Appendix A

Public Outreach

East Allison Corridor Plan

Sign-in Sheet

14-May-24

Name	Address	Email Address
Cheryl McWeigan	Alice Ct	Cherylmc55@outlook.com
George ZAHARAS	901 & 903 So. Greeley	ZAHARAS@BRESNAN.NET
Cheryl & Larry McGee	616 E Jefferson	wildskykennel@gmail.com
Darci Hendon		Darci@TheenaENG.com
Linda Heath		
Colt Radomsky	215 E. Allison Rd.	scwsd215@bresnan.net
JACK STAHEL		

East Allison Corridor Plan

Sign-in Sheet

14-May-24

Name	Address	Email Address
BARB PATTERSON / Did not Receive mailed Notice	1007 MITCHELL PLACE, Chey	bjp82007@YAHOO.COM
Nic P/Don Bobiney	E. Allison	quinnsicf@bresnan.net
Jeanie Shrednik		jshrednik@cheyennecity.org
Larry Gallagher	5907 Townsend Pl 82009	LarryG@SummitEngineeringWY.com

East Allison Corridor Plan

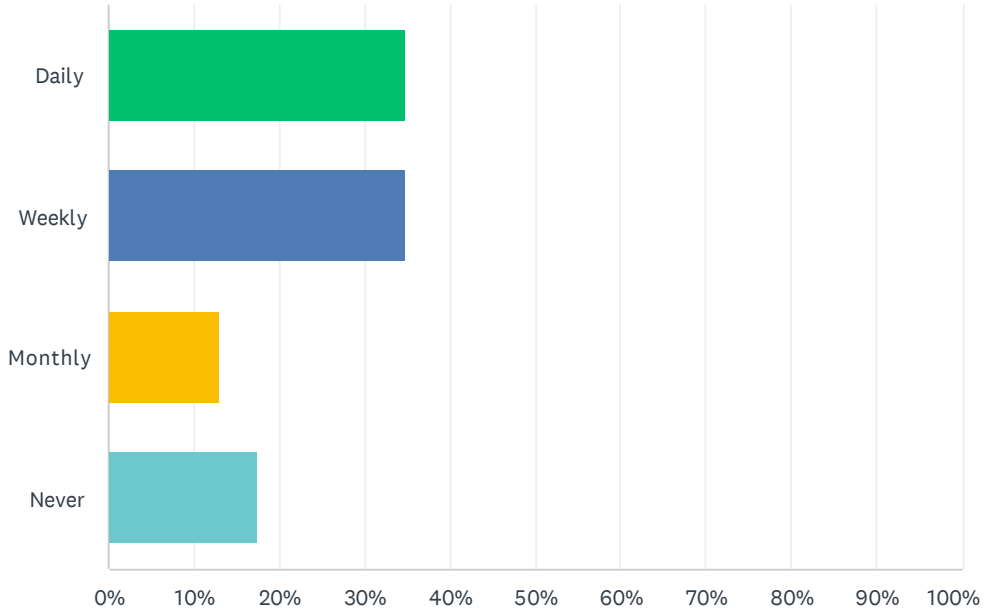
Sign-in Sheet

14-May-24

Name	Address	Email Address
Scott Sprakties SouthCheyWtr	215 E Allison Rd	Scwsd215@Bresnan.net

Q1 How often do you use East Allison Road between US 85 and Avenue C?

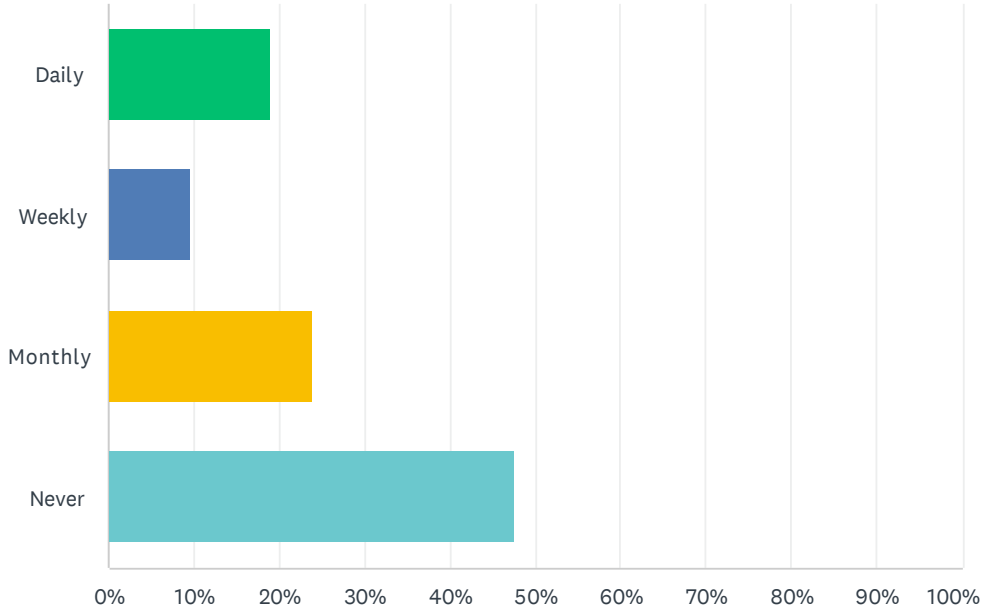
Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	34.78%	8
Weekly	34.78%	8
Monthly	13.04%	3
Never	17.39%	4
TOTAL		23

Q2 How often do you use East Allison Road in the Niobrara Energy Park?

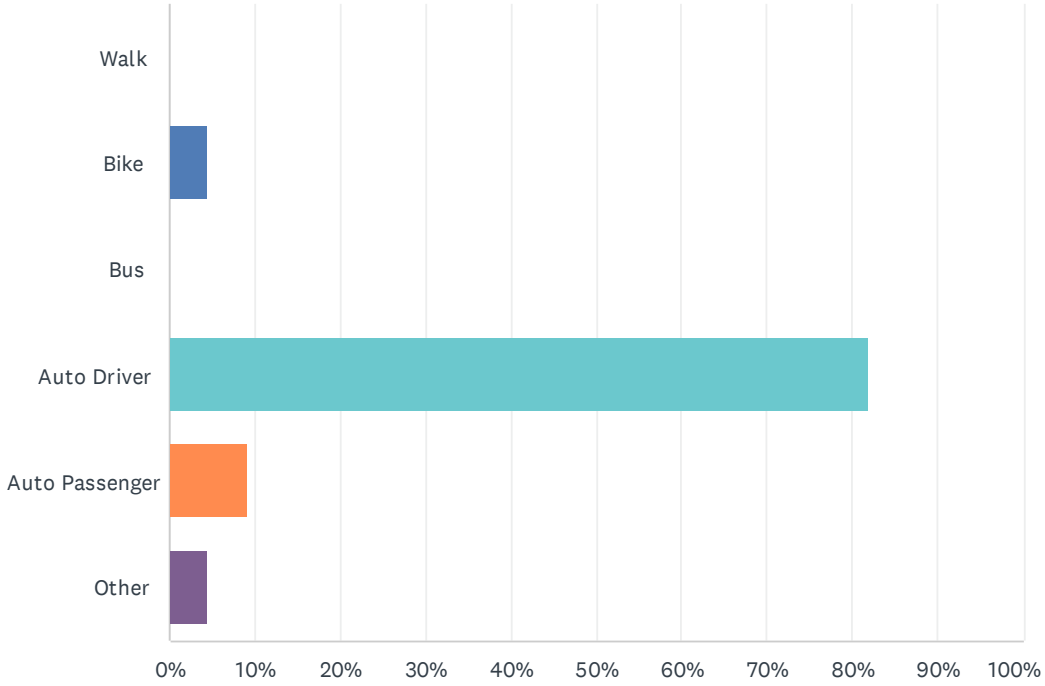
Answered: 21 Skipped: 2



ANSWER CHOICES	RESPONSES	
Daily	19.05%	4
Weekly	9.52%	2
Monthly	23.81%	5
Never	47.62%	10
TOTAL		21

Q3 How do you most often use East Allison Road?

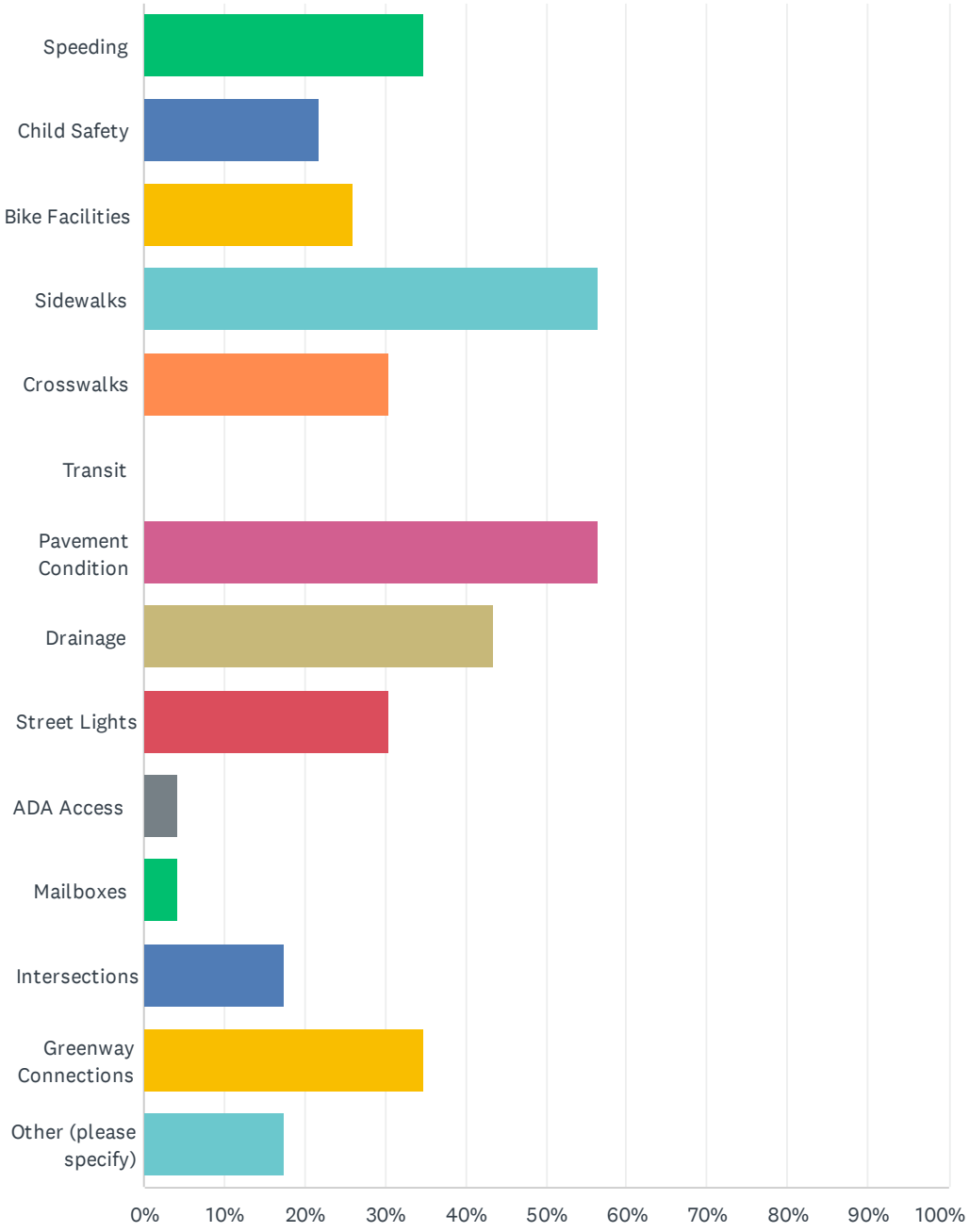
Answered: 22 Skipped: 1



ANSWER CHOICES	RESPONSES	
Walk	0.00%	0
Bike	4.55%	1
Bus	0.00%	0
Auto Driver	81.82%	18
Auto Passenger	9.09%	2
Other	4.55%	1
TOTAL		22

Q4 What concerns do you have about East Allison Road?

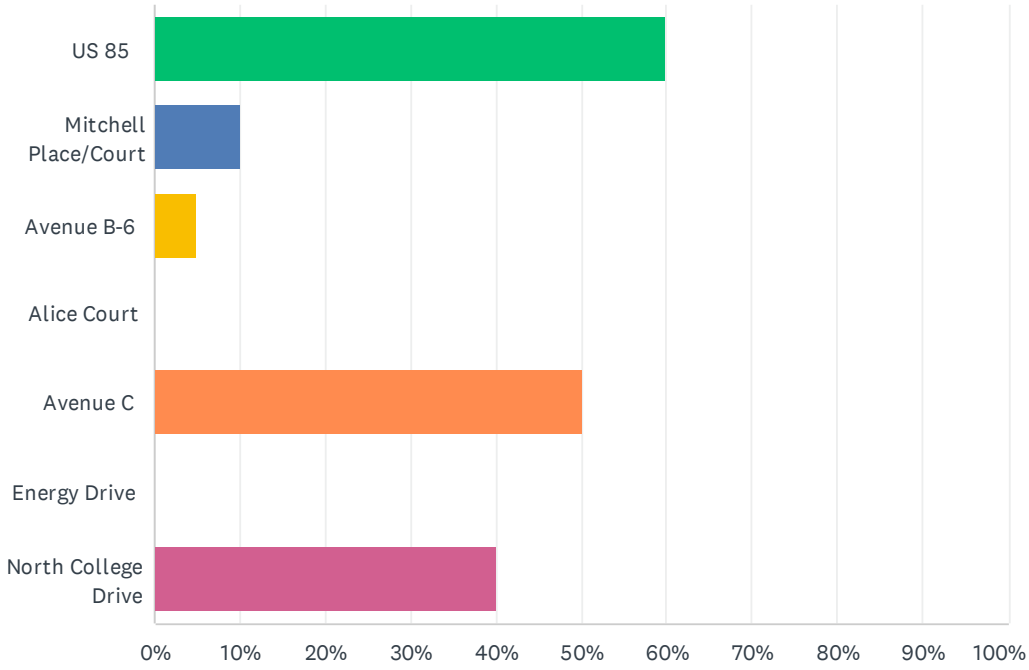
Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
Speeding	34.78%	8
Child Safety	21.74%	5
Bike Facilities	26.09%	6
Sidewalks	56.52%	13
Crosswalks	30.43%	7
Transit	0.00%	0
Pavement Condition	56.52%	13
Drainage	43.48%	10
Street Lights	30.43%	7
ADA Access	4.35%	1
Mailboxes	4.35%	1
Intersections	17.39%	4
Greenway Connections	34.78%	8
Other (please specify)	17.39%	4
Total Respondents: 23		

Q5 What intersections along East Allison Road are of the greatest concern?

