

TRAFFIC IMPACT STUDY

QT 4267 Castle Rock

Castle Rock, Colorado

Prepared for:
QuikTrip Corporation

Kimley»Horn

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

QT 4267 Castle Rock

Castle Rock, Colorado

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1.0 EXECUTIVE SUMMARY

QT 4267 Castle Rock is proposed to be located on the southwest corner of the Plum Creek Parkway and Wilcox Street intersection in the Town of Castle Rock, Colorado. The project is proposed to include a 6,445 square foot convenience store with a 16 fueling position gas station as well as a 4,302 square foot car wash facility. It is expected that the project will be completed in the next several years. Therefore, analysis was conducted for the 2028 short-term buildout horizon as well as the 2050 long-term twenty-year planning horizon.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study in accordance with the Town of Castle Rock requested scope:

- Plum Creek Parkway and Interstate 25 (I-25) Southbound Ramps/Frontage Road (Intersection #1)
- Plum Creek Parkway and I-25 Northbound Ramps (#2)
- Plum Creek Parkway and Wilcox Street (#3)
- Plum Creek Parkway and Perry Street (#4)
- Rio Grande Drive and Wilcox Street (#5)
- Rio Grande Drive and Perry Street (#6)

In addition, the existing right-in/right-out (RIRO) access along Plum Creek Parkway to remain were evaluated.

Regional access to the site will be provided by I-25 and primary access will be provided by Plum Creek Parkway. Direct access will be provided by the existing full movement intersection of Rio Grande Drive and Wilcox Street (#5) and the existing RIRO access along Plum Creek Parkway (#7).

Since the project is a commercial development, pass-by trips are expected. These pass-by trips are vehicles already on the street network that will be attracted to the project site en route to a final destination. The pass-by percentages were obtained from the ITE “Trip Generation Manual”, Twelfth Edition which shows a peak hour pass-by percentage of approximately 75 percent and

for gas stations with convenience stores. For the car wash site, although it is expected that many of these trips are generated via pass-by, as there is no ITE data available for that land use, no pass-by trips were assumed for the car wash portion of the development. As such, overall, the site is expected to experience an approximately 65 percent pass-by rate during the weekday morning peak hour, 57 percent pass-by rate during the weekday afternoon peak hour and 54 percent during the Saturday mid-day peak hour.

QT 4267 Castle Rock is expected to generate approximately 5,312 daily weekday driveway trips, with 491 of these trips occurring during the morning peak hour and 506 trips occurring during the afternoon peak hour. Accounting for pass-by, expected net new (non pass-by) trips to the surrounding street network results in approximately 1,906 weekday daily trips, of which 166 trips and 205 trips are anticipated during the weekday morning and afternoon peak hours, respectively. During the Saturday peak hour of the generator, the site is expected to generate 493 peak hour trips, 227 of which are expected to be net new (non pass-by) trips.

Based on the analysis presented in this report, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

2028 Recommendations

- The project is proposing to use two access points into the site, both of which are existing accesses. The west leg of the Rio Grande Drive & Wilcox Street (#5) intersection is proposed to be realigned slightly to the north to create a safer, more standard four-leg intersection. This access was analyzed as both a traffic signal and a roundabout, as a minor street stop-controlled intersection is not expected to work operationally. Both the traffic signal and roundabout scenarios show that the intersection may operate at an overall acceptable level of service. In the signalized scenario, it was assumed the eastbound approach would provide a left turn lane and shared through/right turn lane. However, the vehicle queues in the signalized scenario would have queues exceeding 200 feet onsite during the peak hours, and nearly spilling onto Plum Creek Parkway on southbound Wilcox Street by the 2050 horizon. If the intersection is converted to a roundabout, it is expected that the eastbound, westbound, and northbound approaches would be a single-lane approach while the southbound approach was assumed to retain two approach lanes. In the roundabout-controlled scenario, vehicle queues on the northbound approach could exceed 1,200 feet during the morning peak hour

by 2050 based on the projected traffic volumes. Overall, the traffic signal appears to provide better overall operations in terms of mitigating major vehicle queues at this intersection and as such, this is the recommended configuration of the two alternatives analyzed.

- The Plum Creek Parkway right-in/right-out existing access was analyzed to remain as part of this traffic study. This access is within the access control line (A-Line) of the I-25 interchange, which means that the Colorado Department of Transportation (CDOT) has jurisdiction governing this access location. With redevelopment of the site and the additional traffic volume generated by this project, an access control permit is expected to be required. The intersection is expected to operate acceptably through the 2050 horizon with the addition of project traffic. However, additional discussions will be required with CDOT if this project intends to use this access location.

2050 Recommendations

- Several improvements in the area are proposed as part of other developments in the area by the 2050 horizon, including sites such as Brickyard, Dawson Trails, Castle Meadows Stapleton, and Miller's Landing. These improvements include additional turn lanes at the I-25 interchange on Plum Creek Parkway.

General Recommendations

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

2.0 INTRODUCTION

Kimley-Horn has prepared this report to document the results of a Traffic Impact Study for QT 4267 Castle Rock proposed to be located on the southwest corner of the Plum Creek Parkway and Wilcox Street intersection in the Castle Rock, Colorado. A vicinity map illustrating the project development location is shown in **Figure 1**. The project is proposed to include a gas station with 16 passenger vehicle fueling positions, a convenience market with approximately 6,445 square feet of building space, and a car wash with approximately 4,302 square feet of building space. A conceptual site plan is attached in **Appendix A**. It is expected that the project will be completed in the next several years; therefore, analysis was conducted for the 2028 short-term buildout horizon as well as the 2050 long-term twenty-year planning horizon.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study in accordance with the Town of Castle Rock requested scope:

- Plum Creek Parkway and Interstate 25 (I-25) Southbound Ramps/Frontage Road (Intersection #1)
- Plum Creek Parkway and I-25 Northbound Ramps (#2)
- Plum Creek Parkway and Wilcox Street (#3)
- Plum Creek Parkway and Perry Street (#4)
- Rio Grande Drive and Wilcox Street (#5)
- Rio Grande Drive and Perry Street (#6)

In addition, the existing right-in/right-out (RIRO) access along Plum Creek Parkway to remain were evaluated.

Regional access to the site will be provided by I-25 and primary access will be provided by Plum Creek Parkway. Direct access will be provided by the existing full movement intersection of Rio Grande Drive and Wilcox Street (#5) and the existing RIRO access along Plum Creek Parkway (#7).

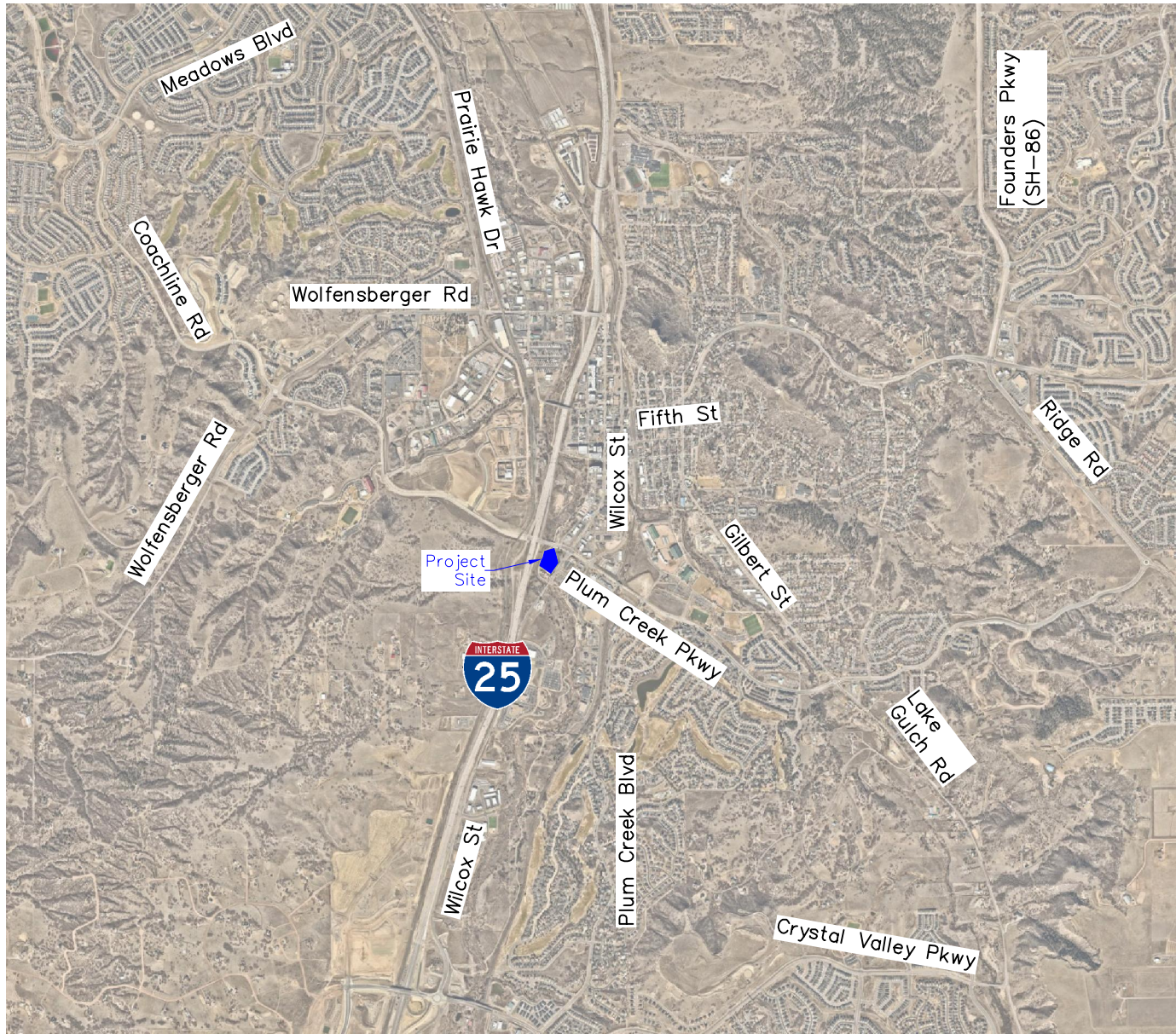


FIGURE 1
QT 4267
Castle Rock, Colorado
Vicinity Map

3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing Study Area

The existing site is comprised of a small retail center. To the north, south, and east of the site are additional retail uses. Directly to the west of the site is I-25 and beyond that is currently undeveloped land. The greater surrounding area is generally comprised of residential land uses, while downtown Castle Rock is located just to the north of this area.

3.2 Existing Roadway Network

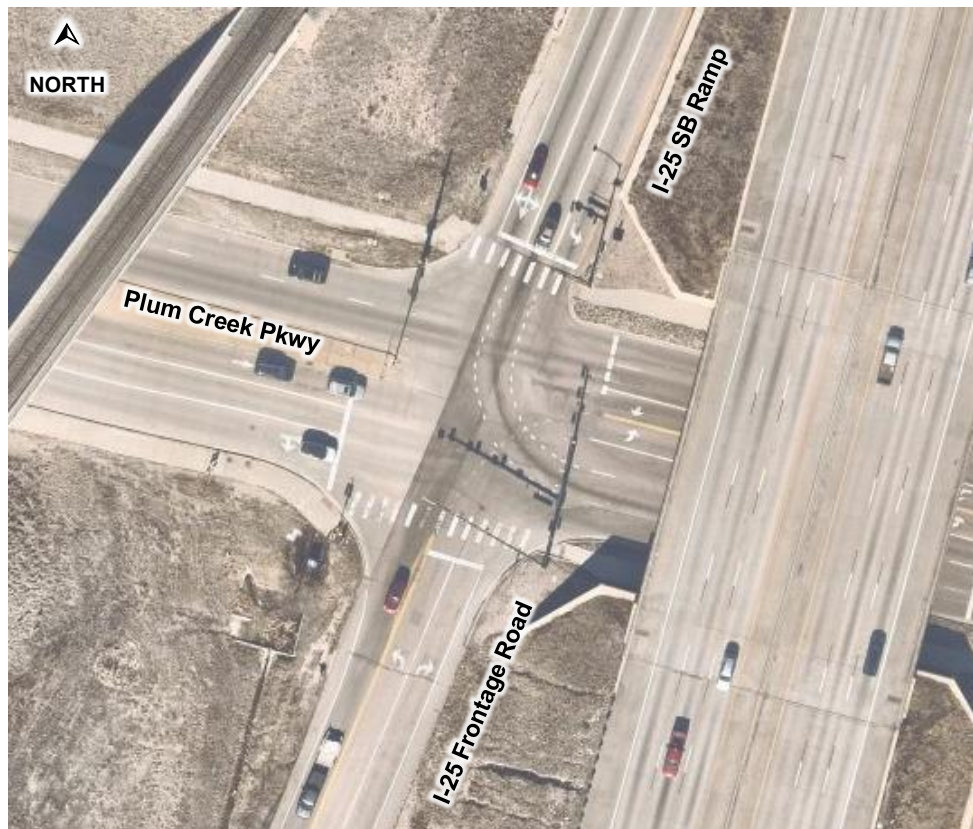
Plum Creek Parkway extends east/west with two through lanes in each direction for most of the project vicinity. Three eastbound through lanes and only a single operational westbound through lane exist through the I-25 interchange. The westbound direction is limited to one through lane due to a dropped through lane as there is a forced right turn lane at the northbound interchange. In addition, the through lane that opens between the northbound and southbound interchanges closes approximately 350 feet to the west of the interchange. The posted speed limit adjacent to the project site is 35 miles per hour (mph). The Town of Castle Rock Transportation Master Plan (TMP) defines Plum Creek Parkway as a “major arterial” roadway. The I-25 Southbound on-ramp transitions into a north/south frontage road south of Plum Creek Parkway. The two-lane frontage road has a posted speed limit of 30 mph.

Wilcox Street operates as a north/south roadway with a single through lane in each direction within the project vicinity. To the north of Plum Creek Parkway, Wilcox Street has a two way left turn lane (TWLTL) until South Street. To the south of Plum Creek Parkway, there are two southbound through lanes for approximately 550 feet, with the second through lane serving as an acceleration for eastbound right turning vehicles to merge with southbound through traffic. The posted speed limit is 25 mph adjacent to the project site and the Town of Castle Rock TMP defines Wilcox Street as a “minor arterial” roadway.

Perry Street is a north/south roadway, operating with a single through lane in each direction and a TWLTL south of Rio Grande Drive. The roadway has a posted speed limit of 30 mph and is defined by the Town of Castle Rock TMP as a “minor arterial” north of Plum Creek Parkway and a “collector” roadway south of the intersection.

Rio Grande Drive is an east/west roadway which operates between Wilcox Street and Perry Street. The roadway has a single lane in each direction and no posted speed limit. The Town of Castle Rock TMP defines Rio Grande Drive as a “local” roadway.

The signalized intersection of Plum Creek Parkway and I-25 Southbound Ramps/Frontage Road (#1) operates with split phasing on the northbound and southbound approaches to the intersection and protected-permissive left turn phasing on the westbound approach. The southbound approach provides two designated left turn lanes and a single lane for shared left, through, and right turning movements. The northbound approach operates with separate lanes for the left and right turning movements. The eastbound approach has three through lanes with the outside through lane being a shared through/right turn lane. The westbound approach has a designated left turn lane and two through lanes. Of note, the outermost westbound through lane is primarily not used in current conditions due to the dual westbound right turn lanes at the Plum Creek Parkway and I-25 Northbound Ramps (#2) intersection. An aerial photo of the existing intersection configuration is below.



Plum Creek Parkway and I-25 Southbound Ramps/Frontage Road (#1)

The signalized intersection of Plum Creek Parkway and I-25 Northbound Ramps (#2) operates with protected-permissive and permitted phasing for the eastbound and northbound left turning movements, respectively. The northbound approach has a left turn lane, a shared lane for through and right turning movements, and a right turn lane. The westbound approach operates with a through lane, a lane for shared through and right turning movements, and a right turn lane. Of note, the innermost through lane transitions immediately to a left turn lane on the west leg of the intersection. The eastbound approach has a designated left turn lane and three through lanes. An aerial photo of the existing intersection configuration is below.



Plum Creek Parkway and I-25 Northbound Ramps (#2)

The signalized intersection of Plum Creek Parkway and Wilcox Street (#3) operates with protected-permissive left turn phasing on all four approaches to the intersection. The eastbound and westbound approaches both operate with a designated left turn lane, two through lanes, and a designated right turn lane. The eastbound right turning movement is a channelized, free-flow movement. The northbound approach has dual left turn lanes, a through lane, and a lane for right turning movements. The southbound approach has a separate lane for each of the left, through, and right turning movements. An aerial photo of the existing intersection configuration is below.



Plum Creek Parkway and Wilcox Street (#3)

The signalized intersection of Plum Creek Parkway and Perry Street (#4) operates with protected-permissive left turn phasing on all four approaches to the intersection. The eastbound approach has a left turn lane, two through lanes, and a right turn lane. The westbound approach operates with a left turn lane and two through lanes with the outermost through lane being a shared through/right turn lane. The westbound approach has a left turn lane, a shared through/right lane, and a designated channelized, free-movement, right turn lane. The northbound approach has separate lanes for left, through, and right turning movements. An aerial photo of the existing intersection configuration is below.



Plum Creek Parkway and Perry Street (#4)

The unsignalized intersection of Wilcox Street and Rio Grande Drive (#5) operates with stop control on the minor eastbound and westbound approaches. The eastbound approach is offset approximately 30 feet to the south of Rio Grande Drive in existing conditions but for purposes of this study, the eastbound and westbound approaches are considered as part of the same intersection. The northbound approach has a left turn lane and a lane for shared through/right turning movements. Despite through movements being minimal at this intersection eastbound and westbound, the westbound Rio Grande Drive approach is believed to operate with a shared left/through lane and separate right turn lane based on the misaligned nature of the east and west legs of this intersection. The eastbound approach operates with a single lane for shared movements. The southbound approach has a left turn lane and two through lanes with the outermost through lane being a shared through/right turn lane; however, the southbound through/right turn lane terminates immediately to the south of the intersection. An aerial photo of the existing intersection configuration is below.



Wilcox Street and Rio Grande Drive (#5)

The unsignalized intersection of Perry Street and Rio Grande Drive (#6) operates with all-way stop control. The eastbound, northbound, and southbound approaches all operate with a left turn lane and a shared through/right turn lane. The westbound approach has a single lane for shared movements. An aerial photo of the existing intersection configuration is below.



Perry Street and Rio Grande Drive (#6)

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

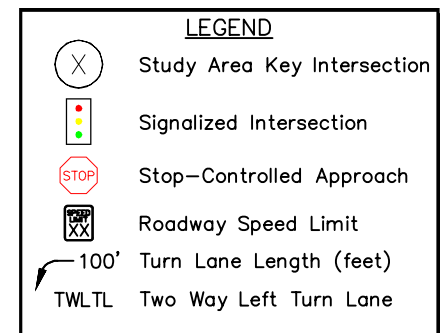
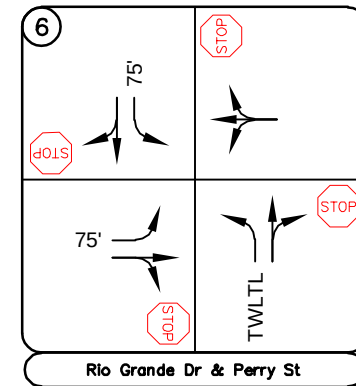
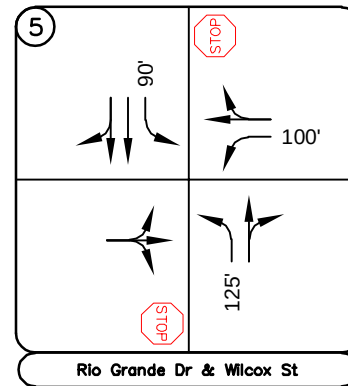
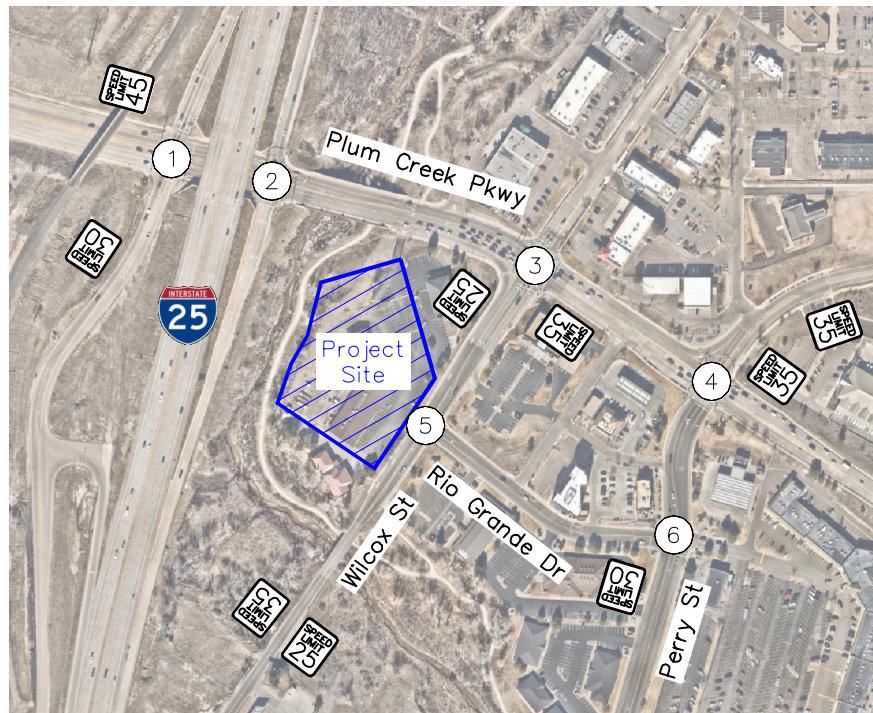
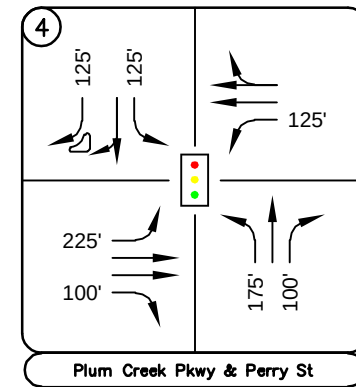
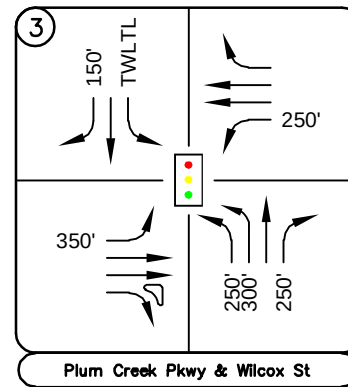
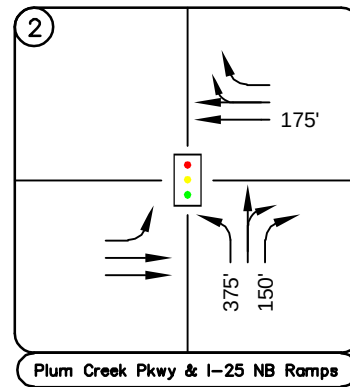
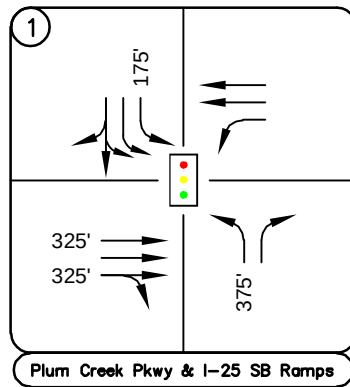


FIGURE 2
QT 4267
Castle Rock, Colorado
Existing Geometry and Control



3.3 Existing Traffic Volumes

Existing weekday turning movement counts were conducted at the majority of the study intersections on Wednesday, April 8, 2026 during the weekday morning and afternoon peak hours. Weekday turning movement counts were conducted for the intersection of Rio Grande Drive and Perry Street (#6) on Thursday, May 28, 2026 following a scoping discussion with Town of Castle Rock staff to analyze the operations of this intersection. The scoping form is included in **Appendix A**. 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 these count dates. In addition, due to the site's proximity to downtown Castle Rock, counts were also collected for a midday period, 11:30 AM to 12:30 PM, on Saturday, May 30, 2026 based on the requested Town of Castle Rock scope. The existing intersection traffic volumes are shown in **Figure 3** with count sheets provided in **Appendix B**.

3.4 Unspecified Development Traffic Growth

Several sources were used to determine the projected traffic growth in the area, including the Town of Castle Rock TMP Update, Denver Regional Council of Governments (DRCOG) traffic model, multiple background traffic impact studies, and discussion with Town of Castle Rock staff.

The Town of Castle Rock TMP provides traffic growth projections on several roadways in the study area, including Plum Creek Parkway, Wilcox Street, and Perry Street. The average annual growth rate in this area according to the TMP is approximately 1.02 percent. The TMP projects that the 2050 traffic volume on Wilcox Street south of Plum Creek Parkway will be approximately 1,100 vehicles lower than the existing traffic volume; this net decrease over the 30-year period analyzed by DRCOG is due to the expected reroute of traffic once the Crystal Valley Parkway interchange is complete approximately two miles to the south of the site. When this decrease in volume is not included in the remaining surrounding vicinity, the expected annual average traffic growth rate is 1.18 percent.

According to traffic projections from DRCOG traffic model, the area surrounding the site is expected to have an average 30-year growth factor of 1.08, which equates to an annual growth rate of 0.22 percent. This includes an expected net decrease in traffic volume on Wilcox Street to the south of Plum Creek Parkway. DRCOG also projects that the daily traffic volume will be roughly 1,000 vehicles lower in the 2050 horizon year when compared to existing conditions.

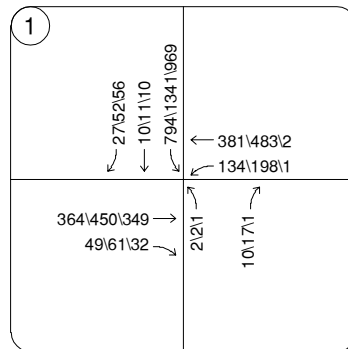
There are also several future known developments in the area either currently under construction or anticipated to be constructed over the next several years. These future known developments to be included in the background traffic volumes of this project include the following:

- Brickyard – located on the northwest quadrant of the Plum Creek Parkway and I-25 interchange; assumed to be complete prior to QT 4267
- Dawson Trails – located on the southwest quadrant of the Plum Creek Parkway and I-25 interchange; assumed to be completed after QT 4267
- Castle Meadows Stapleton – located to the west of Dawson Trails; assumed to be complete after QT 4267
- Miller's Landing – located to the west of Brickyard; assumed to be complete after QT 4267

In addition to the background traffic volumes associated with these known aforementioned developments, a one (1) percent average annual growth rate was used in the study area to further grow the existing traffic volumes to the future horizon analysis years per Town of Castle Rock requested scope. The exception to this average annual growth rate is the volume associated with the expected reroute of traffic due to the Crystal Valley interchange being constructed, which, as previously mentioned, is expected to have approximately 1,000 fewer daily vehicles on Wilcox Street compared to existing conditions. This reroute is expected to primarily remove volume from the following turning movements:

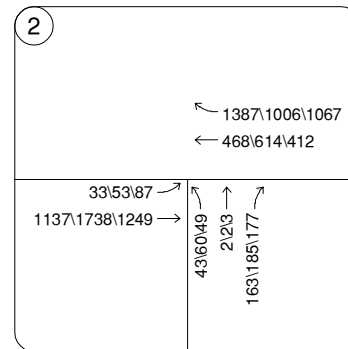
- Plum Creek Parkway & I-25 Southbound Ramps (#1): southbound left turning vehicles
- Plum Creek Parkway & I-25 Northbound Ramps (#2): eastbound through (via southbound left turns at #1) and westbound right turning vehicles
- Plum Creek Parkway & Wilcox Street (#3): eastbound right and northbound left turning vehicles
- Plum Creek Parkway & Rio Grande Drive (#5): northbound and southbound through vehicles

Future traffic volume projections, growth rate calculations, and the adjacent area traffic studies are provided in **Appendix C**. This annual growth rate was used to estimate short-term 2028 and long-term 2050 traffic volume projections at the key intersections. The calculated background traffic volumes for 2028 and 2050 are shown in **Figure 4** and **Figure 5**, respectively.



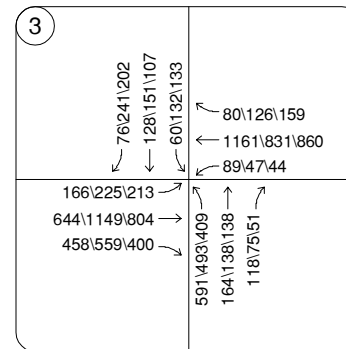
Plum Creek Pkwy & I-25 SB Ramps

7:30 to 8:30AM (4:45 to 5:45PM)
(11:30AM to 12:30PM)



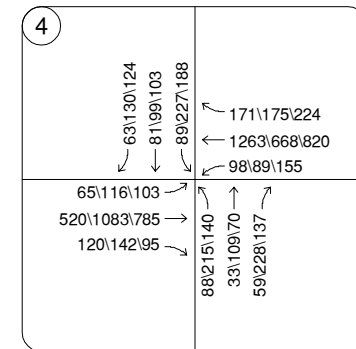
Plum Creek Pkwy & I-25 NB Ramps

7:30 to 8:30AM (4:30 to 5:30PM)
(11:30AM to 12:30PM)



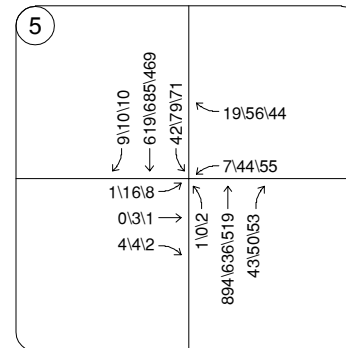
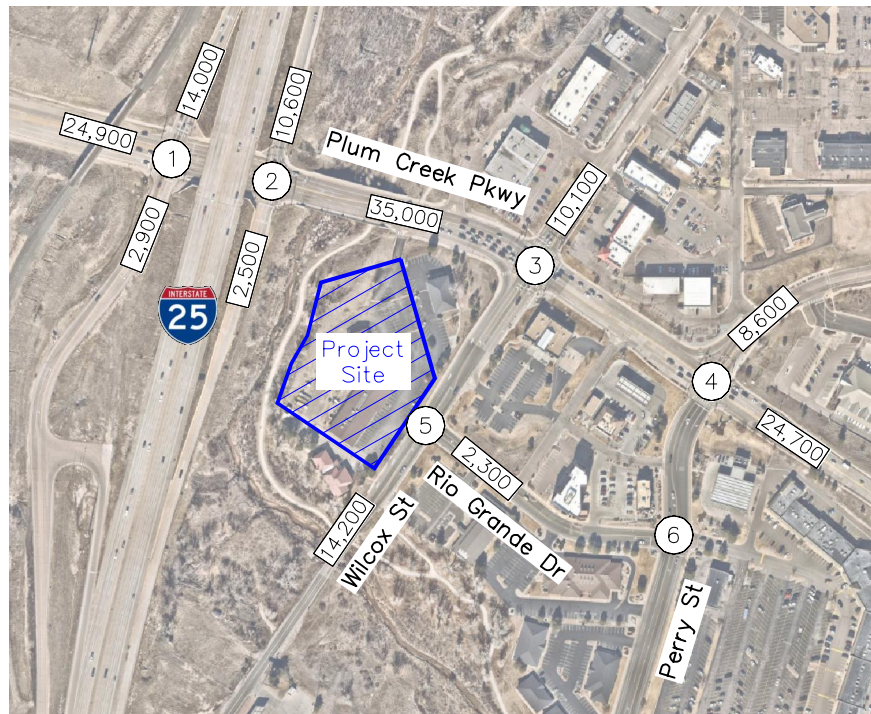
Plum Creek Pkwy & Wilcox St

7:30 to 8:30AM (4:30 to 5:30PM)
(11:30AM to 12:30PM)



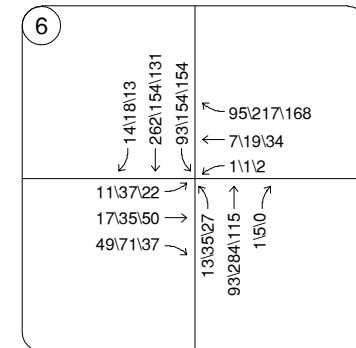
Plum Creek Pkwy & Perry St

7:15 to 8:15AM (4:30 to 5:30PM)
(11:30AM to 12:30PM)



Rio Grande Dr & Wilcox St

7:15 to 8:15AM (4:30 to 5:30PM)
(11:30AM to 12:30PM)



Rio Grande Dr & Perry St

7:30 to 8:30AM (4:00 to 5:00PM)
(11:30AM to 12:30PM)

Weekday counts collected on Wednesday,
April 8, 2026 and Saturday counts collected
on May 30, 2026.

* Rio Grande Dr & Perry St weekday
counts collected on Thursday, May 28,
2026.

LEGEND



Study Area Key Intersection

xx\xx\xx

Weekday AM\PM\Saturday MID
Peak Hour Traffic Volumes

xx,x00

Estimated Daily Traffic Volume
Based on Weekday PM

FIGURE 3
QT 4267
Castle Rock, Colorado
2026 Existing Traffic Volume



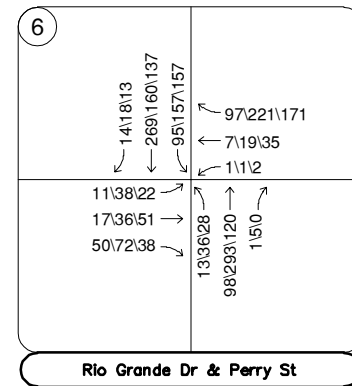
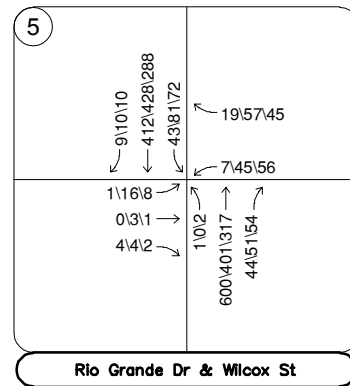
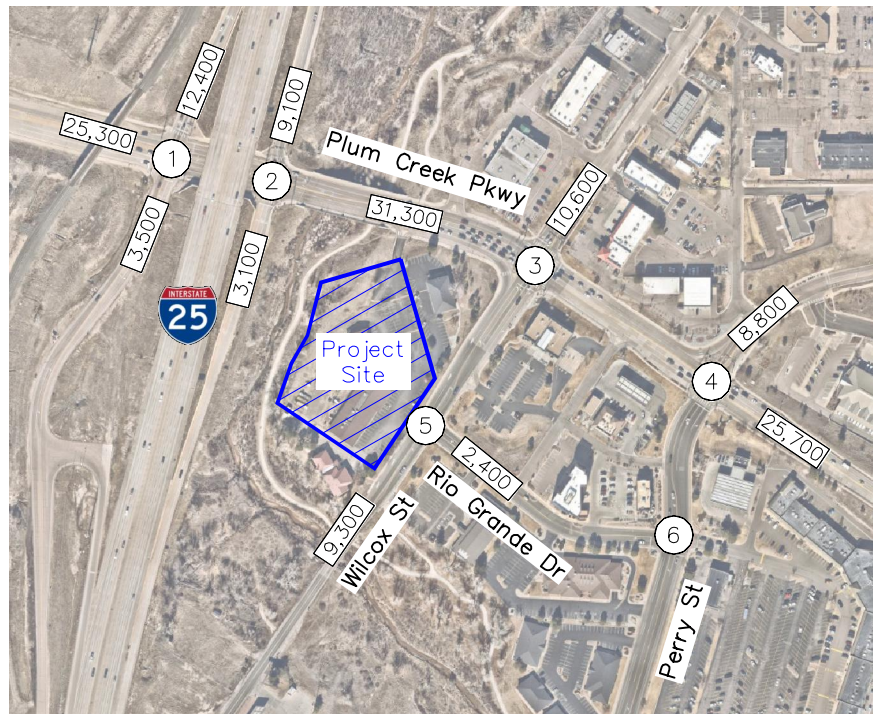
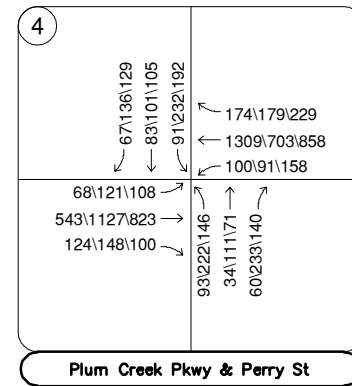
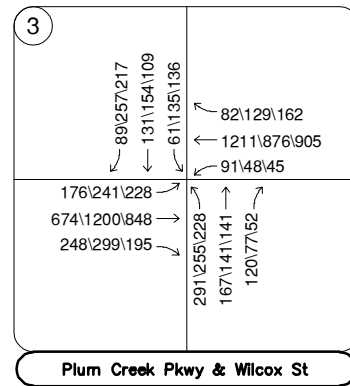
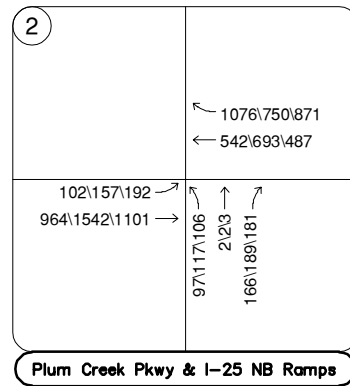
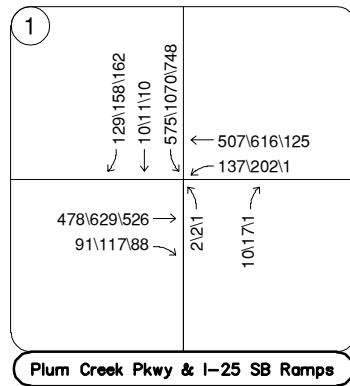
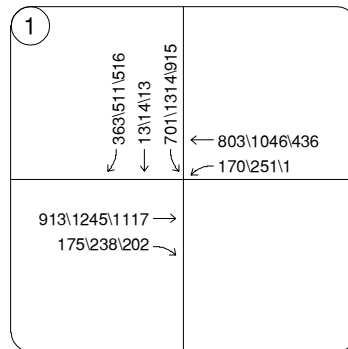


FIGURE 4
QT 4267
Castle Rock, Colorado
2028 Background Traffic Volumes

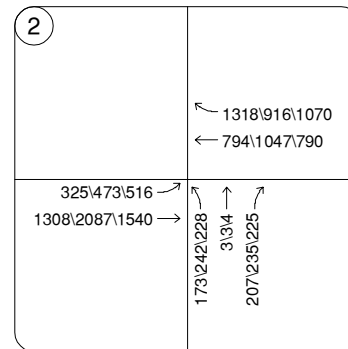


LEGEND	
	Study Area Key Intersection
xx\xx\xx	Weekday AM\PM\Saturday MID Peak Hour Traffic Volumes
	Estimated Daily Traffic Volume Based on Weekday PM

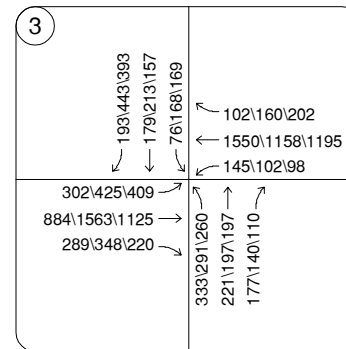




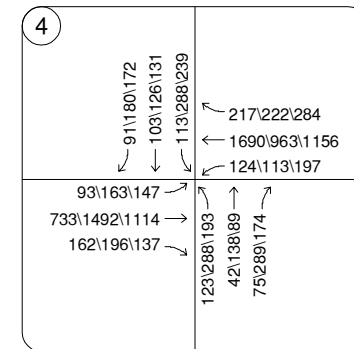
Plum Creek Pkwy & I-25 SB Ramps



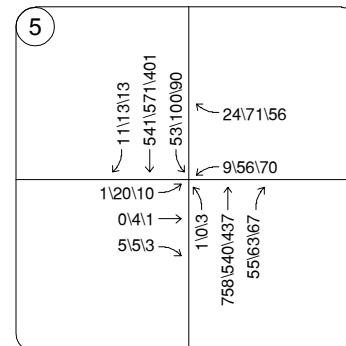
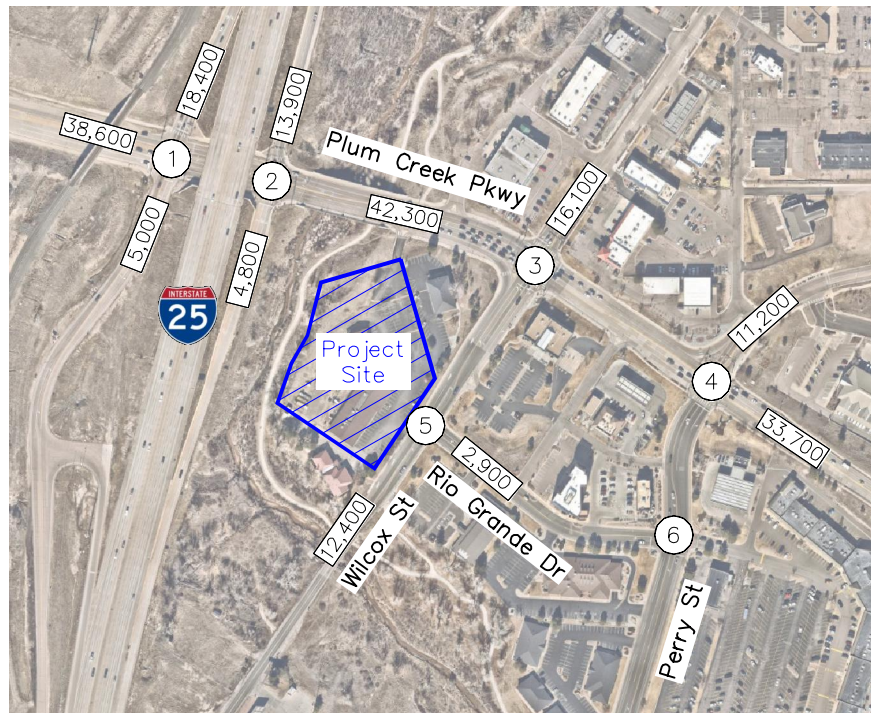
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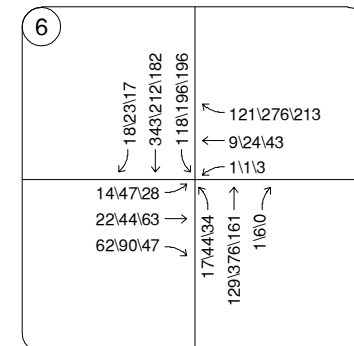
Plum Creek Pkwy & Wilcox St



Plum Creek Pkwy & Perry St



Rio Grande Dr & Wilcox St



Rio Grande Dr & Perry St

FIGURE 5
QT 4267
Castle Rock, Colorado
2050 Background Traffic Volumes



LEGEND	
(X)	Study Area Key Intersection
xx\xx\xx	Weekday AM\PM\Saturday MID Peak Hour Traffic Volumes
[xx,x00]	Estimated Daily Traffic Volume Based on Weekday PM



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 Convenience Store/Gas Station (ITE Land Use Code 945) and Automated Car Wash (ITE 948) for traffic associated with the development. Of note, the Convenience Store/Gas Station land use can calculate the predicted number of trips based on number of fueling positions or square footage of the convenience store as independent variables. For this project, the calculations used for analysis were conservatively based on the square footage of the convenience store as this land use assumption method generates more trips.

Since the project is a commercial development, pass-by trips are expected. These pass-by trips are vehicles already on the street network that will be attracted to the project site en route to a final destination. The pass-by percentages were obtained from the ITE “Trip Generation Manual”, Twelfth Edition which shows a peak hour pass-by percentage of approximately 75 percent and for gas stations with convenience stores. For the car wash site, although it is expected that many of these trips are generated via pass-by, as there is no ITE data available for that land use, no pass-by trips were assumed for the car wash portion of the development. As such, overall, the site is expected to experience an approximately 65 percent pass-by rate during the weekday morning peak hour, 57 percent pass-by rate during the weekday afternoon peak hour and 54 percent during the Saturday mid-day peak hour.

QT 4267 Castle Rock is expected to generate approximately 5,312 daily weekday driveway trips, with 491 of these trips occurring during the morning peak hour and 506 trips occurring during the afternoon peak hour. Accounting for pass-by, expected net new (non pass-by) trips to the surrounding street network results in approximately 1,906 weekday daily trips, of which 166 trips

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

and 205 trips are anticipated during the weekday morning and afternoon peak hours, respectively. During the Saturday peak hour of the generator, the site is expected to generate 493 peak hour trips, 227 of which are expected to be net new (non pass-by) trips. Calculations were based on the procedure and information provided in the *ITE Trip Generation Manual, 12th Edition – Volume 1: User's Guide and Handbook*, 2026. **Table 1** summarizes the estimated trip generation for the site. The trip generation worksheets are included in **Appendix D**.

Table 1 – QT 4267 Castle Rock Traffic Generation

Land Use and Size	Daily	Weekday Vehicle Trips						Weekend Vehicle Trips		
		AM Peak Hour			PM Peak Hour			MID Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Convenience store/Gas Station – (ITE 945) 6,559 Square Feet	4,220	218	209	427	201	200	401	178	177	355
Automated Car Wash – (ITE 948) 4,302 Square Feet	1,092	35	29	64	51	54	105	69	69	138
Total Project Trips	5,312	253	238	491	252	254	506	247	246	493
Total Project Trips after Pass-By	2,148	87	79	166	101	104	205	114	113	227

4.2 Trip Distribution

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding information, and the proposed access system for the project. The 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 project trip distribution for the proposed development is illustrated in **Figure 6**.

Since the project is a gas station and car wash, a certain amount of traffic attracted to the uses will already be passing by the site. This pass-by distribution is a means to quantify the amount of traffic arriving to the site from a given direction and then leaving the site in the same original direction of travel, continuing the driver's trip. The expected weekday morning and weekday afternoon peak hour pass-by trip distributions were calculated based on actual traffic volumes on the surrounding street network. A separate pass-by distribution was created for the Saturday mid-day peak hour and were also based on the existing traffic volumes. Directional differences in the weekday morning, weekday afternoon, and Saturday mid-day peak hours were accounted for in the pass-by distributions as shown in **Figure 7**, **Figure 8**, and **Figure 9**, respectively.

4.3 Traffic Assignment

The project's traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Traffic non pass-by assignment is shown in **Figure 10**, with pass-by traffic assignment shown in **Figure 11** and the total (non pass-by + pass-by traffic assignment) provided in **Figure 12**.

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 2028 buildout horizon and long-term 2050 twenty-year planning horizon. These total traffic volumes for the study area are illustrated for the 2028 and 2050 horizon years in **Figure 13** and **Figure 14**, respectively.

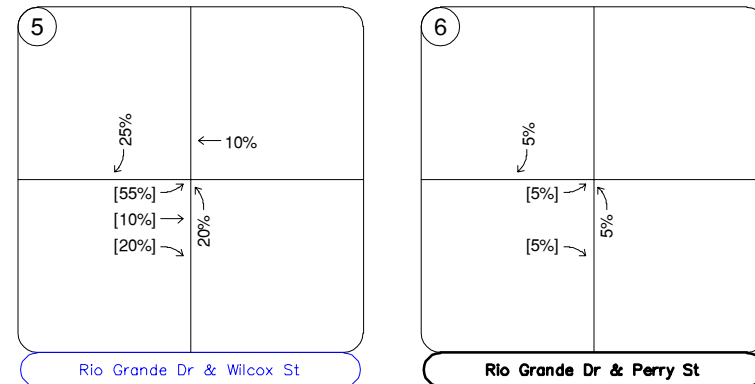
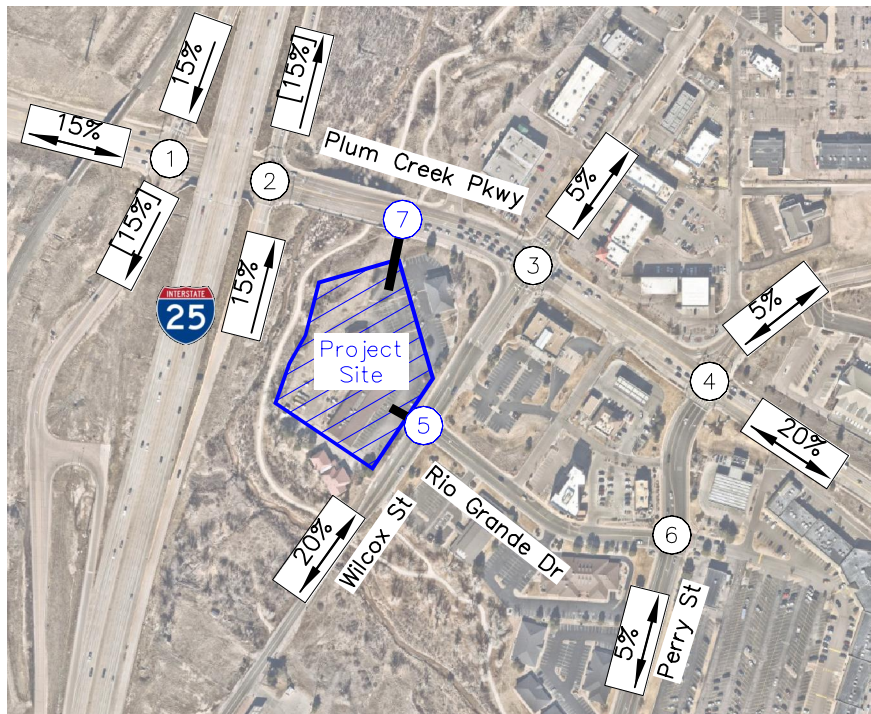
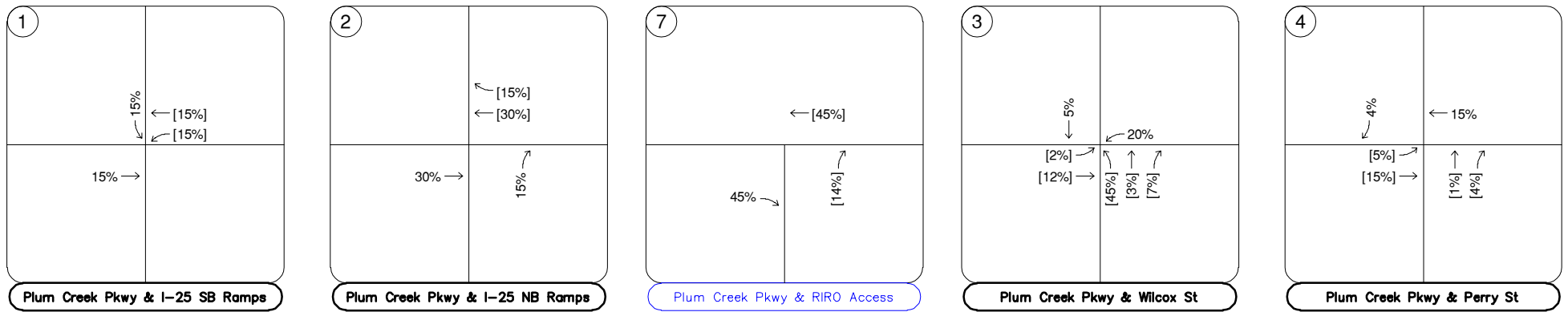
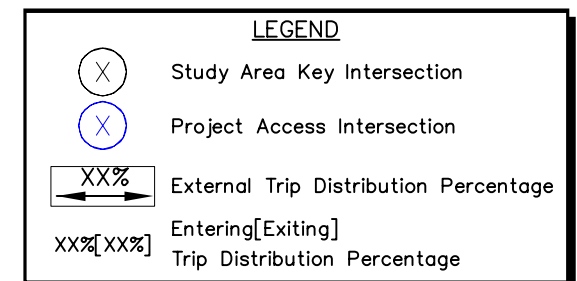


FIGURE 6
QT 4267
Castle Rock, Colorado
Non Pass-by Trip Distribution



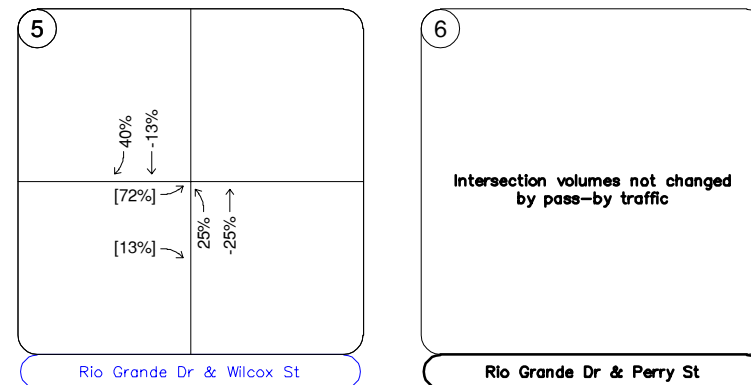
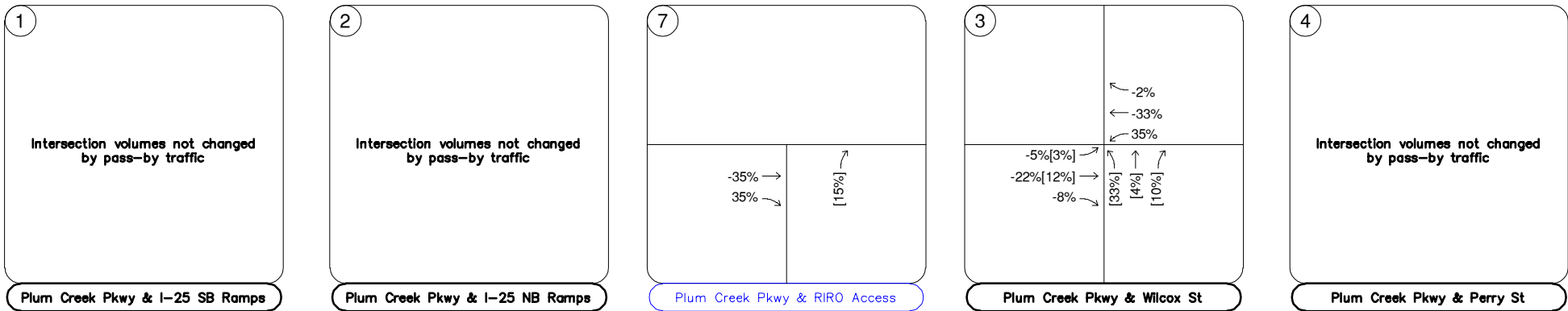
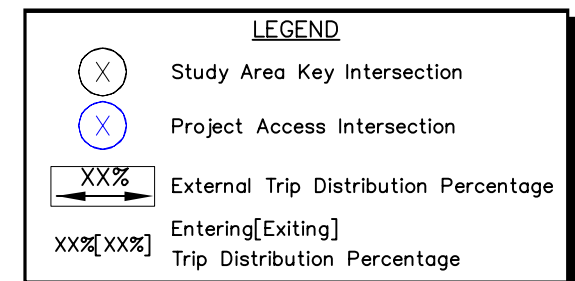


FIGURE 7
QT 4267
Castle Rock, Colorado
Weekday AM Pass-by Trip Distribution



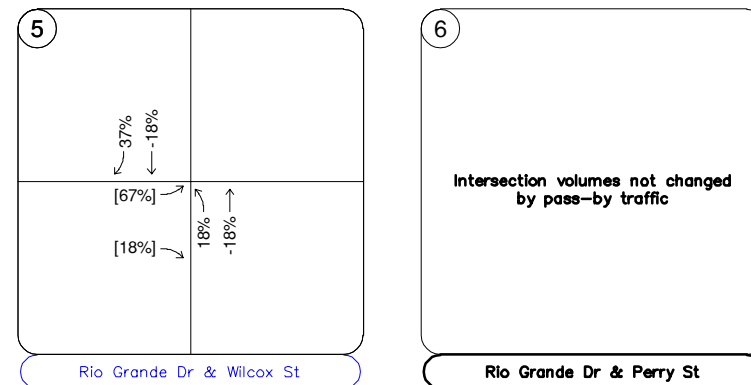
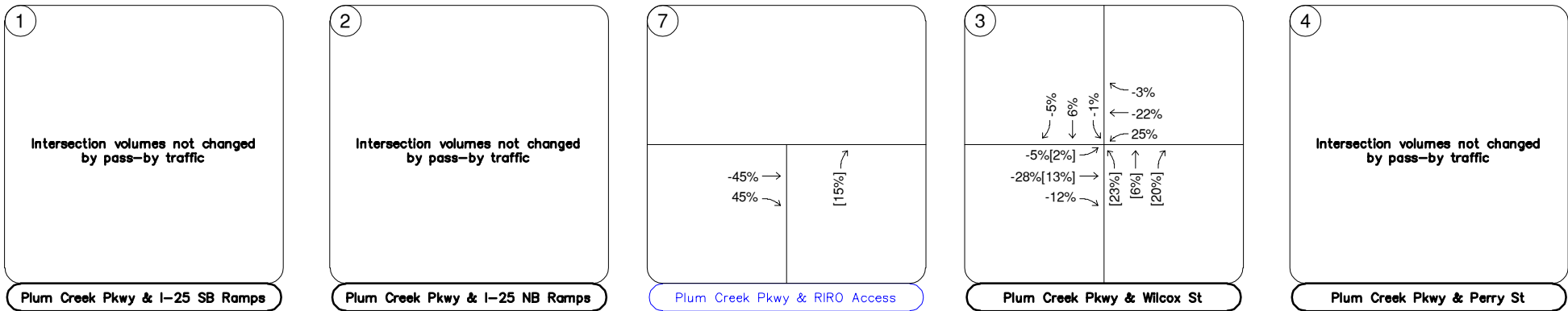
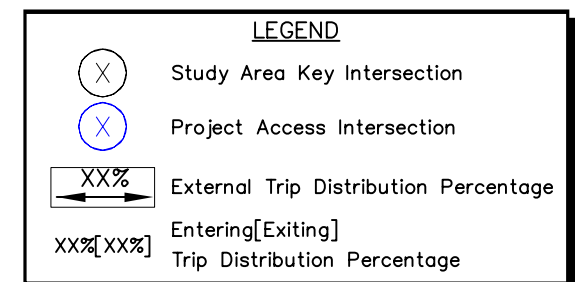


FIGURE 8
QT 4267
Castle Rock, Colorado
Weekday PM Pass-by Trip Distribution



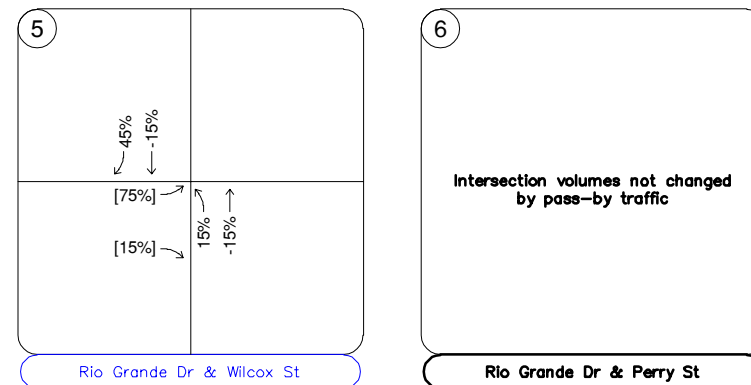
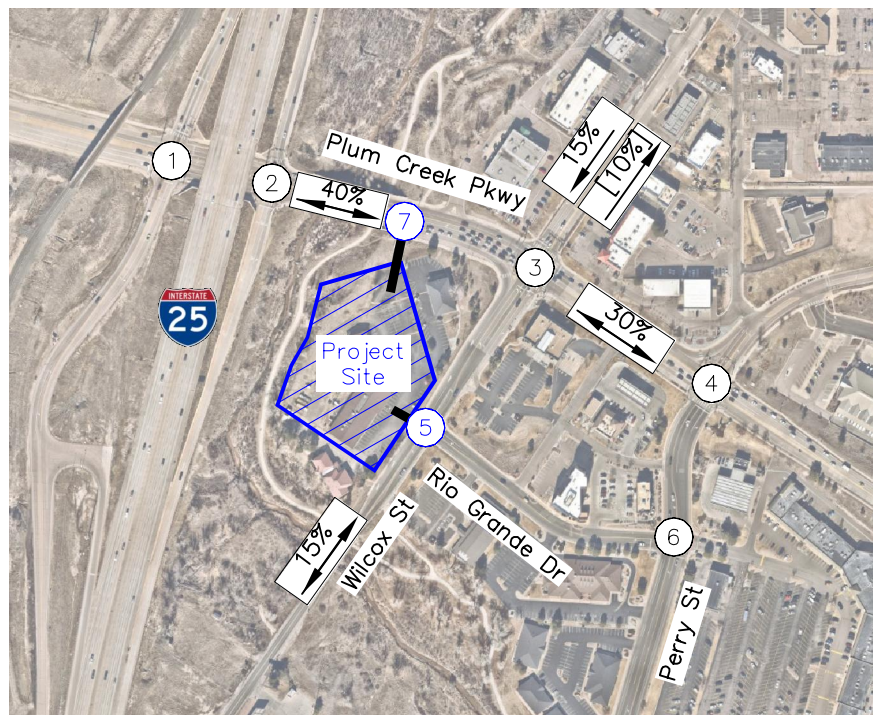
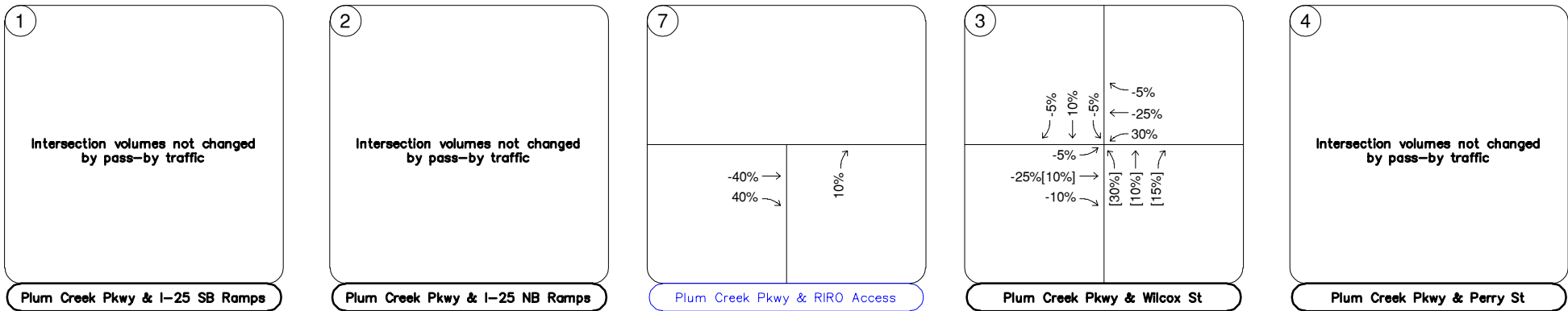
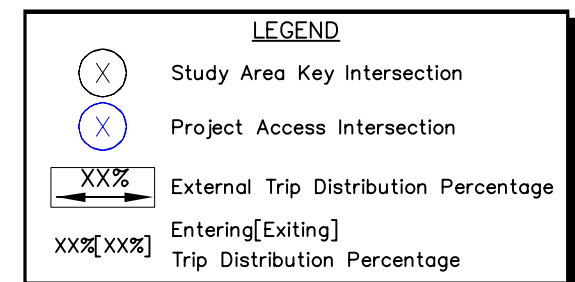


FIGURE 9
QT 4267
Castle Rock, Colorado
Saturday MID Pass-by Trip Distribution



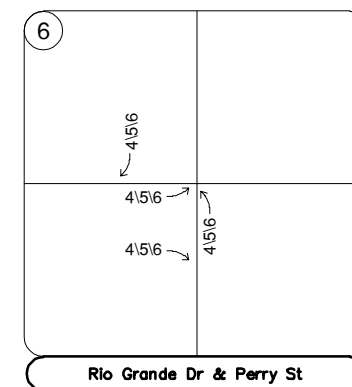
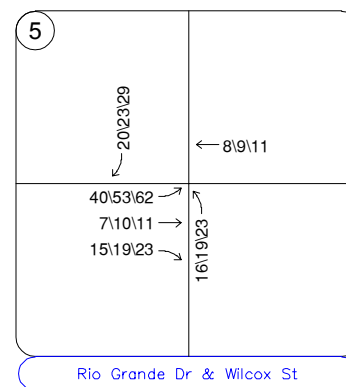
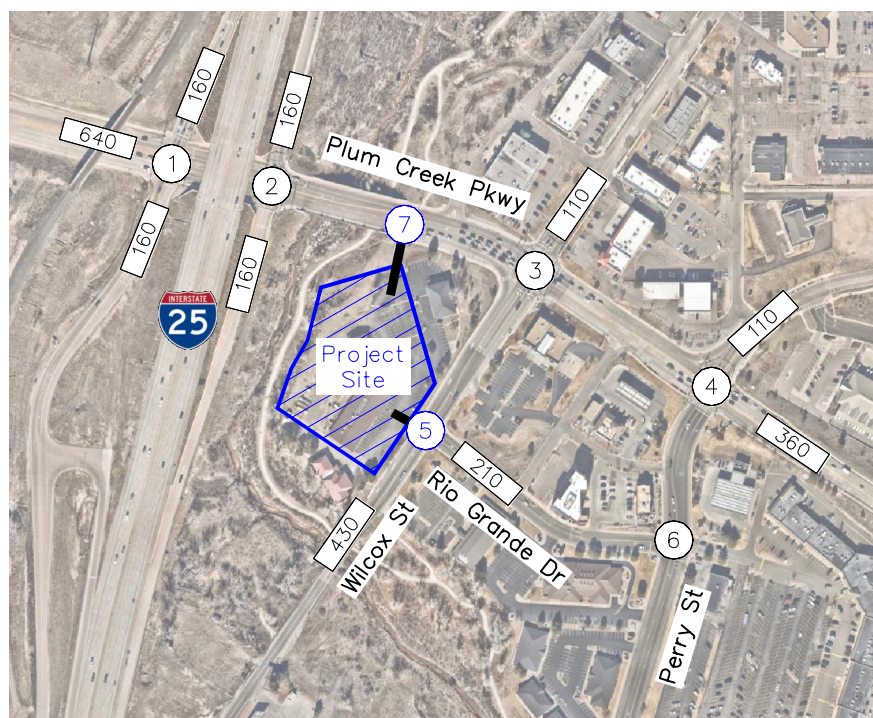
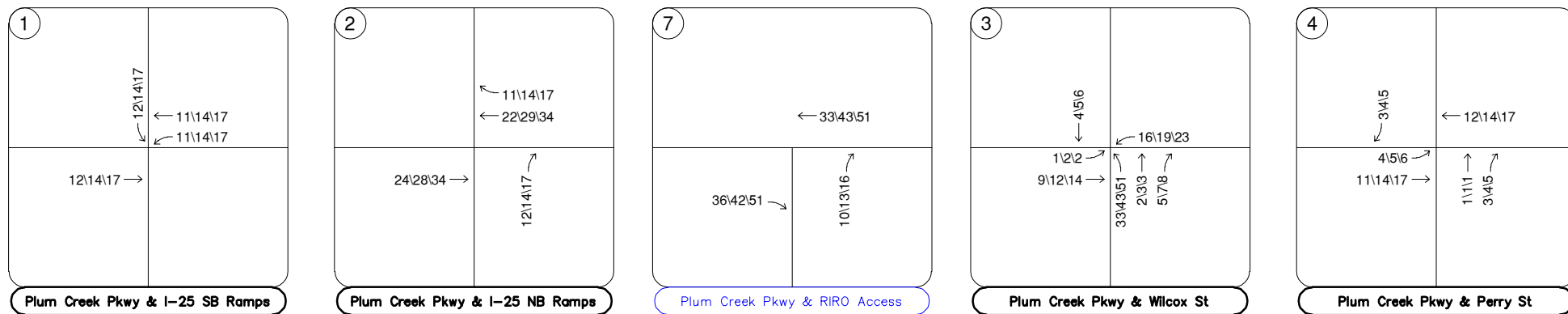


FIGURE 10
 QT 4267
 Castle Rock, Colorado
 Non Pass-by Project Traffic Assignment



LEGEND	
(X)	Study Area Key Intersection
(X)	Project Access Intersection
xx\xx\xx	Weekday AM\PM\Saturday MID Peak Hour Traffic Volumes
[xx,x00]	Estimated Daily Traffic Volume Based on Weekday PM



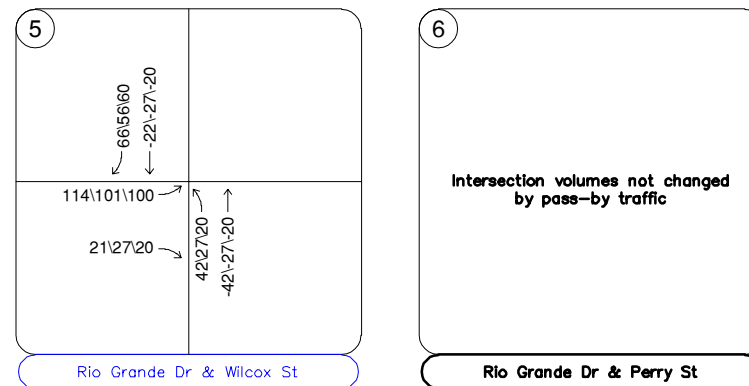
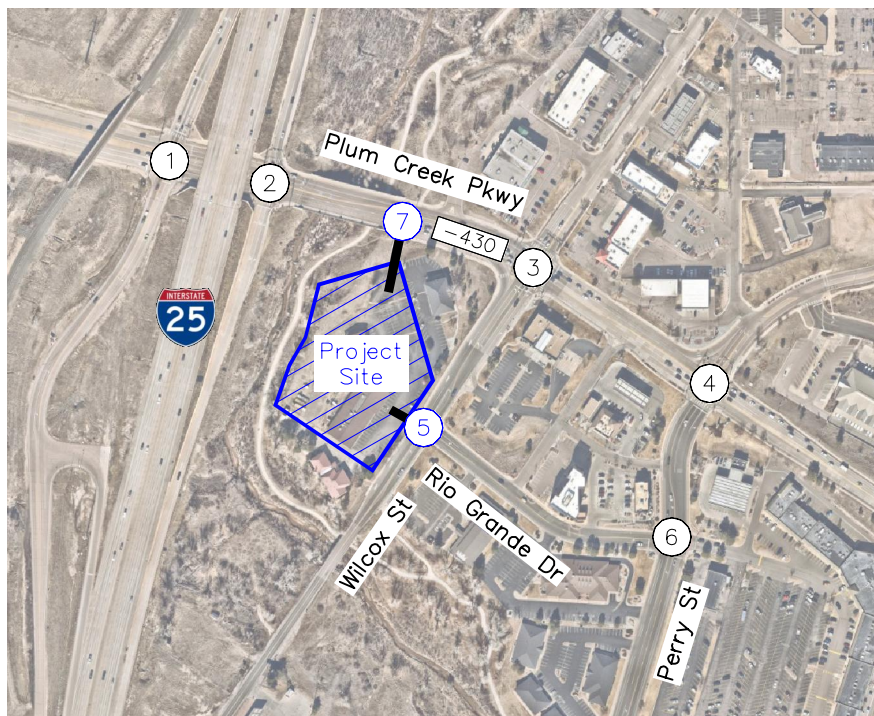
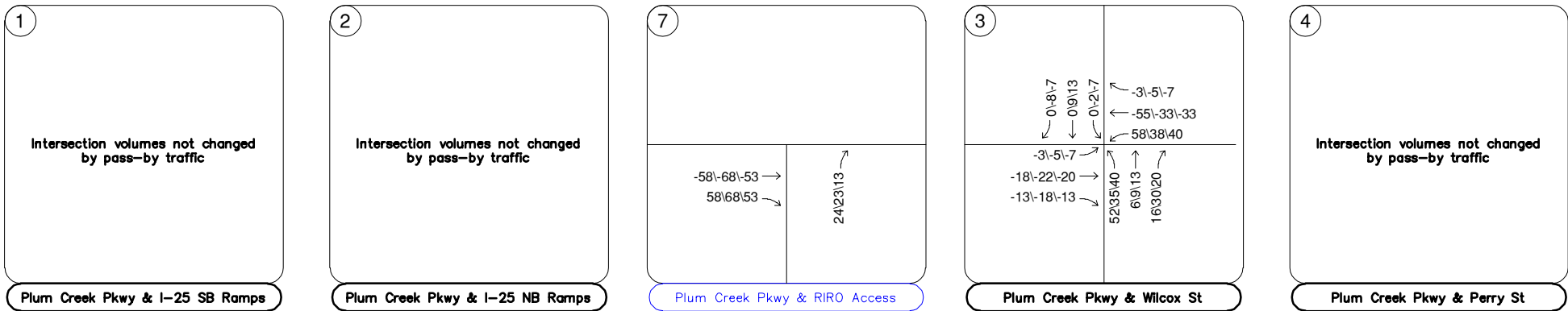


FIGURE 11
QT 4267
Castle Rock, Colorado
Pass-by Project Traffic Assignment



LEGEND	
(X)	Study Area Key Intersection
(X)	Project Access Intersection
xx\xx\xx	Weekday AM\PM\Saturday MID Peak Hour Traffic Volumes
[xx,x00]	Estimated Daily Traffic Volume Based on Weekday PM

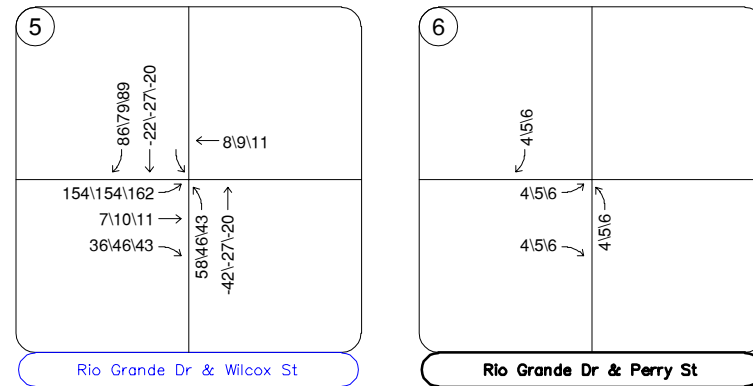
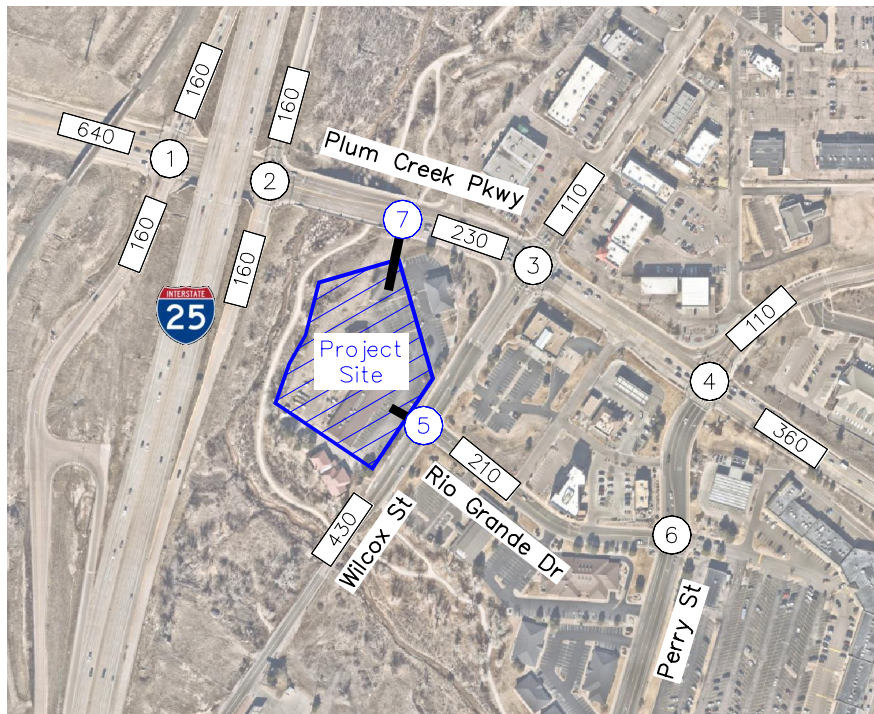
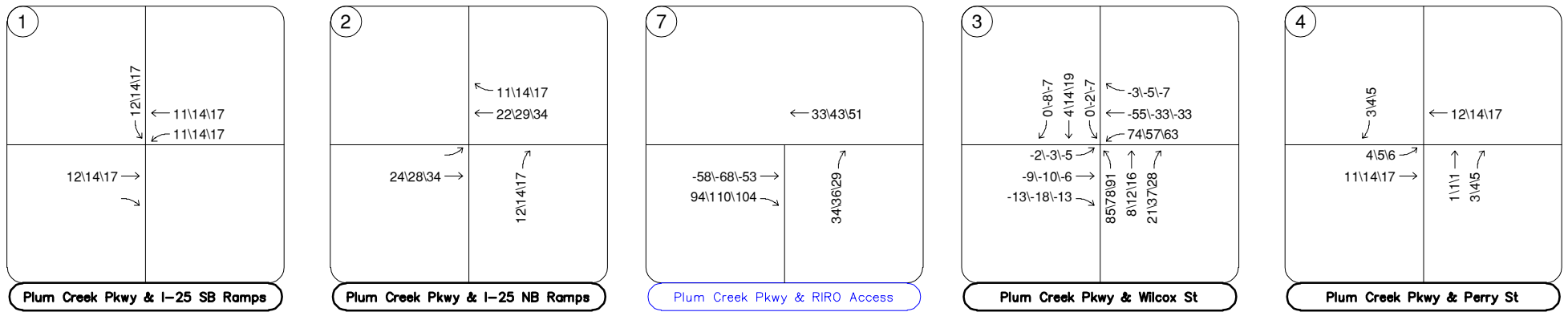


FIGURE 12
QT 4267
Castle Rock, Colorado
Total Project Traffic Assignment



LEGEND	
	Study Area Key Intersection
	Project Access Intersection
xx\xx\xx	Weekday AM\PM\Saturday MID Peak Hour Traffic Volumes
	Estimated Daily Traffic Volume Based on Weekday PM

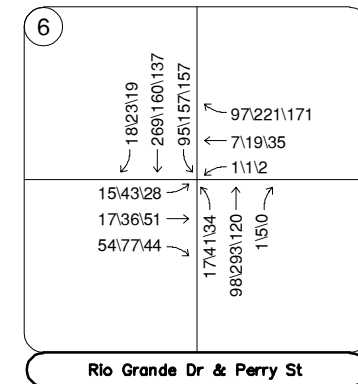
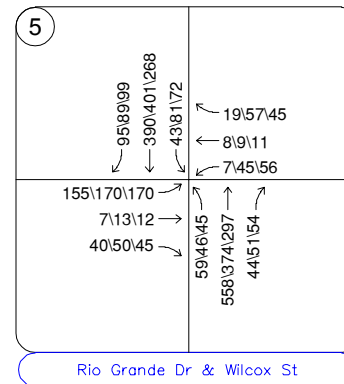
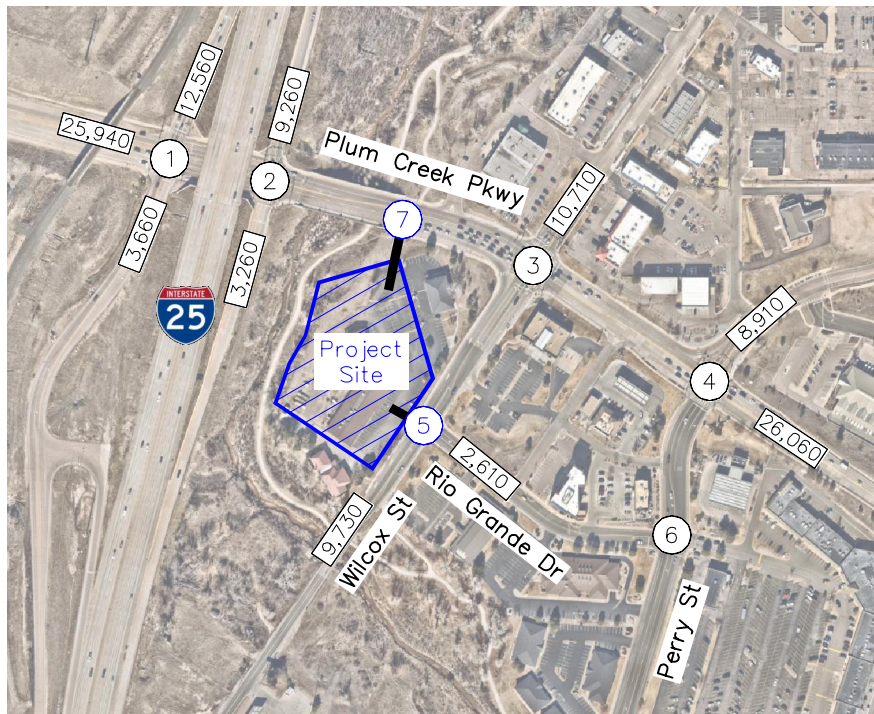
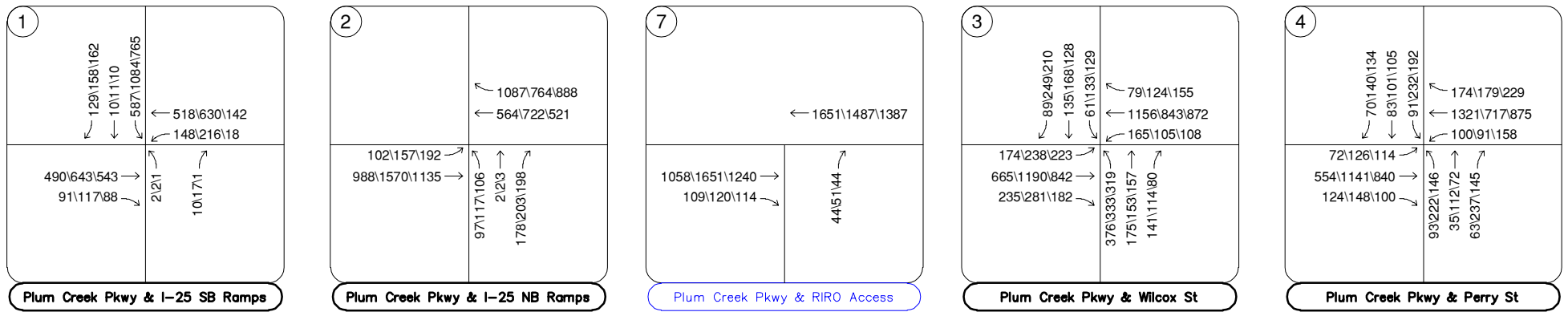


FIGURE 13
 QT 4267
 Castle Rock, Colorado
 2028 Total Traffic Volumes



LEGEND	
	Study Area Key Intersection
	Project Access Intersection
xx\xx\xx	Weekday AM\PM\Saturday MID Peak Hour Traffic Volumes
	Estimated Daily Traffic Volume Based on Weekday PM



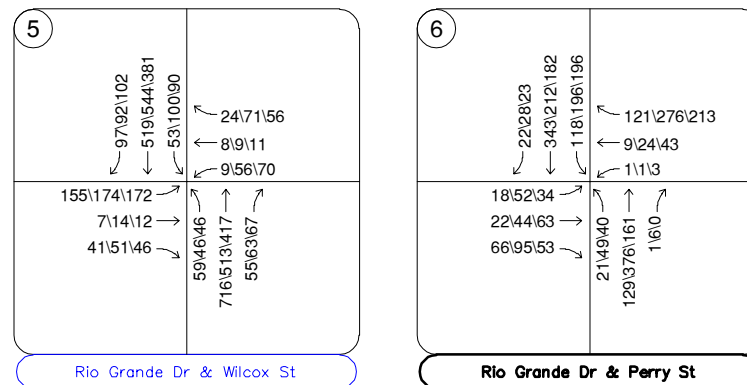
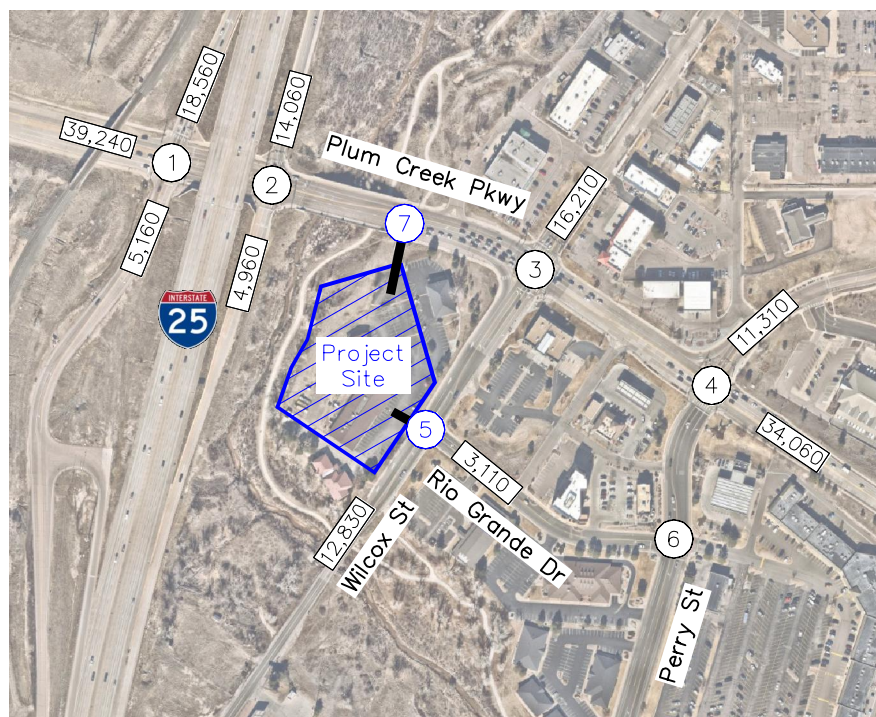
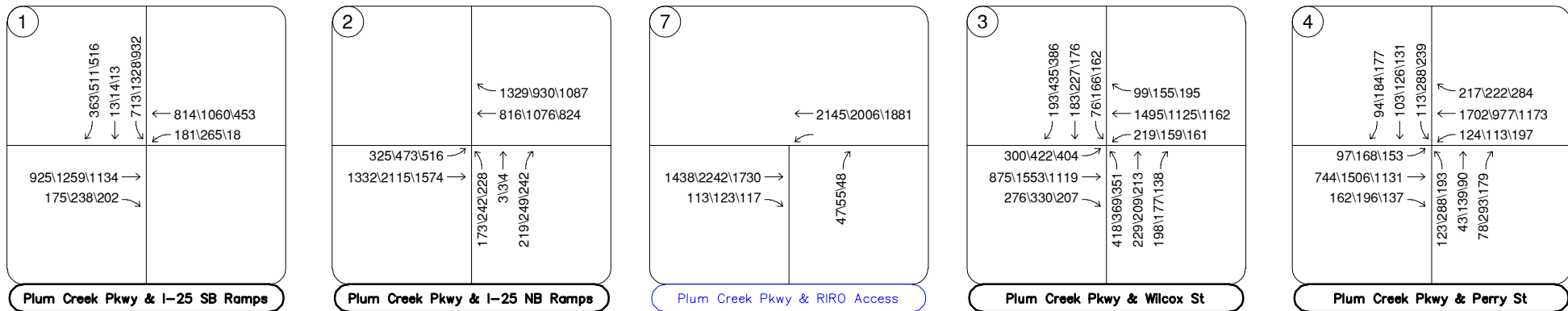


FIGURE 14
QT 4267
Castle Rock, Colorado
2050 Total Traffic Volumes



LEGEND	
(X)	Study Area Key Intersection
(X)	Project Access Intersection
xx\xx\xx	Weekday AM\PM\Saturday MID Peak Hour Traffic Volumes
[xx,x00]	Estimated Daily Traffic Volume Based on Weekday PM

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 2028 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). According to the Town of Castle Rock Design Criteria Manual, a minimum acceptable LOS for all intersections in the Town shall be LOS D, except in Downtown (excluding the Plum Creek Parkway intersections) where the minimum acceptable LOS shall be LOS E. Where the LOS of the individual movements can be calculated, no through movements shall operate worse than LOS D. No left turn movements shall operate worse than LOS E, nor have queues that block through traffic during any peak hour. **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 Total Delay (sec/veh)	Unsignalized Intersection Average Total 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 minor movement. LOS for a two-way stop-controlled intersection is not defined for the

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

intersection as a whole. LOS for signalized, roundabout, and all-way stop controlled intersections are defined for each approach and for the overall intersection.

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 and 2028 horizon analysis years while the HCM urban standard of 0.92 was used for the long-term 2050 horizon analysis at intersections where this peak hour was not yet achieved in existing conditions. 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 stop control key intersections for HCM level of service and SIDRA was used for the roundabout HCM LOS.

Plum Creek Parkway and I-25 Southbound Ramps/Frontage Road (#1)

The signalized intersection of Plum Creek Parkway and I-25 Southbound Ramps/Frontage Road (#1) operates with split phasing on the northbound and southbound approaches to the intersection and protected-permissive left turn phasing on the westbound approach. The intersection movements operate acceptably at LOS D or better during all peak hours under existing conditions. By 2050, this intersection is planned to operate with designated lanes for free movement eastbound and southbound right turning movements. In addition, it is understood that the south leg will no longer act as a frontage road and will only provide southbound through and/or on-ramp access to I-25. With project traffic and these changes, all movements are anticipated to continue operating at an acceptable level of service throughout the 2050 horizon.

Table 3 provides the results of the LOS analysis conducted at this intersection.

Table 3 – Plum Creek Parkway and I-25 Southbound Ramps (#1) LOS Results

Scenario	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MID Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing	25.3	C	47.2	D	27.4	C
2028 Background	21.8	C	23.7*	C*	23.0	C
2028 Background Plus Project	21.9	C	27.5*	C*	23.0	C
2050 Background ^ *	15.6	B	24.0	C	17.4	B
2050 Background Plus Project ^ *	15.7	B	24.4	C	17.8	B

^ = Designated eastbound and southbound free movement right turn lanes

* = Optimized signal timings

Plum Creek Parkway and I-25 Northbound Ramps (#2)

The signalized intersection of Plum Creek Parkway and I-25 Northbound Ramps (#2) operates with protected-permissive and permitted phasing for the eastbound and northbound left turning movements, respectively. The intersection movements operate acceptably at LOS A during all peak hours under existing conditions. By 2050, this intersection is planned to operate with dual eastbound left turn lanes while a second westbound continuous through lane is also proposed to be constructed. With project traffic and this change, all movements are anticipated to continue operating at an acceptable level of service throughout the 2050 horizon. **Table 4** provides the results of the LOS analysis conducted at this intersection.

Table 4 – Plum Creek Parkway and I-25 Northbound Ramps (#2) LOS Results

Scenario	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MID Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing	3.4	A	5.8	A	3.6	A
2028 Background	4.7	A	5.6	A	4.8	A
2028 Background Plus Project	5.1	A	5.9	A	5.0	A
2050 Background ^	10.6	B	16.6	B	14.8*	B*
2050 Background Plus Project ^	10.8	B	17.0	B	15.5*	B*

^ = Dual eastbound left turn lanes and second continuous westbound through lane

* = Optimized signal timings

Plum Creek Parkway and Wilcox Street (#3)

The signalized intersection of Plum Creek Parkway and Wilcox Street (#3) operates with protected-permissive left turn phasing on all four approaches to the intersection. The intersection movements operate acceptably at LOS C or better during all peak hours under existing conditions. By 2050, the westbound right turn lane is expected to operate as a shared lane for through and right turning movements. With project traffic and this change, all movements are anticipated to continue operating at an acceptable level of service throughout the 2050 horizon. **Table 5** provides the results of the LOS analysis conducted at this intersection.

Table 5 – Plum Creek Parkway and Wilcox Street (#3) LOS Results

Scenario	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MID Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing	25.7	C	17.2	B	14.9	B
2028 Background	12.8	B	14.6	B	12.0	B
2028 Background Plus Project	15.0	B	16.2	B	16.0	B
2050 Background ^	20.5*	C*	38.7	D	34.4*	D*
2050 Background Plus Project ^	25.1*	C*	40.5	D	32.3*	C*

^ = Westbound approach operates with left turn lane, two through lanes, a shared through/right turn lane

* = Optimized signal timings

Plum Creek Parkway and Perry Street (#4)

The signalized intersection of Plum Creek Parkway and Perry Street (#4) operates with protected-permissive left turn phasing on all four approaches to the intersection. The intersection movements operate acceptably at LOS C or better during all peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2050 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 6**

Table 3 provides the results of the LOS analysis conducted at this intersection.

Table 6 – Plum Creek Parkway and Perry Street (#4) LOS Results

Scenario	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MID Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing	18.0	B	21.1	C	17.0	B
2028 Background	19.0	B	21.6	C	17.3	B
2028 Background Plus Project	19.3	B	21.9	C	17.5	B

Scenario	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MID Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2050 Background	29.2*	C*	42.0	D	27.4	C
2050 Background Plus Project	30.0*	C*	44.8	D	28.2	C

* = Optimized signal timings

Wilcox Street and Rio Grande Drive (#5)

The unsignalized intersection of Wilcox Street and Rio Grande Drive (#5) operates with stop control on the minor eastbound and westbound approaches. The eastbound approach and westbound left turning movements operate with an unacceptable LOS during all peak hours under existing conditions. With the completion of the Crystal Valley Interchange, the traffic volume on Wilcox Street is expected to decrease, which will improve the operations of intersections along Wilcox Street in this area south of Plum Creek Parkway. However, with the addition of project traffic, the minor street movements at this intersection are still expected to operate unacceptably. Therefore, two solutions were considered to improve operations at this intersection, signalization of the intersection or the installation of a roundabout. The signal was assumed to operate with a designated left turn lane and a shared lane for through and right turning movements on the eastbound, westbound, and northbound approaches, while the southbound approach was assumed to provide a left turn lane, through lane, and a right turn lane. Of note, although there is a second southbound through lane, because it ends shortly after this intersection, this intersection was analyzed to operate with only one southbound through lane continuing through this intersection in the signalized condition. Based on the space expected to be available at this intersection, the roundabout was assumed to operate with a single lane of all approaches except the southbound approach which was modeled to have two approach lanes. With project traffic, the intersection is anticipated to operate at an acceptable level of service throughout the 2050 horizon when the intersection operates as a signal or roundabout from a level of service perspective. **Table 7** provides the results of the LOS analysis conducted at this intersection.

