v), veh/h	230	0	0	112	0	0	104	308	316	23	347	365
Grp Sat Flow(s),veh/h/ln	1589	0	0	1299	0	0	1781	1777	1822	1781	1777	1869
Q Serve(g_s), s	2.4	0.0	0.0	0.0	0.0	0.0	2.3	8.3	8.4	0.5	0.0	0.0
Cycle Q Clear(g_c), s	16.9	0.0	0.0	8.5	0.0	0.0	2.3	8.3	8.4	0.5	0.0	0.0
Prop In Lane	0.01		0.97	0.29		0.56	1.00		0.15	1.00		0.01
Lane Grp Cap(c), veh/h	297	0	0	257	0	0	612	1187	1217	579	1155	1215
V/C Ratio(X)	0.77	0.00	0.00	0.44	0.00	0.00	0.17	0.26	0.26	0.04	0.30	0.30
Avail Cap(c_a), veh/h	493	0	0	437	0	0	748	1187	1217	643	1155	1215
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	48.6	0.0	0.0	44.7	0.0	0.0	6.1	8.0	8.0	6.5	0.0	0.0
Incr Delay (d2), s/veh	4.3	0.0	0.0	1.2	0.0	0.0	0.1	0.5	0.5	0.0	0.7	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	0.0	3.1	0.0	0.0	0.8	3.2	3.3	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.9	0.0	0.0	45.9	0.0	0.0	6.2	8.5	8.5	6.6	0.7	0.6
LnGrp LOS	D			D			A	A	A	A	A	A
Approach Vol, veh/h		230			112			728			735	
Approach Delay, s/veh		52.9			45.9			8.2			0.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	86.2		26.1	9.8	84.0		26.1				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	7.0	61.0		35.0	14.0	54.0		35.0				
Max Q Clear Time (g_c+I1), s	2.5	10.4		18.9	4.3	2.0		10.5				
Green Ext Time (p_c), s	0.0	4.4		1.3	0.2	5.1		0.6				

Intersection Summary		
HCM 7th Control Delay, s/veh		13.2
HCM 7th LOS		B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	102	527	42	70	415	57	269	82	79	296	96
Future Volume (vph)	102	527	42	70	415	57	269	82	79	296	96
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases	2		2	6		8		8	4		4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	10.0	49.0	49.0	10.0	49.0	10.0	30.0	30.0	11.0	31.0	31.0
Total Split (%)	10.0%	49.0%	49.0%	10.0%	49.0%	10.0%	30.0%	30.0%	11.0%	31.0%	31.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 18: Perry Street & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	527	42	70	415	10	57	269	82	79	296	96
Future Volume (veh/h)	102	527	42	70	415	10	57	269	82	79	296	96
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	103	532	42	71	419	10	58	272	83	80	299	97
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	577	954	808	413	1794	43	175	331	280	199	350	297
Arrive On Green	0.05	0.51	0.51	0.04	0.51	0.51	0.04	0.18	0.18	0.05	0.19	0.19
Sat Flow, veh/h	1781	1870	1585	1781	3547	85	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	103	532	42	71	210	219	58	272	83	80	299	97
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1855	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.7	19.5	1.3	1.9	6.6	6.6	2.6	14.0	4.5	3.6	15.5	5.3
Cycle Q Clear(g_c), s	2.7	19.5	1.3	1.9	6.6	6.6	2.6	14.0	4.5	3.6	15.5	5.3
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	577	954	808	413	899	938	175	331	280	199	350	297
V/C Ratio(X)	0.18	0.56	0.05	0.17	0.23	0.23	0.33	0.82	0.30	0.40	0.85	0.33
Avail Cap(c_a), veh/h	582	954	808	425	899	938	193	449	380	217	468	396
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	1.00	1.00
Uniform Delay (d), s/veh	10.9	16.8	12.3	12.6	13.8	13.9	32.8	39.6	35.8	32.3	39.3	35.2
Incr Delay (d2), s/veh	0.1	2.4	0.1	0.2	0.6	0.6	1.1	8.7	0.6	1.3	11.2	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	8.6	0.5	0.7	2.7	2.9	1.2	7.2	1.8	1.6	8.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.0	19.1	12.5	12.8	14.5	14.4	33.9	48.3	36.3	33.6	50.5	35.8
LnGrp LOS	B	B	B	B	B	B	C	D	D	C	D	D
Approach Vol, veh/h		677			500			413			476	
Approach Delay, s/veh		17.5			14.2			43.9			44.7	
Approach LOS		B			B			D			D	

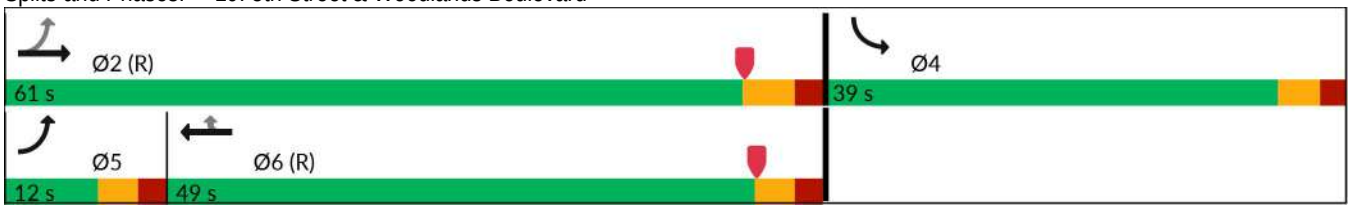
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	57.0	9.0	24.7	9.7	56.6	10.0	23.7
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	43.0	5.0	25.0	5.0	43.0	6.0	24.0
Max Q Clear Time (g_c+I1), s	3.9	21.5	4.6	17.5	4.7	8.6	5.6	16.0
Green Ext Time (p_c), s	0.0	3.6	0.0	1.2	0.0	2.7	0.0	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	28.2
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	69	472	391	172	288	60
Future Volume (vph)	69	472	391	172	288	60
Turn Type	pm+pt	NA	NA	Perm	Prot	Free
Protected Phases	5	2	6		4	
Permitted Phases	2			6		Free
Detector Phase	5	2	6	6	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	11.0	10.0	10.0	10.0	
Total Split (s)	12.0	61.0	49.0	49.0	39.0	
Total Split (%)	12.0%	61.0%	49.0%	49.0%	39.0%	
Yellow Time (s)	3.0	4.0	3.0	3.0	3.0	
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	6.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 19: 5th Street & Woodlands Boulevard





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	69	472	391	172	288	60
Future Volume (veh/h)	69	472	391	172	288	60
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	530	439	193	324	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	520	2434	1105	936	365	
Arrive On Green	0.04	0.68	0.59	0.59	0.21	0.00
Sat Flow, veh/h	1781	3647	1870	1585	1781	1585
Grp Volume(v), veh/h	78	530	439	193	324	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1870	1585	1781	1585
Q Serve(g_s), s	1.6	5.5	12.6	5.7	17.7	0.0
Cycle Q Clear(g_c), s	1.6	5.5	12.6	5.7	17.7	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	520	2434	1105	936	365	
V/C Ratio(X)	0.15	0.22	0.40	0.21	0.89	
Avail Cap(c_a), veh/h	566	2434	1105	936	606	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	7.4	5.8	11.0	9.5	38.6	0.0
Incr Delay (d2), s/veh	0.1	0.2	1.1	0.5	8.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.9	5.2	2.0	8.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.5	6.0	12.0	10.0	47.5	0.0
LnGrp LOS	A	A	B	B	D	
Approach Vol, veh/h		608	632		324	
Approach Delay, s/veh		6.2	11.4		47.5	
Approach LOS		A	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.5		25.5	9.4	65.1
Change Period (Y+Rc), s		6.0		5.0	5.0	* 6
Max Green Setting (Gmax), s		55.0		34.0	7.0	* 44
Max Q Clear Time (g_c+I1), s		7.5		19.7	3.6	14.6
Green Ext Time (p_c), s		4.1		0.8	0.0	3.7

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

Notes

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

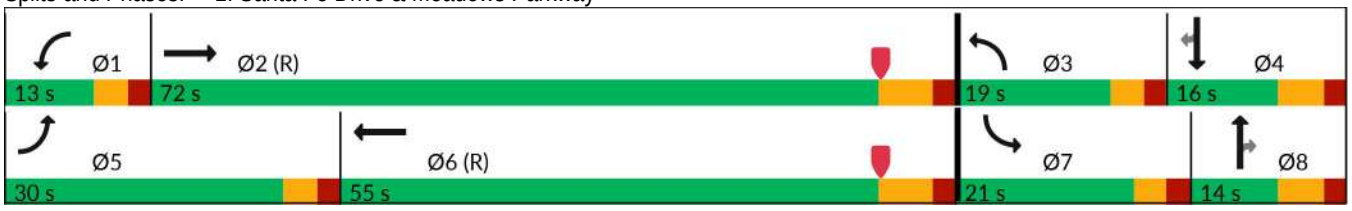
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	268	1315	72	1166	369	289	223	87	213	294	240
Future Volume (vph)	268	1315	72	1166	369	289	223	87	213	294	240
Turn Type	Prot	NA	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					Free			8			4
Detector Phase	5	2	1	6		3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	5.0	15.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	38.8	10.0	38.8		10.0	45.0	45.0	10.0	44.0	44.0
Total Split (s)	30.0	72.0	13.0	55.0		19.0	14.0	14.0	21.0	16.0	16.0
Total Split (%)	25.0%	60.0%	10.8%	45.8%		15.8%	11.7%	11.7%	17.5%	13.3%	13.3%
Yellow Time (s)	3.0	4.8	3.0	4.8		3.0	4.0	4.0	3.0	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	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.8	5.0	6.8		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Santa Fe Drive & Meadows Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	1315	292	72	1166	369	289	223	87	213	294	240
Future Volume (veh/h)	268	1315	292	72	1166	369	289	223	87	213	294	240
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	1811	1811	1811	1767	1767	1767
Adj Flow Rate, veh/h	291	1429	0	78	1267	0	314	242	0	232	320	0
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	6	6	6	9	9	9
Cap, veh/h	320	2055		133	1554		368	357		292	280	
Arrive On Green	0.18	0.58	0.00	0.08	0.87	0.00	0.11	0.10	0.00	0.09	0.08	0.00
Sat Flow, veh/h	1781	3647	0	3456	3554	1585	3346	3441	1535	3264	3357	1497
Grp Volume(v), veh/h	291	1429	0	78	1267	0	314	242	0	232	320	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1728	1777	1585	1673	1721	1535	1632	1678	1497
Q Serve(g_s), s	19.2	34.0	0.0	2.6	18.7	0.0	11.1	8.1	0.0	8.4	10.0	0.0
Cycle Q Clear(g_c), s	19.2	34.0	0.0	2.6	18.7	0.0	11.1	8.1	0.0	8.4	10.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	320	2055		133	1554		368	357		292	280	
V/C Ratio(X)	0.91	0.70		0.59	0.82		0.85	0.68		0.80	1.14	
Avail Cap(c_a), veh/h	371	2055		230	1554		390	357		435	280	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.75	0.75	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.3	17.8	0.0	54.4	5.4	0.0	52.5	51.8	0.0	53.6	55.0	0.0
Incr Delay (d2), s/veh	23.7	2.0	0.0	3.0	3.7	0.0	16.0	5.1	0.0	6.0	98.5	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	10.6	13.9	0.0	1.2	3.2	0.0	5.5	3.8	0.0	3.7	8.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.0	19.8	0.0	57.5	9.1	0.0	68.5	56.9	0.0	59.6	153.5	0.0
LnGrp LOS	E	B		E	A		E	E		E	F	
Approach Vol, veh/h		1720			1345			556			552	
Approach Delay, s/veh		28.6			11.9			63.4			114.0	
Approach LOS		C			B			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	76.2	18.2	16.0	26.5	59.3	15.7	18.5
Change Period (Y+Rc), s	5.0	6.8	5.0	6.0	5.0	6.8	5.0	6.0
Max Green Setting (Gmax), s	8.0	65.2	14.0	10.0	25.0	48.2	16.0	8.0
Max Q Clear Time (g_c+I1), s	4.6	36.0	13.1	12.0	21.2	20.7	10.4	10.1
Green Ext Time (p_c), s	0.0	13.6	0.1	0.0	0.3	11.3	0.4	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	39.2
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

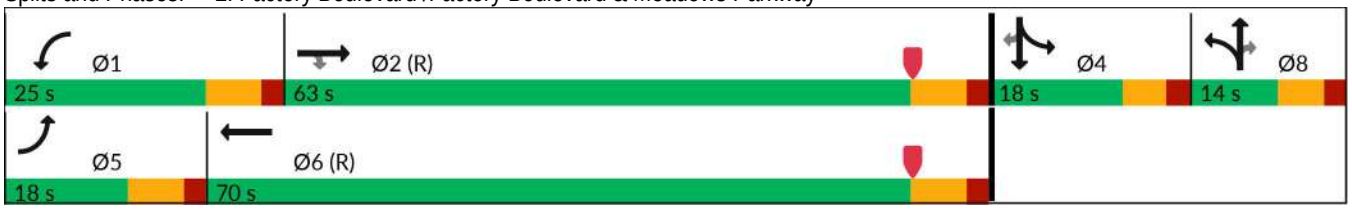
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	1386	85	269	1448	275	22	23	140	208	39	137
Future Volume (vph)	144	1386	85	269	1448	275	22	23	140	208	39	137
Turn Type	Prot	NA	Perm	Prot	NA	Free	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			Free			8			4
Detector Phase	5	2	2	1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	39.0	39.0	12.0	42.0		11.0	11.0	11.0	58.0	58.0	58.0
Total Split (s)	18.0	63.0	63.0	25.0	70.0		14.0	14.0	14.0	18.0	18.0	18.0
Total Split (%)	15.0%	52.5%	52.5%	20.8%	58.3%		11.7%	11.7%	11.7%	15.0%	15.0%	15.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		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	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	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 96 (80%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 2: Factory Boulevard /Factory Boulevard & Meadows Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	1386	85	269	1448	275	22	23	140	208	39	137
Future Volume (veh/h)	144	1386	85	269	1448	275	22	23	140	208	39	137
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	1841	1841	1841	1870	1870	1870	1737	1737	1737	1870	1870	1870
Adj Flow Rate, veh/h	162	1557	96	302	1627	0	25	26	88	234	44	87
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	2	2	2	11	11	11	2	2	2
Cap, veh/h	216	2712	842	365	3246		214	116	98	374	139	118
Arrive On Green	0.13	1.00	1.00	0.21	1.00	0.00	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	3401	5025	1560	3563	5611	1585	3209	1737	1472	5023	1870	1585
Grp Volume(v), veh/h	162	1557	96	302	1627	0	25	26	88	234	44	87
Grp Sat Flow(s),veh/h/ln	1700	1675	1560	1781	1870	1585	1605	1737	1472	1674	1870	1585
Q Serve(g_s), s	5.5	0.0	0.0	9.7	0.0	0.0	0.9	1.7	7.1	5.4	2.7	6.4
Cycle Q Clear(g_c), s	5.5	0.0	0.0	9.7	0.0	0.0	0.9	1.7	7.1	5.4	2.7	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	2712	842	365	3246		214	116	98	374	139	118
V/C Ratio(X)	0.75	0.57	0.11	0.83	0.50		0.12	0.22	0.90	0.62	0.32	0.74
Avail Cap(c_a), veh/h	312	2712	842	534	3246		214	116	98	502	187	159
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.44	0.74	0.74	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	0.0	0.0	46.7	0.0	0.0	52.7	53.1	55.6	53.9	52.6	54.4
Incr Delay (d2), s/veh	2.6	0.4	0.1	5.2	0.4	0.0	0.2	1.0	58.9	1.7	1.3	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.1	0.0	4.2	0.1	0.0	0.4	0.8	4.2	2.3	1.3	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.1	0.4	0.1	51.9	0.4	0.0	52.9	54.0	114.5	55.6	53.9	65.7
LnGrp LOS	D	A	A	D	A		D	D	F	E	D	E
Approach Vol, veh/h		1815			1929			139			365	
Approach Delay, s/veh		5.2			8.5			92.1			57.8	
Approach LOS		A			A			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.3	71.8		14.9	14.6	76.4		14.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	18.0	56.0		12.0	11.0	63.0		8.0				
Max Q Clear Time (g_c+I1), s	11.7	2.0		8.4	7.5	2.0		9.1				
Green Ext Time (p_c), s	0.6	19.2		0.5	0.2	20.4		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			14.0									
HCM 7th LOS			B									

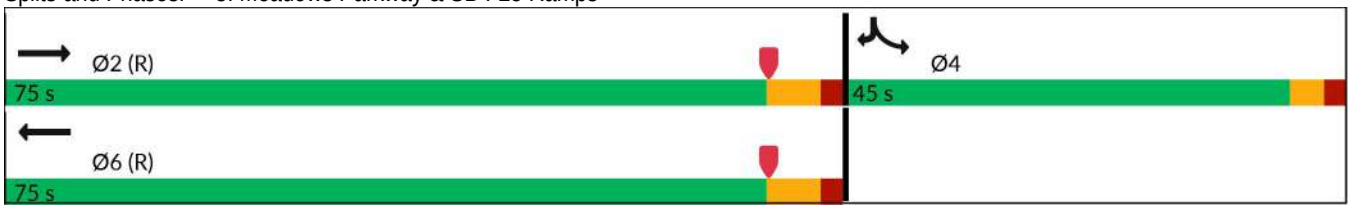
Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBT	SBL	SBR
Lane Configurations				
Traffic Volume (vph)	1501	1432	579	560
Future Volume (vph)	1501	1432	579	560
Turn Type	NA	NA	Prot	Prot
Protected Phases	2	6	4	4
Permitted Phases				
Detector Phase	2	6	4	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	5.0	5.0
Minimum Split (s)	26.8	29.8	11.8	11.8
Total Split (s)	75.0	75.0	45.0	45.0
Total Split (%)	62.5%	62.5%	37.5%	37.5%
Yellow Time (s)	4.8	4.8	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	None

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 118 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 3: Meadows Parkway & SB I-25 Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1501	1432	138	579	560
Future Volume (veh/h)	0	1501	1432	138	579	560
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1826	1870	1870	1841	1841
Adj Flow Rate, veh/h	0	1687	1609	155	651	629
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	5	2	2	4	4
Cap, veh/h	0	3146	2989	288	1337	743
Arrive On Green	0.00	1.00	1.00	1.00	0.27	0.27
Sat Flow, veh/h	0	5313	4905	456	4944	2745
Grp Volume(v), veh/h	0	1687	1156	608	651	629
Grp Sat Flow(s),veh/h/ln	0	1662	1702	1788	1648	1373
Q Serve(g_s), s	0.0	0.0	0.0	0.0	13.3	26.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	13.3	26.0
Prop In Lane	0.00			0.25	1.00	1.00
Lane Grp Cap(c), veh/h	0	3146	2148	1129	1337	743
V/C Ratio(X)	0.00	0.54	0.54	0.54	0.49	0.85
Avail Cap(c_a), veh/h	0	3146	2148	1129	1648	915
HCM Platoon Ratio	1.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.76	0.80	0.80	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	36.8	41.4
Incr Delay (d2), s/veh	0.0	0.5	0.8	1.5	0.3	6.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.2	0.5	5.4	9.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	0.5	0.8	1.5	37.0	47.7
LnGrp LOS		A	A	A	D	D
Approach Vol, veh/h		1687	1764		1280	
Approach Delay, s/veh		0.5	1.0		42.3	
Approach LOS		A	A		D	

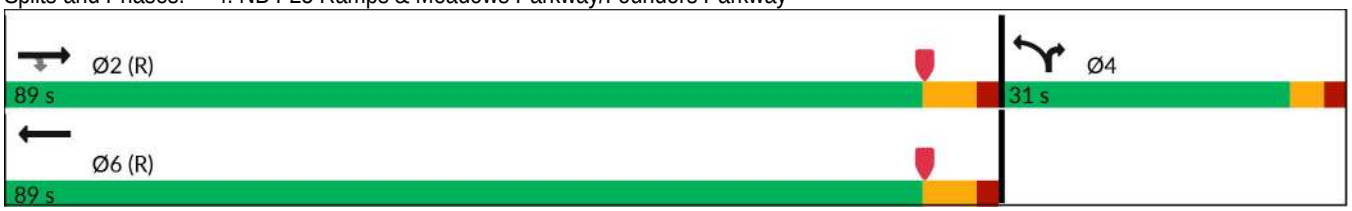
Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	82.5		37.5		82.5
Change Period (Y+Rc), s	6.8		5.0		6.8
Max Green Setting (Gmax), s	68.2		40.0		68.2
Max Q Clear Time (g_c+I1), s	2.0		28.0		2.0
Green Ext Time (p_c), s	22.3		4.5		22.6

Intersection Summary	
HCM 7th Control Delay, s/veh	12.0
HCM 7th LOS	B

Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1266	814	1265	305	300
Future Volume (vph)	1266	814	1265	305	300
Turn Type	NA	Perm	NA	Prot	Prot
Protected Phases	2		6	4	4
Permitted Phases		2			
Detector Phase	2	2	6	4	4
Switch Phase					
Minimum Initial (s)	20.0	20.0	20.0	5.0	5.0
Minimum Split (s)	26.8	26.8	26.8	10.0	10.0
Total Split (s)	89.0	89.0	89.0	31.0	31.0
Total Split (%)	74.2%	74.2%	74.2%	25.8%	25.8%
Yellow Time (s)	4.8	4.8	4.8	3.0	3.0
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)	6.8	6.8	6.8	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	C-Max	C-Max	None	None

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 35 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 4: NB I-25 Ramps & Meadows Parkway/Founders Parkway





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1266	814	0	1265	305	300
Future Volume (veh/h)	1266	814	0	1265	305	300
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	0	1870	1811	1811
Adj Flow Rate, veh/h	1251	988	0	1390	335	330
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	0	2	6	6
Cap, veh/h	2811	2382	0	2713	476	424
Arrive On Green	1.00	1.00	0.00	1.00	0.14	0.14
Sat Flow, veh/h	3681	3120	0	3741	3450	3070
Grp Volume(v), veh/h	1251	988	0	1390	335	330
Grp Sat Flow(s),veh/h/ln	1841	1560	0	1777	1725	1535
Q Serve(g_s), s	0.0	0.0	0.0	0.0	11.1	12.5
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	11.1	12.5
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	2811	2382	0	2713	476	424
V/C Ratio(X)	0.45	0.41	0.00	0.51	0.70	0.78
Avail Cap(c_a), veh/h	2811	2382	0	2713	747	665
HCM Platoon Ratio	2.00	2.00	1.00	2.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.00	0.31	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	49.4	49.9
Incr Delay (d2), s/veh	0.4	0.4	0.0	0.2	1.9	3.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.0	0.1	4.9	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.4	0.4	0.0	0.2	51.3	53.1
LnGrp LOS	A	A		A	D	D
Approach Vol, veh/h	2239			1390	665	
Approach Delay, s/veh	0.4			0.2	52.2	
Approach LOS	A			A	D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		98.4		21.6		98.4
Change Period (Y+Rc), s		6.8		5.0		6.8
Max Green Setting (Gmax), s		82.2		26.0		82.2
Max Q Clear Time (g_c+I1), s		2.0		14.5		2.0
Green Ext Time (p_c), s		27.9		2.1		17.1

Intersection Summary	
HCM 7th Control Delay, s/veh	8.4
HCM 7th LOS	A

Notes

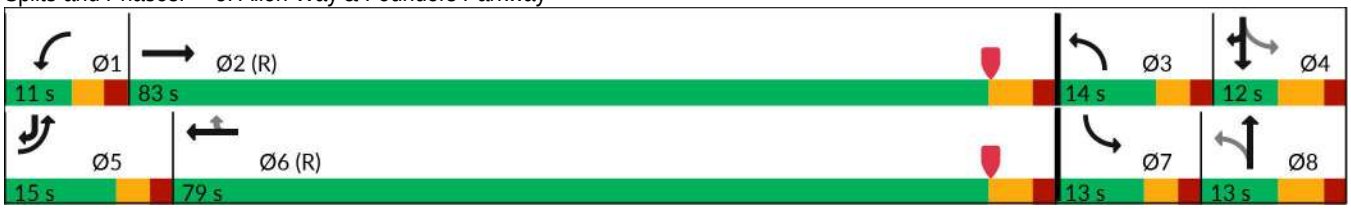
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	261	1191	30	2618	85	98	14	48	15	280
Future Volume (vph)	261	1191	30	2618	85	98	14	48	15	280
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	pt+ov
Protected Phases	5	2	1	6		3	8	7	4	4 5
Permitted Phases					6	8		4		
Detector Phase	5	2	1	6	6	3	8	7	4	4 5
Switch Phase										
Minimum Initial (s)	5.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	30.0	10.0	40.0	40.0	10.0	46.0	10.0	47.0	
Total Split (s)	15.0	83.0	11.0	79.0	79.0	14.0	13.0	13.0	12.0	
Total Split (%)	12.5%	69.2%	9.2%	65.8%	65.8%	11.7%	10.8%	10.8%	10.0%	
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.0	3.0	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	0.0	
Total Lost Time (s)	5.0	6.0	5.0	6.0	6.0	5.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 36 (30%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 5: Allen Way & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	1191	114	30	2618	85	98	14	47	48	15	280
Future Volume (veh/h)	261	1191	114	30	2618	85	98	14	47	48	15	280
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	1811	1811	1811	1870	1870	1870	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	293	1338	128	34	2942	96	110	16	37	54	17	315
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	6	6	6	2	2	2	2	2	2	4	4	4
Cap, veh/h	279	3058	293	50	3121	969	231	42	97	193	92	366
Arrive On Green	0.17	1.00	1.00	0.03	0.61	0.61	0.07	0.08	0.08	0.04	0.05	0.05
Sat Flow, veh/h	3346	4589	439	1781	5106	1585	1781	502	1160	1753	1841	2745
Grp Volume(v), veh/h	293	961	505	34	2942	96	110	0	53	54	17	315
Grp Sat Flow(s),veh/h/ln	1673	1648	1732	1781	1702	1585	1781	0	1662	1753	1841	1373
Q Serve(g_s), s	10.0	0.0	0.0	2.3	63.4	3.0	6.9	0.0	3.6	3.5	1.1	6.0
Cycle Q Clear(g_c), s	10.0	0.0	0.0	2.3	63.4	3.0	6.9	0.0	3.6	3.5	1.1	6.0
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	279	2197	1154	50	3121	969	231	0	139	193	92	366
V/C Ratio(X)	1.05	0.44	0.44	0.68	0.94	0.10	0.48	0.00	0.38	0.28	0.18	0.86
Avail Cap(c_a), veh/h	279	2197	1154	89	3121	969	237	0	139	243	92	366
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	0.0	0.0	57.8	21.4	9.6	48.3	0.0	52.0	51.5	54.7	50.9
Incr Delay (d2), s/veh	63.3	0.5	1.0	14.6	7.4	0.2	1.5	0.0	1.7	0.8	1.0	18.3
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	6.2	0.2	0.3	1.2	25.4	1.1	3.1	0.0	1.6	1.6	0.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	113.3	0.5	1.0	72.4	28.7	9.9	49.8	0.0	53.7	52.2	55.6	69.2
LnGrp LOS	F	A	A	E	C	A	D		D	D	E	E
Approach Vol, veh/h		1759			3072			163			386	
Approach Delay, s/veh		19.5			28.6			51.1			66.3	
Approach LOS		B			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	86.0	13.6	12.0	15.0	79.4	9.6	16.1
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	6.0	77.0	9.0	6.0	10.0	73.0	8.0	7.0
Max Q Clear Time (g_c+I1), s	4.3	2.0	8.9	8.0	12.0	65.4	5.5	5.6
Green Ext Time (p_c), s	0.0	16.4	0.0	0.0	0.0	7.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.0
HCM 7th LOS	C

Notes

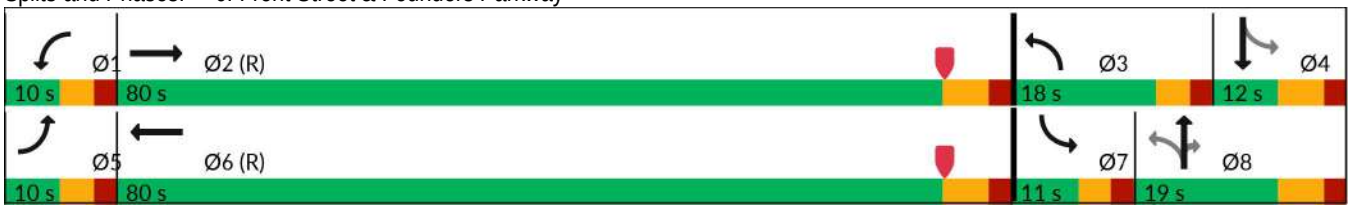
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	32	1116	21	2431	231	45	37	5	26
Future Volume (vph)	32	1116	21	2431	231	45	37	5	26
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	5.0	3.0	5.0
Minimum Split (s)	8.0	48.0	8.0	39.0	8.0	44.0	44.0	8.0	44.0
Total Split (s)	10.0	80.0	10.0	80.0	18.0	19.0	19.0	11.0	12.0
Total Split (%)	8.3%	66.7%	8.3%	66.7%	15.0%	15.8%	15.8%	9.2%	10.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 42 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 6: Front Street & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1116	138	21	2431	18	231	45	37	5	26	71
Future Volume (veh/h)	32	1116	138	21	2431	18	231	45	37	5	26	71
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	1796	1796	1796	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	36	1268	157	24	2763	20	262	51	24	6	30	57
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	7	7	7	2	2	2	2	2	2	3	3	3
Cap, veh/h	45	2926	362	30	3412	25	460	250	212	134	88	79
Arrive On Green	0.03	0.66	0.66	0.02	0.65	0.65	0.09	0.13	0.13	0.00	0.05	0.05
Sat Flow, veh/h	1711	4420	547	1781	5230	38	3456	1870	1585	1767	1763	1572
Grp Volume(v), veh/h	36	938	487	24	1797	986	262	51	24	6	30	57
Grp Sat Flow(s),veh/h/ln	1711	1635	1698	1781	1702	1864	1728	1870	1585	1767	1763	1572
Q Serve(g_s), s	2.5	16.3	16.3	1.6	46.6	46.9	8.3	2.9	1.6	0.4	2.0	4.3
Cycle Q Clear(g_c), s	2.5	16.3	16.3	1.6	46.6	46.9	8.3	2.9	1.6	0.4	2.0	4.3
Prop In Lane	1.00		0.32	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	45	2165	1124	30	2221	1216	460	250	212	134	88	79
V/C Ratio(X)	0.80	0.43	0.43	0.81	0.81	0.81	0.57	0.20	0.11	0.04	0.34	0.72
Avail Cap(c_a), veh/h	71	2165	1124	74	2221	1216	531	250	212	214	88	79
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	1.00	1.00
Uniform Delay (d), s/veh	58.1	9.6	9.6	58.8	15.4	15.4	46.6	46.3	45.7	53.8	55.1	56.2
Incr Delay (d2), s/veh	27.5	0.6	1.2	39.0	3.3	6.0	1.1	0.4	0.2	0.1	2.3	28.0
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	1.4	5.7	6.1	1.0	17.6	20.3	3.7	1.4	0.6	0.2	0.9	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.7	10.2	10.8	97.8	18.7	21.4	47.7	46.7	46.0	54.0	57.3	84.2
LnGrp LOS	F	B	B	F	B	C	D	D	D	D	E	F
Approach Vol, veh/h		1461			2807			337			93	
Approach Delay, s/veh		12.3			20.3			47.4			73.6	
Approach LOS		B			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	85.5	15.6	12.0	8.2	84.3	5.5	22.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	74.0	13.0	6.0	5.0	74.0	6.0	13.0
Max Q Clear Time (g_c+I1), s	3.6	18.3	10.3	6.3	4.5	48.9	2.4	4.9
Green Ext Time (p_c), s	0.0	15.1	0.2	0.0	0.0	22.2	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	20.8
HCM 7th LOS	C

Notes

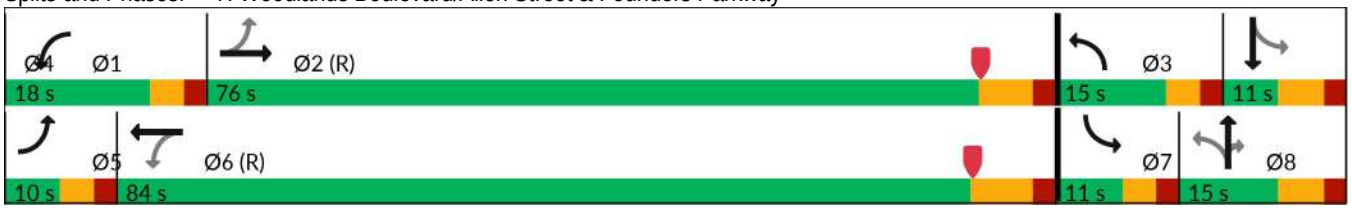
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	5	768	402	2440	110	14	151	32	40
Future Volume (vph)	5	768	402	2440	110	14	151	32	40
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases	2		6		8		8	4	
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	4.0	20.0	4.0	20.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	39.9	9.5	37.6	9.0	44.0	44.0	9.0	45.0
Total Split (s)	10.0	76.0	18.0	84.0	15.0	15.0	15.0	11.0	11.0
Total Split (%)	8.3%	63.3%	15.0%	70.0%	12.5%	12.5%	12.5%	9.2%	9.2%
Yellow Time (s)	3.0	4.9	3.0	5.6	3.0	4.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.9	5.0	7.6	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 118 (98%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 7: Woodlands Boulevard/Allen Street & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	768	63	402	2440	68	110	14	151	32	40	5
Future Volume (veh/h)	5	768	63	402	2440	68	110	14	151	32	40	5
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	1811	1811	1811	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	5	817	67	428	2596	72	117	15	91	34	43	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6	2	2	2	3	3	3	6	6	6
Cap, veh/h	150	2717	222	563	3362	93	225	142	120	163	104	12
Arrive On Green	0.03	0.58	0.58	0.11	0.66	0.66	0.08	0.08	0.08	0.04	0.03	0.03
Sat Flow, veh/h	1725	4658	380	1781	5108	141	1767	1856	1572	1725	3112	355
Grp Volume(v), veh/h	5	577	307	428	1725	943	117	15	91	34	23	25
Grp Sat Flow(s),veh/h/ln	1725	1648	1743	1781	1702	1845	1767	1856	1572	1725	1721	1747
Q Serve(g_s), s	0.1	10.6	10.7	11.1	42.1	42.9	7.4	0.9	6.8	2.2	1.6	1.7
Cycle Q Clear(g_c), s	0.1	10.6	10.7	11.1	42.1	42.9	7.4	0.9	6.8	2.2	1.6	1.7
Prop In Lane	1.00		0.22	1.00		0.08	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	150	1922	1016	563	2240	1214	225	142	120	163	57	58
V/C Ratio(X)	0.03	0.30	0.30	0.76	0.77	0.78	0.52	0.11	0.76	0.21	0.41	0.42
Avail Cap(c_a), veh/h	164	1922	1016	563	2240	1214	233	142	120	188	72	73
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	1.00	1.00
Uniform Delay (d), s/veh	13.9	12.6	12.7	8.8	14.2	14.3	48.9	51.6	54.3	53.1	56.8	56.9
Incr Delay (d2), s/veh	0.1	0.4	0.8	6.0	2.6	4.9	1.9	0.3	23.7	0.6	4.6	4.8
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	0.1	4.0	4.3	4.8	15.7	18.1	3.4	0.4	3.5	1.0	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.0	13.0	13.4	14.8	16.8	19.3	50.7	51.9	78.1	53.7	61.5	61.7
LnGrp LOS	B	B	B	B	B	B	D	D	E	D	E	E
Approach Vol, veh/h		889			3096			223			82	
Approach Delay, s/veh		13.2			17.3			62.0			58.3	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	77.6	14.4	10.0	9.0	86.6	9.2	15.2
Change Period (Y+Rc), s	5.0	* 7.6	5.0	6.0	5.0	7.6	5.0	6.0
Max Green Setting (Gmax), s	13.0	* 69	10.0	5.0	5.0	76.4	6.0	9.0
Max Q Clear Time (g_c+I1), s	13.1	12.7	9.4	3.7	2.1	44.9	4.2	8.8
Green Ext Time (p_c), s	0.0	7.3	0.0	0.0	0.0	26.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.5
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

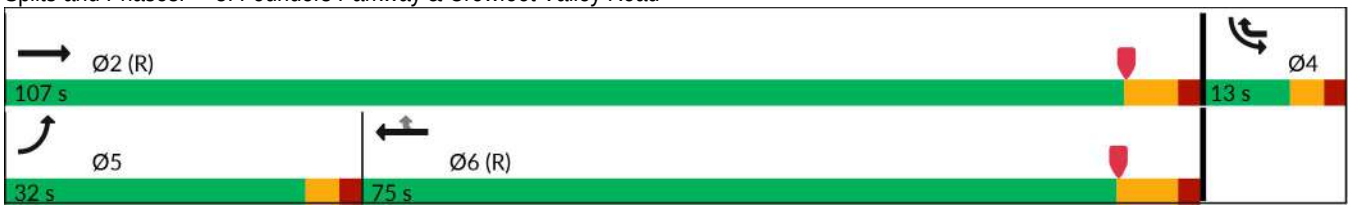
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	514	437	1797	261	118	1113
Future Volume (vph)	514	437	1797	261	118	1113
Turn Type	Prot	NA	NA	pm+ov	Prot	Free
Protected Phases	5	2	6	4	4	
Permitted Phases				6		Free
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0	
Minimum Split (s)	10.0	36.8	22.5	32.0	32.0	
Total Split (s)	32.0	107.0	75.0	13.0	13.0	
Total Split (%)	26.7%	89.2%	62.5%	10.8%	10.8%	
Yellow Time (s)	3.0	4.8	5.6	3.0	3.0	
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	6.8	7.6	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None	None	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 93 (78%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 8: Founders Parkway & Crowfoot Valley Road





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	514	437	1797	261	118	1113
Future Volume (veh/h)	514	437	1797	261	118	1113
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1870	1870	1870
Adj Flow Rate, veh/h	547	465	1912	278	126	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	2	2	2	2
Cap, veh/h	621	3660	2947	1420	119	
Arrive On Green	0.18	1.00	0.83	0.83	0.07	0.00
Sat Flow, veh/h	3374	3561	3647	1585	1781	3170
Grp Volume(v), veh/h	547	465	1912	278	126	0
Grp Sat Flow(s),veh/h/ln	1687	1735	1777	1585	1781	1585
Q Serve(g_s), s	18.9	0.0	23.9	2.7	8.0	0.0
Cycle Q Clear(g_c), s	18.9	0.0	23.9	2.7	8.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	621	3660	2947	1420	119	
V/C Ratio(X)	0.88	0.13	0.65	0.20	1.06	
Avail Cap(c_a), veh/h	759	3660	2947	1420	119	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	47.7	0.0	3.8	0.8	56.0	0.0
Incr Delay (d2), s/veh	10.1	0.1	1.1	0.3	99.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.0	6.3	1.1	6.9	0.0
Unsig. Movement Delay, s/veh						0.00
LnGrp Delay(d), s/veh	57.7	0.1	4.9	1.1	155.9	0.0
LnGrp LOS	E	A	A	A	F	A
Approach Vol, veh/h		1012	2190		1310	
Approach Delay, s/veh		31.2	4.4		15.0	
Approach LOS		C	A		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		135.0		13.0	27.1	107.9
Change Period (Y+Rc), s		* 7.6		5.0	5.0	7.6
Max Green Setting (Gmax), s		* 1E+02		8.0	27.0	67.4
Max Q Clear Time (g_c+I1), s		2.0		10.0	20.9	25.9
Green Ext Time (p_c), s		3.6		0.0	1.2	26.6

Intersection Summary		
HCM 7th Control Delay, s/veh		13.5
HCM 7th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	13

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	265	1686	4	53	479
Future Vol, veh/h	5	265	1686	4	53	479
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	275	0	-	425	525	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	5	291	1853	4	58	526

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2232	926	0	0	1857	0
Stage 1	1853	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.16	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.23	-
Pot Cap-1 Maneuver	36	~ 270	-	-	318	-
Stage 1	110	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	30	~ 270	-	-	318	-
Mov Cap-2 Maneuver	90	-	-	-	-	-
Stage 1	110	-	-	-	-	-
Stage 2	540	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	116.53	0	1.88
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	90	270	318	-
HCM Lane V/C Ratio	-	-	0.061	1.077	0.183	-
HCM Ctrl Dly (s/v)	-	-	47.5	117.8	18.9	-
HCM Lane LOS	-	-	E	F	C	-
HCM 95th %tile Q(veh)	-	-	0.2	11.8	0.7	-

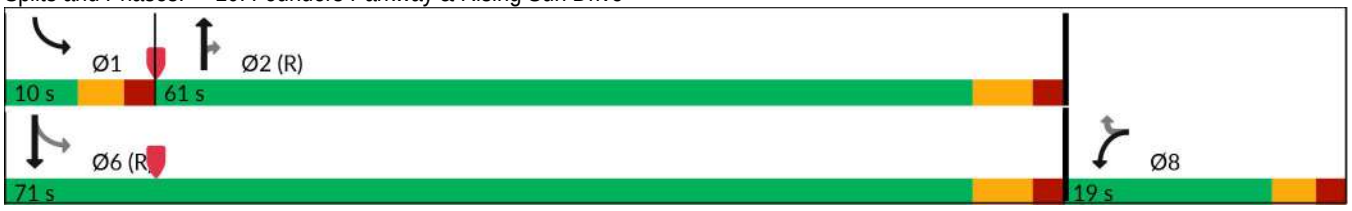
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	88	161	1529	42	53	431
Future Volume (vph)	88	161	1529	42	53	431
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	4.0	4.0	5.0	4.0
Minimum Split (s)	10.0	10.0	31.0	31.0	10.0	10.0
Total Split (s)	19.0	19.0	61.0	61.0	10.0	71.0
Total Split (%)	21.1%	21.1%	67.8%	67.8%	11.1%	78.9%
Yellow Time (s)	3.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 10: Founders Parkway & Rising Sun Drive





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	88	161	1529	42	53	431
Future Volume (veh/h)	88	161	1529	42	53	431
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1856	1856
Adj Flow Rate, veh/h	97	177	1680	46	58	474
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	3	3
Cap, veh/h	237	211	2297	1025	247	2625
Arrive On Green	0.13	0.13	0.65	0.65	0.04	0.74
Sat Flow, veh/h	1781	1585	3647	1585	1767	3618
Grp Volume(v), veh/h	97	177	1680	46	58	474
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1767	1763
Q Serve(g_s), s	4.5	9.8	28.5	1.0	0.9	3.6
Cycle Q Clear(g_c), s	4.5	9.8	28.5	1.0	0.9	3.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	237	211	2297	1025	247	2625
V/C Ratio(X)	0.41	0.84	0.73	0.04	0.23	0.18
Avail Cap(c_a), veh/h	277	247	2297	1025	270	2625
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	35.8	38.1	10.7	5.8	10.4	3.4
Incr Delay (d2), s/veh	1.1	19.4	2.1	0.1	0.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.9	10.2	0.3	0.4	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	36.9	57.5	12.8	5.9	10.9	3.5
LnGrp LOS	D	E	B	A	B	A
Approach Vol, veh/h	274		1726			532
Approach Delay, s/veh	50.2		12.6			4.3
Approach LOS	D		B			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	8.8	64.2				73.0	17.0
Change Period (Y+Rc), s	5.0	6.0				6.0	5.0
Max Green Setting (Gmax), s	5.0	55.0				65.0	14.0
Max Q Clear Time (g_c+I1), s	2.9	30.5				5.6	11.8
Green Ext Time (p_c), s	0.0	15.3				3.6	0.2

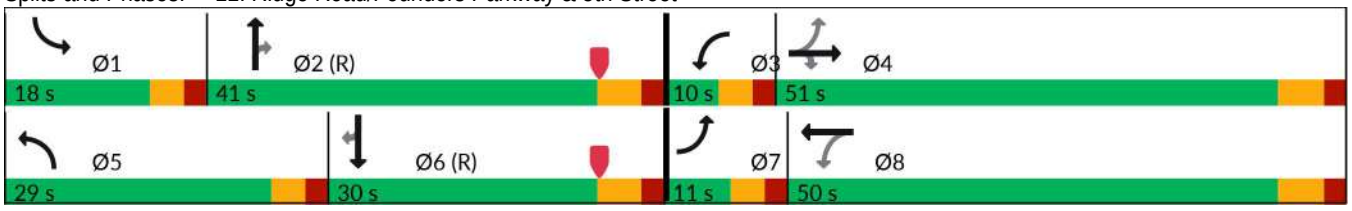
Intersection Summary	
HCM 7th Control Delay, s/veh	14.9
HCM 7th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	231	151	94	559	531	386	527	64	200	136	152
Future Volume (vph)	91	231	151	94	559	531	386	527	64	200	136	152
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	11.0	51.0	51.0	10.0	50.0		29.0	41.0	41.0	18.0	30.0	30.0
Total Split (%)	9.2%	42.5%	42.5%	8.3%	41.7%		24.2%	34.2%	34.2%	15.0%	25.0%	25.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 30 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 11: Ridge Road/Founders Parkway & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	231	151	94	559	531	386	527	64	200	136	152
Future Volume (veh/h)	91	231	151	94	559	531	386	527	64	200	136	152
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	1811	1811	1811	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	100	254	0	103	614	0	424	579	0	220	149	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	6	3	3	3	2	2	2	3	3	3
Cap, veh/h	187	777		317	767		499	1662		279	1427	
Arrive On Green	0.05	0.23	0.00	0.04	0.22	0.00	0.14	0.47	0.00	0.08	0.40	0.00
Sat Flow, veh/h	1725	3441	1535	1767	3526	1572	3456	3554	1585	3428	3526	1572
Grp Volume(v), veh/h	100	254	0	103	614	0	424	579	0	220	149	0
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1767	1763	1572	1728	1777	1585	1714	1763	1572
Q Serve(g_s), s	5.4	7.4	0.0	5.0	19.8	0.0	14.4	12.4	0.0	7.6	3.2	0.0
Cycle Q Clear(g_c), s	5.4	7.4	0.0	5.0	19.8	0.0	14.4	12.4	0.0	7.6	3.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	187	777		317	767		499	1662		279	1427	
V/C Ratio(X)	0.53	0.33		0.33	0.80		0.85	0.35		0.79	0.10	
Avail Cap(c_a), veh/h	187	1290		317	1293		691	1662		371	1427	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.1	38.8	0.0	35.6	44.5	0.0	50.1	20.3	0.0	54.1	22.2	0.0
Incr Delay (d2), s/veh	2.9	0.2	0.0	0.6	2.0	0.0	7.2	0.6	0.0	7.9	0.1	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	2.4	3.2	0.0	2.4	8.8	0.0	6.7	5.3	0.0	3.6	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.0	39.1	0.0	36.2	46.5	0.0	57.3	20.9	0.0	62.0	22.3	0.0
LnGrp LOS	D	D		D	D		E	C		E	C	
Approach Vol, veh/h		354			717			1003			369	
Approach Delay, s/veh		39.0			45.0			36.3			46.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	62.1	10.0	33.1	22.3	54.6	11.0	32.1
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	13.0	35.0	5.0	45.0	24.0	24.0	6.0	44.0
Max Q Clear Time (g_c+I1), s	9.6	14.4	7.0	9.4	16.4	5.2	7.4	21.8
Green Ext Time (p_c), s	0.2	3.9	0.0	1.8	1.0	0.8	0.0	4.3

Intersection Summary	
HCM 7th Control Delay, s/veh	40.7
HCM 7th LOS	D

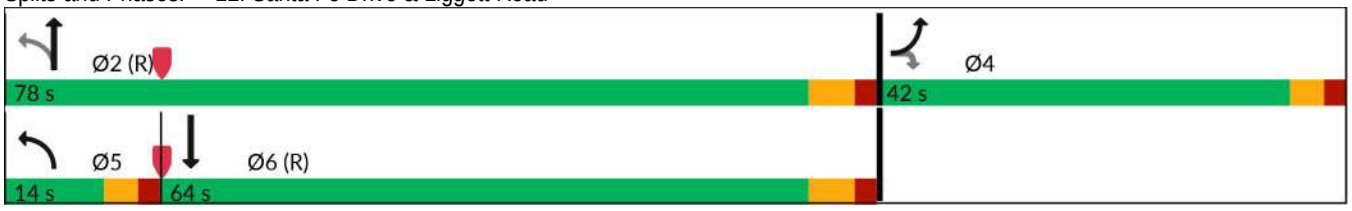
Notes

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

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	148	14	16	443	377
Future Volume (vph)	148	14	16	443	377
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	24.0	24.0
Total Split (s)	42.0	42.0	14.0	78.0	64.0
Total Split (%)	35.0%	35.0%	11.7%	65.0%	53.3%
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			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 12: Santa Fe Drive & Liggett Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	148	14	16	443	377	180
Future Volume (veh/h)	148	14	16	443	377	180
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1796	1856	1856	1841	1841
Adj Flow Rate, veh/h	178	17	19	534	454	217
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	7	7	3	3	4	4
Cap, veh/h	210	187	593	2769	1667	791
Arrive On Green	0.12	0.12	0.02	0.79	0.72	0.72
Sat Flow, veh/h	1711	1522	1767	3618	2394	1091
Grp Volume(v), veh/h	178	17	19	534	344	327
Grp Sat Flow(s),veh/h/ln	1711	1522	1767	1763	1749	1644
Q Serve(g_s), s	12.2	1.2	0.3	4.6	8.1	8.2
Cycle Q Clear(g_c), s	12.2	1.2	0.3	4.6	8.1	8.2
Prop In Lane	1.00	1.00	1.00			0.66
Lane Grp Cap(c), veh/h	210	187	593	2769	1267	1191
V/C Ratio(X)	0.85	0.09	0.03	0.19	0.27	0.27
Avail Cap(c_a), veh/h	527	469	691	2769	1267	1191
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	51.5	46.7	3.9	3.3	5.7	5.7
Incr Delay (d2), s/veh	9.1	0.2	0.0	0.2	0.5	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	1.1	0.1	1.4	2.9	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	60.6	46.9	3.9	3.4	6.2	6.3
LnGrp LOS	E	D	A	A	A	A
Approach Vol, veh/h	195			553	671	
Approach Delay, s/veh	59.4			3.4	6.2	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		100.3		19.7	7.3	92.9
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		72.0		37.0	9.0	58.0
Max Q Clear Time (g_c+I1), s		6.6		14.2	2.3	10.2
Green Ext Time (p_c), s		4.2		0.5	0.0	5.0

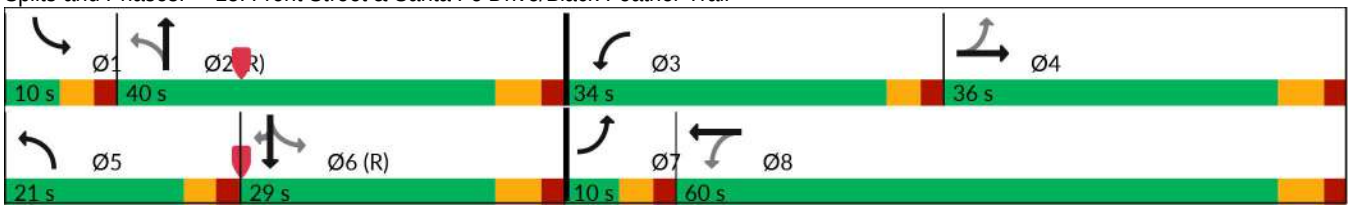
Intersection Summary		
HCM 7th Control Delay, s/veh	12.4	
HCM 7th LOS	B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	61	238	217	333	199	218	282	17	185	45
Future Volume (vph)	61	238	217	333	199	218	282	17	185	45
Turn Type	pm+pt	NA	Free	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		Free	8		2		6		6
Detector Phase	7	4		3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0		10.0	24.0	10.0	24.0	10.0	24.0	24.0
Total Split (s)	10.0	36.0		34.0	60.0	21.0	40.0	10.0	29.0	29.0
Total Split (%)	8.3%	30.0%		28.3%	50.0%	17.5%	33.3%	8.3%	24.2%	24.2%
Yellow Time (s)	3.0	4.0		3.0	4.0	3.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0	5.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 13: Front Street & Santa Fe Drive/Black Feather Trail





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	238	217	333	199	36	218	282	297	17	185	45
Future Volume (veh/h)	61	238	217	333	199	36	218	282	297	17	185	45
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	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	71	277	0	387	231	42	253	328	345	20	215	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	320	317		433	499	91	599	760	678	300	1202	
Arrive On Green	0.04	0.17	0.00	0.19	0.33	0.33	0.11	0.43	0.43	0.02	0.34	0.00
Sat Flow, veh/h	1739	1826	1547	1767	1528	278	1781	1777	1585	1767	3526	1572
Grp Volume(v), veh/h	71	277	0	387	0	273	253	328	345	20	215	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1767	0	1806	1781	1777	1585	1767	1763	1572
Q Serve(g_s), s	4.0	17.7	0.0	20.7	0.0	14.4	10.6	15.5	19.1	0.9	5.1	0.0
Cycle Q Clear(g_c), s	4.0	17.7	0.0	20.7	0.0	14.4	10.6	15.5	19.1	0.9	5.1	0.0
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	320	317		433	0	590	599	760	678	300	1202	
V/C Ratio(X)	0.22	0.87		0.89	0.00	0.46	0.42	0.43	0.51	0.07	0.18	
Avail Cap(c_a), veh/h	320	456		515	0	812	645	760	678	338	1202	
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.5	48.3	0.0	31.1	0.0	32.0	20.3	24.1	25.1	25.1	27.8	0.0
Incr Delay (d2), s/veh	0.3	12.4	0.0	16.1	0.0	0.6	0.5	1.8	2.7	0.1	0.3	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	1.7	9.1	0.0	10.6	0.0	6.4	4.5	6.9	7.7	0.4	2.2	0.0
Unsig. Movement Delay, s/veh			0.00									
LnGrp Delay(d), s/veh	38.9	60.7	0.0	47.2	0.0	32.6	20.8	25.9	27.8	25.2	28.1	0.0
LnGrp LOS	D	E	A	D		C	C	C	C	C	C	
Approach Vol, veh/h		600			660			926			235	
Approach Delay, s/veh		32.6			41.1			25.2			27.8	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	57.3	28.4	26.8	17.9	46.9	10.0	45.2
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	34.0	29.0	30.0	16.0	23.0	5.0	54.0
Max Q Clear Time (g_c+I1), s	2.9	21.1	22.7	19.7	12.6	7.1	6.0	16.4
Green Ext Time (p_c), s	0.0	3.6	0.7	1.1	0.2	1.1	0.0	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	31.6
HCM 7th LOS	C

Notes

Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.

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

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	172	16	20	1	77	25	54	33	0	3	13	357
Future Vol, veh/h	172	16	20	1	77	25	54	33	0	3	13	357
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	205	19	24	1	92	30	64	39	0	4	15	425
Number of Lanes	1	1	0	0	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay, s/veh	13.5	11.4	10.5	17.5
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	1%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	44%	75%	0%	100%	0%
Vol Right, %	0%	0%	0%	0%	56%	24%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	17	17	172	36	103	3	13	357
LT Vol	54	0	0	172	0	1	3	0	0
Through Vol	0	17	17	0	16	77	0	13	0
RT Vol	0	0	0	0	20	25	0	0	357
Lane Flow Rate	64	20	20	205	43	123	4	15	425
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.133	0.038	0.028	0.398	0.073	0.227	0.007	0.027	0.649
Departure Headway (Hd)	7.456	6.946	5.175	7.005	6.114	6.671	6.719	6.211	5.5
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	478	512	685	512	583	536	531	574	655
Service Time	5.239	4.728	2.956	4.772	3.881	4.448	4.478	3.97	3.258
HCM Lane V/C Ratio	0.134	0.039	0.029	0.4	0.074	0.229	0.008	0.026	0.649
HCM Control Delay, s/veh	11.4	10	8.1	14.4	9.4	11.4	9.5	9.1	17.9
HCM Lane LOS	B	A	A	B	A	B	A	A	C
HCM 95th-tile Q	0.5	0.1	0.1	1.9	0.2	0.9	0	0.1	4.8

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	139	299	438	137	498
Future Volume (vph)	139	299	438	137	498
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	24.0	10.0	24.0
Total Split (s)	46.0	46.0	50.0	24.0	74.0
Total Split (%)	38.3%	38.3%	41.7%	20.0%	61.7%
Yellow Time (s)	3.0	3.0	4.0	3.0	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	6.0	5.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 15: Front Street & Scott Boulevard





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	139	299	438	94	137	498
Future Volume (veh/h)	139	299	438	94	137	498
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	172	369	541	116	169	615
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	455	405	1611	344	593	2320
Arrive On Green	0.26	0.26	1.00	1.00	0.06	0.65
Sat Flow, veh/h	1781	1585	3007	622	1781	3647
Grp Volume(v), veh/h	172	369	329	328	169	615
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1758	1781	1777
Q Serve(g_s), s	9.6	27.1	0.0	0.0	4.7	8.7
Cycle Q Clear(g_c), s	9.6	27.1	0.0	0.0	4.7	8.7
Prop In Lane	1.00	1.00		0.35	1.00	
Lane Grp Cap(c), veh/h	455	405	983	972	593	2320
V/C Ratio(X)	0.38	0.91	0.34	0.34	0.28	0.27
Avail Cap(c_a), veh/h	609	542	983	972	771	2320
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.83	0.83	1.00	1.00
Uniform Delay (d), s/veh	36.8	43.4	0.0	0.0	9.2	8.7
Incr Delay (d2), s/veh	0.5	16.3	0.8	0.8	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	12.4	0.2	0.2	1.8	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.3	59.7	0.8	0.8	9.5	9.0
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	541		657			784
Approach Delay, s/veh	52.6		0.8			9.1
Approach LOS	D		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.0	72.4			84.4	35.6
Change Period (Y+Rc), s	5.0	6.0			6.0	5.0
Max Green Setting (Gmax), s	19.0	44.0			68.0	41.0
Max Q Clear Time (g_c+I1), s	6.7	2.0			10.7	29.1
Green Ext Time (p_c), s	0.3	4.7			4.9	1.5

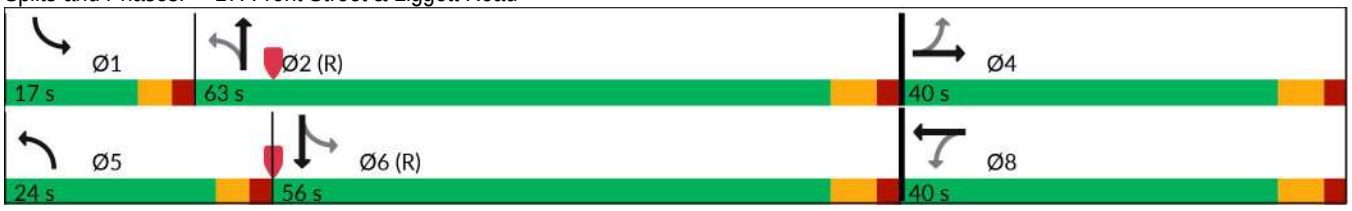
Intersection Summary	
HCM 7th Control Delay, s/veh	18.2
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	9	28	61	20	162	615	83	424
Future Volume (vph)	9	28	61	20	162	615	83	424
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	10.0	24.0	10.0	24.0
Total Split (s)	40.0	40.0	40.0	40.0	24.0	63.0	17.0	56.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	20.0%	52.5%	14.2%	46.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	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
Total Lost Time (s)		6.0		6.0	5.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: Front Street & Liggett Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	28	99	61	20	54	162	615	155	83	424	5
Future Volume (veh/h)	9	28	99	61	20	54	162	615	155	83	424	5
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	1856	1856	1856	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	41	143	88	29	78	235	891	225	120	614	7
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Percent Heavy Veh, %	3	3	3	4	4	4	2	2	2	2	2	2
Cap, veh/h	42	75	224	131	47	90	670	1775	448	369	2177	25
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.07	0.63	0.63	0.09	1.00	1.00
Sat Flow, veh/h	56	406	1224	479	254	488	1781	2811	709	1781	3599	41
Grp Volume(v), veh/h	197	0	0	195	0	0	235	563	553	120	303	318
Grp Sat Flow(s),veh/h/ln	1686	0	0	1221	0	0	1781	1777	1743	1781	1777	1863
Q Serve(g_s), s	0.0	0.0	0.0	5.9	0.0	0.0	5.9	20.5	20.5	3.1	0.0	0.0
Cycle Q Clear(g_c), s	13.2	0.0	0.0	19.1	0.0	0.0	5.9	20.5	20.5	3.1	0.0	0.0
Prop In Lane	0.07		0.73	0.45		0.40	1.00		0.41	1.00		0.02
Lane Grp Cap(c), veh/h	341	0	0	267	0	0	670	1122	1101	369	1075	1127
V/C Ratio(X)	0.58	0.00	0.00	0.73	0.00	0.00	0.35	0.50	0.50	0.32	0.28	0.28
Avail Cap(c_a), veh/h	501	0	0	406	0	0	828	1122	1101	471	1075	1127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	45.5	0.0	0.0	47.9	0.0	0.0	7.2	11.9	11.9	9.2	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	3.8	0.0	0.0	0.3	1.6	1.6	0.5	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	0.0	6.0	0.0	0.0	2.2	8.2	8.1	1.1	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.0	0.0	0.0	51.7	0.0	0.0	7.5	13.5	13.6	9.6	0.6	0.6
LnGrp LOS	D			D			A	B	B	A	A	A
Approach Vol, veh/h		197			195			1351			741	
Approach Delay, s/veh		47.0			51.7			12.5			2.1	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	81.8		28.0	13.4	78.6		28.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	57.0		34.0	19.0	50.0		34.0				
Max Q Clear Time (g_c+I1), s	5.1	22.5		15.2	7.9	2.0		21.1				
Green Ext Time (p_c), s	0.1	9.5		1.1	0.5	4.3		0.9				

Intersection Summary			
HCM 7th Control Delay, s/veh		15.2	
HCM 7th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	49	391	53	72	736	44	152	34	45	207	93
Future Volume (vph)	49	391	53	72	736	44	152	34	45	207	93
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases	2		2	6		8		8	4		4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	10.0	51.0	51.0	10.0	51.0	10.0	29.0	29.0	10.0	29.0	29.0
Total Split (%)	10.0%	51.0%	51.0%	10.0%	51.0%	10.0%	29.0%	29.0%	10.0%	29.0%	29.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 18: Perry Street & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	391	53	72	736	10	44	152	34	45	207	93
Future Volume (veh/h)	49	391	53	72	736	10	44	152	34	45	207	93
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	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	434	59	80	818	11	49	169	38	50	230	103
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	1009	855	521	1989	27	171	280	237	216	281	238
Arrive On Green	0.04	0.55	0.55	0.04	0.55	0.55	0.04	0.15	0.15	0.04	0.15	0.15
Sat Flow, veh/h	1753	1841	1560	1781	3590	48	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	54	434	59	80	405	424	49	169	38	50	230	103
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1781	1777	1862	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.3	13.9	1.8	1.9	13.2	13.2	2.3	8.4	2.1	2.3	11.9	5.9
Cycle Q Clear(g_c), s	1.3	13.9	1.8	1.9	13.2	13.2	2.3	8.4	2.1	2.3	11.9	5.9
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	415	1009	855	521	984	1031	171	280	237	216	281	238
V/C Ratio(X)	0.13	0.43	0.07	0.15	0.41	0.41	0.29	0.60	0.16	0.23	0.82	0.43
Avail Cap(c_a), veh/h	435	1009	855	531	984	1031	193	430	365	238	430	365
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	1.00	1.00
Uniform Delay (d), s/veh	9.7	13.4	10.6	9.7	12.9	12.9	34.7	39.7	37.0	34.4	41.2	38.6
Incr Delay (d2), s/veh	0.1	1.3	0.2	0.1	1.3	1.2	0.9	2.1	0.3	0.5	7.2	1.2
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	5.9	0.6	0.7	5.3	5.6	1.0	4.0	0.8	1.0	6.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.8	14.7	10.8	9.9	14.2	14.1	35.6	41.8	37.3	34.9	48.4	39.9
LnGrp LOS	A	B	B	A	B	B	D	D	D	C	D	D
Approach Vol, veh/h		547			909			256			383	
Approach Delay, s/veh		13.8			13.8			40.0			44.3	
Approach LOS		B			B			D			D	

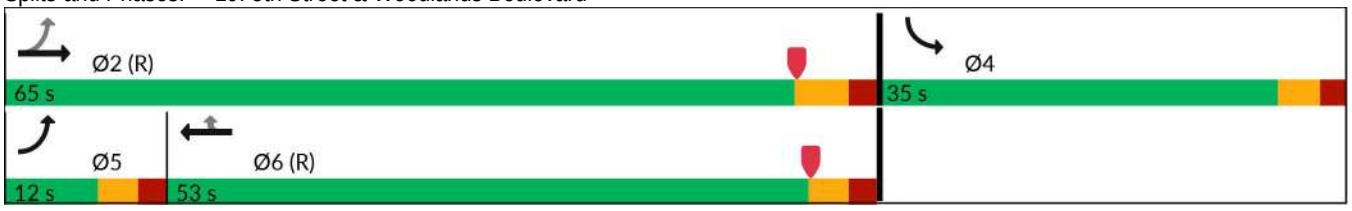
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	60.8	8.7	21.0	8.9	61.4	8.8	21.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	45.0	5.0	23.0	5.0	45.0	5.0	23.0
Max Q Clear Time (g_c+I1), s	3.9	15.9	4.3	13.9	3.3	15.2	4.3	10.4
Green Ext Time (p_c), s	0.0	3.1	0.0	1.1	0.0	5.9	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	22.6
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	47	320	730	425	213	70
Future Volume (vph)	47	320	730	425	213	70
Turn Type	pm+pt	NA	NA	Perm	Prot	Free
Protected Phases	5	2	6		4	
Permitted Phases	2			6		Free
Detector Phase	5	2	6	6	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	11.0	10.0	10.0	10.0	
Total Split (s)	12.0	65.0	53.0	53.0	35.0	
Total Split (%)	12.0%	65.0%	53.0%	53.0%	35.0%	
Yellow Time (s)	3.0	4.0	3.0	3.0	3.0	
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	6.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 19: 5th Street & Woodlands Boulevard





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	47	320	730	425	213	70
Future Volume (veh/h)	47	320	730	425	213	70
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1841	1870	1870	1856	1856
Adj Flow Rate, veh/h	55	376	859	500	251	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	4	4	2	2	3	3
Cap, veh/h	346	2538	2262	1009	290	
Arrive On Green	0.04	0.73	0.64	0.64	0.16	0.00
Sat Flow, veh/h	1753	3589	3647	1585	1767	1572
Grp Volume(v), veh/h	55	376	859	500	251	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1777	1585	1767	1572
Q Serve(g_s), s	1.0	3.3	11.6	16.7	13.8	0.0
Cycle Q Clear(g_c), s	1.0	3.3	11.6	16.7	13.8	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	346	2538	2262	1009	290	
V/C Ratio(X)	0.16	0.15	0.38	0.50	0.86	
Avail Cap(c_a), veh/h	400	2538	2262	1009	530	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	5.9	4.2	8.7	9.6	40.7	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.5	1.7	7.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.0	4.2	5.8	6.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.1	4.3	9.2	11.4	48.3	0.0
LnGrp LOS	A	A	A	B	D	
Approach Vol, veh/h		431	1359		251	
Approach Delay, s/veh		4.6	10.0		48.3	
Approach LOS		A	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		78.6		21.4	8.9	69.7
Change Period (Y+Rc), s		6.0		5.0	5.0	* 6
Max Green Setting (Gmax), s		59.0		30.0	7.0	* 48
Max Q Clear Time (g_c+I1), s		5.3		15.8	3.0	18.7
Green Ext Time (p_c), s		2.8		0.6	0.0	9.5

Intersection Summary	
HCM 7th Control Delay, s/veh	13.6
HCM 7th LOS	B

Notes

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

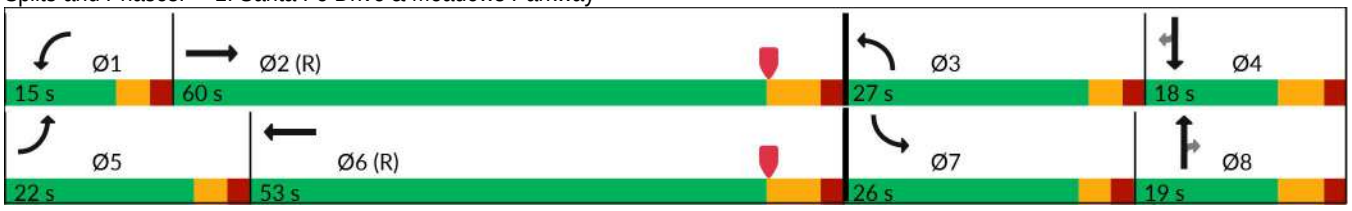
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	345	1095	98	1392	290	317	375	129	341	410	321
Future Volume (vph)	345	1095	98	1392	290	317	375	129	341	410	321
Turn Type	Prot	NA	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					Free			8			4
Detector Phase	5	2	1	6		3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	5.0	15.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	38.8	10.0	38.8		10.0	45.0	45.0	10.0	44.0	44.0
Total Split (s)	22.0	60.0	15.0	53.0		27.0	19.0	19.0	26.0	18.0	18.0
Total Split (%)	18.3%	50.0%	12.5%	44.2%		22.5%	15.8%	15.8%	21.7%	15.0%	15.0%
Yellow Time (s)	3.0	4.8	3.0	4.8		3.0	4.0	4.0	3.0	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	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.8	5.0	6.8		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 87 (73%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Santa Fe Drive & Meadows Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	1095	249	98	1392	290	317	375	129	341	410	321
Future Volume (veh/h)	345	1095	249	98	1392	290	317	375	129	341	410	321
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	1856	1856	1856
Adj Flow Rate, veh/h	352	1117	254	100	1420	0	323	383	0	348	418	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	3
Cap, veh/h	252	1542	348	153	1557		395	385		418	409	
Arrive On Green	0.14	0.54	0.54	0.06	0.58	0.00	0.11	0.11	0.00	0.12	0.12	0.00
Sat Flow, veh/h	1781	2880	651	3456	3554	1585	3456	3554	1585	3428	3526	1572
Grp Volume(v), veh/h	352	686	685	100	1420	0	323	383	0	348	418	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1753	1728	1777	1585	1728	1777	1585	1714	1763	1572
Q Serve(g_s), s	17.0	35.1	35.7	3.4	42.7	0.0	11.0	12.9	0.0	11.9	13.9	0.0
Cycle Q Clear(g_c), s	17.0	35.1	35.7	3.4	42.7	0.0	11.0	12.9	0.0	11.9	13.9	0.0
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	952	939	153	1557		395	385		418	409	
V/C Ratio(X)	1.39	0.72	0.73	0.66	0.91		0.82	0.99		0.83	1.02	
Avail Cap(c_a), veh/h	252	952	939	288	1557		634	385		600	409	
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.60	0.60	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.5	21.1	21.2	55.6	23.0	0.0	51.9	53.5	0.0	51.5	53.0	0.0
Incr Delay (d2), s/veh	200.1	4.7	5.0	2.9	6.2	0.0	4.5	44.4	0.0	6.7	50.5	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	21.6	15.3	15.4	1.5	16.6	0.0	5.0	8.1	0.0	5.5	9.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	251.6	25.8	26.2	58.4	29.2	0.0	56.4	97.9	0.0	58.2	103.6	0.0
LnGrp LOS	F	C	C	E	C		E	F		E	F	
Approach Vol, veh/h		1723			1520			706			766	
Approach Delay, s/veh		72.1			31.1			78.9			82.9	
Approach LOS		E			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	71.1	18.7	19.9	22.0	59.4	19.6	19.0
Change Period (Y+Rc), s	5.0	6.8	5.0	6.0	5.0	6.8	5.0	6.0
Max Green Setting (Gmax), s	10.0	53.2	22.0	12.0	17.0	46.2	21.0	13.0
Max Q Clear Time (g_c+I1), s	5.4	37.7	13.0	15.9	19.0	44.7	13.9	14.9
Green Ext Time (p_c), s	0.1	8.6	0.8	0.0	0.0	1.2	0.7	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	61.7
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

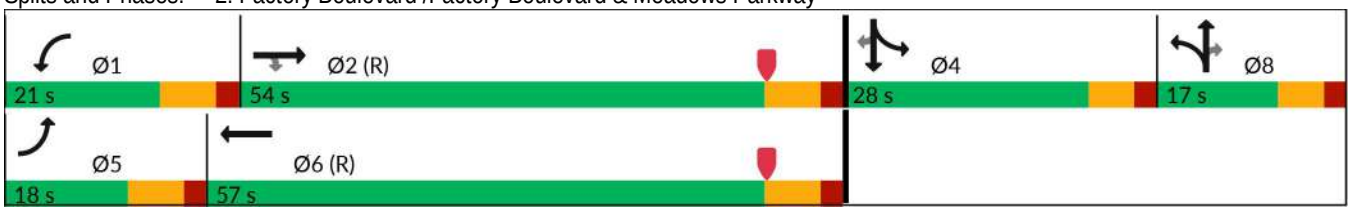
Unsignalized Delay for [NBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	203	1247	115	237	1380	516	97	69	324	735	108	303
Future Volume (vph)	203	1247	115	237	1380	516	97	69	324	735	108	303
Turn Type	Prot	NA	Perm	Prot	NA	Free	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			Free			8			4
Detector Phase	5	2	2	1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	39.0	39.0	12.0	42.0		11.0	11.0	11.0	18.0	18.0	18.0
Total Split (s)	18.0	54.0	54.0	21.0	57.0		17.0	17.0	17.0	28.0	28.0	28.0
Total Split (%)	15.0%	45.0%	45.0%	17.5%	47.5%		14.2%	14.2%	14.2%	23.3%	23.3%	23.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		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	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	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 84 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 2: Factory Boulevard /Factory Boulevard & Meadows Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	1247	115	237	1380	516	97	69	324	735	108	303
Future Volume (veh/h)	203	1247	115	237	1380	516	97	69	324	735	108	303
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	214	1313	121	249	1519	0	102	73	193	774	114	180
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	2196	682	308	2464		317	171	145	880	328	278
Arrive On Green	0.15	0.86	0.86	0.17	0.88	0.00	0.09	0.09	0.09	0.18	0.18	0.18
Sat Flow, veh/h	3456	5106	1585	3563	5611	1585	3456	1870	1585	5023	1870	1585
Grp Volume(v), veh/h	214	1313	121	249	1519	0	102	73	193	774	114	180
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1870	1585	1728	1870	1585	1674	1870	1585
Q Serve(g_s), s	7.2	8.9	1.5	8.1	8.6	0.0	3.3	4.4	11.0	18.0	6.4	12.7
Cycle Q Clear(g_c), s	7.2	8.9	1.5	8.1	8.6	0.0	3.3	4.4	11.0	18.0	6.4	12.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	2196	682	308	2464		317	171	145	880	328	278
V/C Ratio(X)	0.80	0.60	0.18	0.81	0.62		0.32	0.43	1.33	0.88	0.35	0.65
Avail Cap(c_a), veh/h	317	2196	682	416	2464		317	171	145	921	343	291
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.71	0.71	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	5.4	4.9	48.7	4.6	0.0	51.0	51.5	54.5	48.3	43.5	46.1
Incr Delay (d2), s/veh	6.2	0.6	0.3	6.1	0.8	0.0	0.6	1.7	187.3	9.5	0.6	4.7
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	3.1	2.0	0.5	3.6	2.0	0.0	1.5	2.2	11.9	8.3	3.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.0	6.0	5.2	54.8	5.5	0.0	51.6	53.2	241.8	57.8	44.1	50.7
LnGrp LOS	E	A	A	D	A		D	D	F	E	D	D
Approach Vol, veh/h		1648			1768			368			1068	
Approach Delay, s/veh		12.4			12.4			151.7			55.2	
Approach LOS		B			B			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.4	58.6		27.0	16.3	59.7		17.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	14.0	47.0		22.0	11.0	50.0		11.0				
Max Q Clear Time (g_c+I1), s	10.1	10.9		20.0	9.2	10.6		13.0				
Green Ext Time (p_c), s	0.3	13.3		1.0	0.1	16.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	32.4	
HCM 7th LOS	C	

Notes

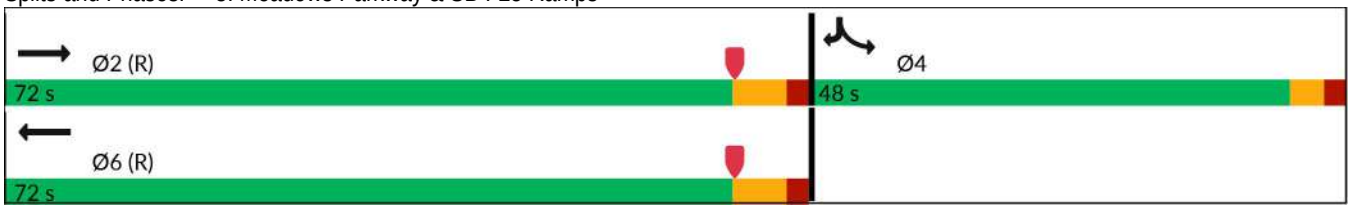
User approved volume balancing among the lanes for turning movement.

