

PARSLEY BOULEVARD CORRIDOR STUDY

APPENDIX C: TRAFFIC ANALYSIS AND CRASH DATA

June 4, 2019

APPENDIX C

Traffic Analysis

and

Crash Data



PARSLEY BOULEVARD CORRIDOR STUDY

TRAFFIC ANALYSIS

June 4, 2019

Traffic Analysis





February 20, 2019

Scott Cowley, P.E.
Vice President
AVI Professional Corporation
1103 Old Town Lane, Suite 101
Cheyenne, WY 82009

Re: Cheyenne Metropolitan Planning Organization
Parsley Boulevard Corridor Study - Traffic Evaluation
Cheyenne, Wyoming

Dear Mr. Cowley:

This traffic evaluation is in support of the Parsley Boulevard Corridor Plan being prepared for the Cheyenne Metropolitan Planning Organization. The purpose of this study is to evaluate traffic safety, transportation needs, and provide recommendations for managing vehicular traffic and promoting a multi-modal transportation approach along Parsley Boulevard in Cheyenne, Wyoming.

This traffic analysis includes the evaluation of the existing and long term 2040 horizon traffic for the purposes of this study. In addition to applying a standardized traffic volume growth rate, trip generation, trip distribution, and project traffic assignment for an adjacent 700-unit residential development proposed at the northeast corner of Parsley Boulevard and College Drive was also included within the 2040 total traffic volumes. A vicinity map illustrating the location of the corridor study area is attached as **Figure 1**.

Existing Roadway Network and Traffic Counts

Regional connections for traffic traveling along Parsley Boulevard is provided by Interstate 80 (I-80) and Interstate 25 (I-25). Parsley Boulevard provides primary connections between Ames Avenue north of I-80 and College Drive to the south of I-80. College Drive includes an interchange with I-25 to the west and an interchange with I-80 to the northeast.

The City of Cheyenne Metropolitan Planning Organization classifies Parsley Boulevard as a minor arterial roadway. Parsley Boulevard provides one through lane in each, northbound and southbound, with a 40 mile per hour posted speed limit through the study area. This traffic evaluation includes study of the following key intersections:

- Ames Avenue and Parsley Boulevard
- 4th Street and Parsley Boulevard
- 3rd Street and Parsley Boulevard
- Jefferson Road and Parsley Boulevard
- Pinto Lane and Parsley Boulevard
- College Drive and Parsley Boulevard

The T-intersection of Parsley Boulevard and Ames Avenue is signalized with permitted-only left turn phasing on the eastbound approach. The T-intersection of Parsley Boulevard and 4th Street is unsignalized with stop control on the westbound 4th Street approach. The

intersection of Parsley Boulevard with 3rd Street is unsignalized with stop control on the eastbound and westbound 3rd Street approaches. The T-intersection of Parsley Boulevard and Jefferson Road is unsignalized with stop control on the westbound Jefferson Road approach. A separate southbound left turn lane has been constructed and designated along Parsley Boulevard at this Jefferson Road intersection. The T-intersection of Parsley Boulevard and Pinto Lane is unsignalized with stop control on the westbound Pinto Lane approach. The T-intersection of Parsley Boulevard and College Drive is unsignalized with stop control on the southbound Parsley Boulevard approach. A separate eastbound left turn lane has been constructed and designated along College Drive for left turns to northbound Parsley Boulevard. The existing lane configurations and control of the corridor study intersections is provided in attached **Figure 2**.

Existing peak hour turning movement counts were conducted at the intersection of Parsley Boulevard and Ames Avenue on Tuesday, February 12, 2019 during morning, midday, and afternoon peak hours. Additionally, existing peak hour turning movement counts were conducted at all other study key intersections on Wednesday, September 19, 2018 during morning, midday, and afternoon peak hours. The weekday counts were conducted in 15-minute intervals during the morning and afternoon peak hours of adjacent street traffic from 7:00 AM to 9:00 AM, 11:00 AM to 1:00 PM, and 3:00 PM to 6:00 PM. Existing turning movement counts are summarized in attached **Figure 3**. The raw data count sheets are attached with this letter as well.

Future Traffic Volume Growth

The City of Cheyenne Transportation Plan identifies a growth assumption of 1.25 percent per year through year 2040. Based on this, an annual growth rate of 1.25 percent per year was used to calculate 2040 traffic volumes at the study area intersections. The associated growth assumption is attached. In addition, specific project traffic anticipated from a 700-home residential neighborhood to be constructed along the north side of College Drive, east of Parsley Boulevard was included. For purposes of this study, it was assumed that the neighborhood will have a direct access along Allison Road to the north and College Drive to the south. In addition, it was assumed that Cribbon Avenue would be extended to the south to provide another connection into the residential neighborhood.

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to a specific land use to estimate traffic generated by any specific development. 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 fitted curve equations that apply to Single-Family Detached Housing (ITE 210) for traffic associated with the nearby adjacent residential development anticipated. Midday trip generation rates were calculated based on the percent of daily traffic occurring during a 60-minute time period found in Appendix A of the *Trip Generation Manual*. The highest reported percent of daily traffic for Single-Family Detached Housing (ITE 210) between the midday hours of 11 am to 1 pm was found to be 6.1 percent. This percentage of the average weekday volume determined for the midday peak hour volume to be approximately 380 vehicle trips. Finally, the morning and afternoon directional

¹ Institute of Transportation Engineers, *Trip Generation Manual*, Tenth Edition, Washington DC, 2017.

distributions provided were used to estimate directional distributions for midday traffic. The average between these two equations would identify approximately 44 percent enter into the development and 56 percent exit out of the proposed neighborhood during the midday peak hour.

Project generated traffic volumes are identified on a weekday daily as well as on a morning peak hour, midday hour, and afternoon peak hour basis. The morning peak hour is the highest one-hour time period of adjacent street traffic during four consecutive 15-minute intervals during the morning rush hour, between 7:00 am and 9:00 am. The midday peak hour is the highest one-hour time period of adjacent street traffic during four consecutive 15-minute intervals during the morning rush hour between 11:00 am and 1:00 pm. The afternoon peak hour is the highest one-hour time period of four consecutive 15-minute intervals between the hours of 4:00 pm and 6:00 pm representing the afternoon rush hour.

The following **Table 1** summarizes the estimated trip generation for the proposed adjacent residential neighborhood development. The trip generation worksheet is attached.

Table 1 – Anticipated Adjacent Residential Development Traffic Generation

USE AND SIZE	Daily Trips	WEEKDAY VEHICLE TRIPS								
		AM Peak Hour			Midday Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Single-Family Detached Housing (ITE 210) 700 Homes	6,230	124	378	502	167	213	380	415	243	658
Total Trips	6,230	124	378	502	167	213	380	415	243	658

As summarized in the table, the single-family detached housing project proposed adjacent to Parsley Boulevard is anticipated to generate 6,230 weekday daily trips, of which 502 trips would occur during the morning peak hour, 380 would occur during the midday peak hour, and 658 trips would occur during the afternoon peak hour.

Distribution of this residential development traffic was based on the area street system characteristics, existing traffic patterns and volumes, and the proposed access system for the project. The 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. It is anticipated that only a portion of traffic related to the proposed residential development will travel along Parsley Boulevard. **Figure 4** illustrates the expected trip distribution for the anticipated adjacent residential development with respect to the Parsley Boulevard Corridor Study. Traffic assignment was obtained by applying the project trip distribution from **Figure 4** to the estimated traffic generation of the residential neighborhood development shown in the trip generation table. The traffic assignment is shown in **Figure 5**. These residential neighborhood traffic volumes were added to the 2040 background volumes to represent estimated long-term traffic conditions. The 2040 total traffic volumes are illustrated in **Figure 6**.

Traffic Operations Analysis

Kimley-Horn's analysis of traffic operations was conducted to determine potential capacity deficiencies at the study area key intersections for the 2040 study horizon for the Parsley Road Corridor Study. The acknowledged source for determining overall capacity is the *Highway Capacity Manual*².

Capacity analyses were performed during the weekday morning, midday, and afternoon peak hours for the existing roadway configuration and proposed improved configuration in the 2040 future year horizon. It is recommended that Parsley Boulevard be constructed as a three-lane roadway with left turn lanes constructed and designated at the public street intersections and major accesses along the corridor. Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). For intersections and roadways in this study area, typical traffic study practice identifies overall intersection LOS D and movement or approach LOS E as the minimum thresholds for acceptable operations. The following **Table 2** shows the definition of level of service for signalized and unsignalized intersections based on the amount of average delay experienced by each vehicle.

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, Sixth Edition, Transportation Research Board, 2016.

The following provides a discussion of the operational analysis results of the key study area intersections on an intersection by intersection basis. Operational analysis was performed for existing traffic with the existing intersection configuration and control and for the future 2040 traffic with the recommended three-lane Parsley Boulevard roadway configuration.

Parsley Boulevard and Ames Avenue

The T-intersection of Parsley Boulevard and Ames Avenue is signalized with permitted-only left turn phasing on the eastbound approach. **Table 3** provides the results of the level of service at the Parsley Boulevard and Ames Avenue intersection. With the existing intersection lane configuration and control, all movements currently operate acceptably during the morning, midday, and afternoon peak hours. With this configuration and signalized control, the capacity analysis indicates that acceptable delay and level of service is forecasted for all movements during peak hours in the long term 2040 horizon.

² Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

Alternatively, analysis was performed for the installation of a single lane three-leg roundabout. It was found that in 2040, a single-lane roundabout at Parsley Boulevard and Ames Avenue would be expected to operate acceptably with a LOS C or better during the peak hours.

Table 3 – Parsley Blvd and Ames Avenue LOS Results

Scenario	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2018 Existing	21.9	C	19.2	B	18.3	B
2040 Total Traffic (Signal)	21.9	C	19.2	B	20.5	C
2040 Total Traffic (Roundabout)	14.2	B	10.1	B	16.6	C

Parsley Boulevard and 4th Street

The T-intersection of Parsley Boulevard and 4th Street is unsignalized with stop control on the westbound approach. **Table 3** provides the results of the level of service at the Parsley Boulevard and 4th Street intersection. With the existing intersection lane configuration and control, all movements currently operate acceptably during the morning, midday, and afternoon peak hours. Recommended corridor improvements include improving Parsley Boulevard to a three-lane roadway with left turn lanes. When this improvement occurs, a separate southbound left-turn lane is recommended to be constructed and designated at this intersection. With this configuration, the capacity analysis indicates that acceptable delay and level of service is forecasted for all movements during peak hours in the long term 2040 horizon.

Table 3 – Parsley Blvd and 4th Street LOS Results

Scenario	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2018 Existing						
Westbound Approach	14.1	B	12.1	B	11.9	B
Southbound Left	8.0	A	7.8	A	7.9	A
2040 Total Traffic						
Westbound Approach	15.6	C	13.6	B	15.4	C
Southbound Left	8.1	A	7.9	A	8.3	A
2040 Total Traffic #						
Westbound Approach	15.5	C	13.6	B	15.3	C
Southbound Left	8.1	A	7.9	A	8.3	A

= SB Left-Turn Lane

Parsley Boulevard and 3rd Street LOS

The intersection of Parsley Boulevard and 3rd Street is unsignalized with stop control on the eastbound and westbound approaches. **Table 4** provides the results of the level of service at this intersection. With the existing intersection lane configuration and control, all movements currently operate acceptably during the morning, midday, and afternoon peak hours. When corridor improvements occur to the recommended three-lane roadway, separate northbound and southbound left-turn lanes are recommended to be constructed at this intersection. As such, it is anticipated that all movements at this intersection will operate acceptably with LOS B or better during peak hours in the long term 2040 horizon.

Table 4 – Parsley Blvd and 3rd Street LOS Results

Scenario	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2018 Existing						
Northbound Left	7.6	A	7.5	A	7.6	A
Eastbound Approach	12.2	B	10.6	B	11.8	B
Westbound Approach	11.9	B	10.5	B	10.8	B
Southbound Left	7.7	A	7.5	A	7.6	A
2040 Total						
Northbound Left	7.8	A	7.7	A	8.0	A
Eastbound Approach	14.1	B	12.3	B	16.1	C
Westbound Approach	13.7	B	12.0	B	13.0	B
Southbound Left	8.0	A	7.7	A	7.9	A
2040 Total Traffic #						
Northbound Left	7.8	A	7.7	A	8.0	A
Eastbound Approach	14.1	B	12.2	B	16.0	C
Westbound Approach	13.7	B	11.9	B	12.9	B
Southbound Left	8.0	A	7.7	A	7.9	A

= NB and SB Left-Turn Lanes

Parsley Boulevard and Jefferson Road LOS

The T-intersection of Parsley Boulevard and Jefferson Road is unsignalized with stop control on the westbound approach. **Table 5** provides the results of the level of service at this intersection. All movements at this intersection currently operate acceptably during the morning, midday, and afternoon peak hours with the existing intersection configuration and control. Likewise in 2040, it is anticipated that all movements at this intersection will operate acceptably with LOS B or better during the studied peak hours.

Table 5 – Parsley Blvd and Jefferson Road LOS Results

Scenario	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2018 Existing						
Westbound Approach	10.2	B	9.6	A	10.3	B
Southbound Left	7.6	A	7.5	A	7.8	A
2040 Total Traffic						
Westbound Approach	11.4	B	10.2	B	11.4	B
Southbound Left	7.9	A	7.7	A	8.0	A

Parsley Boulevard and Pinto Lane LOS

The T-intersection of Parsley Boulevard and Pinto Lane is unsignalized with stop control on the westbound approach. **Table 6** provides the results of the level of service at the Parsley Boulevard and Pinto Lane intersection. With the existing intersection lane configuration and control all movements currently operate acceptably during the morning, midday, and afternoon peak hours. As stated previously, it is recommended that Parsley Boulevard be improved to be a three-lane roadway throughout the study area. When corridor improvements occur, a separate southbound left-turn lane is recommended to be constructed at this intersection. With this improvement, it is anticipated that all movements at this intersection will operate acceptably with LOS B or better during peak hours in the long term 2040 horizon.

Table 6 – Parsley Blvd and Pinto Lane LOS Results

Scenario	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2018 Existing						
Westbound Approach	11.7	B	11.4	B	10.9	B
Southbound Left	7.8	A	7.6	A	7.7	A
2040 Total						
Westbound Approach	13.1	B	11.6	B	12.1	B
Southbound Left	8.0	A	7.7	A	7.8	A
2040 Total Traffic #						
Westbound Approach	13.1	B	11.6	B	12.1	B
Southbound Left	8.0	A	7.7	A	7.8	A

= SB Left-Turn Lane

Parsley Boulevard and College Drive LOS

The T-intersection of Parsley Boulevard and College Drive is unsignalized with stop control on the southbound approach. With the existing intersection lane configuration and control, all movements currently operate acceptably during the morning, midday, and afternoon peak hours. As stated previously, it is recommended that Parsley Boulevard be improved as a three-lane roadway, which would include separate left turn and right turn lanes on the southbound Parsley Boulevard approach to College Drive. Additional improvements include an eastbound acceleration lane from the southbound left-turn onto College Drive. The total recommended acceleration lane length is 760 feet (580-foot acceleration length plus an 80-foot taper length). A striped center median currently exists at the east leg of this intersection and is recommended to be restriped to include an acceleration lane.

With this improvement, it is anticipated that all movements at this intersection will operate acceptably during peak hours in 2040. **Table 7** provides the results of the level of service at this intersection.

Table 7 – Parsley Blvd and College Drive LOS Results

Scenario	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2018 Existing						
Eastbound Left	8.3	A	8.0	A	8.1	A
Southbound Approach	13.8	B	13.4	B	15.0	C
2040 Total						
Eastbound Left	9.0	A	8.4	A	8.5	A
Southbound Approach	21.0	C	18.1	C	33.8	D
2040 Total Traffic #						
Eastbound Left	9.0	A	8.4	A	8.5	A
Southbound Left	18.9	C	19.5	C	30.0	D
Southbound Right	13.1	B	11.1	B	11.4	B

= SB Left-Turn Lane; EB Left Acceleration Lane

Queueing Analysis

A queuing analysis was also conducted for the study area intersections with the proposed Parsley Boulevard improvements to include separate turn lanes at the public street intersections. Turn lanes are recommended to be constructed/designated to City of Cheyenne standards providing the recommended storage length based on the queuing analysis. Results were obtained from the 95th percentile queue lengths obtained from the Synchro analysis. Results are shown in the following **Table 8** with calculations provided within the level of service operational sheets for the unsignalized intersections and the queueing operational sheets for signalized intersections.

Table 8 – Queue Length Analysis Results

Intersection Turn Lane	Existing Turn Lane Length (feet)	2040 Calculated Queue (feet)	2040 Recommended Turn Lane Length (feet)
Parsley Blvd & Ames Avenue			
Eastbound Left	50'	222'	225'
Westbound Right	125'	28'	125'
Southbound Left	C	376'	C
Southbound Right	125'	59'	125'
Parsley Blvd & 4th St			
Southbound Left	DNE	25'	150'
Parsley Blvd & 3rd St			
Northbound Left	DNE	25'	150'
Southbound Left	DNE	25'	150'
Parsley Blvd & Jefferson Rd			
Southbound Left	125'	25'	125'
Parsley Blvd & Pinto Lane			
Southbound Left	DNE	25'	150'
Parsley Blvd & College Drive			
Southbound Left	DNE	73'	150'
Eastbound Left	375'	25'	375'

DNE = Does Not Exist

As shown in the table, the projected queues fall within the existing storage lengths for the existing southbound left turn lane at the Jefferson Road/Parsley Boulevard intersection and eastbound left turn at the College Drive/Parsley Boulevard intersection in the long term 2040 horizon. Therefore, no modifications to these two left turn lanes are recommended. At the intersection of Parsley Boulevard and Ames Avenue, the eastbound left turning lane may need to be extended to include 225-foot of queue storage space in the year 2040 if future volumes are realized. This turn lane length can be accommodated when Parsley Boulevard is improved to be a three-lane roadway. Likewise, separate 150-foot left-turn lanes are recommended at all major intersections along Parsley Boulevard.

Conclusions and Recommendations

Although not found to be needed to provide additional traffic capacity, it is recommended that Parsley Boulevard be improved to be a three-lane roadway between College Drive and Ames Avenue to provide left-turn lanes at all major intersections. These left turn lanes will improve safety and facilitate efficient traffic flow. Likewise, to provide a complete street to serve other modes of travel, it is recommended that the roadway be constructed with adequate width so that bicycle lanes can be designated on both sides of Parsley Boulevard. Curb and gutter is recommended on both sides of Parsley Boulevard.

At the Parsley Boulevard and Interstate-80 bridge overpass it is recommended that the roadway be constructed with 12-foot travel lanes, 4-foot shoulders and a 10-foot pedestrian walkway on the east side of Parsley Boulevard so that all modes of travel can safely utilize the overpass. New separated sidewalks are recommended to be constructed on both sides of Parsley Boulevard throughout the project study area.

Due to the planned bridge over I-80 only including sidewalk on the east side of the bridge, it is recommended that the section of Parsley Boulevard between Pacific Avenue/3rd Street and Unicover only include sidewalk on the east side of the street. A designated pedestrian crossing is recommended to be constructed on the south leg of the Pacific Avenue/3rd Street intersection and on the north leg of the Unicover intersection where the existing sidewalk path exists through the powerline easement. Ultimately these sidewalk connections will connect the residential areas to David R. Romero South Cheyenne Community Park.

All on-street parking is recommended to be restricted along Parsley Boulevard. Presently, parking is observed to occur between Sundance Lane and the pedestrian path along the powerline easement (a length of approximate 1,200 feet). An access to a newly developed alleyway is proposed to provide access for nearby residents within this area for parking and access for the seven (7) properties with garages along Parsley Boulevard within this section of roadway. Where possible, it is recommended that driveway accesses along the west side of Parsley Boulevard be realigned with public street intersections on the east side of the roadway.

At the intersection of Parsley Boulevard and Ames Avenue, the eastbound left turn lane may need to be extended to include 225-foot of queue storage space in the year 2040 if future volumes are realized. This turn lane length can be accommodated when Parsley Boulevard is improved to be a three-lane roadway. Likewise, separate 150-foot left-turn lanes are recommended at all major intersections along Parsley Boulevard. At the intersection of Parsley boulevard and College Drive an eastbound acceleration lane from the southbound left-turn onto College Drive is recommended to improve traffic operations. The total recommended acceleration lane length is 760 feet (580-foot acceleration length plus an 80-foot taper length). The existing striped center median is recommended to be restriped to include an acceleration lane. Since College Drive is a Wyoming State Highway, it is recommended that the Wyoming Department of Transportation (WYDOT) evaluate College Drive for warrants to install street lights at this intersection and along the corridor as appropriate. The recommended intersection lane configurations and control are illustrated in **Figure 7** for future conditions.

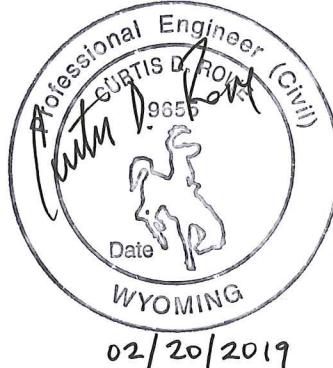
With the recommended lane configuration and control at the study area intersections, all movements are expected to operate acceptably in 2040. It is believed that when implemented, the recommended Parsley Boulevard Corridor improvements will improve overall traffic operations as well as promote a multi-modal transportation approach for the surrounding area. If you have any questions or require anything further, please feel free to call me at (303) 228-2304.

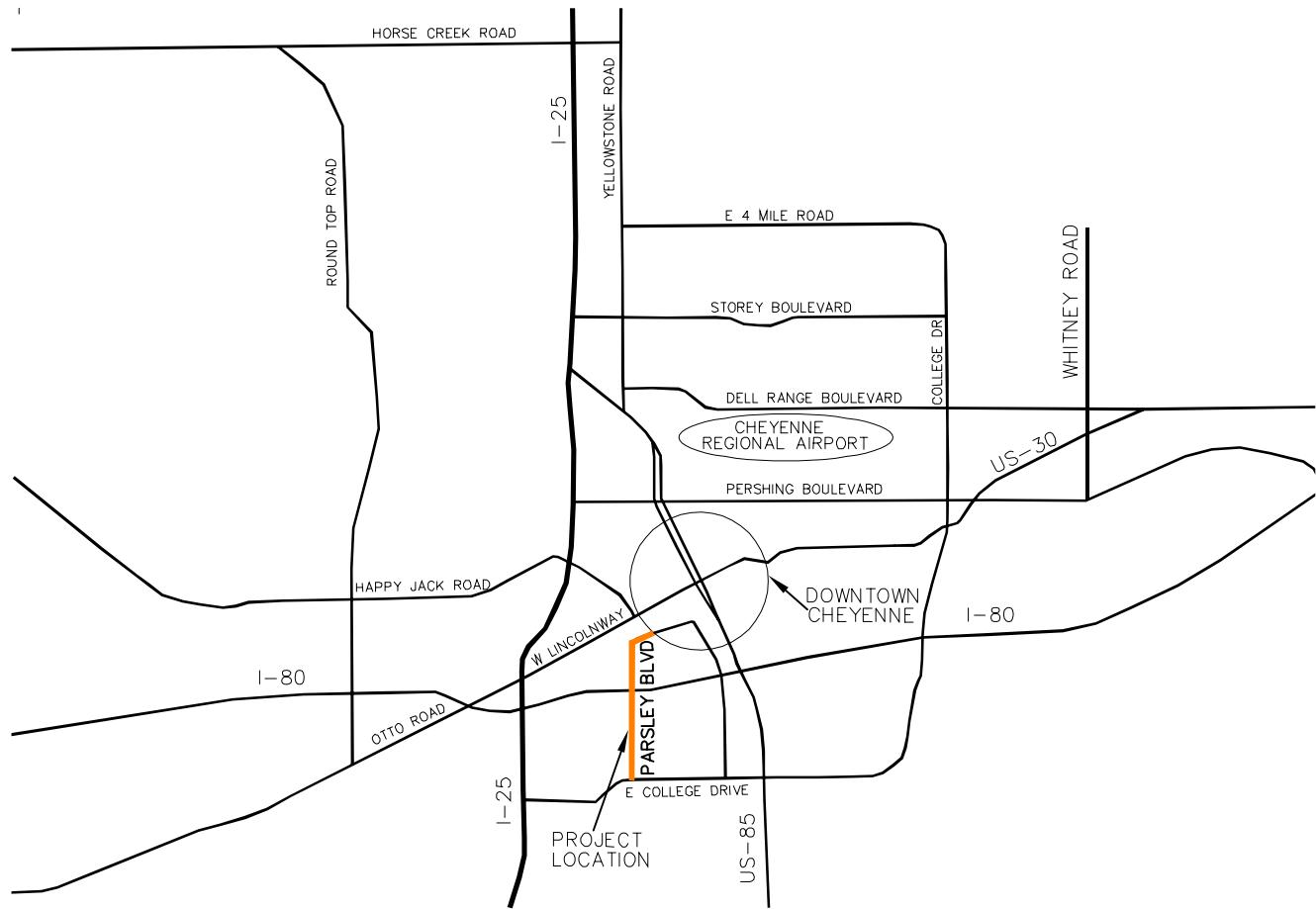
Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



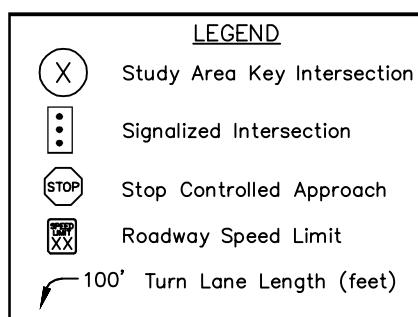
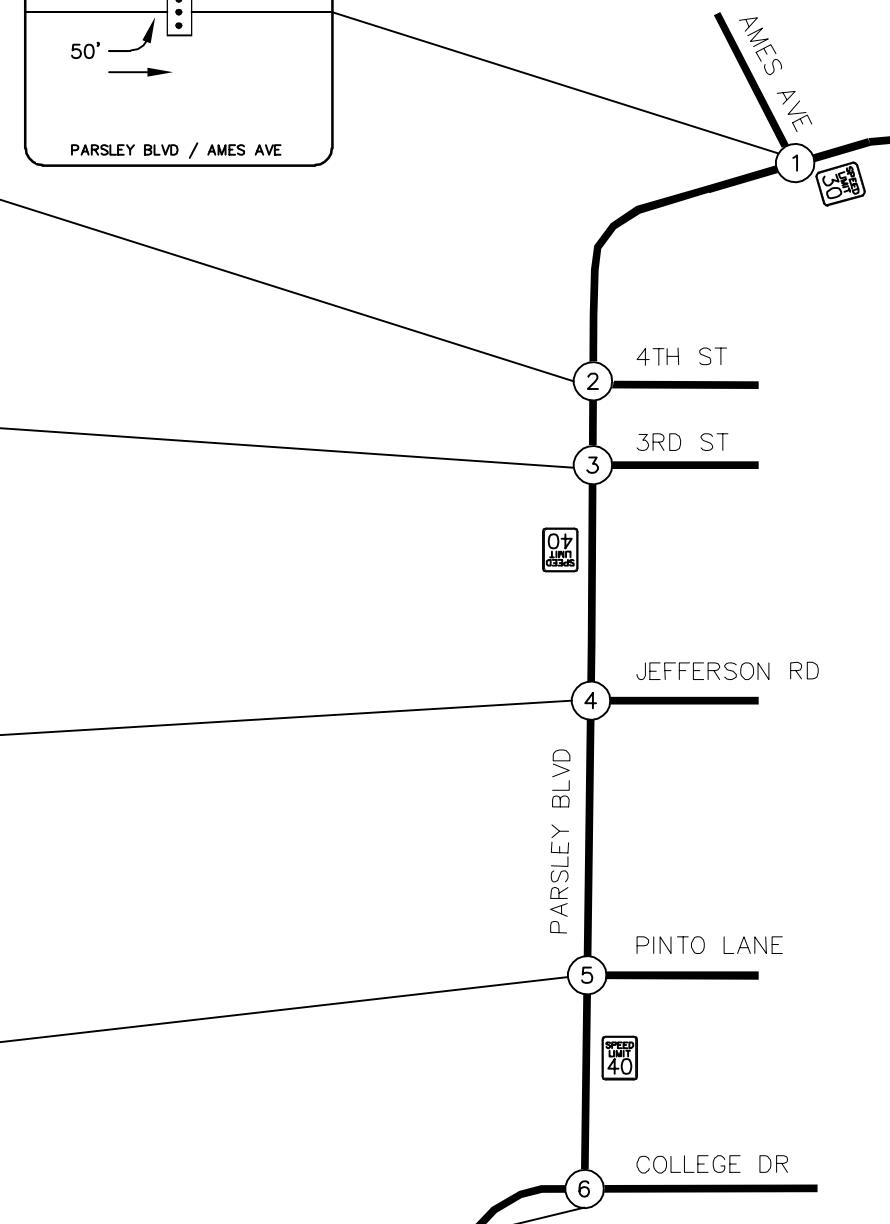
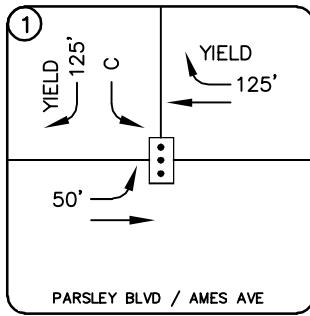
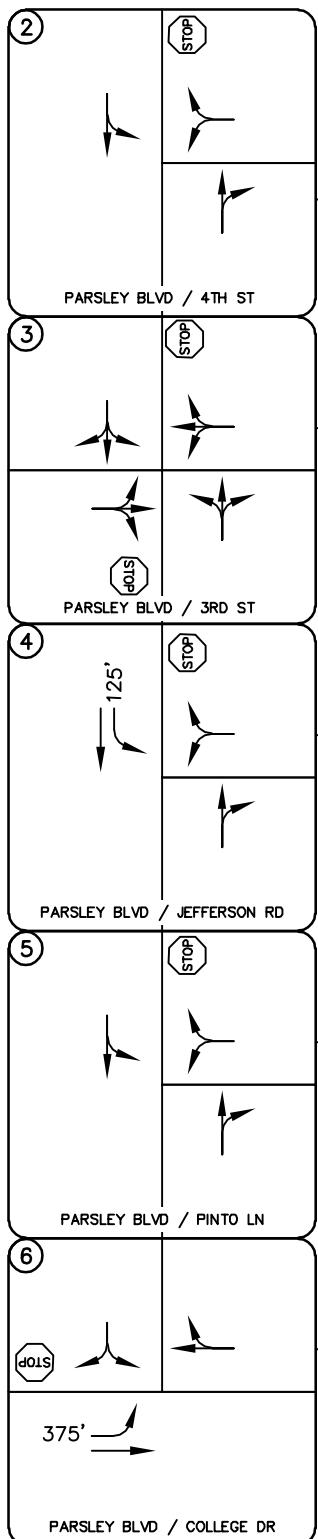
Curtis D. Rowe, P.E., PTOE
Vice President