Table 7 – Wilcox Street and Rio Grande Drive (#5) LOS Results

Scenario	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MID Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing						
Northbound Left	9.6	A	0.0	A	8.5	A
Eastbound Approach	55.5	F	142.3	F	36.1	E
Westbound Left	280.5	F	>300	F	67.7	F
Westbound Approach	20.8	C	14.6	B	12.9	B
Southbound Left	11.6	B	9.6	A	9.1	A

Scenario	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MID Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2028 Background						
Northbound Left	8.5	A	0.0	A	7.9	A
Eastbound Approach	17.9	C	28.0	D	18.0	C
Westbound Left	45.6	E	36.9	E	22.7	C
Westbound Approach	14.5	B	11.7	B	10.8	B
Southbound Left	9.7	A	8.6	A	8.4	A
2028 Background Plus Project						
Northbound Left	9.1	A	8.7	A	8.2	A
Eastbound Approach	>300	F	>300	F	102.0	D
Westbound Left	66.3	F	52.9	F	29.8	D
Westbound Approach	28.7	D	15.3	C	13.7	B
Southbound Left	9.5	A	8.5	A	8.3	A
2028 Background Plus Project - Signal	18.1	C	17.4	B	21.0	C
2028 Background Plus Project - Roundabout	11.9	B	7.5	A	6.8	A
Northbound Approach	18.4	C	9.9	A	8.4	A
Westbound Approach	9.5	A	7.2	A	6.6	A
Southbound Approach	4.9	A	4.9	A	4.6	A
Eastbound Approach	9.7	A	9.3	A	8.3	A
2050 Background						
Northbound Left	8.8	A	0.0	A	8.3	A
Eastbound Approach	22.5	C	79.3	F	29.2	D
Westbound Left	82.8	F	188.7	F	55.6	F
Westbound Approach	16.1	C	13.7	B	12.2	B
Southbound Left	10.3	B	9.3	A	8.9	A
2050 Background Plus Project						
Northbound Left	9.5	A	9.5	A	8.7	A
Eastbound Approach	>300	F	>300	F	>300	F
Westbound Left	129.4	F	>300	F	99.8	F
Westbound Approach	39.0	E	23.3	C	17.9	C
Southbound Left	10.0	B	9.2	A	8.8	A
2050 Background Plus Project - Signal	16.3	B	19.0	B	19.9	B
2050 Background Plus Project - Roundabout	25.6	D	10.4	B	6.5	A
Northbound Approach	45.4	E	15.0	C	7.9	A
Westbound Approach	12.6	B	9.5	A	6.5	A
Southbound Approach	5.6	A	5.7	A	5.2	A
Eastbound Approach	13.2	B	12.9	B	6.6	A

Perry Street and Rio Grande Drive (#6)

The unsignalized intersection of Perry Street and Rio Grande Drive (#6) operates with all-way stop control. The intersection movements operate acceptably at LOS C or better during all peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2050 horizon except for the Northbound

through movement. However, project traffic does not contribute volume to this movement. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 8** provides the results of the LOS analysis conducted at this intersection.

Table 8 – Perry Street and Rio Grande Drive (#6) LOS Results

Scenario	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MID Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2026 Existing	10.3	B	14.3	B	10.8	B
Northbound Left	8.9	A	10.4	B	9.6	A
Northbound Through/Right	9.3	A	17.5	C	10.3	B
Eastbound Left	9.4	A	11.2	B	9.8	A
Eastbound Through/Right	8.9	A	11.3	B	9.8	A
Westbound Approach	9.5	A	14.9	B	11.5	B
Southbound Left	9.5	A	13.3	B	11.6	B
Southbound Through/Right	11.7	B	12.5	B	10.3	B
2028 Background	10.5	B	14.9	B	10.9	B
Northbound Left	8.9	A	10.5	B	9.7	A
Northbound Through/Right	9.4	A	18.7	C	10.5	B
Eastbound Left	9.4	A	11.4	B	9.9	A
Eastbound Through/Right	8.9	A	11.6	B	9.9	A
Westbound Approach	9.6	A	15.4	C	11.7	B
Southbound Left	9.6	A	13.6	B	11.7	B
Southbound Through/Right	12.0	B	12.9	B	10.5	B
2028 Background Plus Project	10.5	B	15.1	C	11.1	B
Northbound Left	9.0	A	10.7	B	9.8	A
Northbound Through/Right	9.4	A	19.1	C	10.6	B
Eastbound Left	9.5	A	11.6	B	10.0	A
Eastbound Through/Right	9.0	A	11.8	B	10.0	A
Westbound Approach	9.6	A	15.6	C	11.9	B
Southbound Left	9.6	A	13.7	B	11.8	B
Southbound Through/Right	12.1	B	13.2	B	10.7	B
2050 Background	12.7	B	27.6	D	13.2	B
Northbound Left	9.4	A	11.9	B	10.5	B
Northbound Through/Right	10.5	B	45.8	E	12.6	B
Eastbound Left	10.0	A	13.3	B	10.7	B
Eastbound Through/Right	9.9	A	14.9	B	11.3	B
Westbound Approach	10.7	B	26.5	D	14.8	B
Southbound Left	10.4	B	18.9	C	14.1	B
Southbound Through/Right	16.0	C	19.5	C	12.7	B
2050 Background Plus Project	13.0	B	28.2	D	13.4	B
Northbound Left	9.5	A	12.2	B	10.7	B
Northbound Through/Right	10.6	B	47.3	E	12.7	B
Eastbound Left	10.1	B	13.5	B	10.9	B
Eastbound Through/Right	10.0	A	15.2	C	11.5	B
Westbound Approach	10.8	B	27.1	D	15.1	C
Southbound Left	10.5	B	19.2	C	14.3	B
Southbound Through/Right	16.5	C	20.2	C	13.0	B

Plum Creek Parkway and RIRO Access (#7)

The unsignalized intersection of Plum Creek Parkway and RIRO Access operates with under stop control for the northbound movements. With project traffic, all movements are anticipated to operate at an acceptable level of service throughout the 2050 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. Per discussion with Town of Castle Rock staff, it is understood that this access falls within the access control line (A-Line) of the Colorado Department of Transportation (CDOT) and that the client will need to coordinate with CDOT to determine if this existing access location can remain with redevelopment of this site. **Table 9** provides the results of the LOS analysis conducted at this intersection.

Table 9 – Plum Creek Parkway and RIRO Access (#7) LOS Results

Scenario	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MID Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2028 Background Plus Project Northbound Right	10.1	B	11.0	B	10.3	B
2050 Background Plus Project Northbound Right	10.6	B	12.3	B	11.0	B

5.3 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 10** with calculations provided within the level of service operational sheets of **Appendix E** for unsignalized intersections and **Appendix F** for signalized intersections.

Table 10 – Turn Lane Queuing Analysis Results

Intersection Turn Lane	Existing Turn Lane Length	2028 Calculated Queue (AM/PM/MID)	2028 Recommended Length	2050 Calculated Queue (AM/PM/MID)	2050 Recommended Length
Plum Creek & I-25 SB (#1)					
Westbound Left	325'^A	86'/206'/55'	325'^A	60'/222'/25'	325'
Northbound Left	375'	25'/25'/25'	375'	DNE	DNE
Southbound Left	175'/C/C TL	25'/25'/25'	175'/C/C TL	221'/448'/222'	175'/C/C TL
Southbound Right	DNE	-	-	0'/0'/0'	250' Free
Plum Creek & I-25 NB (#2)					
Eastbound Left	500'^A	29'/63'/104'	500'^A	117'/273'/246'	275' DL
Northbound Left	375'	115'/152'/105'	375'	175'/261'/202'	375'
Northbound Right	150'	50'/82'/48'	150'	68'/93'/63'	150'
Plum Creek & Wilcox (#3)					
Eastbound Left	350'	134'/141'/131'	350'	334'/ 446'/384'	350'
Westbound Left	250'	48'/90'/27'	250'	79'/142'/67'	250'
Northbound Left	250'/300'	134'/129'/94'	250'/300'	196'/191'/114'	250'/300'
Northbound Right	250'	49'/49'/25'	250'	63'/71'/25'	250'
Southbound Left	TWLTL	57'/117'/106'	TWLTL	78'/176'/121'	TWLTL
Southbound Right	150'	25'/73'/74'	150'	64'/178'/129'	150'
Plum Creek & Perry St (#4)					
Eastbound Left	225'	82'/49'/58'	225'	78'/125'/89'	225'
Eastbound Right	100'	37'/25'/25'	100'	25'/38'/25'	100'
Westbound Left	125'	59'/59'/66'	125'	58'/106'/130'	125'
Northbound Left	175'	87'/200'/118'	250'	120'/245'/175'	250'
Northbound Right	100'	25'/74'/47'	100'	25'/79'/58'	100'
Southbound Left	125'	84'/209'/153'	250'	111'/245'/212'	250'
Rio Grande & Wilcox (#5) Signal					
Eastbound Left	DNE	217' /165'/199'	C*	204' /168'/168'	C*
Westbound Left	100'	25'/51'/64'	100'	19'/61'/69'	100'
Northbound Left	125'	25'/25'/25'	125'	25'/25'/26'	125'
Southbound Left	90'	25'/36'/33'	90'	25'/43'/46'	90'
Southbound Through	350'	216'/233'/142'	350'	300'/348'/256'	350'
Rio Grande & Wilcox (#5) Roundabout					
Northbound Approach	C	423'/95'/63'	C	1242' /25'/85'	C*
Westbound Approach	C	25'/25'/25'	C	25'/25'/25'	C
Southbound Approach	350'	31'/30'/25'	350'	42'/25'/31'	350'
Eastbound Approach	C	42'/42'/37'	C	57'/25'/25'	C
Rio Grande & Perry (#6)					
Eastbound Left	75'	25'/25'/25'	75'	25'/25'/25'	75'
Northbound Left	TWLTL	25'/25'/25'	TWLTL	25'/25'/25'	TWLTL
Southbound Left	75'	75'/50'/50'	75'	25'/75'/50'	75'
Plum Creek & RIRO (#7)					
Northbound Left	C	25'/25'/25'	C	25'/25'/25'	C

DNE = Does Not Exist; C = Continuous Turn Lane; **Red** Text = Turn Lane Constraint; **Blue** Text = Recommendation; DL = Dual Left Turn Lanes; TWLTL = Two Way Left Turn Lane; ^ = Utilizes Spill Back Lane; * = Excessive Queues

Most queues are anticipated to remain within the existing or recommended turn lane lengths through 2050. The eastbound lefts at the intersection of Plum Creek Parkway and Wilcox Street (#3) are expected to extend past the storage length by the 2050 horizon. This turn lane storage cannot be extended as it shares a taper with the westbound add lane at the intersection of Plum Creek Parkway and I-25 Northbound Ramps (#2).

In addition, the southbound and eastbound through queues at the intersection of Rio Grande Drive and Wilcox Street (#5) if it were to operate as a signal are of concern. The eastbound queues will cause on site back up as it will block many of the planned drive aisles. In addition, if full volumes are realized the southbound through queues would nearly spill onto Plum Creek Parkway along Wilcox Street. If the Rio Grande Drive & Wilcox Street (#5) intersection were to be constructed as a roundabout, the southbound and eastbound queues are less of a concern but the northbound through queues would be excessive, projected to be over 1,200 feet during the morning peak hour by 2050.

Of note, some turn lane extensions and improvements, such as at the I-25 interchange, are proposed by others, such as Brickyard, and other developments to the west of I-25. For purposes of this study, the lengths associated with the proposed turn lanes are recommended based on meeting expected vehicle queues.

At the intersection of Plum Creek Parkway and Perry Street (#4) both the northbound left and southbound left turn lanes are recommended to be extended by the 2028 horizon. Of note, project traffic does not contribute to either of these movements. In addition, the westbound left queue at this intersection could extend past the existing turn lane length if full volumes are realized by the 2050 horizon. As this overflow is only seen in a single long-term peak hour, no recommendations will be made at this time and the queues should be monitored as the 2050 horizon approaches.

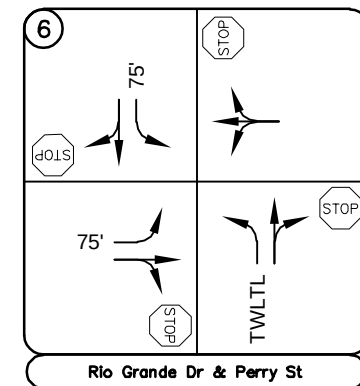
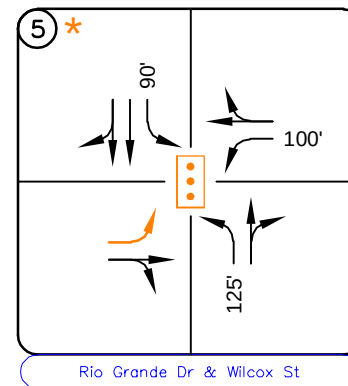
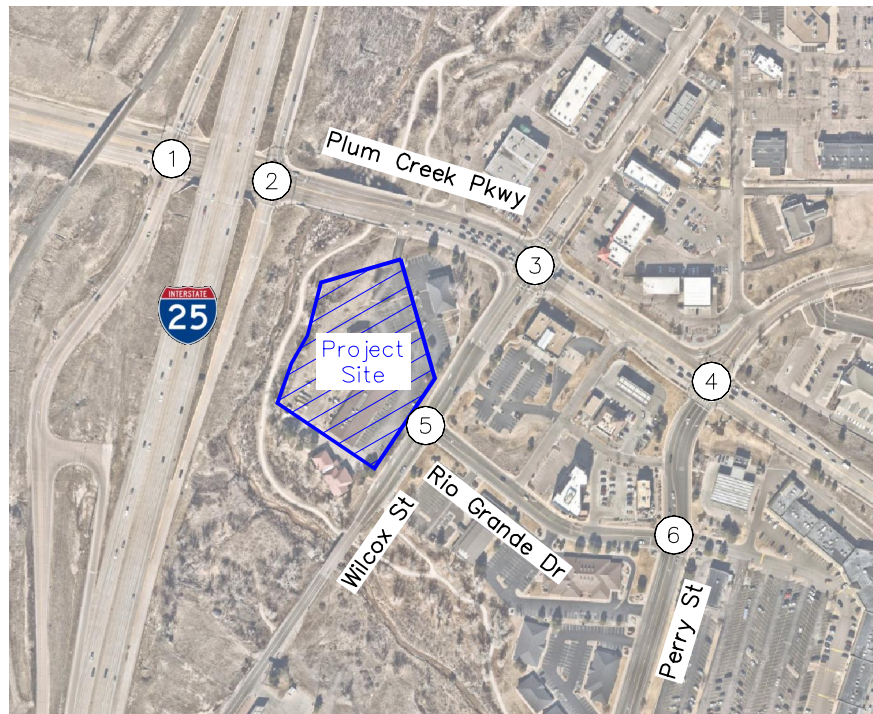
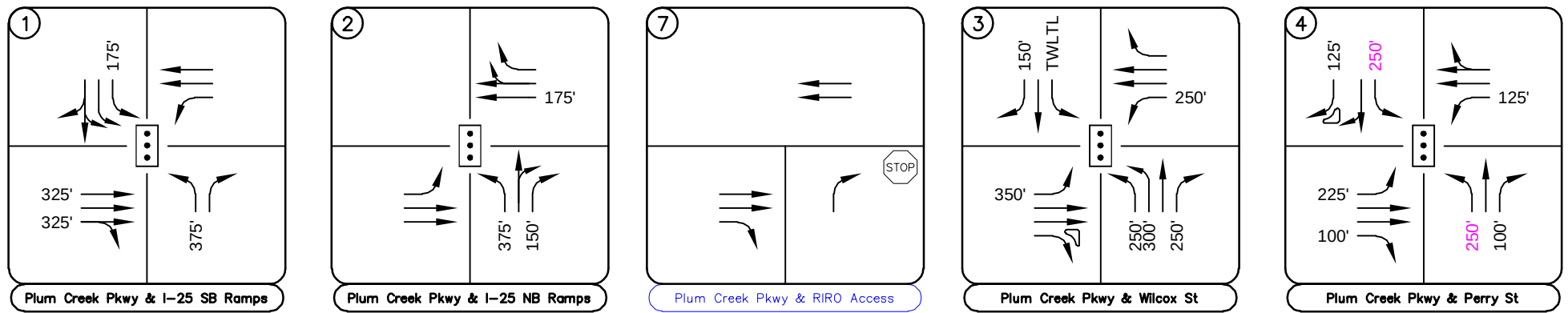
5.4 CDOT Auxiliary Turn Lane Warrant & Length Evaluation

The threshold for requiring an access permit along Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. As the Plum Creek Parkway R/O Access (#7) is within the A-Line of the I-25 interchange, this access location will need to be considered for access permit requirements. Based on traffic projections, the addition of project traffic on the south leg of this

RIRO Access on Plum Creek Parkway is expected to increase existing traffic volumes by more than 20 percent. Therefore, an access permit is expected to be needed at this access location as development occurs. Additionally, because of the change in land use associated with this access, an access permit would also be required for this reason. Further discussions will be required with CDOT if this access location is proposed to be used for the project.

5.5 Improvement Summary

Based on the results of the intersection operational and vehicle queuing analysis, the key intersection recommended improvements and control are shown in **Figure 15** for the 2028 horizon and **Figure 16** for the 2050 horizon.



*Realign access to Rio Grande Drive. On site queues are expected to exceed 215 feet by the 2028 total horizon.

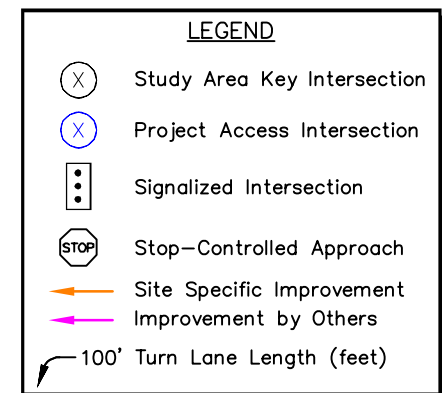
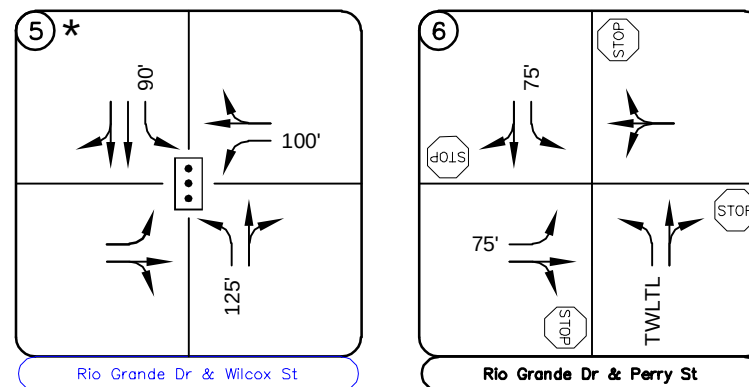
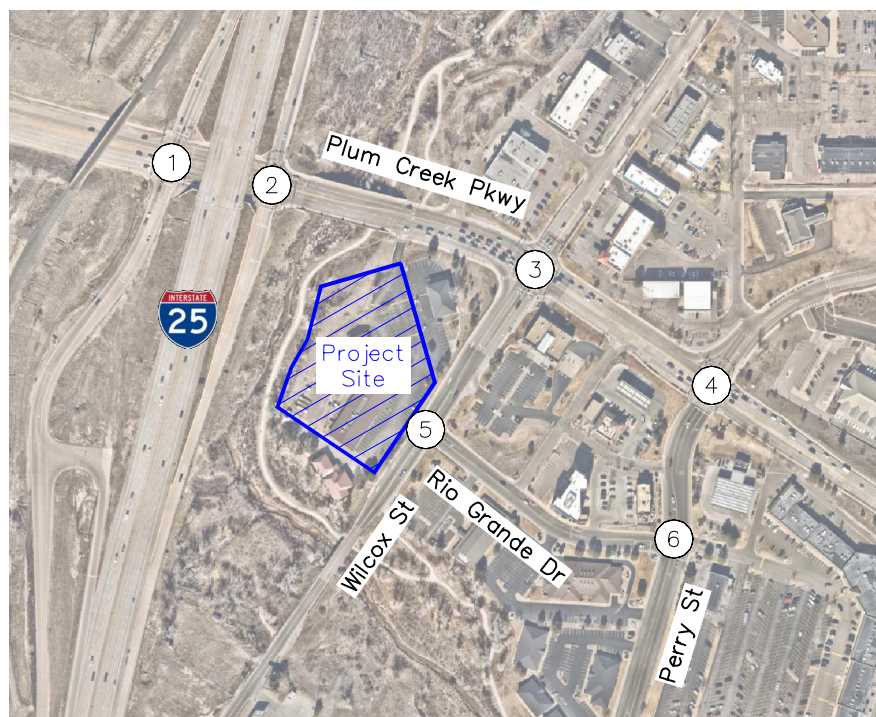
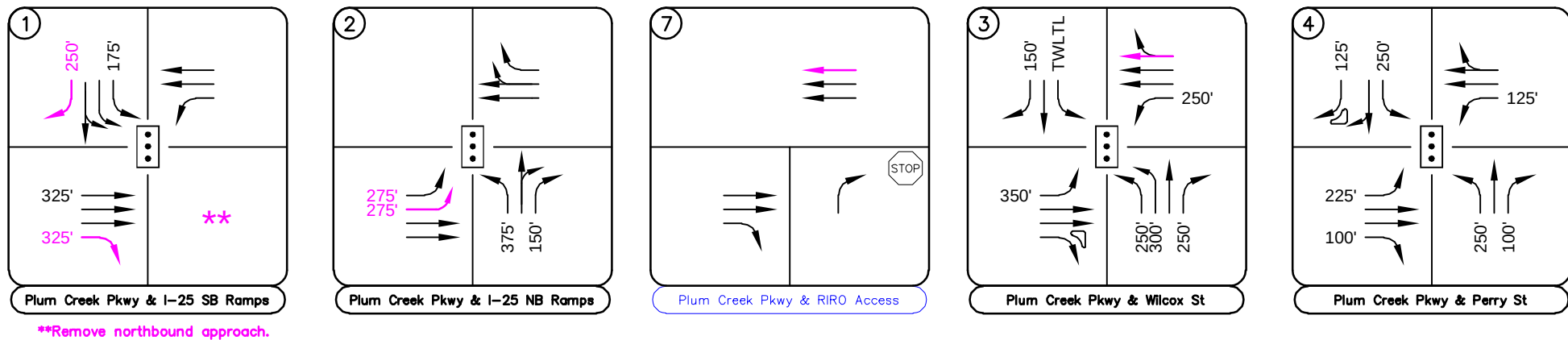


FIGURE 15
QT 4267
Castle Rock, Colorado
2028 Recommended Geometry and Control





*Realign access to Rio Grande Drive. On site queues are expected to exceed 215 feet by the 2050 total horizon.

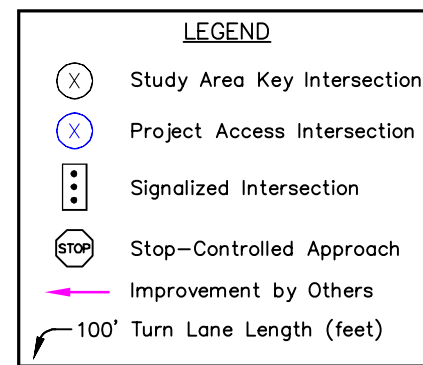


FIGURE 16
QT 4267
Castle Rock, Colorado
2050 Recommended Geometry and Control



6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

2028 Recommendations

- The project is proposing to use two access points into the site, both of which are existing accesses. The west leg of the Rio Grande Drive & Wilcox Street (#5) intersection is proposed to be realigned slightly to the north to create a safer, more standard four-leg intersection. This access was analyzed as both a traffic signal and a roundabout, as a minor street stop-controlled intersection is not expected to work operationally. Both the traffic signal and roundabout scenarios show that the intersection may operate at an overall acceptable level of service. In the signalized scenario, it was assumed the eastbound approach would provide a left turn lane and shared through/right turn lane. However, the vehicle queues in the signalized scenario would have queues exceeding 200 feet onsite during the peak hours, and nearly spilling onto Plum Creek Parkway on southbound Wilcox Street by the 2050 horizon. If the intersection is converted to a roundabout, it is expected that the eastbound, westbound, and northbound approaches would be a single-lane approach while the southbound approach was assumed to retain two approach lanes. In the roundabout-controlled scenario, vehicle queues on the northbound approach could exceed 1,200 feet during the morning peak hour by 2050 based on the projected traffic volumes. Overall, the traffic signal appears to provide better overall operations in terms of mitigating major vehicle queues at this intersection and as such, this is the recommended configuration of the two alternatives analyzed.
- The Plum Creek Parkway right-in/right-out existing access was analyzed to remain as part of this traffic study. This access is within the access control line (A-Line) of the I-25 interchange, which means that the Colorado Department of Transportation (CDOT) has jurisdiction governing this access location. With redevelopment of the site and the additional traffic volume generated by this project, an access control permit is expected to be required. The intersection is expected to operate acceptably through the 2050 horizon with the addition of project traffic. However, additional discussions will be required with CDOT if this project intends to use this access location.

2050 Recommendations

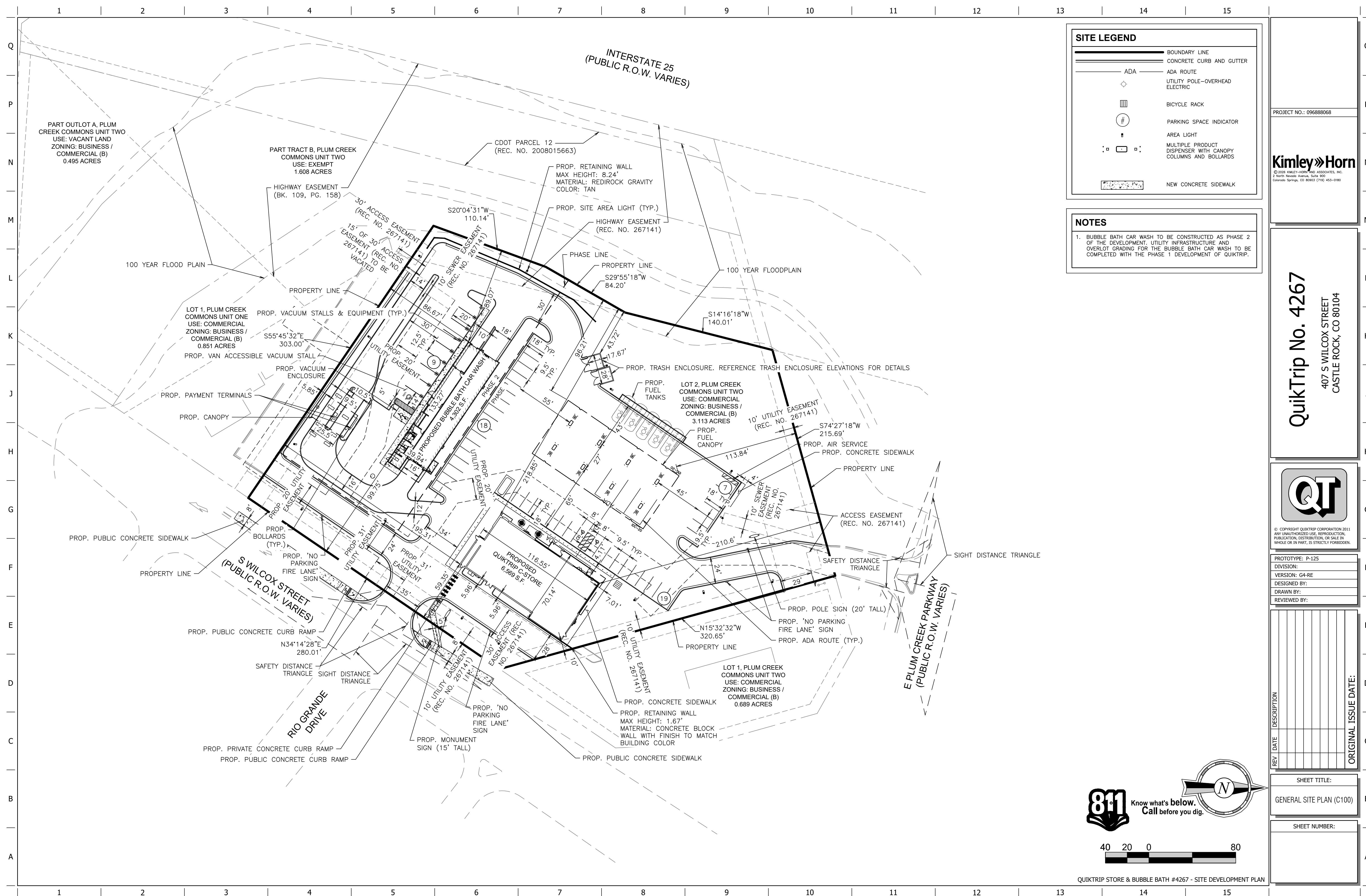
- Several improvements in the area are proposed as part of other developments in the area by the 2050 horizon, including sites such as Brickyard, Dawson Trails, Castle Meadows Stapleton, and Miller's Landing. These improvements include additional turn lanes at the I-25 interchange on Plum Creek Parkway.

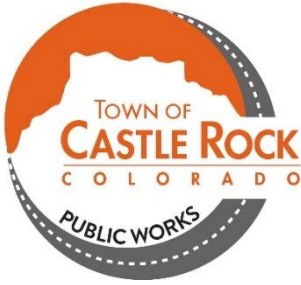
General Recommendations

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

Appendix A: Conceptual Site Plan and Scoping

Form





TIA BASE ASSUMPTIONS WORKSHEET

PROJECT INFORMATION

Project Name: QT 4267

Developer / Applicant: QuikTrip Corporation

Consultant Firm: Kimley-Horn

Traffic Engineer (PE): Tanner Daines

Date of Pre-Design Meeting: May 21, 2026

PROJECT DESCRIPTION

Project Type: ☐ New Development ☒ Redevelopment

Land Uses & Densities: Gas Station w/ Conv Store - 16 VFP w/ 6,569 SF Store; Car Wash 4,302 SF

ITE Land Use Codes: ITE 945 (Gas w/ Conv Store) and 948 (Automated Car Wash)

Site Plan Attached: ☒ Yes ☐ No

Description (include access points, circulation, multimodal elements):

Maintain existing RI/RO access on Plum Creek Pkwy between I-25 and Wilcox St

Maintain existing full movement access on Wilcox St to the south of Plum Creek Pkwy--realign slightly to the north to align better with Rio Grande Dr

Both accesses to be shared with two other businesses to remain on site

PROJECT LOCATION & STUDY AREA

Project Location: Southwest corner of Plum Creek Pkwy and Wilcox St

Study Area Boundaries

- **North:** Plum Creek Pkwy
- **South:** Rio Grande Dr
- **East:** Perry St
- **West:** I-25 SB Ramps Intersection

Study Intersections / Segments (Attach additional list if necessary):

1. Plum Creek Pkwy/I-25 SB Ramps
2. Plum Creek Pkwy/I-25 NB Ramps
3. Plum Creek Pkwy/Wilcox St
4. Plum Creek Pkwy/Perry St; #5 = Rio Grande Dr/Wilcox St; #6 = Rio Grande Dr/Perry St; #7 = RI/RO Access on Plum Creek Pkwy

Adjacent / Cumulative Developments to Include:

Dawson Trails, Castle Meadows Stapleton, Brickyard (using TIAs). Account for Crystal Valley Pkwy interchange

REQUEST TYPE

- ☒ Full Transportation Impact Analysis
- ☐ Waiver (ADT < 200 or special variance)
- ☐ Conformance Letter Only

ANALYSIS YEARS & GROWTH

Study Years:

- Existing Year: 2026
- Year 1 Horizon (Development Completion): 2028
- 20-year Horizon: 2050
- Phasing Years (if applicable): N/A

Background Growth Rate: 1% (generally) % per year

Growth Source: ☒ Town ☒ DRCOG ☐ CDOT ☐ Other Wilcox St S of Plum Creek volume decreases w/ Crystal Valley interchange

ANALYSIS ASSUMPTIONS & METHODOLOGY

Analysis Software:

☒ Synchro ☐ Sidra ☐ HCS ☐ Vistro ☐ Other:

Analysis Methods:

- Intersection LOS/Delay per HCM (latest edition)
- 95th-percentile queue vs. available storage

Peak Hours for Study:

☒ AM ☒ PM ☒ Saturday

Signal Timing Source:

☒ Field Observation ☐ Town Database ☐ Assumed (requires approval)

TRAFFIC DATA & COLLECTION REQUIREMENTS

- ☐ 24-hr Counts (Tue–Thu, non-holiday)
- ☒ AM/PM Peak Turning Movement Counts
- ☒ Saturday Counts (if applicable)
- ☐ Queue Observations

Acceptable Count Date Range: Must be within 6–12 months of submittal

TRIP GENERATION & ASSIGNMENT

Trip Generation Source:

- ☒ ITE Trip Generation Manual (Edition 12)
- ☐ Local Data Study
- ☐ Other: _____

Trip Generation Table Attached: ☒ Yes

Trip Adjustment Factors:

- **Pass-By (%):** Gas = 75/76% (ITE); Car Wash = N/A (No available data)
- **Internal Capture (%):** N/A
- **Multimodal Split (%):** N/A

Overall Trip Distribution (Graphic Attached): ☒ Yes

PROJECT COMPLETION & PHASING

Anticipated Completion Date: 2028

Phasing Plan (if applicable):

- ☐ Yes (attach plan)
- ☒ No

PLANNED IMPROVEMENTS & COORDINATION

Town CIP Projects: Crystal Valley Interchange, future Plum Creek Pkwy widening at I-25

CDOT / Douglas County Projects: _____

Developer-Funded Improvements: Potential Wilcox St Access/Rio Grande Dr improvements

Requires Coordination With:

- ☐ CDOT R1
- ☐ Douglas County
- ☐ Adjacent Developers

OTHER TRAFFIC STUDIES / REFERENCES

List any existing or prior TIAs for the site or nearby projects that are referenced for this TIA scope:

N/A

SPECIAL CONSIDERATIONS

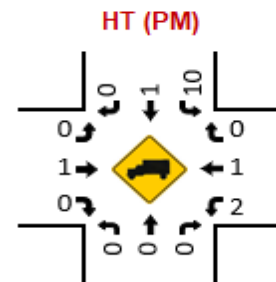
(Examples: school proximity, Downtown Overlay, constrained access spacing, safety issues, pedestrian generators, etc)

Operational concerns with full movement TWSC Wilcox St/Rio Grande Dr access.

Expecting to require roundabout or traffic signal to operate well but would present potential queueing concerns with proximity to Plum Creek Pkwy

If restricted to 3/4 movements only, would present high volume of U-turns needed and potential unsafe conditions whether at Plum Creek/Wilcox, Plum Creek/Perry, or on Wilcox south of the site

Appendix B: Intersection Count Sheets



NS/EW Streets:		Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 SB Ramps				Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 SB Ramps				W Plum Creek Pkwy/I 25				W Plum Creek Pkwy/I 25				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		1 NL	0 NT	1 NR	0 NU	2.3 SL	0.3 ST	0.3 SR	0 SU	0 EL	2.5 ET	0.5 ER	0 EU	1 WL	2 WT	0 WR	0 WU	TOTAL
7:00 AM		1	0	4	0	126	1	2	0	0	30	10	0	41	40	0	0	255
7:15 AM		2	0	3	0	138	2	5	0	0	41	9	0	30	77	0	0	307
7:30 AM		0	0	3	0	182	3	6	0	0	84	16	0	37	88	0	0	419
7:45 AM		0	0	3	0	211	2	8	0	0	114	11	0	28	121	0	0	498
8:00 AM		0	0	1	0	208	3	5	0	0	80	8	0	36	108	0	0	449
8:15 AM		2	0	3	0	193	2	8	0	0	86	14	0	33	64	0	0	405
8:30 AM		0	0	9	0	187	1	7	0	0	63	10	0	36	62	0	0	375
8:45 AM		0	0	4	0	216	0	12	0	0	75	11	0	25	67	0	0	410
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		5	0	30	0	1461	14	53	0	0	573	89	0	266	627	0	0	3118
		14.29%	0.00%	85.71%	0.00%	95.62%	0.92%	3.47%	0.00%	0.00%	86.56%	13.44%	0.00%	29.79%	70.21%	0.00%	0.00%	
PEAK HR :		07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :		2	0	10	0	794	10	27	0	0	364	49	0	134	381	0	0	1771
PEAK HR FACTOR :		0.250	0.000	0.833	0.000	0.941	0.833	0.844	0.000	0.000	0.798	0.766	0.000	0.905	0.787	0.000	0.000	0.889
		0.600				0.940				0.826				0.864				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		1 NL	0 NT	1 NR	0 NU	2.3 SL	0.3 ST	0.3 SR	0 SU	0 EL	2.5 ET	0.5 ER	0 EU	1 WL	2 WT	0 WR	0 WU	TOTAL
4:00 PM		0	0	3	0	358	2	5	0	0	88	7	0	43	71	0	0	577
4:15 PM		1	0	2	0	288	1	12	0	0	112	15	0	47	94	0	0	572
4:30 PM		0	0	2	0	290	0	12	0	0	102	16	0	47	103	0	0	572
4:45 PM		1	0	7	0	322	6	13	0	0	134	17	0	54	132	0	0	686
5:00 PM		0	0	9	0	363	1	10	0	0	108	15	0	55	122	0	0	683
5:15 PM		1	0	1	0	334	2	23	0	0	116	17	0	39	122	0	0	655
5:30 PM		0	0	0	0	322	2	6	0	0	92	12	0	50	107	0	0	591
5:45 PM		0	0	2	0	239	4	15	0	0	99	8	0	40	169	0	0	576
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		3	0	26	0	2516	18	96	0	0	851	107	0	375	920	0	0	4912
		10.34%	0.00%	89.66%	0.00%	95.67%	0.68%	3.65%	0.00%	0.00%	88.83%	11.17%	0.00%	28.96%	71.04%	0.00%	0.00%	
PEAK HR :		04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :		2	0	17	0	1341	11	52	0	0	450	61	0	198	483	0	0	2615

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 SB Ramps & W Plum Creek Pkwy/I 25
City: Castle Rock
Control: Signalized

Project ID: 26-770024-001
Date: 4/8/2026

Data - HT

NS/EW Streets:	Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 SB Ramps				Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 SB Ramps				W Plum Creek Pkwy/I 25				W Plum Creek Pkwy/I 25				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0 NT	1 NR	0 NU	2.3 SL	0.3 ST	0.3 SR	0 SU	0 EL	2.5 ET	0.5 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	11	0	1	0	0	0	0	0	4	1	0	0	17
7:15 AM	0	0	1	0	21	0	0	0	0	2	0	0	2	1	0	0	27
7:30 AM	0	0	1	0	20	2	4	0	0	2	0	0	3	4	0	0	36
7:45 AM	0	0	1	0	16	1	5	0	0	6	0	0	1	6	0	0	36
8:00 AM	0	0	0	0	16	1	0	0	0	7	0	0	2	3	0	0	29
8:15 AM	0	0	0	0	16	1	2	0	0	3	0	0	1	4	0	0	27
8:30 AM	0	0	4	0	18	0	2	0	0	5	0	0	2	4	0	0	35
8:45 AM	0	0	0	0	21	0	6	0	0	2	1	0	2	4	0	0	36
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	7	0	139	5	20	0	0	27	1	0	17	27	0	0	243
	0.00%	0.00%	100.00%	0.00%	84.76%	3.05%	12.20%	0.00%	0.00%	96.43%	3.57%	0.00%	38.64%	61.36%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	2	0	68	5	11	0	0	18	0	0	7	17	0	0	128
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.850	0.625	0.550	0.000	0.000	0.643	0.000	0.000	0.583	0.708	0.000	0.000	0.889
	0.500				0.808				0.643				0.857				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0 NT	1 NR	0 NU	2.3 SL	0.3 ST	0.3 SR	0 SU	0 EL	2.5 ET	0.5 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	11	0	1	0	0	0	0	0	1	1	0	0	14
4:15 PM	0	0	0	0	6	0	0	0	0	2	0	0	0	2	0	0	10
4:30 PM	0	0	0	0	6	0	0	0	0	0	0	0	2	0	0	0	8
4:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	4
5:00 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	6
5:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	3
5:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	2	1	0	0	6
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	36	1	1	0	0	3	0	0	7	5	0	0	53
	0	0	0	0	94.74%	2.63%	2.63%	0.00%	0.00%	100.00%	0.00%	0.00%	58.33%	41.67%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	10	1	0	0	0	1	0	0	2	1	0	0	15
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500	0.250	0.000	0.000	0.625
					0.550				0.250				0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 SB Ramps & W Plum Creek Pkwy/I 25
City: Castle Rock
Control: Signalized

Project ID: 26-770024-001
Date: 4/8/2026

Data - Bikes

NS/EW Streets:	Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 SB Ramps				Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 SB Ramps				W Plum Creek Pkwy/I 25				W Plum Creek Pkwy/I 25				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0 NT	1 NR	0 NU	2.3 SL	0.3 ST	0.3 SR	0 SU	0 EL	2.5 ET	0.5 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	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
7:30 AM	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
8:00 AM	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
8:30 AM	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
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR :	07:30 AM - 08:30 AM								0.00% 100.00% 0.00% 0.00%								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0 NT	1 NR	0 NU	2.3 SL	0.3 ST	0.3 SR	0 SU	0 EL	2.5 ET	0.5 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:15 PM	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
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
5:15 PM	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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
PEAK HR :	04:45 PM - 05:45 PM								0.00% 100.00% 0.00% 0.00%				0.00% 100.00% 0.00% 0.00%				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.333

National Data & Surveying Services
Intersection Turning Movement Count

Location: Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 SB Ramps & W Plum Creek Pkwy/I 25
City: Castle Rock **Project ID:** 26-770024-001 **Date:** 4/8/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 SB	Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 SB	W Plum Creek Pkwy/I 25	W Plum Creek Pkwy/I 25	
AM	NORTH LEG		SOUTH LEG		TOTAL
	EB	WB	EB	WB	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	TOTAL
APPROACH %'s :	0	0	0	0	0
PEAK HR :	07:30 AM - 08:30 AM				TOTAL
PEAK HR VOL :	0	0	0	0	0
PEAK HR FACTOR :					

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	2	0	0	0	0	0	0	2
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :		0.250							0.250

Project ID: 26-770024-001

Location: Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 SB Ramps & W Plum Creek Pkwy/I 25

City: Castle Rock

Day: Wednesday

Date: 4/8/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 SB Northbound							Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 SB Southbound							W Plum Creek Pkwy/I 25 Eastbound							W Plum Creek Pkwy/I 25 Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total				
7:00 AM	1	0	4	0	0	5	126	1	2	0	0	129	0	30	10	0	0	40	41	40	0	0	0	81	255				
7:15 AM	2	0	3	0	0	5	138	2	5	0	0	145	0	41	9	0	0	50	30	77	0	0	0	107	307				
7:30 AM	0	0	3	0	0	3	182	3	6	0	0	191	0	84	16	0	0	100	37	88	0	0	0	125	419				
7:45 AM	0	0	3	0	0	3	211	2	8	0	0	221	0	114	11	0	0	125	28	121	0	0	0	149	498				
Total	3	0	13	0	0	16	657	8	21	0	0	686	0	269	46	0	0	315	136	326	0	0	0	462	1479				
8:00 AM	0	0	1	0	0	1	208	3	5	0	0	216	0	80	8	0	0	88	36	108	0	0	0	144	449				
8:15 AM	2	0	3	0	0	5	193	2	8	0	0	203	0	86	14	0	0	100	33	64	0	0	0	97	405				
8:30 AM	0	0	9	0	0	9	187	1	7	0	0	195	0	63	10	0	0	73	36	62	0	0	0	98	375				
8:45 AM	0	0	4	0	0	4	216	0	12	0	0	228	0	75	11	0	0	86	25	67	0	0	0	92	410				
Total	2	0	17	0	0	19	804	6	32	0	0	842	0	304	43	0	0	347	130	301	0	0	0	431	1639				
BREAK																													
4:00 PM	0	0	3	0	0	3	358	2	5	0	0	365	0	88	7	0	0	95	43	71	0	0	0	114	577				
4:15 PM	1	0	2	0	0	3	288	1	12	0	0	301	0	112	15	0	0	127	47	94	0	0	0	141	572				
4:30 PM	0	0	2	0	0	2	290	0	12	0	0	302	0	102	16	0	0	118	47	103	0	0	0	150	572				
4:45 PM	1	0	7	0	0	8	322	6	13	0	0	341	0	134	17	0	0	151	54	132	0	0	0	186	686				
Total	2	0	14	0	0	16	1258	9	42	0	0	1309	0	436	55	0	0	491	191	400	0	0	0	591	2407				
5:00 PM	0	0	9	0	0	9	363	1	10	0	1	374	0	108	15	0	0	123	55	122	0	0	0	177	683				
5:15 PM	1	0	1	0	0	2	334	2	23	0	0	359	0	116	17	0	0	133	39	122	0	0	0	161	655				
5:30 PM	0	0	0	0	0	0	322	2	6	0	0	330	0	92	12	0	0	104	50	107	0	0	0	157	591				
5:45 PM	0	0	2	0	0	2	239	4	15	0	1	258	0	99	8	0	0	107	40	169	0	0	0	209	576				
Total	1	0	12	0	0	13	1258	9	54	0	2	1321	0	415	52	0	0	467	184	520	0	0	0	704	2505				
Grand Total	8	0	56	0	0	64	3977	32	149	0	2	4158	0	1424	196	0	0	1620	641	1547	0	0	0	2188	8030				
Apprch %	12.5	0.0	87.5	0.0	0.0		95.6	0.8	3.6	0.0	0.0		0.0	87.9	12.1	0.0	0.0		29.3	70.7	0.0	0.0	0.0						
Total %	0.1	0.0	0.7	0.0	0.0	0.8	49.5	0.4	1.9	0.0	0.0	51.8	0.0	17.7	2.4	0.0	0.0	20.2	8.0	19.3	0.0	0.0	0.0	27.2					
Cars, PU, Vans	8	0	49	0		57	3802	26	128	0		3956	0	1394	195	0		1589	617	1515	0	0		2132	7734				
% Cars, PU, Vans	100.0	0.0	87.5	0.0		89.1	95.6	81.3	85.9	0.0		95.1	0.0	97.9	99.5	0.0		98.1	96.3	97.9	0.0	0.0		97.4	96.3				
Heavy trucks	0	0	7	0		7	175	6	21	0		202	0	30	1	0		31	24	32	0	0		56	296				
%Heavy trucks	0.0	0.0	12.5	0.0		10.9	4.4	18.8	14.1	0.0		4.9	0.0	2.1	0.5	0.0		1.9	3.7	2.1	0.0	0.0		2.6	3.7				

Project ID: 26-770024-001

Location: Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 E

City: Castle Rock

PEAK HOURS

Day: Wednesday

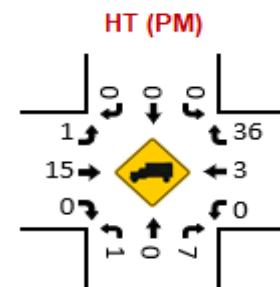
Date: 4/8/2026

AM

	Pan Fwy/CanAm Hwy/US 85/US 87/I 25 Northbound					Pan Fwy/CanAm Hwy/US 85/US 87/I 25 Southbound					W Plum Creek Pkwy/I 25 Eastbound					W Plum Creek Pkwy/I 25 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	0	0	3	0	3	182	3	6	0	191	0	84	16	0	100	37	88	0	0	125	419
7:45 AM	0	0	3	0	3	211	2	8	0	221	0	114	11	0	125	28	121	0	0	149	498
8:00 AM	0	0	1	0	1	208	3	5	0	216	0	80	8	0	88	36	108	0	0	144	449
8:15 AM	2	0	3	0	5	193	2	8	0	203	0	86	14	0	100	33	64	0	0	97	405
Total Volume	2	0	10	0	12	794	10	27	0	831	0	364	49	0	413	134	381	0	0	515	1771
% App. Total	16.7	0.0	83.3	0.0	100	95.5	1.2	3.2	0.0	100	0.0	88.1	11.9	0.0	100	26.0	74.0	0.0	0.0	100	
PHF					0.600					0.940					0.826					0.864	0.889
Cars, PU, Vans	2	0	8	0	10	726	5	16	0	747	0	346	49	0	395	127	364	0	0	491	1643
% Cars, PU, Vans	100.0	0.0	80.0	0.0	83.3	91.4	50.0	59.3	0.0	89.9	0.0	95.1	100.0	0.0	95.6	94.8	95.5	0.0	0.0	95.3	92.8
Heavy trucks	0	0	2	0	2	68	5	11	0	84	0	18	0	0	18	7	17	0	0	24	128
%Heavy trucks	0.0	0.0	20.0	0.0	16.7	8.6	50.0	40.7	0.0	10.1	0.0	4.9	0.0	0.0	4.4	5.2	4.5	0.0	0.0	4.7	7.2

PM

	Pan Fwy/CanAm Hwy/US 85/US 87/I 25 Northbound					Pan Fwy/CanAm Hwy/US 85/US 87/I 25 Southbound					W Plum Creek Pkwy/I 25 Eastbound					W Plum Creek Pkwy/I 25 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	1	0	7	0	8	322	6	13	0	341	0	134	17	0	151	54	132	0	0	186	686
5:00 PM	0	0	9	0	9	363	1	10	0	374	0	108	15	0	123	55	122	0	0	177	683
5:15 PM	1	0	1	0	2	334	2	23	0	359	0	116	17	0	133	39	122	0	0	161	655
5:30 PM	0	0	0	0	0	322	2	6	0	330	0	92	12	0	104	50	107	0	0	157	591
Total Volume	2	0	17	0	19	1341	11	52	0	1404	0	450	61	0	511	198	483	0	0	681	2615
% App. Total	10.5	0.0	89.5	0.0	100	95.5	0.8	3.7	0.0	100	0.0	88.1	11.9	0.0	100	29.1	70.9	0.0	0.0	100	
PHF					0.528					0.939					0.846					0.915	0.953
Cars, PU, Vans	2	0	17	0	19	1331	10	52	0	1393	0	449	61	0	510	196	482	0	0	678	2600
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	99.3	90.9	100.0	0.0	99.2	0.0	99.8	100.0	0.0	99.8	99.0	99.8	0.0	0.0	99.6	99.4
Heavy trucks	0	0	0	0	0	10	1	0	0	11	0	1	0	0	1	2	1	0	0	3	15
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.7	9.1	0.0	0.0	0.8	0.0	0.2	0.0	0.0	0.2	1.0	0.2	0.0	0.0	0.4	0.6



National Data & Surveying Services

Intersection Turning Movement Count

Location: Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 NB Ramps & W Plum Creek Pkwy/I 25
City: Castle Rock
Control: Signalized

Project ID: 26-770024-002
Date: 4/8/2026

Data - Total

NS/EW Streets:	Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 NB Ramps				Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 NB Ramps				W Plum Creek Pkwy/I 25				W Plum Creek Pkwy/I 25				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	1.5 NR	0 NU	0 SL	0 ST	0 SR	0 SU	1 EL	3 ET	0 ER	0 EU	0 WL	1.5 WT	1.5 WR	0 WU	
7:00 AM	3	0	23	0	0	0	0	0	7	153	0	0	0	79	404	0	669
7:15 AM	8	1	30	0	0	0	0	0	7	171	0	0	0	102	384	0	703
7:30 AM	11	1	34	0	0	0	0	0	7	265	0	0	0	115	376	0	809
7:45 AM	14	0	48	0	0	0	0	0	10	318	0	0	0	135	338	0	863
8:00 AM	8	0	42	0	0	0	0	0	8	280	0	0	0	134	353	0	825
8:15 AM	10	1	39	0	0	0	0	0	8	274	0	0	0	84	320	0	736
8:30 AM	6	0	28	0	0	0	0	0	9	252	0	0	0	92	234	0	621
8:45 AM	6	0	54	0	0	0	0	0	13	276	0	0	0	89	213	0	651
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	66	3	298	0	0	0	0	0	69	1989	0	0	0	830	2622	0	5877
	17.98%	0.82%	81.20%	0.00%					3.35%	96.65%	0.00%	0.00%	0.00%	24.04%	75.96%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM								33	1137	0	0	0	468	1387	0	TOTAL
PEAK HR VOL :	43	2	163	0	0	0	0	0	0.825	0.894	0.000	0.000	0.000	0.867	0.922	0.000	3233
PEAK HR FACTOR :	0.768	0.500	0.849	0.000	0.000	0.000	0.000	0.000	0.825	0.894	0.000	0.000	0.000	0.867	0.922	0.000	0.937
			0.839							0.892				0.945			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	1.5 NR	0 NU	0 SL	0 ST	0 SR	0 SU	1 EL	3 ET	0 ER	0 EU	0 WL	1.5 WT	1.5 WR	0 WU	
4:00 PM	8	1	36	0	0	0	0	0	5	446	0	0	0	114	288	0	898
4:15 PM	13	0	49	0	0	0	0	0	6	393	0	0	0	120	268	0	849
4:30 PM	13	0	45	0	0	0	0	0	11	386	0	0	0	139	239	0	833
4:45 PM	16	0	56	0	0	0	0	0	11	450	0	0	0	168	242	0	943
5:00 PM	15	1	49	0	0	0	0	0	23	455	0	0	0	169	253	0	965
5:15 PM	16	1	35	0	0	0	0	0	8	447	0	0	0	138	272	0	917
5:30 PM	23	0	57	0	0	0	0	0	9	399	0	0	0	140	187	0	815
5:45 PM	76	0	149	0	0	0	0	0	2	341	0	0	0	128	99	0	795
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	180	3	476	0	0	0	0	0	75	3317	0	0	0	1116	1848	0	7015
	27.31%	0.46%	72.23%	0.00%					2.21%	97.79%	0.00%	0.00%	0.00%	37.65%	62.35%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM								53	1738	0	0	0	614	1006	0	TOTAL
PEAK HR VOL :	60	2	185	0	0	0	0	0	0.576	0.955	0.000	0.000	0.000	0.908	0.925	0.000	3658
PEAK HR FACTOR :	0.938	0.500	0.826	0.000	0.000	0.000	0.000	0.000	0.576	0.955	0.000	0.000	0.000	0.908	0.925	0.000	0.948
			0.858							0.937				0.960			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 NB Ramps & W Plum Creek Pkwy/I 25
City: Castle Rock
Control: Signalized

Project ID: 26-770024-002
Date: 4/8/2026

Data - Cars

NS/EW Streets:	Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 NB Ramps				Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 NB Ramps				W Plum Creek Pkwy/I 25				W Plum Creek Pkwy/I 25				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	1.5 NR	0 NU	0 SL	0 ST	0 SR	0 SU	1 EL	3 ET	0 ER	0 EU	0 WL	1.5 WT	1.5 WR	0 WU	
7:00 AM	3	0	21	0	0	0	0	0	7	142	0	0	0	74	393	0	640
7:15 AM	8	1	29	0	0	0	0	0	6	148	0	0	0	98	379	0	669
7:30 AM	9	1	31	0	0	0	0	0	7	243	0	0	0	111	361	0	763
7:45 AM	14	0	47	0	0	0	0	0	7	298	0	0	0	127	329	0	822
8:00 AM	8	0	39	0	0	0	0	0	3	261	0	0	0	129	339	0	779
8:15 AM	9	0	38	0	0	0	0	0	7	258	0	0	0	81	306	0	699
8:30 AM	6	0	26	0	0	0	0	0	5	227	0	0	0	86	220	0	570
8:45 AM	6	0	53	0	0	0	0	0	12	256	0	0	0	82	200	0	609
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	63	2	284	0	0	0	0	0	54	1833	0	0	0	788	2527	0	5551
	18.05%	0.57%	81.38%	0.00%					2.86%	97.14%	0.00%	0.00%	0.00%	23.77%	76.23%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM								24	1060	0	0	0	448	1335	0	TOTAL
PEAK HR VOL :	40	1	155	0	0	0	0	0	0.857	0.889	0.000	0.000	0.000	0.868	0.925	0.000	3063
PEAK HR FACTOR :	0.714	0.250	0.824	0.000	0.000	0.000	0.000	0.000	0.857	0.889	0.000	0.000	0.000	0.868	0.925	0.000	0.932
			0.803							0.889				0.944			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	1.5 NR	0 NU	0 SL	0 ST	0 SR	0 SU	1 EL	3 ET	0 ER	0 EU	0 WL	1.5 WT	1.5 WR	0 WU	
4:00 PM	8	0	36	0	0	0	0	0	5	433	0	0	0	111	273	0	866
4:15 PM	13	0	47	0	0	0	0	0	5	386	0	0	0	119	250	0	820
4:30 PM	13	0	44	0	0	0	0	0	11	380	0	0	0	137	229	0	814
4:45 PM	15	0	55	0	0	0	0	0	11	447	0	0	0	168	234	0	930
5:00 PM	15	1	46	0	0	0	0	0	23	453	0	0	0	169	241	0	948
5:15 PM	16	1	33	0	0	0	0	0	7	443	0	0	0	137	266	0	903
5:30 PM	22	0	57	0	0	0	0	0	9	398	0	0	0	140	180	0	806
5:45 PM	76	0	147	0	0	0	0	0	2	338	0	0	0	124	96	0	783
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	178	2	465	0	0	0	0	0	73	3278	0	0	0	1105	1769	0	6870
	27.60%	0.31%	72.09%	0.00%					2.18%	97.82%	0.00%	0.00%	0.00%	38.45%	61.55%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM								52	1723	0	0	0	611	970	0	TOTAL
PEAK HR VOL :	59	2	178	0	0	0	0	0	0.565	0.951	0.000	0.000	0.000	0.904	0.912	0.000	3595
PEAK HR FACTOR :	0.922	0.500	0.809	0.000	0.000	0.000	0.000	0.000	0.565	0.951	0.000	0.000	0.000	0.904	0.912	0.000	0.948
			0.854							0.932				0.964			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 NB Ramps & W Plum Creek Pkwy/I 25
City: Castle Rock
Control: Signalized

Project ID: 26-770024-002
Date: 4/8/2026

Data - HT

NS/EW Streets:	Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 NB Ramps				Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 NB Ramps				W Plum Creek Pkwy/I 25				W Plum Creek Pkwy/I 25				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	1.5 NR	0 NU	0 SL	0 ST	0 SR	0 SU	1 EL	3 ET	0 ER	0 EU	0 WL	1.5 WT	1.5 WR	0 WU	
7:00 AM	0	0	2	0	0	0	0	0	0	11	0	0	0	5	11	0	29
7:15 AM	0	0	1	0	0	0	0	0	1	23	0	0	0	4	5	0	34
7:30 AM	2	0	3	0	0	0	0	0	0	22	0	0	0	4	15	0	46
7:45 AM	0	0	1	0	0	0	0	0	3	20	0	0	0	8	9	0	41
8:00 AM	0	0	3	0	0	0	0	0	5	19	0	0	0	5	14	0	46
8:15 AM	1	1	1	0	0	0	0	0	1	16	0	0	0	3	14	0	37
8:30 AM	0	0	2	0	0	0	0	0	4	25	0	0	0	6	14	0	51
8:45 AM	0	0	1	0	0	0	0	0	1	20	0	0	0	7	13	0	42
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3	1	14	0	0	0	0	0	15	156	0	0	0	42	95	0	326
	16.67%	5.56%	77.78%	0.00%					8.77%	91.23%	0.00%	0.00%	0.00%	30.66%	69.34%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	3	1	8	0	0	0	0	0	9	77	0	0	0	20	52	0	170
PEAK HR FACTOR :	0.375	0.250	0.667	0.000	0.000	0.000	0.000	0.000	0.450	0.875	0.000	0.000	0.000	0.625	0.867	0.000	0.924
			0.600							0.896				0.947			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	1.5 NR	0 NU	0 SL	0 ST	0 SR	0 SU	1 EL	3 ET	0 ER	0 EU	0 WL	1.5 WT	1.5 WR	0 WU	
4:00 PM	0	1	0	0	0	0	0	0	0	13	0	0	0	3	15	0	32
4:15 PM	0	0	2	0	0	0	0	0	1	7	0	0	0	1	18	0	29
4:30 PM	0	0	1	0	0	0	0	0	0	6	0	0	0	2	10	0	19
4:45 PM	1	0	1	0	0	0	0	0	0	3	0	0	0	0	8	0	13
5:00 PM	0	0	3	0	0	0	0	0	0	2	0	0	0	0	12	0	17
5:15 PM	0	0	2	0	0	0	0	0	1	4	0	0	0	1	6	0	14
5:30 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	7	0	9
5:45 PM	0	0	2	0	0	0	0	0	0	3	0	0	0	4	3	0	12
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	1	11	0	0	0	0	0	2	39	0	0	0	11	79	0	145
	14.29%	7.14%	78.57%	0.00%					4.88%	95.12%	0.00%	0.00%	0.00%	12.22%	87.78%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	7	0	0	0	0	0	1	15	0	0	0	3	36	0	63
PEAK HR FACTOR :	0.250	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.250	0.625	0.000	0.000	0.000	0.375	0.750	0.000	0.829
			0.667							0.667				0.813			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 NB Ramps & W Plum Creek Pkwy/I 25
City: Castle Rock
Control: Signalized

Project ID: 26-770024-002
Date: 4/8/2026

Data - Bikes

NS/EW Streets:	Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 NB Ramps				Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 NB Ramps				W Plum Creek Pkwy/I 25				W Plum Creek Pkwy/I 25				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	1.5 NR	0 NU	0 SL	0 ST	0 SR	0 SU	1 EL	3 ET	0 ER	0 EU	0 WL	1.5 WT	1.5 WR	0 WU	
7:00 AM	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
7:30 AM	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
8:00 AM	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
8:30 AM	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
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR :	07:30 AM - 08:30 AM								0.00% 100.00% 0.00% 0.00%								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
									0.250								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	1.5 NR	0 NU	0 SL	0 ST	0 SR	0 SU	1 EL	3 ET	0 ER	0 EU	0 WL	1.5 WT	1.5 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:15 PM	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
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
5:15 PM	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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
PEAK HR :	04:30 PM - 05:30 PM								0.00% 100.00% 0.00% 0.00%				0.00% 100.00% 0.00% 0.00%				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.333
									0.250				0.250				

National Data & Surveying Services
Intersection Turning Movement Count

Location: Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 NB Ramps & W P **Project ID:** 26-770024-002
City: Castle Rock **Date:** 4/8/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Pan American Fwy/CanAm Hwy/US 85/US 87/I 25	Pan American Fwy/CanAm Hwy/US 85/US 87/I 25	W Plum Creek Pkwy/I 25	W Plum Creek Pkwy/I 25	
AM	NORTH LEG		SOUTH LEG		TOTAL
	EB	WB	EB	WB	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	TOTAL
APPROACH %'s :	0	0	0	0	0
PEAK HR :	07:30 AM - 08:30 AM				TOTAL
PEAK HR VOL :	0	0	0	0	0
PEAK HR FACTOR :					

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	2	0	0	0	0	0	0	2
	0.00%	100.00%							
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :		0.250							0.250

Project ID: 26-770024-002

Location: Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 NB Ramps & W Plum Creek Pkwy/I 25

City: Castle Rock

Day: Wednesday

Date: 4/8/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 NB Northbound							Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 NB Southbound							W Plum Creek Pkwy/I 25 Eastbound							W Plum Creek Pkwy/I 25 Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total		Left	Thru	Rgt	Uturn	Peds	App. Total		Left	Thru	Rgt	Uturn	Peds	App. Total		Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
7:00 AM	3	0	23	0	0	26		0	0	0	0	0	0		7	153	0	0	0	160		0	79	404	0	0	483	669	
7:15 AM	8	1	30	0	0	39		0	0	0	0	0	0		7	171	0	0	0	178		0	102	384	0	0	486	703	
7:30 AM	11	1	34	0	0	46		0	0	0	0	0	0		7	265	0	0	0	272		0	115	376	0	0	491	809	
7:45 AM	14	0	48	0	0	62		0	0	0	0	0	0		10	318	0	0	0	328		0	135	338	0	0	473	863	
Total	36	2	135	0	0	173		0	0	0	0	0	0		31	907	0	0	0	938		0	431	1502	0	0	1933	3044	
8:00 AM	8	0	42	0	0	50		0	0	0	0	0	0		8	280	0	0	0	288		0	134	353	0	0	487	825	
8:15 AM	10	1	39	0	0	50		0	0	0	0	0	0		8	274	0	0	0	282		0	84	320	0	0	404	736	
8:30 AM	6	0	28	0	0	34		0	0	0	0	0	0		9	252	0	0	0	261		0	92	234	0	0	326	621	
8:45 AM	6	0	54	0	0	60		0	0	0	0	0	0		13	276	0	0	0	289		0	89	213	0	0	302	651	
Total	30	1	163	0	0	194		0	0	0	0	0	0		38	1082	0	0	0	1120		0	399	1120	0	0	1519	2833	
BREAK																													
4:00 PM	8	1	36	0	0	45		0	0	0	0	0	0		5	446	0	0	0	451		0	114	288	0	0	402	898	
4:15 PM	13	0	49	0	0	62		0	0	0	0	0	0		6	393	0	0	0	399		0	120	268	0	0	388	849	
4:30 PM	13	0	45	0	0	58		0	0	0	0	0	0		11	386	0	0	0	397		0	139	239	0	0	378	833	
4:45 PM	16	0	56	0	0	72		0	0	0	0	1	0		11	450	0	0	0	461		0	168	242	0	0	410	943	
Total	50	1	186	0	0	237		0	0	0	0	1	0		33	1675	0	0	0	1708		0	541	1037	0	0	1578	3523	
5:00 PM	15	1	49	0	0	65		0	0	0	0	0	0		23	455	0	0	0	478		0	169	253	0	0	422	965	
5:15 PM	16	1	35	0	0	52		0	0	0	0	0	0		8	447	0	0	0	455		0	138	272	0	0	410	917	
5:30 PM	23	0	57	0	0	80		0	0	0	0	0	0		9	399	0	0	0	408		0	140	187	0	0	327	815	
5:45 PM	76	0	149	0	0	225		0	0	0	0	1	0		2	341	0	0	0	343		0	128	99	0	0	227	795	
Total	130	2	290	0	0	422		0	0	0	0	1	0		42	1642	0	0	0	1684		0	575	811	0	0	1386	3492	
Grand Total	246	6	774	0	0	1026		0	0	0	0	2	0		144	5306	0	0	0	5450		0	1946	4470	0	0	6416	12892	
Apprch %	24.0	0.6	75.4	0.0	0.0			0.0	0.0	0.0	0.0	0.0			2.6	97.4	0.0	0.0	0.0			0.0	30.3	69.7	0.0	0.0			
Total %	1.9	0.0	6.0	0.0	0.0	8.0		0.0	0.0	0.0	0.0	0.0	0.0		1.1	41.2	0.0	0.0	0.0	42.3		0.0	15.1	34.7	0.0	0.0	49.8		
Cars, PU, Vans	241	4	749	0		994		0	0	0	0	0			127	5111	0	0	5238			0	1893	4296	0		6189	12421	
% Cars, PU, Vans	98.0	66.7	96.8	0.0		96.9		0.0	0.0	0.0	0.0		0.0		88.2	96.3	0.0	0.0	96.1		0.0	97.3	96.1	0.0		96.5	96.3		
Heavy trucks	5	2	25	0		32		0	0	0	0	0			17	195	0	0	212			0	53	174	0		227	471	
%Heavy trucks	2.0	33.3	3.2	0.0		3.1		0.0	0.0	0.0	0.0		0.0		11.8	3.7	0.0	0.0	3.9		0.0	2.7	3.9	0.0		3.5	3.7		

Project ID: 26-770024-002

Location: Pan American Fwy/CanAm Hwy/US 85/US 87/I 25 N

City: Castle Rock

PEAK HOURS

Day: Wednesday

Date: 4/8/2026

AM

	In Fwy/CanAm Hwy/US 85/US 87/I 25 Northbound					In Fwy/CanAm Hwy/US 85/US 87/I 25 Southbound					W Plum Creek Pkwy/I 25 Eastbound					W Plum Creek Pkwy/I 25 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	11	1	34	0	46	0	0	0	0	0	7	265	0	0	272	0	115	376	0	491	809
7:45 AM	14	0	48	0	62	0	0	0	0	0	10	318	0	0	328	0	135	338	0	473	863
8:00 AM	8	0	42	0	50	0	0	0	0	0	8	280	0	0	288	0	134	353	0	487	825
8:15 AM	10	1	39	0	50	0	0	0	0	0	8	274	0	0	282	0	84	320	0	404	736
Total Volume	43	2	163	0	208	0	0	0	0	0	33	1137	0	0	1170	0	468	1387	0	1855	3233
% App. Total	20.7	1.0	78.4	0.0	100	0.0	0.0	0.0	0.0	0	2.8	97.2	0.0	0.0	100	0.0	25.2	74.8	0.0	100	
PHF					0.839										0.892					0.945	0.937
Cars, PU, Vans	40	1	155	0	196	0	0	0	0	0	24	1060	0	0	1084	0	448	1335	0	1783	3063
% Cars, PU, Vans	93.0	50.0	95.1	0.0	94.2	0.0	0.0	0.0	0.0	0.0	72.7	93.2	0.0	0.0	92.6	0.0	95.7	96.3	0.0	96.1	94.7
Heavy trucks	3	1	8	0	12	0	0	0	0	0	9	77	0	0	86	0	20	52	0	72	170
%Heavy trucks	7.0	50.0	4.9	0.0	5.8	0.0	0.0	0.0	0.0	0.0	27.3	6.8	0.0	0.0	7.4	0.0	4.3	3.7	0.0	3.9	5.3

PM

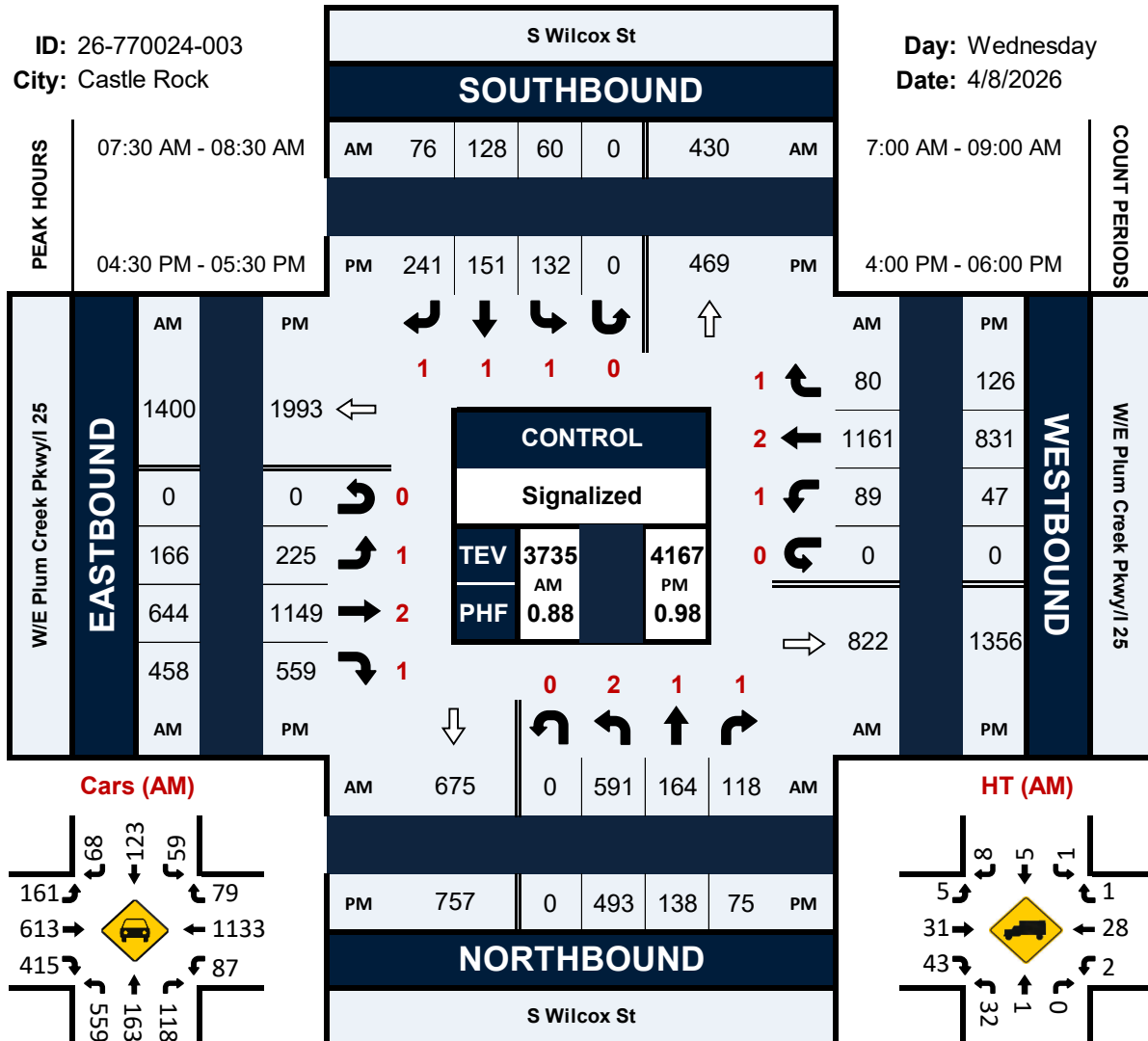
	In Fwy/CanAm Hwy/US 85/US 87/I 25 Northbound					In Fwy/CanAm Hwy/US 85/US 87/I 25 Southbound					W Plum Creek Pkwy/I 25 Eastbound					W Plum Creek Pkwy/I 25 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	13	0	45	0	58	0	0	0	0	0	11	386	0	0	397	0	139	239	0	378	833
4:45 PM	16	0	56	0	72	0	0	0	0	0	11	450	0	0	461	0	168	242	0	410	943
5:00 PM	15	1	49	0	65	0	0	0	0	0	23	455	0	0	478	0	169	253	0	422	965
5:15 PM	16	1	35	0	52	0	0	0	0	0	8	447	0	0	455	0	138	272	0	410	917
Total Volume	60	2	185	0	247	0	0	0	0	0	53	1738	0	0	1791	0	614	1006	0	1620	3658
% App. Total	24.3	0.8	74.9	0.0	100	0.0	0.0	0.0	0.0	0	3.0	97.0	0.0	0.0	100	0.0	37.9	62.1	0.0	100	
PHF					0.858										0.937					0.960	0.948
Cars, PU, Vans	59	2	178	0	239	0	0	0	0	0	52	1723	0	0	1775	0	611	970	0	1581	3595
% Cars, PU, Vans	98.3	100.0	96.2	0.0	96.8	0.0	0.0	0.0	0.0	0.0	98.1	99.1	0.0	0.0	99.1	0.0	99.5	96.4	0.0	97.6	98.3
Heavy trucks	1	0	7	0	8	0	0	0	0	0	1	15	0	0	16	0	3	36	0	39	63
%Heavy trucks	1.7	0.0	3.8	0.0	3.2	0.0	0.0	0.0	0.0	0.0	1.9	0.9	0.0	0.0	0.9	0.0	0.5	3.6	0.0	2.4	1.7

S Wilcox St & W/E Plum Creek Pkwy/I 25

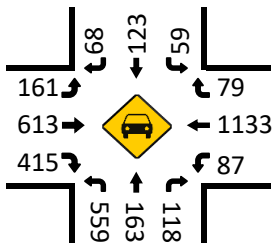
Peak Hour Turning Movement Count

ID: 26-770024-003
City: Castle Rock

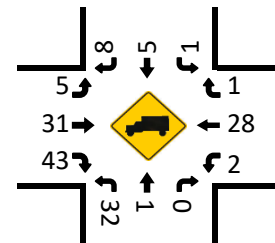
Day: Wednesday
Date: 4/8/2026



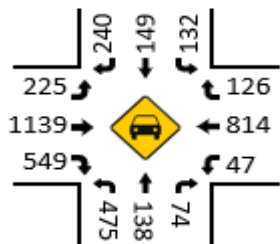
Cars (AM)



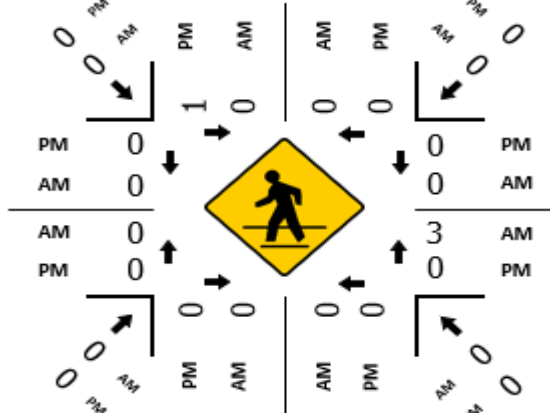
HT (AM)



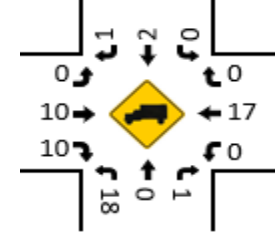
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Wilcox St & W/E Plum Creek Pkwy/I 25
City: Castle Rock
Control: Signalized

Project ID: 26-770024-003
Date: 4/8/2026

Data - Total

NS/EW Streets:	S Wilcox St				S Wilcox St				W/E Plum Creek Pkwy/I 25				W/E Plum Creek Pkwy/I 25				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
7:00 AM	166	18	7	0	7	13	12	0	19	92	71	0	8	306	10	0	729
7:15 AM	168	22	2	0	5	18	16	0	16	90	93	0	24	313	16	0	783
7:30 AM	151	29	8	0	15	50	18	0	32	130	117	0	41	310	18	0	919
7:45 AM	154	65	71	0	16	33	14	0	43	184	134	0	23	306	20	0	1063
8:00 AM	162	45	30	0	12	18	23	0	44	171	98	0	13	290	24	0	930
8:15 AM	124	25	9	0	17	27	21	0	47	159	109	0	12	255	18	0	823
8:30 AM	95	21	9	0	13	17	27	0	45	121	107	0	11	209	21	0	696
8:45 AM	97	32	3	0	18	17	22	0	57	164	122	0	20	179	23	0	754
TOTAL VOLUMES :	NL 1117	NT 257	NR 139	NU 0	SL 103	ST 193	SR 153	SU 0	EL 303	ET 1111	ER 851	EU 0	WL 152	WT 2168	WR 150	WU 0	TOTAL 6697
APPROACH %'s :	73.83%	16.99%	9.19%	0.00%	22.94%	42.98%	34.08%	0.00%	13.38%	49.05%	37.57%	0.00%	6.15%	87.77%	6.07%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	591	164	118	0	60	128	76	0	166	644	458	0	89	1161	80	0	3735
PEAK HR FACTOR :	0.912	0.631	0.415	0.000	0.882	0.640	0.826	0.000	0.883	0.875	0.854	0.000	0.543	0.936	0.833	0.000	0.878
	0.753				0.795				0.878				0.901				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
4:00 PM	137	42	24	0	29	28	48	0	61	245	174	0	16	216	22	0	1042
4:15 PM	126	43	15	0	30	35	41	0	47	243	156	0	16	204	31	0	987
4:30 PM	106	29	14	0	30	45	49	0	47	287	127	0	11	209	30	0	984
4:45 PM	121	28	25	0	30	35	50	0	66	283	146	0	12	231	37	0	1064
5:00 PM	125	40	16	0	38	35	77	0	62	278	137	0	9	212	29	0	1058
5:15 PM	141	41	20	0	34	36	65	0	50	301	149	0	15	179	30	0	1061
5:30 PM	106	27	21	0	32	27	52	0	52	279	125	0	10	165	32	0	928
5:45 PM	75	38	28	0	45	33	32	0	77	293	116	0	14	106	43	0	900
TOTAL VOLUMES :	NL 937	NT 288	NR 163	NU 0	SL 268	ST 274	SR 414	SU 0	EL 462	ET 2209	ER 1130	EU 0	WL 103	WT 1522	WR 254	WU 0	TOTAL 8024
APPROACH %'s :	67.51%	20.75%	11.74%	0.00%	28.03%	28.66%	43.31%	0.00%	12.15%	58.12%	29.73%	0.00%	5.48%	81.00%	13.52%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	493	138	75	0	132	151	241	0	225	1149	559	0	47	831	126	0	4167
PEAK HR FACTOR :	0.874	0.841	0.750	0.000	0.868	0.839	0.782	0.000	0.852	0.954	0.938	0.000	0.783	0.899	0.851	0.000	0.979
	0.874				0.873				0.967				0.896				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Wilcox St & W/E Plum Creek Pkwy/I 25
City: Castle Rock
Control: Signalized

Project ID: 26-770024-003
Date: 4/8/2026

Data - Cars

NS/EW Streets:	S Wilcox St				S Wilcox St				W/E Plum Creek Pkwy/I 25				W/E Plum Creek Pkwy/I 25				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
7:00 AM	159	18	7	0	7	13	11	0	16	89	65	0	8	299	10	0	702
7:15 AM	162	22	2	0	5	18	15	0	16	82	75	0	24	311	16	0	748
7:30 AM	146	29	8	0	15	48	12	0	31	123	107	0	41	304	18	0	882
7:45 AM	147	65	71	0	15	32	14	0	41	175	122	0	23	299	20	0	1024
8:00 AM	152	45	30	0	12	16	22	0	43	165	88	0	13	281	24	0	891
8:15 AM	114	24	9	0	17	27	20	0	46	150	98	0	10	249	17	0	781
8:30 AM	85	20	9	0	12	16	25	0	43	116	90	0	11	201	20	0	648
8:45 AM	87	32	3	0	18	17	21	0	56	152	112	0	20	171	22	0	711
TOTAL VOLUMES :	NL 1052	NT 255	NR 139	NU 0	SL 101	ST 187	SR 140	SU 0	EL 292	ET 1052	ER 757	EU 0	WL 150	WT 2115	WR 147	WU 0	TOTAL 6387
APPROACH %'s :	72.75%	17.63%	9.61%	0.00%	23.60%	43.69%	32.71%	0.00%	13.90%	50.07%	36.03%	0.00%	6.22%	87.69%	6.09%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM				59	123	68	0	161	613	415	0	87	1133	79	0	TOTAL 3578
PEAK HR VOL :	559	163	118	0	59	123	68	0	161	613	415	0	87	1133	79	0	
PEAK HR FACTOR :	0.919	0.627	0.415	0.000	0.868	0.641	0.773	0.000	0.875	0.876	0.850	0.000	0.530	0.932	0.823	0.000	0.874
	0.742				0.833				0.879				0.895				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
4:00 PM	122	42	24	0	29	28	48	0	59	242	166	0	16	213	22	0	1011
4:15 PM	116	43	15	0	30	35	40	0	47	239	150	0	16	197	31	0	959
4:30 PM	100	29	14	0	30	44	48	0	47	285	123	0	11	203	30	0	964
4:45 PM	117	28	24	0	30	34	50	0	66	280	145	0	12	227	37	0	1050
5:00 PM	120	40	16	0	38	35	77	0	62	275	136	0	9	208	29	0	1045
5:15 PM	138	41	20	0	34	36	65	0	50	299	145	0	15	176	30	0	1049
5:30 PM	101	26	21	0	32	27	52	0	52	278	125	0	10	162	32	0	918
5:45 PM	71	36	28	0	44	33	31	0	76	291	115	0	14	105	43	0	887
TOTAL VOLUMES :	NL 885	NT 285	NR 162	NU 0	SL 267	ST 272	SR 411	SU 0	EL 459	ET 2189	ER 1105	EU 0	WL 103	WT 1491	WR 254	WU 0	TOTAL 7883
APPROACH %'s :	66.44%	21.40%	12.16%	0.00%	28.11%	28.63%	43.26%	0.00%	12.23%	58.33%	29.44%	0.00%	5.57%	80.68%	13.74%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM				132	149	240	0	225	1139	549	0	47	814	126	0	TOTAL 4108
PEAK HR VOL :	475	138	74	0	132	149	240	0	225	1139	549	0	47	814	126	0	
PEAK HR FACTOR :	0.861	0.841	0.771	0.000	0.868	0.847	0.779	0.000	0.852	0.952	0.947	0.000	0.783	0.896	0.851	0.000	0.978
	0.863				0.868				0.968				0.894				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Wilcox St & W/E Plum Creek Pkwy/I 25
City: Castle Rock
Control: Signalized

Project ID: 26-770024-003
Date: 4/8/2026

Data - HT

NS/EW Streets:	S Wilcox St				S Wilcox St				W/E Plum Creek Pkwy/I 25				W/E Plum Creek Pkwy/I 25				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
7:00 AM	7	0	0	0	0	0	1	0	3	3	6	0	0	7	0	0	27
7:15 AM	6	0	0	0	0	0	1	0	0	8	18	0	0	2	0	0	35
7:30 AM	5	0	0	0	0	2	6	0	1	7	10	0	0	6	0	0	37
7:45 AM	7	0	0	0	1	1	0	0	2	9	12	0	0	7	0	0	39
8:00 AM	10	0	0	0	0	2	1	0	1	6	10	0	0	9	0	0	39
8:15 AM	10	1	0	0	0	0	1	0	1	9	11	0	2	6	1	0	42
8:30 AM	10	1	0	0	1	1	2	0	2	5	17	0	0	8	1	0	48
8:45 AM	10	0	0	0	0	0	1	0	1	12	10	0	0	8	1	0	43
TOTAL VOLUMES :	NL 65	NT 2	NR 0	NU 0	SL 2	ST 6	SR 13	SU 0	EL 11	ET 59	ER 94	EU 0	WL 2	WT 53	WR 3	WU 0	TOTAL 310
APPROACH %'s :	97.01%	2.99%	0.00%	0.00%	9.52%	28.57%	61.90%	0.00%	6.71%	35.98%	57.32%	0.00%	3.45%	91.38%	5.17%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	32	1	0	0	1	5	8	0	5	31	43	0	2	28	1	0	157
PEAK HR FACTOR :	0.800	0.250	0.000	0.000	0.250	0.625	0.333	0.000	0.625	0.861	0.896	0.000	0.250	0.778	0.250	0.000	0.935
	0.750				0.438				0.859				0.861				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
4:00 PM	15	0	0	0	0	0	0	0	2	3	8	0	0	3	0	0	31
4:15 PM	10	0	0	0	0	0	1	0	0	4	6	0	0	7	0	0	28
4:30 PM	6	0	0	0	0	1	1	0	0	2	4	0	0	6	0	0	20
4:45 PM	4	0	1	0	0	1	0	0	0	3	1	0	0	4	0	0	14
5:00 PM	5	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	13
5:15 PM	3	0	0	0	0	0	0	0	0	2	4	0	0	3	0	0	12
5:30 PM	5	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0	10
5:45 PM	4	2	0	0	1	0	1	0	1	2	1	0	0	1	0	0	13
TOTAL VOLUMES :	NL 52	NT 3	NR 1	NU 0	SL 1	ST 2	SR 3	SU 0	EL 3	ET 20	ER 25	EU 0	WL 0	WT 31	WR 0	WU 0	TOTAL 141
APPROACH %'s :	92.86%	5.36%	1.79%	0.00%	16.67%	33.33%	50.00%	0.00%	6.25%	41.67%	52.08%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	18	0	1	0	0	2	1	0	0	10	10	0	0	17	0	0	59
PEAK HR FACTOR :	0.750	0.000	0.250	0.000	0.000	0.500	0.250	0.000	0.000	0.833	0.625	0.000	0.000	0.708	0.000	0.000	0.738
	0.792				0.375				0.833				0.708				

National Data & Surveying Services
Intersection Turning Movement Count

Location: S Wilcox St & W/E Plum Creek Pkwy/I 25
City: Castle Rock

Project ID: 26-770024-003
Date: 4/8/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Wilcox St		S Wilcox St		W/E Plum Creek Pkwy/I 25		W/E Plum Creek Pkwy/I 25		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	2	0	0	0	2
8:30 AM	0	2	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 0	WB 2	EB 0	WB 0	NB 3	SB 0	NB 0	SB 0	TOTAL 5
APPROACH %'s :	0.00%	100.00%			100.00%	0.00%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	3	0	0	0	3
PEAK HR FACTOR :					0.375				0.375

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB 2	WB 1	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 3
APPROACH %'s :	66.67%	33.33%							
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250								0.250

Project ID: 26-770024-003
Location: S Wilcox St & W/E Plum Creek Pkwy/I 25
City: Castle Rock

Day: Wednesday
Date: 4/8/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	S Wilcox St Northbound						S Wilcox St Southbound						W/E Plum Creek Pkwy/I 25 Eastbound						W/E Plum Creek Pkwy/I 25 Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
7:00 AM	166	18	7	0	0	191	7	13	12	0	0	32	19	92	71	0	0	182	8	306	10	0	0	324	729	
7:15 AM	168	22	2	0	0	192	5	18	16	0	0	39	16	90	93	0	0	199	24	313	16	0	0	353	783	
7:30 AM	151	29	8	0	0	188	15	50	18	0	0	83	32	130	117	0	0	279	41	310	18	0	0	369	919	
7:45 AM	154	65	71	0	0	290	16	33	14	0	0	63	43	184	134	0	0	361	23	306	20	0	0	349	1063	
Total	639	134	88	0	0	861	43	114	60	0	0	217	110	496	415	0	0	1021	96	1235	64	0	0	1395	3494	
8:00 AM	162	45	30	0	0	237	12	18	23	0	0	53	44	171	98	0	0	313	13	290	24	0	1	327	930	
8:15 AM	124	25	9	0	0	158	17	27	21	0	0	65	47	159	109	0	0	315	12	255	18	0	2	285	823	
8:30 AM	95	21	9	0	0	125	13	17	27	0	2	57	45	121	107	0	0	273	11	209	21	0	0	241	696	
8:45 AM	97	32	3	0	0	132	18	17	22	0	0	57	57	164	122	0	0	343	20	179	23	0	0	222	754	
Total	478	123	51	0	0	652	60	79	93	0	2	232	193	615	436	0	0	1244	56	933	86	0	3	1075	3203	
BREAK																										
4:00 PM	137	42	24	0	0	203	29	28	48	0	0	105	61	245	174	0	0	480	16	216	22	0	0	254	1042	
4:15 PM	126	43	15	0	0	184	30	35	41	0	1	106	47	243	156	0	0	446	16	204	31	0	0	251	987	
4:30 PM	106	29	14	0	0	149	30	45	49	0	0	124	47	287	127	0	0	461	11	209	30	0	0	250	984	
4:45 PM	121	28	25	0	0	174	30	35	50	0	0	115	66	283	146	0	0	495	12	231	37	0	0	280	1064	
Total	490	142	78	0	0	710	119	143	188	0	1	450	221	1058	603	0	0	1882	55	860	120	0	0	1035	4077	
5:00 PM	125	40	16	0	0	181	38	35	77	0	1	150	62	278	137	0	0	477	9	212	29	0	0	250	1058	
5:15 PM	141	41	20	0	0	202	34	36	65	0	0	135	50	301	149	0	0	500	15	179	30	0	0	224	1061	
5:30 PM	106	27	21	0	0	154	32	27	52	0	0	111	52	279	125	0	0	456	10	165	32	0	0	207	928	
5:45 PM	75	38	28	0	0	141	45	33	32	0	1	110	77	293	116	0	0	486	14	106	43	0	0	163	900	
Total	447	146	85	0	0	678	149	131	226	0	2	506	241	1151	527	0	0	1919	48	662	134	0	0	844	3947	
Grand Total	2054	545	302	0	0	2901	371	467	567	0	5	1405	765	3320	1981	0	0	6066	255	3690	404	0	3	4349	14721	
Apprch %	70.8	18.8	10.4	0.0	0.0		26.4	33.2	40.4	0.0	0.4		12.6	54.7	32.7	0.0	0.0		5.9	84.8	9.3	0.0	0.1			
Total %	14.0	3.7	2.1	0.0	0.0	19.7	2.5	3.2	3.9	0.0	0.0	9.5	5.2	22.6	13.5	0.0	0.0	41.2	1.7	25.1	2.7	0.0	0.0	29.5		
Cars, PU, Vans	1937	540	301	0		2778	368	459	551	0		1378	751	3241	1862	0		5854	253	3606	401	0		4260	14270	
% Cars, PU, Vans	94.3	99.1	99.7	0.0		95.8	99.2	98.3	97.2	0.0		98.1	98.2	97.6	94.0	0.0		96.5	99.2	97.7	99.3	0.0		98.0	96.9	
Heavy trucks	117	5	1	0		123	3	8	16	0		27	14	79	119	0		212	2	84	3	0		89	451	
%Heavy trucks	5.7	0.9	0.3	0.0		4.2	0.8	1.7	2.8	0.0		1.9	1.8	2.4	6.0	0.0		3.5	0.8	2.3	0.7	0.0		2.0	3.1	