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

Lane Group	EBT	WBT	SBL	SBR
Lane Configurations				
Traffic Volume (vph)	1824	1487	1067	646
Future Volume (vph)	1824	1487	1067	646
Turn Type	NA	NA	Prot	Prot
Protected Phases	2	6	4	4
Permitted Phases				
Detector Phase	2	6	4	4
Switch Phase				
Minimum Initial (s)	20.0	5.0	5.0	5.0
Minimum Split (s)	26.8	29.8	29.8	29.8
Total Split (s)	72.0	72.0	48.0	48.0
Total Split (%)	60.0%	60.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	None

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 98 (82%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 3: Meadows Parkway & SB I-25 Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1824	1487	186	1067	646
Future Volume (veh/h)	0	1824	1487	186	1067	646
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1856	1856	1870	1870
Adj Flow Rate, veh/h	0	1940	1582	198	1135	687
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	3	3	2	2
Cap, veh/h	0	3064	2736	342	1515	841
Arrive On Green	0.00	1.00	1.00	1.00	0.30	0.30
Sat Flow, veh/h	0	5443	4727	570	5023	2790
Grp Volume(v), veh/h	0	1940	1171	609	1135	687
Grp Sat Flow(s),veh/h/ln	0	1702	1689	1753	1674	1395
Q Serve(g_s), s	0.0	0.0	0.0	0.0	24.5	27.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	24.5	27.4
Prop In Lane	0.00			0.32	1.00	1.00
Lane Grp Cap(c), veh/h	0	3064	2026	1052	1515	841
V/C Ratio(X)	0.00	0.63	0.58	0.58	0.75	0.82
Avail Cap(c_a), veh/h	0	3064	2026	1052	1800	1000
HCM Platoon Ratio	1.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.52	0.81	0.81	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	37.8	38.8
Incr Delay (d2), s/veh	0.0	0.5	1.0	1.9	1.5	4.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.3	0.6	10.2	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	0.5	1.0	1.9	39.3	43.4
LnGrp LOS		A	A	A	D	D
Approach Vol, veh/h		1940	1780		1822	
Approach Delay, s/veh		0.5	1.3		40.8	
Approach LOS		A	A		D	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	78.8		41.2		78.8
Change Period (Y+Rc), s	6.8		5.0		6.8
Max Green Setting (Gmax), s	65.2		43.0		65.2
Max Q Clear Time (g_c+I1), s	2.0		29.4		2.0
Green Ext Time (p_c), s	28.4		6.8		22.9

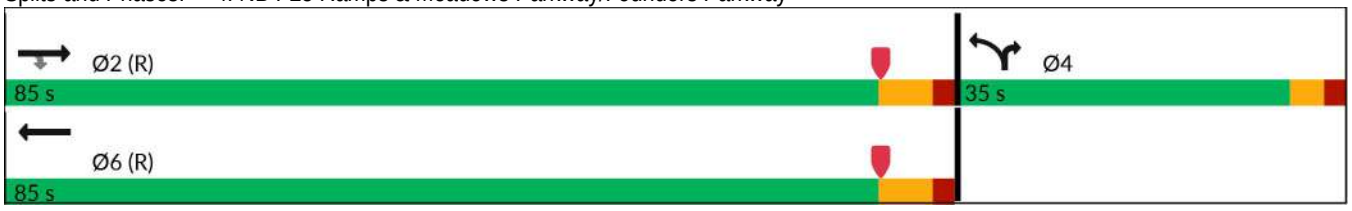
Intersection Summary	
HCM 7th Control Delay, s/veh	14.0
HCM 7th LOS	B

Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	2351	540	1324	349	387
Future Volume (vph)	2351	540	1324	349	387
Turn Type	NA	Perm	NA	Prot	Prot
Protected Phases	2		6	4	4
Permitted Phases		2			
Detector Phase	2	2	6	4	4
Switch Phase					
Minimum Initial (s)	20.0	20.0	20.0	5.0	5.0
Minimum Split (s)	26.8	26.8	26.8	10.0	10.0
Total Split (s)	85.0	85.0	85.0	35.0	35.0
Total Split (%)	70.8%	70.8%	70.8%	29.2%	29.2%
Yellow Time (s)	4.8	4.8	4.8	3.0	3.0
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)	6.8	6.8	6.8	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 106 (88%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: NB I-25 Ramps & Meadows Parkway/Founders Parkway



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2351	540	0	1324	349	387
Future Volume (veh/h)	2351	540	0	1324	349	387
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	2424	557	0	1365	378	380
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	0	2	2	2
Cap, veh/h	4196	1185	0	2657	548	488
Arrive On Green	1.00	1.00	0.00	1.00	0.15	0.15
Sat Flow, veh/h	5611	1585	0	3741	3563	3170
Grp Volume(v), veh/h	2424	557	0	1365	378	380
Grp Sat Flow(s),veh/h/ln	1870	1585	0	1777	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	12.1	13.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	12.1	13.8
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	4196	1185	0	2657	548	488
V/C Ratio(X)	0.58	0.47	0.00	0.51	0.69	0.78
Avail Cap(c_a), veh/h	4196	1185	0	2657	891	793
HCM Platoon Ratio	2.00	2.00	1.00	2.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.00	0.69	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	48.1	48.8
Incr Delay (d2), s/veh	0.4	0.9	0.0	0.5	1.6	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.0	0.2	5.5	5.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.4	0.9	0.0	0.5	49.6	51.5
LnGrp LOS	A	A		A	D	D
Approach Vol, veh/h	2981			1365	758	
Approach Delay, s/veh	0.5			0.5	50.6	
Approach LOS	A			A	D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		96.5		23.5		96.5
Change Period (Y+Rc), s		6.8		5.0		6.8
Max Green Setting (Gmax), s		78.2		30.0		78.2
Max Q Clear Time (g_c+I1), s		2.0		15.8		2.0
Green Ext Time (p_c), s		54.3		2.6		16.4

Intersection Summary	
HCM 7th Control Delay, s/veh	7.9
HCM 7th LOS	A

Notes

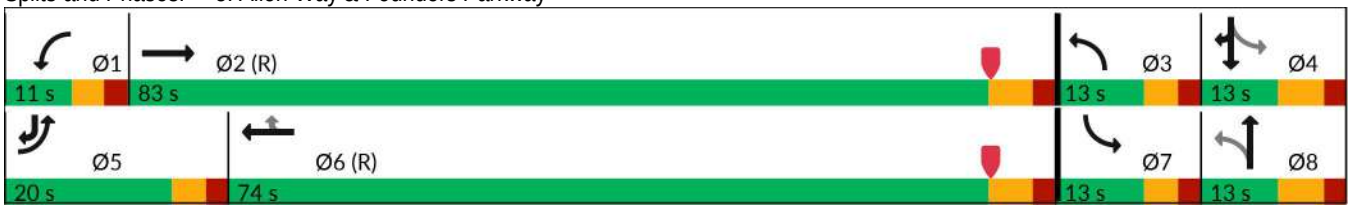
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	425	2076	63	1799	133	156	36	101	25	451
Future Volume (vph)	425	2076	63	1799	133	156	36	101	25	451
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	pt+ov
Protected Phases	5	2	1	6		3	8	7	4	4 5
Permitted Phases					6	8		4		
Detector Phase	5	2	1	6	6	3	8	7	4	4 5
Switch Phase										
Minimum Initial (s)	5.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	30.0	10.0	40.0	40.0	10.0	46.0	10.0	47.0	
Total Split (s)	20.0	83.0	11.0	74.0	74.0	13.0	13.0	13.0	13.0	
Total Split (%)	16.7%	69.2%	9.2%	61.7%	61.7%	10.8%	10.8%	10.8%	10.8%	
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.0	3.0	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	0.0	
Total Lost Time (s)	5.0	6.0	5.0	6.0	6.0	5.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 107 (89%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 5: Allen Way & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	425	2076	237	63	1799	133	156	36	69	101	25	451
Future Volume (veh/h)	425	2076	237	63	1799	133	156	36	69	101	25	451
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	447	2185	249	66	1894	140	164	38	52	106	26	475
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	432	3001	336	84	2893	898	219	42	57	186	109	511
Arrive On Green	0.25	1.00	1.00	0.05	0.57	0.57	0.07	0.06	0.06	0.07	0.06	0.06
Sat Flow, veh/h	3456	4658	522	1781	5106	1585	1781	715	979	1781	1870	2790
Grp Volume(v), veh/h	447	1587	847	66	1894	140	164	0	90	106	26	475
Grp Sat Flow(s),veh/h/ln	1728	1702	1776	1781	1702	1585	1781	0	1694	1781	1870	1395
Q Serve(g_s), s	15.0	0.0	0.0	4.4	30.7	5.0	8.0	0.0	6.3	6.6	1.6	7.0
Cycle Q Clear(g_c), s	15.0	0.0	0.0	4.4	30.7	5.0	8.0	0.0	6.3	6.6	1.6	7.0
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	432	2193	1144	84	2893	898	219	0	99	186	109	511
V/C Ratio(X)	1.03	0.72	0.74	0.78	0.65	0.16	0.75	0.00	0.91	0.57	0.24	0.93
Avail Cap(c_a), veh/h	432	2193	1144	89	2893	898	219	0	99	186	109	511
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	0.0	56.5	17.9	12.4	51.4	0.0	56.2	49.0	54.0	48.2
Incr Delay (d2), s/veh	43.7	1.3	2.8	33.7	1.2	0.4	13.2	0.0	62.5	4.1	1.1	23.5
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	8.2	0.4	0.9	2.8	11.9	1.9	1.8	0.0	4.4	3.2	0.8	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.7	1.3	2.8	90.3	19.1	12.7	64.6	0.0	118.7	53.1	55.1	71.7
LnGrp LOS	F	A	A	F	B	B	E		F	D	E	E
Approach Vol, veh/h		2881			2100			254			607	
Approach Delay, s/veh		15.3			20.9			83.8			67.8	
Approach LOS		B			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	83.3	13.0	13.0	20.0	74.0	13.0	13.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	6.0	77.0	8.0	7.0	15.0	68.0	8.0	7.0
Max Q Clear Time (g_c+I1), s	6.4	2.0	10.0	9.0	17.0	32.7	8.6	8.3
Green Ext Time (p_c), s	0.0	44.3	0.0	0.0	0.0	21.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.7
HCM 7th LOS	C

Notes

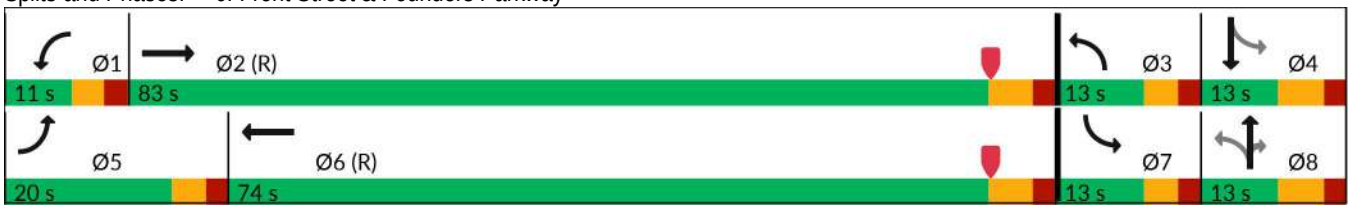
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	63	1845	87	1629	302	91	153	31	75
Future Volume (vph)	63	1845	87	1629	302	91	153	31	75
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	5.0	3.0	5.0
Minimum Split (s)	8.0	48.0	9.5	39.0	9.5	44.0	44.0	9.5	44.0
Total Split (s)	20.0	83.0	11.0	74.0	13.0	13.0	13.0	13.0	13.0
Total Split (%)	16.7%	69.2%	9.2%	61.7%	10.8%	10.8%	10.8%	10.8%	10.8%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 112 (93%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 6: Front Street & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1845	338	87	1629	17	302	91	153	31	75	64
Future Volume (veh/h)	63	1845	338	87	1629	17	302	91	153	31	75	64
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	1841	1841	1841
Adj Flow Rate, veh/h	67	1963	360	93	1733	18	321	97	92	33	80	48
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	97	2803	503	89	3334	35	392	186	158	159	121	67
Arrive On Green	0.05	0.64	0.64	0.05	0.64	0.64	0.07	0.10	0.10	0.02	0.06	0.06
Sat Flow, veh/h	1781	4352	782	1781	5211	54	3456	1870	1585	1753	2166	1206
Grp Volume(v), veh/h	67	1526	797	93	1132	619	321	97	92	33	63	65
Grp Sat Flow(s),veh/h/ln	1781	1702	1730	1781	1702	1861	1728	1870	1585	1753	1749	1624
Q Serve(g_s), s	4.4	34.7	36.5	6.0	21.5	21.5	8.0	5.9	6.7	2.1	4.3	4.7
Cycle Q Clear(g_c), s	4.4	34.7	36.5	6.0	21.5	21.5	8.0	5.9	6.7	2.1	4.3	4.7
Prop In Lane	1.00		0.45	1.00		0.03	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	97	2192	1114	89	2178	1191	392	186	158	159	98	91
V/C Ratio(X)	0.69	0.70	0.72	1.04	0.52	0.52	0.82	0.52	0.58	0.21	0.65	0.71
Avail Cap(c_a), veh/h	223	2192	1114	89	2178	1191	392	186	158	236	102	95
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	1.00	1.00
Uniform Delay (d), s/veh	55.8	13.8	14.1	57.0	11.7	11.7	50.7	51.3	51.6	51.9	55.5	55.7
Incr Delay (d2), s/veh	8.6	1.9	3.9	107.9	0.9	1.6	12.9	2.6	5.3	0.6	12.8	21.1
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	2.2	13.0	14.5	5.4	8.0	9.0	1.8	2.9	2.9	1.0	2.2	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.4	15.6	18.0	164.9	12.6	13.3	63.7	53.9	57.0	52.5	68.2	76.8
LnGrp LOS	E	B	B	F	B	B	E	D	E	D	E	E
Approach Vol, veh/h		2390			1844			510			161	
Approach Delay, s/veh		17.8			20.5			60.6			68.5	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	83.3	13.0	12.7	11.5	82.8	7.8	18.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	6.0	77.0	8.0	7.0	15.0	68.0	8.0	7.0
Max Q Clear Time (g_c+I1), s	8.0	38.5	10.0	6.7	6.4	23.5	4.1	8.7
Green Ext Time (p_c), s	0.0	27.2	0.0	0.0	0.1	19.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	24.9
HCM 7th LOS	C

Notes

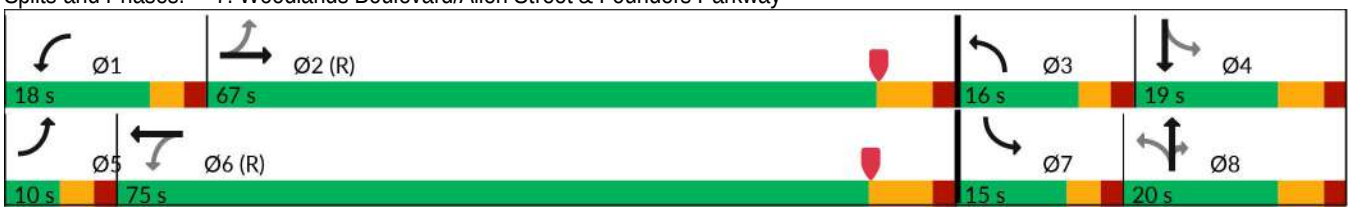
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	11	1858	269	1452	95	37	356	214	39
Future Volume (vph)	11	1858	269	1452	95	37	356	214	39
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases	2		6		8		8	4	
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	4.0	20.0	4.0	20.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	39.9	9.5	37.6	9.0	44.0	44.0	9.0	45.0
Total Split (s)	10.0	67.0	18.0	75.0	16.0	20.0	20.0	15.0	19.0
Total Split (%)	8.3%	55.8%	15.0%	62.5%	13.3%	16.7%	16.7%	12.5%	15.8%
Yellow Time (s)	3.0	4.9	3.0	5.6	3.0	4.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.9	5.0	7.6	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 27 (23%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 7: Woodlands Boulevard/Allen Street & Founders Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1858	108	269	1452	155	95	37	356	214	39	7
Future Volume (veh/h)	11	1858	108	269	1452	155	95	37	356	214	39	7
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	11	1915	111	277	1497	160	98	38	207	221	40	7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	2788	161	303	2969	317	334	218	185	320	411	70
Arrive On Green	0.03	0.56	0.56	0.10	0.63	0.63	0.06	0.12	0.12	0.08	0.14	0.14
Sat Flow, veh/h	1781	4938	285	1781	4684	500	1781	1870	1585	1781	3037	517
Grp Volume(v), veh/h	11	1319	707	277	1088	569	98	38	207	221	23	24
Grp Sat Flow(s),veh/h/ln	1781	1702	1819	1781	1702	1780	1781	1870	1585	1781	1777	1777
Q Serve(g_s), s	0.3	33.0	33.2	10.2	20.6	20.7	5.7	2.2	14.0	10.0	1.4	1.4
Cycle Q Clear(g_c), s	0.3	33.0	33.2	10.2	20.6	20.7	5.7	2.2	14.0	10.0	1.4	1.4
Prop In Lane	1.00		0.16	1.00		0.28	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	258	1922	1027	303	2158	1128	334	218	185	320	240	240
V/C Ratio(X)	0.04	0.69	0.69	0.91	0.50	0.50	0.29	0.17	1.12	0.69	0.10	0.10
Avail Cap(c_a), veh/h	273	1922	1027	313	2158	1128	382	218	185	320	240	240
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	1.00	1.00
Uniform Delay (d), s/veh	10.4	18.6	18.6	30.5	11.8	11.8	42.5	47.8	53.0	44.7	45.5	45.5
Incr Delay (d2), s/veh	0.1	2.0	3.8	29.4	0.8	1.6	0.5	0.4	101.9	6.2	0.2	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	0.1	13.0	14.5	10.6	7.7	8.3	2.6	1.1	10.8	1.9	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.5	20.6	22.4	59.9	12.7	13.4	43.0	48.2	154.9	50.9	45.6	45.7
LnGrp LOS	B	C	C	E	B	B	D	D	F	D	D	D
Approach Vol, veh/h		2037			1934			343			268	
Approach Delay, s/veh		21.1			19.7			111.1			50.0	
Approach LOS		C			B			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	75.4	12.8	22.2	9.0	83.7	15.0	20.0
Change Period (Y+Rc), s	5.0	* 7.6	5.0	6.0	5.0	7.6	5.0	6.0
Max Green Setting (Gmax), s	13.0	* 60	11.0	13.0	5.0	67.4	10.0	14.0
Max Q Clear Time (g_c+I1), s	12.2	35.2	7.7	3.4	2.3	22.7	12.0	16.0
Green Ext Time (p_c), s	0.1	17.1	0.1	0.1	0.0	18.1	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	28.9
HCM 7th LOS	C

Notes

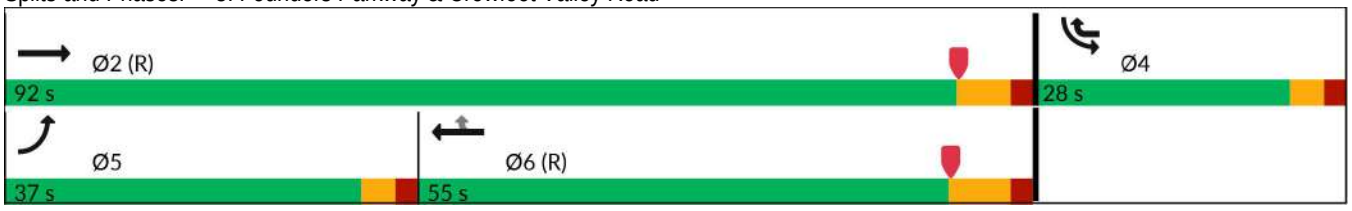
User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	945	1483	1081	220	154	795
Future Volume (vph)	945	1483	1081	220	154	795
Turn Type	Prot	NA	NA	pm+ov	Prot	Free
Protected Phases	5	2	6	4	4	
Permitted Phases				6		Free
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0	
Minimum Split (s)	10.0	36.8	22.5	32.0	32.0	
Total Split (s)	37.0	92.0	55.0	28.0	28.0	
Total Split (%)	30.8%	76.7%	45.8%	23.3%	23.3%	
Yellow Time (s)	3.0	4.8	5.6	3.0	3.0	
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	6.8	7.6	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None	None	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 8: Founders Parkway & Crowfoot Valley Road





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	945	1483	1081	220	154	795
Future Volume (veh/h)	945	1483	1081	220	154	795
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1841	1841
Adj Flow Rate, veh/h	995	1561	1138	232	162	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	4	4
Cap, veh/h	922	2792	1696	930	192	
Arrive On Green	0.27	0.79	0.48	0.48	0.11	0.00
Sat Flow, veh/h	3456	3647	3647	1585	1753	3120
Grp Volume(v), veh/h	995	1561	1138	232	162	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	1585	1753	1560
Q Serve(g_s), s	32.0	20.1	29.5	8.5	10.9	0.0
Cycle Q Clear(g_c), s	32.0	20.1	29.5	8.5	10.9	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	922	2792	1696	930	192	
V/C Ratio(X)	1.08	0.56	0.67	0.25	0.85	
Avail Cap(c_a), veh/h	922	2792	1696	930	336	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	44.0	4.9	24.1	12.0	52.5	0.0
Incr Delay (d2), s/veh	53.6	0.8	2.1	0.6	9.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.4	6.3	12.7	4.1	5.3	0.0
Unsig. Movement Delay, s/veh						0.00
LnGrp Delay(d), s/veh	97.6	5.7	26.2	12.7	62.2	0.0
LnGrp LOS	F	A	C	B	E	A
Approach Vol, veh/h		2556	1370		999	
Approach Delay, s/veh		41.5	23.9		10.1	
Approach LOS		D	C		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		101.9		18.1	37.0	64.9
Change Period (Y+Rc), s		* 7.6		5.0	5.0	7.6
Max Green Setting (Gmax), s		* 85		23.0	32.0	47.4
Max Q Clear Time (g_c+I1), s		22.1		12.9	34.0	31.5
Green Ext Time (p_c), s		20.7		0.3	0.0	8.2

Intersection Summary	
HCM 7th Control Delay, s/veh	30.2
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	139	1074	15	228	500
Future Vol, veh/h	6	139	1074	15	228	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	275	0	-	425	525	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	6	148	1143	16	243	532

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1894	571	0	0	1159	0
Stage 1	1143	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Critical Hdwy	6.88	6.98	-	-	4.14	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	-	-	2.22	-
Pot Cap-1 Maneuver	60	459	-	-	599	-
Stage 1	262	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	36	459	-	-	599	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	262	-	-	-	-	-
Stage 2	251	-	-	-	-	-

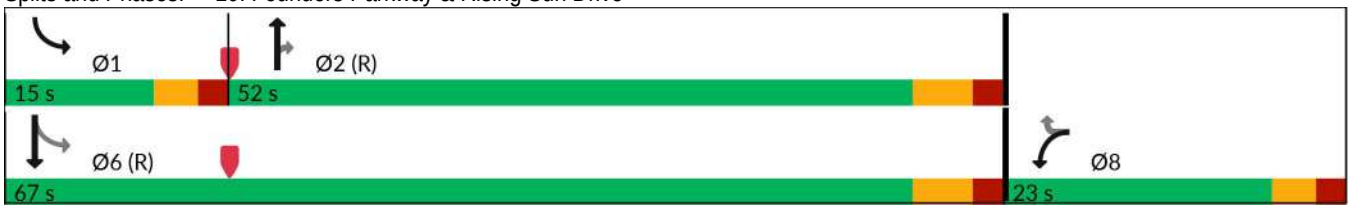
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.23	0	4.71
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	133	459	599	-
HCM Lane V/C Ratio	-	-	0.048	0.322	0.405	-
HCM Ctrl Dly (s/v)	-	-	33.4	16.5	15	-
HCM Lane LOS	-	-	D	C	C	-
HCM 95th %tile Q(veh)	-	-	0.1	1.4	2	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	83	144	945	82	108	1247
Future Volume (vph)	83	144	945	82	108	1247
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	31.0	31.0	10.0	11.0
Total Split (s)	23.0	23.0	52.0	52.0	15.0	67.0
Total Split (%)	25.6%	25.6%	57.8%	57.8%	16.7%	74.4%
Yellow Time (s)	3.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 10: Founders Parkway & Rising Sun Drive





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	83	144	945	82	108	1247
Future Volume (veh/h)	83	144	945	82	108	1247
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	88	153	1005	87	115	1327
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	215	191	2307	1029	437	2690
Arrive On Green	0.12	0.12	0.65	0.65	0.05	0.76
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	88	153	1005	87	115	1327
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	4.1	8.5	12.5	1.8	1.7	13.0
Cycle Q Clear(g_c), s	4.1	8.5	12.5	1.8	1.7	13.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	215	191	2307	1029	437	2690
V/C Ratio(X)	0.41	0.80	0.44	0.08	0.26	0.49
Avail Cap(c_a), veh/h	356	317	2307	1029	542	2690
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	36.6	38.5	7.7	5.9	5.2	4.2
Incr Delay (d2), s/veh	1.2	7.5	0.6	0.2	0.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.6	4.3	0.6	0.5	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.8	46.0	8.3	6.0	5.5	4.9
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	241		1092			1442
Approach Delay, s/veh	43.0		8.1			4.9
Approach LOS	D		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.7	64.4			74.1	15.9
Change Period (Y+Rc), s	5.0	6.0			6.0	5.0
Max Green Setting (Gmax), s	10.0	46.0			61.0	18.0
Max Q Clear Time (g_c+I1), s	3.7	14.5			15.0	10.5
Green Ext Time (p_c), s	0.1	9.1			14.4	0.4

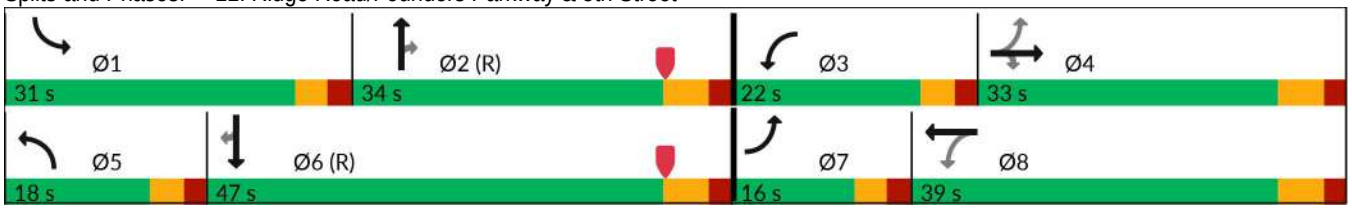
Intersection Summary	
HCM 7th Control Delay, s/veh	9.5
HCM 7th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	418	288	189	307	361	167	384	90	467	471	100
Future Volume (vph)	156	418	288	189	307	361	167	384	90	467	471	100
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	16.0	33.0	33.0	22.0	39.0		18.0	34.0	34.0	31.0	47.0	47.0
Total Split (%)	13.3%	27.5%	27.5%	18.3%	32.5%		15.0%	28.3%	28.3%	25.8%	39.2%	39.2%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 30 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 11: Ridge Road/Founders Parkway & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	418	288	189	307	361	167	384	90	467	471	100
Future Volume (veh/h)	156	418	288	189	307	361	167	384	90	467	471	100
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	162	435	0	197	320	0	174	400	0	486	491	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	317	541		288	606		234	1390		564	1729	
Arrive On Green	0.09	0.15	0.00	0.11	0.17	0.00	0.07	0.39	0.00	0.16	0.49	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	162	435	0	197	320	0	174	400	0	486	491	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	9.1	14.2	0.0	11.0	9.8	0.0	5.9	9.3	0.0	16.4	9.9	0.0
Cycle Q Clear(g_c), s	9.1	14.2	0.0	11.0	9.8	0.0	5.9	9.3	0.0	16.4	9.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	541		288	606		234	1390		564	1729	
V/C Ratio(X)	0.51	0.80		0.68	0.53		0.74	0.29		0.86	0.28	
Avail Cap(c_a), veh/h	317	800		345	977		374	1390		749	1729	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.0	49.1	0.0	37.8	45.4	0.0	54.9	25.1	0.0	48.9	18.3	0.0
Incr Delay (d2), s/veh	1.4	3.7	0.0	4.3	0.7	0.0	4.6	0.5	0.0	7.9	0.4	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	4.1	6.6	0.0	5.1	4.4	0.0	2.7	4.0	0.0	7.7	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.4	52.8	0.0	42.1	46.1	0.0	59.5	25.6	0.0	56.8	18.8	0.0
LnGrp LOS	D	D		D	D		E	C		E	B	
Approach Vol, veh/h		597			517			574			977	
Approach Delay, s/veh		49.2			44.5			35.9			37.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.6	52.9	18.2	24.3	13.1	64.4	16.0	26.5
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	26.0	28.0	17.0	27.0	13.0	41.0	11.0	33.0
Max Q Clear Time (g_c+I1), s	18.4	11.3	13.0	16.2	7.9	11.9	11.1	11.8
Green Ext Time (p_c), s	1.2	2.4	0.2	2.1	0.2	3.5	0.0	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	41.2
HCM 7th LOS	D

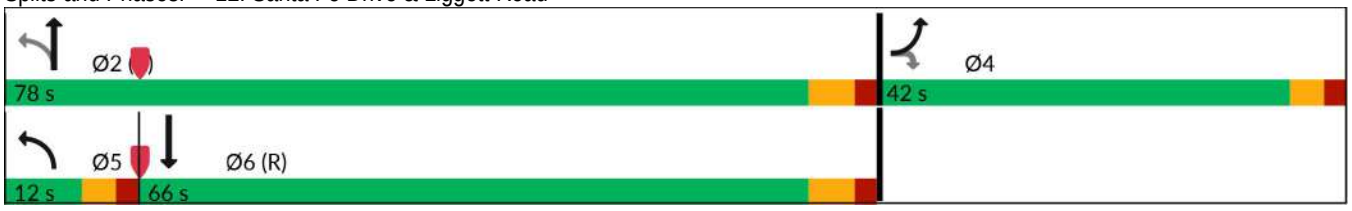
Notes

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

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	190	17	18	513	552
Future Volume (vph)	190	17	18	513	552
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	24.0	24.0
Total Split (s)	42.0	42.0	12.0	78.0	66.0
Total Split (%)	35.0%	35.0%	10.0%	65.0%	55.0%
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			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 12: Santa Fe Drive & Liggett Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	190	17	18	513	552	201
Future Volume (veh/h)	190	17	18	513	552	201
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1870	1870
Adj Flow Rate, veh/h	204	18	19	552	594	216
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	2	2
Cap, veh/h	238	212	512	2728	1819	660
Arrive On Green	0.13	0.13	0.02	0.77	0.71	0.71
Sat Flow, veh/h	1767	1572	1767	3618	2647	927
Grp Volume(v), veh/h	204	18	19	552	413	397
Grp Sat Flow(s),veh/h/ln	1767	1572	1767	1763	1777	1704
Q Serve(g_s), s	13.6	1.2	0.3	5.0	10.4	10.5
Cycle Q Clear(g_c), s	13.6	1.2	0.3	5.0	10.4	10.5
Prop In Lane	1.00	1.00	1.00			0.54
Lane Grp Cap(c), veh/h	238	212	512	2728	1266	1214
V/C Ratio(X)	0.86	0.09	0.04	0.20	0.33	0.33
Avail Cap(c_a), veh/h	545	485	581	2728	1266	1214
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	50.8	45.5	4.5	3.6	6.5	6.5
Incr Delay (d2), s/veh	8.7	0.2	0.0	0.2	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	1.1	0.1	1.6	3.8	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	59.5	45.6	4.5	3.8	7.1	7.2
LnGrp LOS	E	D	A	A	A	A
Approach Vol, veh/h	222			571	810	
Approach Delay, s/veh	58.4			3.8	7.2	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		98.9		21.1	7.3	91.5
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		72.0		37.0	7.0	60.0
Max Q Clear Time (g_c+I1), s		7.0		15.6	2.3	12.5
Green Ext Time (p_c), s		4.4		0.6	0.0	6.3

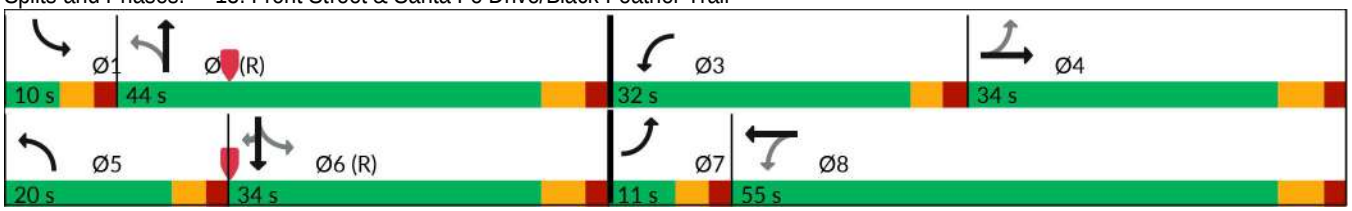
Intersection Summary	
HCM 7th Control Delay, s/veh	13.1
HCM 7th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	107	246	435	331	169	192	413	29	443	105
Future Volume (vph)	107	246	435	331	169	192	413	29	443	105
Turn Type	pm+pt	NA	Free	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		Free	8		2		6		6
Detector Phase	7	4		3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0		10.0	24.0	10.0	24.0	10.0	24.0	24.0
Total Split (s)	11.0	34.0		32.0	55.0	20.0	44.0	10.0	34.0	34.0
Total Split (%)	9.2%	28.3%		26.7%	45.8%	16.7%	36.7%	8.3%	28.3%	28.3%
Yellow Time (s)	3.0	4.0		3.0	4.0	3.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0	5.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 13: Front Street & Santa Fe Drive/Black Feather Trail



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	246	435	331	169	37	192	413	269	29	443	105
Future Volume (veh/h)	107	246	435	331	169	37	192	413	269	29	443	105
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	111	256	0	345	176	39	200	430	280	30	461	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	334	296		404	423	94	494	941	608	336	1418	
Arrive On Green	0.05	0.16	0.00	0.18	0.29	0.29	0.08	0.45	0.45	0.03	0.40	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1483	329	1781	2070	1337	1781	3554	1585
Grp Volume(v), veh/h	111	256	0	345	0	215	200	369	341	30	461	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1811	1781	1777	1630	1781	1777	1585
Q Serve(g_s), s	6.0	16.0	0.0	18.7	0.0	11.5	7.6	17.1	17.3	1.2	10.8	0.0
Cycle Q Clear(g_c), s	6.0	16.0	0.0	18.7	0.0	11.5	7.6	17.1	17.3	1.2	10.8	0.0
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	334	296		404	0	517	494	808	741	336	1418	
V/C Ratio(X)	0.33	0.86		0.85	0.00	0.42	0.40	0.46	0.46	0.09	0.33	
Avail Cap(c_a), veh/h	334	436		489	0	740	571	808	741	364	1418	
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.1	49.2	0.0	32.9	0.0	34.8	17.9	22.5	22.6	20.6	24.9	0.0
Incr Delay (d2), s/veh	0.6	11.5	0.0	12.0	0.0	0.5	0.5	1.9	2.1	0.1	0.6	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	2.8	8.4	0.0	9.3	0.0	5.2	3.2	7.5	7.0	0.5	4.7	0.0
Unsig. Movement Delay, s/veh			0.00									
LnGrp Delay(d), s/veh	40.7	60.7	0.0	44.9	0.0	35.3	18.4	24.4	24.6	20.8	25.5	0.0
LnGrp LOS	D	E	A	D		D	B	C	C	C	C	
Approach Vol, veh/h		820			560			910			491	
Approach Delay, s/veh		24.5			41.2			23.2			25.2	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	60.6	26.3	25.0	14.9	53.9	11.0	40.3
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	38.0	27.0	28.0	15.0	28.0	6.0	49.0
Max Q Clear Time (g_c+I1), s	3.2	19.3	20.7	18.0	9.6	12.8	8.0	13.5
Green Ext Time (p_c), s	0.0	4.5	0.6	1.0	0.3	2.7	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	27.5
HCM 7th LOS	C

Notes

Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.

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

Intersection	
Intersection Delay, s/veh	17.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	352	74	34	0	56	18	43	23	0	34	45	269
Future Vol, veh/h	352	74	34	0	56	18	43	23	0	34	45	269
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	396	83	38	0	63	20	48	26	0	38	51	302
Number of Lanes	1	1	0	0	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay, s/veh	12.8	11.4	11.1	14.2
HCM LOS	C	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	69%	76%	0%	100%	0%
Vol Right, %	0%	0%	0%	0%	31%	24%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	12	12	352	108	74	34	45	269
LT Vol	43	0	0	352	0	0	34	0	0
Through Vol	0	12	12	0	74	56	0	45	0
RT Vol	0	0	0	0	34	18	0	0	269
Lane Flow Rate	48	13	13	396	121	83	38	51	302
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.11	0.028	0.021	0.742	0.203	0.165	0.078	0.096	0.514
Departure Headway (Hd)	8.216	7.701	5.914	6.754	6.034	7.132	7.344	6.833	6.118
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	439	468	609	534	592	499	485	521	586
Service Time	5.916	5.401	3.614	4.521	3.8	4.931	5.129	4.618	3.902
HCM Lane V/C Ratio	0.109	0.028	0.021	0.742	0.204	0.166	0.078	0.098	0.515
HCM Control Delay, s/veh	11.9	10.6	8.7	26.6	10.3	11.4	10.8	10.4	15.3
HCM Lane LOS	B	B	A	D	B	B	B	B	C
HCM 95th-tile Q	0.4	0.1	0.1	6.3	0.8	0.6	0.3	0.3	2.9

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	29	208	643	433	767
Future Volume (vph)	29	208	643	433	767
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	24.0	10.0	24.0
Total Split (s)	27.0	27.0	46.0	47.0	93.0
Total Split (%)	22.5%	22.5%	38.3%	39.2%	77.5%
Yellow Time (s)	3.0	3.0	4.0	3.0	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	6.0	5.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 15: Front Street & Scott Boulevard





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	29	208	643	54	433	767
Future Volume (veh/h)	29	208	643	54	433	767
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	212	656	55	442	783
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	238	1990	167	711	2694
Arrive On Green	0.15	0.15	1.00	1.00	0.12	0.76
Sat Flow, veh/h	1781	1585	3413	278	1781	3647
Grp Volume(v), veh/h	30	212	351	360	442	783
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1820	1781	1777
Q Serve(g_s), s	1.7	15.7	0.0	0.0	10.6	8.2
Cycle Q Clear(g_c), s	1.7	15.7	0.0	0.0	10.6	8.2
Prop In Lane	1.00	1.00		0.15	1.00	
Lane Grp Cap(c), veh/h	268	238	1065	1091	711	2694
V/C Ratio(X)	0.11	0.89	0.33	0.33	0.62	0.29
Avail Cap(c_a), veh/h	327	291	1065	1091	1126	2694
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.97	0.97	1.00	1.00
Uniform Delay (d), s/veh	44.1	50.0	0.0	0.0	5.7	4.5
Incr Delay (d2), s/veh	0.2	23.8	0.8	0.8	0.9	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	7.8	0.2	0.2	3.7	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	44.2	73.8	0.8	0.8	6.6	4.8
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	242		711			1225
Approach Delay, s/veh	70.1		0.8			5.4
Approach LOS	E		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	19.0	78.0				97.0	23.0
Change Period (Y+Rc), s	5.0	6.0				6.0	5.0
Max Green Setting (Gmax), s	42.0	40.0				87.0	22.0
Max Q Clear Time (g_c+I1), s	12.6	2.0				10.2	17.7
Green Ext Time (p_c), s	1.4	5.1				6.8	0.3

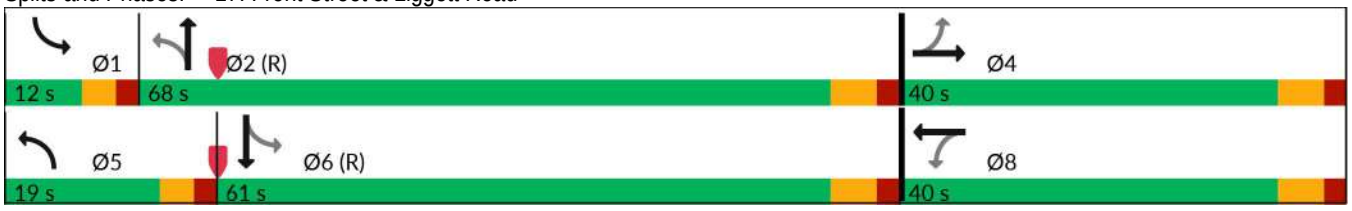
Intersection Summary	
HCM 7th Control Delay, s/veh	11.1
HCM 7th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	3	3	37	17	115	637	25	784
Future Volume (vph)	3	3	37	17	115	637	25	784
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	10.0	24.0	10.0	24.0
Total Split (s)	40.0	40.0	40.0	40.0	19.0	68.0	12.0	61.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	15.8%	56.7%	10.0%	50.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	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
Total Lost Time (s)		6.0		6.0	5.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: Front Street & Liggett Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	3	247	37	17	69	115	637	52	25	784	2
Future Volume (veh/h)	3	3	247	37	17	69	115	637	52	25	784	2
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	3	3	257	39	18	72	120	664	54	26	817	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	6	293	87	51	125	553	2149	175	512	2286	6
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.04	0.65	0.65	0.05	1.00	1.00
Sat Flow, veh/h	5	31	1553	256	269	663	1781	3328	270	1781	3637	9
Grp Volume(v), veh/h	263	0	0	129	0	0	120	354	364	26	399	420
Grp Sat Flow(s),veh/h/ln	1589	0	0	1188	0	0	1781	1777	1822	1781	1777	1869
Q Serve(g_s), s	2.8	0.0	0.0	0.0	0.0	0.0	2.9	10.6	10.6	0.6	0.0	0.0
Cycle Q Clear(g_c), s	19.3	0.0	0.0	11.0	0.0	0.0	2.9	10.6	10.6	0.6	0.0	0.0
Prop In Lane	0.01		0.98	0.30		0.56	1.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	330	0	0	263	0	0	553	1147	1176	512	1117	1175
V/C Ratio(X)	0.80	0.00	0.00	0.49	0.00	0.00	0.22	0.31	0.31	0.05	0.36	0.36
Avail Cap(c_a), veh/h	480	0	0	399	0	0	688	1147	1176	573	1117	1175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	47.3	0.0	0.0	43.3	0.0	0.0	7.0	9.4	9.4	7.5	0.0	0.0
Incr Delay (d2), s/veh	5.9	0.0	0.0	1.4	0.0	0.0	0.2	0.7	0.7	0.0	0.9	0.8
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	8.2	0.0	0.0	3.6	0.0	0.0	1.1	4.2	4.3	0.2	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.2	0.0	0.0	44.7	0.0	0.0	7.2	10.1	10.1	7.5	0.9	0.8
LnGrp LOS	D			D			A	B	B	A	A	A
Approach Vol, veh/h		263			129			838			845	
Approach Delay, s/veh		53.2			44.7			9.7			1.0	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	83.5		28.6	9.9	81.4		28.6				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	7.0	62.0		34.0	14.0	55.0		34.0				
Max Q Clear Time (g_c+I1), s	2.6	12.6		21.3	4.9	2.0		13.0				
Green Ext Time (p_c), s	0.0	5.2		1.3	0.2	6.2		0.7				

Intersection Summary			
HCM 7th Control Delay, s/veh		13.9	
HCM 7th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	117	606	48	80	477	66	309	94	91	340	110
Future Volume (vph)	117	606	48	80	477	66	309	94	91	340	110
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases	2		2	6		8		8	4		4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	10.0	49.0	49.0	10.0	49.0	10.0	31.0	31.0	10.0	31.0	31.0
Total Split (%)	10.0%	49.0%	49.0%	10.0%	49.0%	10.0%	31.0%	31.0%	10.0%	31.0%	31.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 18: Perry Street & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	606	48	80	477	11	66	309	94	91	340	110
Future Volume (veh/h)	117	606	48	80	477	11	66	309	94	91	340	110
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	118	612	48	81	482	11	67	312	95	92	343	111
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	520	905	767	332	1700	39	177	376	319	201	391	331
Arrive On Green	0.05	0.48	0.48	0.04	0.48	0.48	0.04	0.20	0.20	0.05	0.21	0.21
Sat Flow, veh/h	1781	1870	1585	1781	3552	81	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	118	612	48	81	241	252	67	312	95	92	343	111
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1856	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	3.3	25.1	1.6	2.3	8.2	8.2	3.0	16.0	5.1	4.1	17.8	6.0
Cycle Q Clear(g_c), s	3.3	25.1	1.6	2.3	8.2	8.2	3.0	16.0	5.1	4.1	17.8	6.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	520	905	767	332	851	889	177	376	319	201	391	331
V/C Ratio(X)	0.23	0.68	0.06	0.24	0.28	0.28	0.38	0.83	0.30	0.46	0.88	0.34
Avail Cap(c_a), veh/h	520	905	767	342	851	889	190	468	396	201	468	396
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	1.00	1.00
Uniform Delay (d), s/veh	12.3	19.8	13.7	15.3	15.7	15.7	31.3	38.3	33.9	31.0	38.3	33.6
Incr Delay (d2), s/veh	0.2	4.0	0.2	0.4	0.8	0.8	1.3	9.8	0.5	1.6	15.1	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	11.4	0.6	0.9	3.4	3.6	1.3	8.3	2.0	1.8	9.7	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.5	23.8	13.9	15.6	16.5	16.5	32.6	48.1	34.5	32.6	53.4	34.2
LnGrp LOS	B	C	B	B	B	B	C	D	C	C	D	C
Approach Vol, veh/h		778			574			474			546	
Approach Delay, s/veh		21.5			16.4			43.2			46.0	
Approach LOS		C			B			D			D	

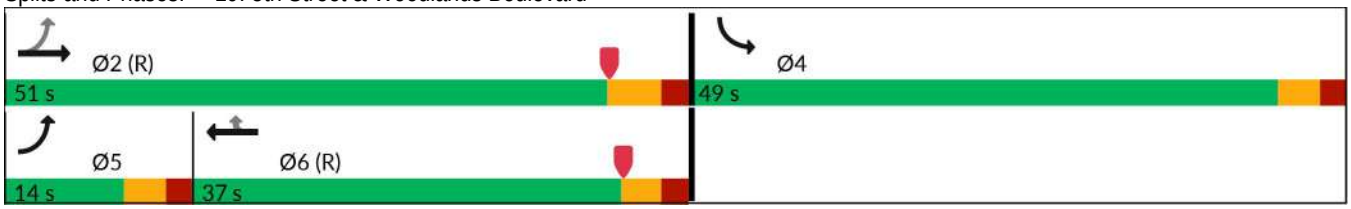
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	54.4	9.2	26.9	10.0	53.9	10.0	26.1
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	43.0	5.0	25.0	5.0	43.0	5.0	25.0
Max Q Clear Time (g_c+I1), s	4.3	27.1	5.0	19.8	5.3	10.2	6.1	18.0
Green Ext Time (p_c), s	0.0	3.9	0.0	1.1	0.0	3.2	0.0	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	30.2
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	79	543	449	198	331	69
Future Volume (vph)	79	543	449	198	331	69
Turn Type	pm+pt	NA	NA	Perm	Prot	Free
Protected Phases	5	2	6		4	
Permitted Phases	2			6		Free
Detector Phase	5	2	6	6	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	11.0	10.0	10.0	10.0	
Total Split (s)	14.0	51.0	37.0	37.0	49.0	
Total Split (%)	14.0%	51.0%	37.0%	37.0%	49.0%	
Yellow Time (s)	3.0	4.0	3.0	3.0	3.0	
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	6.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 19: 5th Street & Woodlands Boulevard





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	79	543	449	198	331	69
Future Volume (veh/h)	79	543	449	198	331	69
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	610	504	222	372	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	509	2333	1993	889	416	
Arrive On Green	0.05	0.66	0.56	0.56	0.23	0.00
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	89	610	504	222	372	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	2.0	7.1	7.3	7.2	20.2	0.0
Cycle Q Clear(g_c), s	2.0	7.1	7.3	7.2	20.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	509	2333	1993	889	416	
V/C Ratio(X)	0.17	0.26	0.25	0.25	0.89	
Avail Cap(c_a), veh/h	588	2333	1993	889	784	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	7.8	7.1	11.2	11.2	37.1	0.0
Incr Delay (d2), s/veh	0.2	0.3	0.3	0.7	6.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.5	2.8	2.6	9.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.0	7.4	11.6	11.9	44.0	0.0
LnGrp LOS	A	A	B	B	D	
Approach Vol, veh/h		699	726		372	
Approach Delay, s/veh		7.5	11.7		44.0	
Approach LOS		A	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.6		28.4	9.6	62.1
Change Period (Y+Rc), s		6.0		5.0	5.0	* 6
Max Green Setting (Gmax), s		45.0		44.0	9.0	* 32
Max Q Clear Time (g_c+I1), s		9.1		22.2	4.0	9.3
Green Ext Time (p_c), s		4.7		1.1	0.1	4.3

Intersection Summary	
HCM 7th Control Delay, s/veh	16.7
HCM 7th LOS	B

Notes

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

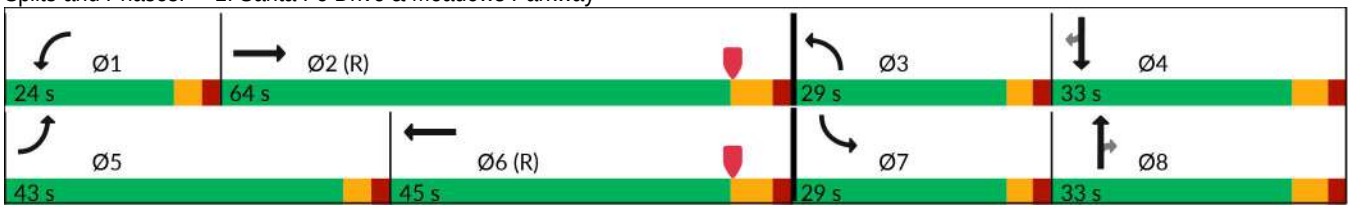
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	268	1326	369	1185	369	351	323	258	213	407	240
Future Volume (vph)	268	1326	369	1185	369	351	323	258	213	407	240
Turn Type	Prot	NA	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					Free			8			4
Detector Phase	5	2	1	6		3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	5.0	15.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	38.8	10.0	38.8		10.0	45.0	45.0	10.0	44.0	44.0
Total Split (s)	43.0	64.0	24.0	45.0		29.0	33.0	33.0	29.0	33.0	33.0
Total Split (%)	28.7%	42.7%	16.0%	30.0%		19.3%	22.0%	22.0%	19.3%	22.0%	22.0%
Yellow Time (s)	3.0	4.8	3.0	4.8		3.0	4.0	4.0	3.0	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	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.8	5.0	6.8		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Santa Fe Drive & Meadows Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	1326	372	369	1185	369	351	323	258	213	407	240
Future Volume (veh/h)	268	1326	372	369	1185	369	351	323	258	213	407	240
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	1811	1811	1811	1767	1767	1767
Adj Flow Rate, veh/h	291	1441	0	401	1288	0	382	351	0	232	442	0
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	6	6	6	9	9	9
Cap, veh/h	318	1565		437	1380		435	668		284	508	
Arrive On Green	0.18	0.44	0.00	0.25	0.78	0.00	0.13	0.19	0.00	0.09	0.15	0.00
Sat Flow, veh/h	1781	3647	0	3456	3554	1585	3346	3441	1535	3264	3357	1497
Grp Volume(v), veh/h	291	1441	0	401	1288	0	382	351	0	232	442	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1728	1777	1585	1673	1721	1535	1632	1678	1497
Q Serve(g_s), s	24.1	57.3	0.0	16.9	44.1	0.0	16.8	13.7	0.0	10.5	19.3	0.0
Cycle Q Clear(g_c), s	24.1	57.3	0.0	16.9	44.1	0.0	16.8	13.7	0.0	10.5	19.3	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	318	1565		437	1380		435	668		284	508	
V/C Ratio(X)	0.92	0.92		0.92	0.93		0.88	0.53		0.82	0.87	
Avail Cap(c_a), veh/h	451	1565		438	1380		535	668		522	604	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.67	0.67	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	60.5	39.5	0.0	55.3	15.2	0.0	64.1	54.2	0.0	67.3	62.2	0.0
Incr Delay (d2), s/veh	18.4	10.4	0.0	18.1	9.3	0.0	13.3	0.8	0.0	5.7	11.5	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	12.5	27.0	0.0	7.7	10.0	0.0	8.0	6.1	0.0	4.6	9.1	0.0
Unsig. Movement Delay, s/veh						0.00						
LnGrp Delay(d), s/veh	79.0	49.9	0.0	73.4	24.5	0.0	77.4	55.0	0.0	73.0	73.7	0.0
LnGrp LOS	E	D		E	C	A	E	D		E	E	
Approach Vol, veh/h		1732			2090			733			674	
Approach Delay, s/veh		54.7			29.2			66.7			73.4	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	72.9	24.5	28.7	31.7	65.1	18.1	35.1
Change Period (Y+Rc), s	5.0	6.8	5.0	6.0	5.0	6.8	5.0	6.0
Max Green Setting (Gmax), s	19.0	57.2	24.0	27.0	38.0	38.2	24.0	27.0
Max Q Clear Time (g_c+I1), s	18.9	59.3	18.8	21.3	26.1	46.1	12.5	15.7
Green Ext Time (p_c), s	0.0	0.0	0.7	1.4	0.7	0.0	0.6	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	48.6
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

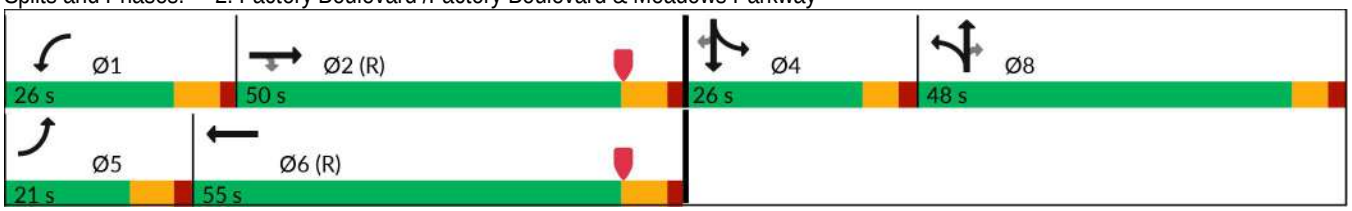
Unsignalized Delay for [WBR] is included in calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	1548	85	269	1742	275	22	23	140	208	39	159
Future Volume (vph)	164	1548	85	269	1742	275	22	23	140	208	39	159
Turn Type	Prot	NA	Perm	Prot	NA	Free	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			Free			8			4
Detector Phase	5	2	2	1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	39.0	39.0	12.0	42.0		11.0	11.0	11.0	58.0	58.0	58.0
Total Split (s)	21.0	50.0	50.0	26.0	55.0		48.0	48.0	48.0	26.0	26.0	26.0
Total Split (%)	14.0%	33.3%	33.3%	17.3%	36.7%		32.0%	32.0%	32.0%	17.3%	17.3%	17.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		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	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	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 2: Factory Boulevard /Factory Boulevard & Meadows Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	1548	85	269	1742	275	22	23	140	208	39	159
Future Volume (veh/h)	164	1548	85	269	1742	275	22	23	140	208	39	159
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	1841	1841	1841	1870	1870	1870	1737	1737	1737	1870	1870	1870
Adj Flow Rate, veh/h	184	1739	96	302	1957	0	25	26	157	234	44	112
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	2	2	2	11	11	11	2	2	2
Cap, veh/h	229	2596	806	350	3074		394	213	181	446	166	141
Arrive On Green	0.13	1.00	1.00	0.20	1.00	0.00	0.12	0.12	0.12	0.09	0.09	0.09
Sat Flow, veh/h	3401	5025	1560	3563	5611	1585	3209	1737	1472	5023	1870	1585
Grp Volume(v), veh/h	184	1739	96	302	1957	0	25	26	157	234	44	112
Grp Sat Flow(s),veh/h/ln	1700	1675	1560	1781	1870	1585	1605	1737	1472	1674	1870	1585
Q Serve(g_s), s	7.9	0.0	0.0	12.3	0.0	0.0	1.0	2.0	15.7	6.7	3.3	10.4
Cycle Q Clear(g_c), s	7.9	0.0	0.0	12.3	0.0	0.0	1.0	2.0	15.7	6.7	3.3	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	2596	806	350	3074		394	213	181	446	166	141
V/C Ratio(X)	0.81	0.67	0.12	0.86	0.64		0.06	0.12	0.87	0.52	0.26	0.80
Avail Cap(c_a), veh/h	317	2596	806	451	3074		899	486	412	670	249	211
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.60	0.60	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.0	0.0	0.0	59.3	0.0	0.0	58.2	58.6	64.6	65.3	63.8	67.0
Incr Delay (d2), s/veh	1.0	0.1	0.0	8.2	0.6	0.0	0.1	0.3	11.8	1.0	0.8	11.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	5.4	0.2	0.0	0.4	0.9	6.5	2.9	1.6	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.0	0.1	0.0	67.4	0.6	0.0	58.2	58.8	76.4	66.3	64.6	78.6
LnGrp LOS	E	A	A	E	A		E	E	E	E	E	E
Approach Vol, veh/h		2019			2259			208			390	
Approach Delay, s/veh		6.0			9.5			72.0			69.6	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.8	84.5		19.3	17.1	89.2		24.4				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	19.0	43.0		20.0	14.0	48.0		42.0				
Max Q Clear Time (g_c+I1), s	14.3	2.0		12.4	9.9	2.0		17.7				
Green Ext Time (p_c), s	0.5	20.5		0.9	0.2	25.0		0.7				

Intersection Summary		
HCM 7th Control Delay, s/veh	15.6	
HCM 7th LOS	B	

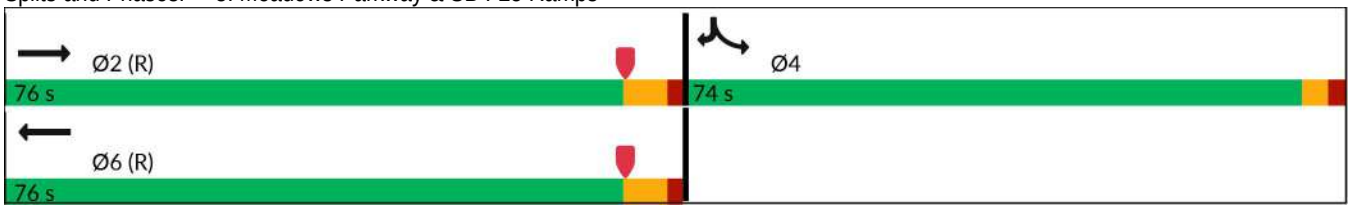
Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBT	SBL	SBR
Lane Configurations				
Traffic Volume (vph)	1663	1466	772	820
Future Volume (vph)	1663	1466	772	820
Turn Type	NA	NA	Prot	Prot
Protected Phases	2	6	4	4
Permitted Phases				
Detector Phase	2	6	4	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	5.0	5.0
Minimum Split (s)	26.8	29.8	11.8	11.8
Total Split (s)	76.0	76.0	74.0	74.0
Total Split (%)	50.7%	50.7%	49.3%	49.3%
Yellow Time (s)	4.8	4.8	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	None

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 3: Meadows Parkway & SB I-25 Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1663	1466	138	772	820
Future Volume (veh/h)	0	1663	1466	138	772	820
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1826	1870	1870	1841	1841
Adj Flow Rate, veh/h	0	1869	1647	155	867	921
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	5	2	2	4	4
Cap, veh/h	0	2694	2566	241	1883	1046
Arrive On Green	0.00	1.00	1.00	1.00	0.38	0.38
Sat Flow, veh/h	0	5313	4916	446	4944	2745
Grp Volume(v), veh/h	0	1869	1180	622	867	921
Grp Sat Flow(s),veh/h/ln	0	1662	1702	1790	1648	1373
Q Serve(g_s), s	0.0	0.0	0.0	0.0	19.7	46.9
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	19.7	46.9
Prop In Lane	0.00			0.25	1.00	1.00
Lane Grp Cap(c), veh/h	0	2694	1839	967	1883	1046
V/C Ratio(X)	0.00	0.69	0.64	0.64	0.46	0.88
Avail Cap(c_a), veh/h	0	2694	1839	967	2274	1263
HCM Platoon Ratio	1.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.75	0.80	0.80	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	34.9	43.2
Incr Delay (d2), s/veh	0.0	1.1	1.4	2.6	0.2	6.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.4	0.7	8.1	16.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	1.1	1.4	2.6	35.0	49.8
LnGrp LOS		A	A	A	D	D
Approach Vol, veh/h		1869	1802		1788	
Approach Delay, s/veh		1.1	1.8		42.6	
Approach LOS		A	A		D	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	87.9		62.1		87.9
Change Period (Y+Rc), s	6.8		5.0		6.8
Max Green Setting (Gmax), s	69.2		69.0		69.2
Max Q Clear Time (g_c+I1), s	2.0		48.9		2.0
Green Ext Time (p_c), s	27.2		8.3		23.6

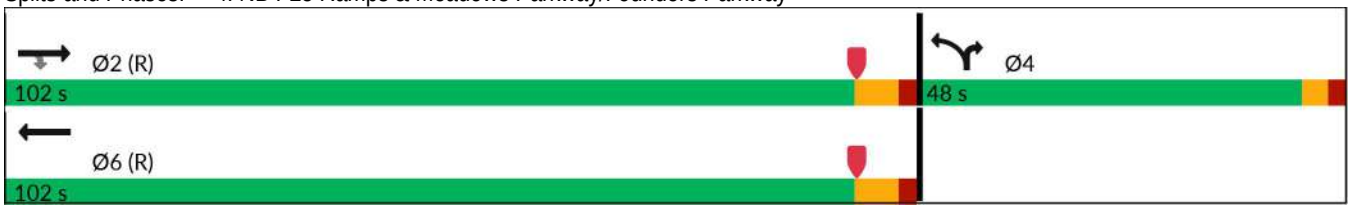
Intersection Summary	
HCM 7th Control Delay, s/veh	14.9
HCM 7th LOS	B

Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1477	958	1299	305	300
Future Volume (vph)	1477	958	1299	305	300
Turn Type	NA	Perm	NA	Prot	Prot
Protected Phases	2		6	4	4
Permitted Phases		2			
Detector Phase	2	2	6	4	4
Switch Phase					
Minimum Initial (s)	20.0	20.0	20.0	5.0	5.0
Minimum Split (s)	26.8	26.8	26.8	10.0	10.0
Total Split (s)	102.0	102.0	102.0	48.0	48.0
Total Split (%)	68.0%	68.0%	68.0%	32.0%	32.0%
Yellow Time (s)	4.8	4.8	4.8	3.0	3.0
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)	6.8	6.8	6.8	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 4: NB I-25 Ramps & Meadows Parkway/Founders Parkway



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1477	958	0	1299	305	300
Future Volume (veh/h)	1477	958	0	1299	305	300
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	0	1870	1811	1811
Adj Flow Rate, veh/h	1466	1158	0	1427	335	329
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	0	2	6	6
Cap, veh/h	2896	2454	0	2795	465	414
Arrive On Green	1.00	1.00	0.00	1.00	0.13	0.13
Sat Flow, veh/h	3681	3120	0	3741	3450	3070
Grp Volume(v), veh/h	1466	1158	0	1427	335	329
Grp Sat Flow(s),veh/h/ln	1841	1560	0	1777	1725	1535
Q Serve(g_s), s	0.0	0.0	0.0	0.0	14.0	15.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	14.0	15.6
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	2896	2454	0	2795	465	414
V/C Ratio(X)	0.51	0.47	0.00	0.51	0.72	0.80
Avail Cap(c_a), veh/h	2896	2454	0	2795	989	880
HCM Platoon Ratio	2.00	2.00	1.00	2.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.00	0.22	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	62.2	62.9
Incr Delay (d2), s/veh	0.5	0.5	0.0	0.1	2.1	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.1	6.3	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.5	0.5	0.0	0.1	64.3	66.4
LnGrp LOS	A	A		A	E	E
Approach Vol, veh/h	2624			1427	664	
Approach Delay, s/veh	0.5			0.1	65.3	
Approach LOS	A			A	E	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		124.8		25.2		124.8
Change Period (Y+Rc), s		6.8		5.0		6.8
Max Green Setting (Gmax), s		95.2		43.0		95.2
Max Q Clear Time (g_c+I1), s		2.0		17.6		2.0
Green Ext Time (p_c), s		41.3		2.6		18.2

Intersection Summary		
HCM 7th Control Delay, s/veh	9.5	
HCM 7th LOS	A	

Notes

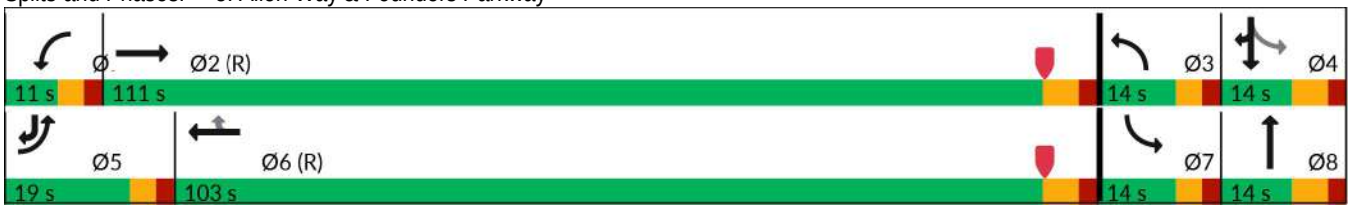
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	268	1395	30	2896	91	98	14	52	15	295
Future Volume (vph)	268	1395	30	2896	91	98	14	52	15	295
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+pt	NA	pt+ov
Protected Phases	5	2	1	6		3	8	7	4	4 5
Permitted Phases					6			4		
Detector Phase	5	2	1	6	6	3	8	7	4	4 5
Switch Phase										
Minimum Initial (s)	5.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	30.0	10.0	40.0	40.0	10.0	46.0	10.0	47.0	
Total Split (s)	19.0	111.0	11.0	103.0	103.0	14.0	14.0	14.0	14.0	
Total Split (%)	12.7%	74.0%	7.3%	68.7%	68.7%	9.3%	9.3%	9.3%	9.3%	
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.0	3.0	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	0.0	
Total Lost Time (s)	5.0	6.0	5.0	6.0	6.0	5.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 5: Allen Way & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	1395	114	30	2896	91	98	14	47	52	15	295
Future Volume (veh/h)	268	1395	114	30	2896	91	98	14	47	52	15	295
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	1811	1811	1811	1870	1870	1870	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	301	1567	128	34	3254	102	110	16	37	58	17	331
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	6	6	6	2	2	2	2	2	2	4	4	4
Cap, veh/h	312	3401	278	45	3380	1049	154	29	67	154	98	403
Arrive On Green	0.19	1.00	1.00	0.03	0.66	0.66	0.04	0.06	0.06	0.04	0.05	0.05
Sat Flow, veh/h	3346	4659	380	1781	5106	1585	3456	502	1160	1753	1841	2745
Grp Volume(v), veh/h	301	1108	587	34	3254	102	110	0	53	58	17	331
Grp Sat Flow(s),veh/h/ln	1673	1648	1743	1781	1702	1585	1728	0	1662	1753	1841	1373
Q Serve(g_s), s	13.4	0.0	0.0	2.8	89.1	3.5	4.7	0.0	4.7	4.7	1.3	8.0
Cycle Q Clear(g_c), s	13.4	0.0	0.0	2.8	89.1	3.5	4.7	0.0	4.7	4.7	1.3	8.0
Prop In Lane	1.00		0.22	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	312	2406	1272	45	3380	1049	154	0	96	154	98	403
V/C Ratio(X)	0.96	0.46	0.46	0.76	0.96	0.10	0.71	0.00	0.55	0.38	0.17	0.82
Avail Cap(c_a), veh/h	312	2406	1272	71	3380	1049	207	0	96	188	98	403
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.7	0.0	0.0	72.6	23.6	9.2	70.7	0.0	68.8	63.8	67.8	62.1
Incr Delay (d2), s/veh	35.2	0.5	0.9	22.3	9.0	0.2	7.2	0.0	6.8	1.5	0.8	12.8
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	6.7	0.2	0.3	1.6	36.3	1.3	2.3	0.0	2.2	2.2	0.6	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	96.0	0.5	0.9	94.9	32.6	9.3	77.9	0.0	75.7	65.3	68.7	74.9
LnGrp LOS	F	A	A	F	C	A	E		E	E	E	E
Approach Vol, veh/h		1996			3390			163			406	
Approach Delay, s/veh		15.0			32.5			77.2			73.3	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	115.5	11.7	14.0	19.0	105.3	11.1	14.6
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	6.0	105.0	9.0	8.0	14.0	97.0	9.0	8.0
Max Q Clear Time (g_c+I1), s	4.8	2.0	6.7	10.0	15.4	91.1	6.7	6.7
Green Ext Time (p_c), s	0.0	22.4	0.1	0.0	0.0	5.9	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	30.6
HCM 7th LOS	C

Notes

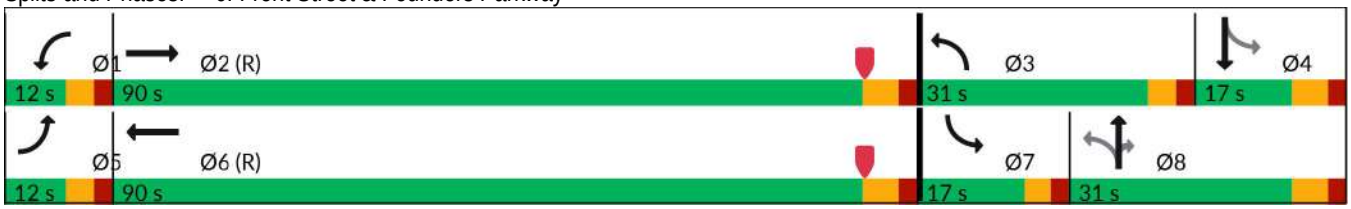
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	32	1145	21	2482	464	62	37	5	41
Future Volume (vph)	32	1145	21	2482	464	62	37	5	41
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	5.0	3.0	5.0
Minimum Split (s)	8.0	48.0	8.0	39.0	8.0	44.0	44.0	8.0	44.0
Total Split (s)	12.0	90.0	12.0	90.0	31.0	31.0	31.0	17.0	17.0
Total Split (%)	8.0%	60.0%	8.0%	60.0%	20.7%	20.7%	20.7%	11.3%	11.3%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 6: Front Street & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1145	316	21	2482	18	464	62	37	5	41	71
Future Volume (veh/h)	32	1145	316	21	2482	18	464	62	37	5	41	71
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	1796	1796	1796	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	36	1301	359	24	2820	20	527	70	24	6	47	54
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	7	7	7	2	2	2	2	2	2	3	3	3
Cap, veh/h	46	2409	664	30	3246	23	678	377	320	118	85	76
Arrive On Green	0.03	0.63	0.63	0.02	0.62	0.62	0.16	0.20	0.20	0.00	0.05	0.05
Sat Flow, veh/h	1711	3823	1053	1781	5231	37	3456	1870	1585	1767	1763	1572
Grp Volume(v), veh/h	36	1112	548	24	1833	1007	527	70	24	6	47	54
Grp Sat Flow(s),veh/h/ln	1711	1635	1607	1781	1702	1864	1728	1870	1585	1767	1763	1572
Q Serve(g_s), s	3.1	28.6	28.7	2.0	66.4	66.9	21.1	4.7	1.8	0.5	3.9	5.1
Cycle Q Clear(g_c), s	3.1	28.6	28.7	2.0	66.4	66.9	21.1	4.7	1.8	0.5	3.9	5.1
Prop In Lane	1.00		0.66	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	2060	1013	30	2112	1157	678	377	320	118	85	76
V/C Ratio(X)	0.79	0.54	0.54	0.80	0.87	0.87	0.78	0.19	0.08	0.05	0.55	0.71
Avail Cap(c_a), veh/h	80	2060	1013	83	2112	1157	731	377	320	251	129	115
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	1.00	1.00
Uniform Delay (d), s/veh	72.6	15.5	15.6	73.5	23.4	23.5	54.1	49.7	48.5	67.6	69.8	70.4
Incr Delay (d2), s/veh	25.3	1.0	2.1	36.0	5.1	9.1	5.0	0.2	0.1	0.2	5.6	11.8
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	1.7	10.8	11.0	1.2	27.2	31.2	9.7	2.2	0.7	0.2	1.9	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	97.9	16.6	17.6	109.5	28.5	32.5	59.1	49.9	48.6	67.7	75.4	82.2
LnGrp LOS	F	B	B	F	C	C	E	D	D	E	E	F
Approach Vol, veh/h		1696			2864			621			107	
Approach Delay, s/veh		18.6			30.6			57.7			78.4	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	100.5	28.7	13.2	9.0	99.1	5.7	36.3
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	7.0	84.0	26.0	11.0	7.0	84.0	12.0	25.0
Max Q Clear Time (g_c+I1), s	4.0	30.7	23.1	7.1	5.1	68.9	2.5	6.7
Green Ext Time (p_c), s	0.0	19.7	0.6	0.1	0.0	14.1	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	30.9
HCM 7th LOS	C

Notes

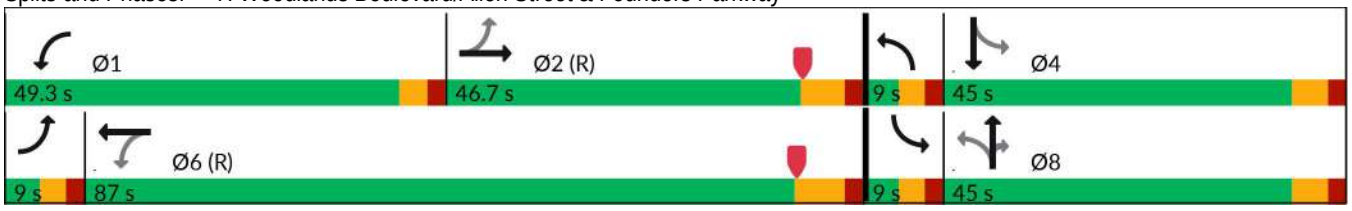
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	5	797	490	2491	110	14	207	32	40
Future Volume (vph)	5	797	490	2491	110	14	207	32	40
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases	2		6		8		8	4	
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	4.0	20.0	4.0	20.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	39.9	9.5	37.6	9.0	44.0	44.0	9.0	45.0
Total Split (s)	9.0	46.7	49.3	87.0	9.0	45.0	45.0	9.0	45.0
Total Split (%)	6.0%	31.1%	32.9%	58.0%	6.0%	30.0%	30.0%	6.0%	30.0%
Yellow Time (s)	3.0	4.9	3.0	5.6	3.0	4.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.9	5.0	7.6	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 7: Woodlands Boulevard/Allen Street & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	797	63	490	2491	68	110	14	207	32	40	5
Future Volume (veh/h)	5	797	63	490	2491	68	110	14	207	32	40	5
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	1811	1811	1811	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	5	848	67	521	2650	72	117	15	150	34	43	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6	2	2	2	3	3	3	6	6	6
Cap, veh/h	127	2637	208	585	3469	94	227	205	174	216	344	39
Arrive On Green	0.03	0.56	0.56	0.14	0.68	0.68	0.03	0.11	0.11	0.03	0.11	0.11
Sat Flow, veh/h	1725	4673	368	1781	5112	138	1767	1856	1572	1725	3112	355
Grp Volume(v), veh/h	5	597	318	521	1759	963	117	15	150	34	23	25
Grp Sat Flow(s),veh/h/ln	1725	1648	1745	1781	1702	1846	1767	1856	1572	1725	1721	1747
Q Serve(g_s), s	0.2	14.5	14.6	17.4	51.5	52.6	4.0	1.1	14.1	2.6	1.8	1.9
Cycle Q Clear(g_c), s	0.2	14.5	14.6	17.4	51.5	52.6	4.0	1.1	14.1	2.6	1.8	1.9
Prop In Lane	1.00		0.21	1.00		0.07	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	127	1860	985	585	2310	1253	227	205	174	216	190	193
V/C Ratio(X)	0.04	0.32	0.32	0.89	0.76	0.77	0.52	0.07	0.86	0.16	0.12	0.13
Avail Cap(c_a), veh/h	127	1860	985	859	2310	1253	227	482	409	216	447	454
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	1.00	1.00
Uniform Delay (d), s/veh	17.0	17.4	17.4	14.2	16.0	16.2	61.2	59.8	65.6	57.0	60.1	60.2
Incr Delay (d2), s/veh	0.1	0.5	0.9	8.3	2.4	4.6	2.0	0.1	11.8	0.3	0.3	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	0.1	5.7	6.2	7.8	19.9	22.7	2.4	0.5	6.2	1.2	0.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.1	17.9	18.3	22.5	18.4	20.8	63.2	60.0	77.4	57.3	60.4	60.5
LnGrp LOS	B	B	B	C	B	C	E	E	E	E	E	E
Approach Vol, veh/h		920			3243			282			82	
Approach Delay, s/veh		18.0			19.8			70.6			59.1	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.2	92.2	9.0	22.6	9.0	109.4	9.0	22.6
Change Period (Y+Rc), s	5.0	* 7.6	5.0	6.0	5.0	7.6	5.0	6.0
Max Green Setting (Gmax), s	44.3	* 40	4.0	39.0	4.0	79.4	4.0	39.0
Max Q Clear Time (g_c+I1), s	19.4	16.6	6.0	3.9	2.2	54.6	4.6	16.1
Green Ext Time (p_c), s	1.7	6.5	0.0	0.2	0.0	21.7	0.0	0.5

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

Notes

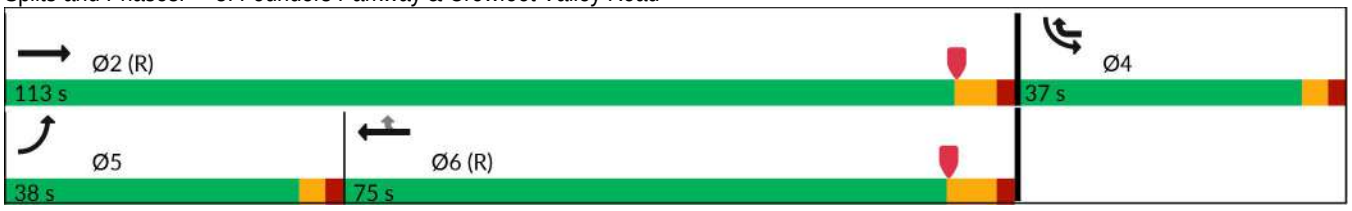
User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	570	466	1848	305	143	1201
Future Volume (vph)	570	466	1848	305	143	1201
Turn Type	Prot	NA	NA	pm+ov	Prot	Free
Protected Phases	5	2	6	4	4	
Permitted Phases				6		Free
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0	
Minimum Split (s)	10.0	36.8	22.5	32.0	32.0	
Total Split (s)	38.0	113.0	75.0	37.0	37.0	
Total Split (%)	25.3%	75.3%	50.0%	24.7%	24.7%	
Yellow Time (s)	3.0	4.8	5.6	3.0	3.0	
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	6.8	7.6	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None	None	

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 8: Founders Parkway & Crowfoot Valley Road





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	570	466	1848	305	143	1201
Future Volume (veh/h)	570	466	1848	305	143	1201
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1870	1870	1870
Adj Flow Rate, veh/h	606	496	1966	324	152	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	2	2	2	2
Cap, veh/h	663	2833	2085	1088	177	
Arrive On Green	0.20	0.82	0.59	0.59	0.10	0.00
Sat Flow, veh/h	3374	3561	3647	1585	1781	3170
Grp Volume(v), veh/h	606	496	1966	324	152	0
Grp Sat Flow(s),veh/h/ln	1687	1735	1777	1585	1781	1585
Q Serve(g_s), s	26.4	4.6	76.8	12.1	12.6	0.0
Cycle Q Clear(g_c), s	26.4	4.6	76.8	12.1	12.6	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	663	2833	2085	1088	177	
V/C Ratio(X)	0.91	0.18	0.94	0.30	0.86	
Avail Cap(c_a), veh/h	742	2833	2085	1088	380	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	59.0	2.9	28.7	9.3	66.5	0.0
Incr Delay (d2), s/veh	14.9	0.1	10.2	0.7	11.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.7	1.4	34.5	6.0	6.3	0.0
Unsig. Movement Delay, s/veh						0.00
LnGrp Delay(d), s/veh	73.9	3.1	38.9	10.0	77.7	0.0
LnGrp LOS	E	A	D	A	E	A
Approach Vol, veh/h		1102	2290		1430	
Approach Delay, s/veh		42.0	34.8		8.3	
Approach LOS		D	C		A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		130.1		19.9	34.5	95.6
Change Period (Y+Rc), s		* 7.6		5.0	5.0	7.6
Max Green Setting (Gmax), s		* 1.1E+02		32.0	33.0	67.4
Max Q Clear Time (g_c+I1), s		6.6		14.6	28.4	78.8
Green Ext Time (p_c), s		3.9		0.4	1.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	28.6
HCM 7th LOS	C

Notes

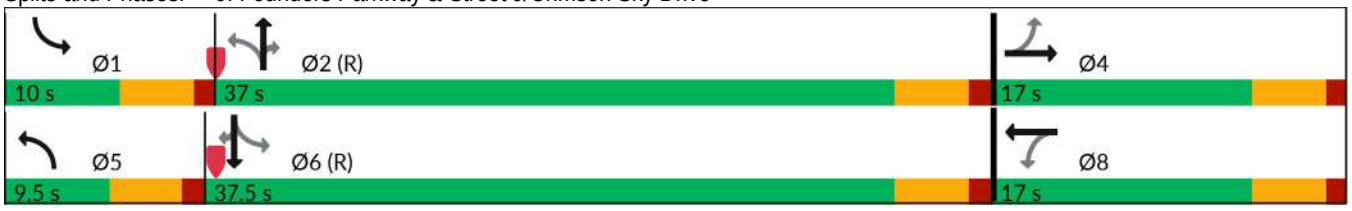
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	82	51	5	0	29	1699	4	53	486	47
Future Volume (vph)	82	51	5	0	29	1699	4	53	486	47
Turn Type	Perm	Free	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases				8	5	2		1	6	
Permitted Phases	4	Free	8		2		2	6		6
Detector Phase	4		8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	17.0		17.0	17.0	9.5	37.0	37.0	10.0	37.5	37.5
Total Split (%)	26.6%		26.6%	26.6%	14.8%	57.8%	57.8%	15.6%	58.6%	58.6%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 64
Actuated Cycle Length: 64
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 9: Founders Parkway & Street J/Crimson Sky Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	0	51	5	0	265	29	1699	4	53	486	47
Future Volume (veh/h)	82	0	51	5	0	265	29	1699	4	53	486	47
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	1856	1856	1870
Adj Flow Rate, veh/h	89	0	0	5	0	291	32	1867	4	58	534	51
Peak Hour Factor	0.92	0.92	0.92	0.91	0.92	0.91	0.92	0.91	0.91	0.91	0.91	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	2
Cap, veh/h	128	365		389	0	310	572	1931	861	211	1974	887
Arrive On Green	0.20	0.00	0.00	0.20	0.00	0.20	0.03	0.54	0.54	0.05	0.56	0.56
Sat Flow, veh/h	1088	1870	1585	1418	0	1585	1781	3554	1585	1767	3526	1585
Grp Volume(v), veh/h	89	0	0	5	0	291	32	1867	4	58	534	51
Grp Sat Flow(s),veh/h/ln	1088	1870	1585	1418	0	1585	1781	1777	1585	1767	1763	1585
Q Serve(g_s), s	0.9	0.0	0.0	0.2	0.0	11.6	0.5	32.3	0.1	0.9	5.0	0.9
Cycle Q Clear(g_c), s	12.5	0.0	0.0	0.2	0.0	11.6	0.5	32.3	0.1	0.9	5.0	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	365		389	0	310	572	1931	861	211	1974	887
V/C Ratio(X)	0.69	0.00		0.01	0.00	0.94	0.06	0.97	0.00	0.28	0.27	0.06
Avail Cap(c_a), veh/h	128	365		389	0	310	651	1931	861	274	1974	887
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	0.0	0.0	20.8	0.0	25.4	5.9	14.1	6.7	14.7	7.3	6.4
Incr Delay (d2), s/veh	15.0	0.0	0.0	0.0	0.0	35.6	0.0	14.0	0.0	0.7	0.3	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	1.9	0.0	0.0	0.1	0.0	7.1	0.2	14.1	0.0	0.4	1.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.9	0.0	0.0	20.8	0.0	61.0	6.0	28.0	6.7	15.4	7.6	6.5
LnGrp LOS	D			C		E	A	C	A	B	A	A
Approach Vol, veh/h		89			296			1903			643	
Approach Delay, s/veh		46.9			60.3			27.6			8.3	
Approach LOS		D			E			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	39.3		17.0	6.7	40.3		17.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	32.5		12.5	5.0	33.0		12.5				
Max Q Clear Time (g_c+I1), s	2.9	34.3		14.5	2.5	7.0		13.6				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	4.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		27.3
HCM 7th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

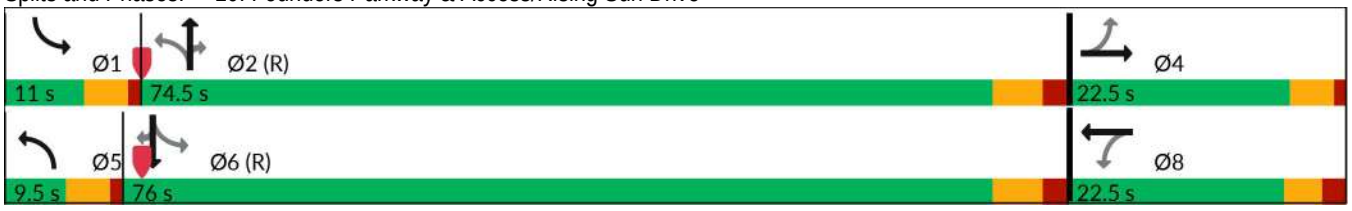
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	13	0	88	0	7	1558	42	53	482	7
Future Volume (vph)	13	0	88	0	7	1558	42	53	482	7
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	4.0	4.0	5.0	4.0	4.0
Minimum Split (s)	22.5	22.5	10.0	10.0	9.5	31.0	31.0	9.5	10.0	10.0
Total Split (s)	22.5	22.5	22.5	22.5	9.5	74.5	74.5	11.0	76.0	76.0
Total Split (%)	20.8%	20.8%	20.8%	20.8%	8.8%	69.0%	69.0%	10.2%	70.4%	70.4%
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	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	0.0
Total Lost Time (s)	4.5	4.5	5.0	5.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 108
Actuated Cycle Length: 108
Offset: 88.5 (82%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 10: Founders Parkway & Access/Rising Sun Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	0	13	88	0	161	7	1558	42	53	482	7
Future Volume (veh/h)	13	0	13	88	0	161	7	1558	42	53	482	7
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	1856	1856	1870
Adj Flow Rate, veh/h	14	0	14	97	0	177	8	1712	46	58	530	8
Peak Hour Factor	0.92	0.92	0.92	0.91	0.92	0.91	0.92	0.91	0.91	0.91	0.91	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	2
Cap, veh/h	103	0	219	250	0	219	654	2417	1078	238	2497	1123
Arrive On Green	0.14	0.00	0.14	0.14	0.00	0.14	0.01	0.68	0.68	0.04	0.71	0.71
Sat Flow, veh/h	1207	0	1585	1400	0	1585	1781	3554	1585	1767	3526	1585
Grp Volume(v), veh/h	14	0	14	97	0	177	8	1712	46	58	530	8
Grp Sat Flow(s),veh/h/ln	1207	0	1585	1400	0	1585	1781	1777	1585	1767	1763	1585
Q Serve(g_s), s	1.2	0.0	0.8	7.0	0.0	11.7	0.2	32.1	1.0	1.0	5.6	0.2
Cycle Q Clear(g_c), s	12.9	0.0	0.8	7.8	0.0	11.7	0.2	32.1	1.0	1.0	5.6	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	0	219	250	0	219	654	2417	1078	238	2497	1123
V/C Ratio(X)	0.14	0.00	0.06	0.39	0.00	0.81	0.01	0.71	0.04	0.24	0.21	0.01
Avail Cap(c_a), veh/h	137	0	264	283	0	257	719	2417	1078	277	2497	1123
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	0.0	40.5	43.9	0.0	45.1	5.2	10.7	5.7	10.6	5.4	4.6
Incr Delay (d2), s/veh	0.6	0.0	0.1	1.0	0.0	15.0	0.0	1.8	0.1	0.5	0.2	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	0.4	0.0	0.3	2.5	0.0	5.5	0.1	11.7	0.3	0.5	1.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.0	0.0	40.6	44.8	0.0	60.2	5.3	12.5	5.8	11.1	5.6	4.6
LnGrp LOS	D		D	D		E	A	B	A	B	A	A
Approach Vol, veh/h		28			274			1766			596	
Approach Delay, s/veh		46.3			54.7			12.2			6.1	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	79.4		19.9	5.6	82.5		19.9				
Change Period (Y+Rc), s	4.5	6.0		* 5	4.5	6.0		5.0				
Max Green Setting (Gmax), s	6.5	68.5		* 18	5.0	70.0		17.5				
Max Q Clear Time (g_c+I1), s	3.0	34.1		14.9	2.2	7.6		13.7				
Green Ext Time (p_c), s	0.0	19.2		0.0	0.0	4.2		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.6
HCM 7th LOS	B

Notes

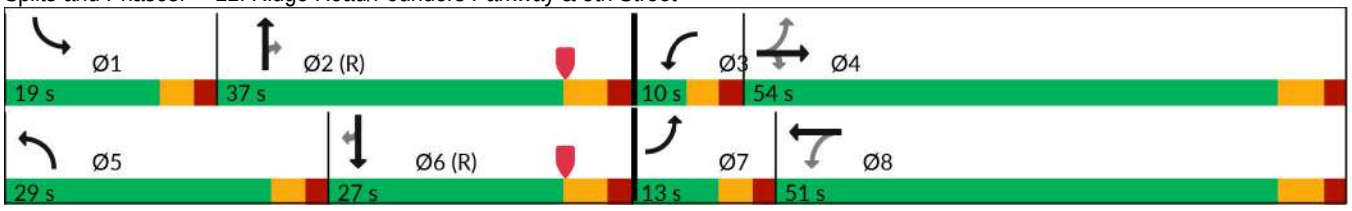
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	263	176	94	604	542	428	541	64	219	161	171
Future Volume (vph)	102	263	176	94	604	542	428	541	64	219	161	171
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	13.0	54.0	54.0	10.0	51.0		29.0	37.0	37.0	19.0	27.0	27.0
Total Split (%)	10.8%	45.0%	45.0%	8.3%	42.5%		24.2%	30.8%	30.8%	15.8%	22.5%	22.5%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 30 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 11: Ridge Road/Founders Parkway & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	263	176	94	604	542	428	541	64	219	161	171
Future Volume (veh/h)	102	263	176	94	604	542	428	541	64	219	161	171
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	1811	1811	1811	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	112	289	0	103	664	0	470	595	0	241	177	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	6	3	3	3	2	2	2	3	3	3
Cap, veh/h	212	880		336	823		544	1533		301	1276	
Arrive On Green	0.06	0.26	0.00	0.04	0.23	0.00	0.16	0.43	0.00	0.09	0.36	0.00
Sat Flow, veh/h	1725	3441	1535	1767	3526	1572	3456	3554	1585	3428	3526	1572
Grp Volume(v), veh/h	112	289	0	103	664	0	470	595	0	241	177	0
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1767	1763	1572	1728	1777	1585	1714	1763	1572
Q Serve(g_s), s	5.9	8.2	0.0	5.0	21.3	0.0	15.9	13.7	0.0	8.3	4.0	0.0
Cycle Q Clear(g_c), s	5.9	8.2	0.0	5.0	21.3	0.0	15.9	13.7	0.0	8.3	4.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	880		336	823		544	1533		301	1276	
V/C Ratio(X)	0.53	0.33		0.31	0.81		0.86	0.39		0.80	0.14	
Avail Cap(c_a), veh/h	216	1376		336	1322		691	1533		400	1276	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.9	36.3	0.0	33.9	43.4	0.0	49.3	23.3	0.0	53.7	25.7	0.0
Incr Delay (d2), s/veh	2.3	0.2	0.0	0.5	2.0	0.0	9.1	0.7	0.0	8.2	0.2	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	2.6	3.5	0.0	2.4	9.5	0.0	7.5	5.9	0.0	3.9	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.2	36.5	0.0	34.5	45.4	0.0	58.5	24.0	0.0	61.9	25.9	0.0
LnGrp LOS	D	D		C	D		E	C		E	C	
Approach Vol, veh/h		401			767			1065			418	
Approach Delay, s/veh		36.4			43.9			39.2			46.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	57.8	10.0	36.7	23.9	49.4	12.7	34.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	31.0	5.0	48.0	24.0	21.0	8.0	45.0
Max Q Clear Time (g_c+I1), s	10.3	15.7	7.0	10.2	17.9	6.0	7.9	23.3
Green Ext Time (p_c), s	0.3	3.6	0.0	2.0	1.0	0.8	0.0	4.7

Intersection Summary	
HCM 7th Control Delay, s/veh	41.3
HCM 7th LOS	D

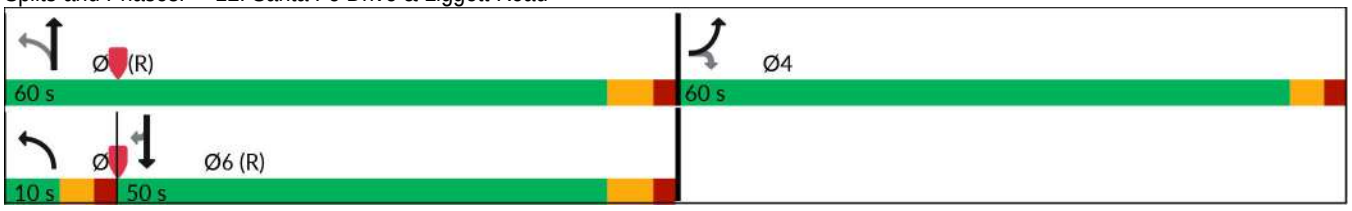
Notes

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

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	354	51	16	570	449	598
Future Volume (vph)	354	51	16	570	449	598
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	24.0	24.0	24.0
Total Split (s)	60.0	60.0	10.0	60.0	50.0	50.0
Total Split (%)	50.0%	50.0%	8.3%	50.0%	41.7%	41.7%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 12: Santa Fe Drive & Liggett Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	354	51	16	570	449	598
Future Volume (veh/h)	354	51	16	570	449	598
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1796	1856	1856	1841	1841
Adj Flow Rate, veh/h	427	61	19	687	541	720
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	7	7	3	3	4	4
Cap, veh/h	465	414	312	2244	2011	897
Arrive On Green	0.27	0.27	0.02	0.64	0.58	0.58
Sat Flow, veh/h	1711	1522	1767	3618	3589	1560
Grp Volume(v), veh/h	427	61	19	687	541	720
Grp Sat Flow(s),veh/h/ln	1711	1522	1767	1763	1749	1560
Q Serve(g_s), s	29.1	3.6	0.5	10.6	9.3	43.7
Cycle Q Clear(g_c), s	29.1	3.6	0.5	10.6	9.3	43.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	465	414	312	2244	2011	897
V/C Ratio(X)	0.92	0.15	0.06	0.31	0.27	0.80
Avail Cap(c_a), veh/h	784	698	351	2244	2011	897
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	42.4	33.1	9.7	9.9	12.8	20.1
Incr Delay (d2), s/veh	9.8	0.2	0.1	0.4	0.3	7.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	3.5	0.2	4.1	3.7	17.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	52.1	33.3	9.8	10.2	13.1	27.6
LnGrp LOS	D	C	A	B	B	C
Approach Vol, veh/h	488			706	1261	
Approach Delay, s/veh	49.8			10.2	21.4	
Approach LOS	D			B	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		82.4		37.6	7.3	75.0
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		54.0		55.0	5.0	44.0
Max Q Clear Time (g_c+I1), s		12.6		31.1	2.5	45.7
Green Ext Time (p_c), s		5.6		1.6	0.0	0.0

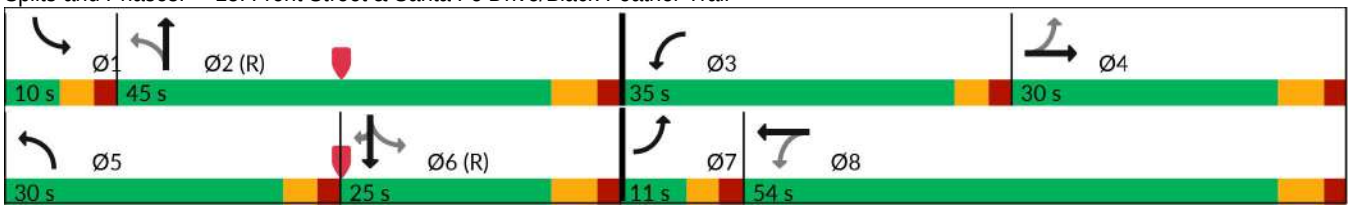
Intersection Summary		
HCM 7th Control Delay, s/veh		23.8
HCM 7th LOS		C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	80	257	289	421	199	345	513	17	379	45
Future Volume (vph)	80	257	289	421	199	345	513	17	379	45
Turn Type	pm+pt	NA	Free	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		Free	8		2		6		6
Detector Phase	7	4		3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0		10.0	24.0	10.0	24.0	10.0	24.0	24.0
Total Split (s)	11.0	30.0		35.0	54.0	30.0	45.0	10.0	25.0	25.0
Total Split (%)	9.2%	25.0%		29.2%	45.0%	25.0%	37.5%	8.3%	20.8%	20.8%
Yellow Time (s)	3.0	4.0		3.0	4.0	3.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0	5.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 13: Front Street & Santa Fe Drive/Black Feather Trail





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	257	289	421	199	36	345	513	335	17	379	45
Future Volume (veh/h)	80	257	289	421	199	36	345	513	335	17	379	45
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	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	93	299	0	490	231	42	401	597	390	20	441	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	342	330		513	573	104	483	765	500	161	706	
Arrive On Green	0.05	0.18	0.00	0.24	0.37	0.37	0.19	0.37	0.37	0.02	0.20	0.00
Sat Flow, veh/h	1739	1826	1547	1767	1528	278	1781	2060	1345	1767	3526	1572
Grp Volume(v), veh/h	93	299	0	490	0	273	401	515	472	20	441	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1767	0	1806	1781	1777	1628	1767	1763	1572
Q Serve(g_s), s	5.2	19.3	0.0	27.1	0.0	13.4	20.6	30.8	30.8	1.1	13.7	0.0
Cycle Q Clear(g_c), s	5.2	19.3	0.0	27.1	0.0	13.4	20.6	30.8	30.8	1.1	13.7	0.0
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.83	1.00		1.00
Lane Grp Cap(c), veh/h	342	330		513	0	677	483	660	605	161	706	
V/C Ratio(X)	0.27	0.91		0.95	0.00	0.40	0.83	0.78	0.78	0.12	0.62	
Avail Cap(c_a), veh/h	342	365		524	0	722	513	660	605	199	706	
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.5	48.2	0.0	31.0	0.0	27.6	28.9	33.4	33.4	37.3	43.9	0.0
Incr Delay (d2), s/veh	0.4	24.0	0.0	28.0	0.0	0.4	10.6	8.9	9.6	0.3	4.1	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	2.3	10.9	0.0	15.4	0.0	5.9	10.1	14.7	13.6	0.5	6.4	0.0
Unsig. Movement Delay, s/veh			0.00									
LnGrp Delay(d), s/veh	37.9	72.1	0.0	59.0	0.0	28.0	39.5	42.3	43.0	37.7	48.0	0.0
LnGrp LOS	D	E	A	E		C	D	D	D	D	D	
Approach Vol, veh/h		728			763			1388			461	
Approach Delay, s/veh		34.5			47.9			41.7			47.5	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	50.6	34.3	27.7	28.0	30.0	11.0	51.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	39.0	30.0	24.0	25.0	19.0	6.0	48.0
Max Q Clear Time (g_c+I1), s	3.1	32.8	29.1	21.3	22.6	15.7	7.2	15.4
Green Ext Time (p_c), s	0.0	3.3	0.2	0.4	0.3	0.9	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	42.4
HCM 7th LOS	D

Notes

Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.