Answered: 20 Skipped: 3



ANSWER CHOICES	RESPONSES	
US 85	60.00%	12
Mitchell Place/Court	10.00%	2
Avenue B-6	5.00%	1
Alice Court	0.00%	0
Avenue C	50.00%	10
Energy Drive	0.00%	0
North College Drive	40.00%	8
Total Respondents: 20		

Q6 What improvements would you most like to see along East Allison Road?

Answered: 20 Skipped: 3

#	RESPONSES	DATE
1	Sidewalk/ Greenway connection. Redo road	5/18/2024 12:29 AM
2	The intersection of S Greeley Hwy and W Allison Rd has many car accidents. Something should be done to reduce the amount of crashes here, or at least to make the crashes that do happen less serious... perhaps the hard part is "what" since S Greeley Hwy is a state highway, and accidents are prone all along S Greeley Hwy between I-80 and the old Intermountain Speedway track, not just at Allison. Having a sidewalk--even if only on one side--along E Allison between S Greeley Hwy and Ave C would be helpful; the street is narrow (which is good to some extent, can encourage slower traffic and has a "back-roads" feel), but it doesn't provide a safe spot for PEDs to walk. The bike path underpass at Ave C just south of Allison is frequently flooded, even when we haven't had a storm recently, and it lacks a detour/access point just east of Ave C; it'd be nice to at least see a connection be made from near the east-side tunnel entry to the surface with Ave C as an alternative for when the underpass is flooded. (Fixing the flood problem would be even better, but in consideration that kind of project may be costly, the detour could be an alternative/band-aid for the short term). Further, the bike path T-intersection with the link to LCCC (just east of the Ave C Underpass and south of Arp Elementary School) dips down to a low point that is also frequently flooded, again even when there hasn't been a rain storm recently, making the path often impassable on foot, sometimes even impassable on bicycle. It's less frequent of a problem spot than the underpass, but still frequently enough that it's more than an annoyance, especially when it's the only safe PED-access point to the Sweetgrass area. Finally, it's as if the bike path along the south edge of the Niobrara Energy Park has been forgotten; it doesn't connect up with the existing bike path just south of the elementary school. People clearly want to use the Niobrara Energy Park segment of Greenway, as a dirt path has been forming in the dirt and gravel from usage over the years.	5/15/2024 8:23 PM
3	Drainage, sidewalk. Curb n gutter, keep grade at present level between us85 and fire station.	5/15/2024 6:23 PM
4	Greenway connection. Lights at College/East Allison. A posted Speed Limit. It's currently a racetrack for people.	5/15/2024 10:53 AM
5	Connecting the greenway south of East Allison to the west by the school. Its just a dirt path there now.	5/15/2024 5:54 AM
6	Extend the Greenway to the path in Niobrara Energy Patk	5/14/2024 4:49 PM
7	A stop light at the Hwy 85 intersection.	5/9/2024 7:22 AM
8	Pavement holes need patching	5/8/2024 6:27 PM
9	Prettier - Landscaping	5/8/2024 11:08 AM
10	Better paving/road condition w/ clear lane markings	5/8/2024 10:56 AM
11	make it more bike/pedestrian friendly	5/8/2024 7:24 AM
12	Having another Greenway access to College Drive and the South Side would be nice. With Morrie Ave. so close maybe more of the South Side will have access to the Greenway. I would ride my bike from Sun Valley to Missile Drive before there was a Greenway. Once the Greenway started expanding through the city it made riding to work a lot easier and enjoyable.	5/7/2024 7:26 PM
13	None	5/7/2024 4:33 PM
14	Sidewalks and getting rid of the drug house.	5/7/2024 3:37 PM
15	sidewalks and driveways, drainage also	5/7/2024 2:57 PM

16	Drainage	5/6/2024 3:18 PM
17	Connect E Allison	4/30/2024 3:09 PM
18	New road. Side walk. Street lights better cross walk at 85	4/29/2024 11:04 AM
19	curb, sidewalks, gutter, lighting	4/29/2024 8:07 AM
20	Curb and gutter, sidewalk, drainage, road width, resurface	4/26/2024 3:40 PM

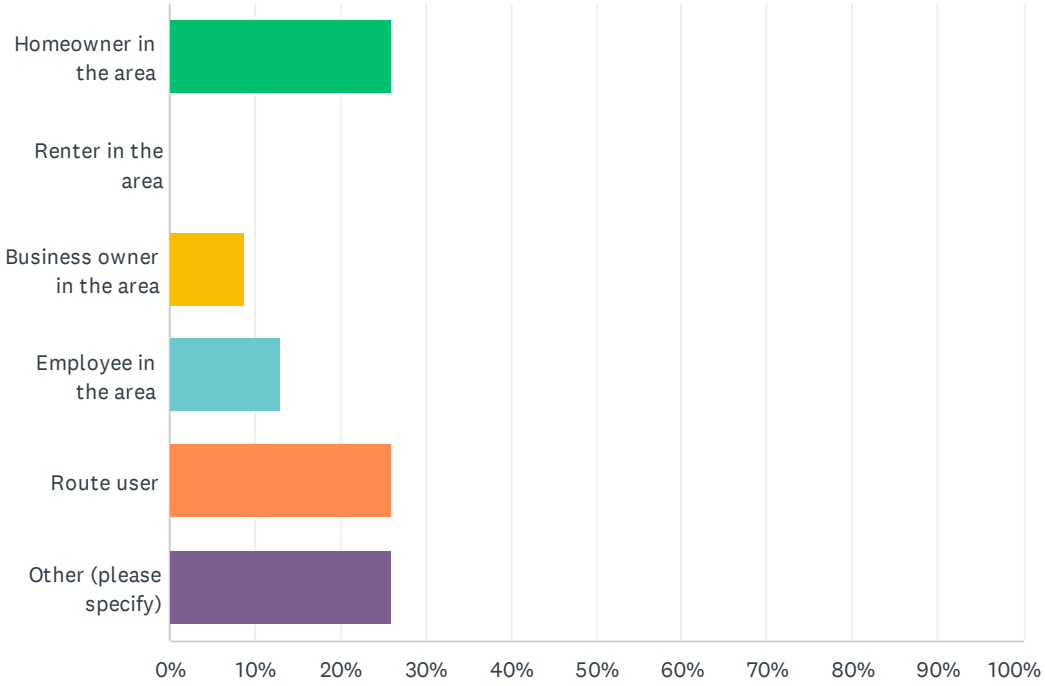
Q7 Do you have any additional ideas, information, or comments that you would like to share at this time?

Answered: 8 Skipped: 15

#	RESPONSES	DATE
1	Station a couple of deputies around once in a while to catch people travelling in excessive speeds. It's really bad.	5/15/2024 10:53 AM
2	People go in excess of 50 mph on the Niobrara area along East Allison. Speed limit signage and patrols by the Sheriff need to be present. Someone is going to get hurt as people like to walk during work breaks.	5/15/2024 5:54 AM
3	Clean up the unsightly homes and trailers in the area and along the road.	5/9/2024 7:22 AM
4	nope	5/8/2024 7:24 AM
5	If the the Morrie Ave Greenway could be tied into Allison Draw Greenway then LCCC, the neighbor hood by South High School and a lot of the county South side could have access to the rest of the Greenway	5/7/2024 7:26 PM
6	Why doesn't it just go straight to College rather than diverting?	5/7/2024 4:33 PM
7	Dont waste tax payers money on silly projects. This is not a needed infrastructure item.	5/6/2024 3:18 PM
8	it's a dangerous road to walk and drive on	4/29/2024 8:07 AM

Q8 Which of the following best describes you?

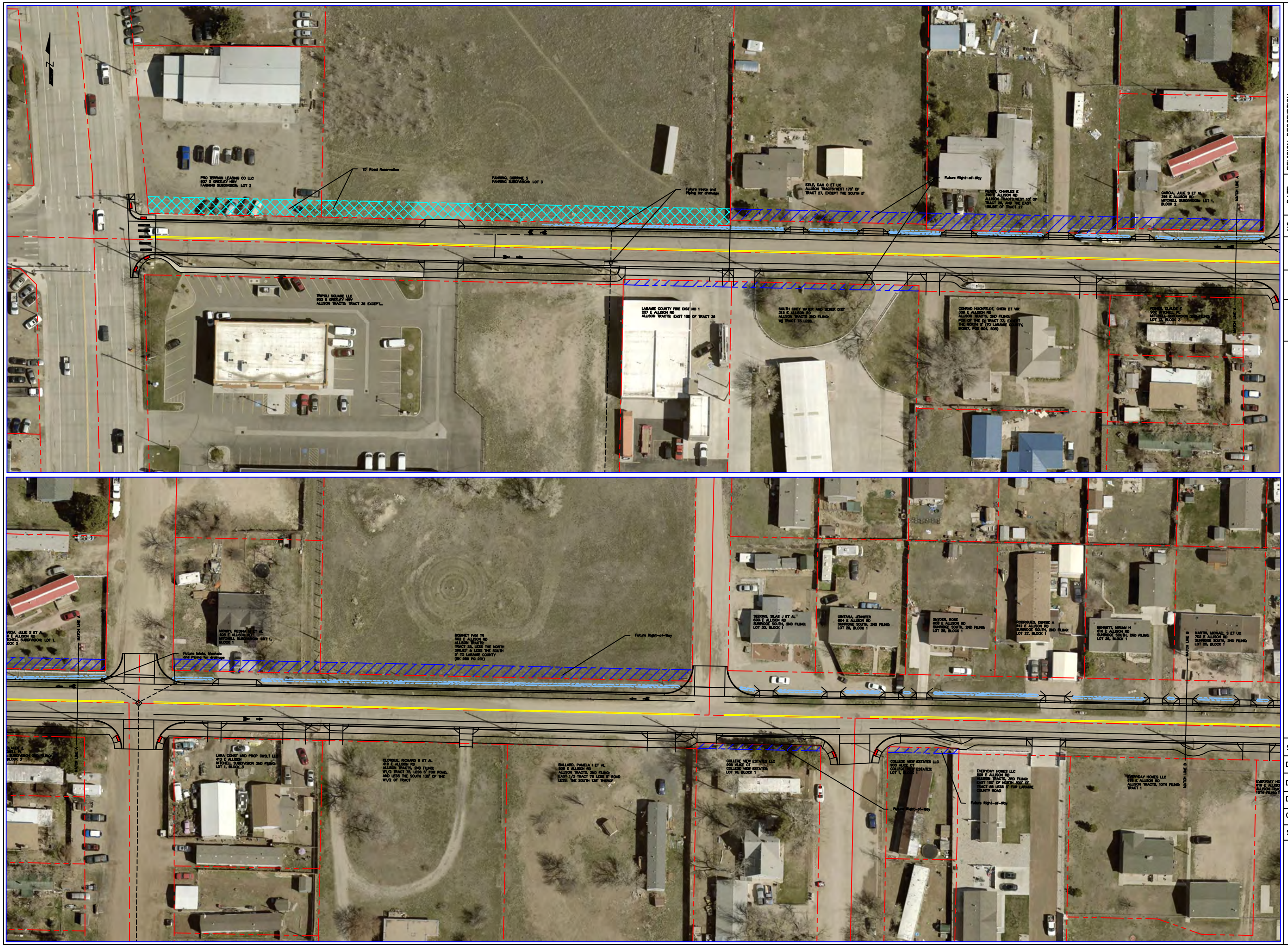
Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
Homeowner in the area	26.09%	6
Renter in the area	0.00%	0
Business owner in the area	8.70%	2
Employee in the area	13.04%	3
Route user	26.09%	6
Other (please specify)	26.09%	6
TOTAL		23