Project ID: 26-770024-003

Location: S Wilcox St & W/E Plum Creek Pkwy/I 25

City: Castle Rock

PEAK HOURS

Day: Wednesday

Date: 4/8/2026

AM

	S Wilcox St Northbound					S Wilcox St Southbound					W/E Plum Creek Pkwy/I 25 Eastbound					W/E Plum Creek Pkwy/I 25 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	151	29	8	0	188	15	50	18	0	83	32	130	117	0	279	41	310	18	0	369	919
7:45 AM	154	65	71	0	290	16	33	14	0	63	43	184	134	0	361	23	306	20	0	349	1063
8:00 AM	162	45	30	0	237	12	18	23	0	53	44	171	98	0	313	13	290	24	0	327	930
8:15 AM	124	25	9	0	158	17	27	21	0	65	47	159	109	0	315	12	255	18	0	285	823
Total Volume	591	164	118	0	873	60	128	76	0	264	166	644	458	0	1268	89	1161	80	0	1330	3735
% App. Total	67.7	18.8	13.5	0.0	100	22.7	48.5	28.8	0.0	100	13.1	50.8	36.1	0.0	100	6.7	87.3	6.0	0.0	100	
PHF	0.753					0.795					0.878					0.901					0.878
Cars, PU, Vans	559	163	118	0	840	59	123	68	0	250	161	613	415	0	1189	87	1133	79	0	1299	3578
% Cars, PU, Vans	94.6	99.4	100.0	0.0	96.2	98.3	96.1	89.5	0.0	94.7	97.0	95.2	90.6	0.0	93.8	97.8	97.6	98.8	0.0	97.7	95.8
Heavy trucks	32	1	0	0	33	1	5	8	0	14	5	31	43	0	79	2	28	1	0	31	157
%Heavy trucks	5.4	0.6	0.0	0.0	3.8	1.7	3.9	10.5	0.0	5.3	3.0	4.8	9.4	0.0	6.2	2.2	2.4	1.3	0.0	2.3	4.2

PM

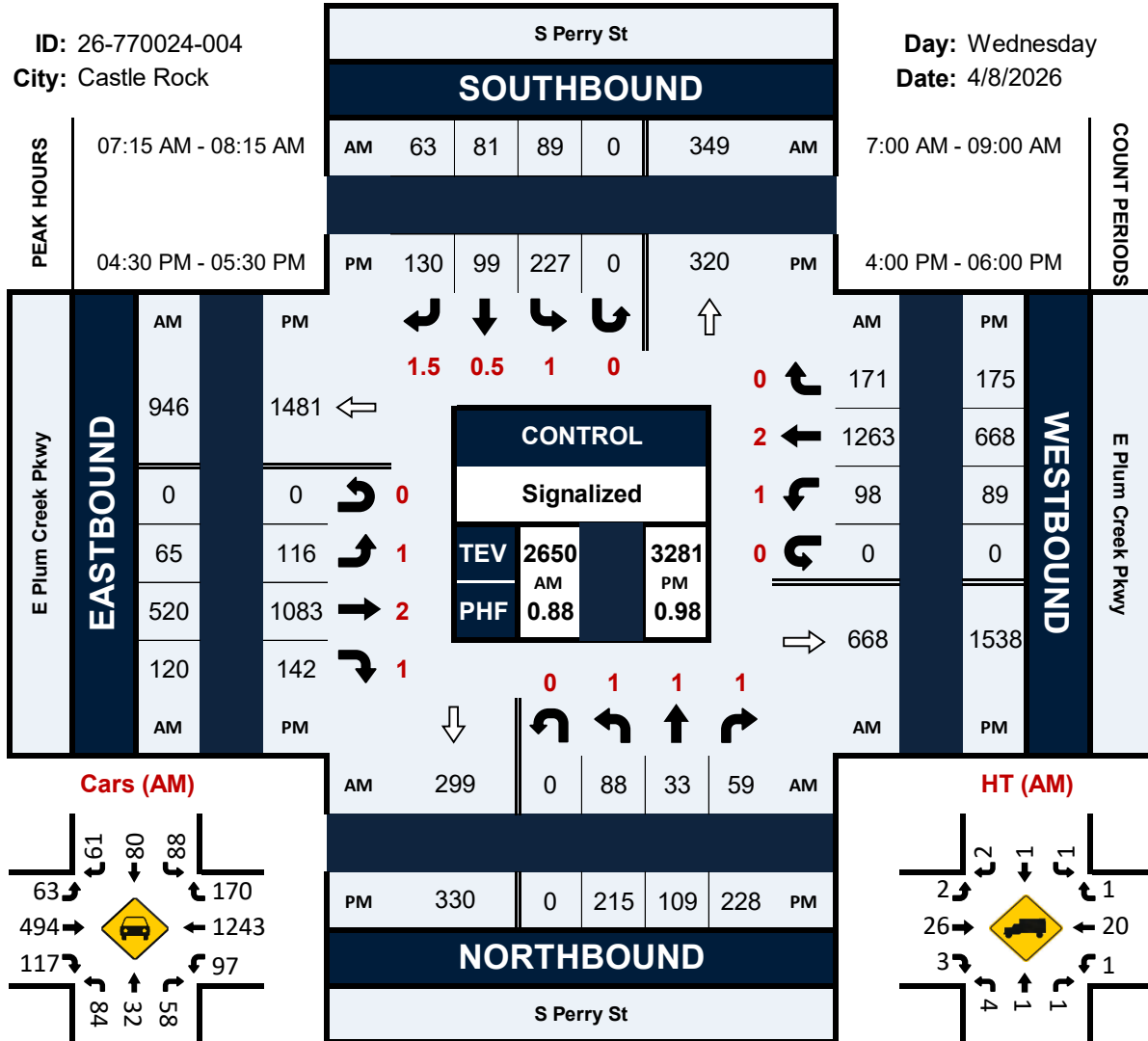
	S Wilcox St Northbound					S Wilcox St Southbound					W/E Plum Creek Pkwy/I 25 Eastbound					W/E Plum Creek Pkwy/I 25 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	106	29	14	0	149	30	45	49	0	124	47	287	127	0	461	11	209	30	0	250	984
4:45 PM	121	28	25	0	174	30	35	50	0	115	66	283	146	0	495	12	231	37	0	280	1064
5:00 PM	125	40	16	0	181	38	35	77	0	150	62	278	137	0	477	9	212	29	0	250	1058
5:15 PM	141	41	20	0	202	34	36	65	0	135	50	301	149	0	500	15	179	30	0	224	1061
Total Volume	493	138	75	0	706	132	151	241	0	524	225	1149	559	0	1933	47	831	126	0	1004	4167
% App. Total	69.8	19.5	10.6	0.0	100	25.2	28.8	46.0	0.0	100	11.6	59.4	28.9	0.0	100	4.7	82.8	12.5	0.0	100	
PHF	0.874					0.873					0.967					0.896					0.979
Cars, PU, Vans	475	138	74	0	687	132	149	240	0	521	225	1139	549	0	1913	47	814	126	0	987	4108
% Cars, PU, Vans	96.3	100.0	98.7	0.0	97.3	100.0	98.7	99.6	0.0	99.4	100.0	99.1	98.2	0.0	99.0	100.0	98.0	100.0	0.0	98.3	98.6
Heavy trucks	18	0	1	0	19	0	2	1	0	3	0	10	10	0	20	0	17	0	0	17	59
%Heavy trucks	3.7	0.0	1.3	0.0	2.7	0.0	1.3	0.4	0.0	0.6	0.0	0.9	1.8	0.0	1.0	0.0	2.0	0.0	0.0	1.7	1.4

S Perry St & E Plum Creek Pkwy

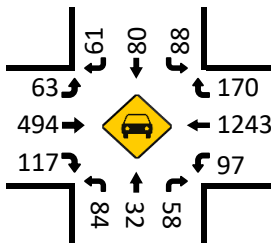
Peak Hour Turning Movement Count

ID: 26-770024-004
City: Castle Rock

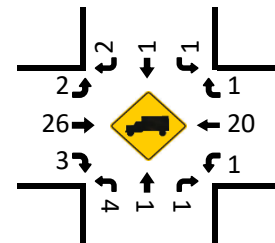
Day: Wednesday
Date: 4/8/2026



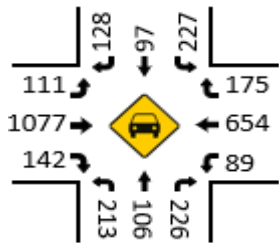
Cars (AM)



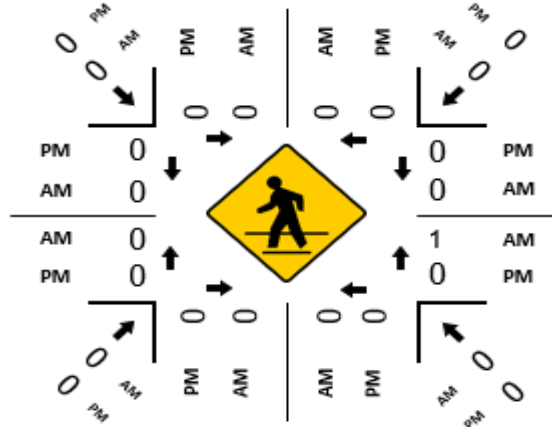
HT (AM)



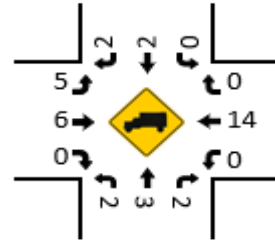
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Perry St & E Plum Creek Pkwy
City: Castle Rock
Control: Signalized

Project ID: 26-770024-004
Date: 4/8/2026

Data - Total

NS/EW Streets:	S Perry St				S Perry St				E Plum Creek Pkwy				E Plum Creek Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	0.5 ST	1.5 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	22	7	8	0	12	12	10	0	16	68	13	0	15	305	39	0	527
7:15 AM	14	8	8	0	25	12	9	0	18	69	12	0	18	335	54	0	582
7:30 AM	13	9	5	0	31	23	17	0	18	103	21	0	14	339	32	0	625
7:45 AM	21	4	26	0	21	29	20	0	15	184	51	0	31	319	32	0	753
8:00 AM	40	12	20	0	12	17	17	0	14	164	36	0	35	270	53	0	690
8:15 AM	31	15	10	0	12	23	18	0	35	112	35	0	20	228	38	0	577
8:30 AM	12	16	18	0	22	16	15	0	19	99	23	0	22	216	43	0	521
8:45 AM	29	7	17	0	26	32	17	0	33	114	34	0	27	171	46	0	553
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	182	78	112	0	161	164	123	0	168	913	225	0	182	2183	337	0	4828
	48.92%	20.97%	30.11%	0.00%	35.94%	36.61%	27.46%	0.00%	12.86%	69.91%	17.23%	0.00%	6.74%	80.79%	12.47%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	88	33	59	0	89	81	63	0	65	520	120	0	98	1263	171	0	2650
PEAK HR FACTOR :	0.550	0.688	0.567	0.000	0.718	0.698	0.788	0.000	0.903	0.707	0.588	0.000	0.700	0.931	0.792	0.000	0.880
			0.625				0.820				0.705				0.941		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	0.5 ST	1.5 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	72	34	71	0	58	30	37	0	17	268	26	0	32	155	33	0	833
4:15 PM	68	32	62	0	49	32	30	0	29	218	43	0	27	153	34	0	777
4:30 PM	44	41	59	0	63	31	39	0	31	255	37	0	20	176	37	0	833
4:45 PM	58	22	48	0	45	20	40	0	23	293	29	0	23	177	52	0	830
5:00 PM	63	23	57	0	63	26	29	0	31	246	39	0	31	172	40	0	820
5:15 PM	50	23	64	0	56	22	22	0	31	289	37	0	15	143	46	0	798
5:30 PM	48	28	44	0	50	29	38	0	34	260	30	0	20	125	33	0	739
5:45 PM	28	20	40	0	68	21	26	0	83	243	28	0	14	110	51	0	732
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	431	223	445	0	452	211	261	0	279	2072	269	0	182	1211	326	0	6362
	39.22%	20.29%	40.49%	0.00%	48.92%	22.84%	28.25%	0.00%	10.65%	79.08%	10.27%	0.00%	10.59%	70.45%	18.96%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	215	109	228	0	227	99	130	0	116	1083	142	0	89	668	175	0	3281
PEAK HR FACTOR :	0.853	0.665	0.891	0.000	0.901	0.798	0.813	0.000	0.935	0.924	0.910	0.000	0.718	0.944	0.841	0.000	0.985
			0.958				0.857				0.939				0.925		

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Perry St & E Plum Creek Pkwy
City: Castle Rock
Control: Signalized

Project ID: 26-770024-004
Date: 4/8/2026

Data - Cars

NS/EW Streets:	S Perry St				S Perry St				E Plum Creek Pkwy				E Plum Creek Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	0.5 ST	1.5 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	19	6	8	0	11	10	10	0	16	66	12	0	14	301	38	0	511
7:15 AM	13	7	7	0	25	11	9	0	16	65	10	0	17	334	54	0	568
7:30 AM	13	9	5	0	31	23	15	0	18	96	21	0	14	334	32	0	611
7:45 AM	19	4	26	0	20	29	20	0	15	175	50	0	31	312	32	0	733
8:00 AM	39	12	20	0	12	17	17	0	14	158	36	0	35	263	52	0	675
8:15 AM	29	14	10	0	12	23	18	0	35	104	35	0	20	221	38	0	559
8:30 AM	11	16	18	0	22	14	14	0	19	94	22	0	21	209	42	0	502
8:45 AM	27	7	17	0	26	32	16	0	32	103	34	0	27	166	46	0	533
TOTAL VOLUMES :	NL 170	NT 75	NR 111	NU 0	SL 159	ST 159	SR 119	SU 0	EL 165	ET 861	ER 220	EU 0	WL 179	WT 2140	WR 334	WU 0	TOTAL 4692
APPROACH %'s :	47.75%	21.07%	31.18%	0.00%	36.38%	36.38%	27.23%	0.00%	13.24%	69.10%	17.66%	0.00%	6.75%	80.66%	12.59%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	84	32	58	0	88	80	61	0	63	494	117	0	97	1243	170	0	2587
PEAK HR FACTOR :	0.538	0.667	0.558	0.000	0.710	0.690	0.763	0.000	0.875	0.706	0.585	0.000	0.693	0.930	0.787	0.000	0.882
	0.613				0.830				0.702				0.932				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	0.5 ST	1.5 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	71	33	71	0	58	30	35	0	17	265	26	0	29	154	33	0	822
4:15 PM	67	32	62	0	49	32	30	0	29	214	43	0	27	147	33	0	765
4:30 PM	42	39	59	0	63	31	37	0	29	255	37	0	20	173	37	0	822
4:45 PM	58	22	48	0	45	20	40	0	22	291	29	0	23	173	52	0	823
5:00 PM	63	23	56	0	63	25	29	0	30	243	39	0	31	168	40	0	810
5:15 PM	50	22	63	0	56	21	22	0	30	288	37	0	15	140	46	0	790
5:30 PM	47	27	44	0	50	29	37	0	34	259	30	0	20	124	33	0	734
5:45 PM	28	20	40	0	68	21	25	0	82	243	28	0	14	110	51	0	730
TOTAL VOLUMES :	NL 426	NT 218	NR 443	NU 0	SL 452	ST 209	SR 255	SU 0	EL 273	ET 2058	ER 269	EU 0	WL 179	WT 1189	WR 325	WU 0	TOTAL 6296
APPROACH %'s :	39.19%	20.06%	40.75%	0.00%	49.34%	22.82%	27.84%	0.00%	10.50%	79.15%	10.35%	0.00%	10.57%	70.23%	19.20%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	213	106	226	0	227	97	128	0	111	1077	142	0	89	654	175	0	3245
PEAK HR FACTOR :	0.845	0.679	0.897	0.000	0.901	0.782	0.800	0.000	0.925	0.925	0.910	0.000	0.718	0.945	0.841	0.000	0.986
	0.960				0.863				0.937				0.925				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Perry St & E Plum Creek Pkwy
City: Castle Rock
Control: Signalized

Project ID: 26-770024-004
Date: 4/8/2026

Data - HT

NS/EW Streets:	S Perry St				S Perry St				E Plum Creek Pkwy				E Plum Creek Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	0.5 ST	1.5 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	3	1	0	0	1	2	0	0	0	2	1	0	1	4	1	0	16
7:15 AM	1	1	1	0	0	1	0	0	2	4	2	0	1	1	0	0	14
7:30 AM	0	0	0	0	0	0	2	0	0	7	0	0	0	5	0	0	14
7:45 AM	2	0	0	0	1	0	0	0	0	9	1	0	0	7	0	0	20
8:00 AM	1	0	0	0	0	0	0	0	0	6	0	0	0	7	1	0	15
8:15 AM	2	1	0	0	0	0	0	0	0	8	0	0	0	7	0	0	18
8:30 AM	1	0	0	0	0	2	1	0	0	5	1	0	1	7	1	0	19
8:45 AM	2	0	0	0	0	0	1	0	1	11	0	0	0	5	0	0	20
TOTAL VOLUMES :	NL 12	NT 3	NR 1	NU 0	SL 2	ST 5	SR 4	SU 0	EL 3	ET 52	ER 5	EU 0	WL 3	WT 43	WR 3	WU 0	TOTAL 136
APPROACH %'s :	75.00%	18.75%	6.25%	0.00%	18.18%	45.45%	36.36%	0.00%	5.00%	86.67%	8.33%	0.00%	6.12%	87.76%	6.12%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL 63
PEAK HR VOL :	4	1	1	0	1	1	2	0	2	26	3	0	1	20	1	0	
PEAK HR FACTOR :	0.500	0.250	0.250	0.000	0.250	0.250	0.250	0.000	0.250	0.722	0.375	0.000	0.250	0.714	0.250	0.000	0.788
	0.500				0.500				0.775				0.688				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	0.5 ST	1.5 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	1	1	0	0	0	0	2	0	0	3	0	0	3	1	0	0	11
4:15 PM	1	0	0	0	0	0	0	0	0	4	0	0	0	6	1	0	12
4:30 PM	2	2	0	0	0	0	2	0	2	0	0	0	0	3	0	0	11
4:45 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	4	0	0	7
5:00 PM	0	0	1	0	0	1	0	0	1	3	0	0	0	4	0	0	10
5:15 PM	0	1	1	0	0	1	0	0	1	1	0	0	0	3	0	0	8
5:30 PM	1	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	5
5:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL 5	NT 5	NR 2	NU 0	SL 0	ST 2	SR 6	SU 0	EL 6	ET 14	ER 0	EU 0	WL 3	WT 22	WR 1	WU 0	TOTAL 66
APPROACH %'s :	41.67%	41.67%	16.67%	0.00%	0.00%	25.00%	75.00%	0.00%	30.00%	70.00%	0.00%	0.00%	11.54%	84.62%	3.85%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL 36
PEAK HR VOL :	2	3	2	0	0	2	2	0	5	6	0	0	0	14	0	0	
PEAK HR FACTOR :	0.250	0.375	0.500	0.000	0.000	0.500	0.250	0.000	0.625	0.500	0.000	0.000	0.000	0.875	0.000	0.000	0.818
	0.438				0.500				0.688				0.875				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Perry St & E Plum Creek Pkwy
City: Castle Rock
Control: Signalized

Project ID: 26-770024-004
Date: 4/8/2026

Data - Bikes

NS/EW Streets:	S Perry St				S Perry St				E Plum Creek Pkwy				E Plum Creek Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	0.5 ST	1.5 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	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
7:30 AM	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	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	1	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
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	4
	0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	0.5 ST	1.5 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	3
4:15 PM	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
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	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	1	0	1
5:30 PM	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
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	5
					50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500

Location: S Perry St & E Plum Creek Pkwy
City: Castle Rock

Data - Pedestrians (Crosswalks)

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	1	1	1	0	0	4
5:45 PM	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES : APPROACH %'s :	EB 0 0.00%	WB 1 100.00%	EB 1 50.00%	WB 1 50.00%	NB 1 50.00%	SB 1 50.00%	NB 0	SB 0	TOTAL 5
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0 0		0 0		0 0		0 0		0

Project ID: 26-770024-004

Location: S Perry St & E Plum Creek Pkwy

City: Castle Rock

Day: Wednesday

Date: 4/8/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	S Perry St Northbound							S Perry St Southbound							E Plum Creek Pkwy Eastbound							E Plum Creek Pkwy Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total				
7:00 AM	22	7	8	0	0	37	12	12	10	0	0	34	16	68	13	0	0	97	15	305	39	0	0	359	527				
7:15 AM	14	8	8	0	0	30	25	12	9	0	0	46	18	69	12	0	0	99	18	335	54	0	0	407	582				
7:30 AM	13	9	5	0	0	27	31	23	17	0	0	71	18	103	21	0	0	142	14	339	32	0	0	385	625				
7:45 AM	21	4	26	0	0	51	21	29	20	0	0	70	15	184	51	0	0	250	31	319	32	0	1	382	753				
Total	70	28	47	0	0	145	89	76	56	0	0	221	67	424	97	0	0	588	78	1298	157	0	1	1533	2487				
8:00 AM	40	12	20	0	0	72	12	17	17	0	0	46	14	164	36	0	0	214	35	270	53	0	0	358	690				
8:15 AM	31	15	10	0	0	56	12	23	18	0	2	53	35	112	35	0	3	182	20	228	38	0	1	286	577				
8:30 AM	12	16	18	0	0	46	22	16	15	0	0	53	19	99	23	0	2	141	22	216	43	0	1	281	521				
8:45 AM	29	7	17	0	0	53	26	32	17	0	0	75	33	114	34	0	0	181	27	171	46	0	0	244	553				
Total	112	50	65	0	0	227	72	88	67	0	2	227	101	489	128	0	5	718	104	885	180	0	2	1169	2341				
BREAK																													
4:00 PM	72	34	71	0	0	177	58	30	37	0	0	125	17	268	26	0	0	311	32	155	33	0	0	220	833				
4:15 PM	68	32	62	0	0	162	49	32	30	0	0	111	29	218	43	0	0	290	27	153	34	0	0	214	777				
4:30 PM	44	41	59	0	0	144	63	31	39	0	0	133	31	255	37	0	0	323	20	176	37	0	0	233	833				
4:45 PM	58	22	48	0	0	128	45	20	40	0	0	105	23	293	29	0	0	345	23	177	52	0	0	252	830				
Total	242	129	240	0	0	611	215	113	146	0	0	474	100	1034	135	0	0	1269	102	661	156	0	0	919	3273				
5:00 PM	63	23	57	0	0	143	63	26	29	0	0	118	31	246	39	0	0	316	31	172	40	0	0	243	820				
5:15 PM	50	23	64	0	0	137	56	22	22	0	0	100	31	289	37	0	0	357	15	143	46	0	0	204	798				
5:30 PM	48	28	44	0	2	120	50	29	38	0	0	117	34	260	30	0	0	324	20	125	33	0	2	178	739				
5:45 PM	28	20	40	0	0	88	68	21	26	0	1	115	83	243	28	0	0	354	14	110	51	0	0	175	732				
Total	189	94	205	0	2	488	237	98	115	0	1	450	179	1038	134	0	0	1351	80	550	170	0	2	800	3089				
Grand Total	613	301	557	0	2	1471	613	375	384	0	3	1372	447	2985	494	0	5	3926	364	3394	663	0	5	4421	11190				
Apprch %	41.7	20.5	37.9	0.0	0.1		44.7	27.3	28.0	0.0	0.2		11.4	76.0	12.6	0.0	0.1		8.2	76.8	15.0	0.0	0.1						
Total %	5.5	2.7	5.0	0.0	0.0	13.1	5.5	3.4	3.4	0.0	0.0	12.3	4.0	26.7	4.4	0.0	0.0	35.1	3.3	30.3	5.9	0.0	0.0	39.5					
Cars, PU, Vans	596	293	554	0		1443	611	368	374	0		1353	438	2919	489	0		3846	358	3329	659	0		4346	10988				
% Cars, PU, Vans	97.2	97.3	99.5	0.0		98.1	99.7	98.1	97.4	0.0		98.6	98.0	97.8	99.0	0.0		98.0	98.4	98.1	99.4	0.0		98.3	98.2				
Heavy trucks	17	8	3	0		28	2	7	10	0		19	9	66	5	0		80	6	65	4	0		75	202				
%Heavy trucks	2.8	2.7	0.5	0.0		1.9	0.3	1.9	2.6	0.0		1.4	2.0	2.2	1.0	0.0		2.0	1.6	1.9	0.6	0.0		1.7	1.8				

Project ID: 26-770024-004

Location: S Perry St & E Plum Creek Pkwy

City: Castle Rock

PEAK HOURS

Day: Wednesday

Date: 4/8/2026

AM

	S Perry St Northbound					S Perry St Southbound					E Plum Creek Pkwy Eastbound					E Plum Creek Pkwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total

Peak Hour Analysis from 07:00 AM - 09:00 AM

Peak Hour for Entire Intersection Begins at 07:15 AM

7:15 AM	14	8	8	0	30	25	12	9	0	46	18	69	12	0	99	18	335	54	0	407	582
7:30 AM	13	9	5	0	27	31	23	17	0	71	18	103	21	0	142	14	339	32	0	385	625
7:45 AM	21	4	26	0	51	21	29	20	0	70	15	184	51	0	250	31	319	32	0	382	753
8:00 AM	40	12	20	0	72	12	17	17	0	46	14	164	36	0	214	35	270	53	0	358	690
Total Volume	88	33	59	0	180	89	81	63	0	233	65	520	120	0	705	98	1263	171	0	1532	2650
% App. Total	48.9	18.3	32.8	0.0	100	38.2	34.8	27.0	0.0	100	9.2	73.8	17.0	0.0	100	6.4	82.4	11.2	0.0	100	
PHF					0.625					0.820					0.705					0.941	0.880
Cars, PU, Vans	84	32	58	0	174	88	80	61	0	229	63	494	117	0	674	97	1243	170	0	1510	2587
% Cars, PU, Vans	95.5	97.0	98.3	0.0	96.7	98.9	98.8	96.8	0.0	98.3	96.9	95.0	97.5	0.0	95.6	99.0	98.4	99.4	0.0	98.6	97.6
Heavy trucks	4	1	1	0	6	1	1	2	0	4	2	26	3	0	31	1	20	1	0	22	63
%Heavy trucks	4.5	3.0	1.7	0.0	3.3	1.1	1.2	3.2	0.0	1.7	3.1	5.0	2.5	0.0	4.4	1.0	1.6	0.6	0.0	1.4	2.4

PM

	S Perry St Northbound					S Perry St Southbound					E Plum Creek Pkwy Eastbound					E Plum Creek Pkwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total

Peak Hour Analysis from 04:00 PM - 06:00 PM

Peak Hour for Entire Intersection Begins at 04:30 PM

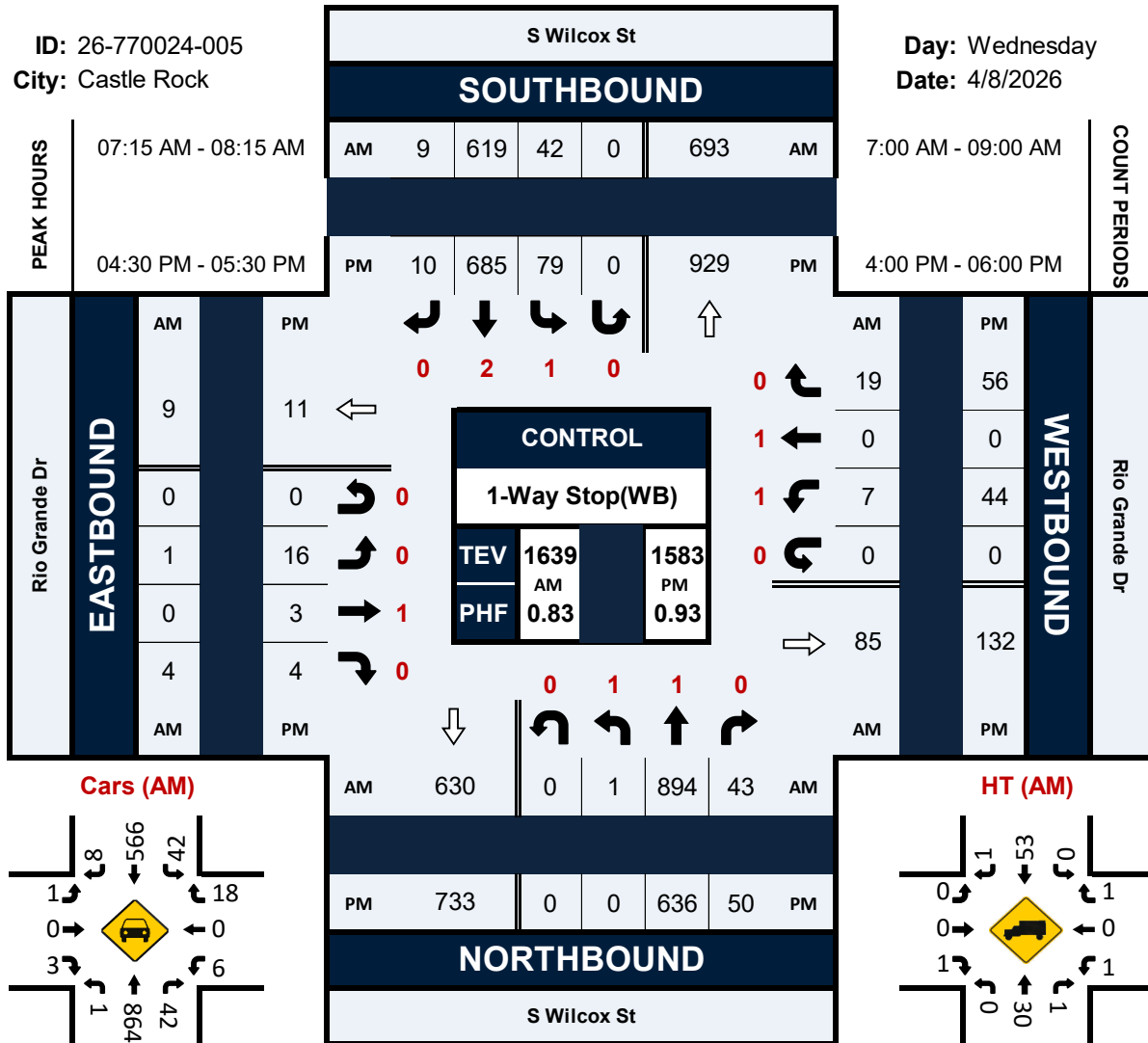
4:30 PM	44	41	59	0	144	63	31	39	0	133	31	255	37	0	323	20	176	37	0	233	833
4:45 PM	58	22	48	0	128	45	20	40	0	105	23	293	29	0	345	23	177	52	0	252	830
5:00 PM	63	23	57	0	143	63	26	29	0	118	31	246	39	0	316	31	172	40	0	243	820
5:15 PM	50	23	64	0	137	56	22	22	0	100	31	289	37	0	357	15	143	46	0	204	798
Total Volume	215	109	228	0	552	227	99	130	0	456	116	1083	142	0	1341	89	668	175	0	932	3281
% App. Total	38.9	19.7	41.3	0.0	100	49.8	21.7	28.5	0.0	100	8.7	80.8	10.6	0.0	100	9.5	71.7	18.8	0.0	100	
PHF					0.958					0.857					0.939					0.925	0.985
Cars, PU, Vans	213	106	226	0	545	227	97	128	0	452	111	1077	142	0	1330	89	654	175	0	918	3245
% Cars, PU, Vans	99.1	97.2	99.1	0.0	98.7	100.0	98.0	98.5	0.0	99.1	95.7	99.4	100.0	0.0	99.2	100.0	97.9	100.0	0.0	98.5	98.9
Heavy trucks	2	3	2	0	7	0	2	2	0	4	5	6	0	0	11	0	14	0	0	14	36
%Heavy trucks	0.9	2.8	0.9	0.0	1.3	0.0	2.0	1.5	0.0	0.9	4.3	0.6	0.0	0.0	0.8	0.0	2.1	0.0	0.0	1.5	1.1

S Wilcox St & Rio Grande Dr

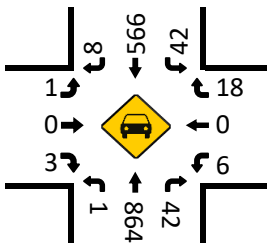
Peak Hour Turning Movement Count

ID: 26-770024-005
City: Castle Rock

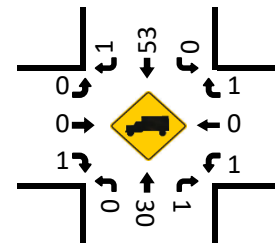
Day: Wednesday
Date: 4/8/2026



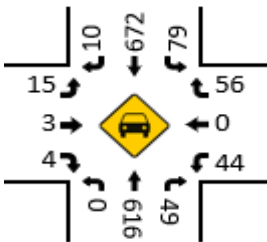
Cars (AM)



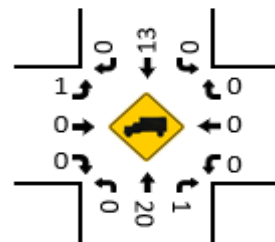
HT (AM)



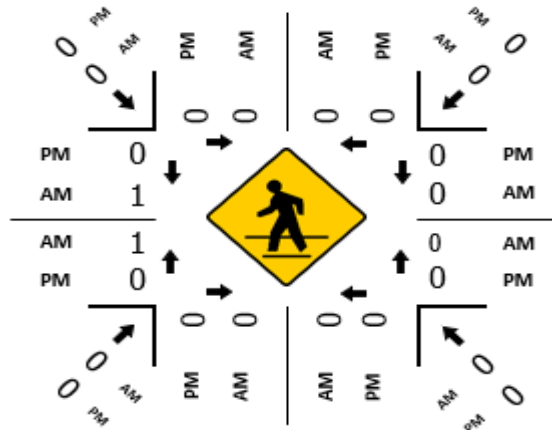
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



NS/EW Streets:		S Wilcox St				S Wilcox St				Rio Grande Dr				Rio Grande Dr						
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
	1 NL	1 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	TOTAL			
7:00 AM	0	186	7	0	7	84	1	0	0	0	0	0	0	1	5	0	291			
7:15 AM	0	194	3	0	4	134	0	0	0	0	0	0	0	0	6	0	342			
7:30 AM	0	190	8	0	6	196	3	0	0	0	2	0	1	0	4	0	410			
7:45 AM	1	280	17	0	19	169	2	0	0	0	2	0	4	0	1	0	495			
8:00 AM	0	230	15	0	13	120	4	0	1	0	0	0	1	0	8	0	392			
8:15 AM	0	128	5	0	11	136	2	0	3	0	1	0	0	0	11	0	300			
8:30 AM	0	111	7	0	16	114	3	0	3	0	0	0	3	0	8	0	265			
8:45 AM	0	131	12	0	20	138	3	0	1	0	1	0	6	0	6	0	318			
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
APPROACH %'s :	1 0.07%	1450 95.08%	74 4.85%	0 0.00%	96 7.97%	1091 90.54%	18 1.49%	0 0.00%	8 57.14%	0 0.00%	6 42.86%	0 0.00%	19 27.54%	1 1.45%	49 71.01%	0 0.00%	2813			
PEAK HR :	07:15 AM - 08:15 AM																TOTAL			
PEAK HR VOL :	1 0.250	894 0.798	43 0.632	0 0.000	42 0.553	619 0.790	9 0.563	0 0.000	1 0.250	0 0.000	4 0.500	0 0.000	7 0.438	0 0.000	19 0.594	0 0.000	1639 0.828			
PEAK HR FACTOR :	0.787								0.817				0.625				0.722			

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
	1 NL	1 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	TOTAL			
4:00 PM	0	184	17	0	44	173	3	0	1	0	2	0	4	0	15	0	443			
4:15 PM	0	148	14	0	25	183	0	0	0	0	1	1	13	0	15	0	400			
4:30 PM	0	148	6	0	19	160	2	0	1	1	1	0	11	0	13	0	362			
4:45 PM	0	145	14	0	18	175	1	0	5	1	1	0	7	0	11	0	378			
5:00 PM	0	178	15	0	19	170	3	0	2	1	2	0	11	0	17	0	418			
5:15 PM	0	165	15	0	23	180	4	0	8	0	0	0	15	0	15	0	425			
5:30 PM	0	131	11	0	15	144	0	0	2	0	2	0	16	1	11	0	333			
5:45 PM	1	117	13	0	24	135	2	0	9	1	0	0	8	0	9	0	319			
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
APPROACH %'s :	1 0.08%	1216 91.98%	105 7.94%	0 0.00%	187 12.29%	1320 86.73%	15 0.99%	0 0.00%	28 66.67%	4 9.52%	9 21.43%	1 2.38%	85 44.27%	1 0.52%	106 55.21%	0 0.00%	3078			
PEAK HR :	04:30 PM - 05:30 PM																TOTAL			
PEAK HR VOL :	0 0.000	636 0.893	50 0.833	0 0.000	79 0.859	685 0.951	10 0.625	0 0.000	16 0.500	3 0.750	4 0.500	0 0.000	44 0.733	0 0.000	56 0.824	0 0.000	1583 0.931			
PEAK HR FACTOR :	0.889								0.935				0.719				0.833			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Wilcox St & Rio Grande Dr
City: Castle Rock
Control: 1-Way Stop(WB)

Project ID: 26-770024-005
Date: 4/8/2026

Data - HT

NS/EW Streets:	S Wilcox St				S Wilcox St				Rio Grande Dr				Rio Grande Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	0	6	0	0	0	6	0	0	0	0	0	0	0	0	1	0	13
7:15 AM	0	6	0	0	0	17	0	0	0	0	0	0	0	0	0	0	23
7:30 AM	0	6	0	0	0	12	0	0	0	0	0	0	1	0	1	0	20
7:45 AM	0	6	1	0	0	12	1	0	0	0	1	0	0	0	0	0	21
8:00 AM	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	24
8:15 AM	0	9	0	0	0	13	0	0	0	0	0	0	1	0	0	0	23
8:30 AM	0	10	0	0	1	17	0	0	2	0	0	0	0	0	0	0	30
8:45 AM	0	14	1	0	0	10	0	0	0	0	0	0	0	0	0	0	25
TOTAL VOLUMES : APPROACH %'s :	NL 0 0.00%	NT 69 97.18%	NR 2 2.82%	NU 0 0.00%	SL 1 0.99%	ST 99 98.02%	SR 1 0.99%	SU 0 0.00%	EL 2 66.67%	ET 0 0.00%	ER 1 33.33%	EU 0 0.00%	WL 2 50.00%	WT 0 0.00%	WR 2 50.00%	WU 0 0.00%	TOTAL 179
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	30	1	0	0	53	1	0	0	0	1	0	1	0	1	0	88
PEAK HR FACTOR :	0.000	0.625	0.250	0.000	0.000	0.779	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.917
	0.646				0.794				0.250				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
4:00 PM	0	13	1	0	1	7	0	0	0	0	0	0	0	0	0	0	22
4:15 PM	0	10	0	0	2	4	0	0	0	0	0	0	0	0	0	0	16
4:30 PM	0	6	0	0	0	5	0	0	1	0	0	0	0	0	0	0	12
4:45 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8
5:15 PM	0	4	1	0	0	4	0	0	0	0	0	0	0	0	0	0	9
5:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	7	0	0	0	1	1	0	1	1	0	0	0	0	1	0	12
TOTAL VOLUMES : APPROACH %'s :	NL 0 0.00%	NT 56 56.55%	NR 2 3.45%	NU 0 0.00%	SL 3 10.34%	ST 25 86.21%	SR 1 3.45%	SU 0 0.00%	EL 2 66.67%	ET 1 33.33%	ER 0 0.00%	EU 0 0.00%	WL 0 0.00%	WT 0 0.00%	WR 1 100.00%	WU 0 0.00%	TOTAL 91
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	20	1	0	0	13	0	0	1	0	0	0	0	0	0	0	35
PEAK HR FACTOR :	0.000	0.833	0.250	0.000	0.000	0.650	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.729
	0.875				0.650				0.250								

Location: S Wilcox St & Rio Grande Dr
City: Castle Rock

Project ID: 26-770024-005
Date: 4/8/2026

NS/EW Streets:		S Wilcox St		S Wilcox St		Rio Grande Dr		Rio Grande Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL	
	EB	WB	EB	WB	NB	SB	NB	SB		
	7:00 AM	0	0	0	0	0	0	0		0
	7:15 AM	0	0	0	0	0	0	0		0
	7:30 AM	0	0	0	0	0	0	0		0
	7:45 AM	0	0	0	0	0	1	1		2
	8:00 AM	0	0	0	0	0	0	0		0
	8:15 AM	0	0	0	0	0	0	0		0
8:30 AM	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0		
TOTAL VOLUMES : APPROACH %'s :		EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
		0	0	0	0	0	0	1	1	2
		50.00%		50.00%						
PEAK HR :		07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :		0		0		0		1		2
PEAK HR FACTOR :								0.250		0.250
								0.250		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL	
	EB	WB	EB	WB	NB	SB	NB	SB		
	4:00 PM	0	0	0	0	0	0	0		0
	4:15 PM	0	0	0	0	0	0	0		0
	4:30 PM	0	0	0	0	0	0	0		0
	4:45 PM	0	0	0	0	0	0	0		0
	5:00 PM	0	0	0	0	0	0	0		0
	5:15 PM	0	0	0	0	0	0	0		0
5:30 PM	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0		
TOTAL VOLUMES : APPROACH %'s :		EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
		0	0	0	0	0	0	0	0	0
PEAK HR :		04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :		0		0		0		0		0
PEAK HR FACTOR :										

Project ID: 26-770024-005
Location: S Wilcox St & Rio Grande Dr
City: Castle Rock

Day: Wednesday
Date: 4/8/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	S Wilcox St Northbound						S Wilcox St Southbound						Rio Grande Dr Eastbound						Rio Grande Dr Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
7:00 AM	0	186	7	0	0	193	7	84	1	0	0	92	0	0	0	0	0	0	0	1	5	0	0	6	291	
7:15 AM	0	194	3	0	0	197	4	134	0	0	0	138	0	0	0	0	0	0	1	0	6	0	0	7	342	
7:30 AM	0	190	8	0	0	198	6	196	3	0	0	205	0	0	2	0	0	2	1	0	4	0	0	5	410	
7:45 AM	1	280	17	0	0	298	19	169	2	0	0	190	0	0	2	0	2	2	4	0	1	0	0	5	495	
Total	1	850	35	0	0	886	36	583	6	0	0	625	0	0	4	0	2	4	6	1	16	0	0	23	1538	
8:00 AM	0	230	15	0	0	245	13	120	4	0	0	137	1	0	0	0	0	1	1	0	8	0	0	9	392	
8:15 AM	0	128	5	0	0	133	11	136	2	0	0	149	3	0	1	0	0	4	3	0	11	0	0	14	300	
8:30 AM	0	111	7	0	0	118	16	114	3	0	0	133	3	0	0	0	0	3	3	0	8	0	0	11	265	
8:45 AM	0	131	12	0	0	143	20	138	3	0	0	161	1	0	1	0	0	2	6	0	6	0	0	12	318	
Total	0	600	39	0	0	639	60	508	12	0	0	580	8	0	2	0	0	10	13	0	33	0	0	46	1275	
BREAK																										
4:00 PM	0	184	17	0	0	201	44	173	3	0	0	220	1	0	2	0	0	3	4	0	15	0	0	19	443	
4:15 PM	0	148	14	0	0	162	25	183	0	0	0	208	0	0	1	1	0	2	13	0	15	0	0	28	400	
4:30 PM	0	148	6	0	0	154	19	160	2	0	0	181	1	1	1	0	0	3	11	0	13	0	0	24	362	
4:45 PM	0	145	14	0	0	159	18	175	1	0	0	194	5	1	1	0	0	7	7	0	11	0	0	18	378	
Total	0	625	51	0	0	676	106	691	6	0	0	803	7	2	5	1	0	15	35	0	54	0	0	89	1583	
5:00 PM	0	178	15	0	0	193	19	170	3	0	0	192	2	1	2	0	0	5	11	0	17	0	0	28	418	
5:15 PM	0	165	15	0	0	180	23	180	4	0	0	207	8	0	0	0	0	8	15	0	15	0	0	30	425	
5:30 PM	0	131	11	0	0	142	15	144	0	0	0	159	2	0	2	0	0	4	16	1	11	0	0	28	333	
5:45 PM	1	117	13	0	0	131	24	135	2	0	0	161	9	1	0	0	0	10	8	0	9	0	0	17	319	
Total	1	591	54	0	0	646	81	629	9	0	0	719	21	2	4	0	0	27	50	1	52	0	0	103	1495	
Grand Total	2	2666	179	0	0	2847	283	2411	33	0	0	2727	36	4	15	1	2	56	104	2	155	0	0	261	5891	
Apprch %	0.1	93.6	6.3	0.0	0.0		10.4	88.4	1.2	0.0	0.0		64.3	7.1	26.8	1.8	3.6		39.8	0.8	59.4	0.0	0.0			
Total %	0.0	45.3	3.0	0.0	0.0	48.3	4.8	40.9	0.6	0.0	0.0	46.3	0.6	0.1	0.3	0.0	0.0	1.0	1.8	0.0	2.6	0.0	0.0	4.4		
Cars, PU, Vans	2	2541	175	0		2718	279	2287	31	0		2597	32	3	14	1		50	102	2	152	0		256	5621	
% Cars, PU, Vans	100.0	95.3	97.8	0.0		95.5	98.6	94.9	93.9	0.0		95.2	88.9	75.0	93.3	100.0		89.3	98.1	100.0	98.1	0.0		98.1	95.4	
Heavy trucks	0	125	4	0		129	4	124	2	0		130	4	1	1	0		6	2	0	3	0		5	270	
%Heavy trucks	0.0	4.7	2.2	0.0		4.5	1.4	5.1	6.1	0.0		4.8	11.1	25.0	6.7	0.0		10.7	1.9	0.0	1.9	0.0		1.9	4.6	

Project ID: 26-770024-005
Location: S Wilcox St & Rio Grande Dr
City: Castle Rock

PEAK HOURS

Day: Wednesday
Date: 4/8/2026

AM

	S Wilcox St Northbound					S Wilcox St Southbound					Rio Grande Dr Eastbound					Rio Grande Dr Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	0	194	3	0	197	4	134	0	0	138	0	0	0	0	0	1	0	6	0	7	342
7:30 AM	0	190	8	0	198	6	196	3	0	205	0	0	2	0	2	1	0	4	0	5	410
7:45 AM	1	280	17	0	298	19	169	2	0	190	0	0	2	0	2	4	0	1	0	5	495
8:00 AM	0	230	15	0	245	13	120	4	0	137	1	0	0	0	1	1	0	8	0	9	392
Total Volume	1	894	43	0	938	42	619	9	0	670	1	0	4	0	5	7	0	19	0	26	1639
% App. Total	0.1	95.3	4.6	0.0	100	6.3	92.4	1.3	0.0	100	20.0	0.0	80.0	0.0	100	26.9	0.0	73.1	0.0	100	
PHF					0.787					0.817					0.625					0.722	0.828
Cars, PU, Vans	1	864	42	0	907	42	566	8	0	616	1	0	3	0	4	6	0	18	0	24	1551
% Cars, PU, Vans	100.0	96.6	97.7	0.0	96.7	100.0	91.4	88.9	0.0	91.9	100.0	0.0	75.0	0.0	80.0	85.7	0.0	94.7	0.0	92.3	94.6
Heavy trucks	0	30	1	0	31	0	53	1	0	54	0	0	1	0	1	1	0	1	0	2	88
%Heavy trucks	0.0	3.4	2.3	0.0	3.3	0.0	8.6	11.1	0.0	8.1	0.0	0.0	25.0	0.0	20.0	14.3	0.0	5.3	0.0	7.7	5.4

PM

	S Wilcox St Northbound					S Wilcox St Southbound					Rio Grande Dr Eastbound					Rio Grande Dr Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	148	6	0	154	19	160	2	0	181	1	1	1	0	3	11	0	13	0	24	362
4:45 PM	0	145	14	0	159	18	175	1	0	194	5	1	1	0	7	7	0	11	0	18	378
5:00 PM	0	178	15	0	193	19	170	3	0	192	2	1	2	0	5	11	0	17	0	28	418
5:15 PM	0	165	15	0	180	23	180	4	0	207	8	0	0	0	8	15	0	15	0	30	425
Total Volume	0	636	50	0	686	79	685	10	0	774	16	3	4	0	23	44	0	56	0	100	1583
% App. Total	0.0	92.7	7.3	0.0	100	10.2	88.5	1.3	0.0	100	69.6	13.0	17.4	0.0	100	44.0	0.0	56.0	0.0	100	
PHF					0.889					0.935					0.719					0.833	0.931
Cars, PU, Vans	0	616	49	0	665	79	672	10	0	761	15	3	4	0	22	44	0	56	0	100	1548
% Cars, PU, Vans	0.0	96.9	98.0	0.0	96.9	100.0	98.1	100.0	0.0	98.3	93.8	100.0	100.0	0.0	95.7	100.0	0.0	100.0	0.0	100.0	97.8
Heavy trucks	0	20	1	0	21	0	13	0	0	13	1	0	0	0	1	0	0	0	0	0	35
%Heavy trucks	0.0	3.1	2.0	0.0	3.1	0.0	1.9	0.0	0.0	1.7	6.3	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	2.2

S Perry St & Rio Grande Dr/The Centre On Plum Creek Dwy

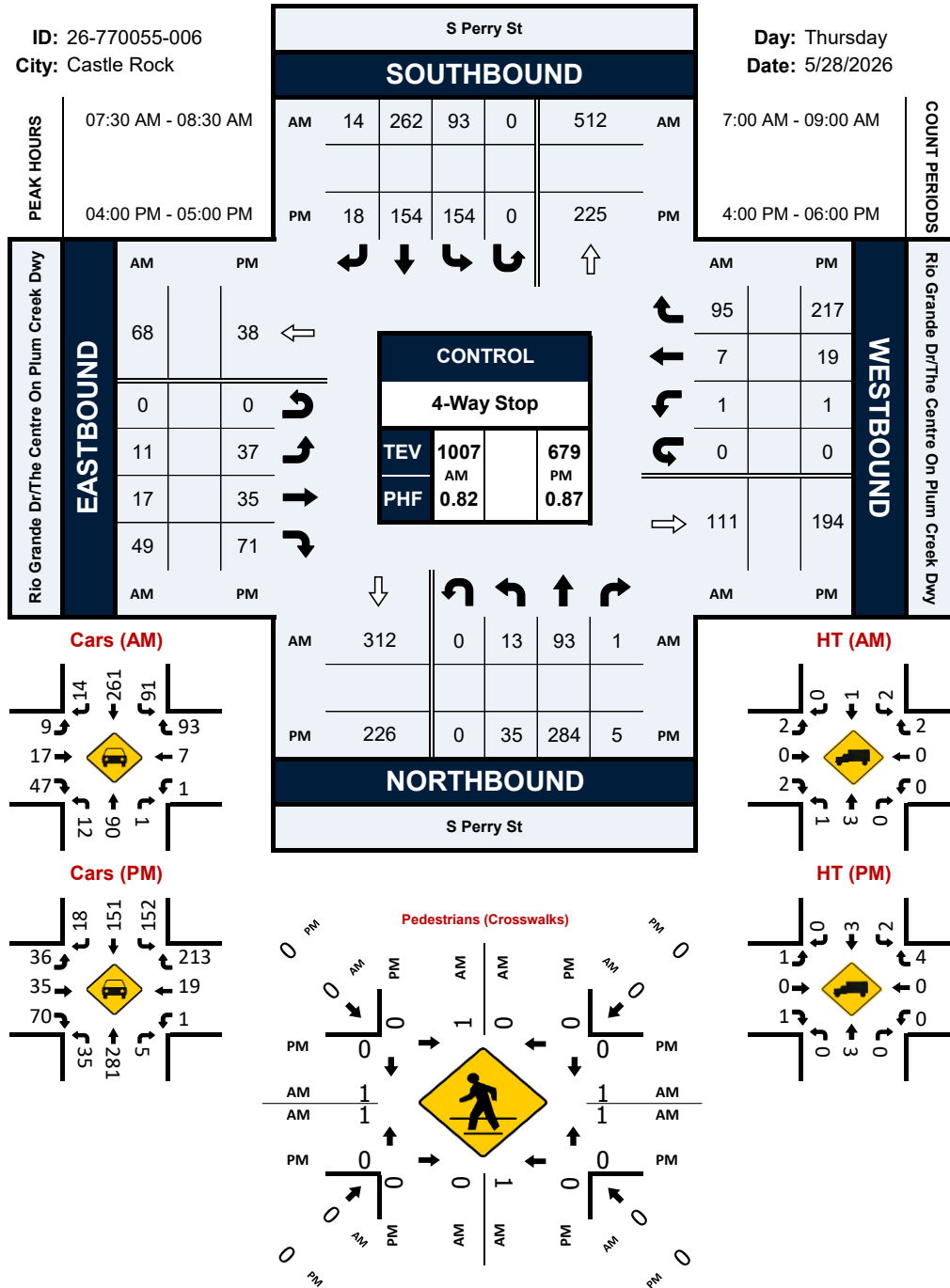
Peak Hour Turning Movement Count

ID: 26-770055-006

City: Castle Rock

Day: Thursday

Date: 5/28/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Perry St & Rio Grande Dr/The Centre On Plum Creek Dwy
City: Castle Rock
Control: 4-Way Stop

Project ID: 26-770055-006
Date: 5/28/2026

Data - Total

NS/EW Streets:	S Perry St				S Perry St				Rio Grande Dr/The Centre On Plum Creek Dwy				Rio Grande Dr/The Centre On Plum Creek Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	1	13	0	0	12	29	2	0	1	2	5	0	0	1	8	0	74
7:15 AM	3	8	0	0	17	31	4	0	0	3	5	0	1	1	15	0	88
7:30 AM	4	14	0	0	24	55	2	0	2	7	8	0	0	1	28	0	145
7:45 AM	1	19	0	0	28	99	4	0	6	2	19	0	0	1	20	0	199
8:00 AM	2	35	0	0	19	49	1	0	3	5	8	0	0	2	19	0	143
8:15 AM	6	25	1	0	22	59	7	0	0	3	14	0	1	3	28	0	169
8:30 AM	6	23	0	0	18	46	3	0	3	5	20	0	0	2	18	0	144
8:45 AM	3	32	1	0	26	62	3	0	4	7	18	0	0	1	22	0	179
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	26	169	2	0	166	430	26	0	19	34	97	0	2	12	158	0	1141
	13.20%	85.79%	1.02%	0.00%	26.69%	69.13%	4.18%	0.00%	12.67%	22.67%	64.67%	0.00%	1.16%	6.98%	91.86%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	13	93	1	0	93	262	14	0	11	17	49	0	1	7	95	0	656
PEAK HR FACTOR :	0.542	0.664	0.250	0.000	0.830	0.662	0.500	0.000	0.458	0.607	0.645	0.000	0.250	0.583	0.848	0.000	0.824
	0.723				0.704				0.713				0.805				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	8	89	2	0	39	34	3	0	7	7	16	0	1	2	63	0	271
4:15 PM	7	80	0	0	46	46	5	0	16	10	24	0	0	6	55	0	295
4:30 PM	6	66	0	0	35	33	7	0	5	10	11	0	0	6	43	0	222
4:45 PM	14	49	3	0	34	41	3	0	9	8	20	0	0	5	56	0	242
5:00 PM	6	88	1	0	29	43	1	0	12	8	14	0	0	9	58	0	269
5:15 PM	10	63	0	0	34	26	3	0	11	11	12	0	0	6	59	0	235
5:30 PM	3	34	0	0	35	25	2	0	4	15	13	0	0	12	50	0	193
5:45 PM	9	35	0	0	31	32	0	0	5	11	5	0	1	9	45	0	183
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	63	504	6	0	283	280	24	0	69	80	115	0	2	55	429	0	1910
	10.99%	87.96%	1.05%	0.00%	48.21%	47.70%	4.09%	0.00%	26.14%	30.30%	43.56%	0.00%	0.41%	11.32%	88.27%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	35	284	5	0	154	154	18	0	37	35	71	0	1	19	217	0	1030
PEAK HR FACTOR :	0.625	0.798	0.417	0.000	0.837	0.837	0.643	0.000	0.578	0.875	0.740	0.000	0.250	0.792	0.861	0.000	0.873
	0.818				0.840				0.715				0.898				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Perry St & Rio Grande Dr/The Centre On Plum Creek Dwy
City: Castle Rock
Control: 4-Way Stop

Project ID: 26-770055-006
Date: 5/28/2026

Data - Cars

NS/EW Streets:	S Perry St				S Perry St				Rio Grande Dr/The Centre On Plum Creek Dwy				Rio Grande Dr/The Centre On Plum Creek Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	1	11	0	0	11	27	2	0	1	2	5	0	0	1	7	0	68
7:15 AM	3	7	0	0	16	30	4	0	0	3	5	0	1	1	15	0	85
7:30 AM	3	12	0	0	22	54	2	0	1	7	8	0	0	1	27	0	137
7:45 AM	1	19	0	0	28	99	4	0	5	2	19	0	0	1	20	0	198
8:00 AM	2	35	0	0	19	49	1	0	3	5	8	0	0	2	19	0	143
8:15 AM	6	24	1	0	22	59	7	0	0	3	12	0	1	3	27	0	165
8:30 AM	6	22	0	0	18	44	3	0	3	5	19	0	0	2	18	0	140
8:45 AM	3	30	1	0	26	61	3	0	4	6	18	0	0	1	22	0	175
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	25	160	2	0	162	423	26	0	17	33	94	0	2	12	155	0	1111
	13.37%	85.56%	1.07%	0.00%	26.51%	69.23%	4.26%	0.00%	11.81%	22.92%	65.28%	0.00%	1.18%	7.10%	91.72%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM				91	261	14	0	9	17	47	0	1	7	93	0	TOTAL
PEAK HR VOL :	12	90	1	0	0.813	0.659	0.500	0.000	0.450	0.607	0.618	0.000	0.250	0.583	0.861	0.000	643
PEAK HR FACTOR :	0.500	0.643	0.250	0.000	0.813	0.659	0.500	0.000	0.450	0.607	0.618	0.000	0.250	0.583	0.861	0.000	0.812
			0.696				0.698				0.702				0.815		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	8	87	2	0	38	34	3	0	7	7	16	0	1	2	62	0	267
4:15 PM	7	80	0	0	46	44	5	0	15	10	23	0	0	6	55	0	291
4:30 PM	6	65	0	0	34	33	7	0	5	10	11	0	0	6	42	0	219
4:45 PM	14	49	3	0	34	40	3	0	9	8	20	0	0	5	54	0	239
5:00 PM	6	87	1	0	29	43	1	0	12	8	14	0	0	9	58	0	268
5:15 PM	10	63	0	0	34	25	3	0	11	11	12	0	0	6	59	0	234
5:30 PM	3	33	0	0	34	25	2	0	4	15	13	0	0	12	49	0	190
5:45 PM	9	35	0	0	30	32	0	0	5	11	5	0	1	9	44	0	181
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	63	499	6	0	279	276	24	0	68	80	114	0	2	55	423	0	1889
	11.09%	87.85%	1.06%	0.00%	48.19%	47.67%	4.15%	0.00%	25.95%	30.53%	43.51%	0.00%	0.42%	11.46%	88.13%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM				152	151	18	0	36	35	70	0	1	19	213	0	TOTAL
PEAK HR VOL :	35	281	5	0	0.826	0.858	0.643	0.000	0.600	0.875	0.761	0.000	0.250	0.792	0.859	0.000	1016
PEAK HR FACTOR :	0.625	0.807	0.417	0.000	0.826	0.858	0.643	0.000	0.600	0.875	0.761	0.000	0.250	0.792	0.859	0.000	0.873
			0.827				0.845				0.734				0.896		

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Perry St & Rio Grande Dr/The Centre On Plum Creek Dwy
City: Castle Rock
Control: 4-Way Stop

Project ID: 26-770055-006
Date: 5/28/2026

Data - HT

NS/EW Streets:	S Perry St				S Perry St				Rio Grande Dr/The Centre On Plum Creek Dwy				Rio Grande Dr/The Centre On Plum Creek Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	2	0	0	1	2	0	0	0	0	0	0	0	0	1	0	6
7:15 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	1	2	0	0	2	1	0	0	1	0	0	0	0	0	1	0	8
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	4
8:30 AM	0	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0	4
8:45 AM	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	9	0	0	4	7	0	0	2	1	3	0	0	0	3	0	30
	10.00%	90.00%	0.00%	0.00%	36.36%	63.64%	0.00%	0.00%	33.33%	16.67%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	3	0	0	2	1	0	0	2	0	2	0	0	0	2	0	13
PEAK HR FACTOR :	0.250	0.375	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.406
				0.333			0.250				0.500						
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	1	0	4
4:15 PM	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0	4
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	3
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	3
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	5	0	0	4	4	0	0	1	0	1	0	0	0	6	0	21
	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	3	0	0	2	3	0	0	1	0	1	0	0	0	4	0	14
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.500	0.375	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.875
				0.375			0.625				0.250						

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Perry St & Rio Grande Dr/The Centre On Plum Creek Dwy
City: Castle Rock
Control: 4-Way Stop

Project ID: 26-770055-006
Date: 5/28/2026

Data - Bikes

NS/EW Streets:	S Perry St				S Perry St				Rio Grande Dr/The Centre On Plum Creek Dwy				Rio Grande Dr/The Centre On Plum Creek Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	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
7:30 AM	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	1	0	1
8:00 AM	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
8:30 AM	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
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
PEAK HR :	07:30 AM - 08:30 AM				0	0	0	0	0	0	0	0	0	0	1	0	1
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.250	0	0.250
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
5:00 PM	0	0	0	0	0	0	1	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
5:30 PM	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
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1	0	0	2	1	1	0	0	0	0	0	0	0	2	0	7
PEAK HR :	0.00%	100.00%	0.00%	0.00%	50.00%	25.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%
PEAK HR VOL :	0	1	0	0	2	1	0	0	0	0	0	0	0	0	2	0	6
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.750

Intersection Turning Movement Count

Location: S Perry St & Rio Grande Dr/The Centre On Plum Creek Dwy
City: Castle Rock

Project ID: 26-770055-006
Date: 5/28/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Perry St		S Perry St		Rio Grande Dr/The Centre On Plum Creek Dwy		Rio Grande Dr/The Centre On Plum Creek Dwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	1	2
7:45 AM	0	0	0	1	0	0	1	0	2
8:00 AM	1	0	0	0	0	1	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 1	WB 1	EB 0	WB 1	NB 1	SB 1	NB 1	SB 1	TOTAL 7
APPROACH %'s :	50.00%	50.00%	0.00%	100.00%	50.00%	50.00%	50.00%	50.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL 6
PEAK HR VOL :	1	0	0	1	1	1	1	1	
PEAK HR FACTOR :	0.250		0.250		0.250	0.250	0.250	0.250	0.750
	0.250		0.250		0.500		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 1	NB 0	SB 0	TOTAL 1
APPROACH %'s :					0.00%	100.00%			
PEAK HR :	04:00 PM - 05:00 PM								TOTAL 0
PEAK HR VOL :	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :									

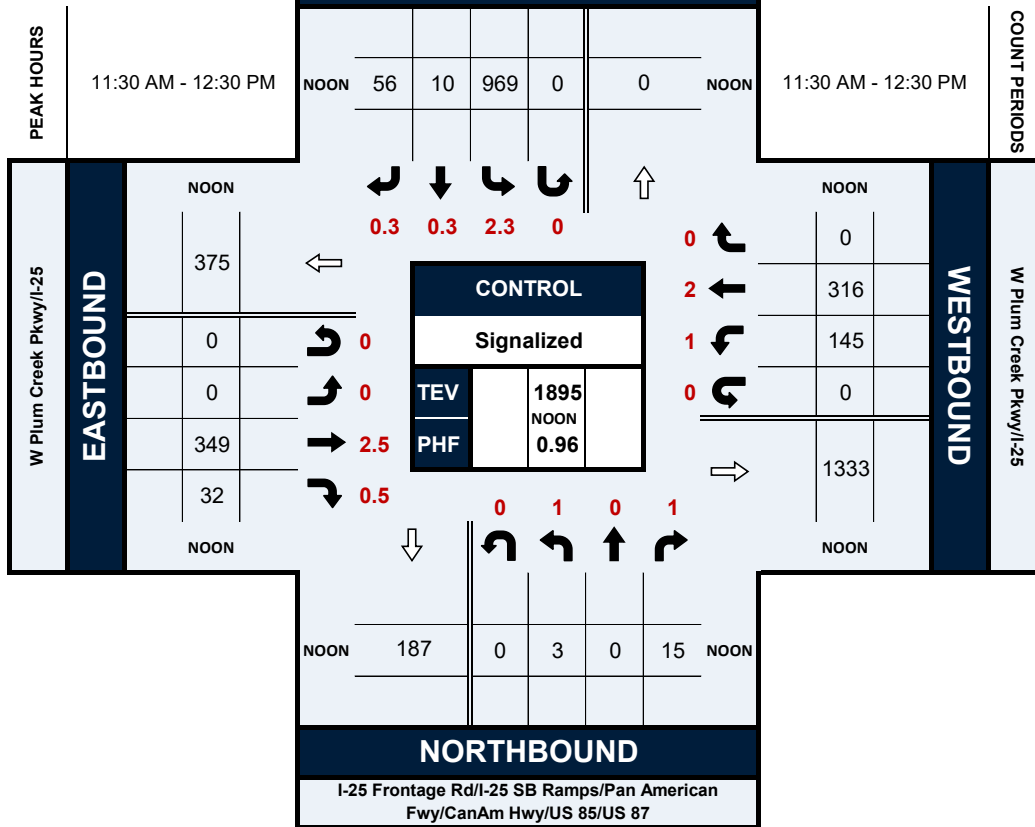
Peak Hour Turning Movement Count

ID: 26-770055-001

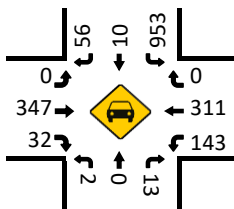
City: Castle Rock

Day: Saturday

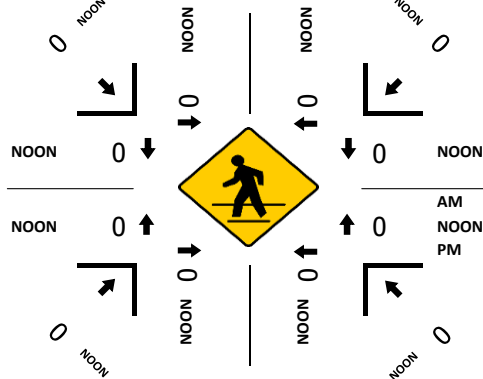
Date: 5/30/2026



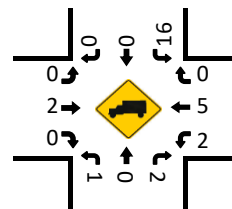
Cars (NOON)



Pedestrians (Crosswalks)



HT (NOON)



HT% NOON

EB 0.52

WB 1.52

NB 16.67

SB 1.55

TOTAL 1.48

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-25 Frontage Rd/I-25 SB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87 & W Plum Creek Pkwy/I-25
City: Castle Rock
Control: Signalized

Project ID: 26-770055-001
Date: 5/30/2026

Data - Total

NS/EW Streets:		I-25 Frontage Rd/I-25 SB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87				I-25 Frontage Rd/I-25 SB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87				W Plum Creek Pkwy/I-25				W Plum Creek Pkwy/I-25				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	0	1	0	2.3	0.3	0.3	0	0	2.5	0.5	0	1	2	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	11:30 AM	1	0	7	0	265	2	11	0	0	95	8	0	36	68	0	0	493
	11:45 AM	0	0	5	0	246	3	12	0	0	86	12	0	36	77	0	0	477
12:00 PM	2	0	2	0	227	4	16	0	0	83	5	0	39	102	0	0	480	
12:15 PM	0	0	1	0	231	1	17	0	0	85	7	0	34	69	0	0	445	
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		3	0	15	0	969	10	56	0	0	349	32	0	145	316	0	0	1895
		16.67%	0.00%	83.33%	0.00%	93.62%	0.97%	5.41%	0.00%	0.00%	91.60%	8.40%	0.00%	31.45%	68.55%	0.00%	0.00%	
PEAK HR :		11:30 AM - 12:30 PM				969	10	56	0	0	349	32	0	145	316	0	0	TOTAL
PEAK HR VOL :		3	0	15	0	969	10	56	0	0	349	32	0	145	316	0	0	1895
PEAK HR FACTOR :		0.375	0.000	0.536	0.000	0.914	0.625	0.824	0.000	0.000	0.918	0.667	0.000	0.929	0.775	0.000	0.000	0.961
		0.563				0.931				0.925				0.817				

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-25 Frontage Rd/I-25 SB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87 & W Plum Creek Pkwy/I-25
City: Castle Rock
Control: Signalized

Project ID: 26-770055-001
Date: 5/30/2026

Data - Cars

NS/EW Streets:		I-25 Frontage Rd/I-25 SB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87				I-25 Frontage Rd/I-25 SB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87				W Plum Creek Pkwy/I-25				W Plum Creek Pkwy/I-25				
NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1 NL	0 NT	1 NR	0 NU	2.3 SL	0.3 ST	0.3 SR	0 SU	0 EL	2.5 ET	0.5 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
11:30 AM		0	0	6	0	260	2	11	0	0	95	8	0	35	67	0	0	484
11:45 AM		0	0	4	0	244	3	12	0	0	85	12	0	36	76	0	0	472
12:00 PM		2	0	2	0	223	4	16	0	0	83	5	0	39	99	0	0	473
12:15 PM		0	0	1	0	226	1	17	0	0	84	7	0	33	69	0	0	438
TOTAL VOLUMES :		NL 2	NT 0	NR 13	NU 0	SL 953	ST 10	SR 56	SU 0	EL 0	ET 347	ER 32	EU 0	WL 143	WT 311	WR 0	WU 0	TOTAL 1867
APPROACH %'s :		13.33%	0.00%	86.67%	0.00%	93.52%	0.98%	5.50%	0.00%	0.00%	91.56%	8.44%	0.00%	31.50%	68.50%	0.00%	0.00%	
PEAK HR :		11:30 AM - 12:30 PM				953	10	56	0	0	347	32	0	143	311	0	0	TOTAL
PEAK HR VOL :		2	0	13	0	0.916	0.625	0.824	0.000	0.000	0.913	0.667	0.000	0.917	0.785	0.000	0.000	1867
PEAK HR FACTOR :		0.250	0.000	0.542	0.000		0.625	0.933			0.920				0.822			0.964

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-25 Frontage Rd/I-25 SB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87 & W Plum Creek Pkwy/I-25
City: Castle Rock
Control: Signalized

Project ID: 26-770055-001
Date: 5/30/2026

Data - HT

NS/EW Streets:	I-25 Frontage Rd/I-25 SB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87				I-25 Frontage Rd/I-25 SB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87				W Plum Creek Pkwy/I-25				W Plum Creek Pkwy/I-25					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	0	1	0	2.3	0.3	0.3	0	0	2.5	0.5	0	1	2	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	11:30 AM	1	0	1	0	5	0	0	0	0	0	0	0	1	1	0	0	9
	11:45 AM	0	0	1	0	2	0	0	0	0	1	0	0	0	1	0	0	5
12:00 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	3	0	0	7	
12:15 PM	0	0	0	0	5	0	0	0	0	1	0	0	1	0	0	0	7	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	1	0	2	0	16	0	0	0	0	2	0	0	2	5	0	0	28	
	33.33%	0.00%	66.67%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	28.57%	71.43%	0.00%	0.00%		
PEAK HR :	11:30 AM - 12:30 PM																TOTAL 28 0.778	
PEAK HR VOL :	1	0	2	0	16	0	0	0	0	2	0	0	2	5	0	0		
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.800	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.417	0.000	0.000		
	0.375				0.800				0.500				0.583					

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-25 Frontage Rd/I-25 SB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87 & W Plum Creek Pkwy/I-25
City: Castle Rock
Control: Signalized

Project ID: 26-770055-001
Date: 5/30/2026

Data - Bikes

NS/EW Streets:		I-25 Frontage Rd/I-25 SB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87				I-25 Frontage Rd/I-25 SB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87				W Plum Creek Pkwy/I-25				W Plum Creek Pkwy/I-25				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	0	1	0	2.3	0.3	0.3	0	0	2.5	0.5	0	1	2	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	11:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	11:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		1	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	8
		100.00%	0.00%	0.00%	0.00%	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :		11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :		1	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	8
PEAK HR FACTOR :		0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.250	0.000	0.000	0.400
		0.250								0.375				0.250				

National Data & Surveying Services
Intersection Turning Movement Count

Location: I-25 Frontage Rd/I-25 SB Ramps/Pan American Fwy/CanAm Hwy/US **Project ID:** 26-770055-001
City: Castle Rock **Date:** 5/30/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	I-25 Frontage Rd/I-25 SB Ramps/Pan American	I-25 Frontage Rd/I-25 SB Ramps/Pan American	W Plum Creek Pkwy/I-25	W Plum Creek Pkwy/I-25	
NOON	NORTH LEG		SOUTH LEG		
	EB	WB	EB	WB	
	11:30 AM	0	0	0	0
	11:45 AM	0	0	0	0
	12:00 PM	0	0	0	0
	12:15 PM	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	
APPROACH %'s :	0	0	0	0	TOTAL
PEAK HR :	11:30 AM - 12:30 PM				TOTAL
PEAK HR VOL :	0	0	0	0	0
PEAK HR FACTOR :					

I-25 NB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87 & W Plum Creek Pkwy/I-25

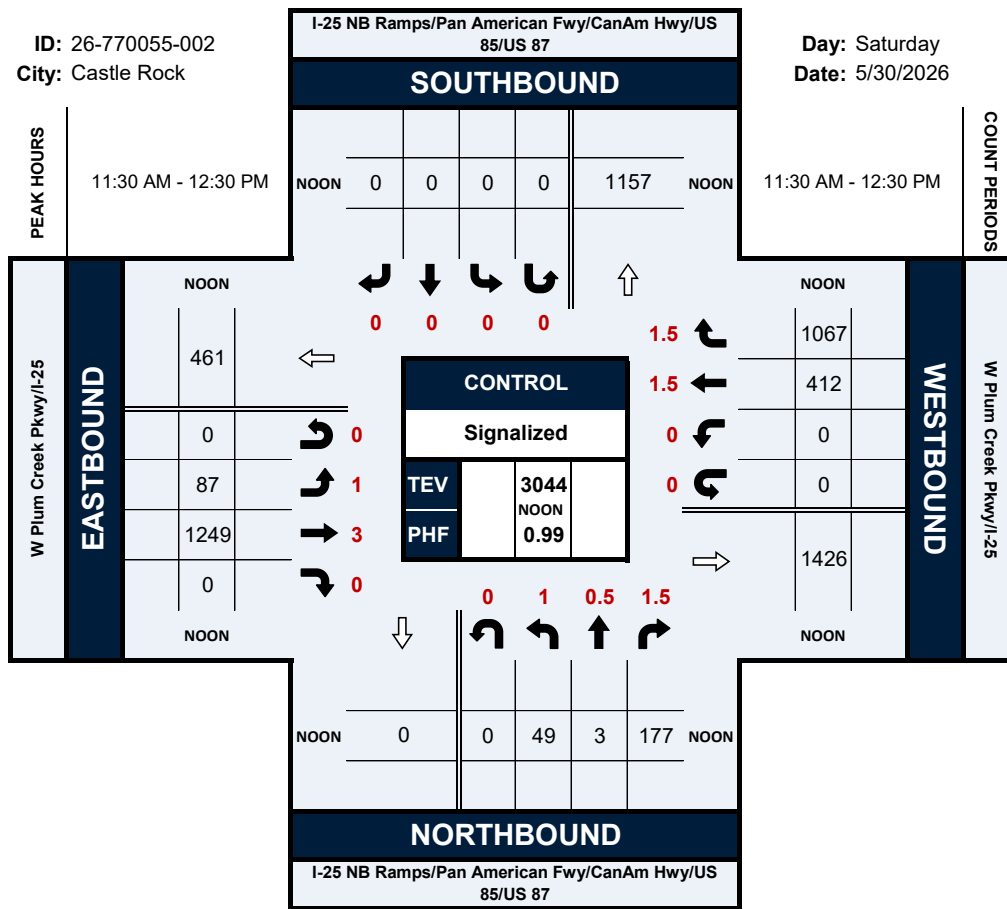
Peak Hour Turning Movement Count

ID: 26-770055-002

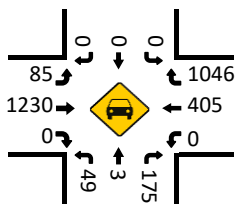
City: Castle Rock

Day: Saturday

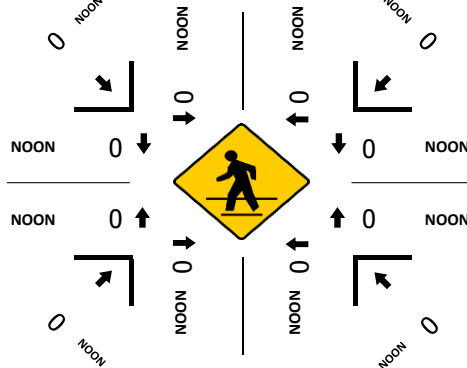
Date: 5/30/2026



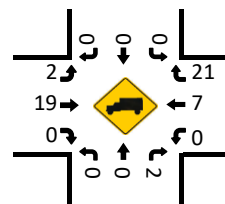
Cars (NOON)



Pedestrians (Crosswalks)



HT (NOON)



HT% NOON

EB	1.57
WB	1.89
NB	0.87
SB	0.00
TOTAL	1.68

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-25 NB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87 & W Plum Creek Pkwy/I-25
City: Castle Rock
Control: Signalized

Project ID: 26-770055-002
Date: 5/30/2026

Data - Total

NS/EW Streets:	I-25 NB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87				I-25 NB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87				W Plum Creek Pkwy/I-25				W Plum Creek Pkwy/I-25				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	1.5	0	0	0	0	0	1	3	0	0	0	1.5	1.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	11:30 AM	12	1	40	0	0	0	0	26	344	0	0	0	92	252	0	767
	11:45 AM	18	1	44	0	0	0	0	29	308	0	0	0	95	272	0	767
12:00 PM	13	1	41	0	0	0	0	0	20	287	0	0	0	128	279	0	769
12:15 PM	6	0	52	0	0	0	0	0	12	310	0	0	0	97	264	0	741
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	49	3	177	0	0	0	0	0	87	1249	0	0	0	412	1067	0	3044
	21.40%	1.31%	77.29%	0.00%					6.51%	93.49%	0.00%	0.00%	0.00%	27.86%	72.14%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	49	3	177	0	0	0	0	0	87	1249	0	0	0	412	1067	0	3044
PEAK HR FACTOR :	0.681	0.750	0.851	0.000	0.000	0.000	0.000	0.000	0.750	0.908	0.000	0.000	0.000	0.805	0.956	0.000	0.990
			0.909								0.903				0.908		

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-25 NB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87 & W Plum Creek Pkwy/I-25
City: Castle Rock
Control: Signalized

Project ID: 26-770055-002
Date: 5/30/2026

Data - Cars

NS/EW Streets:	I-25 NB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87				I-25 NB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87				W Plum Creek Pkwy/I-25				W Plum Creek Pkwy/I-25				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	1.5	0	0	0	0	0	1	3	0	0	0	1.5	1.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	11:30 AM	12	1	38	0	0	0	0	25	338	0	0	0	90	247	0	751
	11:45 AM	18	1	44	0	0	0	0	28	305	0	0	0	94	265	0	755
12:00 PM	13	1	41	0	0	0	0	0	20	283	0	0	0	125	276	0	759
12:15 PM	6	0	52	0	0	0	0	0	12	304	0	0	0	96	258	0	728
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	49	3	175	0	0	0	0	0	85	1230	0	0	0	405	1046	0	2993
APPROACH %'s :	21.59%	1.32%	77.09%	0.00%					6.46%	93.54%	0.00%	0.00%	0.00%	27.91%	72.09%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	49	3	175	0	0	0	0	0	85	1230	0	0	0	405	1046	0	2993
PEAK HR FACTOR :	0.681	0.750	0.841	0.000	0.000	0.000	0.000	0.000	0.759	0.910	0.000	0.000	0.000	0.810	0.947	0.000	0.986
			0.901								0.906				0.905		

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-25 NB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87 & W Plum Creek Pkwy/I-25
City: Castle Rock
Control: Signalized

Project ID: 26-770055-002
Date: 5/30/2026

Data - HT

NS/EW Streets:	I-25 NB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87				I-25 NB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87				W Plum Creek Pkwy/I-25				W Plum Creek Pkwy/I-25				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	1.5	0	0	0	0	0	1	3	0	0	0	1.5	1.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	11:30 AM	0	0	2	0	0	0	0	1	6	0	0	0	2	5	0	16
	11:45 AM	0	0	0	0	0	0	0	1	3	0	0	0	1	7	0	12
12:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	3	0	10
12:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	1	6	0	13
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	2	0	0	0	0	0	2	19	0	0	0	7	21	0	51
	0.00%	0.00%	100.00%	0.00%					9.52%	90.48%	0.00%	0.00%	0.00%	25.00%	75.00%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	0	0	2	0	0	0	0	0	2	19	0	0	0	7	21	0	51
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.792	0.000	0.000	0.000	0.583	0.750	0.000	0.797
			0.250								0.750				0.875		

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-25 NB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87 & W Plum Creek Pkwy/I-25
City: Castle Rock
Control: Signalized

Project ID: 26-770055-002
Date: 5/30/2026

Data - Bikes

NS/EW Streets:	I-25 NB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87				I-25 NB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87				W Plum Creek Pkwy/I-25				W Plum Creek Pkwy/I-25				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	1.5 NR	0 NU	0 SL	0 ST	0 SR	0 SU	1 EL	3 ET	0 ER	0 EU	0 WL	1.5 WT	1.5 WR	0 WU	
11:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 7	ER 0	EU 0	WL 0	WT 1	WR 0	WU 0	TOTAL 8
APPROACH %'s :	0.00%				0.00%				100.00%				0.00%				0.00%
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.000	0.000	0.250	0.000	0.000	0.400

National Data & Surveying Services
Intersection Turning Movement Count

Location: I-25 NB Ramps/Pan American Fwy/CanAm Hwy/US 85/US 87 & W Plu **Project ID:** 26-770055-002
City: Castle Rock **Date:** 5/30/2026

Data - Pedestrians (Crosswalks)

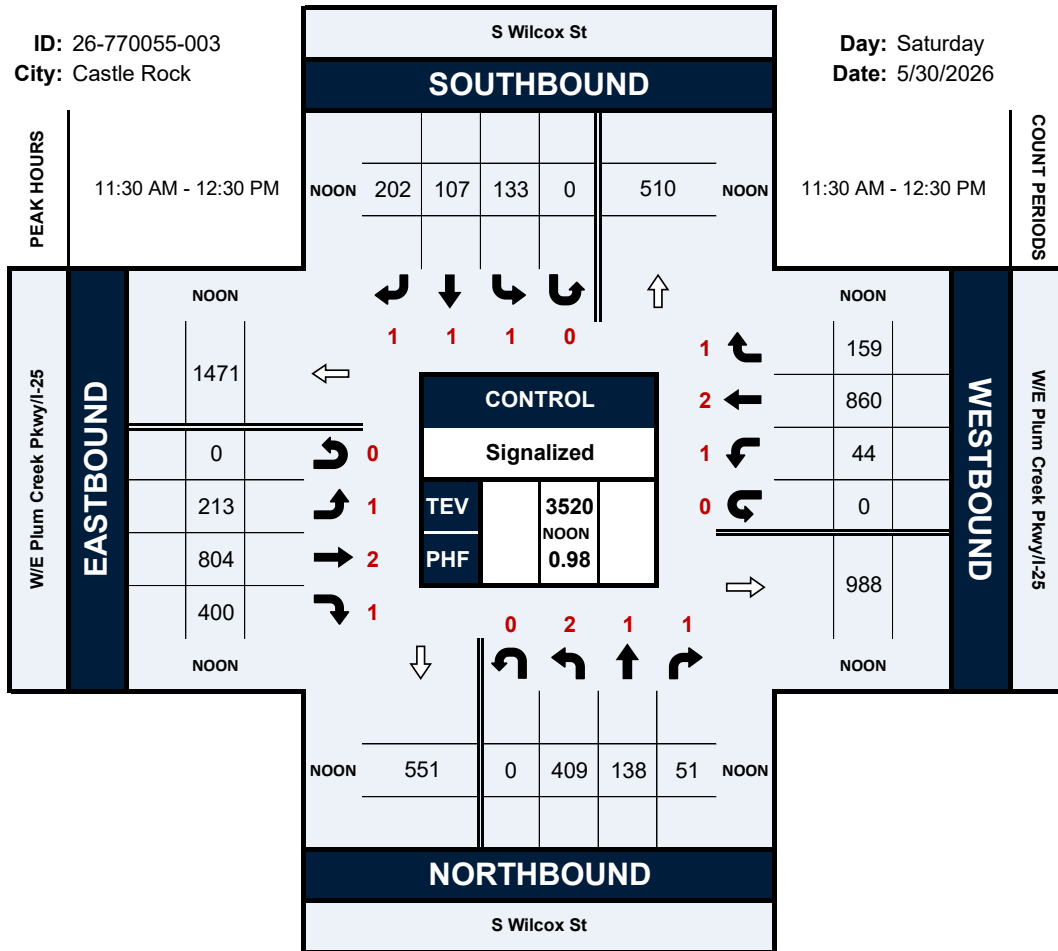
NS/EW Streets:	I-25 NB Ramps/Pan American Fwy/CanAm		I-25 NB Ramps/Pan American Fwy/CanAm		W Plum Creek Pkwy/I-25		W Plum Creek Pkwy/I-25	
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
	11:30 AM	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB
APPROACH %'s :	0	0	0	0	0	0	0	0
PEAK HR :	11:30 AM - 12:30 PM							
PEAK HR VOL :	0	0	0	0	0	0	0	0
PEAK HR FACTOR :								

S Wilcox St & W/E Plum Creek Pkwy/I-25

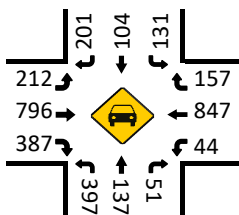
Peak Hour Turning Movement Count

ID: 26-770055-003
City: Castle Rock

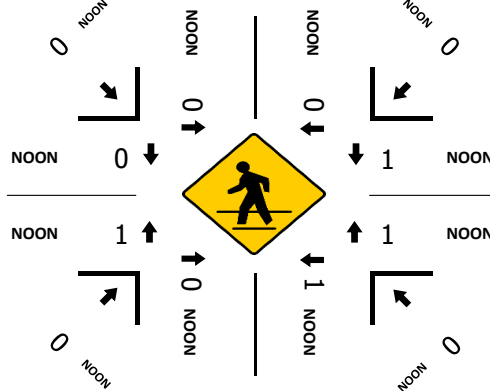
Day: Saturday
Date: 5/30/2026



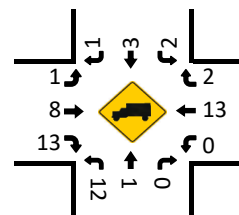
Cars (NOON)



Pedestrians (Crosswalks)



HT (NOON)



HT% NOON

EB	1.55
WB	1.41
NB	2.17
SB	1.36
TOTAL	1.59

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Wilcox St & W/E Plum Creek Pkwy/I-25
City: Castle Rock
Control: Signalized

Project ID: 26-770055-003
Date: 5/30/2026

Data - Total

NS/EW Streets:	S Wilcox St				S Wilcox St				W/E Plum Creek Pkwy/I-25				W/E Plum Creek Pkwy/I-25					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	2	1	1	0	1	1	1	0	1	2	1	0	1	2	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	11:30 AM	86	24	10	0	35	31	47	0	55	211	121	0	12	211	37	0	880
	11:45 AM	104	40	14	0	37	26	49	0	50	189	109	0	6	218	41	0	883
12:00 PM	114	48	16	0	31	25	52	0	50	190	90	0	13	233	36	0	898	
12:15 PM	105	26	11	0	30	25	54	0	58	214	80	0	13	198	45	0	859	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	409	138	51	0	133	107	202	0	213	804	400	0	44	860	159	0	3520	
APPROACH %'s :	68.39%	23.08%	8.53%	0.00%	30.09%	24.21%	45.70%	0.00%	15.03%	56.74%	28.23%	0.00%	4.14%	80.90%	14.96%	0.00%		
PEAK HR :	11:30 AM - 12:30 PM																TOTAL	
PEAK HR VOL :	409	138	51	0	133	107	202	0	213	804	400	0	44	860	159	0	3520	
PEAK HR FACTOR :	0.897	0.719	0.797	0.000	0.899	0.863	0.935	0.000	0.918	0.939	0.826	0.000	0.846	0.923	0.883	0.000	0.980	
		0.840				0.978				0.915				0.942				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Wilcox St & W/E Plum Creek Pkwy/I-25
City: Castle Rock
Control: Signalized

Project ID: 26-770055-003
Date: 5/30/2026

Data - Cars

NS/EW Streets:	S Wilcox St				S Wilcox St				W/E Plum Creek Pkwy/I-25				W/E Plum Creek Pkwy/I-25				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2	1	1	0	1	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	11:30 AM	82	24	10	0	35	30	47	0	54	210	115	0	12	208	35	0
	11:45 AM	103	40	14	0	36	26	49	0	50	187	107	0	6	212	41	0
12:00 PM	110	47	16	0	31	25	52	0	50	188	88	0	13	231	36	0	887
12:15 PM	102	26	11	0	29	23	53	0	58	211	77	0	13	196	45	0	844
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	397	137	51	0	131	104	201	0	212	796	387	0	44	847	157	0	3464
	67.86%	23.42%	8.72%	0.00%	30.05%	23.85%	46.10%	0.00%	15.20%	57.06%	27.74%	0.00%	4.20%	80.82%	14.98%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	397	137	51	0	131	104	201	0	212	796	387	0	44	847	157	0	3464
PEAK HR FACTOR :	0.902	0.729	0.797	0.000	0.910	0.867	0.948	0.000	0.914	0.943	0.841	0.000	0.846	0.917	0.872	0.000	0.976
	0.845				0.973				0.920				0.936				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Wilcox St & W/E Plum Creek Pkwy/I-25
City: Castle Rock
Control: Signalized

Project ID: 26-770055-003
Date: 5/30/2026

Data - HT

NS/EW Streets:		S Wilcox St				S Wilcox St				W/E Plum Creek Pkwy/I-25				W/E Plum Creek Pkwy/I-25				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	2	1	1	0	1	1	1	0	1	2	1	0	1	2	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	11:30 AM	4	0	0	0	0	1	0	0	1	1	6	0	0	3	2	0	18
	11:45 AM	1	0	0	0	1	0	0	0	0	2	2	0	0	6	0	0	12
12:00 PM	4	1	0	0	0	0	0	0	0	2	2	0	0	2	0	0	11	
12:15 PM	3	0	0	0	1	2	1	0	0	3	3	0	0	2	0	0	15	
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		12	1	0	0	2	3	1	0	1	8	13	0	0	13	2	0	56
		92.31%	7.69%	0.00%	0.00%	33.33%	50.00%	16.67%	0.00%	4.55%	36.36%	59.09%	0.00%	0.00%	86.67%	13.33%	0.00%	
PEAK HR :		11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :		12	1	0	0	2	3	1	0	1	8	13	0	0	13	2	0	56
PEAK HR FACTOR :		0.750	0.250	0.000	0.000	0.500	0.375	0.250	0.000	0.250	0.667	0.542	0.000	0.000	0.542	0.250	0.000	0.778
		0.650				0.375				0.688				0.625				

[illegible]

National Data & Surveying Services
Intersection Turning Movement Count

Location: S Wilcox St & W/E Plum Creek Pkwy/I-25
City: Castle Rock

Project ID: 26-770055-003
Date: 5/30/2026

Data - Pedestrians (Crosswalks)

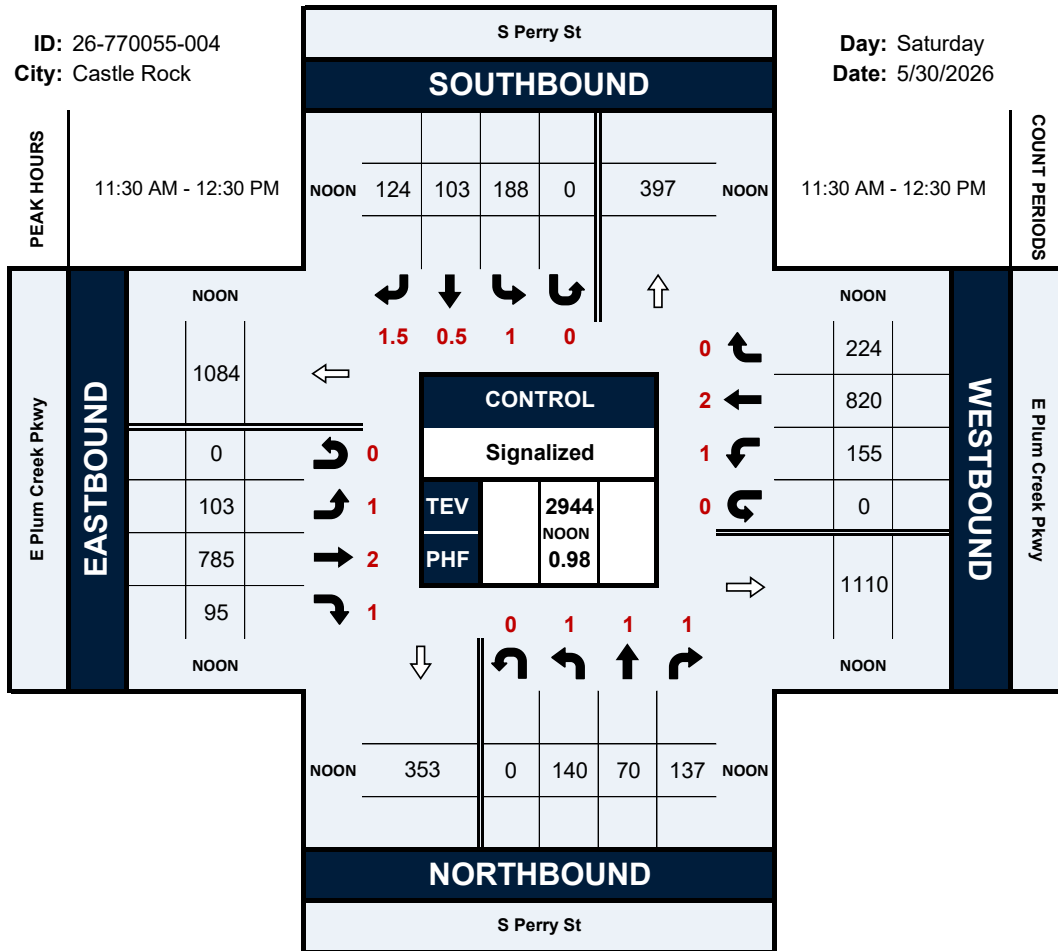
NS/EW Streets:	S Wilcox St		S Wilcox St		W/E Plum Creek Pkwy/I-25		W/E Plum Creek Pkwy/I-25		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
	11:30 AM	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	1	1	0	
	12:00 PM	0	0	0	0	1	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	1	1	1	1	0	4
			0.00%	100.00%	50.00%	50.00%	100.00%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM								TOTAL
PEAK HR VOL :	0	0	0	1	1	1	1	0	4
PEAK HR FACTOR :				0.250	0.250	0.250	0.250	0.250	0.333