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

Intersection	
Intersection Delay, s/veh	26.3
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	228	16	20	1	77	25	54	33	0	3	13	445
Future Vol, veh/h	228	16	20	1	77	25	54	33	0	3	13	445
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	271	19	24	1	92	30	64	39	0	4	15	530
Number of Lanes	1	1	0	0	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay, s/veh	18.5	12.7	11.5	36.5
HCM LOS	C	B	B	E

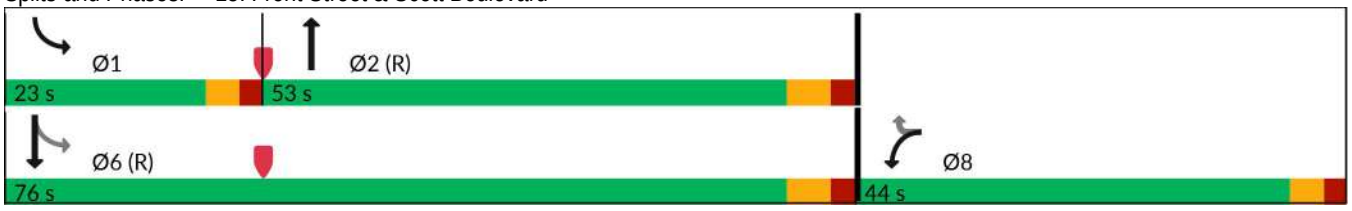
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	1%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	44%	75%	0%	100%	0%
Vol Right, %	0%	0%	0%	0%	56%	24%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	17	17	228	36	103	3	13	445
LT Vol	54	0	0	228	0	1	3	0	0
Through Vol	0	17	17	0	16	77	0	13	0
RT Vol	0	0	0	0	20	25	0	0	445
Lane Flow Rate	64	20	20	271	43	123	4	15	530
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.148	0.042	0.033	0.569	0.079	0.253	0.007	0.029	0.881
Departure Headway (Hd)	8.275	7.759	5.972	7.55	6.658	7.442	7.214	6.704	5.989
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	433	461	597	478	537	482	499	537	609
Service Time	6.033	5.517	3.729	5.3	4.408	5.199	4.914	4.404	3.689
HCM Lane V/C Ratio	0.148	0.043	0.034	0.567	0.08	0.255	0.008	0.028	0.87
HCM Control Delay, s/veh	12.5	10.9	8.9	19.9	10	12.7	10	9.6	37.5
HCM Lane LOS	B	B	A	C	A	B	A	A	E
HCM 95th-tile Q	0.5	0.1	0.1	3.5	0.3	1	0	0.1	10.3

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	139	299	506	137	549
Future Volume (vph)	139	299	506	137	549
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	24.0	10.0	24.0
Total Split (s)	44.0	44.0	53.0	23.0	76.0
Total Split (%)	36.7%	36.7%	44.2%	19.2%	63.3%
Yellow Time (s)	3.0	3.0	4.0	3.0	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	6.0	5.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 15: Front Street & Scott Boulevard





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	139	299	506	94	137	549
Future Volume (veh/h)	139	299	506	94	137	549
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	172	369	625	116	169	678
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	453	404	1653	306	563	2323
Arrive On Green	0.25	0.25	1.00	1.00	0.12	1.00
Sat Flow, veh/h	1781	1585	3086	554	1781	3647
Grp Volume(v), veh/h	172	369	371	370	169	678
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1771	1781	1777
Q Serve(g_s), s	9.6	27.1	0.0	0.0	4.9	0.0
Cycle Q Clear(g_c), s	9.6	27.1	0.0	0.0	4.9	0.0
Prop In Lane	1.00	1.00		0.31	1.00	
Lane Grp Cap(c), veh/h	453	404	981	978	563	2323
V/C Ratio(X)	0.38	0.91	0.38	0.38	0.30	0.29
Avail Cap(c_a), veh/h	579	515	981	978	724	2323
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.78	0.78	0.88	0.88
Uniform Delay (d), s/veh	36.9	43.5	0.0	0.0	8.6	0.0
Incr Delay (d2), s/veh	0.5	18.0	0.9	0.9	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	12.6	0.2	0.2	1.7	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.4	61.5	0.9	0.9	8.9	0.3
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	541		741			847
Approach Delay, s/veh	53.8		0.9			2.0
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.2	72.3				84.5	35.5
Change Period (Y+Rc), s	5.0	6.0				6.0	5.0
Max Green Setting (Gmax), s	18.0	47.0				70.0	39.0
Max Q Clear Time (g_c+I1), s	6.9	2.0				2.0	29.1
Green Ext Time (p_c), s	0.3	5.5				5.6	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	14.8
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	224	377	124	119	10
Future Vol, veh/h	5	224	377	124	119	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	275	-	-	-
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	5	243	410	135	129	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1022	70	140	0	-	0
Stage 1	135	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	232	978	1441	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	978	1441	-	-	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	363	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.28	6.39	0
HCM LOS	B		

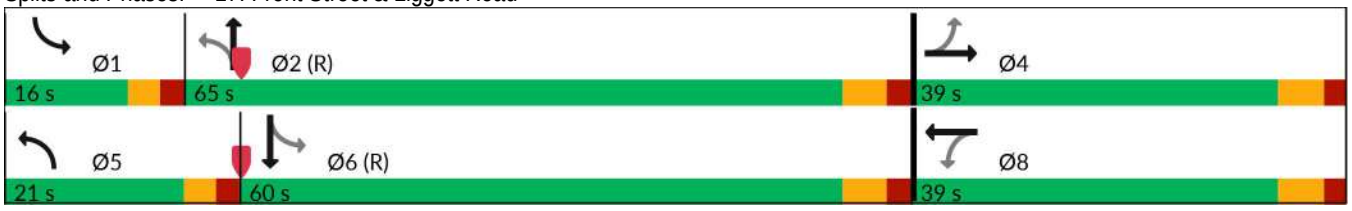
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1441	-	166	978	-	-
HCM Lane V/C Ratio	0.284	-	0.033	0.249	-	-
HCM Ctrl Dly (s/v)	8.5	-	27.4	9.9	-	-
HCM Lane LOS	A	-	D	A	-	-
HCM 95th %tile Q(veh)	1.2	-	0.1	1	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	9	28	61	20	162	683	83	475
Future Volume (vph)	9	28	61	20	162	683	83	475
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	10.0	24.0	10.0	24.0
Total Split (s)	39.0	39.0	39.0	39.0	21.0	65.0	16.0	60.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	17.5%	54.2%	13.3%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	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
Total Lost Time (s)		6.0		6.0	5.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: Front Street & Liggett Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	28	99	61	20	54	162	683	155	83	475	5
Future Volume (veh/h)	9	28	99	61	20	54	162	683	155	83	475	5
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	1856	1856	1856	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	41	143	88	29	78	235	990	225	120	688	7
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Percent Heavy Veh, %	3	3	3	4	4	4	2	2	2	2	2	2
Cap, veh/h	42	74	224	131	46	89	638	1819	412	338	2184	22
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.07	0.63	0.63	0.09	1.00	1.00
Sat Flow, veh/h	56	406	1224	479	254	488	1781	2877	652	1781	3604	37
Grp Volume(v), veh/h	197	0	0	195	0	0	235	610	605	120	339	356
Grp Sat Flow(s),veh/h/ln	1686	0	0	1220	0	0	1781	1777	1753	1781	1777	1864
Q Serve(g_s), s	0.0	0.0	0.0	5.9	0.0	0.0	5.9	23.1	23.2	3.1	0.0	0.0
Cycle Q Clear(g_c), s	13.2	0.0	0.0	19.1	0.0	0.0	5.9	23.1	23.2	3.1	0.0	0.0
Prop In Lane	0.07		0.73	0.45		0.40	1.00		0.37	1.00		0.02
Lane Grp Cap(c), veh/h	341	0	0	267	0	0	638	1123	1108	338	1077	1129
V/C Ratio(X)	0.58	0.00	0.00	0.73	0.00	0.00	0.37	0.54	0.55	0.35	0.32	0.32
Avail Cap(c_a), veh/h	488	0	0	395	0	0	752	1123	1108	425	1077	1129
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	45.5	0.0	0.0	48.0	0.0	0.0	7.2	12.4	12.4	9.7	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	3.8	0.0	0.0	0.4	1.9	1.9	0.6	0.7	0.7
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	5.6	0.0	0.0	6.0	0.0	0.0	2.2	9.3	9.2	1.1	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.0	0.0	0.0	51.8	0.0	0.0	7.6	14.3	14.3	10.3	0.7	0.7
LnGrp LOS	D			D			A	B	B	B	A	A
Approach Vol, veh/h		197			195			1450			815	
Approach Delay, s/veh		47.0			51.8			13.2			2.1	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	81.9		28.0	13.3	78.7		28.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	11.0	59.0		33.0	16.0	54.0		33.0				
Max Q Clear Time (g_c+I1), s	5.1	25.2		15.2	7.9	2.0		21.1				
Green Ext Time (p_c), s	0.1	10.7		1.1	0.4	5.0		0.9				

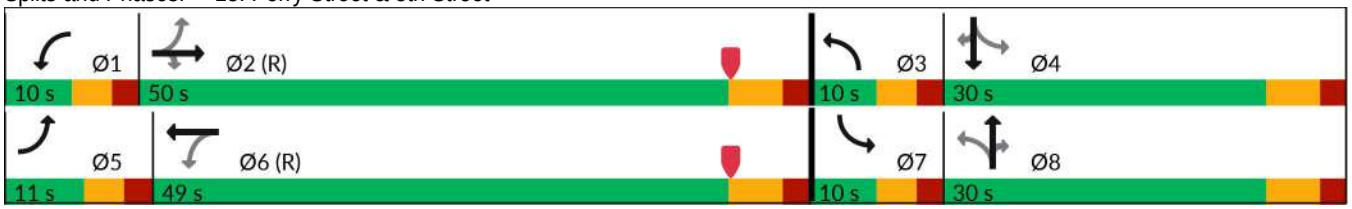
Intersection Summary			
HCM 7th Control Delay, s/veh		15.1	
HCM 7th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	91	431	53	85	806	44	179	41	45	224	127
Future Volume (vph)	91	431	53	85	806	44	179	41	45	224	127
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases	2		2	6		8		8	4		4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	11.0	50.0	50.0	10.0	49.0	10.0	30.0	30.0	10.0	30.0	30.0
Total Split (%)	11.0%	50.0%	50.0%	10.0%	49.0%	10.0%	30.0%	30.0%	10.0%	30.0%	30.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 18: Perry Street & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	431	53	85	806	10	44	179	41	45	224	127
Future Volume (veh/h)	91	431	53	85	806	10	44	179	41	45	224	127
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	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	479	59	94	896	11	49	199	46	50	249	141
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	384	984	834	476	1920	24	171	302	256	209	302	256
Arrive On Green	0.05	0.53	0.53	0.05	0.53	0.53	0.04	0.16	0.16	0.04	0.16	0.16
Sat Flow, veh/h	1753	1841	1560	1781	3595	44	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	101	479	59	94	443	464	49	199	46	50	249	141
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1781	1777	1862	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.6	16.4	1.8	2.3	15.5	15.5	2.3	10.0	2.5	2.3	12.9	8.2
Cycle Q Clear(g_c), s	2.6	16.4	1.8	2.3	15.5	15.5	2.3	10.0	2.5	2.3	12.9	8.2
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	384	984	834	476	949	995	171	302	256	209	302	256
V/C Ratio(X)	0.26	0.49	0.07	0.20	0.47	0.47	0.29	0.66	0.18	0.24	0.82	0.55
Avail Cap(c_a), veh/h	407	984	834	483	949	995	194	449	380	231	449	380
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	1.00	1.00
Uniform Delay (d), s/veh	10.7	14.6	11.2	10.8	14.5	14.5	33.9	39.4	36.2	33.5	40.5	38.6
Incr Delay (d2), s/veh	0.4	1.7	0.2	0.2	1.6	1.6	0.9	2.5	0.3	0.6	7.6	1.8
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	1.0	7.0	0.7	0.9	6.4	6.6	1.0	4.7	1.0	1.0	6.5	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.1	16.3	11.4	11.0	16.1	16.0	34.8	41.8	36.6	34.1	48.2	40.4
LnGrp LOS	B	B	B	B	B	B	C	D	D	C	D	D
Approach Vol, veh/h		639			1001			294			440	
Approach Delay, s/veh		15.1			15.6			39.8			44.1	
Approach LOS		B			B			D			D	

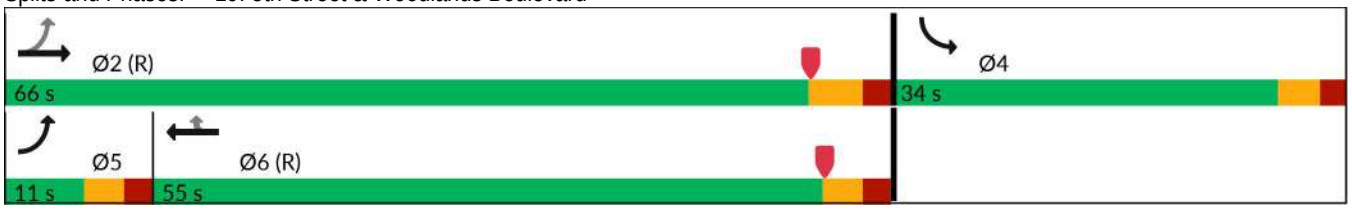
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	59.5	8.7	22.2	9.7	59.4	8.8	22.1
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	44.0	5.0	24.0	6.0	43.0	5.0	24.0
Max Q Clear Time (g_c+I1), s	4.3	18.4	4.3	14.9	4.6	17.5	4.3	12.0
Green Ext Time (p_c), s	0.0	3.4	0.0	1.3	0.0	6.4	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	23.7
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	83	331	749	513	269	133
Future Volume (vph)	83	331	749	513	269	133
Turn Type	pm+pt	NA	NA	Perm	Prot	Free
Protected Phases	5	2	6		4	
Permitted Phases	2			6		Free
Detector Phase	5	2	6	6	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	11.0	10.0	10.0	10.0	
Total Split (s)	11.0	66.0	55.0	55.0	34.0	
Total Split (%)	11.0%	66.0%	55.0%	55.0%	34.0%	
Yellow Time (s)	3.0	4.0	3.0	3.0	3.0	
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	6.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 19: 5th Street & Woodlands Boulevard





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	83	331	749	513	269	133
Future Volume (veh/h)	83	331	749	513	269	133
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1841	1870	1870	1856	1856
Adj Flow Rate, veh/h	98	389	881	604	316	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	4	4	2	2	3	3
Cap, veh/h	314	2410	2105	939	355	
Arrive On Green	0.05	0.69	0.59	0.59	0.20	0.00
Sat Flow, veh/h	1753	3589	3647	1585	1767	1572
Grp Volume(v), veh/h	98	389	881	604	316	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1777	1585	1767	1572
Q Serve(g_s), s	2.0	3.9	13.4	25.1	17.4	0.0
Cycle Q Clear(g_c), s	2.0	3.9	13.4	25.1	17.4	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	314	2410	2105	939	355	
V/C Ratio(X)	0.31	0.16	0.42	0.64	0.89	
Avail Cap(c_a), veh/h	337	2410	2105	939	512	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	7.8	5.4	11.0	13.4	38.9	0.0
Incr Delay (d2), s/veh	0.6	0.1	0.6	3.4	13.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.3	5.1	9.1	8.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.4	5.6	11.7	16.8	51.9	0.0
LnGrp LOS	A	A	B	B	D	
Approach Vol, veh/h		487	1485		316	
Approach Delay, s/veh		6.1	13.7		51.9	
Approach LOS		A	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.9		25.1	9.7	65.2
Change Period (Y+Rc), s		6.0		5.0	5.0	* 6
Max Green Setting (Gmax), s		60.0		29.0	6.0	* 50
Max Q Clear Time (g_c+I1), s		5.9		19.4	4.0	27.1
Green Ext Time (p_c), s		2.9		0.7	0.0	9.6

Intersection Summary	
HCM 7th Control Delay, s/veh	17.4
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	4	11	0	155	8	263	23	245	286	23
Future Vol, veh/h	11	0	4	11	0	155	8	263	23	245	286	23
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	150	-	-	150	-	-	150	-	-	150	-	-
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	12	0	4	12	0	168	9	286	25	266	311	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1159	1184	323	1159	1184	298	336	0	0	311	0	0
Stage 1	856	856	-	316	316	-	-	-	-	-	-	-
Stage 2	303	328	-	843	868	-	-	-	-	-	-	-
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	173	189	718	173	189	741	1223	-	-	1250	-	-
Stage 1	352	374	-	695	655	-	-	-	-	-	-	-
Stage 2	706	647	-	358	369	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	104	148	718	134	148	741	1223	-	-	1250	-	-
Mov Cap-2 Maneuver	104	148	-	134	148	-	-	-	-	-	-	-
Stage 1	277	295	-	690	650	-	-	-	-	-	-	-
Stage 2	542	642	-	280	291	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	34.91	12.82	0.22	3.83
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1223	-	-	104	718	134	741	1250	-	-
HCM Lane V/C Ratio	0.007	-	-	0.115	0.006	0.089	0.227	0.213	-	-
HCM Ctrl Dly (s/v)	8	-	-	44	10	34.5	11.3	8.7	-	-
HCM Lane LOS	A	-	-	E	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0.3	0.9	0.8	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	0	4	19	0	69	8	218	38	135	151	15
Future Vol, veh/h	7	0	4	19	0	69	8	218	38	135	151	15
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	150	-	-	150	-	-	150	-	-	150	-	-
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	8	0	4	21	0	75	9	237	41	147	164	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	720	761	172	733	749	258	180	0	0	278	0	0
Stage 1	466	466	-	275	275	-	-	-	-	-	-	-
Stage 2	254	296	-	458	474	-	-	-	-	-	-	-
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	343	335	871	336	341	781	1395	-	-	1284	-	-
Stage 1	577	563	-	731	683	-	-	-	-	-	-	-
Stage 2	750	668	-	583	558	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	273	295	871	295	300	781	1395	-	-	1284	-	-
Mov Cap-2 Maneuver	273	295	-	295	300	-	-	-	-	-	-	-
Stage 1	511	498	-	727	678	-	-	-	-	-	-	-
Stage 2	674	664	-	514	494	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.14	11.83	0.23	3.66
HCM LOS	C	B		

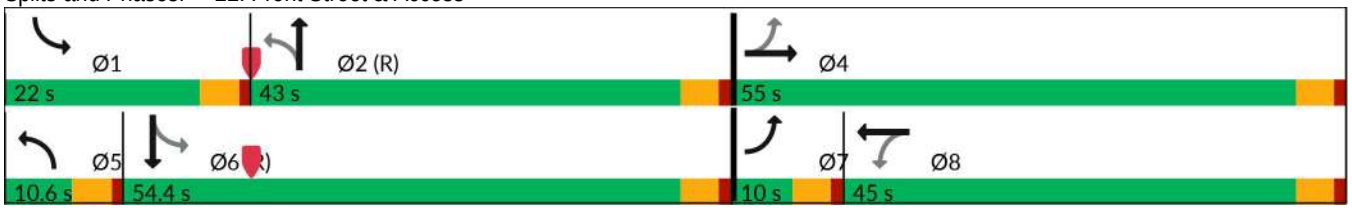
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1395	-	-	273	871	295	781	1284	-	-
HCM Lane V/C Ratio	0.006	-	-	0.028	0.005	0.07	0.096	0.114	-	-
HCM Ctrl Dly (s/v)	7.6	-	-	18.6	9.2	18.1	10.1	8.2	-	-
HCM Lane LOS	A	-	-	C	A	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.2	0.3	0.4	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	59	55	25	109	54	737	192	635
Future Volume (vph)	59	55	25	109	54	737	192	635
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	10.0	55.0	45.0	45.0	10.6	43.0	22.0	54.4
Total Split (%)	8.3%	45.8%	37.5%	37.5%	8.8%	35.8%	18.3%	45.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 22: Front Street & Access





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	55	26	25	109	335	54	737	14	192	635	161
Future Volume (veh/h)	59	55	26	25	109	335	54	737	14	192	635	161
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	64	60	28	27	118	363	59	801	15	209	690	175
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	151	466	217	468	126	388	310	1491	28	444	1307	331
Arrive On Green	0.04	0.39	0.39	0.31	0.31	0.31	0.07	0.84	0.84	0.08	0.47	0.47
Sat Flow, veh/h	1781	1206	563	1309	404	1243	1781	3568	67	1781	2807	712
Grp Volume(v), veh/h	64	0	88	27	0	481	59	399	417	209	437	428
Grp Sat Flow(s),veh/h/ln	1781	0	1769	1309	0	1647	1781	1777	1858	1781	1777	1742
Q Serve(g_s), s	2.8	0.0	3.9	1.7	0.0	34.1	2.2	8.0	8.0	7.7	20.9	20.9
Cycle Q Clear(g_c), s	2.8	0.0	3.9	1.7	0.0	34.1	2.2	8.0	8.0	7.7	20.9	20.9
Prop In Lane	1.00		0.32	1.00		0.75	1.00		0.04	1.00		0.41
Lane Grp Cap(c), veh/h	151	0	683	468	0	514	310	743	777	444	827	811
V/C Ratio(X)	0.42	0.00	0.13	0.06	0.00	0.94	0.19	0.54	0.54	0.47	0.53	0.53
Avail Cap(c_a), veh/h	167	0	744	502	0	556	337	743	777	555	827	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	0.0	23.8	29.0	0.0	40.1	18.8	6.4	6.4	16.4	22.7	22.7
Incr Delay (d2), s/veh	1.9	0.0	0.1	0.1	0.0	22.8	0.3	2.5	2.4	0.8	2.4	2.5
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	1.3	0.0	1.6	0.6	0.0	16.9	0.9	2.5	2.6	3.2	9.2	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.8	0.0	23.9	29.1	0.0	62.9	19.1	8.9	8.8	17.2	25.1	25.2
LnGrp LOS	C		C	C		E	B	A	A	B	C	C
Approach Vol, veh/h		152			508			875			1074	
Approach Delay, s/veh		27.6			61.1			9.5			23.6	
Approach LOS		C			E			A			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	54.6		50.8	8.8	60.4	8.9	41.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.5	38.5		50.5	6.1	49.9	5.5	40.5				
Max Q Clear Time (g_c+I1), s	9.7	10.0		5.9	4.2	22.9	4.8	36.1				
Green Ext Time (p_c), s	0.3	5.7		0.5	0.0	6.3	0.0	1.3				

Intersection Summary		
HCM 7th Control Delay, s/veh		26.4
HCM 7th LOS		C

Notes

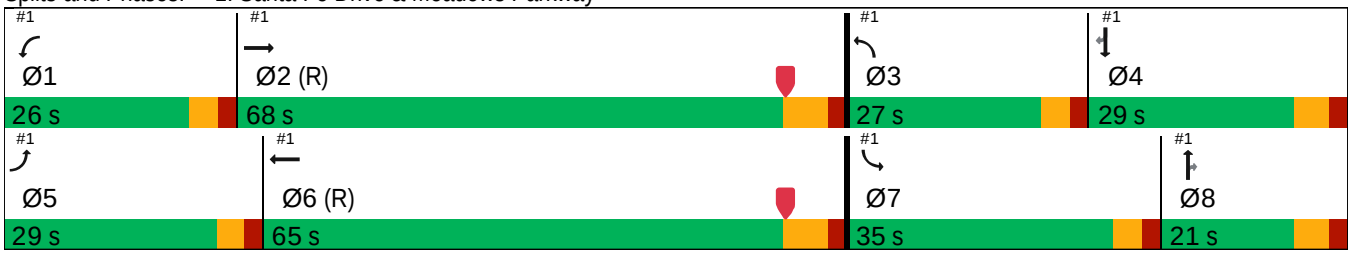
User approved pedestrian interval to be less than phase max green.

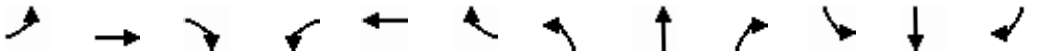
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	345	1112	273	1403	290	403	497	410	341	500	321
Future Volume (vph)	345	1112	273	1403	290	403	497	410	341	500	321
Turn Type	Prot	NA	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					Free			8			4
Detector Phase	5	2	1	6		3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	5.0	15.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	38.8	10.0	38.8		10.0	45.0	45.0	10.0	44.0	44.0
Total Split (s)	29.0	68.0	26.0	65.0		27.0	21.0	21.0	35.0	29.0	29.0
Total Split (%)	19.3%	45.3%	17.3%	43.3%		18.0%	14.0%	14.0%	23.3%	19.3%	19.3%
Yellow Time (s)	3.0	4.8	3.0	4.8		3.0	4.0	4.0	3.0	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	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.8	5.0	6.8		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 53 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Santa Fe Drive & Meadows Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	1112	305	273	1403	290	403	497	410	341	500	321
Future Volume (veh/h)	345	1112	305	273	1403	290	403	497	410	341	500	321
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	1856	1856	1856
Adj Flow Rate, veh/h	352	1135	0	279	1432	0	411	507	0	348	510	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	3
Cap, veh/h	285	1658		329	1427		460	593		410	541	
Arrive On Green	0.16	0.47	0.00	0.19	0.80	0.00	0.13	0.17	0.00	0.12	0.15	0.00
Sat Flow, veh/h	1781	3647	0	3456	3554	1585	3456	3554	1585	3428	3526	1572
Grp Volume(v), veh/h	352	1135	0	279	1432	0	411	507	0	348	510	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1728	1777	1585	1728	1777	1585	1714	1763	1572
Q Serve(g_s), s	24.0	37.5	0.0	11.7	60.2	0.0	17.6	20.8	0.0	14.9	21.5	0.0
Cycle Q Clear(g_c), s	24.0	37.5	0.0	11.7	60.2	0.0	17.6	20.8	0.0	14.9	21.5	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	285	1658		329	1427		460	593		410	541	
V/C Ratio(X)	1.24	0.68		0.85	1.00		0.89	0.86		0.85	0.94	
Avail Cap(c_a), veh/h	285	1658		484	1427		507	593		686	541	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.53	0.53	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.0	31.4	0.0	59.7	14.8	0.0	64.0	60.7	0.0	64.7	62.9	0.0
Incr Delay (d2), s/veh	132.3	2.3	0.0	5.1	18.1	0.0	17.1	11.8	0.0	5.2	25.4	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	21.4	16.7	0.0	4.9	12.4	0.0	8.8	10.4	0.0	6.8	11.6	0.0
Unsig. Movement Delay, s/veh						0.00						
LnGrp Delay(d), s/veh	195.3	33.7	0.0	64.8	32.9	0.0	81.1	72.5	0.0	69.9	88.2	0.0
LnGrp LOS	F	C		E	C	A	F	E		E	F	
Approach Vol, veh/h		1487			2007			918			858	
Approach Delay, s/veh		71.9			32.5			76.3			80.8	
Approach LOS		E			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	76.8	25.0	29.0	29.0	67.0	22.9	31.0
Change Period (Y+Rc), s	5.0	6.8	5.0	6.0	5.0	6.8	5.0	6.0
Max Green Setting (Gmax), s	21.0	61.2	22.0	23.0	24.0	58.2	30.0	15.0
Max Q Clear Time (g_c+I1), s	13.7	39.5	19.6	23.5	26.0	62.2	16.9	22.8
Green Ext Time (p_c), s	0.6	8.8	0.4	0.0	0.0	0.0	1.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	59.1
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

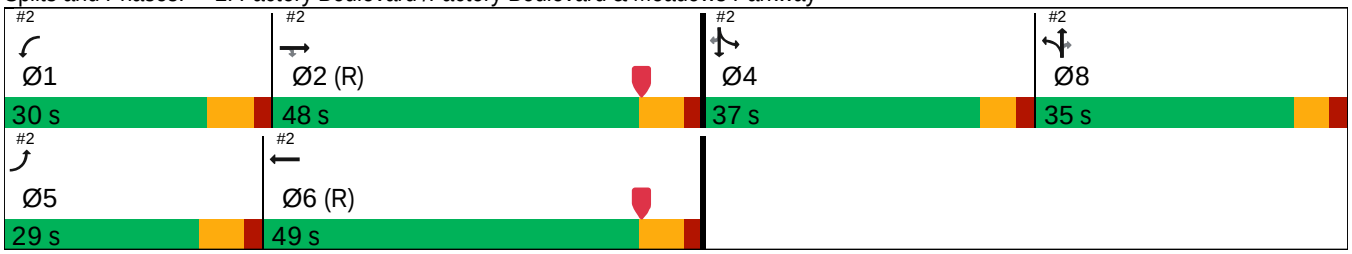
Unsignalized Delay for [WBR] is included in calculations of the approach delay and intersection delay.

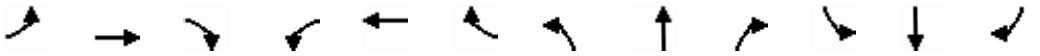
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	228	1520	115	237	1548	516	97	69	324	735	108	321
Future Volume (vph)	228	1520	115	237	1548	516	97	69	324	735	108	321
Turn Type	Prot	NA	Perm	Prot	NA	Free	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2			Free			8			4
Detector Phase	5	2	2	1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	39.0	39.0	12.0	42.0		11.0	11.0	11.0	58.0	58.0	58.0
Total Split (s)	29.0	48.0	48.0	30.0	49.0		35.0	35.0	35.0	37.0	37.0	37.0
Total Split (%)	19.3%	32.0%	32.0%	20.0%	32.7%		23.3%	23.3%	23.3%	24.7%	24.7%	24.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		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	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	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 2: Factory Boulevard /Factory Boulevard & Meadows Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	1520	115	237	1548	516	97	69	324	735	108	321
Future Volume (veh/h)	228	1520	115	237	1548	516	97	69	324	735	108	321
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	240	1600	121	249	1629	0	102	73	170	774	114	169
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	296	2226	691	305	2446		432	234	198	903	336	285
Arrive On Green	0.06	0.29	0.29	0.11	0.58	0.00	0.13	0.13	0.13	0.18	0.18	0.18
Sat Flow, veh/h	3456	5106	1585	3563	5611	1585	3456	1870	1585	5023	1870	1585
Grp Volume(v), veh/h	240	1600	121	249	1629	0	102	73	170	774	114	169
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1870	1585	1728	1870	1585	1674	1870	1585
Q Serve(g_s), s	10.3	42.1	8.5	10.2	29.8	0.0	4.0	5.3	15.8	22.4	8.0	14.7
Cycle Q Clear(g_c), s	10.3	42.1	8.5	10.2	29.8	0.0	4.0	5.3	15.8	22.4	8.0	14.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	2226	691	305	2446		432	234	198	903	336	285
V/C Ratio(X)	0.81	0.72	0.18	0.82	0.67		0.24	0.31	0.86	0.86	0.34	0.59
Avail Cap(c_a), veh/h	507	2226	691	546	2446		668	362	306	1038	387	328
HCM Platoon Ratio	0.67	0.67	0.67	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.28	0.28	0.28	0.65	0.65	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.5	44.9	33.0	65.3	24.0	0.0	59.1	59.7	64.3	59.6	53.7	56.5
Incr Delay (d2), s/veh	1.5	0.6	0.2	3.5	0.9	0.0	0.3	0.8	13.6	6.5	0.6	2.2
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	4.8	18.7	3.5	4.7	12.3	0.0	1.8	2.6	7.1	10.1	3.9	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.0	45.4	33.1	68.8	25.0	0.0	59.4	60.5	77.9	66.1	54.3	58.7
LnGrp LOS	E	D	C	E	C		E	E	E	E	D	E
Approach Vol, veh/h		1961			1878			345			1057	
Approach Delay, s/veh		47.8			30.8			68.7			63.7	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.9	72.4		33.0	19.9	72.4		24.8				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	23.0	41.0		31.0	22.0	42.0		29.0				
Max Q Clear Time (g_c+I1), s	12.2	44.1		24.4	12.3	31.8		17.8				
Green Ext Time (p_c), s	0.6	0.0		2.6	0.6	7.4		1.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			46.3									
HCM 7th LOS			D									

Notes

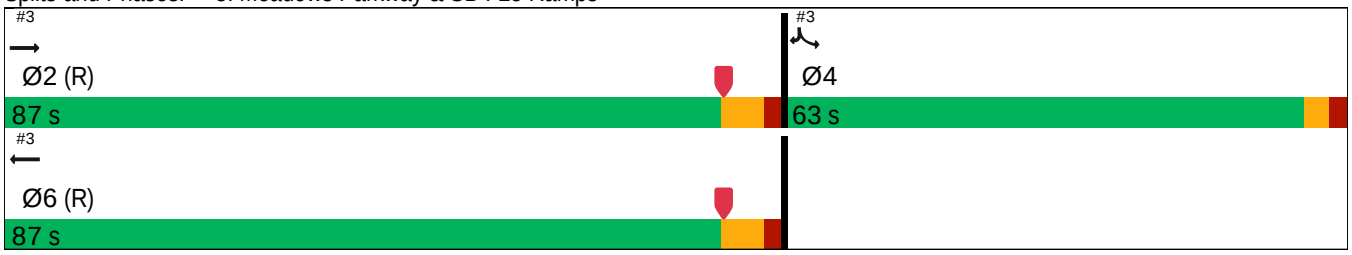
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBT	SBL	SBR
Lane Configurations				
Traffic Volume (vph)	2097	1505	1279	796
Future Volume (vph)	2097	1505	1279	796
Turn Type	NA	NA	Prot	Prot
Protected Phases	2	6	4	4
Permitted Phases				
Detector Phase	2	6	4	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	5.0	5.0
Minimum Split (s)	26.8	29.8	11.8	11.8
Total Split (s)	87.0	87.0	63.0	63.0
Total Split (%)	58.0%	58.0%	42.0%	42.0%
Yellow Time (s)	4.8	4.8	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 3: Meadows Parkway & SB I-25 Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	2097	1505	186	1279	796
Future Volume (veh/h)	0	2097	1505	186	1279	796
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1856	1856	1870	1870
Adj Flow Rate, veh/h	0	2231	1601	198	1361	847
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	3	3	2	2
Cap, veh/h	0	2911	2604	321	1764	980
Arrive On Green	0.00	0.76	1.00	1.00	0.35	0.35
Sat Flow, veh/h	0	5443	4735	564	5023	2790
Grp Volume(v), veh/h	0	2231	1183	616	1361	847
Grp Sat Flow(s),veh/h/ln	0	1702	1689	1754	1674	1395
Q Serve(g_s), s	0.0	37.8	0.0	0.0	36.2	42.4
Cycle Q Clear(g_c), s	0.0	37.8	0.0	0.0	36.2	42.4
Prop In Lane	0.00			0.32	1.00	1.00
Lane Grp Cap(c), veh/h	0	2911	1925	1000	1764	980
V/C Ratio(X)	0.00	0.77	0.61	0.62	0.77	0.86
Avail Cap(c_a), veh/h	0	2911	1925	1000	1942	1079
HCM Platoon Ratio	1.00	1.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.53	0.81	0.81	1.00	1.00
Uniform Delay (d), s/veh	0.0	12.4	0.0	0.0	43.3	45.3
Incr Delay (d2), s/veh	0.0	1.1	1.2	2.3	1.8	7.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.4	0.3	0.6	15.3	15.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	13.4	1.2	2.3	45.1	52.3
LnGrp LOS		B	A	A	D	D
Approach Vol, veh/h		2231	1799		2208	
Approach Delay, s/veh		13.4	1.6		47.9	
Approach LOS		B	A		D	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	92.3		57.7		92.3
Change Period (Y+Rc), s	6.8		5.0		6.8
Max Green Setting (Gmax), s	80.2		58.0		80.2
Max Q Clear Time (g_c+I1), s	39.8		44.4		2.0
Green Ext Time (p_c), s	27.6		8.2		24.5

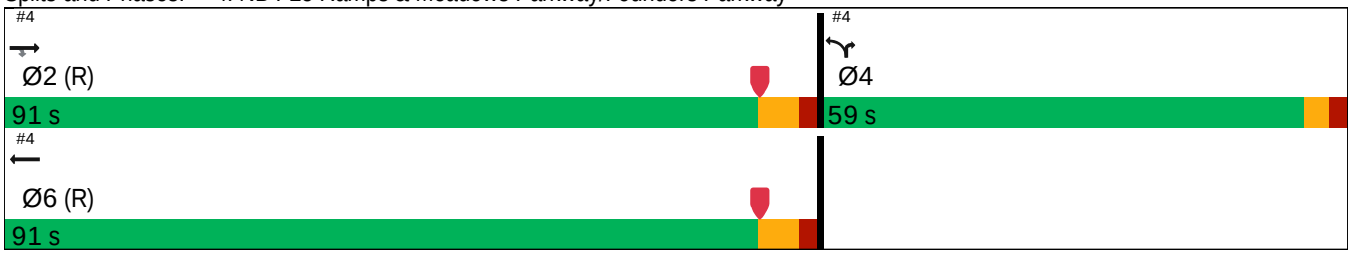
Intersection Summary		
HCM 7th Control Delay, s/veh	22.2	
HCM 7th LOS	C	

Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	2597	780	1342	349	387
Future Volume (vph)	2597	780	1342	349	387
Turn Type	NA	Perm	NA	Prot	Prot
Protected Phases	2		6	4	4
Permitted Phases		2			
Detector Phase	2	2	6	4	4
Switch Phase					
Minimum Initial (s)	20.0	20.0	20.0	5.0	5.0
Minimum Split (s)	26.8	26.8	26.8	10.0	10.0
Total Split (s)	91.0	91.0	91.0	59.0	59.0
Total Split (%)	60.7%	60.7%	60.7%	39.3%	39.3%
Yellow Time (s)	4.8	4.8	4.8	3.0	3.0
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)	6.8	6.8	6.8	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: NB I-25 Ramps & Meadows Parkway/Founders Parkway





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2597	780	0	1342	349	387
Future Volume (veh/h)	2597	780	0	1342	349	387
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	2677	804	0	1384	378	379
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	0	2	2	2
Cap, veh/h	4330	1223	0	2742	533	474
Arrive On Green	1.00	1.00	0.00	1.00	0.15	0.15
Sat Flow, veh/h	5611	1585	0	3741	3563	3170
Grp Volume(v), veh/h	2677	804	0	1384	378	379
Grp Sat Flow(s),veh/h/ln	1870	1585	0	1777	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	15.1	17.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	15.1	17.3
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	4330	1223	0	2742	533	474
V/C Ratio(X)	0.62	0.66	0.00	0.50	0.71	0.80
Avail Cap(c_a), veh/h	4330	1223	0	2742	1283	1141
HCM Platoon Ratio	2.00	2.00	1.00	2.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.00	0.54	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	60.7	61.6
Incr Delay (d2), s/veh	0.4	1.5	0.0	0.4	1.8	3.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.0	0.1	7.0	7.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.4	1.5	0.0	0.4	62.4	64.7
LnGrp LOS	A	A		A	E	E
Approach Vol, veh/h	3481			1384	757	
Approach Delay, s/veh	0.6			0.4	63.6	
Approach LOS	A			A	E	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		122.6		27.4		122.6
Change Period (Y+Rc), s		6.8		5.0		6.8
Max Green Setting (Gmax), s		84.2		54.0		84.2
Max Q Clear Time (g_c+I1), s		2.0		19.3		2.0
Green Ext Time (p_c), s		68.2		3.1		17.0

Intersection Summary						
HCM 7th Control Delay, s/veh			9.0			
HCM 7th LOS			A			

Notes

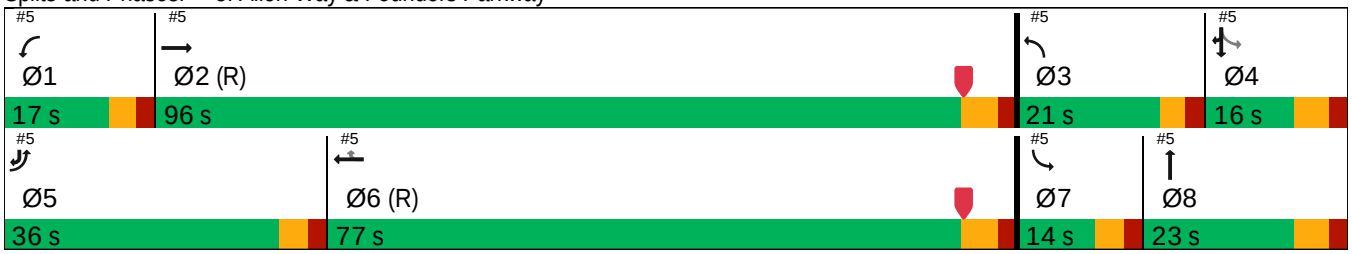
User approved volume balancing among the lanes for turning movement.

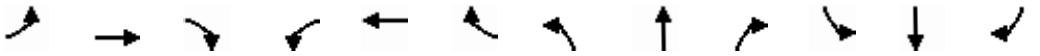
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	442	2305	63	2057	137	156	36	107	25	458
Future Volume (vph)	442	2305	63	2057	137	156	36	107	25	458
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+pt	NA	pt+ov
Protected Phases	5	2	1	6		3	8	7	4	4 5
Permitted Phases					6			4		
Detector Phase	5	2	1	6	6	3	8	7	4	4 5
Switch Phase										
Minimum Initial (s)	5.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	30.0	10.0	40.0	40.0	10.0	46.0	10.0	47.0	
Total Split (s)	36.0	96.0	17.0	77.0	77.0	21.0	23.0	14.0	16.0	
Total Split (%)	24.0%	64.0%	11.3%	51.3%	51.3%	14.0%	15.3%	9.3%	10.7%	
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.0	3.0	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	0.0	
Total Lost Time (s)	5.0	6.0	5.0	6.0	6.0	5.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 5: Allen Way & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	442	2305	237	63	2057	137	156	36	69	107	25	458
Future Volume (veh/h)	442	2305	237	63	2057	137	156	36	69	107	25	458
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	465	2426	249	66	2165	144	164	38	49	113	26	482
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	520	3197	321	84	2933	911	214	51	65	179	125	606
Arrive On Green	0.30	1.00	1.00	0.05	0.57	0.57	0.06	0.07	0.07	0.06	0.07	0.07
Sat Flow, veh/h	3456	4716	473	1781	5106	1585	3456	742	956	1781	1870	2790
Grp Volume(v), veh/h	465	1735	940	66	2165	144	164	0	87	113	26	482
Grp Sat Flow(s),veh/h/ln	1728	1702	1785	1781	1702	1585	1728	0	1698	1781	1870	1395
Q Serve(g_s), s	19.3	0.0	0.0	5.5	47.0	6.4	7.0	0.0	7.5	8.9	2.0	10.0
Cycle Q Clear(g_c), s	19.3	0.0	0.0	5.5	47.0	6.4	7.0	0.0	7.5	8.9	2.0	10.0
Prop In Lane	1.00		0.26	1.00		1.00	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	520	2307	1210	84	2933	911	214	0	116	179	125	606
V/C Ratio(X)	0.89	0.75	0.78	0.79	0.74	0.16	0.77	0.00	0.75	0.63	0.21	0.80
Avail Cap(c_a), veh/h	714	2307	1210	143	2933	911	369	0	192	179	125	606
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	0.0	0.0	70.7	23.6	14.9	69.3	0.0	68.6	61.3	66.3	55.6
Incr Delay (d2), s/veh	6.5	1.3	2.8	14.9	1.7	0.4	5.7	0.0	9.2	7.0	0.8	7.3
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	7.9	0.4	0.9	2.9	19.1	2.4	3.3	0.0	3.6	4.4	1.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.8	1.3	2.8	85.6	25.3	15.3	75.0	0.0	77.8	68.3	67.1	62.9
LnGrp LOS	E	A	A	F	C	B	E		E	E	E	E
Approach Vol, veh/h		3140			2375			251			621	
Approach Delay, s/veh		10.1			26.4			76.0			64.0	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	107.7	14.3	16.0	27.6	92.2	14.0	16.3
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	12.0	90.0	16.0	10.0	31.0	71.0	9.0	17.0
Max Q Clear Time (g_c+I1), s	7.5	2.0	9.0	12.0	21.3	49.0	10.9	9.5
Green Ext Time (p_c), s	0.0	57.5	0.3	0.0	1.3	17.4	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	24.0
HCM 7th LOS	C

Notes

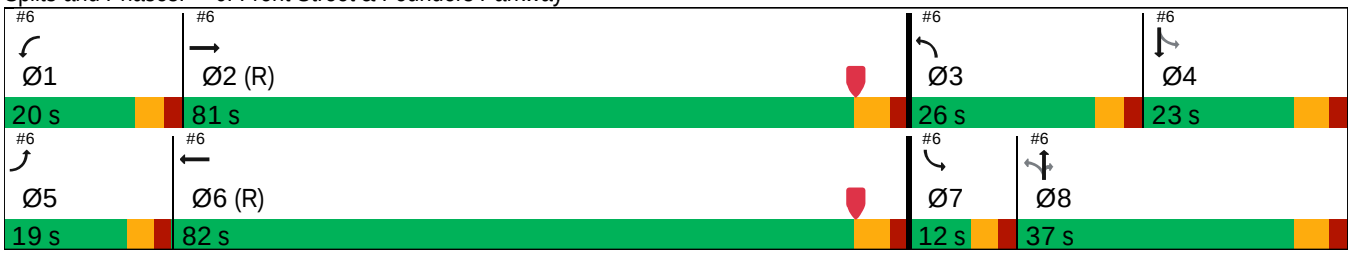
User approved pedestrian interval to be less than phase max green.

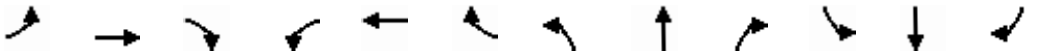
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	63	1889	87	1659	534	107	153	31	90
Future Volume (vph)	63	1889	87	1659	534	107	153	31	90
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	5.0	3.0	5.0
Minimum Split (s)	8.0	48.0	8.0	39.0	8.0	44.0	44.0	8.0	44.0
Total Split (s)	19.0	81.0	20.0	82.0	26.0	37.0	37.0	12.0	23.0
Total Split (%)	12.7%	54.0%	13.3%	54.7%	17.3%	24.7%	24.7%	8.0%	15.3%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 6: Front Street & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1889	528	87	1659	17	534	107	153	31	90	64
Future Volume (veh/h)	63	1889	528	87	1659	17	534	107	153	31	90	64
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	1841	1841	1841
Adj Flow Rate, veh/h	67	2010	562	93	1765	18	568	114	146	33	96	46
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	85	2371	630	114	3162	32	619	329	278	153	138	62
Arrive On Green	0.05	0.59	0.59	0.06	0.61	0.61	0.14	0.18	0.18	0.02	0.06	0.06
Sat Flow, veh/h	1781	4016	1066	1781	5212	53	3456	1870	1585	1753	2341	1058
Grp Volume(v), veh/h	67	1687	885	93	1153	630	568	114	146	33	70	72
Grp Sat Flow(s),veh/h/ln	1781	1702	1678	1781	1702	1861	1728	1870	1585	1753	1749	1650
Q Serve(g_s), s	5.6	60.4	68.5	7.7	30.2	30.2	21.0	8.0	12.5	2.6	5.9	6.4
Cycle Q Clear(g_c), s	5.6	60.4	68.5	7.7	30.2	30.2	21.0	8.0	12.5	2.6	5.9	6.4
Prop In Lane	1.00		0.64	1.00		0.03	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	85	2010	991	114	2065	1129	619	329	278	153	103	97
V/C Ratio(X)	0.79	0.84	0.89	0.82	0.56	0.56	0.92	0.35	0.52	0.22	0.68	0.74
Avail Cap(c_a), veh/h	166	2010	991	178	2065	1129	619	387	328	195	198	187
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	1.00	1.00
Uniform Delay (d), s/veh	70.7	24.9	26.6	69.3	17.5	17.5	56.8	54.3	56.1	64.4	69.2	69.5
Incr Delay (d2), s/veh	14.6	4.4	12.1	14.8	1.1	2.0	18.8	0.6	1.5	0.7	7.7	10.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	25.0	29.9	4.0	12.1	13.5	2.6	3.9	5.2	1.2	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.3	29.4	38.7	84.1	18.6	19.5	75.6	54.9	57.7	65.1	76.9	79.9
LnGrp LOS	F	C	D	F	B	B	E	D	E	E	E	E
Approach Vol, veh/h		2639			1876			828			175	
Approach Delay, s/veh		33.9			22.2			69.6			75.9	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	94.6	26.0	14.8	12.2	97.0	8.5	32.4
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	15.0	75.0	21.0	17.0	14.0	76.0	7.0	31.0
Max Q Clear Time (g_c+I1), s	9.7	70.5	23.0	8.4	7.6	32.2	4.6	14.5
Green Ext Time (p_c), s	0.1	4.3	0.0	0.4	0.1	19.9	0.0	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	36.6
HCM 7th LOS	D

Notes

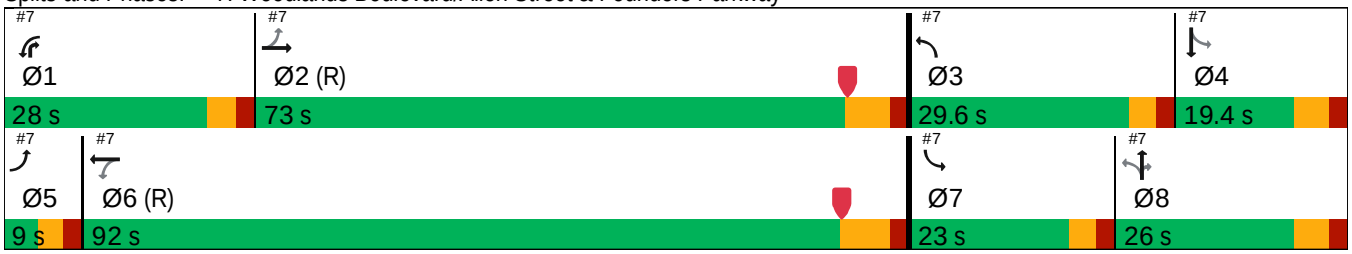
User approved pedestrian interval to be less than phase max green.

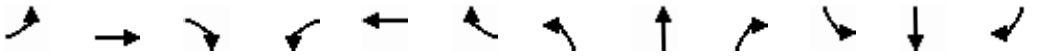
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	11	1902	321	1482	95	37	451	214	39
Future Volume (vph)	11	1902	321	1482	95	37	451	214	39
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	5	2	1	6	3	8	1	7	4
Permitted Phases	2		6		8		8	4	
Detector Phase	5	2	1	6	3	8	1	7	4
Switch Phase									
Minimum Initial (s)	4.0	20.0	4.0	20.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	39.9	9.5	37.6	9.0	44.0	9.5	9.0	45.0
Total Split (s)	9.0	73.0	28.0	92.0	29.6	26.0	28.0	23.0	19.4
Total Split (%)	6.0%	48.7%	18.7%	61.3%	19.7%	17.3%	18.7%	15.3%	12.9%
Yellow Time (s)	3.0	4.9	3.0	5.6	3.0	4.0	3.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.9	5.0	7.6	5.0	6.0	5.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 7: Woodlands Boulevard/Allen Street & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1902	108	321	1482	155	95	37	451	214	39	7
Future Volume (veh/h)	11	1902	108	321	1482	155	95	37	451	214	39	7
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	11	1961	111	331	1528	160	98	38	232	221	40	7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	2473	140	351	2931	307	339	249	451	386	576	98
Arrive On Green	0.03	0.50	0.50	0.15	0.62	0.62	0.06	0.13	0.13	0.12	0.19	0.19
Sat Flow, veh/h	1781	4945	279	1781	4695	491	1781	1870	1585	1781	3037	517
Grp Volume(v), veh/h	11	1348	724	331	1108	580	98	38	232	221	23	24
Grp Sat Flow(s),veh/h/ln	1781	1702	1820	1781	1702	1782	1781	1870	1585	1781	1777	1777
Q Serve(g_s), s	0.4	49.2	49.6	20.6	27.2	27.2	7.0	2.7	18.4	15.6	1.6	1.7
Cycle Q Clear(g_c), s	0.4	49.2	49.6	20.6	27.2	27.2	7.0	2.7	18.4	15.6	1.6	1.7
Prop In Lane	1.00		0.15	1.00		0.28	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	225	1702	910	351	2125	1112	339	249	451	386	337	337
V/C Ratio(X)	0.05	0.79	0.80	0.94	0.52	0.52	0.29	0.15	0.51	0.57	0.07	0.07
Avail Cap(c_a), veh/h	225	1702	910	355	2125	1112	521	249	451	390	337	337
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	1.00	1.00
Uniform Delay (d), s/veh	17.2	31.0	31.1	46.5	15.7	15.7	51.5	57.5	45.0	46.4	49.9	49.9
Incr Delay (d2), s/veh	0.1	3.9	7.1	33.2	0.9	1.8	0.5	0.3	1.0	2.0	0.1	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	20.9	23.4	15.7	10.7	11.5	3.2	1.3	7.4	7.2	0.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.3	34.9	38.3	79.6	16.6	17.5	51.9	57.8	46.0	48.4	50.0	50.0
LnGrp LOS	B	C	D	E	B	B	D	E	D	D	D	D
Approach Vol, veh/h		2083			2019			368			268	
Approach Delay, s/veh		36.0			27.2			48.8			48.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.6	82.6	14.2	34.4	9.0	101.2	22.7	26.0
Change Period (Y+Rc), s	5.0	* 7.6	5.0	6.0	5.0	7.6	5.0	6.0
Max Green Setting (Gmax), s	23.0	* 66	24.6	13.4	4.0	84.4	18.0	20.0
Max Q Clear Time (g_c+I1), s	22.6	51.6	9.0	3.7	2.4	29.2	17.6	20.4
Green Ext Time (p_c), s	0.1	11.5	0.2	0.1	0.0	19.9	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	34.0
HCM 7th LOS	C

Notes

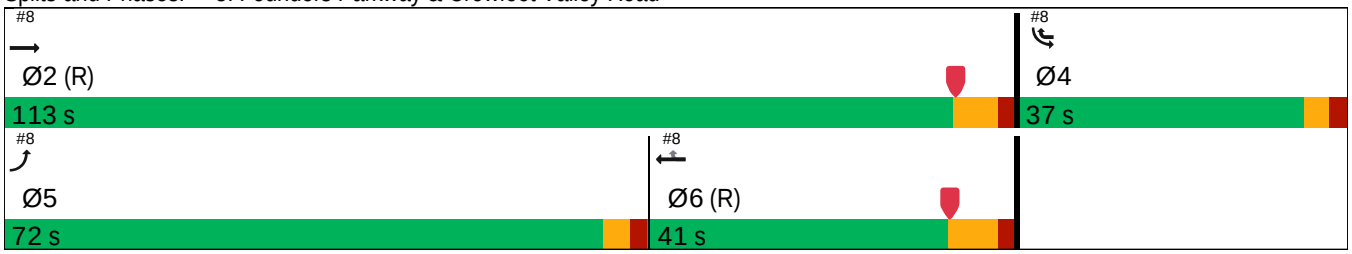
User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1040	1527	1111	246	193	847
Future Volume (vph)	1040	1527	1111	246	193	847
Turn Type	Prot	NA	NA	pm+ov	Prot	Free
Protected Phases	5	2	6	4	4	
Permitted Phases				6		Free
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0	
Minimum Split (s)	10.0	36.8	22.5	32.0	32.0	
Total Split (s)	72.0	113.0	41.0	37.0	37.0	
Total Split (%)	48.0%	75.3%	27.3%	24.7%	24.7%	
Yellow Time (s)	3.0	4.8	5.6	3.0	3.0	
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	6.8	7.6	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None	None	

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 8: Founders Parkway & Crowfoot Valley Road





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1040	1527	1111	246	193	847
Future Volume (veh/h)	1040	1527	1111	246	193	847
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1841	1841
Adj Flow Rate, veh/h	1095	1607	1169	259	203	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	4	4
Cap, veh/h	1198	2792	1442	850	228	
Arrive On Green	0.35	0.79	0.41	0.41	0.13	0.00
Sat Flow, veh/h	3456	3647	3647	1585	1753	3120
Grp Volume(v), veh/h	1095	1607	1169	259	203	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1777	1585	1753	1560
Q Serve(g_s), s	45.5	26.5	43.7	13.6	17.1	0.0
Cycle Q Clear(g_c), s	45.5	26.5	43.7	13.6	17.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1198	2792	1442	850	228	
V/C Ratio(X)	0.91	0.58	0.81	0.30	0.89	
Avail Cap(c_a), veh/h	1544	2792	1442	850	374	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	46.9	6.3	39.5	19.3	64.2	0.0
Incr Delay (d2), s/veh	7.3	0.9	5.0	0.9	14.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.7	9.2	20.1	7.0	8.5	0.0
Unsig. Movement Delay, s/veh						0.00
LnGrp Delay(d), s/veh	54.2	7.2	44.5	20.2	78.2	0.0
LnGrp LOS	D	A	D	C	E	A
Approach Vol, veh/h		2702	1428		1095	
Approach Delay, s/veh		26.2	40.1		14.5	
Approach LOS		C	D		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		125.5		24.5	57.0	68.5
Change Period (Y+Rc), s		* 7.6		5.0	5.0	7.6
Max Green Setting (Gmax), s		* 1.1E+02		32.0	67.0	33.4
Max Q Clear Time (g_c+I1), s		28.5		19.1	47.5	45.7
Green Ext Time (p_c), s		22.9		0.4	4.5	0.0

Intersection Summary		
HCM 7th Control Delay, s/veh		27.6
HCM 7th LOS		C

Notes

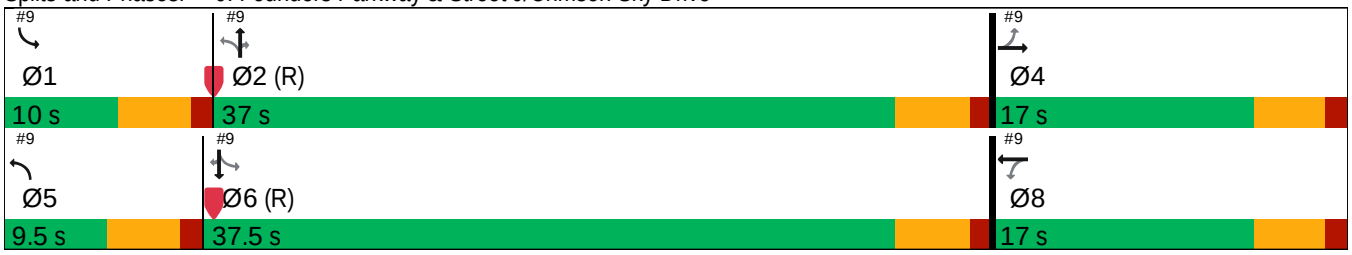
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

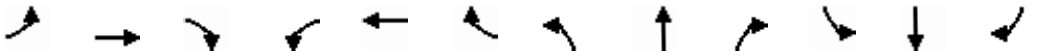
Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	49	30	6	0	44	1082	15	228	1360	72
Future Volume (vph)	49	30	6	0	44	1082	15	228	1360	72
Turn Type	Perm	Free	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases				8	5	2		1	6	
Permitted Phases	4	Free	8		2		2	6		6
Detector Phase	4		8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	17.0		17.0	17.0	9.5	37.0	37.0	10.0	37.5	37.5
Total Split (%)	26.6%		26.6%	26.6%	14.8%	57.8%	57.8%	15.6%	58.6%	58.6%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None		None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 64
Actuated Cycle Length: 64
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 9: Founders Parkway & Street J/Crimson Sky Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	0	30	6	0	139	44	1082	15	228	1360	72
Future Volume (veh/h)	49	0	30	6	0	139	44	1082	15	228	1360	72
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	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	0	0	6	0	148	47	1151	16	243	1447	77
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	197	293		331	0	244	296	1942	866	424	2090	932
Arrive On Green	0.16	0.00	0.00	0.16	0.00	0.16	0.04	0.55	0.55	0.09	0.59	0.59
Sat Flow, veh/h	1240	1870	1585	1395	0	1560	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	52	0	0	6	0	148	47	1151	16	243	1447	77
Grp Sat Flow(s),veh/h/ln	1240	1870	1585	1395	0	1560	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.6	0.0	0.0	0.2	0.0	5.7	0.7	13.9	0.3	3.7	18.1	1.3
Cycle Q Clear(g_c), s	8.3	0.0	0.0	0.2	0.0	5.7	0.7	13.9	0.3	3.7	18.1	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	293		331	0	244	296	1942	866	424	2090	932
V/C Ratio(X)	0.26	0.00		0.02	0.00	0.61	0.16	0.59	0.02	0.57	0.69	0.08
Avail Cap(c_a), veh/h	245	365		385	0	305	356	1942	866	424	2090	932
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	22.9	0.0	25.1	7.7	9.7	6.6	8.1	9.2	5.7
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	2.4	0.2	1.3	0.0	1.9	1.9	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	0.8	0.0	0.0	0.1	0.0	2.1	0.2	4.8	0.1	1.2	6.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.7	0.0	0.0	22.9	0.0	27.6	7.9	11.1	6.7	9.9	11.1	5.9
LnGrp LOS	C			C		C	A	B	A	A	B	A
Approach Vol, veh/h		52			154			1214			1767	
Approach Delay, s/veh		29.7			27.4			10.9			10.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	39.5		14.5	7.3	42.1		14.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	32.5		12.5	5.0	33.0		12.5				
Max Q Clear Time (g_c+I1), s	5.7	15.9		10.3	2.7	20.1		7.7				
Green Ext Time (p_c), s	0.0	7.8		0.0	0.0	8.5		0.3				

Intersection Summary			
HCM 7th Control Delay, s/veh		11.9	
HCM 7th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.

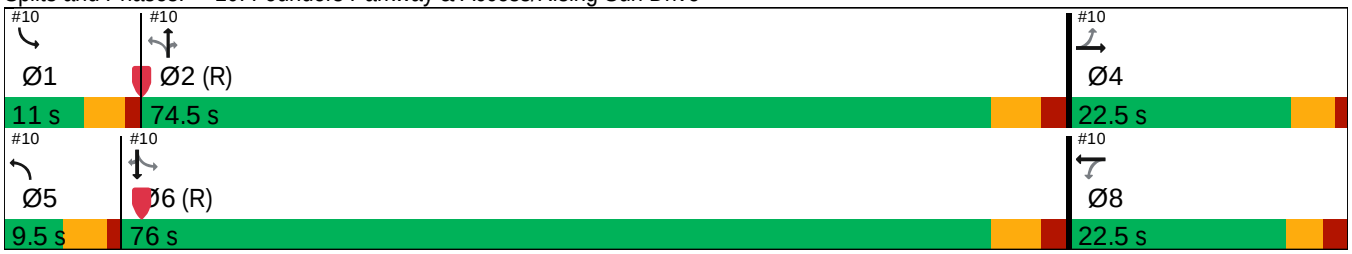
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

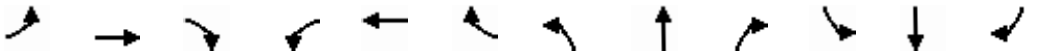
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	8	0	83	0	11	989	82	108	1277	11
Future Volume (vph)	8	0	83	0	11	989	82	108	1277	11
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	4.0	4.0	5.0	4.0	4.0
Minimum Split (s)	22.5	22.5	10.0	10.0	9.5	31.0	31.0	9.5	10.0	10.0
Total Split (s)	22.5	22.5	22.5	22.5	9.5	74.5	74.5	11.0	76.0	76.0
Total Split (%)	20.8%	20.8%	20.8%	20.8%	8.8%	69.0%	69.0%	10.2%	70.4%	70.4%
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	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	0.0
Total Lost Time (s)	4.5	4.5	5.0	5.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 108
Actuated Cycle Length: 108
Offset: 88.5 (82%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 10: Founders Parkway & Access/Rising Sun Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	8	83	0	144	11	989	82	108	1277	11
Future Volume (veh/h)	8	0	8	83	0	144	11	989	82	108	1277	11
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	9	0	9	88	0	153	12	1052	87	115	1359	12
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	0	190	228	0	190	310	2459	1097	424	2568	1146
Arrive On Green	0.12	0.00	0.12	0.12	0.00	0.12	0.01	0.69	0.69	0.04	0.72	0.72
Sat Flow, veh/h	1234	0	1585	1406	0	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	9	0	9	88	0	153	12	1052	87	115	1359	12
Grp Sat Flow(s),veh/h/ln	1234	0	1585	1406	0	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.8	0.0	0.5	6.4	0.0	10.2	0.2	14.0	1.9	1.9	18.5	0.2
Cycle Q Clear(g_c), s	10.9	0.0	0.5	6.9	0.0	10.2	0.2	14.0	1.9	1.9	18.5	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	98	0	190	228	0	190	310	2459	1097	424	2568	1146
V/C Ratio(X)	0.09	0.00	0.05	0.39	0.00	0.81	0.04	0.43	0.08	0.27	0.53	0.01
Avail Cap(c_a), veh/h	156	0	264	287	0	257	367	2459	1097	452	2568	1146
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	0.0	42.1	45.1	0.0	46.3	5.8	7.3	5.4	5.1	6.7	4.2
Incr Delay (d2), s/veh	0.4	0.0	0.1	1.1	0.0	12.6	0.1	0.5	0.1	0.3	0.8	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	0.2	0.0	0.2	2.3	0.0	4.6	0.1	4.9	0.6	0.6	6.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.0	0.0	42.2	46.2	0.0	58.9	5.9	7.8	5.6	5.4	7.5	4.2
LnGrp LOS	D		D	D		E	A	A	A	A	A	A
Approach Vol, veh/h		18			241			1151			1486	
Approach Delay, s/veh		47.1			54.3			7.6			7.3	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	80.7		17.9	6.0	84.1		17.9				
Change Period (Y+Rc), s	4.5	6.0		* 5	4.5	6.0		5.0				
Max Green Setting (Gmax), s	6.5	68.5		* 18	5.0	70.0		17.5				
Max Q Clear Time (g_c+I1), s	3.9	16.0		12.9	2.2	20.5		12.2				
Green Ext Time (p_c), s	0.1	10.7		0.0	0.0	15.3		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.6
HCM 7th LOS	B

Notes

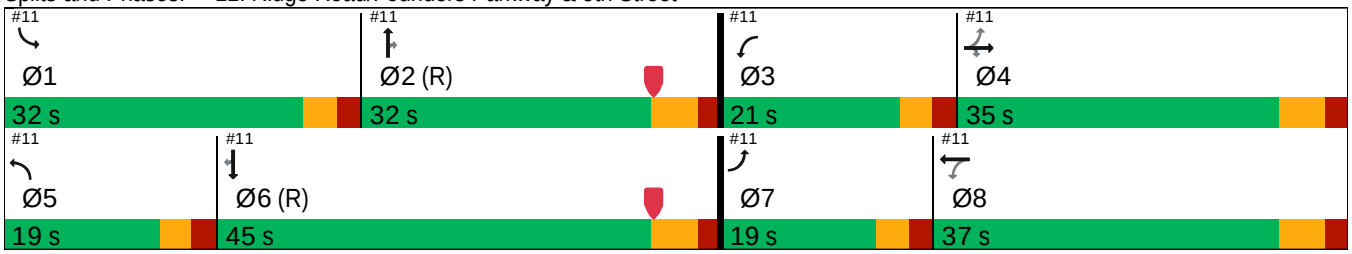
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

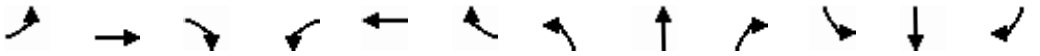
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	468	334	189	336	378	191	406	90	478	486	111
Future Volume (vph)	173	468	334	189	336	378	191	406	90	478	486	111
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	19.0	35.0	35.0	21.0	37.0		19.0	32.0	32.0	32.0	45.0	45.0
Total Split (%)	15.8%	29.2%	29.2%	17.5%	30.8%		15.8%	26.7%	26.7%	26.7%	37.5%	37.5%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 30 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 11: Ridge Road/Founders Parkway & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	468	334	189	336	378	191	406	90	478	486	111
Future Volume (veh/h)	173	468	334	189	336	378	191	406	90	478	486	111
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	180	488	0	197	350	0	199	423	0	498	506	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	601		285	631		261	1324		578	1650	
Arrive On Green	0.10	0.17	0.00	0.11	0.18	0.00	0.08	0.37	0.00	0.17	0.46	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	180	488	0	197	350	0	199	423	0	498	506	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	9.9	15.9	0.0	10.8	10.8	0.0	6.8	10.2	0.0	16.8	10.7	0.0
Cycle Q Clear(g_c), s	9.9	15.9	0.0	10.8	10.8	0.0	6.8	10.2	0.0	16.8	10.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	327	601		285	631		261	1324		578	1650	
V/C Ratio(X)	0.55	0.81		0.69	0.55		0.76	0.32		0.86	0.31	
Avail Cap(c_a), veh/h	358	859		331	918		403	1324		778	1650	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.2	48.0	0.0	36.6	45.0	0.0	54.4	26.8	0.0	48.6	20.1	0.0
Incr Delay (d2), s/veh	1.5	4.0	0.0	5.0	0.8	0.0	4.6	0.6	0.0	7.6	0.5	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	4.4	7.4	0.0	5.1	4.8	0.0	3.1	4.4	0.0	7.8	4.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.7	52.0	0.0	41.6	45.8	0.0	59.0	27.5	0.0	56.2	20.6	0.0
LnGrp LOS	D	D		D	D		E	C		E	C	
Approach Vol, veh/h		668			547			622			1004	
Approach Delay, s/veh		48.1			44.3			37.6			38.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.1	50.7	17.9	26.3	14.0	61.7	16.9	27.3
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	27.0	26.0	16.0	29.0	14.0	39.0	14.0	31.0
Max Q Clear Time (g_c+I1), s	18.8	12.2	12.8	17.9	8.8	12.7	11.9	12.8
Green Ext Time (p_c), s	1.2	2.3	0.2	2.4	0.3	3.6	0.1	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	41.6
HCM 7th LOS	D

Notes

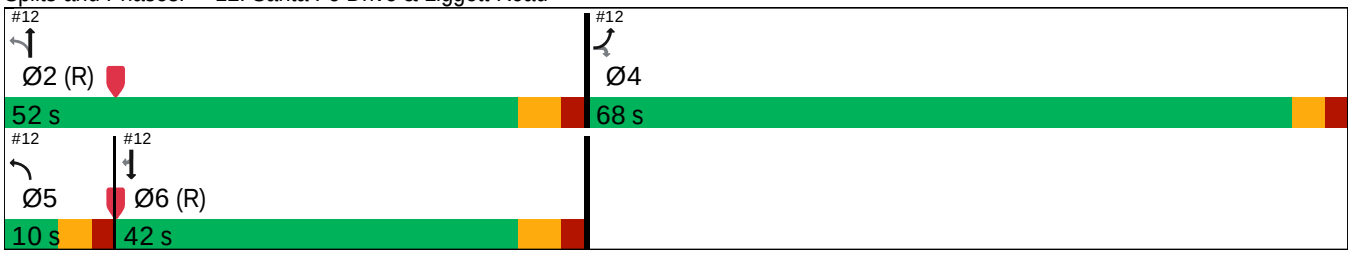
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	603	101	18	589	663	412
Future Volume (vph)	603	101	18	589	663	412
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	24.0	24.0	24.0
Total Split (s)	68.0	68.0	10.0	52.0	42.0	42.0
Total Split (%)	56.7%	56.7%	8.3%	43.3%	35.0%	35.0%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 12: Santa Fe Drive & Liggett Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	603	101	18	589	663	412
Future Volume (veh/h)	603	101	18	589	663	412
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1870	1870
Adj Flow Rate, veh/h	648	109	19	633	713	443
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	2	2
Cap, veh/h	691	615	249	1824	1621	723
Arrive On Green	0.39	0.39	0.02	0.52	0.46	0.46
Sat Flow, veh/h	1767	1572	1767	3618	3647	1585
Grp Volume(v), veh/h	648	109	19	633	713	443
Grp Sat Flow(s),veh/h/ln	1767	1572	1767	1763	1777	1585
Q Serve(g_s), s	42.3	5.4	0.7	12.7	16.4	25.3
Cycle Q Clear(g_c), s	42.3	5.4	0.7	12.7	16.4	25.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	691	615	249	1824	1621	723
V/C Ratio(X)	0.94	0.18	0.08	0.35	0.44	0.61
Avail Cap(c_a), veh/h	928	826	288	1824	1621	723
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	35.1	23.9	17.1	17.0	22.2	24.6
Incr Delay (d2), s/veh	13.9	0.1	0.1	0.5	0.9	3.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.5	5.9	0.3	5.2	7.0	10.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	49.0	24.1	17.2	17.6	23.1	28.5
LnGrp LOS	D	C	B	B	C	C
Approach Vol, veh/h	757			652	1156	
Approach Delay, s/veh	45.4			17.5	25.1	
Approach LOS	D			B	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.1		51.9	7.3	60.7
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		46.0		63.0	5.0	36.0
Max Q Clear Time (g_c+I1), s		14.7		44.3	2.7	27.3
Green Ext Time (p_c), s		4.8		2.6	0.0	4.2

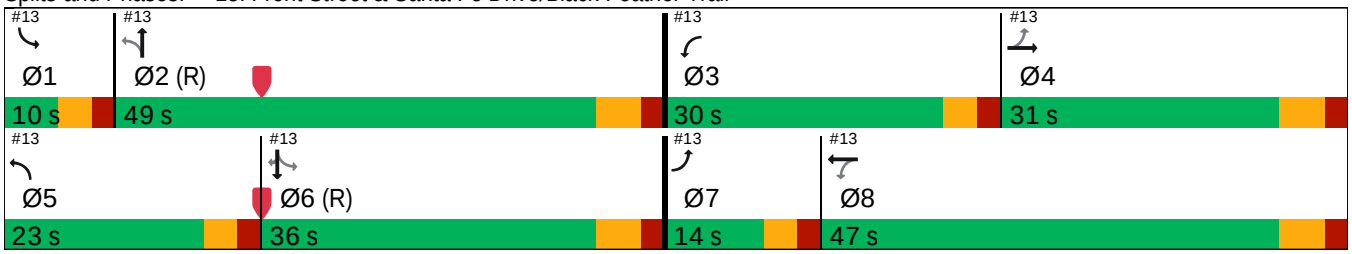
Intersection Summary		
HCM 7th Control Delay, s/veh	29.2	
HCM 7th LOS	C	

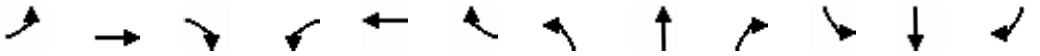
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	149	288	546	383	169	268	618	29	648	105
Future Volume (vph)	149	288	546	383	169	268	618	29	648	105
Turn Type	pm+pt	NA	Free	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		Free	8		2		6		6
Detector Phase	7	4		3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0		10.0	24.0	10.0	24.0	10.0	24.0	24.0
Total Split (s)	14.0	31.0		30.0	47.0	23.0	49.0	10.0	36.0	36.0
Total Split (%)	11.7%	25.8%		25.0%	39.2%	19.2%	40.8%	8.3%	30.0%	30.0%
Yellow Time (s)	3.0	4.0		3.0	4.0	3.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0	5.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 13: Front Street & Santa Fe Drive/Black Feather Trail





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	288	546	383	169	37	268	618	322	29	648	105
Future Volume (veh/h)	149	288	546	383	169	37	268	618	322	29	648	105
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	155	300	0	399	176	39	279	644	335	30	675	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	334		431	443	98	399	941	490	213	1149	
Arrive On Green	0.08	0.18	0.00	0.19	0.30	0.30	0.12	0.42	0.42	0.03	0.32	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1483	329	1781	2260	1176	1781	3554	1585
Grp Volume(v), veh/h	155	300	0	399	0	215	279	506	473	30	675	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1811	1781	1777	1659	1781	1777	1585
Q Serve(g_s), s	8.5	18.8	0.0	21.1	0.0	11.3	12.0	27.9	27.9	1.3	19.0	0.0
Cycle Q Clear(g_c), s	8.5	18.8	0.0	21.1	0.0	11.3	12.0	27.9	27.9	1.3	19.0	0.0
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.71	1.00		1.00
Lane Grp Cap(c), veh/h	402	334		431	0	541	399	740	691	213	1149	
V/C Ratio(X)	0.39	0.90		0.93	0.00	0.40	0.70	0.68	0.68	0.14	0.59	
Avail Cap(c_a), veh/h	402	390		455	0	619	453	740	691	240	1149	
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.6	48.2	0.0	30.9	0.0	33.5	23.7	28.6	28.6	27.0	33.9	0.0
Incr Delay (d2), s/veh	0.6	20.7	0.0	24.4	0.0	0.5	4.1	5.1	5.4	0.3	2.2	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	3.8	10.7	0.0	11.9	0.0	5.1	5.4	12.8	12.0	0.6	8.6	0.0
Unsig. Movement Delay, s/veh			0.00									
LnGrp Delay(d), s/veh	37.2	68.9	0.0	55.3	0.0	33.9	27.7	33.6	34.0	27.3	36.1	0.0
LnGrp LOS	D	E	A	E		C	C	C	C	C	D	
Approach Vol, veh/h		1024			614			1258			705	
Approach Delay, s/veh		25.8			47.8			32.5			35.8	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	56.0	28.4	27.5	19.4	44.8	14.0	41.9
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	43.0	25.0	25.0	18.0	30.0	9.0	41.0
Max Q Clear Time (g_c+I1), s	3.3	29.9	23.1	20.8	14.0	21.0	10.5	13.3
Green Ext Time (p_c), s	0.0	5.4	0.3	0.6	0.3	3.0	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	33.8
HCM 7th LOS	C

Notes

Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.