Appendix B

10% Design Plans



NO.	DATE	REVISION DESCRIPTION
1	5.28.2024	FIRST REVISION

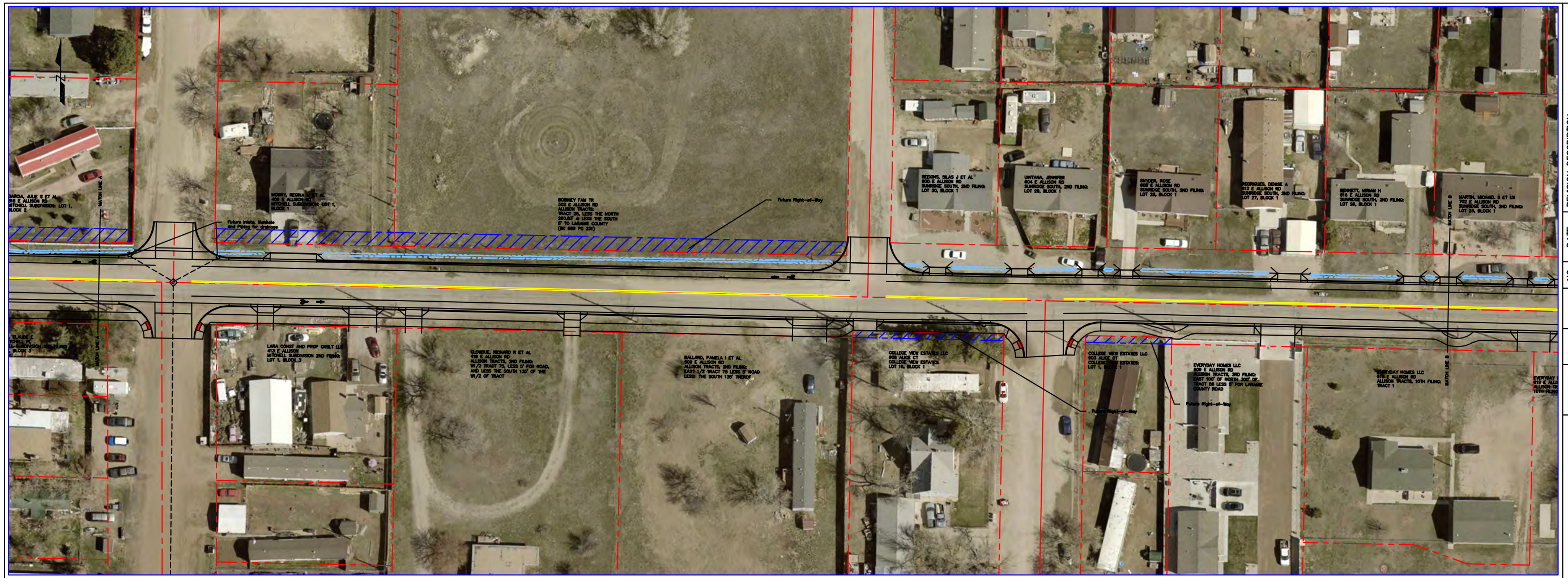
CHEYENNE

WYOMING

LARAMIE COUNTY

Allison Rd Corridor South Greeley Highway to College Dr

SCALE:	1"=80'
DATE:	5-16-2024
DESIGN BY:	CTY
DRAWN BY:	CTY
CHECKED BY:	CTY
SHEET NO:	1



NO.	DATE	REVISION DESCRIPTION
1	5.28.2024	FIRST REVISION

CHEYENNE

WYOMING

LARAMIE COUNTY

Allison Rd Corridor South Greeley Highway to College Dr

SCALE:	1"=80'
DATE:	5-16-2024
DESIGN BY:	CTY
DRAWN BY:	CTY
CHECKED BY:	CTY
SHEET NO:	2

NO.	DATE	REVISION DESCRIPTION
1	5.28.2024	FIRST REVISION

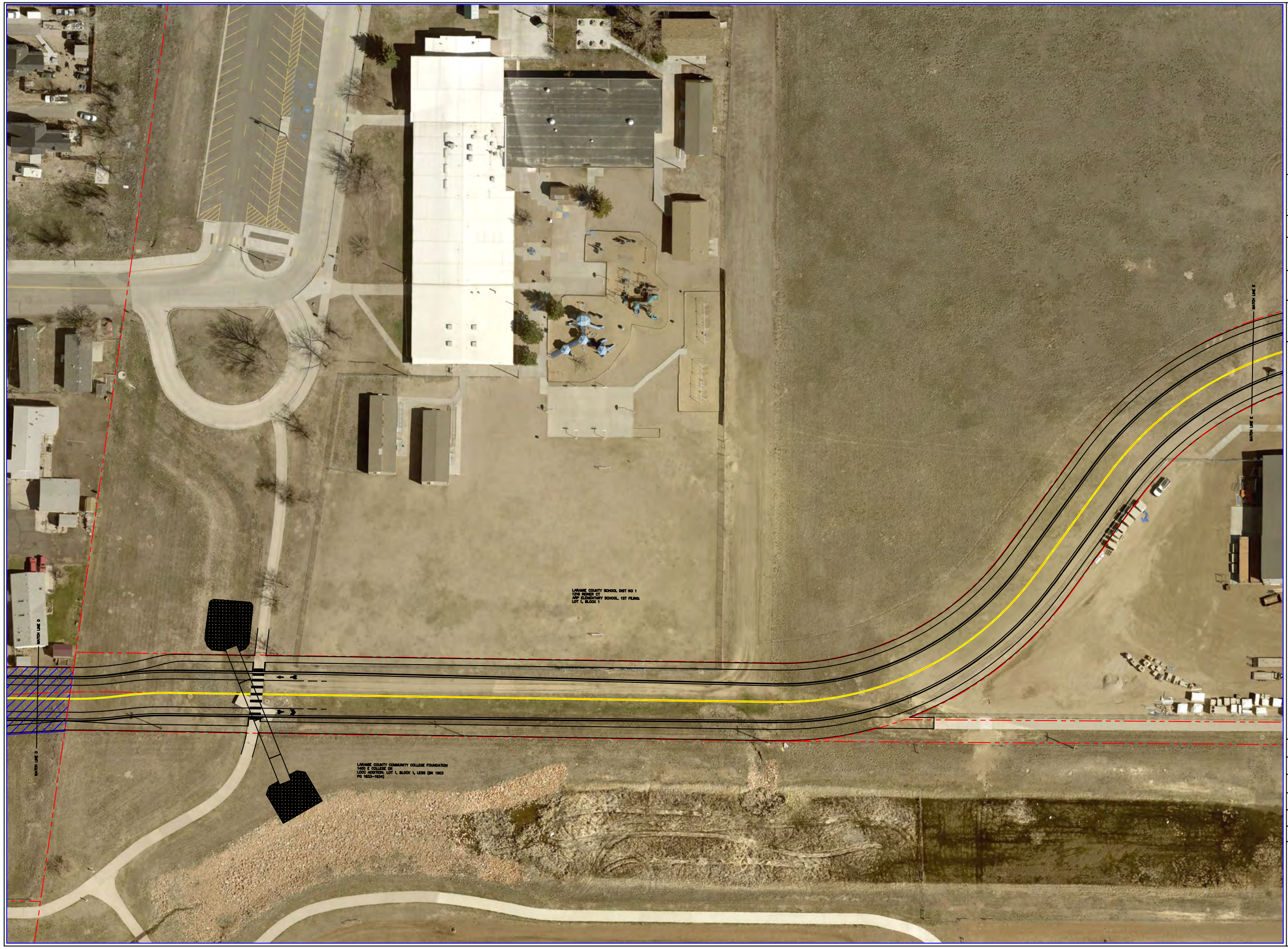
CHEYENNE

WYOMING

LARAMIE COUNTY

Allison Rd Corridor South Greeley Highway to College Dr

SCALE:	1"=80'
DATE:	5-16-2024
DESIGN BY:	CTY
DRAWN BY:	CTY
CHECKED BY:	CTY
SHEET NO:	3



NO.	DATE	REVISION DESCRIPTION
1	5.28.2024	FIRST REVISION

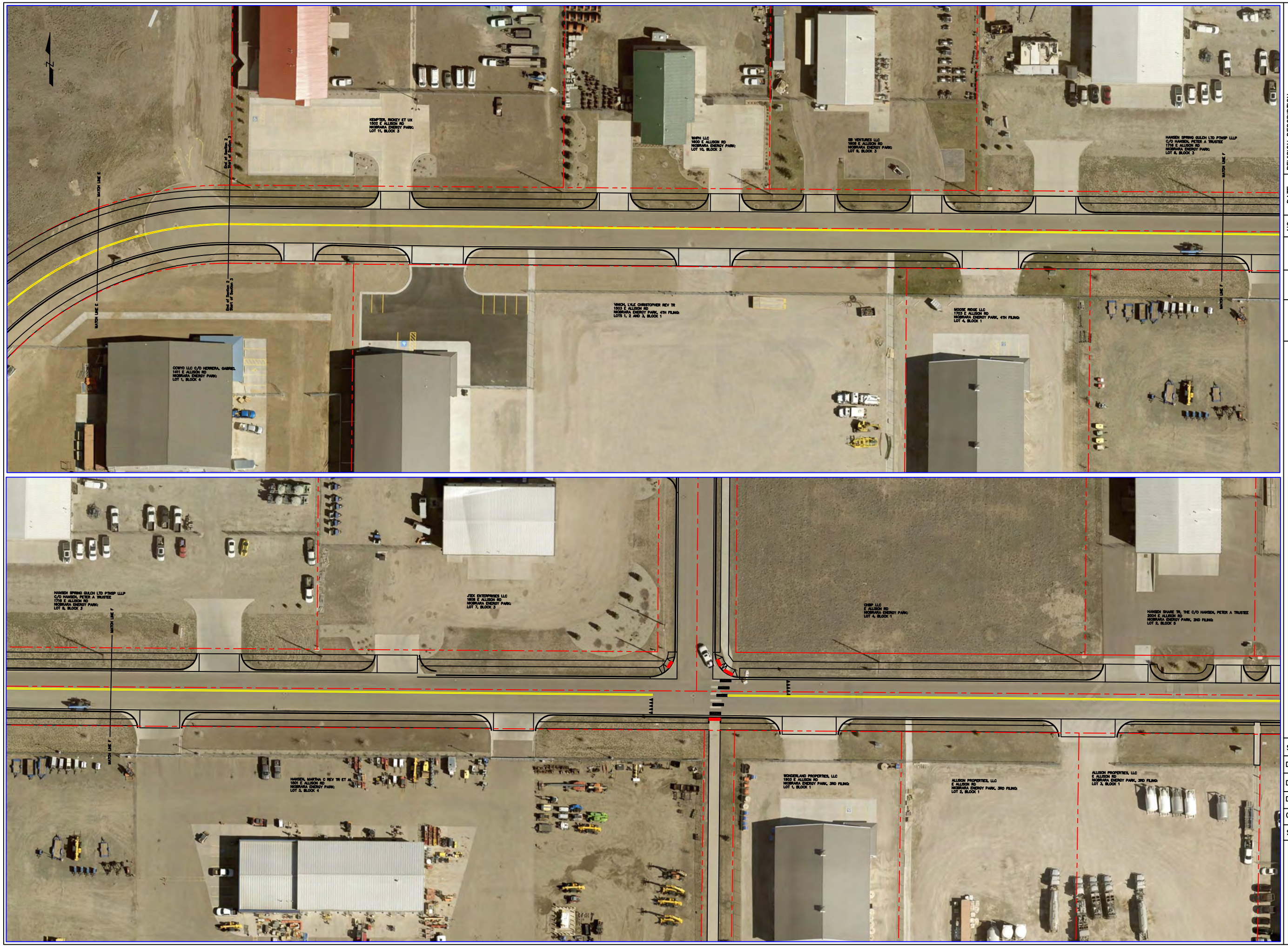
CHEYENNE

WYOMING

LARAMIE COUNTY

Allison Rd Corridor
South Greeley Highway
to College Dr

SCALE:	1"=80'
DATE:	5-16-2024
DESIGN BY:	CTY
DRAWN BY:	CTY
CHECKED BY:	CTY
SHEET NO:	4



NO.	DATE	REVISION DESCRIPTION
1	5.28.2024	FIRST REVISION

CHEYENNE

WYOMING

LARAMIE COUNTY

Allison Rd Corridor South Greeley Highway to College Dr

SCALE:	1"=80'
DATE:	5-16-2024
DESIGN BY:	CTY
DRAWN BY:	CTY
CHECKED BY:	CTY
SHEET NO:	5

NO.	DATE	REVISION DESCRIPTION
1	5.28.2024	FIRST REVISION

CHEYENNE

WYOMING

LARAMIE COUNTY

Allison Rd Corridor
South Greeley Highway
to College Dr

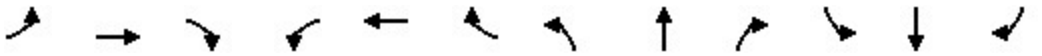
SCALE:	1"=80'
DATE:	5-16-2024
DESIGN BY:	CTY
DRAWN BY:	CTY
CHECKED BY:	CTY
SHEET NO:	6