S Perry St & E Plum Creek Pkwy

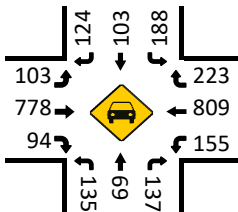
Peak Hour Turning Movement Count

ID: 26-770055-004
City: Castle Rock

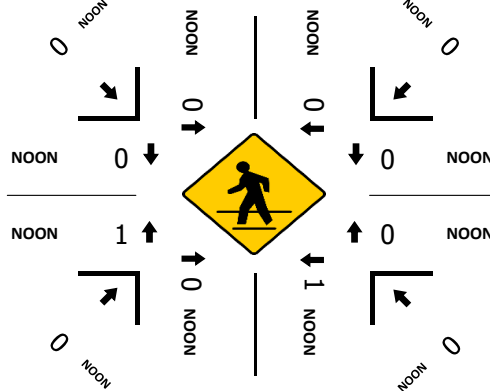
Day: Saturday
Date: 5/30/2026



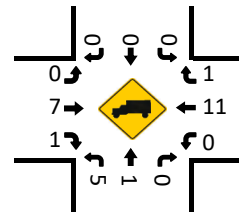
Cars (NOON)



Pedestrians (Crosswalks)



HT (NOON)



HT% NOON

EB	0.81
WB	1.00
NB	1.73
SB	0.00
TOTAL	0.88

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Perry St & E Plum Creek Pkwy
City: Castle Rock
Control: Signalized

Project ID: 26-770055-004
Date: 5/30/2026

Data - Total

NS/EW Streets:	S Perry St				S Perry St				E Plum Creek Pkwy				E Plum Creek Pkwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	0.5 ST	1.5 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
11:30 AM	25	19	29	0	53	26	37	0	29	204	26	0	27	197	62	0	734
11:45 AM	41	16	27	0	41	18	24	0	26	191	27	0	40	203	73	0	727
12:00 PM	43	17	39	0	48	26	38	0	20	177	23	0	45	217	37	0	730
12:15 PM	31	18	42	0	46	33	25	0	28	213	19	0	43	203	52	0	753
TOTAL VOLUMES :	NL 140	NT 70	NR 137	NU 0	SL 188	ST 103	SR 124	SU 0	EL 103	ET 785	ER 95	EU 0	WL 155	WT 820	WR 224	WU 0	TOTAL 2944
APPROACH %'s :	40.35%	20.17%	39.48%	0.00%	45.30%	24.82%	29.88%	0.00%	10.48%	79.86%	9.66%	0.00%	12.93%	68.39%	18.68%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	140	70	137	0	188	103	124	0	103	785	95	0	155	820	224	0	2944
PEAK HR FACTOR :	0.814	0.921	0.815	0.000	0.887	0.780	0.816	0.000	0.888	0.921	0.880	0.000	0.861	0.945	0.767	0.000	0.977
	0.876				0.894				0.945				0.949				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Perry St & E Plum Creek Pkwy
City: Castle Rock
Control: Signalized

Project ID: 26-770055-004
Date: 5/30/2026

Data - Cars

NS/EW Streets:		S Perry St				S Perry St				E Plum Creek Pkwy				E Plum Creek Pkwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	1	0	1	0.5	1.5	0	1	2	1	0	1	2	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	11:30 AM	25	19	29	0	53	26	37	0	29	203	26	0	27	192	61	0	727
	11:45 AM	37	16	27	0	41	18	24	0	26	190	26	0	40	201	73	0	719
12:00 PM	42	17	39	0	48	26	38	0	20	176	23	0	45	214	37	0	725	
12:15 PM	31	17	42	0	46	33	25	0	28	209	19	0	43	202	52	0	747	
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		135	69	137	0	188	103	124	0	103	778	94	0	155	809	223	0	2918
		39.59%	20.23%	40.18%	0.00%	45.30%	24.82%	29.88%	0.00%	10.56%	79.79%	9.64%	0.00%	13.06%	68.16%	18.79%	0.00%	
PEAK HR :		11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :		135	69	137	0	188	103	124	0	103	778	94	0	155	809	223	0	2918
PEAK HR FACTOR :		0.804	0.908	0.815	0.000	0.887	0.780	0.816	0.000	0.888	0.931	0.904	0.000	0.861	0.945	0.764	0.000	0.977
		0.870				0.894				0.945				0.945				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Perry St & E Plum Creek Pkwy
City: Castle Rock
Control: Signalized

Project ID: 26-770055-004
Date: 5/30/2026

Data - HT

NS/EW Streets:	S Perry St				S Perry St				E Plum Creek Pkwy				E Plum Creek Pkwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	0.5	1.5	0	1	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	11:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	5	1	0	7
	11:45 AM	4	0	0	0	0	0	0	0	1	1	0	0	2	0	0	8
12:00 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	5
12:15 PM	0	1	0	0	0	0	0	0	0	4	0	0	0	1	0	0	6
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	5	1	0	0	0	0	0	0	0	7	1	0	0	11	1	0	26
	83.33%	16.67%	0.00%	0.00%					0.00%	87.50%	12.50%	0.00%	0.00%	91.67%	8.33%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	5	1	0	0	0	0	0	0	0	7	1	0	0	11	1	0	26
PEAK HR FACTOR :	0.313	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.250	0.000	0.000	0.550	0.250	0.000	0.813
				0.375							0.500				0.500		

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Perry St & E Plum Creek Pkwy
City: Castle Rock
Control: Signalized

Project ID: 26-770055-004
Date: 5/30/2026

Data - Bikes

NS/EW Streets:	S Perry St				S Perry St				E Plum Creek Pkwy				E Plum Creek Pkwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	0.5 ST	1.5 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
11:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 1	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 2	WU 0	TOTAL 3
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.375

National Data & Surveying Services
Intersection Turning Movement Count

Location: S Perry St & E Plum Creek Pkwy
City: Castle Rock

Project ID: 26-770055-004
Date: 5/30/2026

Data - Pedestrians (Crosswalks)

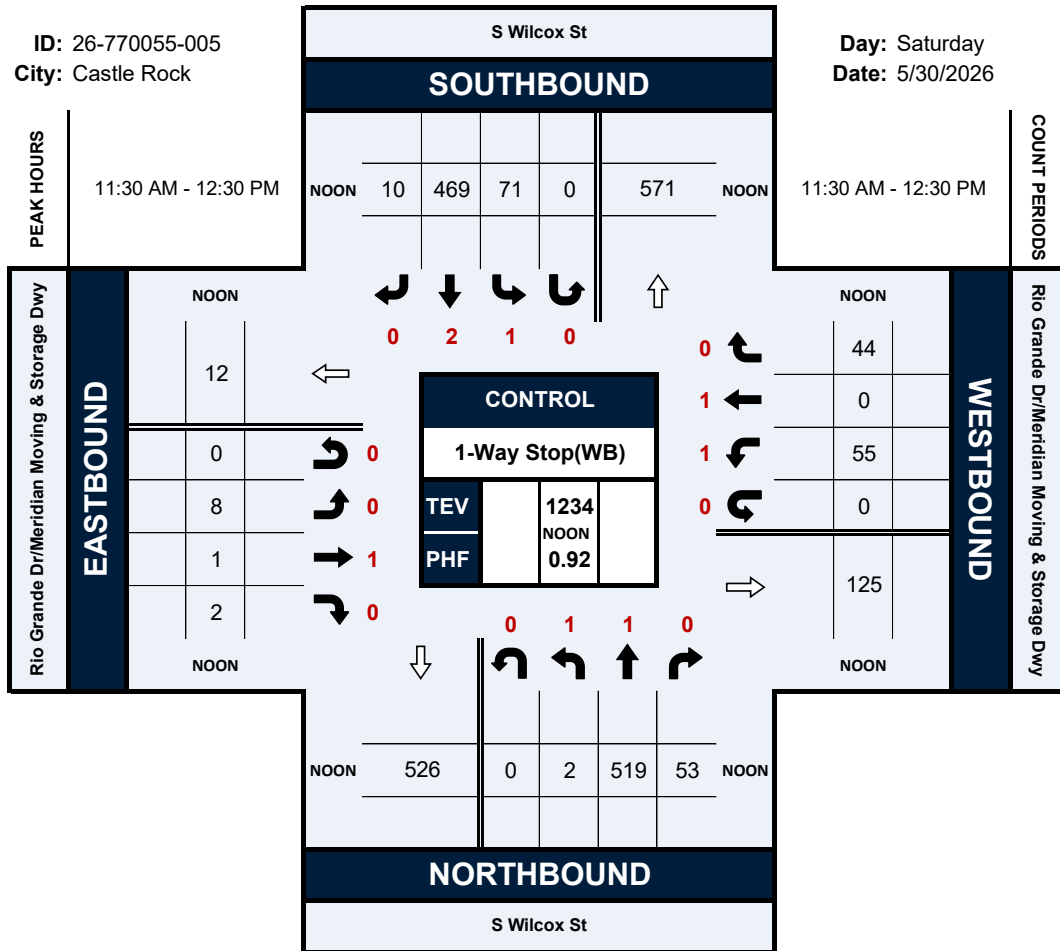
NS/EW Streets:	S Perry St		S Perry St		E Plum Creek Pkwy		E Plum Creek Pkwy		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
	11:30 AM	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	1	0	
12:15 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	1	0	0	1	0	2
			0.00%	100.00%			100.00%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM								TOTAL
PEAK HR VOL :	0	0	0	1	0	0	1	0	2
PEAK HR FACTOR :				0.250			0.250	0.250	0.250

S Wilcox St & Rio Grande Dr/Meridian Moving & Storage Dwy

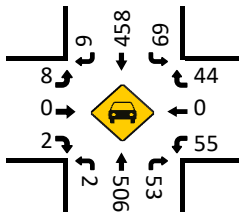
Peak Hour Turning Movement Count

ID: 26-770055-005
City: Castle Rock

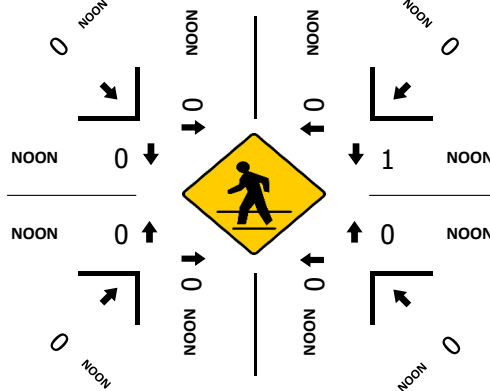
Day: Saturday
Date: 5/30/2026



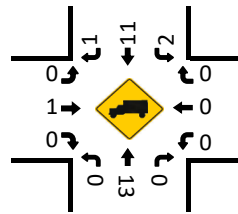
Cars (NOON)



Pedestrians (Crosswalks)



HT (NOON)



HT% NOON

EB	9.09
WB	0.00
NB	2.26
SB	2.55
TOTAL	2.27

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Wilcox St & Rio Grande Dr/Meridian Moving & Storage Dwy
City: Castle Rock
Control: 1-Way Stop(WB)

Project ID: 26-770055-005
Date: 5/30/2026

Data - Total

NS/EW Streets:	S Wilcox St				S Wilcox St				Rio Grande Dr/Meridian Moving & Storage Dwy				Rio Grande Dr/Meridian Moving & Storage Dwy					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	0	0	1	2	0	0	0	1	0	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	11:30 AM	0	98	9	0	21	139	3	0	1	0	0	0	12	0	10	0	293
	11:45 AM	0	141	13	0	15	123	4	0	2	1	0	0	15	0	10	0	324
12:00 PM	1	164	21	0	15	107	2	0	4	0	2	0	9	0	12	0	337	
12:15 PM	1	116	10	0	20	100	1	0	1	0	0	0	19	0	12	0	280	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	2	519	53	0	71	469	10	0	8	1	2	0	55	0	44	0	1234	
APPROACH %'s :	0.35%	90.42%	9.23%	0.00%	12.91%	85.27%	1.82%	0.00%	72.73%	9.09%	18.18%	0.00%	55.56%	0.00%	44.44%	0.00%		
PEAK HR :	11:30 AM - 12:30 PM				71	469	10	0	8	1	2	0	55	0	44	0	TOTAL	
PEAK HR VOL :	2	519	53	0														
PEAK HR FACTOR :	0.500	0.791	0.631	0.000														
	0.772				0.844				0.458				0.798				0.915	

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Wilcox St & Rio Grande Dr/Meridian Moving & Storage Dwy
City: Castle Rock
Control: 1-Way Stop(WB)

Project ID: 26-770055-005
Date: 5/30/2026

Data - Cars

NS/EW Streets:	S Wilcox St				S Wilcox St				Rio Grande Dr/Meridian Moving & Storage Dwy				Rio Grande Dr/Meridian Moving & Storage Dwy					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	0	0	1	2	0	0	0	1	0	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	11:30 AM	0	95	9	0	19	134	3	0	1	0	0	0	12	0	10	0	283
	11:45 AM	0	138	13	0	15	122	3	0	2	0	0	0	15	0	10	0	318
12:00 PM	1	160	21	0	15	105	2	0	4	0	2	0	9	0	12	0	331	
12:15 PM	1	113	10	0	20	97	1	0	1	0	0	0	19	0	12	0	274	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	2	506	53	0	69	458	9	0	8	0	2	0	55	0	44	0	1206	
APPROACH %'s :	0.36%	90.20%	9.45%	0.00%	12.87%	85.45%	1.68%	0.00%	80.00%	0.00%	20.00%	0.00%	55.56%	0.00%	44.44%	0.00%		
PEAK HR :	11:30 AM - 12:30 PM																TOTAL	
PEAK HR VOL :	2	506	53	0	69	458	9	0	8	0	2	0	55	0	44	0	1206	
PEAK HR FACTOR :	0.500	0.791	0.631	0.000	0.863	0.854	0.750	0.000	0.500	0.000	0.250	0.000	0.724	0.000	0.917	0.000	0.911	
		0.771				0.859				0.417				0.798				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Wilcox St & Rio Grande Dr/Meridian Moving & Storage Dwy
City: Castle Rock
Control: 1-Way Stop(WB)

Project ID: 26-770055-005
Date: 5/30/2026

Data - HT

NS/EW Streets:	S Wilcox St				S Wilcox St				Rio Grande Dr/Meridian Moving & Storage Dwy				Rio Grande Dr/Meridian Moving & Storage Dwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	2	0	0	0	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	11:30 AM	0	3	0	0	2	5	0	0	0	0	0	0	0	0	0	10
	11:45 AM	0	3	0	0	0	1	1	0	0	1	0	0	0	0	0	6
12:00 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	13	0	0	2	11	1	0	0	1	0	0	0	0	0	0	28
	0.00%	100.00%	0.00%	0.00%	14.29%	78.57%	7.14%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	0	13	0	0	2	11	1	0	0	1	0	0	0	0	0	0	28
PEAK HR FACTOR :	0.000	0.813	0.000	0.000	0.250	0.550	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.700
	0.813				0.500				0.250								

Project ID: 26-770055-005
Date: 5/30/2026

National Data & Surveying Services
Intersection Turning Movement Count

Location: S Wilcox St & Rio Grande Dr/Meridian Moving & Storage Dwy
City: Castle Rock

Project ID: 26-770055-005
Date: 5/30/2026

Data - Pedestrians (Crosswalks)

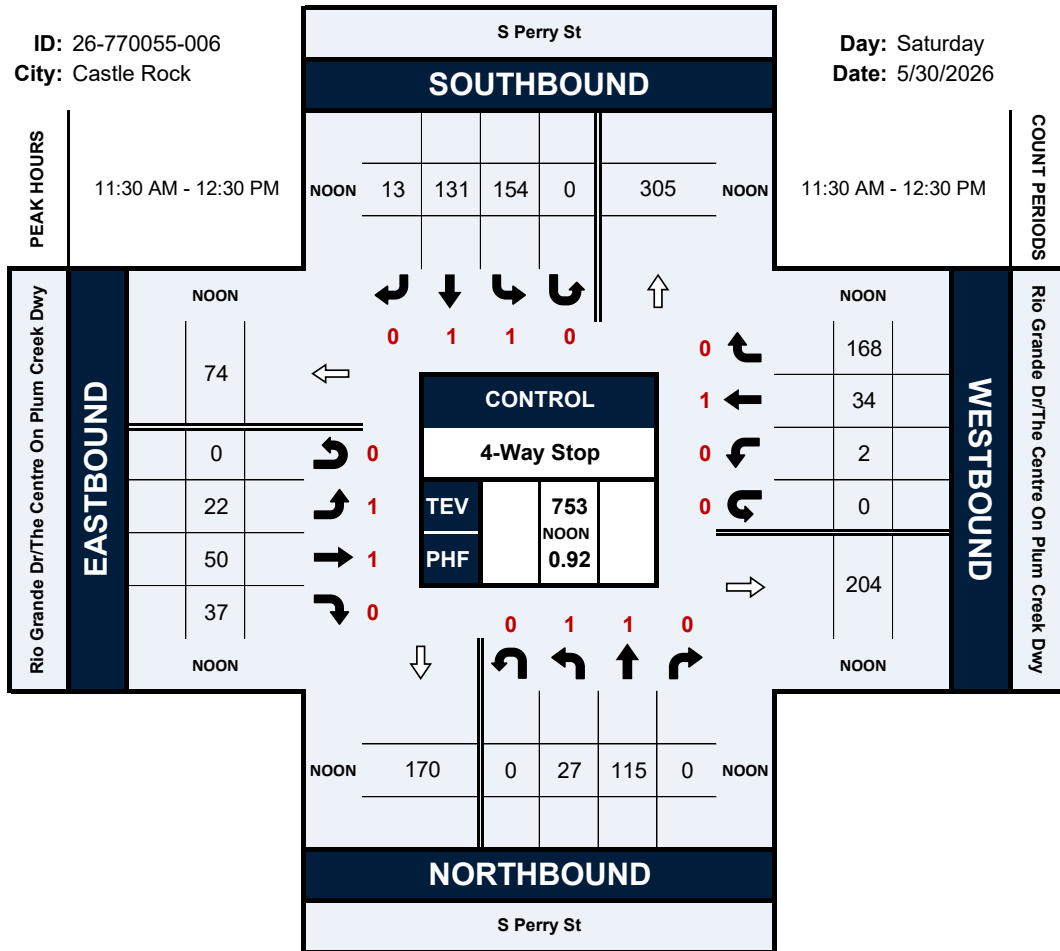
NS/EW Streets:	S Wilcox St		S Wilcox St		Rio Grande Dr/Meridian Moving & Storage Dwy		Rio Grande Dr/Meridian Moving & Storage Dwy		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
	11:30 AM	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	1	0	0	
	12:00 PM	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	1	0	0	1
					0.00%	100.00%			
PEAK HR :	11:30 AM - 12:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :						0.250			0.250
					0.250				

S Perry St & Rio Grande Dr/The Centre On Plum Creek Dwy

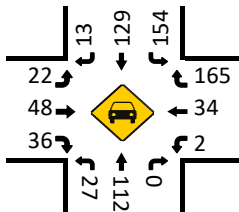
Peak Hour Turning Movement Count

ID: 26-770055-006
City: Castle Rock

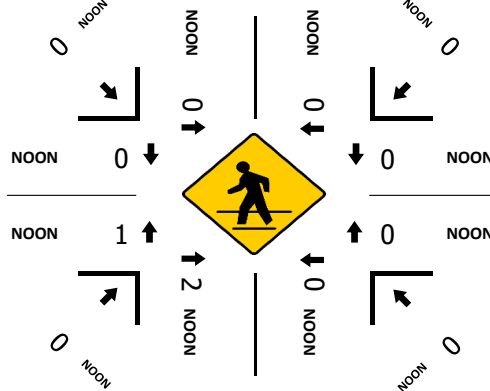
Day: Saturday
Date: 5/30/2026



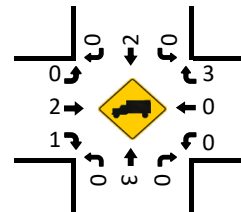
Cars (NOON)



Pedestrians (Crosswalks)



HT (NOON)



HT% NOON

EB	2.75
WB	1.47
NB	2.11
SB	0.67
TOTAL	1.46

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Perry St & Rio Grande Dr/The Centre On Plum Creek Dwy
City: Castle Rock
Control: 4-Way Stop

Project ID: 26-770055-006
Date: 5/30/2026

Data - Total

NS/EW Streets:	S Perry St				S Perry St				Rio Grande Dr/The Centre On Plum Creek Dwy				Rio Grande Dr/The Centre On Plum Creek Dwy					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	0	0	1	1	0	0	1	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	11:30 AM	6	24	0	0	29	33	4	0	5	8	12	0	0	8	36	0	165
	11:45 AM	6	29	0	0	39	30	2	0	4	12	9	0	0	10	42	0	183
12:00 PM	5	32	0	0	39	39	1	0	8	16	10	0	1	5	45	0	201	
12:15 PM	10	30	0	0	47	29	6	0	5	14	6	0	1	11	45	0	204	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	27	115	0	0	154	131	13	0	22	50	37	0	2	34	168	0	753	
APPROACH %'s :	19.01%	80.99%	0.00%	0.00%	51.68%	43.96%	4.36%	0.00%	20.18%	45.87%	33.94%	0.00%	0.98%	16.67%	82.35%	0.00%		
PEAK HR :	11:30 AM - 12:30 PM																TOTAL	
PEAK HR VOL :	27	115	0	0	154	131	13	0	22	50	37	0	2	34	168	0	753	
PEAK HR FACTOR :	0.675	0.898	0.000	0.000	0.819	0.840	0.542	0.000	0.688	0.781	0.771	0.000	0.500	0.773	0.933	0.000	0.923	
		0.888				0.909				0.801				0.895				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Perry St & Rio Grande Dr/The Centre On Plum Creek Dwy
City: Castle Rock
Control: 4-Way Stop

Project ID: 26-770055-006
Date: 5/30/2026

Data - Cars

NS/EW Streets:	S Perry St				S Perry St				Rio Grande Dr/The Centre On Plum Creek Dwy				Rio Grande Dr/The Centre On Plum Creek Dwy					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	1	0	0	1	1	0	0	1	1	0	0	0	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	11:30 AM	6	24	0	0	29	33	4	0	5	7	11	0	0	8	36	0	163
	11:45 AM	6	27	0	0	39	28	2	0	4	11	9	0	0	10	41	0	177
12:00 PM	5	32	0	0	39	39	1	0	8	16	10	0	1	5	44	0	200	
12:15 PM	10	29	0	0	47	29	6	0	5	14	6	0	1	11	44	0	202	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	27	112	0	0	154	129	13	0	22	48	36	0	2	34	165	0	742	
APPROACH %'s :	19.42%	80.58%	0.00%	0.00%	52.03%	43.58%	4.39%	0.00%	20.75%	45.28%	33.96%	0.00%	1.00%	16.92%	82.09%	0.00%		
PEAK HR :	11:30 AM - 12:30 PM																TOTAL	
PEAK HR VOL :	27	112	0	0	154	129	13	0	22	48	36	0	2	34	165	0	742	
PEAK HR FACTOR :	0.675	0.875	0.000	0.000	0.819	0.827	0.542	0.000	0.688	0.750	0.818	0.000	0.500	0.773	0.938	0.000	0.918	
		0.891				0.902				0.779				0.897				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Perry St & Rio Grande Dr/The Centre On Plum Creek Dwy
City: Castle Rock
Control: 4-Way Stop

Project ID: 26-770055-006
Date: 5/30/2026

Data - HT

NS/EW Streets:	S Perry St				S Perry St				Rio Grande Dr/The Centre On Plum Creek Dwy				Rio Grande Dr/The Centre On Plum Creek Dwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	11:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
	11:45 AM	0	2	0	0	0	2	0	0	1	0	0	0	0	1	0	6
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	3	0	0	0	2	0	0	0	2	1	0	0	0	3	0	11
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	2	0	0	0	2	1	0	0	0	3	0	11
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.750	0.000	0.458
	0.375				0.250				0.375				0.750				

Project ID: 26-770055-006
Date: 5/30/2026

National Data & Surveying Services
Intersection Turning Movement Count

Location: S Perry St & Rio Grande Dr/The Centre On Plum Creek Dwy
City: Castle Rock

Project ID: 26-770055-006
Date: 5/30/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Perry St		S Perry St		Rio Grande Dr/The Centre On Plum Creek Dwy		Rio Grande Dr/The Centre On Plum Creek Dwy		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
	11:30 AM	0	0	0	0	0	0	0	
	11:45 AM	0	0	2	0	0	0	0	
	12:00 PM	0	0	0	0	0	1	0	
12:15 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	2	0	0	0	1	0	3
			100.00%	0.00%			100.00%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM								TOTAL
PEAK HR VOL :	0	0	2	0	0	0	1	0	3
PEAK HR FACTOR :			0.250				0.250		0.375
				0.250				0.250	



Appendix C: Future Traffic Projections and Background Traffic Studies

QT 4267 Castle Rock

DRCOG Traffic Projections:

Location	2020	2050	Growth Factor	Annual Growth
Plum Creek Pkwy E/O I-25	35,000	36,000	1.03	0.09%
Plum Creek Pkwy E/O Wilcox St	23,000	24,000	1.04	0.14%
Plum Creek Pkwy E/O Perry St	24,000	25,000	1.04	0.14%
Plum Creek Pkwy E/O Plum Creek Blvd	25,000	27,000	1.08	0.26%
Wilcox St S/O Plum Creek Pkwy	12,000	11,000	0.92	-0.29%
Wilcox St N/O Plum Creek Pkwy	13,000	17,000	1.31	0.90%
Perry St N/O Plum Creek Pkwy	1,000	2,000	2.00	2.34%
Total	133,000	142,000	1.07	0.22%
Total - Not Including Wilcox St S/O Plum Creek Pkwy	121,000	131,000	1.08	0.27%

Town of Castle Rock TMP Update Traffic Projections

Location	2023*	2050	Growth Factor	Annual Growth
Plum Creek Pkwy E/O I-25	32,700	46,700	1.43	1.33%
Plum Creek Pkwy E/O Perry St	23,000	26,100	1.13	0.47%
Wilcox St S/O Plum Creek Pkwy	12,000	10,900	0.91	-0.36%
Wilcox St N/O Plum Creek Pkwy	9,600	16,900	1.76	2.12%
Perry St N/O Plum Creek Pkwy	9,000	14,400	1.60	1.76%
Perry St S/O Plum Creek Pkwy	10,200	11,800	1.16	0.54%
Total	96,500	126,800	1.31	1.02%
Total - Not Including Wilcox St S/O Plum Creek Pkwy	84,500	115,900	1.37	1.18%

*Town TMP Update generally provided existing volumes between 2021 and 2024, with some between 2017-2019. Assuming 2023 to be conservative.

Per discussion with Town of Castle Rock staff, for most roadway areas, planning to use 1% annual average growth rate with the exception of Wilcox Street south of Plum Creek Parkway, which is projected to decrease by ~1,000 ADT between existing volumes and 2050 projections in both DRCOG and Town of Castle Rock projections.

Castle Meadows

Traffic Impact Study



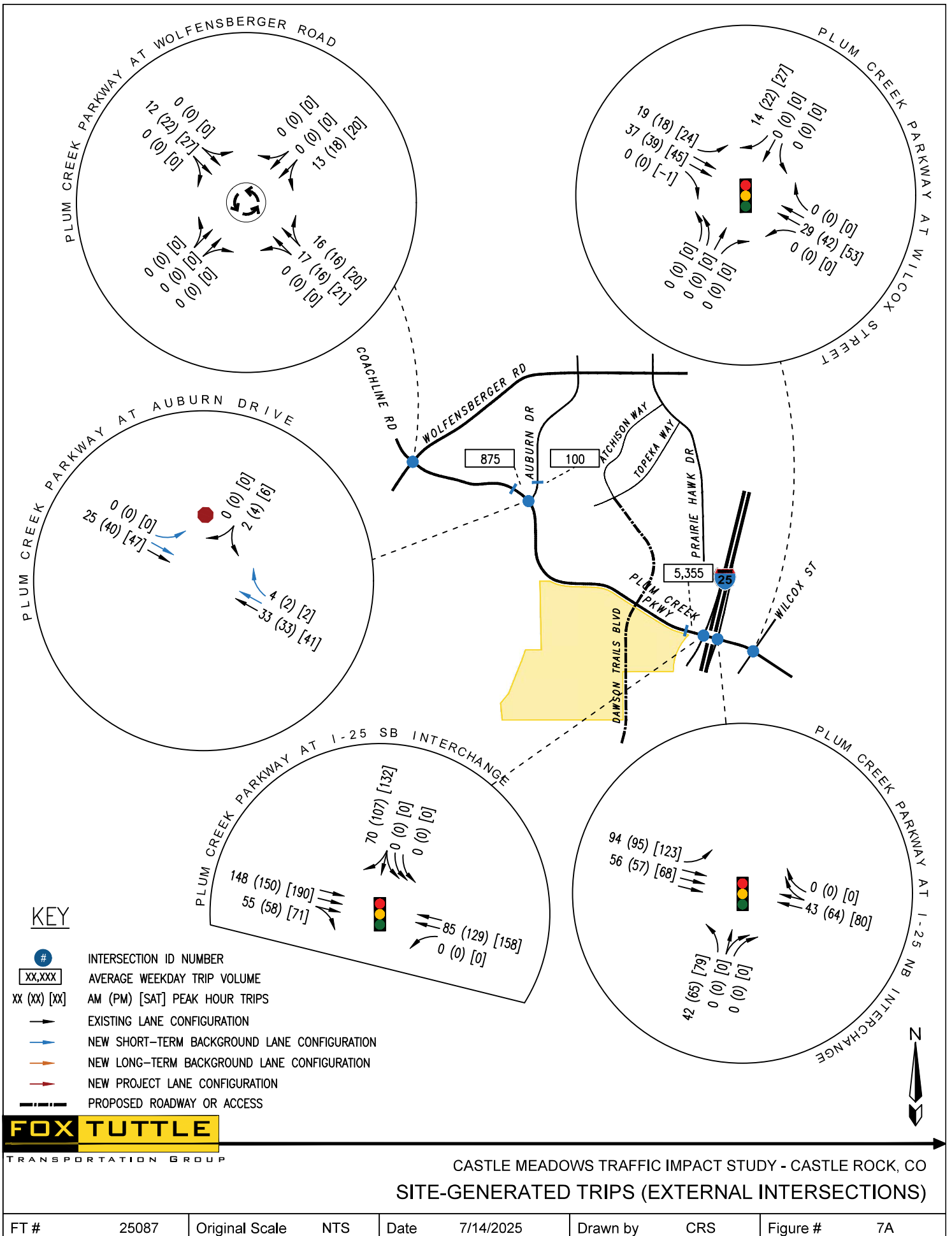
DATE: JULY 14, 2025

PREPARED FOR:

Westside Property Investment Company, Inc.
4100 East Mississippi Avenue - Suite 500
Denver, CO 80246

PREPARED BY:

Fox Tuttle Transportation Group, LLC
1580 Logan Street, Suite 600 PMB 0604
Denver, CO 80203



TRAFFIC IMPACT REPORT

THE BRICKYARD CASTLE ROCK, COLORADO

March 16, 2023
Revised: October 18, 2024
Revised: June 25, 2025
Revised: August 12, 2025

Prepared for:
Confluence Companies
430 Indiana St., Suite 200
Golden, CO 80401

Prepared by:



1120 Lincoln Street
Denver, CO 80203
Ph: 303-623-6300



Harris Kocher Smith Project No. 200726

III. BACKGROUND TRAFFIC

A. Background Traffic Volumes

For the purposes of this study, background traffic volumes were developed incorporating the following methodology. The overall background traffic volumes used in this study are the result of combining two distinct components, “regional” and “local” traffic volumes. The “regional” background traffic volume component accounts for the larger scale traffic growth along the major roadways within the study area. The “regional” background traffic component utilizes regional travel planning models and documents in order to establish an average annual traffic volume growth rate on these roadways. The “local” background traffic volume component accounts for the influence of anticipated future development on properties within in the immediate study area that may not otherwise be captured by the “regional” component.

The background traffic models for the 2027 (build-out) and 2050 (long-term) analysis horizons for this study were developed as follows:

- 2027 (build-out) background traffic volumes - The 2027 (build-out) background traffic volumes were developed employing a two-step process. The first step of the process was to apply a “regional” background traffic growth factor to the 2022 (existing) traffic volumes to forecast the 2027 (build-out) “regional” background traffic volume component. Additionally, it was assumed that the I-25/Crystal Valley Pkwy. interchange (approximately two miles south of the I-25/Plum Creek Pkwy. interchange) will be constructed and in operation by 2027. The I-25/Crystal Valley Pkwy. interchange will serve to divert a portion of the traffic demand away from the I-25/Plum Creek Pkwy. interchange. This traffic volume was deducted after the 2027 (build-out) “regional” background traffic growth factor was applied to the 2022 (existing) traffic volumes. The following assumptions were used in developing the diverted traffic volumes:
 - It was assumed that 60% of the SB I-25/Plum Creek Pkwy. interchange ramp SB through volume will be diverted to the I-25/Crystal Valley Pkwy. interchange.
 - 30% of the SB I-25/Plum Creek Pkwy. interchange ramp SB LT volume will be diverted to the I-25/Crystal Valley Pkwy. interchange based on the proportion of EB RT volume on the EB approach to the Plum Creek Pkwy./Wilcox intersection.
 - 30% of the NB I-25/Plum Creek Pkwy. interchange ramp NB RT volume will be diverted to the I-25/Crystal Valley Pkwy. interchange based on the proportion of EB RT volume on the EB approach to the Plum Creek Pkwy./Wilcox intersection.
 - It was assumed that 10% of the SB I-25/Plum Creek Pkwy. interchange ramp NB RT volume will be diverted to the I-25/Crystal Valley Pkwy. interchange.

The second step was to develop a “local” background traffic volume model component. It was assumed that there would be no anticipated new developments in place by the 2027 (build-out) analysis horizon that would contribute to the “local” background component.

Combining the “regional” and “local” background traffic volume components results in the 2027 (build-out) background traffic volume forecast for this study.

- 2050 (long-term) background traffic volumes – The 2050 (long-term) background traffic volumes were developed employing the same two-step process as the 2027 (build-out) background traffic volumes. The first step applied a “regional” background traffic growth factor to the 2027 (build-out) traffic volumes after they were adjusted for the presence of the

eastbound departure lanes. The west leg of the intersection will have one left turn lane with a minimum of 150 feet of storage and two through lanes on the eastbound approach, and two westbound departure lanes. The north leg of the intersection will have one shared left turn/right turn lane on the southbound approach, and one northbound departure lane.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the site generated traffic by the 2027 (build-out) analysis horizon total traffic scenarios. Based on the queuing analysis, there are no additional projected queue related issues associated with the addition of the site generated traffic by the 2027 (build-out) analysis horizon total traffic scenarios.

By the 2050 (long-term) analysis horizon it is projected that the intersection, overall, as well as all lane groups will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the site generated traffic. However, it is projected that the SB shared left turn/right turn lane group will experience a poor level of service (LOS "E") during the p.m. peak hour in both the background and total traffic scenarios. This is a typical situation when a side street intersects a busy arterial roadway under stop-controlled conditions. There are no additional projected queue related issues associated with the addition of the site generated traffic by the 2050 (long-term) analysis horizon total traffic scenario.

- **(7) Plum Creek Pkwy./I-25 SB Ramps** – The following summarizes the geometric and operational conditions anticipated for the Plum Creek Pkwy./I-25 SB Ramps intersection. They include both any planned regional improvements, as well as any recommended as a result of the addition of the proposed Brickyard development site traffic.
 - 2027 (Build-Out) Analysis Horizon – No major intersection modifications or improvements are anticipated by the 2027 (build-out) analysis horizon.
 - 2050 (Long-Term) Analysis Horizon – By the 2050 (long-term) analysis horizon it is anticipated that the intersection will be modified as follows. The intersection will remain under actuated/coordinated signalized control with protected/permitted left turn phasing on the westbound approach. The northbound lanes will be removed at this intersection. The east leg of the intersection will have one left turn lane with approximately 675 feet of storage and two through lanes on the westbound approach, and three eastbound departure lanes. The west leg of the intersection will be modified to have three through lanes and a continuous free flow right turn lane extending back to Dawson Trails Blvd. with a raised channelizing island on the eastbound approach. The north leg will be modified to have dual left turn lanes, one shared left turn/through lane and one free flow right turn lane with a raised channelizing island on the southbound approach. The south leg will be modified to have only one southbound departure lane.

Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane groups will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the site generated traffic by the 2027 (build-out) analysis horizon total traffic scenarios. Based on the queuing analysis, there are no projected queue related issues associated with the addition of the site generated traffic by the 2027 (build-out) analysis horizon total traffic scenario.

By the 2050 (long-term) analysis horizon it is projected that the intersection, overall, as well as all lane groups will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the site generated traffic. However, the WB through lane group queue is projected to exceed its capacity and spill back into the upstream intersection during the p.m. peak hour. The ability to increase the WB through lane group storage is limited due to the location of the I-25 NB Ramps intersection. Optimizing the traffic signal timings for actual traffic conditions will be the most effective means to mitigate this issue.

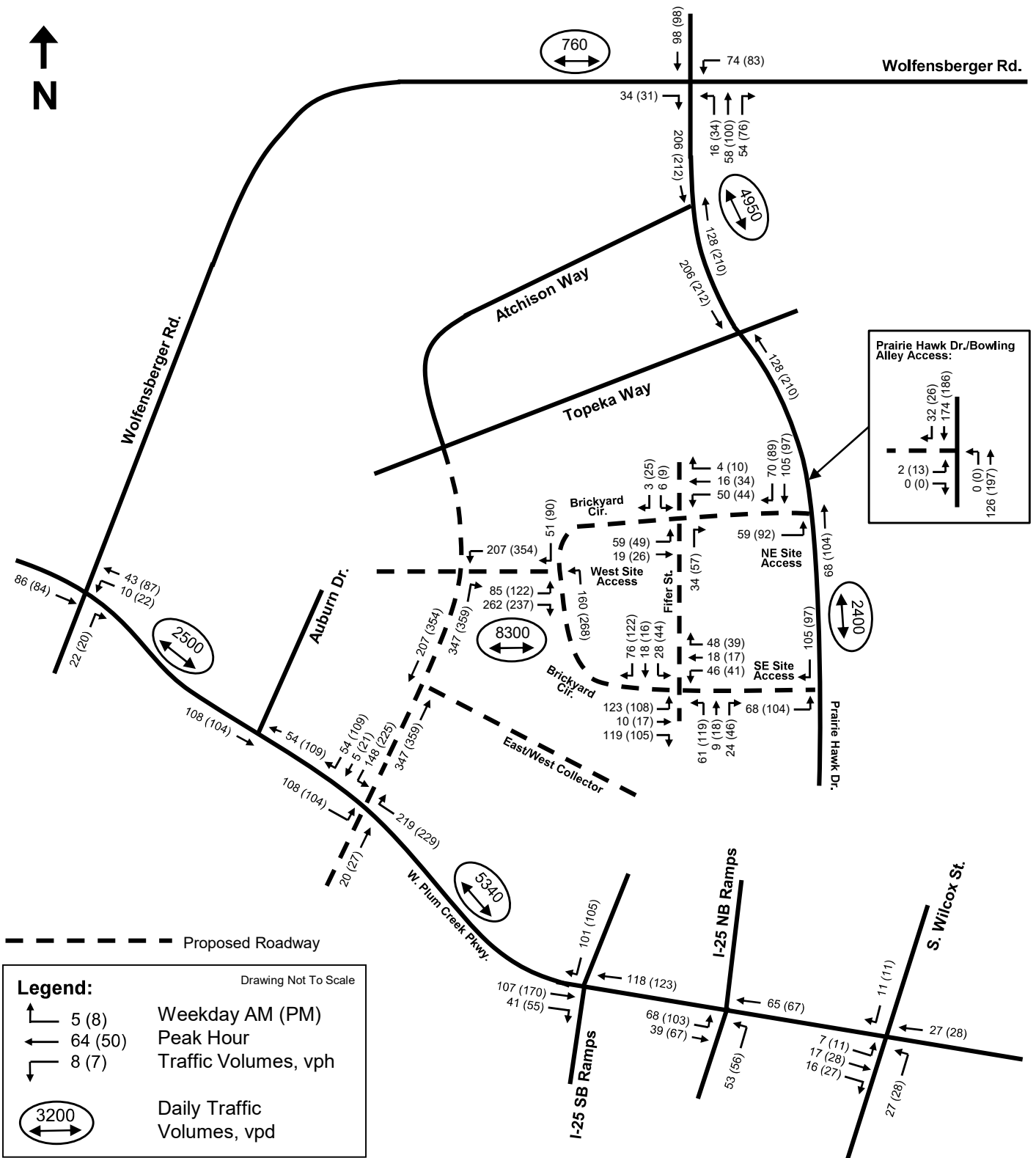
- **(8) Plum Creek Pkwy./I-25 NB Ramps** – The following summarizes the geometric and operational conditions anticipated for the Plum Creek Pkwy./I-25 NB Ramps intersection. They include both any planned regional improvements, as well as any recommended as a result of the addition of the proposed Brickyard development site traffic.
 - 2027 (Build-Out) Analysis Horizon – No major intersection modifications or improvements are anticipated by the 2027 (build-out) analysis horizon.
 - 2050 (Long-Term) Analysis Horizon – By the 2050 (long-term) analysis horizon it is anticipated that the intersection will be modified as follows. The intersection will remain a four-legged intersection operating under actuated/coordinated traffic signal control with protected/permitted left turn phasing on the eastbound approach. The east leg of the intersection will be modified to have one dedicated right turn lane, one shared through/right turn lane, one through lane, and one through lane that will accommodate the queuing needed for the left turn lane at the adjacent SB ramp intersection. The west leg of the intersection will be modified to have dual left turn lanes with a total of approximately 800 feet of storage and three through lanes on the eastbound approach, and two westbound departure lanes. The north leg will be modified to have an additional northbound departure lane. The south leg will remain unchanged.

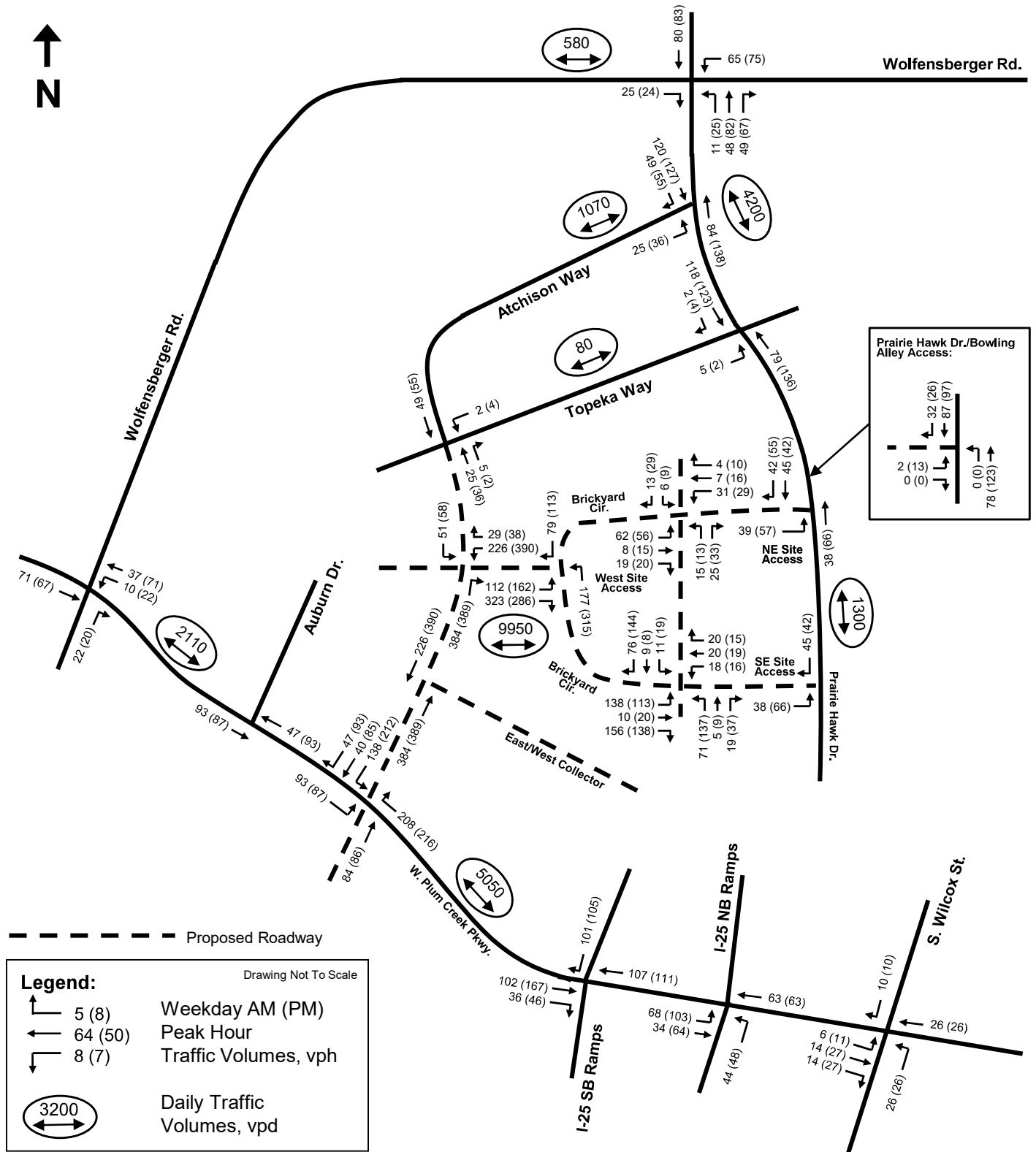
Based on these parameters and the forecast total traffic volumes, it is projected that the intersection, overall, as well as all lane groups will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the site generated traffic by the 2027 (build-out) analysis horizon total traffic scenarios. Based on the queuing analysis, there are no additional projected queue related issues associated with the addition of the site generated traffic by the 2027 (build-out) analysis horizon total traffic scenarios.

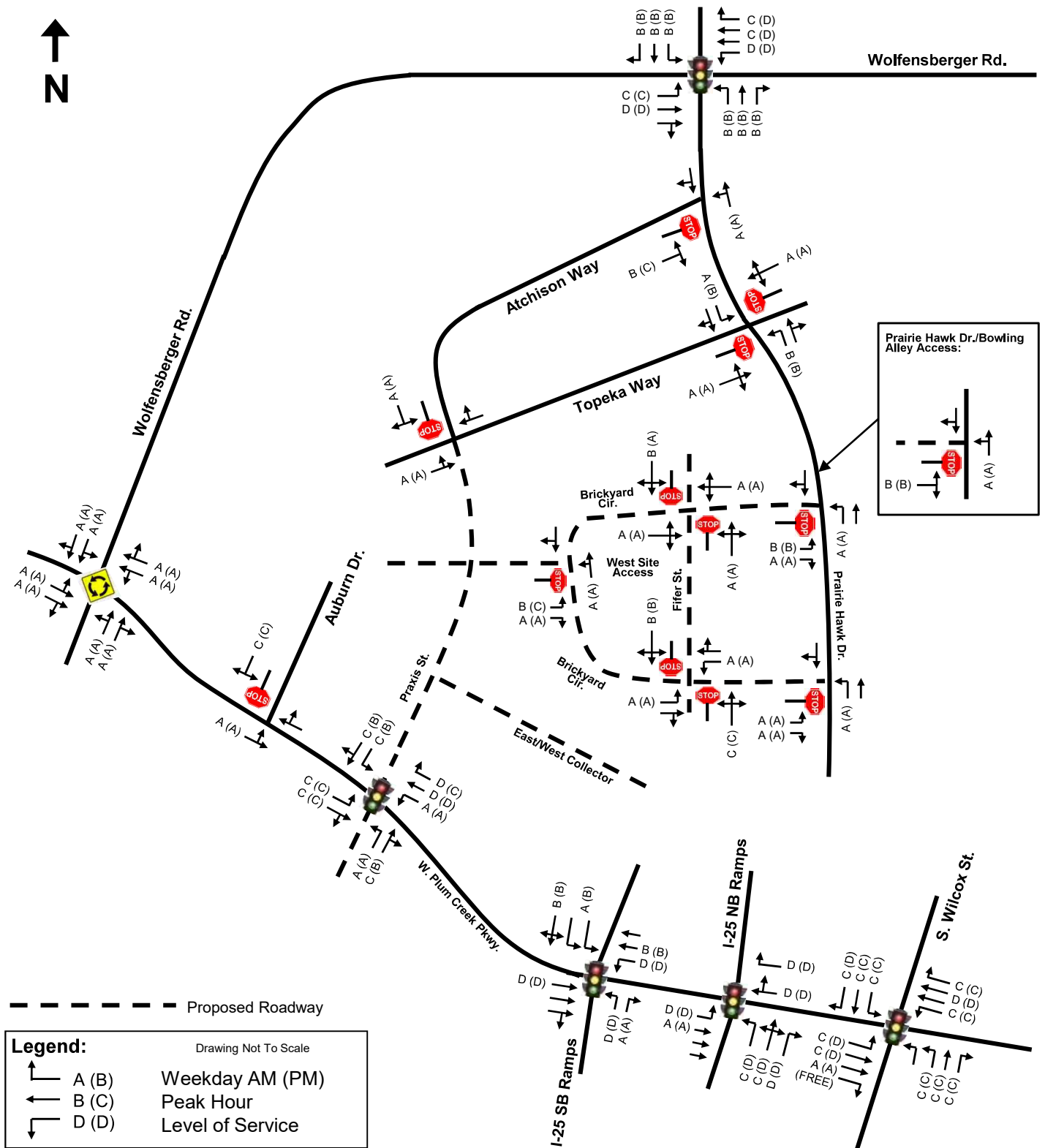
By the 2050 (long-term) analysis horizon it is projected that the intersection, overall, as well as all lane groups will not experience a decline from an acceptable level of service (LOS "D" or better) to a poor or failing level of service (LOS "E" or "F") with the addition of the site generated traffic. However, it is projected that the westbound shared through/right turn lane group will experience a failing level of service (LOS "F") during both the background and total traffic scenarios in the PM peak hour. Optimizing the traffic signal timing for actual traffic conditions will be the most effective means to mitigate this issue. There are no additional projected queue related issues associated with the addition of the site generated traffic by the 2050 (long-term) analysis horizon total traffic scenarios.

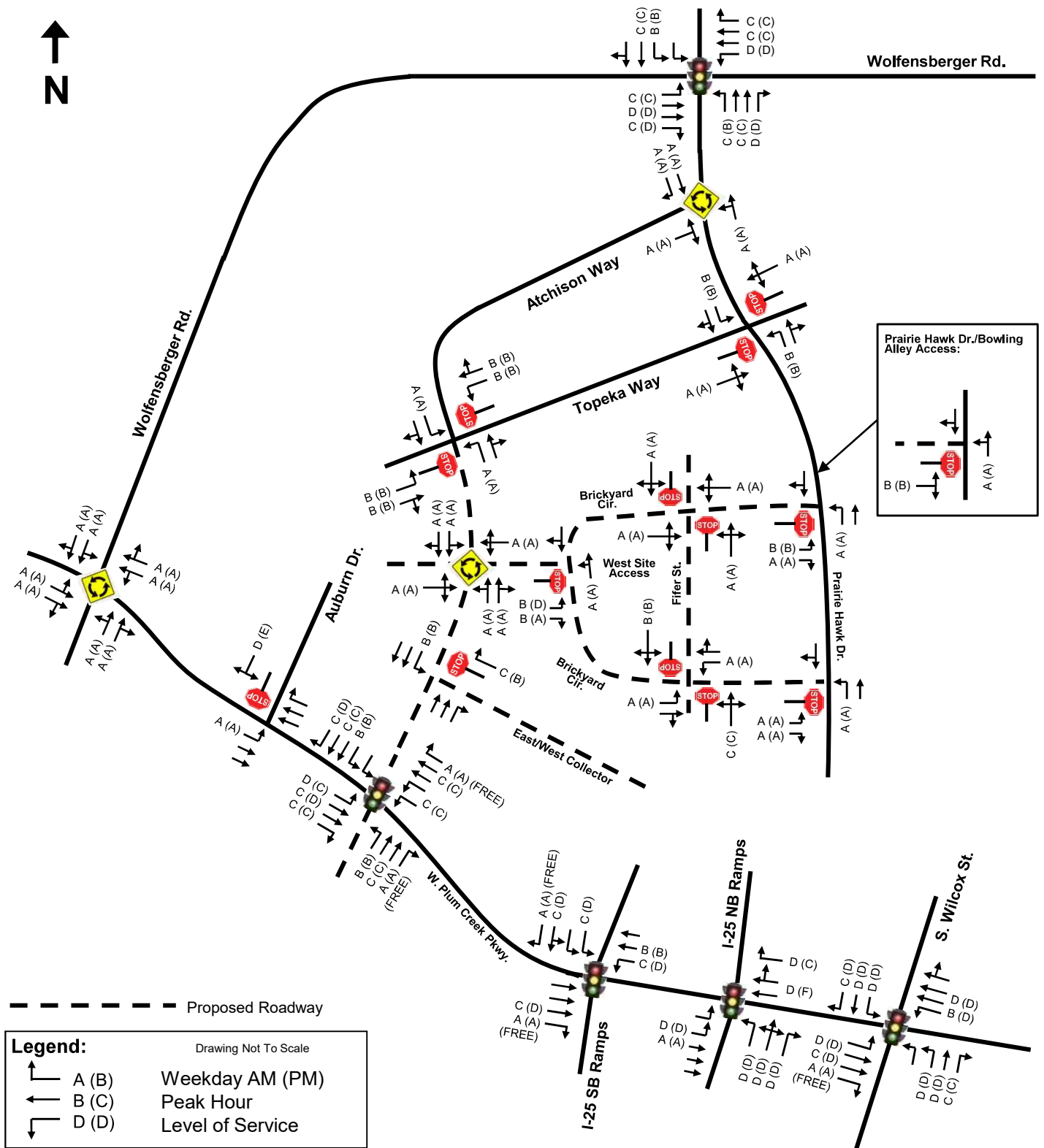
- **(9) Plum Creek Pkwy./Wilcox St.** – The following summarizes the geometric and operational conditions anticipated for the Plum Creek Pkwy./Wilcox St. intersection. They include both any planned regional improvements, as well as any recommended as a result of the addition of the proposed Brickyard development site traffic.











Dawson Trails

Master Transportation Study



PREVIOUS SUBMITTAL DATES: July 7 & December 6, 2021;
April 14 & May 25, 2022

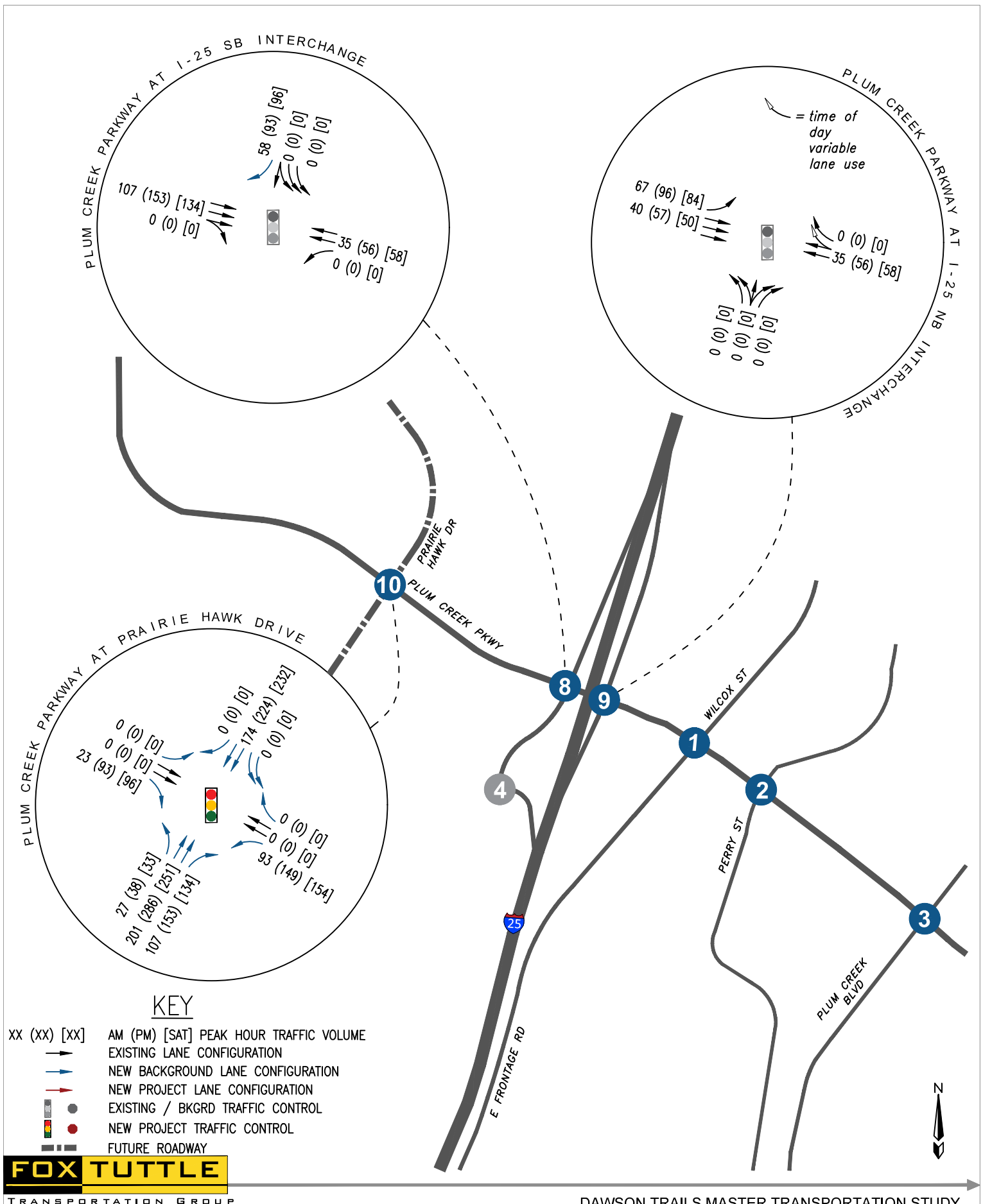
UPDATED DATE: June 7, 2022

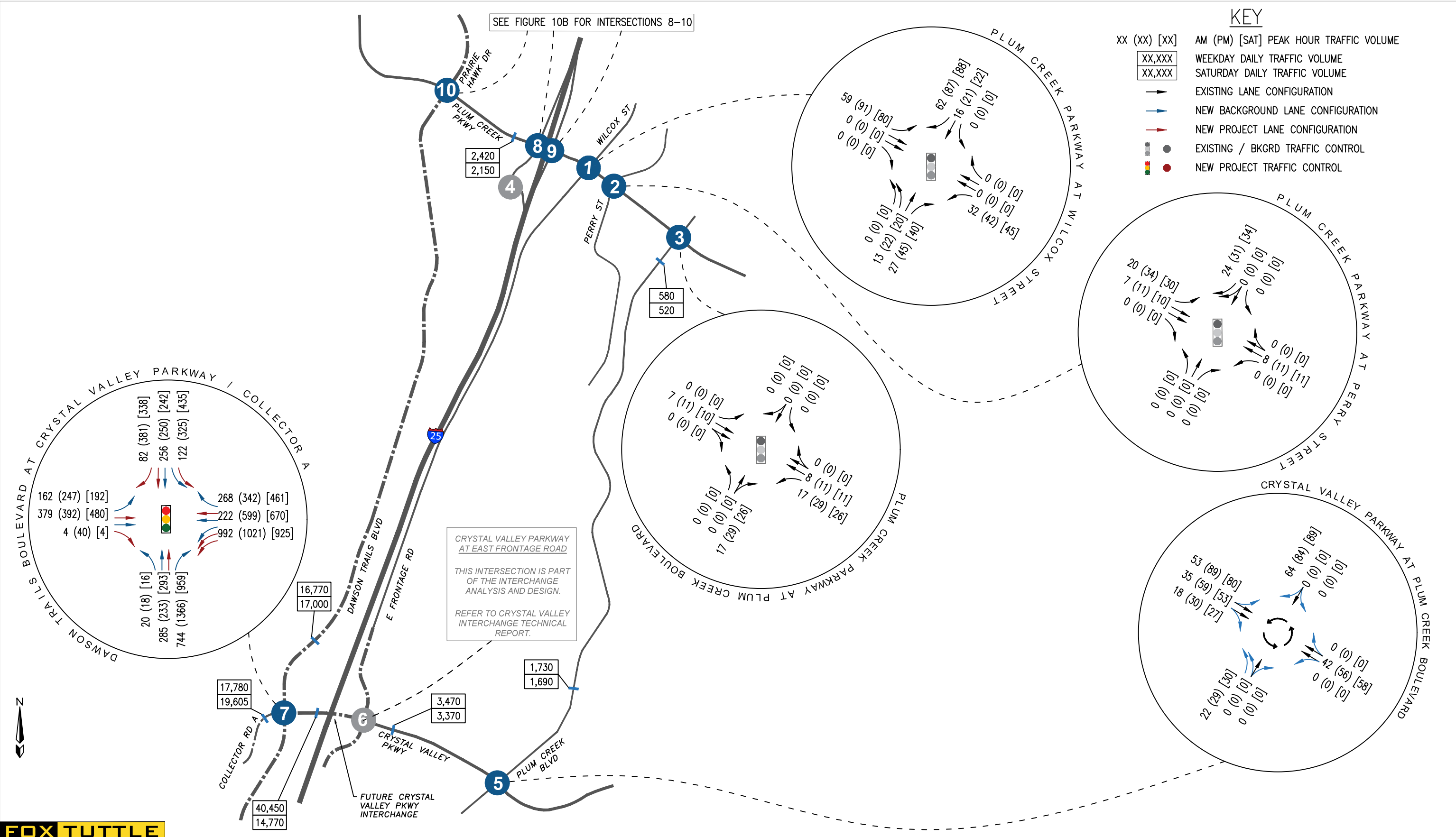
PREPARED FOR:

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Dawson Trails II LLC
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Denver, CO 80246

PREPARED BY:

Fox Tuttle Transportation Group, LLC
1624 Market Street, Suite 202
Denver, CO 80202







Appendix D: Trip Generation Worksheets

Trip Generation Calculations

Gas Station Based on Fueling Positions Daily Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Rate	PB Trips	In	Out	Total
1	(945) Convenience Store/Gas Station	ITE 12th Ed	16	VFP	T = 203.35(X)	50%	50%	1,627	1,627	3,254	75.0%	2,441	407	407	814
2	(948) Automated Car Wash	ITE 12th Ed	4.3	KSF	T = 253.51(X)	50%	50%	546	546	1,092	0.0%	0	546	546	1,092
Total:								2,173	2,173	4,346	56.2%	2,441	953	953	1,906

Gas Station Based on Square Footage Daily Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Rate	PB Trips	In	Out	Total
1	(945) Convenience Store/Gas Station	ITE 12th Ed	6.57	KSF	T = 642.41(X)	50%	50%	2,110	2,110	4,220	75.0%	3,165	528	528	1,056
2	(948) Automated Car Wash	ITE 12th Ed	4.3	KSF	T = 253.51(X)	50%	50%	546	546	1,092	0.0%	0	546	546	1,092
Total:								2,656	2,656	5,312	59.6%	3,165	1,074	1,074	2,148

Gas Station Based on Fueling Positions AM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Rate	PB Trips	In	Out	Total
1	(945) Convenience Store/Gas Station	ITE 12th Ed	16	VFP	T = 23.21(X)	50%	50%	186	185	371	76.0%	282	45	44	89
2	(948) Automated Car Wash	ITE 12th Ed	4.3	KSF	T = 14.89(X)	55%	45%	35	29	64	0.0%	0	35	29	64
Total:								221	214	435	64.8%	282	80	73	153

Gas Station Based on Square Footage AM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Rate	PB Trips	In	Out	Total
1	(945) Convenience Store/Gas Station	ITE 12th Ed	6.57	KSF	T = 64.97(X)	51%	49%	218	209	427	76.0%	325	52	50	102
2	(948) Automated Car Wash	ITE 12th Ed	4.3	KSF	T = 14.89(X)	55%	45%	35	29	64	0.0%	0	35	29	64
Total:								253	238	491	66.2%	325	87	79	166

Gas Station Based on Fueling Positions PM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Rate	PB Trips	In	Out	Total
1	(945) Convenience Store/Gas Station	ITE 12th Ed	16	VFP	T = 21.08(X)	50%	50%	169	168	337	75.0%	253	42	42	84
2	(948) Automated Car Wash	ITE 12th Ed	4.3	KSF	T = 24.4(X)	49%	51%	51	54	105	0.0%	0	51	54	105
Total:								220	222	442	57.2%	253	93	96	189

Gas Station Based on Square Footage PM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Rate	PB Trips	In	Out	Total
1	(945) Convenience Store/Gas Station	ITE 12th Ed	6.57	KSF	T = 61.09(X)	50%	50%	201	200	401	75.0%	301	50	50	100
2	(948) Automated Car Wash	ITE 12th Ed	4.3	KSF	T = 24.4(X)	49%	51%	51	54	105	0.0%	0	51	54	105
Total:								252	254	506	59.5%	301	101	104	205

Gas Station Based on Fueling Positions Saturday Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Rate	PB Trips	In	Out	Total
1	(945) Convenience Store/Gas Station	ITE 12th Ed	16	VFP	T = 18.72(X)	50%	50%	150	150	300	75.0%	225	38	37	75
2	(948) Automated Car Wash	ITE 12th Ed	4.3	KSF	T = 32.1(X)	50%	50%	69	69	138	0.0%	0	69	69	138
Total:						219	219	438	51.4%	225	107	106	213		

Gas Station Based on Square Footage Saturday Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Rate	PB Trips	In	Out	Total
1	(945) Convenience Store/Gas Station	ITE 12th Ed	6.57	KSF	T = 54.02(X)	50%	50%	178	177	355	75.0%	266	45	44	89
2	(948) Automated Car Wash	ITE 12th Ed	4.3	KSF	T = 32.1(X)	50%	50%	69	69	138	0.0%	0	69	69	138
Total:								247	246	493	54.0%	266	114	113	227

Trip Generation Summary

ITE LUC	Land Use	Size	Unit	Daily			AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Gas Station Based on Fueling Positions															
945	Convenience Store/Gas Station	16	VFP	1,627	1,627	3,254	186	185	371	169	168	337	150	150	300
948	Automated Car Wash	4.302	KSF	546	546	1,092	35	29	64	51	54	105	69	69	138
Gas Station Based on Fueling Positions Total Trips				2,173	2,173	4,346	221	214	435	220	222	442	219	219	438
Pass-by Trips				1,221	1,221	2,442	141	141	282	127	126	253	113	113	226
Non Pass-by Trips				952	952	1,904	80	73	153	93	96	189	107	106	213
Gas Station Based on Square Footage															
945	Convenience Store/Gas Station	6.569	KSF	2,110	2,110	4,220	218	209	427	201	200	401	178	177	355
948	Automated Car Wash	4.302	KSF	546	546	1,092	35	29	64	51	54	105	69	69	138
Gas Station Based on Square Footage Total Trips				2,656	2,656	5,312	253	238	491	252	254	506	247	246	493
Pass-by Trips				1,583	1,583	3,166	166	159	325	151	150	301	133	133	266
Non Pass-by Trips				1,073	1,073	2,146	80	73	153	93	96	189	114	113	227

Appendix E: Intersection Analysis Worksheets

Timings

2026 Existing Weekday AM

1: Plum Creek Pkwy & I-25 SB Ramps

06/09/2026

	→	↖	←	↙	↗	↘	↓
Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations	↑↑↑	↖	↑↑	↖	↖	↖↖	↖
Traffic Volume (vph)	364	134	381	2	10	794	10
Future Volume (vph)	364	134	381	2	10	794	10
Turn Type	NA	pm+pt	NA	Prot	Perm	Split	NA
Protected Phases	2	1	6	4		8	8
Permitted Phases		6			4		
Detector Phase	2	1	6	4	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	29.0	15.0	44.0	28.0	28.0	28.0	28.0
Total Split (%)	29.0%	15.0%	44.0%	28.0%	28.0%	28.0%	28.0%
Yellow Time (s)	4.0	3.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	5.0	5.0	6.0	6.0
Lead/Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes					
Recall Mode	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	38.3	53.6	52.6	5.7	5.7	31.0	31.0
Actuated g/C Ratio	0.38	0.54	0.53	0.06	0.06	0.31	0.31
v/c Ratio	0.25	0.31	0.24	0.02	0.05	0.67	0.67
Control Delay (s/veh)	23.2	17.9	17.0	45.0	0.4	33.5	36.3
Queue Delay	0.0	0.6	0.4	0.0	0.0	1.8	3.2
Total Delay (s/veh)	23.2	18.6	17.4	45.0	0.4	35.2	39.5
LOS	C	B	B	D	A	D	D
Approach Delay (s/veh)	23.2		17.7				36.7
Approach LOS	C		B				D

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 27.8

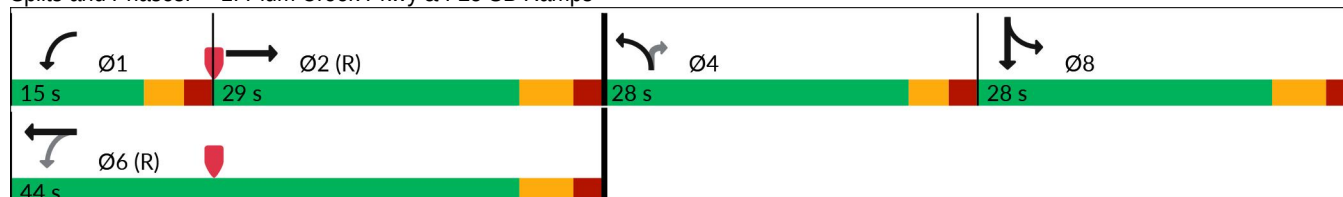
Intersection LOS: C

Intersection Capacity Utilization 51.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Plum Creek Pkwy & I-25 SB Ramps



HCM 7th Signalized Intersection Summary

2026 Existing Weekday AM

1: Plum Creek Pkwy & I-25 SB Ramps

06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↰	↑↑		↰			↰	↰	↰
Traffic Volume (veh/h)	0	364	49	134	381	0	2	0	10	794	10	27
Future Volume (veh/h)	0	364	49	134	381	0	2	0	10	794	10	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1841	1841	1826	1826	0	1648	0	1648	1752	1752	1752
Adj Flow Rate, veh/h	0	409	55	151	428	0	2	0	11	928	0	0
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, %	0	4	4	5	5	0	17	0	17	10	10	10
Cap, veh/h	0	2539	335	641	2328	0	0	0	0	1045	366	0
Arrive On Green	0.00	0.57	0.57	0.11	1.00	0.00	0.00	0.00	0.00	0.21	0.00	0.00
Sat Flow, veh/h	0	4658	592	1739	3561	0		0		5005	1752	0
Grp Volume(v), veh/h	0	303	161	151	428	0		0.0		928	0	0
Grp Sat Flow(s),veh/h/ln	0	1675	1734	1739	1735	0				1668	1752	0
Q Serve(g_s), s	0.0	4.3	4.5	3.5	0.0	0.0				18.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.3	4.5	3.5	0.0	0.0				18.0	0.0	0.0
Prop In Lane	0.00		0.34	1.00		0.00				1.00		0.00
Lane Grp Cap(c), veh/h	0	1893	980	641	2328	0				1045	366	0
V/C Ratio(X)	0.00	0.16	0.16	0.24	0.18	0.00				0.89	0.00	0.00
Avail Cap(c_a), veh/h	0	1893	980	718	2328	0				1101	385	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.84	0.84	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	10.4	10.4	6.9	0.0	0.0				38.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.2	0.1	0.0				8.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.7	1.1	0.0	0.0				8.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.6	10.8	7.0	0.1	0.0				47.2	0.0	0.0
LnGrp LOS		B	B	A	A					D		
Approach Vol, veh/h		464			579						928	
Approach Delay, s/veh		10.7			1.9						47.2	
Approach LOS		B			A						D	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	10.6	62.5				73.1		26.9				
Change Period (Y+Rc), s	5.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	10.0	23.0				38.0		22.0				
Max Q Clear Time (g_c+I1), s	5.5	6.5				2.0		20.0				
Green Ext Time (p_c), s	0.1	2.7				3.1		0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			25.3									
HCM 7th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
1: Plum Creek Pkwy & I-25 SB Ramps

2026 Existing Weekday PM
06/09/2026

	→	↖	←	↙	↗	↘	↓
Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations	↑↑↑	↖	↑↑	↖	↗	↖↗	↕
Traffic Volume (vph)	450	198	483	2	17	1341	11
Future Volume (vph)	450	198	483	2	17	1341	11
Turn Type	NA	pm+pt	NA	Prot	Perm	Split	NA
Protected Phases	2	1	6	4		8	8
Permitted Phases		6			4		
Detector Phase	2	1	6	4	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	35.0	65.0	10.0	10.0	35.0	35.0
Total Split (%)	27.3%	31.8%	59.1%	9.1%	9.1%	31.8%	31.8%
Yellow Time (s)	4.0	3.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	5.0	5.0	6.0	6.0
Lead/Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes					
Recall Mode	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	41.8	60.0	59.0	5.0	5.0	35.0	35.0
Actuated g/C Ratio	0.38	0.55	0.54	0.05	0.05	0.32	0.32
v/c Ratio	0.28	0.42	0.27	0.03	0.09	0.96	0.96
Control Delay (s/veh)	23.7	15.8	14.3	51.0	0.8	59.0	69.0
Queue Delay	0.0	0.5	1.9	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.7	16.2	16.2	51.0	0.8	59.0	69.0
LOS	C	B	B	D	A	E	E
Approach Delay (s/veh)	23.7		16.2				62.3
Approach LOS	C		B				E

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 42.4

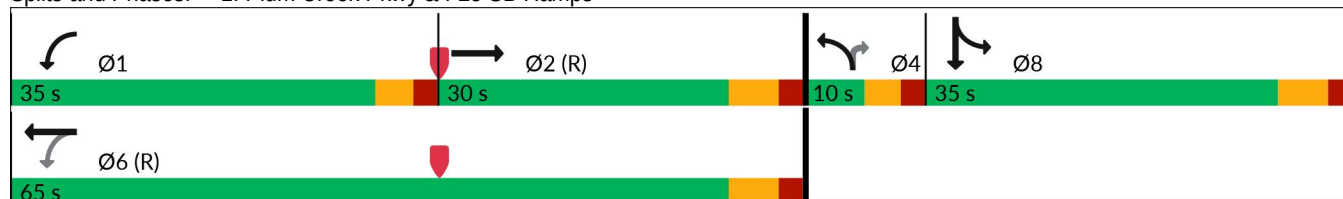
Intersection LOS: D

Intersection Capacity Utilization 67.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Plum Creek Pkwy & I-25 SB Ramps



HCM 7th Signalized Intersection Summary

2026 Existing Weekday PM

1: Plum Creek Pkwy & I-25 SB Ramps

06/09/2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↰	↑↑		↰		↰	↰↰	↰	
Traffic Volume (veh/h)	0	450	61	198	483	0	2	0	17	1341	11	52
Future Volume (veh/h)	0	450	61	198	483	0	2	0	17	1341	11	52
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	0	1870	1870	1870	1870	0	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	474	64	208	508	0	2	0	18	1472	0	0
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, %	0	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	2306	306	589	2229	0	0	0	0	1409	493	0
Arrive On Green	0.00	0.51	0.51	0.08	0.63	0.00	0.00	0.00	0.00	0.26	0.00	0.00
Sat Flow, veh/h	0	4729	605	1781	3647	0		0		5344	1870	0
Grp Volume(v), veh/h	0	352	186	208	508	0		0.0		1472	0	0
Grp Sat Flow(s),veh/h/ln	0	1702	1761	1781	1777	0				1781	1870	0
Q Serve(g_s), s	0.0	6.3	6.4	5.8	6.8	0.0				29.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.3	6.4	5.8	6.8	0.0				29.0	0.0	0.0
Prop In Lane	0.00		0.34	1.00		0.00				1.00		0.00
Lane Grp Cap(c), veh/h	0	1722	891	589	2229	0				1409	493	0
V/C Ratio(X)	0.00	0.20	0.21	0.35	0.23	0.00				1.04	0.00	0.00
Avail Cap(c_a), veh/h	0	1722	891	939	2229	0				1409	493	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.86	0.86	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	15.0	15.0	10.4	8.9	0.0				40.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.5	0.3	0.2	0.0				36.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.5	2.7	2.2	2.6	0.0				17.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	15.3	15.6	10.7	9.1	0.0				77.1	0.0	0.0
LnGrp LOS		B	B	B	A					F		
Approach Vol, veh/h		538			716						1472	
Approach Delay, s/veh		15.4			9.6						77.1	
Approach LOS		B			A						E	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	13.4	61.6				75.0		35.0				
Change Period (Y+Rc), s	5.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	30.0	24.0				59.0		29.0				
Max Q Clear Time (g_c+I1), s	7.8	8.4				8.8		31.0				
Green Ext Time (p_c), s	0.6	3.1				3.9		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			47.2									
HCM 7th LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
1: Plum Creek Pkwy & I-25 SB Ramps

2026 Existing Saturday MID
06/09/2026

	→	↖	←	↙	↗	↘	↓
Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations	↑↑↑	↖	↑↑	↖	↗	↘↘	↘
Traffic Volume (vph)	349	1	2	1	1	969	10
Future Volume (vph)	349	1	2	1	1	969	10
Turn Type	NA	pm+pt	NA	Prot	Perm	Split	NA
Protected Phases	2	1	6	4		8	8
Permitted Phases		6			4		
Detector Phase	2	1	6	4	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	25.0	20.0	45.0	10.0	10.0	35.0	35.0
Total Split (%)	27.8%	22.2%	50.0%	11.1%	11.1%	38.9%	38.9%
Yellow Time (s)	4.0	3.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	5.0	5.0	6.0	6.0
Lead/Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes					
Recall Mode	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	46.3	49.5	48.5	5.0	5.0	27.5	27.5
Actuated g/C Ratio	0.51	0.55	0.54	0.06	0.06	0.31	0.31
v/c Ratio	0.15	0.00	0.00	0.01	0.00	0.74	0.71
Control Delay (s/veh)	13.4	19.0	18.0	41.0	0.0	32.7	35.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3	0.5
Total Delay (s/veh)	13.4	19.0	18.0	41.0	0.0	33.0	35.5
LOS	B	B	B	D	A	C	D
Approach Delay (s/veh)	13.4		18.3				33.8
Approach LOS	B		B				C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 28.3

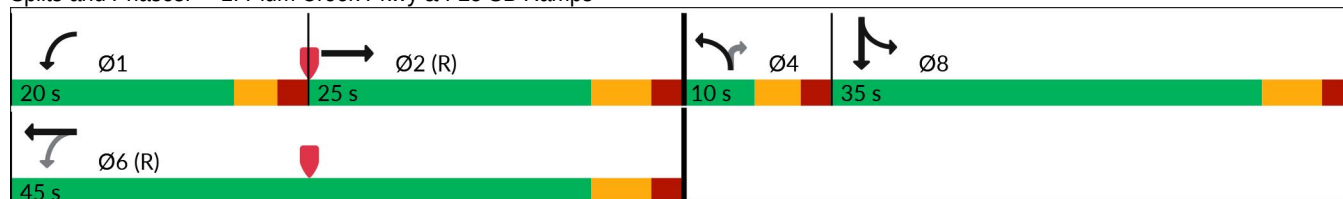
Intersection LOS: C

Intersection Capacity Utilization 45.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Plum Creek Pkwy & I-25 SB Ramps



HCM 7th Signalized Intersection Summary

2026 Existing Saturday MID

1: Plum Creek Pkwy & I-25 SB Ramps

06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↵	↑↑		↵		↵	↵↵	↵	
Traffic Volume (veh/h)	0	349	32	1	2	0	1	0	1	969	10	56
Future Volume (veh/h)	0	349	32	1	2	0	1	0	1	969	10	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	0	1870	1870	1870	1870	0	1752	0	1752	1870	1870	1870
Adj Flow Rate, veh/h	0	364	33	1	2	0	1	0	1	1070	0	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, %	0	2	2	2	2	0	10	0	10	2	2	2
Cap, veh/h	0	2682	239	601	2199	0	0	0	0	1324	463	0
Arrive On Green	0.00	0.56	0.56	0.00	0.62	0.00	0.00	0.00	0.00	0.25	0.00	0.00
Sat Flow, veh/h	0	4940	426	1781	3647	0		0		5344	1870	0
Grp Volume(v), veh/h	0	258	139	1	2	0		0.0		1070	0	0
Grp Sat Flow(s),veh/h/ln	0	1702	1794	1781	1777	0				1781	1870	0
Q Serve(g_s), s	0.0	3.2	3.3	0.0	0.0	0.0				17.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.2	3.3	0.0	0.0	0.0				17.0	0.0	0.0
Prop In Lane	0.00		0.24	1.00		0.00				1.00		0.00
Lane Grp Cap(c), veh/h	0	1913	1008	601	2199	0				1324	463	0
V/C Ratio(X)	0.00	0.13	0.14	0.00	0.00	0.00				0.81	0.00	0.00
Avail Cap(c_a), veh/h	0	1913	1008	895	2199	0				1722	603	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.92	0.92	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	9.3	9.4	7.9	6.5	0.0				31.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.3	0.0	0.0	0.0				2.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	1.3	0.0	0.0	0.0				7.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	9.5	9.6	7.9	6.5	0.0				34.1	0.0	0.0
LnGrp LOS		A	A	A	A					C		
Approach Vol, veh/h		397			3						1070	
Approach Delay, s/veh		9.5			7.0						34.1	
Approach LOS		A			A						C	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	5.1	56.6				61.7		28.3				
Change Period (Y+Rc), s	5.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	15.0	19.0				39.0		29.0				
Max Q Clear Time (g_c+I1), s	2.0	5.3				2.0		19.0				
Green Ext Time (p_c), s	0.0	2.0				0.0		3.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			27.4									
HCM 7th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
1: Plum Creek Pkwy & I-25 SB Ramps

2028 Background Weekday AM
06/09/2026

	→	↖	←	↙	↗	↘	↓
Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations	↑↑↑	↖	↑↑	↖	↗	↘↘	↘
Traffic Volume (vph)	478	137	507	2	10	575	10
Future Volume (vph)	478	137	507	2	10	575	10
Turn Type	NA	pm+pt	NA	Prot	Perm	Split	NA
Protected Phases	2	1	6	4		8	8
Permitted Phases		6			4		
Detector Phase	2	1	6	4	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	29.0	15.0	44.0	28.0	28.0	28.0	28.0
Total Split (%)	29.0%	15.0%	44.0%	28.0%	28.0%	28.0%	28.0%
Yellow Time (s)	4.0	3.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	5.0	5.0	6.0	6.0
Lead/Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes					
Recall Mode	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	42.6	58.7	57.7	5.7	5.7	25.9	25.9
Actuated g/C Ratio	0.43	0.59	0.58	0.06	0.06	0.26	0.26
v/c Ratio	0.30	0.33	0.29	0.02	0.05	0.71	0.62
Control Delay (s/veh)	21.0	15.9	15.3	45.0	0.4	38.5	30.3
Queue Delay	0.0	0.4	0.4	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.0	16.3	15.7	45.0	0.4	38.5	30.3
LOS	C	B	B	D	A	D	C
Approach Delay (s/veh)	21.0		15.9				35.9
Approach LOS	C		B				D

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 24.7

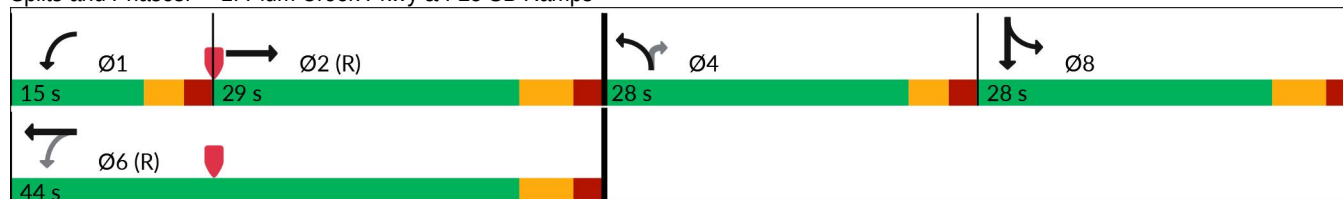
Intersection LOS: C

Intersection Capacity Utilization 53.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Plum Creek Pkwy & I-25 SB Ramps



HCM 7th Signalized Intersection Summary

2028 Background Weekday AM

1: Plum Creek Pkwy & I-25 SB Ramps

06/09/2026

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations		↑↑↑		↵	↑↑		↵		↵	↵↵	↕									
Traffic Volume (veh/h)	0	478	91	137	507	0	2	0	10	575	10	129								
Future Volume (veh/h)	0	478	91	137	507	0	2	0	10	575	10	129								
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	0	1841	1841	1826	1826	0	1648	0	1648	1752	1752	1752								
Adj Flow Rate, veh/h	0	537	102	154	570	0	2	0	11	590	89	145								
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, %	0	4	4	5	5	0	17	0	17	10	10	10								
Cap, veh/h	0	2429	452	561	2349	0	0	0	0	677	122	198								
Arrive On Green	0.00	0.57	0.57	0.11	1.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20								
Sat Flow, veh/h	0	4421	793	1739	3561	0		0		3337	599	977								
Grp Volume(v), veh/h	0	421	218	154	570	0		0.0		590	0	234								
Grp Sat Flow(s),veh/h/ln	0	1675	1698	1739	1735	0				1668	0	1576								
Q Serve(g_s), s	0.0	6.2	6.3	3.6	0.0	0.0				17.1	0.0	13.9								
Cycle Q Clear(g_c), s	0.0	6.2	6.3	3.6	0.0	0.0				17.1	0.0	13.9								
Prop In Lane	0.00		0.47	1.00		0.00				1.00		0.62								
Lane Grp Cap(c), veh/h	0	1912	969	561	2349	0				677	0	320								
V/C Ratio(X)	0.00	0.22	0.23	0.27	0.24	0.00				0.87	0.00	0.73								
Avail Cap(c_a), veh/h	0	1912	969	637	2349	0				734	0	347								
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00								
Upstream Filter(I)	0.00	1.00	1.00	0.81	0.81	0.00				1.00	0.00	1.00								
Uniform Delay (d), s/veh	0.0	10.5	10.6	6.8	0.0	0.0				38.6	0.0	37.3								
Incr Delay (d2), s/veh	0.0	0.3	0.5	0.2	0.2	0.0				10.6	0.0	7.1								
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0								
%ile BackOfQ(50%),veh/ln	0.0	2.2	2.4	1.1	0.1	0.0				7.9	0.0	5.9								
Unsig. Movement Delay, s/veh																				
LnGrp Delay(d), s/veh	0.0	10.8	11.1	7.1	0.2	0.0				49.2	0.0	44.4								
LnGrp LOS		B	B	A	A					D		D								
Approach Vol, veh/h	639				724				824											
Approach Delay, s/veh	10.9				1.7				47.8											
Approach LOS	B				A				D											
Timer - Assigned Phs	1	2					6	8												
Phs Duration (G+Y+Rc), s	10.6	63.1					73.7	26.3												
Change Period (Y+Rc), s	5.0	6.0					6.0	6.0												
Max Green Setting (Gmax), s	10.0	23.0					38.0	22.0												
Max Q Clear Time (g_c+I1), s	5.6	8.3					2.0	19.1												
Green Ext Time (p_c), s	0.1	3.6					4.4	1.2												
Intersection Summary																				
HCM 7th Control Delay, s/veh													21.8							
HCM 7th LOS													C							
Notes																				
User approved volume balancing among the lanes for turning movement.																				