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

Intersection	
Intersection Delay, s/veh	31.8
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	447	74	34	0	56	18	43	23	0	34	45	321
Future Vol, veh/h	447	74	34	0	56	18	43	23	0	34	45	321
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	486	80	37	0	61	20	47	25	0	37	49	349
Number of Lanes	1	1	0	0	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay, s/veh	46.5	12.1	11.9	18.4
HCM LOS	E	B	B	C

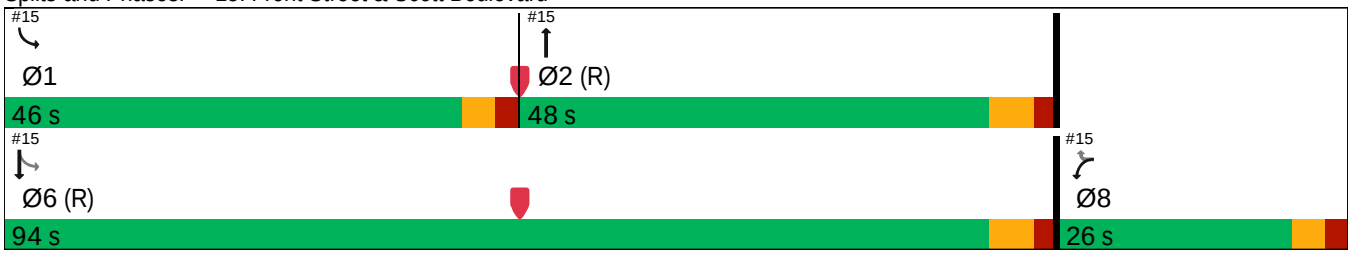
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	69%	76%	0%	100%	0%
Vol Right, %	0%	0%	0%	0%	31%	24%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	12	12	447	108	74	34	45	321
LT Vol	43	0	0	447	0	0	34	0	0
Through Vol	0	12	12	0	74	56	0	45	0
RT Vol	0	0	0	0	34	18	0	0	321
Lane Flow Rate	47	13	13	486	117	80	37	49	349
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.114	0.029	0.022	0.953	0.207	0.172	0.08	0.099	0.637
Departure Headway (Hd)	8.769	8.25	6.451	7.062	6.341	7.709	7.801	7.288	6.569
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	408	434	554	515	569	465	460	492	551
Service Time	6.525	6.006	4.206	4.762	4.041	5.461	5.542	5.028	4.309
HCM Lane V/C Ratio	0.115	0.03	0.023	0.944	0.206	0.172	0.08	0.1	0.633
HCM Control Delay, s/veh	12.7	11.3	9.4	55.2	10.7	12.1	11.2	10.8	20.2
HCM Lane LOS	B	B	A	F	B	B	B	B	C
HCM 95th-tile Q	0.4	0.1	0.1	12.1	0.8	0.6	0.3	0.3	4.5

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	29	208	690	433	841
Future Volume (vph)	29	208	690	433	841
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	24.0	10.0	24.0
Total Split (s)	26.0	26.0	48.0	46.0	94.0
Total Split (%)	21.7%	21.7%	40.0%	38.3%	78.3%
Yellow Time (s)	3.0	3.0	4.0	3.0	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	6.0	5.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 15: Front Street & Scott Boulevard





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	29	208	690	54	433	841
Future Volume (veh/h)	29	208	690	54	433	841
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	212	704	55	442	858
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	267	238	2022	158	686	2695
Arrive On Green	0.15	0.15	1.00	1.00	0.07	0.51
Sat Flow, veh/h	1781	1585	3433	261	1781	3647
Grp Volume(v), veh/h	30	212	374	385	442	858
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1823	1781	1777
Q Serve(g_s), s	1.7	15.8	0.0	0.0	9.9	17.0
Cycle Q Clear(g_c), s	1.7	15.8	0.0	0.0	9.9	17.0
Prop In Lane	1.00	1.00		0.14	1.00	
Lane Grp Cap(c), veh/h	267	238	1076	1104	686	2695
V/C Ratio(X)	0.11	0.89	0.35	0.35	0.64	0.32
Avail Cap(c_a), veh/h	312	277	1076	1104	1096	2695
HCM Platoon Ratio	1.00	1.00	2.00	2.00	0.67	0.67
Upstream Filter(I)	1.00	1.00	0.97	0.97	0.73	0.73
Uniform Delay (d), s/veh	44.1	50.1	0.0	0.0	5.9	11.3
Incr Delay (d2), s/veh	0.2	25.8	0.9	0.8	0.7	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	7.9	0.3	0.3	3.8	7.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	44.3	75.9	0.9	0.8	6.6	11.5
LnGrp LOS	D	E	A	A	A	B
Approach Vol, veh/h	242		759			1300
Approach Delay, s/veh	72.0		0.9			9.9
Approach LOS	E		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.3	78.7			97.0	23.0
Change Period (Y+Rc), s	5.0	6.0			6.0	5.0
Max Green Setting (Gmax), s	41.0	42.0			88.0	21.0
Max Q Clear Time (g_c+I1), s	11.9	2.0			19.0	17.8
Green Ext Time (p_c), s	1.4	5.5			7.7	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	13.4
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	410	197	107	133	5
Future Vol, veh/h	10	410	197	107	133	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	275	-	-	-
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	11	446	214	116	145	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	634	75	150	0	-	0
Stage 1	147	-	-	-	-	-
Stage 2	486	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	412	971	1429	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	350	971	1429	-	-	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.9	5.16	0
HCM LOS	B		

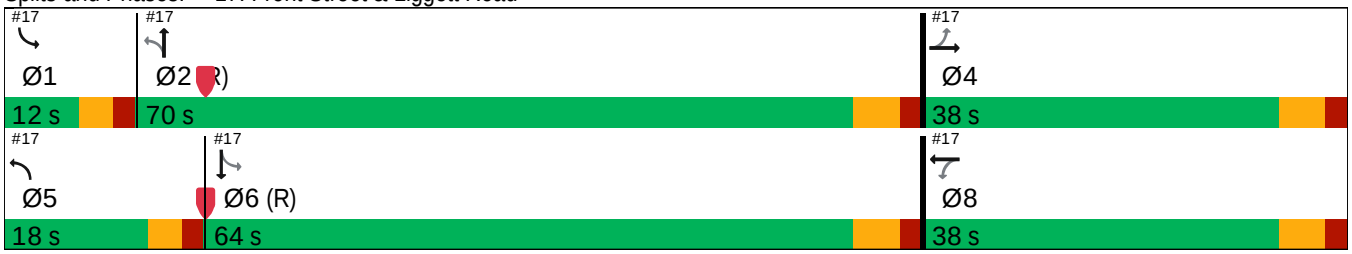
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1429	-	350	971	-	-
HCM Lane V/C Ratio	0.15	-	0.031	0.459	-	-
HCM Ctrl Dly (s/v)	8	-	15.6	11.8	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.1	2.5	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	3	3	37	17	115	684	25	858
Future Volume (vph)	3	3	37	17	115	684	25	858
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	10.0	24.0	10.0	24.0
Total Split (s)	38.0	38.0	38.0	38.0	18.0	70.0	12.0	64.0
Total Split (%)	31.7%	31.7%	31.7%	31.7%	15.0%	58.3%	10.0%	53.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	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
Total Lost Time (s)		6.0		6.0	5.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 17: Front Street & Liggett Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	3	247	37	17	69	115	684	52	25	858	2
Future Volume (veh/h)	3	3	247	37	17	69	115	684	52	25	858	2
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	3	3	257	39	18	72	120	712	54	26	894	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	6	291	87	50	124	524	2165	164	490	2291	5
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.04	0.65	0.65	0.05	1.00	1.00
Sat Flow, veh/h	5	31	1553	255	269	662	1781	3348	254	1781	3638	8
Grp Volume(v), veh/h	263	0	0	129	0	0	120	378	388	26	437	459
Grp Sat Flow(s),veh/h/ln	1589	0	0	1186	0	0	1781	1777	1825	1781	1777	1869
Q Serve(g_s), s	2.9	0.0	0.0	0.0	0.0	0.0	2.9	11.4	11.5	0.6	0.0	0.0
Cycle Q Clear(g_c), s	19.3	0.0	0.0	11.0	0.0	0.0	2.9	11.4	11.5	0.6	0.0	0.0
Prop In Lane	0.01		0.98	0.30		0.56	1.00		0.14	1.00		0.00
Lane Grp Cap(c), veh/h	328	0	0	262	0	0	524	1149	1180	490	1119	1177
V/C Ratio(X)	0.80	0.00	0.00	0.49	0.00	0.00	0.23	0.33	0.33	0.05	0.39	0.39
Avail Cap(c_a), veh/h	454	0	0	375	0	0	644	1149	1180	551	1119	1177
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	47.4	0.0	0.0	43.4	0.0	0.0	7.0	9.5	9.5	7.5	0.0	0.0
Incr Delay (d2), s/veh	7.0	0.0	0.0	1.4	0.0	0.0	0.2	0.8	0.7	0.0	1.0	0.9
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	8.3	0.0	0.0	3.6	0.0	0.0	1.1	4.5	4.6	0.2	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.4	0.0	0.0	44.8	0.0	0.0	7.2	10.3	10.3	7.5	1.0	0.9
LnGrp LOS	D			D			A	B	B	A	A	A
Approach Vol, veh/h		263			129			886			922	
Approach Delay, s/veh		54.4			44.8			9.9			1.2	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	83.6		28.5	9.9	81.6		28.5				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	7.0	64.0		32.0	13.0	58.0		32.0				
Max Q Clear Time (g_c+I1), s	2.6	13.5		21.3	4.9	2.0		13.0				
Green Ext Time (p_c), s	0.0	5.7		1.2	0.2	7.0		0.7				

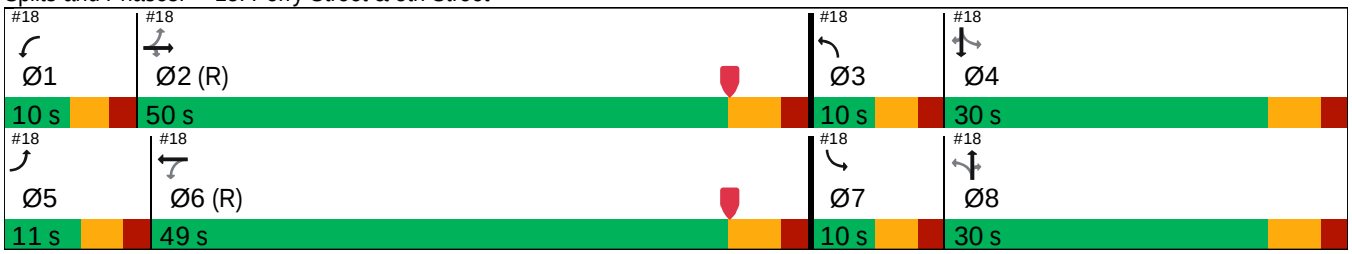
Intersection Summary			
HCM 7th Control Delay, s/veh		13.6	
HCM 7th LOS		B	

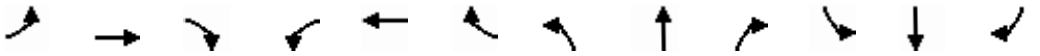
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	148	667	48	88	519	66	326	105	91	369	155
Future Volume (vph)	148	667	48	88	519	66	326	105	91	369	155
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases	2		2	6		8		8	4		4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	11.0	50.0	50.0	10.0	49.0	10.0	30.0	30.0	10.0	30.0	30.0
Total Split (%)	11.0%	50.0%	50.0%	10.0%	49.0%	10.0%	30.0%	30.0%	10.0%	30.0%	30.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 18: Perry Street & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	667	48	88	519	11	66	326	105	91	369	155
Future Volume (veh/h)	148	667	48	88	519	11	66	326	105	91	369	155
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	149	674	48	89	524	11	67	329	106	92	373	157
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	494	880	746	279	1624	34	171	400	339	205	414	351
Arrive On Green	0.06	0.47	0.47	0.05	0.46	0.46	0.04	0.21	0.21	0.05	0.22	0.22
Sat Flow, veh/h	1781	1870	1585	1781	3559	75	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	149	674	48	89	261	274	67	329	106	92	373	157
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1857	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	4.4	29.8	1.7	2.6	9.4	9.4	2.9	16.8	5.6	4.0	19.4	8.6
Cycle Q Clear(g_c), s	4.4	29.8	1.7	2.6	9.4	9.4	2.9	16.8	5.6	4.0	19.4	8.6
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	494	880	746	279	811	847	171	400	339	205	414	351
V/C Ratio(X)	0.30	0.77	0.06	0.32	0.32	0.32	0.39	0.82	0.31	0.45	0.90	0.45
Avail Cap(c_a), veh/h	494	880	746	287	811	847	185	449	380	205	449	380
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	1.00	1.00
Uniform Delay (d), s/veh	13.3	21.9	14.5	17.6	17.3	17.3	30.6	37.5	33.1	30.1	37.9	33.6
Incr Delay (d2), s/veh	0.3	6.3	0.2	0.6	1.1	1.0	1.5	10.7	0.5	1.5	20.0	0.9
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	1.8	14.0	0.6	1.1	4.0	4.2	1.3	8.8	2.2	1.8	11.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.6	28.2	14.6	18.3	18.4	18.3	32.1	48.2	33.7	31.7	57.8	34.5
LnGrp LOS	B	C	B	B	B	B	C	D	C	C	E	C
Approach Vol, veh/h		871			624			502			622	
Approach Delay, s/veh		25.0			18.4			43.0			48.1	
Approach LOS		C			B			D			D	

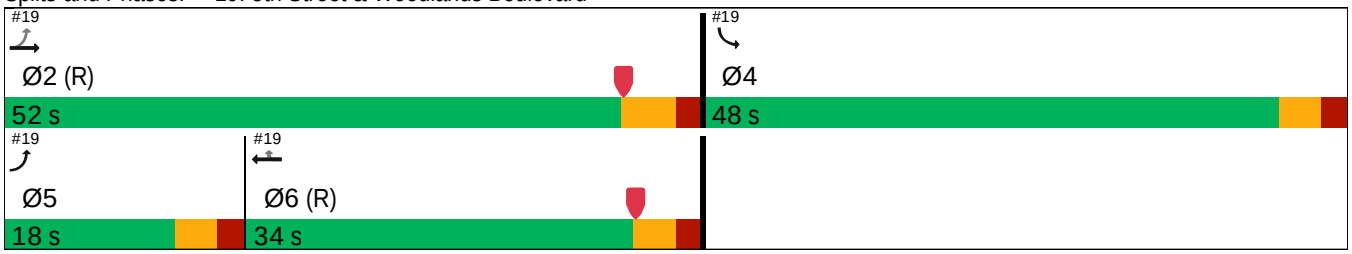
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	53.1	9.2	28.1	11.0	51.6	10.0	27.4
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	44.0	5.0	24.0	6.0	43.0	5.0	24.0
Max Q Clear Time (g_c+I1), s	4.6	31.8	4.9	21.4	6.4	11.4	6.0	18.8
Green Ext Time (p_c), s	0.0	3.8	0.0	0.8	0.0	3.5	0.0	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	32.3
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	134	560	460	250	426	107
Future Volume (vph)	134	560	460	250	426	107
Turn Type	pm+pt	NA	NA	Perm	Prot	Free
Protected Phases	5	2	6		4	
Permitted Phases	2			6		Free
Detector Phase	5	2	6	6	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	11.0	10.0	10.0	10.0	
Total Split (s)	18.0	52.0	34.0	34.0	48.0	
Total Split (%)	18.0%	52.0%	34.0%	34.0%	48.0%	
Yellow Time (s)	3.0	4.0	3.0	3.0	3.0	
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	6.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 19: 5th Street & Woodlands Boulevard





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	134	560	460	250	426	107
Future Volume (veh/h)	134	560	460	250	426	107
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	629	517	281	479	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	452	2119	1723	769	523	
Arrive On Green	0.06	0.60	0.48	0.48	0.29	0.00
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	151	629	517	281	479	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	4.0	8.7	8.8	11.1	26.0	0.0
Cycle Q Clear(g_c), s	4.0	8.7	8.8	11.1	26.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	452	2119	1723	769	523	
V/C Ratio(X)	0.33	0.30	0.30	0.37	0.92	
Avail Cap(c_a), veh/h	574	2119	1723	769	766	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	11.0	9.9	15.5	16.1	34.1	0.0
Incr Delay (d2), s/veh	0.4	0.4	0.4	1.3	11.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.3	3.6	4.2	12.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.5	10.3	16.0	17.5	45.9	0.0
LnGrp LOS	B	B	B	B	D	
Approach Vol, veh/h		780	798		479	
Approach Delay, s/veh		10.5	16.5		45.9	
Approach LOS		B	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.6		34.4	11.1	54.5
Change Period (Y+Rc), s		6.0		5.0	5.0	* 6
Max Green Setting (Gmax), s		46.0		43.0	13.0	* 29
Max Q Clear Time (g_c+I1), s		10.7		28.0	6.0	13.1
Green Ext Time (p_c), s		4.9		1.4	0.2	4.1

Intersection Summary		
HCM 7th Control Delay, s/veh		21.1
HCM 7th LOS		C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	0	8	25	0	308	4	297	11	128	326	11
Future Vol, veh/h	25	0	8	25	0	308	4	297	11	128	326	11
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	150	-	-	150	-	-	150	-	-	150	-	-
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	27	0	9	27	0	335	4	323	12	139	354	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	970	982	360	970	982	329	366	0	0	335	0	0
Stage 1	639	639	-	338	338	-	-	-	-	-	-	-
Stage 2	332	343	-	633	645	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	234	251	689	234	251	717	1203	-	-	1236	-	-
Stage 1	468	474	-	681	644	-	-	-	-	-	-	-
Stage 2	686	641	-	471	471	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	111	222	689	205	222	717	1203	-	-	1236	-	-
Mov Cap-2 Maneuver	111	222	-	205	222	-	-	-	-	-	-	-
Stage 1	415	420	-	679	642	-	-	-	-	-	-	-
Stage 2	365	638	-	413	418	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	38.75	15.16	0.1	2.28
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1203	-	-	111	689	205	717	1236	-	-
HCM Lane V/C Ratio	0.004	-	-	0.246	0.013	0.133	0.467	0.113	-	-
HCM Ctrl Dly (s/v)	8	-	-	47.9	10.3	25.3	14.3	8.3	-	-
HCM Lane LOS	A	-	-	E	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0	0.5	2.5	0.4	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	0	8	42	0	146	4	148	18	66	287	7
Future Vol, veh/h	17	0	8	42	0	146	4	148	18	66	287	7
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	150	-	-	150	-	-	150	-	-	150	-	-
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	18	0	9	46	0	159	4	161	20	72	312	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	629	648	316	635	642	171	320	0	0	180	0	0
Stage 1	459	459	-	179	179	-	-	-	-	-	-	-
Stage 2	170	189	-	455	463	-	-	-	-	-	-	-
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	395	389	725	391	392	873	1240	-	-	1395	-	-
Stage 1	582	566	-	822	751	-	-	-	-	-	-	-
Stage 2	832	744	-	585	564	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	305	368	725	365	371	873	1240	-	-	1395	-	-
Mov Cap-2 Maneuver	305	368	-	365	371	-	-	-	-	-	-	-
Stage 1	552	537	-	820	748	-	-	-	-	-	-	-
Stage 2	679	741	-	548	535	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.14	11.43	0.19	1.42
HCM LOS	C	B		

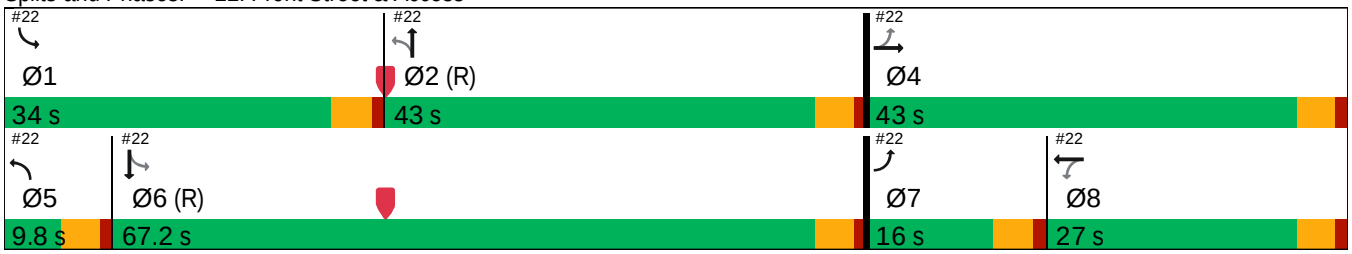
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1240	-	-	305	725	365	873	1395	-	-
HCM Lane V/C Ratio	0.004	-	-	0.06	0.012	0.125	0.182	0.051	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	17.5	10	16.3	10	7.7	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.4	0.7	0.2	-	-

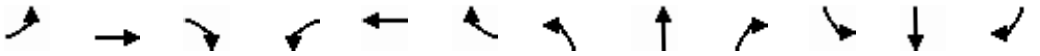
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	134	112	15	54	25	851	294	1200
Future Volume (vph)	134	112	15	54	25	851	294	1200
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	16.0	43.0	27.0	27.0	9.8	43.0	34.0	67.2
Total Split (%)	13.3%	35.8%	22.5%	22.5%	8.2%	35.8%	28.3%	56.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 22: Front Street & Access





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	112	59	15	54	200	25	851	22	294	1200	74
Future Volume (veh/h)	134	112	59	15	54	200	25	851	22	294	1200	74
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	146	122	64	16	59	216	27	925	24	320	1304	80
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	224	348	182	279	64	235	217	1683	44	411	1911	117
Arrive On Green	0.08	0.30	0.30	0.18	0.18	0.18	0.02	0.32	0.32	0.11	0.56	0.56
Sat Flow, veh/h	1781	1155	606	1198	352	1287	1781	3539	92	1781	3401	208
Grp Volume(v), veh/h	146	0	186	16	0	275	27	464	485	320	680	704
Grp Sat Flow(s),veh/h/ln	1781	0	1761	1198	0	1639	1781	1777	1854	1781	1777	1833
Q Serve(g_s), s	7.7	0.0	9.9	1.3	0.0	19.8	0.9	25.9	25.9	10.4	32.6	32.8
Cycle Q Clear(g_c), s	7.7	0.0	9.9	1.3	0.0	19.8	0.9	25.9	25.9	10.4	32.6	32.8
Prop In Lane	1.00		0.34	1.00		0.79	1.00		0.05	1.00		0.11
Lane Grp Cap(c), veh/h	224	0	530	279	0	299	217	845	882	411	998	1030
V/C Ratio(X)	0.65	0.00	0.35	0.06	0.00	0.92	0.12	0.55	0.55	0.78	0.68	0.68
Avail Cap(c_a), veh/h	250	0	565	285	0	307	252	845	882	651	998	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	32.8	40.6	0.0	48.2	17.6	30.3	30.3	18.6	18.7	18.7
Incr Delay (d2), s/veh	5.1	0.0	0.4	0.1	0.0	30.9	0.2	2.4	2.3	3.2	3.8	3.7
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	3.7	0.0	4.3	0.4	0.0	10.6	0.4	12.3	12.8	4.4	13.9	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.2	0.0	33.2	40.7	0.0	79.1	17.8	32.6	32.5	21.8	22.4	22.4
LnGrp LOS	D		C	D		E	B	C	C	C	C	C
Approach Vol, veh/h		332			291			976			1704	
Approach Delay, s/veh		36.7			77.0			32.2			22.3	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.8	61.6		40.6	7.5	71.9	14.2	26.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	29.5	38.5		38.5	5.3	62.7	11.5	22.5				
Max Q Clear Time (g_c+I1), s	12.4	27.9		11.9	2.9	34.8	9.7	21.8				
Green Ext Time (p_c), s	0.9	4.5		1.1	0.0	11.9	0.1	0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			31.5									
HCM 7th LOS			C									

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	313	1434	359	123	1379	526	392	400	199	324	397	303
Future Volume (vph)	313	1434	359	123	1379	526	392	400	199	324	397	303
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			Free			8			4
Detector Phase	5	2	2	1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	38.8	38.8	10.0	38.8		10.0	45.0	45.0	10.0	44.0	44.0
Total Split (s)	45.0	75.0	75.0	15.0	45.0		29.0	31.0	31.0	29.0	31.0	31.0
Total Split (%)	30.0%	50.0%	50.0%	10.0%	30.0%		19.3%	20.7%	20.7%	19.3%	20.7%	20.7%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8		3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.8	6.8	5.0	6.8		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Santa Fe Drive & Meadows Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	1434	359	123	1379	526	392	400	199	324	397	303
Future Volume (veh/h)	313	1434	359	123	1379	526	392	400	199	324	397	303
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	1811	1811	1811	1767	1767	1767
Adj Flow Rate, veh/h	340	1559	0	134	1499	0	426	435	0	352	432	0
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	6	6	6	9	9	9
Cap, veh/h	367	2595		178	1807		475	567		404	491	
Arrive On Green	0.21	0.51	0.00	0.10	0.71	0.00	0.14	0.16	0.00	0.12	0.15	0.00
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	3346	3441	1535	3264	3357	1497
Grp Volume(v), veh/h	340	1559	0	134	1499	0	426	435	0	352	432	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1673	1721	1535	1632	1678	1497
Q Serve(g_s), s	28.1	32.4	0.0	5.7	31.2	0.0	18.8	18.1	0.0	15.9	18.9	0.0
Cycle Q Clear(g_c), s	28.1	32.4	0.0	5.7	31.2	0.0	18.8	18.1	0.0	15.9	18.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	367	2595		178	1807		475	567		404	491	
V/C Ratio(X)	0.93	0.60		0.75	0.83		0.90	0.77		0.87	0.88	
Avail Cap(c_a), veh/h	475	2595		230	1807		535	574		522	559	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.62	0.62	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.5	26.1	0.0	66.4	18.7	0.0	63.3	59.9	0.0	64.5	62.7	0.0
Incr Delay (d2), s/veh	21.2	1.0	0.0	6.3	2.9	0.0	16.4	6.2	0.0	12.2	13.7	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	14.8	13.4	0.0	2.6	8.2	0.0	9.1	8.4	0.0	7.3	9.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.6	27.2	0.0	72.7	21.6	0.0	79.7	66.1	0.0	76.7	76.4	0.0
LnGrp LOS	E	C		E	C		E	E		E	E	
Approach Vol, veh/h		1899			1633			861			784	
Approach Delay, s/veh		36.5			25.8			72.8			76.5	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	83.0	26.3	28.0	35.9	59.9	23.6	30.7
Change Period (Y+Rc), s	5.0	6.8	5.0	6.0	5.0	6.8	5.0	6.0
Max Green Setting (Gmax), s	10.0	68.2	24.0	25.0	40.0	38.2	24.0	25.0
Max Q Clear Time (g_c+I1), s	7.7	34.4	20.8	20.9	30.1	33.2	17.9	20.1
Green Ext Time (p_c), s	0.1	15.5	0.5	1.0	0.8	3.8	0.7	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	45.3
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

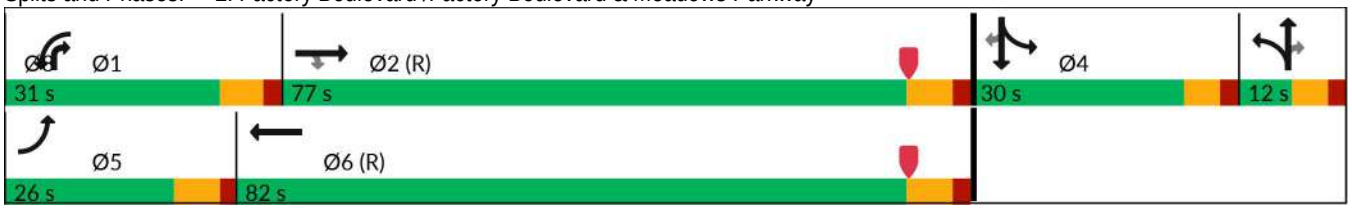
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	1603	157	389	1831	337	28	29	177	252	44	169
Future Volume (vph)	197	1603	157	389	1831	337	28	29	177	252	44	169
Turn Type	Prot	NA	Perm	Prot	NA	Free	Split	NA	pm+ov	Split	NA	Perm
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases			2			Free			8			4
Detector Phase	5	2	2	1	6		8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	39.0	39.0	12.0	42.0		11.0	11.0	12.0	58.0	58.0	58.0
Total Split (s)	26.0	77.0	77.0	31.0	82.0		12.0	12.0	31.0	30.0	30.0	30.0
Total Split (%)	17.3%	51.3%	51.3%	20.7%	54.7%		8.0%	8.0%	20.7%	20.0%	20.0%	20.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	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	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	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	7.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 2: Factory Boulevard /Factory Boulevard & Meadows Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	1603	157	389	1831	337	28	29	177	252	44	169
Future Volume (veh/h)	197	1603	157	389	1831	337	28	29	177	252	44	169
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	1841	1841	1841	1870	1870	1870	1737	1737	1737	1870	1870	1870
Adj Flow Rate, veh/h	221	1801	176	437	2057	0	31	33	130	283	49	123
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	2	2	2	11	11	11	2	2	2
Cap, veh/h	269	2776	862	485	3420		128	69	259	493	184	156
Arrive On Green	0.16	1.00	1.00	0.27	1.00	0.00	0.04	0.04	0.04	0.10	0.10	0.10
Sat Flow, veh/h	3401	5025	1560	3563	5611	1585	3209	1737	1472	5023	1870	1585
Grp Volume(v), veh/h	221	1801	176	437	2057	0	31	33	130	283	49	123
Grp Sat Flow(s),veh/h/ln	1700	1675	1560	1781	1870	1585	1605	1737	1472	1674	1870	1585
Q Serve(g_s), s	9.4	0.0	0.0	17.7	0.0	0.0	1.4	2.8	6.0	8.1	3.6	11.4
Cycle Q Clear(g_c), s	9.4	0.0	0.0	17.7	0.0	0.0	1.4	2.8	6.0	8.1	3.6	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	269	2776	862	485	3420		128	69	259	493	184	156
V/C Ratio(X)	0.82	0.65	0.20	0.90	0.60		0.24	0.47	0.50	0.57	0.27	0.79
Avail Cap(c_a), veh/h	431	2776	862	570	3420		128	69	259	804	299	254
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.50	0.50	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.1	0.0	0.0	53.6	0.0	0.0	69.8	70.5	55.8	64.6	62.6	66.1
Incr Delay (d2), s/veh	4.8	0.8	0.4	8.9	0.4	0.0	1.0	5.0	1.5	1.1	0.8	8.7
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	4.0	0.2	0.1	7.7	0.1	0.0	0.6	1.3	4.6	3.5	1.8	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.0	0.8	0.4	62.5	0.4	0.0	70.8	75.4	57.3	65.7	63.4	74.8
LnGrp LOS	E	A	A	E	A		E	E	E	E	E	E
Approach Vol, veh/h		2198			2494			194			455	
Approach Delay, s/veh		7.4			11.3			62.6			67.9	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.4	89.9		20.7	18.9	98.4		12.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	24.0	70.0		24.0	19.0	75.0		6.0				
Max Q Clear Time (g_c+I1), s	19.7	2.0		13.4	11.4	2.0		8.0				
Green Ext Time (p_c), s	0.7	27.4		1.3	0.4	33.6		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		16.4	
HCM 7th LOS		B	

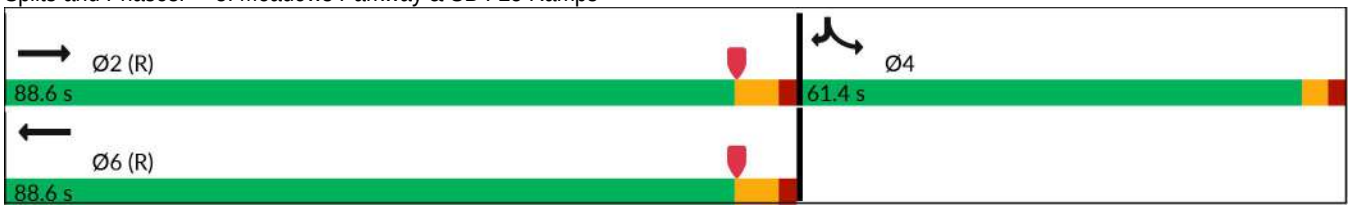
Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBT	SBL	SBR
Lane Configurations				
Traffic Volume (vph)	1738	1835	643	722
Future Volume (vph)	1738	1835	643	722
Turn Type	NA	NA	Prot	Prot
Protected Phases	2	6	4	4
Permitted Phases				
Detector Phase	2	6	4	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	5.0	5.0
Minimum Split (s)	26.8	29.8	11.8	11.8
Total Split (s)	88.6	88.6	61.4	61.4
Total Split (%)	59.1%	59.1%	40.9%	40.9%
Yellow Time (s)	4.8	4.8	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	None

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 3: Meadows Parkway & SB I-25 Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1738	1835	174	643	722
Future Volume (veh/h)	0	1738	1835	174	643	722
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1826	1870	1870	1841	1841
Adj Flow Rate, veh/h	0	1953	2062	196	722	811
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	5	2	2	4	4
Cap, veh/h	0	2945	2804	264	1634	907
Arrive On Green	0.00	1.00	1.00	1.00	0.33	0.33
Sat Flow, veh/h	0	5313	4915	447	4944	2745
Grp Volume(v), veh/h	0	1953	1473	785	722	811
Grp Sat Flow(s),veh/h/ln	0	1662	1702	1790	1648	1373
Q Serve(g_s), s	0.0	0.0	0.0	0.0	17.2	42.1
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	17.2	42.1
Prop In Lane	0.00			0.25	1.00	1.00
Lane Grp Cap(c), veh/h	0	2945	2011	1057	1634	907
V/C Ratio(X)	0.00	0.66	0.73	0.74	0.44	0.89
Avail Cap(c_a), veh/h	0	2945	2011	1057	1859	1032
HCM Platoon Ratio	1.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.71	0.64	0.64	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	39.4	47.7
Incr Delay (d2), s/veh	0.0	0.8	1.5	3.1	0.2	9.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.4	0.9	7.1	15.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	0.8	1.5	3.1	39.6	57.0
LnGrp LOS		A	A	A	D	E
Approach Vol, veh/h		1953	2258		1533	
Approach Delay, s/veh		0.8	2.1		48.8	
Approach LOS		A	A		D	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	95.4		54.6		95.4
Change Period (Y+Rc), s	6.8		5.0		6.8
Max Green Setting (Gmax), s	81.8		56.4		81.8
Max Q Clear Time (g_c+I1), s	2.0		44.1		2.0
Green Ext Time (p_c), s	31.4		5.5		39.4

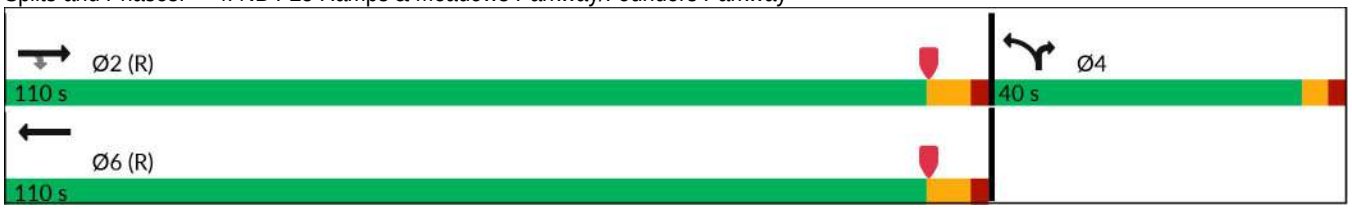
Intersection Summary	
HCM 7th Control Delay, s/veh	14.1
HCM 7th LOS	B

Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1326	1055	1575	434	378
Future Volume (vph)	1326	1055	1575	434	378
Turn Type	NA	Perm	NA	Prot	Prot
Protected Phases	2		6	4	4
Permitted Phases		2			
Detector Phase	2	2	6	4	4
Switch Phase					
Minimum Initial (s)	20.0	20.0	20.0	5.0	5.0
Minimum Split (s)	26.8	26.8	26.8	10.0	10.0
Total Split (s)	110.0	110.0	110.0	40.0	40.0
Total Split (%)	73.3%	73.3%	73.3%	26.7%	26.7%
Yellow Time (s)	4.8	4.8	4.8	3.0	3.0
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)	6.8	6.8	6.8	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: NB I-25 Ramps & Meadows Parkway/Founders Parkway



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1326	1055	0	1575	434	378
Future Volume (veh/h)	1326	1055	0	1575	434	378
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	0	1870	1811	1811
Adj Flow Rate, veh/h	1457	1159	0	1731	477	415
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	0	2	6	6
Cap, veh/h	2776	2352	0	2679	577	514
Arrive On Green	1.00	1.00	0.00	1.00	0.17	0.17
Sat Flow, veh/h	3681	3120	0	3741	3450	3070
Grp Volume(v), veh/h	1457	1159	0	1731	477	415
Grp Sat Flow(s),veh/h/ln	1841	1560	0	1777	1725	1535
Q Serve(g_s), s	0.0	0.0	0.0	0.0	20.0	19.5
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	20.0	19.5
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	2776	2352	0	2679	577	514
V/C Ratio(X)	0.52	0.49	0.00	0.65	0.83	0.81
Avail Cap(c_a), veh/h	2776	2352	0	2679	805	716
HCM Platoon Ratio	2.00	2.00	1.00	2.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.00	0.09	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	60.3	60.1
Incr Delay (d2), s/veh	0.5	0.6	0.0	0.1	5.0	4.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.0	9.2	8.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.5	0.6	0.0	0.1	65.4	64.9
LnGrp LOS	A	A		A	E	E
Approach Vol, veh/h	2616			1731	892	
Approach Delay, s/veh	0.5			0.1	65.1	
Approach LOS	A			A	E	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	119.9	30.1	119.9
Change Period (Y+Rc), s	6.8	5.0	6.8
Max Green Setting (Gmax), s	103.2	35.0	103.2
Max Q Clear Time (g_c+I1), s	2.0	22.0	2.0
Green Ext Time (p_c), s	42.1	3.1	28.2

Intersection Summary	
HCM 7th Control Delay, s/veh	11.4
HCM 7th LOS	B

Notes

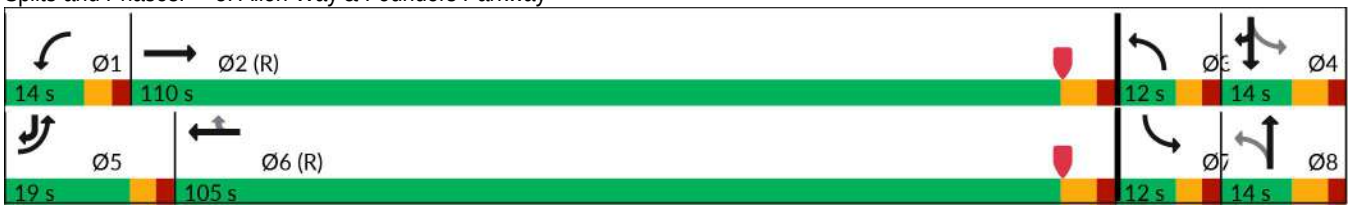
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	279	1291	38	3161	113	113	17	64	19	329
Future Volume (vph)	279	1291	38	3161	113	113	17	64	19	329
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	pt+ov
Protected Phases	5	2	1	6		3	8	7	4	4 5
Permitted Phases					6	8		4		
Detector Phase	5	2	1	6	6	3	8	7	4	4 5
Switch Phase										
Minimum Initial (s)	5.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	30.0	10.0	40.0	40.0	10.0	46.0	10.0	47.0	
Total Split (s)	19.0	110.0	14.0	105.0	105.0	12.0	14.0	12.0	14.0	
Total Split (%)	12.7%	73.3%	9.3%	70.0%	70.0%	8.0%	9.3%	8.0%	9.3%	
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.0	3.0	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	0.0	
Total Lost Time (s)	5.0	6.0	5.0	6.0	6.0	5.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 5: Allen Way & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	279	1291	134	38	3161	113	113	17	59	64	19	329
Future Volume (veh/h)	279	1291	134	38	3161	113	113	17	59	64	19	329
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	1811	1811	1811	1870	1870	1870	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	313	1451	151	43	3552	127	127	19	44	72	21	370
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	6	6	6	2	2	2	2	2	2	4	4	4
Cap, veh/h	312	3285	342	56	3370	1046	173	27	62	151	98	403
Arrive On Green	0.19	1.00	1.00	0.03	0.66	0.66	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	3346	4549	473	1781	5106	1585	1781	501	1160	1753	1841	2745
Grp Volume(v), veh/h	313	1051	551	43	3552	127	127	0	63	72	21	370
Grp Sat Flow(s),veh/h/ln	1673	1648	1726	1781	1702	1585	1781	0	1661	1753	1841	1373
Q Serve(g_s), s	14.0	0.0	0.0	3.6	99.0	4.4	7.0	0.0	5.6	5.8	1.6	8.0
Cycle Q Clear(g_c), s	14.0	0.0	0.0	3.6	99.0	4.4	7.0	0.0	5.6	5.8	1.6	8.0
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	312	2380	1246	56	3370	1046	173	0	89	151	98	403
V/C Ratio(X)	1.00	0.44	0.44	0.77	1.05	0.12	0.73	0.00	0.71	0.48	0.21	0.92
Avail Cap(c_a), veh/h	312	2380	1246	107	3370	1046	173	0	89	151	98	403
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.0	0.0	0.0	72.1	25.5	9.4	66.4	0.0	69.9	63.5	68.0	63.1
Incr Delay (d2), s/veh	44.9	0.5	0.9	20.1	32.2	0.2	14.8	0.0	23.2	2.3	1.1	25.9
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	7.3	0.2	0.3	2.0	47.3	1.6	2.1	0.0	3.0	2.7	0.8	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	105.9	0.5	0.9	92.2	57.7	9.7	81.2	0.0	93.1	65.8	69.1	89.0
LnGrp LOS	F	A	A	F	F	A	F		F	E	E	F
Approach Vol, veh/h		1915			3722			190			463	
Approach Delay, s/veh		17.8			56.4			85.1			84.5	
Approach LOS		B			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	114.3	12.0	14.0	19.0	105.0	12.0	14.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	9.0	104.0	7.0	8.0	14.0	99.0	7.0	8.0
Max Q Clear Time (g_c+I1), s	5.6	2.0	9.0	10.0	16.0	101.0	7.8	7.6
Green Ext Time (p_c), s	0.0	19.9	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	47.6
HCM 7th LOS	D

Notes

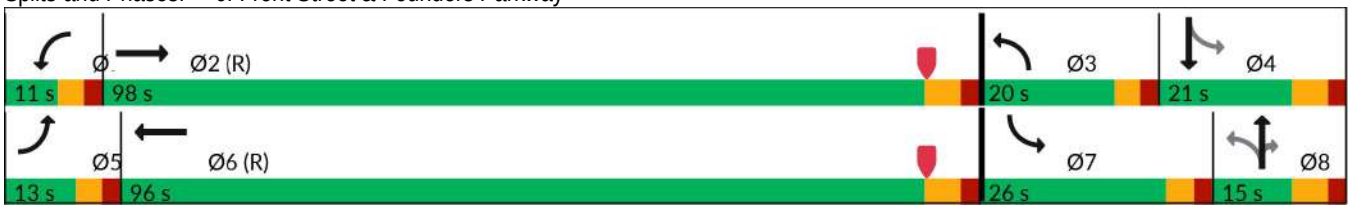
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	41	1158	26	2859	363	68	46	6	39
Future Volume (vph)	41	1158	26	2859	363	68	46	6	39
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	5.0	3.0	5.0
Minimum Split (s)	8.0	48.0	8.0	39.0	8.0	44.0	44.0	8.0	44.0
Total Split (s)	13.0	98.0	11.0	96.0	20.0	15.0	15.0	26.0	21.0
Total Split (%)	8.7%	65.3%	7.3%	64.0%	13.3%	10.0%	10.0%	17.3%	14.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 6: Front Street & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1158	215	26	2859	23	363	68	46	6	39	90
Future Volume (veh/h)	41	1158	215	26	2859	23	363	68	46	6	39	90
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	1796	1796	1796	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	47	1316	244	30	3249	26	413	77	26	7	44	68
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	7	7	7	2	2	2	2	2	2	3	3	3
Cap, veh/h	60	2803	519	38	3453	28	479	285	242	131	101	91
Arrive On Green	0.03	0.67	0.67	0.02	0.66	0.66	0.10	0.15	0.15	0.01	0.06	0.06
Sat Flow, veh/h	1711	4156	770	1781	5225	42	3456	1870	1585	1767	1763	1572
Grp Volume(v), veh/h	47	1035	525	30	2114	1161	413	77	26	7	44	68
Grp Sat Flow(s),veh/h/ln	1711	1635	1658	1781	1702	1863	1728	1870	1585	1767	1763	1572
Q Serve(g_s), s	4.1	22.6	22.6	2.5	83.3	84.2	15.0	5.5	2.1	0.6	3.6	6.4
Cycle Q Clear(g_c), s	4.1	22.6	22.6	2.5	83.3	84.2	15.0	5.5	2.1	0.6	3.6	6.4
Prop In Lane	1.00		0.46	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	2204	1118	38	2250	1231	479	285	242	131	101	91
V/C Ratio(X)	0.79	0.47	0.47	0.78	0.94	0.94	0.86	0.27	0.11	0.05	0.43	0.75
Avail Cap(c_a), veh/h	91	2204	1118	71	2250	1231	479	285	242	369	176	157
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	1.00	1.00
Uniform Delay (d), s/veh	71.8	11.6	11.6	73.0	22.8	22.9	59.7	56.2	54.8	66.2	68.3	69.6
Incr Delay (d2), s/veh	21.7	0.7	1.4	28.5	9.3	15.2	14.9	0.5	0.2	0.2	2.9	11.7
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	2.2	8.3	8.7	1.5	34.3	39.9	1.8	2.6	0.9	0.3	1.7	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	93.5	12.4	13.1	101.5	32.0	38.2	74.6	56.7	55.0	66.3	71.2	81.4
LnGrp LOS	F	B	B	F	C	D	E	E	D	E	E	F
Approach Vol, veh/h		1607			3305			516			119	
Approach Delay, s/veh		15.0			34.8			71.0			76.7	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	107.1	20.0	14.6	10.2	105.1	5.8	28.9
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	6.0	92.0	15.0	15.0	8.0	90.0	21.0	9.0
Max Q Clear Time (g_c+I1), s	4.5	24.6	17.0	8.4	6.1	86.2	2.6	7.5
Green Ext Time (p_c), s	0.0	18.4	0.0	0.2	0.0	3.7	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	33.3
HCM 7th LOS	C

Notes

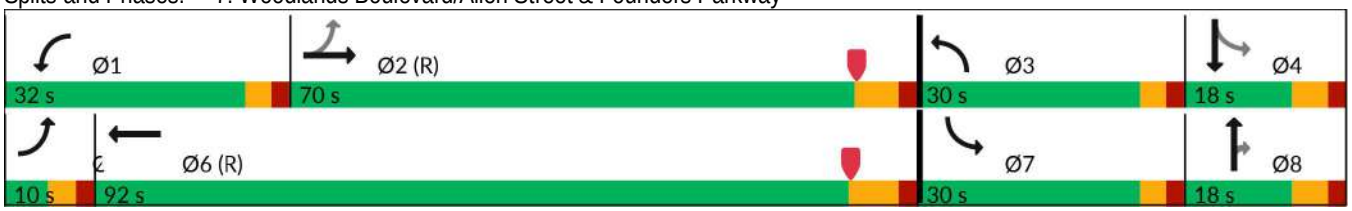
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	6	1017	510	2661	436	37	221	41	51
Future Volume (vph)	6	1017	510	2661	436	37	221	41	51
Turn Type	pm+pt	NA	Prot	NA	Prot	NA	Perm	pm+pt	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases	2						8	4	
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	4.0	20.0	4.0	20.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	39.9	9.5	37.6	9.0	44.0	44.0	9.0	45.0
Total Split (s)	10.0	70.0	32.0	92.0	30.0	18.0	18.0	30.0	18.0
Total Split (%)	6.7%	46.7%	21.3%	61.3%	20.0%	12.0%	12.0%	20.0%	12.0%
Yellow Time (s)	3.0	4.9	3.0	5.6	3.0	4.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.9	5.0	7.6	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 7: Woodlands Boulevard/Allen Street & Founders Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1017	121	510	2661	111	436	37	221	41	51	6
Future Volume (veh/h)	6	1017	121	510	2661	111	436	37	221	41	51	6
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	1811	1811	1811	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	6	1082	129	543	2831	118	464	39	165	44	54	6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6	2	2	2	3	3	3	6	6	6
Cap, veh/h	106	2196	262	590	3192	131	515	266	225	150	98	11
Arrive On Green	0.03	0.49	0.49	0.17	0.63	0.63	0.15	0.14	0.14	0.04	0.03	0.03
Sat Flow, veh/h	1725	4478	533	3456	5030	207	3428	1856	1572	1725	3128	342
Grp Volume(v), veh/h	6	796	415	543	1903	1046	464	39	165	44	29	31
Grp Sat Flow(s),veh/h/ln	1725	1648	1715	1728	1702	1833	1714	1856	1572	1725	1721	1750
Q Serve(g_s), s	0.3	24.3	24.4	23.2	69.5	72.8	20.0	2.8	15.1	3.7	2.5	2.6
Cycle Q Clear(g_c), s	0.3	24.3	24.4	23.2	69.5	72.8	20.0	2.8	15.1	3.7	2.5	2.6
Prop In Lane	1.00		0.31	1.00		0.11	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	106	1616	841	590	2160	1163	515	266	225	150	54	55
V/C Ratio(X)	0.06	0.49	0.49	0.92	0.88	0.90	0.90	0.15	0.73	0.29	0.54	0.56
Avail Cap(c_a), veh/h	118	1616	841	622	2160	1163	571	266	225	371	138	140
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	1.00	1.00
Uniform Delay (d), s/veh	27.0	25.7	25.7	61.2	22.7	23.3	62.7	56.2	61.5	66.6	71.6	71.6
Incr Delay (d2), s/veh	0.2	1.1	2.1	18.5	5.6	11.1	16.5	0.3	11.6	1.1	8.3	8.7
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	0.1	9.9	10.5	11.7	28.3	33.7	9.9	1.3	6.8	1.7	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.2	26.8	27.8	79.7	28.3	34.4	79.1	56.5	73.1	67.7	79.9	80.3
LnGrp LOS	C	C	C	E	C	C	E	E	E	E	E	F
Approach Vol, veh/h		1217			3492			668			104	
Approach Delay, s/veh		27.1			38.1			76.3			74.9	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.6	81.2	27.5	10.7	9.0	102.8	10.7	27.5
Change Period (Y+Rc), s	5.0	* 7.6	5.0	6.0	5.0	7.6	5.0	6.0
Max Green Setting (Gmax), s	27.0	* 63	25.0	12.0	5.0	84.4	25.0	12.0
Max Q Clear Time (g_c+I1), s	25.2	26.4	22.0	4.6	2.3	74.8	5.7	17.1
Green Ext Time (p_c), s	0.4	10.7	0.6	0.1	0.0	9.2	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	41.0
HCM 7th LOS	D

Notes

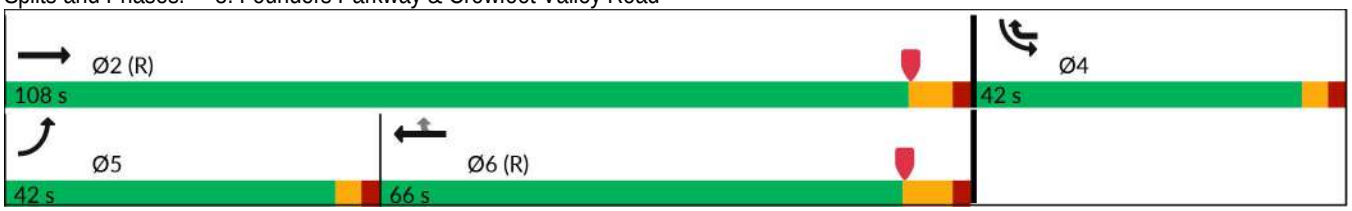
User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	754	525	1875	407	265	1407
Future Volume (vph)	754	525	1875	407	265	1407
Turn Type	Prot	NA	NA	pm+ov	Prot	Free
Protected Phases	5	2	6	4	4	
Permitted Phases				6		Free
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0	
Minimum Split (s)	10.0	36.8	22.5	32.0	32.0	
Total Split (s)	42.0	108.0	66.0	42.0	42.0	
Total Split (%)	28.0%	72.0%	44.0%	28.0%	28.0%	
Yellow Time (s)	3.0	4.8	5.6	3.0	3.0	
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	6.8	7.6	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None	None	

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 8: Founders Parkway & Crowfoot Valley Road





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	754	525	1875	407	265	1407
Future Volume (veh/h)	754	525	1875	407	265	1407
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1870	1870	1870
Adj Flow Rate, veh/h	802	559	1995	433	282	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	2	2	2	2
Cap, veh/h	832	3703	2363	1008	308	
Arrive On Green	0.25	0.74	0.46	0.46	0.17	0.00
Sat Flow, veh/h	3374	5149	5274	1585	1781	3170
Grp Volume(v), veh/h	802	559	1995	433	282	0
Grp Sat Flow(s),veh/h/ln	1687	1662	1702	1585	1781	1585
Q Serve(g_s), s	35.2	4.9	51.7	20.5	23.3	0.0
Cycle Q Clear(g_c), s	35.2	4.9	51.7	20.5	23.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	832	3703	2363	1008	308	
V/C Ratio(X)	0.96	0.15	0.84	0.43	0.91	
Avail Cap(c_a), veh/h	832	3703	2363	1008	439	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	55.8	5.6	35.5	13.7	60.9	0.0
Incr Delay (d2), s/veh	22.7	0.1	3.9	1.3	18.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.6	1.7	22.1	12.0	12.2	0.0
Unsig. Movement Delay, s/veh						0.00
LnGrp Delay(d), s/veh	78.5	5.7	39.4	15.0	79.4	0.0
LnGrp LOS	E	A	D	B	E	A
Approach Vol, veh/h		1361	2428		1779	
Approach Delay, s/veh		48.6	35.1		12.6	
Approach LOS		D	D		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		119.0		31.0	42.0	77.0
Change Period (Y+Rc), s		* 7.6		5.0	5.0	7.6
Max Green Setting (Gmax), s		* 1E+02		37.0	37.0	58.4
Max Q Clear Time (g_c+I1), s		6.9		25.3	37.2	53.7
Green Ext Time (p_c), s		4.5		0.6	0.0	4.3

Intersection Summary	
HCM 7th Control Delay, s/veh	31.2
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	49.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	285	2137	5	57	622
Future Vol, veh/h	11	285	2137	5	57	622
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	275	0	-	425	525	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	12	313	2348	5	63	684

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2747	1174	0	0	2354	0
Stage 1	2348	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.36	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.13	-
Pot Cap-1 Maneuver	36	~ 159	-	-	81	-
Stage 1	34	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 8	~ 159	-	-	81	-
Mov Cap-2 Maneuver	27	-	-	-	-	-
Stage 1	34	-	-	-	-	-
Stage 2	136	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	$ 498.05	0	11.08
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	27	159	81	-
HCM Lane V/C Ratio	-	-	0.45	1.976	0.771	-
HCM Ctrl Dly (s/v)	-	-	221	$ 508.7	132	-
HCM Lane LOS	-	-	F	F	F	-
HCM 95th %tile Q(veh)	-	-	1.4	24.2	3.8	-

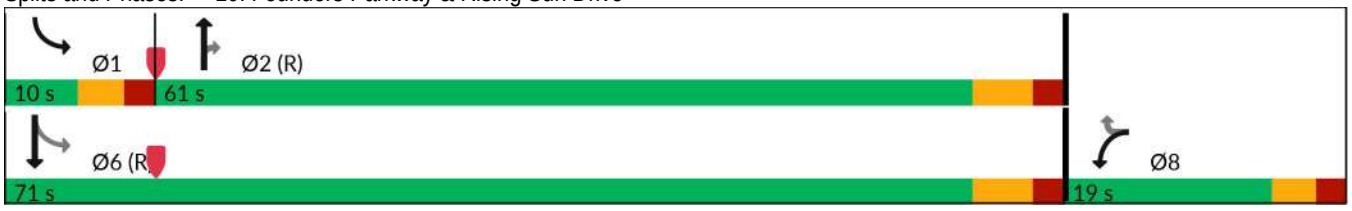
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	95	174	1990	45	57	615
Future Volume (vph)	95	174	1990	45	57	615
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	4.0	4.0	5.0	4.0
Minimum Split (s)	10.0	10.0	31.0	31.0	10.0	10.0
Total Split (s)	19.0	19.0	61.0	61.0	10.0	71.0
Total Split (%)	21.1%	21.1%	67.8%	67.8%	11.1%	78.9%
Yellow Time (s)	3.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 10: Founders Parkway & Rising Sun Drive





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	95	174	1990	45	57	615
Future Volume (veh/h)	95	174	1990	45	57	615
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1856	1856
Adj Flow Rate, veh/h	104	191	2187	49	63	676
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	3	3
Cap, veh/h	252	224	3251	1009	220	3730
Arrive On Green	0.14	0.14	0.64	0.64	0.04	0.74
Sat Flow, veh/h	1781	1585	5274	1585	1767	5233
Grp Volume(v), veh/h	104	191	2187	49	63	676
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1585	1767	1689
Q Serve(g_s), s	4.8	10.6	24.5	1.0	1.0	3.7
Cycle Q Clear(g_c), s	4.8	10.6	24.5	1.0	1.0	3.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	252	224	3251	1009	220	3730
V/C Ratio(X)	0.41	0.85	0.67	0.05	0.29	0.18
Avail Cap(c_a), veh/h	277	247	3251	1009	240	3730
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	35.2	37.7	10.4	6.1	10.3	3.6
Incr Delay (d2), s/veh	1.1	22.4	1.1	0.1	0.7	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	5.4	8.2	0.3	0.5	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	36.3	60.1	11.5	6.2	11.0	3.7
LnGrp LOS	D	E	B	A	B	A
Approach Vol, veh/h	295		2236			739
Approach Delay, s/veh	51.7		11.4			4.3
Approach LOS	D		B			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.0	63.3				72.3	17.7
Change Period (Y+Rc), s	5.0	6.0				6.0	5.0
Max Green Setting (Gmax), s	5.0	55.0				65.0	14.0
Max Q Clear Time (g_c+I1), s	3.0	26.5				5.7	12.6
Green Ext Time (p_c), s	0.0	21.2				5.6	0.1

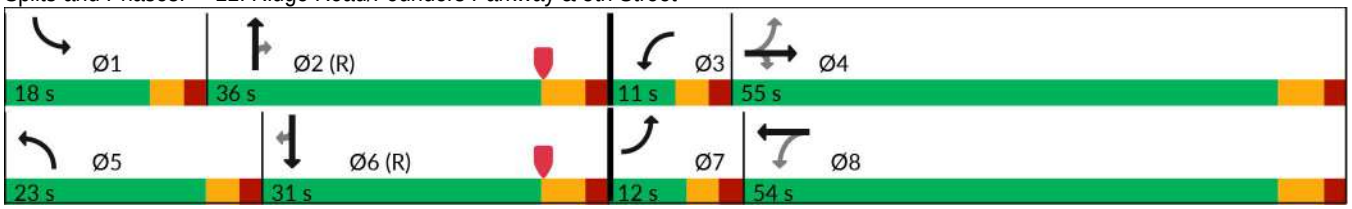
Intersection Summary	
HCM 7th Control Delay, s/veh	13.4
HCM 7th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	491	187	101	855	736	441	606	94	305	184	297
Future Volume (vph)	143	491	187	101	855	736	441	606	94	305	184	297
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	12.0	55.0	55.0	11.0	54.0		23.0	36.0	36.0	18.0	31.0	31.0
Total Split (%)	10.0%	45.8%	45.8%	9.2%	45.0%		19.2%	30.0%	30.0%	15.0%	25.8%	25.8%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 30 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 11: Ridge Road/Founders Parkway & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	491	187	101	855	736	441	606	94	305	184	297
Future Volume (veh/h)	143	491	187	101	855	736	441	606	94	305	184	297
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	1811	1811	1811	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	157	540	0	111	940	0	485	666	0	335	202	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	6	3	3	3	2	2	2	3	3	3
Cap, veh/h	200	1118		319	1116		518	1185		371	1029	
Arrive On Green	0.06	0.32	0.00	0.05	0.32	0.00	0.15	0.33	0.00	0.11	0.29	0.00
Sat Flow, veh/h	1725	3441	1535	1767	3526	1572	3456	3554	1585	3428	3526	1572
Grp Volume(v), veh/h	157	540	0	111	940	0	485	666	0	335	202	0
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1767	1763	1572	1728	1777	1585	1714	1763	1572
Q Serve(g_s), s	7.0	15.1	0.0	5.1	29.8	0.0	16.7	18.4	0.0	11.6	5.2	0.0
Cycle Q Clear(g_c), s	7.0	15.1	0.0	5.1	29.8	0.0	16.7	18.4	0.0	11.6	5.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	1118		319	1116		518	1185		371	1029	
V/C Ratio(X)	0.79	0.48		0.35	0.84		0.94	0.56		0.90	0.20	
Avail Cap(c_a), veh/h	200	1405		319	1410		518	1185		371	1029	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.4	32.4	0.0	26.6	38.2	0.0	50.4	32.8	0.0	52.9	31.9	0.0
Incr Delay (d2), s/veh	18.4	0.3	0.0	0.6	3.9	0.0	24.6	1.9	0.0	24.3	0.4	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	4.1	6.3	0.0	2.2	13.4	0.0	8.9	8.2	0.0	6.2	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.8	32.8	0.0	27.3	42.1	0.0	75.0	34.7	0.0	77.2	32.3	0.0
LnGrp LOS	D	C		C	D		E	C		E	C	
Approach Vol, veh/h		697			1051			1151			537	
Approach Delay, s/veh		36.8			40.6			51.7			60.3	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	46.0	11.0	45.0	23.0	41.0	12.0	44.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	13.0	30.0	6.0	49.0	18.0	25.0	7.0	48.0
Max Q Clear Time (g_c+I1), s	13.6	20.4	7.1	17.1	18.7	7.2	9.0	31.8
Green Ext Time (p_c), s	0.0	3.1	0.0	4.0	0.0	1.1	0.0	6.1

Intersection Summary	
HCM 7th Control Delay, s/veh	46.6
HCM 7th LOS	D

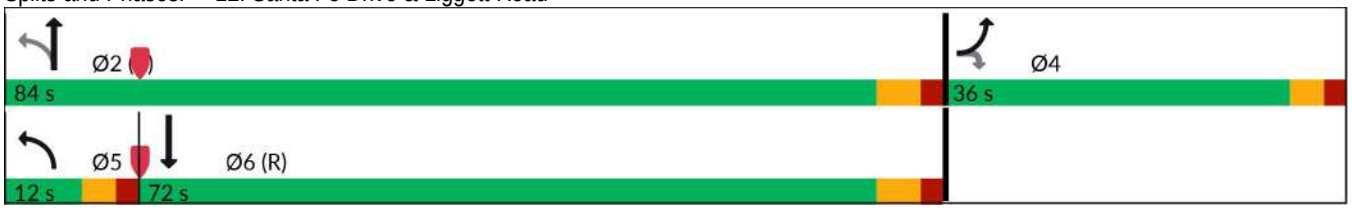
Notes

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

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	148	67	35	519	589
Future Volume (vph)	148	67	35	519	589
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	24.0	24.0
Total Split (s)	36.0	36.0	12.0	84.0	72.0
Total Split (%)	30.0%	30.0%	10.0%	70.0%	60.0%
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			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 12: Santa Fe Drive & Liggett Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	148	67	35	519	589	234
Future Volume (veh/h)	148	67	35	519	589	234
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1796	1856	1856	1841	1841
Adj Flow Rate, veh/h	178	81	42	625	710	282
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	7	7	3	3	4	4
Cap, veh/h	212	189	449	2765	1738	690
Arrive On Green	0.12	0.12	0.03	0.78	0.71	0.71
Sat Flow, veh/h	1711	1522	1767	3618	2536	971
Grp Volume(v), veh/h	178	81	42	625	508	484
Grp Sat Flow(s),veh/h/ln	1711	1522	1767	1763	1749	1666
Q Serve(g_s), s	12.2	5.9	0.7	5.6	14.2	14.2
Cycle Q Clear(g_c), s	12.2	5.9	0.7	5.6	14.2	14.2
Prop In Lane	1.00	1.00	1.00			0.58
Lane Grp Cap(c), veh/h	212	189	449	2765	1244	1185
V/C Ratio(X)	0.84	0.43	0.09	0.23	0.41	0.41
Avail Cap(c_a), veh/h	442	393	497	2765	1244	1185
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	51.4	48.6	4.7	3.4	7.1	7.1
Incr Delay (d2), s/veh	8.5	1.5	0.1	0.2	1.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	5.1	0.2	1.7	5.2	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	59.9	50.2	4.8	3.6	8.1	8.1
LnGrp LOS	E	D	A	A	A	A
Approach Vol, veh/h	259			667	992	
Approach Delay, s/veh	56.8			3.7	8.1	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		100.1		19.9	8.8	91.3
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		78.0		31.0	7.0	66.0
Max Q Clear Time (g_c+I1), s		7.6		14.2	2.7	16.2
Green Ext Time (p_c), s		5.1		0.7	0.0	8.5

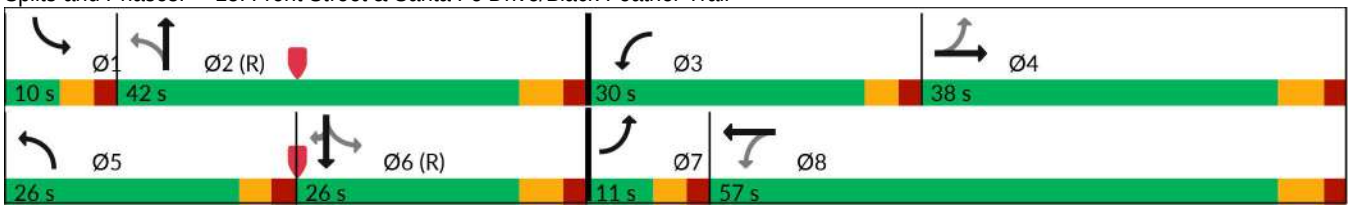
Intersection Summary		
HCM 7th Control Delay, s/veh	13.1	
HCM 7th LOS	B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	77	341	290	345	348	303	421	37	271	67
Future Volume (vph)	77	341	290	345	348	303	421	37	271	67
Turn Type	pm+pt	NA	Free	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		Free	8		2		6		6
Detector Phase	7	4		3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0		10.0	24.0	10.0	24.0	10.0	24.0	24.0
Total Split (s)	11.0	38.0		30.0	57.0	26.0	42.0	10.0	26.0	26.0
Total Split (%)	9.2%	31.7%		25.0%	47.5%	21.7%	35.0%	8.3%	21.7%	21.7%
Yellow Time (s)	3.0	4.0		3.0	4.0	3.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0	5.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 13: Front Street & Santa Fe Drive/Black Feather Trail





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	341	290	345	348	87	303	421	299	37	271	67
Future Volume (veh/h)	77	341	290	345	348	87	303	421	299	37	271	67
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	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	90	397	0	401	405	101	352	490	348	43	315	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	266	433		427	546	136	508	703	498	208	777	
Arrive On Green	0.05	0.24	0.00	0.19	0.38	0.38	0.17	0.35	0.35	0.03	0.22	0.00
Sat Flow, veh/h	1739	1826	1547	1767	1434	358	1781	1986	1407	1767	3526	1572
Grp Volume(v), veh/h	90	397	0	401	0	506	352	438	400	43	315	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1767	0	1791	1781	1777	1617	1767	1763	1572
Q Serve(g_s), s	4.7	25.4	0.0	21.0	0.0	29.3	17.7	25.4	25.5	2.2	9.2	0.0
Cycle Q Clear(g_c), s	4.7	25.4	0.0	21.0	0.0	29.3	17.7	25.4	25.5	2.2	9.2	0.0
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.87	1.00		1.00
Lane Grp Cap(c), veh/h	266	433		427	0	682	508	629	573	208	777	
V/C Ratio(X)	0.34	0.92		0.94	0.00	0.74	0.69	0.70	0.70	0.21	0.41	
Avail Cap(c_a), veh/h	266	487		453	0	761	525	629	573	226	777	
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.8	44.6	0.0	31.2	0.0	32.1	27.5	33.2	33.3	34.8	40.0	0.0
Incr Delay (d2), s/veh	0.7	21.1	0.0	26.9	0.0	3.5	3.8	6.3	6.9	0.5	1.6	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	2.0	14.0	0.0	12.0	0.0	13.2	8.0	11.9	11.0	1.0	4.2	0.0
Unsig. Movement Delay, s/veh			0.00									
LnGrp Delay(d), s/veh	33.6	65.7	0.0	58.1	0.0	35.5	31.2	39.5	40.2	35.3	41.6	0.0
LnGrp LOS	C	E	A	E		D	C	D	D	D	D	
Approach Vol, veh/h		824			907			1190			358	
Approach Delay, s/veh		35.3			45.5			37.3			40.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	48.5	28.3	34.4	24.8	32.5	11.0	51.7
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	36.0	25.0	32.0	21.0	20.0	6.0	51.0
Max Q Clear Time (g_c+I1), s	4.2	27.5	23.0	27.4	19.7	11.2	6.7	31.3
Green Ext Time (p_c), s	0.0	3.5	0.3	1.0	0.2	1.3	0.0	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	39.5
HCM 7th LOS	D

Notes

Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.