Appendix C

Technical Reports

HCM 7th Signalized Intersection Summary
1: South Greeley Hwy & Allison Rd

05/17/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	32	63	7	30	17	105	709	3	17	409	109
Future Volume (veh/h)	110	32	63	7	30	17	105	709	3	17	409	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	35	68	8	33	18	114	771	3	18	445	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	66	128	76	126	61	698	2697	10	580	2068	544
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1354	568	1104	112	1088	526	847	3631	14	696	2783	732
Grp Volume(v), veh/h	120	0	103	59	0	0	114	377	397	18	283	280
Grp Sat Flow(s),veh/h/ln	1354	0	1672	1726	0	0	847	1777	1868	696	1777	1739
Q Serve(g_s), s	2.9	0.0	3.8	0.0	0.0	0.0	3.1	4.5	4.5	0.6	3.2	3.2
Cycle Q Clear(g_c), s	4.9	0.0	3.8	2.0	0.0	0.0	6.3	4.5	4.5	5.1	3.2	3.2
Prop In Lane	1.00		0.66	0.14		0.31	1.00		0.01	1.00		0.42
Lane Grp Cap(c), veh/h	280	0	193	262	0	0	698	1320	1387	580	1320	1291
V/C Ratio(X)	0.43	0.00	0.53	0.22	0.00	0.00	0.16	0.29	0.29	0.03	0.21	0.22
Avail Cap(c_a), veh/h	494	0	458	528	0	0	698	1320	1387	580	1320	1291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	27.1	26.3	0.0	0.0	3.5	2.7	2.7	3.6	2.6	2.6
Incr Delay (d2), s/veh	1.0	0.0	2.3	0.4	0.0	0.0	0.5	0.5	0.5	0.0	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.6	0.8	0.0	0.0	0.4	0.8	0.9	0.1	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.5	0.0	29.4	26.7	0.0	0.0	4.0	3.3	3.2	3.6	2.6	2.6
LnGrp LOS	C		C	C			A	A	A	A	A	A
Approach Vol, veh/h		223			59			888			581	
Approach Delay, s/veh		28.9			26.7			3.4			2.7	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.3		11.7		53.3		11.7				
Change Period (Y+Rc), s		5.0		4.2		5.0		4.2				
Max Green Setting (Gmax), s		38.0		17.8		38.0		17.8				
Max Q Clear Time (g_c+I1), s		8.3		6.9		7.1		4.0				
Green Ext Time (p_c), s		0.2		0.7		0.1		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	7.2
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	39	0	0	52	2	1	0	2	2	0	3
Future Vol, veh/h	0	39	0	0	52	2	1	0	2	2	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	42	0	0	57	2	1	0	2	2	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	59	0	0	42	0	0	99	101	42	100	100	58
Stage 1	-	-	-	-	-	-	42	42	-	58	58	-
Stage 2	-	-	-	-	-	-	57	59	-	42	42	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1545	-	-	1567	-	-	883	789	1028	881	790	1009
Stage 1	-	-	-	-	-	-	972	860	-	954	847	-
Stage 2	-	-	-	-	-	-	955	846	-	972	860	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1545	-	-	1567	-	-	880	789	1028	880	790	1009
Mov Cap-2 Maneuver	-	-	-	-	-	-	880	789	-	880	790	-
Stage 1	-	-	-	-	-	-	972	860	-	954	847	-
Stage 2	-	-	-	-	-	-	952	846	-	970	860	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	8.71	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	974	1545	-	-	1567	-	-	953
HCM Lane V/C Ratio	0.003	-	-	-	-	-	-	0.006
HCM Control Delay (s/veh)	8.7	0	-	-	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	39	44	0	1	9
Future Vol, veh/h	5	39	44	0	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	42	48	0	1	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	48	0	-	0	101	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	53	-
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	1559	-	-	-	897	1021
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1559	-	-	-	894	1021
Mov Cap-2 Maneuver	-	-	-	-	894	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	969	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.83	0	8.61
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	205	-	-	-	1007
HCM Lane V/C Ratio	0.003	-	-	-	0.011
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	4	3	36	7	3
Future Vol, veh/h	36	4	3	36	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	4	3	39	8	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	43	0	87	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	46	-
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	-	-	1565	-	914	1030
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	977	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1565	-	912	1030
Mov Cap-2 Maneuver	-	-	-	-	912	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.56	8.86
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	944	-	-	138	-
HCM Lane V/C Ratio	0.012	-	-	0.002	-
HCM Control Delay (s/veh)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	10	9	100	60	24
Future Vol, veh/h	29	10	9	100	60	24
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	32	11	10	109	65	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	207	78	91	0	-	0
Stage 1	78	-	-	-	-	-
Stage 2	128	-	-	-	-	-
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	782	982	1504	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	776	982	1504	-	-	-
Mov Cap-2 Maneuver	776	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.63	0.61	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	149	-	821	-	-
HCM Lane V/C Ratio	0.007	-	0.052	-	-
HCM Control Delay (s/veh)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	26	29	11	21	19
Future Vol, veh/h	27	26	29	11	21	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	28	32	12	23	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	43	0	-	0	124	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	87	-
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	1565	-	-	-	870	1035
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	936	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1565	-	-	-	854	1035
Mov Cap-2 Maneuver	-	-	-	-	854	-
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	936	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.74	0	9.06
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	917	-	-	-	931
HCM Lane V/C Ratio	0.019	-	-	-	0.047
HCM Control Delay (s/veh)	7.3	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	14	23	321	487	38
Future Vol, veh/h	27	14	23	321	487	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	100	-	-	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	29	15	25	349	529	41

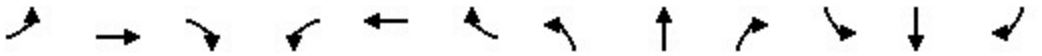
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	928	529	571	0	-	0
Stage 1	529	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	297	549	1002	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	290	549	1002	-	-	-
Mov Cap-2 Maneuver	290	-	-	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	678	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.4	0.58	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1002	-	290	549	-	-
HCM Lane V/C Ratio	0.025	-	0.101	0.028	-	-
HCM Control Delay (s/veh)	8.7	-	18.8	11.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.1	-	-

HCM 7th Signalized Intersection Summary
1: South Greeley Hwy & Allison Rd

05/17/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	26	38	16	17	33	41	734	15	39	862	64
Future Volume (veh/h)	89	26	38	16	17	33	41	734	15	39	862	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	28	41	17	18	36	45	798	16	42	937	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	61	90	88	44	65	491	2740	55	582	2578	193
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	1350	686	1004	213	496	730	560	3563	71	671	3352	250
Grp Volume(v), veh/h	97	0	69	71	0	0	45	398	416	42	497	510
Grp Sat Flow(s),veh/h/ln	1350	0	1690	1439	0	0	560	1777	1858	671	1777	1825
Q Serve(g_s), s	0.1	0.0	2.5	0.8	0.0	0.0	1.8	4.3	4.3	1.3	5.8	5.8
Cycle Q Clear(g_c), s	3.4	0.0	2.5	3.3	0.0	0.0	7.6	4.3	4.3	5.6	5.8	5.8
Prop In Lane	1.00		0.59	0.24		0.51	1.00		0.04	1.00		0.14
Lane Grp Cap(c), veh/h	253	0	151	197	0	0	491	1367	1429	582	1367	1404
V/C Ratio(X)	0.38	0.00	0.46	0.36	0.00	0.00	0.09	0.29	0.29	0.07	0.36	0.36
Avail Cap(c_a), veh/h	482	0	437	463	0	0	491	1367	1429	582	1367	1404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	0.0	28.1	28.3	0.0	0.0	3.6	2.2	2.2	3.1	2.4	2.4
Incr Delay (d2), s/veh	0.9	0.0	2.2	1.1	0.0	0.0	0.4	0.5	0.5	0.1	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.1	1.1	0.0	0.0	0.2	0.6	0.7	0.1	0.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.5	0.0	30.3	29.4	0.0	0.0	4.0	2.8	2.7	3.1	2.6	2.6
LnGrp LOS	C		C	C			A	A	A	A	A	A
Approach Vol, veh/h		166			71			859			1049	
Approach Delay, s/veh		29.8			29.4			2.8			2.6	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		55.0		10.0		55.0		10.0				
Change Period (Y+Rc), s		5.0		4.2		5.0		4.2				
Max Green Setting (Gmax), s		39.0		16.8		39.0		16.8				
Max Q Clear Time (g_c+I1), s		9.6		5.4		7.6		5.3				
Green Ext Time (p_c), s		0.2		0.4		0.2		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	5.7
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	58	4	3	54	3	4	0	1	3	0	2
Future Vol, veh/h	1	58	4	3	54	3	4	0	1	3	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	63	4	3	59	3	4	0	1	3	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	62	0	0	67	0	0	133	136	65	132	136	60
Stage 1	-	-	-	-	-	-	67	67	-	67	67	-
Stage 2	-	-	-	-	-	-	65	68	-	65	70	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1541	-	-	1534	-	-	839	755	999	840	754	1005
Stage 1	-	-	-	-	-	-	943	839	-	944	839	-
Stage 2	-	-	-	-	-	-	945	838	-	945	837	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1541	-	-	1534	-	-	835	753	999	837	752	1005
Mov Cap-2 Maneuver	-	-	-	-	-	-	835	753	-	837	752	-
Stage 1	-	-	-	-	-	-	942	838	-	941	837	-
Stage 2	-	-	-	-	-	-	941	836	-	944	836	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.12	0.37	9.2	9.04
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	863	28	-	-	89	-	-	897
HCM Lane V/C Ratio	0.006	0.001	-	-	0.002	-	-	0.006
HCM Control Delay (s/veh)	9.2	7.3	0	-	7.4	0	-	9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	53	47	0	2	13
Future Vol, veh/h	7	53	47	0	2	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	58	51	0	2	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	51	0	-	0	124	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	73	-
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	1555	-	-	-	871	1017
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	950	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1555	-	-	-	867	1017
Mov Cap-2 Maneuver	-	-	-	-	867	-
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	950	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.85	0	8.68
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	210	-	-	-	994
HCM Lane V/C Ratio	0.005	-	-	-	0.016
HCM Control Delay (s/veh)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	6	5	40	6	2
Future Vol, veh/h	50	6	5	40	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	7	5	43	7	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	61	0	112	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	54	-
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	-	-	1542	-	885	1009
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	968	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1542	-	882	1009
Mov Cap-2 Maneuver	-	-	-	-	882	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	965	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.82	8.99
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	910	-	-	200	-
HCM Lane V/C Ratio	0.01	-	-	0.004	-
HCM Control Delay (s/veh)	9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	17	9	114	151	34
Future Vol, veh/h	31	17	9	114	151	34
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	34	18	10	124	164	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	326	183	201	0	-	0
Stage 1	183	-	-	-	-	-
Stage 2	143	-	-	-	-	-
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	668	860	1371	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	663	860	1371	-	-	-
Mov Cap-2 Maneuver	663	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.38	0.56	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	132	-	721	-	-
HCM Lane V/C Ratio	0.007	-	0.072	-	-
HCM Control Delay (s/veh)	7.6	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	21	9	19	5	7
Future Vol, veh/h	18	21	9	19	5	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	23	10	21	5	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	30	0	-	0	82	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	62	-
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	1582	-	-	-	920	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	961	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1582	-	-	-	908	1058
Mov Cap-2 Maneuver	-	-	-	-	908	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	961	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.37	0	8.69
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	831	-	-	-	990
HCM Lane V/C Ratio	0.012	-	-	-	0.013
HCM Control Delay (s/veh)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	10	5	545	442	11
Future Vol, veh/h	31	10	5	545	442	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	100	-	-	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	34	11	5	592	480	12

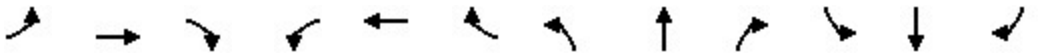
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1084	480	492	0	-	0
Stage 1	480	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	240	586	1071	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	239	586	1071	-	-	-
Mov Cap-2 Maneuver	239	-	-	-	-	-
Stage 1	619	-	-	-	-	-
Stage 2	546	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	19.78	0.08	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1071	-	239	586	-	-
HCM Lane V/C Ratio	0.005	-	0.141	0.019	-	-
HCM Control Delay (s/veh)	8.4	-	22.5	11.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	0.1	-	-