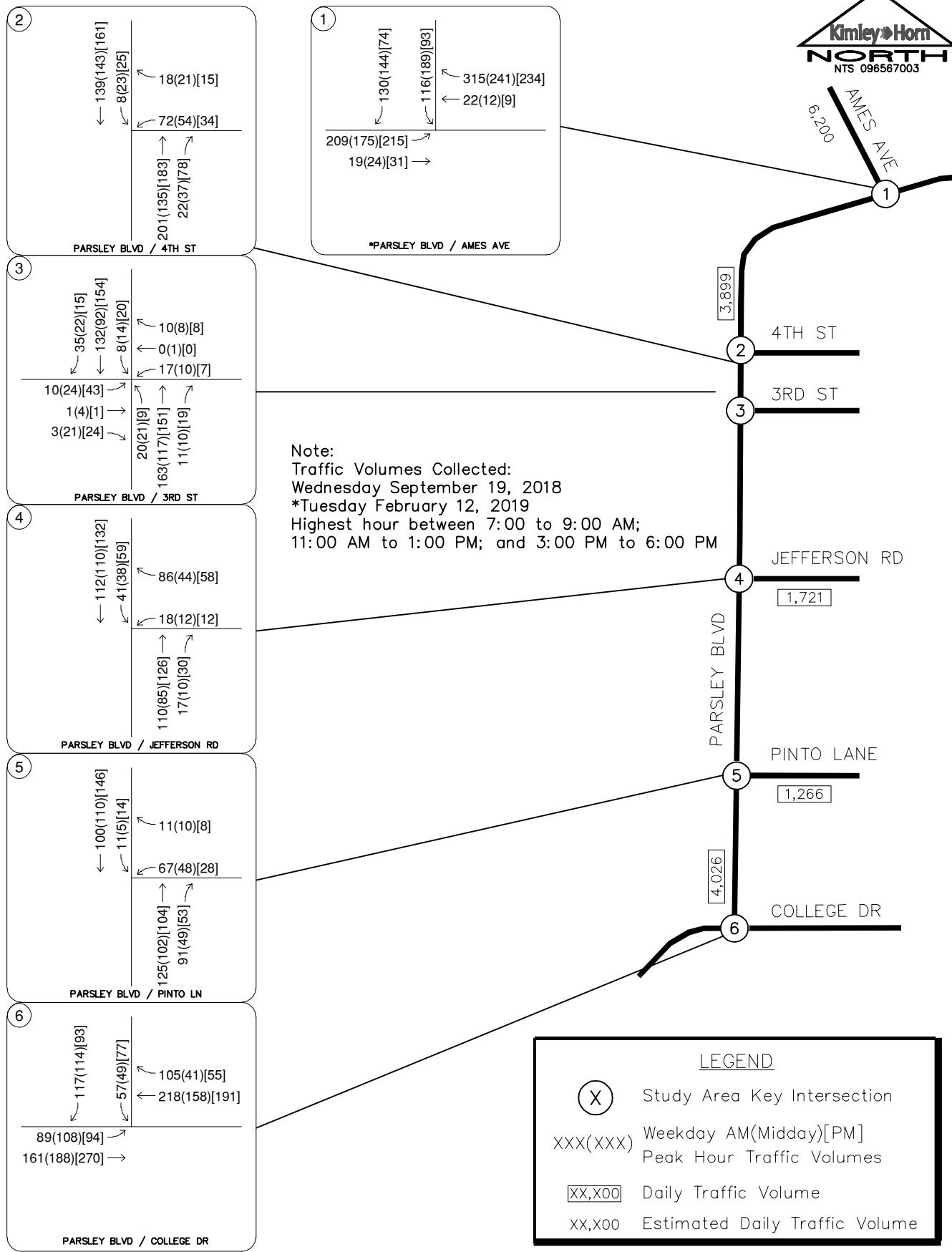
PARSLEY BLVD CORRIDOR STUDY
VICINITY MAP

FIGURE 1



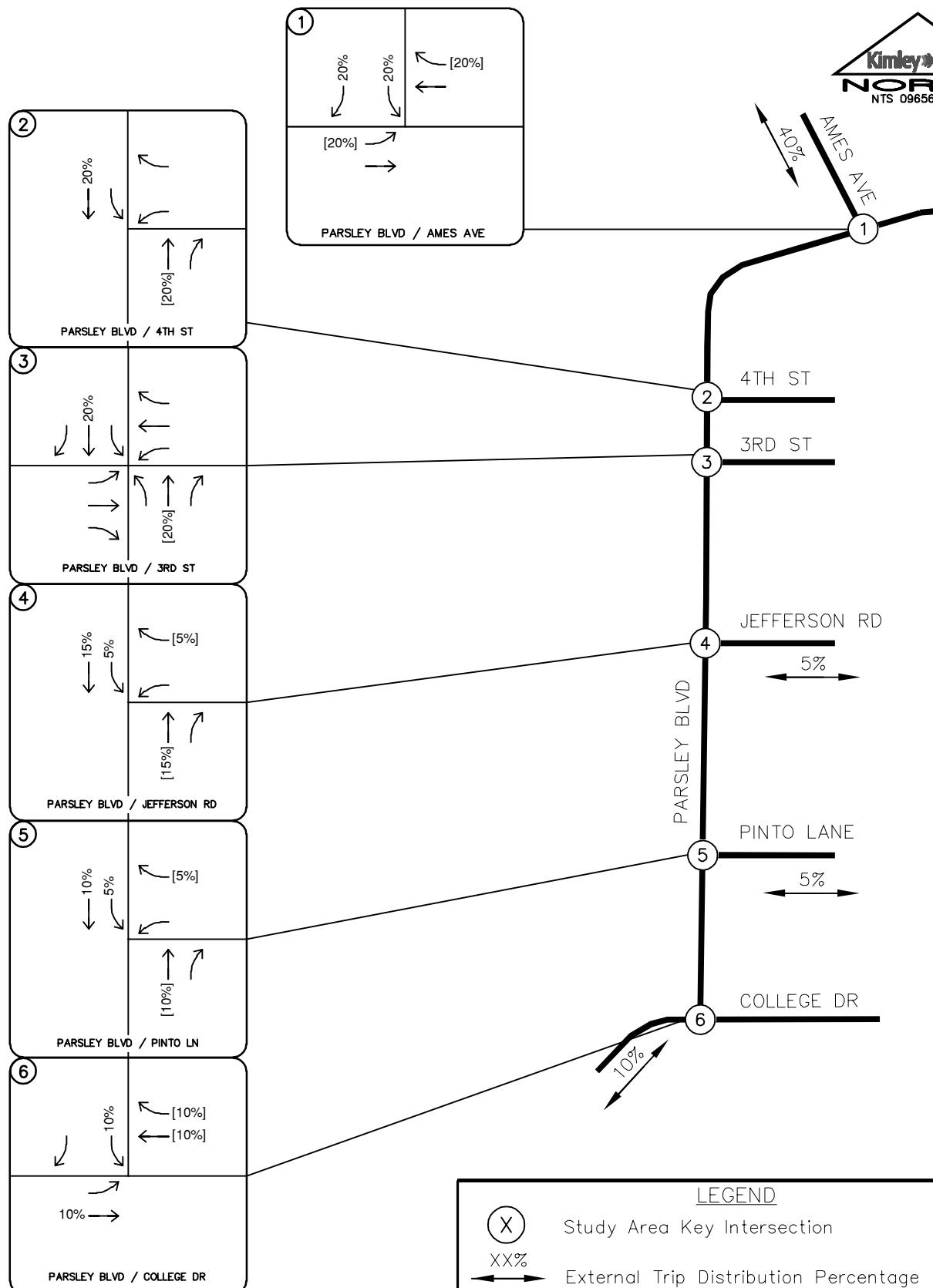
PARSLEY BLVD CORRIDOR STUDY
EXISTING LANE
CONFIGURATIONS AND CONTROL

FIGURE 2



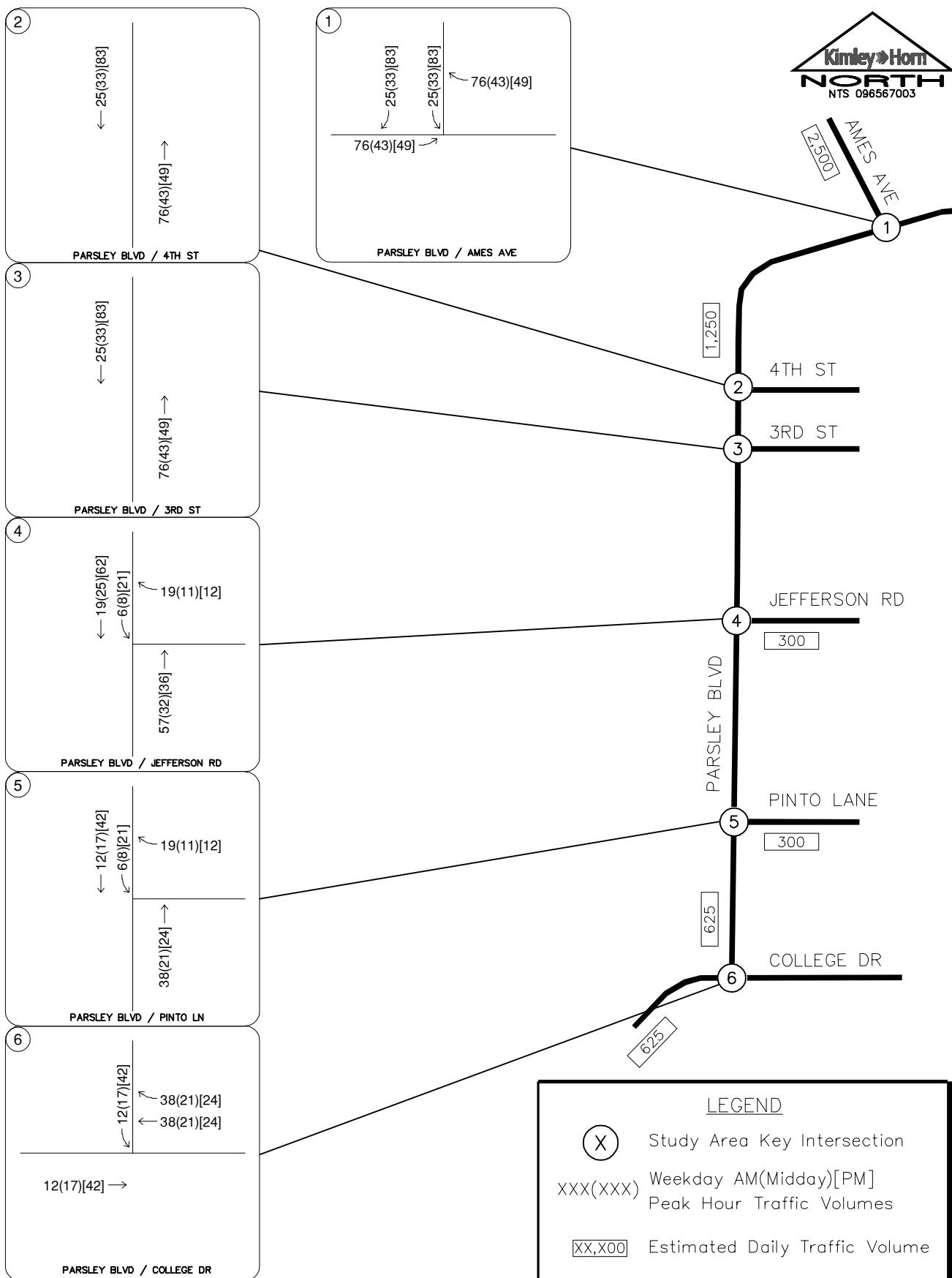
PARSLEY BLVD CORRIDOR STUDY
EXISTING TRAFFIC VOLUMES

FIGURE 3



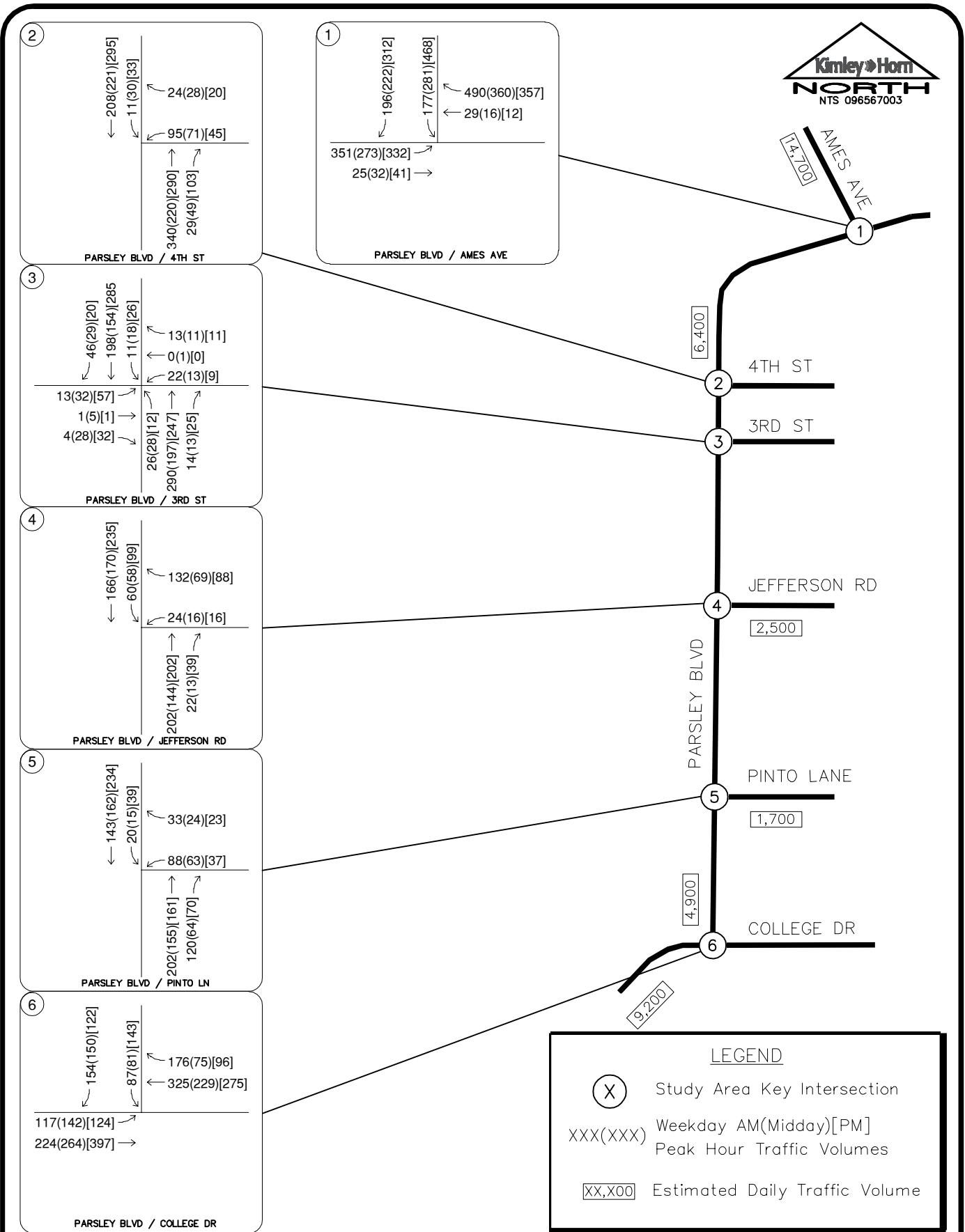
PARSLEY BLVD CORRIDOR STUDY
ADJACENT DEVELOPMENT
TRIP DISTRIBUTION

FIGURE 4



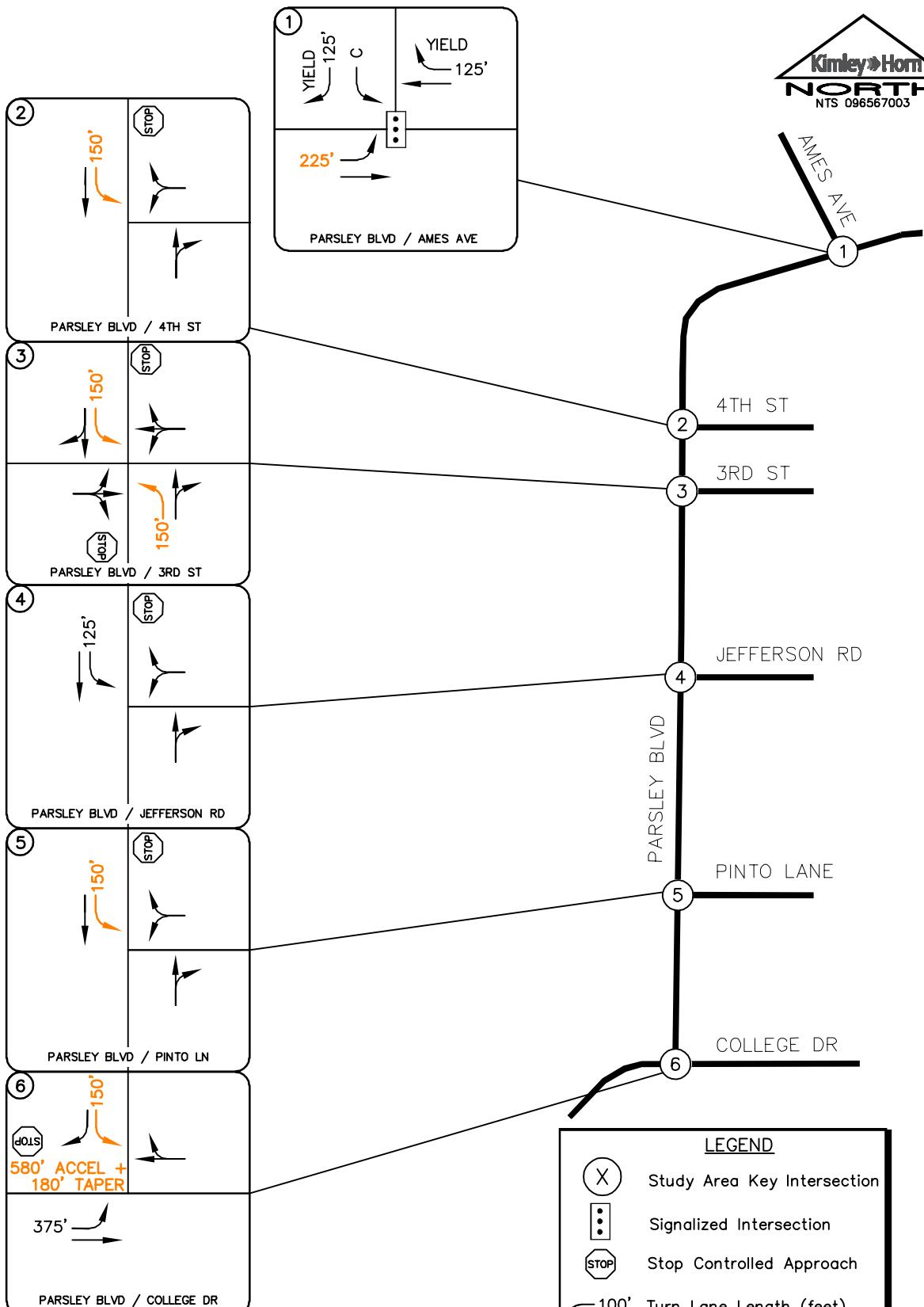
PARSLEY BLVD CORRIDOR STUDY
ADJACENT DEVELOPMENT
TRAFFIC ASSIGNMENT

FIGURE 5



PARSLEY BLVD CORRIDOR STUDY
2040 BACKGROUND PLUS
PROJECT TRAFFIC VOLUMES

FIGURE 6



PARSLEY BLVD CORRIDOR STUDY
RECOMMENDED LANE
CONFIGURATIONS AND CONTROL

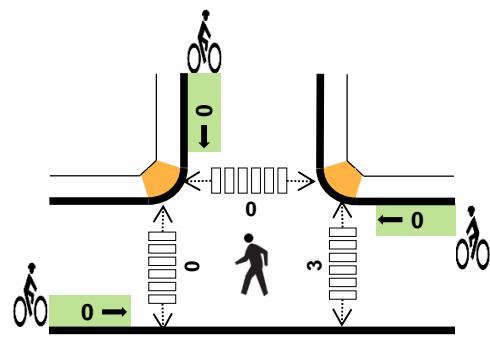
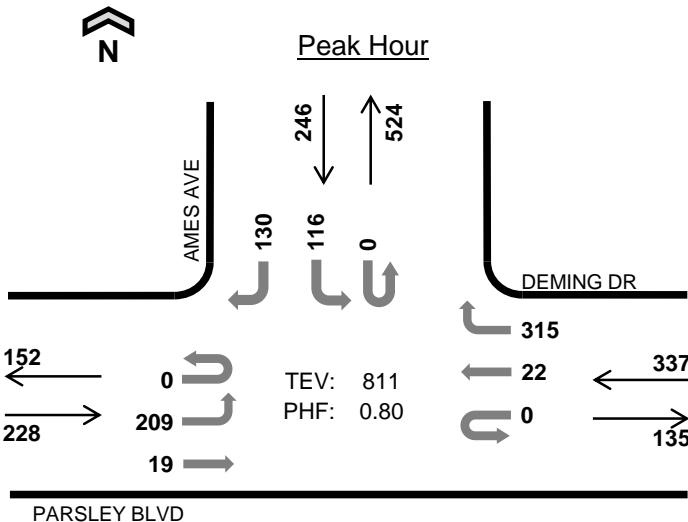
FIGURE 7

**AMES AVE
PARSLEY BLVD**


Date: Tue, Feb 12, 2019

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:00 AM to 8:00 AM



	HV %:	PHF
EB	3.5%	0.71
WB	2.1%	0.81
NB	-	-
SB	1.2%	0.88
TOTAL	2.2%	0.80

Two-Hour Count Summaries

Interval Start	Parsley Blvd				Deming Dr				0				Ames Ave				15-min Total	Rolling One Hour		
	Eastbound				Westbound				Northbound				Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT				
7:00 AM	0	32	0	0	0	0	4	76	0	0	0	0	0	24	0	26	162	0		
7:15 AM	0	45	7	0	0	0	8	74	0	0	0	0	0	30	0	37	201	0		
7:30 AM	0	59	5	0	0	0	8	63	0	0	0	0	0	27	0	32	194	0		
7:45 AM	0	73	7	0	0	0	2	102	0	0	0	0	0	35	0	35	254	811		
8:00 AM	0	18	2	0	0	0	1	62	0	0	0	0	0	35	0	32	150	799		
8:15 AM	0	37	5	0	0	0	7	63	0	0	0	0	0	31	0	59	202	800		
8:30 AM	0	75	2	0	0	0	3	65	0	0	0	0	0	29	0	23	197	803		
8:45 AM	0	35	5	0	0	0	5	47	0	0	0	0	0	39	0	25	156	705		
Count Total	0	374	33	0	0	0	38	552	0	0	0	0	0	250	0	269	1,516	0		
Peak Hour	0	209	19	0	0	0	22	315	0	0	0	0	0	116	0	130	811	0		

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

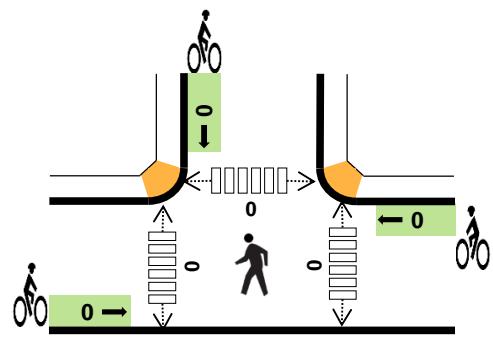
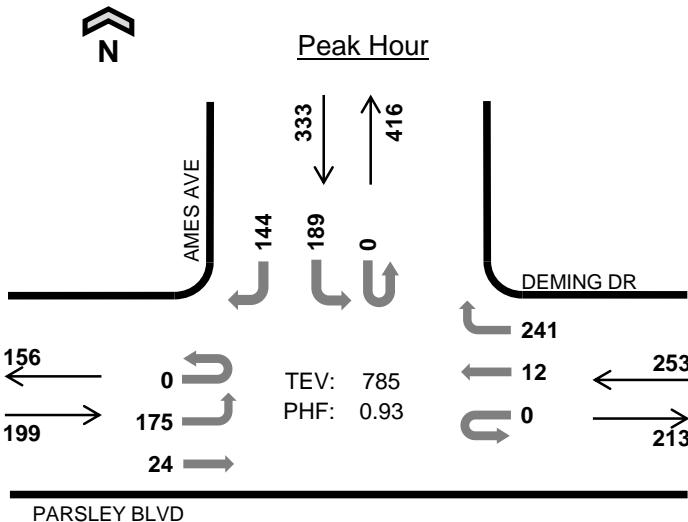
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0
7:30 AM	3	2	0	2	7	0	0	0	0	0	2	0	0	0	2
7:45 AM	1	3	0	0	4	0	0	0	0	0	1	0	0	1	2
8:00 AM	1	1	0	1	3	1	0	0	0	1	1	0	0	1	2
8:15 AM	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0
8:30 AM	2	9	0	3	14	0	0	0	0	0	2	0	0	1	3
8:45 AM	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0
Count Total	11	20	0	12	43	1	0	0	0	1	6	0	0	3	9
Peak Hr	8	7	0	3	18	0	0	0	0	0	3	0	0	1	4

**AMES AVE
PARSLEY BLVD**


Date: Tue, Feb 12, 2019

Count Period: 11:00 AM to 1:00 PM

Peak Hour: 12:00 PM to 1:00 PM



	HV %:	PHF
EB	3.5%	0.72
WB	2.0%	0.82
NB	-	-
SB	0.6%	0.90
TOTAL	1.8%	0.93

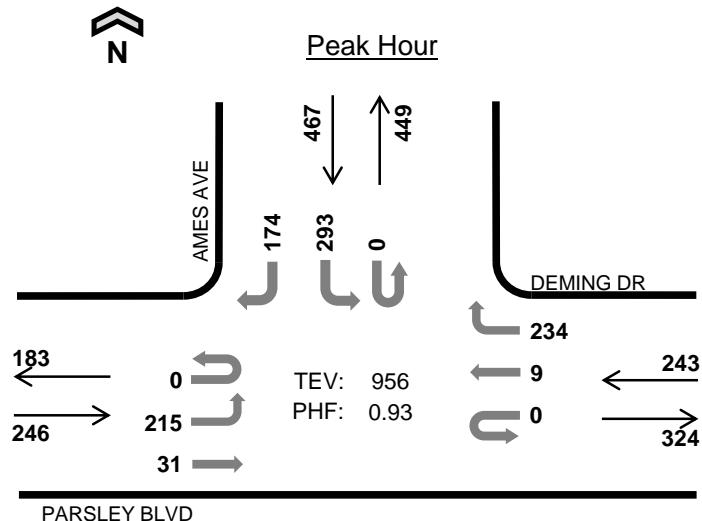
Two-Hour Count Summaries

Interval Start	PARSLEY BLVD				DEMING DR				0				AMES AVE				15-min Total	Rolling One Hour		
	Eastbound				Westbound				Northbound				Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT				
11:00 AM	0	39	8	0	0	0	6	41	0	0	0	0	0	46	0	58	198	0		
11:15 AM	0	66	11	0	0	0	2	59	0	0	0	0	0	44	0	19	201	0		
11:30 AM	0	29	2	0	0	0	4	44	0	0	0	0	0	39	0	37	155	0		
11:45 AM	0	30	4	0	0	0	5	62	0	0	0	0	0	55	0	37	193	747		
12:00 PM	0	32	9	0	0	0	4	54	0	0	0	0	0	56	0	37	192	741		
12:15 PM	0	35	5	0	0	0	2	49	0	0	0	0	0	49	0	42	182	722		
12:30 PM	0	61	8	0	0	0	3	64	0	0	0	0	0	39	0	35	210	777		
12:45 PM	0	47	2	0	0	0	3	74	0	0	0	0	0	45	0	30	201	785		
Count Total	0	339	49	0	0	0	29	447	0	0	0	0	0	373	0	295	1,532	0		
Peak Hour	0	175	24	0	0	0	12	241	0	0	0	0	0	189	0	144	785	0		

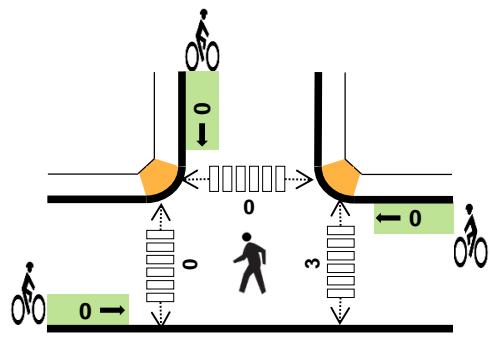
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0
11:15 AM	3	2	0	0	5	0	0	0	0	0	1	0	0	0	1
11:30 AM	1	1	0	1	3	0	0	0	0	0	1	0	0	1	2
11:45 AM	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0
12:00 PM	1	2	0	2	5	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:30 PM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0
12:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	14	9	0	5	28	0	0	0	0	0	2	0	0	1	3
Peak Hr	7	5	0	2	14	0	0	0	0	0	0	0	0	0	0

AMES AVE PARSLEY BLVD



Date: Tue, Feb 12, 2019
 Count Period: 3:00 PM to 6:00 PM
 Peak Hour: 3:15 PM to 4:15 PM



	HV %:	PHF
EB	2.0%	0.75
WB	2.9%	0.74
NB	-	-
SB	2.1%	0.98
TOTAL	2.3%	0.93

Three-Hour Count Summaries

Interval Start	PARSLEY BLVD				DEMING DR				0				AMES AVE				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
3:15 PM	0	60	11	0	0	0	2	47	0	0	0	0	0	77	0	41	238	0	
3:30 PM	0	45	7	0	0	0	1	53	0	0	0	0	0	71	0	42	219	0	
3:45 PM	0	37	4	0	0	0	2	80	0	0	0	0	0	73	0	46	242	0	
4:00 PM	0	73	9	0	0	0	4	54	0	0	0	0	0	72	0	45	257	956	
Peak Hour	0	215	31	0	0	0	9	234	0	0	0	0	0	293	0	174	956	0	

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:15 PM	3	3	0	5	11	0	0	0	0	0	0	0	0	1	1
3:30 PM	0	1	0	1	2	0	0	0	0	0	1	0	0	1	2
3:45 PM	1	2	0	3	6	0	0	0	0	0	2	0	0	0	2
4:00 PM	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0
Peak Hour	5	7	0	10	22	0	0	0	0	0	3	0	0	2	5

Three-Hour Count Summaries																				
Interval Start	PARSLEY BLVD				DEMING DR				0				AMES AVE				15-min Total	Rolling One Hour		
	Eastbound				Westbound				Northbound				Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT				
3:00 PM	0	37	9	0	0	0	7	63	0	0	0	0	0	58	0	58	232	0		
3:15 PM	0	60	11	0	0	0	2	47	0	0	0	0	0	77	0	41	238	0		
3:30 PM	0	45	7	0	0	0	1	53	0	0	0	0	0	71	0	42	219	0		
3:45 PM	0	37	4	0	0	0	2	80	0	0	0	0	0	73	0	46	242	931		
4:00 PM	0	73	9	0	0	0	4	54	0	0	0	0	0	72	0	45	257	956		
4:15 PM	0	46	13	0	0	0	5	53	0	0	0	0	0	71	0	29	217	935		
4:30 PM	0	42	5	0	0	0	4	46	0	0	0	0	0	62	0	52	211	927		
4:45 PM	0	31	7	0	0	0	5	44	0	0	0	0	0	71	0	41	199	884		
5:00 PM	0	48	10	0	0	0	6	65	0	0	0	0	0	108	0	62	299	926		
5:15 PM	0	36	7	0	0	0	1	49	0	0	0	0	0	98	0	48	239	948		
5:30 PM	0	36	7	0	0	0	1	42	0	0	0	0	0	83	0	33	202	939		
5:45 PM	0	28	2	0	0	0	1	54	0	0	0	0	0	59	0	14	158	898		
Count Total	0	519	91	0	0	0	39	650	0	0	0	0	0	903	0	511	2,713	0		
Peak Hour	0	215	31	0	0	0	9	234	0	0	0	0	0	293	0	174	956	0		

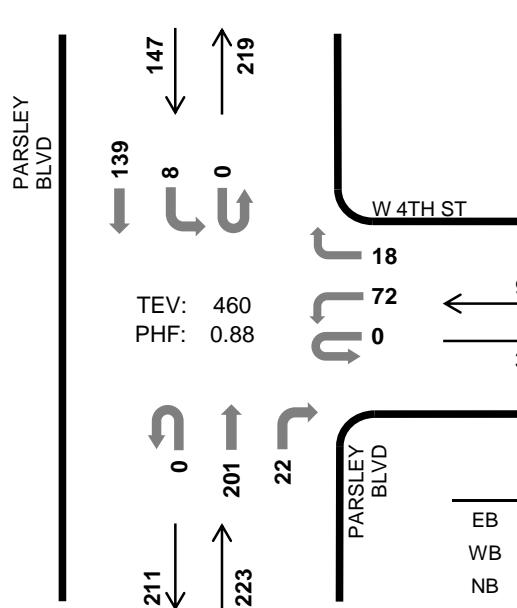
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
	0	2	0	2	4	0	0	0	0	0	1	0	0	1	2
3:00 PM	0	2	0	2	4	0	0	0	0	0	0	0	0	1	1
3:15 PM	3	3	0	5	11	0	0	0	0	0	0	0	0	1	1
3:30 PM	0	1	0	1	2	0	0	0	0	0	1	0	0	1	2
3:45 PM	1	2	0	3	6	0	0	0	0	0	2	0	0	0	2
4:00 PM	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	4	0	2	6	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	9	18	0	20	47	0	0	0	0	0	5	0	0	4	9
Peak Hr	5	7	0	10	22	0	0	0	0	0	3	0	0	2	5