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

Intersection	
Intersection Delay, s/veh	209.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	142	30	101	51	97	47	192	694	25	14	539	326
Future Vol, veh/h	142	30	101	51	97	47	192	694	25	14	539	326
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	169	36	120	61	115	56	229	826	30	17	642	388
Number of Lanes	1	1	0	0	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay, s/veh	35.9	57.8	180.1	326.4
HCM LOS	E	F	F	F

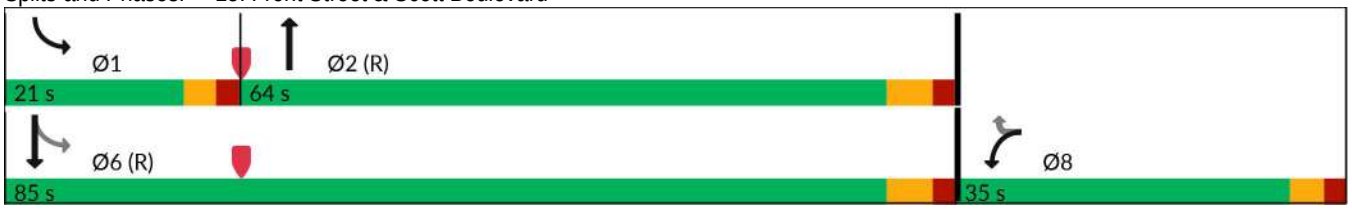
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	26%	100%	0%	0%
Vol Thru, %	0%	100%	90%	0%	23%	50%	0%	100%	0%
Vol Right, %	0%	0%	10%	0%	77%	24%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	192	463	256	142	131	195	14	539	326
LT Vol	192	0	0	142	0	51	14	0	0
Through Vol	0	463	231	0	30	97	0	539	0
RT Vol	0	0	25	0	101	47	0	0	326
Lane Flow Rate	229	551	305	169	156	232	17	642	388
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.691	1.589	0.874	0.6	0.509	0.8	0.053	1.946	1.101
Departure Headway (Hd)	11.892	11.364	11.292	15.78	14.694	14.66	12.291	11.761	11.019
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	306	325	323	230	248	248	293	314	334
Service Time	9.592	9.064	8.992	13.48	12.394	12.36	9.991	9.461	8.719
HCM Lane V/C Ratio	0.748	1.695	0.944	0.735	0.629	0.935	0.058	2.045	1.162
HCM Control Delay, s/veh	37.4	306.9	58.1	39.7	31.7	57.8	15.7	463.1	113.7
HCM Lane LOS	E	F	F	E	D	F	C	F	F
HCM 95th-tile Q	4.8	29.7	8	3.5	2.6	6	0.2	41.6	13.9

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	200	302	865	148	900
Future Volume (vph)	200	302	865	148	900
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	24.0	10.0	24.0
Total Split (s)	35.0	35.0	64.0	21.0	85.0
Total Split (%)	29.2%	29.2%	53.3%	17.5%	70.8%
Yellow Time (s)	3.0	3.0	4.0	3.0	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	6.0	5.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 15: Front Street & Scott Boulevard





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	200	302	865	144	148	900
Future Volume (veh/h)	200	302	865	144	148	900
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	373	1068	178	183	1111
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	443	394	1699	282	417	2345
Arrive On Green	0.25	0.25	1.00	1.00	0.06	0.66
Sat Flow, veh/h	1781	1585	3142	507	1781	3647
Grp Volume(v), veh/h	247	373	621	625	183	1111
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1779	1781	1777
Q Serve(g_s), s	14.5	27.8	0.0	0.0	5.0	18.6
Cycle Q Clear(g_c), s	14.5	27.8	0.0	0.0	5.0	18.6
Prop In Lane	1.00	1.00		0.28	1.00	
Lane Grp Cap(c), veh/h	443	394	990	991	417	2345
V/C Ratio(X)	0.56	0.95	0.63	0.63	0.44	0.47
Avail Cap(c_a), veh/h	445	396	990	991	546	2345
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.35	0.35	1.00	1.00
Uniform Delay (d), s/veh	39.3	44.3	0.0	0.0	8.9	10.1
Incr Delay (d2), s/veh	1.5	31.8	1.1	1.1	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	14.3	0.3	0.3	2.0	7.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	40.9	76.1	1.1	1.1	9.7	10.8
LnGrp LOS	D	E	A	A	A	B
Approach Vol, veh/h	620		1246			1294
Approach Delay, s/veh	62.0		1.1			10.6
Approach LOS	E		A			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.3	72.9				85.2	34.8
Change Period (Y+Rc), s	5.0	6.0				6.0	5.0
Max Green Setting (Gmax), s	16.0	58.0				79.0	30.0
Max Q Clear Time (g_c+I1), s	7.0	2.0				20.6	29.8
Green Ext Time (p_c), s	0.3	12.2				11.2	0.1

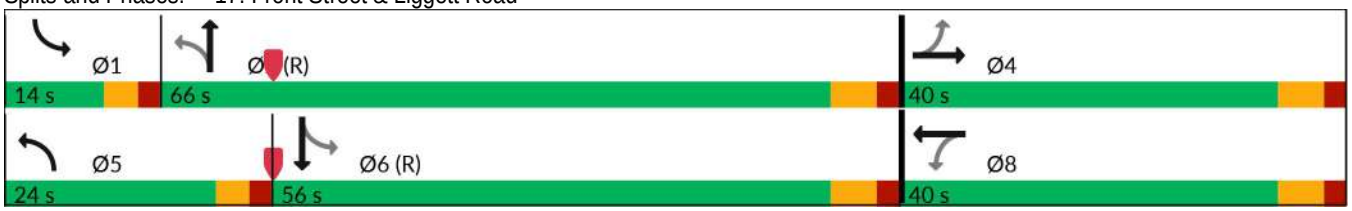
Intersection Summary		
HCM 7th Control Delay, s/veh		16.9
HCM 7th LOS		B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	87	35	77	25	204	898	104	648
Future Volume (vph)	87	35	77	25	204	898	104	648
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	10.0	24.0	10.0	24.0
Total Split (s)	40.0	40.0	40.0	40.0	24.0	66.0	14.0	56.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	20.0%	55.0%	11.7%	46.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	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
Total Lost Time (s)		6.0		6.0	5.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 17: Front Street & Liggett Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	35	125	77	25	68	204	898	196	104	648	81
Future Volume (veh/h)	87	35	125	77	25	68	204	898	196	104	648	81
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	1856	1856	1856	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	51	181	112	36	99	296	1301	284	151	939	117
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Percent Heavy Veh, %	3	3	3	4	4	4	2	2	2	2	2	2
Cap, veh/h	164	64	192	165	60	122	483	1519	327	208	1531	191
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.10	0.52	0.52	0.12	0.96	0.96
Sat Flow, veh/h	448	231	695	442	217	441	1781	2909	626	1781	3180	396
Grp Volume(v), veh/h	358	0	0	247	0	0	296	787	798	151	525	531
Grp Sat Flow(s),veh/h/ln	1375	0	0	1100	0	0	1781	1777	1758	1781	1777	1799
Q Serve(g_s), s	5.4	0.0	0.0	0.0	0.0	0.0	9.6	45.6	47.7	5.2	3.2	3.2
Cycle Q Clear(g_c), s	30.8	0.0	0.0	25.4	0.0	0.0	9.6	45.6	47.7	5.2	3.2	3.2
Prop In Lane	0.35		0.51	0.45		0.40	1.00		0.36	1.00		0.22
Lane Grp Cap(c), veh/h	420	0	0	347	0	0	483	928	918	208	855	866
V/C Ratio(X)	0.85	0.00	0.00	0.71	0.00	0.00	0.61	0.85	0.87	0.73	0.61	0.61
Avail Cap(c_a), veh/h	431	0	0	357	0	0	585	928	918	234	855	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	42.6	0.0	0.0	40.0	0.0	0.0	11.9	24.6	25.1	23.9	1.2	1.2
Incr Delay (d2), s/veh	14.9	0.0	0.0	6.3	0.0	0.0	1.3	9.5	11.0	8.2	2.8	2.8
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	12.1	0.0	0.0	7.4	0.0	0.0	3.9	20.9	21.9	2.4	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.5	0.0	0.0	46.3	0.0	0.0	13.2	34.2	36.1	32.1	4.0	4.0
LnGrp LOS	E			D			B	C	D	C	A	A
Approach Vol, veh/h		358			247			1881			1207	
Approach Delay, s/veh		57.5			46.3			31.7			7.5	
Approach LOS		E			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	68.6		39.1	17.1	63.8		39.1				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	60.0		34.0	19.0	50.0		34.0				
Max Q Clear Time (g_c+I1), s	7.2	49.7		32.8	11.6	5.2		27.4				
Green Ext Time (p_c), s	0.1	7.4		0.3	0.5	9.0		0.8				

Intersection Summary		
HCM 7th Control Delay, s/veh		27.3
HCM 7th LOS		C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	90	534	67	102	1000	55	214	49	57	267	158
Future Volume (vph)	90	534	67	102	1000	55	214	49	57	267	158
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases	2		2	6		8		8	4		4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	11.0	52.0	52.0	10.0	51.0	10.0	28.0	28.0	10.0	28.0	28.0
Total Split (%)	11.0%	52.0%	52.0%	10.0%	51.0%	10.0%	28.0%	28.0%	10.0%	28.0%	28.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 18: Perry Street & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	534	67	102	1000	23	55	214	49	57	267	158
Future Volume (veh/h)	90	534	67	102	1000	23	55	214	49	57	267	158
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	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	593	74	113	1111	26	61	238	54	63	297	176
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	293	933	791	367	1803	42	172	344	291	216	344	292
Arrive On Green	0.05	0.51	0.51	0.05	0.51	0.51	0.04	0.18	0.18	0.04	0.18	0.18
Sat Flow, veh/h	1753	1841	1560	1781	3549	83	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	100	593	74	113	556	581	61	238	54	63	297	176
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1781	1777	1855	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.7	23.4	2.5	3.0	22.4	22.4	2.7	11.9	2.9	2.8	15.4	10.2
Cycle Q Clear(g_c), s	2.7	23.4	2.5	3.0	22.4	22.4	2.7	11.9	2.9	2.8	15.4	10.2
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	933	791	367	903	943	172	344	291	216	344	292
V/C Ratio(X)	0.34	0.64	0.09	0.31	0.62	0.62	0.35	0.69	0.19	0.29	0.86	0.60
Avail Cap(c_a), veh/h	315	933	791	371	903	943	189	411	349	231	411	349
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	1.00	1.00
Uniform Delay (d), s/veh	13.7	17.9	12.8	13.8	17.6	17.6	32.4	38.2	34.5	31.9	39.6	37.4
Incr Delay (d2), s/veh	0.7	3.3	0.2	0.5	3.1	3.0	1.2	3.9	0.3	0.7	14.9	2.1
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	1.1	10.3	0.9	1.2	9.5	9.9	1.2	5.8	1.1	1.3	8.4	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.4	21.2	13.0	14.3	20.7	20.6	33.6	42.1	34.8	32.6	54.4	39.5
LnGrp LOS	B	C	B	B	C	C	C	D	C	C	D	D
Approach Vol, veh/h		767			1250			353			536	
Approach Delay, s/veh		19.5			20.1			39.5			47.0	
Approach LOS		B			C			D			D	

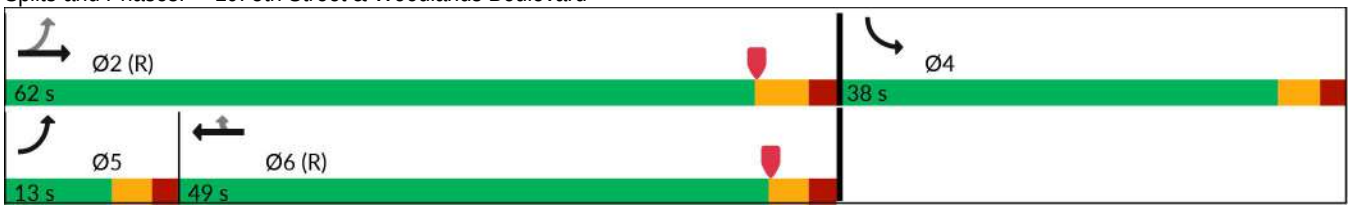
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	56.7	9.1	24.4	9.7	56.8	9.1	24.4
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	46.0	5.0	22.0	6.0	45.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	5.0	25.4	4.7	17.4	4.7	24.4	4.8	13.9
Green Ext Time (p_c), s	0.0	4.3	0.0	1.0	0.0	7.9	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	27.3
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	147	463	1088	646	385	229
Future Volume (vph)	147	463	1088	646	385	229
Turn Type	pm+pt	NA	NA	Perm	Prot	Free
Protected Phases	5	2	6		4	
Permitted Phases	2			6		Free
Detector Phase	5	2	6	6	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	11.0	10.0	10.0	10.0	
Total Split (s)	13.0	62.0	49.0	49.0	38.0	
Total Split (%)	13.0%	62.0%	49.0%	49.0%	38.0%	
Yellow Time (s)	3.0	4.0	3.0	3.0	3.0	
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	6.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 19: 5th Street & Woodlands Boulevard





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	147	463	1088	646	385	229
Future Volume (veh/h)	147	463	1088	646	385	229
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1841	1870	1870	1856	1856
Adj Flow Rate, veh/h	173	545	1280	760	453	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	4	4	2	2	3	3
Cap, veh/h	231	2142	1765	787	490	
Arrive On Green	0.07	0.61	0.50	0.50	0.28	0.00
Sat Flow, veh/h	1753	3589	3647	1585	1767	1572
Grp Volume(v), veh/h	173	545	1280	760	453	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1777	1585	1767	1572
Q Serve(g_s), s	4.6	7.2	28.3	46.4	24.9	0.0
Cycle Q Clear(g_c), s	4.6	7.2	28.3	46.4	24.9	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	231	2142	1765	787	490	
V/C Ratio(X)	0.75	0.25	0.73	0.97	0.92	
Avail Cap(c_a), veh/h	256	2142	1765	787	583	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	20.3	8.9	19.8	24.3	35.1	0.0
Incr Delay (d2), s/veh	10.5	0.3	2.6	24.6	18.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	2.6	11.8	21.6	13.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.8	9.2	22.4	49.0	53.8	0.0
LnGrp LOS	C	A	C	D	D	
Approach Vol, veh/h		718	2040		453	
Approach Delay, s/veh		14.4	32.3		53.8	
Approach LOS		B	C		D	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	67.3		32.7	11.6	55.7
Change Period (Y+Rc), s	6.0		5.0	5.0	* 6
Max Green Setting (Gmax), s	56.0		33.0	8.0	* 44
Max Q Clear Time (g_c+I1), s	9.2		26.9	6.6	48.4
Green Ext Time (p_c), s	4.2		0.8	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	31.3
HCM 7th LOS	C

Notes

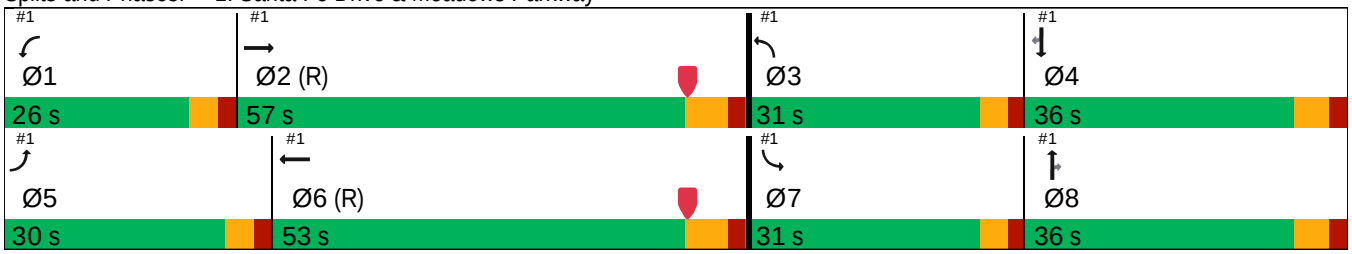
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

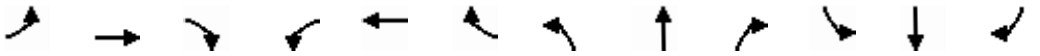
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	410	1103	210	1665	429	436	606	262	499	589	405
Future Volume (vph)	410	1103	210	1665	429	436	606	262	499	589	405
Turn Type	Prot	NA	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					Free			8			4
Detector Phase	5	2	1	6		3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	5.0	15.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	38.8	10.0	38.8		10.0	45.0	45.0	10.0	44.0	44.0
Total Split (s)	30.0	57.0	26.0	53.0		31.0	36.0	36.0	31.0	36.0	36.0
Total Split (%)	20.0%	38.0%	17.3%	35.3%		20.7%	24.0%	24.0%	20.7%	24.0%	24.0%
Yellow Time (s)	3.0	4.8	3.0	4.8		3.0	4.0	4.0	3.0	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	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.8	5.0	6.8		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Santa Fe Drive & Meadows Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	410	1103	334	210	1665	429	436	606	262	499	589	405
Future Volume (veh/h)	410	1103	334	210	1665	429	436	606	262	499	589	405
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	1856	1856	1856
Adj Flow Rate, veh/h	418	1126	0	214	1699	0	445	618	0	509	601	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	3
Cap, veh/h	474	2133		268	1829		501	676		557	733	
Arrive On Green	0.14	0.42	0.00	0.08	0.36	0.00	0.14	0.19	0.00	0.16	0.21	0.00
Sat Flow, veh/h	3456	5274	0	3456	5106	1585	3456	3554	1585	3428	3526	1572
Grp Volume(v), veh/h	418	1126	0	214	1699	0	445	618	0	509	601	0
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1728	1702	1585	1728	1777	1585	1714	1763	1572
Q Serve(g_s), s	17.8	24.7	0.0	9.1	48.0	0.0	19.0	25.6	0.0	21.9	24.4	0.0
Cycle Q Clear(g_c), s	17.8	24.7	0.0	9.1	48.0	0.0	19.0	25.6	0.0	21.9	24.4	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	474	2133		268	1829		501	676		557	733	
V/C Ratio(X)	0.88	0.53		0.80	0.93		0.89	0.91		0.91	0.82	
Avail Cap(c_a), veh/h	576	2133		484	1829		599	711		594	733	
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	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.5	32.6	0.0	68.0	46.3	0.0	62.9	59.5	0.0	61.8	56.7	0.0
Incr Delay (d2), s/veh	13.1	0.9	0.0	0.5	1.1	0.0	13.4	15.9	0.0	18.1	7.4	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	8.7	10.5	0.0	4.1	20.4	0.0	9.3	13.0	0.0	11.0	11.7	0.0
Unsig. Movement Delay, s/veh						0.00						
LnGrp Delay(d), s/veh	76.6	33.6	0.0	68.6	47.4	0.0	76.4	75.4	0.0	79.9	64.1	0.0
LnGrp LOS	E	C		E	D	A	E	E		E	E	
Approach Vol, veh/h		1544			2351			1063			1110	
Approach Delay, s/veh		45.2			40.5			75.8			71.4	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	69.5	26.7	37.2	25.6	60.5	29.4	34.5
Change Period (Y+Rc), s	5.0	6.8	5.0	6.0	5.0	6.8	5.0	6.0
Max Green Setting (Gmax), s	21.0	50.2	26.0	30.0	25.0	46.2	26.0	30.0
Max Q Clear Time (g_c+I1), s	11.1	26.7	21.0	26.4	19.8	50.0	23.9	27.6
Green Ext Time (p_c), s	0.5	8.8	0.8	1.3	0.7	0.0	0.5	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	53.5
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

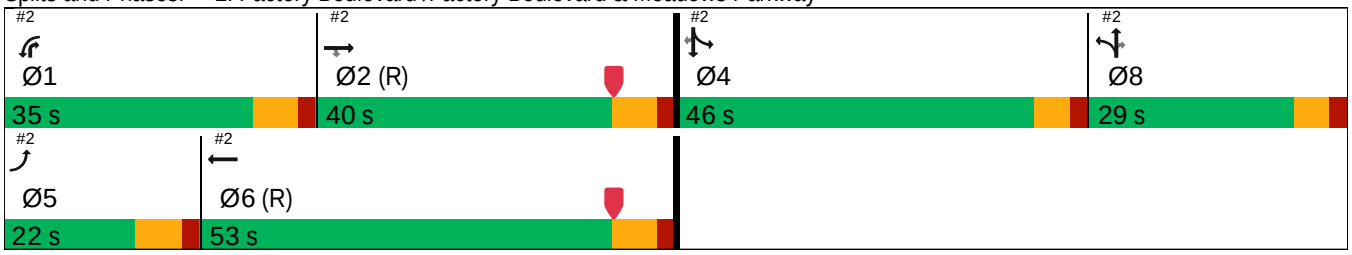
Unsignalized Delay for [WBR] is included in calculations of the approach delay and intersection delay.

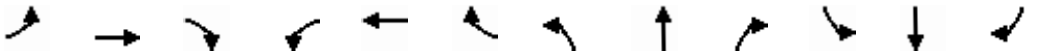
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	281	1388	195	349	1796	626	122	82	409	892	126	386
Future Volume (vph)	281	1388	195	349	1796	626	122	82	409	892	126	386
Turn Type	Prot	NA	Perm	Prot	NA	Free	Split	NA	pm+ov	Split	NA	Perm
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases			2			Free			8			4
Detector Phase	5	2	2	1	6		8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	39.0	39.0	12.0	42.0		11.0	11.0	12.0	58.0	58.0	58.0
Total Split (s)	22.0	40.0	40.0	35.0	53.0		29.0	29.0	35.0	46.0	46.0	46.0
Total Split (%)	14.7%	26.7%	26.7%	23.3%	35.3%		19.3%	19.3%	23.3%	30.7%	30.7%	30.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	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	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	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	7.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 2: Factory Boulevard /Factory Boulevard & Meadows Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	281	1388	195	349	1796	626	122	82	409	892	126	386
Future Volume (veh/h)	281	1388	195	349	1796	626	122	82	409	892	126	386
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	296	1461	205	367	1923	0	128	86	367	939	133	343
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	1582	491	424	1861		530	287	432	1229	457	388
Arrive On Green	0.19	0.62	0.62	0.24	0.66	0.00	0.15	0.15	0.15	0.24	0.24	0.24
Sat Flow, veh/h	3456	5106	1585	3563	5611	1585	3456	1870	1585	5023	1870	1585
Grp Volume(v), veh/h	296	1461	205	367	1923	0	128	86	367	939	133	343
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1870	1585	1728	1870	1585	1674	1870	1585
Q Serve(g_s), s	12.5	38.2	10.0	14.8	49.8	0.0	4.9	6.1	23.0	26.1	8.7	31.3
Cycle Q Clear(g_c), s	12.5	38.2	10.0	14.8	49.8	0.0	4.9	6.1	23.0	26.1	8.7	31.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	335	1582	491	424	1861		530	287	432	1229	457	388
V/C Ratio(X)	0.88	0.92	0.42	0.87	1.03		0.24	0.30	0.85	0.76	0.29	0.88
Avail Cap(c_a), veh/h	346	1582	491	665	1861		530	287	432	1340	499	423
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	0.41	0.41	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.6	27.0	21.6	56.0	25.2	0.0	55.8	56.4	51.7	52.6	46.1	54.6
Incr Delay (d2), s/veh	13.9	6.5	1.5	3.2	23.0	0.0	0.2	0.6	14.9	2.5	0.3	18.5
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	5.6	12.4	3.3	6.2	19.1	0.0	2.2	3.0	14.9	11.3	4.1	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.5	33.4	23.0	59.2	48.2	0.0	56.1	56.9	66.5	55.1	46.4	73.1
LnGrp LOS	E	C	C	E	F		E	E	E	E	D	E
Approach Vol, veh/h		1962			2290			581			1415	
Approach Delay, s/veh		38.4			50.0			62.8			58.7	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.8	53.5		42.7	21.6	56.8		29.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	28.0	33.0		40.0	15.0	46.0		23.0				
Max Q Clear Time (g_c+I1), s	16.8	40.2		33.3	14.5	51.8		25.0				
Green Ext Time (p_c), s	1.0	0.0		3.4	0.1	0.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			49.5									
HCM 7th LOS			D									

Notes

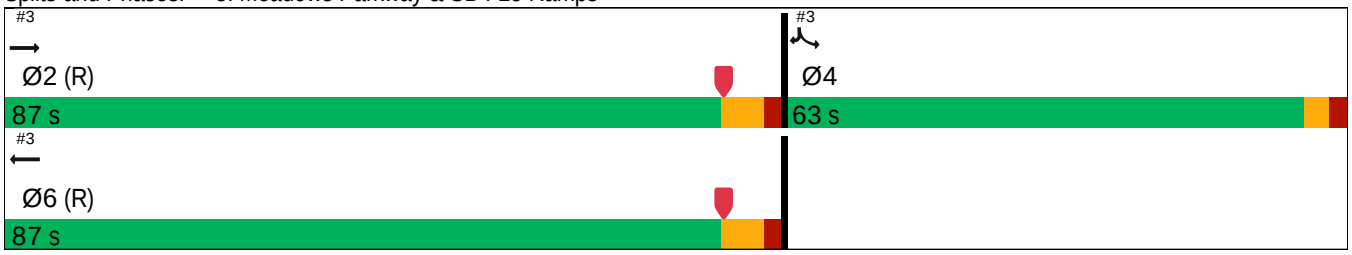
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBT	SBL	SBR
Lane Configurations				
Traffic Volume (vph)	2081	1912	1307	859
Future Volume (vph)	2081	1912	1307	859
Turn Type	NA	NA	Prot	Prot
Protected Phases	2	6	4	4
Permitted Phases				
Detector Phase	2	6	4	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	5.0	5.0
Minimum Split (s)	26.8	29.8	11.8	11.8
Total Split (s)	87.0	87.0	63.0	63.0
Total Split (%)	58.0%	58.0%	42.0%	42.0%
Yellow Time (s)	4.8	4.8	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 3: Meadows Parkway & SB I-25 Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	2081	1912	235	1307	859
Future Volume (veh/h)	0	2081	1912	235	1307	859
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1856	1856	1870	1870
Adj Flow Rate, veh/h	0	2214	2034	250	1390	914
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	3	3	2	2
Cap, veh/h	0	2832	2538	308	1842	1023
Arrive On Green	0.00	0.74	1.00	1.00	0.37	0.37
Sat Flow, veh/h	0	5443	4744	555	5023	2790
Grp Volume(v), veh/h	0	2214	1494	790	1390	914
Grp Sat Flow(s),veh/h/ln	0	1702	1689	1756	1674	1395
Q Serve(g_s), s	0.0	40.3	0.0	0.0	36.3	46.3
Cycle Q Clear(g_c), s	0.0	40.3	0.0	0.0	36.3	46.3
Prop In Lane	0.00			0.32	1.00	1.00
Lane Grp Cap(c), veh/h	0	2832	1873	974	1842	1023
V/C Ratio(X)	0.00	0.78	0.80	0.81	0.75	0.89
Avail Cap(c_a), veh/h	0	2832	1873	974	1942	1079
HCM Platoon Ratio	1.00	1.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.37	0.65	0.65	1.00	1.00
Uniform Delay (d), s/veh	0.0	14.1	0.0	0.0	41.6	44.7
Incr Delay (d2), s/veh	0.0	0.8	2.4	4.9	1.6	9.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.6	0.6	1.3	15.3	17.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	14.9	2.4	4.9	43.2	54.1
LnGrp LOS		B	A	A	D	D
Approach Vol, veh/h		2214	2284		2304	
Approach Delay, s/veh		14.9	3.3		47.5	
Approach LOS		B	A		D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	90.0	60.0	90.0
Change Period (Y+Rc), s	6.8	5.0	6.8
Max Green Setting (Gmax), s	80.2	58.0	80.2
Max Q Clear Time (g_c+I1), s	42.3	48.3	2.0
Green Ext Time (p_c), s	26.2	6.7	40.2

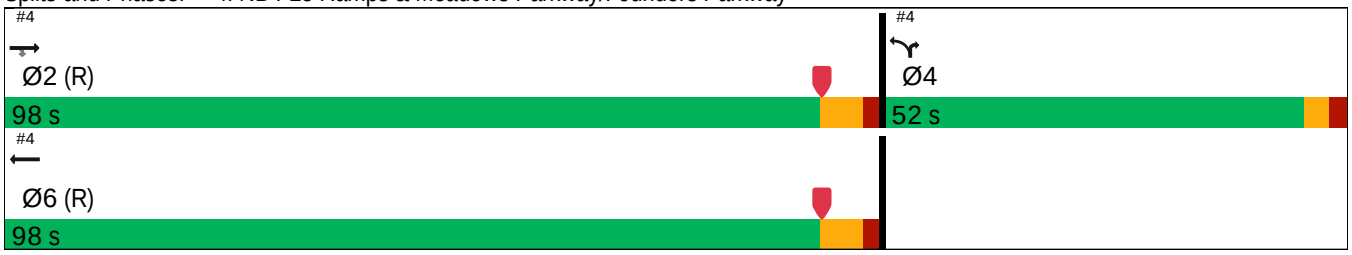
Intersection Summary	
HCM 7th Control Delay, s/veh	22.0
HCM 7th LOS	C

Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	2671	717	1626	521	489
Future Volume (vph)	2671	717	1626	521	489
Turn Type	NA	Perm	NA	Prot	Prot
Protected Phases	2		6	4	4
Permitted Phases		2			
Detector Phase	2	2	6	4	4
Switch Phase					
Minimum Initial (s)	20.0	20.0	20.0	5.0	5.0
Minimum Split (s)	26.8	26.8	26.8	10.0	10.0
Total Split (s)	98.0	98.0	98.0	52.0	52.0
Total Split (%)	65.3%	65.3%	65.3%	34.7%	34.7%
Yellow Time (s)	4.8	4.8	4.8	3.0	3.0
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)	6.8	6.8	6.8	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: NB I-25 Ramps & Meadows Parkway/Founders Parkway





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2671	717	0	1626	521	489
Future Volume (veh/h)	2671	717	0	1626	521	489
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	2754	739	0	1676	537	504
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	0	2	2	2
Cap, veh/h	4079	1152	0	2584	692	616
Arrive On Green	1.00	1.00	0.00	1.00	0.19	0.19
Sat Flow, veh/h	5611	1585	0	3741	3563	3170
Grp Volume(v), veh/h	2754	739	0	1676	537	504
Grp Sat Flow(s),veh/h/ln	1870	1585	0	1777	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	21.5	22.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	21.5	22.8
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	4079	1152	0	2584	692	616
V/C Ratio(X)	0.68	0.64	0.00	0.65	0.78	0.82
Avail Cap(c_a), veh/h	4079	1152	0	2584	1116	993
HCM Platoon Ratio	2.00	2.00	1.00	2.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.00	0.52	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	57.3	57.9
Incr Delay (d2), s/veh	0.5	1.5	0.0	0.7	1.9	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.5	0.0	0.2	9.9	9.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.5	1.5	0.0	0.7	59.2	60.8
LnGrp LOS	A	A		A	E	E
Approach Vol, veh/h	3493			1676	1041	
Approach Delay, s/veh	0.7			0.7	60.0	
Approach LOS	A			A	E	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		115.9		34.1		115.9
Change Period (Y+Rc), s		6.8		5.0		6.8
Max Green Setting (Gmax), s		91.2		47.0		91.2
Max Q Clear Time (g_c+I1), s		2.0		24.8		2.0
Green Ext Time (p_c), s		73.9		4.3		25.7

Intersection Summary		
HCM 7th Control Delay, s/veh	10.6	
HCM 7th LOS	B	

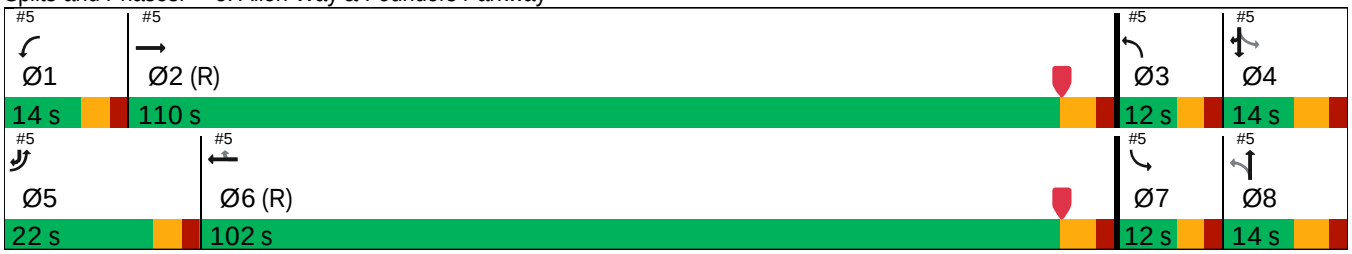
Notes
User approved volume balancing among the lanes for turning movement.

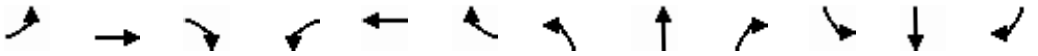
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	461	2425	70	2237	175	187	45	137	32	518
Future Volume (vph)	461	2425	70	2237	175	187	45	137	32	518
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	pt+ov
Protected Phases	5	2	1	6		3	8	7	4	4 5
Permitted Phases					6	8		4		
Detector Phase	5	2	1	6	6	3	8	7	4	4 5
Switch Phase										
Minimum Initial (s)	5.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	30.0	10.0	40.0	40.0	10.0	46.0	10.0	47.0	
Total Split (s)	22.0	110.0	14.0	102.0	102.0	12.0	14.0	12.0	14.0	
Total Split (%)	14.7%	73.3%	9.3%	68.0%	68.0%	8.0%	9.3%	8.0%	9.3%	
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.0	3.0	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	0.0	
Total Lost Time (s)	5.0	6.0	5.0	6.0	6.0	5.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 5: Allen Way & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	461	2425	274	70	2237	175	187	45	87	137	32	518
Future Volume (veh/h)	461	2425	274	70	2237	175	187	45	87	137	32	518
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	485	2553	288	74	2355	184	197	47	71	144	34	545
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	392	3277	358	93	3268	1014	161	36	54	131	100	465
Arrive On Green	0.23	1.00	1.00	0.05	0.64	0.64	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	3456	4672	510	1781	5106	1585	1781	672	1015	1781	1870	2790
Grp Volume(v), veh/h	485	1837	1004	74	2355	184	197	0	118	144	34	545
Grp Sat Flow(s),veh/h/ln	1728	1702	1779	1781	1702	1585	1781	0	1688	1781	1870	1395
Q Serve(g_s), s	17.0	0.0	0.0	6.2	46.2	7.1	7.0	0.0	8.0	7.0	2.6	8.0
Cycle Q Clear(g_c), s	17.0	0.0	0.0	6.2	46.2	7.1	7.0	0.0	8.0	7.0	2.6	8.0
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	392	2387	1247	93	3268	1014	161	0	90	131	100	465
V/C Ratio(X)	1.24	0.77	0.80	0.80	0.72	0.18	1.22	0.00	1.31	1.10	0.34	1.17
Avail Cap(c_a), veh/h	392	2387	1247	107	3268	1014	161	0	90	131	100	465
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.45	0.45	0.45	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	0.0	0.0	70.3	18.0	11.0	68.6	0.0	71.0	67.7	68.5	62.5
Incr Delay (d2), s/veh	117.1	1.1	2.6	30.0	1.4	0.4	143.5	0.0	199.2	107.4	2.0	98.3
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	13.1	0.4	0.9	3.6	18.1	2.6	9.2	0.0	8.5	5.5	1.3	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	175.1	1.1	2.6	100.4	19.4	11.4	212.0	0.0	270.2	175.1	70.5	160.8
LnGrp LOS	F	A	A	F	B	B	F		F	F	E	F
Approach Vol, veh/h		3326			2613			315			723	
Approach Delay, s/veh		26.9			21.2			233.8			159.4	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	111.2	12.0	14.0	22.0	102.0	12.0	14.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	9.0	104.0	7.0	8.0	17.0	96.0	7.0	8.0
Max Q Clear Time (g_c+I1), s	8.2	2.0	9.0	10.0	19.0	48.2	9.0	10.0
Green Ext Time (p_c), s	0.0	70.5	0.0	0.0	0.0	34.5	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	47.8
HCM 7th LOS	D

Notes

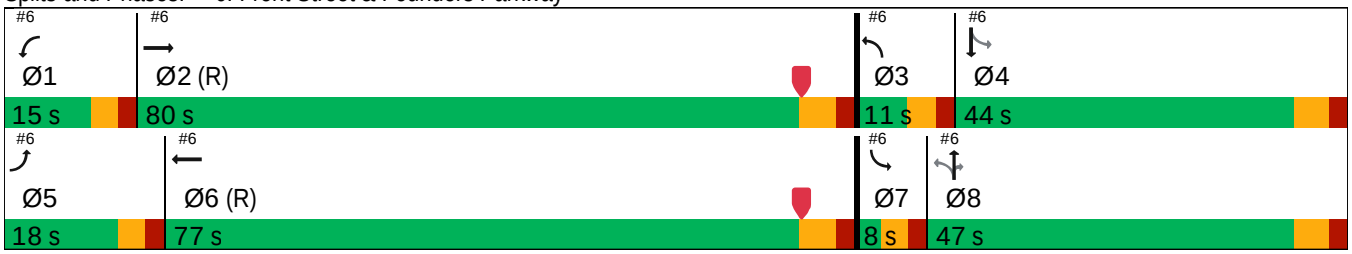
User approved pedestrian interval to be less than phase max green.

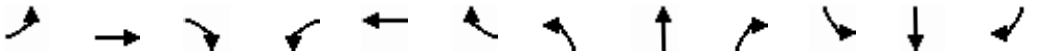
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	80	2028	110	1927	474	129	193	39	112
Future Volume (vph)	80	2028	110	1927	474	129	193	39	112
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases					8		8	4	
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	5.0	3.0	5.0
Minimum Split (s)	8.0	48.0	8.0	39.0	8.0	44.0	44.0	8.0	44.0
Total Split (s)	18.0	80.0	15.0	77.0	11.0	47.0	47.0	8.0	44.0
Total Split (%)	12.0%	53.3%	10.0%	51.3%	7.3%	31.3%	31.3%	5.3%	29.3%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 6: Front Street & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	2028	541	110	1927	22	474	129	193	39	112	81
Future Volume (veh/h)	80	2028	541	110	1927	22	474	129	193	39	112	81
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	1841	1841	1841
Adj Flow Rate, veh/h	85	2157	576	117	2050	23	504	137	181	41	119	54
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	105	2577	645	119	3334	37	386	250	212	151	271	117
Arrive On Green	0.06	0.63	0.63	0.07	0.64	0.64	0.04	0.13	0.13	0.02	0.11	0.11
Sat Flow, veh/h	1781	4072	1019	1781	5206	58	3456	1870	1585	1753	2379	1026
Grp Volume(v), veh/h	85	1780	953	117	1340	733	504	137	181	41	86	87
Grp Sat Flow(s),veh/h/ln	1781	1702	1687	1781	1702	1860	1728	1870	1585	1753	1749	1656
Q Serve(g_s), s	7.1	60.4	71.6	9.8	35.0	35.1	6.0	10.3	16.7	3.0	6.9	7.4
Cycle Q Clear(g_c), s	7.1	60.4	71.6	9.8	35.0	35.1	6.0	10.3	16.7	3.0	6.9	7.4
Prop In Lane	1.00		0.60	1.00		0.03	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	105	2154	1067	119	2180	1191	386	250	212	151	199	189
V/C Ratio(X)	0.81	0.83	0.89	0.99	0.61	0.62	1.31	0.55	0.85	0.27	0.43	0.46
Avail Cap(c_a), veh/h	154	2154	1067	119	2180	1191	386	511	433	151	443	420
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	1.00	1.00
Uniform Delay (d), s/veh	69.7	21.2	23.2	69.9	16.0	16.0	65.9	60.7	63.5	58.0	61.9	62.2
Incr Delay (d2), s/veh	17.6	3.8	11.4	77.8	1.3	2.4	155.0	1.9	9.3	1.0	1.5	1.8
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	3.8	24.3	30.6	7.1	13.8	15.4	12.9	5.0	7.3	1.4	3.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	87.4	25.0	34.6	147.7	17.3	18.4	220.9	62.6	72.8	59.0	63.4	63.9
LnGrp LOS	F	C	C	F	B	B	F	E	E	E	E	E
Approach Vol, veh/h		2818			2190			822			214	
Approach Delay, s/veh		30.1			24.6			161.9			62.8	
Approach LOS		C			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	100.9	11.0	23.1	13.9	102.1	8.0	26.1
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	10.0	74.0	6.0	38.0	13.0	71.0	3.0	41.0
Max Q Clear Time (g_c+I1), s	11.8	73.6	8.0	9.4	9.1	37.1	5.0	18.7
Green Ext Time (p_c), s	0.0	0.4	0.0	1.0	0.1	21.5	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	47.2
HCM 7th LOS	D

Notes

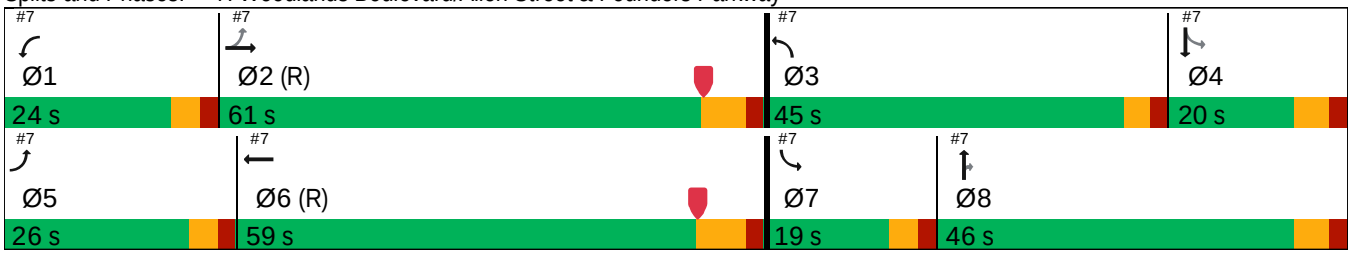
User approved pedestrian interval to be less than phase max green.

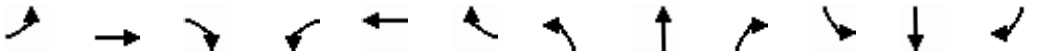
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	14	2276	423	1589	488	86	476	195	74
Future Volume (vph)	14	2276	423	1589	488	86	476	195	74
Turn Type	pm+pt	NA	Prot	NA	Prot	NA	Perm	pm+pt	NA
Protected Phases	5	2	1	6	3	8		7	4
Permitted Phases	2						8	4	
Detector Phase	5	2	1	6	3	8	8	7	4
Switch Phase									
Minimum Initial (s)	4.0	20.0	4.0	20.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	39.9	9.5	37.6	9.0	44.0	44.0	9.0	45.0
Total Split (s)	26.0	61.0	24.0	59.0	45.0	46.0	46.0	19.0	20.0
Total Split (%)	17.3%	40.7%	16.0%	39.3%	30.0%	30.7%	30.7%	12.7%	13.3%
Yellow Time (s)	3.0	4.9	3.0	5.6	3.0	4.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.9	5.0	7.6	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 7: Woodlands Boulevard/Allen Street & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	2276	251	423	1589	196	488	86	476	195	74	14
Future Volume (veh/h)	14	2276	251	423	1589	196	488	86	476	195	74	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	14	2346	259	436	1638	202	503	89	423	201	76	14
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	2408	260	438	2831	348	576	499	423	386	582	104
Arrive On Green	0.03	0.51	0.51	0.13	0.61	0.61	0.17	0.27	0.27	0.09	0.19	0.19
Sat Flow, veh/h	1781	4678	505	3456	4606	566	3456	1870	1585	1781	3010	540
Grp Volume(v), veh/h	14	1693	912	436	1209	631	503	89	423	201	44	46
Grp Sat Flow(s),veh/h/ln	1781	1702	1779	1728	1702	1768	1728	1870	1585	1781	1777	1773
Q Serve(g_s), s	0.5	72.0	76.6	18.9	31.9	32.0	21.3	5.5	40.0	13.6	3.1	3.2
Cycle Q Clear(g_c), s	0.5	72.0	76.6	18.9	31.9	32.0	21.3	5.5	40.0	13.6	3.1	3.2
Prop In Lane	1.00		0.28	1.00		0.32	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	194	1752	916	438	2092	1087	576	499	423	386	344	343
V/C Ratio(X)	0.07	0.97	1.00	1.00	0.58	0.58	0.87	0.18	1.00	0.52	0.13	0.13
Avail Cap(c_a), veh/h	396	1752	916	438	2092	1087	922	499	423	386	344	343
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	1.00	1.00
Uniform Delay (d), s/veh	17.1	35.1	36.2	65.5	17.3	17.3	61.0	42.3	55.0	43.0	50.0	50.1
Incr Delay (d2), s/veh	0.2	14.9	28.8	41.9	1.2	2.3	5.6	0.2	44.0	1.3	0.2	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	0.2	32.8	39.8	10.9	12.7	13.6	9.8	2.6	21.1	6.2	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.3	50.0	65.1	107.4	18.4	19.6	66.6	42.5	99.0	44.3	50.2	50.3
LnGrp LOS	B	D	E	F	B	B	E	D	F	D	D	D
Approach Vol, veh/h		2619			2276			1015			291	
Approach Delay, s/veh		55.1			35.8			78.0			46.1	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	85.5	30.0	35.0	9.0	100.5	19.0	46.0
Change Period (Y+Rc), s	5.0	* 7.6	5.0	6.0	5.0	7.6	5.0	6.0
Max Green Setting (Gmax), s	19.0	* 54	40.0	14.0	21.0	51.4	14.0	40.0
Max Q Clear Time (g_c+I1), s	20.9	78.6	23.3	5.2	2.5	34.0	15.6	42.0
Green Ext Time (p_c), s	0.0	0.0	1.7	0.2	0.0	12.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	51.3
HCM 7th LOS	D

Notes

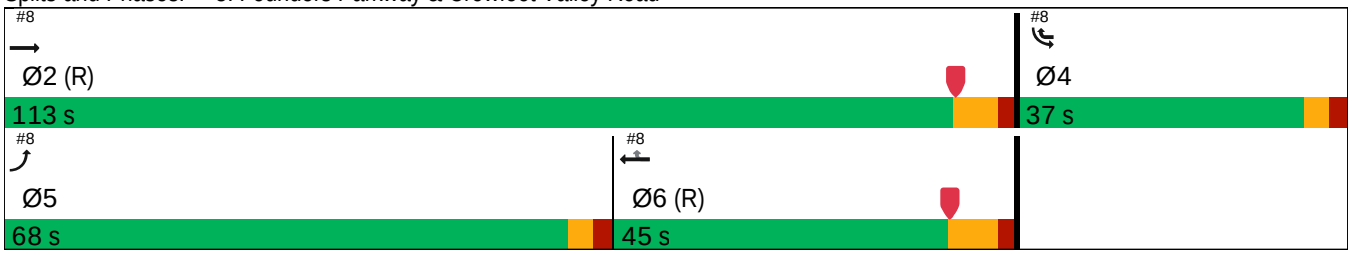
User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1399	1548	1096	488	338	1112
Future Volume (vph)	1399	1548	1096	488	338	1112
Turn Type	Prot	NA	NA	pm+ov	Prot	Free
Protected Phases	5	2	6	4	4	
Permitted Phases				6		Free
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0	
Minimum Split (s)	10.0	36.8	22.5	32.0	32.0	
Total Split (s)	68.0	113.0	45.0	37.0	37.0	
Total Split (%)	45.3%	75.3%	30.0%	24.7%	24.7%	
Yellow Time (s)	3.0	4.8	5.6	3.0	3.0	
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	6.8	7.6	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None	None	

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 8: Founders Parkway & Crowfoot Valley Road





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1399	1548	1096	488	338	1112
Future Volume (veh/h)	1399	1548	1096	488	338	1112
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1841	1841
Adj Flow Rate, veh/h	1473	1629	1154	514	356	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	4	4
Cap, veh/h	1451	4514	2199	1021	374	
Arrive On Green	0.42	0.88	0.43	0.43	0.21	0.00
Sat Flow, veh/h	3456	5274	5274	1585	1753	3120
Grp Volume(v), veh/h	1473	1629	1154	514	356	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1702	1585	1753	1560
Q Serve(g_s), s	63.0	8.2	24.9	25.6	30.1	0.0
Cycle Q Clear(g_c), s	63.0	8.2	24.9	25.6	30.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1451	4514	2199	1021	374	
V/C Ratio(X)	1.01	0.36	0.52	0.50	0.95	
Avail Cap(c_a), veh/h	1451	4514	2199	1021	374	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	43.5	1.5	31.4	14.1	58.2	0.0
Incr Delay (d2), s/veh	27.4	0.2	0.9	1.8	34.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.1	1.7	10.5	16.4	16.9	0.0
Unsig. Movement Delay, s/veh						0.00
LnGrp Delay(d), s/veh	70.9	1.7	32.3	15.8	92.4	0.0
LnGrp LOS	F	A	C	B	F	A
Approach Vol, veh/h		3102	1668		1527	
Approach Delay, s/veh		34.6	27.2		21.5	
Approach LOS		C	C		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		141.0		37.0	68.0	73.0
Change Period (Y+Rc), s		* 7.6		5.0	5.0	7.6
Max Green Setting (Gmax), s		* 1.1E+02		32.0	63.0	37.4
Max Q Clear Time (g_c+I1), s		10.2		32.1	65.0	27.6
Green Ext Time (p_c), s		22.0		0.0	0.0	6.5

Intersection Summary		
HCM 7th Control Delay, s/veh		29.5
HCM 7th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	10.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	150	1381	16	246	1724
Future Vol, veh/h	17	150	1381	16	246	1724
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	275	0	-	425	525	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	18	160	1469	17	262	1834

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2726	735	0	0	1486	0
Stage 1	1469	-	-	-	-	-
Stage 2	1257	-	-	-	-	-
Critical Hdwy	5.78	7.18	-	-	5.34	-
Critical Hdwy Stg 1	6.68	-	-	-	-	-
Critical Hdwy Stg 2	6.08	-	-	-	-	-
Follow-up Hdwy	3.84	3.94	-	-	3.12	-
Pot Cap-1 Maneuver	36	307	-	-	~ 226	-
Stage 1	122	-	-	-	-	-
Stage 2	204	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	0	307	-	-	~ 226	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	204	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v		0	19.17
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	~ 226	-
HCM Lane V/C Ratio	-	-	-	-	1.156	-
HCM Ctrl Dly (s/v)	-	-	-	-	153.5	-
HCM Lane LOS	-	-	-	-	F	-
HCM 95th %tile Q(veh)	-	-	-	-	12.4	-

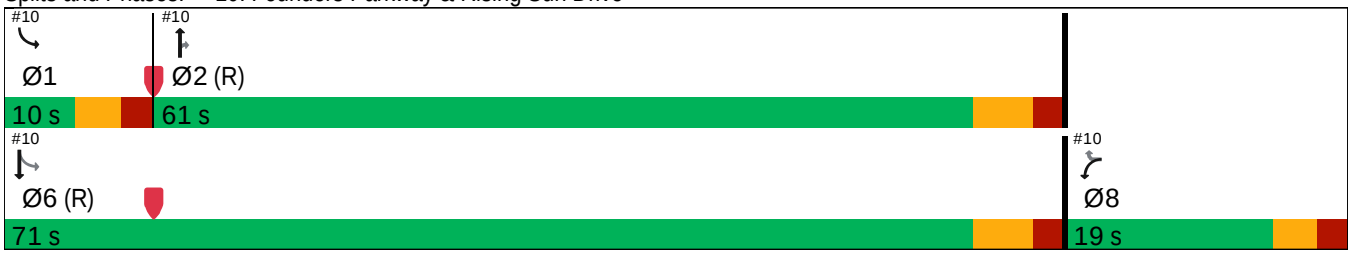
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	89	156	1303	88	116	1675
Future Volume (vph)	89	156	1303	88	116	1675
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	4.0	4.0	5.0	4.0
Minimum Split (s)	10.0	10.0	31.0	31.0	10.0	10.0
Total Split (s)	19.0	19.0	61.0	61.0	10.0	71.0
Total Split (%)	21.1%	21.1%	67.8%	67.8%	11.1%	78.9%
Yellow Time (s)	3.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	5.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 10: Founders Parkway & Rising Sun Drive





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	89	156	1303	88	116	1675
Future Volume (veh/h)	89	156	1303	88	116	1675
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	166	1386	94	123	1782
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	226	201	3281	1018	356	3835
Arrive On Green	0.13	0.13	0.64	0.64	0.05	0.75
Sat Flow, veh/h	1781	1585	5274	1585	1781	5274
Grp Volume(v), veh/h	95	166	1386	94	123	1782
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1585	1781	1702
Q Serve(g_s), s	4.4	9.2	12.0	2.0	1.9	12.0
Cycle Q Clear(g_c), s	4.4	9.2	12.0	2.0	1.9	12.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	226	201	3281	1018	356	3835
V/C Ratio(X)	0.42	0.83	0.42	0.09	0.35	0.46
Avail Cap(c_a), veh/h	277	247	3281	1018	361	3835
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	36.3	38.3	7.9	6.1	5.5	4.3
Incr Delay (d2), s/veh	1.2	17.1	0.4	0.2	0.6	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.5	4.0	0.7	0.6	3.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.5	55.4	8.3	6.3	6.1	4.7
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	261		1480			1905
Approach Delay, s/veh	48.9		8.2			4.8
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.8	63.8				73.6	16.4
Change Period (Y+Rc), s	5.0	6.0				6.0	5.0
Max Green Setting (Gmax), s	5.0	55.0				65.0	14.0
Max Q Clear Time (g_c+I1), s	3.9	14.0				14.0	11.2
Green Ext Time (p_c), s	0.0	14.7				22.6	0.2

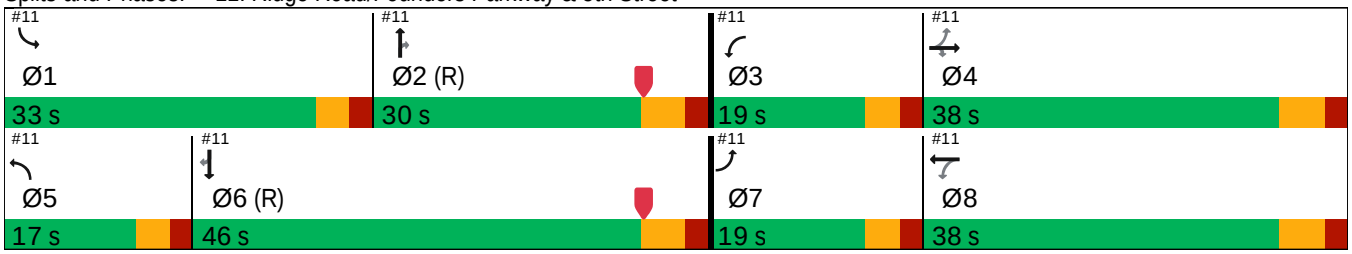
Intersection Summary	
HCM 7th Control Delay, s/veh	9.3
HCM 7th LOS	A

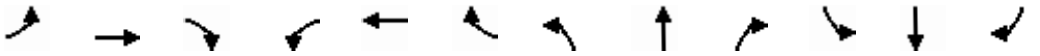
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	778	335	204	537	524	195	465	112	675	561	233
Future Volume (vph)	256	778	335	204	537	524	195	465	112	675	561	233
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	19.0	38.0	38.0	19.0	38.0		17.0	30.0	30.0	33.0	46.0	46.0
Total Split (%)	15.8%	31.7%	31.7%	15.8%	31.7%		14.2%	25.0%	25.0%	27.5%	38.3%	38.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 30 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 11: Ridge Road/Founders Parkway & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	778	335	204	537	524	195	465	112	675	561	233
Future Volume (veh/h)	256	778	335	204	537	524	195	465	112	675	561	233
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	267	810	0	213	559	0	203	484	0	703	584	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	353	896		270	858		262	843		765	1360	
Arrive On Green	0.12	0.25	0.00	0.11	0.24	0.00	0.08	0.24	0.00	0.22	0.38	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	267	810	0	213	559	0	203	484	0	703	584	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	13.6	26.5	0.0	10.6	17.0	0.0	6.9	14.4	0.0	23.9	14.6	0.0
Cycle Q Clear(g_c), s	13.6	26.5	0.0	10.6	17.0	0.0	6.9	14.4	0.0	23.9	14.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	353	896		270	858		262	843		765	1360	
V/C Ratio(X)	0.76	0.90		0.79	0.65		0.77	0.57		0.92	0.43	
Avail Cap(c_a), veh/h	353	948		289	948		346	843		806	1360	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.8	43.5	0.0	32.3	41.0	0.0	54.4	40.4	0.0	45.7	27.4	0.0
Incr Delay (d2), s/veh	9.1	11.5	0.0	12.9	1.4	0.0	7.8	2.8	0.0	15.1	1.0	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	6.7	13.0	0.0	5.5	7.6	0.0	3.3	6.7	0.0	11.8	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.9	55.0	0.0	45.3	42.4	0.0	62.2	43.2	0.0	60.8	28.3	0.0
LnGrp LOS	D	D		D	D		E	D		E	C	
Approach Vol, veh/h		1077			772			687			1287	
Approach Delay, s/veh		51.3			43.2			48.8			46.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.6	34.5	17.7	36.3	14.1	51.9	19.0	35.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	28.0	24.0	14.0	32.0	12.0	40.0	14.0	32.0
Max Q Clear Time (g_c+I1), s	25.9	16.4	12.6	28.5	8.9	16.6	15.6	19.0
Green Ext Time (p_c), s	0.7	1.9	0.1	1.8	0.2	4.1	0.0	3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	47.4
HCM 7th LOS	D

Notes

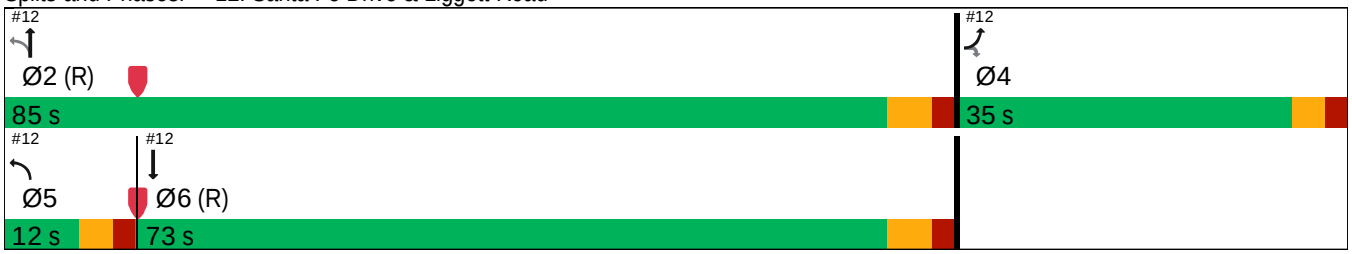
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	203	72	38	685	806
Future Volume (vph)	203	72	38	685	806
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	24.0	24.0
Total Split (s)	35.0	35.0	12.0	85.0	73.0
Total Split (%)	29.2%	29.2%	10.0%	70.8%	60.8%
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			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 12: Santa Fe Drive & Liggett Road





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	203	72	38	685	806	272
Future Volume (veh/h)	203	72	38	685	806	272
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1870	1870
Adj Flow Rate, veh/h	218	77	41	737	867	292
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	2	2
Cap, veh/h	253	225	374	2697	1808	608
Arrive On Green	0.14	0.14	0.03	0.76	0.69	0.69
Sat Flow, veh/h	1767	1572	1767	3618	2705	878
Grp Volume(v), veh/h	218	77	41	737	589	570
Grp Sat Flow(s),veh/h/ln	1767	1572	1767	1763	1777	1712
Q Serve(g_s), s	14.5	5.3	0.7	7.5	18.3	18.4
Cycle Q Clear(g_c), s	14.5	5.3	0.7	7.5	18.3	18.4
Prop In Lane	1.00	1.00	1.00			0.51
Lane Grp Cap(c), veh/h	253	225	374	2697	1230	1185
V/C Ratio(X)	0.86	0.34	0.11	0.27	0.48	0.48
Avail Cap(c_a), veh/h	442	393	422	2697	1230	1185
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	50.2	46.3	6.1	4.2	8.5	8.5
Incr Delay (d2), s/veh	8.4	0.9	0.1	0.3	1.3	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	4.8	0.3	2.4	7.0	6.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	58.6	47.2	6.2	4.4	9.8	9.9
LnGrp LOS	E	D	A	A	A	A
Approach Vol, veh/h	295			778	1159	
Approach Delay, s/veh	55.6			4.5	9.9	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.8		22.2	8.7	89.1
Change Period (Y+Rc), s		6.0		5.0	5.0	6.0
Max Green Setting (Gmax), s		79.0		30.0	7.0	67.0
Max Q Clear Time (g_c+I1), s		9.5		16.5	2.7	20.4
Green Ext Time (p_c), s		6.2		0.7	0.0	10.7

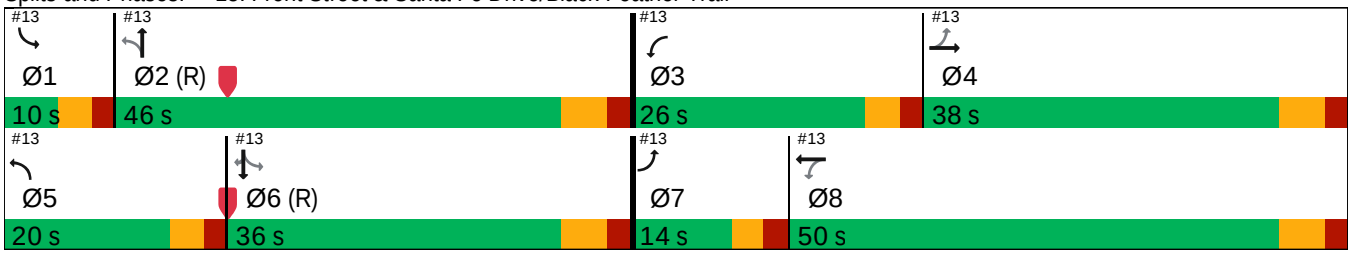
Intersection Summary	
HCM 7th Control Delay, s/veh	14.1
HCM 7th LOS	B

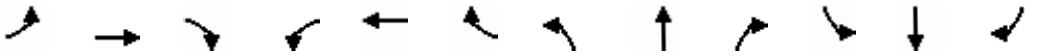
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	135	425	592	343	331	278	607	88	665	157
Future Volume (vph)	135	425	592	343	331	278	607	88	665	157
Turn Type	pm+pt	NA	Free	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases	4		Free	8		2		6		6
Detector Phase	7	4		3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0		10.0	24.0	10.0	24.0	10.0	24.0	24.0
Total Split (s)	14.0	38.0		26.0	50.0	20.0	46.0	10.0	36.0	36.0
Total Split (%)	11.7%	31.7%		21.7%	41.7%	16.7%	38.3%	8.3%	30.0%	30.0%
Yellow Time (s)	3.0	4.0		3.0	4.0	3.0	4.0	3.0	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	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0	5.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 13: Front Street & Santa Fe Drive/Black Feather Trail





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	425	592	343	331	93	278	607	264	88	665	157
Future Volume (veh/h)	135	425	592	343	331	93	278	607	264	88	665	157
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	141	443	0	357	345	97	290	632	275	92	693	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	474		382	490	138	352	849	369	209	956	
Arrive On Green	0.07	0.25	0.00	0.17	0.35	0.35	0.13	0.35	0.35	0.04	0.27	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1404	395	1781	2410	1048	1781	3554	1585
Grp Volume(v), veh/h	141	443	0	357	0	442	290	466	441	92	693	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1799	1781	1777	1682	1781	1777	1585
Q Serve(g_s), s	6.9	27.8	0.0	18.2	0.0	25.4	13.8	27.6	27.6	4.5	21.2	0.0
Cycle Q Clear(g_c), s	6.9	27.8	0.0	18.2	0.0	25.4	13.8	27.6	27.6	4.5	21.2	0.0
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.62	1.00		1.00
Lane Grp Cap(c), veh/h	321	474		382	0	628	352	626	593	209	956	
V/C Ratio(X)	0.44	0.93		0.93	0.00	0.70	0.82	0.74	0.74	0.44	0.72	
Avail Cap(c_a), veh/h	323	499		392	0	660	352	626	593	209	956	
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.4	43.8	0.0	31.7	0.0	33.7	28.5	34.1	34.1	31.6	39.8	0.0
Incr Delay (d2), s/veh	0.9	24.5	0.0	29.1	0.0	3.2	14.7	7.8	8.3	1.4	4.8	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	3.1	16.0	0.0	10.8	0.0	11.6	7.2	13.2	12.5	2.0	9.9	0.0
Unsig. Movement Delay, s/veh			0.00									
LnGrp Delay(d), s/veh	31.4	68.3	0.0	60.7	0.0	36.9	43.2	41.9	42.4	33.0	44.6	0.0
LnGrp LOS	C	E	A	E		D	D	D	D	C	D	
Approach Vol, veh/h		1201			799			1197			785	
Approach Delay, s/veh		28.9			47.6			42.4			43.2	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	48.3	25.3	36.4	20.0	38.3	13.9	47.9
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	40.0	21.0	32.0	15.0	30.0	9.0	44.0
Max Q Clear Time (g_c+I1), s	6.5	29.6	20.2	29.8	15.8	23.2	8.9	27.4
Green Ext Time (p_c), s	0.0	4.3	0.1	0.6	0.0	2.6	0.0	2.6

Intersection Summary	
HCM 7th Control Delay, s/veh	39.5
HCM 7th LOS	D

Notes

Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.

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

Intersection	
Intersection Delay, s/veh	33.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	269	93	190	35	71	43	204	619	50	58	761	239
Future Vol, veh/h	269	93	190	35	71	43	204	619	50	58	761	239
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	302	104	213	39	80	48	229	696	56	65	855	269
Number of Lanes	1	1	0	0	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay, s/veh	42.7	35.8	144.2	646.3
HCM LOS	F	E	F	F

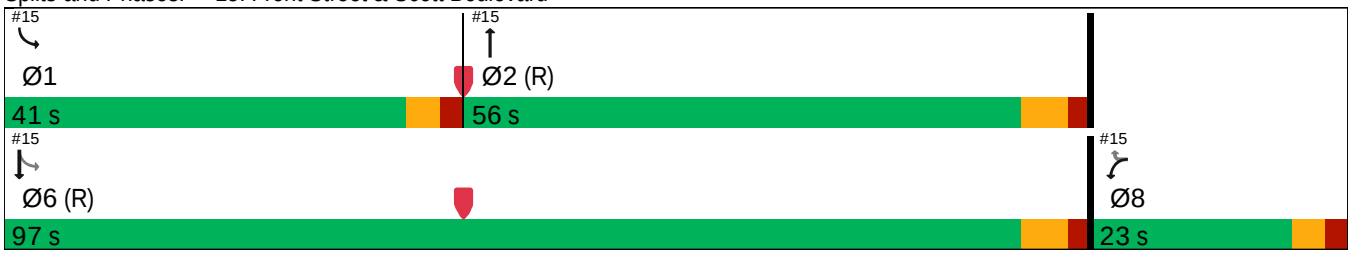
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	23%	100%	0%	0%
Vol Thru, %	0%	100%	80%	0%	33%	48%	0%	100%	0%
Vol Right, %	0%	0%	20%	0%	67%	29%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	204	413	256	269	283	149	58	761	239
LT Vol	204	0	0	269	0	35	58	0	0
Through Vol	0	413	206	0	93	71	0	761	0
RT Vol	0	0	50	0	190	43	0	0	239
Lane Flow Rate	229	464	288	302	318	167	65	855	269
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.733	1.417	0.869	1.049	1.018	0.607	0.228	2.873	0.85
Departure Headway (Hd)	13.955	13.423	13.277	16.497	15.481	13.829	13.769	13.239	12.497
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	261	274	276	224	238	263	263	282	293
Service Time	11.655	11.123	10.977	14.197	13.181	11.529	11.469	10.939	10.197
HCM Lane V/C Ratio	0.877	1.693	1.043	1.348	1.336	0.635	0.247	3.032	0.918
HCM Control Delay, s/veh	47.2	241.7	64.4	119.2	106.5	35.8	20.5	878.6	58.4
HCM Lane LOS	E	F	F	F	F	E	C	F	F
HCM 95th-tile Q	5.2	20.8	7.4	10	9.7	3.6	0.9	68	7.3

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	56	187	1097	447	1246
Future Volume (vph)	56	187	1097	447	1246
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	24.0	10.0	24.0
Total Split (s)	23.0	23.0	56.0	41.0	97.0
Total Split (%)	19.2%	19.2%	46.7%	34.2%	80.8%
Yellow Time (s)	3.0	3.0	4.0	3.0	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	6.0	5.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 15: Front Street & Scott Boulevard





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	56	187	1097	93	447	1246
Future Volume (veh/h)	56	187	1097	93	447	1246
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	191	1119	95	456	1271
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	243	216	2038	173	549	2744
Arrive On Green	0.14	0.14	1.00	1.00	0.12	0.77
Sat Flow, veh/h	1781	1585	3409	281	1781	3647
Grp Volume(v), veh/h	57	191	599	615	456	1271
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1820	1781	1777
Q Serve(g_s), s	3.4	14.2	0.0	0.0	10.4	15.2
Cycle Q Clear(g_c), s	3.4	14.2	0.0	0.0	10.4	15.2
Prop In Lane	1.00	1.00		0.15	1.00	
Lane Grp Cap(c), veh/h	243	216	1092	1119	549	2744
V/C Ratio(X)	0.23	0.88	0.55	0.55	0.83	0.46
Avail Cap(c_a), veh/h	267	238	1092	1119	877	2744
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.84	0.84	1.00	1.00
Uniform Delay (d), s/veh	46.2	50.9	0.0	0.0	6.2	4.8
Incr Delay (d2), s/veh	0.5	28.6	1.7	1.6	3.8	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	7.3	0.5	0.5	4.0	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	46.7	79.5	1.7	1.6	10.0	5.4
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	248		1214			1727
Approach Delay, s/veh	71.9		1.7			6.6
Approach LOS	E		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.9	79.8				98.7	21.3
Change Period (Y+Rc), s	5.0	6.0				6.0	5.0
Max Green Setting (Gmax), s	36.0	50.0				91.0	18.0
Max Q Clear Time (g_c+I1), s	12.4	2.0				17.2	16.2
Green Ext Time (p_c), s	1.5	11.3				14.4	0.1

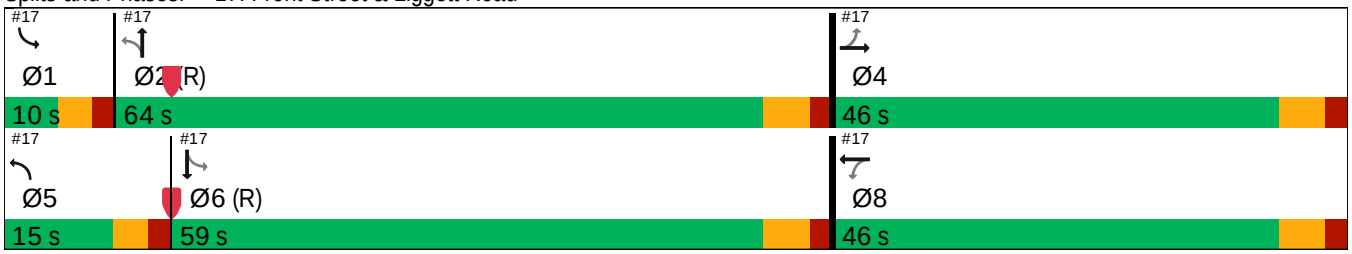
Intersection Summary			
HCM 7th Control Delay, s/veh		9.8	
HCM 7th LOS		A	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	104	9	46	22	145	932	37	1125
Future Volume (vph)	104	9	46	22	145	932	37	1125
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	10.0	24.0	10.0	24.0
Total Split (s)	46.0	46.0	46.0	46.0	15.0	64.0	10.0	59.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	12.5%	53.3%	8.3%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	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
Total Lost Time (s)		6.0		6.0	5.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 17: Front Street & Liggett Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	9	312	46	22	87	145	932	65	37	1125	103
Future Volume (veh/h)	104	9	312	46	22	87	145	932	65	37	1125	103
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	9	325	48	23	91	151	971	68	39	1172	107
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	21	345	125	71	201	368	1751	123	291	1619	148
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.06	0.52	0.52	0.06	0.98	0.98
Sat Flow, veh/h	335	68	1121	279	229	651	1781	3369	236	1781	3293	300
Grp Volume(v), veh/h	442	0	0	162	0	0	151	512	527	39	632	647
Grp Sat Flow(s),veh/h/ln	1524	0	0	1159	0	0	1781	1777	1828	1781	1777	1816
Q Serve(g_s), s	22.1	0.0	0.0	0.0	0.0	0.0	5.0	23.3	23.3	1.3	2.5	2.5
Cycle Q Clear(g_c), s	33.8	0.0	0.0	11.7	0.0	0.0	5.0	23.3	23.3	1.3	2.5	2.5
Prop In Lane	0.24		0.74	0.30		0.56	1.00		0.13	1.00		0.17
Lane Grp Cap(c), veh/h	507	0	0	396	0	0	368	924	950	291	874	893
V/C Ratio(X)	0.87	0.00	0.00	0.41	0.00	0.00	0.41	0.55	0.55	0.13	0.72	0.73
Avail Cap(c_a), veh/h	545	0	0	431	0	0	412	924	950	311	874	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	40.2	0.0	0.0	32.2	0.0	0.0	13.1	19.4	19.4	15.3	0.5	0.5
Incr Delay (d2), s/veh	13.7	0.0	0.0	0.7	0.0	0.0	0.7	2.4	2.3	0.2	4.7	4.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	0.0	0.0	3.8	0.0	0.0	2.0	10.1	10.3	0.5	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.0	0.0	0.0	32.9	0.0	0.0	13.9	21.8	21.8	15.5	5.2	5.1
LnGrp LOS	D			C			B	C	C	B	A	A
Approach Vol, veh/h		442			162			1190			1318	
Approach Delay, s/veh		54.0			32.9			20.8			5.5	
Approach LOS		D			C			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	68.4		43.0	12.0	65.0		43.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	58.0		40.0	10.0	53.0		40.0				
Max Q Clear Time (g_c+I1), s	3.3	25.3		35.8	7.0	4.5		13.7				
Green Ext Time (p_c), s	0.0	8.3		1.1	0.1	12.4		1.0				

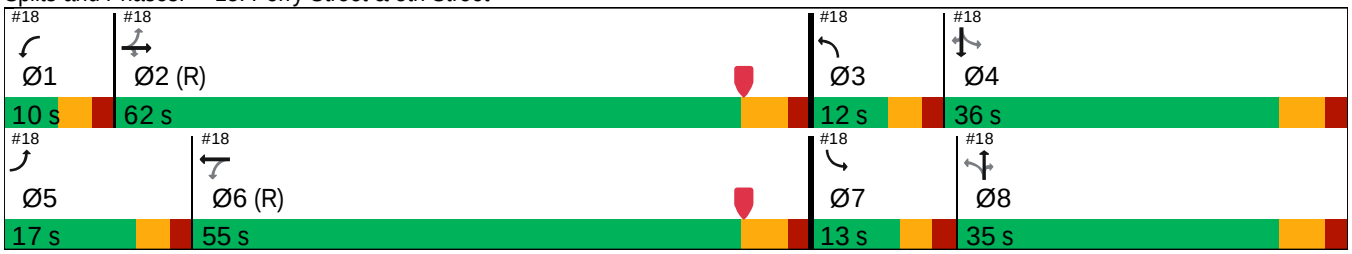
Intersection Summary			
HCM 7th Control Delay, s/veh		19.6	
HCM 7th LOS		B	

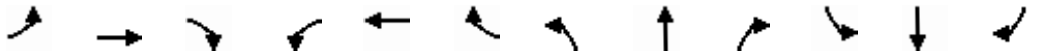
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	192	879	61	115	695	83	399	137	115	436	171
Future Volume (vph)	192	879	61	115	695	83	399	137	115	436	171
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	3	8		7	4	
Permitted Phases	2		2	6		8		8	4		4
Detector Phase	5	2	2	1	6	3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	17.0	62.0	62.0	10.0	55.0	12.0	35.0	35.0	13.0	36.0	36.0
Total Split (%)	14.2%	51.7%	51.7%	8.3%	45.8%	10.0%	29.2%	29.2%	10.8%	30.0%	30.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 18: Perry Street & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	879	61	115	695	19	83	399	137	115	436	171
Future Volume (veh/h)	192	879	61	115	695	19	83	399	137	115	436	171
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	194	888	62	116	702	19	84	403	138	116	440	173
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	418	893	756	137	1567	42	162	437	370	194	465	394
Arrive On Green	0.08	0.48	0.48	0.04	0.44	0.44	0.05	0.23	0.23	0.06	0.25	0.25
Sat Flow, veh/h	1781	1870	1585	1781	3534	96	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	194	888	62	116	353	368	84	403	138	116	440	173
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1853	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	6.9	56.7	2.6	4.3	16.5	16.6	4.3	25.3	8.8	5.9	27.7	11.0
Cycle Q Clear(g_c), s	6.9	56.7	2.6	4.3	16.5	16.6	4.3	25.3	8.8	5.9	27.7	11.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	418	893	756	137	788	822	162	437	370	194	465	394
V/C Ratio(X)	0.46	0.99	0.08	0.85	0.45	0.45	0.52	0.92	0.37	0.60	0.95	0.44
Avail Cap(c_a), veh/h	462	893	756	137	788	822	178	452	383	199	468	396
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	1.00	1.00
Uniform Delay (d), s/veh	16.8	31.2	17.1	28.8	23.2	23.2	35.5	44.9	38.6	34.7	44.3	38.0
Incr Delay (d2), s/veh	0.8	28.9	0.2	36.1	1.8	1.8	2.6	24.1	0.6	4.7	28.4	0.8
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	2.9	31.8	1.0	3.1	7.3	7.6	2.0	14.6	3.5	2.8	16.4	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.6	60.1	17.3	64.9	25.0	25.0	38.1	69.1	39.2	39.3	72.7	38.8
LnGrp LOS	B	E	B	E	C	C	D	E	D	D	E	D
Approach Vol, veh/h		1144			837			625			729	
Approach Delay, s/veh		50.6			30.5			58.3			59.3	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	63.3	10.9	35.8	14.1	59.2	12.7	34.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	56.0	7.0	30.0	12.0	49.0	8.0	29.0
Max Q Clear Time (g_c+I1), s	6.3	58.7	6.3	29.7	8.9	18.6	7.9	27.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.2	5.0	0.0	0.5

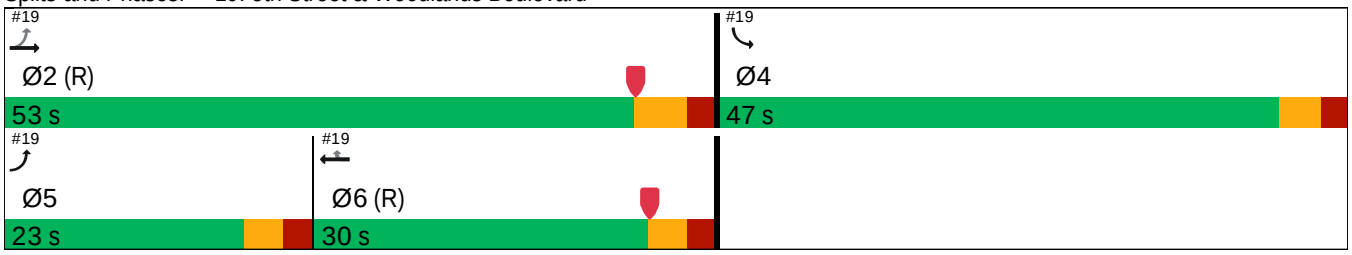
Intersection Summary	
HCM 7th Control Delay, s/veh	48.9
HCM 7th LOS	D

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	307	861	639	451	590	273
Future Volume (vph)	307	861	639	451	590	273
Turn Type	pm+pt	NA	NA	Perm	Prot	Free
Protected Phases	5	2	6		4	
Permitted Phases	2			6		Free
Detector Phase	5	2	6	6	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	11.0	10.0	10.0	10.0	
Total Split (s)	23.0	53.0	30.0	30.0	47.0	
Total Split (%)	23.0%	53.0%	30.0%	30.0%	47.0%	
Yellow Time (s)	3.0	4.0	3.0	3.0	3.0	
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	6.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 19: 5th Street & Woodlands Boulevard





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	307	861	639	451	590	273
Future Volume (veh/h)	307	861	639	451	590	273
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	345	967	718	507	663	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	396	1773	1058	472	697	
Arrive On Green	0.15	0.50	0.30	0.30	0.39	0.00
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	345	967	718	507	663	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	12.8	18.7	17.8	29.8	36.1	0.0
Cycle Q Clear(g_c), s	12.8	18.7	17.8	29.8	36.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	396	1773	1058	472	697	
V/C Ratio(X)	0.87	0.55	0.68	1.07	0.95	
Avail Cap(c_a), veh/h	447	1773	1058	472	748	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	21.6	17.2	30.9	35.1	29.5	0.0
Incr Delay (d2), s/veh	15.6	1.2	3.5	62.8	21.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	7.6	8.0	19.4	18.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.2	18.5	34.4	97.9	50.7	0.0
LnGrp LOS	D	B	C	F	D	
Approach Vol, veh/h		1312	1225		663	
Approach Delay, s/veh		23.4	60.7		50.7	
Approach LOS		C	E		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		55.9		44.1	20.1	35.8
Change Period (Y+Rc), s		6.0		5.0	5.0	* 6
Max Green Setting (Gmax), s		47.0		42.0	18.0	* 25
Max Q Clear Time (g_c+I1), s		20.7		38.1	14.8	31.8
Green Ext Time (p_c), s		7.8		1.0	0.4	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	43.3
HCM 7th LOS	D

Notes

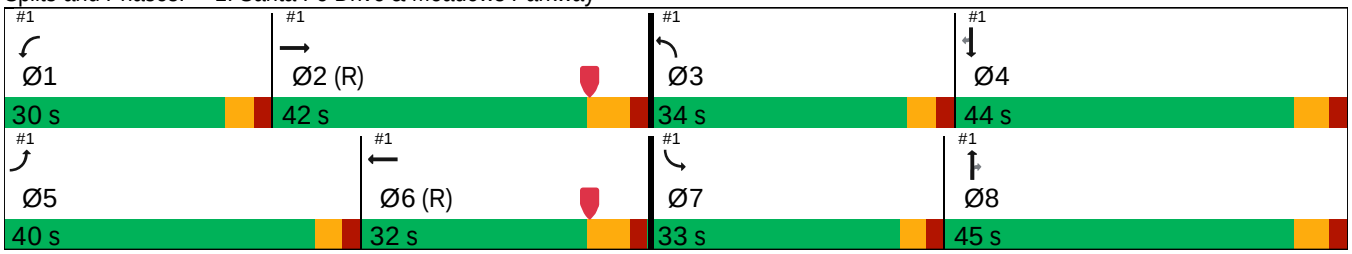
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

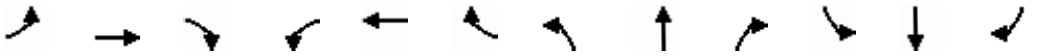
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	315	1445	410	1400	540	455	490	355	335	505	305
Future Volume (vph)	315	1445	410	1400	540	455	490	355	335	505	305
Turn Type	Prot	NA	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					Free			8			4
Detector Phase	5	2	1	6		3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	5.0	15.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	38.8	10.0	38.8		10.0	45.0	45.0	10.0	44.0	44.0
Total Split (s)	40.0	42.0	30.0	32.0		34.0	45.0	45.0	33.0	44.0	44.0
Total Split (%)	26.7%	28.0%	20.0%	21.3%		22.7%	30.0%	30.0%	22.0%	29.3%	29.3%
Yellow Time (s)	3.0	4.8	3.0	4.8		3.0	4.0	4.0	3.0	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	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.8	5.0	6.8		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Santa Fe Drive & Meadows Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	1445	440	410	1400	540	455	490	355	335	505	305
Future Volume (veh/h)	315	1445	440	410	1400	540	455	490	355	335	505	305
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	1811	1811	1811	1767	1767	1767
Adj Flow Rate, veh/h	342	1571	0	446	1522	0	495	533	0	364	549	0
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	6	6	6	9	9	9
Cap, veh/h	407	1779		497	1912		551	781		421	642	
Arrive On Green	0.12	0.35	0.00	0.19	0.50	0.00	0.16	0.23	0.00	0.13	0.19	0.00
Sat Flow, veh/h	3456	5274	0	3456	5106	1585	3346	3441	1535	3264	3357	1497
Grp Volume(v), veh/h	342	1571	0	446	1522	0	495	533	0	364	549	0
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1728	1702	1585	1673	1721	1535	1632	1678	1497
Q Serve(g_s), s	14.5	43.4	0.0	18.9	37.2	0.0	21.8	21.3	0.0	16.4	23.7	0.0
Cycle Q Clear(g_c), s	14.5	43.4	0.0	18.9	37.2	0.0	21.8	21.3	0.0	16.4	23.7	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	407	1779		497	1912		551	781		421	642	
V/C Ratio(X)	0.84	0.88		0.90	0.80		0.90	0.68		0.87	0.86	
Avail Cap(c_a), veh/h	806	1779		576	1912		647	895		609	850	
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.42	0.42	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	64.8	46.0	0.0	59.6	32.9	0.0	61.4	53.1	0.0	64.1	58.7	0.0
Incr Delay (d2), s/veh	4.7	6.8	0.0	7.4	1.5	0.0	14.0	1.8	0.0	8.8	6.7	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	6.7	19.5	0.0	8.5	14.6	0.0	10.3	9.4	0.0	7.4	10.7	0.0
Unsig. Movement Delay, s/veh						0.00						
LnGrp Delay(d), s/veh	69.5	52.8	0.0	67.0	34.4	0.0	75.5	54.8	0.0	72.9	65.4	0.0
LnGrp LOS	E	D		E	C	A	E	D		E	E	
Approach Vol, veh/h		1913			2555			1028			913	
Approach Delay, s/veh		55.8			32.2			64.8			68.4	
Approach LOS		E			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.6	59.1	29.7	34.7	22.7	63.0	24.3	40.0
Change Period (Y+Rc), s	5.0	6.8	5.0	6.0	5.0	6.8	5.0	6.0
Max Green Setting (Gmax), s	25.0	35.2	29.0	38.0	35.0	25.2	28.0	39.0
Max Q Clear Time (g_c+I1), s	20.9	45.4	23.8	25.7	16.5	39.2	18.4	23.3
Green Ext Time (p_c), s	0.7	0.0	0.9	3.0	1.1	0.0	0.9	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	49.6
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

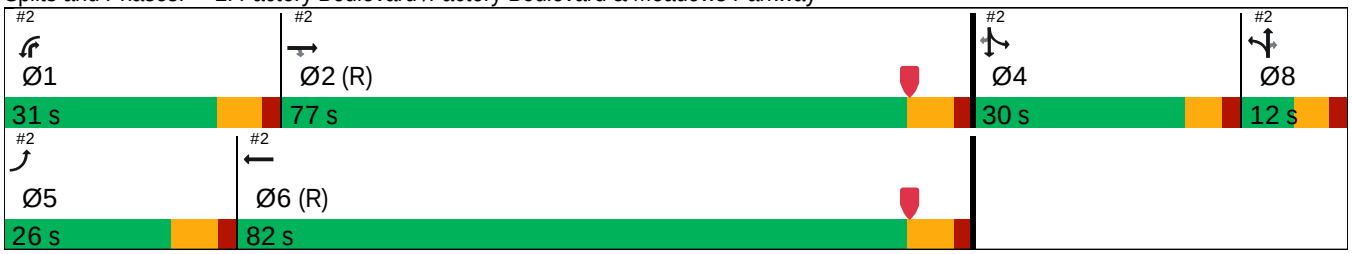
Unsignalized Delay for [WBR] is included in calculations of the approach delay and intersection delay.