HCM 7th Signalized Intersection Summary
1: South Greeley Hwy & Allison Rd

05/17/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	52	103	11	49	28	172	1163	5	28	671	179
Future Volume (veh/h)	180	52	103	11	49	28	172	1163	5	28	671	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	196	57	112	12	53	30	187	1264	5	30	729	195
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	361	98	192	79	187	94	453	2487	10	332	1899	508
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.69	0.69	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1315	564	1107	96	1081	543	605	3630	14	437	2772	741
Grp Volume(v), veh/h	196	0	169	95	0	0	187	619	650	30	467	457
Grp Sat Flow(s),veh/h/ln	1315	0	1671	1721	0	0	605	1777	1868	437	1777	1737
Q Serve(g_s), s	5.1	0.0	6.0	0.0	0.0	0.0	12.6	10.9	10.9	2.4	7.3	7.3
Cycle Q Clear(g_c), s	8.1	0.0	6.0	3.0	0.0	0.0	20.4	10.9	10.9	13.9	7.3	7.3
Prop In Lane	1.00		0.66	0.13		0.32	1.00		0.01	1.00		0.43
Lane Grp Cap(c), veh/h	361	0	290	361	0	0	453	1217	1280	332	1217	1190
V/C Ratio(X)	0.54	0.00	0.58	0.26	0.00	0.00	0.41	0.51	0.51	0.09	0.38	0.38
Avail Cap(c_a), veh/h	456	0	411	482	0	0	453	1217	1280	332	1217	1190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	0.0	24.7	23.5	0.0	0.0	8.9	4.9	4.9	8.5	4.4	4.4
Incr Delay (d2), s/veh	1.3	0.0	1.9	0.4	0.0	0.0	2.8	1.5	1.4	0.1	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	2.4	1.2	0.0	0.0	1.6	2.7	2.8	0.2	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.6	0.0	26.6	23.9	0.0	0.0	11.7	6.5	6.4	8.6	4.6	4.6
LnGrp LOS	C		C	C			B	A	A	A	A	A
Approach Vol, veh/h		365			95			1456			954	
Approach Delay, s/veh		26.6			23.9			7.1			4.7	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.7		15.3		49.7		15.3				
Change Period (Y+Rc), s		5.0		4.2		5.0		4.2				
Max Green Setting (Gmax), s		39.8		16.0		39.8		16.0				
Max Q Clear Time (g_c+I1), s		22.4		10.1		15.9		5.0				
Green Ext Time (p_c), s		0.3		0.9		0.2		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.3
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	64	0	0	85	3	2	0	3	3	0	5
Future Vol, veh/h	0	64	0	0	85	3	2	0	3	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	70	0	0	92	3	2	0	3	3	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	96	0	0	70	0	0	162	165	70	164	164	94
Stage 1	-	-	-	-	-	-	70	70	-	94	94	-
Stage 2	-	-	-	-	-	-	92	96	-	70	70	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1498	-	-	1531	-	-	803	727	993	801	729	963
Stage 1	-	-	-	-	-	-	940	837	-	913	817	-
Stage 2	-	-	-	-	-	-	915	816	-	940	837	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1498	-	-	1531	-	-	799	727	993	799	729	963
Mov Cap-2 Maneuver	-	-	-	-	-	-	799	727	-	799	729	-
Stage 1	-	-	-	-	-	-	940	837	-	913	817	-
Stage 2	-	-	-	-	-	-	909	816	-	937	837	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	9	9.07
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	905	1498	-	-	1531	-	-	894
HCM Lane V/C Ratio	0.006	-	-	-	-	-	-	0.01
HCM Control Delay (s/veh)	9	0	-	-	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	64	72	0	2	15
Future Vol, veh/h	8	64	72	0	2	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	70	78	0	2	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	78	0	-	0	165	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	87	-
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	1520	-	-	-	825	982
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	936	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1520	-	-	-	820	982
Mov Cap-2 Maneuver	-	-	-	-	820	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	936	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.82	0	8.82
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	200	-	-	-	960
HCM Lane V/C Ratio	0.006	-	-	-	0.019
HCM Control Delay (s/veh)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	59	7	5	59	11	5
Future Vol, veh/h	59	7	5	59	11	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	8	5	64	12	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	72	0	143	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	75	-
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	-	-	1528	-	850	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1528	-	847	995
Mov Cap-2 Maneuver	-	-	-	-	847	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	944	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.58	9.13
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	888	-	-	141	-
HCM Lane V/C Ratio	0.02	-	-	0.004	-
HCM Control Delay (s/veh)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	16	15	164	98	39
Future Vol, veh/h	48	16	15	164	98	39
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	52	17	16	178	107	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	339	128	149	0	-	0
Stage 1	128	-	-	-	-	-
Stage 2	211	-	-	-	-	-
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	657	922	1433	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	649	922	1433	-	-	-
Mov Cap-2 Maneuver	649	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	824	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.7	0.63	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	151	-	701	-	-
HCM Lane V/C Ratio	0.011	-	0.099	-	-
HCM Control Delay (s/veh)	7.5	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	43	48	18	34	31
Future Vol, veh/h	44	43	48	18	34	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	47	52	20	37	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	72	0	-	0	204	62
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	142	-
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	1528	-	-	-	784	1003
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	885	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1528	-	-	-	759	1003
Mov Cap-2 Maneuver	-	-	-	-	759	-
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	885	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.76	0	9.57
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	910	-	-	-	859
HCM Lane V/C Ratio	0.031	-	-	-	0.082
HCM Control Delay (s/veh)	7.4	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	23	38	527	799	62
Future Vol, veh/h	44	23	38	527	799	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	100	-	-	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	48	25	41	573	868	67

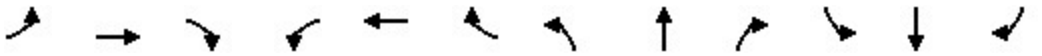
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1524	868	936	0	-	0
Stage 1	868	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	130	352	732	-	-	-
Stage 1	411	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	123	352	732	-	-	-
Mov Cap-2 Maneuver	123	-	-	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	517	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	39.66	0.69	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	732	-	123	352	-	-
HCM Lane V/C Ratio	0.056	-	0.39	0.071	-	-
HCM Control Delay (s/veh)	10.2	-	52	16	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.6	0.2	-	-

HCM 7th Signalized Intersection Summary
1: South Greeley Hwy & Allison Rd

05/24/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	43	62	26	28	54	67	1204	25	64	1414	105
Future Volume (veh/h)	146	43	62	26	28	54	67	1204	25	64	1414	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	159	47	67	28	30	59	73	1309	27	70	1537	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	103	146	101	80	113	251	2532	52	333	2386	176
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1308	697	994	217	540	770	302	3561	73	410	3355	247
Grp Volume(v), veh/h	159	0	114	117	0	0	73	653	683	70	809	842
Grp Sat Flow(s),veh/h/ln	1308	0	1691	1526	0	0	302	1777	1857	410	1777	1826
Q Serve(g_s), s	2.2	0.0	4.0	0.7	0.0	0.0	11.1	10.9	10.9	6.1	15.7	16.0
Cycle Q Clear(g_c), s	6.9	0.0	4.0	4.7	0.0	0.0	27.1	10.9	10.9	17.0	15.7	16.0
Prop In Lane	1.00		0.59	0.24		0.50	1.00		0.04	1.00		0.14
Lane Grp Cap(c), veh/h	316	0	249	293	0	0	251	1264	1321	333	1264	1299
V/C Ratio(X)	0.50	0.00	0.46	0.40	0.00	0.00	0.29	0.52	0.52	0.21	0.64	0.65
Avail Cap(c_a), veh/h	446	0	416	447	0	0	251	1264	1321	333	1264	1299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	25.3	25.4	0.0	0.0	12.3	4.3	4.3	8.2	5.0	5.0
Incr Delay (d2), s/veh	1.2	0.0	1.3	0.9	0.0	0.0	2.9	1.5	1.5	0.3	1.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	1.6	1.6	0.0	0.0	0.8	2.5	2.5	0.4	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.7	0.0	26.7	26.3	0.0	0.0	15.2	5.8	5.7	8.5	6.1	6.2
LnGrp LOS	C		C	C			B	A	A	A	A	A
Approach Vol, veh/h		273			117			1409			1721	
Approach Delay, s/veh		27.3			26.3			6.3			6.2	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.2		13.8		51.2		13.8				
Change Period (Y+Rc), s		5.0		4.2		5.0		4.2				
Max Green Setting (Gmax), s		39.8		16.0		39.8		16.0				
Max Q Clear Time (g_c+I1), s		29.1		8.9		19.0		6.7				
Green Ext Time (p_c), s		0.3		0.6		0.4		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.5
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	95	7	5	89	5	7	0	2	3	0	5
Future Vol, veh/h	2	95	7	5	89	5	7	0	2	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	103	8	5	97	5	8	0	2	3	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	102	0	0	111	0	0	219	224	107	218	226	99
Stage 1	-	-	-	-	-	-	111	111	-	110	110	-
Stage 2	-	-	-	-	-	-	108	113	-	108	115	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1490	-	-	1479	-	-	737	675	947	738	674	956
Stage 1	-	-	-	-	-	-	894	803	-	895	804	-
Stage 2	-	-	-	-	-	-	898	802	-	898	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1490	-	-	1479	-	-	729	671	947	733	670	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	729	671	-	733	670	-
Stage 1	-	-	-	-	-	-	892	802	-	891	801	-
Stage 2	-	-	-	-	-	-	889	799	-	894	799	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.14	0.38	9.75	9.24
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	768	34	-	-	90	-	-	858
HCM Lane V/C Ratio	0.013	0.001	-	-	0.004	-	-	0.01
HCM Control Delay (s/veh)	9.7	7.4	0	-	7.4	0	-	9.2
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	87	77	0	3	21
Future Vol, veh/h	11	87	77	0	3	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	12	95	84	0	3	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	84	0	-	0	202	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	118	-
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	1513	-	-	-	786	976
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1513	-	-	-	780	976
Mov Cap-2 Maneuver	-	-	-	-	780	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	907	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.83	0	8.91
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	202	-	-	-	946
HCM Lane V/C Ratio	0.008	-	-	-	0.028
HCM Control Delay (s/veh)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	82	10	8	66	10	3
Future Vol, veh/h	82	10	8	66	10	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	89	11	9	72	11	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	100	0	184	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	89	-
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	-	-	1493	-	806	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1493	-	801	962
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	929	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.8	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	833	-	-	195	-
HCM Lane V/C Ratio	0.017	-	-	0.006	-
HCM Control Delay (s/veh)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	28	15	187	248	39
Future Vol, veh/h	51	28	15	187	248	39
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	55	30	16	203	270	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	527	291	312	0	-	0
Stage 1	291	-	-	-	-	-
Stage 2	236	-	-	-	-	-
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	512	748	1248	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	504	748	1248	-	-	-
Mov Cap-2 Maneuver	504	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	803	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.43	0.59	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	134	-	570	-	-
HCM Lane V/C Ratio	0.013	-	0.151	-	-
HCM Control Delay (s/veh)	7.9	0	12.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	34	15	31	8	11
Future Vol, veh/h	30	34	15	31	8	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	33	37	16	34	9	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	50	0	-	0	135	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	102	-
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	1557	-	-	-	858	1040
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1557	-	-	-	840	1040
Mov Cap-2 Maneuver	-	-	-	-	840	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.45	0	8.89
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	844	-	-	-	945
HCM Lane V/C Ratio	0.021	-	-	-	0.022
HCM Control Delay (s/veh)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	16	8	894	725	18
Future Vol, veh/h	51	16	8	894	725	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	150	-	-	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	55	17	9	972	788	20

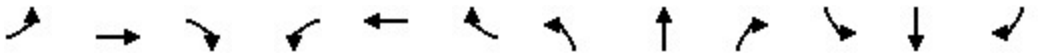
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1777	788	808	0	-	0
Stage 1	788	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	91	391	818	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	90	391	818	-	-	-
Mov Cap-2 Maneuver	90	-	-	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	76.09	0.08	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	818	-	90	391	-	-
HCM Lane V/C Ratio	0.011	-	0.618	0.044	-	-
HCM Control Delay (s/veh)	9.5	-	95.4	14.6	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0	-	2.9	0.1	-	-

HCM 7th Signalized Intersection Summary
1: South Greeley Hwy & Allison Rd

05/17/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	53	104	11	50	28	174	1178	5	28	680	181
Future Volume (veh/h)	182	53	104	11	50	28	174	1178	5	28	680	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	198	58	113	12	54	30	189	1280	5	30	739	197
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	486	149	291	91	289	142	379	2118	8	273	1618	431
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	1314	567	1105	88	1099	539	598	3630	14	430	2775	740
Grp Volume(v), veh/h	198	0	171	96	0	0	189	626	659	30	473	463
Grp Sat Flow(s),veh/h/ln	1314	0	1672	1726	0	0	598	1777	1868	430	1777	1737
Q Serve(g_s), s	4.2	0.0	5.0	0.0	0.0	0.0	15.7	13.6	13.6	2.9	9.1	9.1
Cycle Q Clear(g_c), s	6.8	0.0	5.0	2.5	0.0	0.0	24.8	13.6	13.6	16.5	9.1	9.1
Prop In Lane	1.00		0.66	0.12		0.31	1.00		0.01	1.00		0.43
Lane Grp Cap(c), veh/h	486	0	440	522	0	0	379	1036	1090	273	1036	1013
V/C Ratio(X)	0.41	0.00	0.39	0.18	0.00	0.00	0.50	0.60	0.60	0.11	0.46	0.46
Avail Cap(c_a), veh/h	486	0	440	522	0	0	379	1036	1090	273	1036	1013
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	18.1	17.2	0.0	0.0	14.1	8.0	8.0	13.4	7.1	7.1
Incr Delay (d2), s/veh	2.5	0.0	2.6	0.8	0.0	0.0	4.6	2.6	2.5	0.8	1.5	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	2.1	1.1	0.0	0.0	2.2	4.2	4.4	0.3	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.1	0.0	20.7	18.0	0.0	0.0	18.8	10.7	10.5	14.2	8.5	8.6
LnGrp LOS	C		C	B			B	B	B	B	A	A
Approach Vol, veh/h		369			96			1474			966	
Approach Delay, s/veh		20.9			18.0			11.6			8.7	
Approach LOS		C			B			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		20.0		40.0		20.0				
Change Period (Y+Rc), s		5.0		4.2		5.0		4.2				
Max Green Setting (Gmax), s		35.0		15.8		35.0		15.8				
Max Q Clear Time (g_c+I1), s		26.8		8.8		18.5		4.5				
Green Ext Time (p_c), s		0.3		1.0		0.2		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.1
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	68	0	0	90	3	2	0	3	3	0	5
Future Vol, veh/h	0	68	0	0	90	3	2	0	3	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	74	0	0	98	3	2	0	3	3	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	101	0	0	74	0	0	172	175	74	173	173	99
Stage 1	-	-	-	-	-	-	74	74	-	99	99	-
Stage 2	-	-	-	-	-	-	98	101	-	74	74	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1491	-	-	1526	-	-	791	718	988	790	720	956
Stage 1	-	-	-	-	-	-	935	833	-	907	813	-
Stage 2	-	-	-	-	-	-	909	811	-	935	833	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1491	-	-	1526	-	-	787	718	988	787	720	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	787	718	-	787	720	-
Stage 1	-	-	-	-	-	-	935	833	-	907	813	-
Stage 2	-	-	-	-	-	-	903	811	-	932	833	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	9.04	9.11
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	896	1491	-	-	1526	-	-	885
HCM Lane V/C Ratio	0.006	-	-	-	-	-	-	0.01
HCM Control Delay (s/veh)	9	0	-	-	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	66	74	0	2	15
Future Vol, veh/h	8	66	74	0	2	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	72	80	0	2	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	80	0	-	0	170	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	89	-
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	1517	-	-	-	821	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1517	-	-	-	816	980
Mov Cap-2 Maneuver	-	-	-	-	816	-
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	934	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.8	0	8.84
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	195	-	-	-	957
HCM Lane V/C Ratio	0.006	-	-	-	0.019
HCM Control Delay (s/veh)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	62	7	5	62	7	3
Future Vol, veh/h	62	7	5	62	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	8	5	67	8	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	75	0	149	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	78	-
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	-	-	1524	-	843	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	945	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1524	-	839	991
Mov Cap-2 Maneuver	-	-	-	-	839	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	941	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.55	9.14
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	880	-	-	134	-
HCM Lane V/C Ratio	0.012	-	-	0.004	-
HCM Control Delay (s/veh)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	20	16	3	80	5	15	158	8	22	77	39
Future Vol, veh/h	29	20	16	3	80	5	15	158	8	22	77	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	22	17	3	87	5	16	172	9	24	84	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	401	366	105	351	383	176	126	0	0	180	0	0
Stage 1	153	153	-	209	209	-	-	-	-	-	-	-
Stage 2	248	213	-	142	174	-	-	-	-	-	-	-
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	560	563	950	604	551	867	1460	-	-	1395	-	-
Stage 1	850	771	-	793	729	-	-	-	-	-	-	-
Stage 2	756	726	-	860	755	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	454	545	950	552	534	867	1460	-	-	1395	-	-
Mov Cap-2 Maneuver	454	545	-	552	534	-	-	-	-	-	-	-
Stage 1	834	757	-	783	720	-	-	-	-	-	-	-
Stage 2	652	717	-	805	741	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.45	12.99	0.62	1.22
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	148	-	-	554	546	1395	-	-
HCM Lane V/C Ratio	0.011	-	-	0.128	0.175	0.017	-	-
HCM Control Delay (s/veh)	7.5	0	-	12.5	13	7.6	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	44	15	31	8	11
Future Vol, veh/h	45	44	15	31	8	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	48	16	34	9	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	50	0	-	0	179	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	146	-
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	1557	-	-	-	811	1040
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1557	-	-	-	785	1040
Mov Cap-2 Maneuver	-	-	-	-	785	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.74	0	9.03
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	910	-	-	-	915
HCM Lane V/C Ratio	0.031	-	-	-	0.023
HCM Control Delay (s/veh)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	24	40	556	843	65
Future Vol, veh/h	46	24	40	556	843	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	100	-	-	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	50	26	43	604	916	71