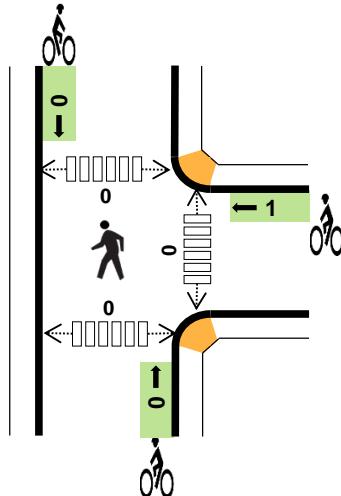
PARSLEY BLVD W 4TH ST



Peak Hour



Date: Wed, Sep 19, 2018
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:45 AM to 8:45 AM



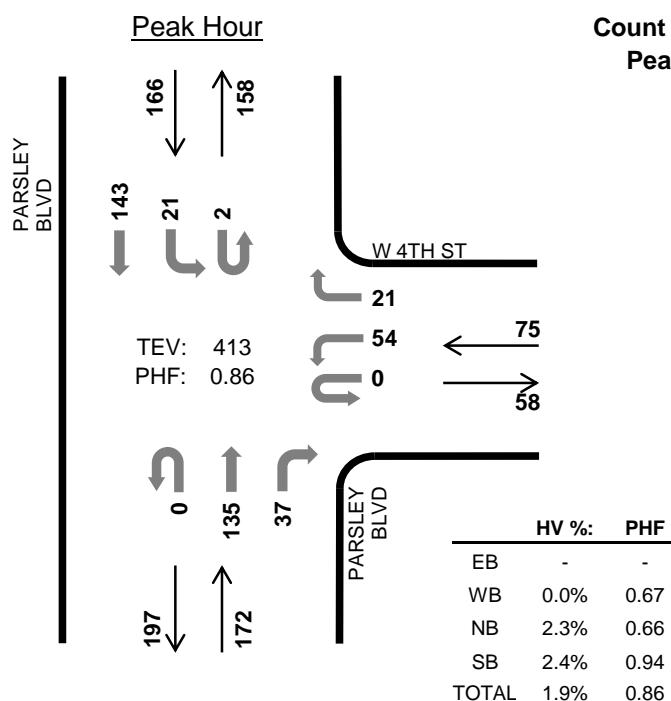
Two-Hour Count Summaries

Interval Start	0				W 4TH ST				PARSLEY BLVD				PARSLEY BLVD				15-min Total	Rolling One Hour		
	Eastbound				Westbound				Northbound				Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT				
7:00 AM	0	0	0	0	0	10	0	4	0	0	33	2	0	0	18	0	67	0		
7:15 AM	0	0	0	0	0	18	0	6	0	0	39	4	0	0	27	0	94	0		
7:30 AM	0	0	0	0	0	14	0	6	0	0	38	8	0	2	40	0	108	0		
7:45 AM	0	0	0	0	0	27	0	9	0	0	51	5	0	2	30	0	124	393		
8:00 AM	0	0	0	0	0	16	0	2	0	0	33	5	0	4	33	0	93	419		
8:15 AM	0	0	0	0	0	14	0	4	0	0	44	1	0	1	48	0	112	437		
8:30 AM	0	0	0	0	0	15	0	3	0	0	73	11	0	1	28	0	131	460		
8:45 AM	0	0	0	0	0	7	0	5	0	0	33	2	0	2	28	0	77	413		
Count Total	0	0	0	0	0	121	0	39	0	0	344	38	0	12	252	0	806	0		
Peak Hour	0	0	0	0	0	72	0	18	0	0	201	22	0	8	139	0	460	0		

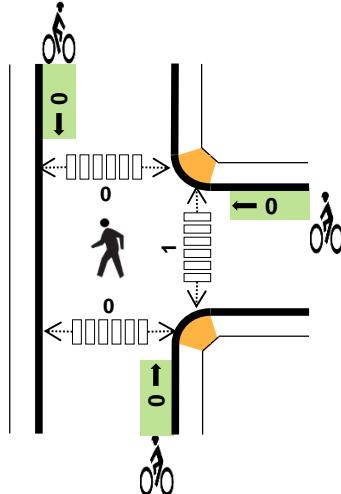
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	2	1	3	0	1	0	0	1	0	0	0	0	0
8:00 AM	0	2	2	3	7	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	2	4	7	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	5	4	9	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
Count Total	0	3	20	14	37	0	1	0	0	1	0	0	0	0	0
Peak Hr	0	3	11	12	26	0	1	0	0	1	0	0	0	0	0

PARSLEY BLVD W 4TH ST



Date: Wed, Sep 19, 2018
 Count Period: 11:00 AM to 1:00 PM
 Peak Hour: 12:00 PM to 1:00 PM



Two-Hour Count Summaries

Interval Start	0				W 4TH ST				PARSLEY BLVD				PARSLEY BLVD				15-min Total	Rolling One Hour		
	Eastbound				Westbound				Northbound				Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT				
11:00 AM	0	0	0	0	0	11	0	4	0	0	30	7	0	4	47	0	103	0		
11:15 AM	0	0	0	0	0	5	0	0	0	0	57	15	0	4	28	0	109	0		
11:30 AM	0	0	0	0	0	9	0	1	0	0	27	13	0	3	23	0	76	0		
11:45 AM	0	0	0	0	0	8	0	3	0	0	35	6	0	3	23	0	78	366		
12:00 PM	0	0	0	0	0	14	0	3	0	0	25	8	2	8	34	0	94	357		
12:15 PM	0	0	0	0	0	22	0	6	0	0	31	9	0	4	40	0	112	360		
12:30 PM	0	0	0	0	0	8	0	5	0	0	49	16	0	6	36	0	120	404		
12:45 PM	0	0	0	0	0	10	0	7	0	0	30	4	0	3	33	0	87	413		
Count Total	0	0	0	0	0	87	0	29	0	0	284	78	2	35	264	0	779	0		
Peak Hour	0	0	0	0	0	54	0	21	0	0	135	37	2	21	143	0	413	0		

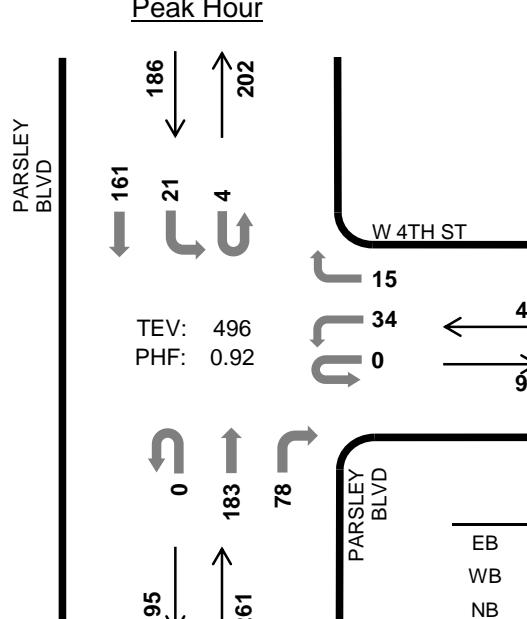
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0
12:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1
12:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	11	8	20	0	1	0	0	1	1	0	0	0	1
Peak Hr	0	0	4	4	8	0	0	0	0	0	1	0	0	0	1

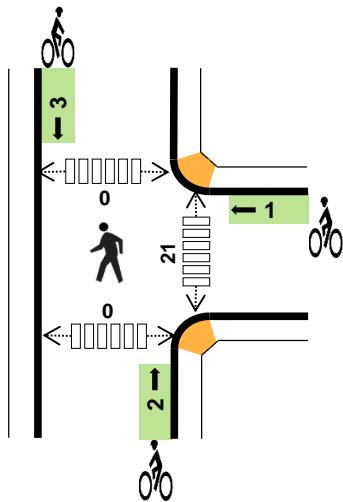
PARSLEY BLVD W 4TH ST



Peak Hour



Date: Wed, Sep 19, 2018
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:15 PM to 4:15 PM



Three-Hour Count Summaries

Interval Start	0				W 4TH ST				PARSLEY BLVD				PARSLEY BLVD				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH
3:15 PM	0	0	0	0	0	10	0	4	0	0	60	18	1	4	33	0	130	0	
3:30 PM	0	0	0	0	0	4	0	5	0	0	28	16	0	5	43	0	101	0	
3:45 PM	0	0	0	0	0	10	0	4	0	0	49	17	1	7	42	0	130	0	
4:00 PM	0	0	0	0	0	10	0	2	0	0	46	27	2	5	43	0	135	496	
Peak Hour	0	0	0	0	0	34	0	15	0	0	183	78	4	21	161	0	496	0	

Note: For all three-hour count summary, see next page.

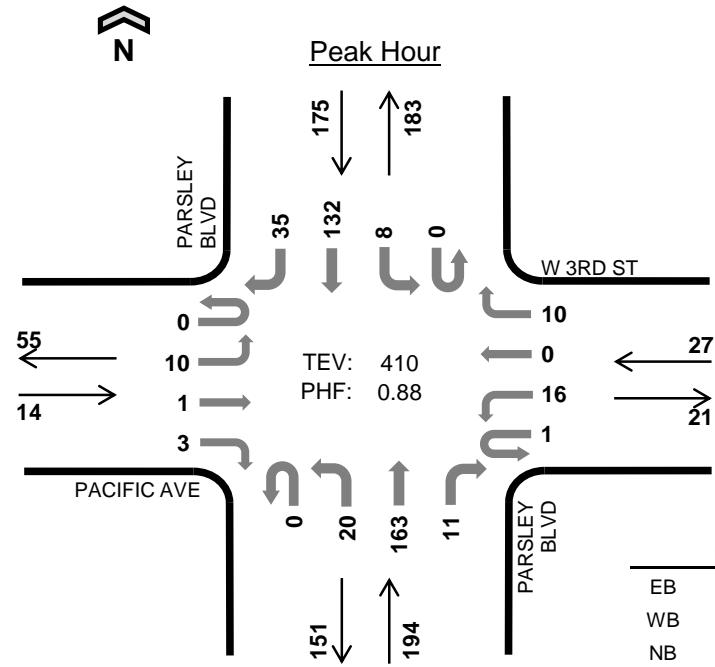
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:15 PM	0	0	1	1	2	0	1	1	0	2	0	1	0	0	1
3:30 PM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	2	3	5	0	0	0	1	1	0	0	0	0	0
4:00 PM	0	4	2	3	9	0	0	1	2	3	21	0	0	0	21
Peak Hour	0	4	6	10	20	0	1	2	3	6	21	1	0	0	22

Three-Hour Count Summaries																		
Interval Start	0				W 4TH ST				PARSLEY BLVD				PARSLEY BLVD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	6	0	1	0	0	34	9	1	5	54	0	110	0
3:15 PM	0	0	0	0	0	10	0	4	0	0	60	18	1	4	33	0	130	0
3:30 PM	0	0	0	0	0	4	0	5	0	0	28	16	0	5	43	0	101	0
3:45 PM	0	0	0	0	0	10	0	4	0	0	49	17	1	7	42	0	130	471
4:00 PM	0	0	0	0	0	10	0	2	0	0	46	27	2	5	43	0	135	496
4:15 PM	0	0	0	0	0	7	0	1	0	0	26	12	0	3	44	0	93	459
4:30 PM	0	0	0	0	0	9	0	2	0	0	32	20	0	8	30	0	101	459
4:45 PM	0	0	0	0	0	2	0	4	0	0	29	13	1	3	51	0	103	432
5:00 PM	0	0	0	0	0	5	0	2	0	0	42	15	0	6	41	0	111	408
5:15 PM	0	0	0	0	0	11	0	1	0	0	42	8	1	7	29	0	99	414
5:30 PM	0	0	0	0	0	6	0	1	0	0	26	12	1	2	35	0	83	396
5:45 PM	0	0	0	0	0	11	0	2	0	0	21	7	1	3	23	0	68	361
Count Total	0	0	0	0	0	91	0	29	0	0	435	174	9	58	468	0	1,264	0
Peak Hour	0	0	0	0	0	34	0	15	0	0	183	78	4	21	161	0	496	0

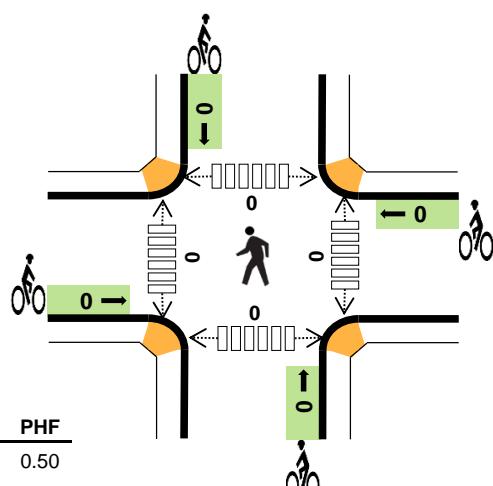
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	1	2	0	1	1	0	2	0	1	0	0	1
3:30 PM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	2	3	5	0	0	0	1	1	0	0	0	0	0
4:00 PM	0	4	2	3	9	0	0	1	2	3	21	0	0	0	21
4:15 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11
4:30 PM	0	0	1	0	1	0	0	0	0	0	9	0	0	0	9
4:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	3	0	3	0	0	0	0	0	2	0	0	0	2
5:45 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1
Count Total	0	4	14	12	30	0	1	2	3	6	44	1	0	1	46
Peak Hr	0	4	6	10	20	0	1	2	3	6	21	1	0	0	22

PARSLEY BLVD W 3RD ST



Date: Wed, Sep 19, 2018
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:30 AM to 8:30 AM

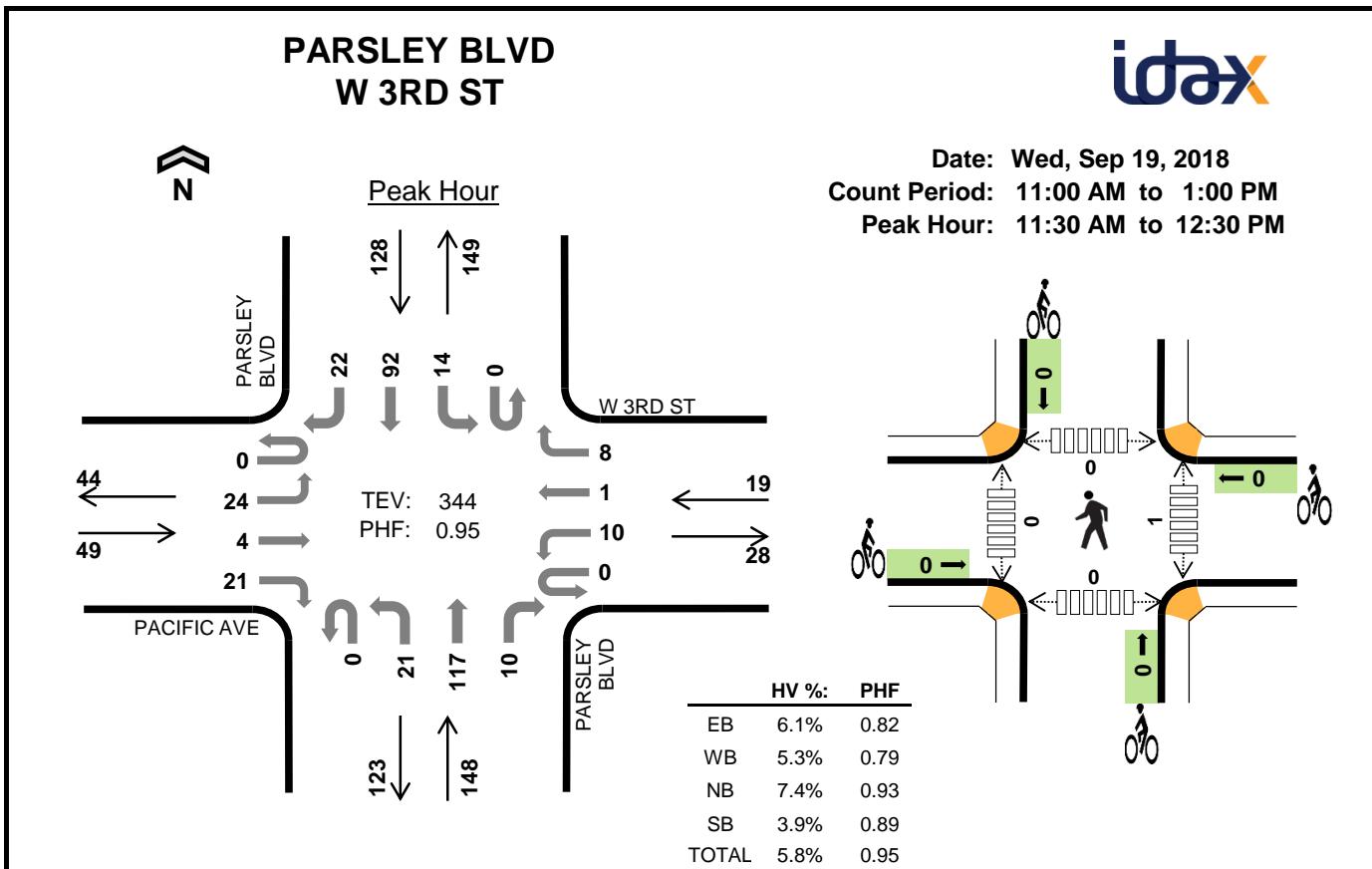


Two-Hour Count Summaries

Interval Start	PACIFIC AVE				W 3RD ST				PARSLEY BLVD				PARSLEY BLVD				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	4	0	3	0	2	33	0	0	1	20	2	66	0
7:15 AM	0	1	0	2	0	4	0	4	0	3	39	4	0	0	32	4	93	0
7:30 AM	0	2	1	0	0	9	0	2	0	2	40	2	0	1	36	7	102	0
7:45 AM	0	0	0	0	0	2	0	4	0	11	49	6	0	0	32	13	117	378
8:00 AM	0	3	0	1	1	2	0	3	0	4	32	0	0	4	33	12	95	407
8:15 AM	0	5	0	2	0	3	0	1	0	3	42	3	0	3	31	3	96	410
8:30 AM	0	5	1	3	0	0	0	5	0	2	42	4	0	1	27	2	92	400
8:45 AM	0	2	0	0	0	1	0	2	0	1	24	2	0	2	30	4	68	351
Count Total	0	18	2	9	1	25	0	24	0	28	301	21	0	12	241	47	729	0
Peak Hour	0	10	1	3	1	16	0	10	0	20	163	11	0	8	132	35	410	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	2	0	3	0	0	0	0	0	1	0	0	0	1
7:15 AM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	1	7	9	0	0	0	0	0	0	0	0	0	0
8:30 AM	2	0	4	4	10	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
Count Total	4	0	21	17	42	0	0	0	0	0	1	0	0	0	1
Peak Hour	1	0	11	11	23	0	0	0	0	0	0	0	0	0	0

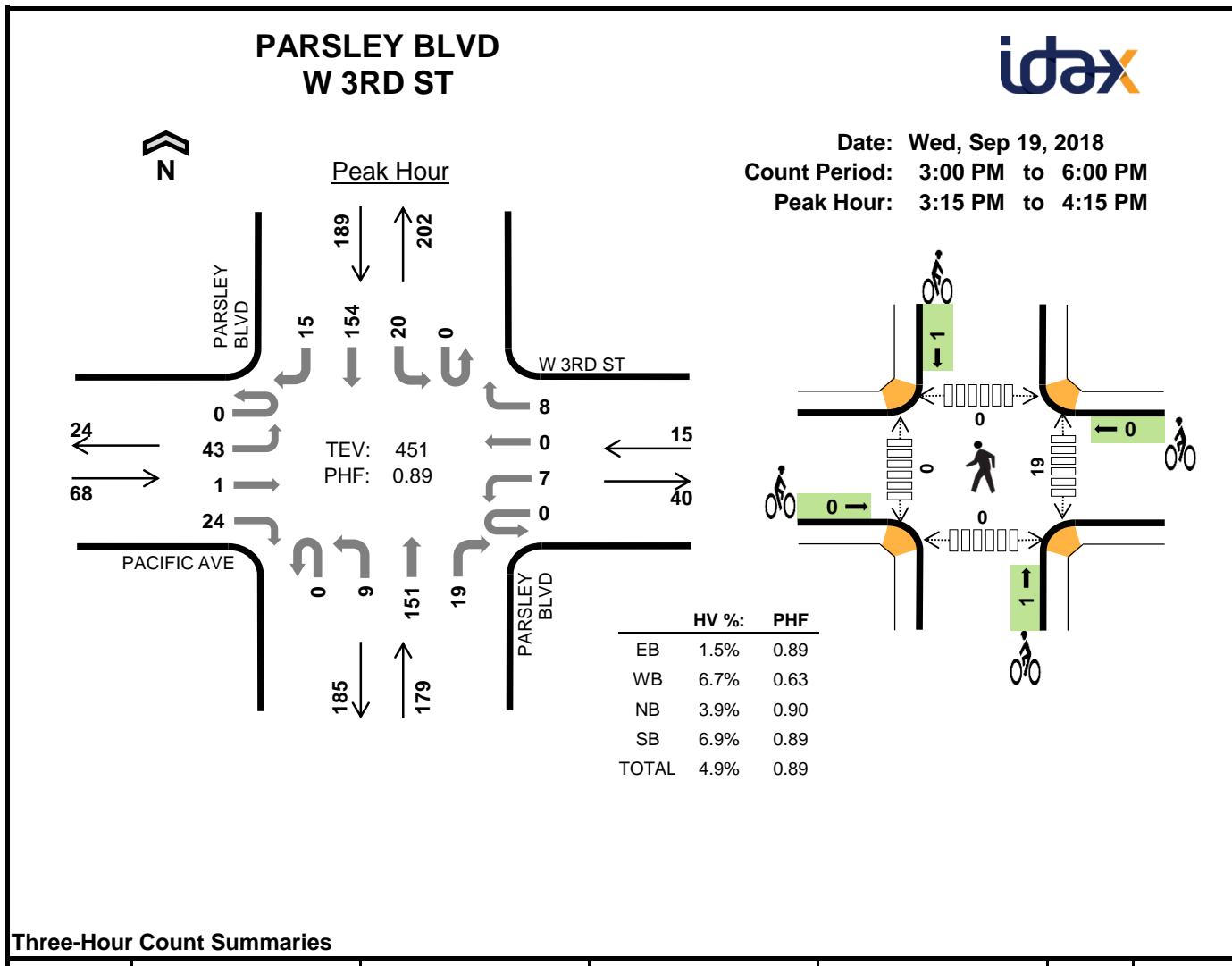


Two-Hour Count Summaries

Interval Start	PACIFIC AVE				W 3RD ST				PARSLEY BLVD				PARSLEY BLVD				15-min Total	Rolling One Hour
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT		
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	5	0	3	0	4	1	1	0	10	27	3	0	3	26	1	84	0
11:15 AM	0	8	1	4	0	3	1	0	0	4	28	1	0	2	28	3	83	0
11:30 AM	0	6	3	5	0	4	0	1	0	7	27	3	0	3	23	3	85	0
11:45 AM	0	3	1	5	0	0	1	3	0	3	32	3	0	4	22	4	81	333
12:00 PM	0	8	0	7	0	4	0	2	0	4	27	2	0	4	22	7	87	336
12:15 PM	0	7	0	4	0	2	0	2	0	7	31	2	0	3	25	8	91	344
12:30 PM	0	5	0	3	0	3	0	1	0	0	28	2	0	3	33	3	81	340
12:45 PM	0	0	1	3	0	3	1	1	0	1	27	3	0	2	34	7	83	342
Count Total	0	42	6	34	0	23	4	11	0	36	227	19	0	24	213	36	675	0
Peak Hour	0	24	4	21	0	10	1	8	0	21	117	10	0	14	92	22	344	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	1	2	2	5	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	5	1	6	0	0	0	0	0	1	0	0	0	1
11:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
12:00 PM	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0
12:15 PM	2	1	2	4	9	0	0	0	0	0	0	0	0	0	0
12:30 PM	2	0	1	0	3	0	0	1	0	1	0	0	0	0	0
12:45 PM	1	0	1	1	3	0	0	0	0	0	0	0	0	0	0
Count Total	6	2	18	10	36	0	0	1	0	1	1	0	0	0	1
Peak Hour	3	1	11	5	20	0	0	0	0	0	1	0	0	0	1

**Three-Hour Count Summaries**

Interval Start	PACIFIC AVE				W 3RD ST				PARSLEY BLVD				PARSLEY BLVD				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM	0	12	0	7	0	1	0	0	0	4	36	3	0	3	35	6	107	0
3:30 PM	0	9	0	8	0	3	0	2	0	3	28	8	0	4	41	0	106	0
3:45 PM	0	11	0	6	0	2	0	4	0	0	48	2	0	7	41	5	126	0
4:00 PM	0	11	1	3	0	1	0	2	0	2	39	6	0	6	37	4	112	451
Peak Hour	0	43	1	24	0	7	0	8	0	9	151	19	0	20	154	15	451	0

Note: For all three-hour count summary, see next page.

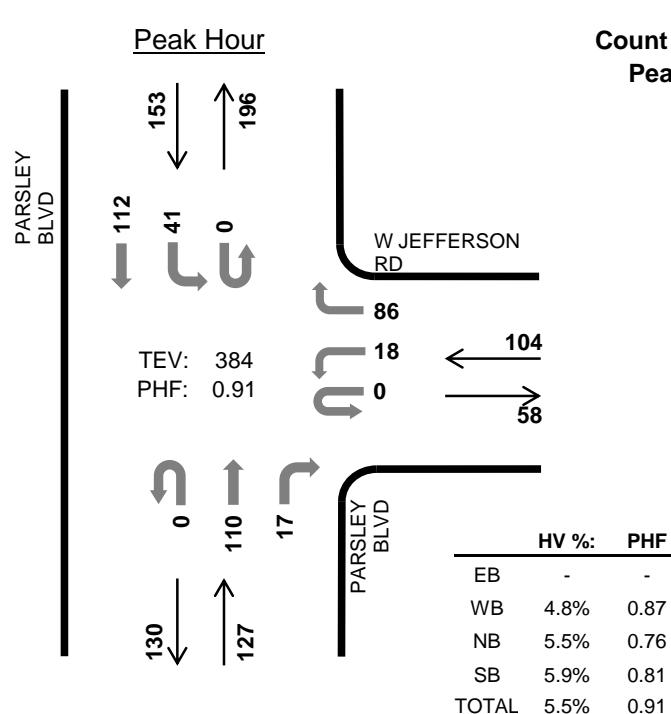
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:15 PM	0	0	0	2	2	0	0	1	0	1	0	0	0	0	0
3:30 PM	0	1	2	3	6	0	0	0	0	0	0	0	0	0	0
3:45 PM	1	0	2	4	7	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	3	4	7	0	0	0	1	1	19	0	0	0	19
Peak Hour	1	1	7	13	22	0	0	1	1	2	19	0	0	0	19

Three-Hour Count Summaries																				
Interval Start	PACIFIC AVE				W 3RD ST				PARSLEY BLVD				PARSLEY BLVD				15-min Total	Rolling One Hour		
	Eastbound				Westbound				Northbound				Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT				
3:00 PM	0	7	1	6	0	2	0	2	0	3	28	3	0	2	30	2	86	0		
3:15 PM	0	12	0	7	0	1	0	0	0	4	36	3	0	3	35	6	107	0		
3:30 PM	0	9	0	8	0	3	0	2	0	3	28	8	0	4	41	0	106	0		
3:45 PM	0	11	0	6	0	2	0	4	0	0	48	2	0	7	41	5	126	425		
4:00 PM	0	11	1	3	0	1	0	2	0	2	39	6	0	6	37	4	112	451		
4:15 PM	0	6	0	4	0	0	0	2	0	0	22	2	0	12	38	1	87	431		
4:30 PM	0	8	1	11	0	2	1	0	0	1	40	4	0	2	35	0	105	430		
4:45 PM	0	8	0	2	0	1	0	1	0	2	29	4	0	6	47	0	100	404		
5:00 PM	0	7	0	2	0	1	0	1	0	1	52	7	0	3	40	1	115	407		
5:15 PM	0	1	2	2	0	2	0	0	0	1	45	3	0	3	34	1	94	414		
5:30 PM	0	5	0	4	0	3	0	1	0	1	29	1	0	3	37	0	84	393		
5:45 PM	0	2	0	4	0	1	0	3	0	2	21	2	0	3	26	4	68	361		
Count Total	0	87	5	59	0	19	1	18	0	20	417	45	0	54	441	24	1,190	0		
Peak Hour	0	43	1	24	0	7	0	8	0	9	151	19	0	20	154	15	451	0		

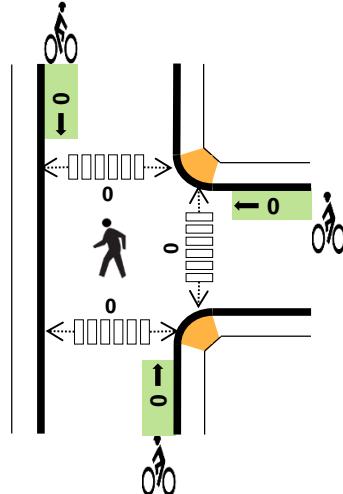
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
3:00 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	2	2	0	0	1	0	1	0	0	0	0	0
3:30 PM	0	1	2	3	6	0	0	0	0	0	0	0	0	0	0
3:45 PM	1	0	2	4	7	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	3	4	7	0	0	0	1	1	19	0	0	0	19
4:15 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12
4:30 PM	1	0	1	0	2	0	0	0	0	0	8	0	0	0	8
4:45 PM	0	0	1	1	2	0	1	0	0	1	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	1	4	0	5	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1
Count Total	3	2	17	14	36	0	1	1	1	3	42	0	0	0	42
Peak Hour	1	1	7	13	22	0	0	1	1	2	19	0	0	0	19

PARSLEY BLVD W JEFFERSON RD



Date: Wed, Sep 19, 2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	0				W JEFFERSON RD				PARSLEY BLVD				PARSLEY BLVD				15-min Total	Rolling One Hour		
	Eastbound				Westbound				Northbound				Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT				
7:00 AM	0	0	0	0	0	5	0	18	0	0	13	1	0	6	17	0	60	0		
7:15 AM	0	0	0	0	0	6	0	29	0	0	18	2	0	16	21	0	92	0		
7:30 AM	0	0	0	0	0	5	0	25	0	0	24	5	0	16	31	0	106	0		
7:45 AM	0	0	0	0	0	8	0	20	0	0	39	3	0	6	30	0	106	364		
8:00 AM	0	0	0	0	0	3	0	14	0	0	21	3	0	9	25	0	75	379		
8:15 AM	0	0	0	0	0	2	0	27	0	0	26	6	0	10	26	0	97	384		
8:30 AM	0	0	0	0	0	2	0	23	0	0	18	1	0	4	27	0	75	353		
8:45 AM	0	0	0	0	0	2	0	15	0	0	14	0	0	5	26	0	62	309		
Count Total	0	0	0	0	0	33	0	171	0	0	173	21	0	72	203	0	673	0		
Peak Hour	0	0	0	0	0	18	0	86	0	0	110	17	0	41	112	0	384	0		

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	2	1	1	4	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	3	1	5	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	6	8	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	3	5	9	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0
Count Total	0	10	15	17	42	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	5	7	9	21	0	0	0	0	0	0	0	0	0	0