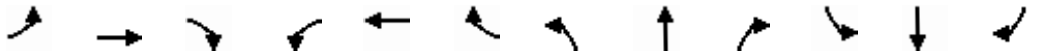
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	1755	160	390	2130	340	30	30	180	255	45	195
Future Volume (vph)	220	1755	160	390	2130	340	30	30	180	255	45	195
Turn Type	Prot	NA	Perm	Prot	NA	Free	Split	NA	pm+ov	Split	NA	Perm
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases			2			Free			8			4
Detector Phase	5	2	2	1	6		8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	39.0	39.0	12.0	42.0		11.0	11.0	12.0	58.0	58.0	58.0
Total Split (s)	26.0	77.0	77.0	31.0	82.0		12.0	12.0	31.0	30.0	30.0	30.0
Total Split (%)	17.3%	51.3%	51.3%	20.7%	54.7%		8.0%	8.0%	20.7%	20.0%	20.0%	20.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	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	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	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	7.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 2: Factory Boulevard /Factory Boulevard & Meadows Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	1755	160	390	2130	340	30	30	180	255	45	195
Future Volume (veh/h)	220	1755	160	390	2130	340	30	30	180	255	45	195
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	1841	1841	1841	1870	1870	1870	1737	1737	1737	1870	1870	1870
Adj Flow Rate, veh/h	247	1972	180	438	2393	0	34	34	133	287	51	152
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	2	2	2	11	11	11	2	2	2
Cap, veh/h	298	2688	834	486	3274		128	69	260	580	216	183
Arrive On Green	0.09	0.53	0.53	0.27	1.00	0.00	0.04	0.04	0.04	0.12	0.12	0.12
Sat Flow, veh/h	3401	5025	1560	3563	5611	1585	3209	1737	1472	5023	1870	1585
Grp Volume(v), veh/h	247	1972	180	438	2393	0	34	34	133	287	51	152
Grp Sat Flow(s),veh/h/ln	1700	1675	1560	1781	1870	1585	1605	1737	1472	1674	1870	1585
Q Serve(g_s), s	10.7	45.1	9.1	17.8	0.0	0.0	1.5	2.9	6.0	8.0	3.7	14.1
Cycle Q Clear(g_c), s	10.7	45.1	9.1	17.8	0.0	0.0	1.5	2.9	6.0	8.0	3.7	14.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	2688	834	486	3274		128	69	260	580	216	183
V/C Ratio(X)	0.83	0.73	0.22	0.90	0.73		0.26	0.49	0.51	0.50	0.24	0.83
Avail Cap(c_a), veh/h	431	2688	834	570	3274		128	69	260	804	299	254
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.19	0.19	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.3	26.7	18.3	53.6	0.0	0.0	69.9	70.5	55.9	62.2	60.3	64.9
Incr Delay (d2), s/veh	0.9	0.2	0.1	3.8	0.3	0.0	1.1	5.2	1.7	0.7	0.6	15.0
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	4.7	17.9	3.4	7.4	0.1	0.0	0.7	1.4	4.7	3.5	1.8	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.2	26.9	18.4	57.3	0.3	0.0	70.9	75.7	57.6	62.9	60.9	79.9
LnGrp LOS	E	C	B	E	A		E	E	E	E	E	E
Approach Vol, veh/h		2399			2831			201			490	
Approach Delay, s/veh		30.5			9.1			62.9			68.0	
Approach LOS		C			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.5	87.2		23.3	20.2	94.5		12.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	24.0	70.0		24.0	19.0	75.0		6.0				
Max Q Clear Time (g_c+I1), s	19.8	47.1		16.1	12.7	2.0		8.0				
Green Ext Time (p_c), s	0.7	16.8		1.2	0.4	44.6		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		24.5	
HCM 7th LOS		C	

Notes

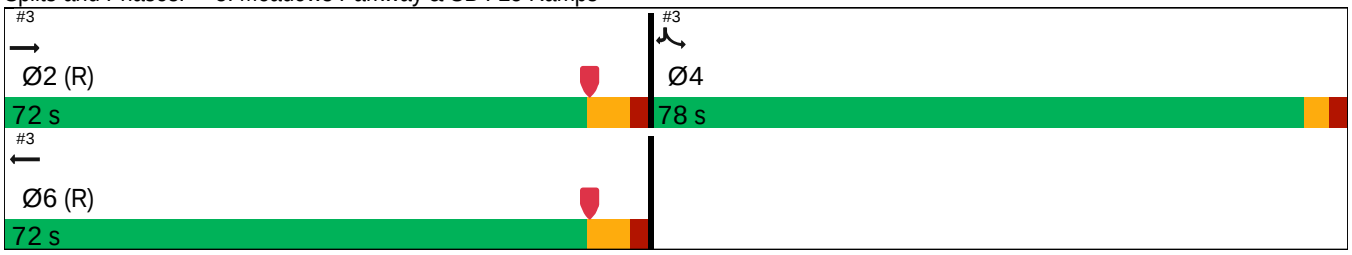
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBT	SBL	SBR
Lane Configurations				
Traffic Volume (vph)	1890	1885	850	975
Future Volume (vph)	1890	1885	850	975
Turn Type	NA	NA	Prot	Prot
Protected Phases	2	6	4	4
Permitted Phases				
Detector Phase	2	6	4	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	5.0	5.0
Minimum Split (s)	26.8	29.8	11.8	11.8
Total Split (s)	72.0	72.0	78.0	78.0
Total Split (%)	48.0%	48.0%	52.0%	52.0%
Yellow Time (s)	4.8	4.8	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: Meadows Parkway & SB I-25 Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1890	1885	175	850	975
Future Volume (veh/h)	0	1890	1885	175	850	975
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1826	1870	1870	1841	1841
Adj Flow Rate, veh/h	0	2124	2118	197	955	1096
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	5	2	2	4	4
Cap, veh/h	0	2395	2286	210	2180	1211
Arrive On Green	0.00	0.96	0.96	0.96	0.44	0.44
Sat Flow, veh/h	0	5313	4926	438	4944	2745
Grp Volume(v), veh/h	0	2124	1509	806	955	1096
Grp Sat Flow(s),veh/h/ln	0	1662	1702	1792	1648	1373
Q Serve(g_s), s	0.0	17.0	23.0	26.4	20.1	55.7
Cycle Q Clear(g_c), s	0.0	17.0	23.0	26.4	20.1	55.7
Prop In Lane	0.00			0.24	1.00	1.00
Lane Grp Cap(c), veh/h	0	2395	1635	861	2180	1211
V/C Ratio(X)	0.00	0.89	0.92	0.94	0.44	0.91
Avail Cap(c_a), veh/h	0	2395	1635	861	2406	1336
HCM Platoon Ratio	1.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.64	0.62	0.62	1.00	1.00
Uniform Delay (d), s/veh	0.0	1.9	2.0	2.0	29.1	39.0
Incr Delay (d2), s/veh	0.0	3.5	6.8	13.1	0.1	8.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	2.7	4.3	8.1	20.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	5.4	8.8	15.1	29.2	47.5
LnGrp LOS		A	A	B	C	D
Approach Vol, veh/h		2124	2315		2051	
Approach Delay, s/veh		5.4	11.0		39.0	
Approach LOS		A	B		D	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	78.9		71.1		78.9
Change Period (Y+Rc), s	6.8		5.0		6.8
Max Green Setting (Gmax), s	65.2		73.0		65.2
Max Q Clear Time (g_c+I1), s	19.0		57.7		28.4
Green Ext Time (p_c), s	28.4		8.4		26.1

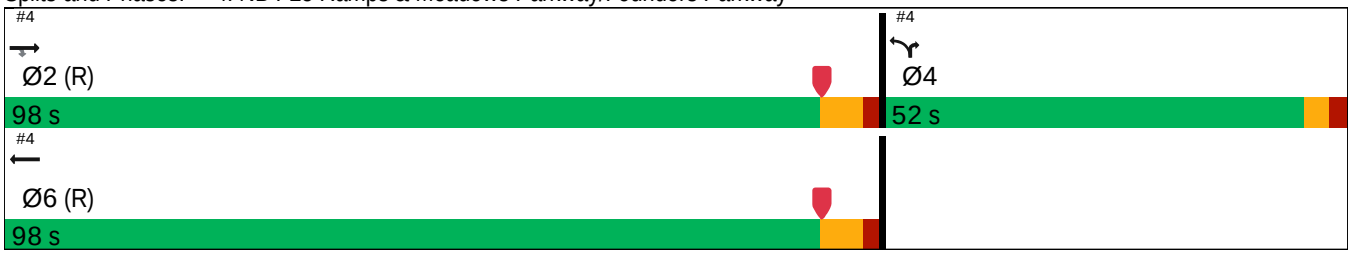
Intersection Summary		
HCM 7th Control Delay, s/veh		18.0
HCM 7th LOS		B

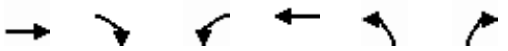
Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	1555	1180	1625	435	380
Future Volume (vph)	1555	1180	1625	435	380
Turn Type	NA	Perm	NA	Prot	Prot
Protected Phases	2		6	4	4
Permitted Phases		2			
Detector Phase	2	2	6	4	4
Switch Phase					
Minimum Initial (s)	20.0	20.0	20.0	5.0	5.0
Minimum Split (s)	26.8	26.8	26.8	10.0	10.0
Total Split (s)	98.0	98.0	98.0	52.0	52.0
Total Split (%)	65.3%	65.3%	65.3%	34.7%	34.7%
Yellow Time (s)	4.8	4.8	4.8	3.0	3.0
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)	6.8	6.8	6.8	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: NB I-25 Ramps & Meadows Parkway/Founders Parkway





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1555	1180	0	1625	435	380
Future Volume (veh/h)	1555	1180	0	1625	435	380
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	0	1870	1811	1811
Adj Flow Rate, veh/h	1685	1313	0	1786	478	418
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	0	2	6	6
Cap, veh/h	2761	2340	0	2665	591	526
Arrive On Green	1.00	1.00	0.00	1.00	0.17	0.17
Sat Flow, veh/h	3681	3120	0	3741	3450	3070
Grp Volume(v), veh/h	1685	1313	0	1786	478	418
Grp Sat Flow(s),veh/h/ln	1841	1560	0	1777	1725	1535
Q Serve(g_s), s	0.0	0.0	0.0	0.0	20.0	19.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	20.0	19.6
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	2761	2340	0	2665	591	526
V/C Ratio(X)	0.61	0.56	0.00	0.67	0.81	0.80
Avail Cap(c_a), veh/h	2761	2340	0	2665	1081	962
HCM Platoon Ratio	2.00	2.00	1.00	2.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.00	0.09	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	59.8	59.6
Incr Delay (d2), s/veh	0.5	0.5	0.0	0.1	2.7	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.0	9.0	7.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.5	0.5	0.0	0.1	62.5	62.4
LnGrp LOS	A	A		A	E	E
Approach Vol, veh/h	2998			1786	896	
Approach Delay, s/veh	0.5			0.1	62.5	
Approach LOS	A			A	E	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	119.3		30.7		119.3
Change Period (Y+Rc), s	6.8		5.0		6.8
Max Green Setting (Gmax), s	91.2		47.0		91.2
Max Q Clear Time (g_c+I1), s	2.0		22.0		2.0
Green Ext Time (p_c), s	53.4		3.7		29.7

Intersection Summary	
HCM 7th Control Delay, s/veh	10.2
HCM 7th LOS	B

Notes

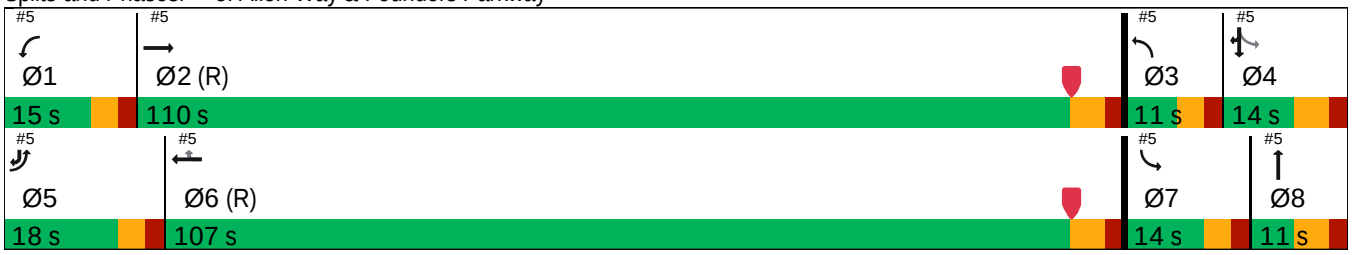
User approved volume balancing among the lanes for turning movement.

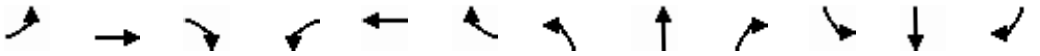
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	290	1515	40	3470	120	115	20	70	20	345
Future Volume (vph)	290	1515	40	3470	120	115	20	70	20	345
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+pt	NA	pt+ov
Protected Phases	5	2	1	6		3	8	7	4	4 5
Permitted Phases					6			4		
Detector Phase	5	2	1	6	6	3	8	7	4	4 5
Switch Phase										
Minimum Initial (s)	5.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	30.0	10.0	40.0	40.0	10.0	46.0	10.0	47.0	
Total Split (s)	18.0	110.0	15.0	107.0	107.0	11.0	11.0	14.0	14.0	
Total Split (%)	12.0%	73.3%	10.0%	71.3%	71.3%	7.3%	7.3%	9.3%	9.3%	
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.0	3.0	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	0.0	
Total Lost Time (s)	5.0	6.0	5.0	6.0	6.0	5.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 5: Allen Way & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	1515	135	40	3470	120	115	20	60	70	20	345
Future Volume (veh/h)	290	1515	135	40	3470	120	115	20	60	70	20	345
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	1811	1811	1811	1870	1870	1870	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	326	1702	152	45	3899	135	129	22	45	79	22	388
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	6	6	6	2	2	2	2	2	2	4	4	4
Cap, veh/h	290	3361	300	58	3438	1067	138	22	44	143	98	384
Arrive On Green	0.17	1.00	1.00	0.03	0.67	0.67	0.04	0.04	0.04	0.05	0.05	0.05
Sat Flow, veh/h	3346	4621	412	1781	5106	1585	3456	548	1121	1753	1841	2745
Grp Volume(v), veh/h	326	1213	641	45	3899	135	129	0	67	79	22	388
Grp Sat Flow(s),veh/h/ln	1673	1648	1737	1781	1702	1585	1728	0	1669	1753	1841	1373
Q Serve(g_s), s	13.0	0.0	0.0	3.8	101.0	4.6	5.6	0.0	5.9	6.4	1.7	8.0
Cycle Q Clear(g_c), s	13.0	0.0	0.0	3.8	101.0	4.6	5.6	0.0	5.9	6.4	1.7	8.0
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	290	2398	1263	58	3438	1067	138	0	65	143	98	384
V/C Ratio(X)	1.12	0.51	0.51	0.77	1.13	0.13	0.93	0.00	1.02	0.55	0.22	1.01
Avail Cap(c_a), veh/h	290	2398	1263	119	3438	1067	138	0	65	153	98	384
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.0	0.0	0.0	72.0	24.5	8.7	71.8	0.0	72.1	64.7	68.0	64.5
Incr Delay (d2), s/veh	81.0	0.5	0.9	19.3	64.5	0.2	56.5	0.0	117.8	3.7	1.1	48.3
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	8.3	0.2	0.3	2.0	58.1	1.7	3.6	0.0	4.7	3.0	0.8	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	143.0	0.5	0.9	91.3	89.0	9.0	128.3	0.0	189.8	68.4	69.2	112.8
LnGrp LOS	F	A	A	F	F	A	F		F	E	E	F
Approach Vol, veh/h		2180			4079			196			489	
Approach Delay, s/veh		21.9			86.3			149.4			103.7	
Approach LOS		C			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	115.1	11.0	14.0	18.0	107.0	13.1	11.9
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	10.0	104.0	6.0	8.0	13.0	101.0	9.0	5.0
Max Q Clear Time (g_c+I1), s	5.8	2.0	7.6	10.0	15.0	103.0	8.4	7.9
Green Ext Time (p_c), s	0.0	27.4	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	69.1
HCM 7th LOS	E

Notes

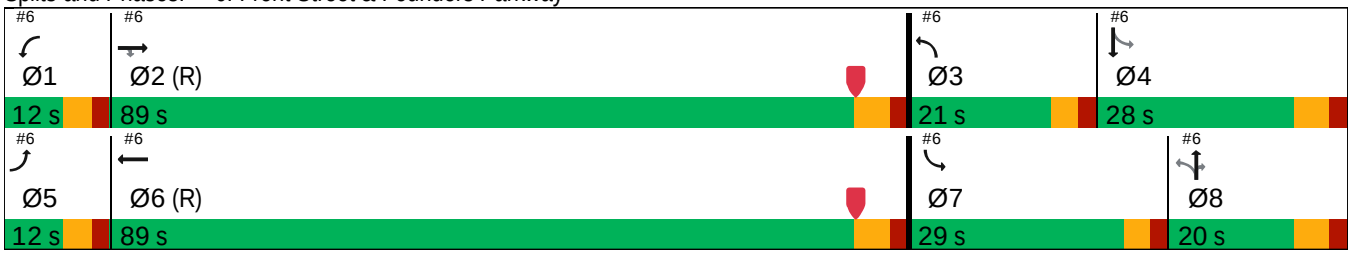
User approved pedestrian interval to be less than phase max green.

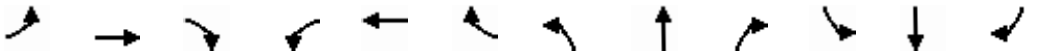
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	45	1260	340	30	3040	505	85	50	10	55
Future Volume (vph)	45	1260	340	30	3040	505	85	50	10	55
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2			8		8	4	
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	3.0	5.0	5.0	3.0	5.0
Minimum Split (s)	8.0	48.0	48.0	8.0	39.0	8.0	44.0	44.0	8.0	44.0
Total Split (s)	12.0	89.0	89.0	12.0	89.0	21.0	20.0	20.0	29.0	28.0
Total Split (%)	8.0%	59.3%	59.3%	8.0%	59.3%	14.0%	13.3%	13.3%	19.3%	18.7%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 6: Front Street & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1260	340	30	3040	25	505	85	50	10	55	90
Future Volume (veh/h)	45	1260	340	30	3040	25	505	85	50	10	55	90
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	1796	1796	1796	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	51	1432	386	34	3455	28	574	97	31	11	63	68
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	7	7	7	2	2	2	2	2	2	3	3	3
Cap, veh/h	65	3251	1009	44	3394	27	506	297	251	135	104	93
Arrive On Green	0.04	0.66	0.66	0.02	0.65	0.65	0.11	0.16	0.16	0.01	0.06	0.06
Sat Flow, veh/h	1711	4904	1522	1781	5225	42	3456	1870	1585	1767	1763	1572
Grp Volume(v), veh/h	51	1432	386	34	2248	1235	574	97	31	11	63	68
Grp Sat Flow(s),veh/h/ln	1711	1635	1522	1781	1702	1863	1728	1870	1585	1767	1763	1572
Q Serve(g_s), s	4.4	20.9	17.2	2.8	97.4	97.4	16.0	6.9	2.5	0.9	5.2	6.4
Cycle Q Clear(g_c), s	4.4	20.9	17.2	2.8	97.4	97.4	16.0	6.9	2.5	0.9	5.2	6.4
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	65	3251	1009	44	2211	1210	506	297	251	135	104	93
V/C Ratio(X)	0.79	0.44	0.38	0.78	1.02	1.02	1.14	0.33	0.12	0.08	0.60	0.73
Avail Cap(c_a), veh/h	80	3251	1009	83	2211	1210	506	297	251	405	259	231
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	1.00	1.00
Uniform Delay (d), s/veh	71.6	12.0	11.4	72.8	26.3	26.3	61.1	56.0	54.2	65.7	68.8	69.4
Incr Delay (d2), s/veh	33.4	0.4	1.1	25.0	23.4	31.2	82.9	0.6	0.2	0.3	5.5	10.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	7.6	6.1	1.6	44.2	51.0	7.9	3.3	1.0	0.4	2.5	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	104.9	12.5	12.5	97.8	49.7	57.5	144.0	56.6	54.4	66.0	74.3	79.7
LnGrp LOS	F	B	B	F	F	F	F	E	D	E	E	E
Approach Vol, veh/h		1869			3517			702			142	
Approach Delay, s/veh		15.0			52.9			128.0			76.3	
Approach LOS		B			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	105.4	21.0	14.9	10.7	103.4	6.1	29.8
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	7.0	83.0	16.0	22.0	7.0	83.0	24.0	14.0
Max Q Clear Time (g_c+I1), s	4.8	22.9	18.0	8.4	6.4	99.4	2.9	8.9
Green Ext Time (p_c), s	0.0	20.1	0.0	0.5	0.0	0.0	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	50.5
HCM 7th LOS	D

Notes

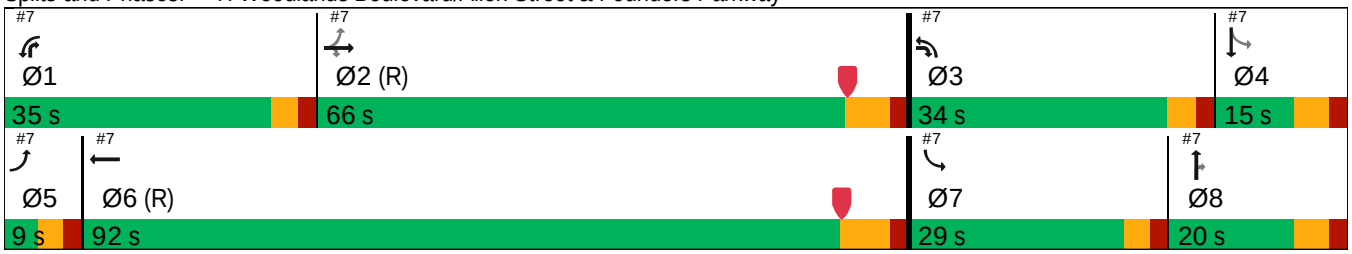
User approved pedestrian interval to be less than phase max green.

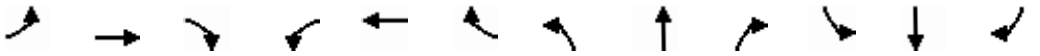
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	10	1050	195	600	2715	565	40	280	45	55
Future Volume (vph)	10	1050	195	600	2715	565	40	280	45	55
Turn Type	pm+pt	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	pm+pt	NA
Protected Phases	5	2	3	1	6	3	8	1	7	4
Permitted Phases	2		2					8	4	
Detector Phase	5	2	3	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	4.0	20.0	4.0	4.0	20.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	39.9	9.0	9.5	37.6	9.0	44.0	9.5	9.0	45.0
Total Split (s)	9.0	66.0	34.0	35.0	92.0	34.0	20.0	35.0	29.0	15.0
Total Split (%)	6.0%	44.0%	22.7%	23.3%	61.3%	22.7%	13.3%	23.3%	19.3%	10.0%
Yellow Time (s)	3.0	4.9	3.0	3.0	5.6	3.0	4.0	3.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.9	5.0	5.0	7.6	5.0	6.0	5.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 7: Woodlands Boulevard/Allen Street & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1050	195	600	2715	115	565	40	280	45	55	10
Future Volume (veh/h)	10	1050	195	600	2715	115	565	40	280	45	55	10
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	1811	1811	1811	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	11	1117	207	638	2888	122	601	43	228	48	59	11
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	6	2	2	2	3	3	3	6	6	6
Cap, veh/h	96	2094	939	680	2984	124	645	338	596	154	100	18
Arrive On Green	0.03	0.42	0.42	0.20	0.59	0.59	0.19	0.18	0.18	0.04	0.03	0.03
Sat Flow, veh/h	1725	4944	1535	3456	5027	209	3428	1856	1572	1725	2909	528
Grp Volume(v), veh/h	11	1117	207	638	1943	1067	601	43	228	48	34	36
Grp Sat Flow(s),veh/h/ln	1725	1648	1535	1728	1702	1833	1714	1856	1572	1725	1721	1716
Q Serve(g_s), s	0.5	25.2	9.1	27.3	81.0	85.0	25.9	2.9	15.8	4.0	2.9	3.1
Cycle Q Clear(g_c), s	0.5	25.2	9.1	27.3	81.0	85.0	25.9	2.9	15.8	4.0	2.9	3.1
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	96	2094	939	680	2021	1088	645	338	596	154	59	59
V/C Ratio(X)	0.11	0.53	0.22	0.94	0.96	0.98	0.93	0.13	0.38	0.31	0.58	0.61
Avail Cap(c_a), veh/h	96	2094	939	691	2021	1088	663	338	596	361	103	103
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	1.00	1.00
Uniform Delay (d), s/veh	35.9	32.2	13.1	59.4	28.9	29.7	60.0	51.4	33.8	66.1	71.4	71.4
Incr Delay (d2), s/veh	0.5	1.0	0.5	20.4	12.8	23.1	19.9	0.2	0.4	1.1	8.6	9.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	10.4	3.3	13.9	35.4	42.9	13.0	1.4	6.2	1.8	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.4	33.2	13.6	79.8	41.6	52.8	79.8	51.5	34.3	67.2	80.0	81.0
LnGrp LOS	D	C	B	E	D	D	E	D	C	E	E	F
Approach Vol, veh/h		1335			3648			872			118	
Approach Delay, s/veh		30.2			51.6			66.5			75.1	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.5	71.1	33.2	11.2	9.0	96.6	11.0	33.3
Change Period (Y+Rc), s	5.0	* 7.6	5.0	6.0	5.0	7.6	5.0	6.0
Max Green Setting (Gmax), s	30.0	* 59	29.0	9.0	4.0	84.4	24.0	14.0
Max Q Clear Time (g_c+I1), s	29.3	27.2	27.9	5.1	2.5	87.0	6.0	17.8
Green Ext Time (p_c), s	0.2	10.9	0.3	0.1	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	49.4
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

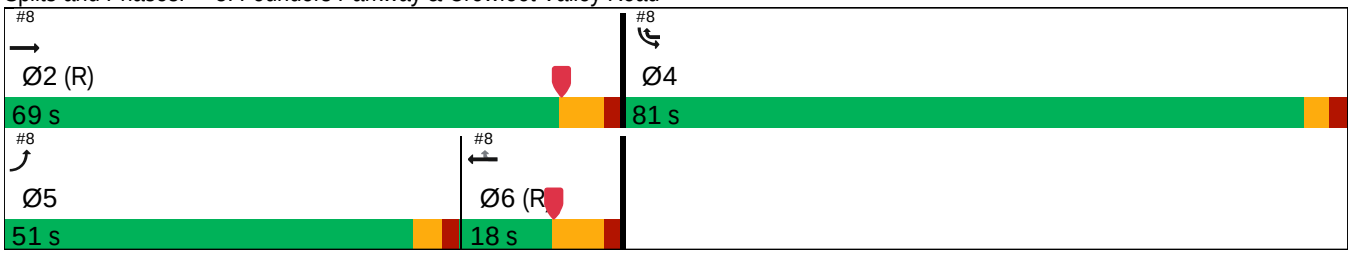
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	810	555	1930	455	290	1495
Future Volume (vph)	810	555	1930	455	290	1495
Turn Type	Prot	NA	NA	pm+ov	Prot	Free
Protected Phases	5	2	6	4	4	
Permitted Phases				6		Free
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0	
Minimum Split (s)	10.0	36.8	22.5	32.0	32.0	
Total Split (s)	51.0	69.0	18.0	81.0	81.0	
Total Split (%)	34.0%	46.0%	12.0%	54.0%	54.0%	
Yellow Time (s)	3.0	4.8	5.6	3.0	3.0	
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	6.8	7.6	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None	None	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 8: Founders Parkway & Crowfoot Valley Road





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	810	555	1930	455	290	1495
Future Volume (veh/h)	810	555	1930	455	290	1495
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1870	1870	1870
Adj Flow Rate, veh/h	862	590	2053	484	309	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	2	2	2	2
Cap, veh/h	930	3620	2129	962	338	
Arrive On Green	0.28	0.73	0.42	0.42	0.19	0.00
Sat Flow, veh/h	3374	5149	5274	1585	1781	3170
Grp Volume(v), veh/h	862	590	2053	484	309	0
Grp Sat Flow(s),veh/h/ln	1687	1662	1702	1585	1781	1585
Q Serve(g_s), s	37.3	5.5	58.8	25.9	25.5	0.0
Cycle Q Clear(g_c), s	37.3	5.5	58.8	25.9	25.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	930	3620	2129	962	338	
V/C Ratio(X)	0.93	0.16	0.96	0.50	0.91	
Avail Cap(c_a), veh/h	1035	3620	2129	962	903	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	52.8	6.4	42.6	16.7	59.6	0.0
Incr Delay (d2), s/veh	12.9	0.1	12.7	1.9	9.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.5	1.9	27.0	15.4	12.5	0.0
Unsig. Movement Delay, s/veh						0.00
LnGrp Delay(d), s/veh	65.8	6.5	55.3	18.6	69.3	0.0
LnGrp LOS	E	A	E	B	E	A
Approach Vol, veh/h		1452	2537		1899	
Approach Delay, s/veh		41.7	48.3		11.3	
Approach LOS		D	D		B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		116.5		33.5	46.4	70.2
Change Period (Y+Rc), s		* 7.6		5.0	5.0	7.6
Max Green Setting (Gmax), s		* 62		76.0	46.0	10.4
Max Q Clear Time (g_c+I1), s		7.5		27.5	39.3	60.8
Green Ext Time (p_c), s		4.8		1.0	2.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	34.7
HCM 7th LOS	C

Notes

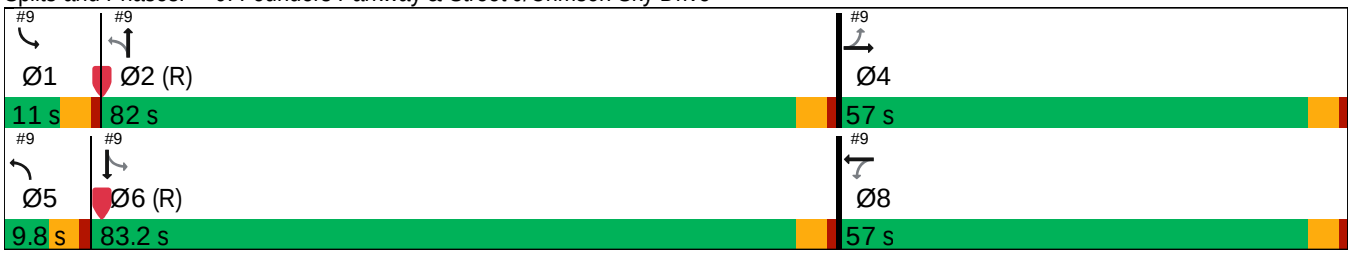
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

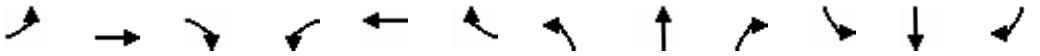
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	145	5	90	15	5	55	2150	60	630
Future Volume (vph)	145	5	90	15	5	55	2150	60	630
Turn Type	Perm	NA	Free	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		Free	8		2		6	
Detector Phase	4	4		8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	57.0	57.0		57.0	57.0	9.8	82.0	11.0	83.2
Total Split (%)	38.0%	38.0%		38.0%	38.0%	6.5%	54.7%	7.3%	55.5%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 9: Founders Parkway & Street J/Crimson Sky Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	5	90	15	5	285	55	2150	5	60	630	85
Future Volume (veh/h)	145	5	90	15	5	285	55	2150	5	60	630	85
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	1856	1856	1870
Adj Flow Rate, veh/h	158	5	0	16	5	313	60	2363	5	66	692	92
Peak Hour Factor	0.92	0.92	0.92	0.91	0.92	0.91	0.92	0.91	0.91	0.91	0.91	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	2
Cap, veh/h	219	615		510	8	515	426	2892	6	130	2492	328
Arrive On Green	0.33	0.33	0.00	0.33	0.33	0.33	0.03	0.55	0.55	0.03	0.55	0.55
Sat Flow, veh/h	1062	1870	1585	1411	25	1564	1781	5261	11	1767	4529	597
Grp Volume(v), veh/h	158	5	0	16	0	318	60	1529	839	66	514	270
Grp Sat Flow(s),veh/h/ln	1062	1870	1585	1411	0	1589	1781	1702	1868	1767	1689	1748
Q Serve(g_s), s	22.0	0.3	0.0	1.2	0.0	25.2	2.2	55.1	55.1	2.4	12.1	12.3
Cycle Q Clear(g_c), s	47.2	0.3	0.0	1.4	0.0	25.2	2.2	55.1	55.1	2.4	12.1	12.3
Prop In Lane	1.00		1.00	1.00		0.98	1.00		0.01	1.00		0.34
Lane Grp Cap(c), veh/h	219	615		510	0	523	426	1871	1027	130	1859	962
V/C Ratio(X)	0.72	0.01		0.03	0.00	0.61	0.14	0.82	0.82	0.51	0.28	0.28
Avail Cap(c_a), veh/h	241	655		539	0	556	434	1871	1027	152	1859	962
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.0	33.9	0.0	34.3	0.0	42.2	14.2	27.6	27.6	30.7	17.9	17.9
Incr Delay (d2), s/veh	9.1	0.0	0.0	0.0	0.0	1.7	0.1	4.1	7.2	3.0	0.4	0.7
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	6.5	0.1	0.0	0.4	0.0	10.2	0.9	23.1	26.3	1.4	4.9	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.1	33.9	0.0	34.4	0.0	43.9	14.4	31.7	34.8	33.8	18.3	18.7
LnGrp LOS	E	C		C		D	B	C	C	C	B	B
Approach Vol, veh/h		163			334			2428			850	
Approach Delay, s/veh		69.9			43.5			32.3			19.6	
Approach LOS		E			D			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	87.0		53.9	9.1	87.0		53.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	77.5		52.5	5.3	78.7		52.5				
Max Q Clear Time (g_c+I1), s	4.4	57.1		49.2	4.2	14.3		27.2				
Green Ext Time (p_c), s	0.0	16.7		0.2	0.0	6.3		2.2				

Intersection Summary			
HCM 7th Control Delay, s/veh		32.1	
HCM 7th LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.

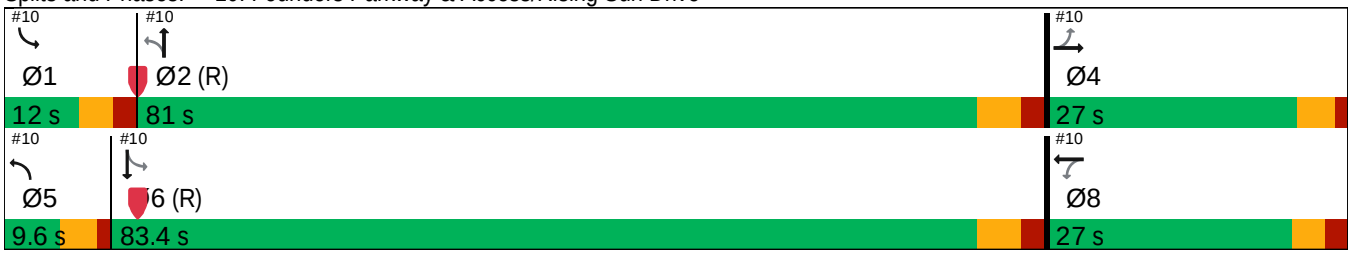
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

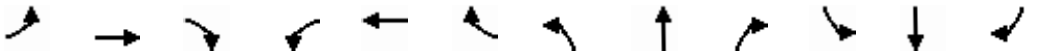
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	15	1	95	1	10	2020	60	670
Future Volume (vph)	15	1	95	1	10	2020	60	670
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	4.0	5.0	4.0
Minimum Split (s)	22.5	22.5	10.0	10.0	9.5	31.0	10.0	10.0
Total Split (s)	27.0	27.0	27.0	27.0	9.6	81.0	12.0	83.4
Total Split (%)	22.5%	22.5%	22.5%	22.5%	8.0%	67.5%	10.0%	69.5%
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0	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)	4.5	4.5	5.0	5.0	4.5	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 10: Founders Parkway & Access/Rising Sun Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1	15	95	1	175	10	2020	45	60	670	10
Future Volume (veh/h)	15	1	15	95	1	175	10	2020	45	60	670	10
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	1856	1856	1870
Adj Flow Rate, veh/h	16	1	16	104	1	192	11	2220	49	66	736	11
Peak Hour Factor	0.92	0.92	0.92	0.91	0.92	0.91	0.92	0.91	0.91	0.91	0.91	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	2
Cap, veh/h	96	14	223	254	1	234	555	3504	77	197	3651	54
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.01	0.68	0.68	0.04	0.71	0.71
Sat Flow, veh/h	1190	94	1505	1396	8	1578	1781	5141	113	1767	5142	77
Grp Volume(v), veh/h	16	0	17	104	0	193	11	1468	801	66	483	264
Grp Sat Flow(s),veh/h/ln	1190	0	1599	1396	0	1586	1781	1702	1850	1767	1689	1842
Q Serve(g_s), s	1.6	0.0	1.1	8.3	0.0	14.2	0.2	29.0	29.2	1.3	5.8	5.8
Cycle Q Clear(g_c), s	15.7	0.0	1.1	9.4	0.0	14.2	0.2	29.0	29.2	1.3	5.8	5.8
Prop In Lane	1.00		0.94	1.00		0.99	1.00		0.06	1.00		0.04
Lane Grp Cap(c), veh/h	96	0	237	254	0	235	555	2320	1261	197	2398	1308
V/C Ratio(X)	0.17	0.00	0.07	0.41	0.00	0.82	0.02	0.63	0.64	0.33	0.20	0.20
Avail Cap(c_a), veh/h	143	0	300	303	0	291	608	2320	1261	235	2398	1308
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	0.0	44.0	48.1	0.0	49.6	5.7	10.7	10.7	10.9	5.9	5.9
Incr Delay (d2), s/veh	0.8	0.0	0.1	1.1	0.0	14.2	0.0	1.3	2.4	1.0	0.2	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	0.5	0.0	0.4	3.0	0.0	6.5	0.1	10.4	11.8	0.6	2.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.0	0.0	44.1	49.1	0.0	63.8	5.7	12.0	13.2	11.9	6.1	6.2
LnGrp LOS	E		D	D		E	A	B	B	B	A	A
Approach Vol, veh/h		33			297			2280			813	
Approach Delay, s/veh		50.9			58.6			12.4			6.6	
Approach LOS		D			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	87.8		22.8	6.0	91.2		22.8				
Change Period (Y+Rc), s	5.0	6.0		* 5	4.5	6.0		5.0				
Max Green Setting (Gmax), s	7.0	75.0		* 23	5.1	77.4		22.0				
Max Q Clear Time (g_c+I1), s	3.3	31.2		17.7	2.2	7.8		16.2				
Green Ext Time (p_c), s	0.0	28.5		0.0	0.0	5.8		0.7				

Intersection Summary			
HCM 7th Control Delay, s/veh		15.4	
HCM 7th LOS		B	

Notes

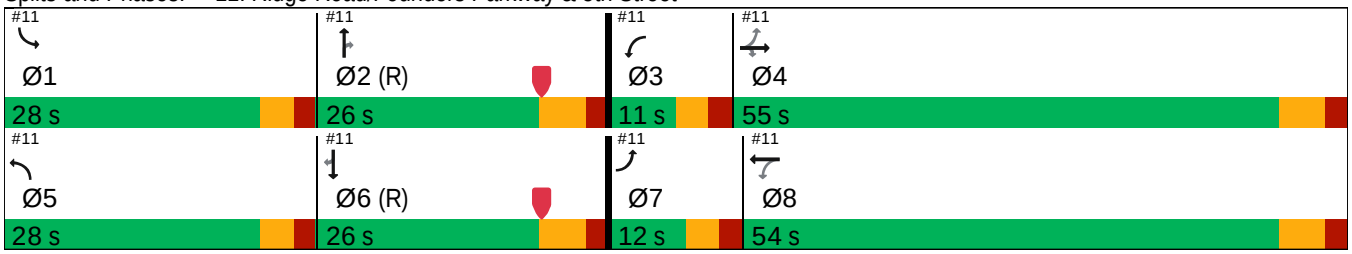
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

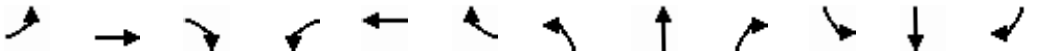
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	525	215	105	900	750	485	620	95	325	210	320
Future Volume (vph)	155	525	215	105	900	750	485	620	95	325	210	320
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	12.0	55.0	55.0	11.0	54.0		28.0	26.0	26.0	28.0	26.0	26.0
Total Split (%)	10.0%	45.8%	45.8%	9.2%	45.0%		23.3%	21.7%	21.7%	23.3%	21.7%	21.7%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 30 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 11: Ridge Road/Founders Parkway & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	525	215	105	900	750	485	620	95	325	210	320
Future Volume (veh/h)	155	525	215	105	900	750	485	620	95	325	210	320
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	1811	1811	1811	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	170	577	0	115	989	0	533	681	0	357	231	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	6	3	3	3	2	2	2	3	3	3
Cap, veh/h	198	1162		318	1161		597	1078		430	903	
Arrive On Green	0.06	0.34	0.00	0.05	0.33	0.00	0.17	0.30	0.00	0.13	0.26	0.00
Sat Flow, veh/h	1725	3441	1535	1767	3526	1572	3456	3554	1585	3428	3526	1572
Grp Volume(v), veh/h	170	577	0	115	989	0	533	681	0	357	231	0
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1767	1763	1572	1728	1777	1585	1714	1763	1572
Q Serve(g_s), s	7.0	16.0	0.0	5.2	31.4	0.0	18.1	19.8	0.0	12.2	6.3	0.0
Cycle Q Clear(g_c), s	7.0	16.0	0.0	5.2	31.4	0.0	18.1	19.8	0.0	12.2	6.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	198	1162		318	1161		597	1078		430	903	
V/C Ratio(X)	0.86	0.50		0.36	0.85		0.89	0.63		0.83	0.26	
Avail Cap(c_a), veh/h	198	1405		318	1410		662	1078		657	903	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.6	31.6	0.0	25.8	37.5	0.0	48.5	36.0	0.0	51.2	35.5	0.0
Incr Delay (d2), s/veh	29.3	0.3	0.0	0.7	4.4	0.0	13.5	2.8	0.0	5.4	0.7	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	4.9	6.7	0.0	2.2	14.1	0.0	8.9	9.0	0.0	5.6	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.0	31.9	0.0	26.5	41.9	0.0	62.1	38.8	0.0	56.6	36.2	0.0
LnGrp LOS	E	C		C	D		E	D		E	D	
Approach Vol, veh/h		747			1104			1214			588	
Approach Delay, s/veh		39.0			40.3			49.0			48.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	42.4	11.0	46.5	25.7	36.7	12.0	45.5
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	23.0	20.0	6.0	49.0	23.0	20.0	7.0	48.0
Max Q Clear Time (g_c+I1), s	14.2	21.8	7.2	18.0	20.1	8.3	9.0	33.4
Green Ext Time (p_c), s	0.9	0.0	0.0	4.3	0.6	1.0	0.0	6.2

Intersection Summary	
HCM 7th Control Delay, s/veh	44.3
HCM 7th LOS	D

Notes

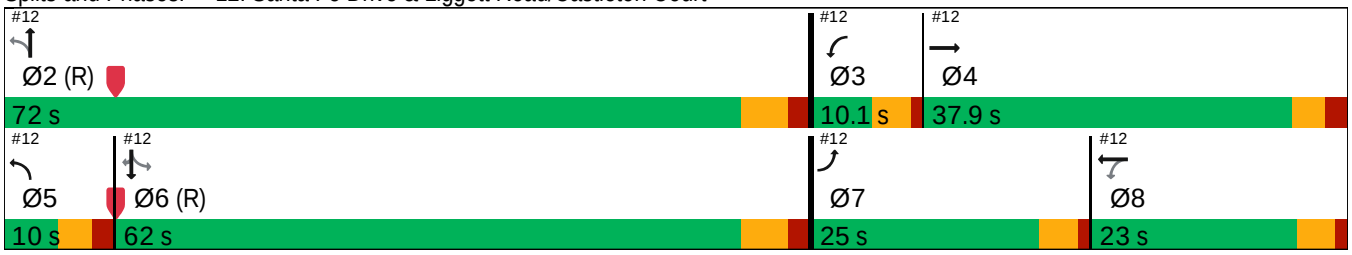
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

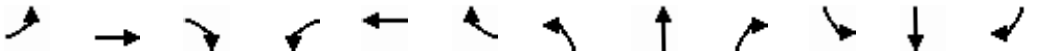
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	355	125	55	150	35	615	95	645	655
Future Volume (vph)	355	125	55	150	35	615	95	645	655
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	7	4	3	8	5	2		6	
Permitted Phases			8		2		6		6
Detector Phase	7	4	3	8	5	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	23.0	9.5	22.5	10.0	24.0	24.0	24.0	24.0
Total Split (s)	25.0	37.9	10.1	23.0	10.0	72.0	62.0	62.0	62.0
Total Split (%)	20.8%	31.6%	8.4%	19.2%	8.3%	60.0%	51.7%	51.7%	51.7%
Yellow Time (s)	3.5	3.0	3.5	3.5	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	1.0	1.0	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	0.0
Total Lost Time (s)	4.5	5.0	4.5	4.5	5.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 12: Santa Fe Drive & Liggett Road/Castleton Court





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	355	125	105	55	150	20	35	615	165	95	645	655
Future Volume (veh/h)	355	125	105	55	150	20	35	615	165	95	645	655
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	1796	1870	1796	1870	1870	1870	1856	1856	1870	1870	1841	1841
Adj Flow Rate, veh/h	428	136	127	60	163	22	42	741	179	103	777	0
Peak Hour Factor	0.83	0.92	0.83	0.92	0.92	0.92	0.83	0.83	0.92	0.92	0.83	0.83
Percent Heavy Veh, %	7	2	7	2	2	2	3	3	2	2	4	4
Cap, veh/h	490	202	188	228	192	26	389	1702	411	341	1859	
Arrive On Green	0.15	0.23	0.23	0.04	0.12	0.12	0.03	0.60	0.60	0.53	0.53	0.00
Sat Flow, veh/h	3319	890	831	1781	1613	218	1767	2816	680	607	3497	1560
Grp Volume(v), veh/h	428	0	263	60	0	185	42	464	456	103	777	0
Grp Sat Flow(s),veh/h/ln	1659	0	1721	1781	0	1831	1767	1763	1733	607	1749	1560
Q Serve(g_s), s	15.1	0.0	16.7	3.5	0.0	11.9	1.2	16.9	16.9	13.2	16.1	0.0
Cycle Q Clear(g_c), s	15.1	0.0	16.7	3.5	0.0	11.9	1.2	16.9	16.9	21.3	16.1	0.0
Prop In Lane	1.00		0.48	1.00		0.12	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	490	0	390	228	0	217	389	1066	1048	341	1859	
V/C Ratio(X)	0.87	0.00	0.67	0.26	0.00	0.85	0.11	0.44	0.44	0.30	0.42	
Avail Cap(c_a), veh/h	567	0	472	240	0	282	408	1066	1048	341	1859	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.1	0.0	42.4	44.0	0.0	51.8	12.3	12.7	12.7	20.8	16.9	0.0
Incr Delay (d2), s/veh	12.8	0.0	2.9	0.6	0.0	17.3	0.1	1.3	1.3	2.3	0.7	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	7.1	0.0	7.4	1.6	0.0	6.5	0.5	6.9	6.8	2.1	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.9	0.0	45.3	44.6	0.0	69.1	12.4	14.0	14.0	23.1	17.6	0.0
LnGrp LOS	E		D	D		E	B	B	B	C	B	
Approach Vol, veh/h		691			245			962			880	
Approach Delay, s/veh		56.2			63.1			14.0			18.3	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	78.6	9.3	32.2	8.8	69.8	22.2	19.2
Change Period (Y+Rc), s	6.0	4.5	5.0	5.0	6.0	4.5	* 5
Max Green Setting (Gmax), s	66.0	5.6	32.9	5.0	56.0	20.5	* 19
Max Q Clear Time (g_c+I1), s	18.9	5.5	18.7	3.2	23.3	17.1	13.9
Green Ext Time (p_c), s	7.5	0.0	1.3	0.0	7.7	0.6	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	30.2
HCM 7th LOS	C

Notes

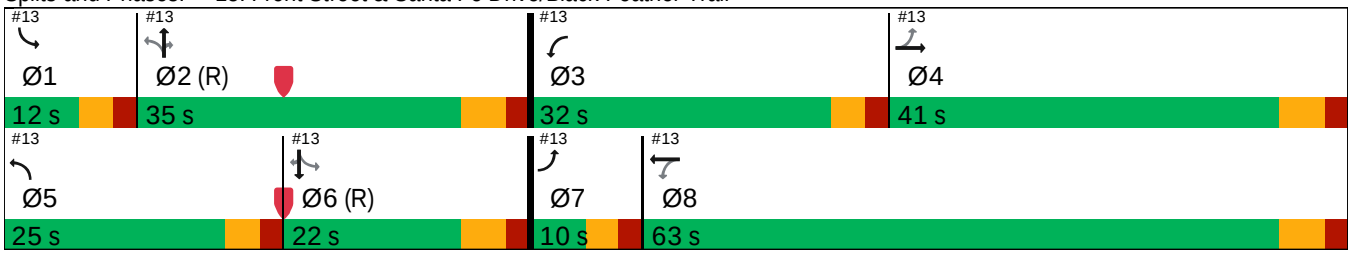
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

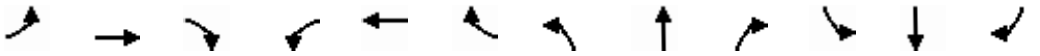
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	100	400	310	425	415	335	540	320	50	400	70
Future Volume (vph)	100	400	310	425	415	335	540	320	50	400	70
Turn Type	pm+pt	NA	Free	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases	4		Free	8		2		2	6		6
Detector Phase	7	4		3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0		10.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	10.0	41.0		32.0	63.0	25.0	35.0	35.0	12.0	22.0	22.0
Total Split (%)	8.3%	34.2%		26.7%	52.5%	20.8%	29.2%	29.2%	10.0%	18.3%	18.3%
Yellow Time (s)	3.0	4.0		3.0	4.0	3.0	4.0	4.0	3.0	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	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 13: Front Street & Santa Fe Drive/Black Feather Trail





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	400	310	425	415	110	335	540	320	50	400	70
Future Volume (veh/h)	100	400	310	425	415	110	335	540	320	50	400	70
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	1826	1826	1826	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	116	465	0	494	483	128	390	628	372	58	465	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	3	3	3
Cap, veh/h	234	498		480	644	171	379	999	446	198	537	
Arrive On Green	0.04	0.27	0.00	0.07	0.15	0.15	0.17	0.28	0.28	0.04	0.15	0.00
Sat Flow, veh/h	1739	1826	1547	1767	1414	375	1781	3554	1585	1767	3526	1572
Grp Volume(v), veh/h	116	465	0	494	0	611	390	628	372	58	465	0
Grp Sat Flow(s),veh/h/ln	1739	1826	1547	1767	0	1788	1781	1777	1585	1767	1763	1572
Q Serve(g_s), s	5.0	29.8	0.0	27.0	0.0	39.3	20.0	18.5	26.5	3.3	15.5	0.0
Cycle Q Clear(g_c), s	5.0	29.8	0.0	27.0	0.0	39.3	20.0	18.5	26.5	3.3	15.5	0.0
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	498		480	0	815	379	999	446	198	537	
V/C Ratio(X)	0.50	0.93		1.03	0.00	0.75	1.03	0.63	0.83	0.29	0.87	
Avail Cap(c_a), veh/h	234	533		480	0	849	379	999	446	234	537	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.09	0.00	0.09	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.8	42.6	0.0	43.2	0.0	44.4	36.2	37.7	40.5	40.7	49.7	0.0
Incr Delay (d2), s/veh	1.6	23.1	0.0	20.9	0.0	0.3	54.1	3.0	16.6	0.8	16.9	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	0.8	16.5	0.0	18.3	0.0	18.9	14.9	8.4	12.3	1.5	8.1	0.0
Unsig. Movement Delay, s/veh			0.00									
LnGrp Delay(d), s/veh	35.4	65.7	0.0	64.0	0.0	44.7	90.2	40.6	57.2	41.5	66.5	0.0
LnGrp LOS	D	E	A	F		D	F	D	E	D	E	
Approach Vol, veh/h		941			1105			1390			523	
Approach Delay, s/veh		36.8			53.4			59.0			63.7	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	39.7	32.0	38.7	25.0	24.3	10.0	60.7
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	7.0	29.0	27.0	35.0	20.0	16.0	5.0	57.0
Max Q Clear Time (g_c+I1), s	5.3	28.5	29.0	31.8	22.0	17.5	7.0	41.3
Green Ext Time (p_c), s	0.0	0.3	0.0	0.9	0.0	0.0	0.0	3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	52.8
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

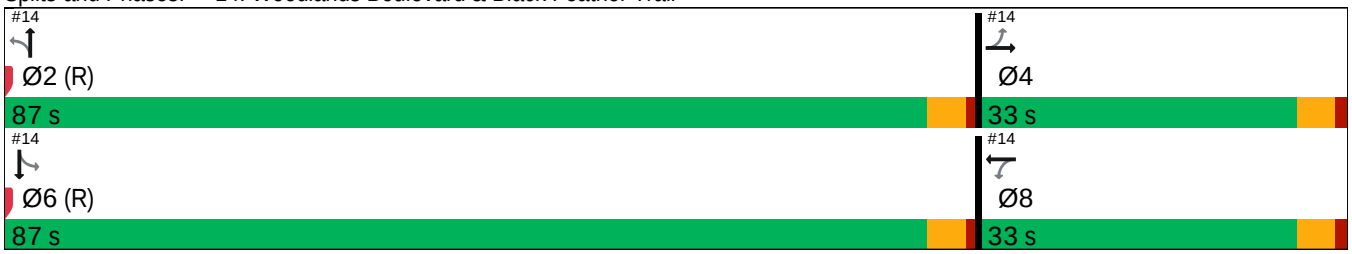
Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.

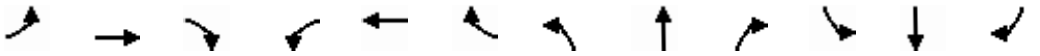
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	180	30	55	100	275	840	15	625
Future Volume (vph)	180	30	55	100	275	840	15	625
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	33.0	33.0	33.0	33.0	87.0	87.0	87.0	87.0
Total Split (%)	27.5%	27.5%	27.5%	27.5%	72.5%	72.5%	72.5%	72.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 14: Woodlands Boulevard & Black Feather Trail





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	30	150	55	100	50	275	840	25	15	625	405
Future Volume (veh/h)	180	30	150	55	100	50	275	840	25	15	625	405
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	214	36	179	65	119	60	327	1000	30	18	744	482
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	65	322	202	279	140	292	2422	73	369	1426	917
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.69	0.69	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1205	272	1354	1166	1173	591	455	3523	106	548	2074	1333
Grp Volume(v), veh/h	214	0	215	65	0	179	327	504	526	18	637	589
Grp Sat Flow(s),veh/h/ln	1205	0	1627	1166	0	1764	455	1777	1851	548	1777	1630
Q Serve(g_s), s	18.2	0.0	13.9	6.2	0.0	10.3	61.3	14.9	14.9	1.8	20.9	21.2
Cycle Q Clear(g_c), s	28.5	0.0	13.9	20.2	0.0	10.3	82.5	14.9	14.9	16.6	20.9	21.2
Prop In Lane	1.00		0.83	1.00		0.34	1.00		0.06	1.00		0.82
Lane Grp Cap(c), veh/h	242	0	386	202	0	419	292	1222	1273	369	1222	1121
V/C Ratio(X)	0.88	0.00	0.56	0.32	0.00	0.43	1.12	0.41	0.41	0.05	0.52	0.53
Avail Cap(c_a), veh/h	242	0	386	202	0	419	292	1222	1273	369	1222	1121
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)	0.62	0.00	0.62	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	0.0	40.2	49.1	0.0	38.8	35.7	8.2	8.2	11.8	9.1	9.2
Incr Delay (d2), s/veh	20.4	0.0	1.1	0.9	0.0	0.7	88.6	1.0	1.0	0.3	1.6	1.8
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	7.9	0.0	5.7	1.9	0.0	4.6	16.1	5.6	5.9	0.2	8.0	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.6	0.0	41.3	50.0	0.0	39.5	124.2	9.2	9.2	12.1	10.7	10.9
LnGrp LOS	E		D	D		D	F	A	A	B	B	B
Approach Vol, veh/h		429			244			1357			1244	
Approach Delay, s/veh		56.9			42.3			36.9			10.8	
Approach LOS		E			D			D			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	87.0	33.0	87.0	33.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	82.5	28.5	82.5	28.5
Max Q Clear Time (g_c+I1), s	84.5	30.5	23.2	22.2
Green Ext Time (p_c), s	0.0	0.0	12.9	0.6

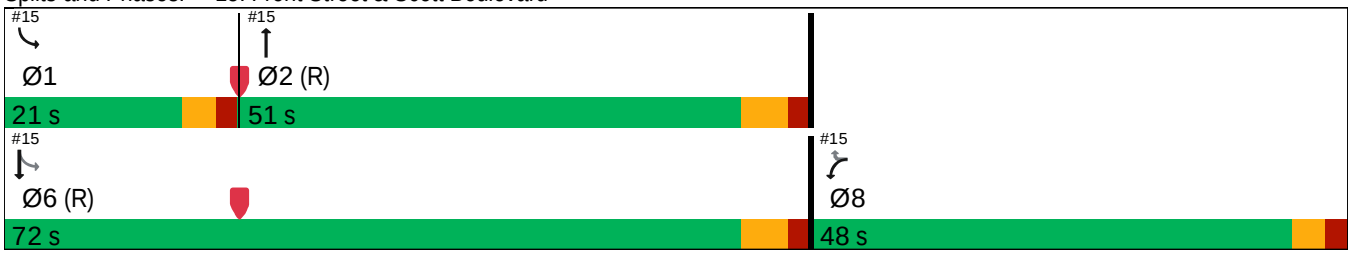
Intersection Summary	
HCM 7th Control Delay, s/veh	30.0
HCM 7th LOS	C

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	200	305	935	150	955
Future Volume (vph)	200	305	935	150	955
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	24.0	10.0	24.0
Total Split (s)	48.0	48.0	51.0	21.0	72.0
Total Split (%)	40.0%	40.0%	42.5%	17.5%	60.0%
Yellow Time (s)	3.0	3.0	4.0	3.0	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	6.0	5.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 15: Front Street & Scott Boulevard





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	200	305	935	145	150	955
Future Volume (veh/h)	200	305	935	145	150	955
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	377	1154	179	185	1179
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	467	416	1667	258	396	2296
Arrive On Green	0.26	0.26	1.00	1.00	0.08	0.86
Sat Flow, veh/h	1781	1585	3178	477	1781	3647
Grp Volume(v), veh/h	247	377	663	670	185	1179
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1785	1781	1777
Q Serve(g_s), s	14.3	27.6	0.0	0.0	5.4	10.0
Cycle Q Clear(g_c), s	14.3	27.6	0.0	0.0	5.4	10.0
Prop In Lane	1.00	1.00		0.27	1.00	
Lane Grp Cap(c), veh/h	467	416	960	965	396	2296
V/C Ratio(X)	0.53	0.91	0.69	0.69	0.47	0.51
Avail Cap(c_a), veh/h	638	568	960	965	519	2296
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.17	0.17	0.76	0.76
Uniform Delay (d), s/veh	37.9	42.8	0.0	0.0	9.4	3.7
Incr Delay (d2), s/veh	0.9	14.7	0.7	0.7	0.7	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	12.4	0.2	0.2	2.0	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	38.8	57.5	0.7	0.7	10.1	4.3
LnGrp LOS	D	E	A	A	B	A
Approach Vol, veh/h	624		1333			1364
Approach Delay, s/veh	50.1		0.7			5.1
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.7	70.9				83.5	36.5
Change Period (Y+Rc), s	5.0	6.0				6.0	5.0
Max Green Setting (Gmax), s	16.0	45.0				66.0	43.0
Max Q Clear Time (g_c+I1), s	7.4	2.0				12.0	29.6
Green Ext Time (p_c), s	0.3	13.1				12.2	1.9

Intersection Summary							
HCM 7th Control Delay, s/veh			11.8				
HCM 7th LOS			B				

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	210	455	550	510	25
Future Vol, veh/h	25	210	455	550	510	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	275	-	-	-
Veh in Median Storage, #	1	-	-	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	27	228	495	598	554	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1856	291	582	0	-	0
Stage 1	568	-	-	-	-	-
Stage 2	1288	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	65	706	989	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	33	706	989	-	-	-
Mov Cap-2 Maneuver	927	-	-	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	223	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.15	5.54	0
HCM LOS	B		

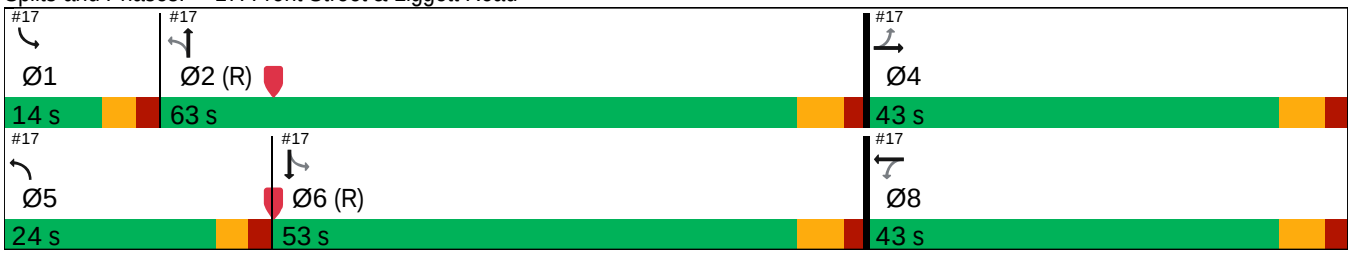
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	989	-	927	706	-	-
HCM Lane V/C Ratio	0.5	-	0.029	0.323	-	-
HCM Ctrl Dly (s/v)	12.2	-	9	12.5	-	-
HCM Lane LOS	B	-	A	B	-	-
HCM 95th %tile Q(veh)	2.9	-	0.1	1.4	-	-

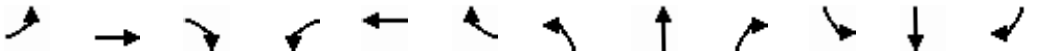
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	90	35	80	25	205	970	105	700
Future Volume (vph)	90	35	80	25	205	970	105	700
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	10.0	24.0	10.0	24.0
Total Split (s)	43.0	43.0	43.0	43.0	24.0	63.0	14.0	53.0
Total Split (%)	35.8%	35.8%	35.8%	35.8%	20.0%	52.5%	11.7%	44.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	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
Total Lost Time (s)		6.0		6.0	5.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 17: Front Street & Liggett Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	35	125	80	25	70	205	970	200	105	700	85
Future Volume (veh/h)	90	35	125	80	25	70	205	970	200	105	700	85
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	1856	1856	1856	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	51	181	116	36	101	297	1406	290	152	1014	123
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Percent Heavy Veh, %	3	3	3	4	4	4	2	2	2	2	2	2
Cap, veh/h	170	64	194	172	60	125	454	1514	306	185	1509	183
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.10	0.51	0.51	0.12	0.95	0.95
Sat Flow, veh/h	459	228	686	453	212	442	1781	2944	596	1781	3191	387
Grp Volume(v), veh/h	362	0	0	253	0	0	297	838	858	152	564	573
Grp Sat Flow(s),veh/h/ln	1372	0	0	1108	0	0	1781	1777	1763	1781	1777	1801
Q Serve(g_s), s	5.3	0.0	0.0	0.0	0.0	0.0	9.8	52.0	55.3	5.4	5.7	5.7
Cycle Q Clear(g_c), s	31.1	0.0	0.0	25.8	0.0	0.0	9.8	52.0	55.3	5.4	5.7	5.7
Prop In Lane	0.36		0.50	0.46		0.40	1.00		0.34	1.00		0.21
Lane Grp Cap(c), veh/h	429	0	0	357	0	0	454	913	906	185	840	851
V/C Ratio(X)	0.84	0.00	0.00	0.71	0.00	0.00	0.65	0.92	0.95	0.82	0.67	0.67
Avail Cap(c_a), veh/h	466	0	0	392	0	0	553	913	906	209	840	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	42.0	0.0	0.0	39.5	0.0	0.0	12.6	26.8	27.6	25.5	1.9	1.9
Incr Delay (d2), s/veh	12.5	0.0	0.0	5.3	0.0	0.0	2.0	15.4	19.5	17.9	3.6	3.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	0.0	0.0	7.4	0.0	0.0	4.1	25.0	27.2	2.9	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	0.0	0.0	44.8	0.0	0.0	14.6	42.2	47.1	43.4	5.5	5.5
LnGrp LOS	D			D			B	D	D	D	A	A
Approach Vol, veh/h		362			253			1993			1289	
Approach Delay, s/veh		54.5			44.8			40.2			10.0	
Approach LOS		D			D			D			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	67.7		39.9	17.3	62.7		39.9				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	57.0		37.0	19.0	47.0		37.0				
Max Q Clear Time (g_c+I1), s	7.4	57.3		33.1	11.8	7.7		27.8				
Green Ext Time (p_c), s	0.1	0.0		0.8	0.5	9.9		1.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			31.8									
HCM 7th LOS			C									

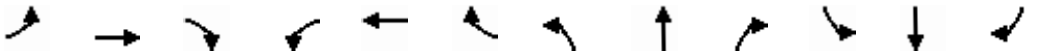
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	135	575	115	1070	55	245	60	60	285	195
Future Volume (vph)	135	575	115	1070	55	245	60	60	285	195
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases	2		6		8		8	4		4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	10.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	14.0	50.0	12.0	48.0	10.0	28.0	28.0	10.0	28.0	28.0
Total Split (%)	14.0%	50.0%	12.0%	48.0%	10.0%	28.0%	28.0%	10.0%	28.0%	28.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	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	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 18: Perry Street & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	575	70	115	1070	25	55	245	60	60	285	195
Future Volume (veh/h)	135	575	70	115	1070	25	55	245	60	60	285	195
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	1841	1841	1841	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	639	78	128	1189	28	61	272	67	67	317	217
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	1540	188	434	1713	40	170	360	305	205	363	307
Arrive On Green	0.06	0.49	0.49	0.05	0.48	0.48	0.04	0.19	0.19	0.04	0.19	0.19
Sat Flow, veh/h	1753	3138	382	1781	3549	84	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	150	356	361	128	595	622	61	272	67	67	317	217
Grp Sat Flow(s),veh/h/ln	1753	1749	1772	1781	1777	1855	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	4.3	13.0	13.0	3.6	26.1	26.1	2.7	13.7	3.6	3.0	16.5	12.8
Cycle Q Clear(g_c), s	4.3	13.0	13.0	3.6	26.1	26.1	2.7	13.7	3.6	3.0	16.5	12.8
Prop In Lane	1.00		0.22	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	858	869	434	858	896	170	360	305	205	363	307
V/C Ratio(X)	0.53	0.41	0.42	0.30	0.69	0.69	0.36	0.76	0.22	0.33	0.87	0.71
Avail Cap(c_a), veh/h	330	858	869	461	858	896	187	411	349	218	411	349
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	1.00	1.00
Uniform Delay (d), s/veh	16.4	16.3	16.3	12.4	20.1	20.1	31.9	38.2	34.0	31.4	39.1	37.6
Incr Delay (d2), s/veh	1.6	1.5	1.5	0.4	4.6	4.4	1.3	6.8	0.4	0.9	17.0	5.5
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	1.7	5.4	5.5	1.4	11.4	11.8	1.2	6.9	1.4	1.3	9.2	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.0	17.8	17.8	12.8	24.7	24.5	33.1	45.0	34.4	32.4	56.1	43.2
LnGrp LOS	B	B	B	B	C	C	C	D	C	C	E	D
Approach Vol, veh/h		867			1345			400			601	
Approach Delay, s/veh		17.8			23.5			41.4			48.8	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	55.1	9.1	25.4	11.3	54.3	9.2	25.2
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	7.0	44.0	5.0	22.0	9.0	42.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	5.6	15.0	4.7	18.5	6.3	28.1	5.0	15.7
Green Ext Time (p_c), s	0.0	5.0	0.0	0.9	0.1	7.0	0.0	0.9

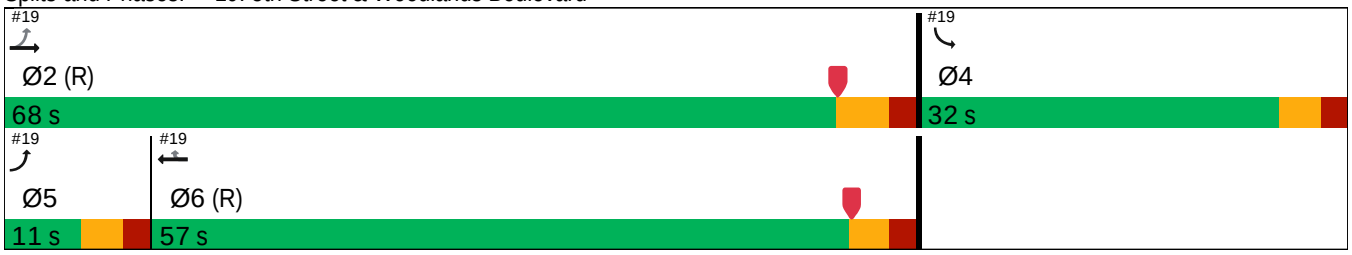
Intersection Summary	
HCM 7th Control Delay, s/veh	28.9
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	185	475	1110	735	445	295
Future Volume (vph)	185	475	1110	735	445	295
Turn Type	pm+pt	NA	NA	Perm	Prot	Free
Protected Phases	5	2	6		4	
Permitted Phases	2			6		Free
Detector Phase	5	2	6	6	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	11.0	10.0	10.0	10.0	
Total Split (s)	11.0	68.0	57.0	57.0	32.0	
Total Split (%)	11.0%	68.0%	57.0%	57.0%	32.0%	
Yellow Time (s)	3.0	4.0	3.0	3.0	3.0	
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	6.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 19: 5th Street & Woodlands Boulevard





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	185	475	1110	735	445	295
Future Volume (veh/h)	185	475	1110	735	445	295
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1841	1870	1870	1856	1856
Adj Flow Rate, veh/h	218	559	1306	865	524	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	4	4	2	2	3	3
Cap, veh/h	260	2865	2553	1139	477	
Arrive On Green	0.05	0.82	0.72	0.72	0.27	0.00
Sat Flow, veh/h	1753	3589	3647	1585	1767	1572
Grp Volume(v), veh/h	218	559	1306	865	524	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1777	1585	1767	1572
Q Serve(g_s), s	3.0	3.4	16.4	33.8	27.0	0.0
Cycle Q Clear(g_c), s	3.0	3.4	16.4	33.8	27.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	260	2865	2553	1139	477	
V/C Ratio(X)	0.84	0.20	0.51	0.76	1.10	
Avail Cap(c_a), veh/h	276	2865	2553	1139	477	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	17.2	1.9	6.3	8.7	36.5	0.0
Incr Delay (d2), s/veh	19.1	0.2	0.7	4.8	70.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.8	5.4	10.9	20.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	36.3	2.1	7.0	13.5	107.1	0.0
LnGrp LOS	D	A	A	B	F	
Approach Vol, veh/h		777	2171		524	
Approach Delay, s/veh		11.7	9.6		107.1	
Approach LOS		B	A		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		88.0		32.0	10.1	77.9
Change Period (Y+Rc), s		6.0		5.0	5.0	* 6
Max Green Setting (Gmax), s		62.0		27.0	6.0	* 52
Max Q Clear Time (g_c+I1), s		5.4		29.0	5.0	35.8
Green Ext Time (p_c), s		4.4		0.0	0.1	11.8

Intersection Summary		
HCM 7th Control Delay, s/veh	24.8	
HCM 7th LOS	C	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	1	5	15	1	155	10	390	25	245	400	25
Future Vol, veh/h	15	1	5	15	1	155	10	390	25	245	400	25
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	150	-	-	150	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	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	16	1	5	16	1	168	11	424	27	266	435	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1215	1454	231	1210	1454	226	462	0	0	451	0	0
Stage 1	981	981	-	459	459	-	-	-	-	-	-	-
Stage 2	234	473	-	751	995	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	137	129	771	138	129	778	1096	-	-	1106	-	-
Stage 1	268	326	-	551	565	-	-	-	-	-	-	-
Stage 2	748	557	-	369	321	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	80	97	771	103	97	778	1096	-	-	1106	-	-
Mov Cap-2 Maneuver	147	165	-	203	184	-	-	-	-	-	-	-
Stage 1	203	247	-	546	559	-	-	-	-	-	-	-
Stage 2	579	551	-	277	244	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	26.89	12.23	0.2	3.4
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1096	-	-	147	478	203	762	1106	-	-
HCM Lane V/C Ratio	0.01	-	-	0.111	0.014	0.08	0.223	0.241	-	-
HCM Ctrl Dly (s/v)	8.3	-	-	32.6	12.6	24.3	11.1	9.3	-	-
HCM Lane LOS	A	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0.3	0.8	0.9	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	5	20	1	70	10	345	40	135	265	15
Future Vol, veh/h	10	1	5	20	1	70	10	345	40	135	265	15
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	150	-	-	150	-	-	150	-	-	150	-	-
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	11	1	5	22	1	76	11	375	43	147	288	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	799	1030	152	857	1016	209	304	0	0	418	0	0
Stage 1	590	590	-	418	418	-	-	-	-	-	-	-
Stage 2	210	440	-	438	598	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	276	232	867	251	236	797	1253	-	-	1137	-	-
Stage 1	461	493	-	583	589	-	-	-	-	-	-	-
Stage 2	773	576	-	567	489	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	215	200	867	214	204	797	1253	-	-	1137	-	-
Mov Cap-2 Maneuver	215	200	-	214	204	-	-	-	-	-	-	-
Stage 1	402	430	-	578	584	-	-	-	-	-	-	-
Stage 2	692	571	-	490	426	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.48	13.19	0.2	2.81
HCM LOS	C	B		

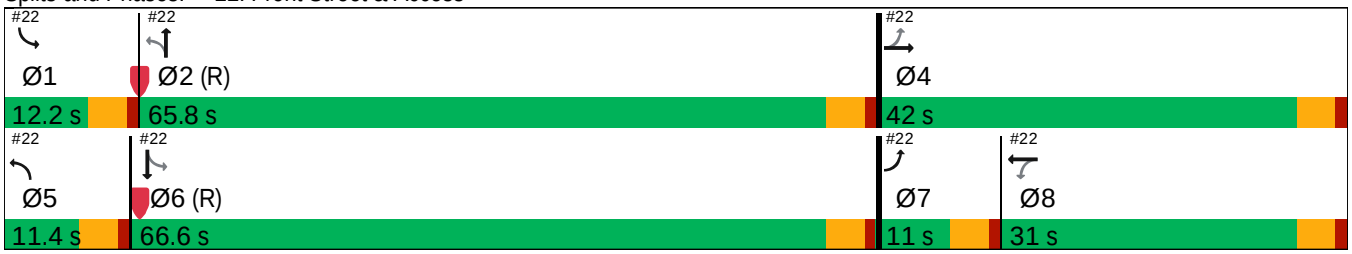
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1253	-	-	215	558	214	765	1137	-	-
HCM Lane V/C Ratio	0.009	-	-	0.051	0.012	0.101	0.101	0.129	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	22.7	11.5	23.7	10.2	8.6	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.3	0.3	0.4	-	-

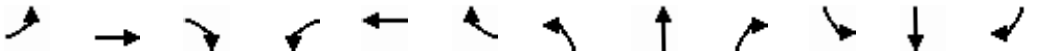
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	60	55	25	110	55	1170	65	1050
Future Volume (vph)	60	55	25	110	55	1170	65	1050
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	11.0	42.0	31.0	31.0	11.4	65.8	12.2	66.6
Total Split (%)	9.2%	35.0%	25.8%	25.8%	9.5%	54.8%	10.2%	55.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 22: Front Street & Access





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	55	30	25	110	110	55	1170	15	65	1050	165
Future Volume (veh/h)	60	55	30	25	110	110	55	1170	15	65	1050	165
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	65	60	33	27	120	120	60	1272	16	71	1141	179
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	161	271	149	269	138	138	283	2194	28	389	1885	295
Arrive On Green	0.04	0.24	0.24	0.16	0.16	0.16	0.07	1.00	1.00	0.04	0.61	0.61
Sat Flow, veh/h	1781	1134	624	1303	858	858	1781	3594	45	1781	3079	481
Grp Volume(v), veh/h	65	0	93	27	0	240	60	629	659	71	657	663
Grp Sat Flow(s),veh/h/ln	1781	0	1758	1303	0	1716	1781	1777	1862	1781	1777	1784
Q Serve(g_s), s	3.6	0.0	5.1	2.1	0.0	16.4	1.5	0.0	0.0	1.8	27.3	27.5
Cycle Q Clear(g_c), s	3.6	0.0	5.1	2.1	0.0	16.4	1.5	0.0	0.0	1.8	27.3	27.5
Prop In Lane	1.00		0.35	1.00		0.50	1.00		0.02	1.00		0.27
Lane Grp Cap(c), veh/h	161	0	421	269	0	276	283	1085	1137	389	1088	1092
V/C Ratio(X)	0.40	0.00	0.22	0.10	0.00	0.87	0.21	0.58	0.58	0.18	0.60	0.61
Avail Cap(c_a), veh/h	184	0	549	348	0	379	322	1085	1137	436	1088	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.68	0.68	0.68	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	0.0	36.7	43.2	0.0	49.1	10.9	0.0	0.0	7.7	14.3	14.4
Incr Delay (d2), s/veh	1.6	0.0	0.3	0.2	0.0	14.9	0.3	1.5	1.5	0.2	2.5	2.5
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	1.6	0.0	2.2	0.7	0.0	8.1	0.5	0.5	0.5	0.7	11.2	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.2	0.0	36.9	43.3	0.0	64.0	11.2	1.5	1.5	8.0	16.8	16.9
LnGrp LOS	D		D	D		E	B	A	A	A	B	B
Approach Vol, veh/h		158			267			1348			1391	
Approach Delay, s/veh		38.7			61.9			1.9			16.4	
Approach LOS		D			E			A			B	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	77.8		33.2	8.8	78.0	9.4	23.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.7	61.3		37.5	6.9	62.1	6.5	26.5				
Max Q Clear Time (g_c+I1), s	3.8	2.0		7.1	3.5	29.5	5.6	18.4				
Green Ext Time (p_c), s	0.0	12.8		0.5	0.0	11.9	0.0	0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.2									
HCM 7th LOS			B									

Intersection	
Intersection Delay, s/veh	3.8
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	152	152	114
Demand Flow Rate, veh/h	155	155	116
Vehicles Circulating, veh/h	5	111	89
Vehicles Exiting, veh/h	261	94	71
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.6	4.0	3.7
Approach LOS	A	A	A

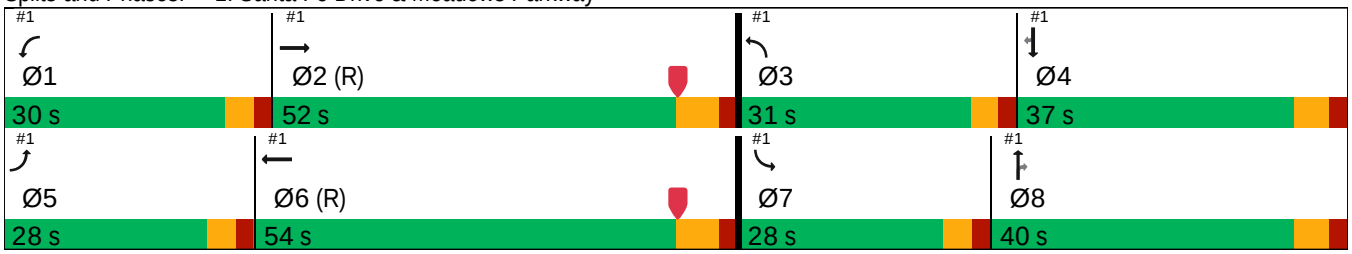
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	155	155	116
Cap Entry Lane, veh/h	1373	1232	1260
Entry HV Adj Factor	0.981	0.980	0.982
Flow Entry, veh/h	152	152	114
Cap Entry, veh/h	1346	1208	1237
V/C Ratio	0.113	0.126	0.092
Control Delay, s/veh	3.6	4.0	3.7
LOS	A	A	A
95th %tile Queue, veh	0	0	0

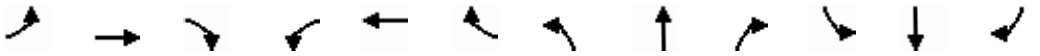
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	410	1120	370	1680	440	525	720	535	510	670	405
Future Volume (vph)	410	1120	370	1680	440	525	720	535	510	670	405
Turn Type	Prot	NA	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2	1	6		3	8		7	4	
Permitted Phases					Free			8			4
Detector Phase	5	2	1	6		3	8	8	7	4	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	5.0	15.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	38.8	10.0	38.8		10.0	45.0	45.0	10.0	44.0	44.0
Total Split (s)	28.0	52.0	30.0	54.0		31.0	40.0	40.0	28.0	37.0	37.0
Total Split (%)	18.7%	34.7%	20.0%	36.0%		20.7%	26.7%	26.7%	18.7%	24.7%	24.7%
Yellow Time (s)	3.0	4.8	3.0	4.8		3.0	4.0	4.0	3.0	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	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.8	5.0	6.8		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Santa Fe Drive & Meadows Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	410	1120	390	370	1680	440	525	720	535	510	670	405
Future Volume (veh/h)	410	1120	390	370	1680	440	525	720	535	510	670	405
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	1856	1856	1856
Adj Flow Rate, veh/h	418	1143	0	378	1714	0	536	735	0	520	684	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	3
Cap, veh/h	469	1783		429	1723		580	787		526	729	
Arrive On Green	0.14	0.35	0.00	0.25	0.68	0.00	0.17	0.22	0.00	0.15	0.21	0.00
Sat Flow, veh/h	3456	5274	0	3456	5106	1585	3456	3554	1585	3428	3526	1572
Grp Volume(v), veh/h	418	1143	0	378	1714	0	536	735	0	520	684	0
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1728	1702	1585	1728	1777	1585	1714	1763	1572
Q Serve(g_s), s	17.8	28.2	0.0	15.8	49.8	0.0	22.9	30.5	0.0	22.7	28.6	0.0
Cycle Q Clear(g_c), s	17.8	28.2	0.0	15.8	49.8	0.0	22.9	30.5	0.0	22.7	28.6	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	469	1783		429	1723		580	787		526	729	
V/C Ratio(X)	0.89	0.64		0.88	0.99		0.92	0.93		0.99	0.94	
Avail Cap(c_a), veh/h	530	1783		576	1723		599	806		526	729	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.7	40.9	0.0	55.3	24.2	0.0	61.5	57.3	0.0	63.4	58.5	0.0
Incr Delay (d2), s/veh	15.9	1.8	0.0	1.3	5.4	0.0	19.9	17.5	0.0	36.4	19.7	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	8.9	12.2	0.0	6.2	14.3	0.0	11.7	15.6	0.0	12.6	14.8	0.0
Unsig. Movement Delay, s/veh						0.00						
LnGrp Delay(d), s/veh	79.7	42.7	0.0	56.6	29.6	0.0	81.3	74.8	0.0	99.7	78.2	0.0
LnGrp LOS	E	D		E	C	A	F	E		F	E	
Approach Vol, veh/h		1561			2541			1271			1204	
Approach Delay, s/veh		52.6			28.4			77.6			87.5	
Approach LOS		D			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	59.2	30.2	37.0	25.3	57.4	28.0	39.2
Change Period (Y+Rc), s	5.0	6.8	5.0	6.0	5.0	6.8	5.0	6.0
Max Green Setting (Gmax), s	25.0	45.2	26.0	31.0	23.0	47.2	23.0	34.0
Max Q Clear Time (g_c+I1), s	17.8	30.2	24.9	30.6	19.8	51.8	24.7	32.5
Green Ext Time (p_c), s	0.8	7.1	0.3	0.2	0.5	0.0	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	54.5
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [WBR] is included in calculations of the approach delay and intersection delay.