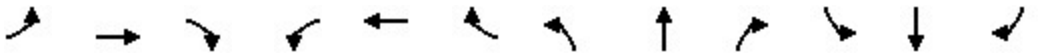
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1608	916	987	0	-	0
Stage 1	916	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	115	330	700	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	108	330	700	-	-	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	366	-	-	-	-	-
Stage 2	497	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	47.87	0.7	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	700	-	108	330	-	-
HCM Lane V/C Ratio	0.062	-	0.462	0.079	-	-
HCM Control Delay (s/veh)	10.5	-	64.1	16.8	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	2	0.3	-	-

HCM 7th Signalized Intersection Summary
1: South Greeley Hwy & Allison Rd

05/17/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	47	63	26	30	55	68	1219	27	69	1432	106
Future Volume (veh/h)	148	47	63	26	30	55	68	1219	27	69	1432	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	161	51	68	28	33	60	74	1325	29	75	1557	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	490	191	255	134	155	211	185	2074	45	255	1958	144
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	1303	727	969	228	588	803	296	3555	78	403	3357	246
Grp Volume(v), veh/h	161	0	119	121	0	0	74	662	692	75	819	853
Grp Sat Flow(s),veh/h/ln	1303	0	1696	1619	0	0	296	1777	1856	403	1777	1826
Q Serve(g_s), s	1.5	0.0	3.3	0.0	0.0	0.0	13.1	14.8	14.9	9.1	21.4	21.9
Cycle Q Clear(g_c), s	4.8	0.0	3.3	3.4	0.0	0.0	35.0	14.8	14.9	24.0	21.4	21.9
Prop In Lane	1.00		0.57	0.23		0.50	1.00		0.04	1.00		0.13
Lane Grp Cap(c), veh/h	490	0	447	500	0	0	185	1036	1083	255	1036	1065
V/C Ratio(X)	0.33	0.00	0.27	0.24	0.00	0.00	0.40	0.64	0.64	0.29	0.79	0.80
Avail Cap(c_a), veh/h	490	0	447	500	0	0	185	1036	1083	255	1036	1065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	0.0	17.5	17.5	0.0	0.0	24.3	8.3	8.3	16.3	9.7	9.8
Incr Delay (d2), s/veh	1.8	0.0	1.5	1.1	0.0	0.0	6.4	3.0	2.9	2.9	6.2	6.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.4	1.4	0.0	0.0	1.3	4.7	4.9	0.9	7.2	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.7	0.0	19.0	18.7	0.0	0.0	30.6	11.3	11.2	19.2	15.8	16.1
LnGrp LOS	B		B	B			C	B	B	B	B	B
Approach Vol, veh/h		280			121			1428			1747	
Approach Delay, s/veh		19.4			18.7			12.3			16.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	40.0	20.0	40.0	20.0
Change Period (Y+Rc), s	5.0	4.2	5.0	4.2
Max Green Setting (Gmax), s	35.0	15.8	35.0	15.8
Max Q Clear Time (g_c+I1), s	37.0	6.8	26.0	5.4
Green Ext Time (p_c), s	0.0	0.8	0.4	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	14.9
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	102	7	5	95	5	7	0	2	5	0	3
Future Vol, veh/h	2	102	7	5	95	5	7	0	2	5	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	111	8	5	103	5	8	0	2	5	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	109	0	0	118	0	0	233	239	115	232	240	106
Stage 1	-	-	-	-	-	-	119	119	-	117	117	-
Stage 2	-	-	-	-	-	-	114	120	-	115	123	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1482	-	-	1470	-	-	722	662	938	723	662	948
Stage 1	-	-	-	-	-	-	885	797	-	888	799	-
Stage 2	-	-	-	-	-	-	891	797	-	890	794	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1482	-	-	1470	-	-	715	659	938	717	658	948
Mov Cap-2 Maneuver	-	-	-	-	-	-	715	659	-	717	658	-
Stage 1	-	-	-	-	-	-	884	796	-	884	796	-
Stage 2	-	-	-	-	-	-	884	794	-	886	793	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.13	0.36	9.83	9.61
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	755	32	-	-	85	-	-	789
HCM Lane V/C Ratio	0.013	0.001	-	-	0.004	-	-	0.011
HCM Control Delay (s/veh)	9.8	7.4	0	-	7.5	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	90	79	1	3	21
Future Vol, veh/h	11	90	79	1	3	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	98	86	1	3	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	87	0	-	0	208	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	122	-
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	1509	-	-	-	780	972
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1509	-	-	-	774	972
Mov Cap-2 Maneuver	-	-	-	-	774	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	904	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.81	0	8.93
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	196	-	-	-	942
HCM Lane V/C Ratio	0.008	-	-	-	0.028
HCM Control Delay (s/veh)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	86	10	8	69	10	3
Future Vol, veh/h	86	10	8	69	10	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	11	9	75	11	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	104	0	191	99
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	92	-
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	-	-	1487	-	798	957
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1487	-	793	957
Mov Cap-2 Maneuver	-	-	-	-	793	-
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	926	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.77	9.44
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	825	-	-	187	-
HCM Lane V/C Ratio	0.017	-	-	0.006	-
HCM Control Delay (s/veh)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	23	28	1	26	2	30	172	17	31	220	57
Future Vol, veh/h	29	23	28	1	26	2	30	172	17	31	220	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	25	30	1	28	2	33	187	18	34	239	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	604	608	270	580	630	196	301	0	0	205	0	0
Stage 1	337	337	-	261	261	-	-	-	-	-	-	-
Stage 2	266	271	-	319	368	-	-	-	-	-	-	-
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	410	410	769	425	399	845	1260	-	-	1366	-	-
Stage 1	677	641	-	744	692	-	-	-	-	-	-	-
Stage 2	739	685	-	692	621	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	358	386	769	361	375	845	1260	-	-	1366	-	-
Mov Cap-2 Maneuver	358	386	-	361	375	-	-	-	-	-	-	-
Stage 1	657	622	-	722	672	-	-	-	-	-	-	-
Stage 2	685	665	-	619	603	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.85	15.05	1.09	0.78
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	242	-	-	452	390	174	-	-
HCM Lane V/C Ratio	0.026	-	-	0.192	0.081	0.025	-	-
HCM Control Delay (s/veh)	7.9	0	-	14.8	15	7.7	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	34	15	31	8	11
Future Vol, veh/h	30	34	15	31	8	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	37	16	34	9	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	50	0	-	0	135	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	102	-
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	1557	-	-	-	858	1040
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1557	-	-	-	840	1040
Mov Cap-2 Maneuver	-	-	-	-	840	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3.45	0	8.89
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	844	-	-	-	945
HCM Lane V/C Ratio	0.021	-	-	-	0.022
HCM Control Delay (s/veh)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	54	17	8	948	769	19
Future Vol, veh/h	54	17	8	948	769	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	100	-	-	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	59	18	9	1030	836	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1884	836	857	0	-	0
Stage 1	836	-	-	-	-	-
Stage 2	1048	-	-	-	-	-
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	78	367	784	-	-	-
Stage 1	425	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	77	367	784	-	-	-
Mov Cap-2 Maneuver	77	-	-	-	-	-
Stage 1	421	-	-	-	-	-
Stage 2	338	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/veh	106.99	0.08	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	784	-	77	367	-	-
HCM Lane V/C Ratio	0.011	-	0.763	0.05	-	-
HCM Control Delay (s/veh)	9.6	-	135.9	15.3	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0	-	3.7	0.2	-	-


South Greeley Hwy
Allison Rd
Mitchell Ct
Mitchell Pl
Avenue B-6
Avenue C
Sunridge Dr
E Gopp Ct
E Reiner Ct
Alice Ct
Briar Ct
Arcadian Dr
Avenue C-1
Avenue C-2
Hinkley Dr
Energy Dr
College Dr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Energy Dr
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Arcadian Dr
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Mitchell Pl
Alice Ct
Briar Ct
Allison Rd
Allison Rd
Allison Rd
Allison Rd
South Greeley Hwy
South Greeley Hwy
College Dr