Timings

2028 Background Weekday PM

1: Plum Creek Pkwy & I-25 SB Ramps

06/09/2026

	→	↖	←	↙	↗	↘	↓
Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations	↑↑↑	↖	↑↑	↖	↗	↖↗	↕
Traffic Volume (vph)	629	202	616	2	17	1070	11
Future Volume (vph)	629	202	616	2	17	1070	11
Turn Type	NA	pm+pt	NA	Prot	Perm	Split	NA
Protected Phases	2	1	6	4		8	8
Permitted Phases		6			4		
Detector Phase	2	1	6	4	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	20.0	50.0	24.0	24.0	46.0	46.0
Total Split (%)	25.0%	16.7%	41.7%	20.0%	20.0%	38.3%	38.3%
Yellow Time (s)	4.0	3.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	5.0	5.0	6.0	6.0
Lead/Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes					
Recall Mode	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	42.2	61.5	60.5	5.7	5.7	43.1	43.1
Actuated g/C Ratio	0.35	0.51	0.50	0.05	0.05	0.36	0.36
v/c Ratio	0.45	0.58	0.36	0.02	0.09	0.76	0.74
Control Delay (s/veh)	32.8	26.0	18.7	55.0	0.9	38.0	38.7
Queue Delay	0.0	0.0	0.5	0.0	0.0	37.1	28.9
Total Delay (s/veh)	32.8	26.0	19.2	55.0	0.9	75.0	67.6
LOS	C	C	B	D	A	E	E
Approach Delay (s/veh)	32.8		20.9				72.6
Approach LOS	C		C				E

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay (s/veh): 46.7

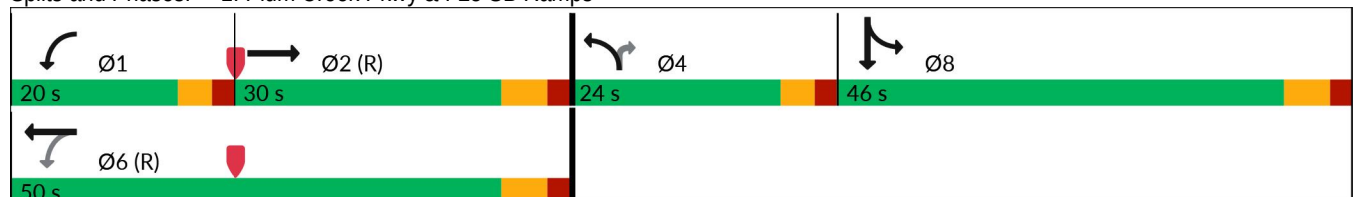
Intersection LOS: D

Intersection Capacity Utilization 69.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Plum Creek Pkwy & I-25 SB Ramps



HCM 7th Signalized Intersection Summary

2028 Background Weekday PM

1: Plum Creek Pkwy & I-25 SB Ramps

06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↰	↑↑		↰		↰	↰↰	↰	
Traffic Volume (veh/h)	0	629	117	202	616	0	2	0	17	1070	11	158
Future Volume (veh/h)	0	629	117	202	616	0	2	0	17	1070	11	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	0	1870	1870	1870	1870	0	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	662	123	213	648	0	2	0	18	998	192	166
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, %	0	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	2018	370	459	2092	0	0	0	0	1109	288	249
Arrive On Green	0.00	0.47	0.47	0.16	1.00	0.00	0.00	0.00	0.00	0.31	0.31	0.31
Sat Flow, veh/h	0	4504	795	1781	3647	0		0		3563	926	800
Grp Volume(v), veh/h	0	518	267	213	648	0		0.0		998	0	358
Grp Sat Flow(s),veh/h/ln	0	1702	1727	1781	1777	0				1781	0	1726
Q Serve(g_s), s	0.0	11.5	11.7	7.5	0.0	0.0				32.2	0.0	21.6
Cycle Q Clear(g_c), s	0.0	11.5	11.7	7.5	0.0	0.0				32.2	0.0	21.6
Prop In Lane	0.00		0.46	1.00		0.00				1.00		0.46
Lane Grp Cap(c), veh/h	0	1585	804	459	2092	0				1109	0	538
V/C Ratio(X)	0.00	0.33	0.33	0.46	0.31	0.00				0.90	0.00	0.67
Avail Cap(c_a), veh/h	0	1585	804	536	2092	0				1188	0	575
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.86	0.86	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.2	20.3	12.9	0.0	0.0				39.5	0.0	35.9
Incr Delay (d2), s/veh	0.0	0.6	1.1	0.6	0.3	0.0				9.1	0.0	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.7	5.0	2.6	0.1	0.0				15.3	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	20.8	21.4	13.5	0.3	0.0				48.6	0.0	38.6
LnGrp LOS		C	C	B	A					D		D
Approach Vol, veh/h		785			861						1356	
Approach Delay, s/veh		21.0			3.6						46.0	
Approach LOS		C			A						D	
Timer - Assigned Phs	1	2			6			8				
Phs Duration (G+Y+Rc), s	14.8	61.9			76.6			43.4				
Change Period (Y+Rc), s	5.0	6.0			6.0			6.0				
Max Green Setting (Gmax), s	15.0	24.0			44.0			40.0				
Max Q Clear Time (g_c+I1), s	9.5	13.7			2.0			34.2				
Green Ext Time (p_c), s	0.3	3.7			5.2			3.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			27.3									
HCM 7th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
1: Plum Creek Pkwy & I-25 SB Ramps

2028 Background Saturday MID
06/09/2026

	→	↖	←	↙	↗	↘	↓
Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations	↑↑↑	↖	↑↑	↖	↗	↘↘	↘
Traffic Volume (vph)	526	1	125	1	1	748	10
Future Volume (vph)	526	1	125	1	1	748	10
Turn Type	NA	pm+pt	NA	Prot	Perm	Split	NA
Protected Phases	2	1	6	4		8	8
Permitted Phases		6			4		
Detector Phase	2	1	6	4	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	25.0	20.0	45.0	10.0	10.0	35.0	35.0
Total Split (%)	27.8%	22.2%	50.0%	11.1%	11.1%	38.9%	38.9%
Yellow Time (s)	4.0	3.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	5.0	5.0	6.0	6.0
Lead/Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes					
Recall Mode	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	48.3	51.5	50.5	5.0	5.0	25.5	25.5
Actuated g/C Ratio	0.54	0.57	0.56	0.06	0.06	0.28	0.28
v/c Ratio	0.24	0.00	0.07	0.01	0.00	0.72	0.63
Control Delay (s/veh)	12.9	20.0	15.2	41.0	0.0	33.4	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.9	20.0	15.2	41.0	0.0	33.4	26.5
LOS	B	B	B	D	A	C	C
Approach Delay (s/veh)	12.9		15.2				31.2
Approach LOS	B		B				C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 23.2

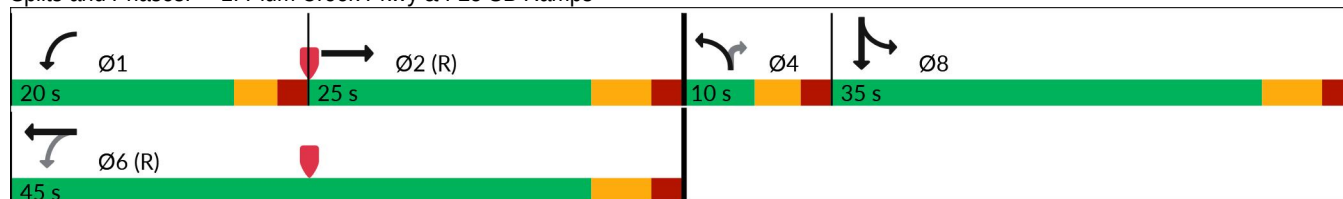
Intersection LOS: C

Intersection Capacity Utilization 47.7%

ICU Level of Service A

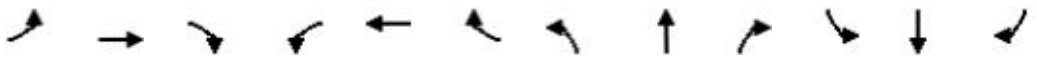
Analysis Period (min) 15

Splits and Phases: 1: Plum Creek Pkwy & I-25 SB Ramps



HCM 7th Signalized Intersection Summary
1: Plum Creek Pkwy & I-25 SB Ramps

2028 Background Saturday MID
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↰	↑↑		↰		↰	↰↰	↰	
Traffic Volume (veh/h)	0	526	88	1	125	0	1	0	1	748	10	162
Future Volume (veh/h)	0	526	88	1	125	0	1	0	1	748	10	162
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	0	1870	1870	1870	1870	0	1752	0	1752	1870	1870	1870
Adj Flow Rate, veh/h	0	548	92	1	130	0	1	0	1	709	108	169
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, %	0	2	2	2	2	0	10	0	10	2	2	2
Cap, veh/h	0	2483	410	476	2201	0	0	0	0	881	162	254
Arrive On Green	0.00	0.56	0.56	0.00	1.00	0.00	0.00	0.00	0.00	0.25	0.25	0.25
Sat Flow, veh/h	0	4583	729	1781	3647	0		0		3563	657	1028
Grp Volume(v), veh/h	0	420	220	1	130	0		0.0		709	0	277
Grp Sat Flow(s),veh/h/ln	0	1702	1739	1781	1777	0				1781	0	1685
Q Serve(g_s), s	0.0	5.5	5.7	0.0	0.0	0.0				16.8	0.0	13.3
Cycle Q Clear(g_c), s	0.0	5.5	5.7	0.0	0.0	0.0				16.8	0.0	13.3
Prop In Lane	0.00		0.42	1.00		0.00				1.00		0.61
Lane Grp Cap(c), veh/h	0	1915	978	476	2201	0				881	0	417
V/C Ratio(X)	0.00	0.22	0.22	0.00	0.06	0.00				0.80	0.00	0.66
Avail Cap(c_a), veh/h	0	1915	978	771	2201	0				1148	0	543
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.88	0.88	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.8	9.9	8.0	0.0	0.0				31.8	0.0	30.5
Incr Delay (d2), s/veh	0.0	0.3	0.5	0.0	0.0	0.0				3.3	0.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	2.2	0.0	0.0	0.0				7.4	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.1	10.4	8.0	0.0	0.0				35.1	0.0	32.5
LnGrp LOS		B	B	A	A					D		C
Approach Vol, veh/h		640			131						986	
Approach Delay, s/veh		10.2			0.1						34.4	
Approach LOS		B			A						C	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	5.1	56.6				61.7		28.3				
Change Period (Y+Rc), s	5.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	15.0	19.0				39.0		29.0				
Max Q Clear Time (g_c+I1), s	2.0	7.7				2.0		18.8				
Green Ext Time (p_c), s	0.0	3.2				0.8		3.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			23.0									
HCM 7th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings

1: Plum Creek Pkwy & I-25 SB Ramps

2028 Total Weekday AM

06/09/2026

	→	↖	←	↙	↗	↘	↓
Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations	↑↑↑	↖	↑↑	↖	↗	↘↘	↘
Traffic Volume (vph)	490	148	518	2	10	587	10
Future Volume (vph)	490	148	518	2	10	587	10
Turn Type	NA	pm+pt	NA	Prot	Perm	Split	NA
Protected Phases	2	1	6	4		8	8
Permitted Phases		6			4		
Detector Phase	2	1	6	4	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	29.0	15.0	44.0	28.0	28.0	28.0	28.0
Total Split (%)	29.0%	15.0%	44.0%	28.0%	28.0%	28.0%	28.0%
Yellow Time (s)	4.0	3.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	5.0	5.0	6.0	6.0
Lead/Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes					
Recall Mode	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	42.1	58.5	57.5	5.7	5.7	26.1	26.1
Actuated g/C Ratio	0.42	0.59	0.58	0.06	0.06	0.26	0.26
v/c Ratio	0.32	0.36	0.29	0.02	0.05	0.71	0.64
Control Delay (s/veh)	21.6	15.8	14.8	45.0	0.4	38.4	32.0
Queue Delay	0.0	0.4	0.4	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.6	16.2	15.3	45.0	0.4	38.4	32.0
LOS	C	B	B	D	A	D	C
Approach Delay (s/veh)	21.6		15.5				36.4
Approach LOS	C		B				D

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 24.9

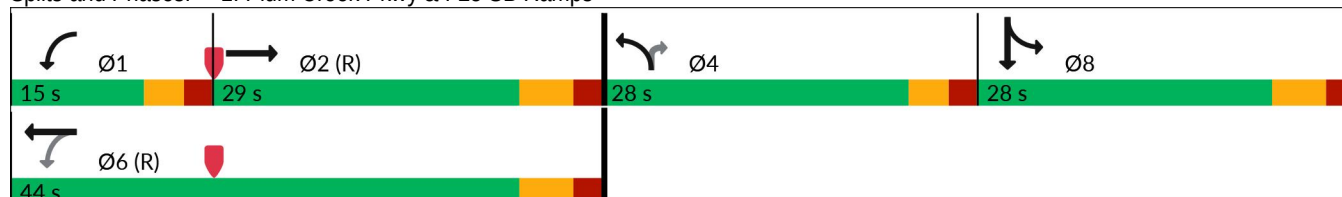
Intersection LOS: C

Intersection Capacity Utilization 54.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Plum Creek Pkwy & I-25 SB Ramps



HCM 7th Signalized Intersection Summary

1: Plum Creek Pkwy & I-25 SB Ramps

2028 Total Weekday AM

06/09/2026

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations		↑↑↑		↰	↑↑		↰		↰	↰↰	↰									
Traffic Volume (veh/h)	0	490	91	148	518	0	2	0	10	587	10	129								
Future Volume (veh/h)	0	490	91	148	518	0	2	0	10	587	10	129								
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	0	1841	1841	1826	1826	0	1648	0	1648	1752	1752	1752								
Adj Flow Rate, veh/h	0	551	102	166	582	0	2	0	11	602	92	145								
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, %	0	4	4	5	5	0	17	0	17	10	10	10								
Cap, veh/h	0	2412	438	556	2340	0	0	0	0	685	126	198								
Arrive On Green	0.00	0.56	0.56	0.12	1.00	0.00	0.00	0.00	0.00	0.21	0.21	0.21								
Sat Flow, veh/h	0	4440	777	1739	3561	0		0		3337	613	965								
Grp Volume(v), veh/h	0	430	223	166	582	0		0.0		602	0	237								
Grp Sat Flow(s),veh/h/ln	0	1675	1701	1739	1735	0				1668	0	1578								
Q Serve(g_s), s	0.0	6.4	6.6	3.9	0.0	0.0				17.5	0.0	14.0								
Cycle Q Clear(g_c), s	0.0	6.4	6.6	3.9	0.0	0.0				17.5	0.0	14.0								
Prop In Lane	0.00		0.46	1.00		0.00				1.00		0.61								
Lane Grp Cap(c), veh/h	0	1891	960	556	2340	0				685	0	324								
V/C Ratio(X)	0.00	0.23	0.23	0.30	0.25	0.00				0.88	0.00	0.73								
Avail Cap(c_a), veh/h	0	1891	960	625	2340	0				734	0	347								
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00								
Upstream Filter(I)	0.00	1.00	1.00	0.80	0.80	0.00				1.00	0.00	1.00								
Uniform Delay (d), s/veh	0.0	10.9	10.9	7.0	0.0	0.0				38.5	0.0	37.1								
Incr Delay (d2), s/veh	0.0	0.3	0.6	0.2	0.2	0.0				11.3	0.0	7.2								
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0								
%ile BackOfQ(50%),veh/ln	0.0	2.3	2.5	1.2	0.1	0.0				8.1	0.0	6.0								
Unsig. Movement Delay, s/veh																				
LnGrp Delay(d), s/veh	0.0	11.2	11.5	7.2	0.2	0.0				49.8	0.0	44.3								
LnGrp LOS		B	B	A	A					D		D								
Approach Vol, veh/h	653				748				839											
Approach Delay, s/veh	11.3				1.8				48.3											
Approach LOS	B				A				D											
Timer - Assigned Phs	1	2					6	8												
Phs Duration (G+Y+Rc), s	11.0	62.4					73.5	26.5												
Change Period (Y+Rc), s	5.0	6.0					6.0	6.0												
Max Green Setting (Gmax), s	10.0	23.0					38.0	22.0												
Max Q Clear Time (g_c+I1), s	5.9	8.6					2.0	19.5												
Green Ext Time (p_c), s	0.2	3.7					4.5	1.0												
Intersection Summary																				
HCM 7th Control Delay, s/veh	21.9																			
HCM 7th LOS	C																			
Notes																				
User approved volume balancing among the lanes for turning movement.																				

Timings

1: Plum Creek Pkwy & I-25 SB Ramps

2028 Total Weekday PM

06/09/2026

	→	↖	←	↙	↗	↘	↓
Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations	↑↑↑	↖	↑↑	↖	↗	↖↗	↕
Traffic Volume (vph)	643	216	630	2	17	1084	11
Future Volume (vph)	643	216	630	2	17	1084	11
Turn Type	NA	pm+pt	NA	Prot	Perm	Split	NA
Protected Phases	2	1	6	4		8	8
Permitted Phases		6			4		
Detector Phase	2	1	6	4	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	30.0	20.0	50.0	24.0	24.0	46.0	46.0
Total Split (%)	25.0%	16.7%	41.7%	20.0%	20.0%	38.3%	38.3%
Yellow Time (s)	4.0	3.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	5.0	5.0	6.0	6.0
Lead/Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes					
Recall Mode	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	40.8	60.9	59.9	5.7	5.7	43.7	43.7
Actuated g/C Ratio	0.34	0.51	0.50	0.05	0.05	0.36	0.36
v/c Ratio	0.47	0.62	0.38	0.02	0.09	0.76	0.74
Control Delay (s/veh)	34.1	27.9	19.4	55.0	0.9	37.6	38.3
Queue Delay	0.0	0.0	0.5	0.0	0.0	38.1	28.1
Total Delay (s/veh)	34.1	27.9	19.9	55.0	0.9	75.7	66.3
LOS	C	C	B	D	A	E	E
Approach Delay (s/veh)	34.1		21.9				72.6
Approach LOS	C		C				E

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay (s/veh): 47.1

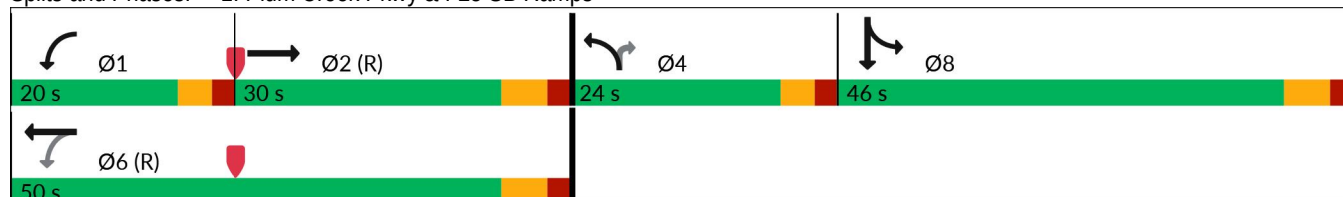
Intersection LOS: D

Intersection Capacity Utilization 71.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Plum Creek Pkwy & I-25 SB Ramps



HCM 7th Signalized Intersection Summary

1: Plum Creek Pkwy & I-25 SB Ramps

2028 Total Weekday PM

06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↰	↑↑		↰		↰	↰↰	↰	↰
Traffic Volume (veh/h)	0	643	117	216	630	0	2	0	17	1084	11	158
Future Volume (veh/h)	0	643	117	216	630	0	2	0	17	1084	11	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	0	1870	1870	1870	1870	0	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	677	123	227	663	0	2	0	18	1010	195	166
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, %	0	2	2	2	2	0	2	0	2	2	2	2
Cap, veh/h	0	1993	358	457	2084	0	0	0	0	1118	293	249
Arrive On Green	0.00	0.46	0.46	0.17	1.00	0.00	0.00	0.00	0.00	0.31	0.31	0.31
Sat Flow, veh/h	0	4521	781	1781	3647	0		0		3563	933	794
Grp Volume(v), veh/h	0	528	272	227	663	0		0.0		1010	0	361
Grp Sat Flow(s),veh/h/ln	0	1702	1730	1781	1777	0				1781	0	1727
Q Serve(g_s), s	0.0	11.9	12.2	8.1	0.0	0.0				32.6	0.0	21.8
Cycle Q Clear(g_c), s	0.0	11.9	12.2	8.1	0.0	0.0				32.6	0.0	21.8
Prop In Lane	0.00		0.45	1.00		0.00				1.00		0.46
Lane Grp Cap(c), veh/h	0	1558	792	457	2084	0				1118	0	542
V/C Ratio(X)	0.00	0.34	0.34	0.50	0.32	0.00				0.90	0.00	0.67
Avail Cap(c_a), veh/h	0	1558	792	525	2084	0				1188	0	576
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.85	0.85	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.9	20.9	13.1	0.0	0.0				39.4	0.0	35.7
Incr Delay (d2), s/veh	0.0	0.6	1.2	0.7	0.3	0.0				9.5	0.0	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.9	5.2	2.8	0.1	0.0				15.6	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	21.5	22.1	13.9	0.3	0.0				48.9	0.0	38.4
LnGrp LOS		C	C	B	A					D		D
Approach Vol, veh/h		800			890						1371	
Approach Delay, s/veh		21.7			3.8						46.2	
Approach LOS		C			A						D	
Timer - Assigned Phs	1	2			6			8				
Phs Duration (G+Y+Rc), s	15.4	60.9			76.4			43.6				
Change Period (Y+Rc), s	5.0	6.0			6.0			6.0				
Max Green Setting (Gmax), s	15.0	24.0			44.0			40.0				
Max Q Clear Time (g_c+I1), s	10.1	14.2			2.0			34.6				
Green Ext Time (p_c), s	0.3	3.7			5.3			3.1				
Intersection Summary												
HCM 7th Control Delay, s/veh				27.5								
HCM 7th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings

1: Plum Creek Pkwy & I-25 SB Ramps

2028 Total Saturday MID

06/09/2026

	→	↖	←	↙	↗	↘	↓
Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Configurations	↑↑↑	↖	↑↑	↖	↗	↗↗	↘
Traffic Volume (vph)	543	18	142	1	1	765	10
Future Volume (vph)	543	18	142	1	1	765	10
Turn Type	NA	pm+pt	NA	Prot	Perm	Split	NA
Protected Phases	2	1	6	4		8	8
Permitted Phases		6			4		
Detector Phase	2	1	6	4	4	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	25.0	20.0	45.0	10.0	10.0	35.0	35.0
Total Split (%)	27.8%	22.2%	50.0%	11.1%	11.1%	38.9%	38.9%
Yellow Time (s)	4.0	3.0	4.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	5.0	5.0	6.0	6.0
Lead/Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes					
Recall Mode	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	45.7	51.3	50.3	5.0	5.0	25.7	25.7
Actuated g/C Ratio	0.51	0.57	0.56	0.06	0.06	0.29	0.29
v/c Ratio	0.26	0.04	0.07	0.01	0.00	0.72	0.65
Control Delay (s/veh)	14.8	15.8	14.6	41.0	0.0	33.4	27.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.8	15.8	14.6	41.0	0.0	33.4	27.9
LOS	B	B	B	D	A	C	C
Approach Delay (s/veh)	14.8		14.7				31.6
Approach LOS	B		B				C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 23.9

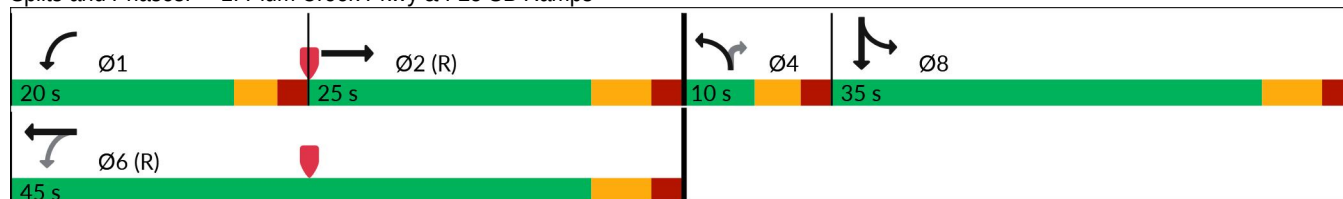
Intersection LOS: C

Intersection Capacity Utilization 49.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Plum Creek Pkwy & I-25 SB Ramps

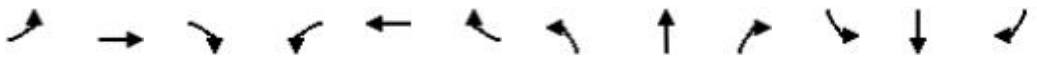


HCM 7th Signalized Intersection Summary

1: Plum Creek Pkwy & I-25 SB Ramps

2028 Total Saturday MID

06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↔	↑↑		↔		↔	↔	↔	
Traffic Volume (veh/h)	0	543	88	18	142	0	1	0	1	765	10	162
Future Volume (veh/h)	0	543	88	18	142	0	1	0	1	765	10	162
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	0	1870	1870	1870	1870	0	1752	0	1752	1870	1870	1870
Adj Flow Rate, veh/h	0	566	92	19	148	0	1	0	1	724	112	169
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, %	0	2	2	2	2	0	10	0	10	2	2	2
Cap, veh/h	0	2391	383	482	2187	0	0	0	0	895	169	255
Arrive On Green	0.00	0.54	0.54	0.04	1.00	0.00	0.00	0.00	0.00	0.25	0.25	0.25
Sat Flow, veh/h	0	4605	710	1781	3647	0		0		3563	673	1015
Grp Volume(v), veh/h	0	432	226	19	148	0		0.0		724	0	281
Grp Sat Flow(s),veh/h/ln	0	1702	1743	1781	1777	0				1781	0	1688
Q Serve(g_s), s	0.0	6.0	6.2	0.4	0.0	0.0				17.2	0.0	13.5
Cycle Q Clear(g_c), s	0.0	6.0	6.2	0.4	0.0	0.0				17.2	0.0	13.5
Prop In Lane	0.00		0.41	1.00		0.00				1.00		0.60
Lane Grp Cap(c), veh/h	0	1835	939	482	2187	0				895	0	424
V/C Ratio(X)	0.00	0.24	0.24	0.04	0.07	0.00				0.81	0.00	0.66
Avail Cap(c_a), veh/h	0	1835	939	742	2187	0				1148	0	544
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.87	0.87	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.0	11.0	8.1	0.0	0.0				31.7	0.0	30.3
Incr Delay (d2), s/veh	0.0	0.3	0.6	0.0	0.1	0.0				3.4	0.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.2	2.4	0.1	0.0	0.0				7.6	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	11.3	11.6	8.2	0.1	0.0				35.1	0.0	32.3
LnGrp LOS		B	B	A	A					D		C
Approach Vol, veh/h		658			167						1005	
Approach Delay, s/veh		11.4			1.0						34.3	
Approach LOS		B			A						C	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	6.9	54.5				61.4		28.6				
Change Period (Y+Rc), s	5.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	15.0	19.0				39.0		29.0				
Max Q Clear Time (g_c+l1), s	2.4	8.2				2.0		19.2				
Green Ext Time (p_c), s	0.0	3.2				1.0		3.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			23.0									
HCM 7th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
1: Plum Creek Pkwy & I-25 SB Ramps

2050 Background Weekday AM
06/09/2026

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑	↑↑	↑↑	↑	↑
Traffic Volume (vph)	913	175	170	803	701	13	363
Future Volume (vph)	913	175	170	803	701	13	363
Turn Type	NA	Free	pm+pt	NA	Split	NA	Free
Protected Phases	2		1	6	8	8	
Permitted Phases		Free	6				Free
Detector Phase	2		1	6	8	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	24.0		11.0	24.0	24.0	24.0	
Total Split (s)	40.0		21.0	61.0	39.0	39.0	
Total Split (%)	40.0%		21.0%	61.0%	39.0%	39.0%	
Yellow Time (s)	4.0		3.0	4.0	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)	6.0		5.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	C-Max		None	C-Max	None	None	
Act Effect Green (s)	47.4	100.0	63.7	62.7	25.3	25.3	100.0
Actuated g/C Ratio	0.47	1.00	0.64	0.63	0.25	0.25	1.00
v/c Ratio	0.42	0.12	0.49	0.41	0.69	0.68	0.27
Control Delay (s/veh)	19.4	0.2	13.9	8.2	38.0	42.2	0.5
Queue Delay	0.0	0.0	0.2	0.9	0.1	0.2	0.0
Total Delay (s/veh)	19.4	0.2	14.0	9.1	38.1	42.4	0.5
LOS	B	A	B	A	D	D	A
Approach Delay (s/veh)	16.3			10.0		26.4	
Approach LOS	B			A		C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 17.8

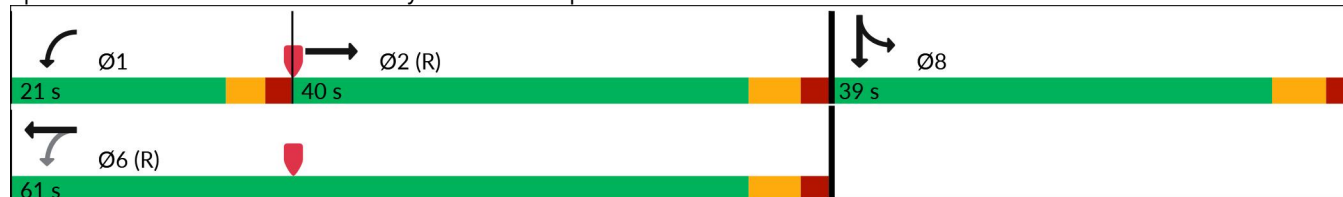
Intersection LOS: B

Intersection Capacity Utilization 104.8%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 1: Plum Creek Pkwy & I-25 SB Ramps



HCM 7th Signalized Intersection Summary

2050 Background Weekday AM

1: Plum Creek Pkwy & I-25 SB Ramps

06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑					↑↑	↑	↑
Traffic Volume (veh/h)	0	913	175	170	803	0	0	0	0	701	13	363
Future Volume (veh/h)	0	913	175	170	803	0	0	0	0	701	13	363
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1841	1841	1826	1826	0				1752	1752	1752
Adj Flow Rate, veh/h	0	992	0	185	873	0				772	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	4	4	5	5	0				10	10	10
Cap, veh/h	0	2854		443	2374	0				979	0	
Arrive On Green	0.00	0.57	0.00	0.13	1.00	0.00				0.20	0.00	0.00
Sat Flow, veh/h	0	5191	1560	1739	3561	0				5005	0	1485
Grp Volume(v), veh/h	0	992	0	185	873	0				772	0	0
Grp Sat Flow(s),veh/h/ln	0	1675	1560	1739	1735	0				1668	0	1485
Q Serve(g_s), s	0.0	10.6	0.0	4.3	0.0	0.0				14.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	10.6	0.0	4.3	0.0	0.0				14.7	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2854		443	2374	0				979	0	
V/C Ratio(X)	0.00	0.35		0.42	0.37	0.00				0.79	0.00	
Avail Cap(c_a), veh/h	0	2854		606	2374	0				1652	0	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.32	0.32	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	11.6	0.0	7.3	0.0	0.0				38.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.2	0.1	0.0				1.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.8	0.0	1.3	0.0	0.0				6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	12.0	0.0	7.5	0.1	0.0				39.7	0.0	0.0
LnGrp LOS		B		A	A					D		
Approach Vol, veh/h		992			1058						772	
Approach Delay, s/veh		12.0			1.4						39.7	
Approach LOS		B			A						D	
Timer - Assigned Phs	1	2			6			8				
Phs Duration (G+Y+Rc), s	11.6	62.8			74.4			25.6				
Change Period (Y+Rc), s	5.0	6.0			6.0			6.0				
Max Green Setting (Gmax), s	16.0	34.0			55.0			33.0				
Max Q Clear Time (g_c+I1), s	6.3	12.6			2.0			16.7				
Green Ext Time (p_c), s	0.3	7.3			7.8			2.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			15.6									
HCM 7th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings

2050 Background Weekday PM

1: Plum Creek Pkwy & I-25 SB Ramps

06/09/2026

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑	↑↑	↑↑	↑	↑
Traffic Volume (vph)	1245	238	251	1046	1314	14	511
Future Volume (vph)	1245	238	251	1046	1314	14	511
Turn Type	NA	Free	pm+pt	NA	Split	NA	Free
Protected Phases	2		1	6	8	8	
Permitted Phases		Free	6				Free
Detector Phase	2		1	6	8	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	24.0		11.0	24.0	24.0	24.0	
Total Split (s)	45.0		25.0	70.0	50.0	50.0	
Total Split (%)	37.5%		20.8%	58.3%	41.7%	41.7%	
Yellow Time (s)	4.0		3.0	4.0	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)	6.0		5.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	C-Max		None	C-Max	None	None	
Act Effect Green (s)	44.3	120.0	67.0	66.0	42.0	42.0	120.0
Actuated g/C Ratio	0.37	1.00	0.56	0.55	0.35	0.35	1.00
v/c Ratio	0.70	0.16	0.83	0.57	0.82	0.83	0.34
Control Delay (s/veh)	35.8	0.2	59.9	12.0	42.4	49.5	0.6
Queue Delay	0.0	0.0	5.5	2.2	49.7	53.1	0.0
Total Delay (s/veh)	35.8	0.2	65.4	14.1	92.1	102.6	0.6
LOS	D	A	E	B	F	F	A
Approach Delay (s/veh)	30.1			24.0		69.2	
Approach LOS	C			C		E	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 44.0

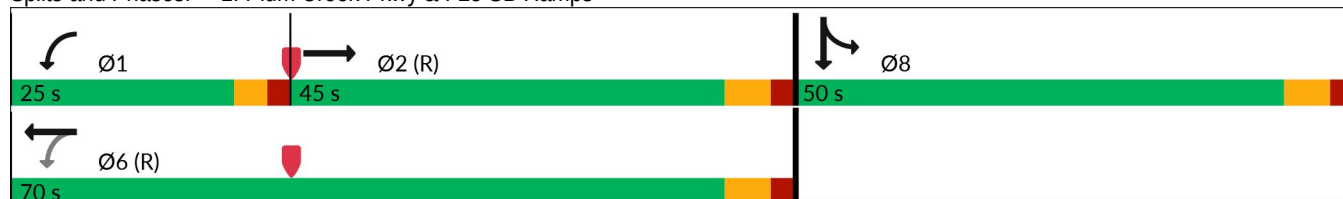
Intersection LOS: D

Intersection Capacity Utilization 110.7%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 1: Plum Creek Pkwy & I-25 SB Ramps



HCM 7th Signalized Intersection Summary

2050 Background Weekday PM

1: Plum Creek Pkwy & I-25 SB Ramps

06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑					↑↑	↑	↑
Traffic Volume (veh/h)	0	1245	238	251	1046	0	0	0	0	1314	14	511
Future Volume (veh/h)	0	1245	238	251	1046	0	0	0	0	1314	14	511
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1311	0	264	1101	0				1394	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2315		351	2118	0				1625	0	
Arrive On Green	0.00	0.45	0.00	0.20	1.00	0.00				0.30	0.00	0.00
Sat Flow, veh/h	0	5274	1585	1781	3647	0				5344	0	1585
Grp Volume(v), veh/h	0	1311	0	264	1101	0				1394	0	0
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1781	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	22.7	0.0	9.6	0.0	0.0				29.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	22.7	0.0	9.6	0.0	0.0				29.5	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2315		351	2118	0				1625	0	
V/C Ratio(X)	0.00	0.57		0.75	0.52	0.00				0.86	0.00	
Avail Cap(c_a), veh/h	0	2315		468	2118	0				1959	0	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.34	0.34	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	24.1	0.0	16.7	0.0	0.0				39.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	1.7	0.3	0.0				3.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.2	0.0	3.2	0.1	0.0				13.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	25.1	0.0	18.4	0.3	0.0				42.8	0.0	0.0
LnGrp LOS		C		B	A					D		
Approach Vol, veh/h		1311			1365						1394	
Approach Delay, s/veh		25.1			3.8						42.8	
Approach LOS		C			A						D	
Timer - Assigned Phs	1	2			6			8				
Phs Duration (G+Y+Rc), s	17.1	60.4			77.5			42.5				
Change Period (Y+Rc), s	5.0	6.0			6.0			6.0				
Max Green Setting (Gmax), s	20.0	39.0			64.0			44.0				
Max Q Clear Time (g_c+I1), s	11.6	24.7			2.0			31.5				
Green Ext Time (p_c), s	0.5	7.9			11.1			5.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			24.0									
HCM 7th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings

2050 Background Saturday MID

1: Plum Creek Pkwy & I-25 SB Ramps

06/09/2026

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑	↑↑	↑↑	↑	↑
Traffic Volume (vph)	1117	202	1	436	915	13	516
Future Volume (vph)	1117	202	1	436	915	13	516
Turn Type	NA	Free	pm+pt	NA	Split	NA	Free
Protected Phases	2		1	6	8	8	
Permitted Phases		Free	6				Free
Detector Phase	2		1	6	8	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	24.0		11.0	24.0	24.0	24.0	
Total Split (s)	40.0		11.0	51.0	39.0	39.0	
Total Split (%)	44.4%		12.2%	56.7%	43.3%	43.3%	
Yellow Time (s)	4.0		3.0	4.0	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)	6.0		5.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	C-Max		None	C-Max	None	None	
Act Effect Green (s)	49.4	90.0	52.5	51.5	26.5	26.5	90.0
Actuated g/C Ratio	0.55	1.00	0.58	0.57	0.29	0.29	1.00
v/c Ratio	0.42	0.13	0.00	0.22	0.68	0.67	0.34
Control Delay (s/veh)	14.1	0.2	13.0	12.7	31.4	34.6	0.6
Queue Delay	0.0	0.0	0.0	0.4	0.2	0.3	0.0
Total Delay (s/veh)	14.1	0.2	13.0	13.1	31.6	34.9	0.6
LOS	B	A	B	B	C	C	A
Approach Delay (s/veh)	11.9			13.1		21.2	
Approach LOS	B			B		C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 16.3

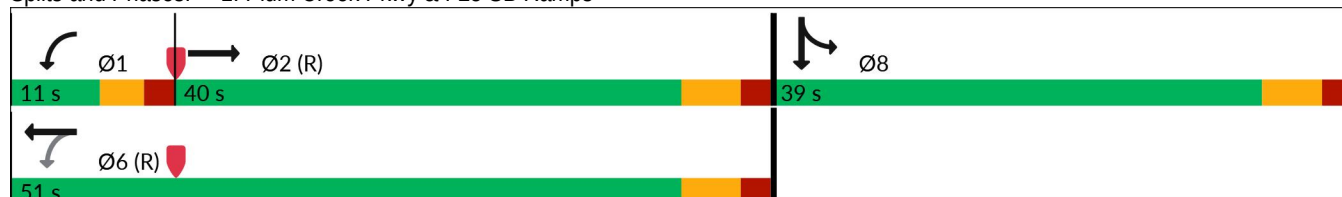
Intersection LOS: B

Intersection Capacity Utilization 105.5%

ICU Level of Service G

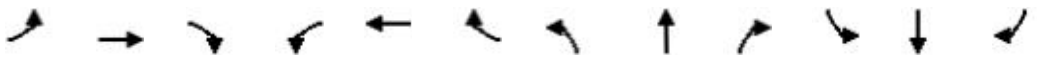
Analysis Period (min) 15

Splits and Phases: 1: Plum Creek Pkwy & I-25 SB Ramps



HCM 7th Signalized Intersection Summary
1: Plum Creek Pkwy & I-25 SB Ramps

2050 Background Saturday MID
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑					↑↑	↑	↑
Traffic Volume (veh/h)	0	1117	202	1	436	0	0	0	0	915	13	516
Future Volume (veh/h)	0	1117	202	1	436	0	0	0	0	915	13	516
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1164	0	1	454	0				963	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2953		301	2257	0				1237	0	
Arrive On Green	0.00	0.58	0.00	0.00	1.00	0.00				0.23	0.00	0.00
Sat Flow, veh/h	0	5274	1585	1781	3647	0				5344	0	1585
Grp Volume(v), veh/h	0	1164	0	1	454	0				963	0	0
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1781	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	11.2	0.0	0.0	0.0	0.0				15.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	11.2	0.0	0.0	0.0	0.0				15.2	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2953		301	2257	0				1237	0	
V/C Ratio(X)	0.00	0.39		0.00	0.20	0.00				0.78	0.00	
Avail Cap(c_a), veh/h	0	2953		418	2257	0				1959	0	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.46	0.46	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	10.4	0.0	8.1	0.0	0.0				32.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.1	0.0				1.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.0	0.0	0.0	0.0	0.0				6.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.8	0.0	8.1	0.1	0.0				33.5	0.0	0.0
LnGrp LOS		B		A	A					C		
Approach Vol, veh/h		1164			455						963	
Approach Delay, s/veh		10.8			0.1						33.5	
Approach LOS		B			A						C	
Timer - Assigned Phs	1	2			6			8				
Phs Duration (G+Y+Rc), s	5.1	58.0			63.2			26.8				
Change Period (Y+Rc), s	5.0	6.0			6.0			6.0				
Max Green Setting (Gmax), s	6.0	34.0			45.0			33.0				
Max Q Clear Time (g_c+I1), s	2.0	13.2			2.0			17.2				
Green Ext Time (p_c), s	0.0	8.7			3.4			3.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			17.4									
HCM 7th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
1: Plum Creek Pkwy & I-25 SB Ramps

2050 Total Weekday AM
06/09/2026

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑	↑↑	↑↑	↑	↑
Traffic Volume (vph)	925	175	181	814	713	13	363
Future Volume (vph)	925	175	181	814	713	13	363
Turn Type	NA	Free	pm+pt	NA	Split	NA	Free
Protected Phases	2		1	6	8	8	
Permitted Phases		Free	6				Free
Detector Phase	2		1	6	8	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	24.0		11.0	24.0	24.0	24.0	
Total Split (s)	40.0		21.0	61.0	39.0	39.0	
Total Split (%)	40.0%		21.0%	61.0%	39.0%	39.0%	
Yellow Time (s)	4.0		3.0	4.0	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)	6.0		5.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	C-Max		None	C-Max	None	None	
Act Effect Green (s)	46.8	100.0	63.4	62.4	25.6	25.6	100.0
Actuated g/C Ratio	0.47	1.00	0.63	0.62	0.26	0.26	1.00
v/c Ratio	0.43	0.12	0.52	0.41	0.69	0.68	0.27
Control Delay (s/veh)	20.0	0.2	15.7	8.2	38.0	42.3	0.5
Queue Delay	0.0	0.0	0.1	0.9	0.1	0.3	0.0
Total Delay (s/veh)	20.0	0.2	15.8	9.1	38.2	42.5	0.5
LOS	C	A	B	A	D	D	A
Approach Delay (s/veh)	16.8			10.3		26.6	
Approach LOS	B			B		C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 18.1

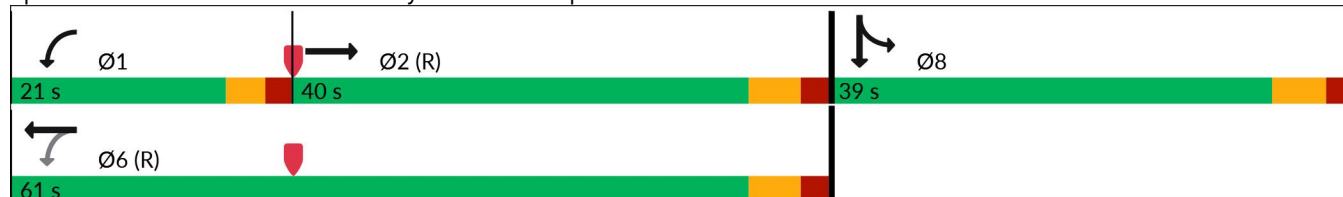
Intersection LOS: B

Intersection Capacity Utilization 105.7%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 1: Plum Creek Pkwy & I-25 SB Ramps

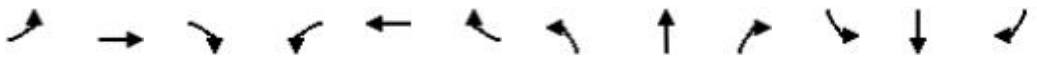


HCM 7th Signalized Intersection Summary

1: Plum Creek Pkwy & I-25 SB Ramps

2050 Total Weekday AM

06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑					↑↑	↑	↑
Traffic Volume (veh/h)	0	925	175	181	814	0	0	0	0	713	13	363
Future Volume (veh/h)	0	925	175	181	814	0	0	0	0	713	13	363
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	0	1841	1841	1826	1826	0				1752	1752	1752
Adj Flow Rate, veh/h	0	1005	0	197	885	0				785	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	4	4	5	5	0				10	10	10
Cap, veh/h	0	2820		442	2364	0				993	0	
Arrive On Green	0.00	0.56	0.00	0.14	1.00	0.00				0.20	0.00	0.00
Sat Flow, veh/h	0	5191	1560	1739	3561	0				5005	0	1485
Grp Volume(v), veh/h	0	1005	0	197	885	0				785	0	0
Grp Sat Flow(s),veh/h/ln	0	1675	1560	1739	1735	0				1668	0	1485
Q Serve(g_s), s	0.0	11.0	0.0	4.7	0.0	0.0				14.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	11.0	0.0	4.7	0.0	0.0				14.9	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2820		442	2364	0				993	0	
V/C Ratio(X)	0.00	0.36		0.45	0.37	0.00				0.79	0.00	
Avail Cap(c_a), veh/h	0	2820		597	2364	0				1652	0	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.31	0.31	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	12.0	0.0	7.5	0.0	0.0				38.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.2	0.1	0.0				1.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.0	0.0	1.4	0.0	0.0				6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	12.4	0.0	7.8	0.1	0.0				39.6	0.0	0.0
LnGrp LOS		B		A	A					D		
Approach Vol, veh/h	1005				1082				785			
Approach Delay, s/veh	12.4				1.5				39.6			
Approach LOS	B				A				D			
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.0	62.1				74.2		25.8				
Change Period (Y+Rc), s	5.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	16.0	34.0				55.0		33.0				
Max Q Clear Time (g_c+I1), s	6.7	13.0				2.0		16.9				
Green Ext Time (p_c), s	0.4	7.4				8.0		2.9				

Intersection Summary

HCM 7th Control Delay, s/veh 15.7

HCM 7th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

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

Timings
1: Plum Creek Pkwy & I-25 SB Ramps

2050 Total Weekday PM
06/09/2026

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↑	↑↑	↑↑	↑	↑
Traffic Volume (vph)	1259	238	265	1060	1328	14	511
Future Volume (vph)	1259	238	265	1060	1328	14	511
Turn Type	NA	Free	pm+pt	NA	Split	NA	Free
Protected Phases	2		1	6	8	8	
Permitted Phases		Free	6				Free
Detector Phase	2		1	6	8	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	24.0		11.0	24.0	24.0	24.0	
Total Split (s)	45.0		25.0	70.0	50.0	50.0	
Total Split (%)	37.5%		20.8%	58.3%	41.7%	41.7%	
Yellow Time (s)	4.0		3.0	4.0	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)	6.0		5.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	C-Max		None	C-Max	None	None	
Act Effect Green (s)	43.4	120.0	66.9	65.9	42.1	42.1	120.0
Actuated g/C Ratio	0.36	1.00	0.56	0.55	0.35	0.35	1.00
v/c Ratio	0.72	0.16	0.86	0.57	0.83	0.84	0.34
Control Delay (s/veh)	36.8	0.2	63.2	11.8	42.7	50.1	0.6
Queue Delay	0.0	0.0	14.2	2.6	49.7	53.0	0.0
Total Delay (s/veh)	36.8	0.2	77.4	14.3	92.4	103.0	0.6
LOS	D	A	E	B	F	F	A
Approach Delay (s/veh)	31.0			26.9		69.7	
Approach LOS	C			C		E	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay (s/veh): 45.2

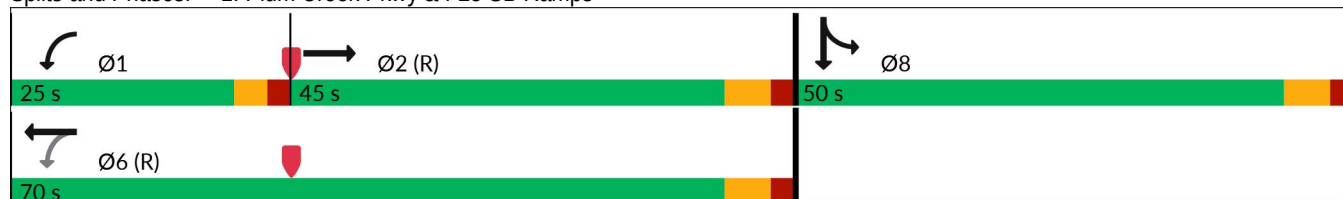
Intersection LOS: D

Intersection Capacity Utilization 112.1%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 1: Plum Creek Pkwy & I-25 SB Ramps



HCM 7th Signalized Intersection Summary

1: Plum Creek Pkwy & I-25 SB Ramps

2050 Total Weekday PM

06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↑	↑	↑↑					↑↑	↑	↑
Traffic Volume (veh/h)	0	1259	238	265	1060	0	0	0	0	1328	14	511
Future Volume (veh/h)	0	1259	238	265	1060	0	0	0	0	1328	14	511
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach	No				No					No		
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1325	0	279	1116	0				1409	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2268		355	2109	0				1639	0	
Arrive On Green	0.00	0.44	0.00	0.21	1.00	0.00				0.31	0.00	0.00
Sat Flow, veh/h	0	5274	1585	1781	3647	0				5344	0	1585
Grp Volume(v), veh/h	0	1325	0	279	1116	0				1409	0	0
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1781	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	23.4	0.0	10.4	0.0	0.0				29.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	23.4	0.0	10.4	0.0	0.0				29.8	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2268		355	2109	0				1639	0	
V/C Ratio(X)	0.00	0.58		0.79	0.53	0.00				0.86	0.00	
Avail Cap(c_a), veh/h	0	2268		460	2109	0				1959	0	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.30	0.30	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	25.0	0.0	17.5	0.0	0.0				39.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	2.1	0.3	0.0				3.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.6	0.0	3.5	0.1	0.0				13.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	26.1	0.0	19.6	0.3	0.0				42.7	0.0	0.0
LnGrp LOS		C		B	A					D		
Approach Vol, veh/h	1325				1395				1409			
Approach Delay, s/veh	26.1				4.1				42.7			
Approach LOS	C				A				D			
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	17.9	59.3				77.2		42.8				
Change Period (Y+Rc), s	5.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	20.0	39.0				64.0		44.0				
Max Q Clear Time (g_c+I1), s	12.4	25.4				2.0		31.8				
Green Ext Time (p_c), s	0.5	7.7				11.3		5.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	24.4											
HCM 7th LOS	C											
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings

1: Plum Creek Pkwy & I-25 SB Ramps

2050 Total Saturday MID

06/09/2026

	→	↘	↙	←	↘	↓	↙
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↘	↑↑	↘↘	↘	↘
Traffic Volume (vph)	1134	202	18	453	932	13	516
Future Volume (vph)	1134	202	18	453	932	13	516
Turn Type	NA	Free	pm+pt	NA	Split	NA	Free
Protected Phases	2		1	6	8	8	
Permitted Phases		Free	6				Free
Detector Phase	2		1	6	8	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	24.0		11.0	24.0	24.0	24.0	
Total Split (s)	40.0		11.0	51.0	39.0	39.0	
Total Split (%)	44.4%		12.2%	56.7%	43.3%	43.3%	
Yellow Time (s)	4.0		3.0	4.0	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)	6.0		5.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	C-Max		None	C-Max	None	None	
Act Effect Green (s)	46.8	90.0	52.3	51.3	26.7	26.7	90.0
Actuated g/C Ratio	0.52	1.00	0.58	0.57	0.30	0.30	1.00
v/c Ratio	0.45	0.13	0.07	0.23	0.69	0.68	0.34
Control Delay (s/veh)	16.2	0.2	12.2	12.6	31.4	34.6	0.6
Queue Delay	0.0	0.0	0.0	0.5	0.2	0.3	0.0
Total Delay (s/veh)	16.2	0.2	12.2	13.1	31.6	34.9	0.6
LOS	B	A	B	B	C	C	A
Approach Delay (s/veh)	13.8			13.0		21.3	
Approach LOS	B			B		C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 17.1

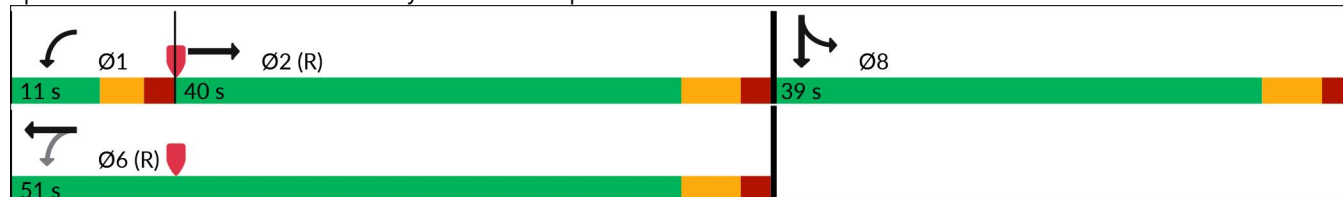
Intersection LOS: B

Intersection Capacity Utilization 106.9%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 1: Plum Creek Pkwy & I-25 SB Ramps



HCM 7th Signalized Intersection Summary

1: Plum Creek Pkwy & I-25 SB Ramps

2050 Total Saturday MID

06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↑	↑	↑↑					↑↑	↑	↑
Traffic Volume (veh/h)	0	1134	202	18	453	0	0	0	0	932	13	516
Future Volume (veh/h)	0	1134	202	18	453	0	0	0	0	932	13	516
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach	No			No						No		
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1181	0	19	472	0				981	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2834		317	2244	0				1257	0	
Arrive On Green	0.00	0.55	0.00	0.04	1.00	0.00				0.24	0.00	0.00
Sat Flow, veh/h	0	5274	1585	1781	3647	0				5344	0	1585
Grp Volume(v), veh/h	0	1181	0	19	472	0				981	0	0
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1781	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	12.1	0.0	0.4	0.0	0.0				15.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	12.1	0.0	0.4	0.0	0.0				15.5	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2834		317	2244	0				1257	0	
V/C Ratio(X)	0.00	0.42		0.06	0.21	0.00				0.78	0.00	
Avail Cap(c_a), veh/h	0	2834		399	2244	0				1959	0	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.43	0.43	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	11.6	0.0	8.3	0.0	0.0				32.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.1	0.0				1.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.3	0.0	0.1	0.0	0.0				6.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	12.0	0.0	8.3	0.1	0.0				33.3	0.0	0.0
LnGrp LOS	B			A			C					
Approach Vol, veh/h	1181			491						981		
Approach Delay, s/veh	12.0			0.4						33.3		
Approach LOS	B			A						C		
Timer - Assigned Phs	1	2				6	8					
Phs Duration (G+Y+Rc), s	6.9	55.9				62.8	27.2					
Change Period (Y+Rc), s	5.0	6.0				6.0	6.0					
Max Green Setting (Gmax), s	6.0	34.0				45.0	33.0					
Max Q Clear Time (g_c+I1), s	2.4	14.1				2.0	17.5					
Green Ext Time (p_c), s	0.0	8.6				3.6	3.7					
Intersection Summary												
HCM 7th Control Delay, s/veh				17.8								
HCM 7th LOS	B											
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
2: I-25 NB Ramps & Plum Creek Pkwy

2026 Existing Weekday AM
06/09/2026

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations		  	 				
Traffic Volume (vph)	33	1137	468	1387	43	2	163
Future Volume (vph)	33	1137	468	1387	43	2	163
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			4	
Permitted Phases	2			6	4		4
Detector Phase	5	2	6	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	25.0	62.0	37.0	37.0	38.0	38.0	38.0
Total Split (%)	25.0%	62.0%	37.0%	37.0%	38.0%	38.0%	38.0%
Yellow Time (s)	3.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	80.5	79.5	72.8	72.8	8.5	8.5	8.5
Actuated g/C Ratio	0.81	0.80	0.73	0.73	0.09	0.09	0.09
v/c Ratio	0.11	0.31	0.54	0.60	0.32	0.50	0.43
Control Delay (s/veh)	2.6	6.6	8.0	6.2	47.7	27.1	15.7
Queue Delay	0.0	0.7	0.0	0.1	0.0	0.0	0.0
Total Delay (s/veh)	2.6	7.3	8.0	6.3	47.7	27.1	15.7
LOS	A	A	A	A	D	C	B
Approach Delay (s/veh)		7.1	7.4			27.0	
Approach LOS		A	A			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 8.6

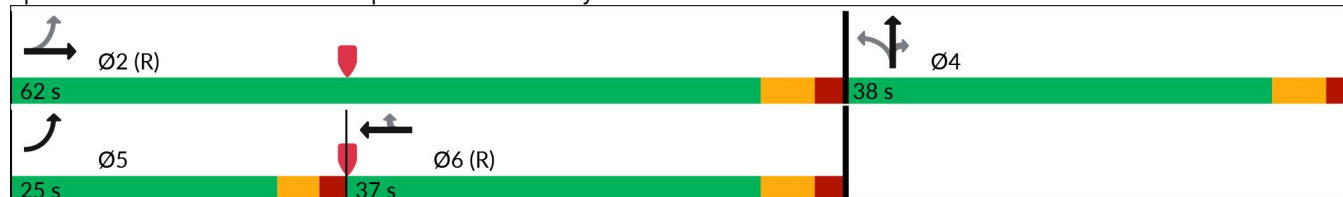
Intersection LOS: A

Intersection Capacity Utilization 79.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: I-25 NB Ramps & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary 2: I-25 NB Ramps & Plum Creek Pkwy

2026 Existing Weekday AM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 							
Traffic Volume (veh/h)	33	1137	0	0	468	1387	43	2	163	0	0	0
Future Volume (veh/h)	33	1137	0	0	468	1387	43	2	163	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1796	1796	0	0	1841	1841	1811	1811	1811			
Adj Flow Rate, veh/h	35	1210	0	0	498	1476	46	0	174			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	7	7	0	0	4	4	6	6	6			
Cap, veh/h	277	3910	0	0	1318	2234	143	0	254			
Arrive On Green	0.06	1.00	0.00	0.00	1.00	1.00	0.08	0.00	0.08			
Sat Flow, veh/h	1711	5065	0	0	1841	3120	1725	0	3070			
Grp Volume(v), veh/h	35	1210	0	0	498	1476	46	0	174			
Grp Sat Flow(s),veh/h/ln	1711	1635	0	0	1841	1560	1725	0	1535			
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	2.5	0.0	5.5			
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.0	0.0	0.0	2.5	0.0	5.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	277	3910	0	0	1318	2234	143	0	254			
V/C Ratio(X)	0.13	0.31	0.00	0.00	0.38	0.66	0.32	0.00	0.69			
Avail Cap(c_a), veh/h	566	3910	0	0	1318	2234	552	0	982			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.87	0.87	0.00	0.00	0.31	0.31	1.00	0.00	1.00			
Uniform Delay (d), s/veh	2.7	0.0	0.0	0.0	0.0	0.0	43.2	0.0	44.6			
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.3	0.5	1.3	0.0	3.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	0.0	0.1	0.2	1.1	0.0	4.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	2.9	0.2	0.0	0.0	0.3	0.5	44.5	0.0	47.9			
LnGrp LOS	A	A			A	A	D		D			
Approach Vol, veh/h	1245			1974			220					
Approach Delay, s/veh	0.3			0.4			47.2					
Approach LOS	A			A			D					
Timer - Assigned Phs	2			4			5			6		
Phs Duration (G+Y+Rc), s	85.7			14.3			8.1			77.6		
Change Period (Y+Rc), s	6.0			6.0			5.0			6.0		
Max Green Setting (Gmax), s	56.0			32.0			20.0			31.0		
Max Q Clear Time (g_c+I1), s	2.0			7.5			2.5			2.0		
Green Ext Time (p_c), s	12.3			0.8			0.0			13.6		
Intersection Summary												
HCM 7th Control Delay, s/veh				3.4								
HCM 7th LOS				A								
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
2: I-25 NB Ramps & Plum Creek Pkwy

2026 Existing Weekday PM
06/09/2026

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations		  	 				
Traffic Volume (vph)	53	1738	614	1006	60	2	185
Future Volume (vph)	53	1738	614	1006	60	2	185
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			4	
Permitted Phases	2			6	4		4
Detector Phase	5	2	6	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	32.0	75.0	43.0	43.0	45.0	45.0	45.0
Total Split (%)	26.7%	62.5%	35.8%	35.8%	37.5%	37.5%	37.5%
Yellow Time (s)	3.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	96.6	95.6	86.4	86.4	12.4	12.4	12.4
Actuated g/C Ratio	0.81	0.80	0.72	0.72	0.10	0.10	0.10
v/c Ratio	0.16	0.45	0.50	0.45	0.35	0.60	0.44
Control Delay (s/veh)	3.9	4.6	8.5	3.9	53.9	58.3	22.8
Queue Delay	0.0	2.7	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.9	7.3	8.5	3.9	53.9	58.3	22.8
LOS	A	A	A	A	D	E	C
Approach Delay (s/veh)		7.2	7.1			44.0	
Approach LOS		A	A			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 9.6

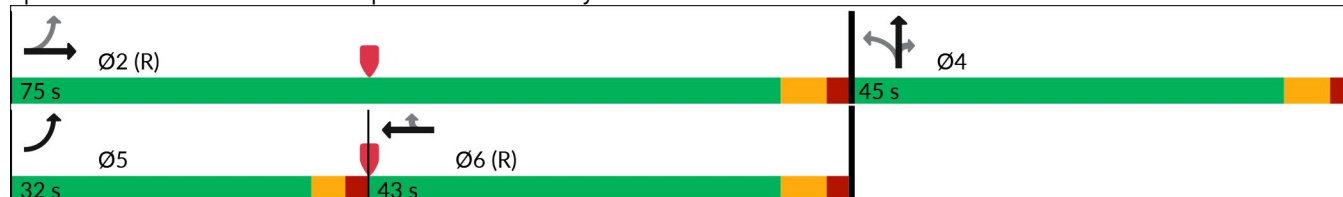
Intersection LOS: A

Intersection Capacity Utilization 64.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 2: I-25 NB Ramps & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary 2: I-25 NB Ramps & Plum Creek Pkwy

2026 Existing Weekday PM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 							
Traffic Volume (veh/h)	53	1738	0	0	614	1006	60	2	185	0	0	0
Future Volume (veh/h)	53	1738	0	0	614	1006	60	2	185	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1856	1856	1856			
Adj Flow Rate, veh/h	56	1829	0	0	646	1059	63	0	196			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	3	3	3			
Cap, veh/h	335	4160	0	0	1380	2339	151	0	268			
Arrive On Green	0.04	0.81	0.00	0.00	1.00	1.00	0.09	0.00	0.09			
Sat Flow, veh/h	1781	5274	0	0	1870	3170	1767	0	3145			
Grp Volume(v), veh/h	56	1829	0	0	646	1059	63	0	196			
Grp Sat Flow(s),veh/h/ln	1781	1702	0	0	1870	1585	1767	0	1572			
Q Serve(g_s), s	0.8	12.4	0.0	0.0	0.0	0.0	4.1	0.0	7.3			
Cycle Q Clear(g_c), s	0.8	12.4	0.0	0.0	0.0	0.0	4.1	0.0	7.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	335	4160	0	0	1380	2339	151	0	268			
V/C Ratio(X)	0.17	0.44	0.00	0.00	0.47	0.45	0.42	0.00	0.73			
Avail Cap(c_a), veh/h	673	4160	0	0	1380	2339	574	0	1022			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.63	0.63	0.00	0.00	0.77	0.77	1.00	0.00	1.00			
Uniform Delay (d), s/veh	2.8	3.2	0.0	0.0	0.0	0.0	52.0	0.0	53.5			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.9	0.5	1.8	0.0	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			
%ile BackOfQ(50%),veh/ln	0.2	3.2	0.0	0.0	0.3	0.2	1.9	0.0	6.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	2.9	3.4	0.0	0.0	0.9	0.5	53.9	0.0	57.3			
LnGrp LOS	A	A			A	A	D		E			
Approach Vol, veh/h	1885			1705			259					
Approach Delay, s/veh	3.4			0.6			56.5					
Approach LOS	A			A			E					
Timer - Assigned Phs	2			4		5	6					
Phs Duration (G+Y+Rc), s	103.8			16.2		9.2	94.5					
Change Period (Y+Rc), s	6.0			6.0		5.0	6.0					
Max Green Setting (Gmax), s	69.0			39.0		27.0	37.0					
Max Q Clear Time (g_c+I1), s	14.4			9.3		2.8	2.0					
Green Ext Time (p_c), s	24.2			1.0		0.1	12.4					
Intersection Summary												
HCM 7th Control Delay, s/veh				5.8								
HCM 7th LOS				A								
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
2: I-25 NB Ramps & Plum Creek Pkwy

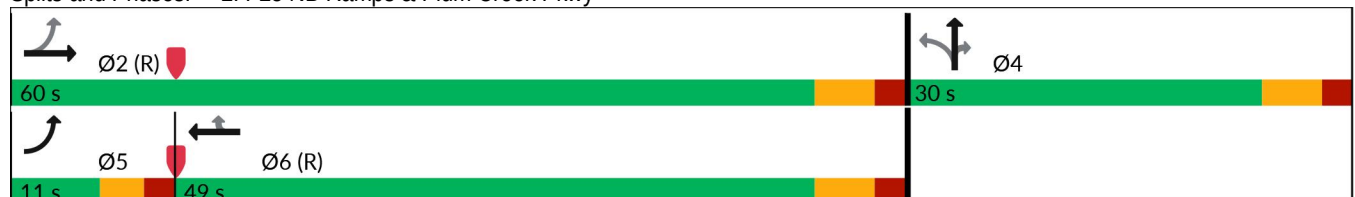
2026 Existing Saturday MID
06/09/2026

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	87	1249	412	1067	49	3	177
Future Volume (vph)	87	1249	412	1067	49	3	177
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			4	
Permitted Phases	2			6	4		4
Detector Phase	5	2	6	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	11.0	60.0	49.0	49.0	30.0	30.0	30.0
Total Split (%)	12.2%	66.7%	54.4%	54.4%	33.3%	33.3%	33.3%
Yellow Time (s)	3.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	73.1	73.3	63.9	63.9	8.2	8.2	8.2
Actuated g/C Ratio	0.81	0.81	0.71	0.71	0.09	0.09	0.09
v/c Ratio	0.19	0.30	0.41	0.46	0.31	0.46	0.41
Control Delay (s/veh)	6.4	6.9	4.1	2.7	42.3	22.7	13.1
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.4	7.3	4.1	2.7	42.3	22.7	13.1
LOS	A	A	A	A	D	C	B
Approach Delay (s/veh)		7.2	3.6			23.1	
Approach LOS		A	A			C	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay (s/veh): 6.7
Intersection Capacity Utilization 67.2%
Analysis Period (min) 15
Intersection LOS: A
ICU Level of Service C

Splits and Phases: 2: I-25 NB Ramps & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary 2: I-25 NB Ramps & Plum Creek Pkwy

2026 Existing Saturday MID
06/09/2026

																								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR												
Lane Configurations		  			 																			
Traffic Volume (veh/h)	87	1249	0	0	412	1067	49	3	177	0	0	0												
Future Volume (veh/h)	87	1249	0	0	412	1067	49	3	177	0	0	0												
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0															
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00															
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00															
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00															
Work Zone On Approach	No			No			No																	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870															
Adj Flow Rate, veh/h	88	1262	0	0	416	1078	49	0	181															
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99															
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2															
Cap, veh/h	406	3989	0	0	1265	2144	152	0	271															
Arrive On Green	0.10	1.00	0.00	0.00	1.00	1.00	0.09	0.00	0.09															
Sat Flow, veh/h	1781	5274	0	0	1870	3170	1781	0	3170															
Grp Volume(v), veh/h	88	1262	0	0	416	1078	49	0	181															
Grp Sat Flow(s),veh/h/ln	1781	1702	0	0	1870	1585	1781	0	1585															
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.0	2.3	0.0	5.0															
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.0	0.0	0.0	2.3	0.0	5.0															
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00															
Lane Grp Cap(c), veh/h	406	3989	0	0	1265	2144	152	0	271															
V/C Ratio(X)	0.22	0.32	0.00	0.00	0.33	0.50	0.32	0.00	0.67															
Avail Cap(c_a), veh/h	437	3989	0	0	1265	2144	475	0	845															
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00															
Upstream Filter(I)	0.83	0.83	0.00	0.00	0.77	0.77	1.00	0.00	1.00															
Uniform Delay (d), s/veh	2.9	0.0	0.0	0.0	0.0	0.0	38.7	0.0	39.9															
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.5	0.7	1.2	0.0	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															
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.0	0.0	0.2	0.2	1.1	0.0	4.4															
Unsig. Movement Delay, s/veh																								
LnGrp Delay(d), s/veh	3.1	0.2	0.0	0.0	0.5	0.7	39.9	0.0	42.8															
LnGrp LOS	A	A			A	A	D		D															
Approach Vol, veh/h	1350			1494			230																	
Approach Delay, s/veh	0.4			0.6			42.2																	
Approach LOS	A			A			D																	
Timer - Assigned Phs	2			4			5			6														
Phs Duration (G+Y+Rc), s	76.3			13.7			9.4			66.9														
Change Period (Y+Rc), s	6.0			6.0			5.0			6.0														
Max Green Setting (Gmax), s	54.0			24.0			6.0			43.0														
Max Q Clear Time (g_c+I1), s	2.0			7.0			3.2			2.0														
Green Ext Time (p_c), s	12.9			0.7			0.0			9.8														
Intersection Summary																								
HCM 7th Control Delay, s/veh				3.6																				
HCM 7th LOS				A																				
Notes																								
User approved volume balancing among the lanes for turning movement.																								

Timings
2: I-25 NB Ramps & Plum Creek Pkwy

2028 Background Weekday AM
06/09/2026

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations		  	 				
Traffic Volume (vph)	102	964	542	1076	97	2	166
Future Volume (vph)	102	964	542	1076	97	2	166
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			4	
Permitted Phases	2			6	4		4
Detector Phase	5	2	6	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	25.0	62.0	37.0	37.0	38.0	38.0	38.0
Total Split (%)	25.0%	62.0%	37.0%	37.0%	38.0%	38.0%	38.0%
Yellow Time (s)	3.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	77.4	76.4	64.2	64.2	11.6	11.6	11.6
Actuated g/C Ratio	0.77	0.76	0.64	0.64	0.12	0.12	0.12
v/c Ratio	0.33	0.28	0.56	0.51	0.52	0.37	0.36
Control Delay (s/veh)	7.1	6.2	13.2	7.9	50.2	13.1	12.6
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.1	6.6	13.2	7.9	50.2	13.1	12.6
LOS	A	A	B	A	D	B	B
Approach Delay (s/veh)		6.6	11.5			26.5	
Approach LOS		A	B			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay (s/veh): 11.1

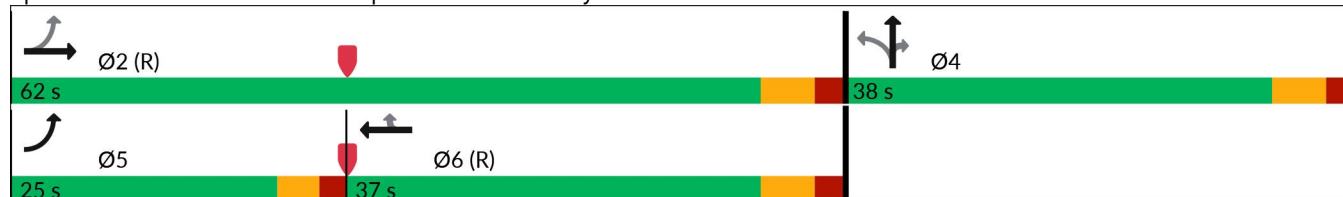
Intersection LOS: B

Intersection Capacity Utilization 68.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 2: I-25 NB Ramps & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary 2: I-25 NB Ramps & Plum Creek Pkwy

2028 Background Weekday AM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	964	0	0	542	1076	97	2	166	0	0	0
Future Volume (veh/h)	102	964	0	0	542	1076	97	2	166	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1796	1796	0	0	1841	1841	1811	1811	1811			
Adj Flow Rate, veh/h	109	1026	0	0	577	1145	103	0	178			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	7	7	0	0	4	4	6	6	6			
Cap, veh/h	342	3886	0	0	1279	2168	151	0	269			
Arrive On Green	0.10	1.00	0.00	0.00	1.00	1.00	0.09	0.00	0.09			
Sat Flow, veh/h	1711	5065	0	0	1841	3120	1725	0	3070			
Grp Volume(v), veh/h	109	1026	0	0	577	1145	103	0	178			
Grp Sat Flow(s),veh/h/ln	1711	1635	0	0	1841	1560	1725	0	1535			
Q Serve(g_s), s	1.6	0.0	0.0	0.0	0.0	0.0	5.8	0.0	5.6			
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.0	0.0	0.0	5.8	0.0	5.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	342	3886	0	0	1279	2168	151	0	269			
V/C Ratio(X)	0.32	0.26	0.00	0.00	0.45	0.53	0.68	0.00	0.66			
Avail Cap(c_a), veh/h	603	3886	0	0	1279	2168	552	0	982			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.87	0.87	0.00	0.00	0.43	0.43	1.00	0.00	1.00			
Uniform Delay (d), s/veh	2.9	0.0	0.0	0.0	0.0	0.0	44.3	0.0	44.2			
Incr Delay (d2), s/veh	0.5	0.1	0.0	0.0	0.5	0.4	5.3	0.0	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			
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.0	0.0	0.2	0.1	2.7	0.0	4.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.4	0.1	0.0	0.0	0.5	0.4	49.6	0.0	47.0			
LnGrp LOS	A	A			A	A	D		D			
Approach Vol, veh/h	1135			1722			281					
Approach Delay, s/veh	0.5			0.4			47.9					
Approach LOS	A			A			D					
Timer - Assigned Phs	2			4			5			6		
Phs Duration (G+Y+Rc), s	85.2			14.8			9.8			75.5		
Change Period (Y+Rc), s	6.0			6.0			5.0			6.0		
Max Green Setting (Gmax), s	56.0			32.0			20.0			31.0		
Max Q Clear Time (g_c+I1), s	2.0			7.8			3.6			2.0		
Green Ext Time (p_c), s	9.6			1.0			0.2			11.5		
Intersection Summary												
HCM 7th Control Delay, s/veh				4.7								
HCM 7th LOS				A								
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
2: I-25 NB Ramps & Plum Creek Pkwy

2028 Background Weekday PM
06/09/2026

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations		  	 				
Traffic Volume (vph)	157	1542	693	750	117	2	189
Future Volume (vph)	157	1542	693	750	117	2	189
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			4	
Permitted Phases	2			6	4		4
Detector Phase	5	2	6	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	32.0	75.0	43.0	43.0	45.0	45.0	45.0
Total Split (%)	26.7%	62.5%	35.8%	35.8%	37.5%	37.5%	37.5%
Yellow Time (s)	3.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	95.0	94.0	79.7	79.7	14.0	14.0	14.0
Actuated g/C Ratio	0.79	0.78	0.66	0.66	0.12	0.12	0.12
v/c Ratio	0.40	0.41	0.48	0.42	0.60	0.52	0.42
Control Delay (s/veh)	8.2	10.6	9.5	3.0	62.0	46.5	21.7
Queue Delay	0.2	1.2	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.4	11.8	9.5	3.0	62.0	46.5	21.7
LOS	A	B	A	A	E	D	C
Approach Delay (s/veh)		11.5	7.5			44.8	
Approach LOS		B	A			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 12.8

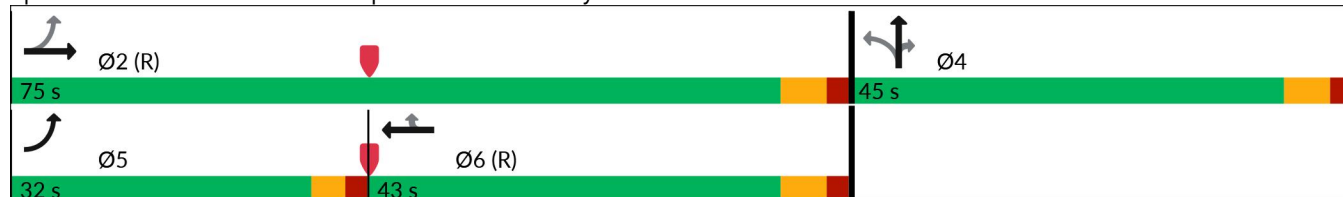
Intersection LOS: B

Intersection Capacity Utilization 58.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: I-25 NB Ramps & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary 2: I-25 NB Ramps & Plum Creek Pkwy

2028 Background Weekday PM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 							
Traffic Volume (veh/h)	157	1542	0	0	693	750	117	2	189	0	0	0
Future Volume (veh/h)	157	1542	0	0	693	750	117	2	189	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1856	1856	1856			
Adj Flow Rate, veh/h	165	1623	0	0	648	843	123	0	200			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	3	3	3			
Cap, veh/h	392	4115	0	0	1348	2284	166	0	296			
Arrive On Green	0.09	1.00	0.00	0.00	1.00	1.00	0.09	0.00	0.09			
Sat Flow, veh/h	1781	5274	0	0	1870	3170	1767	0	3145			
Grp Volume(v), veh/h	165	1623	0	0	648	843	123	0	200			
Grp Sat Flow(s),veh/h/ln	1781	1702	0	0	1870	1585	1767	0	1572			
Q Serve(g_s), s	2.9	0.0	0.0	0.0	0.0	0.0	8.1	0.0	7.4			
Cycle Q Clear(g_c), s	2.9	0.0	0.0	0.0	0.0	0.0	8.1	0.0	7.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	392	4115	0	0	1348	2284	166	0	296			
V/C Ratio(X)	0.42	0.39	0.00	0.00	0.48	0.37	0.74	0.00	0.68			
Avail Cap(c_a), veh/h	715	4115	0	0	1348	2284	574	0	1022			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.76	0.76	0.00	0.00	0.83	0.83	1.00	0.00	1.00			
Uniform Delay (d), s/veh	3.1	0.0	0.0	0.0	0.0	0.0	52.9	0.0	52.6			
Incr Delay (d2), s/veh	0.5	0.2	0.0	0.0	1.0	0.4	6.3	0.0	2.7			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.0	0.0	0.4	0.1	3.9	0.0	6.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.6	0.2	0.0	0.0	1.0	0.4	59.3	0.0	55.3			
LnGrp LOS	A	A			A	A	E		E			
Approach Vol, veh/h	1788			1491			323					
Approach Delay, s/veh	0.5			0.7			56.8					
Approach LOS	A			A			E					
Timer - Assigned Phs	2			4		5	6					
Phs Duration (G+Y+Rc), s	102.7			17.3		10.3	92.5					
Change Period (Y+Rc), s	6.0			6.0		5.0	6.0					
Max Green Setting (Gmax), s	69.0			39.0		27.0	37.0					
Max Q Clear Time (g_c+I1), s	2.0			10.1		4.9	2.0					
Green Ext Time (p_c), s	20.7			1.2		0.4	10.5					
Intersection Summary												
HCM 7th Control Delay, s/veh				5.6								
HCM 7th LOS				A								
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
2: I-25 NB Ramps & Plum Creek Pkwy

2028 Background Saturday MID
06/09/2026

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations		  	 				
Traffic Volume (vph)	192	1101	487	871	106	3	181
Future Volume (vph)	192	1101	487	871	106	3	181
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			4	
Permitted Phases	2			6	4		4
Detector Phase	5	2	6	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	11.0	60.0	49.0	49.0	30.0	30.0	30.0
Total Split (%)	12.2%	66.7%	54.4%	54.4%	33.3%	33.3%	33.3%
Yellow Time (s)	3.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	68.0	67.0	53.6	53.6	11.0	11.0	11.0
Actuated g/C Ratio	0.76	0.74	0.60	0.60	0.12	0.12	0.12
v/c Ratio	0.44	0.29	0.46	0.42	0.50	0.35	0.35
Control Delay (s/veh)	11.1	6.5	6.1	2.6	44.0	12.1	10.7
Queue Delay	0.7	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.8	6.8	6.1	2.6	44.0	12.1	10.7
LOS	B	A	A	A	D	B	B
Approach Delay (s/veh)		7.5	5.0			23.3	
Approach LOS		A	A			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay (s/veh): 7.9

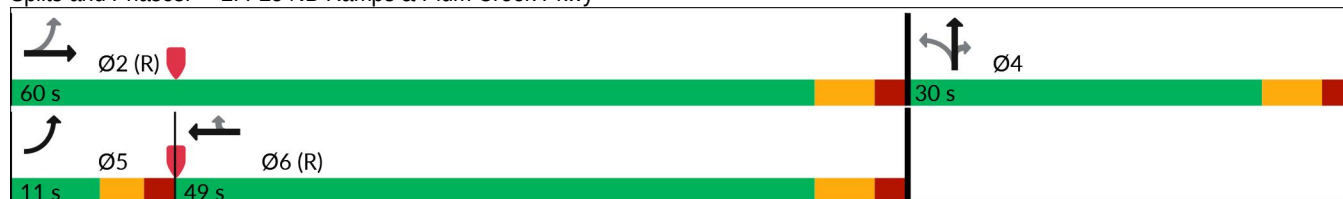
Intersection LOS: A

Intersection Capacity Utilization 64.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 2: I-25 NB Ramps & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary 2: I-25 NB Ramps & Plum Creek Pkwy

2028 Background Saturday MID
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 							
Traffic Volume (veh/h)	192	1101	0	0	487	871	106	3	181	0	0	0
Future Volume (veh/h)	192	1101	0	0	487	871	106	3	181	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	194	1112	0	0	492	880	107	0	185			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	443	3964	0	0	1243	2107	161	0	287			
Arrive On Green	0.11	1.00	0.00	0.00	1.00	1.00	0.09	0.00	0.09			
Sat Flow, veh/h	1781	5274	0	0	1870	3170	1781	0	3170			
Grp Volume(v), veh/h	194	1112	0	0	492	880	107	0	185			
Grp Sat Flow(s),veh/h/ln	1781	1702	0	0	1870	1585	1781	0	1585			
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	0.0	5.2	0.0	5.1			
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	0.0	0.0	5.2	0.0	5.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	443	3964	0	0	1243	2107	161	0	287			
V/C Ratio(X)	0.44	0.28	0.00	0.00	0.40	0.42	0.66	0.00	0.65			
Avail Cap(c_a), veh/h	462	3964	0	0	1243	2107	475	0	845			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.87	0.87	0.00	0.00	0.81	0.81	1.00	0.00	1.00			
Uniform Delay (d), s/veh	3.2	0.0	0.0	0.0	0.0	0.0	39.6	0.0	39.5			
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.0	0.8	0.5	4.6	0.0	2.4			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.0	0.0	0.3	0.1	2.5	0.0	4.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.8	0.2	0.0	0.0	0.8	0.5	44.3	0.0	42.0			
LnGrp LOS	A	A			A	A	D		D			
Approach Vol, veh/h	1306			1372			292					
Approach Delay, s/veh	0.7			0.6			42.8					
Approach LOS	A			A			D					
Timer - Assigned Phs	2			4		5	6					
Phs Duration (G+Y+Rc), s	75.9			14.1		10.0	65.8					
Change Period (Y+Rc), s	6.0			6.0		5.0	6.0					
Max Green Setting (Gmax), s	54.0			24.0		6.0	43.0					
Max Q Clear Time (g_c+I1), s	2.0			7.2		5.0	2.0					
Green Ext Time (p_c), s	10.7			0.9		0.1	9.0					
Intersection Summary												
HCM 7th Control Delay, s/veh				4.8								
HCM 7th LOS				A								
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
2: I-25 NB Ramps & Plum Creek Pkwy

2028 Total Weekday AM
06/09/2026

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations		  	 				
Traffic Volume (vph)	102	988	564	1087	97	2	178
Future Volume (vph)	102	988	564	1087	97	2	178
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			4	
Permitted Phases	2			6	4		4
Detector Phase	5	2	6	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	25.0	62.0	37.0	37.0	38.0	38.0	38.0
Total Split (%)	25.0%	62.0%	37.0%	37.0%	38.0%	38.0%	38.0%
Yellow Time (s)	3.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	77.4	76.4	64.2	64.2	11.6	11.6	11.6
Actuated g/C Ratio	0.77	0.76	0.64	0.64	0.12	0.12	0.12
v/c Ratio	0.33	0.28	0.57	0.52	0.52	0.39	0.38
Control Delay (s/veh)	7.7	6.2	13.6	7.7	50.2	14.5	13.8
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.7	6.6	13.6	7.7	50.2	14.5	13.8
LOS	A	A	B	A	D	B	B
Approach Delay (s/veh)		6.7	11.7			26.8	
Approach LOS		A	B			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay (s/veh): 11.3

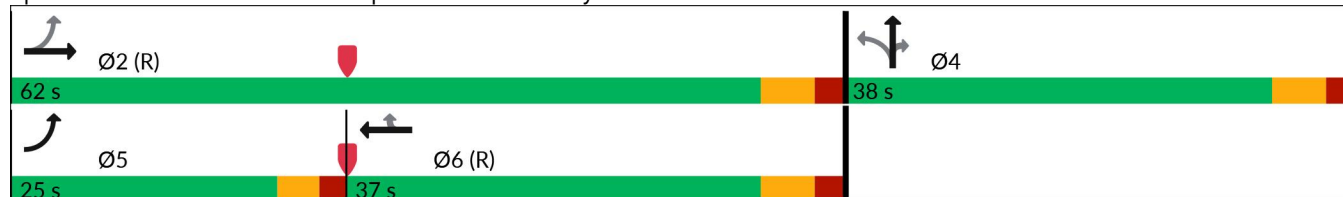
Intersection LOS: B

Intersection Capacity Utilization 68.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 2: I-25 NB Ramps & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary
2: I-25 NB Ramps & Plum Creek Pkwy

2028 Total Weekday AM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 							
Traffic Volume (veh/h)	102	988	0	0	564	1087	97	2	178	0	0	0
Future Volume (veh/h)	102	988	0	0	564	1087	97	2	178	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1796	1796	0	0	1841	1841	1811	1811	1811			
Adj Flow Rate, veh/h	109	1051	0	0	600	1156	103	0	190			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	7	7	0	0	4	4	6	6	6			
Cap, veh/h	335	3873	0	0	1274	2160	156	0	277			
Arrive On Green	0.10	1.00	0.00	0.00	1.00	1.00	0.09	0.00	0.09			
Sat Flow, veh/h	1711	5065	0	0	1841	3120	1725	0	3070			
Grp Volume(v), veh/h	109	1051	0	0	600	1156	103	0	190			
Grp Sat Flow(s),veh/h/ln	1711	1635	0	0	1841	1560	1725	0	1535			
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.0	5.8	0.0	6.0			
Cycle Q Clear(g_c), s	1.7	0.0	0.0	0.0	0.0	0.0	5.8	0.0	6.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	335	3873	0	0	1274	2160	156	0	277			
V/C Ratio(X)	0.33	0.27	0.00	0.00	0.47	0.54	0.66	0.00	0.69			
Avail Cap(c_a), veh/h	596	3873	0	0	1274	2160	552	0	982			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	3.0	0.0	0.0	0.0	0.0	0.0	44.0	0.0	44.1			
Incr Delay (d2), s/veh	0.5	0.1	0.0	0.0	1.3	1.0	4.7	0.0	3.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.0	0.4	0.3	2.7	0.0	5.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.4	0.1	0.0	0.0	1.3	1.0	48.8	0.0	47.1			
LnGrp LOS	A	A			A	A	D		D			
Approach Vol, veh/h	1160			1756			293					
Approach Delay, s/veh	0.5			1.1			47.7					
Approach LOS	A			A			D					
Timer - Assigned Phs	2			4		5	6					
Phs Duration (G+Y+Rc), s	85.0			15.0		9.8	75.2					
Change Period (Y+Rc), s	6.0			6.0		5.0	6.0					
Max Green Setting (Gmax), s	56.0			32.0		20.0	31.0					
Max Q Clear Time (g_c+I1), s	2.0			8.0		3.7	2.0					
Green Ext Time (p_c), s	10.0			1.0		0.2	11.9					
Intersection Summary												
HCM 7th Control Delay, s/veh				5.1								
HCM 7th LOS				A								
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
2: I-25 NB Ramps & Plum Creek Pkwy

2028 Total Weekday PM
06/09/2026

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations		  	 			 	
Traffic Volume (vph)	157	1570	722	764	117	2	203
Future Volume (vph)	157	1570	722	764	117	2	203
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			4	
Permitted Phases	2			6	4		4
Detector Phase	5	2	6	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	32.0	75.0	43.0	43.0	45.0	45.0	45.0
Total Split (%)	26.7%	62.5%	35.8%	35.8%	37.5%	37.5%	37.5%
Yellow Time (s)	3.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	95.0	94.0	79.7	79.7	14.0	14.0	14.0
Actuated g/C Ratio	0.79	0.78	0.66	0.66	0.12	0.12	0.12
v/c Ratio	0.42	0.42	0.50	0.43	0.60	0.56	0.45
Control Delay (s/veh)	8.5	10.6	11.1	3.9	62.0	50.2	24.1
Queue Delay	0.2	1.1	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.6	11.7	11.1	3.9	62.0	50.2	24.1
LOS	A	B	B	A	E	D	C
Approach Delay (s/veh)		11.4	8.9			46.2	
Approach LOS		B	A			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 13.6

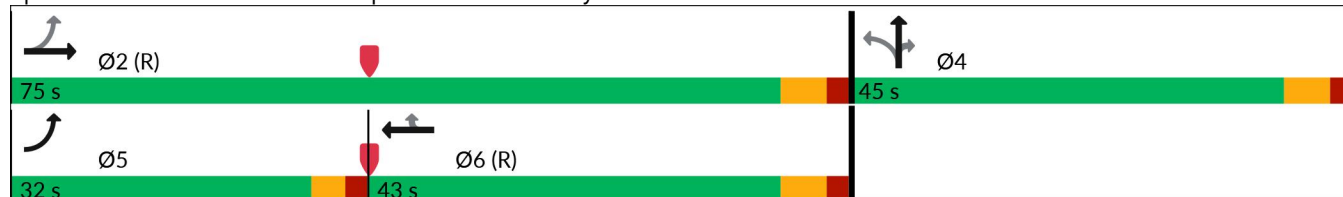
Intersection LOS: B

Intersection Capacity Utilization 58.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: I-25 NB Ramps & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary 2: I-25 NB Ramps & Plum Creek Pkwy

2028 Total Weekday PM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 							
Traffic Volume (veh/h)	157	1570	0	0	722	764	117	2	203	0	0	0
Future Volume (veh/h)	157	1570	0	0	722	764	117	2	203	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1856	1856	1856			
Adj Flow Rate, veh/h	165	1653	0	0	663	869	123	0	215			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	3	3	3			
Cap, veh/h	382	4113	0	0	1347	2282	167	0	297			
Arrive On Green	0.09	1.00	0.00	0.00	1.00	1.00	0.09	0.00	0.09			
Sat Flow, veh/h	1781	5274	0	0	1870	3170	1767	0	3145			
Grp Volume(v), veh/h	165	1653	0	0	663	869	123	0	215			
Grp Sat Flow(s),veh/h/ln	1781	1702	0	0	1870	1585	1767	0	1572			
Q Serve(g_s), s	2.9	0.0	0.0	0.0	0.0	0.0	8.1	0.0	8.0			
Cycle Q Clear(g_c), s	2.9	0.0	0.0	0.0	0.0	0.0	8.1	0.0	8.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	382	4113	0	0	1347	2282	167	0	297			
V/C Ratio(X)	0.43	0.40	0.00	0.00	0.49	0.38	0.74	0.00	0.72			
Avail Cap(c_a), veh/h	705	4113	0	0	1347	2282	574	0	1022			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.75	0.75	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	3.1	0.0	0.0	0.0	0.0	0.0	52.9	0.0	52.8			
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.0	1.3	0.5	6.2	0.0	3.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.0	0.0	0.5	0.2	3.9	0.0	7.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.7	0.2	0.0	0.0	1.3	0.5	59.0	0.0	56.1			
LnGrp LOS	A	A			A	A	E		E			
Approach Vol, veh/h	1818			1532			338					
Approach Delay, s/veh	0.5			0.8			57.2					
Approach LOS	A			A			E					
Timer - Assigned Phs	2			4			5			6		
Phs Duration (G+Y+Rc), s	102.7			17.3			10.3			92.4		
Change Period (Y+Rc), s	6.0			6.0			5.0			6.0		
Max Green Setting (Gmax), s	69.0			39.0			27.0			37.0		
Max Q Clear Time (g_c+I1), s	2.0			10.1			4.9			2.0		
Green Ext Time (p_c), s	21.5			1.2			0.4			10.9		
Intersection Summary												
HCM 7th Control Delay, s/veh				5.9								
HCM 7th LOS				A								
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
2: I-25 NB Ramps & Plum Creek Pkwy

2028 Total Saturday MID
06/09/2026

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations		  	 				
Traffic Volume (vph)	192	1135	521	888	106	3	198
Future Volume (vph)	192	1135	521	888	106	3	198
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			4	
Permitted Phases	2			6	4		4
Detector Phase	5	2	6	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	11.0	60.0	49.0	49.0	30.0	30.0	30.0
Total Split (%)	12.2%	66.7%	54.4%	54.4%	33.3%	33.3%	33.3%
Yellow Time (s)	3.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	68.0	67.0	53.4	53.4	11.0	11.0	11.0
Actuated g/C Ratio	0.76	0.74	0.59	0.59	0.12	0.12	0.12
v/c Ratio	0.45	0.30	0.49	0.43	0.50	0.39	0.38
Control Delay (s/veh)	11.9	6.3	6.9	2.8	44.0	14.9	12.6
Queue Delay	0.7	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.7	6.6	6.9	2.8	44.0	14.9	12.6
LOS	B	A	A	A	D	B	B
Approach Delay (s/veh)		7.5	5.7			24.2	
Approach LOS		A	A			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay (s/veh): 8.3

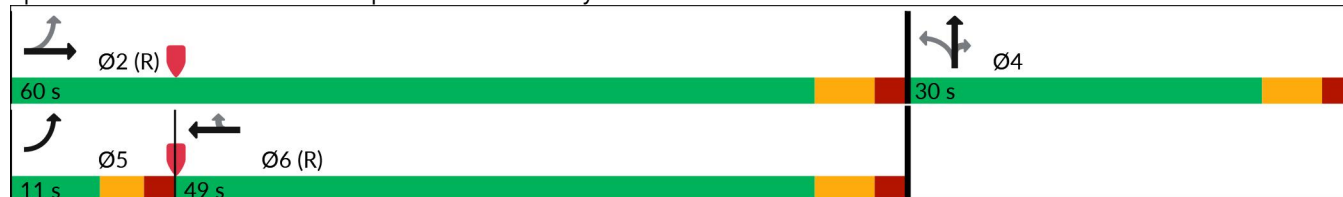
Intersection LOS: A

Intersection Capacity Utilization 65.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 2: I-25 NB Ramps & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary 2: I-25 NB Ramps & Plum Creek Pkwy

2028 Total Saturday MID
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			 							
Traffic Volume (veh/h)	192	1135	0	0	521	888	106	3	198	0	0	0
Future Volume (veh/h)	192	1135	0	0	521	888	106	3	198	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	194	1146	0	0	526	897	107	0	202			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	429	3942	0	0	1234	2092	168	0	300			
Arrive On Green	0.11	1.00	0.00	0.00	1.00	1.00	0.09	0.00	0.09			
Sat Flow, veh/h	1781	5274	0	0	1870	3170	1781	0	3170			
Grp Volume(v), veh/h	194	1146	0	0	526	897	107	0	202			
Grp Sat Flow(s),veh/h/ln	1781	1702	0	0	1870	1585	1781	0	1585			
Q Serve(g_s), s	3.1	0.0	0.0	0.0	0.0	0.0	5.2	0.0	5.5			
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.0	0.0	0.0	5.2	0.0	5.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	429	3942	0	0	1234	2092	168	0	300			
V/C Ratio(X)	0.45	0.29	0.00	0.00	0.43	0.43	0.64	0.00	0.67			
Avail Cap(c_a), veh/h	447	3942	0	0	1234	2092	475	0	845			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.87	0.87	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	3.3	0.0	0.0	0.0	0.0	0.0	39.2	0.0	39.4			
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.0	1.1	0.6	3.9	0.0	2.6			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.0	0.0	0.4	0.2	2.4	0.0	4.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.0	0.2	0.0	0.0	1.1	0.6	43.2	0.0	42.0			
LnGrp LOS	A	A			A	A	D		D			
Approach Vol, veh/h	1340			1423			309					
Approach Delay, s/veh	0.7			0.8			42.4					
Approach LOS	A			A			D					
Timer - Assigned Phs	2			4		5	6					
Phs Duration (G+Y+Rc), s	75.5			14.5		10.1	65.4					
Change Period (Y+Rc), s	6.0			6.0		5.0	6.0					
Max Green Setting (Gmax), s	54.0			24.0		6.0	43.0					
Max Q Clear Time (g_c+I1), s	2.0			7.5		5.1	2.0					
Green Ext Time (p_c), s	11.2			1.0		0.1	9.6					
Intersection Summary												
HCM 7th Control Delay, s/veh				5.0								
HCM 7th LOS				A								
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
2: I-25 NB Ramps & Plum Creek Pkwy

2050 Background Weekday AM
06/09/2026

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	 	  	 				
Traffic Volume (vph)	325	1308	794	1318	173	3	207
Future Volume (vph)	325	1308	794	1318	173	3	207
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			4	
Permitted Phases				6	4		4
Detector Phase	5	2	6	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	25.0	62.0	37.0	37.0	38.0	38.0	38.0
Total Split (%)	25.0%	62.0%	37.0%	37.0%	38.0%	38.0%	38.0%
Yellow Time (s)	3.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	15.8	71.3	50.6	50.6	16.7	16.7	16.7
Actuated g/C Ratio	0.16	0.71	0.51	0.51	0.17	0.17	0.17
v/c Ratio	0.67	0.40	0.92	0.66	0.65	0.41	0.36
Control Delay (s/veh)	43.3	7.2	35.5	13.5	48.8	27.7	14.2
Queue Delay	0.3	0.4	0.0	0.3	0.0	0.0	0.0
Total Delay (s/veh)	43.6	7.7	35.5	13.8	48.8	27.7	14.2
LOS	D	A	D	B	D	C	B
Approach Delay (s/veh)		14.8	28.7			33.5	
Approach LOS		B	C			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 23.7

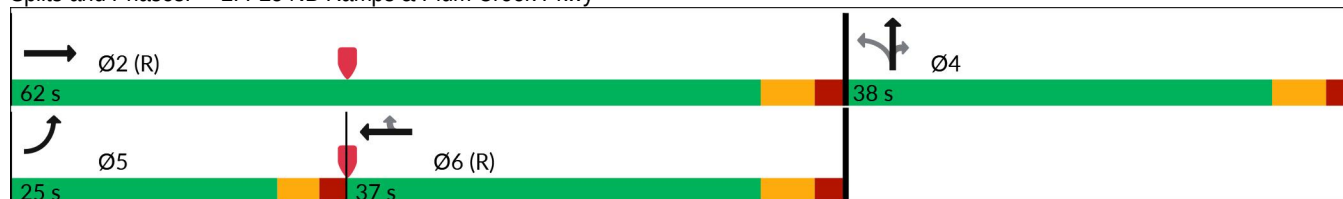
Intersection LOS: C

Intersection Capacity Utilization 104.8%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 2: I-25 NB Ramps & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary 2: I-25 NB Ramps & Plum Creek Pkwy

2050 Background Weekday AM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	325	1308	0	0	794	1318	173	3	207	0	0	0
Future Volume (veh/h)	325	1308	0	0	794	1318	173	3	207	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1796	1796	0	0	1841	1841	1811	1811	1811			
Adj Flow Rate, veh/h	346	1391	0	0	845	1402	184	0	222			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	7	7	0	0	4	4	6	6	6			
Cap, veh/h	420	3645	0	0	1043	1769	236	0	420			
Arrive On Green	0.25	1.00	0.00	0.00	0.95	0.95	0.14	0.00	0.14			
Sat Flow, veh/h	3319	5065	0	0	1841	3120	1725	0	3070			
Grp Volume(v), veh/h	346	1391	0	0	845	1402	184	0	222			
Grp Sat Flow(s),veh/h/ln	1659	1635	0	0	1841	1560	1725	0	1535			
Q Serve(g_s), s	9.8	0.0	0.0	0.0	10.5	9.6	10.3	0.0	6.7			
Cycle Q Clear(g_c), s	9.8	0.0	0.0	0.0	10.5	9.6	10.3	0.0	6.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	420	3645	0	0	1043	1769	236	0	420			
V/C Ratio(X)	0.82	0.38	0.00	0.00	0.81	0.79	0.78	0.00	0.53			
Avail Cap(c_a), veh/h	664	3645	0	0	1043	1769	552	0	982			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.85	0.85	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	36.3	0.0	0.0	0.0	1.4	1.4	41.7	0.0	40.2			
Incr Delay (d2), s/veh	4.1	0.3	0.0	0.0	6.8	3.7	5.5	0.0	1.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.7	0.1	0.0	0.0	3.0	1.8	4.7	0.0	5.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.4	0.3	0.0	0.0	8.2	5.2	47.3	0.0	41.2			
LnGrp LOS	D	A			A	A	D		D			
Approach Vol, veh/h	1737			2247			406					
Approach Delay, s/veh	8.3			6.3			43.9					
Approach LOS	A			A			D					
Timer - Assigned Phs	2			4		5	6					
Phs Duration (G+Y+Rc), s	80.3			19.7		17.6	62.7					
Change Period (Y+Rc), s	6.0			6.0		5.0	6.0					
Max Green Setting (Gmax), s	56.0			32.0		20.0	31.0					
Max Q Clear Time (g_c+I1), s	2.0			12.3		11.8	12.5					
Green Ext Time (p_c), s	15.3			1.4		0.8	12.8					
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.												