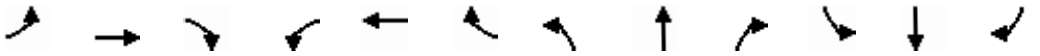
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	310	1665	195	350	1960	630	125	85	410	895	130	405
Future Volume (vph)	310	1665	195	350	1960	630	125	85	410	895	130	405
Turn Type	Prot	NA	Perm	Prot	NA	Free	Split	NA	pm+ov	Split	NA	Perm
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases			2			Free			8			4
Detector Phase	5	2	2	1	6		8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	39.0	39.0	12.0	42.0		11.0	11.0	12.0	58.0	58.0	58.0
Total Split (s)	26.0	60.0	60.0	31.0	65.0		20.0	20.0	31.0	39.0	39.0	39.0
Total Split (%)	17.3%	40.0%	40.0%	20.7%	43.3%		13.3%	13.3%	20.7%	26.0%	26.0%	26.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	5.0	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	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	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	7.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				Yes			
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 2: Factory Boulevard /Factory Boulevard & Meadows Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	1665	195	350	1960	630	125	85	410	895	130	405
Future Volume (veh/h)	310	1665	195	350	1960	630	125	85	410	895	130	405
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	326	1753	205	368	2063	0	132	89	288	942	137	284
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	2072	643	420	2333		323	175	335	1052	392	332
Arrive On Green	0.14	0.54	0.54	0.24	0.83	0.00	0.09	0.09	0.09	0.21	0.21	0.21
Sat Flow, veh/h	3456	5106	1585	3563	5611	1585	3456	1870	1585	5023	1870	1585
Grp Volume(v), veh/h	326	1753	205	368	2063	0	132	89	288	942	137	284
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1870	1585	1728	1870	1585	1674	1870	1585
Q Serve(g_s), s	13.9	43.6	10.8	14.9	35.1	0.0	5.4	6.8	14.0	27.4	9.4	25.9
Cycle Q Clear(g_c), s	13.9	43.6	10.8	14.9	35.1	0.0	5.4	6.8	14.0	27.4	9.4	25.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	374	2072	643	420	2333		323	175	335	1052	392	332
V/C Ratio(X)	0.87	0.85	0.32	0.88	0.88		0.41	0.51	0.86	0.90	0.35	0.86
Avail Cap(c_a), veh/h	438	2072	643	570	2333		323	175	335	1105	411	349
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.20	0.20	0.20	0.20	0.20	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.2	30.5	23.0	56.2	10.3	0.0	64.1	64.7	57.0	57.7	50.6	57.1
Incr Delay (d2), s/veh	3.7	0.9	0.3	2.6	1.2	0.0	0.8	2.5	19.6	9.4	0.5	17.8
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	6.1	16.7	3.9	6.2	5.0	0.0	2.4	3.4	12.4	12.5	4.5	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.9	31.5	23.3	58.8	11.5	0.0	64.9	67.2	76.6	67.1	51.1	74.9
LnGrp LOS	E	C	C	E	B		E	E	E	E	D	E
Approach Vol, veh/h		2284			2431			509			1363	
Approach Delay, s/veh		35.8			18.7			71.9			67.1	
Approach LOS		D			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.7	67.9		37.4	23.2	69.4		20.0				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	24.0	53.0		33.0	19.0	58.0		14.0				
Max Q Clear Time (g_c+I1), s	16.9	45.6		29.4	15.9	37.1		16.0				
Green Ext Time (p_c), s	0.8	6.1		2.0	0.4	15.7		0.0				

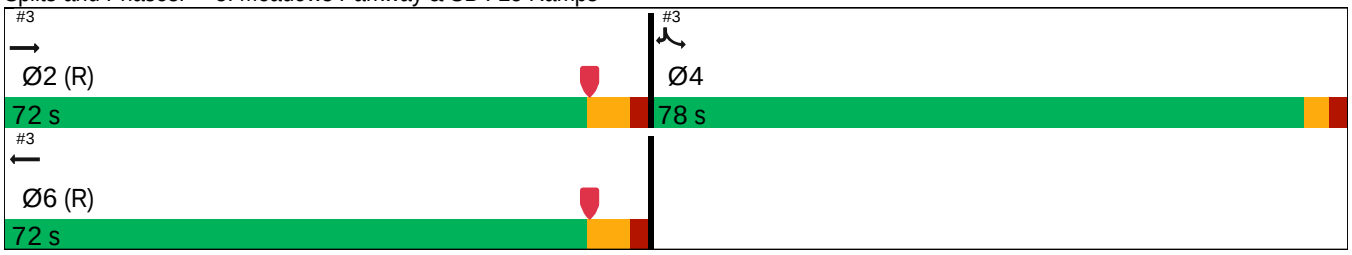
Intersection Summary			
HCM 7th Control Delay, s/veh		38.7	
HCM 7th LOS		D	

Notes
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBT	SBL	SBR
Lane Configurations				
Traffic Volume (vph)	2355	1940	1540	995
Future Volume (vph)	2355	1940	1540	995
Turn Type	NA	NA	Prot	Prot
Protected Phases	2	6	4	4
Permitted Phases				
Detector Phase	2	6	4	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	5.0	5.0
Minimum Split (s)	26.8	29.8	11.8	11.8
Total Split (s)	72.0	72.0	78.0	78.0
Total Split (%)	48.0%	48.0%	52.0%	52.0%
Yellow Time (s)	4.8	4.8	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	None

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 3: Meadows Parkway & SB I-25 Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	2355	1940	235	1540	995
Future Volume (veh/h)	0	2355	1940	235	1540	995
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1870	1856	1856	1870	1870
Adj Flow Rate, veh/h	0	2505	2064	250	1638	1059
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	3	3	2	2
Cap, veh/h	0	2451	2201	263	2217	1231
Arrive On Green	0.00	0.96	0.96	0.96	0.44	0.44
Sat Flow, veh/h	0	5443	4753	548	5023	2790
Grp Volume(v), veh/h	0	2505	1513	801	1638	1059
Grp Sat Flow(s),veh/h/ln	0	1702	1689	1757	1674	1395
Q Serve(g_s), s	0.0	72.0	25.8	31.3	40.5	51.3
Cycle Q Clear(g_c), s	0.0	72.0	25.8	31.3	40.5	51.3
Prop In Lane	0.00			0.31	1.00	1.00
Lane Grp Cap(c), veh/h	0	2451	1621	843	2217	1231
V/C Ratio(X)	0.00	1.02	0.93	0.95	0.74	0.86
Avail Cap(c_a), veh/h	0	2451	1621	843	2445	1358
HCM Platoon Ratio	1.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.29	0.63	0.63	1.00	1.00
Uniform Delay (d), s/veh	0.0	3.0	2.1	2.2	34.7	37.7
Incr Delay (d2), s/veh	0.0	16.0	7.8	15.3	1.1	5.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.9	2.9	4.8	16.7	18.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	19.1	9.8	17.5	35.8	43.2
LnGrp LOS		F	A	B	D	D
Approach Vol, veh/h		2505	2314		2697	
Approach Delay, s/veh		19.1	12.5		38.7	
Approach LOS		B	B		D	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	78.8		71.2		78.8
Change Period (Y+Rc), s	6.8		5.0		6.8
Max Green Setting (Gmax), s	65.2		73.0		65.2
Max Q Clear Time (g_c+I1), s	74.0		53.3		33.3
Green Ext Time (p_c), s	0.0		12.9		23.6

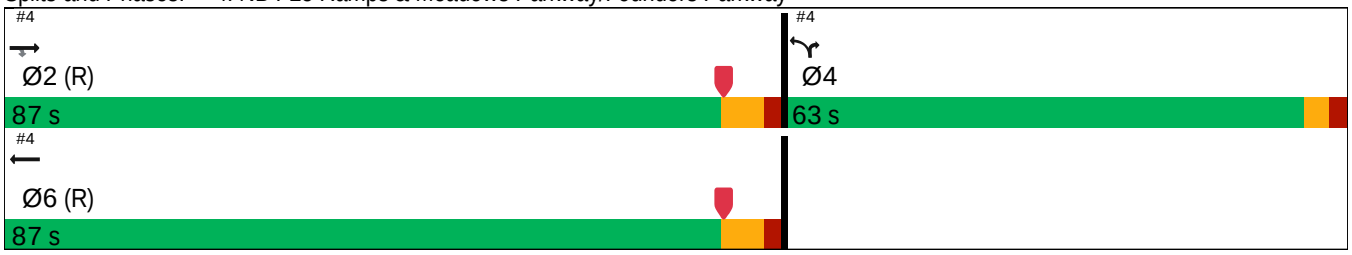
Intersection Summary		
HCM 7th Control Delay, s/veh	24.1	
HCM 7th LOS	C	

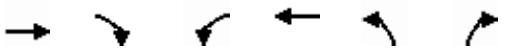
Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	2945	950	1655	525	490
Future Volume (vph)	2945	950	1655	525	490
Turn Type	NA	Perm	NA	Prot	Prot
Protected Phases	2		6	4	4
Permitted Phases		2			
Detector Phase	2	2	6	4	4
Switch Phase					
Minimum Initial (s)	20.0	20.0	20.0	5.0	5.0
Minimum Split (s)	26.8	26.8	26.8	10.0	10.0
Total Split (s)	87.0	87.0	87.0	63.0	63.0
Total Split (%)	58.0%	58.0%	58.0%	42.0%	42.0%
Yellow Time (s)	4.8	4.8	4.8	3.0	3.0
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)	6.8	6.8	6.8	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: NB I-25 Ramps & Meadows Parkway/Founders Parkway





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2945	950	0	1655	525	490
Future Volume (veh/h)	2945	950	0	1655	525	490
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	3036	979	0	1706	541	505
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	0	2	2	2
Cap, veh/h	4069	1149	0	2577	699	622
Arrive On Green	1.00	1.00	0.00	1.00	0.20	0.20
Sat Flow, veh/h	5611	1585	0	3741	3563	3170
Grp Volume(v), veh/h	3036	979	0	1706	541	505
Grp Sat Flow(s),veh/h/ln	1870	1585	0	1777	1781	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	21.6	22.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	21.6	22.8
Prop In Lane		1.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	4069	1149	0	2577	699	622
V/C Ratio(X)	0.75	0.85	0.00	0.66	0.77	0.81
Avail Cap(c_a), veh/h	4069	1149	0	2577	1378	1226
HCM Platoon Ratio	2.00	2.00	1.00	2.00	1.00	1.00
Upstream Filter(I)	0.25	0.25	0.00	0.21	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	57.1	57.6
Incr Delay (d2), s/veh	0.3	2.2	0.0	0.3	1.9	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.7	0.0	0.1	9.9	9.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.3	2.2	0.0	0.3	59.0	60.3
LnGrp LOS	A	A		A	E	E
Approach Vol, veh/h	4015			1706	1046	
Approach Delay, s/veh	0.8			0.3	59.6	
Approach LOS	A			A	E	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		115.6		34.4		115.6
Change Period (Y+Rc), s		6.8		5.0		6.8
Max Green Setting (Gmax), s		80.2		58.0		80.2
Max Q Clear Time (g_c+I1), s		2.0		24.8		2.0
Green Ext Time (p_c), s		72.8		4.6		26.0

Intersection Summary		
HCM 7th Control Delay, s/veh	9.7	
HCM 7th LOS	A	

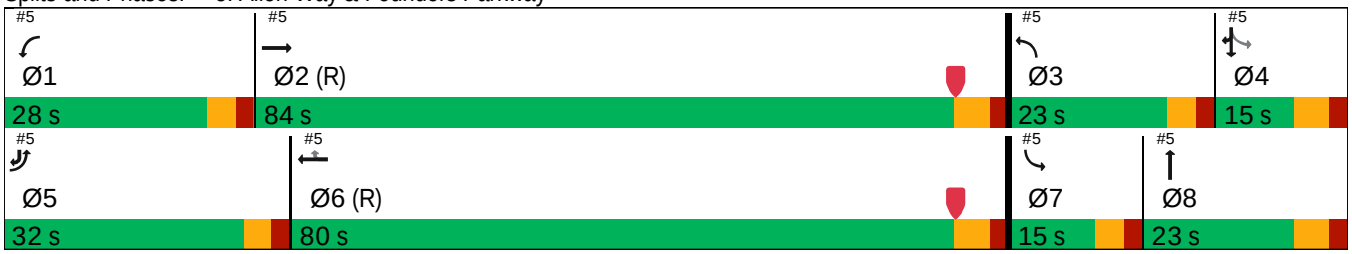
Notes
User approved volume balancing among the lanes for turning movement.

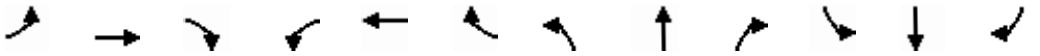
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	480	2685	70	2515	180	190	45	145	35	525
Future Volume (vph)	480	2685	70	2515	180	190	45	145	35	525
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+pt	NA	pt+ov
Protected Phases	5	2	1	6		3	8	7	4	4 5
Permitted Phases					6			4		
Detector Phase	5	2	1	6	6	3	8	7	4	4 5
Switch Phase										
Minimum Initial (s)	5.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	30.0	10.0	40.0	40.0	10.0	46.0	10.0	47.0	
Total Split (s)	32.0	84.0	28.0	80.0	80.0	23.0	23.0	15.0	15.0	
Total Split (%)	21.3%	56.0%	18.7%	53.3%	53.3%	15.3%	15.3%	10.0%	10.0%	
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.0	3.0	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	0.0	
Total Lost Time (s)	5.0	6.0	5.0	6.0	6.0	5.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 5: Allen Way & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	480	2685	275	70	2515	180	190	45	90	145	35	525
Future Volume (veh/h)	480	2685	275	70	2515	180	190	45	90	145	35	525
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	505	2826	289	74	2647	189	200	47	63	153	37	553
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	550	3095	306	94	2803	870	251	57	76	186	136	646
Arrive On Green	0.32	1.00	1.00	0.05	0.55	0.55	0.07	0.08	0.08	0.07	0.07	0.07
Sat Flow, veh/h	3456	4723	467	1781	5106	1585	3456	724	971	1781	1870	2790
Grp Volume(v), veh/h	505	2010	1105	74	2647	189	200	0	110	153	37	553
Grp Sat Flow(s),veh/h/ln	1728	1702	1786	1781	1702	1585	1728	0	1696	1781	1870	1395
Q Serve(g_s), s	21.1	0.0	0.0	6.2	72.8	9.2	8.5	0.0	9.6	10.0	2.8	10.9
Cycle Q Clear(g_c), s	21.1	0.0	0.0	6.2	72.8	9.2	8.5	0.0	9.6	10.0	2.8	10.9
Prop In Lane	1.00		0.26	1.00		1.00	1.00		0.57	1.00		1.00
Lane Grp Cap(c), veh/h	550	2231	1171	94	2803	870	251	0	133	186	136	646
V/C Ratio(X)	0.92	0.90	0.94	0.79	0.94	0.22	0.80	0.00	0.83	0.82	0.27	0.86
Avail Cap(c_a), veh/h	622	2231	1171	273	2803	870	415	0	192	186	136	646
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.28	0.28	0.28	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	0.0	0.0	70.2	31.7	17.3	68.4	0.0	68.1	62.5	65.8	55.2
Incr Delay (d2), s/veh	6.2	2.0	5.9	13.5	8.2	0.6	5.7	0.0	17.2	25.0	1.1	10.9
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	8.5	0.6	1.9	3.2	31.3	3.5	4.0	0.0	4.8	2.3	1.4	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.4	2.0	5.9	83.8	39.9	17.9	74.1	0.0	85.3	87.6	66.9	66.1
LnGrp LOS	E	A	A	F	D	B	E		F	F	E	E
Approach Vol, veh/h		3620			2910			310			743	
Approach Delay, s/veh		10.7			39.6			78.1			70.6	
Approach LOS		B			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	104.3	15.9	16.9	28.9	88.3	15.0	17.8
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	23.0	78.0	18.0	9.0	27.0	74.0	10.0	17.0
Max Q Clear Time (g_c+I1), s	8.2	2.0	10.5	12.9	23.1	74.8	12.0	11.6
Green Ext Time (p_c), s	0.1	63.9	0.4	0.0	0.8	0.0	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	30.4
HCM 7th LOS	C

Notes

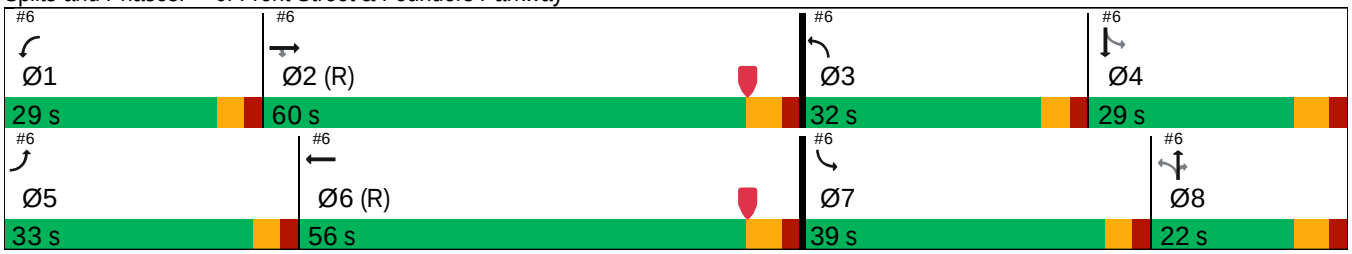
User approved pedestrian interval to be less than phase max green.

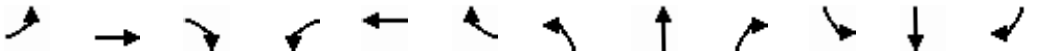
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	80	2185	650	110	2035	650	145	195	40	130
Future Volume (vph)	80	2185	650	110	2035	650	145	195	40	130
Turn Type	Prot	NA	Perm	Prot	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2			8		8	4	
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	3.0	5.0	5.0	3.0	5.0
Minimum Split (s)	8.0	48.0	48.0	8.0	39.0	8.0	44.0	44.0	8.0	44.0
Total Split (s)	33.0	60.0	60.0	29.0	56.0	32.0	22.0	22.0	39.0	29.0
Total Split (%)	22.0%	40.0%	40.0%	19.3%	37.3%	21.3%	14.7%	14.7%	26.0%	19.3%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 6: Front Street & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	2185	650	110	2035	25	650	145	195	40	130	85
Future Volume (veh/h)	80	2185	650	110	2035	25	650	145	195	40	130	85
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	1841	1841	1841
Adj Flow Rate, veh/h	85	2324	691	117	2165	27	691	154	183	43	138	58
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	107	2643	821	140	2790	35	761	424	359	180	187	75
Arrive On Green	0.06	0.52	0.52	0.08	0.54	0.54	0.18	0.23	0.23	0.03	0.08	0.08
Sat Flow, veh/h	1781	5106	1585	1781	5198	65	3456	1870	1585	1753	2435	978
Grp Volume(v), veh/h	85	2324	691	117	1417	775	691	154	183	43	97	99
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1859	1728	1870	1585	1753	1749	1665
Q Serve(g_s), s	7.1	60.4	55.9	9.7	49.6	49.7	27.0	10.4	15.1	3.4	8.2	8.7
Cycle Q Clear(g_c), s	7.1	60.4	55.9	9.7	49.6	49.7	27.0	10.4	15.1	3.4	8.2	8.7
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		0.59
Lane Grp Cap(c), veh/h	107	2643	821	140	1827	998	761	424	359	180	134	128
V/C Ratio(X)	0.80	0.88	0.84	0.83	0.78	0.78	0.91	0.36	0.51	0.24	0.72	0.77
Avail Cap(c_a), veh/h	333	2643	821	285	1827	998	761	424	359	524	268	255
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	1.00	1.00
Uniform Delay (d), s/veh	69.6	32.0	30.9	68.1	27.6	27.6	50.6	48.9	50.7	61.3	67.7	68.0
Incr Delay (d2), s/veh	12.7	4.6	10.2	11.9	3.3	5.9	14.8	0.5	1.2	0.7	7.2	9.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	25.6	23.4	4.9	20.8	23.4	13.4	5.0	6.2	1.5	3.9	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.3	36.6	41.2	80.0	30.9	33.5	65.3	49.4	51.9	62.0	74.9	77.4
LnGrp LOS	F	D	D	F	C	C	E	D	D	E	E	E
Approach Vol, veh/h		3100			2309			1028			239	
Approach Delay, s/veh		38.9			34.3			60.6			73.6	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	83.7	32.0	17.5	14.0	86.5	9.5	40.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	24.0	54.0	27.0	23.0	28.0	50.0	34.0	16.0
Max Q Clear Time (g_c+I1), s	11.7	62.4	29.0	10.7	9.1	51.7	5.4	17.1
Green Ext Time (p_c), s	0.2	0.0	0.0	0.8	0.2	0.0	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	41.9
HCM 7th LOS	D

Notes

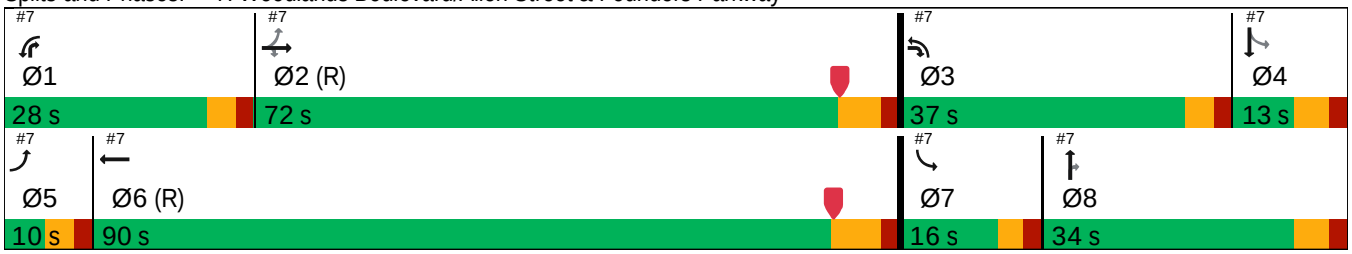
User approved pedestrian interval to be less than phase max green.

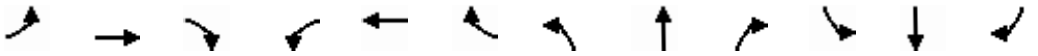
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	15	2320	365	475	1620	565	90	575	195	75
Future Volume (vph)	15	2320	365	475	1620	565	90	575	195	75
Turn Type	pm+pt	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	pm+pt	NA
Protected Phases	5	2	3	1	6	3	8	1	7	4
Permitted Phases	2		2					8	4	
Detector Phase	5	2	3	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	4.0	20.0	4.0	4.0	20.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	39.9	9.0	9.5	37.6	9.0	44.0	9.5	9.0	45.0
Total Split (s)	10.0	72.0	37.0	28.0	90.0	37.0	34.0	28.0	16.0	13.0
Total Split (%)	6.7%	48.0%	24.7%	18.7%	60.0%	24.7%	22.7%	18.7%	10.7%	8.7%
Yellow Time (s)	3.0	4.9	3.0	3.0	5.6	3.0	4.0	3.0	3.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.9	5.0	5.0	7.6	5.0	6.0	5.0	5.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 7: Woodlands Boulevard/Allen Street & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	2320	365	475	1620	200	565	90	575	195	75	15
Future Volume (veh/h)	15	2320	365	475	1620	200	565	90	575	195	75	15
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	15	2392	376	490	1670	206	582	93	335	201	77	15
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	2989	1222	530	3280	403	642	349	539	250	221	42
Arrive On Green	0.03	0.59	0.59	0.15	0.71	0.71	0.19	0.19	0.19	0.07	0.07	0.07
Sat Flow, veh/h	1781	5106	1585	3456	4606	566	3456	1870	1585	1781	2980	565
Grp Volume(v), veh/h	15	2392	376	490	1233	643	582	93	335	201	45	47
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1768	1728	1870	1585	1781	1777	1769
Q Serve(g_s), s	0.5	54.8	10.7	21.0	24.5	24.7	24.7	6.4	26.5	11.0	3.6	3.8
Cycle Q Clear(g_c), s	0.5	54.8	10.7	21.0	24.5	24.7	24.7	6.4	26.5	11.0	3.6	3.8
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	226	2989	1222	530	2424	1259	642	349	539	250	132	131
V/C Ratio(X)	0.07	0.80	0.31	0.93	0.51	0.51	0.91	0.27	0.62	0.80	0.34	0.36
Avail Cap(c_a), veh/h	238	2989	1222	530	2424	1259	737	349	539	250	132	131
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	1.00	1.00
Uniform Delay (d), s/veh	11.6	24.2	5.1	62.7	9.7	9.8	59.8	52.2	41.4	62.2	65.9	66.0
Incr Delay (d2), s/veh	0.1	2.3	0.7	22.3	0.8	1.5	13.7	0.4	2.2	17.2	1.5	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	22.2	3.5	10.9	9.1	9.7	12.1	3.1	10.8	3.4	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.7	26.6	5.8	85.0	10.5	11.3	73.5	52.6	43.6	79.4	67.5	67.7
LnGrp LOS	B	C	A	F	B	B	E	D	D	E	E	E
Approach Vol, veh/h		2783			2366			1010			293	
Approach Delay, s/veh		23.7			26.1			61.7			75.7	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	96.1	32.9	17.1	9.0	115.1	16.0	34.0
Change Period (Y+Rc), s	5.0	* 7.6	5.0	6.0	5.0	7.6	5.0	6.0
Max Green Setting (Gmax), s	23.0	* 65	32.0	7.0	5.0	82.4	11.0	28.0
Max Q Clear Time (g_c+I1), s	23.0	56.8	26.7	5.8	2.5	26.7	13.0	28.5
Green Ext Time (p_c), s	0.0	7.8	1.1	0.0	0.0	24.1	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	32.9
HCM 7th LOS	C

Notes

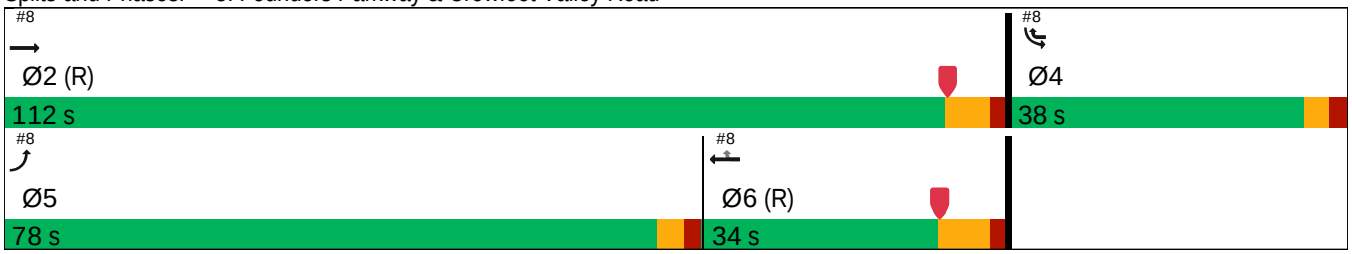
User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1495	1595	1130	515	380	1165
Future Volume (vph)	1495	1595	1130	515	380	1165
Turn Type	Prot	NA	NA	pm+ov	Prot	Free
Protected Phases	5	2	6	4	4	
Permitted Phases				6		Free
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0	
Minimum Split (s)	10.0	36.8	22.5	32.0	32.0	
Total Split (s)	78.0	112.0	34.0	38.0	38.0	
Total Split (%)	52.0%	74.7%	22.7%	25.3%	25.3%	
Yellow Time (s)	3.0	4.8	5.6	3.0	3.0	
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	6.8	7.6	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None	None	

Intersection Summary
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 8: Founders Parkway & Crowfoot Valley Road





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1495	1595	1130	515	380	1165
Future Volume (veh/h)	1495	1595	1130	515	380	1165
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1841	1841
Adj Flow Rate, veh/h	1574	1679	1189	542	400	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	4	4
Cap, veh/h	1638	4480	1889	935	386	
Arrive On Green	0.47	0.88	0.37	0.37	0.22	0.00
Sat Flow, veh/h	3456	5274	5274	1585	1753	3120
Grp Volume(v), veh/h	1574	1679	1189	542	400	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1702	1585	1753	1560
Q Serve(g_s), s	66.0	9.0	28.7	32.0	33.0	0.0
Cycle Q Clear(g_c), s	66.0	9.0	28.7	32.0	33.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1638	4480	1889	935	386	
V/C Ratio(X)	0.96	0.37	0.63	0.58	1.04	
Avail Cap(c_a), veh/h	1682	4480	1889	935	386	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	38.1	1.7	38.8	19.2	58.5	0.0
Incr Delay (d2), s/veh	13.7	0.2	1.6	2.6	55.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.6	2.0	12.3	19.9	20.6	0.0
Unsig. Movement Delay, s/veh						0.00
LnGrp Delay(d), s/veh	51.8	1.9	40.4	21.8	114.3	0.0
LnGrp LOS	D	A	D	C	F	A
Approach Vol, veh/h		3253	1731		1626	
Approach Delay, s/veh		26.1	34.6		28.1	
Approach LOS		C	C		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		140.0		38.0	76.1	63.9
Change Period (Y+Rc), s		* 7.6		5.0	5.0	7.6
Max Green Setting (Gmax), s		* 1.1E+02		33.0	73.0	26.4
Max Q Clear Time (g_c+I1), s		11.0		35.0	68.0	34.0
Green Ext Time (p_c), s		23.4		0.0	3.1	0.0

Intersection Summary		
HCM 7th Control Delay, s/veh		28.8
HCM 7th LOS		C

Notes

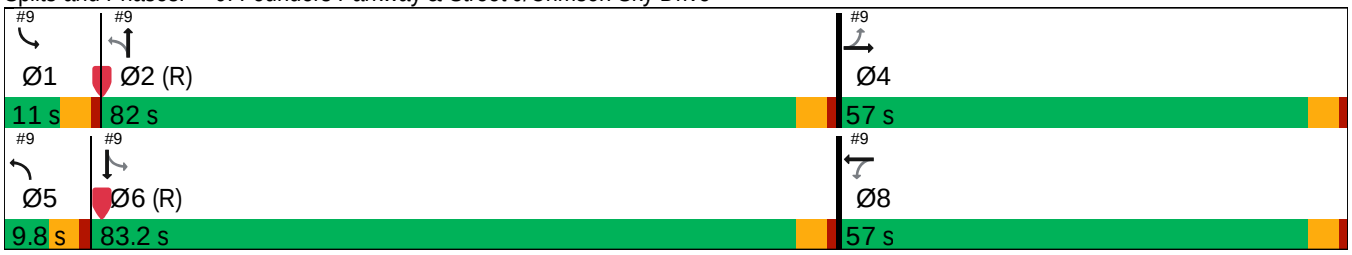
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

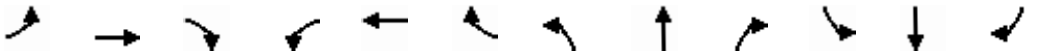
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	130	5	80	20	5	110	1390	250	1735
Future Volume (vph)	130	5	80	20	5	110	1390	250	1735
Turn Type	Perm	NA	Free	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		Free	8		2		6	
Detector Phase	4	4		8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	57.0	57.0		57.0	57.0	9.8	82.0	11.0	83.2
Total Split (%)	38.0%	38.0%		38.0%	38.0%	6.5%	54.7%	7.3%	55.5%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 9: Founders Parkway & Street J/Crimson Sky Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	5	80	20	5	150	110	1390	20	250	1735	170
Future Volume (veh/h)	130	5	80	20	5	150	110	1390	20	250	1735	170
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	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	138	5	0	21	5	160	117	1479	21	266	1846	181
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	204	410		350	10	333	202	3358	48	303	3100	302
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.22	0.04	0.65	0.65	0.04	0.66	0.66
Sat Flow, veh/h	1221	1870	1585	1389	47	1520	1781	5188	74	1781	4730	462
Grp Volume(v), veh/h	138	5	0	21	0	165	117	971	529	266	1326	701
Grp Sat Flow(s),veh/h/ln	1221	1870	1585	1389	0	1567	1781	1702	1857	1781	1702	1787
Q Serve(g_s), s	16.7	0.3	0.0	1.8	0.0	13.8	3.3	21.1	21.1	6.5	33.0	33.4
Cycle Q Clear(g_c), s	30.5	0.3	0.0	2.1	0.0	13.8	3.3	21.1	21.1	6.5	33.0	33.4
Prop In Lane	1.00		1.00	1.00		0.97	1.00		0.04	1.00		0.26
Lane Grp Cap(c), veh/h	204	410		350	0	344	202	2204	1202	303	2231	1171
V/C Ratio(X)	0.68	0.01		0.06	0.00	0.48	0.58	0.44	0.44	0.88	0.59	0.60
Avail Cap(c_a), veh/h	363	655		531	0	549	202	2204	1202	303	2231	1171
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.4	45.8	0.0	46.7	0.0	51.1	15.9	13.0	13.0	20.5	14.6	14.7
Incr Delay (d2), s/veh	3.9	0.0	0.0	0.1	0.0	1.0	4.1	0.6	1.2	24.3	1.2	2.3
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	5.4	0.1	0.0	0.6	0.0	5.6	1.8	8.2	9.1	8.2	12.8	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.3	45.8	0.0	46.7	0.0	52.1	20.0	13.7	14.2	44.8	15.8	16.9
LnGrp LOS	E	D		D		D	B	B	B	D	B	B
Approach Vol, veh/h		143			186			1617			2293	
Approach Delay, s/veh		67.5			51.5			14.3			19.5	
Approach LOS		E			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	101.6		37.4	9.8	102.8		37.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	77.5		52.5	5.3	78.7		52.5				
Max Q Clear Time (g_c+I1), s	8.5	23.1		32.5	5.3	35.4		15.8				
Green Ext Time (p_c), s	0.0	15.9		0.4	0.0	24.3		1.2				

Intersection Summary			
HCM 7th Control Delay, s/veh		20.5	
HCM 7th LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.

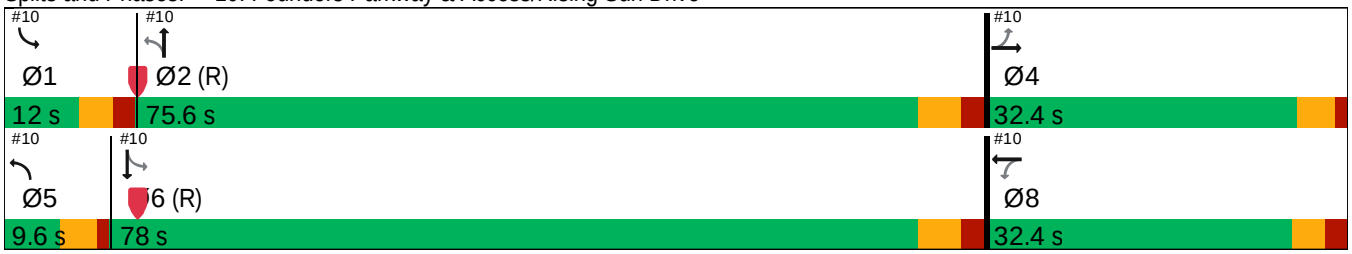
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	10	1	90	1	15	1350	120	1705
Future Volume (vph)	10	1	90	1	15	1350	120	1705
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	4.0	5.0	4.0
Minimum Split (s)	22.5	22.5	10.0	10.0	9.5	31.0	10.0	10.0
Total Split (s)	32.4	32.4	32.4	32.4	9.6	75.6	12.0	78.0
Total Split (%)	27.0%	27.0%	27.0%	27.0%	8.0%	63.0%	10.0%	65.0%
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	2.0	2.0	1.0	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)	4.5	4.5	5.0	5.0	4.5	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 10: Founders Parkway & Access/Rising Sun Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	10	90	1	160	15	1350	90	120	1705	15
Future Volume (veh/h)	10	1	10	90	1	160	15	1350	90	120	1705	15
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	11	1	11	96	1	170	16	1436	96	128	1814	16
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	18	193	234	1	206	237	3397	227	326	3773	33
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.02	0.69	0.69	0.04	0.72	0.72
Sat Flow, veh/h	1214	134	1472	1402	9	1577	1781	4889	327	1781	5220	46
Grp Volume(v), veh/h	11	0	12	96	0	171	16	1000	532	128	1183	647
Grp Sat Flow(s),veh/h/ln	1214	0	1605	1402	0	1586	1781	1702	1812	1781	1702	1862
Q Serve(g_s), s	1.1	0.0	0.8	7.7	0.0	12.6	0.3	15.2	15.2	2.4	17.7	17.7
Cycle Q Clear(g_c), s	13.7	0.0	0.8	8.5	0.0	12.6	0.3	15.2	15.2	2.4	17.7	17.7
Prop In Lane	1.00		0.92	1.00		0.99	1.00		0.18	1.00		0.02
Lane Grp Cap(c), veh/h	91	0	210	234	0	208	237	2365	1259	326	2460	1346
V/C Ratio(X)	0.12	0.00	0.06	0.41	0.00	0.82	0.07	0.42	0.42	0.39	0.48	0.48
Avail Cap(c_a), veh/h	215	0	373	371	0	362	282	2365	1259	357	2460	1346
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	0.0	45.7	49.4	0.0	50.8	5.9	7.9	7.9	6.0	7.1	7.1
Incr Delay (d2), s/veh	0.6	0.0	0.1	1.1	0.0	8.0	0.1	0.6	1.0	0.8	0.7	1.2
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	0.3	0.0	0.3	2.8	0.0	5.5	0.1	5.3	5.9	0.9	6.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.0	0.0	45.8	50.5	0.0	58.8	6.1	8.5	9.0	6.8	7.7	8.3
LnGrp LOS	E		D	D		E	A	A	A	A	A	A
Approach Vol, veh/h		23			267			1548			1958	
Approach Delay, s/veh		51.6			55.8			8.6			7.9	
Approach LOS		D			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	89.4		20.7	6.6	92.7		20.7				
Change Period (Y+Rc), s	5.0	6.0		* 5	4.5	6.0		5.0				
Max Green Setting (Gmax), s	7.0	69.6		* 28	5.1	72.0		27.4				
Max Q Clear Time (g_c+I1), s	4.4	17.2		15.7	2.3	19.7		14.6				
Green Ext Time (p_c), s	0.1	16.5		0.0	0.0	22.2		1.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		11.8
HCM 7th LOS		B

Notes

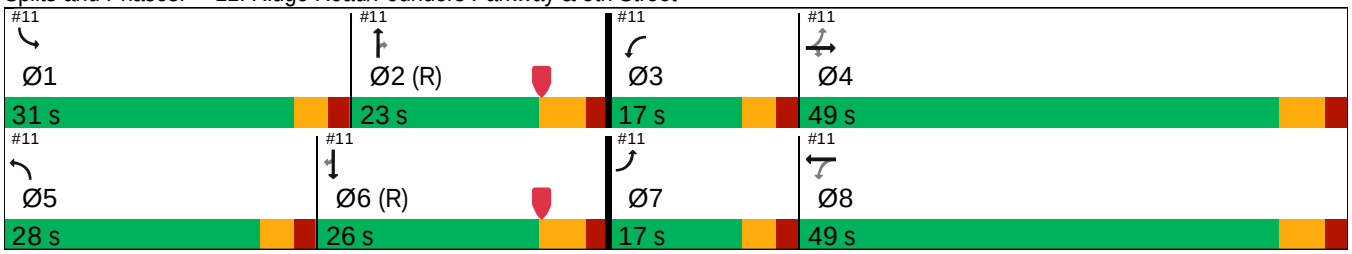
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

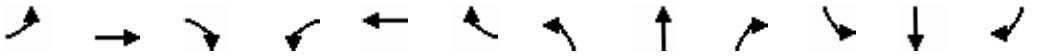
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	830	385	205	570	545	220	490	115	690	580	245
Future Volume (vph)	275	830	385	205	570	545	220	490	115	690	580	245
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	24.0	10.0	24.0		10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	17.0	49.0	49.0	17.0	49.0		28.0	23.0	23.0	31.0	26.0	26.0
Total Split (%)	14.2%	40.8%	40.8%	14.2%	40.8%		23.3%	19.2%	19.2%	25.8%	21.7%	21.7%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	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	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	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0		5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 30 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 11: Ridge Road/Founders Parkway & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	830	385	205	570	545	220	490	115	690	580	245
Future Volume (veh/h)	275	830	385	205	570	545	220	490	115	690	580	245
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	286	865	0	214	594	0	229	510	0	719	604	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	358	1024		276	1024		299	753		749	1215	
Arrive On Green	0.10	0.29	0.00	0.10	0.29	0.00	0.09	0.21	0.00	0.22	0.34	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	286	865	0	214	594	0	229	510	0	719	604	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	12.0	27.5	0.0	10.0	17.1	0.0	7.8	15.8	0.0	24.7	16.2	0.0
Cycle Q Clear(g_c), s	12.0	27.5	0.0	10.0	17.1	0.0	7.8	15.8	0.0	24.7	16.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	358	1024		276	1024		299	753		749	1215	
V/C Ratio(X)	0.80	0.84		0.78	0.58		0.77	0.68		0.96	0.50	
Avail Cap(c_a), veh/h	358	1273		276	1273		662	753		749	1215	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.1	40.2	0.0	29.9	36.5	0.0	53.6	43.5	0.0	46.5	31.3	0.0
Incr Delay (d2), s/veh	12.1	4.5	0.0	13.0	0.5	0.0	4.1	4.9	0.0	23.5	1.5	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	3.3	12.6	0.0	5.2	7.5	0.0	3.6	7.5	0.0	13.0	7.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.3	44.7	0.0	42.8	37.0	0.0	57.7	48.4	0.0	70.0	32.8	0.0
LnGrp LOS	D	D		D	D		E	D		E	C	
Approach Vol, veh/h		1151			808			739			1323	
Approach Delay, s/veh		44.3			38.6			51.3			53.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	31.4	17.0	40.6	15.4	47.0	17.0	40.6
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	26.0	17.0	12.0	43.0	23.0	20.0	12.0	43.0
Max Q Clear Time (g_c+I1), s	26.7	17.8	12.0	29.5	9.8	18.2	14.0	19.1
Green Ext Time (p_c), s	0.0	0.0	0.0	5.1	0.6	0.7	0.0	4.2

Intersection Summary	
HCM 7th Control Delay, s/veh	47.3
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

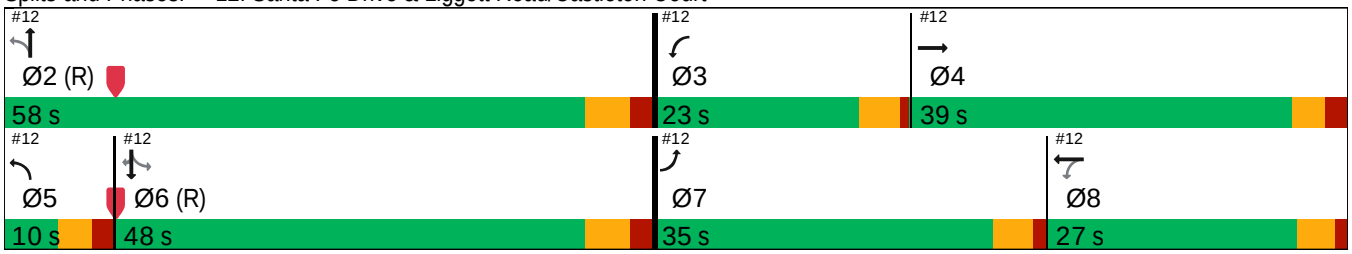
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

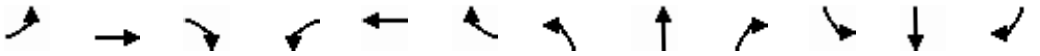
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	620	150	275	125	40	745	20	890	485
Future Volume (vph)	620	150	275	125	40	745	20	890	485
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	7	4	3	8	5	2		6	
Permitted Phases			8		2		6		6
Detector Phase	7	4	3	8	5	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	23.0	9.5	22.5	10.0	24.0	24.0	24.0	24.0
Total Split (s)	35.0	39.0	23.0	27.0	10.0	58.0	48.0	48.0	48.0
Total Split (%)	29.2%	32.5%	19.2%	22.5%	8.3%	48.3%	40.0%	40.0%	40.0%
Yellow Time (s)	3.5	3.0	3.5	3.5	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	1.0	1.0	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	0.0
Total Lost Time (s)	4.5	5.0	4.5	4.5	5.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 12: Santa Fe Drive & Liggett Road/Castleton Court





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	620	150	160	275	125	105	40	745	45	20	890	485
Future Volume (veh/h)	620	150	160	275	125	105	40	745	45	20	890	485
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	1856	1856	1856	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	667	161	172	296	134	113	43	801	48	22	957	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	3	3	3	2	2	2
Cap, veh/h	746	184	197	370	151	127	236	1665	100	278	1490	
Arrive On Green	0.22	0.22	0.22	0.15	0.16	0.16	0.03	0.49	0.49	0.42	0.42	0.00
Sat Flow, veh/h	3428	821	877	1781	937	791	1767	3379	202	649	3554	1585
Grp Volume(v), veh/h	667	0	333	296	0	247	43	418	431	22	957	0
Grp Sat Flow(s),veh/h/ln	1714	0	1698	1781	0	1728	1767	1763	1819	649	1777	1585
Q Serve(g_s), s	22.7	0.0	22.7	16.4	0.0	16.8	1.6	18.9	18.9	2.8	25.7	0.0
Cycle Q Clear(g_c), s	22.7	0.0	22.7	16.4	0.0	16.8	1.6	18.9	18.9	12.9	25.7	0.0
Prop In Lane	1.00		0.52	1.00		0.46	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	746	0	381	370	0	277	236	869	896	278	1490	
V/C Ratio(X)	0.89	0.00	0.87	0.80	0.00	0.89	0.18	0.48	0.48	0.08	0.64	
Avail Cap(c_a), veh/h	871	0	481	372	0	324	253	869	896	278	1490	
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.6	0.0	44.9	35.1	0.0	49.3	20.9	20.2	20.2	27.4	27.7	0.0
Incr Delay (d2), s/veh	10.6	0.0	13.6	11.7	0.0	22.7	0.4	1.9	1.8	0.6	2.1	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	10.7	0.0	11.0	8.3	0.0	9.0	0.7	8.1	8.4	0.5	11.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.2	0.0	58.5	46.8	0.0	72.0	21.2	22.1	22.1	28.0	29.8	0.0
LnGrp LOS	E		E	D		E	C	C	C	C	C	
Approach Vol, veh/h		1000			543			892			979	
Approach Delay, s/veh		57.0			58.3			22.1			29.8	
Approach LOS		E			E			C			C	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		65.1	22.9	31.9	8.8	56.3	30.6	24.3				
Change Period (Y+Rc), s		6.0	4.5	5.0	5.0	6.0	4.5	* 5				
Max Green Setting (Gmax), s		52.0	18.5	34.0	5.0	42.0	30.5	* 23				
Max Q Clear Time (g_c+I1), s		20.9	18.4	24.7	3.6	27.7	24.7	18.8				
Green Ext Time (p_c), s		6.2	0.0	1.4	0.0	6.0	1.4	0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			40.3									
HCM 7th LOS			D									

Notes

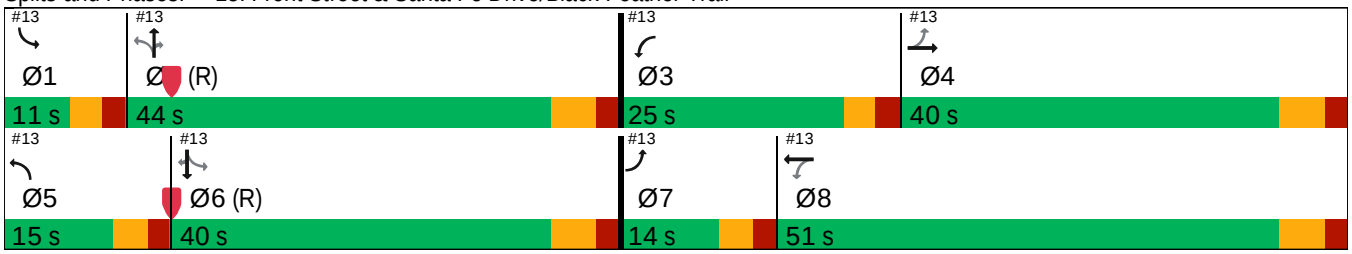
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

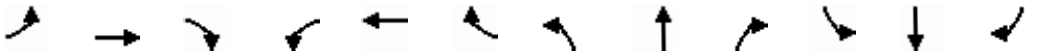
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	180	525	620	380	370	300	745	310	105	770	160
Future Volume (vph)	180	525	620	380	370	300	745	310	105	770	160
Turn Type	pm+pt	NA	Free	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases	4		Free	8		2		2	6		6
Detector Phase	7	4		3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0		10.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	14.0	40.0		25.0	51.0	15.0	44.0	44.0	11.0	40.0	40.0
Total Split (%)	11.7%	33.3%		20.8%	42.5%	12.5%	36.7%	36.7%	9.2%	33.3%	33.3%
Yellow Time (s)	3.0	4.0		3.0	4.0	3.0	4.0	4.0	3.0	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	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 13: Front Street & Santa Fe Drive/Black Feather Trail





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	525	620	380	370	105	300	745	310	105	770	160
Future Volume (veh/h)	180	525	620	380	370	105	300	745	310	105	770	160
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	188	547	0	396	385	109	312	776	323	109	802	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	319	530		357	526	149	259	1125	502	214	1007	
Arrive On Green	0.08	0.28	0.00	0.17	0.38	0.38	0.08	0.32	0.32	0.05	0.28	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1402	397	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	188	547	0	396	0	494	312	776	323	109	802	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1799	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	9.0	34.0	0.0	20.0	0.0	28.4	10.0	22.9	21.0	5.2	25.1	0.0
Cycle Q Clear(g_c), s	9.0	34.0	0.0	20.0	0.0	28.4	10.0	22.9	21.0	5.2	25.1	0.0
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	319	530		357	0	675	259	1125	502	214	1007	
V/C Ratio(X)	0.59	1.03		1.11	0.00	0.73	1.20	0.69	0.64	0.51	0.80	
Avail Cap(c_a), veh/h	319	530		357	0	675	259	1125	502	214	1007	
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	0.52	0.00	0.52	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.3	43.0	0.0	37.6	0.0	32.3	36.2	35.8	35.2	30.3	39.8	0.0
Incr Delay (d2), s/veh	2.9	47.6	0.0	68.5	0.0	2.2	122.9	3.5	6.2	2.0	6.5	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	4.1	22.5	0.0	13.4	0.0	12.6	11.8	10.4	8.9	2.4	11.8	0.0
Unsig. Movement Delay, s/veh			0.00									
LnGrp Delay(d), s/veh	32.2	90.6	0.0	106.0	0.0	34.5	159.1	39.3	41.4	32.3	46.3	0.0
LnGrp LOS	C	F	A	F		C	F	D	D	C	D	
Approach Vol, veh/h		1381			890			1411			911	
Approach Delay, s/veh		40.3			66.3			66.3			44.7	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	44.0	25.0	40.0	15.0	40.0	14.0	51.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	6.0	38.0	20.0	34.0	10.0	34.0	9.0	45.0
Max Q Clear Time (g_c+I1), s	7.2	24.9	22.0	36.0	12.0	27.1	11.0	30.4
Green Ext Time (p_c), s	0.0	5.4	0.0	0.0	0.0	3.0	0.0	2.8

Intersection Summary	
HCM 7th Control Delay, s/veh	54.2
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

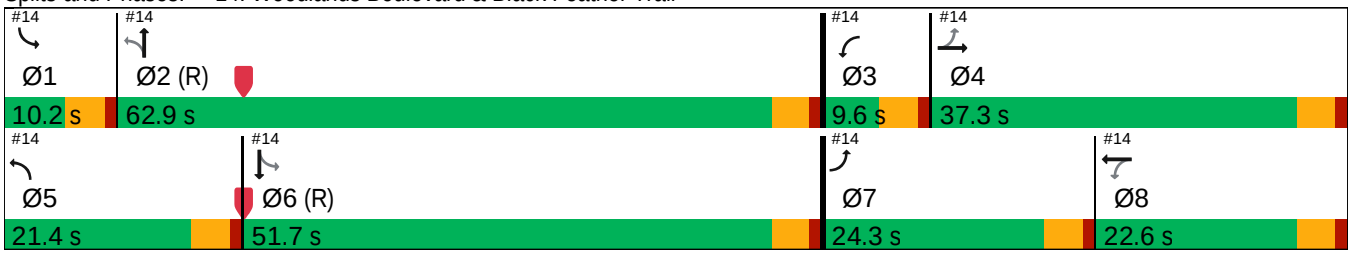
Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.

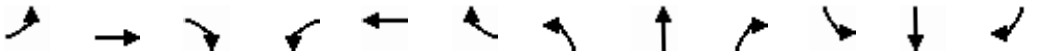
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	355	95	35	75	255	710	60	890
Future Volume (vph)	355	95	35	75	255	710	60	890
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	24.3	37.3	9.6	22.6	21.4	62.9	10.2	51.7
Total Split (%)	20.3%	31.1%	8.0%	18.8%	17.8%	52.4%	8.5%	43.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 14: Woodlands Boulevard & Black Feather Trail





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	355	95	265	35	75	45	255	710	50	60	890	275
Future Volume (veh/h)	355	95	265	35	75	45	255	710	50	60	890	275
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	399	107	298	39	84	51	287	798	56	67	1000	309
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	417	113	314	136	135	82	315	1766	124	370	1189	365
Arrive On Green	0.28	0.43	0.43	0.03	0.12	0.12	0.12	0.52	0.52	0.04	0.44	0.44
Sat Flow, veh/h	1781	436	1215	1781	1090	662	1781	3368	236	1781	2677	822
Grp Volume(v), veh/h	399	0	405	39	0	135	287	421	433	67	662	647
Grp Sat Flow(s),veh/h/ln	1781	0	1652	1781	0	1751	1781	1777	1828	1781	1777	1722
Q Serve(g_s), s	19.8	0.0	28.3	2.3	0.0	8.8	11.8	17.7	17.7	2.4	39.6	40.2
Cycle Q Clear(g_c), s	19.8	0.0	28.3	2.3	0.0	8.8	11.8	17.7	17.7	2.4	39.6	40.2
Prop In Lane	1.00		0.74	1.00		0.38	1.00		0.13	1.00		0.48
Lane Grp Cap(c), veh/h	417	0	426	136	0	216	315	932	958	370	789	765
V/C Ratio(X)	0.96	0.00	0.95	0.29	0.00	0.62	0.91	0.45	0.45	0.18	0.84	0.85
Avail Cap(c_a), veh/h	417	0	451	157	0	264	357	932	958	388	789	765
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.00	0.52	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	0.0	33.4	44.6	0.0	49.9	30.1	17.8	17.8	17.1	29.6	29.7
Incr Delay (d2), s/veh	21.8	0.0	18.9	1.2	0.0	3.2	24.9	1.6	1.5	0.2	10.4	11.2
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	12.2	0.0	11.9	1.1	0.0	4.0	10.6	7.6	7.8	1.0	18.8	18.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.3	0.0	52.3	45.7	0.0	53.1	55.0	19.4	19.3	17.3	39.9	40.9
LnGrp LOS	E		D	D		D	D	B	B	B	D	D
Approach Vol, veh/h		804			174			1141			1376	
Approach Delay, s/veh		54.8			51.5			28.3			39.3	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	67.4	8.1	35.5	18.6	57.8	24.3	19.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.7	58.4	5.1	32.8	16.9	47.2	19.8	18.1
Max Q Clear Time (g_c+I1), s	4.4	19.7	4.3	30.3	13.8	42.2	21.8	10.8
Green Ext Time (p_c), s	0.0	6.5	0.0	0.6	0.3	3.5	0.0	0.3

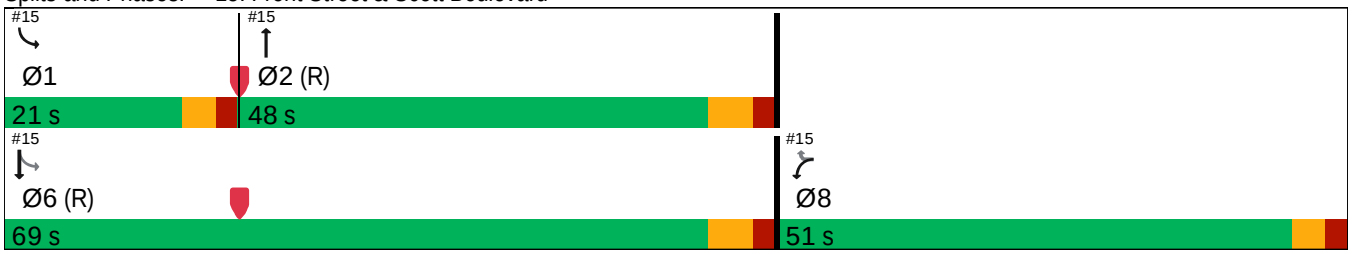
Intersection Summary	
HCM 7th Control Delay, s/veh	39.9
HCM 7th LOS	D

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	60	190	1145	450	1320
Future Volume (vph)	60	190	1145	450	1320
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	8		2	1	6
Permitted Phases		8		6	
Detector Phase	8	8	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	24.0	10.0	24.0
Total Split (s)	51.0	51.0	48.0	21.0	69.0
Total Split (%)	42.5%	42.5%	40.0%	17.5%	57.5%
Yellow Time (s)	3.0	3.0	4.0	3.0	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	6.0	5.0	6.0
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 15: Front Street & Scott Boulevard





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	60	190	1145	95	450	1320
Future Volume (veh/h)	60	190	1145	95	450	1320
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	194	1168	97	459	1347
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	255	227	2003	166	482	2720
Arrive On Green	0.14	0.14	0.80	0.80	0.16	1.00
Sat Flow, veh/h	1781	1585	3416	276	1781	3647
Grp Volume(v), veh/h	61	194	624	641	459	1347
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1821	1781	1777
Q Serve(g_s), s	3.6	14.3	15.7	15.7	12.2	0.0
Cycle Q Clear(g_c), s	3.6	14.3	15.7	15.7	12.2	0.0
Prop In Lane	1.00	1.00		0.15	1.00	
Lane Grp Cap(c), veh/h	255	227	1071	1098	482	2720
V/C Ratio(X)	0.24	0.86	0.58	0.58	0.95	0.50
Avail Cap(c_a), veh/h	683	608	1071	1098	504	2720
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.79	0.79	0.43	0.43
Uniform Delay (d), s/veh	45.6	50.2	6.3	6.3	15.0	0.0
Incr Delay (d2), s/veh	0.5	8.9	1.8	1.8	15.9	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.2	4.5	4.6	9.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	46.1	59.2	8.1	8.1	30.9	0.3
LnGrp LOS	D	E	A	A	C	A
Approach Vol, veh/h	255		1265			1806
Approach Delay, s/veh	56.0		8.1			8.1
Approach LOS	E		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	19.5	78.4				97.8	22.2
Change Period (Y+Rc), s	5.0	6.0				6.0	5.0
Max Green Setting (Gmax), s	16.0	42.0				63.0	46.0
Max Q Clear Time (g_c+I1), s	14.2	17.7				2.0	16.3
Green Ext Time (p_c), s	0.3	9.9				15.6	0.8

Intersection Summary			
HCM 7th Control Delay, s/veh		11.8	
HCM 7th LOS		B	

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	420	200	525	550	20
Future Vol, veh/h	40	420	200	525	550	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	275	-	-	-
Veh in Median Storage, #	1	-	-	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	43	457	217	571	598	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1329	310	620	0	-	0
Stage 1	609	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	146	686	957	-	-	-
Stage 1	506	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	113	686	957	-	-	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	443	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	21.08	2.72	0
HCM LOS	C		

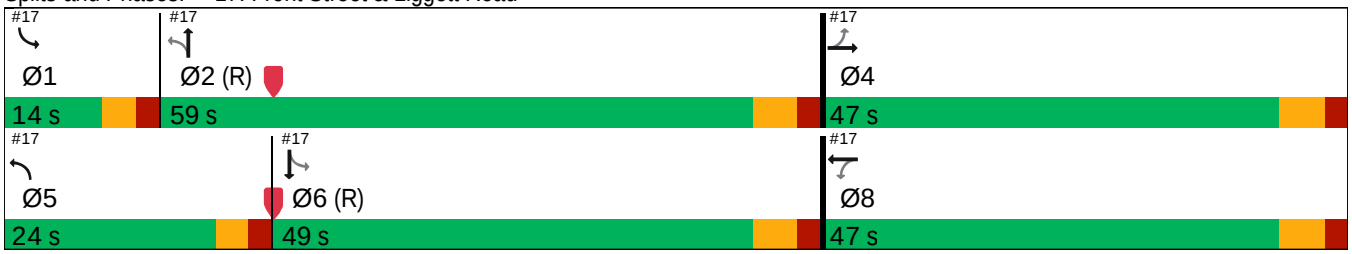
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	957	-	176	686	-	-
HCM Lane V/C Ratio	0.227	-	0.247	0.665	-	-
HCM Ctrl Dly (s/v)	9.9	-	32	20	-	-
HCM Lane LOS	A	-	D	C	-	-
HCM 95th %tile Q(veh)	0.9	-	0.9	5.1	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	105	10	50	25	145	980	40	1200
Future Volume (vph)	105	10	50	25	145	980	40	1200
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	10.0	24.0	10.0	24.0
Total Split (s)	47.0	47.0	47.0	47.0	24.0	59.0	14.0	49.0
Total Split (%)	39.2%	39.2%	39.2%	39.2%	20.0%	49.2%	11.7%	40.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	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
Total Lost Time (s)		6.0		6.0	5.0	6.0	5.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 17: Front Street & Liggett Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	10	315	50	25	90	145	980	65	40	1200	105
Future Volume (veh/h)	105	10	315	50	25	90	145	980	65	40	1200	105
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	109	10	328	52	26	94	151	1021	68	42	1250	109
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	22	349	128	74	196	341	1734	115	272	1600	139
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.06	0.51	0.51	0.06	0.97	0.97
Sat Flow, veh/h	332	71	1110	283	236	625	1781	3381	225	1781	3308	288
Grp Volume(v), veh/h	447	0	0	172	0	0	151	536	553	42	670	689
Grp Sat Flow(s),veh/h/ln	1513	0	0	1144	0	0	1781	1777	1830	1781	1777	1819
Q Serve(g_s), s	21.6	0.0	0.0	0.0	0.0	0.0	5.0	25.3	25.3	1.4	6.0	6.1
Cycle Q Clear(g_c), s	34.5	0.0	0.0	12.9	0.0	0.0	5.0	25.3	25.3	1.4	6.0	6.1
Prop In Lane	0.24		0.73	0.30		0.55	1.00		0.12	1.00		0.16
Lane Grp Cap(c), veh/h	513	0	0	398	0	0	341	911	938	272	859	880
V/C Ratio(X)	0.87	0.00	0.00	0.43	0.00	0.00	0.44	0.59	0.59	0.15	0.78	0.78
Avail Cap(c_a), veh/h	554	0	0	437	0	0	515	911	938	350	859	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	39.9	0.0	0.0	32.0	0.0	0.0	13.7	20.4	20.4	16.1	1.1	1.1
Incr Delay (d2), s/veh	13.5	0.0	0.0	0.7	0.0	0.0	0.9	2.8	2.7	0.2	6.2	6.2
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	14.6	0.0	0.0	4.0	0.0	0.0	2.1	11.0	11.3	0.6	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.4	0.0	0.0	32.8	0.0	0.0	14.6	23.2	23.1	16.3	7.3	7.3
LnGrp LOS	D			C			B	C	C	B	A	A
Approach Vol, veh/h		447			172			1240			1401	
Approach Delay, s/veh		53.4			32.8			22.1			7.6	
Approach LOS		D			C			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	67.5		43.7	12.3	64.0		43.7				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	53.0		41.0	19.0	43.0		41.0				
Max Q Clear Time (g_c+I1), s	3.4	27.3		36.5	7.0	8.1		14.9				
Green Ext Time (p_c), s	0.0	8.2		1.2	0.3	12.6		1.1				

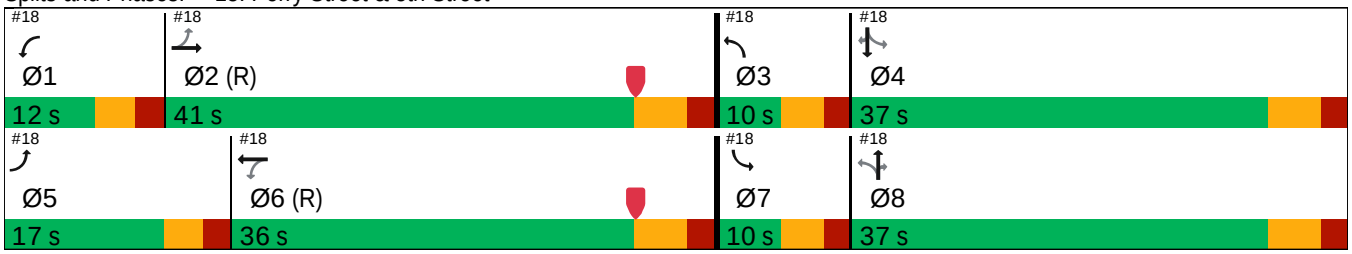
Intersection Summary			
HCM 7th Control Delay, s/veh		20.7	
HCM 7th LOS		C	

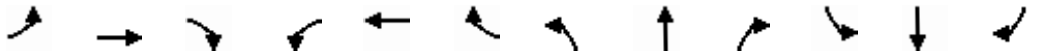
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	225	940	125	740	85	420	150	115	465	220
Future Volume (vph)	225	940	125	740	85	420	150	115	465	220
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2	1	6	3	8		7	4	
Permitted Phases	2		6		8		8	4		4
Detector Phase	5	2	1	6	3	8	8	7	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	24.0	10.0	24.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (s)	17.0	41.0	12.0	36.0	10.0	37.0	37.0	10.0	37.0	37.0
Total Split (%)	17.0%	41.0%	12.0%	36.0%	10.0%	37.0%	37.0%	10.0%	37.0%	37.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	3.0	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	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 18: Perry Street & 5th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	940	65	125	740	20	85	420	150	115	465	220
Future Volume (veh/h)	225	940	65	125	740	20	85	420	150	115	465	220
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	227	949	66	126	747	20	86	424	152	116	470	222
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	1312	91	267	1244	33	187	520	441	217	521	442
Arrive On Green	0.10	0.39	0.39	0.06	0.35	0.35	0.05	0.28	0.28	0.05	0.28	0.28
Sat Flow, veh/h	1781	3371	234	1781	3536	95	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	227	500	515	126	375	392	86	424	152	116	470	222
Grp Sat Flow(s),veh/h/ln	1781	1777	1828	1781	1777	1853	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.9	23.9	23.9	4.5	17.4	17.4	3.4	21.2	7.7	4.7	24.2	11.7
Cycle Q Clear(g_c), s	7.9	23.9	23.9	4.5	17.4	17.4	3.4	21.2	7.7	4.7	24.2	11.7
Prop In Lane	1.00		0.13	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	375	692	712	267	625	652	187	520	441	217	521	442
V/C Ratio(X)	0.60	0.72	0.72	0.47	0.60	0.60	0.46	0.82	0.35	0.54	0.90	0.50
Avail Cap(c_a), veh/h	411	692	712	280	625	652	189	580	491	217	580	491
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	1.00	1.00
Uniform Delay (d), s/veh	19.2	26.0	26.0	21.1	26.6	26.6	27.1	33.7	28.8	26.8	34.7	30.2
Incr Delay (d2), s/veh	2.2	6.5	6.3	1.3	4.2	4.1	1.8	8.1	0.5	2.6	16.3	0.9
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	3.4	11.0	11.3	1.9	7.9	8.3	1.5	10.6	2.9	2.1	13.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.3	32.4	32.2	22.4	30.8	30.7	28.8	41.8	29.3	29.3	51.0	31.1
LnGrp LOS	C	C	C	C	C	C	C	D	C	C	D	C
Approach Vol, veh/h		1242			893			662			808	
Approach Delay, s/veh		30.3			29.6			37.2			42.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	44.9	9.9	33.9	15.0	41.2	10.0	33.8
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	7.0	35.0	5.0	31.0	12.0	30.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	6.5	25.9	5.4	26.2	9.9	19.4	6.7	23.2
Green Ext Time (p_c), s	0.0	4.3	0.0	1.7	0.1	3.6	0.0	2.0

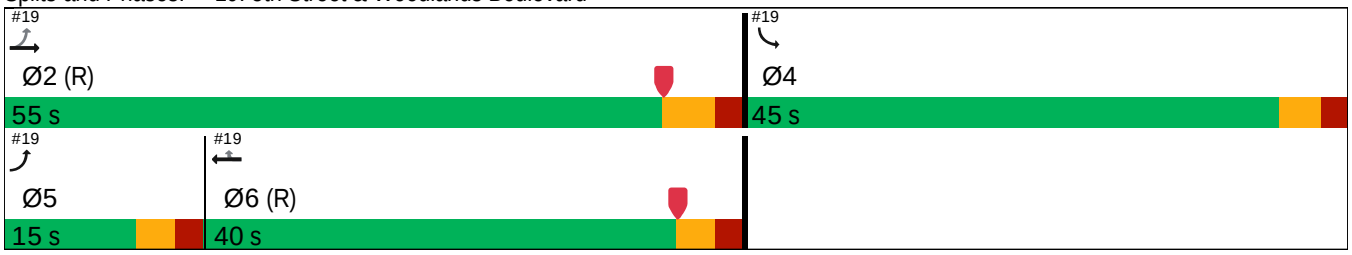
Intersection Summary	
HCM 7th Control Delay, s/veh	34.1
HCM 7th LOS	C

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	365	880	650	505	685	315
Future Volume (vph)	365	880	650	505	685	315
Turn Type	pm+pt	NA	NA	Perm	Prot	Free
Protected Phases	5	2	6		4	
Permitted Phases	2			6		Free
Detector Phase	5	2	6	6	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	11.0	10.0	10.0	10.0	
Total Split (s)	15.0	55.0	40.0	40.0	45.0	
Total Split (%)	15.0%	55.0%	40.0%	40.0%	45.0%	
Yellow Time (s)	3.0	4.0	3.0	3.0	3.0	
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	6.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 19: 5th Street & Woodlands Boulevard





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	365	880	650	505	685	315
Future Volume (veh/h)	365	880	650	505	685	315
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	410	989	730	567	770	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	475	2831	2324	1036	713	
Arrive On Green	0.09	0.80	0.65	0.65	0.40	0.00
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	410	989	730	567	770	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	7.0	7.8	8.9	19.3	40.0	0.0
Cycle Q Clear(g_c), s	7.0	7.8	8.9	19.3	40.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	475	2831	2324	1036	713	
V/C Ratio(X)	0.86	0.35	0.31	0.55	1.08	
Avail Cap(c_a), veh/h	488	2831	2324	1036	713	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	10.1	2.9	7.5	9.3	30.0	0.0
Incr Delay (d2), s/veh	14.6	0.3	0.4	2.1	57.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	2.0	3.2	6.6	27.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.6	3.2	7.9	11.4	87.6	0.0
LnGrp LOS	C	A	A	B	F	
Approach Vol, veh/h		1399	1297		770	
Approach Delay, s/veh		9.5	9.4		87.6	
Approach LOS		A	A		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		85.8		45.0	14.2	71.6
Change Period (Y+Rc), s		6.0		5.0	5.0	* 6
Max Green Setting (Gmax), s		49.0		40.0	10.0	* 35
Max Q Clear Time (g_c+I1), s		9.8		42.0	9.0	21.3
Green Ext Time (p_c), s		8.9		0.0	0.2	6.2

Intersection Summary		
HCM 7th Control Delay, s/veh		26.8
HCM 7th LOS		C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1	10	25	1	310	5	435	15	130	500	15
Future Vol, veh/h	25	1	10	25	1	310	5	435	15	130	500	15
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	150	-	-	150	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	27	1	11	27	1	337	5	473	16	141	543	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1082	1334	280	1047	1334	245	560	0	0	489	0	0
Stage 1	834	834	-	492	492	-	-	-	-	-	-	-
Stage 2	248	500	-	555	842	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	175	155	723	185	155	762	1021	-	-	1085	-	-
Stage 1	333	386	-	532	551	-	-	-	-	-	-	-
Stage 2	740	546	-	489	383	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	84	134	723	157	134	762	1021	-	-	1085	-	-
Mov Cap-2 Maneuver	165	228	-	281	243	-	-	-	-	-	-	-
Stage 1	290	336	-	530	548	-	-	-	-	-	-	-
Stage 2	410	544	-	417	333	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	24.92	13.96	0.09	1.78
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1021	-	-	165	604	281	757	1085	-	-
HCM Lane V/C Ratio	0.005	-	-	0.164	0.02	0.097	0.447	0.13	-	-
HCM Ctrl Dly (s/v)	8.5	-	-	31	11.1	19.2	13.5	8.8	-	-
HCM Lane LOS	A	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.1	0.3	2.3	0.4	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	1	10	45	1	150	5	285	20	70	460	10
Future Vol, veh/h	20	1	10	45	1	150	5	285	20	70	460	10
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	150	-	-	150	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	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	22	1	11	49	1	163	5	310	22	76	500	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	824	1000	255	734	995	166	511	0	0	332	0	0
Stage 1	658	658	-	332	332	-	-	-	-	-	-	-
Stage 2	166	342	-	403	663	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	265	242	744	308	243	849	1051	-	-	1225	-	-
Stage 1	420	460	-	656	643	-	-	-	-	-	-	-
Stage 2	819	636	-	595	457	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	199	225	744	282	227	849	1051	-	-	1225	-	-
Mov Cap-2 Maneuver	300	322	-	397	329	-	-	-	-	-	-	-
Stage 1	394	431	-	652	640	-	-	-	-	-	-	-
Stage 2	657	633	-	549	429	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.32	11.47	0.14	1.05
HCM LOS	C	B		

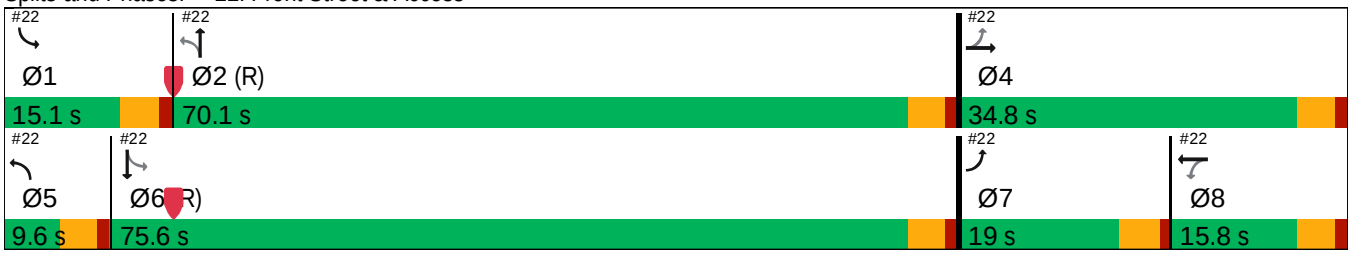
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1051	-	-	300	664	397	841	1225	-	-
HCM Lane V/C Ratio	0.005	-	-	0.073	0.018	0.123	0.195	0.062	-	-
HCM Ctrl Dly (s/v)	8.4	-	-	18	10.5	15.3	10.3	8.1	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.4	0.7	0.2	-	-

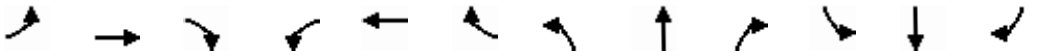
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	135	115	15	55	25	1285	95	1695
Future Volume (vph)	135	115	15	55	25	1285	95	1695
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	19.0	34.8	15.8	15.8	9.6	70.1	15.1	75.6
Total Split (%)	15.8%	29.0%	13.2%	13.2%	8.0%	58.4%	12.6%	63.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 22: Front Street & Access





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	115	60	15	55	65	25	1285	25	95	1695	75
Future Volume (veh/h)	135	115	60	15	55	65	25	1285	25	95	1695	75
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	147	125	65	16	60	71	27	1397	27	103	1842	82
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	240	254	132	170	72	85	158	2240	43	368	2232	99
Arrive On Green	0.09	0.22	0.22	0.09	0.09	0.09	0.05	1.00	1.00	0.04	0.64	0.64
Sat Flow, veh/h	1781	1159	603	1193	781	924	1781	3566	69	1781	3466	153
Grp Volume(v), veh/h	147	0	190	16	0	131	27	696	728	103	938	986
Grp Sat Flow(s),veh/h/ln	1781	0	1762	1193	0	1704	1781	1777	1858	1781	1777	1843
Q Serve(g_s), s	8.7	0.0	11.3	1.5	0.0	9.1	0.6	0.0	0.0	2.4	47.8	49.2
Cycle Q Clear(g_c), s	8.7	0.0	11.3	1.5	0.0	9.1	0.6	0.0	0.0	2.4	47.8	49.2
Prop In Lane	1.00		0.34	1.00		0.54	1.00		0.04	1.00		0.08
Lane Grp Cap(c), veh/h	240	0	386	170	0	157	158	1116	1167	368	1144	1186
V/C Ratio(X)	0.61	0.00	0.49	0.09	0.00	0.83	0.17	0.62	0.62	0.28	0.82	0.83
Avail Cap(c_a), veh/h	296	0	445	172	0	160	190	1116	1167	454	1144	1186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.45	0.45	0.45	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	0.0	41.0	50.1	0.0	53.5	17.4	0.0	0.0	7.0	16.1	16.4
Incr Delay (d2), s/veh	2.5	0.0	1.0	0.2	0.0	29.1	0.2	1.2	1.1	0.4	6.6	6.9
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	4.0	0.0	5.0	0.5	0.0	5.2	0.3	0.4	0.4	0.9	20.0	21.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.2	0.0	42.0	50.3	0.0	82.7	17.7	1.2	1.1	7.4	22.7	23.2
LnGrp LOS	D		D	D		F	B	A	A	A	C	C
Approach Vol, veh/h		337			147			1451			2027	
Approach Delay, s/veh		43.4			79.2			1.5			22.2	
Approach LOS		D			E			A			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	79.9		30.8	7.5	81.8	15.2	15.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.6	65.6		30.3	5.1	71.1	14.5	11.3				
Max Q Clear Time (g_c+I1), s	4.4	2.0		13.3	2.6	51.2	10.7	11.1				
Green Ext Time (p_c), s	0.1	15.7		0.9	0.0	14.7	0.1	0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			18.5									
HCM 7th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	304	92	146
Demand Flow Rate, veh/h	310	94	149
Vehicles Circulating, veh/h	5	144	133
Vehicles Exiting, veh/h	233	138	182
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.6	3.7	4.1
Approach LOS	A	A	A

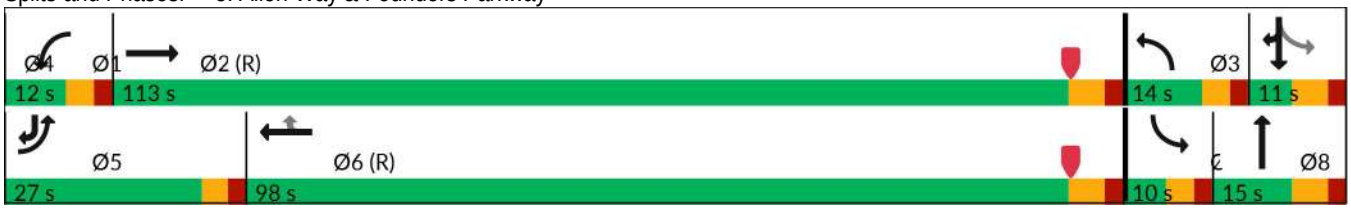
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	310	94	149
Cap Entry Lane, veh/h	1373	1191	1205
Entry HV Adj Factor	0.981	0.978	0.979
Flow Entry, veh/h	304	92	146
Cap Entry, veh/h	1346	1165	1180
V/C Ratio	0.226	0.079	0.124
Control Delay, s/veh	4.6	3.7	4.1
LOS	A	A	A
95th %tile Queue, veh	1	0	0