SEGMENT CRASH HISTORY REPORT FOR ALLISON RD (ML6868B) FROM MILE POST 1.45 TO 2 FOR THE YEARS 2019 - 2023

LRS ID	CRASH STREET	MILE POST	CROSS STREET	DATE	TIME	CRASH SEVERITY	FATAL	INJURY	FIRST HARMFUL EVENT (FHE)	FHE LOCATION	MANNER OF COLLISION	JUNCTION RELATION	#	VEHICLE DIRECTION	VEHICLE MANEUVER	#	DRIVER ACTION	PERSON TYPE	SAFETY EQUIPMENT USED	INJURY STATUS	LIGHTING	WEATHER CONDITION	ROAD CONDITION	ALCOHOL INVOLVED	DRUGS INVOLVED	LATITUDE	LONGITUDE	CRASH CASE #
ML6868B	CR 207-B / ALLISON RD	1.451	S GREELEY HWY | I 25 BUS / US 85	09/14/2023	1900	PROPERTY DAMAGE ONLY	0	0	Motor Vehicle in Transport on Roadway	On Roadway	Angle Right (Front to Side, includes Broadside)	Intersection	1	West	Straight Ahead	1	No Improper Driving	1	Driver	Shoulder and Lap Belt	No Apparent Injury	Daylight	Clear	Wet	N	N	41.109548	-104.800705	23-00090722
													2	South	Straight Ahead	2	Drove too Fast for Conditions	2	Driver	Shoulder and Lap Belt	No Apparent Injury							
ML6868B	ALLISON RD | CR 207-B	1.464		06/02/2022	1420	SUSPECTED MINOR INJURY	0	1	Pedestrian	On Roadway	Not a Collision w/2 Vehicles in Transport	Intersection Related	1	West	Turning Right	1	No Improper Driving	1	Driver	Shoulder and Lap Belt	No Apparent Injury	Daylight	Clear	Dry	N	N	41.109558	-104.800476	22-00054776
																		1	Pedestrian Conveyance		Suspected Minor Injury								
ML6868B	CR 207-B / ALLISON RD	1.464		08/31/2023	2019	PROPERTY DAMAGE ONLY	0	0	Motor Vehicle in Transport on Roadway	On Roadway	Sideswipe Opposite Direction (Meeting)	Intersection Related	1	East	Straight Ahead	1	Disregarded Other Road Marking	1	Driver	Unknown	No Apparent Injury	Darkness Lighted	Clear	Dry	Y	N	41.109578	-104.800475	23-19701
													2	West	Straight Ahead	2	No Improper Driving	2	Driver	Unknown	No Apparent Injury							
ML6868B	CR 207-B / ALLISON RD	1.500		10/21/2023	1626	PROPERTY DAMAGE ONLY	0	0	Motor Vehicle in Transport on Roadway	On Roadway	Rear End (Front to Rear)	Non-Junction	1	East	Slowing	1	Other Improper Action	1	Driver	Shoulder and Lap Belt	No Apparent Injury	Daylight	Clear	Dry	N	N	41.109542	-104.799774	23-00102289
													2	East	Straight Ahead	2	No Improper Driving	2	Driver	Shoulder and Lap Belt	No Apparent Injury							
																		2	Passenger	Shoulder and Lap Belt	No Apparent Injury							
ML6868B	CR 207-B / ALLISON RD	1.531		08/27/2023	2353	SUSPECTED MINOR INJURY	0	1	Utility Pole/Light Support	Off Roadway	Not a Collision w/2 Vehicles in Transport	Non-Junction	1	Southwest	Straight Ahead	1	No Improper Driving	1	Driver	Shoulder and Lap Belt	Suspected Minor Injury	Darkness Lighted	Clear	Dry	N	N	41.109566	-104.799165	23-19285
ML6868B	ALLISON RD | CR 207-B	1.540		10/03/2021	2040	PROPERTY DAMAGE ONLY	0	0	Utility Pole/Light Support	Off Roadway	Not a Collision w/2 Vehicles in Transport	Non-Junction	1	East	Straight Ahead	1	Speeding	1	Driver	Unknown	No Apparent Injury	Darkness Unlighted	Clear	Dry	Y	N	41.109527	-104.798987	2021-18222
ML6868B	ALLISON RD | CR 207-B"	1.561		08/09/2019	1630	PROPERTY DAMAGE ONLY	0	0	Utility Pole/Light Support	Off Roadway	Not a Collision w/2 Vehicles in Transport	Non-Junction	1	East	ıving a Traffic Lane/Pa	1	Ran Off Road	1	Driver	Shoulder and Lap Belt	No Apparent Injury	Daylight	Clear	Dry	Y	N	41.109524	-104.798591	19-16450
																1	Failed to Keep Proper Lane											
ML6868B	ALLISON RD | CR 207-B	1.987		02/01/2019	1843	PROPERTY DAMAGE ONLY	0	0	Motor Vehicle in Transport on Roadway	On Roadway	Angle (Front to Side), Opposing Direction	Intersection Related	1	East	Stopped in Traffic	1	No Improper Driving	1	Driver	Shoulder and Lap Belt	No Apparent Injury	Darkness Unlighted	Clear	Dry	N	N	41.109453	-104.790281	2019-2308
													2	West	Turning Right	2	Drove too Fast for Conditions	2	Driver	Unknown	Unknown							
																2	Wrong Side/Wrong Way											
																2	Erratic/Reckless/Careless/Aggressive											
ML6868B	ALLISON RD | CR 207-B	1.991		11/11/2019	1143	PROPERTY DAMAGE ONLY	0	0	Motor Vehicle in Transport on Roadway	On Roadway	Angle (Front to Side), Opposing Direction	Intersection Related	1	South	Turning Right	1	Drove too Fast for Conditions	1	Driver	Unknown	No Apparent Injury	Daylight	Clear	Snow	N	N	41.109451	-104.790070	19-23797
													2	East	Straight Ahead	2	No Improper Driving	2	Driver	Unknown	No Apparent Injury							
ML6868B	ALLISON RD | CR 207-B	1.992		05/28/2021	324	PROPERTY DAMAGE ONLY	0	0	Other NON-Fixed Object	Off Roadway	Not a Collision w/2 Vehicles in Transport	Intersection Related	1	East	Straight Ahead	1	Disregarded Traffic Signs	1	Driver	Unknown	No Apparent Injury	Darkness Lighted	Clear	Dry	N	Y	41.109444	-104.790187	21-9385

LRS ID	CRASH STREET	MILE POST	CROSS STREET	DATE	TIME	CRASH SEVERITY	FATAL	INJURY	FIRST HARMFUL EVENT (FHE)	FHE LOCATION	MANNER OF COLLISION	JUNCTION RELATION	#	VEHICLE DIRECTION	MANEUVER	DRIVER ACTION	PERSON TYPE	SAFETY EQUIPMENT USED	INJURY STATUS	LIGHTING	WEATHER CONDITION	ROAD CONDITION	ALCOHOL INVOLVED	DRUGS INVOLVED	LATITUDE	LONGITUDE	CRASH CASE #

REPORT SUMMARY

TOTAL CRASHES:	**10**		
FATAL CRASHES:	**0**	**TOTAL FATALITIES:**	**0**
INJURY CRASHES:	**2**	**TOTAL INJURIES:**	**2**
PDO CRASHES:	**8**		

* PDO = Property Damage Only Crashes
* Critical Crashes = Fatal & Suspected Serious Injury Crashes
* Serious Crashes = Suspected Minor Injury & Possible Injury Crashes
* Damage Crashes = No Apparent Injury & Unknown Injury Crashes

	CRASH COUNTS				SEVERITY COUNTS			INJURY COUNTS				
YEAR	FATAL CRASHES	INJURY CRASHES	PDO CRASHES	TOTAL CRASHES	CRITICAL CRASHES*	SERIOUS CRASHES*	DAMAGE CRASHES*	FATAL INJURIES	SERIOUS INJURIES	MINOR INJURIES	POSSIBLE INJURIES	NO INJURIES
2019	0	0	3	3	0	0	3	0	0	0	0	5
2021	0	0	2	2	0	0	2	0	0	0	0	2
2022	0	1	0	1	0	1	0	0	0	1	0	1
2023	0	1	3	4	0	1	3	0	0	1	0	7
	0	**2**	**8**	**10**	**0**	**2**	**8**	**0**	**0**	**2**	**0**	**15**

SEGMENT CRASH HISTORY REPORT FOR
EAST ALLISON RD (ML20661B) FROM MILE POST 100 TO 100.691
FOR THE YEARS 2019 - 2023

LRS ID	CRASH STREET	MILE POST	CROSS STREET	DATE	TIME	CRASH SEVERITY	FATAL	INJURY	FIRST HARMFUL EVENT (FHE)	FHE LOCATION	MANNER OF COLLISION	JUNCTION RELATION	VEHICLE #	VEHICLE DIRECTION	VEHICLE MANEUVER	DRIVER ACTION	PERSON TYPE	SAFETY EQUIPMENT USED	INJURY STATUS	LIGHTING	WEATHER CONDITION	ROAD CONDITION	ALCOHOL INVOLVED	DRUGS INVOLVED	LATITUDE	LONGITUDE	CRASH CASE #

REPORT SUMMARY

TOTAL CRASHES:	0		
FATAL CRASHES:	0	TOTAL FATALITIES:	
INJURY CRASHES:	0	TOTAL INJURIES:	
PDO CRASHES:	0		

* PDO = Property Damage Only Crashes
* Critical Crashes = Fatal & Suspected Serious Injury Crashes
* Serious Crashes = Suspected Minor Injury & Possible Injury Crashes
* Damage Crashes = No Apparent Injury & Unknown Injury Crashes

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Cheyenne
Street: Allison Rd
Location: East of South Greeley Hwy

A study of vehicle traffic was conducted with the device having serial number 404022. The study was done in the Eastbound lane at Allison Rd in Cheyenne, WY in Laramie county. The study began on 04/30/2024 at 12:00 AM and concluded on 05/01/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 657 vehicles passed through the location with a peak volume of 23 on 04/30/2024 at [02:45 PM-03:00 PM] and a minimum volume of 0 on 04/30/2024 at [01:00 AM-01:15 AM]. The AADT count for this study was 657.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classifed vehicles was 31 MPH with 56.21% vehicles exceeding the posted speed of 30 MPH. 0.00% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 37.18 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to >				
0	3	23	78	178	220	103	32	7	0	0				

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 224 which represents 35 percent of the total classified vehicles. The number of Vans & Pickups in the study was 364 which represents 57 percent of the total classified vehicles. The number of Busses & Trucks in the study was 41 which represents 6 percent of the total classified vehicles. The number of Tractor Trailers in the study was 15 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
224	296	68	16	16	9	6	9							

CHART 2

HEADWAY

During the peak traffic period, on 04/30/2024 at [02:45 PM-03:00 PM] the average headway between vehicles was 37.5 seconds. During the slowest traffic period, on 04/30/2024 at [01:00 AM-01:15 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 46.00 and 93.00 degrees F.

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Cheyenne
Street: Allison Rd
Location: East of South Greeley Hwy

A study of vehicle traffic was conducted with the device having serial number 404055. The study was done in the Westbound lane at Allison Rd in Cheyenne, WY in Laramie county. The study began on 04/30/2024 at 12:00 AM and concluded on 05/01/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 677 vehicles passed through the location with a peak volume of 21 on 04/30/2024 at [02:45 PM-03:00 PM] and a minimum volume of 0 on 04/30/2024 at [01:15 AM-01:30 AM]. The AADT count for this study was 677.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classifed vehicles was 29 MPH with 35.04% vehicles exceeding the posted speed of 30 MPH. 0.00% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 33.98 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to >				
0	5	29	115	283	166	48	12	7	0	0				

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 369 which represents 56 percent of the total classified vehicles. The number of Vans & Pickups in the study was 251 which represents 38 percent of the total classified vehicles. The number of Busses & Trucks in the study was 31 which represents 5 percent of the total classified vehicles. The number of Tractor Trailers in the study was 13 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
369	204	47	6	15	10	8	6							

CHART 2

HEADWAY

During the peak traffic period, on 04/30/2024 at [02:45 PM-03:00 PM] the average headway between vehicles was 40.909 seconds. During the slowest traffic period, on 04/30/2024 at [01:15 AM-01:30 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 46.00 and 91.00 degrees F.

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Cheyenne
Street: Allison Rd
Location: West of Avenue C

A study of vehicle traffic was conducted with the device having serial number 404061. The study was done in the Eastbound lane at Allison Rd in Cheyenne, WY in Laramie county. The study began on 04/30/2024 at 12:00 AM and concluded on 05/01/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 502 vehicles passed through the location with a peak volume of 17 on 04/30/2024 at [02:45 PM-03:00 PM] and a minimum volume of 0 on 04/30/2024 at [12:30 AM-12:45 AM]. The AADT count for this study was 502.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classifed vehicles was 28 MPH with 38.01% vehicles exceeding the posted speed of 30 MPH. 0.00% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 34.22 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to >				
0	7	30	81	187	134	46	5	2	0	0				

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 298 which represents 61 percent of the total classified vehicles. The number of Vans & Pickups in the study was 171 which represents 35 percent of the total classified vehicles. The number of Busses & Trucks in the study was 14 which represents 3 percent of the total classified vehicles. The number of Tractor Trailers in the study was 9 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
298	155	16	6	6	2	5	4							

CHART 2

HEADWAY

During the peak traffic period, on 04/30/2024 at [02:45 PM-03:00 PM] the average headway between vehicles was 50 seconds. During the slowest traffic period, on 04/30/2024 at [12:30 AM-12:45 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 46.00 and 93.00 degrees F.

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Cheyenne
Street: Allison Rd
Location: West of Avenue C

A study of vehicle traffic was conducted with the device having serial number 404091. The study was done in the Westbound lane at Allison Rd in Cheyenne, WY in Laramie county. The study began on 04/30/2024 at 12:00 AM and concluded on 05/01/2024 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 551 vehicles passed through the location with a peak volume of 18 on 04/30/2024 at [01:45 PM-02:00 PM] and a minimum volume of 0 on 04/30/2024 at [12:00 AM-12:15 AM]. The AADT count for this study was 551.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classifed vehicles was 28 MPH with 35.54% vehicles exceeding the posted speed of 30 MPH. 0.00% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 34.39 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to >				
3	9	40	106	183	123	52	11	2	0	0				

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 150 which represents 28 percent of the total classified vehicles. The number of Vans & Pickups in the study was 315 which represents 60 percent of the total classified vehicles. The number of Busses & Trucks in the study was 47 which represents 9 percent of the total classified vehicles. The number of Tractor Trailers in the study was 17 which represents 3 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
150	254	61	12	20	15	6	11							

CHART 2

HEADWAY

During the peak traffic period, on 04/30/2024 at [01:45 PM-02:00 PM] the average headway between vehicles was 47.368 seconds. During the slowest traffic period, on 04/30/2024 at [12:00 AM-12:15 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 46.00 and 93.00 degrees F.