Timings
2: I-25 NB Ramps & Plum Creek Pkwy

2050 Background Weekday PM
06/09/2026

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	 	  	 				
Traffic Volume (vph)	473	2087	1047	916	242	3	235
Future Volume (vph)	473	2087	1047	916	242	3	235
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			4	
Permitted Phases				6	4		4
Detector Phase	5	2	6	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	32.0	75.0	43.0	43.0	45.0	45.0	45.0
Total Split (%)	26.7%	62.5%	35.8%	35.8%	37.5%	37.5%	37.5%
Yellow Time (s)	3.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	22.5	84.3	56.8	56.8	23.7	23.7	23.7
Actuated g/C Ratio	0.19	0.70	0.47	0.47	0.20	0.20	0.20
v/c Ratio	0.77	0.62	0.91	0.63	0.74	0.41	0.36
Control Delay (s/veh)	44.9	12.5	37.2	9.4	57.4	42.9	20.1
Queue Delay	6.3	40.9	0.3	0.2	0.3	0.0	0.0
Total Delay (s/veh)	51.2	53.4	37.5	9.6	57.7	42.9	20.1
LOS	D	D	D	A	E	D	C
Approach Delay (s/veh)		53.0	28.9			44.7	
Approach LOS		D	C			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay (s/veh): 42.7

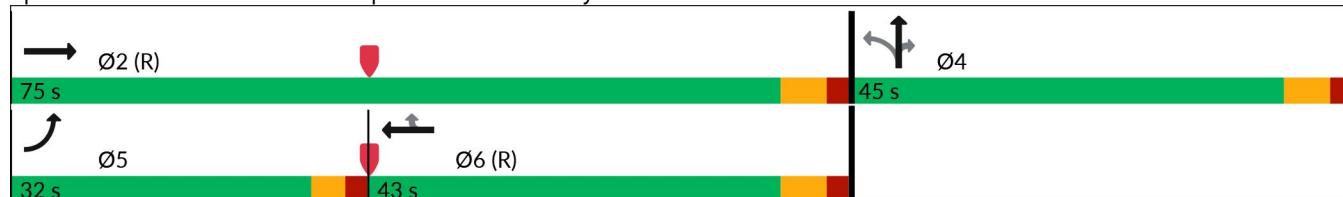
Intersection LOS: D

Intersection Capacity Utilization 110.7%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 2: I-25 NB Ramps & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary 2: I-25 NB Ramps & Plum Creek Pkwy

2050 Background Weekday PM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	473	2087	0	0	1047	916	242	3	235	0	0	0
Future Volume (veh/h)	473	2087	0	0	1047	916	242	3	235	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1856	1856	1856			
Adj Flow Rate, veh/h	498	2197	0	0	1515	689	255	0	249			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	3	3	3			
Cap, veh/h	565	3723	0	0	1960	831	302	0	537			
Arrive On Green	0.33	1.00	0.00	0.00	0.70	0.70	0.17	0.00	0.17			
Sat Flow, veh/h	3456	5274	0	0	3741	1585	1767	0	3145			
Grp Volume(v), veh/h	498	2197	0	0	1515	689	255	0	249			
Grp Sat Flow(s),veh/h/ln	1728	1702	0	0	1870	1585	1767	0	1572			
Q Serve(g_s), s	16.3	0.0	0.0	0.0	31.9	37.5	16.8	0.0	8.6			
Cycle Q Clear(g_c), s	16.3	0.0	0.0	0.0	31.9	37.5	16.8	0.0	8.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	565	3723	0	0	1960	831	302	0	537			
V/C Ratio(X)	0.88	0.59	0.00	0.00	0.77	0.83	0.84	0.00	0.46			
Avail Cap(c_a), veh/h	778	3723	0	0	1960	831	574	0	1022			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	0.58	0.58	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.3	0.0	0.0	0.0	13.5	14.3	48.2	0.0	44.8			
Incr Delay (d2), s/veh	5.4	0.4	0.0	0.0	3.0	9.4	6.4	0.0	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			
%ile BackOfQ(50%),veh/ln	6.2	0.1	0.0	0.0	11.1	12.4	7.9	0.0	7.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.7	0.4	0.0	0.0	16.5	23.7	54.6	0.0	45.4			
LnGrp LOS	D	A			B	C	D		D			
Approach Vol, veh/h	2695			2204			504					
Approach Delay, s/veh	8.6			18.8			50.1					
Approach LOS	A			B			D					
Timer - Assigned Phs	2			4		5	6					
Phs Duration (G+Y+Rc), s	93.5			26.5		24.6	68.9					
Change Period (Y+Rc), s	6.0			6.0		5.0	6.0					
Max Green Setting (Gmax), s	69.0			39.0		27.0	37.0					
Max Q Clear Time (g_c+I1), s	2.0			18.8		18.3	39.5					
Green Ext Time (p_c), s	36.6			1.7		1.3	0.0					
Intersection Summary												
HCM 7th Control Delay, s/veh				16.6								
HCM 7th LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
2: I-25 NB Ramps & Plum Creek Pkwy

2050 Background Saturday MID
06/09/2026

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	 	  	 				
Traffic Volume (vph)	516	1540	790	1070	228	4	225
Future Volume (vph)	516	1540	790	1070	228	4	225
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			4	
Permitted Phases				6	4		4
Detector Phase	5	2	6	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	21.0	66.0	45.0	45.0	24.0	24.0	24.0
Total Split (%)	23.3%	73.3%	50.0%	50.0%	26.7%	26.7%	26.7%
Yellow Time (s)	3.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	16.3	62.4	41.2	41.2	15.6	15.6	15.6
Actuated g/C Ratio	0.18	0.69	0.46	0.46	0.17	0.17	0.17
v/c Ratio	0.84	0.44	0.84	0.60	0.75	0.38	0.34
Control Delay (s/veh)	46.8	8.5	17.3	5.2	50.9	23.2	12.2
Queue Delay	2.5	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.2	8.8	17.3	5.2	50.9	23.2	12.2
LOS	D	A	B	A	D	C	B
Approach Delay (s/veh)		18.9	13.5			34.2	
Approach LOS		B	B			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay (s/veh): 18.2

Intersection LOS: B

Intersection Capacity Utilization 105.5%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 2: I-25 NB Ramps & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary 2: I-25 NB Ramps & Plum Creek Pkwy

2050 Background Saturday MID
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	516	1540	0	0	790	1070	228	4	225	0	0	0
Future Volume (veh/h)	516	1540	0	0	790	1070	228	4	225	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	521	1556	0	0	798	1081	230	0	230			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	582	3630	0	0	911	1544	278	0	494			
Arrive On Green	0.34	1.00	0.00	0.00	0.81	0.81	0.16	0.00	0.16			
Sat Flow, veh/h	3456	5274	0	0	1870	3170	1781	0	3170			
Grp Volume(v), veh/h	521	1556	0	0	798	1081	230	0	230			
Grp Sat Flow(s),veh/h/ln	1728	1702	0	0	1870	1585	1781	0	1585			
Q Serve(g_s), s	12.9	0.0	0.0	0.0	25.0	13.3	11.3	0.0	5.9			
Cycle Q Clear(g_c), s	12.9	0.0	0.0	0.0	25.0	13.3	11.3	0.0	5.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	582	3630	0	0	911	1544	278	0	494			
V/C Ratio(X)	0.90	0.43	0.00	0.00	0.88	0.70	0.83	0.00	0.47			
Avail Cap(c_a), veh/h	614	3630	0	0	911	1544	356	0	634			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.85	0.85	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	29.1	0.0	0.0	0.0	6.6	5.6	36.8	0.0	34.6			
Incr Delay (d2), s/veh	13.4	0.3	0.0	0.0	11.6	2.7	12.0	0.0	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			
%ile BackOfQ(50%),veh/ln	5.3	0.1	0.0	0.0	6.3	2.8	5.7	0.0	5.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.5	0.3	0.0	0.0	18.2	8.2	48.9	0.0	35.3			
LnGrp LOS	D	A			B	A	D		D			
Approach Vol, veh/h	2077			1879			460					
Approach Delay, s/veh	10.9			12.5			42.1					
Approach LOS	B			B			D					
Timer - Assigned Phs	2			4		5	6					
Phs Duration (G+Y+Rc), s	70.0			20.0		20.2	49.8					
Change Period (Y+Rc), s	6.0			6.0		5.0	6.0					
Max Green Setting (Gmax), s	60.0			18.0		16.0	39.0					
Max Q Clear Time (g_c+I1), s	2.0			13.3		14.9	27.0					
Green Ext Time (p_c), s	18.6			0.8		0.3	8.0					
Intersection Summary												
HCM 7th Control Delay, s/veh				14.8								
HCM 7th LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
2: I-25 NB Ramps & Plum Creek Pkwy

2050 Total Weekday AM
06/09/2026

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	 	  	 				
Traffic Volume (vph)	325	1332	816	1329	173	3	219
Future Volume (vph)	325	1332	816	1329	173	3	219
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			4	
Permitted Phases				6	4		4
Detector Phase	5	2	6	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	25.0	62.0	37.0	37.0	38.0	38.0	38.0
Total Split (%)	25.0%	62.0%	37.0%	37.0%	38.0%	38.0%	38.0%
Yellow Time (s)	3.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	15.8	71.3	50.6	50.6	16.7	16.7	16.7
Actuated g/C Ratio	0.16	0.71	0.51	0.51	0.17	0.17	0.17
v/c Ratio	0.67	0.41	0.93	0.68	0.65	0.43	0.38
Control Delay (s/veh)	42.8	7.2	35.7	13.1	48.8	29.2	15.3
Queue Delay	0.3	0.5	0.0	0.3	0.0	0.0	0.0
Total Delay (s/veh)	43.1	7.7	35.7	13.4	48.8	29.2	15.3
LOS	D	A	D	B	D	C	B
Approach Delay (s/veh)		14.7	28.6			33.9	
Approach LOS		B	C			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay (s/veh): 23.6

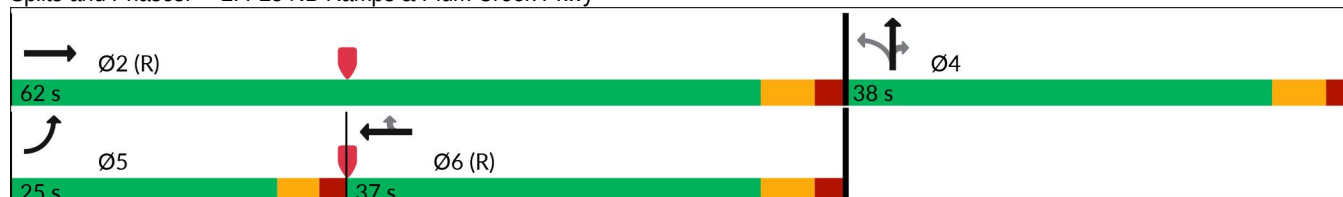
Intersection LOS: C

Intersection Capacity Utilization 105.7%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 2: I-25 NB Ramps & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary 2: I-25 NB Ramps & Plum Creek Pkwy

2050 Total Weekday AM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	325	1332	0	0	816	1329	173	3	219	0	0	0
Future Volume (veh/h)	325	1332	0	0	816	1329	173	3	219	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1796	1796	0	0	1841	1841	1811	1811	1811			
Adj Flow Rate, veh/h	346	1417	0	0	868	1414	184	0	235			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	7	7	0	0	4	4	6	6	6			
Cap, veh/h	420	3642	0	0	1043	1767	237	0	421			
Arrive On Green	0.25	1.00	0.00	0.00	0.95	0.95	0.14	0.00	0.14			
Sat Flow, veh/h	3319	5065	0	0	1841	3120	1725	0	3070			
Grp Volume(v), veh/h	346	1417	0	0	868	1414	184	0	235			
Grp Sat Flow(s),veh/h/ln	1659	1635	0	0	1841	1560	1725	0	1535			
Q Serve(g_s), s	9.8	0.0	0.0	0.0	12.0	10.1	10.3	0.0	7.2			
Cycle Q Clear(g_c), s	9.8	0.0	0.0	0.0	12.0	10.1	10.3	0.0	7.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	420	3642	0	0	1043	1767	237	0	421			
V/C Ratio(X)	0.82	0.39	0.00	0.00	0.83	0.80	0.78	0.00	0.56			
Avail Cap(c_a), veh/h	664	3642	0	0	1043	1767	552	0	982			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.84	0.84	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	36.3	0.0	0.0	0.0	1.5	1.4	41.7	0.0	40.3			
Incr Delay (d2), s/veh	4.0	0.3	0.0	0.0	7.8	3.9	5.4	0.0	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			
%ile BackOfQ(50%),veh/ln	3.7	0.1	0.0	0.0	3.3	1.8	4.7	0.0	6.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.3	0.3	0.0	0.0	9.3	5.4	47.1	0.0	41.5			
LnGrp LOS	D	A			A	A	D		D			
Approach Vol, veh/h	1763			2282			419					
Approach Delay, s/veh	8.1			6.9			43.9					
Approach LOS	A			A			D					
Timer - Assigned Phs	2			4		5	6					
Phs Duration (G+Y+Rc), s	80.3			19.7		17.6	62.6					
Change Period (Y+Rc), s	6.0			6.0		5.0	6.0					
Max Green Setting (Gmax), s	56.0			32.0		20.0	31.0					
Max Q Clear Time (g_c+l1), s	2.0			12.3		11.8	14.0					
Green Ext Time (p_c), s	15.8			1.4		0.8	12.2					
Intersection Summary												
HCM 7th Control Delay, s/veh				10.8								
HCM 7th LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
2: I-25 NB Ramps & Plum Creek Pkwy

2050 Total Weekday PM
06/09/2026

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	473	2115	1076	930	242	3	249
Future Volume (vph)	473	2115	1076	930	242	3	249
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			4	
Permitted Phases				6	4		4
Detector Phase	5	2	6	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	32.0	75.0	43.0	43.0	45.0	45.0	45.0
Total Split (%)	26.7%	62.5%	35.8%	35.8%	37.5%	37.5%	37.5%
Yellow Time (s)	3.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	22.5	84.3	56.8	56.8	23.7	23.7	23.7
Actuated g/C Ratio	0.19	0.70	0.47	0.47	0.20	0.20	0.20
v/c Ratio	0.77	0.62	0.94	0.63	0.74	0.45	0.37
Control Delay (s/veh)	44.4	12.6	39.3	9.0	57.4	44.1	20.9
Queue Delay	6.3	47.6	0.9	0.2	0.3	0.0	0.0
Total Delay (s/veh)	50.7	60.2	40.2	9.2	57.7	44.1	20.9
LOS	D	E	D	A	E	D	C
Approach Delay (s/veh)		58.4	30.7			44.9	
Approach LOS		E	C			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 46.2

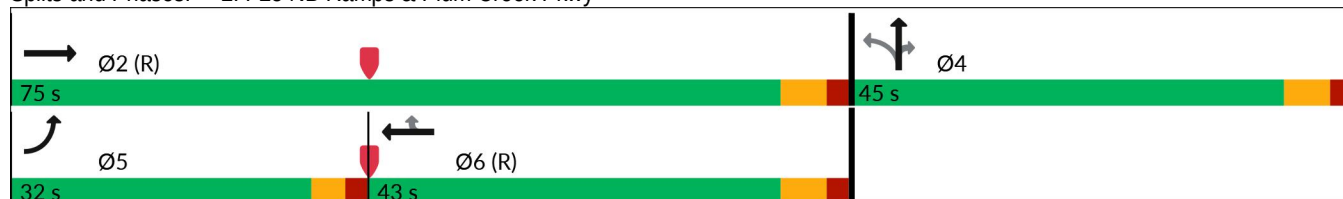
Intersection LOS: D

Intersection Capacity Utilization 112.1%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 2: I-25 NB Ramps & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary
2: I-25 NB Ramps & Plum Creek Pkwy

2050 Total Weekday PM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	473	2115	0	0	1076	930	242	3	249	0	0	0
Future Volume (veh/h)	473	2115	0	0	1076	930	242	3	249	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1856	1856	1856			
Adj Flow Rate, veh/h	498	2226	0	0	1546	704	255	0	264			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	3	3	3			
Cap, veh/h	565	3721	0	0	1958	830	303	0	539			
Arrive On Green	0.33	1.00	0.00	0.00	0.70	0.70	0.17	0.00	0.17			
Sat Flow, veh/h	3456	5274	0	0	3741	1585	1767	0	3145			
Grp Volume(v), veh/h	498	2226	0	0	1546	704	255	0	264			
Grp Sat Flow(s),veh/h/ln	1728	1702	0	0	1870	1585	1767	0	1572			
Q Serve(g_s), s	16.3	0.0	0.0	0.0	33.4	39.6	16.8	0.0	9.1			
Cycle Q Clear(g_c), s	16.3	0.0	0.0	0.0	33.4	39.6	16.8	0.0	9.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	565	3721	0	0	1958	830	303	0	539			
V/C Ratio(X)	0.88	0.60	0.00	0.00	0.79	0.85	0.84	0.00	0.49			
Avail Cap(c_a), veh/h	778	3721	0	0	1958	830	574	0	1022			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	0.56	0.56	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.3	0.0	0.0	0.0	13.8	14.7	48.2	0.0	45.0			
Incr Delay (d2), s/veh	5.3	0.4	0.0	0.0	3.3	10.5	6.3	0.0	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			
%ile BackOfQ(50%),veh/ln	6.2	0.1	0.0	0.0	11.7	13.2	7.9	0.0	8.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.5	0.4	0.0	0.0	17.1	25.2	54.5	0.0	45.7			
LnGrp LOS	D	A			B	C	D		D			
Approach Vol, veh/h	2724			2250			519					
Approach Delay, s/veh	8.5			19.6			50.0					
Approach LOS	A			B			D					
Timer - Assigned Phs	2			4		5	6					
Phs Duration (G+Y+Rc), s	93.4			26.6		24.6	68.8					
Change Period (Y+Rc), s	6.0			6.0		5.0	6.0					
Max Green Setting (Gmax), s	69.0			39.0		27.0	37.0					
Max Q Clear Time (g_c+l1), s	2.0			18.8		18.3	41.6					
Green Ext Time (p_c), s	37.4			1.8		1.3	0.0					
Intersection Summary												
HCM 7th Control Delay, s/veh				17.0								
HCM 7th LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
2: I-25 NB Ramps & Plum Creek Pkwy

2050 Total Saturday MID
06/09/2026

							
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	 	  	 				
Traffic Volume (vph)	516	1574	824	1087	228	4	242
Future Volume (vph)	516	1574	824	1087	228	4	242
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm
Protected Phases	5	2	6			4	
Permitted Phases				6	4		4
Detector Phase	5	2	6	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	21.0	66.0	45.0	45.0	24.0	24.0	24.0
Total Split (%)	23.3%	73.3%	50.0%	50.0%	26.7%	26.7%	26.7%
Yellow Time (s)	3.0	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	16.1	62.3	41.2	41.2	15.7	15.7	15.7
Actuated g/C Ratio	0.18	0.69	0.46	0.46	0.17	0.17	0.17
v/c Ratio	0.85	0.45	0.86	0.62	0.74	0.41	0.36
Control Delay (s/veh)	47.9	8.6	18.6	5.7	50.1	25.2	13.3
Queue Delay	1.6	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.5	8.9	18.6	5.7	50.1	25.2	13.3
LOS	D	A	B	A	D	C	B
Approach Delay (s/veh)		18.9	14.5			34.1	
Approach LOS		B	B			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay (s/veh): 18.7

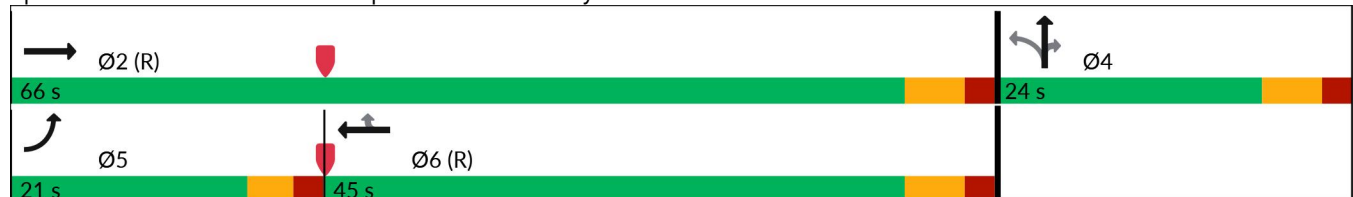
Intersection LOS: B

Intersection Capacity Utilization 106.9%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 2: I-25 NB Ramps & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary 2: I-25 NB Ramps & Plum Creek Pkwy

2050 Total Saturday MID
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	516	1574	0	0	824	1087	228	4	242	0	0	0
Future Volume (veh/h)	516	1574	0	0	824	1087	228	4	242	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	521	1590	0	0	832	1098	230	0	247			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	582	3628	0	0	910	1542	278	0	495			
Arrive On Green	0.34	1.00	0.00	0.00	0.81	0.81	0.16	0.00	0.16			
Sat Flow, veh/h	3456	5274	0	0	1870	3170	1781	0	3170			
Grp Volume(v), veh/h	521	1590	0	0	832	1098	230	0	247			
Grp Sat Flow(s),veh/h/ln	1728	1702	0	0	1870	1585	1781	0	1585			
Q Serve(g_s), s	12.9	0.0	0.0	0.0	29.2	13.9	11.3	0.0	6.4			
Cycle Q Clear(g_c), s	12.9	0.0	0.0	0.0	29.2	13.9	11.3	0.0	6.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	582	3628	0	0	910	1542	278	0	495			
V/C Ratio(X)	0.90	0.44	0.00	0.00	0.91	0.71	0.83	0.00	0.50			
Avail Cap(c_a), veh/h	614	3628	0	0	910	1542	356	0	634			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.83	0.83	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	29.1	0.0	0.0	0.0	7.1	5.6	36.8	0.0	34.7			
Incr Delay (d2), s/veh	13.1	0.3	0.0	0.0	15.1	2.8	11.9	0.0	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			
%ile BackOfQ(50%),veh/ln	5.3	0.1	0.0	0.0	7.4	2.9	5.7	0.0	5.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.2	0.3	0.0	0.0	22.2	8.5	48.7	0.0	35.5			
LnGrp LOS	D	A			C	A	D		D			
Approach Vol, veh/h	2111			1930			477					
Approach Delay, s/veh	10.7			14.4			41.9					
Approach LOS	B			B			D					
Timer - Assigned Phs	2			4		5	6					
Phs Duration (G+Y+Rc), s	69.9			20.1		20.2	49.8					
Change Period (Y+Rc), s	6.0			6.0		5.0	6.0					
Max Green Setting (Gmax), s	60.0			18.0		16.0	39.0					
Max Q Clear Time (g_c+l1), s	2.0			13.3		14.9	31.2					
Green Ext Time (p_c), s	19.3			0.8		0.3	5.9					
Intersection Summary												
HCM 7th Control Delay, s/veh				15.5								
HCM 7th LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings

3: Wilcox St & Plum Creek Pkwy

2026 Existing Weekday AM

06/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	644	458	89	1161	80	591	164	118	60	128	76
Future Volume (vph)	166	644	458	89	1161	80	591	164	118	60	128	76
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4		4	8		8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	17.5	33.0	33.0	17.5	33.0	33.0	17.5	32.0	32.0	17.5	32.0	32.0
Total Split (%)	17.5%	33.0%	33.0%	17.5%	33.0%	33.0%	17.5%	32.0%	32.0%	17.5%	32.0%	32.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	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	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	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	56.5	45.8	45.8	49.7	40.5	40.5	31.0	20.1	20.1	22.9	13.7	13.7
Actuated g/C Ratio	0.57	0.46	0.46	0.50	0.41	0.41	0.31	0.20	0.20	0.23	0.14	0.14
v/c Ratio	0.71	0.47	0.53	0.25	0.92	0.13	0.94	0.51	0.32	0.22	0.59	0.26
Control Delay (s/veh)	26.7	18.6	8.5	9.9	29.1	1.4	52.9	41.5	7.3	24.6	49.4	3.0
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)	26.7	18.6	8.5	9.9	29.1	1.4	52.9	41.5	7.3	24.6	49.4	3.0
LOS	C	B	A	A	C	A	D	D	A	C	D	A
Approach Delay (s/veh)		16.0			26.1			44.6			30.4	
Approach LOS		B			C			D			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 27.3

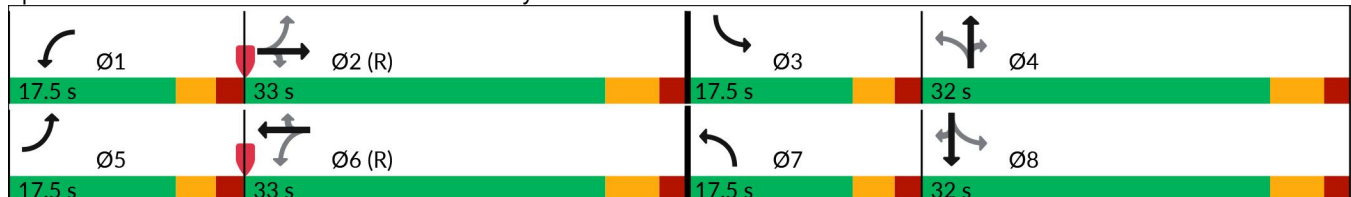
Intersection LOS: C

Intersection Capacity Utilization 83.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Wilcox St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

3: Wilcox St & Plum Creek Pkwy

2026 Existing Weekday AM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	644	458	89	1161	80	591	164	118	60	128	76
Future Volume (veh/h)	166	644	458	89	1161	80	591	164	118	60	128	76
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	1841	1841	1841	1826	1826	1826
Adj Flow Rate, veh/h	189	732	0	101	1319	91	672	186	134	68	145	58
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, %	6	6	6	2	2	2	4	4	4	5	5	5
Cap, veh/h	351	1728		497	1672	746	633	338	286	248	192	163
Arrive On Green	0.16	1.00	0.00	0.09	0.94	0.94	0.13	0.18	0.18	0.05	0.11	0.11
Sat Flow, veh/h	1725	3441	1535	1781	3554	1585	3401	1841	1560	1739	1826	1547
Grp Volume(v), veh/h	189	732	0	101	1319	91	672	186	134	68	145	58
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1781	1777	1585	1700	1841	1560	1739	1826	1547
Q Serve(g_s), s	5.8	0.0	0.0	2.9	8.5	0.4	12.5	9.2	7.7	3.5	7.7	3.5
Cycle Q Clear(g_c), s	5.8	0.0	0.0	2.9	8.5	0.4	12.5	9.2	7.7	3.5	7.7	3.5
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	351	1728		497	1672	746	633	338	286	248	192	163
V/C Ratio(X)	0.54	0.42		0.20	0.79	0.12	1.06	0.55	0.47	0.27	0.75	0.36
Avail Cap(c_a), veh/h	430	1728		635	1672	746	633	479	406	384	475	402
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)	0.96	0.96	0.00	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	11.7	1.8	1.6	37.2	37.1	36.5	37.4	43.5	41.6
Incr Delay (d2), s/veh	1.2	0.7	0.0	0.1	2.2	0.2	53.4	1.4	1.2	0.6	5.9	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	1.9	0.2	0.0	1.1	1.4	0.2	6.7	4.2	3.0	1.5	3.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.3	0.7	0.0	11.8	4.1	1.8	90.7	38.5	37.6	38.0	49.3	42.9
LnGrp LOS	B	A		B	A	A	F	D	D	D	D	D
Approach Vol, veh/h	921		1511				992		271			
Approach Delay, s/veh	3.1		4.4				73.7		45.1			
Approach LOS	A		A				E		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	56.2	9.7	24.4	12.9	53.0	17.5	16.5				
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	12.5	27.0	12.5	26.0	12.5	27.0	12.5	26.0				
Max Q Clear Time (g_c+I1), s	4.9	2.0	5.5	11.2	7.8	10.5	14.5	9.7				
Green Ext Time (p_c), s	0.1	5.5	0.1	1.3	0.2	9.3	0.0	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	25.7											
HCM 7th LOS	C											
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
3: Wilcox St & Plum Creek Pkwy

2026 Existing Weekday PM
06/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	1149	559	47	831	126	493	138	75	132	151	241
Future Volume (vph)	225	1149	559	47	831	126	493	138	75	132	151	241
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4		4	8		8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	24.0	35.0	35.0	24.0	35.0	35.0	24.0	37.0	37.0	24.0	37.0	37.0
Total Split (%)	20.0%	29.2%	29.2%	20.0%	29.2%	29.2%	20.0%	30.8%	30.8%	20.0%	30.8%	30.8%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	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	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	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	69.9	59.0	59.0	58.0	50.0	50.0	39.7	21.9	21.9	28.8	15.6	15.6
Actuated g/C Ratio	0.58	0.49	0.49	0.48	0.42	0.42	0.33	0.18	0.18	0.24	0.13	0.13
v/c Ratio	0.61	0.67	0.58	0.22	0.58	0.18	0.66	0.42	0.20	0.38	0.64	0.59
Control Delay (s/veh)	16.5	24.7	7.3	12.3	22.7	2.7	35.1	47.0	3.3	31.4	60.7	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.5	24.7	7.3	12.3	22.7	2.7	35.1	47.0	3.3	31.4	60.7	11.4
LOS	B	C	A	B	C	A	D	D	A	C	E	B
Approach Delay (s/veh)		18.7			19.7			34.0			30.7	
Approach LOS		B			B			C			C	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 23.1

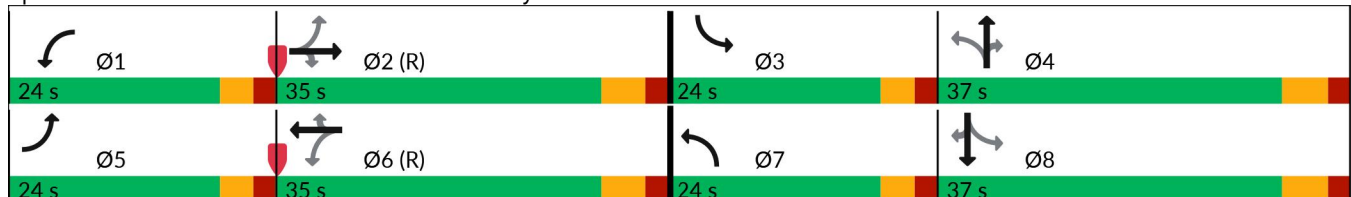
Intersection LOS: C

Intersection Capacity Utilization 76.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Wilcox St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

3: Wilcox St & Plum Creek Pkwy

2026 Existing Weekday PM
06/09/2026

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	225	1149	559	47	831	126	493	138	75	132	151	241	
Future Volume (veh/h)	225	1149	559	47	831	126	493	138	75	132	151	241	
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	1856	1856	1856	1870	1870	1870	
Adj Flow Rate, veh/h	230	1172	0	48	848	129	503	141	77	135	154	164	
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	3	3	3	2	2	2	
Cap, veh/h	459	1821		338	1623	724	712	350	297	349	239	203	
Arrive On Green	0.18	1.00	0.00	0.07	0.91	0.91	0.14	0.19	0.19	0.08	0.13	0.13	
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3428	1856	1572	1781	1870	1585	
Grp Volume(v), veh/h	230	1172	0	48	848	129	503	141	77	135	154	164	
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1714	1856	1572	1781	1870	1585	
Q Serve(g_s), s	8.3	0.0	0.0	1.7	4.7	1.0	14.7	8.0	5.0	7.8	9.4	12.1	
Cycle Q Clear(g_c), s	8.3	0.0	0.0	1.7	4.7	1.0	14.7	8.0	5.0	7.8	9.4	12.1	
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	459	1821		338	1623	724	712	350	297	349	239	203	
V/C Ratio(X)	0.50	0.64		0.14	0.52	0.18	0.71	0.40	0.26	0.39	0.64	0.81	
Avail Cap(c_a), veh/h	582	1821		561	1623	724	764	479	406	484	483	409	
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)	0.89	0.89	0.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	12.3	0.0	0.0	15.5	3.0	2.9	36.4	42.7	41.5	40.5	49.7	50.9	
Incr Delay (d2), s/veh	0.8	1.6	0.0	0.2	1.0	0.5	2.8	0.7	0.5	0.7	2.9	7.5	
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	2.8	0.4	0.0	0.7	1.3	0.4	6.4	3.8	2.0	3.5	4.6	5.2	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	13.0	1.6	0.0	15.6	4.1	3.3	39.2	43.5	42.0	41.2	52.6	58.4	
LnGrp LOS	B	A		B	A	A	D	D	D	D	D	E	
Approach Vol, veh/h	1402				1025				721				453
Approach Delay, s/veh	3.5				4.5				40.3				51.3
Approach LOS	A				A				D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	9.0	67.5	14.9	28.7	15.7	60.8	22.2	21.3					
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	19.0	29.0	19.0	31.0	19.0	29.0	19.0	31.0					
Max Q Clear Time (g_c+I1), s	3.7	2.0	9.8	10.0	10.3	6.7	16.7	14.1					
Green Ext Time (p_c), s	0.1	10.1	0.2	1.0	0.4	6.8	0.5	1.3					
Intersection Summary													
HCM 7th Control Delay, s/veh			17.2										
HCM 7th LOS			B										
Notes													
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.													

Timings
3: Wilcox St & Plum Creek Pkwy

2026 Existing Saturday MID
06/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	804	400	44	860	159	409	138	51	133	107	202
Future Volume (vph)	213	804	400	44	860	159	409	138	51	133	107	202
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4		4	8		8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	15.0	44.0	44.0	11.0	40.0	40.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (%)	16.7%	48.9%	48.9%	12.2%	44.4%	44.4%	12.2%	26.7%	26.7%	12.2%	26.7%	26.7%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	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	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	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	55.5	47.8	47.8	47.4	40.0	40.0	19.1	12.1	12.1	19.1	12.1	12.1
Actuated g/C Ratio	0.62	0.53	0.53	0.53	0.44	0.44	0.21	0.13	0.13	0.21	0.13	0.13
v/c Ratio	0.56	0.44	0.40	0.11	0.56	0.20	0.71	0.56	0.15	0.47	0.44	0.55
Control Delay (s/veh)	21.0	14.5	5.7	7.9	15.5	3.1	36.1	44.7	0.9	31.8	40.4	12.6
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)	21.0	14.5	5.7	7.9	15.5	3.1	36.1	44.7	0.9	31.8	40.4	12.6
LOS	C	B	A	A	B	A	D	D	A	C	D	B
Approach Delay (s/veh)		13.0			13.3			35.1			25.1	
Approach LOS		B			B			D			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 18.4

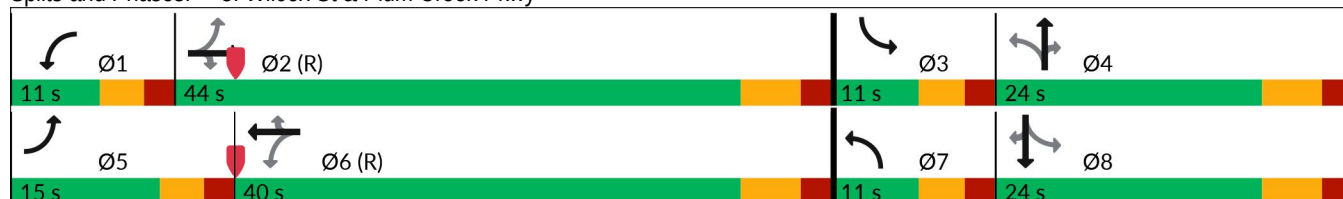
Intersection LOS: B

Intersection Capacity Utilization 71.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Wilcox St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

3: Wilcox St & Plum Creek Pkwy

2026 Existing Saturday MID
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	804	400	44	860	159	409	138	51	133	107	202
Future Volume (veh/h)	213	804	400	44	860	159	409	138	51	133	107	202
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	217	820	0	45	878	162	417	141	52	136	109	137
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	2	2	2
Cap, veh/h	492	1913		475	1748	780	519	212	179	247	212	179
Arrive On Green	0.17	1.00	0.00	0.08	0.98	0.98	0.07	0.11	0.11	0.07	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	217	820	0	45	878	162	417	141	52	136	109	137
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.4	0.0	0.0	1.1	0.7	0.2	6.0	6.5	2.7	6.0	4.9	7.6
Cycle Q Clear(g_c), s	5.4	0.0	0.0	1.1	0.7	0.2	6.0	6.5	2.7	6.0	4.9	7.6
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	492	1913		475	1748	780	519	212	179	247	212	179
V/C Ratio(X)	0.44	0.43		0.09	0.50	0.21	0.80	0.67	0.29	0.55	0.52	0.76
Avail Cap(c_a), veh/h	541	1913		527	1748	780	519	374	317	247	374	317
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)	0.96	0.96	0.00	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.0	0.0	0.0	9.8	0.4	0.4	36.9	38.3	36.6	33.1	37.6	38.7
Incr Delay (d2), s/veh	0.6	0.7	0.0	0.1	0.8	0.5	9.0	3.6	0.9	2.6	1.9	6.6
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	1.7	0.2	0.0	0.4	0.3	0.2	2.4	3.2	1.1	2.8	2.3	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.6	0.7	0.0	9.9	1.2	0.9	45.9	41.9	37.5	35.7	39.5	45.4
LnGrp LOS	A	A		A	A	A	D	D	D	D	D	D
Approach Vol, veh/h	1037				1085		610				382	
Approach Delay, s/veh	2.3				1.5		44.2				40.3	
Approach LOS	A				A		D				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	54.4	11.0	16.2	12.5	50.3	11.0	16.2				
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	6.0	38.0	6.0	18.0	10.0	34.0	6.0	18.0				
Max Q Clear Time (g_c+I1), s	3.1	2.0	8.0	8.5	7.4	2.7	8.0	9.6				
Green Ext Time (p_c), s	0.0	6.8	0.0	0.6	0.2	8.0	0.0	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			14.9									
HCM 7th LOS			B									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
3: Wilcox St & Plum Creek Pkwy

2028 Background Weekday AM
06/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	674	248	91	1211	82	291	167	120	61	131	89
Future Volume (vph)	176	674	248	91	1211	82	291	167	120	61	131	89
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4		4	8		8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	17.5	33.0	33.0	17.5	33.0	33.0	17.5	32.0	32.0	17.5	32.0	32.0
Total Split (%)	17.5%	33.0%	33.0%	17.5%	33.0%	33.0%	17.5%	32.0%	32.0%	17.5%	32.0%	32.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	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	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	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	57.1	46.0	46.0	49.4	40.1	40.1	30.7	19.8	19.8	23.2	13.9	13.9
Actuated g/C Ratio	0.57	0.46	0.46	0.49	0.40	0.40	0.31	0.20	0.20	0.23	0.14	0.14
v/c Ratio	0.72	0.49	0.33	0.27	0.97	0.13	0.47	0.53	0.32	0.22	0.59	0.30
Control Delay (s/veh)	30.6	18.4	5.9	10.0	32.9	1.4	27.3	42.1	7.5	24.5	49.4	4.6
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)	30.6	18.4	5.9	10.0	32.9	1.4	27.3	42.1	7.5	24.5	49.4	4.6
LOS	C	B	A	B	C	A	C	D	A	C	D	A
Approach Delay (s/veh)		17.5			29.5			27.5			29.8	
Approach LOS		B			C			C			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay (s/veh): 25.2

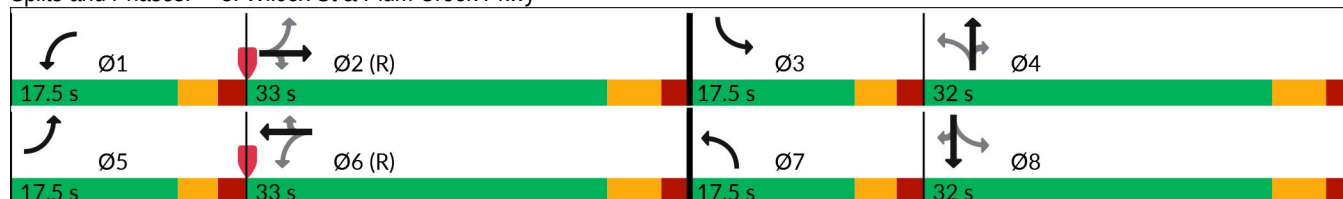
Intersection LOS: C

Intersection Capacity Utilization 76.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Wilcox St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

3: Wilcox St & Plum Creek Pkwy

2028 Background Weekday AM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	674	248	91	1211	82	291	167	120	61	131	89
Future Volume (veh/h)	176	674	248	91	1211	82	291	167	120	61	131	89
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	1841	1841	1841	1826	1826	1826
Adj Flow Rate, veh/h	200	766	0	103	1376	93	331	190	136	69	149	67
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, %	6	6	6	2	2	2	4	4	4	5	5	5
Cap, veh/h	364	1787		497	1725	770	566	306	259	226	197	167
Arrive On Green	0.16	1.00	0.00	0.09	0.97	0.97	0.11	0.17	0.17	0.05	0.11	0.11
Sat Flow, veh/h	1725	3441	1535	1781	3554	1585	3401	1841	1560	1739	1826	1547
Grp Volume(v), veh/h	200	766	0	103	1376	93	331	190	136	69	149	67
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1781	1777	1585	1700	1841	1560	1739	1826	1547
Q Serve(g_s), s	5.9	0.0	0.0	2.9	5.0	0.2	8.3	9.6	8.0	3.5	7.9	4.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0	2.9	5.0	0.2	8.3	9.6	8.0	3.5	7.9	4.0
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	364	1787		497	1725	770	566	306	259	226	197	167
V/C Ratio(X)	0.55	0.43		0.21	0.80	0.12	0.58	0.62	0.53	0.30	0.76	0.40
Avail Cap(c_a), veh/h	440	1787		635	1725	770	633	479	406	361	475	402
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)	0.97	0.97	0.00	0.36	0.36	0.36	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.8	0.0	0.0	11.0	0.8	0.7	33.1	38.8	38.1	37.2	43.3	41.6
Incr Delay (d2), s/veh	1.3	0.7	0.0	0.1	1.5	0.1	1.1	2.1	1.6	0.8	5.8	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.2	0.0	1.1	0.8	0.1	3.5	4.5	3.1	1.5	3.9	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.1	0.7	0.0	11.1	2.3	0.9	34.2	40.8	39.7	38.0	49.1	43.1
LnGrp LOS	B	A		B	A	A	C	D	D	D	D	D
Approach Vol, veh/h	966		1572				657			285		
Approach Delay, s/veh	2.9		2.8				37.3			45.0		
Approach LOS	A		A				D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	57.9	9.7	22.6	13.1	54.6	15.5	16.8				
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	12.5	27.0	12.5	26.0	12.5	27.0	12.5	26.0				
Max Q Clear Time (g_c+I1), s	4.9	2.0	5.5	11.6	7.9	7.0	10.3	9.9				
Green Ext Time (p_c), s	0.1	5.8	0.1	1.3	0.2	10.9	0.3	0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh	12.8											
HCM 7th LOS	B											
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
3: Wilcox St & Plum Creek Pkwy

2028 Background Weekday PM
06/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	1200	299	48	876	129	255	141	77	135	154	257
Future Volume (vph)	241	1200	299	48	876	129	255	141	77	135	154	257
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4		4	8		8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	24.0	35.0	35.0	24.0	35.0	35.0	24.0	37.0	37.0	24.0	37.0	37.0
Total Split (%)	20.0%	29.2%	29.2%	20.0%	29.2%	29.2%	20.0%	30.8%	30.8%	20.0%	30.8%	30.8%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	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	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	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	75.7	65.0	65.0	63.5	55.6	55.6	28.9	15.4	15.4	29.6	15.8	15.8
Actuated g/C Ratio	0.63	0.54	0.54	0.53	0.46	0.46	0.24	0.13	0.13	0.25	0.13	0.13
v/c Ratio	0.61	0.64	0.32	0.20	0.55	0.17	0.43	0.61	0.26	0.43	0.64	0.60
Control Delay (s/veh)	17.4	20.2	5.6	10.0	19.0	2.9	34.5	60.1	4.5	36.0	60.9	11.5
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)	17.4	20.3	5.6	10.0	19.0	2.9	34.5	60.1	4.5	36.0	60.9	11.5
LOS	B	C	A	A	B	A	C	E	A	D	E	B
Approach Delay (s/veh)		17.3			16.6			37.2			31.5	
Approach LOS		B			B			D			C	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 21.6

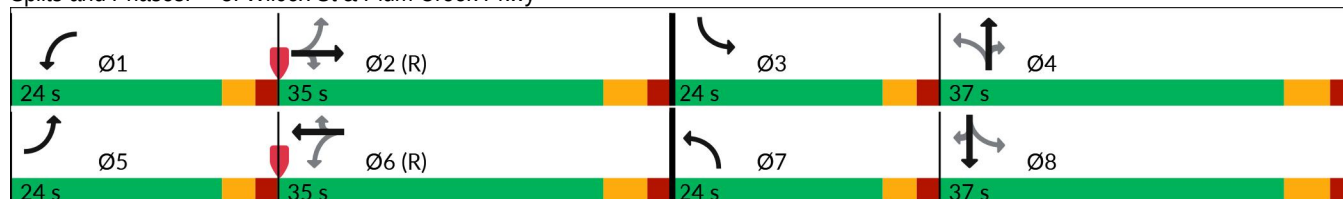
Intersection LOS: C

Intersection Capacity Utilization 71.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Wilcox St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

3: Wilcox St & Plum Creek Pkwy

2028 Background Weekday PM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	1200	299	48	876	129	255	141	77	135	154	257
Future Volume (veh/h)	241	1200	299	48	876	129	255	141	77	135	154	257
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	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	246	1224	0	49	894	132	260	144	79	138	157	174
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	3	3	3	2	2	2
Cap, veh/h	496	2002		352	1811	808	524	253	215	282	251	213
Arrive On Green	0.17	1.00	0.00	0.07	1.00	1.00	0.09	0.14	0.14	0.08	0.13	0.13
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3428	1856	1572	1781	1870	1585
Grp Volume(v), veh/h	246	1224	0	49	894	132	260	144	79	138	157	174
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1714	1856	1572	1781	1870	1585
Q Serve(g_s), s	8.0	0.0	0.0	1.5	0.0	0.0	7.7	8.7	5.5	7.9	9.5	12.8
Cycle Q Clear(g_c), s	8.0	0.0	0.0	1.5	0.0	0.0	7.7	8.7	5.5	7.9	9.5	12.8
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	496	2002		352	1811	808	524	253	215	282	251	213
V/C Ratio(X)	0.50	0.61		0.14	0.49	0.16	0.50	0.57	0.37	0.49	0.63	0.82
Avail Cap(c_a), veh/h	622	2002		574	1811	808	774	479	406	416	483	409
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)	0.92	0.92	0.00	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.5	0.0	0.0	12.4	0.0	0.0	39.9	48.5	47.1	40.2	49.1	50.5
Incr Delay (d2), s/veh	0.7	1.3	0.0	0.1	0.8	0.4	0.7	2.0	1.1	1.3	2.5	7.5
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	2.6	0.4	0.0	0.6	0.2	0.1	3.3	4.2	2.2	3.6	4.6	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.2	1.3	0.0	12.6	0.8	0.4	40.7	50.5	48.2	41.5	51.6	58.1
LnGrp LOS	B	A		B	A	A	D	D	D	D	D	E
Approach Vol, veh/h	1470				1075		483				469	
Approach Delay, s/veh	2.8				1.3		44.8				51.0	
Approach LOS	A				A		D				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	73.6	15.0	22.4	15.5	67.1	15.3	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	19.0	29.0	19.0	31.0	19.0	29.0	19.0	31.0				
Max Q Clear Time (g_c+I1), s	3.5	2.0	9.9	10.7	10.0	2.0	9.7	14.8				
Green Ext Time (p_c), s	0.1	10.7	0.2	1.0	0.5	7.7	0.6	1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			14.6									
HCM 7th LOS			B									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
3: Wilcox St & Plum Creek Pkwy

2028 Background Saturday MID
06/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	228	848	195	45	905	162	228	141	52	136	109	217
Future Volume (vph)	228	848	195	45	905	162	228	141	52	136	109	217
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4		4	8		8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	15.0	44.0	44.0	11.0	40.0	40.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (%)	16.7%	48.9%	48.9%	12.2%	44.4%	44.4%	12.2%	26.7%	26.7%	12.2%	26.7%	26.7%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	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	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	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	55.5	47.7	47.7	46.6	39.2	39.2	19.2	12.2	12.2	19.2	12.2	12.2
Actuated g/C Ratio	0.62	0.53	0.53	0.52	0.44	0.44	0.21	0.14	0.14	0.21	0.14	0.14
v/c Ratio	0.61	0.46	0.21	0.12	0.60	0.21	0.39	0.57	0.15	0.48	0.44	0.56
Control Delay (s/veh)	25.7	13.1	3.0	8.5	16.9	3.6	27.5	44.8	0.9	32.1	40.4	12.0
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)	25.7	13.1	3.0	8.5	16.9	3.6	27.5	44.8	0.9	32.1	40.4	12.0
LOS	C	B	A	A	B	A	C	D	A	C	D	B
Approach Delay (s/veh)		13.8			14.6			30.0			24.6	
Approach LOS		B			B			C			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay (s/veh): 17.7

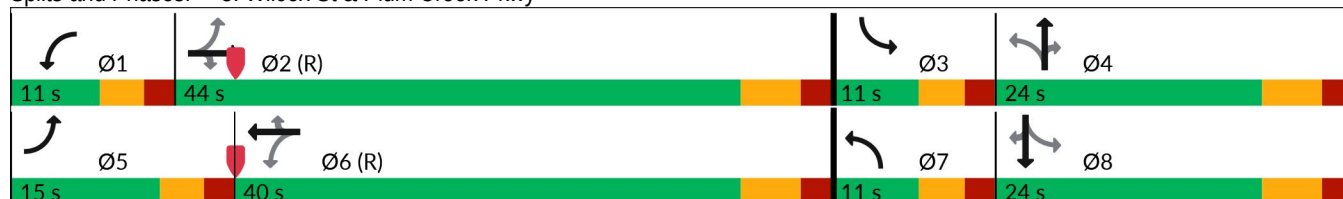
Intersection LOS: B

Intersection Capacity Utilization 70.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Wilcox St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

3: Wilcox St & Plum Creek Pkwy

2028 Background Saturday MID
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	848	195	45	905	162	228	141	52	136	109	217
Future Volume (veh/h)	228	848	195	45	905	162	228	141	52	136	109	217
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	233	865	0	46	923	165	233	144	53	139	111	148
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	2	2	2
Cap, veh/h	476	1887		454	1704	760	530	224	190	254	224	190
Arrive On Green	0.18	1.00	0.00	0.08	0.96	0.96	0.07	0.12	0.12	0.07	0.12	0.12
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	233	865	0	46	923	165	233	144	53	139	111	148
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.9	0.0	0.0	1.1	2.0	0.5	5.3	6.6	2.7	6.0	5.0	8.2
Cycle Q Clear(g_c), s	5.9	0.0	0.0	1.1	2.0	0.5	5.3	6.6	2.7	6.0	5.0	8.2
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	476	1887		454	1704	760	530	224	190	254	224	190
V/C Ratio(X)	0.49	0.46		0.10	0.54	0.22	0.44	0.64	0.28	0.55	0.49	0.78
Avail Cap(c_a), veh/h	515	1887		505	1704	760	530	374	317	254	374	317
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)	0.96	0.96	0.00	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.1	0.0	0.0	10.3	1.0	1.0	32.1	37.8	36.1	32.8	37.1	38.4
Incr Delay (d2), s/veh	0.7	0.8	0.0	0.1	1.0	0.5	0.6	3.0	0.8	2.5	1.7	6.7
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	1.9	0.2	0.0	0.4	0.6	0.2	2.2	3.2	1.1	2.8	2.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.9	0.8	0.0	10.4	2.0	1.5	32.7	40.8	36.8	35.2	38.7	45.2
LnGrp LOS	A	A		B	A	A	C	D	D	D	D	D
Approach Vol, veh/h	1098				1134		430				398	
Approach Delay, s/veh	2.5				2.2		35.9				39.9	
Approach LOS	A				A		D				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	53.8	11.0	16.8	13.1	49.2	11.0	16.8				
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	6.0	38.0	6.0	18.0	10.0	34.0	6.0	18.0				
Max Q Clear Time (g_c+I1), s	3.1	2.0	8.0	8.6	7.9	4.0	7.3	10.2				
Green Ext Time (p_c), s	0.0	7.3	0.0	0.6	0.1	8.4	0.0	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.0									
HCM 7th LOS			B									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
3: Wilcox St & Plum Creek Pkwy

2028 Total Weekday AM
06/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	665	235	165	1156	79	376	175	141	61	135	89
Future Volume (vph)	174	665	235	165	1156	79	376	175	141	61	135	89
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4		4	8		8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	17.5	33.0	33.0	17.5	33.0	33.0	17.5	32.0	32.0	17.5	32.0	32.0
Total Split (%)	17.5%	33.0%	33.0%	17.5%	33.0%	33.0%	17.5%	32.0%	32.0%	17.5%	32.0%	32.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	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	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	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	52.9	40.0	40.0	51.8	39.4	39.4	31.5	20.5	20.5	23.4	14.2	14.2
Actuated g/C Ratio	0.53	0.40	0.40	0.52	0.39	0.39	0.32	0.21	0.21	0.23	0.14	0.14
v/c Ratio	0.71	0.56	0.35	0.47	0.94	0.13	0.60	0.53	0.36	0.22	0.60	0.30
Control Delay (s/veh)	28.9	23.5	7.8	16.2	29.8	1.4	29.2	41.7	7.8	24.2	49.2	4.5
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)	28.9	23.5	7.8	16.2	29.8	1.4	29.2	41.7	7.8	24.2	49.2	4.5
LOS	C	C	A	B	C	A	C	D	A	C	D	A
Approach Delay (s/veh)		20.9			26.6			28.0			29.9	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 25.4

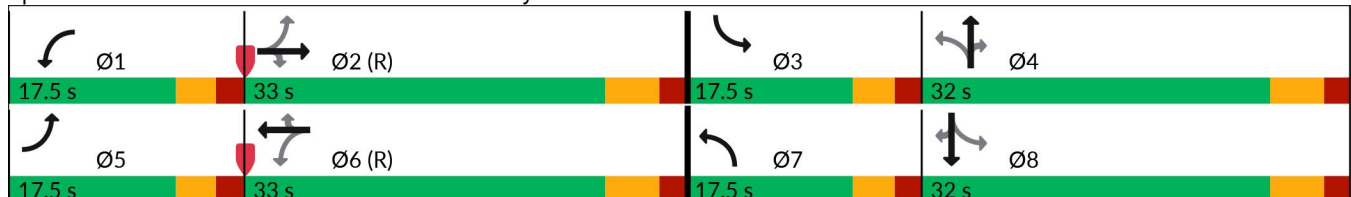
Intersection LOS: C

Intersection Capacity Utilization 77.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Wilcox St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

3: Wilcox St & Plum Creek Pkwy

2028 Total Weekday AM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	665	235	165	1156	79	376	175	141	61	135	89
Future Volume (veh/h)	174	665	235	165	1156	79	376	175	141	61	135	89
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	1841	1841	1841	1826	1826	1826
Adj Flow Rate, veh/h	198	756	0	188	1314	90	427	199	160	69	153	67
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, %	6	6	6	2	2	2	4	4	4	5	5	5
Cap, veh/h	347	1606		523	1639	731	633	346	293	244	201	171
Arrive On Green	0.17	0.93	0.00	0.16	0.92	0.92	0.13	0.19	0.19	0.05	0.11	0.11
Sat Flow, veh/h	1725	3441	1535	1781	3554	1585	3401	1841	1560	1739	1826	1547
Grp Volume(v), veh/h	198	756	0	188	1314	90	427	199	160	69	153	67
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1781	1777	1585	1700	1841	1560	1739	1826	1547
Q Serve(g_s), s	6.2	2.6	0.0	5.6	11.0	0.5	10.7	9.8	9.3	3.5	8.1	4.0
Cycle Q Clear(g_c), s	6.2	2.6	0.0	5.6	11.0	0.5	10.7	9.8	9.3	3.5	8.1	4.0
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	347	1606		523	1639	731	633	346	293	244	201	171
V/C Ratio(X)	0.57	0.47		0.36	0.80	0.12	0.67	0.58	0.55	0.28	0.76	0.39
Avail Cap(c_a), veh/h	418	1606		607	1639	731	633	479	406	379	475	402
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)	1.00	1.00	0.00	0.35	0.35	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	1.9	0.0	10.9	2.5	2.1	32.4	37.0	36.7	37.0	43.2	41.4
Incr Delay (d2), s/veh	1.5	1.0	0.0	0.1	1.5	0.1	2.8	1.5	1.6	0.6	5.8	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.8	0.0	1.9	1.5	0.2	4.6	4.5	3.6	1.5	4.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.2	2.9	0.0	11.1	4.0	2.2	35.2	38.5	38.3	37.6	49.0	42.8
LnGrp LOS	B	A		B	A	A	D	D	D	D	D	D
Approach Vol, veh/h	954		1592				786		289			
Approach Delay, s/veh	5.0		4.8				36.7		44.9			
Approach LOS	A		A				D		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	52.7	9.7	24.8	13.3	52.1	17.5	17.0				
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	12.5	27.0	12.5	26.0	12.5	27.0	12.5	26.0				
Max Q Clear Time (g_c+I1), s	7.6	4.6	5.5	11.8	8.2	13.0	12.7	10.1				
Green Ext Time (p_c), s	0.2	5.5	0.1	1.4	0.2	8.3	0.0	0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh	15.0											
HCM 7th LOS	B											
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
3: Wilcox St & Plum Creek Pkwy

2028 Total Weekday PM
06/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	238	1190	281	105	843	124	333	153	114	133	168	249
Future Volume (vph)	238	1190	281	105	843	124	333	153	114	133	168	249
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4		4	8		8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	24.0	35.0	35.0	24.0	35.0	35.0	24.0	37.0	37.0	24.0	37.0	37.0
Total Split (%)	20.0%	29.2%	29.2%	20.0%	29.2%	29.2%	20.0%	30.8%	30.8%	20.0%	30.8%	30.8%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	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	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	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	71.6	57.3	57.3	62.1	52.0	52.0	35.0	19.1	19.1	30.2	16.7	16.7
Actuated g/C Ratio	0.60	0.48	0.48	0.52	0.43	0.43	0.29	0.16	0.16	0.25	0.14	0.14
v/c Ratio	0.62	0.72	0.33	0.45	0.56	0.17	0.51	0.53	0.33	0.39	0.66	0.58
Control Delay (s/veh)	18.6	27.4	8.5	22.1	21.2	2.6	33.3	52.4	9.7	32.6	60.6	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	0.0
Total Delay (s/veh)	18.6	27.4	8.5	22.1	21.2	2.6	33.3	52.4	9.7	32.6	60.6	10.8
LOS	B	C	A	C	C	A	C	D	A	C	E	B
Approach Delay (s/veh)		23.0			19.1			33.7			31.3	
Approach LOS		C			B			C			C	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 24.8

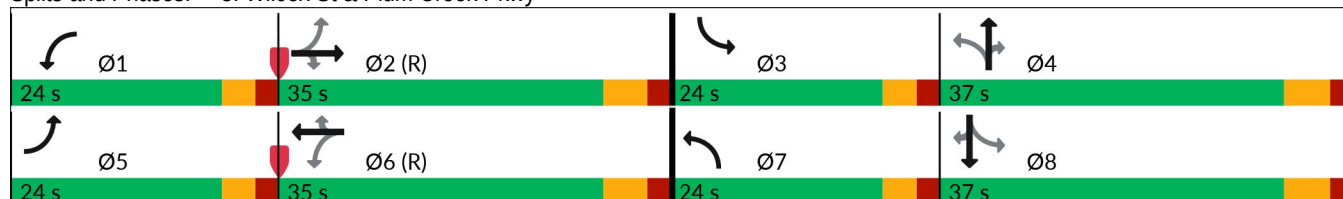
Intersection LOS: C

Intersection Capacity Utilization 75.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Wilcox St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary 3: Wilcox St & Plum Creek Pkwy

2028 Total Weekday PM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	1190	281	105	843	124	333	153	114	133	168	249
Future Volume (veh/h)	238	1190	281	105	843	124	333	153	114	133	168	249
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	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	243	1214	0	107	860	127	340	156	116	136	171	169
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	3	3	3	2	2	2
Cap, veh/h	492	1889		369	1740	776	573	289	245	293	246	209
Arrive On Green	0.18	1.00	0.00	0.09	0.98	0.98	0.11	0.16	0.16	0.08	0.13	0.13
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3428	1856	1572	1781	1870	1585
Grp Volume(v), veh/h	243	1214	0	107	860	127	340	156	116	136	171	169
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1714	1856	1572	1781	1870	1585
Q Serve(g_s), s	8.2	0.0	0.0	3.6	1.2	0.2	10.1	9.3	8.1	7.8	10.5	12.4
Cycle Q Clear(g_c), s	8.2	0.0	0.0	3.6	1.2	0.2	10.1	9.3	8.1	7.8	10.5	12.4
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	492	1889		369	1740	776	573	289	245	293	246	209
V/C Ratio(X)	0.49	0.64		0.29	0.49	0.16	0.59	0.54	0.47	0.46	0.69	0.81
Avail Cap(c_a), veh/h	616	1889		567	1740	776	752	479	406	428	483	409
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)	1.00	1.00	0.00	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	0.0	0.0	13.0	0.6	0.6	39.2	46.7	46.2	40.3	49.8	50.6
Incr Delay (d2), s/veh	0.8	1.7	0.0	0.4	0.8	0.4	1.0	1.6	1.4	1.1	3.5	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	2.7	0.4	0.0	1.4	0.4	0.2	4.3	4.4	3.3	3.5	5.1	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.2	1.7	0.0	13.4	1.5	1.0	40.2	48.3	47.6	41.5	53.3	57.9
LnGrp LOS	B	A		B	A	A	D	D	D	D	D	E
Approach Vol, veh/h	1457				1094		612				476	
Approach Delay, s/veh	3.3				2.6		43.7				51.6	
Approach LOS	A				A		D				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	69.8	14.9	24.7	15.7	64.8	17.8	21.8				
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	19.0	29.0	19.0	31.0	19.0	29.0	19.0	31.0				
Max Q Clear Time (g_c+I1), s	5.6	2.0	9.8	11.3	10.2	3.2	12.1	14.4				
Green Ext Time (p_c), s	0.2	10.6	0.2	1.2	0.5	7.2	0.7	1.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			16.2									
HCM 7th LOS			B									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

Timings

3: Wilcox St & Plum Creek Pkwy

2028 Total Saturday MID

06/10/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	842	182	108	872	155	319	157	80	129	128	210
Future Volume (vph)	223	842	182	108	872	155	319	157	80	129	128	210
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4		4	8		8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	15.0	44.0	44.0	11.0	40.0	40.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (%)	16.7%	48.9%	48.9%	12.2%	44.4%	44.4%	12.2%	26.7%	26.7%	12.2%	26.7%	26.7%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	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	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	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	53.8	44.1	44.1	47.0	38.9	38.9	19.9	12.9	12.9	19.9	12.9	12.9
Actuated g/C Ratio	0.60	0.49	0.49	0.52	0.43	0.43	0.22	0.14	0.14	0.22	0.14	0.14
v/c Ratio	0.60	0.50	0.21	0.29	0.58	0.20	0.54	0.60	0.23	0.46	0.49	0.54
Control Delay (s/veh)	22.5	15.6	2.8	9.9	17.0	3.9	29.9	44.9	1.5	30.8	40.9	12.0
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)	22.5	15.6	2.8	9.9	17.0	3.9	29.9	44.9	1.5	30.8	40.9	12.0
LOS	C	B	A	A	B	A	C	D	A	C	D	B
Approach Delay (s/veh)		15.0			14.6			30.0			25.2	
Approach LOS		B			B			C			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 18.7

Intersection LOS: B

Intersection Capacity Utilization 70.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Wilcox St & Plum Creek Pkwy

	Ø1		Ø2 (R)		Ø3		Ø4
11 s		44 s		11 s		24 s	
	Ø5		Ø6 (R)		Ø7		Ø8
15 s		40 s		11 s		24 s	

HCM 7th Signalized Intersection Summary

3: Wilcox St & Plum Creek Pkwy

2028 Total Saturday MID
06/10/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	842	182	108	872	155	319	157	80	129	128	210
Future Volume (veh/h)	223	842	182	108	872	155	319	157	80	129	128	210
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	228	859	0	110	890	158	326	160	82	132	131	141
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	2	2	2
Cap, veh/h	489	1849		437	1724	769	498	218	185	237	218	185
Arrive On Green	0.12	0.69	0.00	0.10	0.97	0.97	0.07	0.12	0.12	0.07	0.12	0.12
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	228	859	0	110	890	158	326	160	82	132	131	141
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.7	9.9	0.0	2.8	1.3	0.3	6.0	7.4	4.3	5.9	6.0	7.8
Cycle Q Clear(g_c), s	5.7	9.9	0.0	2.8	1.3	0.3	6.0	7.4	4.3	5.9	6.0	7.8
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	489	1849		437	1724	769	498	218	185	237	218	185
V/C Ratio(X)	0.47	0.46		0.25	0.52	0.21	0.66	0.73	0.44	0.56	0.60	0.76
Avail Cap(c_a), veh/h	531	1849		463	1724	769	498	374	317	237	374	317
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)	1.00	1.00	0.00	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.1	8.2	0.0	10.0	0.7	0.7	34.7	38.4	37.0	32.8	37.8	38.6
Incr Delay (d2), s/veh	0.7	0.8	0.0	0.2	0.8	0.5	3.1	4.7	1.7	2.9	2.7	6.4
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	2.0	3.2	0.0	1.0	0.5	0.2	0.8	3.6	1.7	2.7	2.9	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.8	9.0	0.0	10.2	1.5	1.1	37.8	43.2	38.7	35.6	40.4	45.0
LnGrp LOS	A	A		B	A	A	D	D	D	D	D	D
Approach Vol, veh/h	1087				1158				568		404	
Approach Delay, s/veh	9.2				2.3				39.5		40.4	
Approach LOS	A				A				D		D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	52.8	11.0	16.5	12.8	49.7	11.0	16.5				
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	38.0	6.0	18.0	10.0	34.0	6.0	18.0				
Max Q Clear Time (g_c+I1), s	4.8	11.9	7.9	9.4	7.7	3.3	8.0	9.8				
Green Ext Time (p_c), s	0.0	6.7	0.0	0.7	0.1	8.0	0.0	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			16.0									
HCM 7th LOS			B									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
3: Wilcox St & Plum Creek Pkwy

2050 Background Weekday AM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	302	884	289	145	1550	333	221	177	76	179	193
Future Volume (vph)	302	884	289	145	1550	333	221	177	76	179	193
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	21.0	45.0	45.0	19.0	43.0	12.0	25.0	25.0	11.0	24.0	24.0
Total Split (%)	21.0%	45.0%	45.0%	19.0%	43.0%	12.0%	25.0%	25.0%	11.0%	24.0%	24.0%
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
Act Effect Green (s)	61.0	45.8	45.8	49.4	38.9	25.5	18.9	18.9	22.7	15.7	15.7
Actuated g/C Ratio	0.61	0.46	0.46	0.49	0.39	0.26	0.19	0.19	0.23	0.16	0.16
v/c Ratio	0.93	0.62	0.36	0.47	0.91	0.71	0.70	0.43	0.35	0.69	0.50
Control Delay (s/veh)	58.0	17.4	4.5	13.7	28.8	37.7	50.0	8.5	30.4	52.5	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.0	17.4	4.5	13.7	29.3	37.7	50.0	8.5	30.4	52.5	9.7
LOS	E	B	A	B	C	D	D	A	C	D	A
Approach Delay (s/veh)		23.2			28.0		34.4			30.3	
Approach LOS		C			C		C			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay (s/veh): 27.7

Intersection LOS: C

Intersection Capacity Utilization 86.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Wilcox St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

3: Wilcox St & Plum Creek Pkwy

2050 Background Weekday AM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	884	289	145	1550	102	333	221	177	76	179	193
Future Volume (veh/h)	302	884	289	145	1550	102	333	221	177	76	179	193
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	1841	1841	1841	1826	1826	1826
Adj Flow Rate, veh/h	328	961	0	158	1685	111	362	240	192	83	195	139
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, %	6	6	6	2	2	2	4	4	4	5	5	5
Cap, veh/h	369	1724		402	2188	144	455	286	242	193	255	216
Arrive On Green	0.16	0.67	0.00	0.14	0.89	0.89	0.07	0.16	0.16	0.05	0.14	0.14
Sat Flow, veh/h	1725	3441	1535	1781	4894	322	3401	1841	1560	1739	1826	1547
Grp Volume(v), veh/h	328	961	0	158	1171	625	362	240	192	83	195	139
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1781	1702	1812	1700	1841	1560	1739	1826	1547
Q Serve(g_s), s	9.9	14.8	0.0	4.8	11.7	11.7	7.0	12.7	11.9	4.0	10.3	8.5
Cycle Q Clear(g_c), s	9.9	14.8	0.0	4.8	11.7	11.7	7.0	12.7	11.9	4.0	10.3	8.5
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	1724		402	1522	810	455	286	242	193	255	216
V/C Ratio(X)	0.89	0.56		0.39	0.77	0.77	0.80	0.84	0.79	0.43	0.77	0.64
Avail Cap(c_a), veh/h	432	1724		527	1522	810	455	350	296	203	329	279
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)	1.00	1.00	0.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	10.8	0.0	12.4	3.5	3.5	38.2	41.0	40.7	34.8	41.5	40.7
Incr Delay (d2), s/veh	18.0	1.3	0.0	0.1	0.4	0.7	9.5	14.1	11.4	1.5	7.8	3.2
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	5.1	4.7	0.0	1.7	1.6	1.7	1.8	6.8	5.3	1.8	5.1	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.1	12.1	0.0	12.5	3.9	4.2	47.6	55.2	52.1	36.3	49.2	43.9
LnGrp LOS	C	B		B	A	A	D	E	D	D	D	D
Approach Vol, veh/h	1289			1954			794			417		
Approach Delay, s/veh	17.7			4.7			51.0			44.9		
Approach LOS	B			A			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	56.1	10.4	21.5	17.3	50.7	12.0	19.9				
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	14.0	39.0	6.0	19.0	16.0	37.0	7.0	18.0				
Max Q Clear Time (g_c+I1), s	6.8	16.8	6.0	14.7	11.9	13.7	9.0	12.3				
Green Ext Time (p_c), s	0.2	7.3	0.0	0.8	0.4	14.4	0.0	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh				20.5								
HCM 7th LOS				C								
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
3: Wilcox St & Plum Creek Pkwy

2050 Background Weekday PM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	425	1563	348	102	1158	291	197	140	168	213	443
Future Volume (vph)	425	1563	348	102	1158	291	197	140	168	213	443
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	34.0	66.0	66.0	14.0	46.0	14.0	28.0	28.0	12.0	26.0	26.0
Total Split (%)	28.3%	55.0%	55.0%	11.7%	38.3%	11.7%	23.3%	23.3%	10.0%	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	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	76.9	63.0	63.0	52.9	43.9	30.1	20.1	20.1	26.1	18.1	18.1
Actuated g/C Ratio	0.64	0.53	0.53	0.44	0.37	0.25	0.17	0.17	0.22	0.15	0.15
v/c Ratio	0.94	0.86	0.37	0.58	0.73	0.66	0.65	0.36	0.70	0.78	0.81
Control Delay (s/veh)	56.4	24.9	3.2	34.2	24.8	42.1	56.9	6.9	53.7	67.7	21.3
Queue Delay	0.0	6.6	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.4	31.5	3.2	34.2	25.0	42.1	56.9	7.0	53.7	67.7	21.3
LOS	E	C	A	C	C	D	E	A	D	E	C
Approach Delay (s/veh)		31.8			25.7		38.9			39.9	
Approach LOS		C			C		D			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 32.3

Intersection LOS: C

Intersection Capacity Utilization 87.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Wilcox St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

3: Wilcox St & Plum Creek Pkwy

2050 Background Weekday PM
06/09/2026

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	425	1563	348	102	1158	160	291	197	140	168	213	443	
Future Volume (veh/h)	425	1563	348	102	1158	160	291	197	140	168	213	443	
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	1856	1856	1856	1870	1870	1870	
Adj Flow Rate, veh/h	434	1595	0	104	1182	163	297	201	143	171	217	301	
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	3	3	3	2	2	2	
Cap, veh/h	473	1869		182	1898	262	475	340	288	251	312	264	
Arrive On Green	0.10	0.35	0.00	0.10	0.84	0.84	0.08	0.18	0.18	0.06	0.17	0.17	
Sat Flow, veh/h	1781	3554	1585	1781	4536	625	3428	1856	1572	1781	1870	1585	
Grp Volume(v), veh/h	434	1595	0	104	887	458	297	201	143	171	217	301	
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1702	1758	1714	1856	1572	1781	1870	1585	
Q Serve(g_s), s	15.7	49.9	0.0	4.0	10.6	10.7	8.6	11.9	9.8	7.0	13.1	20.0	
Cycle Q Clear(g_c), s	15.7	49.9	0.0	4.0	10.6	10.7	8.6	11.9	9.8	7.0	13.1	20.0	
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h	473	1869		182	1425	736	475	340	288	251	312	264	
V/C Ratio(X)	0.92	0.85		0.57	0.62	0.62	0.63	0.59	0.50	0.68	0.70	1.14	
Avail Cap(c_a), veh/h	624	1869		229	1425	736	475	340	288	251	312	264	
HCM Platoon Ratio	0.67	0.67	0.67	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	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	20.8	34.6	0.0	24.9	6.6	6.6	38.6	44.9	44.0	43.3	47.1	50.0	
Incr Delay (d2), s/veh	15.7	5.2	0.0	1.6	1.2	2.3	2.6	2.7	1.3	7.3	6.6	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	8.8	23.8	0.0	1.6	2.4	2.7	3.8	5.7	3.9	2.0	6.7	15.1	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	36.5	39.8	0.0	26.5	7.7	8.8	41.2	47.6	45.3	50.6	53.7	148.3	
LnGrp LOS	D	D		C	A	A	D	D	D	D	D	F	
Approach Vol, veh/h	2029				1449				641				689
Approach Delay, s/veh	39.1				9.4				44.1				94.3
Approach LOS	D				A				D				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	10.9	69.1	12.0	28.0	23.8	56.2	14.0	26.0					
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	60.0	7.0	22.0	29.0	40.0	9.0	20.0					
Max Q Clear Time (g_c+I1), s	6.0	51.9	9.0	13.9	17.7	12.7	10.6	22.0					
Green Ext Time (p_c), s	0.1	6.2	0.0	1.0	1.1	11.2	0.0	0.0					
Intersection Summary													
HCM 7th Control Delay, s/veh			38.7										
HCM 7th LOS			D										
Notes													
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.													

Timings
3: Wilcox St & Plum Creek Pkwy

2050 Background Saturday MID
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	409	1125	220	98	1195	260	197	110	169	157	393
Future Volume (vph)	409	1125	220	98	1195	260	197	110	169	157	393
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	23.0	44.0	44.0	11.0	32.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (%)	25.6%	48.9%	48.9%	12.2%	35.6%	12.2%	26.7%	26.7%	12.2%	26.7%	26.7%
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	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	53.6	43.1	43.1	36.0	28.4	21.4	14.4	14.4	21.4	14.4	14.4
Actuated g/C Ratio	0.60	0.48	0.48	0.40	0.32	0.24	0.16	0.16	0.24	0.16	0.16
v/c Ratio	0.90	0.68	0.26	0.39	0.90	0.44	0.67	0.26	0.64	0.54	0.74
Control Delay (s/veh)	62.0	15.2	3.3	16.6	36.8	26.7	46.7	1.4	37.1	40.9	15.8
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)	62.0	15.2	3.3	16.6	36.8	26.7	46.7	1.4	37.1	40.9	15.8
LOS	E	B	A	B	D	C	D	A	D	D	B
Approach Delay (s/veh)		24.6			35.5		28.7			26.2	
Approach LOS		C			D		C			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay (s/veh): 29.0

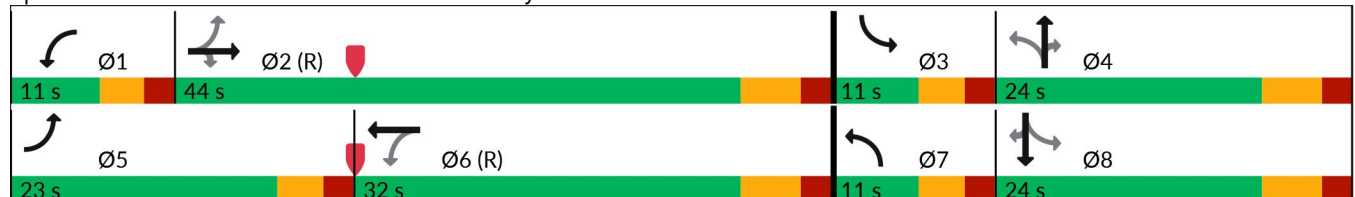
Intersection LOS: C

Intersection Capacity Utilization 88.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Wilcox St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

3: Wilcox St & Plum Creek Pkwy

2050 Background Saturday MID
06/09/2026

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	409	1125	220	98	1195	202	260	197	110	169	157	393	
Future Volume (veh/h)	409	1125	220	98	1195	202	260	197	110	169	157	393	
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	417	1148	0	100	1219	206	265	201	112	172	160	267	
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	2	2	2	
Cap, veh/h	454	1578		245	1323	224	602	354	300	297	354	300	
Arrive On Green	0.07	0.15	0.00	0.11	0.60	0.60	0.07	0.19	0.19	0.07	0.19	0.19	
Sat Flow, veh/h	1781	3554	1585	1781	4398	743	3456	1870	1585	1781	1870	1585	
Grp Volume(v), veh/h	417	1148	0	100	944	481	265	201	112	172	160	267	
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1702	1737	1728	1870	1585	1781	1870	1585	
Q Serve(g_s), s	15.9	27.8	0.0	3.4	22.3	22.3	5.6	8.8	5.5	6.0	6.8	14.8	
Cycle Q Clear(g_c), s	15.9	27.8	0.0	3.4	22.3	22.3	5.6	8.8	5.5	6.0	6.8	14.8	
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h	454	1578		245	1024	522	602	354	300	297	354	300	
V/C Ratio(X)	0.92	0.73		0.41	0.92	0.92	0.44	0.57	0.37	0.58	0.45	0.89	
Avail Cap(c_a), veh/h	456	1578		265	1024	522	602	374	317	297	374	317	
HCM Platoon Ratio	0.33	0.33	0.33	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	0.40	0.40	0.40	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	28.8	33.2	0.0	20.0	17.0	17.0	27.3	33.1	31.8	29.4	32.3	35.6	
Incr Delay (d2), s/veh	23.6	3.0	0.0	0.4	6.9	12.0	0.5	1.8	0.8	2.8	0.9	24.4	
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	12.9	13.8	0.0	1.3	5.6	6.5	2.3	4.1	2.2	0.8	3.1	7.6	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	52.3	36.2	0.0	20.4	23.9	29.0	27.8	35.0	32.6	32.2	33.2	60.0	
LnGrp LOS	D	D		C	C	C	C	C	C	C	C	E	
Approach Vol, veh/h	1565				1525				578				599
Approach Delay, s/veh	40.5				25.3				31.2				44.9
Approach LOS	D				C				C				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	10.0	46.0	11.0	23.0	22.9	33.1	11.0	23.0					
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	6.0	18.0	18.0	26.0	6.0	18.0					
Max Q Clear Time (g_c+I1), s	5.4	29.8	8.0	10.8	17.9	24.3	7.6	16.8					
Green Ext Time (p_c), s	0.0	4.8	0.0	0.9	0.0	1.3	0.0	0.3					
Intersection Summary													
HCM 7th Control Delay, s/veh			34.4										
HCM 7th LOS			C										
Notes													
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.													

Timings
3: Wilcox St & Plum Creek Pkwy

2050 Total Weekday AM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	300	875	276	219	1495	418	229	198	76	183	193
Future Volume (vph)	300	875	276	219	1495	418	229	198	76	183	193
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	21.0	45.0	45.0	19.0	43.0	12.0	25.0	25.0	11.0	24.0	24.0
Total Split (%)	21.0%	45.0%	45.0%	19.0%	43.0%	12.0%	25.0%	25.0%	11.0%	24.0%	24.0%
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
Act Effect Green (s)	59.7	43.5	43.5	51.5	38.9	25.7	19.1	19.1	22.9	15.9	15.9
Actuated g/C Ratio	0.60	0.44	0.44	0.52	0.39	0.26	0.19	0.19	0.23	0.16	0.16
v/c Ratio	0.94	0.64	0.36	0.66	0.88	0.89	0.71	0.46	0.35	0.69	0.50
Control Delay (s/veh)	60.4	19.9	5.0	20.0	28.1	52.4	50.7	8.4	30.4	52.3	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.4	19.9	5.0	20.0	28.4	52.4	50.7	8.4	30.4	52.3	9.6
LOS	E	B	A	C	C	D	D	A	C	D	A
Approach Delay (s/veh)		25.4			27.4		41.6			30.4	
Approach LOS		C			C		D			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 29.7

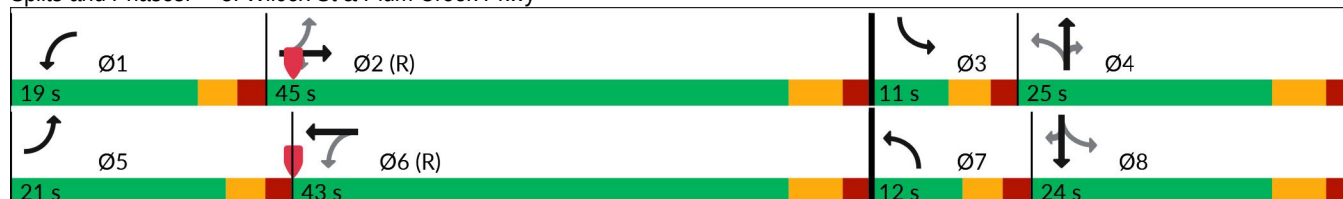
Intersection LOS: C

Intersection Capacity Utilization 87.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Wilcox St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

3: Wilcox St & Plum Creek Pkwy

2050 Total Weekday AM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	875	276	219	1495	99	418	229	198	76	183	193
Future Volume (veh/h)	300	875	276	219	1495	99	418	229	198	76	183	193
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	1841	1841	1841	1826	1826	1826
Adj Flow Rate, veh/h	326	951	0	238	1625	108	454	249	215	83	199	139
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, %	6	6	6	2	2	2	4	4	4	5	5	5
Cap, veh/h	377	1603		424	2131	142	465	298	252	194	267	226
Arrive On Green	0.17	0.62	0.00	0.20	0.87	0.87	0.07	0.16	0.16	0.05	0.15	0.15
Sat Flow, veh/h	1725	3441	1535	1781	4891	325	3401	1841	1560	1739	1826	1547
Grp Volume(v), veh/h	326	951	0	238	1131	602	454	249	215	83	199	139
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1781	1702	1812	1700	1841	1560	1739	1826	1547
Q Serve(g_s), s	10.5	16.6	0.0	7.6	12.7	12.8	7.0	13.1	13.4	4.0	10.4	8.4
Cycle Q Clear(g_c), s	10.5	16.6	0.0	7.6	12.7	12.8	7.0	13.1	13.4	4.0	10.4	8.4
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	377	1603		424	1483	789	465	298	252	194	267	226
V/C Ratio(X)	0.87	0.59		0.56	0.76	0.76	0.98	0.84	0.85	0.43	0.75	0.62
Avail Cap(c_a), veh/h	431	1603		498	1483	789	465	350	296	204	329	279
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)	1.00	1.00	0.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	13.3	0.0	12.5	4.4	4.4	40.1	40.6	40.7	34.3	40.9	40.1
Incr Delay (d2), s/veh	15.2	1.6	0.0	0.1	0.3	0.7	35.7	14.2	18.3	1.5	7.1	2.7
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	5.1	5.4	0.0	2.4	1.9	2.0	4.6	7.0	6.4	1.8	5.2	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.5	15.0	0.0	12.6	4.8	5.1	75.8	54.8	59.0	35.8	48.1	42.8
LnGrp LOS	C	B		B	A	A	E	D	E	D	D	D
Approach Vol, veh/h	1277				1971		918				421	
Approach Delay, s/veh	19.2				5.8		66.2				43.9	
Approach LOS	B				A		E				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	52.6	10.4	22.2	17.8	49.6	12.0	20.6				
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	14.0	39.0	6.0	19.0	16.0	37.0	7.0	18.0				
Max Q Clear Time (g_c+I1), s	9.6	18.6	6.0	15.4	12.5	14.8	9.0	12.4				
Green Ext Time (p_c), s	0.3	7.0	0.0	0.8	0.4	13.4	0.0	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			25.1									
HCM 7th LOS			C									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
3: Wilcox St & Plum Creek Pkwy

2050 Total Weekday PM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	422	1553	330	159	1125	369	209	177	166	227	435
Future Volume (vph)	422	1553	330	159	1125	369	209	177	166	227	435
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	34.0	66.0	66.0	14.0	46.0	14.0	28.0	28.0	12.0	26.0	26.0
Total Split (%)	28.3%	55.0%	55.0%	11.7%	38.3%	11.7%	23.3%	23.3%	10.0%	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	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	76.5	61.3	61.3	53.8	43.6	30.5	20.5	20.5	26.5	18.5	18.5
Actuated g/C Ratio	0.64	0.51	0.51	0.45	0.36	0.25	0.17	0.17	0.22	0.15	0.15
v/c Ratio	0.92	0.88	0.36	0.81	0.71	0.86	0.68	0.44	0.71	0.81	0.79
Control Delay (s/veh)	53.3	27.4	3.4	56.8	24.2	56.9	57.9	11.1	54.4	70.6	20.0
Queue Delay	0.0	15.0	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (s/veh)	53.3	42.4	3.4	56.8	24.4	56.9	57.9	11.2	54.4	70.6	20.0
LOS	D	D	A	E	C	E	E	B	D	E	B
Approach Delay (s/veh)		38.8			28.0		46.4			40.8	
Approach LOS		D			C		D			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 37.3

Intersection LOS: D

Intersection Capacity Utilization 92.5%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 3: Wilcox St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary 3: Wilcox St & Plum Creek Pkwy

2050 Total Weekday PM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	422	1553	330	159	1125	155	369	209	177	166	227	435
Future Volume (veh/h)	422	1553	330	159	1125	155	369	209	177	166	227	435
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	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	431	1585	0	162	1148	158	377	213	181	169	232	296
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	3	3	3	2	2	2
Cap, veh/h	475	1799		210	1925	265	459	340	288	241	312	264
Arrive On Green	0.10	0.34	0.00	0.14	0.85	0.85	0.08	0.18	0.18	0.06	0.17	0.17
Sat Flow, veh/h	1781	3554	1585	1781	4538	624	3428	1856	1572	1781	1870	1585
Grp Volume(v), veh/h	431	1585	0	162	861	445	377	213	181	169	232	296
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1702	1758	1714	1856	1572	1781	1870	1585
Q Serve(g_s), s	15.0	50.4	0.0	6.3	9.3	9.3	9.0	12.7	12.7	7.0	14.2	20.0
Cycle Q Clear(g_c), s	15.0	50.4	0.0	6.3	9.3	9.3	9.0	12.7	12.7	7.0	14.2	20.0
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	475	1799		210	1444	746	459	340	288	241	312	264
V/C Ratio(X)	0.91	0.88		0.77	0.60	0.60	0.82	0.63	0.63	0.70	0.74	1.12
Avail Cap(c_a), veh/h	636	1799		221	1444	746	459	340	288	241	312	264
HCM Platoon Ratio	0.67	0.67	0.67	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	0.55	0.55	0.55	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	36.2	0.0	24.9	6.0	6.0	42.7	45.2	45.2	43.5	47.6	50.0
Incr Delay (d2), s/veh	13.8	6.6	0.0	8.5	1.0	1.9	11.4	3.6	4.3	8.8	9.3	91.7
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	8.2	24.4	0.0	2.8	2.2	2.5	2.2	6.2	5.3	2.1	7.4	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.0	42.9	0.0	33.3	7.0	7.9	54.0	48.8	49.5	52.3	56.9	141.7
LnGrp LOS	C	D		C	A	A	D	D	D	D	E	F
Approach Vol, veh/h	2016				1468				771		697	
Approach Delay, s/veh	40.7				10.2				51.5		91.8	
Approach LOS	D				B				D		F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	66.7	12.0	28.0	23.1	56.9	14.0	26.0				
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	60.0	7.0	22.0	29.0	40.0	9.0	20.0				
Max Q Clear Time (g_c+I1), s	8.3	52.4	9.0	14.7	17.0	11.3	11.0	22.0				
Green Ext Time (p_c), s	0.0	5.8	0.0	1.1	1.1	10.9	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			40.5									
HCM 7th LOS			D									
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.												