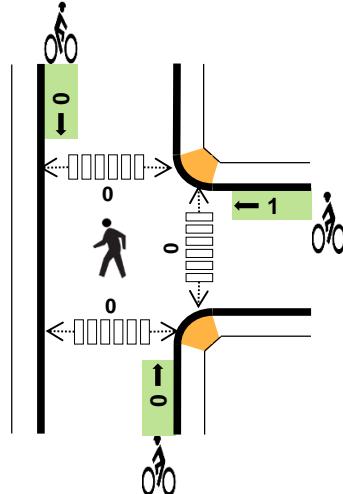
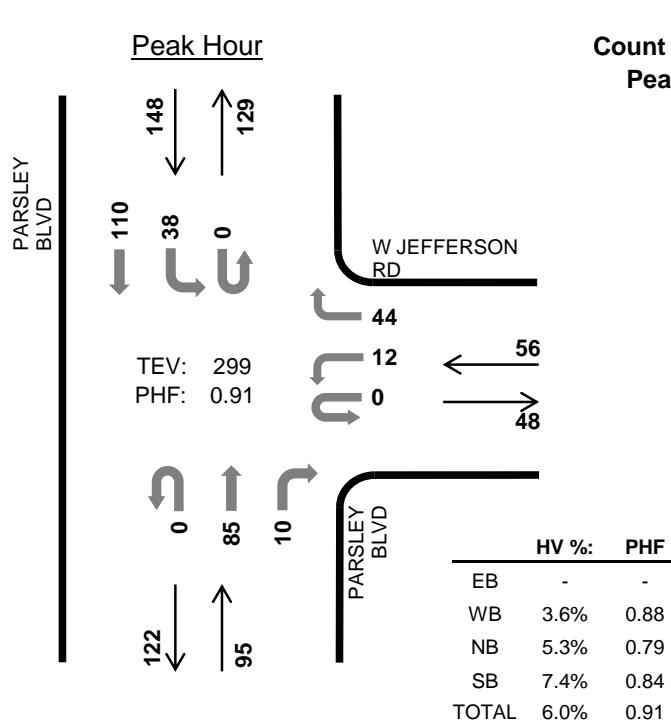
PARSLEY BLVD W JEFFERSON RD



Date: Wed, Sep 19, 2018

Count Period: 11:00 AM to 1:00 PM

Peak Hour: 12:00 PM to 1:00 PM



Two-Hour Count Summaries

Interval Start	0				W JEFFERSON RD				PARSLEY BLVD				PARSLEY BLVD				15-min Total	Rolling One Hour		
	Eastbound				Westbound				Northbound				Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT				
11:00 AM	0	0	0	0	0	2	0	9	0	0	29	0	0	10	21	0	71	0		
11:15 AM	0	0	0	0	0	0	0	7	0	0	24	2	0	11	25	0	69	0		
11:30 AM	0	0	0	0	0	3	0	11	0	0	24	1	0	5	26	0	70	0		
11:45 AM	0	0	0	0	0	3	0	8	0	0	32	6	0	11	16	0	76	286		
12:00 PM	0	0	0	0	0	2	0	13	0	0	19	4	0	14	22	0	74	289		
12:15 PM	0	0	0	0	0	3	0	12	0	0	28	2	0	3	27	0	75	295		
12:30 PM	0	0	0	0	0	1	0	9	0	0	18	2	0	12	26	0	68	293		
12:45 PM	0	0	0	0	0	6	0	10	0	0	20	2	0	9	35	0	82	299		
Count Total	0	0	0	0	0	20	0	79	0	0	194	19	0	75	198	0	585	0		
Peak Hour	0	0	0	0	0	12	0	44	0	0	85	10	0	38	110	0	299	0		

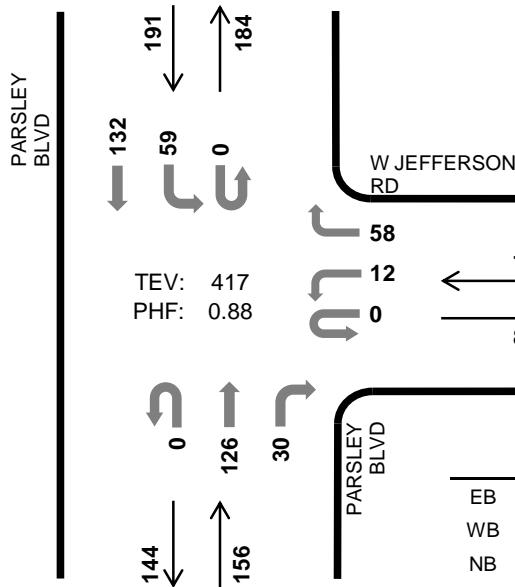
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	3	1	5	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	2	2	5	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	2	3	0	1	0	0	1	0	0	0	0	0
12:45 PM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
Count Total	0	3	15	15	33	0	1	0	0	1	0	0	0	0	0
Peak Hr	0	2	5	11	18	0	1	0	1	0	0	0	0	0	0

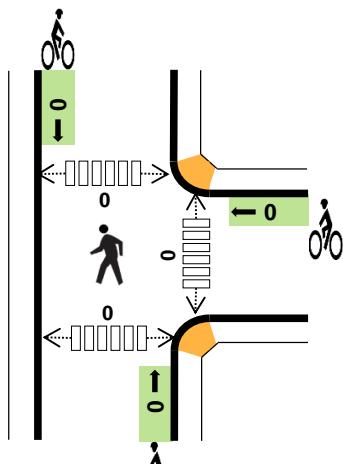
PARSLEY BLVD W JEFFERSON RD



Peak Hour



Date: Wed, Sep 19, 2018
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



Three-Hour Count Summaries

Interval Start	0				W JEFFERSON RD				PARSLEY BLVD				PARSLEY BLVD				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound												
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:30 PM	0	0	0	0	0	3	0	12	0	0	33	1	0	13	36	0	98	0	
4:45 PM	0	0	0	0	0	4	0	12	0	0	24	11	0	18	41	0	110	0	
5:00 PM	0	0	0	0	0	3	0	17	0	0	43	11	0	14	31	0	119	0	
5:15 PM	0	0	0	0	0	2	0	17	0	0	26	7	0	14	24	0	90	417	
Peak Hour	0	0	0	0	0	12	0	58	0	0	126	30	0	59	132	0	417	0	

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries																				
Interval Start	0				W JEFFERSON RD				PARSLEY BLVD				PARSLEY BLVD				15-min Total	Rolling One Hour		
	Eastbound				Westbound				Northbound				Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT				
3:00 PM	0	0	0	0	0	1	0	15	0	0	22	8	0	16	24	0	86	0		
3:15 PM	0	0	0	0	0	2	0	9	0	0	31	6	0	15	25	0	88	0		
3:30 PM	0	0	0	0	0	8	0	22	0	0	21	2	0	25	31	0	109	0		
3:45 PM	0	0	0	0	0	9	0	22	0	0	29	6	0	15	34	0	115	398		
4:00 PM	0	0	0	0	0	2	0	10	0	0	35	3	0	9	30	0	89	401		
4:15 PM	0	0	0	0	0	4	0	4	0	0	16	1	0	17	24	0	66	379		
4:30 PM	0	0	0	0	0	3	0	12	0	0	33	1	0	13	36	0	98	368		
4:45 PM	0	0	0	0	0	4	0	12	0	0	24	11	0	18	41	0	110	363		
5:00 PM	0	0	0	0	0	3	0	17	0	0	43	11	0	14	31	0	119	393		
5:15 PM	0	0	0	0	0	2	0	17	0	0	26	7	0	14	24	0	90	417		
5:30 PM	0	0	0	0	0	3	0	14	0	0	18	3	0	15	30	0	83	402		
5:45 PM	0	0	0	0	0	2	0	13	0	0	10	6	0	18	11	0	60	352		
Count Total	0	0	0	0	0	43	0	167	0	0	308	65	0	189	341	0	1,113	0		
Peak Hour	0	0	0	0	0	12	0	58	0	0	126	30	0	59	132	0	417	0		

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

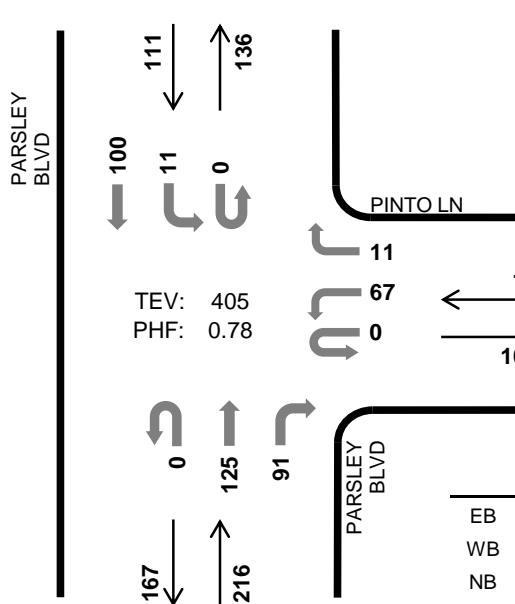
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)					Total
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South		
	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	1	2	3	0	0	1	0	1	1	0	1	0	0	2
3:15 PM	0	3	0	4	7	0	0	0	0	0	1	0	0	0	0	1
3:30 PM	0	3	1	4	8	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	2	2	5	0	0	0	1	1	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	2	3	1	6	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	9	13	16	38	0	0	1	1	2	2	0	1	0	3	
Peak Hr	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0	0

PARSLEY BLVD

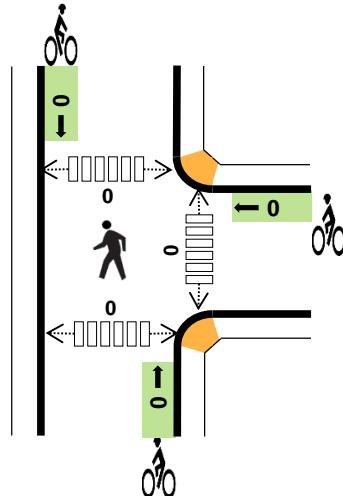
PINTO LN



Peak Hour



Date: Wed, Sep 19, 2018
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:00 AM to 8:00 AM



HV %:	PHF
EB	-
WB	5.1% 0.70
NB	4.6% 0.84
SB	7.2% 0.73
TOTAL	5.4% 0.78

Two-Hour Count Summaries

Interval Start	0				PINTO LN				PARSLEY BLVD				PARSLEY BLVD				15-min Total	Rolling One Hour			
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	
UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	17	0	2	0	0	29	19	0	2	17	0	86	0	0	0	0
7:15 AM	0	0	0	0	0	17	0	2	0	0	25	29	0	5	24	0	102	0	0	0	0
7:30 AM	0	0	0	0	0	25	0	3	0	0	30	34	0	3	35	0	130	0	0	0	0
7:45 AM	0	0	0	0	0	8	0	4	0	0	41	9	0	1	24	0	87	405	405	405	405
8:00 AM	0	0	0	0	0	6	0	1	0	0	30	6	0	1	24	0	68	387	387	387	387
8:15 AM	0	0	0	0	0	7	0	0	0	0	31	6	0	0	20	0	64	349	349	349	349
8:30 AM	0	0	0	0	0	8	0	1	0	0	18	2	0	2	29	0	60	279	279	279	279
8:45 AM	0	0	0	0	0	5	0	0	0	0	19	3	0	2	24	0	53	245	245	245	245
Count Total	0	0	0	0	0	93	0	13	0	0	223	108	0	16	197	0	650	0	0	0	0
Peak Hour	0	0	0	0	0	67	0	11	0	0	125	91	0	11	100	0	405	0	0	0	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

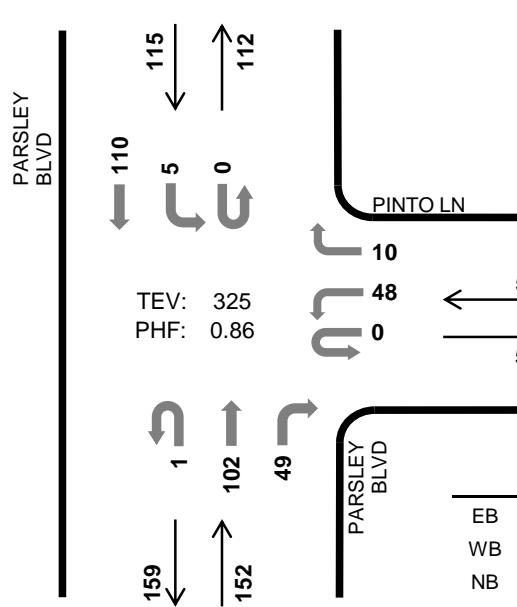
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	3	1	3	7	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	3	1	5	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	6	4	10	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
Count Total	0	4	21	21	46	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	4	10	8	22	0	0	0	0	0	0	0	0	0	0

PARSLEY BLVD

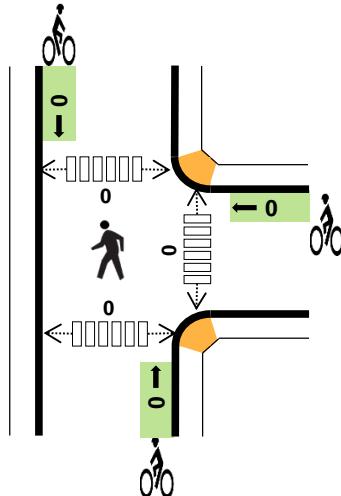
PINTO LN



Peak Hour



Date: Wed, Sep 19, 2018
Count Period: 11:00 AM to 1:00 PM
Peak Hour: 11:15 AM to 12:15 PM



HV %:	PHF
EB	-
WB	0.0% 0.39
NB	7.2% 0.83
SB	7.0% 0.78
TOTAL	5.8% 0.86

Two-Hour Count Summaries

Interval Start	0				PINTO LN				PARSLEY BLVD				PARSLEY BLVD				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	0	0	0	2	0	1	0	0	31	4	0	0	24	0	62	0
11:15 AM	0	0	0	0	0	34	0	3	0	0	23	2	0	3	29	0	94	0
11:30 AM	0	0	0	0	0	1	0	2	0	0	21	23	0	1	36	0	84	0
11:45 AM	0	0	0	0	0	6	0	3	0	0	28	18	0	0	17	0	72	312
12:00 PM	0	0	0	0	0	7	0	2	1	0	30	6	0	1	28	0	75	325
12:15 PM	0	0	0	0	0	2	0	3	0	0	24	9	0	1	24	0	63	294
12:30 PM	0	0	0	0	0	6	0	1	0	0	19	9	0	0	30	0	65	275
12:45 PM	0	0	0	0	0	41	0	0	0	0	23	4	0	4	30	0	102	305
Count Total	0	0	0	0	0	99	0	15	1	0	199	75	0	10	218	0	617	0
Peak Hour	0	0	0	0	0	48	0	10	1	0	102	49	0	5	110	0	325	0

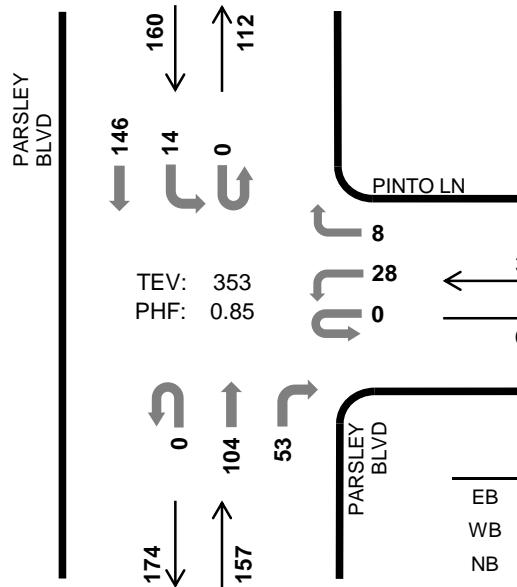
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	7	2	9	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	6	7	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	21	20	41	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	0	11	8	19	0	0	0	0	0	0	0	0	0	0

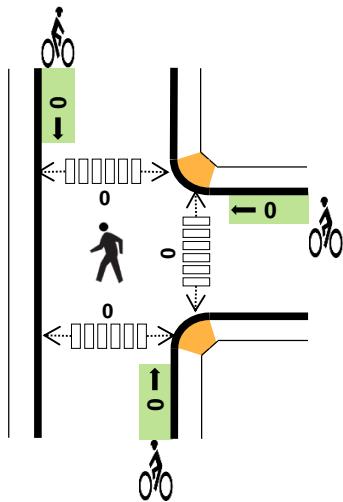
PARSLEY BLVD PINTO LN



Peak Hour



Date: Wed, Sep 19, 2018
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	-	-
WB	2.8%	0.69
NB	2.5%	0.77
SB	1.9%	0.85
TOTAL	2.3%	0.85

Three-Hour Count Summaries

Interval Start	0				PINTO LN				PARSLEY BLVD				PARSLEY BLVD				15-min Total	Rolling One Hour
	Eastbound	Westbound	Northbound	Southbound	Eastbound	Westbound	Northbound	Southbound	Eastbound	Westbound	Northbound	Southbound	Eastbound	Westbound	Northbound	Southbound		
UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	
4:30 PM	0	0	0	0	0	4	0	2	0	0	23	7	0	4	43	0	83	0
4:45 PM	0	0	0	0	0	5	0	3	0	0	21	10	0	1	39	0	79	0
5:00 PM	0	0	0	0	0	9	0	0	0	0	32	19	0	8	36	0	104	0
5:15 PM	0	0	0	0	0	10	0	3	0	0	28	17	0	1	28	0	87	353
Peak Hour	0	0	0	0	0	28	0	8	0	0	104	53	0	14	146	0	353	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	1	1	2	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	1	4	3	8	0	0	0	0	0	0	1	0	0	1

Three-Hour Count Summaries																				
Interval Start	0				PINTO LN				PARSLEY BLVD				PARSLEY BLVD				15-min Total	Rolling One Hour		
	Eastbound				Westbound				Northbound				Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT				
3:00 PM	0	0	0	0	0	14	0	2	0	0	29	9	0	1	28	0	83	0		
3:15 PM	0	0	0	0	0	7	0	4	0	0	36	7	0	5	27	0	86	0		
3:30 PM	0	0	0	0	0	16	0	3	0	0	27	9	0	3	29	0	87	0		
3:45 PM	0	0	0	0	0	14	0	2	0	0	31	5	0	3	38	0	93	349		
4:00 PM	0	0	0	0	0	9	0	3	0	0	26	6	0	4	33	0	81	347		
4:15 PM	0	0	0	0	0	11	0	0	0	0	18	4	0	3	29	0	65	326		
4:30 PM	0	0	0	0	0	4	0	2	0	0	23	7	0	4	43	0	83	322		
4:45 PM	0	0	0	0	0	5	0	3	0	0	21	10	0	1	39	0	79	308		
5:00 PM	0	0	0	0	0	9	0	0	0	0	32	19	0	8	36	0	104	331		
5:15 PM	0	0	0	0	0	10	0	3	0	0	28	17	0	1	28	0	87	353		
5:30 PM	0	0	0	0	0	11	0	0	0	0	14	12	0	1	33	0	71	341		
5:45 PM	0	0	0	0	0	14	0	1	0	0	16	9	0	0	19	0	59	321		
Count Total	0	0	0	0	0	124	0	23	0	0	301	114	0	34	382	0	978	0		
Peak Hour	0	0	0	0	0	28	0	8	0	0	104	53	0	14	146	0	353	0		
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																				
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)									
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total					
3:00 PM	0	1	2	2	5	0	0	0	0	0	0	0	0	0	0	0				
3:15 PM	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0				
3:30 PM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0				
3:45 PM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0				
4:00 PM	0	1	2	2	5	0	0	0	1	1	1	0	0	0	1					
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	1	1	2	0	0	0	0	0	0	1	0	0	0	1				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:00 PM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0					
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	3	15	15	33	0	0	0	1	1	1	1	0	0	2					
Peak Hr	0	1	4	3	8	0	0	0	0	0	0	1	0	0	1					

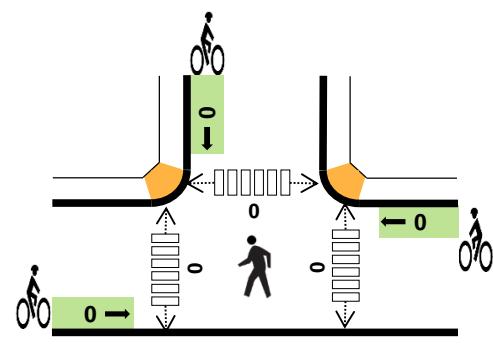
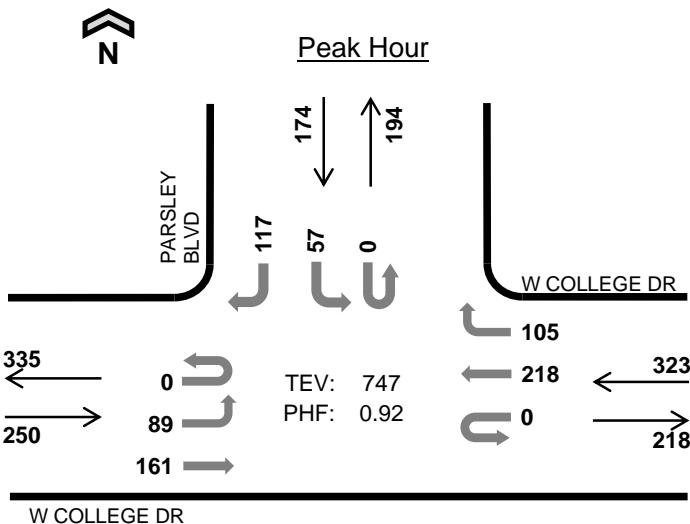
PARSLEY BLVD W COLLEGE DR



Date: Wed, Sep 19, 2018

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:00 AM to 8:00 AM



HV %:	PHF
EB	9.2% 0.89
WB	7.7% 0.86
NB	- -
SB	6.9% 0.87
TOTAL	8.0% 0.92

Two-Hour Count Summaries

Interval Start	W COLLEGE DR				W COLLEGE DR				0				PARSLEY BLVD				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	25	32	0	0	0	46	19	0	0	0	0	0	10	0	22	154	0	
7:15 AM	0	23	42	0	0	0	55	27	0	0	0	0	0	12	0	34	193	0	
7:30 AM	0	18	40	0	0	0	57	37	0	0	0	0	0	22	0	28	202	0	
7:45 AM	0	23	47	0	0	0	60	22	0	0	0	0	0	13	0	33	198	747	
8:00 AM	0	15	37	0	0	0	54	18	0	0	0	0	0	14	0	14	152	745	
8:15 AM	0	17	41	0	0	0	59	13	0	0	0	0	0	13	0	17	160	712	
8:30 AM	0	11	39	0	0	0	58	9	0	0	0	0	0	24	0	15	156	666	
8:45 AM	0	14	30	0	0	0	55	8	0	0	0	0	0	11	0	16	134	602	
Count Total	0	146	308	0	0	0	444	153	0	0	0	0	0	119	0	179	1,349	0	
Peak Hour	0	89	161	0	0	0	218	105	0	0	0	0	0	57	0	117	747	0	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	3	0	5	11	0	0	0	0	0	0	0	0	0	0
7:15 AM	11	7	0	3	21	0	0	0	0	0	0	0	0	0	0
7:30 AM	3	8	0	2	13	0	0	0	0	0	0	0	0	0	0
7:45 AM	6	7	0	2	15	0	0	0	0	0	0	0	0	0	0
8:00 AM	6	5	0	4	15	0	0	0	0	0	0	0	0	0	0
8:15 AM	6	7	0	3	16	0	0	0	0	0	0	0	0	0	0
8:30 AM	7	7	0	5	19	0	0	0	0	0	0	0	0	0	0
8:45 AM	6	3	0	1	10	0	0	0	0	0	0	0	0	1	1
Count Total	48	47	0	25	120	0	0	0	0	0	0	0	0	1	1
Peak Hr	23	25	0	12	60	0	0	0	0	0	0	0	0	0	0

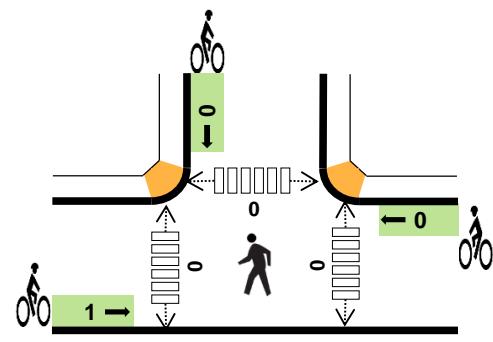
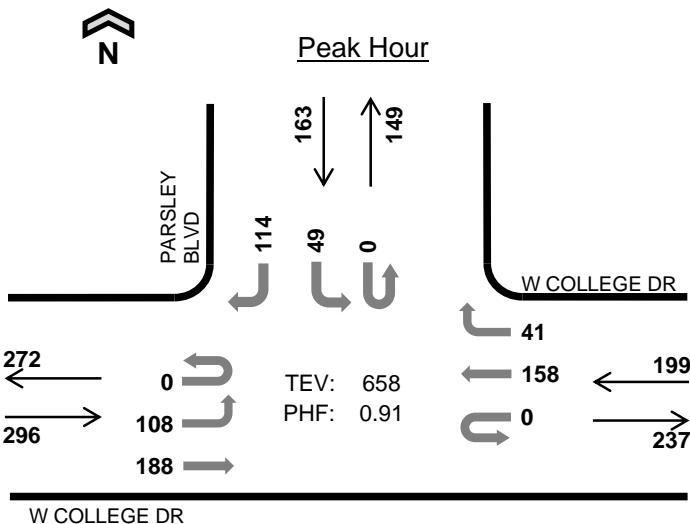
PARSLEY BLVD W COLLEGE DR



Date: Wed, Sep 19, 2018

Count Period: 11:00 AM to 1:00 PM

Peak Hour: 11:15 AM to 12:15 PM



HV %:	PHF
EB	6.1% 0.84
WB	9.0% 0.87
NB	- -
SB	6.1% 0.75
TOTAL	7.0% 0.91

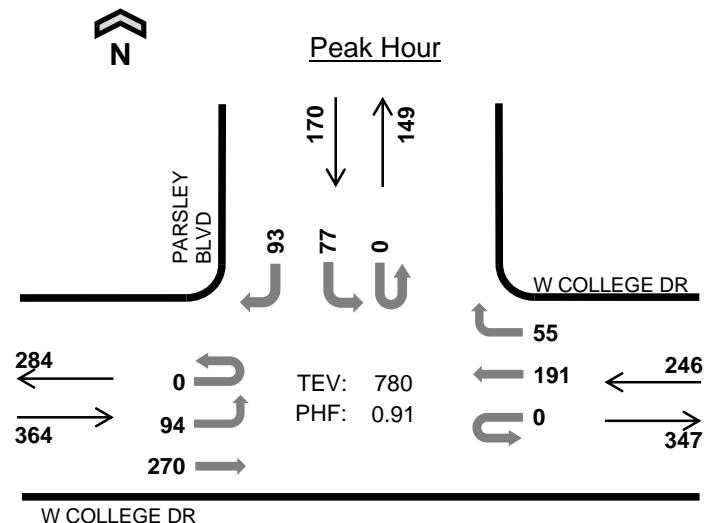
Two-Hour Count Summaries

Interval Start	W COLLEGE DR				W COLLEGE DR				0				PARSLEY BLVD				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound												
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:00 AM	0	17	39	0	0	0	41	18	0	0	0	0	0	11	0	12	138	0	
11:15 AM	0	14	38	0	0	0	41	12	0	0	0	0	0	15	0	39	159	0	
11:30 AM	0	35	53	0	0	0	41	7	0	0	0	0	0	14	0	31	181	0	
11:45 AM	0	35	47	0	0	0	31	10	0	0	0	0	0	6	0	20	149	627	
12:00 PM	0	24	50	0	0	0	45	12	0	0	0	0	0	14	0	24	169	658	
12:15 PM	0	24	41	0	1	0	42	16	0	0	0	0	0	9	0	14	147	646	
12:30 PM	0	18	48	0	0	0	35	9	0	0	0	0	0	13	0	25	148	613	
12:45 PM	0	19	39	0	0	0	36	9	0	0	0	0	0	14	0	55	172	636	
Count Total	0	186	355	0	1	0	312	93	0	0	0	0	0	96	0	220	1,263	0	
Peak Hour	0	108	188	0	0	0	158	41	0	0	0	0	0	49	0	114	658	0	

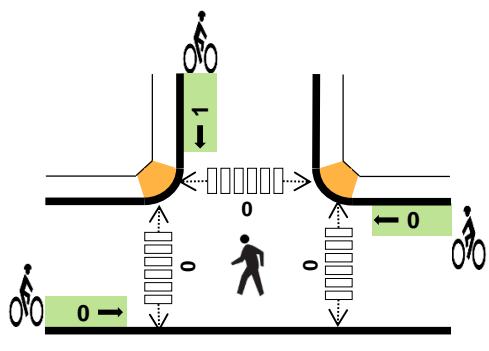
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	9	6	0	1	16	0	0	0	0	0	0	0	0	0	0
11:15 AM	7	5	0	3	15	0	0	0	0	0	0	0	0	0	0
11:30 AM	4	5	0	3	12	0	0	0	0	0	0	0	0	0	0
11:45 AM	2	3	0	0	5	1	0	0	0	1	0	0	0	0	0
12:00 PM	5	5	0	4	14	0	0	0	0	0	0	0	0	0	0
12:15 PM	6	6	0	3	15	0	0	0	0	0	0	0	0	0	0
12:30 PM	4	3	0	6	13	0	0	0	0	0	0	0	0	0	0
12:45 PM	4	2	0	1	7	0	0	0	0	0	0	0	0	0	0
Count Total	41	35	0	21	97	1	0	0	0	1	0	0	0	0	0
Peak Hr	18	18	0	10	46	1	0	0	0	1	0	0	0	0	0

PARSLEY BLVD W COLLEGE DR



Date: Wed, Sep 19, 2018
 Count Period: 3:00 PM to 6:00 PM
 Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	1.4%	0.88
WB	6.9%	0.83
NB	-	-
SB	1.2%	0.90
TOTAL	3.1%	0.91

Three-Hour Count Summaries

Interval Start	W COLLEGE DR				W COLLEGE DR				0				PARSLEY BLVD				15-min Total	Rolling One Hour		
	Eastbound				Westbound				Northbound				Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT				
4:15 PM	0	13	69	0	0	0	52	10	0	0	0	0	0	15	0	27	186	0		
4:30 PM	0	22	64	0	0	0	40	12	0	0	0	0	0	19	0	24	181	0		
4:45 PM	0	24	69	0	0	0	60	14	0	0	0	0	0	28	0	19	214	0		
5:00 PM	0	35	68	0	0	0	39	19	0	0	0	0	0	15	0	23	199	780		
Peak Hour	0	94	270	0	0	0	191	55	0	0	0	0	0	77	0	93	780	0		

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	0	9	0	1	10	0	0	0	1	1	0	0	0	0	0
4:30 PM	2	3	0	1	6	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
Peak Hour	5	17	0	2	24	0	0	0	1	1	0	0	0	0	0

Three-Hour Count Summaries																				
Interval Start	W COLLEGE DR				W COLLEGE DR				0				PARSLEY BLVD				15-min Total	Rolling One Hour		
	Eastbound				Westbound				Northbound				Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT				
3:00 PM	0	21	64	0	0	0	54	8	0	0	0	0	0	21	0	27	195	0		
3:15 PM	0	28	39	0	0	0	40	15	0	0	0	0	0	14	0	20	156	0		
3:30 PM	0	20	44	0	0	0	54	13	0	0	0	0	0	12	0	24	167	0		
3:45 PM	0	11	61	0	0	0	43	25	0	0	0	0	0	13	0	42	195	713		
4:00 PM	0	27	65	0	0	0	49	7	0	0	0	0	0	12	0	25	185	703		
4:15 PM	0	13	69	0	0	0	52	10	0	0	0	0	0	15	0	27	186	733		
4:30 PM	0	22	64	0	0	0	40	12	0	0	0	0	0	19	0	24	181	747		
4:45 PM	0	24	69	0	0	0	60	14	0	0	0	0	0	28	0	19	214	766		
5:00 PM	0	35	68	0	0	0	39	19	0	0	0	0	0	15	0	23	199	780		
5:15 PM	0	29	52	0	0	0	43	18	0	0	0	0	0	16	0	25	183	777		
5:30 PM	0	23	40	0	0	0	43	6	0	0	0	0	0	20	0	27	159	755		
5:45 PM	0	16	42	0	0	0	38	12	0	0	0	0	0	13	0	23	144	685		
Count Total	0	269	677	0	0	0	555	159	0	0	0	0	0	198	0	306	2,164	0		
Peak Hour	0	94	270	0	0	0	191	55	0	0	0	0	0	77	0	93	780	0		
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																				
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)									
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total					
3:00 PM	3	9	0	3	15	0	0	0	0	0	0	0	0	0	0	0				
3:15 PM	2	6	0	2	10	0	0	0	0	0	0	0	0	0	0	0				
3:30 PM	5	3	0	5	13	0	0	0	0	0	0	0	0	0	0	0				
3:45 PM	6	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0				
4:00 PM	3	4	0	2	9	0	0	0	0	0	1	0	0	0	0	1				
4:15 PM	0	9	0	1	10	0	0	0	1	1	0	0	0	0	0	0				
4:30 PM	2	3	0	1	6	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0				
5:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0				
5:15 PM	1	5	0	3	9	0	0	0	0	0	0	0	0	0	0	0				
5:30 PM	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0				
Count Total	29	51	0	18	98	0	0	0	1	1	1	0	0	0	0	1				
Peak Hr	5	17	0	2	24	0	0	0	1	1	0	0	0	0	0	0				

Shape

INTRODUCTION

The shape section of the *Transportation Plan* outlines a transportation vision for the Cheyenne Area. The Transportation Vision defines the roadway, transit, bicycle, and pedestrian facilities that will be needed to provide Cheyenne Area residents with an adequate, connected, multimodal transportation system.