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	290	1515	40	3470	120	115	20	70	20	345
Future Volume (vph)	290	1515	40	3470	120	115	20	70	20	345
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+pt	NA	pt+ov
Protected Phases	5	2	1	6		3	8	7	4	4 5
Permitted Phases					6			4		
Detector Phase	5	2	1	6	6	3	8	7	4	4 5
Switch Phase										
Minimum Initial (s)	5.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	30.0	10.0	40.0	40.0	10.0	46.0	10.0	47.0	
Total Split (s)	27.0	113.0	12.0	98.0	98.0	14.0	15.0	10.0	11.0	
Total Split (%)	18.0%	75.3%	8.0%	65.3%	65.3%	9.3%	10.0%	6.7%	7.3%	
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.0	3.0	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	0.0	
Total Lost Time (s)	5.0	6.0	5.0	6.0	6.0	5.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 5: Allen Way & Founders Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	1515	135	40	3470	120	115	20	60	70	20	345
Future Volume (veh/h)	290	1515	135	40	3470	120	115	20	60	70	20	345
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	1811	1811	1811	1870	1870	1870	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	326	1702	152	45	3899	135	129	22	45	79	22	388
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	6	6	6	2	2	2	2	2	2	4	4	4
Cap, veh/h	253	3394	302	58	3991	983	174	29	59	124	67	502
Arrive On Green	0.29	1.00	1.00	0.03	0.62	0.62	0.05	0.05	0.05	0.03	0.04	0.04
Sat Flow, veh/h	1725	4621	412	1781	6434	1585	3456	548	1121	1753	1841	2745
Grp Volume(v), veh/h	326	1213	641	45	3899	135	129	0	67	79	22	388
Grp Sat Flow(s),veh/h/ln	1725	1648	1737	1781	1609	1585	1728	0	1669	1753	1841	1373
Q Serve(g_s), s	22.0	0.0	0.0	3.8	87.6	5.3	5.5	0.0	5.9	5.0	1.7	5.4
Cycle Q Clear(g_c), s	22.0	0.0	0.0	3.8	87.6	5.3	5.5	0.0	5.9	5.0	1.7	5.4
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	253	2421	1276	58	3991	983	174	0	89	124	67	502
V/C Ratio(X)	1.29	0.50	0.50	0.78	0.98	0.14	0.74	0.00	0.76	0.64	0.33	0.77
Avail Cap(c_a), veh/h	253	2421	1276	83	3991	983	207	0	100	124	67	502
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	0.0	0.0	72.0	27.5	11.8	70.3	0.0	70.1	68.9	70.5	58.3
Incr Delay (d2), s/veh	148.0	0.5	0.9	24.3	9.8	0.3	11.1	0.0	24.8	10.3	2.9	7.3
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	18.9	0.2	0.3	2.1	34.7	2.0	2.7	0.0	3.2	0.4	0.9	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	201.0	0.5	0.9	96.4	37.3	12.1	81.4	0.0	94.8	79.2	73.4	65.7
LnGrp LOS	F	A	A	F	D	B	F		F	E	E	E
Approach Vol, veh/h		2180			4079			196			489	
Approach Delay, s/veh		30.6			37.1			86.0			68.2	
Approach LOS		C			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	116.2	12.5	11.4	27.0	99.0	10.0	14.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	7.0	107.0	9.0	5.0	22.0	92.0	5.0	9.0
Max Q Clear Time (g_c+I1), s	5.8	2.0	7.5	7.4	24.0	89.6	7.0	7.9
Green Ext Time (p_c), s	0.0	27.5	0.0	0.0	0.0	2.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	38.6
HCM 7th LOS	D

Notes

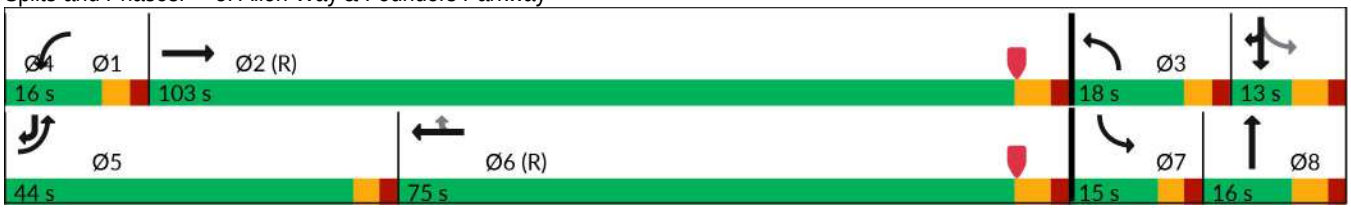
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	480	2685	70	2515	180	190	45	145	35	525
Future Volume (vph)	480	2685	70	2515	180	190	45	145	35	525
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	pm+pt	NA	pt+ov
Protected Phases	5	2	1	6		3	8	7	4	4 5
Permitted Phases					6			4		
Detector Phase	5	2	1	6	6	3	8	7	4	4 5
Switch Phase										
Minimum Initial (s)	5.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	30.0	10.0	40.0	40.0	10.0	46.0	10.0	47.0	
Total Split (s)	44.0	103.0	16.0	75.0	75.0	18.0	16.0	15.0	13.0	
Total Split (%)	29.3%	68.7%	10.7%	50.0%	50.0%	12.0%	10.7%	10.0%	8.7%	
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.0	3.0	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	0.0	
Total Lost Time (s)	5.0	6.0	5.0	6.0	6.0	5.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 5: Allen Way & Founders Parkway





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	480	2685	275	70	2515	180	190	45	90	145	35	525
Future Volume (veh/h)	480	2685	275	70	2515	180	190	45	90	145	35	525
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	505	2826	289	74	2647	189	200	47	63	153	37	553
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	463	3154	312	93	2960	729	247	48	65	169	116	898
Arrive On Green	0.52	1.00	1.00	0.05	0.46	0.46	0.07	0.07	0.07	0.07	0.06	0.06
Sat Flow, veh/h	1781	4723	467	1781	6434	1585	3456	724	971	1781	1870	2790
Grp Volume(v), veh/h	505	2010	1105	74	2647	189	200	0	110	153	37	553
Grp Sat Flow(s),veh/h/ln	1781	1702	1786	1781	1609	1585	1728	0	1696	1781	1870	1395
Q Serve(g_s), s	39.0	0.0	0.0	6.2	56.6	11.0	8.6	0.0	9.7	10.0	2.8	9.3
Cycle Q Clear(g_c), s	39.0	0.0	0.0	6.2	56.6	11.0	8.6	0.0	9.7	10.0	2.8	9.3
Prop In Lane	1.00		0.26	1.00		1.00	1.00		0.57	1.00		1.00
Lane Grp Cap(c), veh/h	463	2273	1193	93	2960	729	247	0	113	169	116	898
V/C Ratio(X)	1.09	0.88	0.93	0.80	0.89	0.26	0.81	0.00	0.97	0.90	0.32	0.62
Avail Cap(c_a), veh/h	463	2273	1193	131	2960	729	299	0	113	169	116	898
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.28	0.28	0.28	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	0.0	70.3	37.2	24.8	68.7	0.0	69.9	63.9	67.3	43.0
Incr Delay (d2), s/veh	51.1	1.6	4.6	20.0	4.7	0.9	13.0	0.0	75.9	42.8	1.6	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	20.3	0.5	1.5	3.3	23.0	4.4	4.2	0.0	6.6	3.0	1.4	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	87.1	1.6	4.6	90.3	41.8	25.7	81.7	0.0	145.8	106.7	68.9	44.3
LnGrp LOS	F	A	A	F	D	C	F		F	F	E	D
Approach Vol, veh/h		3620			2910			310			743	
Approach Delay, s/veh		14.5			42.0			104.4			58.4	
Approach LOS		B			D			F			E	

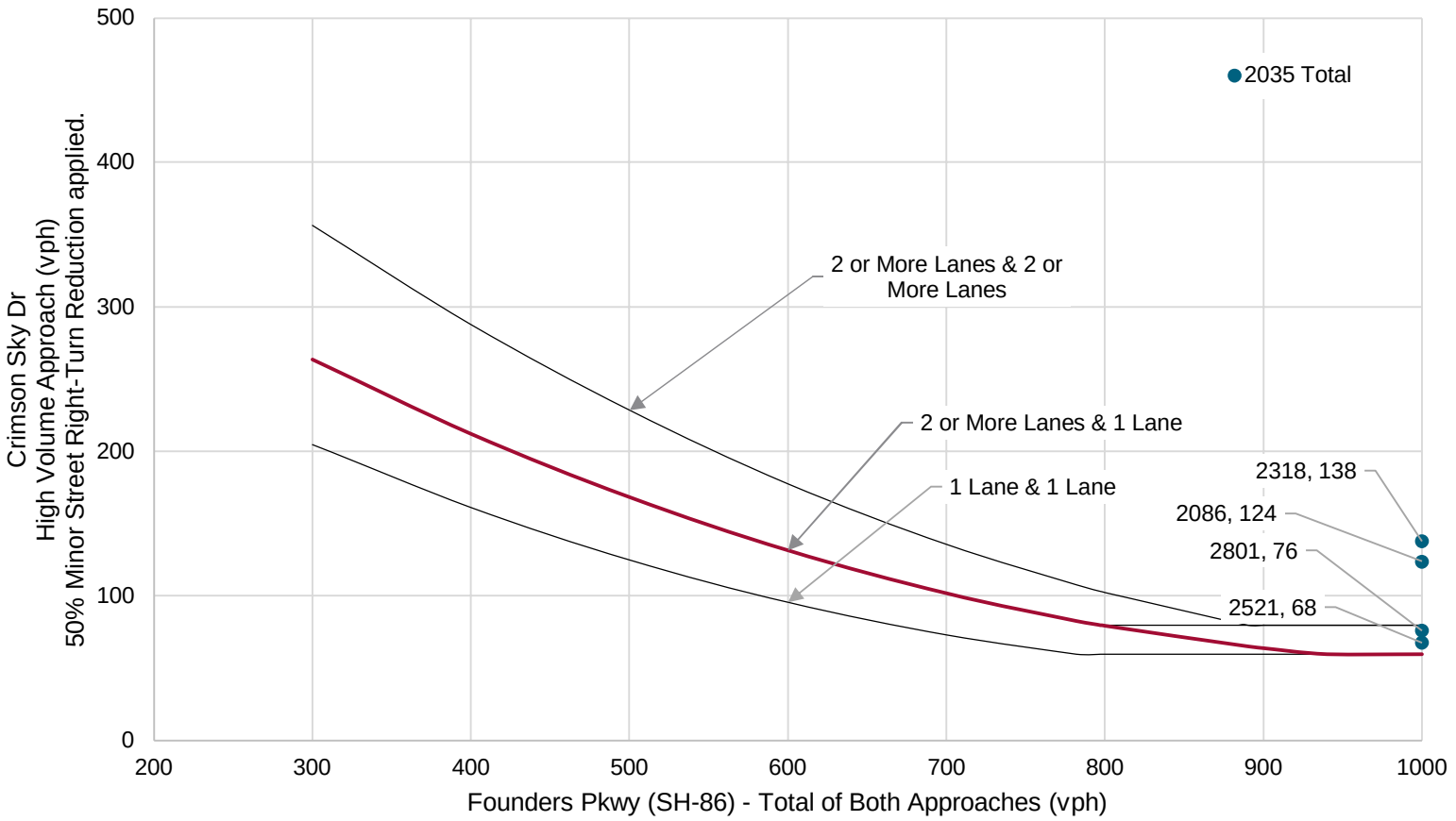
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	106.2	15.7	15.3	44.0	75.0	15.0	16.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	11.0	97.0	13.0	7.0	39.0	69.0	10.0	10.0
Max Q Clear Time (g_c+I1), s	8.2	2.0	10.6	11.3	41.0	58.6	12.0	11.7
Green Ext Time (p_c), s	0.0	76.7	0.1	0.0	0.0	9.8	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	33.0
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Appendix F: Signal Warrant Analysis Outputs



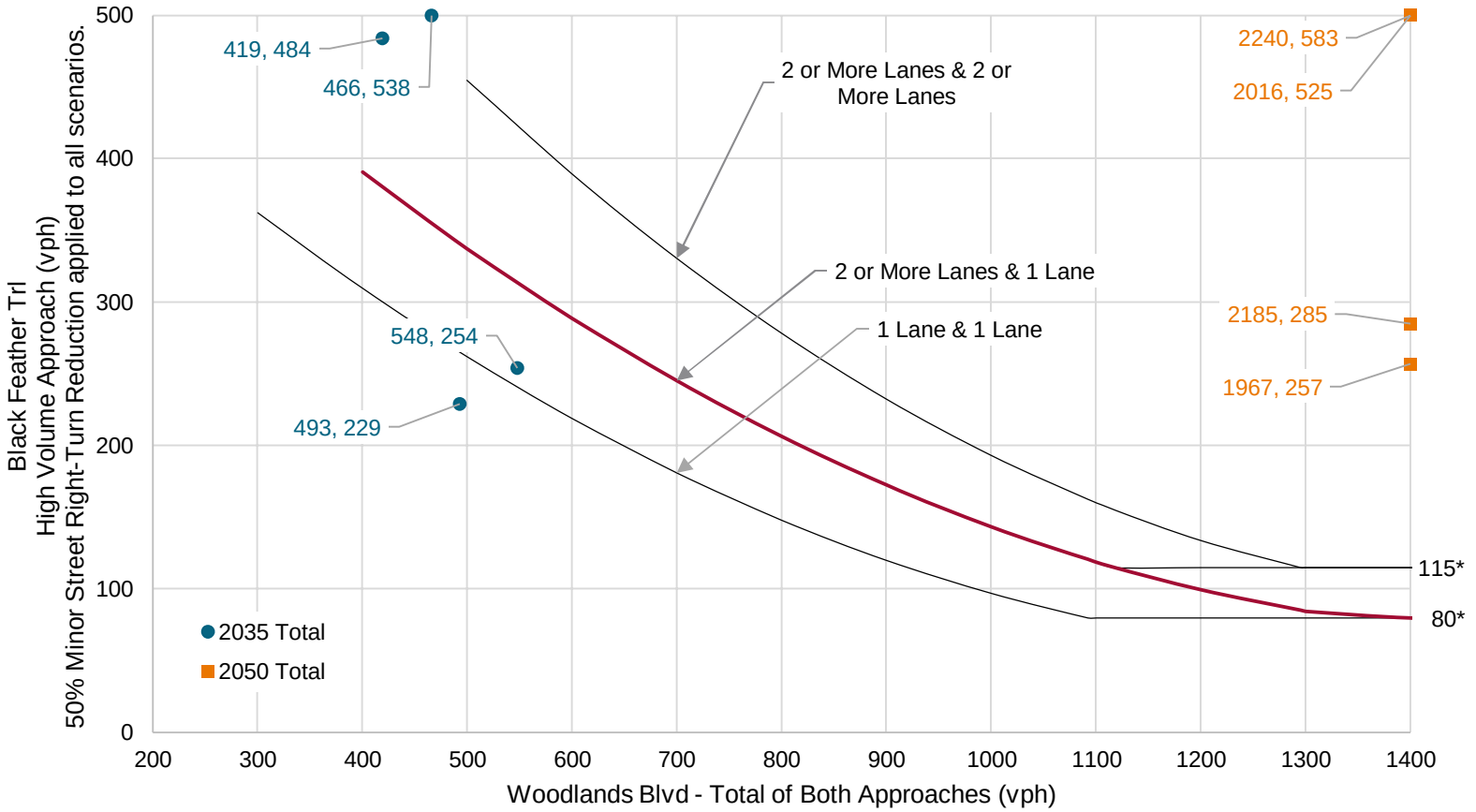
*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Crimson Sky Dr & Founders Pkwy (SH-86)
Signal Warrant Analysis
Four-Hour Volume Warrant

Source: Manual on Uniform Traffic Control Devices 2023

Intersection #9

Kimley»Horn



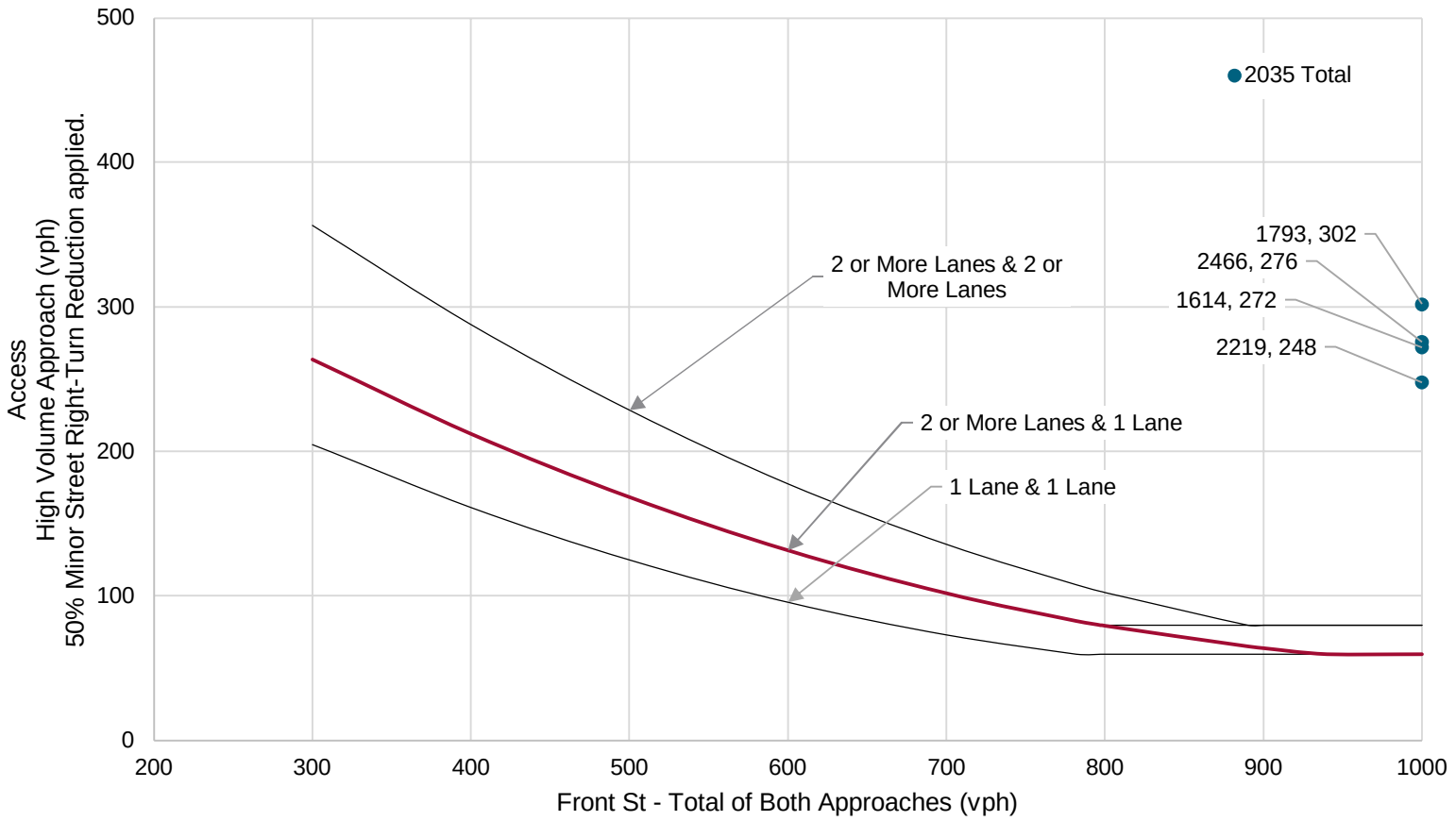
*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Black Feather Trl & Woodlands Blvd
Signal Warrant Analysis
Four-Hour Volume Warrant

Source: Manual on Uniform Traffic Control Devices 2023

Intersection #14

Kimley»Horn



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Access & Front St
Signal Warrant Analysis
Four-Hour Volume Warrant

Source: Manual on Uniform Traffic Control Devices 2023

Intersection #22

Kimley»Horn

Appendix G: Queue Analysis Worksheets

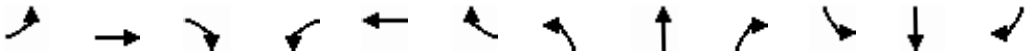


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	291	1845	401	1288	401	382	351	280	232	442	261
v/c Ratio	0.83	1.32	0.88	1.07	0.25	0.81	0.51	0.54	0.67	0.80	0.56
Control Delay (s/veh)	76.9	183.2	107.8	75.9	0.3	75.6	55.8	11.3	74.1	71.9	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.9	183.2	107.8	75.9	0.3	75.6	55.8	11.3	74.1	71.9	10.8
Queue Length 50th (ft)	280	~1282	208	~773	0	196	166	15	122	234	0
Queue Length 95th (ft)	368	#1421	#314	#1037	0	256	226	108	168	302	89
Internal Link Dist (ft)		550		1034			1028			672	
Turn Bay Length (ft)	275		450			375		200	750		225
Base Capacity (vph)	448	1402	456	1202	1583	528	696	520	514	596	480
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	1.32	0.88	1.07	0.25	0.72	0.50	0.54	0.45	0.74	0.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

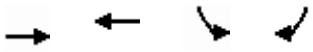
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	184	1739	96	302	1988	278	25	26	157	234	44	179
v/c Ratio	0.61	0.62	0.10	0.72	0.70	0.20	0.14	0.27	0.68	0.54	0.28	0.60
Control Delay (s/veh)	49.9	29.4	7.8	71.8	16.7	0.2	66.9	72.6	24.2	70.1	67.4	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.9	29.4	7.8	71.8	16.7	0.2	66.9	72.6	24.2	70.1	67.4	16.8
Queue Length 50th (ft)	98	366	11	150	348	0	13	27	0	80	42	0
Queue Length 95th (ft)	m92	m326	m11	197	417	0	29	61	76	107	81	72
Internal Link Dist (ft)		1034			635			722			732	
Turn Bay Length (ft)	400		225	450			250		250	300		
Base Capacity (vph)	333	2793	920	458	2842	1362	883	479	520	665	248	366
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	31	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.63	0.10	0.66	0.70	0.20	0.03	0.05	0.30	0.35	0.18	0.49

Intersection Summary

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



Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	1869	1802	867	921
v/c Ratio	0.73	0.69	0.44	0.83
Control Delay (s/veh)	25.4	28.4	32.7	46.4
Queue Delay	0.1	0.0	0.0	0.0
Total Delay (s/veh)	25.5	28.4	32.7	46.4
Queue Length 50th (ft)	584	436	221	460
Queue Length 95th (ft)	267	562	234	503
Internal Link Dist (ft)	635	832	1161	
Turn Bay Length (ft)			625	625
Base Capacity (vph)	2562	2610	2251	1264
Starvation Cap Reductn	61	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.75	0.69	0.39	0.73

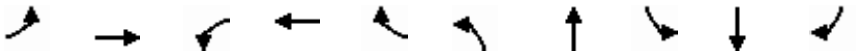
Intersection Summary



Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Group Flow (vph)	2065	611	1427	368	297
v/c Ratio	0.58	0.52	0.52	0.75	0.68
Control Delay (s/veh)	7.9	2.3	5.3	69.2	55.6
Queue Delay	0.1	0.1	0.4	0.0	0.0
Total Delay (s/veh)	8.0	2.4	5.8	69.2	55.6
Queue Length 50th (ft)	104	9	140	186	136
Queue Length 95th (ft)	153	72	m170	234	190
Internal Link Dist (ft)	832		548	1095	
Turn Bay Length (ft)					325
Base Capacity (vph)	3543	1169	2733	945	793
Starvation Cap Reductn	215	64	712	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.55	0.71	0.39	0.37

Intersection Summary

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



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	301	1695	34	3254	102	110	69	58	17	331
v/c Ratio	0.98	0.49	0.49	0.99	0.10	0.56	0.41	0.33	0.17	0.61
Control Delay (s/veh)	115.0	7.6	71.4	30.6	2.1	79.8	31.5	61.2	71.9	51.6
Queue Delay	0.0	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	115.0	7.7	71.4	31.0	2.1	79.8	31.5	61.2	71.9	51.6
Queue Length 50th (ft)	168	164	34	546	3	55	16	52	17	146
Queue Length 95th (ft)	#264	216	m39	#569	m6	90	68	98	45	205
Internal Link Dist (ft)		548		436			252		361	
Turn Bay Length (ft)	300		325		175	75		150		275
Base Capacity (vph)	308	3465	70	3288	1069	205	169	185	101	545
Starvation Cap Reductn	0	659	0	6	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.60	0.49	0.99	0.10	0.54	0.41	0.31	0.17	0.61

Intersection Summary

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



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	36	1660	24	2840	527	70	42	6	128
v/c Ratio	0.43	0.56	0.29	0.93	0.74	0.16	0.10	0.04	0.53
Control Delay (s/veh)	99.9	16.2	63.6	33.3	55.4	47.0	0.4	41.8	36.7
Queue Delay	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.9	16.2	63.6	34.8	55.4	47.0	0.4	41.8	36.7
Queue Length 50th (ft)	39	322	25	579	236	54	0	5	25
Queue Length 95th (ft)	m82	179	m34	#891	281	104	0	17	59
Internal Link Dist (ft)		598		557		456			479
Turn Bay Length (ft)	500		250		325			225	
Base Capacity (vph)	86	2941	87	3060	735	434	441	218	304
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	101	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.56	0.28	0.96	0.72	0.16	0.10	0.03	0.42

Intersection Summary

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



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	5	915	521	2722	117	15	220	34	48
v/c Ratio	0.04	0.37	0.73	0.68	0.99	0.14	0.73	0.28	0.24
Control Delay (s/veh)	17.2	47.0	14.2	21.9	145.3	67.2	22.5	63.1	61.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.2	47.0	14.2	21.9	145.3	67.2	22.5	63.1	61.6
Queue Length 50th (ft)	2	305	277	849	~121	15	0	32	22
Queue Length 95th (ft)	m5	381	m380	m894	#184	38	86	66	44
Internal Link Dist (ft)		750		995		520			592
Turn Bay Length (ft)	500		525		300			150	
Base Capacity (vph)	113	2494	771	3987	118	479	570	122	874
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	0.04	0.37	0.68	0.68	0.99	0.03	0.39	0.28	0.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	606	496	1966	324	791	639
v/c Ratio	0.88	0.20	1.14	0.28	1.08dr	0.44
Control Delay (s/veh)	64.9	15.1	104.3	7.3	45.3	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.9	15.1	104.3	7.3	45.3	1.0
Queue Length 50th (ft)	308	101	~1240	95	227	0
Queue Length 95th (ft)	393	266	#1405	140	308	0
Internal Link Dist (ft)		663	710		1544	
Turn Bay Length (ft)	475			200		
Base Capacity (vph)	733	2522	1732	1198	954	1441
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	0.83	0.20	1.14	0.27	0.83	0.44

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	89	55	5	291	32	1867	4	58	534	51
v/c Ratio	0.77	0.03	0.02	0.71	0.05	0.90	0.00	0.22	0.25	0.05
Control Delay (s/veh)	67.4	0.0	21.2	22.8	4.1	22.9	0.0	6.0	6.9	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.4	0.0	21.2	22.8	4.1	22.9	0.0	6.0	6.9	0.6
Queue Length 50th (ft)	33	0	2	49	4	~432	0	7	36	0
Queue Length 95th (ft)	#104	0	10	#145	11	#562	0	16	87	4
Internal Link Dist (ft)				391		460			646	
Turn Bay Length (ft)	225	150	275		370		425	525		300
Base Capacity (vph)	125	1583	275	430	606	2070	968	263	2170	1019
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.03	0.02	0.68	0.05	0.90	0.00	0.22	0.25	0.05

Intersection Summary

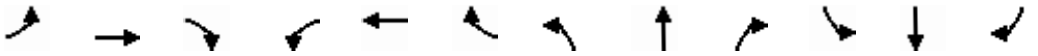
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	14	14	97	177	8	1712	46	58	530	8
v/c Ratio	0.16	0.02	0.60	0.65	0.01	0.69	0.04	0.27	0.20	0.01
Control Delay (s/veh)	44.8	0.1	59.5	31.3	3.3	12.6	1.0	6.2	4.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.8	0.1	59.5	31.3	3.3	12.6	1.0	6.2	4.5	0.0
Queue Length 50th (ft)	9	0	66	51	1	352	0	7	41	0
Queue Length 95th (ft)	29	0	117	120	5	508	8	19	100	0
Internal Link Dist (ft)		692		453		711			2120	
Turn Bay Length (ft)	150				370		475	525		320
Base Capacity (vph)	117	619	225	340	687	2481	1129	219	2676	1224
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.02	0.43	0.52	0.01	0.69	0.04	0.26	0.20	0.01

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	112	289	193	103	664	596	470	595	70	241	177	188
v/c Ratio	0.56	0.31	0.35	0.30	0.76	0.38	0.76	0.43	0.10	0.62	0.16	0.31
Control Delay (s/veh)	35.9	34.7	5.9	28.0	47.5	0.7	55.2	29.9	1.2	57.4	32.0	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.9	34.7	5.9	28.0	47.5	0.7	55.2	29.9	1.2	57.4	32.0	9.2
Queue Length 50th (ft)	61	97	0	54	257	0	183	180	0	95	52	13
Queue Length 95th (ft)	96	127	54	87	302	0	230	268	7	135	94	80
Internal Link Dist (ft)		899			1095			631			675	
Turn Bay Length (ft)	400		450	650		850	425		350	625		300
Base Capacity (vph)	200	1362	725	345	1314	1568	700	1369	684	423	1130	616
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.21	0.27	0.30	0.51	0.38	0.67	0.43	0.10	0.57	0.16	0.31

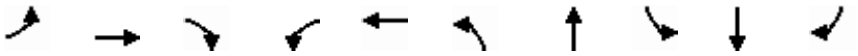
Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	427	61	19	687	541	720
v/c Ratio	0.82	0.13	0.04	0.33	0.28	0.61
Control Delay (s/veh)	49.5	16.1	15.3	15.3	16.7	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.5	16.1	15.3	15.3	16.7	4.1
Queue Length 50th (ft)	325	22	5	110	102	0
Queue Length 95th (ft)	361	m44	m11	204	185	38
Internal Link Dist (ft)	210			473	723	
Turn Bay Length (ft)		50	100			150
Base Capacity (vph)	773	704	487	2098	1942	1186
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	0.55	0.09	0.04	0.33	0.28	0.61

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	93	299	336	490	273	401	987	20	441	52
v/c Ratio	0.32	0.88	0.22	0.96	0.39	0.87	0.71	0.12	0.67	0.11
Control Delay (s/veh)	19.6	63.1	0.7	60.7	27.5	50.7	35.8	25.1	52.3	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.6	63.1	0.7	60.7	27.5	50.7	35.8	25.1	52.3	0.5
Queue Length 50th (ft)	39	235	3	302	146	274	341	9	179	0
Queue Length 95th (ft)	37	#356	12	#471	208	#356	410	24	227	0
Internal Link Dist (ft)		2073			1339		1417		847	
Turn Bay Length (ft)	200			225		450		450		300
Base Capacity (vph)	295	362	1538	519	726	476	1392	167	658	464
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.83	0.22	0.94	0.38	0.84	0.71	0.12	0.67	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	172	369	741	169	678
v/c Ratio	0.68	0.68	0.33	0.31	0.25
Control Delay (s/veh)	61.4	11.2	11.8	7.2	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.4	11.2	11.8	7.2	4.5
Queue Length 50th (ft)	130	0	93	8	18
Queue Length 95th (ft)	172	46	196	61	101
Internal Link Dist (ft)	3601		1258		1372
Turn Bay Length (ft)				275	
Base Capacity (vph)	575	763	2260	640	2705
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.30	0.48	0.33	0.26	0.25

Intersection Summary



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	197	195	235	1215	120	695
v/c Ratio	0.50	0.91	0.43	0.58	0.39	0.34
Control Delay (s/veh)	20.1	81.5	9.2	17.3	18.3	27.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.1	81.5	9.2	17.3	18.3	27.8
Queue Length 50th (ft)	60	134	53	282	51	227
Queue Length 95th (ft)	70	142	80	298	75	233
Internal Link Dist (ft)	2260	496		1571		1258
Turn Bay Length (ft)			300		350	
Base Capacity (vph)	525	298	600	2078	349	2034
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.65	0.39	0.58	0.34	0.34

Intersection Summary



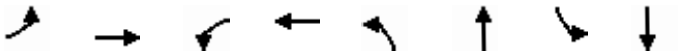
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	101	479	59	94	907	49	199	46	50	249	141
v/c Ratio	0.29	0.50	0.07	0.20	0.50	0.23	0.58	0.11	0.19	0.72	0.35
Control Delay (s/veh)	11.6	20.6	0.2	3.5	7.6	26.4	43.3	0.6	25.7	50.1	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.6	20.6	0.2	3.5	7.6	26.4	43.3	0.6	25.7	50.1	7.8
Queue Length 50th (ft)	26	220	0	4	214	23	119	0	23	153	0
Queue Length 95th (ft)	56	341	0	8	270	47	179	0	48	224	47
Internal Link Dist (ft)		458			1043		641			1121	
Turn Bay Length (ft)	125			125		150		150	125		125
Base Capacity (vph)	344	953	878	475	1826	217	447	487	257	447	487
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.50	0.07	0.20	0.50	0.23	0.45	0.09	0.19	0.56	0.29

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	98	389	881	604	316	156
v/c Ratio	0.25	0.17	0.43	0.52	0.79	0.10
Control Delay (s/veh)	4.0	2.7	14.4	3.0	50.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.0	2.7	14.4	3.0	50.4	0.1
Queue Length 50th (ft)	7	15	173	0	194	0
Queue Length 95th (ft)	13	21	227	39	253	0
Internal Link Dist (ft)		1288	641		1802	
Turn Bay Length (ft)	350			625		
Base Capacity (vph)	386	2296	2033	1166	508	1568
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.17	0.43	0.52	0.62	0.10

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	64	88	27	482	59	816	209	865
v/c Ratio	0.46	0.15	0.08	0.89	0.18	0.51	0.55	0.48
Control Delay (s/veh)	34.6	17.8	30.0	48.1	16.6	30.5	25.4	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.6	17.8	30.0	48.1	16.6	30.5	25.4	33.9
Queue Length 50th (ft)	33	33	16	266	27	237	140	346
Queue Length 95th (ft)	59	64	37	379	44	283	m175	m410
Internal Link Dist (ft)		277		648		1372		399
Turn Bay Length (ft)	175		150		150		300	
Base Capacity (vph)	140	760	440	650	329	1589	440	1784
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	0.46	0.12	0.06	0.74	0.18	0.51	0.48	0.48

Intersection Summary

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



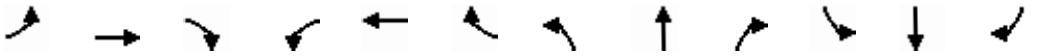
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	352	1446	279	1432	296	411	507	418	348	510	328
v/c Ratio	1.24	0.96	0.71	1.04	0.19	0.85	0.88	0.88	0.75	0.91	0.73
Control Delay (s/veh)	185.8	56.8	81.1	69.0	0.2	80.2	78.3	43.3	72.2	83.2	28.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	185.8	56.8	81.1	69.0	0.2	80.2	78.3	43.3	72.2	83.2	28.1
Queue Length 50th (ft)	~434	721	119	~828	0	207	263	166	175	270	89
Queue Length 95th (ft)	#642	#936	m162	#973	m0	#281	#424	#402	223	#387	213
Internal Link Dist (ft)		550		1034			1028			672	
Turn Bay Length (ft)	275		450			375		200	750		225
Base Capacity (vph)	283	1499	480	1373	1583	503	575	475	680	559	447
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.24	0.96	0.58	1.04	0.19	0.82	0.88	0.88	0.51	0.91	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

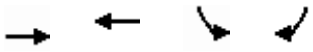
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	240	1600	121	249	1689	483	102	73	341	774	114	338
v/c Ratio	0.67	0.77	0.17	0.67	0.86	0.35	0.27	0.36	0.85	0.78	0.31	0.58
Control Delay (s/veh)	59.4	50.4	15.4	78.9	41.9	0.5	60.4	63.7	35.5	63.0	53.4	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.4	50.4	15.4	78.9	41.9	0.5	60.4	63.7	35.5	63.0	53.4	9.0
Queue Length 50th (ft)	121	604	28	132	595	0	48	69	83	258	97	0
Queue Length 95th (ft)	m126	m#734	m49	m156	#896	0	72	112	192	309	159	89
Internal Link Dist (ft)		1034			635			722			732	
Turn Bay Length (ft)	400		225	450			250		250	300		
Base Capacity (vph)	503	2084	717	526	1974	1362	663	360	513	1031	385	595
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.77	0.17	0.47	0.86	0.35	0.15	0.20	0.66	0.75	0.30	0.57

Intersection Summary

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

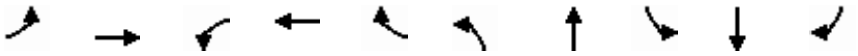


Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	2231	1799	1361	847
v/c Ratio	0.78	0.64	0.76	0.83
Control Delay (s/veh)	25.3	25.5	45.2	49.7
Queue Delay	0.2	0.0	0.0	0.0
Total Delay (s/veh)	25.5	25.5	45.2	49.7
Queue Length 50th (ft)	349	414	410	410
Queue Length 95th (ft)	556	507	458	498
Internal Link Dist (ft)	635	832	1161	
Turn Bay Length (ft)			625	625
Base Capacity (vph)	2859	2792	1929	1097
Starvation Cap Reductn	137	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.82	0.64	0.71	0.77

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Group Flow (vph)	2757	724	1384	400	359
v/c Ratio	0.77	0.64	0.52	0.68	0.76
Control Delay (s/veh)	12.8	5.8	6.0	63.2	68.7
Queue Delay	0.9	0.2	0.2	0.0	0.0
Total Delay (s/veh)	13.7	6.1	6.3	63.2	68.7
Queue Length 50th (ft)	285	194	74	193	198
Queue Length 95th (ft)	290	377	268	237	250
Internal Link Dist (ft)	832		548	1095	
Turn Bay Length (ft)					325
Base Capacity (vph)	3579	1129	2645	1226	981
Starvation Cap Reductn	212	67	513	0	0
Spillback Cap Reductn	494	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.89	0.68	0.65	0.33	0.37

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	465	2675	66	2165	144	164	111	113	26	482
v/c Ratio	0.78	0.85	0.55	0.84	0.16	0.57	0.47	0.50	0.16	0.54
Control Delay (s/veh)	71.8	20.3	72.4	35.4	3.8	73.9	40.5	59.5	67.1	37.1
Queue Delay	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.8	21.8	72.4	35.4	3.8	73.9	40.5	59.5	67.1	37.1
Queue Length 50th (ft)	215	880	62	823	15	82	55	95	24	183
Queue Length 95th (ft)	274	598	m99	340	m13	120	122	157	59	245
Internal Link Dist (ft)		548		436			252		361	
Turn Bay Length (ft)	300		325		175	75		150		275
Base Capacity (vph)	709	3156	141	2573	883	366	237	229	167	983
Starvation Cap Reductn	0	292	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.93	0.47	0.84	0.16	0.45	0.47	0.49	0.16	0.49

Intersection Summary

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



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	67	2572	93	1783	568	114	163	33	164
v/c Ratio	0.52	0.93	0.60	0.60	0.90	0.35	0.40	0.20	0.59
Control Delay (s/veh)	79.0	22.4	69.2	32.4	69.0	58.2	10.2	46.4	47.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.0	22.4	69.2	32.4	69.0	58.2	10.2	46.4	47.9
Queue Length 50th (ft)	70	241	95	341	264	103	0	26	50
Queue Length 95th (ft)	m85	#796	159	609	#329	164	66	55	89
Internal Link Dist (ft)		598		557		456			479
Turn Bay Length (ft)	500		250		325			225	
Base Capacity (vph)	168	2780	185	2991	634	388	458	171	429
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	0.40	0.93	0.50	0.60	0.90	0.29	0.36	0.19	0.38

Intersection Summary

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



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	11	2072	331	1688	98	38	465	221	47
v/c Ratio	0.06	0.87	0.76	0.49	0.41	0.36	0.89	0.80	0.17
Control Delay (s/veh)	19.0	64.3	31.9	23.7	54.8	76.9	62.3	75.6	56.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.0	64.3	31.9	23.7	54.8	76.9	62.3	75.6	56.0
Queue Length 50th (ft)	5	757	261	510	82	37	371	199	19
Queue Length 95th (ft)	m7	846	m333	m631	135	77	#554	#298	42
Internal Link Dist (ft)		750		995		520			592
Turn Bay Length (ft)	500		525		300			150	
Base Capacity (vph)	188	2381	436	3452	352	248	521	280	324
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	0.06	0.87	0.76	0.49	0.28	0.15	0.89	0.79	0.15

Intersection Summary

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1095	1607	1169	259	649	446
v/c Ratio	0.85	0.59	0.93	0.29	0.85	0.32
Control Delay (s/veh)	43.2	21.6	59.7	16.5	39.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.2	21.6	59.7	16.5	39.5	0.6
Queue Length 50th (ft)	555	686	590	110	165	0
Queue Length 95th (ft)	615	775	#949	190	225	0
Internal Link Dist (ft)		663	710		1544	
Turn Bay Length (ft)	475			200		
Base Capacity (vph)	1533	2720	1256	995	935	1413
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	0.71	0.59	0.93	0.26	0.69	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	52	32	6	148	47	1151	16	243	1447	77
v/c Ratio	0.36	0.02	0.03	0.40	0.15	0.57	0.02	0.61	0.60	0.07
Control Delay (s/veh)	31.5	0.0	23.0	5.7	4.5	11.5	0.0	15.1	10.2	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.5	0.0	23.0	5.7	4.5	11.5	0.0	15.1	10.2	1.5
Queue Length 50th (ft)	19	0	2	0	4	159	0	22	195	0
Queue Length 95th (ft)	47	0	11	27	13	222	0	#126	312	12
Internal Link Dist (ft)				391		460			646	
Turn Bay Length (ft)	225	150	275		370		425	525		300
Base Capacity (vph)	221	1583	270	457	306	2005	941	400	2394	1103
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.02	0.02	0.32	0.15	0.57	0.02	0.61	0.60	0.07

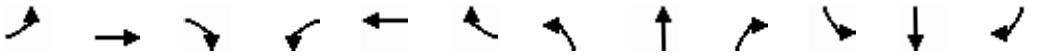
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	9	9	88	153	12	1052	87	115	1359	12
v/c Ratio	0.09	0.03	0.56	0.44	0.04	0.44	0.08	0.28	0.50	0.01
Control Delay (s/veh)	42.1	0.1	58.4	7.2	3.3	8.9	1.8	4.5	6.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.1	0.1	58.4	7.2	3.3	8.9	1.8	4.5	6.4	0.0
Queue Length 50th (ft)	6	0	60	0	1	159	0	14	140	0
Queue Length 95th (ft)	20	0	107	34	6	233	18	32	323	0
Internal Link Dist (ft)		692		453		711			2120	
Turn Bay Length (ft)	150				370		475	525		320
Base Capacity (vph)	141	377	227	414	323	2414	1107	417	2718	1231
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.02	0.39	0.37	0.04	0.44	0.08	0.28	0.50	0.01

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	180	488	348	197	350	394	199	423	94	498	506	116
v/c Ratio	0.49	0.69	0.59	0.63	0.47	0.25	0.59	0.38	0.15	0.78	0.36	0.16
Control Delay (s/veh)	30.5	49.7	8.3	35.1	42.9	0.4	58.6	35.7	0.5	55.2	27.7	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.5	49.7	8.3	35.1	42.9	0.4	58.6	35.7	0.5	55.2	27.7	5.5
Queue Length 50th (ft)	97	188	0	108	127	0	78	138	0	193	147	0
Queue Length 95th (ft)	142	236	78	155	165	0	116	211	0	243	216	41
Internal Link Dist (ft)		899			1095			631			675	
Turn Bay Length (ft)	400		450	650		850	425		350	625		300
Base Capacity (vph)	386	855	646	341	914	1583	400	1107	607	772	1416	704
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.57	0.54	0.58	0.38	0.25	0.50	0.38	0.15	0.65	0.36	0.16

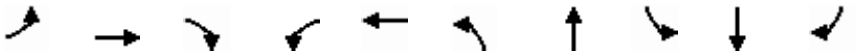
Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	648	109	19	633	713	443
v/c Ratio	0.84	0.15	0.07	0.39	0.47	0.50
Control Delay (s/veh)	39.9	12.7	30.2	30.3	28.3	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.9	12.7	30.2	30.3	28.3	9.0
Queue Length 50th (ft)	441	35	10	176	196	39
Queue Length 95th (ft)	528	62	m21	296	328	163
Internal Link Dist (ft)	210			473	723	
Turn Bay Length (ft)		50	100			150
Base Capacity (vph)	919	838	286	1641	1527	884
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	0.71	0.13	0.07	0.39	0.47	0.50

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	155	300	569	399	215	279	979	30	675	109
v/c Ratio	0.43	0.85	0.36	0.91	0.37	0.76	0.67	0.15	0.65	0.18
Control Delay (s/veh)	17.1	51.0	3.0	54.0	31.7	48.8	46.0	21.6	42.1	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.1	51.0	3.0	54.0	31.7	48.8	46.0	21.6	42.1	0.6
Queue Length 50th (ft)	63	227	56	222	119	211	376	13	260	0
Queue Length 95th (ft)	45	#338	126	#398	188	#312	443	31	332	0
Internal Link Dist (ft)		2073			1339		1417		847	
Turn Bay Length (ft)	200			225		450		450		300
Base Capacity (vph)	363	388	1583	452	625	387	1460	198	1035	611
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.77	0.36	0.88	0.34	0.72	0.67	0.15	0.65	0.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	30	212	759	442	858
v/c Ratio	0.24	0.69	0.34	0.66	0.29
Control Delay (s/veh)	55.7	18.8	10.1	21.9	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.7	18.8	10.1	21.9	3.9
Queue Length 50th (ft)	23	0	113	189	56
Queue Length 95th (ft)	52	74	167	325	173
Internal Link Dist (ft)	3601		1258		1372
Turn Bay Length (ft)				275	
Base Capacity (vph)	309	451	2264	900	2963
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.47	0.34	0.49	0.29

Intersection Summary



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	263	129	120	767	26	896
v/c Ratio	0.73	1.10	0.25	0.30	0.05	0.37
Control Delay (s/veh)	18.3	143.6	4.4	6.7	5.6	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.3	143.6	4.4	6.7	5.6	11.3
Queue Length 50th (ft)	36	~76	16	104	6	190
Queue Length 95th (ft)	124	#178	39	170	13	312
Internal Link Dist (ft)	2260	496		1571		1258
Turn Bay Length (ft)			300		350	
Base Capacity (vph)	587	219	552	2592	574	2451
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.59	0.22	0.30	0.05	0.37

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	149	674	48	89	535	67	329	106	92	373	157
v/c Ratio	0.32	0.74	0.06	0.33	0.33	0.39	0.78	0.23	0.44	0.89	0.34
Control Delay (s/veh)	12.8	28.8	0.1	12.5	4.4	29.3	50.1	3.5	30.8	60.8	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.8	28.8	0.1	12.5	4.4	29.3	50.1	3.5	30.8	60.8	9.0
Queue Length 50th (ft)	45	373	0	5	21	29	197	0	40	230	8
Queue Length 95th (ft)	77	#579	0	34	27	60	#308	23	77	#386	59
Internal Link Dist (ft)		458			1043		641			1121	
Turn Bay Length (ft)	125			125		150		150	125		125
Base Capacity (vph)	469	915	850	266	1627	172	447	487	207	447	487
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.74	0.06	0.33	0.33	0.39	0.74	0.22	0.44	0.83	0.32

Intersection Summary

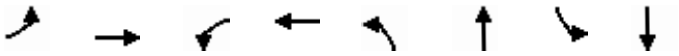
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	151	629	517	281	479	120
v/c Ratio	0.31	0.32	0.35	0.34	0.82	0.08
Control Delay (s/veh)	6.3	5.6	22.4	4.4	42.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.3	5.6	22.4	4.4	42.5	0.1
Queue Length 50th (ft)	16	36	116	0	281	0
Queue Length 95th (ft)	m27	54	193	57	352	0
Internal Link Dist (ft)		1288	641		1802	
Turn Bay Length (ft)	350			625		
Base Capacity (vph)	526	1984	1496	831	761	1583
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	0.29	0.32	0.35	0.34	0.63	0.08

Intersection Summary

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



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	146	186	16	276	27	949	320	1384
v/c Ratio	0.65	0.39	0.10	0.83	0.13	0.60	0.69	0.64
Control Delay (s/veh)	48.0	32.9	43.9	45.2	15.9	32.7	21.5	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.0	32.9	43.9	45.2	15.9	32.7	21.5	26.0
Queue Length 50th (ft)	92	104	11	109	10	350	129	560
Queue Length 95th (ft)	141	160	32	201	m27	484	m204	617
Internal Link Dist (ft)		277		648		1372		399
Turn Bay Length (ft)	175		150		150		300	
Base Capacity (vph)	230	582	223	418	216	1591	568	2147
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	0.63	0.32	0.07	0.66	0.13	0.60	0.56	0.64

Intersection Summary

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



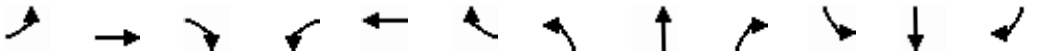
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	342	2049	446	1522	587	495	533	386	364	549	332
v/c Ratio	0.74	1.36	0.83	0.93	0.37	0.85	0.65	0.61	0.77	0.77	0.57
Control Delay (s/veh)	71.9	204.5	88.9	44.6	0.4	74.5	54.6	10.5	72.3	63.0	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.9	204.5	88.9	44.6	0.4	74.5	54.6	10.5	72.3	63.0	8.6
Queue Length 50th (ft)	170	~1002	207	489	0	254	256	24	191	287	0
Queue Length 95th (ft)	219	#1187	m247	#790	m0	321	320	129	243	344	90
Internal Link Dist (ft)		550		1034			1028			672	
Turn Bay Length (ft)	275		450		200	375		200	750		225
Base Capacity (vph)	801	1507	581	1639	1583	638	894	661	599	839	623
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	1.36	0.77	0.93	0.37	0.78	0.60	0.58	0.61	0.65	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

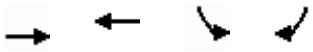
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	247	1972	180	438	2431	344	34	34	202	287	51	219
v/c Ratio	0.69	0.74	0.20	0.82	0.87	0.25	0.20	0.37	0.51	0.57	0.27	0.62
Control Delay (s/veh)	47.1	46.9	24.0	67.4	23.7	0.2	69.6	78.8	34.5	68.6	64.9	15.0
Queue Delay	0.0	1.4	0.0	0.0	2.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (s/veh)	47.1	48.4	24.0	67.4	25.7	0.2	69.6	78.8	34.5	68.6	64.9	15.0
Queue Length 50th (ft)	131	534	74	221	500	0	18	36	115	98	48	0
Queue Length 95th (ft)	m125	m512	m80	m243	m#1000	m0	38	76	199	126	90	77
Internal Link Dist (ft)		1034			635			722			732	
Turn Bay Length (ft)	400		225	450			250		250	300		
Base Capacity (vph)	426	2652	879	565	2787	1362	174	94	410	798	298	437
Starvation Cap Reductn	0	0	0	0	220	0	0	0	0	0	0	0
Spillback Cap Reductn	0	448	0	0	0	0	0	0	6	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.89	0.20	0.78	0.95	0.25	0.20	0.36	0.50	0.36	0.17	0.50

Intersection Summary

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



Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	2124	2315	955	1096
v/c Ratio	0.93	1.00	0.43	0.87
Control Delay (s/veh)	38.9	53.1	27.6	45.0
Queue Delay	1.1	18.7	0.0	0.0
Total Delay (s/veh)	40.0	71.8	27.6	45.0
Queue Length 50th (ft)	823	~893	220	544
Queue Length 95th (ft)	#869	#989	247	629
Internal Link Dist (ft)	635	832	1161	
Turn Bay Length (ft)			625	625
Base Capacity (vph)	2283	2326	2381	1331
Starvation Cap Reductn	51	0	0	0
Spillback Cap Reductn	0	127	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.95	1.05	0.40	0.82

Intersection Summary

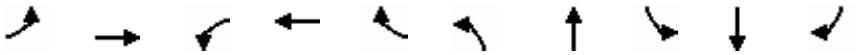
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Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Group Flow (vph)	2319	687	1786	520	376
v/c Ratio	0.70	0.60	0.70	0.79	0.67
Control Delay (s/veh)	14.1	4.3	7.6	64.8	54.9
Queue Delay	0.1	0.1	2.2	0.0	0.0
Total Delay (s/veh)	14.2	4.5	9.7	64.8	54.9
Queue Length 50th (ft)	261	54	230	261	187
Queue Length 95th (ft)	353	m132	m211	311	240
Internal Link Dist (ft)	832		548	1095	
Turn Bay Length (ft)					325
Base Capacity (vph)	3296	1154	2551	1033	849
Starvation Cap Reductn	162	57	591	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.74	0.63	0.91	0.50	0.44

Intersection Summary

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



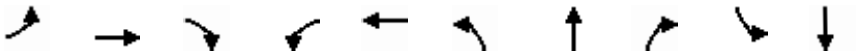
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	326	1854	45	3899	135	129	89	79	22	388
v/c Ratio	1.14	0.53	0.45	1.14	0.12	0.94	0.72	0.51	0.23	0.74
Control Delay (s/veh)	148.0	9.6	60.0	84.1	4.7	132.7	54.2	71.6	73.9	59.6
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	148.0	9.8	60.0	84.1	4.7	132.7	54.2	71.6	73.9	59.6
Queue Length 50th (ft)	~204	259	45	~1641	14	67	22	74	22	182
Queue Length 95th (ft)	#304	249	m43	m#1401	m15	#136	#112	129	53	248
Internal Link Dist (ft)		548		436			252		361	
Turn Bay Length (ft)	300		325		175	75		150		275
Base Capacity (vph)	286	3474	118	3423	1096	137	123	158	97	521
Starvation Cap Reductn	0	733	0	15	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.68	0.38	1.14	0.12	0.94	0.72	0.50	0.23	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



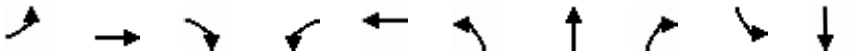
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	51	1432	386	34	3483	574	97	57	11	165
v/c Ratio	0.45	0.46	0.35	0.35	1.09	1.09	0.30	0.15	0.07	0.60
Control Delay (s/veh)	89.0	12.7	1.8	64.3	82.8	115.8	58.2	0.8	46.8	46.6
Queue Delay	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	89.0	12.7	1.8	64.3	87.1	115.8	58.2	0.8	46.8	46.6
Queue Length 50th (ft)	55	164	14	32	~1445	~308	82	0	9	47
Queue Length 95th (ft)	m103	176	33	m33	#1541	#399	146	0	26	84
Internal Link Dist (ft)		598			557		456			479
Turn Bay Length (ft)	500		225	250		325			225	
Base Capacity (vph)	116	3103	1104	101	3193	529	321	381	346	528
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	505	0	0	0	0	3
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.46	0.35	0.34	1.30	1.09	0.30	0.15	0.03	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	11	1117	207	638	3010	601	43	298	48	70
v/c Ratio	0.11	0.56	0.20	0.93	0.98	0.93	0.12	0.36	0.28	0.38
Control Delay (s/veh)	25.7	53.7	4.7	44.1	45.5	81.6	52.2	6.4	45.3	63.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.7	53.7	4.7	44.1	45.5	81.6	52.2	6.4	45.3	63.7
Queue Length 50th (ft)	1	319	9	327	1128	307	36	25	36	31
Queue Length 95th (ft)	m17	427	54	m304	m965	#418	75	93	72	60
Internal Link Dist (ft)		750			995		520			592
Turn Bay Length (ft)	500			525		300			150	
Base Capacity (vph)	104	1979	1015	699	3087	657	366	835	348	209
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.56	0.20	0.91	0.98	0.91	0.12	0.36	0.14	0.33

Intersection Summary

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	862	590	2053	484	1104	795
v/c Ratio	0.88	0.19	1.38	0.48	0.87dr	0.55
Control Delay (s/veh)	58.7	32.8	217.7	10.8	23.5	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.7	32.8	217.7	10.8	23.5	1.5
Queue Length 50th (ft)	473	196	~983	139	240	0
Queue Length 95th (ft)	541	241	#1428	m166	273	0
Internal Link Dist (ft)		663	710		1544	
Turn Bay Length (ft)	475			400	250	
Base Capacity (vph)	1053	3094	1486	1343	1922	1441
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	0.82	0.19	1.38	0.36	0.57	0.55

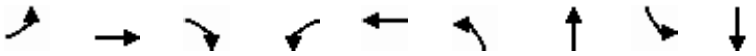
Intersection Summary

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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

dr Defacto Right Lane. Recode with 1 though lane as a right lane.



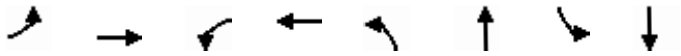
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	158	5	98	16	318	60	2368	66	784
v/c Ratio	1.22	0.01	0.06	0.05	0.70	0.13	0.75	0.51	0.25
Control Delay (s/veh)	194.4	35.0	0.1	36.9	46.0	10.8	24.5	46.2	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	194.4	35.0	0.1	36.9	46.0	10.8	24.5	46.2	17.8
Queue Length 50th (ft)	~189	4	0	12	226	18	612	40	39
Queue Length 95th (ft)	#295	14	0	29	298	46	834	m89	257
Internal Link Dist (ft)		2429			391		460		646
Turn Bay Length (ft)	225		150	275		430		525	
Base Capacity (vph)	179	652	1583	491	601	445	3175	131	3113
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	0.88	0.01	0.06	0.03	0.53	0.13	0.75	0.50	0.25

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

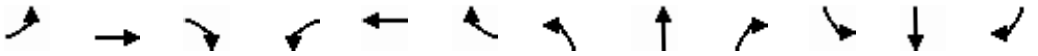
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	16	17	104	193	11	2269	66	747
v/c Ratio	0.21	0.08	0.61	0.73	0.02	0.63	0.42	0.19
Control Delay (s/veh)	50.9	19.5	63.7	45.9	3.8	11.6	18.0	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.9	19.5	63.7	45.9	3.8	11.6	18.0	4.7
Queue Length 50th (ft)	12	1	79	89	1	327	9	44
Queue Length 95th (ft)	33	22	131	162	7	469	50	102
Internal Link Dist (ft)		682		453		711		2120
Turn Bay Length (ft)	150				345		525	
Base Capacity (vph)	111	313	254	353	552	3587	166	3865
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	0.14	0.05	0.41	0.55	0.02	0.63	0.40	0.19

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	170	577	236	115	989	824	533	681	104	357	231	352
v/c Ratio	1.00	0.47	0.34	0.37	0.81	0.53	0.83	0.74	0.21	0.71	0.30	0.80
Control Delay (s/veh)	93.9	30.7	4.3	21.7	40.9	1.3	58.6	47.7	6.8	56.4	42.2	45.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	93.9	30.7	4.3	21.7	40.9	1.3	58.6	47.7	6.8	56.4	42.2	45.6
Queue Length 50th (ft)	81	187	0	51	369	0	206	260	0	140	82	185
Queue Length 95th (ft)	#215	224	51	81	420	0	#278	#447	40	185	128	#396
Internal Link Dist (ft)		899			1095			631			675	
Turn Bay Length (ft)	400		450	650		850	425		350	625		
Base Capacity (vph)	170	1390	761	314	1402	1568	677	924	500	651	777	439
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.42	0.31	0.37	0.71	0.53	0.79	0.74	0.21	0.55	0.30	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	428	263	60	185	42	920	103	777	789
v/c Ratio	0.82	0.57	0.26	0.75	0.12	0.46	0.37	0.44	0.70
Control Delay (s/veh)	55.7	36.4	30.8	67.5	5.9	6.9	25.1	20.7	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.7	36.4	30.8	67.5	5.9	6.9	25.1	20.7	7.4
Queue Length 50th (ft)	171	165	32	137	9	152	52	218	49
Queue Length 95th (ft)	213	m241	62	216	m10	m133	105	247	109
Internal Link Dist (ft)		210		297		473		723	
Turn Bay Length (ft)	300		175		100		100		150
Base Capacity (vph)	559	491	229	286	347	2003	279	1775	1126
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	0.77	0.54	0.26	0.65	0.12	0.46	0.37	0.44	0.70

Intersection Summary

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



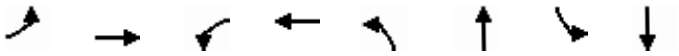
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	116	465	360	494	611	390	628	372	58	465	81
v/c Ratio	0.45	0.93	0.23	1.06	0.74	1.02	0.64	0.53	0.28	1.00	0.21
Control Delay (s/veh)	15.5	52.5	0.3	86.4	27.2	82.8	44.5	19.6	31.3	92.8	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.5	52.5	0.3	86.4	27.2	82.8	44.5	19.6	31.3	92.8	1.2
Queue Length 50th (ft)	27	154	0	~356	358	~331	259	126	31	196	0
Queue Length 95th (ft)	41	#501	0	m#412	m383	#459	313	202	59	#289	0
Internal Link Dist (ft)		2073			1339		1417			847	
Turn Bay Length (ft)	200			225		450		225	450		300
Base Capacity (vph)	260	527	1538	465	856	384	975	705	210	467	390
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.88	0.23	1.06	0.71	1.02	0.64	0.53	0.28	1.00	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	214	215	65	179	327	1030	18	1226
v/c Ratio	0.96	0.42	0.34	0.42	1.37	0.42	0.06	0.51
Control Delay (s/veh)	78.4	7.2	43.9	37.9	212.6	8.7	6.7	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.4	7.2	43.9	37.9	212.6	8.7	6.7	7.3
Queue Length 50th (ft)	120	6	43	106	~341	168	4	164
Queue Length 95th (ft)	m#243	m39	81	162	#294	187	12	183
Internal Link Dist (ft)		1339		651		538		374
Turn Bay Length (ft)	250				275		250	
Base Capacity (vph)	227	523	196	435	239	2444	309	2395
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	0.94	0.41	0.33	0.41	1.37	0.42	0.06	0.51

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	247	377	1333	185	1179
v/c Ratio	0.74	0.70	0.67	0.58	0.46
Control Delay (s/veh)	58.8	17.1	25.0	23.0	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.8	17.1	25.0	23.0	11.9
Queue Length 50th (ft)	186	54	366	59	215
Queue Length 95th (ft)	225	105	373	166	386
Internal Link Dist (ft)	3601		1258		1373
Turn Bay Length (ft)				275	
Base Capacity (vph)	634	758	2001	373	2546
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.39	0.50	0.67	0.50	0.46

Intersection Summary



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	362	253	297	1696	152	1137
v/c Ratio	0.93	0.80	0.84	0.97	0.78	0.75
Control Delay (s/veh)	63.0	53.7	45.0	44.2	57.8	34.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.0	53.7	45.0	44.2	57.8	34.4
Queue Length 50th (ft)	248	161	150	~744	77	478
Queue Length 95th (ft)	246	179	164	504	98	178
Internal Link Dist (ft)	2260	496		1571		1258
Turn Bay Length (ft)			300		350	
Base Capacity (vph)	429	349	374	1756	198	1516
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	0.84	0.72	0.79	0.97	0.77	0.75

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	150	717	128	1217	61	272	67	67	317	217
v/c Ratio	0.63	0.44	0.31	0.74	0.33	0.72	0.15	0.30	0.84	0.46
Control Delay (s/veh)	25.6	18.9	4.8	12.2	28.7	48.7	0.8	27.8	58.6	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.6	18.9	4.8	12.2	28.7	48.7	0.8	27.8	58.6	10.5
Queue Length 50th (ft)	44	166	7	357	27	162	0	30	194	14
Queue Length 95th (ft)	#102	220	m11	407	57	252	0	62	#324	77
Internal Link Dist (ft)		458		1043		641			1121	
Turn Bay Length (ft)	125		125		150		150	125		125
Base Capacity (vph)	249	1641	411	1638	185	409	459	221	409	496
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.44	0.31	0.74	0.33	0.67	0.15	0.30	0.78	0.44

Intersection Summary

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

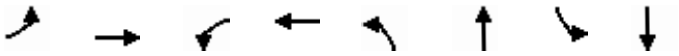


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	218	559	1306	865	524	347
v/c Ratio	1.05	0.26	0.71	0.70	1.11	0.22
Control Delay (s/veh)	112.0	3.6	21.0	4.5	109.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	112.0	3.6	21.0	4.5	109.8	0.3
Queue Length 50th (ft)	~104	25	322	0	~393	0
Queue Length 95th (ft)	#147	30	367	37	#548	0
Internal Link Dist (ft)		1288	641		1802	
Turn Bay Length (ft)	350			625		
Base Capacity (vph)	207	2152	1840	1238	473	1568
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	1.05	0.26	0.71	0.70	1.11	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

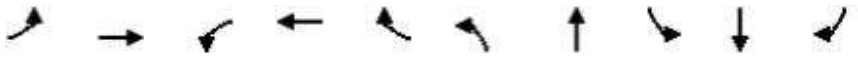
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	65	93	27	240	60	1288	71	1320
v/c Ratio	0.39	0.22	0.13	0.77	0.24	0.60	0.27	0.62
Control Delay (s/veh)	39.9	25.5	41.7	56.2	11.6	15.1	12.3	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.9	25.5	41.7	56.2	11.6	15.1	12.3	19.9
Queue Length 50th (ft)	40	42	18	154	15	196	21	331
Queue Length 95th (ft)	72	81	44	231	m31	273	m28	m355
Internal Link Dist (ft)		378		385		1373		398
Turn Bay Length (ft)	175		150		150		300	
Base Capacity (vph)	168	567	286	410	253	2160	271	2139
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	0.39	0.16	0.09	0.59	0.24	0.60	0.26	0.62

Intersection Summary

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



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	326	1854	45	3899	135	129	89	79	22	388
v/c Ratio	1.31	0.52	0.57	0.99	0.13	0.65	0.55	0.68	0.35	0.61
Control Delay (s/veh)	210.1	8.8	62.2	25.2	3.8	84.3	35.8	89.8	86.2	49.8
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	210.1	9.0	62.2	25.2	3.8	84.3	35.8	89.8	86.2	49.8
Queue Length 50th (ft)	~438	233	46	508	10	65	21	74	22	173
Queue Length 95th (ft)	#639	246	m43	m461	m9	102	80	#151	54	236
Internal Link Dist (ft)		548		436			252		361	
Turn Bay Length (ft)	300		325		175	75		150		275
Base Capacity (vph)	249	3532	82	3930	1021	205	162	116	63	632
Starvation Cap Reductn	0	764	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.31	0.67	0.55	0.99	0.13	0.63	0.55	0.68	0.35	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



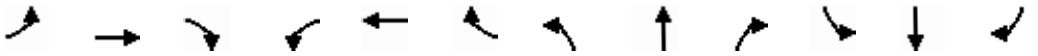
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	418	1541	378	1714	449	536	735	546	520	684	413
v/c Ratio	0.84	0.94	0.78	1.04	0.28	0.92	0.92	0.95	1.00	0.93	0.75
Control Delay (s/veh)	78.3	59.5	80.4	64.5	0.0	82.8	73.7	54.1	101.5	78.0	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.3	59.5	80.4	64.5	0.0	82.8	73.7	54.1	101.5	78.0	27.2
Queue Length 50th (ft)	209	532	204	~672	0	272	378	296	272	359	130
Queue Length 95th (ft)	272	#675	m203	m#531	m0	#375	#495	#541	#400	#485	271
Internal Link Dist (ft)		550		1034			1028			672	
Turn Bay Length (ft)	275		450		200	375		200	750		225
Base Capacity (vph)	526	1634	572	1646	1583	595	802	576	521	735	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.94	0.66	1.04	0.28	0.90	0.92	0.95	1.00	0.93	0.75

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



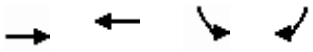
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	326	1753	205	368	2129	597	132	89	432	942	137	426
v/c Ratio	0.80	0.95	0.32	0.65	1.09	0.44	0.49	0.61	0.86	0.86	0.33	0.76
Control Delay (s/veh)	62.4	57.6	24.6	70.6	79.2	0.4	72.0	84.0	59.6	65.2	52.0	29.6
Queue Delay	0.0	44.5	0.0	0.0	4.5	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay (s/veh)	62.4	102.1	24.6	70.6	83.7	0.4	72.0	84.0	60.2	65.2	52.0	29.6
Queue Length 50th (ft)	167	536	73	193	~939	0	65	87	344	322	116	153
Queue Length 95th (ft)	m177	m#640	m88	m204	m#968	m0	102	149	#525	378	183	295
Internal Link Dist (ft)		1034			635			722			732	
Turn Bay Length (ft)	400		225	450			250		250	300		
Base Capacity (vph)	436	1844	650	571	1954	1362	320	173	503	1097	409	558
Starvation Cap Reductn	0	0	0	0	25	0	0	0	0	0	0	0
Spillback Cap Reductn	0	541	0	0	0	0	0	0	7	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	1.35	0.32	0.64	1.10	0.44	0.41	0.51	0.87	0.86	0.33	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	2505	2314	1638	1059
v/c Ratio	1.08	1.02	0.71	0.82
Control Delay (s/veh)	75.8	60.6	33.8	40.6
Queue Delay	10.3	33.4	0.0	0.0
Total Delay (s/veh)	86.1	94.0	33.8	40.6
Queue Length 50th (ft)	~1038	~926	435	488
Queue Length 95th (ft)	#1130	#1022	486	589
Internal Link Dist (ft)	635	832	1161	
Turn Bay Length (ft)			625	625
Base Capacity (vph)	2328	2278	2428	1357
Starvation Cap Reductn	81	0	0	0
Spillback Cap Reductn	0	409	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.11	1.24	0.67	0.78

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

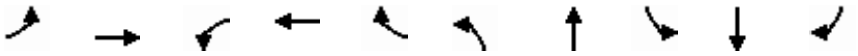
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Group Flow (vph)	3134	881	1706	592	454
v/c Ratio	0.94	0.81	0.69	0.78	0.74
Control Delay (s/veh)	22.5	12.3	10.5	61.8	61.6
Queue Delay	44.8	0.7	0.6	0.0	0.0
Total Delay (s/veh)	67.3	13.0	11.1	61.8	61.6
Queue Length 50th (ft)	537	131	321	287	245
Queue Length 95th (ft)	m380	m401	m315	334	298
Internal Link Dist (ft)	832		548	1095	
Turn Bay Length (ft)					325
Base Capacity (vph)	3337	1085	2469	1318	1053
Starvation Cap Reductn	176	47	365	0	0
Spillback Cap Reductn	668	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.17	0.85	0.81	0.45	0.43

Intersection Summary

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



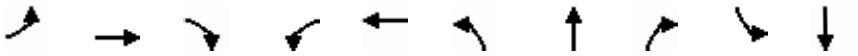
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	505	3115	74	2647	189	200	142	153	37	553
v/c Ratio	0.86	1.04	0.54	1.04	0.22	0.62	0.60	0.69	0.23	0.63
Control Delay (s/veh)	78.6	47.5	63.3	56.0	9.5	73.9	49.5	69.3	69.5	41.6
Queue Delay	0.0	25.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.6	72.6	63.3	56.0	9.5	73.9	49.5	69.3	69.5	41.6
Queue Length 50th (ft)	248	~1214	71	~1034	20	100	83	131	35	223
Queue Length 95th (ft)	m290	#1339	m83	#1119	m55	141	161	#245	76	307
Internal Link Dist (ft)		548		436			252		361	
Turn Bay Length (ft)	300		325		175	75		150		275
Base Capacity (vph)	617	2994	271	2548	858	411	238	221	161	902
Starvation Cap Reductn	0	263	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	1.14	0.27	1.04	0.22	0.49	0.60	0.69	0.23	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

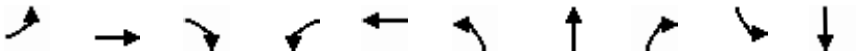
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	85	2324	691	117	2192	691	154	207	43	228
v/c Ratio	0.57	0.93	0.74	0.65	0.85	0.92	0.38	0.41	0.22	0.67
Control Delay (s/veh)	76.3	28.3	12.8	73.7	49.5	64.6	53.5	8.4	40.9	51.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.3	28.3	12.8	73.7	49.5	64.6	53.5	8.4	40.9	51.2
Queue Length 50th (ft)	90	552	152	122	716	311	134	0	31	74
Queue Length 95th (ft)	m89	m#875	m158	m181	#894	#382	205	70	61	120
Internal Link Dist (ft)		598			557		456			479
Turn Bay Length (ft)	500		225	250		325			225	
Base Capacity (vph)	330	2504	934	283	2589	753	409	509	481	572
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.93	0.74	0.41	0.85	0.92	0.38	0.41	0.09	0.40

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	15	2392	376	490	1876	582	93	593	201	92
v/c Ratio	0.11	1.07	0.34	0.89	0.62	0.86	0.29	0.94	1.00	0.53
Control Delay (s/veh)	19.8	98.4	16.2	47.5	24.7	71.5	55.9	62.9	113.5	72.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.8	98.4	16.2	47.5	24.7	71.5	55.9	62.9	113.5	72.5
Queue Length 50th (ft)	9	~996	174	247	630	287	80	509	159	42
Queue Length 95th (ft)	m11	#1086	m236	m226	m571	357	137	#755	#306	74
Internal Link Dist (ft)		750			995		520			592
Turn Bay Length (ft)	500			525		300			150	
Base Capacity (vph)	141	2242	1137	552	3032	732	347	633	200	178
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	1.07	0.33	0.89	0.62	0.80	0.27	0.94	1.01	0.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



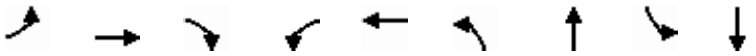
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1574	1679	1189	542	1013	613
v/c Ratio	0.95	0.47	1.29	0.75	1.15	0.43
Control Delay (s/veh)	43.1	23.5	204.0	28.6	120.6	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.1	23.5	204.0	28.6	120.6	1.0
Queue Length 50th (ft)	795	497	~541	206	~518	0
Queue Length 95th (ft)	m769	m476	#677	265	#659	0
Internal Link Dist (ft)		663	710		1544	
Turn Bay Length (ft)	475			400	250	
Base Capacity (vph)	1670	3566	921	722	879	1413
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	0.94	0.47	1.29	0.75	1.15	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



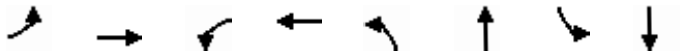
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	138	5	85	21	165	117	1500	266	2027
v/c Ratio	1.04	0.02	0.05	0.09	0.50	0.48	0.55	0.56	0.62
Control Delay (s/veh)	147.4	47.2	0.1	50.0	29.1	25.8	23.5	30.9	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	147.4	47.2	0.1	50.0	29.1	25.8	23.5	30.9	15.2
Queue Length 50th (ft)	~147	4	0	18	66	27	327	163	273
Queue Length 95th (ft)	#237	16	0	42	135	101	412	m238	m368
Internal Link Dist (ft)		2429			391		460		646
Turn Bay Length (ft)	225		150	275		430		525	
Base Capacity (vph)	284	652	1583	482	605	242	2742	475	3272
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	0.49	0.01	0.05	0.04	0.27	0.48	0.55	0.56	0.62

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

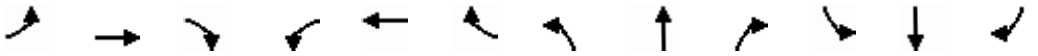
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	11	12	96	171	16	1532	128	1830
v/c Ratio	0.14	0.06	0.61	0.62	0.07	0.44	0.45	0.47
Control Delay (s/veh)	48.9	22.8	66.0	28.5	4.0	9.3	7.9	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.9	22.8	66.0	28.5	4.0	9.3	7.9	7.0
Queue Length 50th (ft)	8	1	73	44	2	173	17	137
Queue Length 95th (ft)	26	19	126	113	8	259	39	297
Internal Link Dist (ft)		682		453		711		2120
Turn Bay Length (ft)	150				345		525	
Base Capacity (vph)	158	381	318	447	221	3480	291	3861
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	0.07	0.03	0.30	0.38	0.07	0.44	0.44	0.47

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	286	865	401	214	594	568	229	510	120	719	604	255
v/c Ratio	0.79	0.76	0.51	0.81	0.52	0.36	0.60	0.87	0.33	0.91	0.60	0.40
Control Delay (s/veh)	37.3	40.7	5.1	45.0	34.4	0.6	57.3	66.5	10.8	62.0	41.7	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.3	40.7	5.1	45.0	34.4	0.6	57.3	66.5	10.8	62.0	41.7	6.7
Queue Length 50th (ft)	134	313	0	96	195	0	89	~218	0	282	221	0
Queue Length 95th (ft)	#200	376	66	#198	243	0	128	#337	55	#416	306	70
Internal Link Dist (ft)		899			1095			631			675	
Turn Bay Length (ft)	400		450	650		850	425		350	625		
Base Capacity (vph)	363	1268	824	267	1268	1583	657	584	361	789	1005	632
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.68	0.49	0.80	0.47	0.36	0.35	0.87	0.33	0.91	0.60	0.40

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	667	333	296	247	43	849	22	957	522
v/c Ratio	0.85	0.75	0.79	0.82	0.21	0.50	0.10	0.65	0.61
Control Delay (s/veh)	52.4	46.1	40.2	63.3	23.7	25.1	27.5	33.0	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.4	46.1	40.2	63.3	23.7	25.1	27.5	33.0	14.2
Queue Length 50th (ft)	254	219	152	165	17	185	11	341	117
Queue Length 95th (ft)	322	m314	210	256	m25	m223	33	433	253
Internal Link Dist (ft)		210		297		473		723	
Turn Bay Length (ft)	300		175		100		100		150
Base Capacity (vph)	864	514	391	350	207	1690	230	1462	850
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	0.77	0.65	0.76	0.71	0.21	0.50	0.10	0.65	0.61

Intersection Summary

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



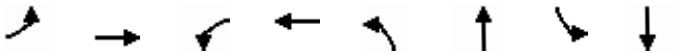
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	188	547	646	396	494	313	776	323	109	802	167
v/c Ratio	0.61	1.04	0.41	1.10	0.72	1.40	0.69	0.45	0.54	0.80	0.29
Control Delay (s/veh)	19.9	76.0	0.9	100.6	40.2	229.2	45.9	16.3	33.7	47.0	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.9	76.0	0.9	100.6	40.2	229.2	45.9	16.3	33.7	47.0	6.3
Queue Length 50th (ft)	52	~469	6	~298	392	~277	334	83	52	307	0
Queue Length 95th (ft)	m77	#670	5	m#431	m476	#469	404	188	92	386	53
Internal Link Dist (ft)		2073			1339		1417			847	
Turn Bay Length (ft)	200			225		450		225	450		300
Base Capacity (vph)	308	527	1583	359	685	223	1120	722	202	1002	568
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	1.04	0.41	1.10	0.72	1.40	0.69	0.45	0.54	0.80	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	399	405	39	135	287	854	67	1309
v/c Ratio	1.00	0.77	0.25	0.63	0.87	0.45	0.20	0.89
Control Delay (s/veh)	92.7	58.0	32.9	55.1	56.8	18.9	13.2	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.7	58.0	32.9	55.1	56.8	18.9	13.2	41.2
Queue Length 50th (ft)	~326	270	22	87	162	217	20	508
Queue Length 95th (ft)	m#375	m300	45	148	#340	284	43	#655
Internal Link Dist (ft)		1339		651		538		374
Turn Bay Length (ft)	250				275		250	
Base Capacity (vph)	398	542	153	282	337	1885	343	1464
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	1.00	0.75	0.25	0.48	0.85	0.45	0.20	0.89

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	61	194	1265	459	1347
v/c Ratio	0.43	0.64	0.86	0.65	0.46
Control Delay (s/veh)	60.9	16.9	31.7	19.6	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.9	16.9	31.7	19.6	7.6
Queue Length 50th (ft)	47	0	210	239	265
Queue Length 95th (ft)	89	70	367	m389	516
Internal Link Dist (ft)	3601		1258		1373
Turn Bay Length (ft)				275	
Base Capacity (vph)	678	726	1474	710	2930
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.27	0.86	0.65	0.46

Intersection Summary

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



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	447	172	151	1089	42	1359
v/c Ratio	0.92	0.47	0.65	0.58	0.15	0.80
Control Delay (s/veh)	45.4	26.5	32.4	22.3	10.2	34.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.4	26.5	32.4	22.3	10.2	34.5
Queue Length 50th (ft)	263	73	55	309	9	481
Queue Length 95th (ft)	#413	134	130	430	18	#751
Internal Link Dist (ft)	2260	496		1571		1258
Turn Bay Length (ft)			300		350	
Base Capacity (vph)	564	432	344	1886	310	1700
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.40	0.44	0.58	0.14	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	227	1015	126	767	86	424	152	116	470	222
v/c Ratio	0.68	0.77	0.59	0.65	0.44	0.81	0.28	0.54	0.84	0.38
Control Delay (s/veh)	26.1	32.7	37.7	14.4	26.1	45.9	6.7	29.5	47.2	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.1	32.7	37.7	14.4	26.1	45.9	6.7	29.5	47.2	11.7
Queue Length 50th (ft)	85	310	30	188	33	244	5	46	279	35
Queue Length 95th (ft)	136	394	#100	232	65	360	50	83	#444	96
Internal Link Dist (ft)		458		1043		641			1121	
Turn Bay Length (ft)	125		125		150		150	125		125
Base Capacity (vph)	347	1323	216	1187	194	577	588	216	577	592
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.77	0.58	0.65	0.44	0.73	0.26	0.54	0.81	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



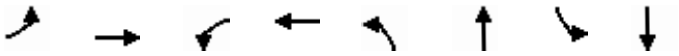
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	410	989	730	567	770	354
v/c Ratio	1.25	0.57	0.59	0.61	1.09	0.22
Control Delay (s/veh)	159.4	8.4	29.0	5.3	90.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	159.4	8.4	29.0	5.3	90.6	0.3
Queue Length 50th (ft)	~247	78	201	0	~564	0
Queue Length 95th (ft)	m#269	102	259	68	#779	0
Internal Link Dist (ft)		1288	641		1802	
Turn Bay Length (ft)	350			625		
Base Capacity (vph)	329	1734	1238	922	708	1583
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	1.25	0.57	0.59	0.61	1.09	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

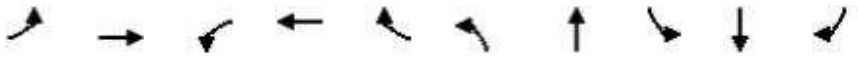
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	147	190	16	131	27	1424	103	1924
v/c Ratio	0.58	0.45	0.16	0.73	0.19	0.68	0.44	0.85
Control Delay (s/veh)	47.3	38.0	54.1	60.7	11.8	10.2	15.4	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.3	38.0	54.1	60.7	11.8	10.2	15.4	23.3
Queue Length 50th (ft)	95	111	12	71	4	143	28	546
Queue Length 95th (ft)	156	183	36	#155	m7	186	m52	m614
Internal Link Dist (ft)		378		385		1373		398
Turn Bay Length (ft)	175		150		150		300	
Base Capacity (vph)	270	462	111	196	139	2082	269	2275
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	0.54	0.41	0.14	0.67	0.19	0.68	0.38	0.85

Intersection Summary

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



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	505	3115	74	2647	189	200	142	153	37	553
v/c Ratio	1.10	0.95	0.63	0.90	0.24	0.71	0.89	0.88	0.39	0.55
Control Delay (s/veh)	116.8	21.4	71.6	34.9	10.3	81.2	89.3	100.9	81.9	38.0
Queue Delay	0.0	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	116.8	45.2	71.6	34.9	10.3	81.2	89.3	100.9	81.9	38.0
Queue Length 50th (ft)	~564	912	71	400	20	101	91	139	37	228
Queue Length 95th (ft)	m#658	738	m86	513	m55	146	#226	#241	78	297
Internal Link Dist (ft)		548		436			252		361	
Turn Bay Length (ft)	300		325		175	75		150		275
Base Capacity (vph)	460	3284	129	2947	798	297	160	173	94	997
Starvation Cap Reductn	0	322	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	1.05	0.57	0.90	0.24	0.67	0.89	0.88	0.39	0.55

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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