Timings
3: Wilcox St & Plum Creek Pkwy

2050 Total Saturday MID
06/10/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	404	1119	207	161	1162	351	213	138	162	176	386
Future Volume (vph)	404	1119	207	161	1162	351	213	138	162	176	386
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	23.0	44.0	44.0	11.0	32.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (%)	25.6%	48.9%	48.9%	12.2%	35.6%	12.2%	26.7%	26.7%	12.2%	26.7%	26.7%
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	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	53.0	39.7	39.7	36.7	28.4	22.0	15.0	15.0	22.0	15.0	15.0
Actuated g/C Ratio	0.59	0.44	0.44	0.41	0.32	0.24	0.17	0.17	0.24	0.17	0.17
v/c Ratio	0.91	0.73	0.26	0.65	0.87	0.62	0.70	0.32	0.62	0.58	0.73
Control Delay (s/veh)	62.7	19.9	4.6	25.8	35.6	30.6	47.5	2.7	36.1	41.9	15.8
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)	62.7	19.9	4.6	25.8	35.6	30.6	47.5	2.7	36.1	41.9	15.8
LOS	E	B	A	C	D	C	D	A	D	D	B
Approach Delay (s/veh)		28.1			34.6		30.2			26.7	
Approach LOS		C			C		C			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay (s/veh): 30.3

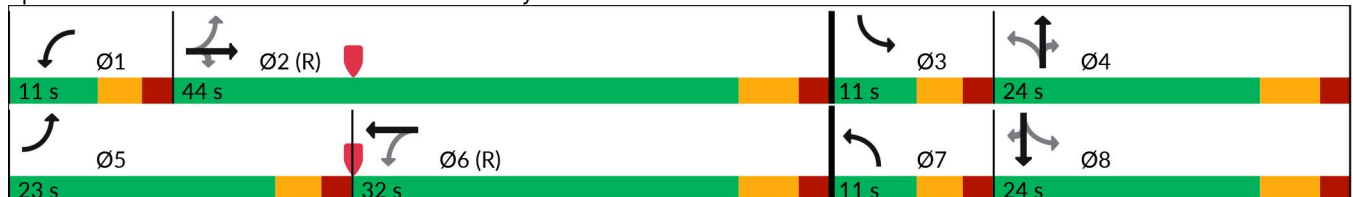
Intersection LOS: C

Intersection Capacity Utilization 87.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Wilcox St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

3: Wilcox St & Plum Creek Pkwy

2050 Total Saturday MID
06/10/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	404	1119	207	161	1162	195	351	213	138	162	176	386
Future Volume (veh/h)	404	1119	207	161	1162	195	351	213	138	162	176	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	412	1142	0	164	1186	199	358	217	141	165	180	260
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	2	2	2
Cap, veh/h	453	1551		262	1391	233	573	348	295	280	348	295
Arrive On Green	0.06	0.14	0.00	0.13	0.63	0.63	0.07	0.19	0.19	0.07	0.19	0.19
Sat Flow, veh/h	1781	3554	1585	1781	4403	739	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	412	1142	0	164	917	468	358	217	141	165	180	260
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1702	1737	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	14.6	27.7	0.0	5.8	19.3	19.3	6.0	9.6	7.2	6.0	7.8	14.4
Cycle Q Clear(g_c), s	14.6	27.7	0.0	5.8	19.3	19.3	6.0	9.6	7.2	6.0	7.8	14.4
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	453	1551		262	1076	549	573	348	295	280	348	295
V/C Ratio(X)	0.91	0.74		0.63	0.85	0.85	0.62	0.62	0.48	0.59	0.52	0.88
Avail Cap(c_a), veh/h	476	1551		262	1076	549	573	374	317	280	374	317
HCM Platoon Ratio	0.33	0.33	0.33	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	0.38	0.38	0.38	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	33.6	0.0	19.7	14.9	14.9	30.3	33.7	32.7	29.4	33.0	35.7
Incr Delay (d2), s/veh	21.0	3.2	0.0	1.8	3.5	6.6	2.1	2.9	1.2	3.3	1.2	23.0
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	9.4	13.8	0.0	2.2	4.6	5.2	1.0	4.6	2.8	3.1	3.6	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.2	36.7	0.0	21.5	18.4	21.4	32.4	36.6	33.9	32.7	34.2	58.7
LnGrp LOS	D	D		C	B	C	C	D	C	C	C	E
Approach Vol, veh/h	1554			1549			716			605		
Approach Delay, s/veh	39.5			19.6			34.0			44.3		
Approach LOS	D			B			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	45.3	11.0	22.7	21.8	34.4	11.0	22.7				
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	38.0	6.0	18.0	18.0	26.0	6.0	18.0				
Max Q Clear Time (g_c+I1), s	7.8	29.7	8.0	11.6	16.6	21.3	8.0	16.4				
Green Ext Time (p_c), s	0.0	4.8	0.0	0.9	0.2	3.3	0.0	0.4				

Intersection Summary

HCM 7th Control Delay, s/veh 32.3
HCM 7th LOS C

Notes

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

Timings
4: Perry St & Plum Creek Pkwy

2026 Existing Weekday AM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	65	520	120	98	1263	88	33	59	89	81	63
Future Volume (vph)	65	520	120	98	1263	88	33	59	89	81	63
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	18.0	32.0	32.0	18.0	32.0	18.0	32.0	32.0	18.0	32.0	32.0
Total Split (%)	18.0%	32.0%	32.0%	18.0%	32.0%	18.0%	32.0%	32.0%	18.0%	32.0%	32.0%
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
Act Effect Green (s)	62.3	54.0	54.0	64.9	58.1	20.3	10.6	10.6	20.2	10.8	10.8
Actuated g/C Ratio	0.62	0.54	0.54	0.65	0.58	0.20	0.11	0.11	0.20	0.11	0.11
v/c Ratio	0.36	0.32	0.15	0.20	0.80	0.33	0.19	0.23	0.32	0.52	0.23
Control Delay (s/veh)	28.5	9.5	1.6	9.2	26.8	30.3	41.4	1.8	30.2	49.2	1.8
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)	28.5	9.5	1.6	9.2	26.8	30.3	41.4	1.8	30.2	49.2	1.8
LOS	C	A	A	A	C	C	D	A	C	D	A
Approach Delay (s/veh)		9.9			25.7		23.1			30.3	
Approach LOS		A			C		C			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 21.7

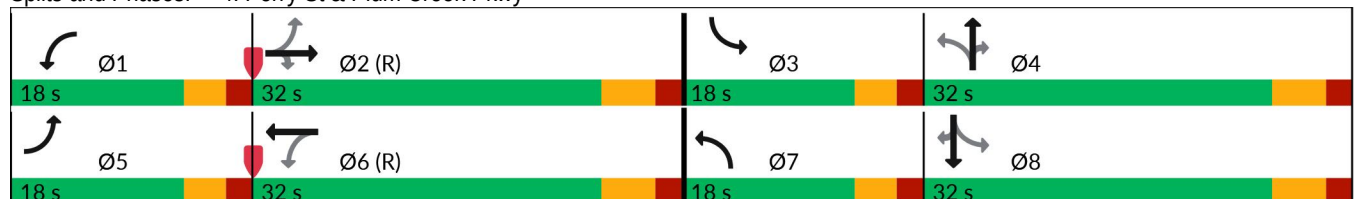
Intersection LOS: C

Intersection Capacity Utilization 70.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Perry St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

4: Perry St & Plum Creek Pkwy

2026 Existing Weekday AM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	520	120	98	1263	171	88	33	59	89	81	63
Future Volume (veh/h)	65	520	120	98	1263	171	88	33	59	89	81	63
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	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	74	591	136	111	1435	194	100	38	67	101	92	0
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, %	4	4	4	2	2	2	3	3	3	2	2	2
Cap, veh/h	225	2072	924	588	1879	251	223	133	112	261	134	
Arrive On Green	0.09	1.00	1.00	0.05	0.60	0.60	0.07	0.07	0.07	0.07	0.07	0.00
Sat Flow, veh/h	1753	3497	1560	1781	3150	421	1767	1856	1572	1781	1870	1585
Grp Volume(v), veh/h	74	591	136	111	803	826	100	38	67	101	92	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1781	1777	1795	1767	1856	1572	1781	1870	1585
Q Serve(g_s), s	1.6	0.0	0.0	2.4	33.3	34.4	5.2	1.9	4.1	5.2	4.8	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	2.4	33.3	34.4	5.2	1.9	4.1	5.2	4.8	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	2072	924	588	1060	1071	223	133	112	261	134	
V/C Ratio(X)	0.33	0.29	0.15	0.19	0.76	0.77	0.45	0.29	0.60	0.39	0.69	
Avail Cap(c_a), veh/h	377	2072	924	735	1060	1071	332	482	409	371	486	
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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.8	0.0	0.0	6.9	14.8	15.1	39.4	44.0	45.0	39.2	45.3	0.0
Incr Delay (d2), s/veh	0.8	0.3	0.3	0.2	5.1	5.4	1.4	1.2	5.0	0.9	6.1	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	0.7	0.1	0.1	0.9	13.7	14.3	2.3	0.9	1.8	2.3	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.5	0.3	0.3	7.1	19.9	20.5	40.8	45.2	50.0	40.2	51.4	0.0
LnGrp LOS	B	A	A	A	B	C	D	D	D	D	D	
Approach Vol, veh/h	801		1740				205		193			
Approach Delay, s/veh	1.6		19.4				44.6		45.5			
Approach LOS	A		B				D		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	65.3	11.8	13.1	9.4	65.7	11.8	13.2				
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	13.0	26.0	13.0	26.0	13.0	26.0	13.0	26.0				
Max Q Clear Time (g_c+I1), s	4.4	2.0	7.2	6.1	3.6	36.4	7.2	6.8				
Green Ext Time (p_c), s	0.2	4.7	0.1	0.3	0.1	0.0	0.1	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			18.0									
HCM 7th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
4: Perry St & Plum Creek Pkwy

2026 Existing Weekday PM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	116	1083	142	89	668	215	109	228	227	99	130
Future Volume (vph)	116	1083	142	89	668	215	109	228	227	99	130
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	23.0	37.0	37.0	23.0	37.0	23.0	37.0	37.0	23.0	37.0	37.0
Total Split (%)	19.2%	30.8%	30.8%	19.2%	30.8%	19.2%	30.8%	30.8%	19.2%	30.8%	30.8%
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	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	69.9	59.9	59.9	68.6	59.3	30.2	13.1	13.1	31.3	13.7	13.7
Actuated g/C Ratio	0.58	0.50	0.50	0.57	0.49	0.25	0.11	0.11	0.26	0.11	0.11
v/c Ratio	0.32	0.63	0.17	0.33	0.50	0.60	0.55	0.61	0.61	0.61	0.39
Control Delay (s/veh)	8.8	11.9	2.1	14.0	22.4	40.2	59.8	13.2	40.2	58.7	11.2
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.8	12.1	2.1	14.0	22.4	40.2	59.8	13.2	40.2	58.7	11.2
LOS	A	B	A	B	C	D	E	B	D	E	B
Approach Delay (s/veh)		10.7			21.6		32.9			38.4	
Approach LOS		B			C		C			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay (s/veh): 21.4

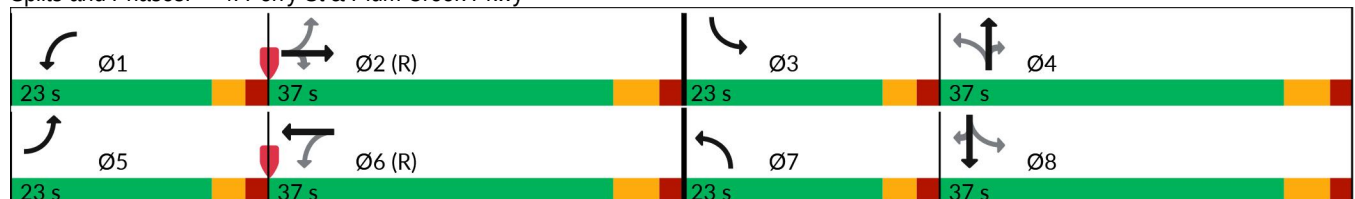
Intersection LOS: C

Intersection Capacity Utilization 73.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Perry St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

4: Perry St & Plum Creek Pkwy

2026 Existing Weekday PM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	1083	142	89	668	175	215	109	228	227	99	130
Future Volume (veh/h)	116	1083	142	89	668	175	215	109	228	227	99	130
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	1105	145	91	682	179	219	111	233	232	125	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	2	2	2
Cap, veh/h	345	1711	763	335	1314	345	417	316	268	402	327	
Arrive On Green	0.10	0.96	0.96	0.04	0.47	0.47	0.12	0.17	0.17	0.12	0.17	0.00
Sat Flow, veh/h	1781	3554	1585	1781	2785	731	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	118	1105	145	91	435	426	219	111	233	232	125	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1739	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	4.1	3.7	0.5	3.1	20.5	20.6	12.0	6.3	17.2	12.7	7.1	0.0
Cycle Q Clear(g_c), s	4.1	3.7	0.5	3.1	20.5	20.6	12.0	6.3	17.2	12.7	7.1	0.0
Prop In Lane	1.00		1.00	1.00		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	345	1711	763	335	838	820	417	316	268	402	327	
V/C Ratio(X)	0.34	0.65	0.19	0.27	0.52	0.52	0.52	0.35	0.87	0.58	0.38	
Avail Cap(c_a), veh/h	520	1711	763	528	838	820	474	483	409	448	483	
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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.8	1.2	1.2	15.0	22.2	22.2	34.9	44.0	48.6	34.7	43.8	0.0
Incr Delay (d2), s/veh	0.4	1.4	0.4	0.4	2.3	2.3	1.0	0.7	12.1	1.5	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	1.6	0.9	0.2	1.3	9.0	8.8	5.3	3.0	7.7	5.7	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.3	2.6	1.6	15.4	24.5	24.5	36.0	44.7	60.6	36.2	44.5	0.0
LnGrp LOS	B	A	A	B	C	C	D	D	E	D	D	
Approach Vol, veh/h	1368			952			563			357		
Approach Delay, s/veh	3.7			23.6			47.9			39.1		
Approach LOS	A			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	63.8	19.9	26.3	11.2	62.6	19.2	27.0				
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	18.0	31.0	18.0	31.0	18.0	31.0	18.0	31.0				
Max Q Clear Time (g_c+I1), s	5.1	5.7	14.7	19.2	6.1	22.6	14.0	9.1				
Green Ext Time (p_c), s	0.1	9.8	0.2	1.1	0.2	3.5	0.2	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh	21.1											
HCM 7th LOS	C											
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
4: Perry St & Plum Creek Pkwy

2026 Existing Saturday MID
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	103	785	95	155	820	140	70	137	188	103	124
Future Volume (vph)	103	785	95	155	820	140	70	137	188	103	124
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	14.0	48.0	48.0	11.0	45.0	11.0	20.0	20.0	11.0	20.0	20.0
Total Split (%)	15.6%	53.3%	53.3%	12.2%	50.0%	12.2%	22.2%	22.2%	12.2%	22.2%	22.2%
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	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	52.5	44.0	44.0	52.6	45.7	17.9	10.9	10.9	17.9	10.9	10.9
Actuated g/C Ratio	0.58	0.49	0.49	0.58	0.51	0.20	0.12	0.12	0.20	0.12	0.12
v/c Ratio	0.33	0.46	0.11	0.39	0.60	0.51	0.32	0.42	0.66	0.57	0.34
Control Delay (s/veh)	10.8	7.7	0.3	10.5	18.2	34.3	38.8	8.7	40.7	44.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.8	7.7	0.3	10.5	18.2	34.3	38.8	8.7	40.7	44.5	4.9
LOS	B	A	A	B	B	C	D	A	D	D	A
Approach Delay (s/veh)		7.3			17.2		25.1			32.7	
Approach LOS		A			B		C			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 17.0

Intersection LOS: B

Intersection Capacity Utilization 69.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Perry St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

4: Perry St & Plum Creek Pkwy

2026 Existing Saturday MID
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	785	95	155	820	224	140	70	137	188	103	124
Future Volume (veh/h)	103	785	95	155	820	224	140	70	137	188	103	124
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	105	801	97	158	837	229	143	71	140	192	122	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	2	2	2
Cap, veh/h	341	1830	816	510	1450	396	262	209	177	288	209	
Arrive On Green	0.10	1.00	1.00	0.06	0.53	0.53	0.07	0.11	0.11	0.07	0.11	0.00
Sat Flow, veh/h	1781	3554	1585	1781	2757	754	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	105	801	97	158	539	527	143	71	140	192	122	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1735	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.5	0.0	0.0	3.7	18.6	18.6	6.0	3.2	7.7	6.0	5.6	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.0	3.7	18.6	18.6	6.0	3.2	7.7	6.0	5.6	0.0
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	341	1830	816	510	934	912	262	209	177	288	209	
V/C Ratio(X)	0.31	0.44	0.12	0.31	0.58	0.58	0.55	0.34	0.79	0.67	0.58	
Avail Cap(c_a), veh/h	427	1830	816	518	934	912	262	291	247	288	291	
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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.5	0.0	0.0	8.8	14.5	14.5	33.6	36.9	39.0	35.4	38.0	0.0
Incr Delay (d2), s/veh	0.5	0.7	0.3	0.3	2.6	2.7	2.4	1.0	11.1	5.7	2.6	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	0.9	0.2	0.1	1.4	7.6	7.4	2.9	1.5	3.5	1.5	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.0	0.7	0.3	9.2	17.1	17.2	36.0	37.9	50.1	41.1	40.6	0.0
LnGrp LOS	B	A	A	A	B	B	D	D	D	D	D	
Approach Vol, veh/h	1003			1224			354			314		
Approach Delay, s/veh	1.7			16.1			41.9			40.9		
Approach LOS	A			B			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	52.4	11.0	16.0	9.6	53.3	11.0	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	6.0	42.0	6.0	14.0	9.0	39.0	6.0	14.0				
Max Q Clear Time (g_c+I1), s	5.7	2.0	8.0	9.7	4.5	20.6	8.0	7.6				
Green Ext Time (p_c), s	0.0	7.1	0.0	0.3	0.1	7.1	0.0	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				17.0								
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.												

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

Timings
4: Perry St & Plum Creek Pkwy

2028 Background Weekday AM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	68	543	124	100	1309	93	34	60	91	83	67
Future Volume (vph)	68	543	124	100	1309	93	34	60	91	83	67
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	18.0	32.0	32.0	18.0	32.0	18.0	32.0	32.0	18.0	32.0	32.0
Total Split (%)	18.0%	32.0%	32.0%	18.0%	32.0%	18.0%	32.0%	32.0%	18.0%	32.0%	32.0%
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
Act Effect Green (s)	56.9	48.5	48.5	59.6	51.6	23.4	13.6	13.6	22.0	11.0	11.0
Actuated g/C Ratio	0.57	0.49	0.49	0.60	0.52	0.23	0.14	0.14	0.22	0.11	0.11
v/c Ratio	0.38	0.37	0.17	0.24	0.94	0.33	0.16	0.20	0.30	0.52	0.23
Control Delay (s/veh)	27.5	12.3	3.0	10.0	36.5	29.4	40.1	1.4	29.0	49.2	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.5	12.3	3.0	10.0	36.5	29.4	40.1	1.4	29.0	49.2	1.9
LOS	C	B	A	A	D	C	D	A	C	D	A
Approach Delay (s/veh)		12.2			34.8		22.4			29.8	
Approach LOS		B			C		C			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 27.5

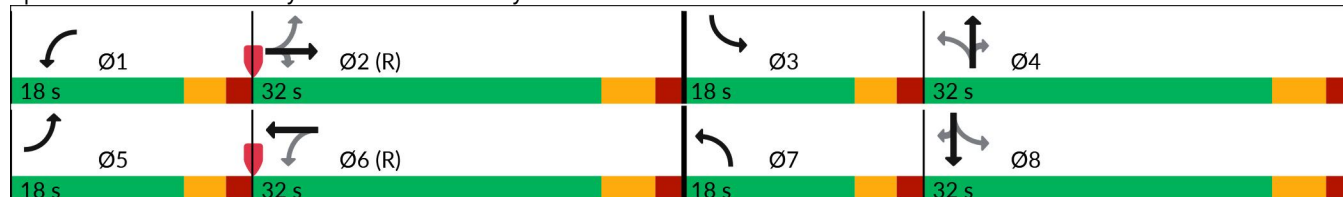
Intersection LOS: C

Intersection Capacity Utilization 71.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Perry St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

4: Perry St & Plum Creek Pkwy

2028 Background Weekday AM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	543	124	100	1309	174	93	34	60	91	83	67
Future Volume (veh/h)	68	543	124	100	1309	174	93	34	60	91	83	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	1841	1841	1841	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	77	617	141	114	1488	198	106	39	68	103	94	0
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, %	4	4	4	2	2	2	3	3	3	2	2	2
Cap, veh/h	212	2055	917	573	1867	245	229	139	118	267	136	
Arrive On Green	0.09	1.00	1.00	0.05	0.59	0.59	0.07	0.08	0.08	0.07	0.07	0.00
Sat Flow, veh/h	1753	3497	1560	1781	3157	415	1767	1856	1572	1781	1870	1585
Grp Volume(v), veh/h	77	617	141	114	829	857	106	39	68	103	94	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1781	1777	1796	1767	1856	1572	1781	1870	1585
Q Serve(g_s), s	1.7	0.0	0.0	2.5	35.8	37.3	5.5	2.0	4.2	5.3	4.9	0.0
Cycle Q Clear(g_c), s	1.7	0.0	0.0	2.5	35.8	37.3	5.5	2.0	4.2	5.3	4.9	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	2055	917	573	1051	1062	229	139	118	267	136	
V/C Ratio(X)	0.36	0.30	0.15	0.20	0.79	0.81	0.46	0.28	0.58	0.39	0.69	
Avail Cap(c_a), veh/h	363	2055	917	719	1051	1062	332	482	409	375	486	
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)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.5	0.0	0.0	7.1	15.7	16.0	39.1	43.7	44.7	39.1	45.3	0.0
Incr Delay (d2), s/veh	0.9	0.3	0.3	0.2	6.0	6.6	1.4	1.1	4.4	0.9	6.1	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	0.8	0.1	0.1	0.9	14.9	15.8	2.4	0.9	1.8	2.4	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.4	0.3	0.3	7.3	21.7	22.5	40.5	44.8	49.1	40.0	51.3	0.0
LnGrp LOS	B	A	A	A	C	C	D	D	D	D	D	
Approach Vol, veh/h	835		1800				213		197			
Approach Delay, s/veh	1.8		21.2				44.0		45.4			
Approach LOS	A		C				D		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	64.8	11.9	13.5	9.4	65.1	12.2	13.3				
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	13.0	26.0	13.0	26.0	13.0	26.0	13.0	26.0				
Max Q Clear Time (g_c+I1), s	4.5	2.0	7.3	6.2	3.7	39.3	7.5	6.9				
Green Ext Time (p_c), s	0.2	4.9	0.1	0.3	0.1	0.0	0.1	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			19.0									
HCM 7th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
4: Perry St & Plum Creek Pkwy

2028 Background Weekday PM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	121	1127	148	91	703	222	111	233	232	101	136
Future Volume (vph)	121	1127	148	91	703	222	111	233	232	101	136
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	23.0	37.0	37.0	23.0	37.0	23.0	37.0	37.0	23.0	37.0	37.0
Total Split (%)	19.2%	30.8%	30.8%	19.2%	30.8%	19.2%	30.8%	30.8%	19.2%	30.8%	30.8%
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	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	69.6	59.4	59.4	68.1	58.7	30.7	13.4	13.4	31.6	13.8	13.8
Actuated g/C Ratio	0.58	0.50	0.50	0.57	0.49	0.26	0.11	0.11	0.26	0.12	0.12
v/c Ratio	0.35	0.66	0.18	0.36	0.53	0.62	0.54	0.61	0.61	0.63	0.41
Control Delay (s/veh)	8.9	12.2	2.0	14.9	23.4	40.6	59.2	13.0	40.2	59.3	12.0
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.9	12.4	2.0	14.9	23.4	40.6	59.2	13.0	40.2	59.3	12.0
LOS	A	B	A	B	C	D	E	B	D	E	B
Approach Delay (s/veh)		11.0			22.6		32.9			38.7	
Approach LOS		B			C		C			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 21.7

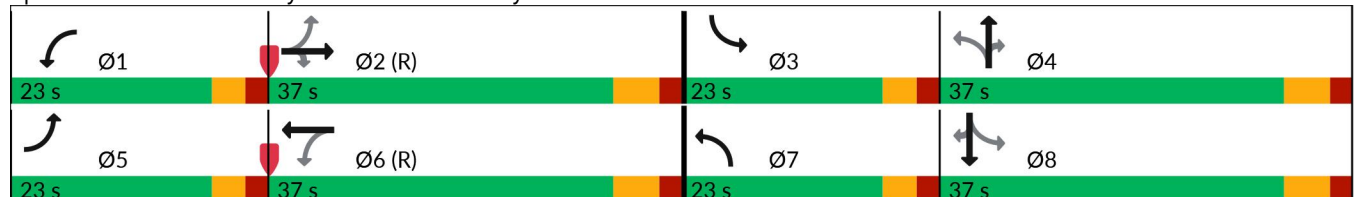
Intersection LOS: C

Intersection Capacity Utilization 74.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Perry St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

4: Perry St & Plum Creek Pkwy

2028 Background Weekday PM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	1127	148	91	703	179	222	111	233	232	101	136
Future Volume (veh/h)	121	1127	148	91	703	179	222	111	233	232	101	136
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	123	1150	151	93	717	183	227	113	238	237	130	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	2	2	2
Cap, veh/h	330	1690	754	319	1302	332	422	322	273	407	330	
Arrive On Green	0.11	0.95	0.95	0.04	0.46	0.46	0.12	0.17	0.17	0.13	0.18	0.00
Sat Flow, veh/h	1781	3554	1585	1781	2803	715	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	123	1150	151	93	454	446	227	113	238	237	130	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1742	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	4.4	5.4	0.7	3.3	22.1	22.1	12.4	6.4	17.6	12.9	7.4	0.0
Cycle Q Clear(g_c), s	4.4	5.4	0.7	3.3	22.1	22.1	12.4	6.4	17.6	12.9	7.4	0.0
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	1690	754	319	825	809	422	322	273	407	330	
V/C Ratio(X)	0.37	0.68	0.20	0.29	0.55	0.55	0.54	0.35	0.87	0.58	0.39	
Avail Cap(c_a), veh/h	501	1690	754	509	825	809	472	483	409	450	483	
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	0.92	0.92	0.92	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.5	1.7	1.6	15.4	23.1	23.1	34.5	43.8	48.4	34.3	43.7	0.0
Incr Delay (d2), s/veh	0.5	1.7	0.5	0.5	2.6	2.7	1.0	0.6	11.8	1.6	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	1.7	1.2	0.3	1.4	9.7	9.6	5.5	3.0	7.8	5.8	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.0	3.4	2.0	15.9	25.7	25.8	35.5	44.4	60.2	35.9	44.5	0.0
LnGrp LOS	B	A	A	B	C	C	D	D	E	D	D	
Approach Vol, veh/h	1424			993			578			367		
Approach Delay, s/veh	4.4			24.9			47.4			38.9		
Approach LOS	A			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	63.1	20.1	26.7	11.5	61.7	19.6	27.2				
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	18.0	31.0	18.0	31.0	18.0	31.0	18.0	31.0				
Max Q Clear Time (g_c+I1), s	5.3	7.4	14.9	19.6	6.4	24.1	14.4	9.4				
Green Ext Time (p_c), s	0.2	9.9	0.2	1.1	0.2	3.2	0.2	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh				21.6								
HCM 7th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
4: Perry St & Plum Creek Pkwy

2028 Background Saturday MID
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	108	823	100	158	858	146	71	140	192	105	129
Future Volume (vph)	108	823	100	158	858	146	71	140	192	105	129
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	14.0	48.0	48.0	11.0	45.0	11.0	20.0	20.0	11.0	20.0	20.0
Total Split (%)	15.6%	53.3%	53.3%	12.2%	50.0%	12.2%	22.2%	22.2%	12.2%	22.2%	22.2%
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	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	52.5	43.9	43.9	52.3	45.5	18.1	11.1	11.1	18.1	11.1	11.1
Actuated g/C Ratio	0.58	0.49	0.49	0.58	0.51	0.20	0.12	0.12	0.20	0.12	0.12
v/c Ratio	0.36	0.49	0.12	0.42	0.63	0.53	0.32	0.43	0.66	0.58	0.34
Control Delay (s/veh)	13.1	7.9	0.3	11.2	19.0	35.1	38.7	9.1	41.0	45.0	5.2
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)	13.1	7.9	0.3	11.2	19.0	35.1	38.7	9.1	41.0	45.0	5.2
LOS	B	A	A	B	B	D	D	A	D	D	A
Approach Delay (s/veh)		7.7			18.0		25.6			33.0	
Approach LOS		A			B		C			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 17.5

Intersection LOS: B

Intersection Capacity Utilization 71.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Perry St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary 4: Perry St & Plum Creek Pkwy

2028 Background Saturday MID
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	823	100	158	858	229	146	71	140	192	105	129
Future Volume (veh/h)	108	823	100	158	858	229	146	71	140	192	105	129
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	110	840	102	161	876	234	149	72	143	196	126	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	2	2	2
Cap, veh/h	327	1820	812	498	1452	388	261	212	180	290	212	
Arrive On Green	0.10	1.00	1.00	0.06	0.52	0.52	0.07	0.11	0.11	0.07	0.11	0.00
Sat Flow, veh/h	1781	3554	1585	1781	2774	740	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	110	840	102	161	561	549	149	72	143	196	126	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1737	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.6	0.0	0.0	3.8	19.8	19.8	6.0	3.2	7.9	6.0	5.8	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.0	3.8	19.8	19.8	6.0	3.2	7.9	6.0	5.8	0.0
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	327	1820	812	498	930	909	261	212	180	290	212	
V/C Ratio(X)	0.34	0.46	0.13	0.32	0.60	0.60	0.57	0.34	0.80	0.68	0.59	
Avail Cap(c_a), veh/h	412	1820	812	503	930	909	261	291	247	290	291	
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)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	8.9	14.9	14.9	33.8	36.8	38.9	35.4	37.9	0.0
Incr Delay (d2), s/veh	0.5	0.8	0.3	0.4	2.9	3.0	2.9	0.9	11.8	6.2	2.6	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	0.9	0.2	0.1	1.4	8.1	8.0	3.1	1.5	3.6	1.7	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.5	0.8	0.3	9.3	17.8	17.9	36.8	37.7	50.7	41.6	40.6	0.0
LnGrp LOS	B	A	A	A	B	B	D	D	D	D	D	
Approach Vol, veh/h	1052			1271			364			322		
Approach Delay, s/veh	1.8			16.8			42.4			41.2		
Approach LOS	A			B			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	52.1	11.0	16.2	9.7	53.1	11.0	16.2				
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	6.0	42.0	6.0	14.0	9.0	39.0	6.0	14.0				
Max Q Clear Time (g_c+I1), s	5.8	2.0	8.0	9.9	4.6	21.8	8.0	7.8				
Green Ext Time (p_c), s	0.0	7.6	0.0	0.3	0.1	7.2	0.0	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				17.3								
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.												

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

Timings
4: Perry St & Plum Creek Pkwy

2028 Total Weekday AM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	72	554	124	100	1321	93	35	63	91	83	70
Future Volume (vph)	72	554	124	100	1321	93	35	63	91	83	70
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	18.0	32.0	32.0	18.0	32.0	18.0	32.0	32.0	18.0	32.0	32.0
Total Split (%)	18.0%	32.0%	32.0%	18.0%	32.0%	18.0%	32.0%	32.0%	18.0%	32.0%	32.0%
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
Act Effect Green (s)	57.0	48.5	48.5	59.5	51.5	23.4	13.6	13.6	22.0	11.0	11.0
Actuated g/C Ratio	0.57	0.49	0.49	0.60	0.52	0.23	0.14	0.14	0.22	0.11	0.11
v/c Ratio	0.40	0.37	0.17	0.24	0.95	0.33	0.16	0.21	0.30	0.52	0.25
Control Delay (s/veh)	29.1	15.0	5.8	10.0	37.6	29.4	40.2	1.5	29.0	49.2	2.0
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)	29.1	15.0	5.8	10.0	37.6	29.4	40.2	1.5	29.0	49.2	2.0
LOS	C	B	A	B	D	C	D	A	C	D	A
Approach Delay (s/veh)		14.9			35.9		22.2			29.4	
Approach LOS		B			D		C			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay (s/veh): 28.7

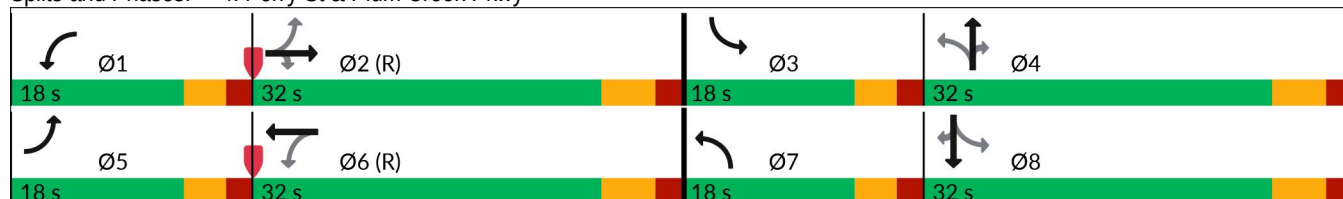
Intersection LOS: C

Intersection Capacity Utilization 72.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Perry St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

4: Perry St & Plum Creek Pkwy

2028 Total Weekday AM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	554	124	100	1321	174	93	35	63	91	83	70
Future Volume (veh/h)	72	554	124	100	1321	174	93	35	63	91	83	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	1841	1841	1841	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	82	630	141	114	1501	198	106	40	72	103	94	0
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, %	4	4	4	2	2	2	3	3	3	2	2	2
Cap, veh/h	211	2055	917	568	1867	243	229	139	118	266	136	
Arrive On Green	0.09	1.00	1.00	0.05	0.59	0.59	0.07	0.08	0.08	0.07	0.07	0.00
Sat Flow, veh/h	1753	3497	1560	1781	3161	412	1767	1856	1572	1781	1870	1585
Grp Volume(v), veh/h	82	630	141	114	835	864	106	40	72	103	94	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1781	1777	1796	1767	1856	1572	1781	1870	1585
Q Serve(g_s), s	1.8	0.0	0.0	2.5	36.3	37.9	5.5	2.0	4.4	5.3	4.9	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	2.5	36.3	37.9	5.5	2.0	4.4	5.3	4.9	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	2055	917	568	1049	1061	229	139	118	266	136	
V/C Ratio(X)	0.39	0.31	0.15	0.20	0.80	0.81	0.46	0.29	0.61	0.39	0.69	
Avail Cap(c_a), veh/h	360	2055	917	714	1049	1061	332	482	409	374	486	
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)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.0	0.0	0.0	7.1	15.8	16.1	39.1	43.7	44.8	39.1	45.3	0.0
Incr Delay (d2), s/veh	1.0	0.3	0.3	0.2	6.3	6.9	1.4	1.1	5.0	0.9	6.1	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	0.9	0.1	0.1	0.9	15.2	16.2	2.4	1.0	1.9	2.4	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.1	0.3	0.3	7.3	22.1	23.0	40.5	44.8	49.8	40.0	51.3	0.0
LnGrp LOS	B	A	A	A	C	C	D	D	D	D	D	
Approach Vol, veh/h	853			1813			218			197		
Approach Delay, s/veh	1.9			21.6			44.4			45.4		
Approach LOS	A			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	64.8	11.9	13.5	9.5	65.1	12.2	13.3				
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	13.0	26.0	13.0	26.0	13.0	26.0	13.0	26.0				
Max Q Clear Time (g_c+I1), s	4.5	2.0	7.3	6.4	3.8	39.9	7.5	6.9				
Green Ext Time (p_c), s	0.2	5.1	0.1	0.3	0.1	0.0	0.1	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				19.3								
HCM 7th LOS	B											
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
4: Perry St & Plum Creek Pkwy

2028 Total Weekday PM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	126	1141	148	91	717	222	112	237	232	101	140
Future Volume (vph)	126	1141	148	91	717	222	112	237	232	101	140
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	23.0	37.0	37.0	23.0	37.0	23.0	37.0	37.0	23.0	37.0	37.0
Total Split (%)	19.2%	30.8%	30.8%	19.2%	30.8%	19.2%	30.8%	30.8%	19.2%	30.8%	30.8%
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	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	69.7	59.4	59.4	67.9	58.5	30.8	13.5	13.5	31.6	13.9	13.9
Actuated g/C Ratio	0.58	0.50	0.50	0.57	0.49	0.26	0.11	0.11	0.26	0.12	0.12
v/c Ratio	0.37	0.66	0.18	0.36	0.54	0.62	0.55	0.62	0.61	0.63	0.42
Control Delay (s/veh)	12.3	12.5	3.1	15.1	23.7	40.6	59.2	13.0	40.2	58.8	12.6
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.3	12.7	3.1	15.1	23.7	40.6	59.2	13.0	40.2	58.8	12.6
LOS	B	B	A	B	C	D	E	B	D	E	B
Approach Delay (s/veh)		11.7			22.9		32.8			38.6	
Approach LOS		B			C		C			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 22.1

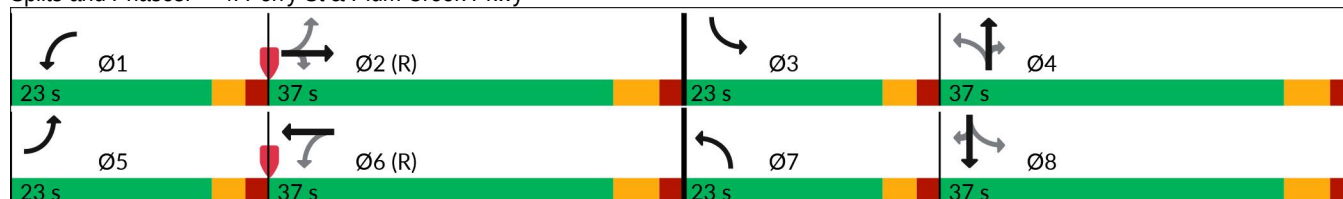
Intersection LOS: C

Intersection Capacity Utilization 75.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Perry St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

4: Perry St & Plum Creek Pkwy

2028 Total Weekday PM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1141	148	91	717	179	222	112	237	232	101	140
Future Volume (veh/h)	126	1141	148	91	717	179	222	112	237	232	101	140
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	129	1164	151	93	732	183	227	114	242	237	133	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	2	2	2
Cap, veh/h	325	1681	750	313	1296	324	422	327	277	408	335	
Arrive On Green	0.11	0.95	0.95	0.04	0.46	0.46	0.12	0.17	0.17	0.13	0.18	0.00
Sat Flow, veh/h	1781	3554	1585	1781	2816	704	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	129	1164	151	93	462	453	227	114	242	237	133	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1744	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	4.6	6.1	0.8	3.3	22.8	22.8	12.3	6.4	17.8	12.9	7.5	0.0
Cycle Q Clear(g_c), s	4.6	6.1	0.8	3.3	22.8	22.8	12.3	6.4	17.8	12.9	7.5	0.0
Prop In Lane	1.00		1.00	1.00		0.40	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	1681	750	313	817	802	422	327	277	408	335	
V/C Ratio(X)	0.40	0.69	0.20	0.30	0.56	0.57	0.54	0.35	0.87	0.58	0.40	
Avail Cap(c_a), veh/h	492	1681	750	503	817	802	473	483	409	451	483	
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)	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.8	1.9	1.7	15.7	23.6	23.6	34.3	43.5	48.2	34.1	43.5	0.0
Incr Delay (d2), s/veh	0.5	1.7	0.4	0.5	2.8	2.9	1.1	0.6	13.2	1.5	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	1.8	1.3	0.3	1.4	10.1	9.9	5.5	3.0	8.0	5.8	3.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.3	3.5	2.1	16.3	26.5	26.5	35.4	44.2	61.4	35.7	44.3	0.0
LnGrp LOS	B	A	A	B	C	C	D	D	E	D	D	
Approach Vol, veh/h	1444			1008			583			370		
Approach Delay, s/veh	4.6			25.5			47.9			38.8		
Approach LOS	A			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	62.8	20.1	27.0	11.8	61.2	19.6	27.5				
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	18.0	31.0	18.0	31.0	18.0	31.0	18.0	31.0				
Max Q Clear Time (g_c+I1), s	5.3	8.1	14.9	19.8	6.6	24.8	14.3	9.5				
Green Ext Time (p_c), s	0.2	9.9	0.2	1.1	0.2	3.0	0.2	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh				21.9								
HCM 7th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
4: Perry St & Plum Creek Pkwy

2028 Total Saturday MID
06/10/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	114	840	100	158	875	146	72	145	192	105	134
Future Volume (vph)	114	840	100	158	875	146	72	145	192	105	134
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	14.0	48.0	48.0	11.0	45.0	11.0	20.0	20.0	11.0	20.0	20.0
Total Split (%)	15.6%	53.3%	53.3%	12.2%	50.0%	12.2%	22.2%	22.2%	12.2%	22.2%	22.2%
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	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	52.6	43.9	43.9	52.1	45.4	18.1	11.1	11.1	18.1	11.1	11.1
Actuated g/C Ratio	0.58	0.49	0.49	0.58	0.50	0.20	0.12	0.12	0.20	0.12	0.12
v/c Ratio	0.39	0.50	0.12	0.43	0.64	0.54	0.32	0.44	0.66	0.59	0.35
Control Delay (s/veh)	15.1	7.5	0.3	11.4	19.3	35.2	38.7	9.7	40.9	44.8	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
Total Delay (s/veh)	15.1	7.5	0.3	11.4	19.3	35.2	38.7	9.7	40.9	44.8	5.5
LOS	B	A	A	B	B	D	D	A	D	D	A
Approach Delay (s/veh)		7.7			18.3		25.7			32.9	
Approach LOS		A			B		C			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 17.6

Intersection LOS: B

Intersection Capacity Utilization 72.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Perry St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

4: Perry St & Plum Creek Pkwy

2028 Total Saturday MID
06/10/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	840	100	158	875	229	146	72	145	192	105	134
Future Volume (veh/h)	114	840	100	158	875	229	146	72	145	192	105	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	857	102	161	893	234	149	73	148	196	130	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	2	2	2
Cap, veh/h	320	1808	807	491	1449	379	262	218	184	292	218	
Arrive On Green	0.10	1.00	1.00	0.06	0.52	0.52	0.07	0.12	0.12	0.07	0.12	0.00
Sat Flow, veh/h	1781	3554	1585	1781	2787	729	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	116	857	102	161	569	558	149	73	148	196	130	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1739	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.8	0.0	0.0	3.8	20.4	20.4	6.0	3.2	8.2	6.0	5.9	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.0	3.8	20.4	20.4	6.0	3.2	8.2	6.0	5.9	0.0
Prop In Lane	1.00		1.00	1.00		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	320	1808	807	491	924	904	262	218	184	292	218	
V/C Ratio(X)	0.36	0.47	0.13	0.33	0.62	0.62	0.57	0.34	0.80	0.67	0.60	
Avail Cap(c_a), veh/h	405	1808	807	497	924	904	262	291	247	292	291	
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)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	9.0	15.3	15.3	33.6	36.6	38.8	35.2	37.8	0.0
Incr Delay (d2), s/veh	0.6	0.8	0.3	0.4	3.1	3.1	2.9	0.9	12.9	5.8	2.6	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	1.0	0.2	0.1	1.4	8.4	8.3	3.1	1.5	3.8	1.6	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.9	0.8	0.3	9.4	18.3	18.4	36.5	37.5	51.7	41.0	40.4	0.0
LnGrp LOS	B	A	A	A	B	B	D	D	D	D	D	
Approach Vol, veh/h	1075			1288			370			326		
Approach Delay, s/veh	1.9			17.3			42.7			40.8		
Approach LOS	A			B			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	51.8	11.0	16.5	9.7	52.8	11.0	16.5				
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	42.0	6.0	14.0	9.0	39.0	6.0	14.0				
Max Q Clear Time (g_c+I1), s	5.8	2.0	8.0	10.2	4.8	22.4	8.0	7.9				
Green Ext Time (p_c), s	0.0	7.8	0.0	0.3	0.1	7.2	0.0	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				17.5								
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.												

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

Timings
4: Perry St & Plum Creek Pkwy

2050 Background Weekday AM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	93	733	162	124	1690	123	42	75	113	103	91
Future Volume (vph)	93	733	162	124	1690	123	42	75	113	103	91
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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	55.0	55.0	11.0	56.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (%)	10.0%	55.0%	55.0%	11.0%	56.0%	10.0%	24.0%	24.0%	10.0%	24.0%	24.0%
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
Act Effect Green (s)	61.5	53.3	53.3	62.4	53.8	16.4	11.7	11.7	19.0	12.0	12.0
Actuated g/C Ratio	0.62	0.53	0.53	0.62	0.54	0.16	0.12	0.12	0.19	0.12	0.12
v/c Ratio	0.51	0.43	0.20	0.31	1.10	0.59	0.21	0.27	0.48	0.57	0.29
Control Delay (s/veh)	32.9	5.5	0.6	8.7	79.0	44.5	40.4	2.9	38.9	50.0	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.9	5.5	0.6	8.7	79.1	44.5	40.4	2.9	38.9	50.0	4.0
LOS	C	A	A	A	E	D	D	A	D	D	A
Approach Delay (s/veh)		7.2			74.8		30.8			33.6	
Approach LOS		A			E		C			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay (s/veh): 49.6

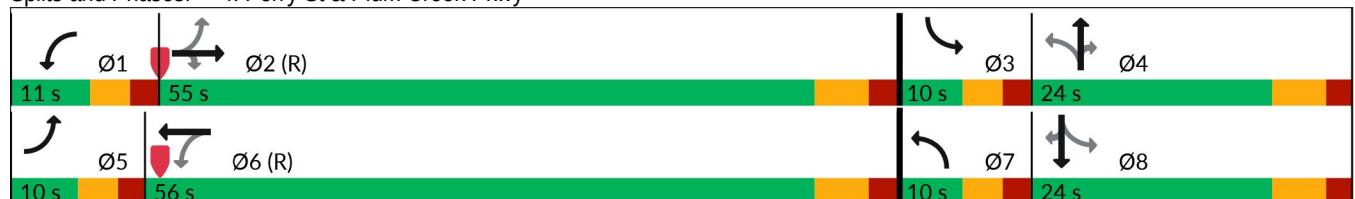
Intersection LOS: D

Intersection Capacity Utilization 91.2%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 4: Perry St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

4: Perry St & Plum Creek Pkwy

2050 Background Weekday AM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	733	162	124	1690	217	123	42	75	113	103	91
Future Volume (veh/h)	93	733	162	124	1690	217	123	42	75	113	103	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	1841	1841	1841	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	101	797	176	135	1837	236	134	46	82	123	112	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, %	4	4	4	2	2	2	3	3	3	2	2	2
Cap, veh/h	159	2097	935	505	1910	240	190	152	129	235	153	
Arrive On Green	0.09	1.00	1.00	0.05	0.60	0.60	0.05	0.08	0.08	0.05	0.08	0.00
Sat Flow, veh/h	1753	3497	1560	1781	3176	399	1767	1856	1572	1781	1870	1585
Grp Volume(v), veh/h	101	797	176	135	1010	1063	134	46	82	123	112	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1781	1777	1798	1767	1856	1572	1781	1870	1585
Q Serve(g_s), s	2.2	0.0	0.0	2.9	52.5	57.6	5.0	2.3	5.1	5.0	5.8	0.0
Cycle Q Clear(g_c), s	2.2	0.0	0.0	2.9	52.5	57.6	5.0	2.3	5.1	5.0	5.8	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	159	2097	935	505	1068	1081	190	152	129	235	153	
V/C Ratio(X)	0.63	0.38	0.19	0.27	0.95	0.98	0.71	0.30	0.64	0.52	0.73	
Avail Cap(c_a), veh/h	165	2097	935	525	1068	1081	190	334	283	235	337	
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)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.3	0.0	0.0	6.7	18.4	19.4	42.7	43.2	44.5	41.1	44.8	0.0
Incr Delay (d2), s/veh	6.0	0.4	0.4	0.3	17.1	23.6	11.3	1.1	5.2	2.1	6.6	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	1.6	0.1	0.1	1.0	24.3	28.4	1.5	1.1	2.1	3.0	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.3	0.4	0.4	7.0	35.6	43.0	54.0	44.3	49.7	43.2	51.5	0.0
LnGrp LOS	C	A	A	A	D	D	D	D	D	D	D	
Approach Vol, veh/h	1074		2208				262		235			
Approach Delay, s/veh	3.1		37.4				50.9		47.1			
Approach LOS	A		D				D		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	65.9	10.0	14.2	9.7	66.1	10.0	14.2				
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	6.0	49.0	5.0	18.0	5.0	50.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	4.9	2.0	7.0	7.1	4.2	59.6	7.0	7.8				
Green Ext Time (p_c), s	0.0	7.6	0.0	0.3	0.0	0.0	0.0	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			29.2									
HCM 7th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
4: Perry St & Plum Creek Pkwy

2050 Background Weekday PM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	163	1492	196	113	963	288	138	289	288	126	180
Future Volume (vph)	163	1492	196	113	963	288	138	289	288	126	180
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	23.0	37.0	37.0	23.0	37.0	23.0	37.0	37.0	23.0	37.0	37.0
Total Split (%)	19.2%	30.8%	30.8%	19.2%	30.8%	19.2%	30.8%	30.8%	19.2%	30.8%	30.8%
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	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	66.8	54.7	54.7	63.6	53.1	34.7	16.3	16.3	34.9	16.4	16.4
Actuated g/C Ratio	0.56	0.46	0.46	0.53	0.44	0.29	0.14	0.14	0.29	0.14	0.14
v/c Ratio	0.68	0.94	0.25	0.57	0.79	0.78	0.56	0.63	0.72	0.68	0.44
Control Delay (s/veh)	43.0	33.4	9.4	30.5	34.3	46.9	56.0	11.3	42.7	59.2	11.1
Queue Delay	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.0	41.1	9.4	30.5	34.3	46.9	56.0	11.3	42.7	59.2	11.1
LOS	D	D	A	C	C	D	E	B	D	E	B
Approach Delay (s/veh)		37.9			34.0		34.3			39.6	
Approach LOS		D			C		C			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 36.4

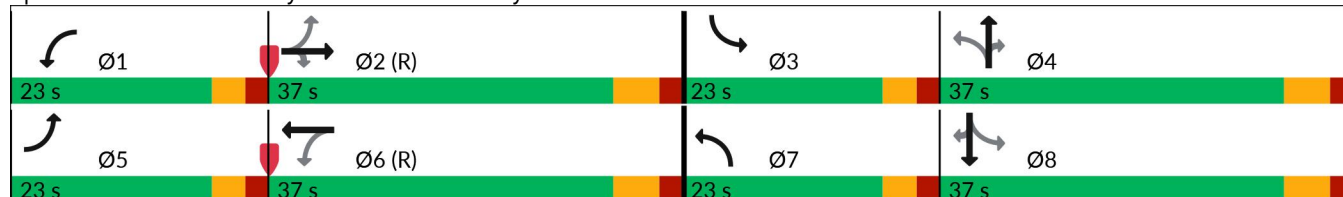
Intersection LOS: D

Intersection Capacity Utilization 92.1%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 4: Perry St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

4: Perry St & Plum Creek Pkwy

2050 Background Weekday PM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	1492	196	113	963	222	288	138	289	288	126	180
Future Volume (veh/h)	163	1492	196	113	963	222	288	138	289	288	126	180
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	166	1522	200	115	983	227	294	141	295	294	170	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	2	2	2
Cap, veh/h	226	1453	648	159	1116	257	474	388	328	454	388	
Arrive On Green	0.15	0.82	0.82	0.06	0.39	0.39	0.15	0.21	0.21	0.15	0.21	0.00
Sat Flow, veh/h	1781	3554	1585	1781	2868	661	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	166	1522	200	115	608	602	294	141	295	294	170	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1751	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	6.8	49.1	3.7	4.6	38.2	38.4	15.4	7.8	21.8	15.4	9.5	0.0
Cycle Q Clear(g_c), s	6.8	49.1	3.7	4.6	38.2	38.4	15.4	7.8	21.8	15.4	9.5	0.0
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	1453	648	159	691	682	474	388	328	454	388	
V/C Ratio(X)	0.74	1.05	0.31	0.72	0.88	0.88	0.62	0.36	0.90	0.65	0.44	
Avail Cap(c_a), veh/h	359	1453	648	327	691	682	483	483	409	463	483	
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)	0.49	0.49	0.49	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.0	10.9	6.8	28.9	34.0	34.1	30.6	40.8	46.3	30.5	41.5	0.0
Incr Delay (d2), s/veh	2.3	30.7	0.6	6.2	14.9	15.4	2.4	0.6	19.2	3.0	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	2.6	10.5	1.2	2.2	19.0	18.9	6.9	3.7	10.3	7.0	4.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.3	41.6	7.4	35.0	49.0	49.5	33.0	41.4	65.5	33.5	42.3	0.0
LnGrp LOS	C	F	A	D	D	D	C	D	E	C	D	
Approach Vol, veh/h	1888			1325			730			464		
Approach Delay, s/veh	36.8			48.0			47.7			36.7		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	55.1	22.4	30.9	14.0	52.7	22.4	30.9				
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	18.0	31.0	18.0	31.0	18.0	31.0	18.0	31.0				
Max Q Clear Time (g_c+I1), s	6.6	51.1	17.4	23.8	8.8	40.4	17.4	11.5				
Green Ext Time (p_c), s	0.2	0.0	0.1	1.1	0.3	0.0	0.1	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	42.0											
HCM 7th LOS	D											
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
4: Perry St & Plum Creek Pkwy

2050 Background Saturday MID
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	147	1114	137	197	1156	193	89	174	239	131	172
Future Volume (vph)	147	1114	137	197	1156	193	89	174	239	131	172
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	14.0	48.0	48.0	11.0	45.0	11.0	20.0	20.0	11.0	20.0	20.0
Total Split (%)	15.6%	53.3%	53.3%	12.2%	50.0%	12.2%	22.2%	22.2%	12.2%	22.2%	22.2%
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	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	51.8	42.7	42.7	49.9	41.7	19.1	12.1	12.1	19.1	12.1	12.1
Actuated g/C Ratio	0.58	0.47	0.47	0.55	0.46	0.21	0.13	0.13	0.21	0.13	0.13
v/c Ratio	0.62	0.68	0.17	0.74	0.91	0.76	0.36	0.49	0.79	0.69	0.42
Control Delay (s/veh)	36.7	8.6	0.4	29.8	32.8	48.9	39.0	10.4	50.0	49.5	9.0
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.7	8.9	0.4	29.8	32.8	48.9	39.0	10.4	50.0	49.5	9.0
LOS	D	A	A	C	C	D	D	B	D	D	A
Approach Delay (s/veh)		11.0			32.4		32.2			39.2	
Approach LOS		B			C		C			D	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay (s/veh): 25.9

Intersection LOS: C

Intersection Capacity Utilization 88.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 4: Perry St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

4: Perry St & Plum Creek Pkwy

2050 Background Saturday MID
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	1114	137	197	1156	284	193	89	174	239	131	172
Future Volume (veh/h)	147	1114	137	197	1156	284	193	89	174	239	131	172
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	150	1137	140	201	1180	290	197	91	178	244	166	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	2	2	2
Cap, veh/h	237	1734	773	325	1392	338	260	251	213	299	251	
Arrive On Green	0.08	0.65	0.65	0.07	0.49	0.49	0.07	0.13	0.13	0.07	0.13	0.00
Sat Flow, veh/h	1781	3554	1585	1781	2834	689	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	150	1137	140	201	735	735	197	91	178	244	166	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1746	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	3.7	17.6	3.2	5.1	32.3	33.3	6.0	4.0	9.9	6.0	7.6	0.0
Cycle Q Clear(g_c), s	3.7	17.6	3.2	5.1	32.3	33.3	6.0	4.0	9.9	6.0	7.6	0.0
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	1734	773	325	873	858	260	251	213	299	251	
V/C Ratio(X)	0.63	0.66	0.18	0.62	0.84	0.86	0.76	0.36	0.84	0.82	0.66	
Avail Cap(c_a), veh/h	302	1734	773	325	873	858	260	291	247	299	291	
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.6	11.2	8.6	13.3	19.9	20.1	35.2	35.5	38.0	36.0	37.0	0.0
Incr Delay (d2), s/veh	2.0	1.4	0.4	3.5	9.7	10.8	12.2	0.9	19.3	16.0	4.4	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	1.5	5.3	1.1	2.2	14.7	15.0	2.2	1.9	4.9	3.7	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.6	12.6	9.0	16.8	29.6	30.9	47.4	36.3	57.3	52.0	41.4	0.0
LnGrp LOS	C	B	A	B	C	C	D	D	E	D	D	
Approach Vol, veh/h	1427				1671		466				410	
Approach Delay, s/veh	13.1				28.6		49.0				47.8	
Approach LOS	B				C		D				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	49.9	11.0	18.1	10.7	50.2	11.0	18.1				
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	42.0	6.0	14.0	9.0	39.0	6.0	14.0				
Max Q Clear Time (g_c+I1), s	7.1	19.6	8.0	11.9	5.7	35.3	8.0	9.6				
Green Ext Time (p_c), s	0.0	9.5	0.0	0.2	0.1	2.9	0.0	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			27.4									
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.												

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

Timings
4: Perry St & Plum Creek Pkwy

2050 Total Weekday AM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	97	744	162	124	1702	123	43	78	113	103	94
Future Volume (vph)	97	744	162	124	1702	123	43	78	113	103	94
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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	55.0	55.0	11.0	56.0	10.0	24.0	24.0	10.0	24.0	24.0
Total Split (%)	10.0%	55.0%	55.0%	11.0%	56.0%	10.0%	24.0%	24.0%	10.0%	24.0%	24.0%
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
Act Effect Green (s)	61.6	53.3	53.3	62.3	53.7	16.4	11.7	11.7	19.0	12.0	12.0
Actuated g/C Ratio	0.62	0.53	0.53	0.62	0.54	0.16	0.12	0.12	0.19	0.12	0.12
v/c Ratio	0.52	0.44	0.20	0.32	1.11	0.59	0.22	0.28	0.48	0.57	0.30
Control Delay (s/veh)	34.0	5.7	0.6	8.7	83.1	44.5	40.5	3.4	38.9	50.0	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.0	5.7	0.6	8.7	83.2	44.5	40.5	3.4	38.9	50.0	4.4
LOS	C	A	A	A	F	D	D	A	D	D	A
Approach Delay (s/veh)		7.6			78.7		30.6			33.5	
Approach LOS		A			E		C			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay (s/veh): 51.7

Intersection LOS: D

Intersection Capacity Utilization 91.8%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 4: Perry St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

4: Perry St & Plum Creek Pkwy

2050 Total Weekday AM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	744	162	124	1702	217	123	43	78	113	103	94
Future Volume (veh/h)	97	744	162	124	1702	217	123	43	78	113	103	94
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	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	105	809	176	135	1850	236	134	47	85	123	112	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, %	4	4	4	2	2	2	3	3	3	2	2	2
Cap, veh/h	158	2097	935	501	1910	239	190	152	129	234	153	
Arrive On Green	0.09	1.00	1.00	0.05	0.60	0.60	0.05	0.08	0.08	0.05	0.08	0.00
Sat Flow, veh/h	1753	3497	1560	1781	3179	397	1767	1856	1572	1781	1870	1585
Grp Volume(v), veh/h	105	809	176	135	1016	1070	134	47	85	123	112	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1781	1777	1799	1767	1856	1572	1781	1870	1585
Q Serve(g_s), s	2.3	0.0	0.0	2.9	53.3	58.5	5.0	2.4	5.2	5.0	5.8	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	2.9	53.3	58.5	5.0	2.4	5.2	5.0	5.8	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	158	2097	935	501	1068	1081	190	152	129	234	153	
V/C Ratio(X)	0.66	0.39	0.19	0.27	0.95	0.99	0.71	0.31	0.66	0.53	0.73	
Avail Cap(c_a), veh/h	163	2097	935	521	1068	1081	190	334	283	234	337	
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)	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.4	0.0	0.0	6.7	18.6	19.6	42.7	43.3	44.6	41.1	44.8	0.0
Incr Delay (d2), s/veh	7.5	0.4	0.3	0.3	18.1	25.0	11.3	1.1	5.7	2.2	6.6	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	1.7	0.1	0.1	1.0	24.9	29.2	1.5	1.1	2.2	3.0	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.8	0.4	0.3	7.0	36.7	44.6	54.0	44.4	50.3	43.3	51.5	0.0
LnGrp LOS	C	A	A	A	D	D	D	D	D	D	D	
Approach Vol, veh/h	1090			2221			266			235		
Approach Delay, s/veh	3.3			38.7			51.1			47.2		
Approach LOS	A			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	65.9	10.0	14.2	9.7	66.1	10.0	14.2				
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	6.0	49.0	5.0	18.0	5.0	50.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	4.9	2.0	7.0	7.2	4.3	60.5	7.0	7.8				
Green Ext Time (p_c), s	0.0	7.8	0.0	0.3	0.0	0.0	0.0	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				30.0								
HCM 7th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
4: Perry St & Plum Creek Pkwy

2050 Total Weekday PM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	168	1506	196	113	977	288	139	293	288	126	184
Future Volume (vph)	168	1506	196	113	977	288	139	293	288	126	184
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	23.0	37.0	37.0	23.0	37.0	23.0	37.0	37.0	23.0	37.0	37.0
Total Split (%)	19.2%	30.8%	30.8%	19.2%	30.8%	19.2%	30.8%	30.8%	19.2%	30.8%	30.8%
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	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	66.8	54.5	54.5	63.2	52.7	34.9	16.5	16.5	35.1	16.6	16.6
Actuated g/C Ratio	0.56	0.45	0.45	0.53	0.44	0.29	0.14	0.14	0.29	0.14	0.14
v/c Ratio	0.70	0.96	0.26	0.56	0.80	0.78	0.55	0.63	0.72	0.68	0.44
Control Delay (s/veh)	46.0	35.1	9.4	30.4	35.2	46.6	55.6	11.1	42.4	59.1	11.0
Queue Delay	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.0	44.6	9.4	30.4	35.2	46.6	55.6	11.1	42.4	59.1	11.0
LOS	D	D	A	C	D	D	E	B	D	E	B
Approach Delay (s/veh)		41.0			34.8		33.9			39.3	
Approach LOS		D			C		C			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 37.9

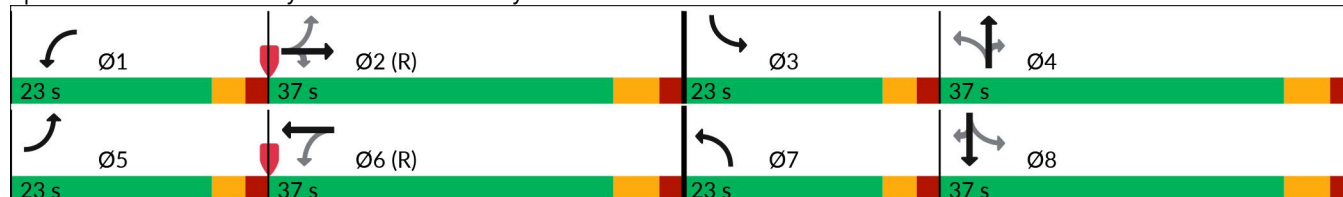
Intersection LOS: D

Intersection Capacity Utilization 92.5%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 4: Perry St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

4: Perry St & Plum Creek Pkwy

2050 Total Weekday PM
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	1506	196	113	977	222	288	139	293	288	126	184
Future Volume (veh/h)	168	1506	196	113	977	222	288	139	293	288	126	184
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	171	1537	200	115	997	227	294	142	299	294	173	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	2	2	2
Cap, veh/h	224	1445	644	159	1107	251	474	392	332	455	392	
Arrive On Green	0.15	0.81	0.81	0.06	0.38	0.38	0.14	0.21	0.21	0.14	0.21	0.00
Sat Flow, veh/h	1781	3554	1585	1781	2876	653	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	171	1537	200	115	615	609	294	142	299	294	173	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1753	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.0	48.8	3.8	4.6	39.1	39.3	15.3	7.8	22.1	15.3	9.7	0.0
Cycle Q Clear(g_c), s	7.0	48.8	3.8	4.6	39.1	39.3	15.3	7.8	22.1	15.3	9.7	0.0
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	224	1445	644	159	684	675	474	392	332	455	392	
V/C Ratio(X)	0.76	1.06	0.31	0.72	0.90	0.90	0.62	0.36	0.90	0.65	0.44	
Avail Cap(c_a), veh/h	353	1445	644	327	684	675	484	483	409	464	483	
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)	0.46	0.46	0.46	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.2	11.2	7.0	29.0	34.7	34.8	30.5	40.6	46.2	30.3	41.3	0.0
Incr Delay (d2), s/veh	2.5	36.3	0.6	6.1	17.0	17.7	2.4	0.6	19.6	3.0	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	2.7	11.7	1.2	2.2	19.8	19.8	6.9	3.7	10.5	6.9	4.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.8	47.5	7.6	35.0	51.8	52.5	32.8	41.1	65.8	33.3	42.1	0.0
LnGrp LOS	C	F	A	D	D	D	C	D	E	C	D	
Approach Vol, veh/h	1908			1339			735			467		
Approach Delay, s/veh	41.5			50.6			47.8			36.6		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	54.8	22.4	31.1	14.3	52.2	22.4	31.1				
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	18.0	31.0	18.0	31.0	18.0	31.0	18.0	31.0				
Max Q Clear Time (g_c+I1), s	6.6	50.8	17.3	24.1	9.0	41.3	17.3	11.7				
Green Ext Time (p_c), s	0.2	0.0	0.1	1.1	0.3	0.0	0.1	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	44.8											
HCM 7th LOS	D											
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
4: Perry St & Plum Creek Pkwy

2050 Total Saturday MID
06/10/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	153	1131	137	197	1173	193	90	179	239	131	177
Future Volume (vph)	153	1131	137	197	1173	193	90	179	239	131	177
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6	7	4		3	8	
Permitted Phases	2		2	6		4		4	8		8
Detector Phase	5	2	2	1	6	7	4	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	14.0	48.0	48.0	11.0	45.0	11.0	20.0	20.0	11.0	20.0	20.0
Total Split (%)	15.6%	53.3%	53.3%	12.2%	50.0%	12.2%	22.2%	22.2%	12.2%	22.2%	22.2%
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	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	51.9	42.7	42.7	49.8	41.6	19.1	12.1	12.1	19.1	12.1	12.1
Actuated g/C Ratio	0.58	0.47	0.47	0.55	0.46	0.21	0.13	0.13	0.21	0.13	0.13
v/c Ratio	0.63	0.69	0.17	0.75	0.92	0.77	0.37	0.49	0.79	0.69	0.43
Control Delay (s/veh)	37.2	8.3	0.4	31.6	34.0	49.5	39.1	10.6	50.1	49.6	9.3
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.2	8.5	0.4	31.6	34.0	49.5	39.1	10.6	50.1	49.6	9.3
LOS	D	A	A	C	C	D	D	B	D	D	A
Approach Delay (s/veh)		10.8			33.8		32.4			39.2	
Approach LOS		B			C		C			D	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 26.4

Intersection LOS: C

Intersection Capacity Utilization 89.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 4: Perry St & Plum Creek Pkwy



HCM 7th Signalized Intersection Summary

4: Perry St & Plum Creek Pkwy

2050 Total Saturday MID
06/10/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1131	137	197	1173	284	193	90	179	239	131	177
Future Volume (veh/h)	153	1131	137	197	1173	284	193	90	179	239	131	177
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	156	1154	140	201	1197	290	197	92	183	244	169	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	2	2	2
Cap, veh/h	234	1724	769	319	1382	331	261	257	217	301	257	
Arrive On Green	0.09	0.65	0.65	0.07	0.49	0.49	0.07	0.14	0.14	0.07	0.14	0.00
Sat Flow, veh/h	1781	3554	1585	1781	2844	681	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	156	1154	140	201	743	744	197	92	183	244	169	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1748	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	3.9	18.3	3.2	5.1	33.2	34.3	6.0	4.0	10.1	6.0	7.7	0.0
Cycle Q Clear(g_c), s	3.9	18.3	3.2	5.1	33.2	34.3	6.0	4.0	10.1	6.0	7.7	0.0
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	1724	769	319	864	850	261	257	217	301	257	
V/C Ratio(X)	0.67	0.67	0.18	0.63	0.86	0.88	0.75	0.36	0.84	0.81	0.66	
Avail Cap(c_a), veh/h	295	1724	769	319	864	850	261	291	247	301	291	
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.9	11.5	8.8	13.7	20.4	20.7	35.0	35.2	37.9	35.8	36.8	0.0
Incr Delay (d2), s/veh	2.7	1.4	0.4	3.9	10.9	12.3	11.7	0.8	20.4	15.3	4.5	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	1.6	5.5	1.1	2.2	15.3	15.8	2.2	1.9	5.1	3.7	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.6	12.9	9.1	17.6	31.3	33.0	46.7	36.1	58.3	51.1	41.3	0.0
LnGrp LOS	C	B	A	B	C	C	D	D	E	D	D	
Approach Vol, veh/h	1450			1688			472			413		
Approach Delay, s/veh	13.5			30.4			49.1			47.1		
Approach LOS	B			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	49.7	11.0	18.3	10.9	49.8	11.0	18.3				
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	6.0	42.0	6.0	14.0	9.0	39.0	6.0	14.0				
Max Q Clear Time (g_c+I1), s	7.1	20.3	8.0	12.1	5.9	36.3	8.0	9.7				
Green Ext Time (p_c), s	0.0	9.6	0.0	0.2	0.1	2.2	0.0	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				28.2								
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.												

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

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	1	0	4	7	0	19	1	894	43	42	619	9
Future Vol, veh/h	1	0	4	7	0	19	1	894	43	42	619	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	125	-	-	90	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	20	20	20	8	8	8	3	3	3	8	8	8
Mvmt Flow	1	0	5	8	0	23	1	1077	52	51	746	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1927	1978	746	1952	1963	1103	757	0	0	1129	0	0
Stage 1	847	847	-	1105	1105	-	-	-	-	-	-	-
Stage 2	1080	1131	-	847	858	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.4	7.18	6.58	6.28	4.13	-	-	4.18	-	-
Critical Hdwy Stg 1	6.3	5.7	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4.18	3.48	3.572	4.072	3.372	2.227	-	-	2.272	-	-
Pot Cap-1 Maneuver	22	27	422	22	30	250	780	-	-	597	-	-
Stage 1	337	335	-	249	279	-	-	-	-	-	-	-
Stage 2	244	258	-	351	342	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	18	25	422	20	27	250	780	-	-	597	-	-
Mov Cap-2 Maneuver	18	25	-	20	27	-	-	-	-	-	-	-
Stage 1	308	307	-	248	279	-	-	-	-	-	-	-
Stage 2	222	258	-	317	313	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	55.5	90.76	0.01	0.73
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	780	-	-	77 20 250	597	-	-
HCM Lane V/C Ratio	0.002	-	-	0.078 0.421 0.092	0.085	-	-
HCM Ctrl Dly (s/v)	9.6	-	-	55.5 280.5 20.8	11.6	-	-
HCM Lane LOS	A	-	-	F F C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2 1.2 0.3	0.3	-	-

Intersection												
Int Delay, s/veh	13.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	16	3	4	44	0	56	0	636	50	79	685	10
Future Vol, veh/h	16	3	4	44	0	56	0	636	50	79	685	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	-	-	-	100	-	-	125	-	-	90	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	2	2	2	3	3	3	2	2	2
Mvmt Flow	17	3	4	47	0	60	0	684	54	85	737	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1590	1644	737	1619	1628	711	747	0	0	738	0	0
Stage 1	906	906	-	711	711	-	-	-	-	-	-	-
Stage 2	684	738	-	908	917	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	50	56	468	~ 47	58	433	787	-	-	868	-	-
Stage 1	321	320	-	424	436	-	-	-	-	-	-	-
Stage 2	435	421	-	323	317	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	39	50	468	~ 40	53	433	787	-	-	868	-	-
Mov Cap-2 Maneuver	39	50	-	~ 40	53	-	-	-	-	-	-	-
Stage 1	290	289	-	424	436	-	-	-	-	-	-	-
Stage 2	375	421	-	285	286	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	142.29	168.55	0	0.98
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	787	-	-	48 40 433	868	-	-
HCM Lane V/C Ratio	-	-	-	0.516 1.193 0.139	0.098	-	-
HCM Ctrl Dly (s/v)	0	-	-	142.3\$ 364.4	14.6 9.6	-	-
HCM Lane LOS	A	-	-	F F B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.9 4.7 0.5	0.3	-	-

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

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	1	2	55	0	44	2	519	53	71	469	10
Future Vol, veh/h	8	1	2	55	0	44	2	519	53	71	469	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	-	-	-	100	-	-	125	-	-	90	-	0
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, %	9	9	9	2	2	2	2	2	2	3	3	3
Mvmt Flow	9	1	2	60	0	48	2	564	58	77	510	11
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1233	1290	510	1262	1272	593	521	0	0	622	0	0
Stage 1	664	664	-	597	597	-	-	-	-	-	-	-
Stage 2	568	626	-	665	675	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	129	131	632	125	140	506	1034	-	-	954	-	-
Stage 1	467	449	-	489	491	-	-	-	-	-	-	-
Stage 2	495	466	-	477	451	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	107	120	632	113	128	506	1034	-	-	954	-	-
Mov Cap-2 Maneuver	107	120	-	113	128	-	-	-	-	-	-	-
Stage 1	429	412	-	488	490	-	-	-	-	-	-	-
Stage 2	447	465	-	436	414	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	36.12		43.31			0.03			1.18			
HCM LOS	E		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1034	-	-	128 113 506	954	-	-					
HCM Lane V/C Ratio	0.002	-	-	0.094 0.527 0.095	0.081	-	-					
HCM Ctrl Dly (s/v)	8.5	-	-	36.1 67.7 12.9	9.1	-	-					
HCM Lane LOS	A	-	-	E F B	A	-	-					
HCM 95th %tile O(veh)	0	-	-	0.3 2.4 0.3	0.3	-	-					

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	1	0	4	7	0	19	1	600	44	43	412	9
Future Vol, veh/h	1	0	4	7	0	19	1	600	44	43	412	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	125	-	-	90	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	20	20	20	8	8	8	3	3	3	8	8	8
Mvmt Flow	1	0	5	8	0	23	1	723	53	52	496	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1325	1378	496	1352	1363	749	507	0	0	776	0	0
Stage 1	600	600	-	752	752	-	-	-	-	-	-	-
Stage 2	725	778	-	600	611	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.4	7.18	6.58	6.28	4.13	-	-	4.18	-	-
Critical Hdwy Stg 1	6.3	5.7	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4.18	3.48	3.572	4.072	3.372	2.227	-	-	2.272	-	-
Pot Cap-1 Maneuver	104	111	602	105	120	402	1040	-	-	814	-	-
Stage 1	489	470	-	393	409	-	-	-	-	-	-	-
Stage 2	389	381	-	508	479	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	92	104	602	97	113	402	1040	-	-	814	-	-
Mov Cap-2 Maneuver	92	104	-	97	113	-	-	-	-	-	-	-
Stage 1	458	440	-	393	409	-	-	-	-	-	-	-
Stage 2	367	381	-	472	448	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	17.89		22.87		0.01		0.9	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1040	-	-	285 97 402	814	-	-
HCM Lane V/C Ratio	0.001	-	-	0.021 0.087 0.057	0.064	-	-
HCM Ctrl Dly (s/v)	8.5	-	-	17.9 45.6 14.5	9.7	-	-
HCM Lane LOS	A	-	-	C E B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.3 0.2	0.2	-	-

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	16	3	4	45	0	57	0	401	51	81	428	10
Future Vol, veh/h	16	3	4	45	0	57	0	401	51	81	428	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	-	-	-	100	-	-	125	-	-	90	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	2	2	2	3	3	3	2	2	2
Mvmt Flow	17	3	4	48	0	61	0	431	55	87	460	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1066	1120	460	1095	1104	459	471	0	0	486	0	0
Stage 1	634	634	-	459	459	-	-	-	-	-	-	-
Stage 2	431	486	-	636	645	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	188	185	679	179	192	602	1083	-	-	1077	-	-
Stage 1	491	471	-	582	567	-	-	-	-	-	-	-
Stage 2	599	548	-	493	467	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	155	170	679	160	176	602	1083	-	-	1077	-	-
Mov Cap-2 Maneuver	155	170	-	160	176	-	-	-	-	-	-	-
Stage 1	451	433	-	582	567	-	-	-	-	-	-	-
Stage 2	538	548	-	447	429	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	27.95		22.79		0		1.35	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1083	-	-	181 160 602	1077	-	-
HCM Lane V/C Ratio	-	-	-	0.136 0.302 0.102	0.081	-	-
HCM Ctrl Dly (s/v)	0	-	-	28 36.9 11.7	8.6	-	-
HCM Lane LOS	A	-	-	D E B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5 1.2 0.3	0.3	-	-

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	8	1	2	56	0	45	2	317	54	72	288	10
Future Vol, veh/h	8	1	2	56	0	45	2	317	54	72	288	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	-	-	-	100	-	-	125	-	-	90	-	0
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, %	9	9	9	2	2	2	2	2	2	3	3	3
Mvmt Flow	9	1	2	61	0	49	2	345	59	78	313	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	818	877	313	848	859	374	324	0	0	403	0	0
Stage 1	470	470	-	378	378	-	-	-	-	-	-	-
Stage 2	349	408	-	470	480	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	293	276	784	285	291	672	1249	-	-	1150	-	-
Stage 1	595	560	-	643	615	-	-	-	-	-	-	-
Stage 2	653	585	-	607	564	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	253	256	784	263	271	672	1249	-	-	1150	-	-
Mov Cap-2 Maneuver	253	256	-	263	271	-	-	-	-	-	-	-
Stage 1	554	522	-	642	614	-	-	-	-	-	-	-
Stage 2	604	584	-	563	525	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	18.01		17.41		0.04		1.63	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1249	-	-	289 263 672	1150	-	-
HCM Lane V/C Ratio	0.002	-	-	0.041 0.231 0.073	0.068	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	18 22.7 10.8	8.4	-	-
HCM Lane LOS	A	-	-	C C B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.9 0.2	0.2	-	-

Intersection												
Int Delay, s/veh	143.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	155	7	40	7	8	19	59	558	44	43	390	95
Future Vol, veh/h	155	7	40	7	8	19	59	558	44	43	390	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	125	-	-	90	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	20	20	20	8	8	8	3	3	3	8	8	8
Mvmt Flow	187	8	48	8	10	23	71	672	53	52	470	114

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1393	1441	470	1419	1529	699	584	0	0	725	0	0
Stage 1	573	573	-	841	841	-	-	-	-	-	-	-
Stage 2	819	867	-	578	688	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.4	7.18	6.58	6.28	4.13	-	-	4.18	-	-
Critical Hdwy Stg 1	6.3	5.7	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4.18	3.48	3.572	4.072	3.372	2.227	-	-	2.272	-	-
Pot Cap-1 Maneuver	~ 91	99	629	91	90	430	958	-	-	851	-	-
Stage 1	511	486	-	351	372	-	-	-	-	-	-	-
Stage 2	344	346	-	526	433	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	~ 67	86	629	67	78	430	958	-	-	851	-	-
Mov Cap-2 Maneuver	~ 67	86	-	67	78	-	-	-	-	-	-	-
Stage 1	479	457	-	325	345	-	-	-	-	-	-	-
Stage 2	293	320	-	448	407	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	\$ 1002.13		36.45		0.81		0.77	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	958	-	-	82 67 184	851	-	-
HCM Lane V/C Ratio	0.074	-	-	2.98 0.126 0.177	0.061	-	-
HCM Ctrl Dly (s/v)	9.1	-	-	\$ 1002.1 66.3 28.7	9.5	-	-
HCM Lane LOS	A	-	-	F F D	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	24 0.4 0.6	0.2	-	-

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

Timings
5: Wilcox St & Rio Grande Dr

2028 Total Weekday AM - Signal
06/09/2026

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	155	7	7	8	59	558	43	390	95
Future Volume (vph)	155	7	7	8	59	558	43	390	95
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4		8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	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)	24.0	24.0	24.0	24.0	10.0	24.0	10.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	10.0	56.0	10.0	56.0	56.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	11.1%	62.2%	11.1%	62.2%	62.2%
Yellow Time (s)	4.0	4.0	4.0	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)	6.0	6.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effect Green (s)	16.9	16.9	16.9	16.9	59.1	55.1	58.1	53.0	53.0
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.66	0.61	0.65	0.59	0.59
v/c Ratio	0.85	0.19	0.03	0.11	0.13	0.65	0.14	0.45	0.12
Control Delay (s/veh)	69.3	13.0	29.6	16.6	5.5	16.1	5.9	13.1	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.3	13.0	29.6	16.6	5.5	16.1	5.9	13.1	2.3
LOS	E	B	C	B	A	B	A	B	A
Approach Delay (s/veh)		56.3		19.1		15.1		10.6	
Approach LOS		E		B		B		B	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 19.4

Intersection LOS: B

Intersection Capacity Utilization 65.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: Wilcox St & Rio Grande Dr



HCM 7th Signalized Intersection Summary
5: Wilcox St & Rio Grande Dr

2028 Total Weekday AM - Signal
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	7	40	7	8	19	59	558	44	43	390	95
Future Volume (veh/h)	155	7	40	7	8	19	59	558	44	43	390	95
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	1604	1604	1604	1781	1781	1781	1856	1856	1856	1781	1781	1781
Adj Flow Rate, veh/h	187	8	48	8	10	23	71	672	53	52	470	114
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	20	20	20	8	8	8	3	3	3	8	8	8
Cap, veh/h	290	39	232	287	93	215	505	978	77	356	1016	861
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.05	0.58	0.58	0.04	0.57	0.57
Sat Flow, veh/h	1180	198	1191	1284	480	1103	1767	1698	134	1697	1781	1510
Grp Volume(v), veh/h	187	0	56	8	0	33	71	0	725	52	470	114
Grp Sat Flow(s),veh/h/ln	1180	0	1389	1284	0	1583	1767	0	1831	1697	1781	1510
Q Serve(g_s), s	13.9	0.0	3.0	0.5	0.0	1.5	1.4	0.0	25.0	1.1	13.9	3.2
Cycle Q Clear(g_c), s	15.5	0.0	3.0	3.5	0.0	1.5	1.4	0.0	25.0	1.1	13.9	3.2
Prop In Lane	1.00		0.86	1.00		0.70	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	290	0	271	287	0	308	505	0	1055	356	1016	861
V/C Ratio(X)	0.65	0.00	0.21	0.03	0.00	0.11	0.14	0.00	0.69	0.15	0.46	0.13
Avail Cap(c_a), veh/h	296	0	278	293	0	317	521	0	1055	381	1016	861
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	0.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	36.2	0.0	30.4	31.9	0.0	29.8	8.1	0.0	13.4	10.6	11.3	9.0
Incr Delay (d2), s/veh	4.7	0.0	0.4	0.0	0.0	0.2	0.1	0.0	3.7	0.2	1.4	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	4.3	0.0	1.0	0.1	0.0	0.6	0.5	0.0	10.3	0.4	5.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.8	0.0	30.8	31.9	0.0	30.0	8.2	0.0	17.1	10.8	12.6	9.3
LnGrp LOS	D		C	C		C	A		B	B	B	A
Approach Vol, veh/h	243			41			796			636		
Approach Delay, s/veh	38.5			30.3			16.3			11.9		
Approach LOS	D			C			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	57.8		23.5	9.2	57.3		23.5				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	50.0		18.0	5.0	50.0		18.0				
Max Q Clear Time (g_c+I1), s	3.1	27.0		17.5	3.4	15.9		5.5				
Green Ext Time (p_c), s	0.0	5.5		0.1	0.0	3.7		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	18.1											
HCM 7th LOS	B											

MOVEMENT SUMMARY

 Site: 5 [2028 Total Weekday AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Rio Grande Dr & Wilcox St

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh.]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	ft				mph
South: Wilcox St															
3	L2	All MCs	71	3.0	71	3.0	0.785	18.4	LOS C	16.5	423.4	0.93	0.93	1.63	27.3
8	T1	All MCs	672	3.0	672	3.0	0.785	18.4	LOS C	16.5	423.4	0.93	0.93	1.63	27.8
18	R2	All MCs	53	3.0	53	3.0	0.785	18.4	LOS C	16.5	423.4	0.93	0.93	1.63	27.6
Approach			796	3.0	796	3.0	0.785	18.4	LOS C	16.5	423.4	0.93	0.93	1.63	27.7
East: Rio Grande Dr															
1	L2	All MCs	8	8.0	8	8.0	0.094	9.5	LOS A	0.3	7.9	0.66	0.65	0.66	30.2
6	T1	All MCs	10	8.0	10	8.0	0.094	9.5	LOS A	0.3	7.9	0.66	0.65	0.66	30.8
16	R2	All MCs	23	8.0	23	8.0	0.094	9.5	LOS A	0.3	7.9	0.66	0.65	0.66	30.6
Approach			41	8.0	41	8.0	0.094	9.5	LOS A	0.3	7.9	0.66	0.65	0.66	30.6
North: Wilcox St															
7	L2	All MCs	52	2.0	52	2.0	0.249	4.9	LOS A	1.2	30.6	0.25	0.10	0.25	32.5
4	T1	All MCs	470	2.0	470	2.0	0.249	4.9	LOS A	1.2	30.6	0.25	0.10	0.25	33.3
14	R2	All MCs	114	2.0	114	2.0	0.249	4.9	LOS A	1.2	30.6	0.25	0.10	0.25	33.1
Approach			636	2.0	636	2.0	0.249	4.9	LOS A	1.2	30.6	0.25	0.10	0.25	33.2
West:															
5	L2	All MCs	187	10.0	187	10.0	0.353	9.7	LOS A	1.6	42.5	0.65	0.55	0.71	29.1
2	T1	All MCs	8	10.0	8	10.0	0.353	9.7	LOS A	1.6	42.5	0.65	0.55	0.71	29.7
12	R2	All MCs	48	10.0	48	10.0	0.353	9.7	LOS A	1.6	42.5	0.65	0.55	0.71	29.5
Approach			243	10.0	243	10.0	0.353	9.7	LOS A	1.6	42.5	0.65	0.55	0.71	29.2
All Vehicles			1717	3.7	1717	3.7	0.785	11.9	LOS B	16.5	423.4	0.63	0.56	0.96	29.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stolplene Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Intersection												
Int Delay, s/veh	62.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	170	13	50	45	9	57	46	374	51	81	401	89
Future Vol, veh/h	170	13	50	45	9	57	46	374	51	81	401	89
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	125	-	-	90	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	2	2	2	3	3	3	2	2	2
Mvmt Flow	183	14	54	48	10	61	49	402	55	87	431	96

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1111	1161	431	1141	1230	430	527	0	0	457	0	0
Stage 1	605	605	-	528	528	-	-	-	-	-	-	-
Stage 2	506	556	-	612	701	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 172	174	701	164	156	626	1018	-	-	1104	-	-
Stage 1	510	488	-	534	527	-	-	-	-	-	-	-
Stage 2	545	510	-	507	434	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	~ 127	152	701	122	137	626	1018	-	-	1104	-	-
Mov Cap-2 Maneuver	~ 127	152	-	122	137	-	-	-	-	-	-	-
Stage 1	470	449	-	508	502	-	-	-	-	-	-	-
Stage 2	459	485	-	418	400	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	\$ 350.57		30.53		0.85		1.21	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1018	-	-	156 122 420	1104	-	-
HCM Lane V/C Ratio	0.049	-	-	1.602 0.398 0.169	0.079	-	-
HCM Ctrl Dly (s/v)	8.7	-	-	\$ 350.6 52.9 15.3	8.5	-	-
HCM Lane LOS	A	-	-	F F C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	17.2 1.7 0.6	0.3	-	-

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

Timings
5: Wilcox St & Rio Grande Dr

2028 Total Weekday PM - Signal
06/09/2026

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	170	13	45	9	46	374	81	401	89
Future Volume (vph)	170	13	45	9	46	374	81	401	89
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4		8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	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)	24.0	24.0	24.0	24.0	10.0	24.0	10.0	24.0	24.0
Total Split (s)	29.0	29.0	29.0	29.0	10.0	50.0	11.0	51.0	51.0
Total Split (%)	32.2%	32.2%	32.2%	32.2%	11.1%	55.6%	12.2%	56.7%	56.7%
Yellow Time (s)	4.0	4.0	4.0	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)	6.0	6.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effect Green (s)	17.4	17.4	17.4	17.4	57.0	51.2	59.1	54.0	54.0
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.63	0.57	0.66	0.60	0.60
v/c Ratio	0.73	0.19	0.19	0.20	0.08	0.44	0.15	0.39	0.10
Control Delay (s/veh)	50.4	12.0	30.0	10.7	6.3	14.4	6.5	12.8	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.4	12.0	30.0	10.7	6.3	14.4	6.5	12.8	2.9
LOS	D	B	C	B	A	B	A	B	A
Approach Delay (s/veh)		40.0		18.5		13.7		10.3	
Approach LOS		D		B		B		B	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 17.1

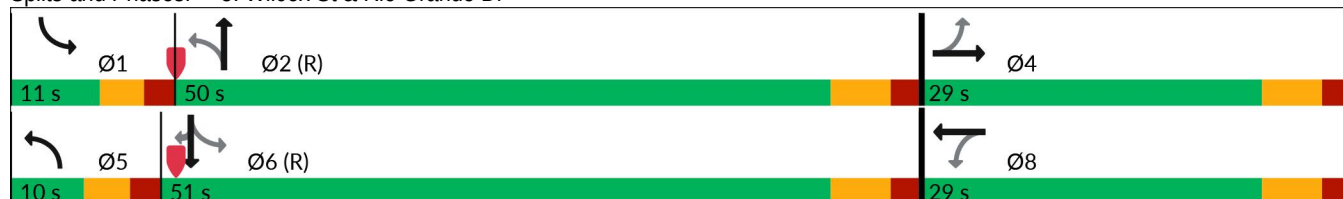
Intersection LOS: B

Intersection Capacity Utilization 57.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: Wilcox St & Rio Grande Dr



HCM 7th Signalized Intersection Summary
5: Wilcox St & Rio Grande Dr

2028 Total Weekday PM - Signal
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	13	50	45	9	57	46	374	51	81	401	89
Future Volume (veh/h)	170	13	50	45	9	57	46	374	51	81	401	89
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	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	183	14	54	48	10	61	49	402	55	87	431	96
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, %	4	4	4	2	2	2	3	3	3	2	2	2
Cap, veh/h	294	66	256	299	46	278	535	898	123	555	1070	907
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.04	0.56	0.56	0.05	0.57	0.57
Sat Flow, veh/h	1308	332	1279	1333	228	1392	1767	1598	219	1781	1870	1585
Grp Volume(v), veh/h	183	0	68	48	0	71	49	0	457	87	431	96
Grp Sat Flow(s),veh/h/ln	1308	0	1611	1333	0	1620	1767	0	1816	1781	1870	1585
Q Serve(g_s), s	12.2	0.0	3.2	2.8	0.0	3.3	1.0	0.0	13.3	1.8	11.5	2.5
Cycle Q Clear(g_c), s	15.5	0.0	3.2	6.0	0.0	3.3	1.0	0.0	13.3	1.8	11.5	2.5
Prop In Lane	1.00		0.79	1.00		0.86	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	294	0	322	299	0	324	535	0	1021	555	1070	907
V/C Ratio(X)	0.62	0.00	0.21	0.16	0.00	0.22	0.09	0.00	0.45	0.16	0.40	0.11
Avail Cap(c_a), veh/h	366	0	412	374	0	414	564	0	1021	586	1070	907
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	0.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	36.6	0.0	30.1	32.6	0.0	30.1	8.0	0.0	11.5	8.2	10.7	8.8
Incr Delay (d2), s/veh	2.2	0.0	0.3	0.2	0.0	0.3	0.1	0.0	1.4	0.1	1.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	1.2	0.9	0.0	1.3	0.4	0.0	5.3	0.6	4.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.8	0.0	30.4	32.8	0.0	30.5	8.1	0.0	13.0	8.3	11.7	9.0
LnGrp LOS	D		C	C		C	A		B	A	B	A
Approach Vol, veh/h	251			119			506			614		
Approach Delay, s/veh	36.5			31.4			12.5			10.8		
Approach LOS	D			C			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	56.6		24.0	8.5	57.5		24.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	44.0		23.0	5.0	45.0		23.0				
Max Q Clear Time (g_c+I1), s	3.8	15.3		17.5	3.0	13.5		8.0				
Green Ext Time (p_c), s	0.0	3.2		0.4	0.0	3.3		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	17.4											
HCM 7th LOS	B											

MOVEMENT SUMMARY

 Site: 5 [2028 Total Weekday PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Rio Grande Dr & Wilcox St