The *Transportation Plan* is based on information available at the time it was created, including other sections of *PlanCheyenne*. It includes enhancements to reflect the myriad of plans conducted since the Plan was first adopted in 2006. As future plans, documents, and studies are developed, these studies may amend the *Transportation Plan*. It is also anticipated that large tracts of property could develop their own master development plan. As part of the master development plan process, transportation elements of *PlanCheyenne* may be considered for amendment, provided that the transportation elements will continue to meet the principles, policies, and process described in *PlanCheyenne*. Furthermore, priorities presented in this plan may change in the future as development occurs.

PRINCIPLES AND POLICIES

Creation of a robust and effective transportation system in Cheyenne requires a vision of the type of transportation system the area desires. *PlanCheyenne* lays out seven Foundations, one of which speaks directly to transportation. The Cheyenne Area will continue to celebrate and enhance the character, quality, and authenticity of the community by developing a connected and diverse transportation system. To guide this vision, a set of principles and policies was developed. These principles reflect a vision of the character of Cheyenne's future transportation system. The associated policies present a way to implement this vision.

GROWTH IN THE REGION

The first step in the definition of a Transportation Vision is to identify the growth that is expected to take place in and around Cheyenne. Growth forecasts were generated for 2040 and beyond based on the Future Land Use Plan. Once growth has been quantified, future needs can be assessed.

NEEDS ASSESSMENT

After growth forecasts have been developed, the next step in developing a Transportation Vision is to identify needs that will arise as the region grows. These needs include roadway needs, transit needs, and needs for non-motorized transportation. Understanding the needs that the community will face allows planners to propose solutions that will fill these needs.

VISION PLANS – 2040 AND BEYOND

The 2040 Transportation Vision is a fiscally unconstrained plan for the transportation system in the Cheyenne area. This plan provides sufficient capacity to accommodate growth on most roadways and includes new roadways, sidewalks, and bike lanes in developing areas. Recommendations for retrofitting existing roads with sidewalks and bike lanes are also provided. The 2040 Vision Plan is based on a growth assumption of 1.25% per year.

The Buildout Transportation Vision Plan complements the buildout of the Future Land Use Plan, but is not likely to occur until sometime after 2060. The buildout plan designates roadways and multimodal corridors that should be preserved for future use.



Project Parsley Road Corridor Study
 Subject Trip Generation for Single-Family Detached Housing
 Designed by ACK Date February 19, 2019 Job No. 096567003
 Checked by _____ Date _____ Sheet No. _____ of _____

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Fitted Curve Equations

Land Use Code - Single-Family Detached Housing (210)

Independent Variable - Dwelling Units (X)

$$X = 700$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 3)

Average Weekday	Directional Distribution:	25% ent.	75% exit.
(T) = 0.71 (X) + 4.80	T =	502	Average Vehicle Trip Ends
(T) = 0.71 * (700) + 4.80	124	entering	377 exiting
	124 + 378 = 502		

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 4)

Average Weekday	Directional Distribution:	63% ent.	37% exit.
Ln(T) = 0.96 Ln(X) + 0.20	T =	658	Average Vehicle Trip Ends
Ln(T) = 0.96 * Ln(700) + 0.20	415	entering	243 exiting
	415 + 243 = 658		

Peak Hour of Generator, Saturday (200 Series Page 8)

Average Saturday	Directional Distribution:	54% ent.	46% exit.
(T) = 0.84 (X) + 17.99	T =	606	Average Vehicle Trip Ends
(T) = 0.84 * (700) + 17.99	327	entering	279 exiting
	327 + 279 = 606		

Weekday (200 Series Page 2)

Average Weekday	Directional Distribution:	50% entering, 50% exiting	
Ln(T) = 0.92 Ln(X) + 2.71	T =	6230	Average Vehicle Trip Ends
Ln(T) = 0.92 * Ln(700) + 2.71	3115	entering	3115 exiting
	3115 + 3115 = 6230		

HCM 6th Signalized Intersection Summary
1: Parsley Blvd & Ames Avenue

2018 Existing AM.syn

02/20/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	209	19	22	315	116	130
Future Volume (veh/h)	209	19	22	315	116	130
Initial Q (Q _b), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1575	1575	1575	1575	1575	1575
Adj Flow Rate, veh/h	294	27	27	0	132	0
Peak Hour Factor	0.71	0.71	0.81	0.81	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	434	406	406		934	
Arrive On Green	0.26	0.26	0.26	0.00	0.62	0.00
Sat Flow, veh/h	1383	1575	1575	1335	1500	1335
Grp Volume(v), veh/h	294	27	27	0	132	0
Grp Sat Flow(s), veh/h/ln	1383	1575	1575	1335	1500	1335
Q Serve(g_s), s	15.3	1.0	1.0	0.0	2.7	0.0
Cycle Q Clear(g_c), s	16.3	1.0	1.0	0.0	2.7	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	434	406	406		934	
V/C Ratio(X)	0.68	0.07	0.07		0.14	
Avail Cap(c_a), veh/h	1194	1271	1271		934	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	21.0	21.0	0.0	5.9	0.0
Incr Delay (d2), s/veh	1.9	0.1	0.1	0.0	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	5.0	0.4	0.4	0.0	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.0	21.1	21.1	0.0	6.2	0.0
LnGrp LOS	C	C	C		A	
Approach Vol, veh/h	321	27	A	132	A	
Approach Delay, s/veh	28.4	21.1		6.2		
Approach LOS	C	C		A		
Timer - Assigned Phs			4	6	8	
Phs Duration (G+Y+R _c), s			23.8	51.2	23.8	
Change Period (Y+R _c), s			4.5	4.5	4.5	
Max Green Setting (Gmax), s			60.5	5.5	60.5	
Max Q Clear Time (g_c+l1), s			18.3	4.7	3.0	
Green Ext Time (p_c), s			1.1	0.0	0.1	
Intersection Summary						
HCM 6th Ctrl Delay			21.9			
HCM 6th LOS			C			
Notes						
User approved pedestrian interval to be less than phase max green.						
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.						

HCM 6th Signalized Intersection Summary
1: Parsley Blvd & Ames Avenue

2018 Existing Midday.syn

02/20/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	175	24	12	241	189	144
Future Volume (veh/h)	175	24	12	241	189	144
Initial Q (Q _b), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1575	1575	1575	1575	1575	1575
Adj Flow Rate, veh/h	243	33	15	0	210	0
Peak Hour Factor	0.72	0.72	0.82	0.82	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	383	336	336		1000	
Arrive On Green	0.21	0.21	0.21	0.00	0.67	0.00
Sat Flow, veh/h	1398	1575	1575	1335	1500	1335
Grp Volume(v), veh/h	243	33	15	0	210	0
Grp Sat Flow(s), veh/h/ln	1398	1575	1575	1335	1500	1335
Q Serve(g_s), s	12.5	1.3	0.6	0.0	4.1	0.0
Cycle Q Clear(g_c), s	13.1	1.3	0.6	0.0	4.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	383	336	336		1000	
V/C Ratio(X)	0.63	0.10	0.04		0.21	
Avail Cap(c_a), veh/h	1214	1271	1271		1000	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	28.7	23.7	23.4	0.0	4.8	0.0
Incr Delay (d2), s/veh	1.7	0.1	0.1	0.0	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.2	0.5	0.2	0.0	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.4	23.8	23.5	0.0	5.3	0.0
LnGrp LOS	C	C	C		A	
Approach Vol, veh/h	276	15	A	210	A	
Approach Delay, s/veh	29.6	23.5		5.3		
Approach LOS	C	C		A		
Timer - Assigned Phs			4	6	8	
Phs Duration (G+Y+R _c), s			20.5	54.5	20.5	
Change Period (Y+R _c), s			4.5	4.5	4.5	
Max Green Setting (Gmax), s			60.5	5.5	60.5	
Max Q Clear Time (g_c+l1), s			15.1	6.1	2.6	
Green Ext Time (p_c), s			0.9	0.0	0.1	
Intersection Summary						
HCM 6th Ctrl Delay		19.2				
HCM 6th LOS		B				
Notes						
User approved pedestrian interval to be less than phase max green.						
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.						

HCM 6th Signalized Intersection Summary
1: Parsley Blvd & Ames Avenue

2018 Existing PM.syn

02/20/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	215	31	9	234	293	174
Future Volume (veh/h)	215	31	9	234	293	174
Initial Q (Q _b), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1575	1575	1575	1575	1575	1575
Adj Flow Rate, veh/h	287	41	12	0	299	0
Peak Hour Factor	0.75	0.75	0.74	0.74	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	427	381	381		957	
Arrive On Green	0.24	0.24	0.24	0.00	0.64	0.00
Sat Flow, veh/h	1402	1575	1575	1335	1500	1335
Grp Volume(v), veh/h	287	41	12	0	299	0
Grp Sat Flow(s), veh/h/ln	1402	1575	1575	1335	1500	1335
Q Serve(g_s), s	14.7	1.5	0.4	0.0	6.8	0.0
Cycle Q Clear(g_c), s	15.2	1.5	0.4	0.0	6.8	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	427	381	381		957	
V/C Ratio(X)	0.67	0.11	0.03		0.31	
Avail Cap(c_a), veh/h	733	725	725		957	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	27.5	22.1	21.7	0.0	6.1	0.0
Incr Delay (d2), s/veh	1.8	0.1	0.0	0.0	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.9	0.6	0.2	0.0	2.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.4	22.3	21.8	0.0	7.0	0.0
LnGrp LOS	C	C	C		A	
Approach Vol, veh/h	328	12	A	299	A	
Approach Delay, s/veh	28.5	21.8		7.0		
Approach LOS	C	C		A		
Timer - Assigned Phs			4	6	8	
Phs Duration (G+Y+R _c), s			22.6	52.4	22.6	
Change Period (Y+R _c), s			4.5	4.5	4.5	
Max Green Setting (Gmax), s			34.5	31.5	34.5	
Max Q Clear Time (g_c+l1), s			17.2	8.8	2.4	
Green Ext Time (p_c), s			1.0	0.9	0.0	
Intersection Summary						
HCM 6th Ctrl Delay		18.3				
HCM 6th LOS		B				
Notes						
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.						

HCM 6th Signalized Intersection Summary
1: Parsley Blvd & Ames Avenue

2040 Total AM.syn

02/20/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	351	25	29	490	177	196
Future Volume (veh/h)	351	25	29	490	177	196
Initial Q (Q _b), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1575	1575	1575	1575	1575	1575
Adj Flow Rate, veh/h	494	35	36	0	201	0
Peak Hour Factor	0.71	0.71	0.81	0.81	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	628	632	632		718	
Arrive On Green	0.40	0.40	0.40	0.00	0.48	0.00
Sat Flow, veh/h	1372	1575	1575	1335	1500	1335
Grp Volume(v), veh/h	494	35	36	0	201	0
Grp Sat Flow(s), veh/h/ln	1372	1575	1575	1335	1500	1335
Q Serve(g_s), s	25.8	1.0	1.1	0.0	6.1	0.0
Cycle Q Clear(g_c), s	26.9	1.0	1.1	0.0	6.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	628	632	632		718	
V/C Ratio(X)	0.79	0.06	0.06		0.28	
Avail Cap(c_a), veh/h	745	767	767		718	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	22.0	13.7	13.7	0.0	11.8	0.0
Incr Delay (d2), s/veh	4.8	0.0	0.0	0.0	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	8.5	0.3	0.4	0.0	2.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	26.8	13.8	13.8	0.0	12.7	0.0
LnGrp LOS	C	B	B		B	
Approach Vol, veh/h	529	36	A	201	A	
Approach Delay, s/veh	25.9	13.8		12.7		
Approach LOS	C	B		B		
Timer - Assigned Phs			4	6	8	
Phs Duration (G+Y+R _c), s			34.6	40.4	34.6	
Change Period (Y+R _c), s			4.5	4.5	4.5	
Max Green Setting (Gmax), s			36.5	29.5	36.5	
Max Q Clear Time (g_c+l1), s			28.9	8.1	3.1	
Green Ext Time (p_c), s			1.2	0.5	0.1	
Intersection Summary						
HCM 6th Ctrl Delay		21.9				
HCM 6th LOS		C				
Notes						
User approved pedestrian interval to be less than phase max green.						
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.						

HCM 6th Signalized Intersection Summary
1: Parsley Blvd & Ames Avenue

2040 Total Midday.syn

02/20/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	273	32	16	360	281	222
Future Volume (veh/h)	273	32	16	360	281	222
Initial Q (Q _b), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1575	1575	1575	1575	1575	1575
Adj Flow Rate, veh/h	379	44	20	0	312	0
Peak Hour Factor	0.72	0.72	0.82	0.82	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	522	495	495		848	
Arrive On Green	0.31	0.31	0.31	0.00	0.57	0.00
Sat Flow, veh/h	1392	1575	1575	1335	1500	1335
Grp Volume(v), veh/h	379	44	20	0	312	0
Grp Sat Flow(s), veh/h/ln	1392	1575	1575	1335	1500	1335
Q Serve(g_s), s	19.5	1.5	0.7	0.0	8.6	0.0
Cycle Q Clear(g_c), s	20.1	1.5	0.7	0.0	8.6	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	522	495	495		848	
V/C Ratio(X)	0.73	0.09	0.04		0.37	
Avail Cap(c_a), veh/h	1114	1166	1166		848	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	24.8	18.1	17.8	0.0	8.9	0.0
Incr Delay (d2), s/veh	2.0	0.1	0.0	0.0	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	6.3	0.5	0.2	0.0	2.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	26.8	18.2	17.9	0.0	10.2	0.0
LnGrp LOS	C	B	B		B	
Approach Vol, veh/h	423	20	A	312	A	
Approach Delay, s/veh	25.9	17.9		10.2		
Approach LOS	C	B		B		
Timer - Assigned Phs			4	6	8	
Phs Duration (G+Y+R _c), s			28.1	46.9	28.1	
Change Period (Y+R _c), s			4.5	4.5	4.5	
Max Green Setting (Gmax), s			55.5	10.5	55.5	
Max Q Clear Time (g_c+l1), s			22.1	10.6	2.7	
Green Ext Time (p_c), s			1.5	0.0	0.1	
Intersection Summary						
HCM 6th Ctrl Delay			19.2			
HCM 6th LOS			B			
Notes						
User approved pedestrian interval to be less than phase max green.						
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.						

HCM 6th Signalized Intersection Summary
1: Parsley Blvd & Ames Avenue

2040 Total PM.syn

02/20/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	332	41	12	357	468	312
Future Volume (veh/h)	332	41	12	357	468	312
Initial Q (Q _b), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1575	1575	1575	1575	1575	1575
Adj Flow Rate, veh/h	443	55	16	0	478	0
Peak Hour Factor	0.75	0.75	0.74	0.74	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	583	560	560		787	
Arrive On Green	0.36	0.36	0.36	0.00	0.52	0.00
Sat Flow, veh/h	1397	1575	1575	1335	1500	1335
Grp Volume(v), veh/h	443	55	16	0	478	0
Grp Sat Flow(s), veh/h/ln	1397	1575	1575	1335	1500	1335
Q Serve(g_s), s	22.7	1.7	0.5	0.0	16.7	0.0
Cycle Q Clear(g_c), s	23.2	1.7	0.5	0.0	16.7	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	583	560	560		787	
V/C Ratio(X)	0.76	0.10	0.03		0.61	
Avail Cap(c_a), veh/h	804	809	809		787	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	23.3	16.2	15.7	0.0	12.4	0.0
Incr Delay (d2), s/veh	2.8	0.1	0.0	0.0	3.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	7.4	0.6	0.2	0.0	5.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	26.1	16.2	15.8	0.0	15.9	0.0
LnGrp LOS	C	B	B		B	
Approach Vol, veh/h	498	16	A	478	A	
Approach Delay, s/veh	25.0	15.8		15.9		
Approach LOS	C	B		B		
Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+R _c), s			31.1		43.9	31.1
Change Period (Y+R _c), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			38.5		27.5	38.5
Max Q Clear Time (g_c+l1), s			25.2		18.7	2.5
Green Ext Time (p_c), s			1.5		1.1	0.0
Intersection Summary						
HCM 6th Ctrl Delay			20.5			
HCM 6th LOS			C			
Notes						
User approved pedestrian interval to be less than phase max green.						
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.						

MOVEMENT SUMMARY

 Site: 101 [Parsley Blvd & Ames Avenue AM]

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: RoadName											
6	T1	32	3.0	0.762	22.4	LOS C	6.9	177.6	0.82	0.95	26.9
16	R2	533	3.0	0.762	22.4	LOS C	6.9	177.6	0.82	0.95	26.4
Approach		564	3.0	0.762	22.4	LOS C	6.9	177.6	0.82	0.95	26.5
North: RoadName											
7	L2	192	3.0	0.382	7.4	LOS A	1.9	49.8	0.16	0.06	31.9
14	R2	213	3.0	0.382	7.4	LOS A	1.9	49.8	0.16	0.06	31.3
Approach		405	3.0	0.382	7.4	LOS A	1.9	49.8	0.16	0.06	31.6
West: RoadName											
5	L2	382	3.0	0.454	9.6	LOS A	2.3	58.8	0.46	0.35	30.1
2	T1	27	3.0	0.454	9.6	LOS A	2.3	58.8	0.46	0.35	30.2
Approach		409	3.0	0.454	9.6	LOS A	2.3	58.8	0.46	0.35	30.1
All Vehicles		1378	3.0	0.762	14.2	LOS B	6.9	177.6	0.52	0.51	28.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site 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 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

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

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: KIMLEY-HORN & ASSOCIATES INC | Processed: Wednesday, February 20, 2019 11:53:13 AM

Project: K:\DEN_PublicSector\096567003 - Parsley Blvd Corridor Study\Engineering\Traffic\Analysis\Sidra\Parsley Blvd & Ames Avenue.sip7

MOVEMENT SUMMARY

 Site: 101 [Parsley Blvd & Ames Avenue Midday]

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: RoadName											
6	T1	17	3.0	0.506	11.5	LOS B	2.7	70.3	0.57	0.54	31.1
16	R2	391	3.0	0.506	11.5	LOS B	2.7	70.3	0.57	0.54	30.4
Approach		409	3.0	0.506	11.5	LOS B	2.7	70.3	0.57	0.54	30.5
North: RoadName											
7	L2	305	3.0	0.507	9.3	LOS A	3.2	82.2	0.14	0.04	30.9
14	R2	241	3.0	0.507	9.3	LOS A	3.2	82.2	0.14	0.04	30.4
Approach		547	3.0	0.507	9.3	LOS A	3.2	82.2	0.14	0.04	30.7
West: RoadName											
5	L2	297	3.0	0.414	9.7	LOS A	1.9	48.0	0.52	0.47	30.1
2	T1	35	3.0	0.414	9.7	LOS A	1.9	48.0	0.52	0.47	30.2
Approach		332	3.0	0.414	9.7	LOS A	1.9	48.0	0.52	0.47	30.1
All Vehicles		1287	3.0	0.507	10.1	LOS B	3.2	82.2	0.38	0.31	30.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site 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 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

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

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: KIMLEY-HORN & ASSOCIATES INC | Processed: Wednesday, February 20, 2019 11:53:14 AM

Project: K:\DEN_PublicSector\096567003 - Parsley Blvd Corridor Study\Engineering\Traffic\Analysis\Sidra\Parsley Blvd & Ames Avenue.sip7

MOVEMENT SUMMARY

 Site: 101 [Parsley Blvd & Ames Avenue PM]

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: RoadName											
6	T1	13	3.0	0.530	12.6	LOS B	3.0	76.4	0.62	0.64	30.6
16	R2	388	3.0	0.530	12.6	LOS B	3.0	76.4	0.62	0.64	29.9
Approach		401	3.0	0.530	12.6	LOS B	3.0	76.4	0.62	0.64	30.0
North: RoadName											
7	L2	509	3.0	0.783	18.1	LOS C	10.3	262.5	0.25	0.07	27.5
14	R2	339	3.0	0.783	18.1	LOS C	10.3	262.5	0.25	0.07	27.1
Approach		848	3.0	0.783	18.1	LOS C	10.3	262.5	0.25	0.07	27.3
West: RoadName											
5	L2	361	3.0	0.624	17.4	LOS C	3.9	99.3	0.73	0.82	27.4
2	T1	45	3.0	0.624	17.4	LOS C	3.9	99.3	0.73	0.82	27.5
Approach		405	3.0	0.624	17.4	LOS C	3.9	99.3	0.73	0.82	27.4
All Vehicles		1654	3.0	0.783	16.6	LOS C	10.3	262.5	0.46	0.39	27.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site 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 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

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

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: KIMLEY-HORN & ASSOCIATES INC | Processed: Wednesday, February 20, 2019 11:53:14 AM

Project: K:\DEN_PublicSector\096567003 - Parsley Blvd Corridor Study\Engineering\Traffic\Analysis\Sidra\Parsley Blvd & Ames Avenue.sip7

Intersection

Int Delay, s/veh 3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
Traffic Vol, veh/h	72	18	201	22	8	139
Future Vol, veh/h	72	18	201	22	8	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	66	66	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	29	305	33	11	185

Major/Minor	Minor1	Major1	Major2
-------------	--------	--------	--------

Conflicting Flow All	529	322	0	0	338	0
Stage 1	322	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	510	719	-	-	1221	-
Stage 1	735	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	505	719	-	-	1221	-
Mov Cap-2 Maneuver	505	-	-	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	828	-	-	-	-	-

Approach	WB	NB	SB
----------	----	----	----

HCM Control Delay, s	14.1	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	537	1221	-
HCM Lane V/C Ratio	-	-	0.266	0.009	-
HCM Control Delay (s)	-	-	14.1	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0	-

Intersection

Int Delay, s/veh 2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B	B			
Traffic Vol, veh/h	54	21	135	37	23	143
Future Vol, veh/h	54	21	135	37	23	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	67	67	66	66	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	81	31	205	56	24	152

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	433	233	0	0	261
Stage 1	233	-	-	-	-
Stage 2	200	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	580	806	-	-	1303
Stage 1	806	-	-	-	-
Stage 2	834	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	568	806	-	-	1303
Mov Cap-2 Maneuver	568	-	-	-	-
Stage 1	790	-	-	-	-
Stage 2	834	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	619	1303	-
HCM Lane V/C Ratio	-	-	0.181	0.019	-
HCM Control Delay (s)	-	-	12.1	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B	B			
Traffic Vol, veh/h	34	15	183	78	25	161
Future Vol, veh/h	34	15	183	78	25	161
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	84	84	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	17	218	93	27	173

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	492	265	0	0	311
Stage 1	265	-	-	-	-
Stage 2	227	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	536	774	-	-	1249
Stage 1	779	-	-	-	-
Stage 2	811	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	523	774	-	-	1249
Mov Cap-2 Maneuver	523	-	-	-	-
Stage 1	760	-	-	-	-
Stage 2	811	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	581	1249	-
HCM Lane V/C Ratio	-	-	0.096	0.022	-
HCM Control Delay (s)	-	-	11.9	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection

Int Delay, s/veh 2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B	A			
Traffic Vol, veh/h	95	24	340	29	11	208
Future Vol, veh/h	95	24	340	29	11	208
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	26	370	32	12	226

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	636	386	0	0	402
Stage 1	386	-	-	-	-
Stage 2	250	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	442	662	-	-	1157
Stage 1	687	-	-	-	-
Stage 2	792	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	437	662	-	-	1157
Mov Cap-2 Maneuver	437	-	-	-	-
Stage 1	679	-	-	-	-
Stage 2	792	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.6	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	469	1157	-
HCM Lane V/C Ratio	-	-	0.276	0.01	-
HCM Control Delay (s)	-	-	15.6	8.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0	-

Intersection

Int Delay, s/veh 2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
Traffic Vol, veh/h	71	28	220	49	30	221
Future Vol, veh/h	71	28	220	49	30	221
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	30	239	53	33	240

Major/Minor	Minor1	Major1	Major2
-------------	--------	--------	--------

Conflicting Flow All	572	266	0	0	292	0
Stage 1	266	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	482	773	-	-	1270	-
Stage 1	779	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	468	773	-	-	1270	-
Mov Cap-2 Maneuver	468	-	-	-	-	-
Stage 1	756	-	-	-	-	-
Stage 2	747	-	-	-	-	-

Approach	WB	NB	SB
----------	----	----	----

HCM Control Delay, s	13.6	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	527	1270	-
HCM Lane V/C Ratio	-	-	0.204	0.026	-
HCM Control Delay (s)	-	-	13.6	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B	B		A	
Traffic Vol, veh/h	45	20	290	103	33	295
Future Vol, veh/h	45	20	290	103	33	295
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	22	315	112	36	321

Major/Minor	Minor1	Major1	Major2	
Conflicting Flow All	764	371	0	0 427 0
Stage 1	371	-	-	- - -
Stage 2	393	-	-	- - -
Critical Hdwy	6.42	6.22	-	- 4.12 -
Critical Hdwy Stg 1	5.42	-	-	- - -
Critical Hdwy Stg 2	5.42	-	-	- - -
Follow-up Hdwy	3.518	3.318	-	- 2.218 -
Pot Cap-1 Maneuver	372	675	-	- 1132 -
Stage 1	698	-	-	- - -
Stage 2	682	-	-	- - -
Platoon blocked, %	-	-	-	- - -
Mov Cap-1 Maneuver	357	675	-	- 1132 -
Mov Cap-2 Maneuver	357	-	-	- - -
Stage 1	671	-	-	- - -
Stage 2	682	-	-	- - -

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	418	1132	-
HCM Lane V/C Ratio	-	-	0.169	0.032	-
HCM Control Delay (s)	-	-	15.4	8.3	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection

Int Delay, s/veh 2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
Traffic Vol, veh/h	95	24	340	29	11	208
Future Vol, veh/h	95	24	340	29	11	208
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
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	103	26	370	32	12	226

Major/Minor	Minor1	Major1	Major2
-------------	--------	--------	--------

Conflicting Flow All	636	386	0	0	402	0
Stage 1	386	-	-	-	-	-
Stage 2	250	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	442	662	-	-	1157	-
Stage 1	687	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	438	662	-	-	1157	-
Mov Cap-2 Maneuver	438	-	-	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	792	-	-	-	-	-

Approach	WB	NB	SB
----------	----	----	----

HCM Control Delay, s	15.5	0	0.4
----------------------	------	---	-----

HCM LOS	C
---------	---

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	470	1157	-
HCM Lane V/C Ratio	-	-	0.275	0.01	-
HCM Control Delay (s)	-	-	15.5	8.1	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0	-

Intersection

Int Delay, s/veh 2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
---------------------	--	--	--	--	--	--

Traffic Vol, veh/h	71	28	220	49	30	221
--------------------	----	----	-----	----	----	-----

Future Vol, veh/h	71	28	220	49	30	221
-------------------	----	----	-----	----	----	-----

Conflicting Peds, #/hr	0	0	0	0	0	0
------------------------	---	---	---	---	---	---

Sign Control	Stop	Stop	Free	Free	Free	Free
--------------	------	------	------	------	------	------

RT Channelized	-	None	-	None	-	None
----------------	---	------	---	------	---	------

Storage Length	0	-	-	-	150	-
----------------	---	---	---	---	-----	---

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	77	30	239	53	33	240
-----------	----	----	-----	----	----	-----

Major/Minor	Minor1	Major1	Major2	
-------------	--------	--------	--------	--

Conflicting Flow All	572	266	0	0
----------------------	-----	-----	---	---

Stage 1	266	-	-	-
---------	-----	---	---	---

Stage 2	306	-	-	-
---------	-----	---	---	---

Critical Hdwy	6.42	6.22	-	-
---------------	------	------	---	---

Critical Hdwy Stg 1	5.42	-	-	-
---------------------	------	---	---	---

Critical Hdwy Stg 2	5.42	-	-	-
---------------------	------	---	---	---

Follow-up Hdwy	3.518	3.318	-	-
----------------	-------	-------	---	---

Pot Cap-1 Maneuver	482	773	-	-
--------------------	-----	-----	---	---

Stage 1	779	-	-	-
---------	-----	---	---	---

Stage 2	747	-	-	-
---------	-----	---	---	---

Platoon blocked, %	-	-	-	-
--------------------	---	---	---	---

Mov Cap-1 Maneuver	469	773	-	-
--------------------	-----	-----	---	---

Mov Cap-2 Maneuver	469	-	-	-
--------------------	-----	---	---	---

Stage 1	759	-	-	-
---------	-----	---	---	---

Stage 2	747	-	-	-
---------	-----	---	---	---

Approach	WB	NB	SB	
----------	----	----	----	--

HCM Control Delay, s	13.6	0	0.9	
----------------------	------	---	-----	--

HCM LOS	B			
---------	---	--	--	--

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
-----------------------	-----	-----	-------	-----	-----

Capacity (veh/h)	-	-	528	1270	-
------------------	---	---	-----	------	---

HCM Lane V/C Ratio	-	-	0.204	0.026	-
--------------------	---	---	-------	-------	---

HCM Control Delay (s)	-	-	13.6	7.9	-
-----------------------	---	---	------	-----	---

HCM Lane LOS	-	-	B	A	-
--------------	---	---	---	---	---

HCM 95th %tile Q(veh)	-	-	0.8	0.1	-
-----------------------	---	---	-----	-----	---

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
Traffic Vol, veh/h	45	20	290	103	33	295
Future Vol, veh/h	45	20	290	103	33	295
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
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	49	22	315	112	36	321

Major/Minor	Minor1	Major1	Major2
-------------	--------	--------	--------

Conflicting Flow All	764	371	0	0	427	0
Stage 1	371	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	372	675	-	-	1132	-
Stage 1	698	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	360	675	-	-	1132	-
Mov Cap-2 Maneuver	360	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	WB	NB	SB
----------	----	----	----

HCM Control Delay, s	15.3	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	420	1132	-
HCM Lane V/C Ratio	-	-	0.168	0.032	-
HCM Control Delay (s)	-	-	15.3	8.3	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	3	17	0	10	20	163	11	8	132	35
Future Vol, veh/h	10	1	3	17	0	10	20	163	11	8	132	35
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	61	61	61	73	73	73	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	2	6	28	0	16	27	223	15	9	148	39

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	479	478	168	475	490	231	187	0	0	238	0	0
Stage 1	186	186	-	285	285	-	-	-	-	-	-	-
Stage 2	293	292	-	190	205	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	497	486	876	500	479	808	1387	-	-	1329	-	-
Stage 1	816	746	-	722	676	-	-	-	-	-	-	-
Stage 2	715	671	-	812	732	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	476	471	876	484	465	808	1387	-	-	1329	-	-
Mov Cap-2 Maneuver	476	471	-	484	465	-	-	-	-	-	-	-
Stage 1	798	740	-	706	661	-	-	-	-	-	-	-
Stage 2	685	656	-	798	726	-	-	-	-	-	-	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	12.2	11.9			0.8			0.4			
HCM LOS	B	B									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	527	568	1329	-	-
HCM Lane V/C Ratio	0.02	-	-	0.053	0.078	0.007	-	-
HCM Control Delay (s)	7.6	0	-	12.2	11.9	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.3	0	-	-

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	24	4	21	10	1	8	21	117	10	14	92	22
Future Vol, veh/h	24	4	21	10	1	8	21	117	10	14	92	22
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	79	79	79	93	93	93	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	5	26	13	1	10	23	126	11	16	103	25

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	331	331	116	341	338	132	128	0	0	137	0	0
Stage 1	148	148	-	178	178	-	-	-	-	-	-	-
Stage 2	183	183	-	163	160	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	622	588	936	613	583	917	1458	-	-	1447	-	-
Stage 1	855	775	-	824	752	-	-	-	-	-	-	-
Stage 2	819	748	-	839	766	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	601	571	936	579	566	917	1458	-	-	1447	-	-
Mov Cap-2 Maneuver	601	571	-	579	566	-	-	-	-	-	-	-
Stage 1	840	766	-	810	739	-	-	-	-	-	-	-
Stage 2	795	735	-	801	757	-	-	-	-	-	-	-

Approach	EB	WB			NB			SB				
HCM Control Delay, s	10.6	10.5			1.1			0.8				
HCM LOS	B	B										
<hr/>												
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1458	-	-	706	684	1447	-	-				
HCM Lane V/C Ratio	0.015	-	-	0.085	0.035	0.011	-	-				
HCM Control Delay (s)	7.5	0	-	10.6	10.5	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-				

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+
Traffic Vol, veh/h	43	1	24	7	0	8	9	151	19	20	154	15
Future Vol, veh/h	43	1	24	7	0	8	9	151	19	20	154	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	63	63	63	90	90	90	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	1	27	11	0	13	10	168	21	22	173	17

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	431	435	182	439	433	179	190	0	0	189	0	0
Stage 1	226	226	-	199	199	-	-	-	-	-	-	-
Stage 2	205	209	-	240	234	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	535	514	861	528	516	864	1384	-	-	1385	-	-
Stage 1	777	717	-	803	736	-	-	-	-	-	-	-
Stage 2	797	729	-	763	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	517	501	861	501	503	864	1384	-	-	1385	-	-
Mov Cap-2 Maneuver	517	501	-	501	503	-	-	-	-	-	-	-
Stage 1	771	704	-	797	730	-	-	-	-	-	-	-
Stage 2	779	723	-	725	698	-	-	-	-	-	-	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	11.8	10.8			0.4			0.8			
HCM LOS	B	B									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1384	-	-	602	646	1385	-	-
HCM Lane V/C Ratio	0.007	-	-	0.127	0.037	0.016	-	-
HCM Control Delay (s)	7.6	0	-	11.8	10.8	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1	4	22	0	13	26	290	14	11	198	46
Future Vol, veh/h	13	1	4	22	0	13	26	290	14	11	198	46
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	1	4	24	0	14	28	315	15	12	215	50

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	650	650	240	646	668	323	265	0	0	330	0	0
Stage 1	264	264	-	379	379	-	-	-	-	-	-	-
Stage 2	386	386	-	267	289	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	382	388	799	385	379	718	1299	-	-	1229	-	-
Stage 1	741	690	-	643	615	-	-	-	-	-	-	-
Stage 2	637	610	-	738	673	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	364	373	799	371	365	718	1299	-	-	1229	-	-
Mov Cap-2 Maneuver	364	373	-	371	365	-	-	-	-	-	-	-
Stage 1	722	682	-	626	599	-	-	-	-	-	-	-
Stage 2	608	594	-	724	665	-	-	-	-	-	-	-

Approach	EB	WB			NB			SB		
HCM Control Delay, s	14.1	13.7			0.6			0.3		
HCM LOS	B	B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1299	-	-	415	452	1229	-	-
HCM Lane V/C Ratio	0.022	-	-	0.047	0.084	0.01	-	-
HCM Control Delay (s)	7.8	0	-	14.1	13.7	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0	-	-

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+
Traffic Vol, veh/h	32	5	28	13	1	11	28	197	13	18	154	29
Future Vol, veh/h	32	5	28	13	1	11	28	197	13	18	154	29
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	5	30	14	1	12	30	214	14	20	167	32

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	511	511	183	522	520	221	199	0	0	228	0	0
Stage 1	223	223	-	281	281	-	-	-	-	-	-	-
Stage 2	288	288	-	241	239	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	473	466	859	465	461	819	1373	-	-	1340	-	-
Stage 1	780	719	-	726	678	-	-	-	-	-	-	-
Stage 2	720	674	-	762	708	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	450	446	859	430	442	819	1373	-	-	1340	-	-
Mov Cap-2 Maneuver	450	446	-	430	442	-	-	-	-	-	-	-
Stage 1	761	707	-	708	661	-	-	-	-	-	-	-
Stage 2	691	657	-	717	696	-	-	-	-	-	-	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	12.3	12			0.9			0.7			
HCM LOS	B	B									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1373	-	-	566	544	1340	-	-
HCM Lane V/C Ratio	0.022	-	-	0.125	0.05	0.015	-	-
HCM Control Delay (s)	7.7	0	-	12.3	12	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0	-	-

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	1	32	9	0	11	12	247	25	26	285	20
Future Vol, veh/h	57	1	32	9	0	11	12	247	25	26	285	20
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	1	35	10	0	12	13	268	27	28	310	22

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	691	698	321	703	696	282	332	0	0	295	0	0
Stage 1	377	377	-	308	308	-	-	-	-	-	-	-
Stage 2	314	321	-	395	388	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	359	364	720	352	365	757	1227	-	-	1266	-	-
Stage 1	644	616	-	702	660	-	-	-	-	-	-	-
Stage 2	697	652	-	630	609	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	342	349	720	324	350	757	1227	-	-	1266	-	-
Mov Cap-2 Maneuver	342	349	-	324	350	-	-	-	-	-	-	-
Stage 1	636	599	-	693	651	-	-	-	-	-	-	-
Stage 2	677	644	-	582	593	-	-	-	-	-	-	-

Approach	EB	WB			NB			SB				
HCM Control Delay, s	16.1	13			0.3			0.6				
HCM LOS	C	B										
<hr/>												
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1227	-	-	421	473	1266	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.232	0.046	0.022	-	-				
HCM Control Delay (s)	8	0	-	16.1	13	7.9	0	-				
HCM Lane LOS	A	A	-	C	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.9	0.1	0.1	-	-				

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↑	↑		↑	↑	
Traffic Vol, veh/h	13	1	4	22	0	13	26	290	14	11	198	46
Future Vol, veh/h	13	1	4	22	0	13	26	290	14	11	198	46
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									
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	1	4	24	0	14	28	315	15	12	215	50

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	650	650	240	646	668	323	265	0	0	330	0	0
Stage 1	264	264	-	379	379	-	-	-	-	-	-	-
Stage 2	386	386	-	267	289	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	382	388	799	385	379	718	1299	-	-	1229	-	-
Stage 1	741	690	-	643	615	-	-	-	-	-	-	-
Stage 2	637	610	-	738	673	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	366	376	799	373	367	718	1299	-	-	1229	-	-
Mov Cap-2 Maneuver	366	376	-	373	367	-	-	-	-	-	-	-
Stage 1	725	683	-	629	601	-	-	-	-	-	-	-
Stage 2	611	597	-	726	666	-	-	-	-	-	-	-

Approach	EB	WB			NB			SB		
HCM Control Delay, s	14.1	13.7			0.6			0.3		
HCM LOS	B	B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1299	-	-	417	454	1229	-	-
HCM Lane V/C Ratio	0.022	-	-	0.047	0.084	0.01	-	-
HCM Control Delay (s)	7.8	-	-	14.1	13.7	8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0	-	-

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔		↑	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	32	5	28	13	1	11	28	197	13	18	154	29
Future Vol, veh/h	32	5	28	13	1	11	28	197	13	18	154	29
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									
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	5	30	14	1	12	30	214	14	20	167	32

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	511	511	183	522	520	221	199	0	0	228	0	0
Stage 1	223	223	-	281	281	-	-	-	-	-	-	-
Stage 2	288	288	-	241	239	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	473	466	859	465	461	819	1373	-	-	1340	-	-
Stage 1	780	719	-	726	678	-	-	-	-	-	-	-
Stage 2	720	674	-	762	708	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	452	449	859	432	444	819	1373	-	-	1340	-	-
Mov Cap-2 Maneuver	452	449	-	432	444	-	-	-	-	-	-	-
Stage 1	763	708	-	710	663	-	-	-	-	-	-	-
Stage 2	693	659	-	718	697	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.2	11.9	0.9	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1373	-	-	568	546	1340	-	-
HCM Lane V/C Ratio	0.022	-	-	0.124	0.05	0.015	-	-
HCM Control Delay (s)	7.7	-	-	12.2	11.9	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0	-	-

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	1	32	9	0	11	12	247	25	26	285	20
Future Vol, veh/h	57	1	32	9	0	11	12	247	25	26	285	20
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									
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	1	35	10	0	12	13	268	27	28	310	22

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	691	698	321	703	696	282	332	0	0	295	0	0
Stage 1	377	377	-	308	308	-	-	-	-	-	-	-
Stage 2	314	321	-	395	388	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	359	364	720	352	365	757	1227	-	-	1266	-	-
Stage 1	644	616	-	702	660	-	-	-	-	-	-	-
Stage 2	697	652	-	630	609	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	345	352	720	326	353	757	1227	-	-	1266	-	-
Mov Cap-2 Maneuver	345	352	-	326	353	-	-	-	-	-	-	-
Stage 1	637	602	-	694	653	-	-	-	-	-	-	-
Stage 2	679	645	-	585	596	-	-	-	-	-	-	-

Approach	EB	WB			NB			SB				
HCM Control Delay, s	16	12.9			0.3			0.6				
HCM LOS	C	B										
<hr/>												
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1227	-	-	424	475	1266	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.231	0.046	0.022	-	-				
HCM Control Delay (s)	8	-	-	16	12.9	7.9	-	-				
HCM Lane LOS	A	-	-	C	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.9	0.1	0.1	-	-				

Intersection

Int Delay, s/veh 3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B	T	T	U	U
Traffic Vol, veh/h	18	86	110	17	41	112
Future Vol, veh/h	18	86	110	17	41	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	76	76	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	99	145	22	51	138

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	396	156	0	0	167
Stage 1	156	-	-	-	-
Stage 2	240	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	609	890	-	-	1411
Stage 1	872	-	-	-	-
Stage 2	800	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	587	890	-	-	1411
Mov Cap-2 Maneuver	587	-	-	-	-
Stage 1	841	-	-	-	-
Stage 2	800	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	817	1411	-
HCM Lane V/C Ratio	-	-	0.146	0.036	-
HCM Control Delay (s)	-	-	10.2	7.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection

Int Delay, s/veh 2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B	T	T	U	U
Traffic Vol, veh/h	12	44	85	10	38	110
Future Vol, veh/h	12	44	85	10	38	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	79	79	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	50	108	13	45	131

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	336	115	0	0	121
Stage 1	115	-	-	-	-
Stage 2	221	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	659	937	-	-	1467
Stage 1	910	-	-	-	-
Stage 2	816	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	639	937	-	-	1467
Mov Cap-2 Maneuver	639	-	-	-	-
Stage 1	882	-	-	-	-
Stage 2	816	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	1.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	852	1467	-
HCM Lane V/C Ratio	-	-	0.075	0.031	-
HCM Control Delay (s)	-	-	9.6	7.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection

Int Delay, s/veh 2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B	T	T	↑	↑
Traffic Vol, veh/h	12	58	126	30	59	132
Future Vol, veh/h	12	58	126	30	59	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	72	72	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	66	175	42	73	163

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	505	196	0	0	217
Stage 1	196	-	-	-	-
Stage 2	309	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	527	845	-	-	1353
Stage 1	837	-	-	-	-
Stage 2	745	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	499	845	-	-	1353
Mov Cap-2 Maneuver	499	-	-	-	-
Stage 1	792	-	-	-	-
Stage 2	745	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	2.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	755	1353	-
HCM Lane V/C Ratio	-	-	0.105	0.054	-
HCM Control Delay (s)	-	-	10.3	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-

Intersection

Int Delay, s/veh 3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B	T	T	U	U
Traffic Vol, veh/h	24	132	202	22	60	166
Future Vol, veh/h	24	132	202	22	60	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
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	26	143	220	24	65	180

Major/Minor	Minor1	Major1	Major2	
Conflicting Flow All	542	232	0	0 244 0
Stage 1	232	-	-	- - -
Stage 2	310	-	-	- - -
Critical Hdwy	6.42	6.22	-	- 4.12 -
Critical Hdwy Stg 1	5.42	-	-	- - -
Critical Hdwy Stg 2	5.42	-	-	- - -
Follow-up Hdwy	3.518	3.318	-	- 2.218 -
Pot Cap-1 Maneuver	501	807	-	- 1322 -
Stage 1	807	-	-	- - -
Stage 2	744	-	-	- - -
Platoon blocked, %	-	-	-	- - -
Mov Cap-1 Maneuver	476	807	-	- 1322 -
Mov Cap-2 Maneuver	476	-	-	- - -
Stage 1	767	-	-	- - -
Stage 2	744	-	-	- - -

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	2.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	729	1322	-
HCM Lane V/C Ratio	-	-	0.233	0.049	-
HCM Control Delay (s)	-	-	11.4	7.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.2	-

Intersection

Int Delay, s/veh 2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B	T	T	U	U
Traffic Vol, veh/h	16	69	144	13	58	170
Future Vol, veh/h	16	69	144	13	58	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
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	17	75	157	14	63	185

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	475	164	0	0	171
Stage 1	164	-	-	-	-
Stage 2	311	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	548	881	-	-	1406
Stage 1	865	-	-	-	-
Stage 2	743	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	523	881	-	-	1406
Mov Cap-2 Maneuver	523	-	-	-	-
Stage 1	826	-	-	-	-
Stage 2	743	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	780	1406	-
HCM Lane V/C Ratio	-	-	0.118	0.045	-
HCM Control Delay (s)	-	-	10.2	7.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection

Int Delay, s/veh 2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B	T	T	U	U
Traffic Vol, veh/h	16	88	202	39	99	235
Future Vol, veh/h	16	88	202	39	99	235
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
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	17	96	220	42	108	255

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	712	241	0	0	262
Stage 1	241	-	-	-	-
Stage 2	471	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	399	798	-	-	1302
Stage 1	799	-	-	-	-
Stage 2	628	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	366	798	-	-	1302
Mov Cap-2 Maneuver	366	-	-	-	-
Stage 1	733	-	-	-	-
Stage 2	628	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	2.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	675	1302	-
HCM Lane V/C Ratio	-	-	0.167	0.083	-
HCM Control Delay (s)	-	-	11.4	8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.3	-

Intersection

Int Delay, s/veh 2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B	B			
Traffic Vol, veh/h	67	11	125	91	11	100
Future Vol, veh/h	67	11	125	91	11	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	84	84	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	96	16	149	108	15	137

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	370	203	0	0	257
Stage 1	203	-	-	-	-
Stage 2	167	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	630	838	-	-	1308
Stage 1	831	-	-	-	-
Stage 2	863	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	622	838	-	-	1308
Mov Cap-2 Maneuver	622	-	-	-	-
Stage 1	821	-	-	-	-
Stage 2	863	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	645	1308	-
HCM Lane V/C Ratio	-	-	0.173	0.012	-
HCM Control Delay (s)	-	-	11.7	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection

Int Delay, s/veh 3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
Traffic Vol, veh/h	48	10	102	49	5	110
Future Vol, veh/h	48	10	102	49	5	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	39	39	83	83	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	26	123	59	6	141

Major/Minor	Minor1	Major1	Major2
-------------	--------	--------	--------

Conflicting Flow All	306	153	0	0	182	0
Stage 1	153	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	686	893	-	-	1393	-
Stage 1	875	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	683	893	-	-	1393	-
Mov Cap-2 Maneuver	683	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	WB	NB	SB
----------	----	----	----

HCM Control Delay, s	11.4	0	0.3
----------------------	------	---	-----

HCM LOS	B
---------	---

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	712	1393	-
HCM Lane V/C Ratio	-	-	0.209	0.005	-
HCM Control Delay (s)	-	-	11.4	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B	B			
Traffic Vol, veh/h	28	8	104	53	14	146
Future Vol, veh/h	28	8	104	53	14	146
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	69	69	77	77	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	12	135	69	16	172

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	374	170	0	0	204
Stage 1	170	-	-	-	-
Stage 2	204	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	627	874	-	-	1368
Stage 1	860	-	-	-	-
Stage 2	830	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	619	874	-	-	1368
Mov Cap-2 Maneuver	619	-	-	-	-
Stage 1	849	-	-	-	-
Stage 2	830	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	662	1368	-
HCM Lane V/C Ratio	-	-	0.079	0.012	-
HCM Control Delay (s)	-	-	10.9	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection

Int Delay, s/veh 2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B		A		
Traffic Vol, veh/h	88	33	202	120	20	143
Future Vol, veh/h	88	33	202	120	20	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
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	96	36	220	130	22	155

Major/Minor	Minor1	Major1	Major2	
Conflicting Flow All	484	285	0	0 350 0
Stage 1	285	-	-	- - -
Stage 2	199	-	-	- - -
Critical Hdwy	6.42	6.22	-	- 4.12 -
Critical Hdwy Stg 1	5.42	-	-	- - -
Critical Hdwy Stg 2	5.42	-	-	- - -
Follow-up Hdwy	3.518	3.318	-	- 2.218 -
Pot Cap-1 Maneuver	542	754	-	- 1209 -
Stage 1	763	-	-	- - -
Stage 2	835	-	-	- - -
Platoon blocked, %	-	-	-	- - -
Mov Cap-1 Maneuver	531	754	-	- 1209 -
Mov Cap-2 Maneuver	531	-	-	- - -
Stage 1	748	-	-	- - -
Stage 2	835	-	-	- - -

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	578	1209	-
HCM Lane V/C Ratio	-	-	0.228	0.018	-
HCM Control Delay (s)	-	-	13.1	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-

Intersection

Int Delay, s/veh 2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
Traffic Vol, veh/h	63	24	155	64	15	162
Future Vol, veh/h	63	24	155	64	15	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	26	168	70	16	176

Major/Minor	Minor1	Major1	Major2
-------------	--------	--------	--------

Conflicting Flow All	411	203	0	0	238	0
Stage 1	203	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	597	838	-	-	1329	-
Stage 1	831	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	589	838	-	-	1329	-
Mov Cap-2 Maneuver	589	-	-	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	827	-	-	-	-	-

Approach	WB	NB	SB
----------	----	----	----

HCM Control Delay, s	11.6	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	642	1329	-
HCM Lane V/C Ratio	-	-	0.147	0.012	-
HCM Control Delay (s)	-	-	11.6	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B	B			
Traffic Vol, veh/h	37	23	161	70	39	234
Future Vol, veh/h	37	23	161	70	39	234
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	25	175	76	42	254

Major/Minor	Minor1	Major1	Major2	
Conflicting Flow All	551	213	0	0 251 0
Stage 1	213	-	-	- - -
Stage 2	338	-	-	- - -
Critical Hdwy	6.42	6.22	-	- 4.12 -
Critical Hdwy Stg 1	5.42	-	-	- - -
Critical Hdwy Stg 2	5.42	-	-	- - -
Follow-up Hdwy	3.518	3.318	-	- 2.218 -
Pot Cap-1 Maneuver	495	827	-	- 1314 -
Stage 1	823	-	-	- - -
Stage 2	722	-	-	- - -
Platoon blocked, %	-	-	-	- - -
Mov Cap-1 Maneuver	477	827	-	- 1314 -
Mov Cap-2 Maneuver	477	-	-	- - -
Stage 1	793	-	-	- - -
Stage 2	722	-	-	- - -

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	569	1314	-
HCM Lane V/C Ratio	-	-	0.115	0.032	-
HCM Control Delay (s)	-	-	12.1	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B	T	T	U	U
Traffic Vol, veh/h	88	33	202	120	20	143
Future Vol, veh/h	88	33	202	120	20	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
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	96	36	220	130	22	155
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	484	285	0	0	350	0
Stage 1	285	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	542	754	-	-	1209	-
Stage 1	763	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	532	754	-	-	1209	-
Mov Cap-2 Maneuver	532	-	-	-	-	-
Stage 1	749	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.1	0		1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	578	1209	-	
HCM Lane V/C Ratio	-	-	0.228	0.018	-	
HCM Control Delay (s)	-	-	13.1	8	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-	

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	63	24	155	64	15	162
Future Vol, veh/h	63	24	155	64	15	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
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	68	26	168	70	16	176
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	411	203	0	0	238	0
Stage 1	203	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	597	838	-	-	1329	-
Stage 1	831	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	590	838	-	-	1329	-
Mov Cap-2 Maneuver	590	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.6	0		0.7		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	642	1329	-	
HCM Lane V/C Ratio	-	-	0.147	0.012	-	
HCM Control Delay (s)	-	-	11.6	7.7	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B	T	T	B	U
Traffic Vol, veh/h	37	23	161	70	39	234
Future Vol, veh/h	37	23	161	70	39	234
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
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	40	25	175	76	42	254

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	551	213	0	0	251
Stage 1	213	-	-	-	-
Stage 2	338	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	495	827	-	-	1314
Stage 1	823	-	-	-	-
Stage 2	722	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	479	827	-	-	1314
Mov Cap-2 Maneuver	479	-	-	-	-
Stage 1	797	-	-	-	-
Stage 2	722	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	571	1314	-
HCM Lane V/C Ratio	-	-	0.114	0.032	-
HCM Control Delay (s)	-	-	12.1	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection

Int Delay, s/veh 4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	89	161	218	105	57	117
Future Vol, veh/h	89	161	218	105	57	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	375	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	86	86	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	181	253	122	66	134

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	375	0	-	0	695	314
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	381	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1183	-	-	-	408	726
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1183	-	-	-	373	726
Mov Cap-2 Maneuver	-	-	-	-	457	-
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	691	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1183	-	-	-	609
HCM Lane V/C Ratio	0.085	-	-	-	0.328
HCM Control Delay (s)	8.3	-	-	-	13.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.4

Intersection

Int Delay, s/veh 4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗	↘		
Traffic Vol, veh/h	108	188	158	41	49	114
Future Vol, veh/h	108	188	158	41	49	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	375	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	87	87	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	129	224	182	47	65	152

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	229	0	-	0	688	206
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	482	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1339	-	-	-	412	835
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	621	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1339	-	-	-	372	835
Mov Cap-2 Maneuver	-	-	-	-	423	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	621	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	13.4
HCM LOS		B	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1339	-	-	-	646
HCM Lane V/C Ratio	0.096	-	-	-	0.336
HCM Control Delay (s)	8	-	-	-	13.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.5

Intersection

Int Delay, s/veh 4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	94	270	191	55	77	93
Future Vol, veh/h	94	270	191	55	77	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	375	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	83	83	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	307	230	66	86	103

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	296	0	-	0	784	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	521	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1265	-	-	-	362	776
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	596	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1265	-	-	-	331	776
Mov Cap-2 Maneuver	-	-	-	-	404	-
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	596	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1265	-	-	-	548
HCM Lane V/C Ratio	0.084	-	-	-	0.345
HCM Control Delay (s)	8.1	-	-	-	15
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.5

Intersection						
Int Delay, s/veh	5.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	117	224	325	176	87	154
Future Vol, veh/h	117	224	325	176	87	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	375	-	-	-	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	127	243	353	191	95	167
Major/Minor						
Major1		Major2		Minor2		
Conflicting Flow All	544	0	-	0	946	449
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	497	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1025	-	-	-	290	610
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1025	-	-	-	254	610
Mov Cap-2 Maneuver	-	-	-	-	352	-
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	611	-
Approach						
EB		WB		SB		
HCM Control Delay, s	3.1	-	0	-	21	-
HCM LOS	-	-	-	-	C	-
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1025	-	-	-	-	482
HCM Lane V/C Ratio	0.124	-	-	-	-	0.543
HCM Control Delay (s)	9	-	-	-	-	21
HCM Lane LOS	A	-	-	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	-	3.2

Intersection

Int Delay, s/veh 5.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗	↘		
Traffic Vol, veh/h	142	264	229	75	81	150
Future Vol, veh/h	142	264	229	75	81	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	375	-	-	-	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	154	287	249	82	88	163

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	331	0	-	0	885	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	595	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1228	-	-	-	315	749
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	551	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1228	-	-	-	276	749
Mov Cap-2 Maneuver	-	-	-	-	336	-
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	551	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	18.1
HCM LOS		C	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1228	-	-	-	523
HCM Lane V/C Ratio	0.126	-	-	-	0.48
HCM Control Delay (s)	8.4	-	-	-	18.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	2.6

Intersection

Int Delay, s/veh 8.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	124	397	275	96	143	122
Future Vol, veh/h	124	397	275	96	143	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	375	-	-	-	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	135	432	299	104	155	133

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	403	0	-	0	1053	351
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	702	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1156	-	-	-	251	692
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	491	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1156	-	-	-	222	692
Mov Cap-2 Maneuver	-	-	-	-	295	-
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	491	-

Approach	EB	WB	SB			
HCM Control Delay, s	2	0	33.8			
HCM LOS			D			

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1156	-	-	-	401	
HCM Lane V/C Ratio	0.117	-	-	-	0.718	
HCM Control Delay (s)	8.5	-	-	-	33.8	
HCM Lane LOS	A	-	-	-	D	
HCM 95th %tile Q(veh)	0.4	-	-	-	5.5	

Intersection

Int Delay, s/veh 4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑ ↗	↑ ↗	↗ ↗	↑ ↗	↑ ↗	↗ ↗
Traffic Vol, veh/h	117	224	325	176	87	154
Future Vol, veh/h	117	224	325	176	87	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	375	-	-	-	150	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	243	353	191	95	167

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	544	0	-	0	946	449
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	497	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1025	-	-	-	290	610
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1025	-	-	-	254	610
Mov Cap-2 Maneuver	-	-	-	-	352	-
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	611	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1025	-	-	-	352	610
HCM Lane V/C Ratio	0.124	-	-	-	0.269	0.274
HCM Control Delay (s)	9	-	-	-	18.9	13.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.1	1.1

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑ ↗	↑ ↗	↗ ↘	↖ ↗	↖ ↗	↗ ↘
Traffic Vol, veh/h	142	264	229	75	81	150
Future Vol, veh/h	142	264	229	75	81	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	375	-	-	-	150	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	154	287	249	82	88	163

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	331	0	-	0	885	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	595	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1228	-	-	-	315	749
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	551	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1228	-	-	-	276	749
Mov Cap-2 Maneuver	-	-	-	-	336	-
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	551	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	14
HCM LOS		B	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1228	-	-	-	336	749
HCM Lane V/C Ratio	0.126	-	-	-	0.262	0.218
HCM Control Delay (s)	8.4	-	-	-	19.5	11.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1	0.8

Intersection

Int Delay, s/veh 5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↑ ↗	↑ ↗	↗ ↘	↖ ↗	↖ ↗	↖ ↗
Traffic Vol, veh/h	124	397	275	96	143	122
Future Vol, veh/h	124	397	275	96	143	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	375	-	-	-	150	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	135	432	299	104	155	133

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	403	0	-	0	1053	351
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	702	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1156	-	-	-	251	692
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	491	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1156	-	-	-	222	692
Mov Cap-2 Maneuver	-	-	-	-	295	-
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	491	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	21.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1156	-	-	-	295	692
HCM Lane V/C Ratio	0.117	-	-	-	0.527	0.192
HCM Control Delay (s)	8.5	-	-	-	30	11.4
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.4	-	-	-	2.9	0.7

Queues
1: Parsley Blvd & Ames Avenue

2040 Total AM.syn

02/20/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	494	35	36	605	201	223
v/c Ratio	0.93	0.05	0.05	0.64	0.32	0.32
Control Delay	46.2	10.5	10.5	4.7	17.3	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.2	10.5	10.5	4.7	17.3	3.8
Queue Length 50th (ft)	195	8	8	0	64	0
Queue Length 95th (ft)	222	17	20	28	111	37
Internal Link Dist (ft)		2491	678		1030	
Turn Bay Length (ft)		50		125		125
Base Capacity (vph)	560	763	763	959	624	687
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.05	0.05	0.63	0.32	0.32

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	379	44	20	439	312	247
v/c Ratio	0.68	0.06	0.03	0.51	0.52	0.36
Control Delay	20.3	7.2	6.2	2.8	27.5	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	7.2	6.2	2.8	27.5	5.6
Queue Length 50th (ft)	133	11	5	0	104	0
Queue Length 95th (ft)	79	10	7	15	#325	59
Internal Link Dist (ft)		1454	702		330	
Turn Bay Length (ft)	50			125		125
Base Capacity (vph)	863	1161	1161	1100	602	686
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.04	0.02	0.40	0.52	0.36

Intersection Summary

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

Queue shown is maximum after two cycles.

Queues
1: Parsley Blvd & Ames Avenue

2040 Total PM.syn

02/20/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	443	55	16	482	478	318
v/c Ratio	0.86	0.08	0.02	0.56	0.73	0.42
Control Delay	35.0	10.4	9.4	3.9	28.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.0	10.4	9.4	3.9	28.7	4.6
Queue Length 50th (ft)	166	13	4	0	188	4
Queue Length 95th (ft)	193	24	10	13	#376	55
Internal Link Dist (ft)		903	310		194	
Turn Bay Length (ft)	50			125		125
Base Capacity (vph)	601	805	805	918	651	753
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.07	0.02	0.53	0.73	0.42

Intersection Summary

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

Queue shown is maximum after two cycles.