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] ft				mph
South: Wilcox St															
3	L2	All MCs	49	3.0	49	3.0	0.513	9.9	LOS A	3.7	94.5	0.63	0.45	0.70	30.5
8	T1	All MCs	402	3.0	402	3.0	0.513	9.9	LOS A	3.7	94.5	0.63	0.45	0.70	31.0
18	R2	All MCs	55	3.0	55	3.0	0.513	9.9	LOS A	3.7	94.5	0.63	0.45	0.70	30.8
Approach			506	3.0	506	3.0	0.513	9.9	LOS A	3.7	94.5	0.63	0.45	0.70	30.9
East: Rio Grande Dr															
1	L2	All MCs	48	2.0	48	2.0	0.174	7.2	LOS A	0.7	17.8	0.61	0.54	0.61	31.0
6	T1	All MCs	10	2.0	10	2.0	0.174	7.2	LOS A	0.7	17.8	0.61	0.54	0.61	31.5
16	R2	All MCs	61	2.0	61	2.0	0.174	7.2	LOS A	0.7	17.8	0.61	0.54	0.61	31.3
Approach			119	2.0	119	2.0	0.174	7.2	LOS A	0.7	17.8	0.61	0.54	0.61	31.2
North: Wilcox St															
7	L2	All MCs	87	2.0	87	2.0	0.244	4.9	LOS A	1.2	29.7	0.27	0.12	0.27	32.3
4	T1	All MCs	431	2.0	431	2.0	0.244	4.9	LOS A	1.2	29.7	0.27	0.12	0.27	33.1
14	R2	All MCs	96	2.0	96	2.0	0.244	4.9	LOS A	1.2	29.7	0.27	0.12	0.27	33.1
Approach			614	2.0	614	2.0	0.244	4.9	LOS A	1.2	29.7	0.27	0.12	0.27	33.0
West:															
5	L2	All MCs	183	4.0	183	4.0	0.348	9.3	LOS A	1.6	41.7	0.66	0.57	0.70	29.5
2	T1	All MCs	14	4.0	14	4.0	0.348	9.3	LOS A	1.6	41.7	0.66	0.57	0.70	30.0
12	R2	All MCs	54	4.0	54	4.0	0.348	9.3	LOS A	1.6	41.7	0.66	0.57	0.70	29.8
Approach			251	4.0	251	4.0	0.348	9.3	LOS A	1.6	41.7	0.66	0.57	0.70	29.6
All Vehicles			1490	2.7	1490	2.7	0.513	7.5	LOS A	3.7	94.5	0.48	0.34	0.52	31.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Intersection												
Int Delay, s/veh	22.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	170	12	45	56	11	45	45	297	54	72	268	99
Future Vol, veh/h	170	12	45	56	11	45	45	297	54	72	268	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	125	-	-	90	-	0
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, %	9	9	9	2	2	2	2	2	2	3	3	3
Mvmt Flow	185	13	49	61	12	49	49	323	59	78	291	108
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	874	927	291	904	1005	352	399	0	0	382	0	0
Stage 1	448	448	-	450	450	-	-	-	-	-	-	-
Stage 2	427	479	-	454	555	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	265	255	809	258	232	691	1160	-	-	1171	-	-
Stage 1	614	575	-	589	572	-	-	-	-	-	-	-
Stage 2	592	543	-	621	516	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	208	228	809	205	207	691	1160	-	-	1171	-	-
Mov Cap-2 Maneuver	208	228	-	205	207	-	-	-	-	-	-	-
Stage 1	573	536	-	564	548	-	-	-	-	-	-	-
Stage 2	516	520	-	531	482	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	101.98		21.74		0.94		1.36					
HCM LOS	F		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1160	-	-	246 205 474	1171	-	-					
HCM Lane V/C Ratio	0.042	-	-	1.004 0.297 0.129	0.067	-	-					
HCM Ctrl Dly (s/v)	8.2	-	-	102 29.8 13.7	8.3	-	-					
HCM Lane LOS	A	-	-	F D B	A	-	-					
HCM 95th %tile O(veh)	0.1	-	-	9.7 1.2 0.4	0.2	-	-					

Timings
5: Wilcox St & Rio Grande Dr

2028 Total Saturday MID - Signal
06/10/2026

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	170	12	56	11	45	297	72	268	99
Future Volume (vph)	170	12	56	11	45	297	72	268	99
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4		8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	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)	24.0	24.0	24.0	24.0	10.0	24.0	10.0	24.0	24.0
Total Split (s)	26.0	26.0	26.0	26.0	10.0	54.0	10.0	54.0	54.0
Total Split (%)	28.9%	28.9%	28.9%	28.9%	11.1%	60.0%	11.1%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	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)	6.0	6.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effect Green (s)	17.1	17.1	17.1	17.1	57.9	52.4	58.9	54.7	54.7
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.64	0.58	0.65	0.61	0.61
v/c Ratio	0.78	0.19	0.24	0.17	0.07	0.36	0.12	0.26	0.11
Control Delay (s/veh)	57.2	13.0	32.1	12.6	5.7	11.9	5.5	10.5	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.2	13.0	32.1	12.6	5.7	11.9	5.5	10.5	4.7
LOS	E	B	C	B	A	B	A	B	A
Approach Delay (s/veh)		46.1		22.4		11.2		8.4	
Approach LOS		D		C		B		A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 18.0

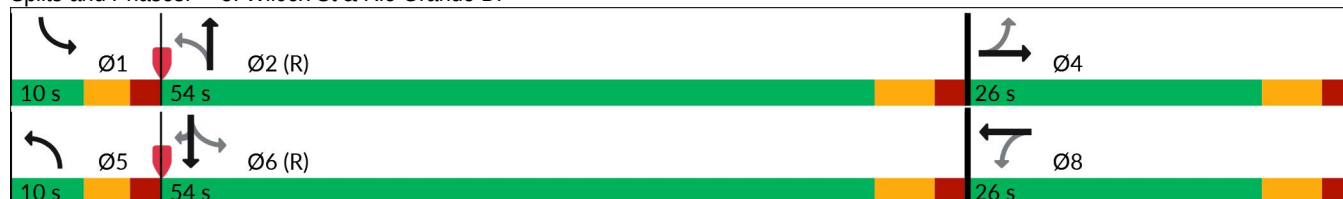
Intersection LOS: B

Intersection Capacity Utilization 53.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 5: Wilcox St & Rio Grande Dr



HCM 7th Signalized Intersection Summary
5: Wilcox St & Rio Grande Dr

2028 Total Saturday MID - Signal
06/10/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	12	45	56	11	45	45	297	54	72	268	99
Future Volume (veh/h)	170	12	45	56	11	45	45	297	54	72	268	99
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	1767	1767	1767	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	185	13	49	61	12	49	49	323	59	78	291	108
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, %	9	9	9	2	2	2	2	2	2	3	3	3
Cap, veh/h	292	64	242	301	64	260	583	870	159	611	1065	902
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.04	0.57	0.57	0.02	0.19	0.19
Sat Flow, veh/h	1267	324	1222	1340	321	1313	1781	1539	281	1767	1856	1572
Grp Volume(v), veh/h	185	0	62	61	0	61	49	0	382	78	291	108
Grp Sat Flow(s),veh/h/ln	1267	0	1547	1340	0	1634	1781	0	1820	1767	1856	1572
Q Serve(g_s), s	12.8	0.0	3.0	3.6	0.0	2.8	1.0	0.0	10.4	1.6	12.1	5.1
Cycle Q Clear(g_c), s	15.6	0.0	3.0	6.6	0.0	2.8	1.0	0.0	10.4	1.6	12.1	5.1
Prop In Lane	1.00		0.79	1.00		0.80	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	292	0	307	301	0	324	583	0	1029	611	1065	902
V/C Ratio(X)	0.63	0.00	0.20	0.20	0.00	0.19	0.08	0.00	0.37	0.13	0.27	0.12
Avail Cap(c_a), veh/h	322	0	344	333	0	363	612	0	1029	625	1065	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	36.6	0.0	30.1	32.9	0.0	30.1	8.0	0.0	10.8	8.0	20.4	17.6
Incr Delay (d2), s/veh	3.5	0.0	0.3	0.3	0.0	0.3	0.1	0.0	1.0	0.1	0.6	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	4.2	0.0	1.1	1.2	0.0	1.1	0.4	0.0	4.2	0.6	6.1	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.0	0.0	30.5	33.2	0.0	30.3	8.0	0.0	11.8	8.1	21.1	17.9
LnGrp LOS	D		C	C		C	A		B	A	C	B
Approach Vol, veh/h	247			122			431			477		
Approach Delay, s/veh	37.6			31.8			11.4			18.2		
Approach LOS	D			C			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	56.9		23.8	8.5	57.6		23.8				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	48.0		20.0	5.0	48.0		20.0				
Max Q Clear Time (g_c+I1), s	3.6	12.4		17.6	3.0	14.1		8.6				
Green Ext Time (p_c), s	0.0	2.6		0.2	0.0	2.2		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	21.0											
HCM 7th LOS	C											

MOVEMENT SUMMARY

 Site: 5 [2028 Total Saturday MID (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Rio Grande Dr & Wilcox St

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] ft				mph
South: Wilcox St															
3	L2	All MCs	49	2.0	49	2.0	0.432	8.4	LOS A	2.5	63.2	0.58	0.38	0.58	31.1
8	T1	All MCs	323	2.0	323	2.0	0.432	8.4	LOS A	2.5	63.2	0.58	0.38	0.58	31.6
18	R2	All MCs	59	2.0	59	2.0	0.432	8.4	LOS A	2.5	63.2	0.58	0.38	0.58	31.4
Approach			430	2.0	430	2.0	0.432	8.4	LOS A	2.5	63.2	0.58	0.38	0.58	31.5
East: Rio Grande Dr															
1	L2	All MCs	61	2.0	61	2.0	0.165	6.6	LOS A	0.7	17.1	0.59	0.49	0.59	31.1
6	T1	All MCs	12	2.0	12	2.0	0.165	6.6	LOS A	0.7	17.1	0.59	0.49	0.59	31.6
16	R2	All MCs	49	2.0	49	2.0	0.165	6.6	LOS A	0.7	17.1	0.59	0.49	0.59	31.4
Approach			122	2.0	122	2.0	0.165	6.6	LOS A	0.7	17.1	0.59	0.49	0.59	31.3
North: Wilcox St															
7	L2	All MCs	78	3.0	78	3.0	0.194	4.6	LOS A	0.9	22.2	0.27	0.13	0.27	32.3
4	T1	All MCs	291	3.0	291	3.0	0.194	4.6	LOS A	0.9	22.2	0.27	0.13	0.27	33.2
14	R2	All MCs	108	3.0	108	3.0	0.194	4.6	LOS A	0.9	22.2	0.27	0.13	0.27	33.2
Approach			477	3.0	477	3.0	0.194	4.6	LOS A	0.9	22.2	0.27	0.13	0.27	33.1
West:															
5	L2	All MCs	185	9.0	185	9.0	0.316	8.3	LOS A	1.4	36.9	0.59	0.45	0.59	29.8
2	T1	All MCs	13	9.0	13	9.0	0.316	8.3	LOS A	1.4	36.9	0.59	0.45	0.59	30.3
12	R2	All MCs	49	9.0	49	9.0	0.316	8.3	LOS A	1.4	36.9	0.59	0.45	0.59	30.1
Approach			247	9.0	247	9.0	0.316	8.3	LOS A	1.4	36.9	0.59	0.45	0.59	29.9
All Vehicles			1276	3.7	1276	3.7	0.432	6.8	LOS A	2.5	63.2	0.47	0.31	0.47	31.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stolplene Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: K:\DEN_TPTO\096888068 - QT 4267 Castle Rock\Engineering\Analysis\QT 4267 Castle Rock SIDRA.sip9

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘		↗	↘		↗	↘	↗
Traffic Vol, veh/h	1	0	5	9	0	24	1	758	55	53	541	11
Future Vol, veh/h	1	0	5	9	0	24	1	758	55	53	541	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	-	-	-	100	-	-	125	-	-	90	-	0
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, %	20	20	20	8	8	8	3	3	3	8	8	8
Mvmt Flow	1	0	5	10	0	26	1	824	60	58	588	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1529	1589	588	1559	1571	854	600	0	0	884	0	0
Stage 1	703	703	-	856	856	-	-	-	-	-	-	-
Stage 2	826	886	-	703	715	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.4	7.18	6.58	6.28	4.13	-	-	4.18	-	-
Critical Hdwy Stg 1	6.3	5.7	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4.18	3.48	3.572	4.072	3.372	2.227	-	-	2.272	-	-
Pot Cap-1 Maneuver	61	67	550	61	74	350	943	-	-	741	-	-
Stage 1	430	414	-	344	366	-	-	-	-	-	-	-
Stage 2	341	339	-	446	421	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	52	62	550	56	68	350	943	-	-	741	-	-
Mov Cap-2 Maneuver	52	62	-	56	68	-	-	-	-	-	-	-
Stage 1	397	382	-	344	366	-	-	-	-	-	-	-
Stage 2	315	339	-	408	389	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	22.45		34.3		0.01		0.9	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	943	-	-	213 56 350	741	-	-
HCM Lane V/C Ratio	0.001	-	-	0.031 0.175 0.075	0.078	-	-
HCM Ctrl Dly (s/v)	8.8	-	-	22.5 82.8 16.1	10.3	-	-
HCM Lane LOS	A	-	-	C F C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.6 0.2	0.3	-	-

Intersection												
Int Delay, s/veh	10.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	4	5	56	0	71	0	540	63	100	571	13
Future Vol, veh/h	20	4	5	56	0	71	0	540	63	100	571	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	125	-	-	90	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	2	2	2	3	3	3	2	2	2
Mvmt Flow	22	4	5	60	0	76	0	581	68	108	614	14
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1410	1477	614	1446	1458	615	628	0	0	648	0	0
Stage 1	829	829	-	615	615	-	-	-	-	-	-	-
Stage 2	581	648	-	831	843	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	86	88	560	80	93	491	914	-	-	937	-	-
Stage 1	365	362	-	479	483	-	-	-	-	-	-	-
Stage 2	496	463	-	366	357	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	64	78	560	66	82	491	914	-	-	937	-	-
Mov Cap-2 Maneuver	64	78	-	66	82	-	-	-	-	-	-	-
Stage 1	323	320	-	479	483	-	-	-	-	-	-	-
Stage 2	419	463	-	317	316	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	79.3		90.85			0			1.37			
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	914	-	-	78 66 491	937	-	-					
HCM Lane V/C Ratio	-	-	-	0.401 0.907 0.155	0.115	-	-					
HCM Ctrl Dly (s/v)	0	-	-	79.3 188.7 13.7	9.3	-	-					
HCM Lane LOS	A	-	-	F F B	A	-	-					
HCM 95th %tile Q(veh)	0	-	-	1.6 4.4 0.5	0.4	-	-					

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	3	70	0	56	3	437	67	90	401	13
Future Vol, veh/h	10	1	3	70	0	56	3	437	67	90	401	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	125	-	-	90	-	0
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, %	9	9	9	2	2	2	2	2	2	3	3	3
Mvmt Flow	11	1	3	76	0	61	3	475	73	98	436	14
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1113	1186	436	1150	1164	511	450	0	0	548	0	0
Stage 1	632	632	-	518	518	-	-	-	-	-	-	-
Stage 2	482	554	-	632	646	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	168	163	687	161	174	562	1110	-	-	1017	-	-
Stage 1	482	465	-	541	533	-	-	-	-	-	-	-
Stage 2	553	502	-	492	466	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	135	147	687	143	157	562	1110	-	-	1017	-	-
Mov Cap-2 Maneuver	135	147	-	143	157	-	-	-	-	-	-	-
Stage 1	436	420	-	539	532	-	-	-	-	-	-	-
Stage 2	492	501	-	442	421	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	29.18		36.29			0.05			1.59			
HCM LOS	D		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1110	-	-	164	143	562	1017	-	-			
HCM Lane V/C Ratio	0.003	-	-	0.093	0.531	0.108	0.096	-	-			
HCM Ctrl Dly (s/v)	8.3	-	-	29.2	55.6	12.2	8.9	-	-			
HCM Lane LOS	A	-	-	D	F	B	A	-	-			
HCM 95th %tile O(veh)	0	-	-	0.3	2.6	0.4	0.3	-	-			

Intersection												
Int Delay, s/veh	219.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘		↗	↘		↗	↘	↗
Traffic Vol, veh/h	155	7	41	9	8	24	59	716	55	53	519	97
Future Vol, veh/h	155	7	41	9	8	24	59	716	55	53	519	97
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	125	-	-	90	-	0
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, %	20	20	20	8	8	8	3	3	3	8	8	8
Mvmt Flow	168	8	45	10	9	26	64	778	60	58	564	105

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1590	1646	564	1620	1721	808	670	0	0	838	0	0
Stage 1	679	679	-	936	936	-	-	-	-	-	-	-
Stage 2	911	966	-	683	785	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.7	6.4	7.18	6.58	6.28	4.13	-	-	4.18	-	-
Critical Hdwy Stg 1	6.3	5.7	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.7	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4.18	3.48	3.572	4.072	3.372	2.227	-	-	2.272	-	-
Pot Cap-1 Maneuver	~ 55	62	564	55	57	372	870	-	-	771	-	-
Stage 1	443	427	-	310	336	-	-	-	-	-	-	-
Stage 2	305	310	-	457	381	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	~ 37	53	564	38	49	372	870	-	-	771	-	-
Mov Cap-2 Maneuver	~ 37	53	-	38	49	-	-	-	-	-	-	-
Stage 1	410	395	-	287	311	-	-	-	-	-	-	-
Stage 2	256	287	-	382	353	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 1871.11	58.81	0.67	0.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	870	-	-	46 38 140	771	-	-
HCM Lane V/C Ratio	0.074	-	-	4.767 0.257 0.248	0.075	-	-
HCM Ctrl Dly (s/v)	9.5	-	-	\$ 1871.1 129.4 39	10	-	-
HCM Lane LOS	A	-	-	F F E	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	25.1 0.8 0.9	0.2	-	-

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

Timings
5: Wilcox St & Rio Grande Dr

2050 Total Weekday AM - Signal
06/09/2026

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	155	7	9	8	59	716	53	519	97
Future Volume (vph)	155	7	9	8	59	716	53	519	97
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4		8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	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)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	24.0	24.0	24.0	24.0	10.0	56.0	10.0	56.0	56.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	11.1%	62.2%	11.1%	62.2%	62.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min	C-Min
Act Effect Green (s)	16.7	16.7	16.7	16.7	60.8	56.1	60.7	56.0	56.0
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.68	0.62	0.67	0.62	0.62
v/c Ratio	0.78	0.18	0.04	0.11	0.12	0.74	0.19	0.52	0.11
Control Delay (s/veh)	59.4	12.7	28.7	15.1	5.2	18.5	6.1	12.9	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Total Delay (s/veh)	59.4	12.7	28.7	15.1	5.2	18.5	6.1	13.3	2.2
LOS	E	B	C	B	A	B	A	B	A
Approach Delay (s/veh)		48.2		18.1		17.6		11.1	
Approach LOS		D		B		B		B	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 18.7

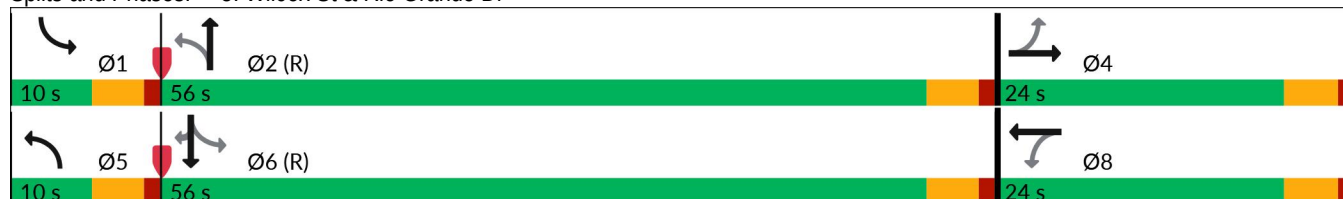
Intersection LOS: B

Intersection Capacity Utilization 71.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: Wilcox St & Rio Grande Dr



HCM 7th Signalized Intersection Summary
5: Wilcox St & Rio Grande Dr

2050 Total Weekday AM - Signal
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	7	41	9	8	24	59	716	55	53	519	97
Future Volume (veh/h)	155	7	41	9	8	24	59	716	55	53	519	97
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	1604	1604	1604	1781	1781	1781	1856	1856	1856	1781	1781	1781
Adj Flow Rate, veh/h	168	8	45	10	9	26	64	778	60	58	564	105
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, %	20	20	20	8	8	8	3	3	3	8	8	8
Cap, veh/h	273	38	216	274	74	213	500	1063	82	345	1110	940
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.04	0.62	0.62	0.04	0.62	0.62
Sat Flow, veh/h	1178	210	1181	1287	404	1167	1767	1701	131	1697	1781	1510
Grp Volume(v), veh/h	168	0	53	10	0	35	64	0	838	58	564	105
Grp Sat Flow(s),veh/h/ln	1178	0	1391	1287	0	1571	1767	0	1832	1697	1781	1510
Q Serve(g_s), s	12.5	0.0	2.9	0.6	0.0	1.7	1.1	0.0	28.5	1.1	15.7	2.5
Cycle Q Clear(g_c), s	14.2	0.0	2.9	3.5	0.0	1.7	1.1	0.0	28.5	1.1	15.7	2.5
Prop In Lane	1.00		0.85	1.00		0.74	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	273	0	254	274	0	287	500	0	1144	345	1110	940
V/C Ratio(X)	0.61	0.00	0.21	0.04	0.00	0.12	0.13	0.00	0.73	0.17	0.51	0.11
Avail Cap(c_a), veh/h	313	0	301	317	0	340	529	0	1144	376	1110	940
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	0.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	36.7	0.0	31.2	32.7	0.0	30.7	6.7	0.0	11.7	10.1	9.4	6.9
Incr Delay (d2), s/veh	2.8	0.0	0.4	0.1	0.0	0.2	0.1	0.0	4.2	0.2	1.4	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	3.7	0.0	1.0	0.2	0.0	0.6	0.4	0.0	11.4	0.3	5.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	0.0	31.6	32.8	0.0	30.9	6.8	0.0	15.8	10.3	10.7	7.1
LnGrp LOS	D		C	C		C	A		B	B	B	A
Approach Vol, veh/h	221			45			902			727		
Approach Delay, s/veh	37.6			31.3			15.2			10.2		
Approach LOS	D			C			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	60.7		20.9	8.5	60.6		20.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	51.5		19.5	5.5	51.5		19.5				
Max Q Clear Time (g_c+I1), s	3.1	30.5		16.2	3.1	17.7		5.5				
Green Ext Time (p_c), s	0.0	6.6		0.3	0.0	4.6		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh				16.3								
HCM 7th LOS				B								

MOVEMENT SUMMARY

 Site: 5 [2050 Total Weekday AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Rio Grande Dr & Wilcox St

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] ft				mph
South: Wilcox St															
3	L2	All MCs	71	3.0	71	3.0	0.999	45.4	LOS E	48.5	1241.8	1.00	2.03	3.21	20.6
8	T1	All MCs	863	3.0	863	3.0	0.999	45.4	LOS E	48.5	1241.8	1.00	2.03	3.21	20.9
18	R2	All MCs	66	3.0	66	3.0	0.999	45.4	LOS E	48.5	1241.8	1.00	2.03	3.21	20.8
Approach			1000	3.0	1000	3.0	0.999	45.4	LOS E	48.5	1241.8	1.00	2.03	3.21	20.8
East: Rio Grande Dr															
1	L2	All MCs	11	8.0	11	8.0	0.141	12.6	LOS B	0.4	11.4	0.73	0.73	0.73	29.0
6	T1	All MCs	10	8.0	10	8.0	0.141	12.6	LOS B	0.4	11.4	0.73	0.73	0.73	29.5
16	R2	All MCs	29	8.0	29	8.0	0.141	12.6	LOS B	0.4	11.4	0.73	0.73	0.73	29.3
Approach			49	8.0	49	8.0	0.141	12.6	LOS B	0.4	11.4	0.73	0.73	0.73	29.3
North: Wilcox St															
7	L2	All MCs	64	2.0	64	2.0	0.316	5.6	LOS A	1.7	42.2	0.27	0.12	0.27	32.2
4	T1	All MCs	625	2.0	625	2.0	0.316	5.6	LOS A	1.7	42.2	0.27	0.12	0.27	32.9
14	R2	All MCs	117	2.0	117	2.0	0.316	5.6	LOS A	1.7	42.2	0.27	0.12	0.27	32.8
Approach			806	2.0	806	2.0	0.316	5.6	LOS A	1.7	42.2	0.27	0.12	0.27	32.9
West:															
5	L2	All MCs	187	10.0	187	10.0	0.432	13.2	LOS B	2.1	57.1	0.73	0.74	0.99	27.9
2	T1	All MCs	8	10.0	8	10.0	0.432	13.2	LOS B	2.1	57.1	0.73	0.74	0.99	28.4
12	R2	All MCs	49	10.0	49	10.0	0.432	13.2	LOS B	2.1	57.1	0.73	0.74	0.99	28.2
Approach			245	10.0	245	10.0	0.432	13.2	LOS B	2.1	57.1	0.73	0.74	0.99	28.0
All Vehicles			2100	3.5	2100	3.5	0.999	25.6	LOS D	48.5	1241.8	0.68	1.11	1.77	25.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stolplene Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Intersection												
Int Delay, s/veh	230											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	174	14	51	56	9	71	46	513	63	100	544	92
Future Vol, veh/h	174	14	51	56	9	71	46	513	63	100	544	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	125	-	-	90	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	2	2	2	3	3	3	2	2	2
Mvmt Flow	187	15	55	60	10	76	49	552	68	108	585	99

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1455	1518	585	1492	1583	585	684	0	0	619	0	0
Stage 1	800	800	-	684	684	-	-	-	-	-	-	-
Stage 2	655	718	-	808	899	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 79	83	582	73	74	511	854	-	-	961	-	-
Stage 1	382	378	-	438	449	-	-	-	-	-	-	-
Stage 2	451	430	-	380	329	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	~ 48	70	582	~ 45	62	511	854	-	-	961	-	-
Mov Cap-2 Maneuver	~ 48	70	-	~ 45	62	-	-	-	-	-	-	-
Stage 1	340	335	-	413	423	-	-	-	-	-	-	-
Stage 2	353	405	-	292	293	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	\$ 1562.53		174.9		0.7		1.25	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	854	-	-	62 45 282	961	-	-
HCM Lane V/C Ratio	0.058	-	-	4.169 1.334 0.305	0.112	-	-
HCM Ctrl Dly (s/v)	9.5	-	-	\$ 1562.5\$ 391.5 23.3	9.2	-	-
HCM Lane LOS	A	-	-	F F C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	27.9 5.8 1.3	0.4	-	-

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

Timings
5: Wilcox St & Rio Grande Dr

2050 Total Weekday PM - Signal
06/09/2026

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	174	14	56	9	46	513	100	544	92
Future Volume (vph)	174	14	56	9	46	513	100	544	92
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4		8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	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)	24.0	24.0	24.0	24.0	10.0	24.0	10.0	24.0	24.0
Total Split (s)	29.0	29.0	29.0	29.0	10.0	50.0	11.0	51.0	51.0
Total Split (%)	32.2%	32.2%	32.2%	32.2%	11.1%	55.6%	12.2%	56.7%	56.7%
Yellow Time (s)	4.0	4.0	4.0	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)	6.0	6.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effect Green (s)	17.7	17.7	17.7	17.7	56.5	50.8	58.9	53.7	53.7
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.63	0.56	0.65	0.60	0.60
v/c Ratio	0.74	0.19	0.23	0.23	0.10	0.60	0.24	0.53	0.10
Control Delay (s/veh)	51.2	12.0	30.7	9.9	6.6	18.0	7.3	15.2	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Total Delay (s/veh)	51.2	12.0	30.7	9.9	6.6	18.0	7.3	15.5	2.9
LOS	D	B	C	A	A	B	A	B	A
Approach Delay (s/veh)		40.5		18.4		17.1		12.8	
Approach LOS		D		B		B		B	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 18.6

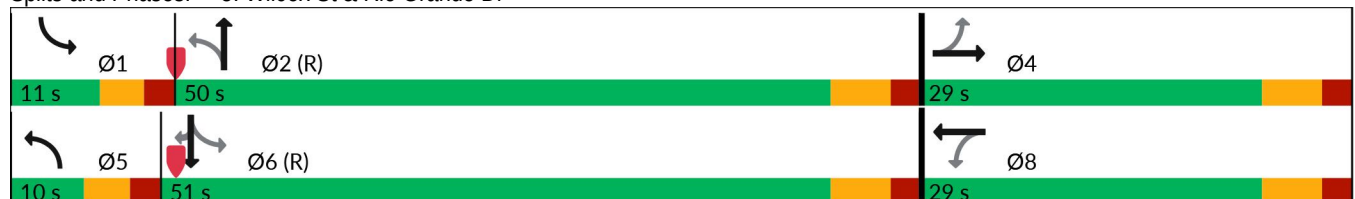
Intersection LOS: B

Intersection Capacity Utilization 66.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: Wilcox St & Rio Grande Dr



HCM 7th Signalized Intersection Summary
5: Wilcox St & Rio Grande Dr

2050 Total Weekday PM - Signal
06/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	14	51	56	9	71	46	513	63	100	544	92
Future Volume (veh/h)	174	14	51	56	9	71	46	513	63	100	544	92
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	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	187	15	55	60	10	76	49	552	68	108	585	99
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, %	4	4	4	2	2	2	3	3	3	2	2	2
Cap, veh/h	296	73	269	314	40	302	420	887	109	424	1047	888
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.04	0.55	0.55	0.05	0.56	0.56
Sat Flow, veh/h	1291	346	1267	1331	188	1426	1767	1620	200	1781	1870	1585
Grp Volume(v), veh/h	187	0	70	60	0	86	49	0	620	108	585	99
Grp Sat Flow(s),veh/h/ln	1291	0	1613	1331	0	1614	1767	0	1820	1781	1870	1585
Q Serve(g_s), s	12.7	0.0	3.2	3.5	0.0	4.0	1.1	0.0	21.1	2.3	18.0	2.6
Cycle Q Clear(g_c), s	16.7	0.0	3.2	6.7	0.0	4.0	1.1	0.0	21.1	2.3	18.0	2.6
Prop In Lane	1.00		0.79	1.00		0.88	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	296	0	342	314	0	342	420	0	996	424	1047	888
V/C Ratio(X)	0.63	0.00	0.20	0.19	0.00	0.25	0.12	0.00	0.62	0.25	0.56	0.11
Avail Cap(c_a), veh/h	353	0	412	372	0	412	448	0	996	451	1047	888
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	0.00	1.00	0.77	0.77	0.77
Uniform Delay (d), s/veh	36.5	0.0	29.2	32.0	0.0	29.5	9.6	0.0	14.0	10.5	12.7	9.3
Incr Delay (d2), s/veh	2.7	0.0	0.3	0.3	0.0	0.4	0.1	0.0	2.9	0.2	1.7	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	4.1	0.0	1.3	1.1	0.0	1.6	0.4	0.0	8.7	0.8	7.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.2	0.0	29.5	32.3	0.0	29.9	9.7	0.0	16.9	10.8	14.3	9.5
LnGrp LOS	D		C	C		C	A		B	B	B	A
Approach Vol, veh/h	257			146			669			792		
Approach Delay, s/veh	36.5			30.9			16.4			13.2		
Approach LOS	D			C			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	55.3		25.1	8.5	56.4		25.1				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	44.0		23.0	5.0	45.0		23.0				
Max Q Clear Time (g_c+I1), s	4.3	23.1		18.7	3.1	20.0		8.7				
Green Ext Time (p_c), s	0.0	4.3		0.4	0.0	4.5		0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				19.0								
HCM 7th LOS				B								

MOVEMENT SUMMARY

 Site: 5 [2050 Total Weekday PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Rio Grande Dr & Wilcox St

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] ft				mph
South: Wilcox St															
3	L2	All MCs	49	3.0	49	3.0	0.697	15.0	LOS C	9.9	253.3	0.82	0.78	1.33	28.5
8	T1	All MCs	552	3.0	552	3.0	0.697	15.0	LOS C	9.9	253.3	0.82	0.78	1.33	29.0
18	R2	All MCs	68	3.0	68	3.0	0.697	15.0	LOS C	9.9	253.3	0.82	0.78	1.33	28.8
Approach			669	3.0	669	3.0	0.697	15.0	LOS C	9.9	253.3	0.82	0.78	1.33	28.9
East: Rio Grande Dr															
1	L2	All MCs	60	2.0	60	2.0	0.252	9.5	LOS A	1.0	25.6	0.68	0.63	0.68	30.0
6	T1	All MCs	10	2.0	10	2.0	0.252	9.5	LOS A	1.0	25.6	0.68	0.63	0.68	30.5
16	R2	All MCs	76	2.0	76	2.0	0.252	9.5	LOS A	1.0	25.6	0.68	0.63	0.68	30.3
Approach			146	2.0	146	2.0	0.252	9.5	LOS A	1.0	25.6	0.68	0.63	0.68	30.2
North: Wilcox St															
7	L2	All MCs	108	2.0	108	2.0	0.318	5.7	LOS A	1.7	42.1	0.31	0.15	0.31	31.9
4	T1	All MCs	585	2.0	585	2.0	0.318	5.7	LOS A	1.7	42.1	0.31	0.15	0.31	32.8
14	R2	All MCs	99	2.0	99	2.0	0.318	5.7	LOS A	1.7	42.1	0.31	0.15	0.31	32.7
Approach			791	2.0	791	2.0	0.318	5.7	LOS A	1.7	42.1	0.31	0.15	0.31	32.6
West:															
5	L2	All MCs	187	4.0	187	4.0	0.437	12.9	LOS B	2.3	58.8	0.74	0.76	1.00	28.2
2	T1	All MCs	15	4.0	15	4.0	0.437	12.9	LOS B	2.3	58.8	0.74	0.76	1.00	28.7
12	R2	All MCs	55	4.0	55	4.0	0.437	12.9	LOS B	2.3	58.8	0.74	0.76	1.00	28.5
Approach			257	4.0	257	4.0	0.437	12.9	LOS B	2.3	58.8	0.74	0.76	1.00	28.3
All Vehicles			1863	2.6	1863	2.6	0.697	10.4	LOS B	9.9	253.3	0.58	0.50	0.80	30.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stoptline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Intersection												
Int Delay, s/veh	86.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	172	12	46	70	11	56	46	417	67	90	381	102
Future Vol, veh/h	172	12	46	70	11	56	46	417	67	90	381	102
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	125	-	-	90	-	0
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, %	9	9	9	2	2	2	2	2	2	3	3	3
Mvmt Flow	187	13	50	76	12	61	50	453	73	98	414	111

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1169	1236	414	1206	1310	490	525	0	0	526	0	0
Stage 1	610	610	-	590	590	-	-	-	-	-	-	-
Stage 2	559	626	-	616	721	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	~ 150	149	711	144	135	579	1025	-	-	1036	-	-
Stage 1	499	478	-	494	495	-	-	-	-	-	-	-
Stage 2	501	466	-	505	423	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	~ 105	129	711	105	117	579	1025	-	-	1036	-	-
Mov Cap-2 Maneuver	~ 105	129	-	105	117	-	-	-	-	-	-	-
Stage 1	452	433	-	470	471	-	-	-	-	-	-	-
Stage 2	416	443	-	412	383	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	\$ 510.63		59.78		0.75		1.39	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1025	-	-	128 105 351	1036	-	-
HCM Lane V/C Ratio	0.049	-	-	1.947 0.724 0.208	0.094	-	-
HCM Ctrl Dly (s/v)	8.7	-	-	\$ 510.6 99.8 17.9	8.8	-	-
HCM Lane LOS	A	-	-	F F C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	19.9 3.8 0.8	0.3	-	-

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

Timings
5: Wilcox St & Rio Grande Dr

2050 Total Saturday MID - Signal
06/10/2026

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	172	12	70	11	46	417	90	381	102
Future Volume (vph)	172	12	70	11	46	417	90	381	102
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4		8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	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)	24.0	24.0	24.0	24.0	10.0	24.0	10.0	24.0	24.0
Total Split (s)	32.0	32.0	32.0	32.0	10.0	48.0	10.0	48.0	48.0
Total Split (%)	35.6%	35.6%	35.6%	35.6%	11.1%	53.3%	11.1%	53.3%	53.3%
Yellow Time (s)	4.0	4.0	4.0	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)	6.0	6.0	6.0	6.0	5.0	6.0	5.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effect Green (s)	18.7	18.7	18.7	18.7	55.8	50.0	57.7	52.7	52.7
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.62	0.56	0.64	0.59	0.59
v/c Ratio	0.73	0.18	0.27	0.19	0.08	0.52	0.20	0.38	0.12
Control Delay (s/veh)	49.0	11.3	30.4	10.2	7.0	16.6	7.8	15.1	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.0	11.3	30.4	10.2	7.0	16.6	7.8	15.1	6.0
LOS	D	B	C	B	A	B	A	B	A
Approach Delay (s/veh)		39.5		20.5		15.8		12.3	
Approach LOS		D		C		B		B	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 18.6

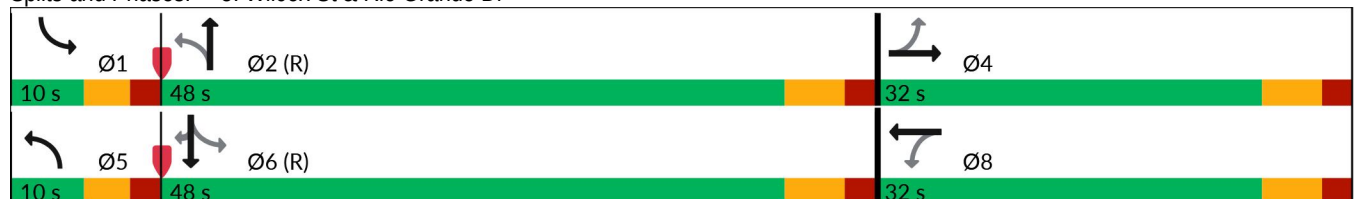
Intersection LOS: B

Intersection Capacity Utilization 61.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: Wilcox St & Rio Grande Dr



HCM 7th Signalized Intersection Summary
5: Wilcox St & Rio Grande Dr

2050 Total Saturday MID - Signal
06/10/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	12	46	70	11	56	46	417	67	90	381	102
Future Volume (veh/h)	172	12	46	70	11	56	46	417	67	90	381	102
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	1767	1767	1767	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	187	13	50	76	12	61	50	453	73	98	414	111
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, %	9	9	9	2	2	2	2	2	2	3	3	3
Cap, veh/h	298	67	258	317	56	286	499	864	139	489	1041	882
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.04	0.55	0.55	0.03	0.38	0.38
Sat Flow, veh/h	1253	319	1227	1339	267	1359	1781	1572	253	1767	1856	1572
Grp Volume(v), veh/h	187	0	63	76	0	73	50	0	526	98	414	111
Grp Sat Flow(s),veh/h/ln	1253	0	1546	1339	0	1626	1781	0	1825	1767	1856	1572
Q Serve(g_s), s	13.0	0.0	3.0	4.5	0.0	3.3	1.1	0.0	16.4	2.1	14.7	4.2
Cycle Q Clear(g_c), s	16.4	0.0	3.0	7.5	0.0	3.3	1.1	0.0	16.4	2.1	14.7	4.2
Prop In Lane	1.00		0.79	1.00		0.84	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	298	0	326	317	0	343	499	0	1003	489	1041	882
V/C Ratio(X)	0.63	0.00	0.19	0.24	0.00	0.21	0.10	0.00	0.52	0.20	0.40	0.13
Avail Cap(c_a), veh/h	396	0	447	422	0	470	527	0	1003	498	1041	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	36.1	0.0	29.2	32.3	0.0	29.4	8.9	0.0	12.8	9.5	16.9	13.6
Incr Delay (d2), s/veh	2.2	0.0	0.3	0.4	0.0	0.3	0.1	0.0	2.0	0.2	1.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	1.1	1.5	0.0	1.3	0.4	0.0	6.7	0.8	7.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.3	0.0	29.5	32.7	0.0	29.7	9.0	0.0	14.8	9.6	17.9	13.9
LnGrp LOS	D		C	C		C	A		B	A	B	B
Approach Vol, veh/h	250			149			576			623		
Approach Delay, s/veh	36.1			31.2			14.3			15.9		
Approach LOS	D			C			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	55.5		25.0	8.6	56.5		25.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	42.0		26.0	5.0	42.0		26.0				
Max Q Clear Time (g_c+I1), s	4.1	18.4		18.4	3.1	16.7		9.5				
Green Ext Time (p_c), s	0.0	3.6		0.6	0.0	3.1		0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				19.9								
HCM 7th LOS				B								

MOVEMENT SUMMARY

 **Site: 5 [2050 Total Saturday MID (Site Folder: General)]**

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Rio Grande Dr & Wilcox St

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. Dist] veh ft		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Wilcox St															
3	L2	All MCs	50	2.0	50	2.0	0.480	7.9	LOS A	3.4	85.8	0.42	0.19	0.42	31.3
8	T1	All MCs	453	2.0	453	2.0	0.480	7.9	LOS A	3.4	85.8	0.42	0.19	0.42	31.9
18	R2	All MCs	73	2.0	73	2.0	0.480	7.9	LOS A	3.4	85.8	0.42	0.19	0.42	31.7
Approach			576	2.0	576	2.0	0.480	7.9	LOS A	3.4	85.8	0.42	0.19	0.42	31.8
East: Rio Grande Dr															
1	L2	All MCs	76	2.0	76	2.0	0.188	6.5	LOS A	0.8	20.2	0.57	0.46	0.57	31.1
6	T1	All MCs	12	2.0	12	2.0	0.188	6.5	LOS A	0.8	20.2	0.57	0.46	0.57	31.6
16	R2	All MCs	61	2.0	61	2.0	0.188	6.5	LOS A	0.8	20.2	0.57	0.46	0.57	31.4
Approach			149	2.0	149	2.0	0.188	6.5	LOS A	0.8	20.2	0.57	0.46	0.57	31.3
North: Wilcox St															
7	L2	All MCs	98	3.0	98	3.0	0.258	5.2	LOS A	1.2	31.3	0.31	0.16	0.31	32.0
4	T1	All MCs	414	3.0	414	3.0	0.258	5.2	LOS A	1.2	31.3	0.31	0.16	0.31	32.9
14	R2	All MCs	111	3.0	111	3.0	0.258	5.2	LOS A	1.2	31.3	0.31	0.16	0.31	32.9
Approach			623	3.0	623	3.0	0.258	5.2	LOS A	1.2	31.3	0.31	0.16	0.31	32.8
West:															
5	L2	All MCs	1	9.0	1	9.0	0.099	6.6	LOS A	0.3	9.3	0.57	0.49	0.57	31.8
2	T1	All MCs	13	9.0	13	9.0	0.099	6.6	LOS A	0.3	9.3	0.57	0.49	0.57	32.5
12	R2	All MCs	50	9.0	50	9.0	0.099	6.6	LOS A	0.3	9.3	0.57	0.49	0.57	32.2
Approach			64	9.0	64	9.0	0.099	6.6	LOS A	0.3	9.3	0.57	0.49	0.57	32.3
All Vehicles			1412	2.8	1412	2.8	0.480	6.5	LOS A	3.4	85.8	0.39	0.22	0.39	32.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stolplene Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	17	49	1	7	95	13	93	1	93	262	14
Future Vol, veh/h	11	17	49	1	7	95	13	93	1	93	262	14
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	12	18	53	1	8	103	14	101	1	101	285	15
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			2			2			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			2			2			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			2			1			2		
HCM Control Delay, s/veh	9			9.5			9.3			11.1		
HCM LOS	A			A			A			B		

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	1%	100%	0%
Vol Thru, %	0%	99%	0%	26%	7%	0%	95%
Vol Right, %	0%	1%	0%	74%	92%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	94	11	66	103	93	276
LT Vol	13	0	11	0	1	93	0
Through Vol	0	93	0	17	7	0	262
RT Vol	0	1	0	49	95	0	14
Lane Flow Rate	14	102	12	72	112	101	300
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.023	0.155	0.021	0.108	0.166	0.159	0.428
Departure Headway (Hd)	5.977	5.465	6.46	5.431	5.346	5.674	5.135
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	595	651	551	655	666	630	699
Service Time	3.752	3.24	4.235	3.205	3.414	3.432	2.893
HCM Lane V/C Ratio	0.024	0.157	0.022	0.11	0.168	0.16	0.429
HCM Control Delay, s/veh	8.9	9.3	9.4	8.9	9.5	9.5	11.7
HCM Lane LOS	A	A	A	A	A	A	B
HCM 95th-tile Q	0.1	0.5	0.1	0.4	0.6	0.6	2.2

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	35	71	1	19	217	35	284	5	154	154	18
Future Vol, veh/h	37	35	71	1	19	217	35	284	5	154	154	18
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	40	38	77	1	21	236	38	309	5	167	167	20
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	11.3	14.9	16.7	12.9
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	98%	0%	33%	8%	0%	90%
Vol Right, %	0%	2%	0%	67%	92%	0%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	289	37	106	237	154	172
LT Vol	35	0	37	0	1	154	0
Through Vol	0	284	0	35	19	0	154
RT Vol	0	5	0	71	217	0	18
Lane Flow Rate	38	314	40	115	258	167	187
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.074	0.564	0.087	0.216	0.462	0.33	0.338
Departure Headway (Hd)	7.11	6.587	7.755	6.764	6.454	7.097	6.512
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	507	550	463	532	562	509	553
Service Time	4.81	4.287	5.481	4.489	4.466	4.815	4.229
HCM Lane V/C Ratio	0.075	0.571	0.086	0.216	0.459	0.328	0.338
HCM Control Delay, s/veh	10.4	17.5	11.2	11.3	14.9	13.3	12.5
HCM Lane LOS	B	C	B	B	B	B	B
HCM 95th-tile Q	0.2	3.5	0.3	0.8	2.4	1.4	1.5

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	50	37	2	34	168	27	115	0	154	131	13
Future Vol, veh/h	22	50	37	2	34	168	27	115	0	154	131	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	54	40	2	37	183	29	125	0	167	142	14
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	9.8	11.5	10.2	11
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	1%	100%	0%
Vol Thru, %	0%	100%	0%	57%	17%	0%	91%
Vol Right, %	0%	0%	0%	43%	82%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	115	22	87	204	154	144
LT Vol	27	0	22	0	2	154	0
Through Vol	0	115	0	50	34	0	131
RT Vol	0	0	0	37	168	0	13
Lane Flow Rate	29	125	24	95	222	167	157
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.053	0.208	0.045	0.156	0.342	0.291	0.248
Departure Headway (Hd)	6.51	6.003	6.742	5.934	5.56	6.266	5.696
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	551	599	531	604	647	574	631
Service Time	4.243	3.736	4.479	3.67	3.592	3.993	3.423
HCM Lane V/C Ratio	0.053	0.209	0.045	0.157	0.343	0.291	0.249
HCM Control Delay, s/veh	9.6	10.3	9.8	9.8	11.5	11.6	10.3
HCM Lane LOS	A	B	A	A	B	B	B
HCM 95th-tile Q	0.2	0.8	0.1	0.5	1.5	1.2	1

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	17	50	1	7	97	13	98	1	95	269	14
Future Vol, veh/h	11	17	50	1	7	97	13	98	1	95	269	14
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	12	18	54	1	8	105	14	107	1	103	292	15
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	9	9.6	9.3	11.4
HCM LOS	A	A	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	1%	100%	0%
Vol Thru, %	0%	99%	0%	25%	7%	0%	95%
Vol Right, %	0%	1%	0%	75%	92%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	99	11	67	105	95	283
LT Vol	13	0	11	0	1	95	0
Through Vol	0	98	0	17	7	0	269
RT Vol	0	1	0	50	97	0	14
Lane Flow Rate	14	108	12	73	114	103	308
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.024	0.164	0.022	0.111	0.171	0.163	0.44
Departure Headway (Hd)	5.999	5.488	6.5	5.468	5.382	5.69	5.152
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	592	648	547	650	661	627	695
Service Time	3.784	3.272	4.283	3.25	3.458	3.458	2.919
HCM Lane V/C Ratio	0.024	0.167	0.022	0.112	0.172	0.164	0.443
HCM Control Delay, s/veh	8.9	9.4	9.4	8.9	9.6	9.6	12
HCM Lane LOS	A	A	A	A	A	A	B
HCM 95th-tile Q	0.1	0.6	0.1	0.4	0.6	0.6	2.3

Intersection	
Intersection Delay, s/veh	14.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	36	72	1	19	221	36	293	5	157	160	18
Future Vol, veh/h	38	36	72	1	19	221	36	293	5	157	160	18
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	41	39	78	1	21	240	39	318	5	171	174	20
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	11.5	15.4	17.8	13.2
HCM LOS	B	C	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	98%	0%	33%	8%	0%	90%
Vol Right, %	0%	2%	0%	67%	92%	0%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	298	38	108	241	157	178
LT Vol	36	0	38	0	1	157	0
Through Vol	0	293	0	36	19	0	160
RT Vol	0	5	0	72	221	0	18
Lane Flow Rate	39	324	41	117	262	171	193
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.078	0.596	0.09	0.224	0.475	0.34	0.354
Departure Headway (Hd)	7.148	6.626	7.855	6.865	6.534	7.167	6.584
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	502	544	456	522	553	502	548
Service Time	4.882	4.36	5.597	4.607	4.571	4.903	4.319
HCM Lane V/C Ratio	0.078	0.596	0.09	0.224	0.474	0.341	0.352
HCM Control Delay, s/veh	10.5	18.7	11.4	11.6	15.4	13.6	12.9
HCM Lane LOS	B	C	B	B	C	B	B
HCM 95th-tile Q	0.3	3.9	0.3	0.9	2.5	1.5	1.6

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	51	38	2	35	171	28	120	0	157	137	13
Future Vol, veh/h	22	51	38	2	35	171	28	120	0	157	137	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	55	41	2	38	186	30	130	0	171	149	14
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	9.9	11.7	10.3	11.1
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	1%	100%	0%
Vol Thru, %	0%	100%	0%	57%	17%	0%	91%
Vol Right, %	0%	0%	0%	43%	82%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	120	22	89	208	157	150
LT Vol	28	0	22	0	2	157	0
Through Vol	0	120	0	51	35	0	137
RT Vol	0	0	0	38	171	0	13
Lane Flow Rate	30	130	24	97	226	171	163
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.055	0.219	0.045	0.161	0.353	0.299	0.26
Departure Headway (Hd)	6.557	6.05	6.807	5.997	5.616	6.306	5.739
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	546	593	526	598	640	570	626
Service Time	4.295	3.787	4.546	3.736	3.648	4.037	3.469
HCM Lane V/C Ratio	0.055	0.219	0.046	0.162	0.353	0.3	0.26
HCM Control Delay, s/veh	9.7	10.5	9.9	9.9	11.7	11.7	10.5
HCM Lane LOS	A	B	A	A	B	B	B
HCM 95th-tile Q	0.2	0.8	0.1	0.6	1.6	1.2	1

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	17	54	1	7	97	17	98	1	95	269	18
Future Vol, veh/h	15	17	54	1	7	97	17	98	1	95	269	18
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	16	18	59	1	8	105	18	107	1	103	292	20
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	9.1	9.6	9.3	11.5
HCM LOS	A	A	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	1%	100%	0%
Vol Thru, %	0%	99%	0%	24%	7%	0%	94%
Vol Right, %	0%	1%	0%	76%	92%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	99	15	71	105	95	287
LT Vol	17	0	15	0	1	95	0
Through Vol	0	98	0	17	7	0	269
RT Vol	0	1	0	54	97	0	18
Lane Flow Rate	18	108	16	77	114	103	312
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.031	0.165	0.03	0.117	0.172	0.164	0.448
Departure Headway (Hd)	6.034	5.522	6.524	5.481	5.418	5.722	5.175
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	588	644	545	647	656	623	693
Service Time	3.823	3.311	4.312	3.268	3.5	3.492	2.945
HCM Lane V/C Ratio	0.031	0.168	0.029	0.119	0.174	0.165	0.45
HCM Control Delay, s/veh	9	9.4	9.5	9	9.6	9.6	12.1
HCM Lane LOS	A	A	A	A	A	A	B
HCM 95th-tile Q	0.1	0.6	0.1	0.4	0.6	0.6	2.3

Intersection												
Intersection Delay, s/veh	15.1											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	36	77	1	19	221	41	293	5	157	160	23
Future Vol, veh/h	43	36	77	1	19	221	41	293	5	157	160	23
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	47	39	84	1	21	240	45	318	5	171	174	25
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	11.7	15.6	18.1	13.4
HCM LOS	B	C	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	98%	0%	32%	8%	0%	87%
Vol Right, %	0%	2%	0%	68%	92%	0%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	298	43	113	241	157	183
LT Vol	41	0	43	0	1	157	0
Through Vol	0	293	0	36	19	0	160
RT Vol	0	5	0	77	221	0	23
Lane Flow Rate	45	324	47	123	262	171	199
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.089	0.602	0.103	0.235	0.481	0.343	0.366
Departure Headway (Hd)	7.212	6.689	7.903	6.902	6.604	7.233	6.632
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	497	541	454	520	545	497	543
Service Time	4.952	4.429	5.648	4.647	4.642	4.976	4.374
HCM Lane V/C Ratio	0.091	0.599	0.104	0.237	0.481	0.344	0.366
HCM Control Delay, s/veh	10.7	19.1	11.6	11.8	15.6	13.7	13.2
HCM Lane LOS	B	C	B	B	C	B	B
HCM 95th-tile Q	0.3	4	0.3	0.9	2.6	1.5	1.7

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	51	44	2	35	171	34	120	0	157	137	19
Future Vol, veh/h	28	51	44	2	35	171	34	120	0	157	137	19
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, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	55	48	2	38	186	37	130	0	171	149	21
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	10	11.9	10.4	11.3
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	1%	100%	0%
Vol Thru, %	0%	100%	0%	54%	17%	0%	88%
Vol Right, %	0%	0%	0%	46%	82%	0%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	120	28	95	208	157	156
LT Vol	34	0	28	0	2	157	0
Through Vol	0	120	0	51	35	0	137
RT Vol	0	0	0	44	171	0	19
Lane Flow Rate	37	130	30	103	226	171	170
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.068	0.221	0.058	0.173	0.357	0.302	0.272
Departure Headway (Hd)	6.62	6.113	6.852	6.016	5.679	6.367	5.774
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	541	587	522	596	633	565	622
Service Time	4.364	3.856	4.598	3.762	3.719	4.103	3.511
HCM Lane V/C Ratio	0.068	0.221	0.057	0.173	0.357	0.303	0.273
HCM Control Delay, s/veh	9.8	10.6	10	10	11.9	11.8	10.7
HCM Lane LOS	A	B	A	A	B	B	B
HCM 95th-tile Q	0.2	0.8	0.2	0.6	1.6	1.3	1.1

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	22	62	1	9	121	17	129	1	118	343	18
Future Vol, veh/h	14	22	62	1	9	121	17	129	1	118	343	18
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	15	24	67	1	10	132	18	140	1	128	373	20
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	9.9	10.7	10.4	14.6
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	1%	100%	0%
Vol Thru, %	0%	99%	0%	26%	7%	0%	95%
Vol Right, %	0%	1%	0%	74%	92%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	130	14	84	131	118	361
LT Vol	17	0	14	0	1	118	0
Through Vol	0	129	0	22	9	0	343
RT Vol	0	1	0	62	121	0	18
Lane Flow Rate	18	141	15	91	142	128	392
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.033	0.234	0.03	0.153	0.233	0.215	0.597
Departure Headway (Hd)	6.472	5.959	7.07	6.039	5.899	6.021	5.481
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	554	603	506	593	608	598	659
Service Time	4.205	3.693	4.812	3.78	3.937	3.745	3.205
HCM Lane V/C Ratio	0.032	0.234	0.03	0.153	0.234	0.214	0.595
HCM Control Delay, s/veh	9.4	10.5	10	9.9	10.7	10.4	16
HCM Lane LOS	A	B	A	A	B	B	C
HCM 95th-tile Q	0.1	0.9	0.1	0.5	0.9	0.8	4

Intersection	
Intersection Delay, s/veh	27.6
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	44	90	1	24	276	44	376	6	196	212	23
Future Vol, veh/h	47	44	90	1	24	276	44	376	6	196	212	23
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	51	48	98	1	26	300	48	409	7	213	230	25
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	14.5	26.5	42.3	19.2
HCM LOS	B	D	E	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	98%	0%	33%	8%	0%	90%
Vol Right, %	0%	2%	0%	67%	92%	0%	10%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	382	47	134	301	196	235
LT Vol	44	0	47	0	1	196	0
Through Vol	0	376	0	44	24	0	212
RT Vol	0	6	0	90	276	0	23
Lane Flow Rate	48	415	51	146	327	213	255
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.109	0.886	0.13	0.33	0.697	0.491	0.547
Departure Headway (Hd)	8.209	7.681	9.159	8.152	7.666	8.299	7.711
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	438	473	391	440	474	435	467
Service Time	5.934	5.407	6.92	5.913	5.69	6.059	5.471
HCM Lane V/C Ratio	0.11	0.877	0.13	0.332	0.69	0.49	0.546
HCM Control Delay, s/veh	11.9	45.8	13.3	14.9	26.5	18.9	19.5
HCM Lane LOS	B	E	B	B	D	C	C
HCM 95th-tile Q	0.4	9.6	0.4	1.4	5.3	2.6	3.2

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	63	47	3	43	213	34	161	0	196	182	17
Future Vol, veh/h	28	63	47	3	43	213	34	161	0	196	182	17
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, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	68	51	3	47	232	37	175	0	213	198	18
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	11.2	14.8	12.2	13.4
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	1%	100%	0%
Vol Thru, %	0%	100%	0%	57%	17%	0%	91%
Vol Right, %	0%	0%	0%	43%	82%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	161	28	110	259	196	199
LT Vol	34	0	28	0	3	196	0
Through Vol	0	161	0	63	43	0	182
RT Vol	0	0	0	47	213	0	17
Lane Flow Rate	37	175	30	120	282	213	216
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.073	0.322	0.063	0.22	0.481	0.402	0.374
Departure Headway (Hd)	7.135	6.625	7.448	6.633	6.145	6.791	6.221
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	499	539	478	537	583	528	575
Service Time	4.917	4.407	5.239	4.423	4.219	4.561	3.991
HCM Lane V/C Ratio	0.074	0.325	0.063	0.223	0.484	0.403	0.376
HCM Control Delay, s/veh	10.5	12.6	10.7	11.3	14.8	14.1	12.7
HCM Lane LOS	B	B	B	B	B	B	B
HCM 95th-tile Q	0.2	1.4	0.2	0.8	2.6	1.9	1.7

Intersection	
Intersection Delay, s/veh	13
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	22	66	1	9	121	21	129	1	118	343	22
Future Vol, veh/h	18	22	66	1	9	121	21	129	1	118	343	22
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	20	24	72	1	10	132	23	140	1	128	373	24
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	10	10.8	10.4	15
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	1%	100%	0%
Vol Thru, %	0%	99%	0%	25%	7%	0%	94%
Vol Right, %	0%	1%	0%	75%	92%	0%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	130	18	88	131	118	365
LT Vol	21	0	18	0	1	118	0
Through Vol	0	129	0	22	9	0	343
RT Vol	0	1	0	66	121	0	22
Lane Flow Rate	23	141	20	96	142	128	397
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.041	0.236	0.039	0.161	0.235	0.216	0.608
Departure Headway (Hd)	6.519	6.006	7.105	6.064	5.949	6.063	5.516
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	550	598	504	591	604	593	655
Service Time	4.255	3.742	4.848	3.807	3.989	3.789	3.242
HCM Lane V/C Ratio	0.042	0.236	0.04	0.162	0.235	0.216	0.606
HCM Control Delay, s/veh	9.5	10.6	10.1	10	10.8	10.5	16.5
HCM Lane LOS	A	B	B	A	B	B	C
HCM 95th-tile Q	0.1	0.9	0.1	0.6	0.9	0.8	4.1

Intersection	
Intersection Delay, s/veh	28.2
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	44	95	1	24	276	49	376	6	196	212	28
Future Vol, veh/h	52	44	95	1	24	276	49	376	6	196	212	28
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	57	48	103	1	26	300	53	409	7	213	230	30
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	14.7	27.1	43.3	19.8
HCM LOS	B	D	E	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	98%	0%	32%	8%	0%	88%
Vol Right, %	0%	2%	0%	68%	92%	0%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	382	52	139	301	196	240
LT Vol	49	0	52	0	1	196	0
Through Vol	0	376	0	44	24	0	212
RT Vol	0	6	0	95	276	0	28
Lane Flow Rate	53	415	57	151	327	213	261
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.122	0.893	0.145	0.344	0.702	0.496	0.564
Departure Headway (Hd)	8.268	7.74	9.218	8.202	7.728	8.387	7.785
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	434	469	389	438	468	430	464
Service Time	6.012	5.484	6.971	5.955	5.776	6.137	5.534
HCM Lane V/C Ratio	0.122	0.885	0.147	0.345	0.699	0.495	0.563
HCM Control Delay, s/veh	12.2	47.3	13.5	15.2	27.1	19.2	20.2
HCM Lane LOS	B	E	B	C	D	C	C
HCM 95th-tile Q	0.4	9.7	0.5	1.5	5.4	2.7	3.4

Intersection	
Intersection Delay, s/veh	13.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	63	53	3	43	213	40	161	0	196	182	23
Future Vol, veh/h	34	63	53	3	43	213	40	161	0	196	182	23
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, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	68	58	3	47	232	43	175	0	213	198	25
Number of Lanes	1	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay, s/veh	11.4	15.1	12.3	13.6
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	1%	100%	0%
Vol Thru, %	0%	100%	0%	54%	17%	0%	89%
Vol Right, %	0%	0%	0%	46%	82%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	161	34	116	259	196	205
LT Vol	40	0	34	0	3	196	0
Through Vol	0	161	0	63	43	0	182
RT Vol	0	0	0	53	213	0	23
Lane Flow Rate	43	175	37	126	282	213	223
Geometry Grp	5	5	5	5	4b	5	5
Degree of Util (X)	0.087	0.325	0.077	0.233	0.486	0.406	0.388
Departure Headway (Hd)	7.205	6.694	7.503	6.666	6.22	6.858	6.27
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	494	534	475	535	577	522	570
Service Time	4.994	4.483	5.295	4.458	4.296	4.634	4.044
HCM Lane V/C Ratio	0.087	0.328	0.078	0.236	0.489	0.408	0.391
HCM Control Delay, s/veh	10.7	12.7	10.9	11.5	15.1	14.3	13
HCM Lane LOS	B	B	B	B	C	B	B
HCM 95th-tile Q	0.3	1.4	0.2	0.9	2.6	2	1.8

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑		↑
Traffic Vol, veh/h	1058	109	0	1651	0	44
Future Vol, veh/h	1058	109	0	1651	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1150	118	0	1795	0	48

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	634
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	*750
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	0
Mov Cap-1 Maneuver	-	-	-	-	*750
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	750	-	-	-
HCM Lane V/C Ratio	0.064	-	-	-
HCM Ctrl Dly (s/v)	10.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑		↑
Traffic Vol, veh/h	1651	120	0	1487	0	51
Future Vol, veh/h	1651	120	0	1487	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1795	130	0	1616	0	55

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	963
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	*658
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	0
Mov Cap-1 Maneuver	-	-	-	-	*658
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.97
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	658	-	-	-
HCM Lane V/C Ratio	0.084	-	-	-
HCM Ctrl Dly (s/v)	11	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑		↑
Traffic Vol, veh/h	1240	114	0	1387	0	44
Future Vol, veh/h	1240	114	0	1387	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1348	124	0	1508	0	48

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	736
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	*732
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	0
Mov Cap-1 Maneuver	-	-	-	-	*732
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.26
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	732	-	-	-
HCM Lane V/C Ratio	0.065	-	-	-
HCM Ctrl Dly (s/v)	10.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

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

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	1438	113	0	2145	0	47
Future Vol, veh/h	1438	113	0	2145	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1563	123	0	2332	0	51

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	843
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	*696
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	0
Mov Cap-1 Maneuver	-	-	-	-	*696
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.58
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	696	-	-	-
HCM Lane V/C Ratio	0.073	-	-	-
HCM Ctrl Dly (s/v)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	2242	123	0	2006	0	55
Future Vol, veh/h	2242	123	0	2006	0	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2437	134	0	2180	0	60
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	-	-	-	1285
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	*553
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		0
Mov Cap-1 Maneuver	-	-	-	-	-	*553
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0		12.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	553	-	-	-		
HCM Lane V/C Ratio	0.108	-	-	-		
HCM Ctrl Dly (s/v)	12.3	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.4	-	-	-		
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s				
+: Computation Not Defined		*: All major volume in platoon				

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↓			↑↑↑		↑
Traffic Vol, veh/h	1730	117	0	1881	0	48
Future Vol, veh/h	1730	117	0	1881	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1880	127	0	2045	0	52

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1004
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 7.14
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.92
Pot Cap-1 Maneuver	-	- 0	- 0 *651
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	- - - 0
Mov Cap-1 Maneuver	-	-	- - - *651
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.01
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	651	-	-	-
HCM Lane V/C Ratio	0.08	-	-	-
HCM Ctrl Dly (s/v)	11	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

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

Appendix F: Queue Analysis Worksheets

Queues

2028 Total Weekday AM

1: Plum Creek Pkwy & I-25 SB Ramps

06/09/2026

							
Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Group Flow (vph)	653	166	582	2	11	554	262
v/c Ratio	0.32	0.36	0.29	0.02	0.05	0.71	0.64
Control Delay (s/veh)	21.6	15.8	14.8	45.0	0.4	38.4	32.0
Queue Delay	0.0	0.4	0.4	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.6	16.2	15.3	45.0	0.4	38.4	32.0
Queue Length 50th (ft)	86	48	94	1	0	189	137
Queue Length 95th (ft)	169	86	154	10	0	231	216
Internal Link Dist (ft)	470		185				300
Turn Bay Length (ft)				375		175	
Base Capacity (vph)	2069	468	1976	354	435	795	418
Starvation Cap Reductn	0	81	882	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.43	0.53	0.01	0.03	0.70	0.63
Intersection Summary							

Queues

2028 Total Weekday PM

1: Plum Creek Pkwy & I-25 SB Ramps

06/09/2026



Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Group Flow (vph)	800	227	663	2	18	890	429
v/c Ratio	0.47	0.62	0.38	0.02	0.09	0.76	0.74
Control Delay (s/veh)	34.1	27.9	19.4	55.0	0.9	37.6	38.3
Queue Delay	0.0	0.0	0.5	0.0	0.0	38.1	28.1
Total Delay (s/veh)	34.1	27.9	19.9	55.0	0.9	75.7	66.3
Queue Length 50th (ft)	165	53	85	2	0	334	298
Queue Length 95th (ft)	264	#206	289	11	0	365	386
Internal Link Dist (ft)	470		185				300
Turn Bay Length (ft)				375		175	
Base Capacity (vph)	1705	386	1767	280	357	1204	598
Starvation Cap Reductn	0	0	655	0	0	0	0
Spillback Cap Reductn	2	0	0	0	0	372	179
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.59	0.60	0.01	0.05	1.07	1.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

2028 Total Saturday MID

1: Plum Creek Pkwy & I-25 SB Ramps

06/09/2026



Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Group Flow (vph)	658	19	148	1	1	662	314
v/c Ratio	0.26	0.04	0.07	0.01	0.00	0.72	0.65
Control Delay (s/veh)	14.8	15.8	14.6	41.0	0.0	33.4	27.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.8	15.8	14.6	41.0	0.0	33.4	27.9
Queue Length 50th (ft)	60	6	24	1	0	185	132
Queue Length 95th (ft)	141	m18	55	6	0	241	224
Internal Link Dist (ft)	470		185				300
Turn Bay Length (ft)				375		175	
Base Capacity (vph)	2542	542	1978	91	242	1045	541
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.04	0.07	0.01	0.00	0.63	0.58

Intersection Summary

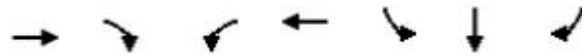
m Volume for 95th percentile queue is metered by upstream signal.

Queues

2050 Total Weekday AM

1: Plum Creek Pkwy & I-25 SB Ramps

06/09/2026



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1005	190	197	885	527	262	395
v/c Ratio	0.43	0.12	0.52	0.41	0.69	0.68	0.27
Control Delay (s/veh)	20.0	0.2	15.7	8.2	38.0	42.3	0.5
Queue Delay	0.0	0.0	0.1	0.9	0.1	0.3	0.0
Total Delay (s/veh)	20.0	0.2	15.8	9.1	38.2	42.5	0.5
Queue Length 50th (ft)	153	0	35	90	180	179	0
Queue Length 95th (ft)	242	0	m60	m108	221	256	0
Internal Link Dist (ft)	470			185		300	
Turn Bay Length (ft)		325			175		
Base Capacity (vph)	2333	1553	452	2146	985	495	1468
Starvation Cap Reductn	0	0	24	912	0	0	0
Spillback Cap Reductn	0	0	0	0	58	29	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.12	0.46	0.72	0.57	0.56	0.27

Intersection Summary

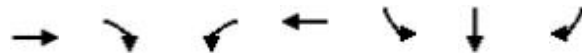
m Volume for 95th percentile queue is metered by upstream signal.

Queues

2050 Total Weekday PM

1: Plum Creek Pkwy & I-25 SB Ramps

06/09/2026



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1325	251	279	1116	937	476	538
v/c Ratio	0.72	0.16	0.86	0.57	0.83	0.84	0.34
Control Delay (s/veh)	36.8	0.2	63.2	11.8	42.7	50.1	0.6
Queue Delay	0.0	0.0	14.2	2.6	49.7	53.0	0.0
Total Delay (s/veh)	36.8	0.2	77.4	14.3	92.4	103.0	0.6
Queue Length 50th (ft)	347	0	154	126	358	365	0
Queue Length 95th (ft)	408	0	m222	m145	448	#557	0
Internal Link Dist (ft)	470			185		300	
Turn Bay Length (ft)		325			175		
Base Capacity (vph)	1839	1583	357	1942	1181	592	1583
Starvation Cap Reductn	0	0	64	672	0	0	0
Spillback Cap Reductn	0	0	0	0	366	183	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.16	0.95	0.88	1.15	1.16	0.34

Intersection Summary

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

Queue shown is maximum after two cycles.

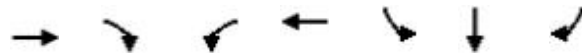
m Volume for 95th percentile queue is metered by upstream signal.

Queues

2050 Total Saturday MID

1: Plum Creek Pkwy & I-25 SB Ramps

06/09/2026



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1181	210	19	472	660	325	538
v/c Ratio	0.45	0.13	0.07	0.23	0.69	0.68	0.34
Control Delay (s/veh)	16.2	0.2	12.2	12.6	31.4	34.6	0.6
Queue Delay	0.0	0.0	0.0	0.5	0.2	0.3	0.0
Total Delay (s/veh)	16.2	0.2	12.2	13.1	31.6	34.9	0.6
Queue Length 50th (ft)	130	0	5	73	184	180	0
Queue Length 95th (ft)	246	0	m6	m86	222	256	0
Internal Link Dist (ft)	470			185		300	
Turn Bay Length (ft)		325			175		
Base Capacity (vph)	2645	1583	275	2015	1181	592	1583
Starvation Cap Reductn	0	0	0	1055	0	0	0
Spillback Cap Reductn	38	0	0	0	84	42	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.13	0.07	0.49	0.60	0.59	0.34

Intersection Summary

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

Queues

2: I-25 NB Ramps & Plum Creek Pkwy

2028 Total Weekday AM

06/09/2026



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	109	1051	1178	578	103	97	94
v/c Ratio	0.33	0.28	0.57	0.52	0.52	0.39	0.38
Control Delay (s/veh)	7.7	6.2	13.6	7.7	50.2	14.5	13.8
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.7	6.6	13.6	7.7	50.2	14.5	13.8
Queue Length 50th (ft)	38	149	160	28	66	4	2
Queue Length 95th (ft)	m29	129	m288	m196	115	53	50
Internal Link Dist (ft)		185	289			438	
Turn Bay Length (ft)					375		150
Base Capacity (vph)	505	3703	2067	1114	544	526	524
Starvation Cap Reductn	0	1924	0	0	0	0	0
Spillback Cap Reductn	0	0	19	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.59	0.58	0.52	0.19	0.18	0.18

Intersection Summary

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

Queues

2: I-25 NB Ramps & Plum Creek Pkwy

2028 Total Weekday PM

06/09/2026



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	165	1653	1082	482	123	109	107
v/c Ratio	0.42	0.42	0.50	0.43	0.60	0.56	0.45
Control Delay (s/veh)	8.5	10.6	11.1	3.9	62.0	50.2	24.1
Queue Delay	0.2	1.1	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.6	11.7	11.1	3.9	62.0	50.2	24.1
Queue Length 50th (ft)	64	310	156	29	94	69	26
Queue Length 95th (ft)	m63	315	287	94	152	127	82
Internal Link Dist (ft)		185	287			438	
Turn Bay Length (ft)					375		150
Base Capacity (vph)	605	3983	2167	1118	569	500	533
Starvation Cap Reductn	106	1976	0	0	0	0	0
Spillback Cap Reductn	0	0	91	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.82	0.52	0.43	0.22	0.22	0.20

Intersection Summary

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

Queues
2: I-25 NB Ramps & Plum Creek Pkwy

2028 Total Saturday MID
06/10/2026



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	194	1146	975	448	107	101	102
v/c Ratio	0.45	0.30	0.49	0.43	0.50	0.39	0.38
Control Delay (s/veh)	11.9	6.3	7.3	3.0	44.0	14.9	12.6
Queue Delay	0.7	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.7	6.6	7.3	3.0	44.0	14.9	12.6
Queue Length 50th (ft)	35	56	85	0	59	8	3
Queue Length 95th (ft)	104	167	128	45	105	53	48
Internal Link Dist (ft)		185	289			438	
Turn Bay Length (ft)					375		150
Base Capacity (vph)	429	3786	2007	1037	472	466	472
Starvation Cap Reductn	71	1790	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.57	0.49	0.43	0.23	0.22	0.22
Intersection Summary							

Queues
2: I-25 NB Ramps & Plum Creek Pkwy

2050 Total Weekday AM
06/09/2026



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	346	1417	1561	721	184	117	119
v/c Ratio	0.67	0.41	0.93	0.68	0.65	0.43	0.38
Control Delay (s/veh)	42.8	7.2	35.7	13.1	48.8	29.2	15.3
Queue Delay	0.3	0.5	0.0	0.3	0.0	0.0	0.0
Total Delay (s/veh)	43.1	7.7	35.7	13.4	48.8	29.2	15.3
Queue Length 50th (ft)	126	177	370	154	117	51	20
Queue Length 95th (ft)	177	206	#639	m251	175	101	68
Internal Link Dist (ft)		185	289			438	
Turn Bay Length (ft)					375		150
Base Capacity (vph)	654	3457	1671	1063	544	489	522
Starvation Cap Reductn	58	1407	0	59	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.69	0.93	0.72	0.34	0.24	0.23

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.

Queues
2: I-25 NB Ramps & Plum Creek Pkwy

2050 Total Weekday PM
06/09/2026



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	498	2226	1466	646	255	134	131
v/c Ratio	0.77	0.62	0.94	0.63	0.74	0.45	0.37
Control Delay (s/veh)	44.4	12.6	39.3	9.0	57.4	44.1	20.9
Queue Delay	6.3	47.6	0.9	0.2	0.3	0.0	0.0
Total Delay (s/veh)	50.7	60.2	40.2	9.2	57.7	44.1	20.9
Queue Length 50th (ft)	206	377	403	54	191	95	41
Queue Length 95th (ft)	m273	441	#912	m158	261	148	93
Internal Link Dist (ft)		185	287			438	
Turn Bay Length (ft)					375		150
Base Capacity (vph)	776	3572	1565	1022	569	489	533
Starvation Cap Reductn	223	1578	0	62	0	0	0
Spillback Cap Reductn	0	63	20	0	63	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	1.12	0.95	0.67	0.50	0.27	0.25

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.

Queues
2: I-25 NB Ramps & Plum Creek Pkwy

2050 Total Saturday MID
06/09/2026



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	521	1590	1326	604	230	124	124
v/c Ratio	0.85	0.45	0.86	0.62	0.74	0.41	0.36
Control Delay (s/veh)	47.9	8.6	18.6	5.7	50.1	25.2	13.3
Queue Delay	1.6	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.5	8.9	18.6	5.7	50.1	25.2	13.3
Queue Length 50th (ft)	143	169	163	0	124	42	13
Queue Length 95th (ft)	#246	188	m#218	m31	202	95	63
Internal Link Dist (ft)		185	289			438	
Turn Bay Length (ft)					375		150
Base Capacity (vph)	624	3519	1544	970	354	337	378
Starvation Cap Reductn	28	1060	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.65	0.86	0.62	0.65	0.37	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.

Queues
3: Wilcox St & Plum Creek Pkwy

2028 Total Weekday AM
06/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	198	756	267	188	1314	90	427	199	160	69	153	101
v/c Ratio	0.71	0.56	0.35	0.47	0.94	0.13	0.60	0.53	0.36	0.22	0.60	0.30
Control Delay (s/veh)	28.9	23.5	7.8	16.2	29.8	1.4	29.2	41.7	7.8	24.2	49.2	4.5
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)	28.9	23.5	7.8	16.2	29.8	1.4	29.2	41.7	7.8	24.2	49.2	4.5
Queue Length 50th (ft)	33	187	62	32	213	1	111	122	0	32	97	0
Queue Length 95th (ft)	134	308	108	m48	m#637	m3	134	181	49	57	148	18
Internal Link Dist (ft)		301			424			494			508	
Turn Bay Length (ft)	350			150			275		250	150		150
Base Capacity (vph)	309	1361	769	435	1393	709	713	475	522	388	470	504
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	0.64	0.56	0.35	0.43	0.94	0.13	0.60	0.42	0.31	0.18	0.33	0.20

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.

Queues
3: Wilcox St & Plum Creek Pkwy

2028 Total Weekday PM
06/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	243	1214	287	107	860	127	340	156	116	136	171	254
v/c Ratio	0.62	0.72	0.33	0.45	0.56	0.17	0.51	0.53	0.33	0.39	0.66	0.58
Control Delay (s/veh)	18.6	27.4	8.5	22.1	21.2	2.6	33.3	52.4	9.7	32.6	60.6	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	0.0
Total Delay (s/veh)	18.6	27.4	8.5	22.1	21.2	2.6	33.3	52.4	9.7	32.6	60.6	10.8
Queue Length 50th (ft)	34	383	32	27	144	5	106	116	0	80	130	0
Queue Length 95th (ft)	141	#614	194	90	327	11	129	177	49	117	194	73
Internal Link Dist (ft)		303			424			494			508	
Turn Bay Length (ft)	350			150			275		250	150		150
Base Capacity (vph)	455	1690	857	381	1534	755	756	476	492	443	481	597
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.72	0.33	0.28	0.56	0.17	0.45	0.33	0.24	0.31	0.36	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
3: Wilcox St & Plum Creek Pkwy

2028 Total Saturday MID
06/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	235	826	253	69	923	165	285	147	74	139	117	221
v/c Ratio	0.62	0.47	0.28	0.18	0.60	0.21	0.48	0.58	0.21	0.48	0.46	0.57
Control Delay (s/veh)	24.4	14.3	3.0	8.5	17.0	3.4	29.0	44.9	1.3	32.0	40.7	13.2
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)	24.4	14.3	3.0	8.5	17.0	3.4	29.0	44.9	1.3	32.0	40.7	13.2
Queue Length 50th (ft)	62	221	20	12	117	0	67	81	0	63	63	12
Queue Length 95th (ft)	131	80	0	m27	192	m26	94	134	0	106	110	74
Internal Link Dist (ft)		301			424			494			508	
Turn Bay Length (ft)	350			150			275		250	150		150
Base Capacity (vph)	385	1774	920	389	1536	780	594	372	443	287	372	475
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	0.61	0.47	0.28	0.18	0.60	0.21	0.48	0.40	0.17	0.48	0.31	0.47

Intersection Summary

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

Queues
3: Wilcox St & Plum Creek Pkwy

2050 Total Weekday AM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	326	951	300	238	1733	454	249	215	83	199	210
v/c Ratio	0.94	0.64	0.36	0.66	0.88	0.89	0.71	0.46	0.35	0.69	0.50
Control Delay (s/veh)	60.4	19.9	5.0	20.0	28.1	52.4	50.7	8.4	30.4	52.3	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.4	19.9	5.0	20.0	28.4	52.4	50.7	8.4	30.4	52.3	9.6
Queue Length 50th (ft)	173	217	55	80	284	122	155	0	40	123	0
Queue Length 95th (ft)	#334	308	88	m79	m213	#196	#264	63	78	201	64
Internal Link Dist (ft)		301			424		494			508	
Turn Bay Length (ft)	350			150		275		250	150		150
Base Capacity (vph)	353	1482	832	403	1969	511	359	478	236	325	449
Starvation Cap Reductn	0	0	0	0	29	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	0.92	0.64	0.36	0.59	0.89	0.89	0.69	0.45	0.35	0.61	0.47

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.

Queues
3: Wilcox St & Plum Creek Pkwy

2050 Total Weekday PM
06/09/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	431	1585	337	162	1306	377	213	181	169	232	444
v/c Ratio	0.92	0.88	0.36	0.81	0.71	0.86	0.68	0.44	0.71	0.81	0.79
Control Delay (s/veh)	53.3	27.4	3.4	56.8	24.2	56.9	57.9	11.1	54.4	70.6	20.0
Queue Delay	0.0	15.0	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (s/veh)	53.3	42.4	3.4	56.8	24.4	56.9	57.9	11.2	54.4	70.6	20.0
Queue Length 50th (ft)	200	536	17	86	309	123	158	7	104	176	47
Queue Length 95th (ft)	#446	625	27	m#142	230	#191	244	71	#176	#289	178
Internal Link Dist (ft)		303			424		494			508	
Turn Bay Length (ft)	350			150		275		250	150		150
Base Capacity (vph)	494	1809	940	200	1829	436	338	427	237	310	577
Starvation Cap Reductn	0	17	0	0	78	0	0	0	0	0	0
Spillback Cap Reductn	0	251	0	0	0	0	0	11	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	1.02	0.36	0.81	0.75	0.86	0.63	0.44	0.71	0.75	0.77

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.

Queues
3: Wilcox St & Plum Creek Pkwy

2050 Total Saturday MID
06/10/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	412	1142	211	164	1385	358	217	141	165	180	394
v/c Ratio	0.91	0.73	0.26	0.65	0.87	0.62	0.70	0.32	0.62	0.58	0.73
Control Delay (s/veh)	62.7	19.9	4.6	25.8	35.6	30.6	47.5	2.7	36.1	41.9	15.8
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)	62.7	19.9	4.6	25.8	35.6	30.6	47.5	2.7	36.1	41.9	15.8
Queue Length 50th (ft)	207	115	0	57	215	81	119	0	72	96	33
Queue Length 95th (ft)	#384	419	39	m67	m#335	114	189	10	121	159	129
Internal Link Dist (ft)		301			424		494			508	
Turn Bay Length (ft)	350			150		275		250	150		150
Base Capacity (vph)	461	1559	815	253	1592	577	372	491	265	372	579
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	0.89	0.73	0.26	0.65	0.87	0.62	0.58	0.29	0.62	0.48	0.68

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.

Queues
4: Perry St & Plum Creek Pkwy

2028 Total Weekday AM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	82	630	141	114	1699	106	40	72	103	102	72
v/c Ratio	0.40	0.37	0.17	0.24	0.95	0.33	0.16	0.21	0.30	0.52	0.25
Control Delay (s/veh)	29.1	15.0	5.8	10.0	37.6	29.4	40.2	1.5	29.0	49.2	2.0
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)	29.1	15.0	5.8	10.0	37.6	29.4	40.2	1.5	29.0	49.2	2.0
Queue Length 50th (ft)	22	48	0	27	546	53	24	0	51	64	0
Queue Length 95th (ft)	m82	157	37	59	#827	87	53	0	84	112	0
Internal Link Dist (ft)		424			652		637			219	
Turn Bay Length (ft)	225		100	125		200			125		125
Base Capacity (vph)	300	1684	826	549	1797	361	479	512	390	457	496
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	0.27	0.37	0.17	0.21	0.95	0.29	0.08	0.14	0.26	0.22	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.

Queues
4: Perry St & Plum Creek Pkwy

2028 Total Weekday PM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	129	1164	151	93	915	227	114	242	237	130	116
v/c Ratio	0.37	0.66	0.18	0.36	0.54	0.62	0.55	0.62	0.61	0.63	0.42
Control Delay (s/veh)	12.3	12.5	3.1	15.1	23.7	40.6	59.2	13.0	40.2	58.8	12.6
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.3	12.7	3.1	15.1	23.7	40.6	59.2	13.0	40.2	58.8	12.6
Queue Length 50th (ft)	15	84	1	29	254	141	86	0	148	95	0
Queue Length 95th (ft)	m49	197	m13	59	370	200	141	74	209	158	54
Internal Link Dist (ft)		424			652		534			219	
Turn Bay Length (ft)	225		100	125		200			125		125
Base Capacity (vph)	457	1751	843	389	1686	390	481	588	404	451	476
Starvation Cap Reductn	0	119	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	0.28	0.71	0.18	0.24	0.54	0.58	0.24	0.41	0.59	0.29	0.24
Intersection Summary											
m Volume for 95th percentile queue is metered by upstream signal.											

Queues

4: Perry St & Plum Creek Pkwy

2028 Total Saturday MID

06/10/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	116	857	102	161	1127	149	73	148	196	130	114
v/c Ratio	0.39	0.50	0.12	0.43	0.64	0.54	0.32	0.44	0.66	0.59	0.35
Control Delay (s/veh)	15.1	7.5	0.3	11.4	19.3	35.2	38.7	9.7	40.9	44.8	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
Total Delay (s/veh)	15.1	7.5	0.3	11.4	19.3	35.2	38.7	9.7	40.9	44.8	5.5
Queue Length 50th (ft)	12	56	1	35	246	69	39	0	94	69	0
Queue Length 95th (ft)	58	68	0	66	348	118	78	47	153	127	24
Internal Link Dist (ft)		424			652		637			219	
Turn Bay Length (ft)	225		100	125		200			125		125
Base Capacity (vph)	326	1725	853	377	1752	278	289	379	295	276	367
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	0.36	0.50	0.12	0.43	0.64	0.54	0.25	0.39	0.66	0.47	0.31
Intersection Summary											

Queues
4: Perry St & Plum Creek Pkwy

2050 Total Weekday AM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	105	809	176	135	2086	134	47	85	123	122	92
v/c Ratio	0.52	0.44	0.20	0.32	1.11	0.59	0.22	0.28	0.48	0.57	0.30
Control Delay (s/veh)	34.0	5.7	0.6	8.7	83.1	44.5	40.5	3.4	38.9	50.0	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.0	5.7	0.6	8.7	83.2	44.5	40.5	3.4	38.9	50.0	4.4
Queue Length 50th (ft)	28	43	0	28	~825	73	28	0	66	76	0
Queue Length 95th (ft)	m78	67	m1	58	#1008	120	61	9	111	132	14
Internal Link Dist (ft)		424			652		544			219	
Turn Bay Length (ft)	225		100	125		200			125		125
Base Capacity (vph)	203	1851	896	426	1876	229	332	398	258	317	387
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	62	0	0	0	0	0	2
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.44	0.20	0.32	1.15	0.59	0.14	0.21	0.48	0.38	0.24

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.

Queues
4: Perry St & Plum Creek Pkwy

2050 Total Weekday PM
06/09/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	171	1537	200	115	1224	294	142	299	294	168	149
v/c Ratio	0.70	0.96	0.26	0.56	0.80	0.78	0.55	0.63	0.72	0.68	0.44
Control Delay (s/veh)	46.0	35.1	9.4	30.4	35.2	46.6	55.6	11.1	42.4	59.1	11.0
Queue Delay	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.0	44.6	9.4	30.4	35.2	46.6	55.6	11.1	42.4	59.1	11.0
Queue Length 50th (ft)	93	252	17	39	423	183	106	0	183	125	0
Queue Length 95th (ft)	m125	#912	m38	106	#692	245	162	79	245	192	60
Internal Link Dist (ft)		424			652		600			219	
Turn Bay Length (ft)	225		100	125		200			125		125
Base Capacity (vph)	337	1606	782	326	1522	386	481	630	414	450	499
Starvation Cap Reductn	0	85	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	0.51	1.01	0.26	0.35	0.80	0.76	0.30	0.47	0.71	0.37	0.30

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.

Queues
4: Perry St & Plum Creek Pkwy

2050 Total Saturday MID
06/10/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	156	1154	140	201	1487	197	92	183	244	168	147
v/c Ratio	0.63	0.69	0.17	0.75	0.92	0.77	0.37	0.49	0.79	0.69	0.43
Control Delay (s/veh)	37.2	8.3	0.4	31.6	34.0	49.5	39.1	10.6	50.1	49.6	9.3
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.2	8.5	0.4	31.6	34.0	49.5	39.1	10.6	50.1	49.6	9.3
Queue Length 50th (ft)	47	63	0	47	417	92	48	1	117	90	0
Queue Length 95th (ft)	m89	77	m0	#130	#596	#175	94	58	#212	161	48
Internal Link Dist (ft)		424			652		544			219	
Turn Bay Length (ft)	225		100	125		200			125		125
Base Capacity (vph)	261	1678	834	269	1612	257	289	399	307	277	367
Starvation Cap Reductn	0	102	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	0.60	0.73	0.17	0.75	0.92	0.77	0.32	0.46	0.79	0.61	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.

Queues
5: Wilcox St & Rio Grande Dr

2028 Total Weekday AM - Signal
06/09/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	187	56	8	33	71	725	52	470	114
v/c Ratio	0.85	0.19	0.03	0.11	0.13	0.65	0.14	0.45	0.12
Control Delay (s/veh)	69.3	13.0	29.6	16.6	5.5	16.1	5.9	13.1	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.3	13.0	29.6	16.6	5.5	16.1	5.9	13.1	2.3
Queue Length 50th (ft)	119	4	4	5	12	288	9	161	0
Queue Length 95th (ft)	#217	35	16	27	23	368	19	216	19
Internal Link Dist (ft)		157		488		294		494	
Turn Bay Length (ft)			100		125		90		
Base Capacity (vph)	233	314	253	333	558	1119	360	1036	928
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	0.80	0.18	0.03	0.10	0.13	0.65	0.14	0.45	0.12

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
5: Wilcox St & Rio Grande Dr

2028 Total Weekday PM - Signal
06/09/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	183	68	48	71	49	457	87	431	96
v/c Ratio	0.73	0.19	0.19	0.20	0.08	0.44	0.15	0.39	0.10
Control Delay (s/veh)	50.4	12.0	30.0	10.7	6.3	14.4	6.5	12.8	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.4	12.0	30.0	10.7	6.3	14.4	6.5	12.8	2.9
Queue Length 50th (ft)	101	7	23	5	8	151	15	139	0
Queue Length 95th (ft)	165	39	51	37	23	257	36	233	23
Internal Link Dist (ft)		157		489		294		494	
Turn Bay Length (ft)			100		125		90		
Base Capacity (vph)	331	451	339	459	605	1036	575	1117	988
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	0.55	0.15	0.14	0.15	0.08	0.44	0.15	0.39	0.10
Intersection Summary									

Queues
5: Wilcox St & Rio Grande Dr

2028 Total Saturday MID - Signal
06/10/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	185	62	61	61	49	382	78	291	108
v/c Ratio	0.78	0.19	0.24	0.17	0.07	0.36	0.12	0.26	0.11
Control Delay (s/veh)	57.2	13.0	32.1	12.6	5.7	11.9	5.5	10.5	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.2	13.0	32.1	12.6	5.7	11.9	5.5	10.5	4.7
Queue Length 50th (ft)	106	6	29	6	8	117	19	104	0
Queue Length 95th (ft)	#199	41	64	38	21	182	33	142	27
Internal Link Dist (ft)		157		488		294		494	
Turn Bay Length (ft)			100		125		90		
Base Capacity (vph)	277	379	296	402	738	1067	631	1121	994
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	0.67	0.16	0.21	0.15	0.07	0.36	0.12	0.26	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
5: Wilcox St & Rio Grande Dr

2050 Total Weekday AM - Signal
06/09/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	168	53	10	35	64	838	58	564	105
v/c Ratio	0.78	0.18	0.04	0.11	0.12	0.74	0.19	0.52	0.11
Control Delay (s/veh)	59.4	12.7	28.7	15.1	5.2	18.5	6.1	12.9	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
Total Delay (s/veh)	59.4	12.7	28.7	15.1	5.2	18.5	6.1	13.3	2.2
Queue Length 50th (ft)	104	4	5	4	10	354	10	199	0
Queue Length 95th (ft)	#204	39	19	30	23	537	22	300	22
Internal Link Dist (ft)		157		473		294		494	
Turn Bay Length (ft)			100		125		90		
Base Capacity (vph)	251	334	275	359	517	1138	306	1094	970
Starvation Cap Reductn	0	0	0	0	0	0	0	169	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	0.67	0.16	0.04	0.10	0.12	0.74	0.19	0.61	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
5: Wilcox St & Rio Grande Dr

2050 Total Weekday PM - Signal
06/09/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	187	70	60	86	49	620	108	585	99
v/c Ratio	0.74	0.19	0.23	0.23	0.10	0.60	0.24	0.53	0.10
Control Delay (s/veh)	51.2	12.0	30.7	9.9	6.6	18.0	7.3	15.2	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Total Delay (s/veh)	51.2	12.0	30.7	9.9	6.6	18.0	7.3	15.5	2.9
Queue Length 50th (ft)	103	7	29	5	8	241	19	214	0
Queue Length 95th (ft)	168	40	61	40	23	393	43	348	25
Internal Link Dist (ft)		157		489		294		494	
Turn Bay Length (ft)			100		125		90		
Base Capacity (vph)	327	452	338	469	477	1027	443	1111	984
Starvation Cap Reductn	0	0	0	0	0	0	0	131	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	0.57	0.15	0.18	0.18	0.10	0.60	0.24	0.60	0.10
Intersection Summary									

Queues
5: Wilcox St & Rio Grande Dr

2050 Total Saturday MID - Signal
06/10/2026



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	187	63	76	73	50	526	98	414	111
v/c Ratio	0.73	0.18	0.27	0.19	0.08	0.52	0.20	0.38	0.12
Control Delay (s/veh)	49.0	11.3	30.4	10.2	7.0	16.6	7.8	15.1	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.0	11.3	30.4	10.2	7.0	16.6	7.8	15.1	6.0
Queue Length 50th (ft)	107	6	37	6	9	188	23	160	4
Queue Length 95th (ft)	168	37	69	37	26	322	m46	265	m29
Internal Link Dist (ft)		157		488		294		494	
Turn Bay Length (ft)			100		125		90		
Base Capacity (vph)	357	479	385	514	609	1017	494	1080	963
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	0.52	0.13	0.20	0.14	0.08	0.52	0.20	0.38	0.12

Intersection Summary

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