PARSLEY BOULEVARD CORRIDOR STUDY

CRASH DATA

June 4, 2019

Crash Data



Highway Safety Intersection Report

PARSLEY BLVD@DEMING DR@AMES AVE

Intersection ID: 11834

County:LARAMIE

City:CHEYENNE

Years:2014 to 2018

Facility Type:UrXx3

Area Type:U

Intersection w/o Marked Crosswalk

Number of Legs:3

Intersection Crash Types Statistics

Grid Cell	Crash Type	Count
A1	Unknown	6
H6	Angle Left East Straight West	2
E2	Rear End Straight South Straight South	1
D2	Sideswipe Straight South Parked Vehicle South	1
H4	Angle Straight North Straight West	1

Intersection Crash Summaries

CRITICAL_CRASHES	0
SERIOUS_CRASHES	1
DAMAGE_CRASHES	10
TOTAL_CRASHES	11
PERSONS_INJURED	2
PERSONS_KILLED	0

Collision Diagram

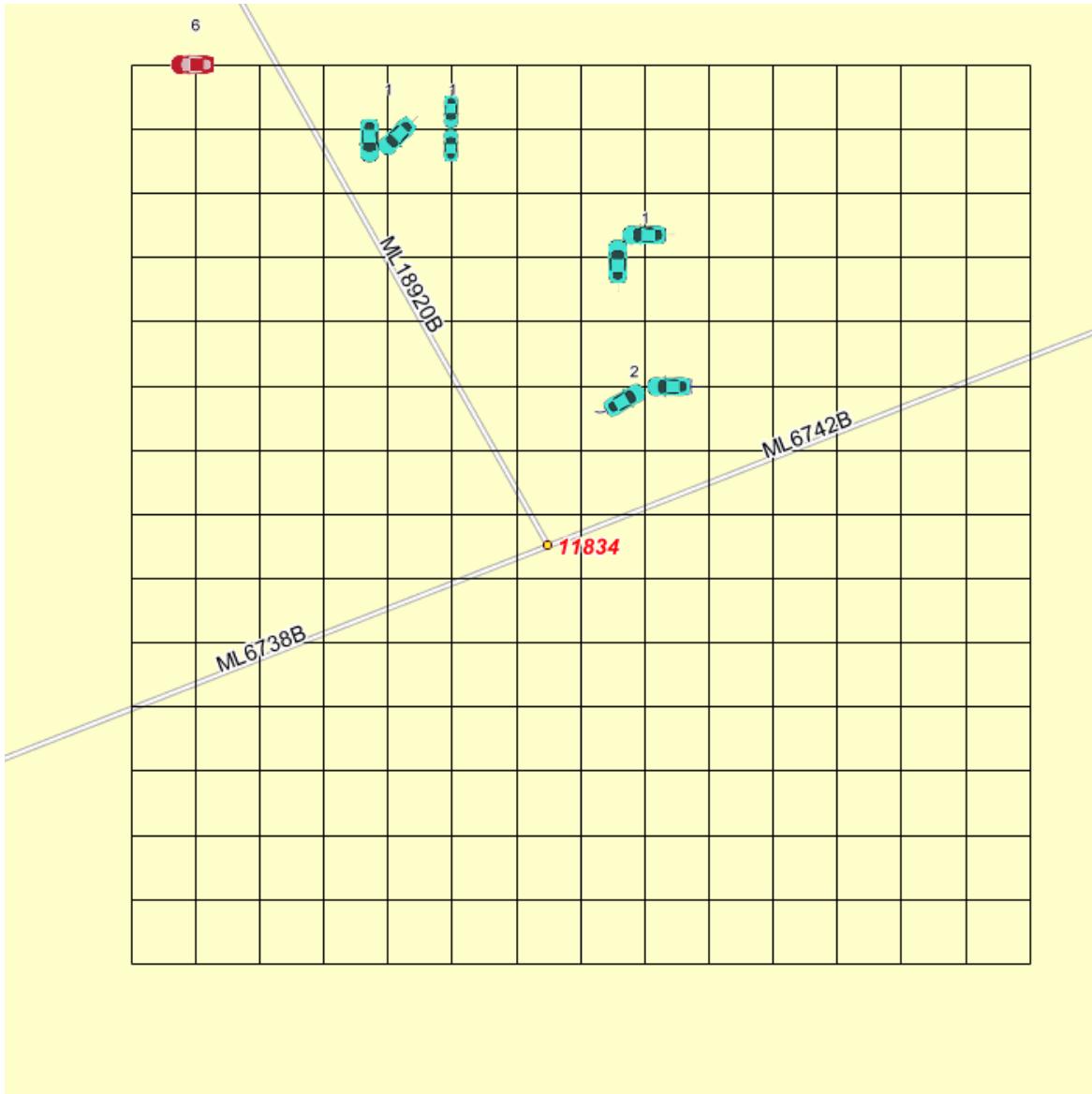
Intersection ID:11834

Intersection Names:PARSLEY BLVD@DEMING DR@AMES AVE

Crash types are based on a grid format are are not indicative of crash location

LRS Intersection: ML6738B|ML6742B|ML18920B

Intersection Name: PARSLEY BLVD@DEMING DR@AMES AVE



Severity Diagram

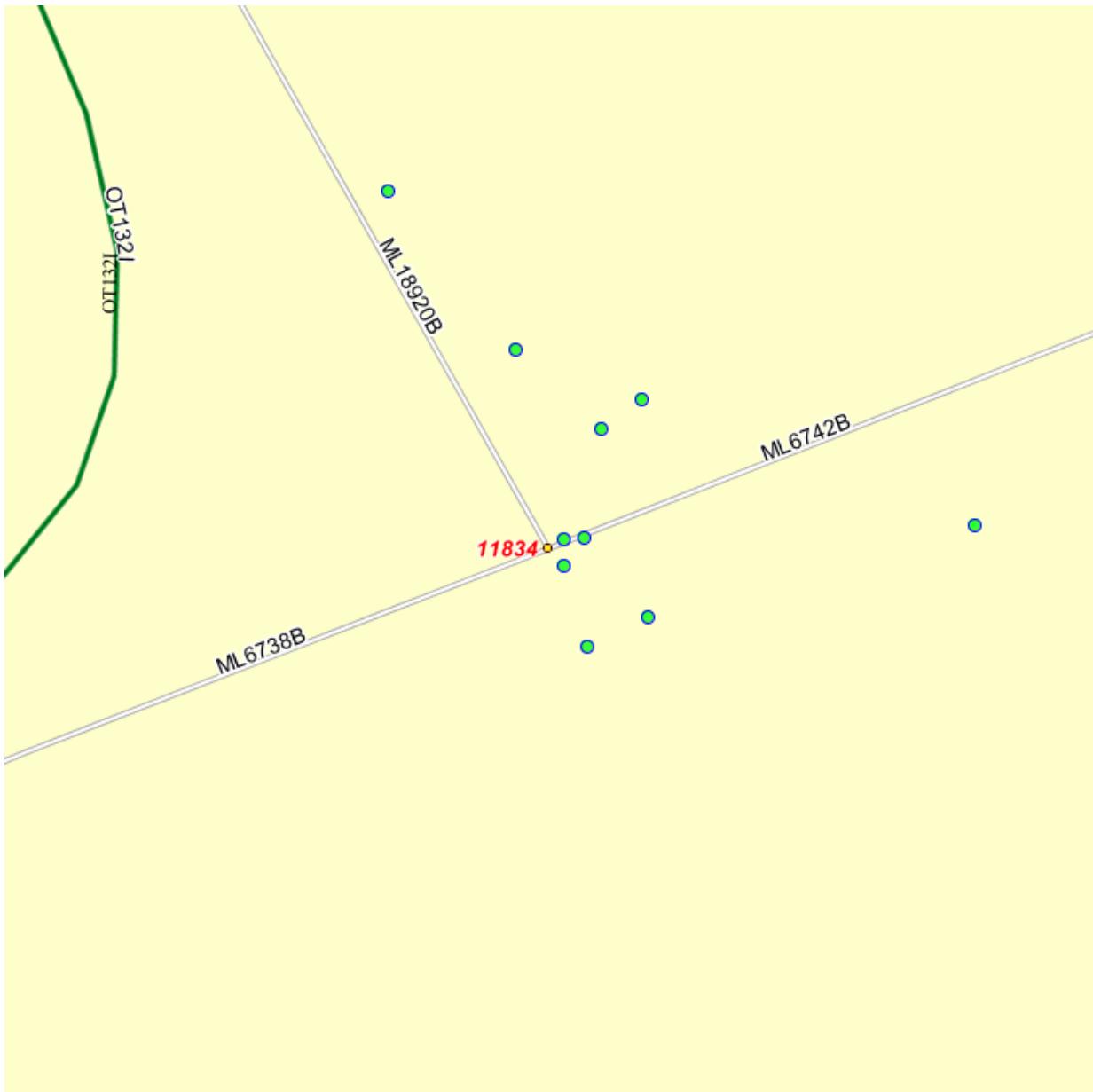
INTERSECTION_ID 11834

INTERSECTION_ROUTES:ML6738B|ML6742B|ML18920B

Locations displayed on Severity Diagram are based on longitude and latitude. Discrepancy between Latitude/Longitude and Route/MP may result in points not appearing on diagram.

LRS Intersection: ML6738B|ML6742B|ML18920B

Intersection Name: PARSLEY BLVD@DEMING DR@AMES AVE



LRS Intersection: ML6738B|ML6742B|ML18920B

Intersection Name: PARSLEY BLVD@DEMING DR@AMES AVE

Highway Safety Intersection Crash History Report

Intersection ID: 11834

County:LARAMIE

City:CHEYENNE

Years 2014 to 2016

Facility Type: UrXx3

Area Type:U

Marked Crosswalk at Intersection

Number of Legs:3

Leg	Date	Time	Report#	# Inj	# Killed	Lighting	Junction Relation	First Harmful Event	Manner of Collision	Grid Cell
2014										
AMES AVE	12/01/14	0653	16520	0	0	Daylight	02	Motor Vehicle in Transport on Roadway	Rear End (Front to Rear)	Angle Left East Straight West
AMES AVE	06/15/14	1825	07656	0	0	Daylight	01	Raised Median or Curb	Not a Collision w/2 Vehicles in Transport	Unknown
AMES AVE	02/06/14	0740	01947	0	0	Daylight	03	Guardrail Face	Not a Collision w/2 Vehicles in Transport	Unknown
AMES AVE	08/01/14	1557	10096	0	0	Daylight	03	Raised Median or Curb	Not a Collision w/2 Vehicles in Transport	Unknown
AMES AVE	02/15/14	0830	02528	0	0	Daylight	03	Guardrail Face	Not a Collision w/2 Vehicles in Transport	Unknown
PARSLEY BLVD	05/28/14	0726	07025	0	0	Daylight	02	Motor Vehicle in Transport on Roadway	Angle (Front to Side), Opposing Direction	Angle Left East Straight West
DEMING DR	01/19/14	0057	00770	2	0	Darkness Lighted	03	Utility Pole/Light Support	Not a Collision w/2 Vehicles in Transport	Unknown
2015										
AMES AVE	04/18/15	1419	04297	0	0	Daylight	04	Motor Vehicle in Transport on Roadway	Rear End (Front to Rear)	Sideswipe Straight South Parked Vehicle South
AMES AVE	07/19/15	2210	08446	0	0	Darkness Lighted	01	Concrete Traffic Barrier/Jersey Barrier	Not a Collision w/2 Vehicles in Transport	Unknown
2016										
AMES AVE	03/19/16	1540	03387	0	0	Daylight	03	Motor Vehicle in Transport on Roadway	Rear End (Front to Rear)	Rear End Straight South Straight South
PARSLEY BLVD	04/06/16	0706	04249	0	0	Daylight	02	Motor Vehicle in Transport on Roadway	Angle Right (Front to Side, includes Broadside)	Angle Straight North Straight West

Highway Safety Intersection Report

PARSLEY BLVD@W 3RD ST@PACIFIC AVE

Intersection ID: 12322

County:LARAMIE

City:CHEYENNE

Years:2014 to 2018

Facility Type:RuXx4

Area Type:X

Intersection w/o Marked Crosswalk

Number of Legs:4

Intersection Crash Types Statistics

Grid Cell	Crash Type	Count
A1	Unknown	2
D5	Angle Right South Straight West	1
J13	Rear End Straight North Straight North	1

Intersection Crash Summaries

CRITICAL_CRASHES	0
SERIOUS_CRASHES	0
DAMAGE_CRASHES	4
TOTAL_CRASHES	4
PERSONS_INJURED	0
PERSONS_KILLED	0

Collision Diagram

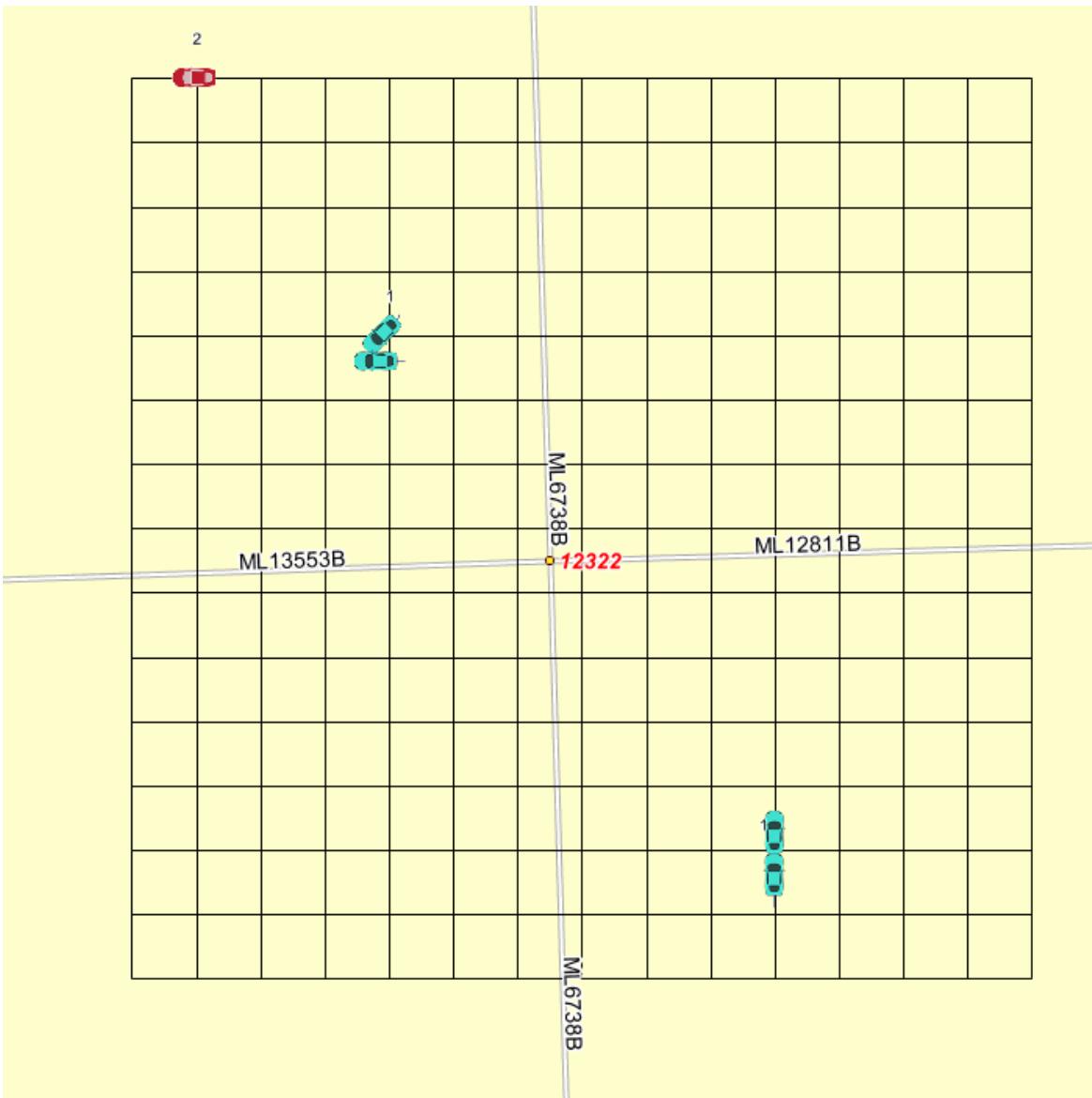
Intersection ID:12322

Intersection Names:PARSLEY BLVD@W 3RD ST@PACIFIC AVE

Crash types are based on a grid format are are not indicative of crash location

LRS Intersection: ML6738B|ML12811B|ML13553B

Intersection Name: PARSLEY BLVD@W 3RD ST@PACIFIC AVE



Severity Diagram

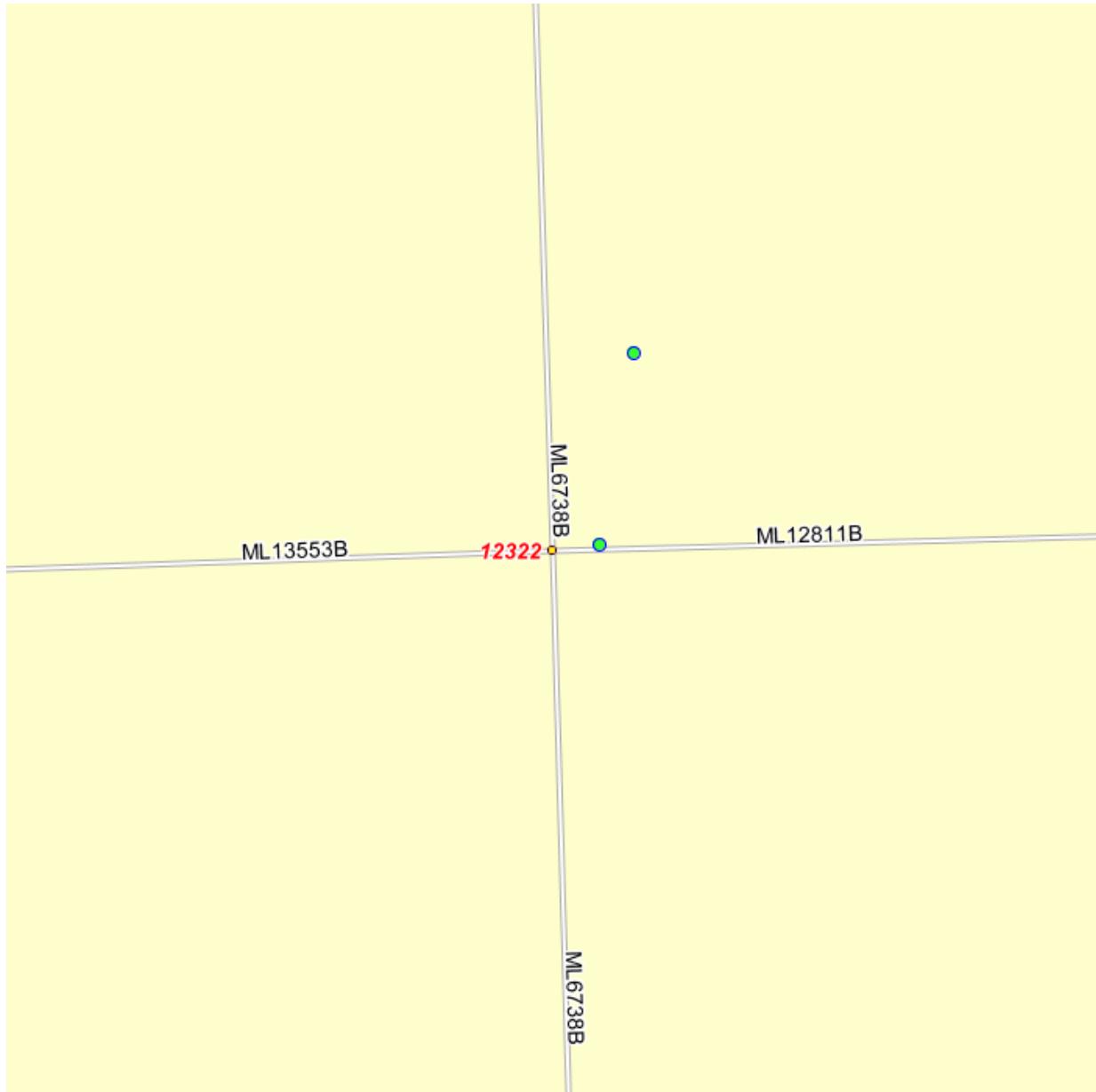
INTERSECTION_ID 12322

INTERSECTION_ROUTES:ML6738B|ML12811B|ML13553B

Locations displayed on Severity Diagram are based on longitude and latitude. Discrepancy between Latitude/Longitude and Route/MP may result in points not appearing on diagram.

LRS Intersection: ML6738B|ML12811B|ML13553B

Intersection Name: PARSLEY BLVD@W 3RD ST@PACIFIC AVE



LRS Intersection: ML6738B|ML12811B|ML13553B

Intersection Name: PARSLEY BLVD@W 3RD ST@PACIFIC AVE

Highway Safety Intersection Crash History Report

Intersection ID: 12322

County:LARAMIE

City:CHEYENNE

Years 2015 to 2016

Facility Type: RuXx4

Area Type:X

Intersection w/o Marked Crosswalk

Number of Legs:4

Leg	Date	Time	Report#	# Inj	# Killed	Lighting	Junction Relation	First Harmful Event	Manner of Collision	Grid Cell
2015										
PARSLEY BLVD	01/06/15	0816	00277	0	0	Daylight	01	Trees/Shrubbery	Not a Collision w/2 Vehicles in Transport	Unknown
2016										
PARSLEY BLVD	09/27/16	1047	11669	0	0	Daylight	08	Motor Vehicle in Transport on Roadway	Rear End (Front to Rear)	Rear End Straight North Straight North
PARSLEY BLVD	09/27/16	2129	12607	0	0	Darkness Lighted	01	null	Not a Collision w/2 Vehicles in Transport	Unknown
PARSLEY BLVD	07/05/16	0731	07805	0	0	Daylight	02	Motor Vehicle in Transport on Roadway	Angle Right (Front to Side, includes Broadside)	Angle Right South Straight West

Highway Safety Intersection Report

COLLEGE DR | I 25 BUS / WY 212@S PARSLEY BLVD / TANK FARM RD | CR 124-1

Intersection ID: 12641

County:LARAMIE

City:CHEYENNE

Years:2014 to 2018

Facility Type:UrUn3

Area Type:U

Intersection w/o Marked Crosswalk

Number of Legs:3

Intersection Crash Types Statistics

Grid Cell	Crash Type	Count
A1	Unknown	4
B10	Rear End Straight East Straight East	1
H6	Angle Left East Straight West	1
M5	Rear End Straight West Straight West	1

Intersection Crash Summaries

CRITICAL_CRASHES	0
SERIOUS_CRASHES	3
DAMAGE_CRASHES	4
TOTAL_CRASHES	7
PERSONS_INJURED	3
PERSONS_KILLED	0

Collision Diagram

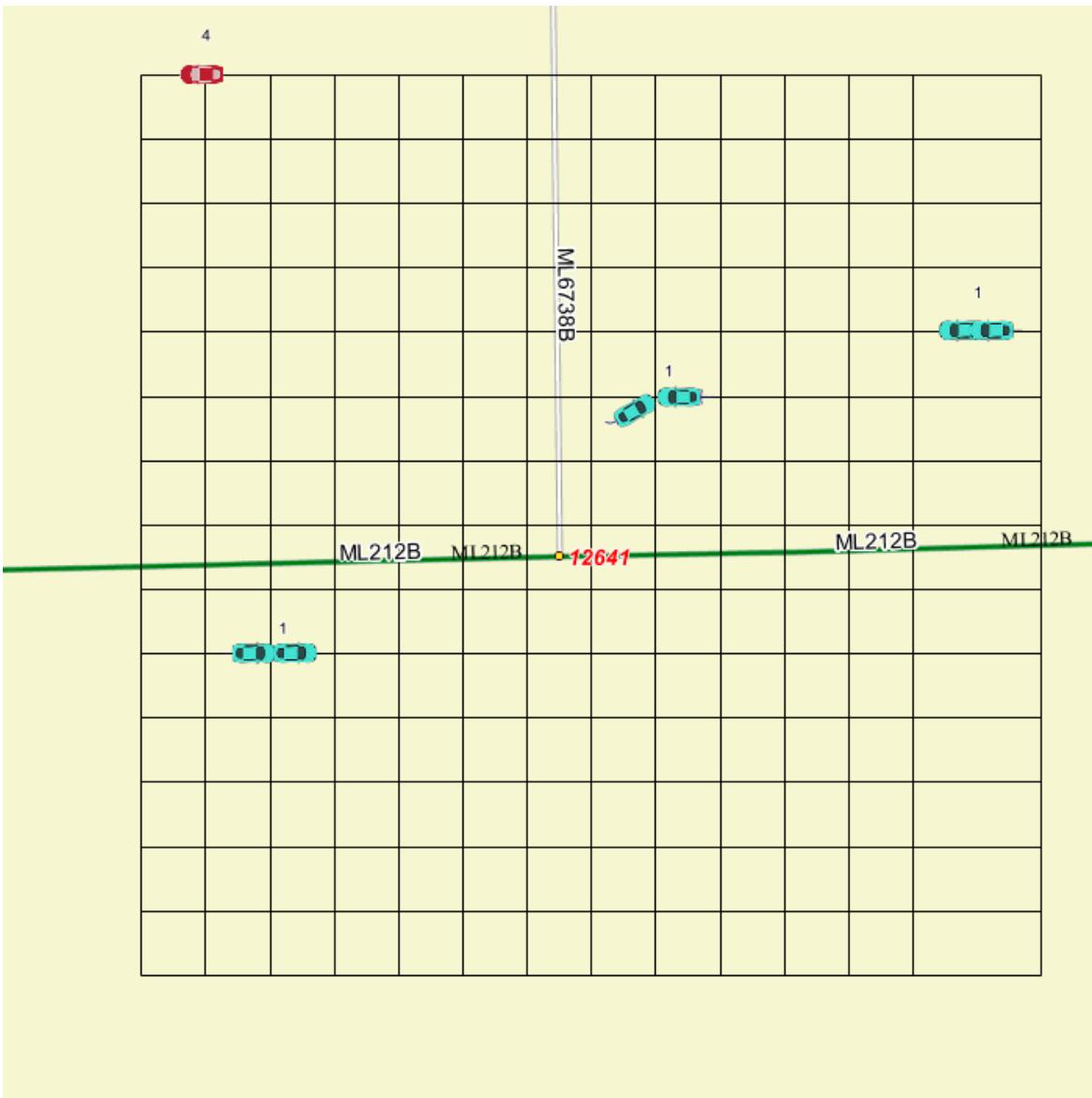
Intersection ID:12641

Intersection Names:COLLEGE DR | I 25 BUS / WY 212@S

Crash types are based on a grid format are are not indicative of crash location

LRS Intersection: ML212B|ML6738B

Intersection Name: COLLEGE DR | I 25 BUS / WY 212@S PARSLEY BLVD / TANK FARM RD | CR 124-1



Severity Diagram

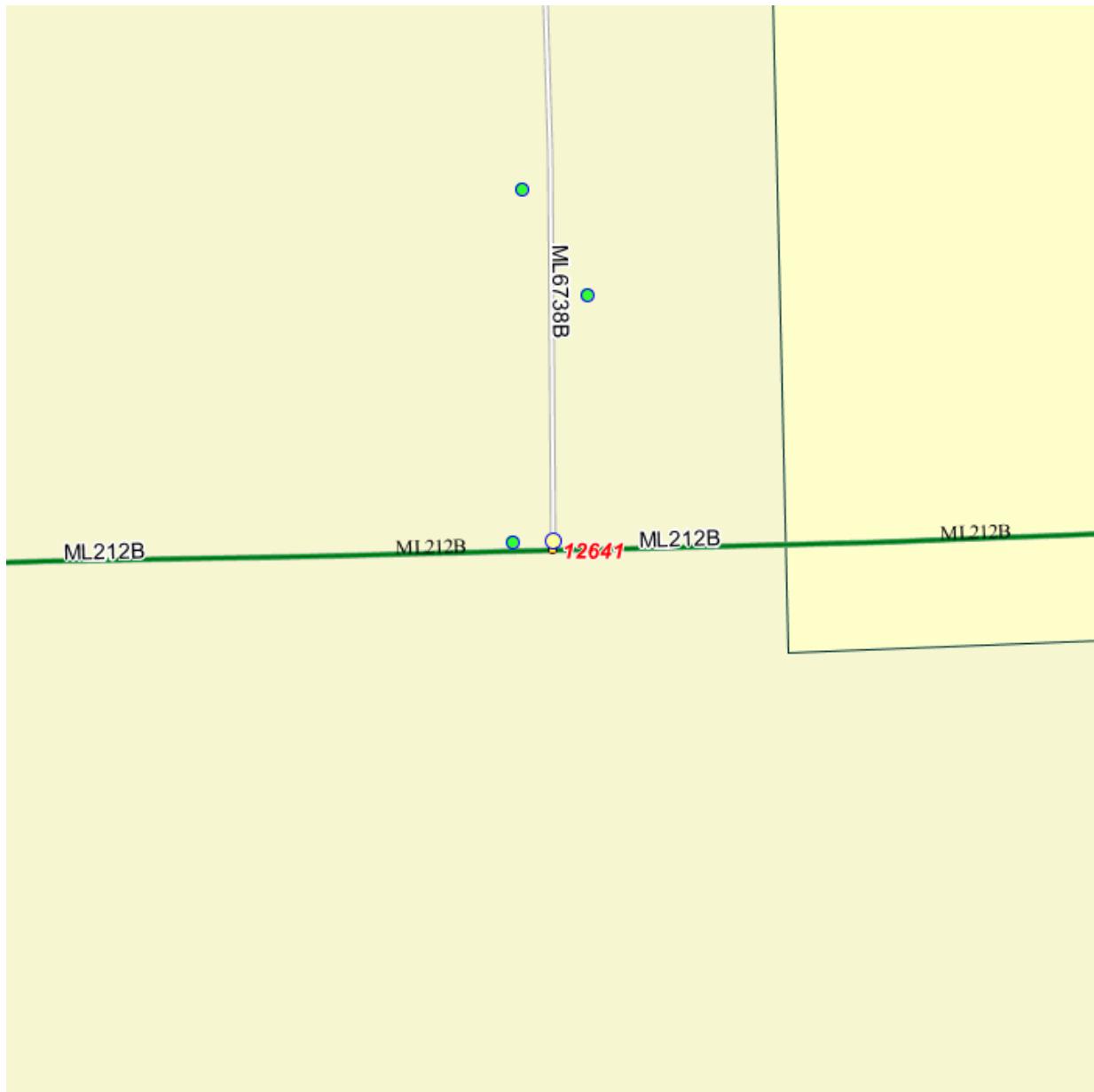
INTERSECTION_ID 12641

INTERSECTION_ROUTES:ML212B|ML6738B

Locations displayed on Severity Diagram are based on longitude and latitude. Discrepancy between Latitude/Longitude and Route/MP may result in points not appearing on diagram.

LRS Intersection: ML212B|ML6738B

Intersection Name: COLLEGE DR | I 25 BUS / WY 212@S PARSLEY BLVD / TANK FARM RD | CR 124-1



LRS Intersection: ML212B|ML6738B

Intersection Name: COLLEGE DR | I 25 BUS / WY 212@S PARSLEY BLVD / TANK FARM RD | CR 124-1

Highway Safety Intersection Crash History Report

Intersection ID: 12641

County:LARAMIE

City:CHEYENNE

Years 2014 to 2018

Facility Type: UrUn3

Area Type:U

Marked Crosswalk at Intersection

Number of Legs:3

Leg	Date	Time	Report#	# Inj	# Killed	Lighting	Junction Relation	First Harmful Event	Manner of Collision	Grid Cell
2014										
S PARSLEY BLVD	08/12/14	1618	11514	0	0	Daylight	03	Motor Vehicle in Transport on Roadway	Angle (Front to Side), Opposing Direction	Unknown
S PARSLEY BLVD	02/06/14	2225	02591	1	0	Darkness Unlighted	01	Guardrail Face	Not a Collision w/2 Vehicles in Transport	Unknown
2015										
COLLEGE DR	06/07/15	1955	07381	0	0	Daylight	03	Motor Vehicle in Transport on Roadway	Rear End (Front to Rear)	Rear End Straight East Straight East
2016										
S PARSLEY BLVD	07/29/16	0140	09209	1	0	Darkness Lighted	03	Earth Embankment/Berm	Not a Collision w/2 Vehicles in Transport	Unknown
PARSLEY BLVD	06/13/16	0955	06683	0	0	Daylight	03	Guardrail Face	Not a Collision w/2 Vehicles in Transport	Unknown
2017										
COLLEGE DR	07/28/17	1427	09451	0	0	Daylight	03	Motor Vehicle in Transport on Roadway	Rear End (Front to Rear)	Rear End Straight West Straight West
2018										
PARSLEY BLVD	10/03/18	0647	11489	1	0	Dawn	02	Motor Vehicle in Transport on Roadway	Head On (Front to Front)	Angle Left East Straight West

Highway Safety Intersection Report

PARSLEY BLVD@PACIFIC AVE

Intersection ID: 13603

County:LARAMIE

City:CHEYENNE

Years:2014 to 2018

Facility Type:RuXx3

Area Type:X

Intersection w/o Marked Crosswalk

Number of Legs:3

Intersection Crash Types Statistics

Grid Cell	Crash Type	Count
A1	Unknown	2

Intersection Crash Summaries

CRITICAL_CRASHES	2
SERIOUS_CRASHES	0
DAMAGE_CRASHES	0
TOTAL_CRASHES	2
PERSONS_INJURED	2
PERSONS_KILLED	0

Collision Diagram

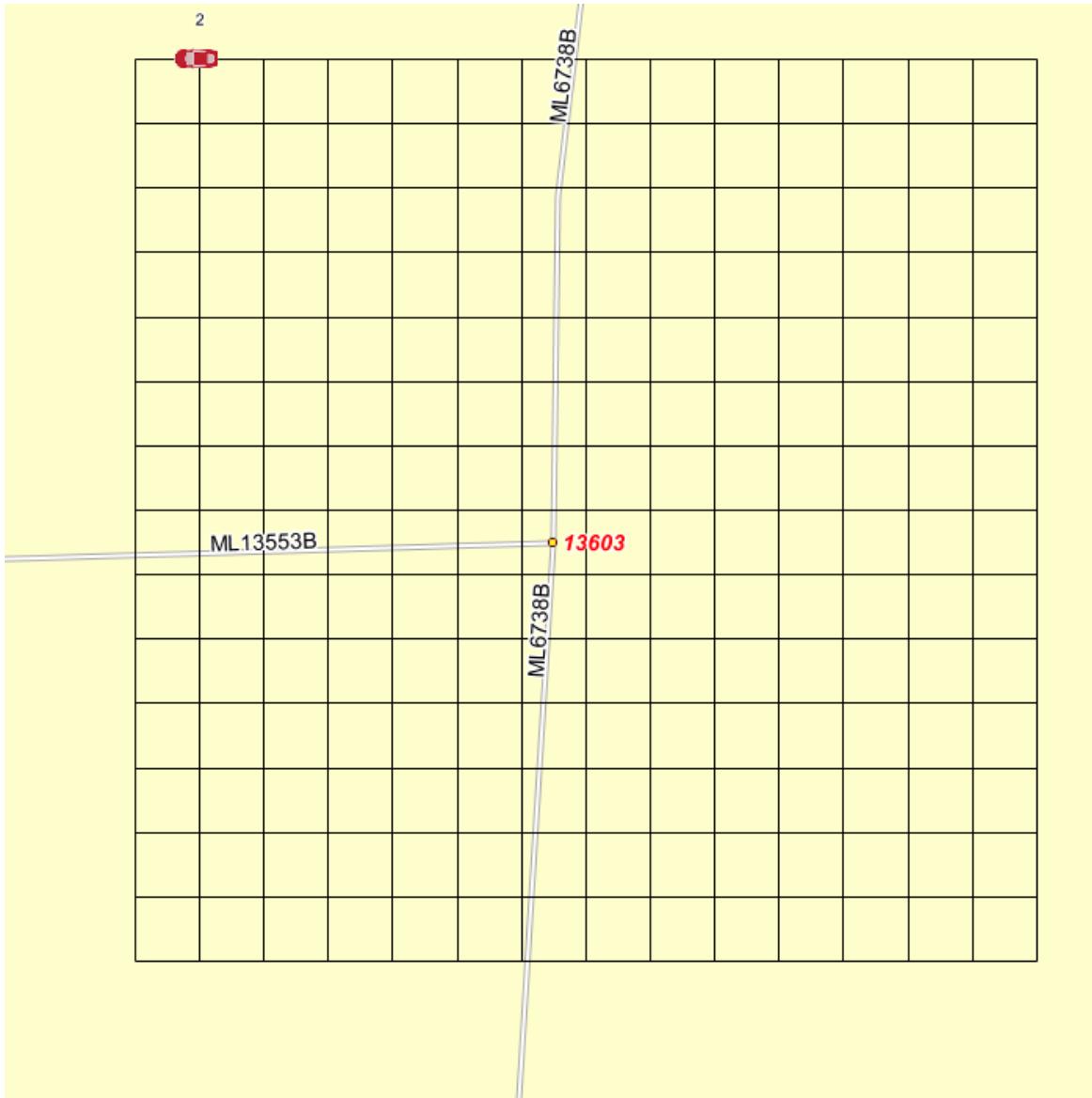
Intersection ID:13603

Intersection Names:PARSLEY BLVD@PACIFIC AVE

Crash types are based on a grid format are not indicative of crash location

LRS Intersection: ML6738B|ML13553B

Intersection Name: PARSLEY BLVD@PACIFIC AVE



Severity Diagram

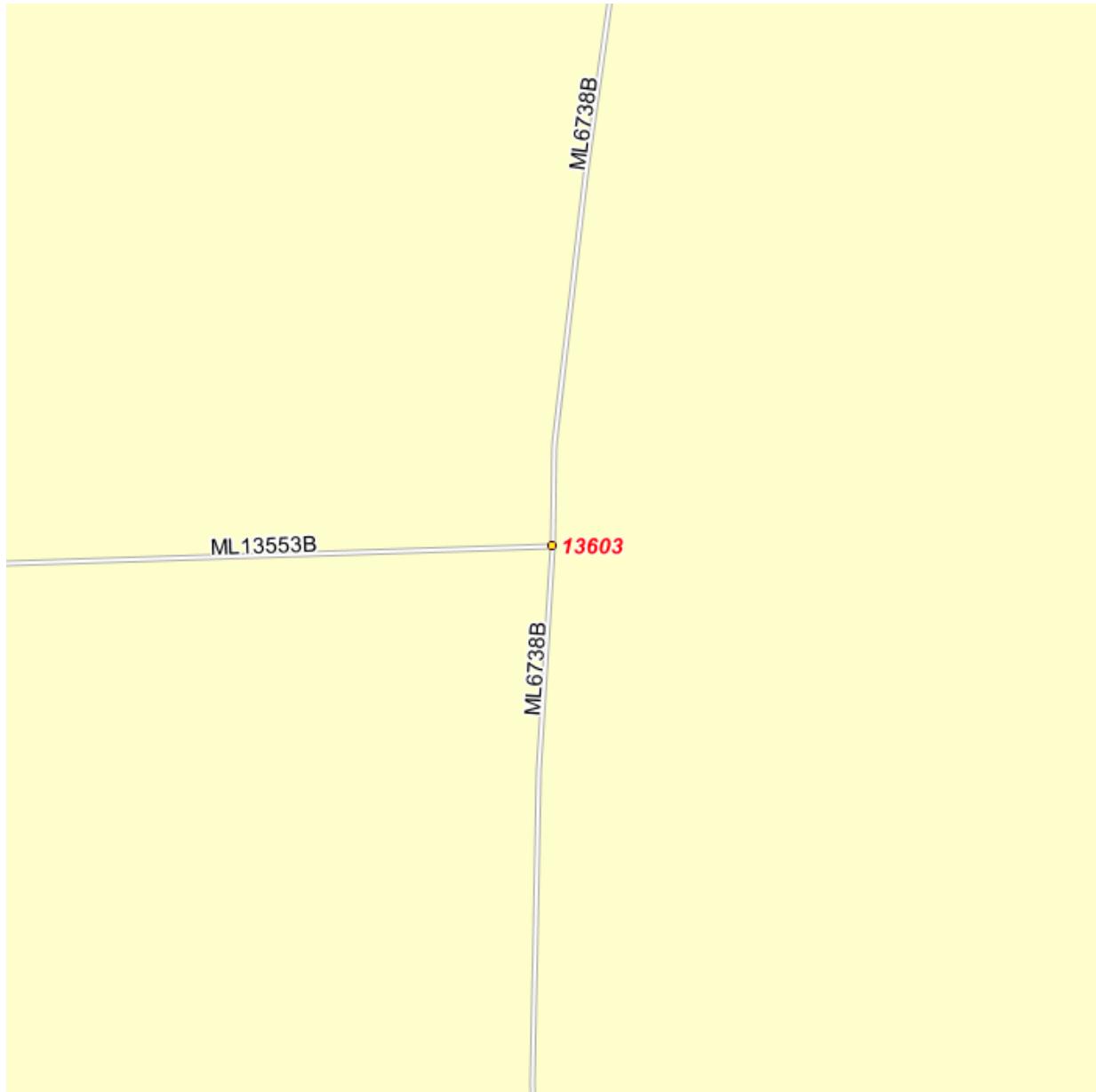
INTERSECTION_ID 13603

INTERSECTION_ROUTES:ML6738B|ML13553B

Locations displayed on Severity Diagram are based on longitude and latitude. Discrepancy between Latitude/Longitude and Route/MP may result in points not appearing on diagram.

LRS Intersection: ML6738B|ML13553B

Intersection Name: PARSLEY BLVD@PACIFIC AVE



LRS Intersection: ML6738B|ML13553B

Intersection Name: PARSLEY BLVD@PACIFIC AVE

Highway Safety Intersection Crash History Report

Intersection ID: 13603

County:LARAMIE

City:CHEYENNE

Years 2017 to 2018

Facility Type: RuXx3

Area Type:X

Intersection w/o Marked Crosswalk

Number of Legs:3

Leg	Date	Time	Report#	# Inj	# Killed	Lighting	Junction Relation	First Harmful Event	Manner of Collision	Grid Cell
2017										
PARSLEY BLVD	08/14/17	2108	10197	1	0	Darkness Lighted	01	Overtur/Rollover	Not a Collision w/2 Vehicles in Transport	Unknown
2018										
PARSLEY BLVD	05/01/18	1158	04818	1	0	Daylight	03	Pedacycle	Not a Collision w/2 Vehicles in Transport	Unknown

Highway Safety Intersection Report

S PARSLEY BLVD / TANK FARM RD | CR 124-1@MUSICAL DR

Intersection ID: 14324

County:LARAMIE

City:CHEYENNE

Years:2014 to 2018

Facility Type:UrXx3

Area Type:U

Marked Crosswalk at Intersection

Number of Legs:3

Intersection Crash Types Statistics

Grid Cell	Crash Type	Count
E2	Rear End Straight South Straight South	1

Intersection Crash Summaries

CRITICAL_CRASHES	0
SERIOUS_CRASHES	1
DAMAGE_CRASHES	0
TOTAL_CRASHES	1
PERSONS_INJURED	2
PERSONS_KILLED	0

Collision Diagram

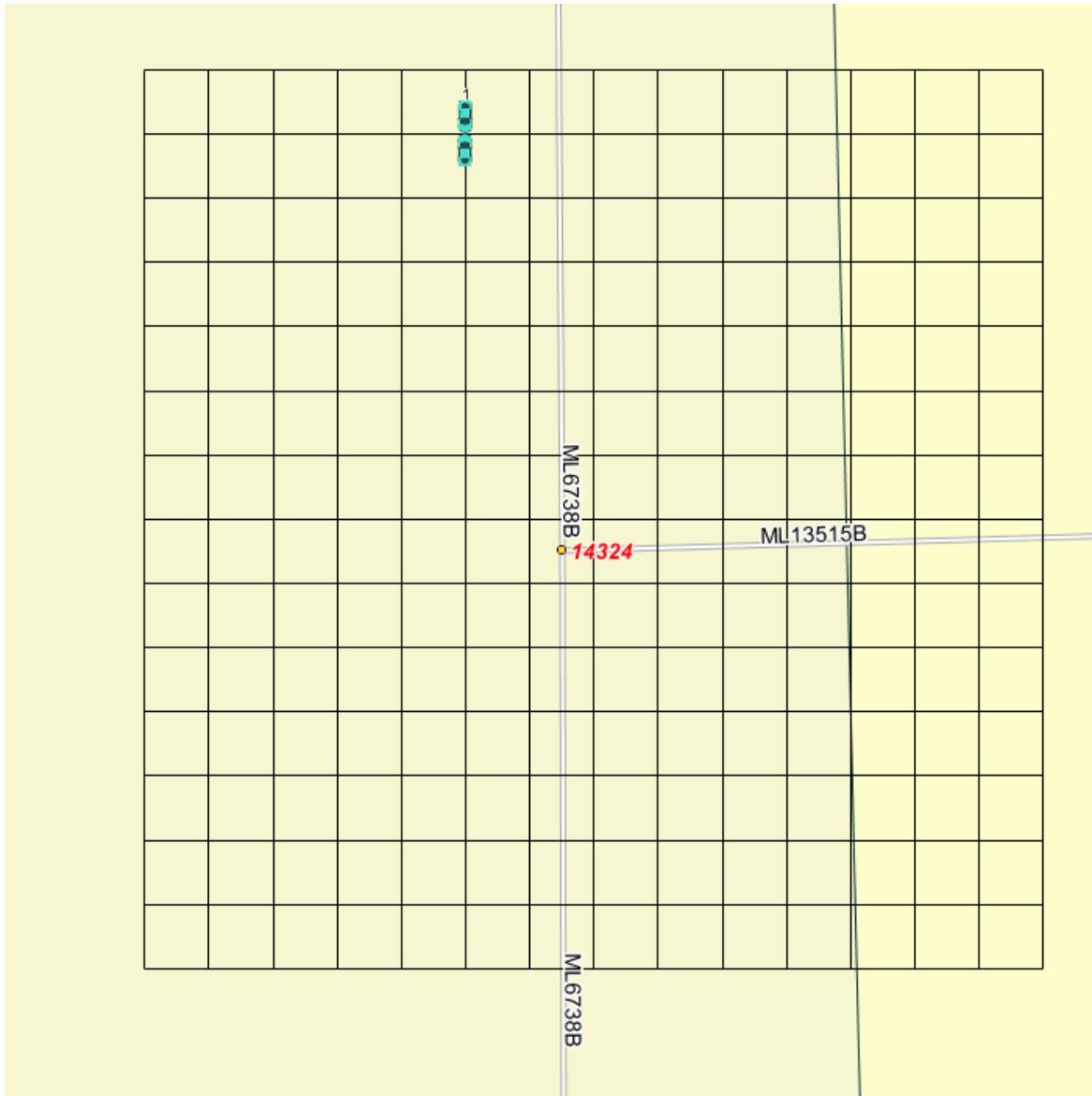
Intersection ID:14324

Intersection Names:S PARSLEY BLVD / TANK FARM RD | CR

Crash types are based on a grid format are are not indicative of crash location

LRS Intersection: ML6738B|ML13515B

Intersection Name: S PARSLEY BLVD / TANK FARM RD | CR 124-1@MUSICAL DR



Severity Diagram

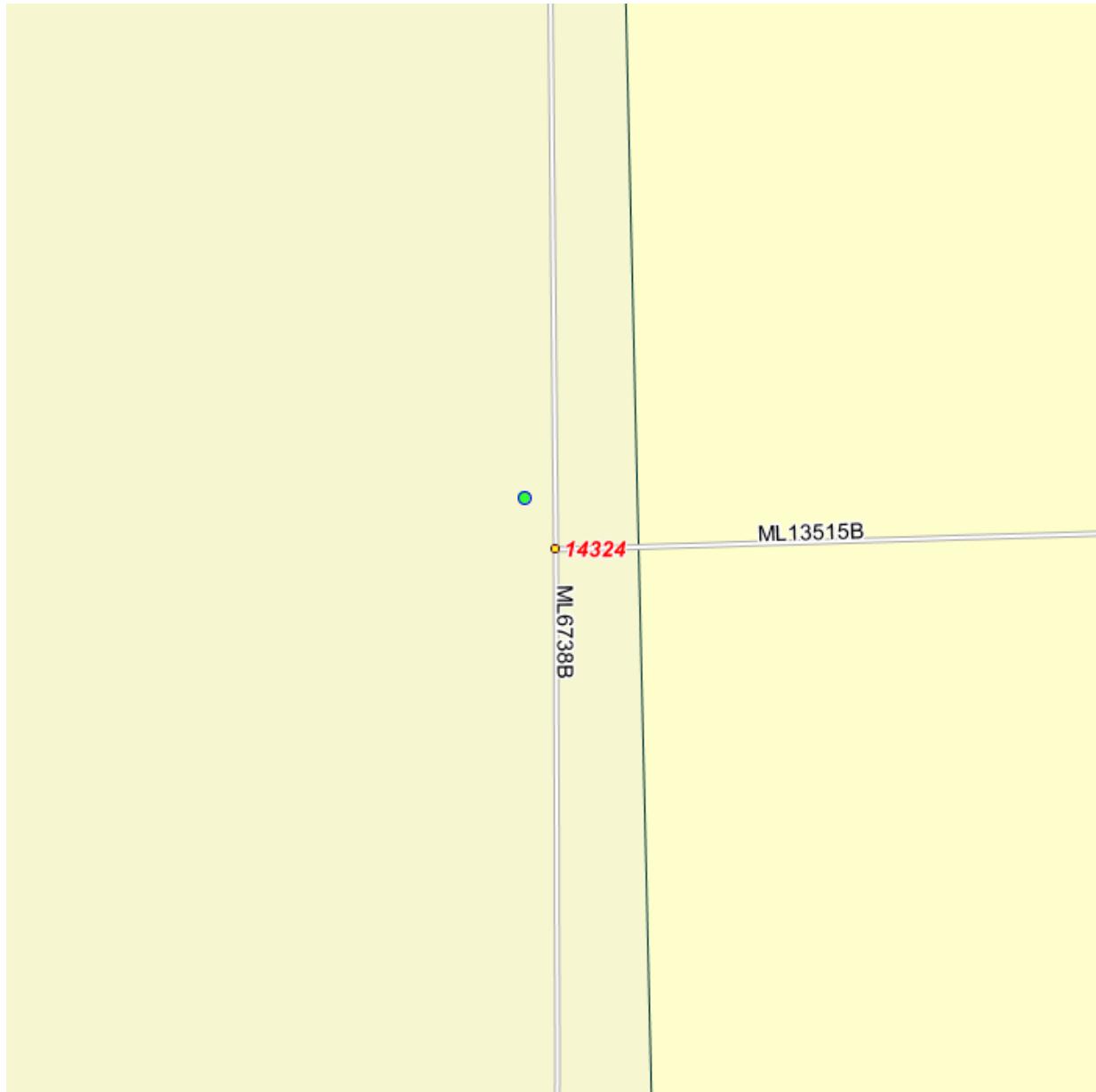
INTERSECTION_ID 14324

INTERSECTION_ROUTES:ML6738B|ML13515B

Locations displayed on Severity Diagram are based on longitude and latitude. Discrepancy between Latitude/Longitude and Route/MP may result in points not appearing on diagram.

LRS Intersection: ML6738B|ML13515B

Intersection Name: S PARSLEY BLVD / TANK FARM RD | CR 124-1@MUSICAL DR



LRS Intersection: ML6738B|ML13515B

Intersection Name: S PARSLEY BLVD / TANK FARM RD | CR 124-1@MUSICAL DR

Highway Safety Intersection Crash History Report

Intersection ID: 14324

County:LARAMIE

City:CHEYENNE

Years 2018 to 2018

Facility Type: UrXx3

Area Type:U

Marked Crosswalk at Intersection

Number of Legs:3

Leg	Date	Time	Report#	# Inj	# Killed	Lighting	Junction Relation	First Harmful Event	Manner of Collision	Grid Cell
2018										
S PARSLEY BLVD	04/26/18	1701	04426	2	0	Daylight	03	Motor Vehicle in Transport on Roadway	Rear End (Front to Rear)	Rear End Straight South Straight South

Highway Safety Intersection Report

S PARSLEY BLVD@SUNDANCE LN

Intersection ID: 14880

County:LARAMIE

City:CHEYENNE

Years:2014 to 2018

Facility Type:RuXx3

Area Type:X

Marked Crosswalk at Intersection

Number of Legs:3

Intersection Crash Types Statistics

Grid Cell	Crash Type	Count
M8	Angle Straight West Right North	1
M4	Sideswipe Straight West Parking Vehicle West	1

Intersection Crash Summaries

CRITICAL_CRASHES	0
SERIOUS_CRASHES	0
DAMAGE_CRASHES	2
TOTAL_CRASHES	2
PERSONS_INJURED	0
PERSONS_KILLED	0

Collision Diagram

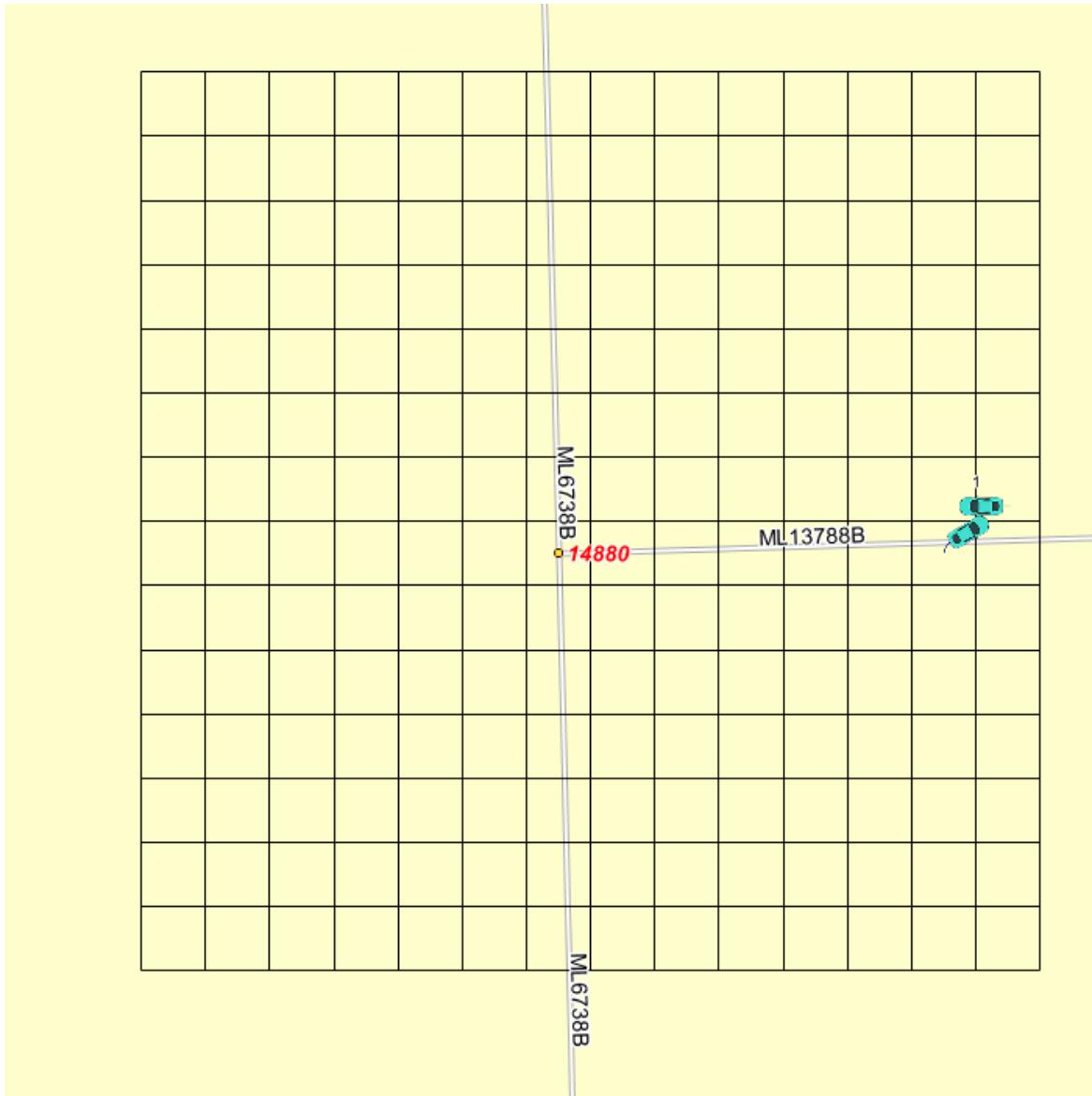
Intersection ID:14880

Intersection Names:S PARSLEY BLVD@SUNDANCE LN

Crash types are based on a grid format are are not indicative of crash location

LRS Intersection: ML6738B|ML13788B

Intersection Name: S PARSLEY BLVD@SUNDANCE LN



Severity Diagram

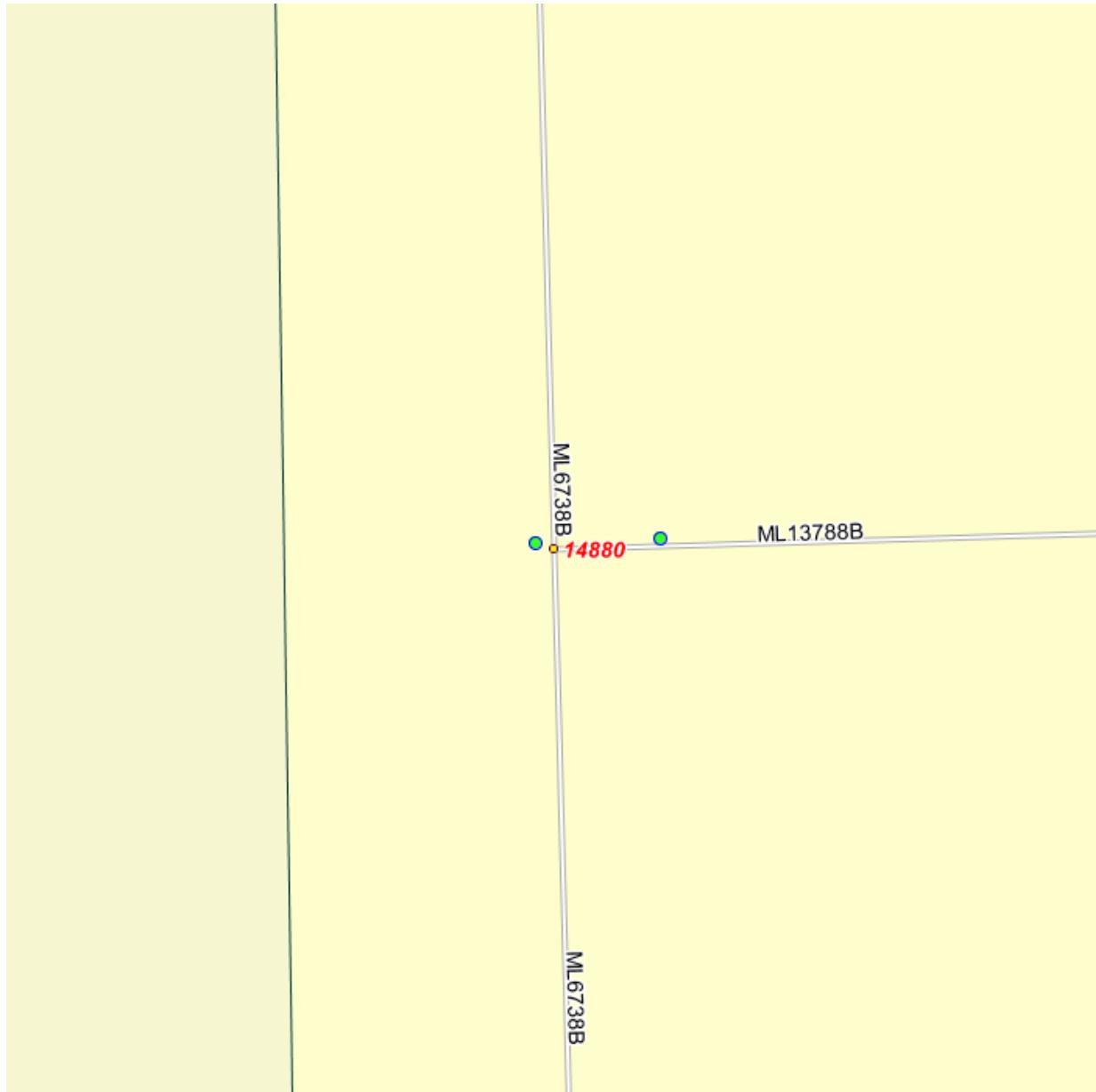
INTERSECTION_ID 14880

INTERSECTION_ROUTES:ML6738B|ML13788B

Locations displayed on Severity Diagram are based on longitude and latitude. Discrepancy between Latitude/Longitude and Route/MP may result in points not appearing on diagram.

LRS Intersection: ML6738B|ML13788B

Intersection Name: S PARSLEY BLVD@SUNDANCE LN



LRS Intersection: ML6738B|ML13788B

Intersection Name: S PARSLEY BLVD@SUNDANCE LN

Highway Safety Intersection Crash History Report

Intersection ID: 14880

County:LARAMIE

City:CHEYENNE

Years 2016 to 2018

Facility Type: RuXx3

Area Type:X

Marked Crosswalk at Intersection

Number of Legs:3

Leg	Date	Time	Report#	# Inj	# Killed	Lighting	Junction Relation	First Harmful Event	Manner of Collision	Grid Cell
2016										
PINTO LN	02/06/16	1300	01907	0	0	Daylight	03	Motor Vehicle in Transport on Roadway	Angle (Front to Side), Opposing Direction	Angle Straight West Right North
2018										
SUNDANCE LN	05/15/18	1840	05199	0	0	Daylight	01	Parked Motor Vehicle	Sideswipe Opposite Direction (Meeting)	Sideswipe Straight West Parking Vehicle West

Highway Safety Intersection Report

PARSLEY BLVD@OT132I

Intersection ID: 105491

County:LARAMIE

City:CHEYENNE

Years:2014 to 2018

Facility Type:RuXx3

Area Type:X

Intersection w/o Marked Crosswalk

Number of Legs:3

Intersection Crash Types Statistics

Grid Cell	Crash Type	Count
A1	Unknown	1

Intersection Crash Summaries

CRITICAL_CRASHES	1
SERIOUS_CRASHES	0
DAMAGE_CRASHES	0
TOTAL_CRASHES	1
PERSONS_INJURED	1
PERSONS_KILLED	0

Collision Diagram

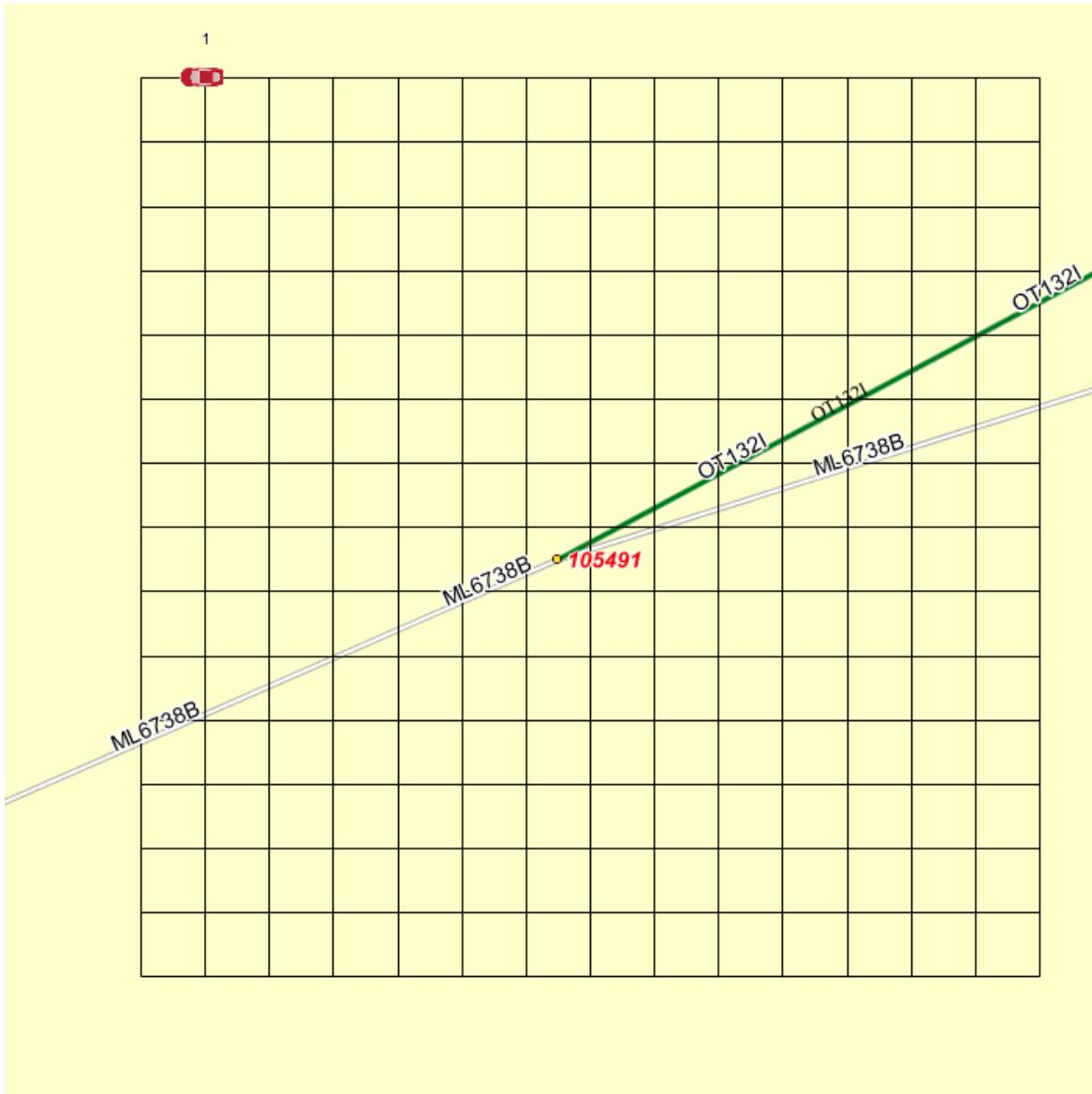
Intersection ID:105491

Intersection Names:PARSLEY BLVD@OT132I

Crash types are based on a grid format are are not indicative of crash location

LRS Intersection: ML6738B|OT132I

Intersection Name: PARSLEY BLVD@OT132I



Severity Diagram

INTERSECTION_ID 105491

INTERSECTION_ROUTES:ML6738B|OT132I

Locations displayed on Severity Diagram are based on longitude and latitude. Discrepancy between Latitude/Longitude and Route/MP may result in points not appearing on diagram.

LRS Intersection: ML6738B|OT132I

Intersection Name: PARSLEY BLVD@OT132I



LRS Intersection: ML6738B|OT132I

Intersection Name: PARSLEY BLVD@OT132I