Allison Rd & South Greeley Hwy
Cheyenne Wyoming
Thursday, April 11, 2024

Time	Southbound South Greeley Hwy						Westbound Allison Rd						Northbound South Greeley Hwy						Eastbound Allison Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	14	2	0	*16*	0	0	1	1	0	*2*	1	0	12	1	0	*14*	0	0	1	1	0	*2*	**34**
12:15 AM	0	1	10	0	0	*11*	0	0	1	0	0	*1*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	**20**
12:30 AM	0	0	11	0	0	*11*	0	2	0	1	0	*3*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	**22**
12:45 AM	0	0	16	0	0	*16*	0	0	0	0	0	*0*	0	2	5	0	0	*7*	0	0	0	1	0	*1*	**24**
Hourly Total	0	1	51	2	0	*54*	0	2	2	2	0	*6*	1	2	33	1	0	*37*	0	0	1	2	0	*3*	**100**
1:00 AM	0	1	9	0	0	*10*	0	0	0	1	0	*1*	0	0	9	0	0	*9*	0	0	4	0	0	*4*	**24**
1:15 AM	0	1	10	0	0	*11*	0	0	0	0	0	*0*	0	1	16	0	0	*17*	0	2	0	0	0	*2*	**30**
1:30 AM	0	1	4	1	0	*6*	0	0	0	1	0	*1*	0	0	9	0	0	*9*	0	0	1	0	0	*1*	**17**
1:45 AM	0	1	5	1	0	*7*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	1	*0*	**14**
Hourly Total	0	4	28	2	0	*34*	0	0	0	2	0	*2*	0	1	41	0	0	*42*	0	2	5	0	1	*7*	**85**
2:00 AM	0	0	3	0	0	*3*	0	0	0	2	0	*2*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	**12**
2:15 AM	0	0	3	1	0	*4*	0	0	0	0	0	*0*	0	1	2	0	1	*3*	0	0	0	1	0	*1*	**8**
2:30 AM	0	1	8	0	0	*9*	0	0	0	1	0	*1*	0	0	3	0	0	*3*	0	1	0	0	0	*1*	**14**
2:45 AM	0	0	9	0	0	*9*	0	0	0	1	0	*1*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**13**
Hourly Total	0	1	23	1	0	*25*	0	0	0	4	0	*4*	0	1	15	0	1	*16*	0	1	0	1	0	*2*	**47**
3:00 AM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	**12**
3:15 AM	0	0	4	0	0	*4*	0	0	1	0	0	*1*	0	0	11	0	0	*11*	0	0	0	0	0	*0*	**16**
3:30 AM	0	0	3	1	0	*4*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	2	0	0	0	*2*	**11**
3:45 AM	0	0	4	1	0	*5*	0	0	0	0	0	*0*	0	0	10	0	0	*10*	0	1	1	0	0	*2*	**17**
Hourly Total	0	0	16	2	0	*18*	0	0	1	0	0	*1*	0	0	33	0	0	*33*	0	3	1	0	0	*4*	**56**
4:00 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	1	8	1	0	*10*	0	1	0	0	0	*1*	**13**
4:15 AM	0	2	7	0	0	*9*	0	0	0	0	0	*0*	0	0	22	0	0	*22*	0	1	0	0	0	*1*	**32**
4:30 AM	0	0	12	1	0	*13*	0	1	0	2	0	*3*	0	0	27	0	0	*27*	0	2	0	1	0	*3*	**46**
4:45 AM	0	0	20	0	0	*20*	0	0	0	0	0	*0*	0	0	32	1	0	*33*	0	1	0	0	0	*1*	**54**
Hourly Total	0	2	41	1	0	*44*	0	1	0	2	0	*3*	0	1	89	2	0	*92*	0	5	0	1	0	*6*	**145**
5:00 AM	0	0	25	0	0	*25*	0	0	1	0	0	*1*	0	1	29	0	0	*30*	0	2	0	0	0	*2*	**58**
5:15 AM	0	1	32	0	0	*33*	0	0	0	0	0	*0*	0	0	40	0	0	*40*	0	2	0	5	0	*7*	**80**
5:30 AM	0	1	51	1	0	*53*	0	1	0	2	0	*3*	0	3	80	0	0	*83*	0	1	1	1	0	*3*	**142**
5:45 AM	0	0	38	1	0	*39*	0	0	0	3	0	*3*	0	3	72	0	0	*75*	0	5	0	1	0	*6*	**123**
Hourly Total	0	2	146	2	0	*150*	0	1	1	5	0	*7*	0	7	221	0	0	*228*	0	10	1	7	0	*18*	**403**
6:00 AM	0	0	39	2	0	*41*	0	1	2	2	0	*5*	0	1	82	0	0	*83*	0	4	0	3	0	*7*	**136**
6:15 AM	0	2	39	4	0	*45*	0	2	1	3	0	*6*	0	0	82	0	1	*82*	0	6	1	2	0	*9*	**142**
6:30 AM	0	2	72	3	1	*77*	0	1	2	4	0	*7*	0	10	121	1	0	*132*	0	8	3	2	0	*13*	**229**
6:45 AM	0	1	82	13	0	*96*	0	0	4	3	0	*7*	0	4	151	0	0	*155*	0	9	2	4	0	*15*	**273**
Hourly Total	0	5	232	22	1	*259*	0	4	9	12	0	*25*	0	15	436	1	1	*452*	0	27	6	11	0	*44*	**780**
7:00 AM	0	1	71	20	0	*92*	0	3	5	4	0	*12*	0	13	134	1	1	*148*	0	9	1	13	0	*23*	**275**
7:15 AM	0	3	98	35	0	*136*	0	0	8	3	0	*11*	0	33	153	1	0	*187*	0	21	8	10	1	*39*	**373**
7:30 AM	0	7	105	43	0	*155*	0	0	14	7	0	*21*	0	42	197	0	0	*239*	0	46	12	25	0	*83*	**498**
7:45 AM	0	6	135	11	0	*152*	0	4	3	3	0	*10*	0	17	225	1	0	*243*	0	34	11	15	0	*60*	**465**
Hourly Total	0	17	409	109	0	*535*	0	7	30	17	0	*54*	0	105	709	3	1	*817*	0	110	32	63	1	*205*	**1611**

Allison Rd & South Greeley Hwy
Cheyenne Wyoming
Thursday, April 11, 2024

Time	Southbound South Greeley Hwy						Westbound Allison Rd						Northbound South Greeley Hwy						Eastbound Allison Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	8	99	10	0	*117*	0	0	4	0	1	*4*	0	3	164	2	0	*169*	0	15	2	5	0	*22*	**312**
8:15 AM	0	5	103	4	0	*112*	0	0	4	5	0	*9*	0	9	156	3	1	*168*	0	13	5	7	1	*25*	**314**
8:30 AM	0	2	98	8	2	*108*	0	0	2	1	0	*3*	0	4	146	3	0	*153*	0	20	3	4	0	*27*	**291**
8:45 AM	0	10	107	15	0	*132*	0	0	4	5	0	*9*	0	14	145	0	0	*159*	0	12	0	4	0	*16*	**316**
Hourly Total	0	25	407	37	2	*469*	0	0	14	11	1	*25*	0	30	611	8	1	*649*	0	60	10	20	1	*90*	**1233**
9:00 AM	0	6	81	9	0	*96*	0	1	1	5	0	*7*	0	10	132	1	0	*143*	0	16	4	6	0	*26*	**272**
9:15 AM	0	3	98	7	1	*108*	0	2	1	0	0	*3*	0	3	109	1	0	*113*	0	11	1	5	0	*17*	**241**
9:30 AM	0	3	81	7	0	*91*	0	2	1	3	0	*6*	0	6	120	3	0	*129*	0	13	1	4	0	*18*	**244**
9:45 AM	0	2	79	5	0	*86*	0	1	1	8	0	*10*	0	2	132	1	0	*135*	0	8	3	7	0	*18*	**249**
Hourly Total	0	14	339	28	1	*381*	0	6	4	16	0	*26*	0	21	493	6	0	*520*	0	48	9	22	0	*79*	**1006**
10:00 AM	0	9	93	15	0	*117*	0	2	1	2	0	*5*	0	7	120	1	0	*128*	0	10	1	4	2	*15*	**265**
10:15 AM	0	3	88	5	0	*96*	0	1	4	3	0	*8*	0	10	97	1	0	*108*	0	20	2	8	0	*30*	**242**
10:30 AM	0	3	95	7	0	*105*	0	2	2	8	0	*12*	0	12	113	1	0	*126*	0	20	4	9	0	*33*	**276**
10:45 AM	0	7	125	13	0	*145*	0	1	3	6	0	*10*	0	7	135	0	0	*142*	0	12	3	7	0	*22*	**319**
Hourly Total	0	22	401	40	0	*463*	0	6	10	19	0	*35*	0	36	465	3	0	*504*	0	62	10	28	2	*100*	**1102**
11:00 AM	1	5	125	8	1	*139*	0	1	3	7	0	*11*	0	8	139	0	0	*147*	0	17	3	4	1	*24*	**321**
11:15 AM	0	8	123	10	0	*141*	0	4	1	7	1	*12*	0	11	133	2	0	*146*	0	11	4	4	0	*19*	**318**
11:30 AM	0	7	123	14	0	*144*	0	1	3	11	0	*15*	0	9	145	1	0	*155*	0	19	1	8	0	*28*	**342**
11:45 AM	0	6	138	11	0	*155*	0	4	3	9	0	*16*	0	10	165	3	0	*178*	0	53	1	15	0	*69*	**418**
Hourly Total	1	26	509	43	1	*579*	0	10	10	34	1	*54*	0	38	582	6	0	*626*	0	100	9	31	1	*140*	**1399**
12:00 PM	0	6	133	17	0	*156*	0	0	6	7	0	*13*	0	12	167	2	0	*181*	0	13	1	6	0	*20*	**370**
12:15 PM	0	7	147	18	1	*172*	0	3	1	2	0	*6*	0	16	161	1	0	*178*	0	14	3	5	1	*22*	**378**
12:30 PM	0	6	148	13	0	*167*	0	2	3	7	1	*12*	0	9	156	1	0	*166*	0	24	3	10	0	*37*	**382**
12:45 PM	0	11	148	9	0	*168*	0	2	5	1	0	*8*	0	9	166	3	0	*178*	0	14	5	6	0	*25*	**379**
Hourly Total	0	30	576	57	1	*663*	0	7	15	17	1	*39*	0	46	650	7	0	*703*	0	65	12	27	1	*104*	**1509**
1:00 PM	0	11	152	11	1	*174*	0	5	4	6	0	*15*	0	11	129	1	0	*141*	0	18	2	9	1	*29*	**359**
1:15 PM	0	3	160	9	1	*172*	0	8	4	4	0	*16*	0	9	145	5	0	*159*	0	28	0	9	0	*37*	**384**
1:30 PM	0	8	121	7	0	*136*	0	7	2	6	0	*15*	0	4	134	0	0	*138*	0	16	6	6	0	*28*	**317**
1:45 PM	0	6	129	15	2	*150*	0	5	2	3	0	*10*	0	9	137	5	0	*151*	0	20	2	6	1	*28*	**339**
Hourly Total	0	28	562	42	4	*632*	0	25	12	19	0	*56*	0	33	545	11	0	*589*	0	82	10	30	2	*122*	**1399**
2:00 PM	0	6	155	7	1	*168*	0	5	4	6	0	*15*	0	6	137	2	0	*145*	0	19	5	16	0	*40*	**368**
2:15 PM	0	5	142	15	0	*162*	0	2	3	9	0	*14*	0	9	139	4	0	*152*	0	16	3	3	0	*22*	**350**
2:30 PM	0	5	132	20	0	*157*	0	5	9	5	0	*19*	0	31	137	4	0	*172*	0	15	2	8	0	*25*	**373**
2:45 PM	0	12	126	17	1	*155*	0	3	3	1	0	*7*	0	22	157	4	0	*183*	0	32	9	39	0	*80*	**425**
Hourly Total	0	28	555	59	2	*642*	0	15	19	21	0	*55*	0	68	570	14	0	*652*	0	82	19	66	0	*167*	**1516**
3:00 PM	0	8	154	10	1	*172*	0	1	6	4	0	*11*	0	9	169	4	3	*182*	0	48	7	18	0	*73*	**438**
3:15 PM	0	8	176	17	0	*201*	0	3	2	8	0	*13*	0	4	157	3	1	*164*	0	26	3	9	1	*38*	**416**
3:30 PM	0	10	170	8	1	*188*	0	1	1	6	0	*8*	0	11	200	7	0	*218*	0	21	5	9	0	*35*	**449**
3:45 PM	0	9	176	12	4	*197*	0	4	2	7	1	*13*	0	13	191	5	0	*209*	0	28	8	13	2	*49*	**468**
Hourly Total	0	35	676	47	6	*758*	0	9	11	25	1	*45*	0	37	717	19	4	*773*	0	123	23	49	3	*195*	**1771**

Allison Rd & South Greeley Hwy
Cheyenne Wyoming
Thursday, April 11, 2024

Time	Southbound South Greeley Hwy						Westbound Allison Rd						Northbound South Greeley Hwy						Eastbound Allison Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	7	211	11	0	*229*	0	2	5	8	0	*15*	0	14	171	3	1	*188*	0	26	8	10	1	*44*	**476**
4:15 PM	0	7	217	18	0	*242*	0	6	4	13	0	*23*	0	4	185	4	1	*193*	0	19	3	6	1	*28*	**486**
4:30 PM	0	8	218	14	2	*240*	0	3	4	6	0	*13*	0	11	181	1	4	*193*	0	23	6	7	0	*36*	**482**
4:45 PM	0	17	216	21	0	*254*	0	5	4	6	0	*15*	0	12	197	7	0	*216*	0	21	9	15	1	*45*	**530**
Hourly Total	0	39	862	64	2	*965*	0	16	17	33	0	*66*	0	41	734	15	6	*790*	0	89	26	38	3	*153*	**1974**
5:00 PM	0	13	218	12	1	*243*	0	4	8	19	0	*31*	0	9	197	3	0	*209*	0	18	2	12	0	*32*	**515**
5:15 PM	0	12	252	21	0	*285*	0	9	6	10	0	*25*	0	15	193	2	0	*210*	0	12	8	16	0	*36*	**556**
5:30 PM	0	11	208	21	0	*240*	0	8	4	10	0	*22*	0	17	184	6	0	*207*	0	14	1	10	0	*25*	**494**
5:45 PM	0	12	174	22	0	*208*	0	1	9	8	0	*18*	0	14	139	7	0	*160*	0	13	4	14	0	*31*	**417**
Hourly Total	0	48	852	76	1	*976*	0	22	27	47	0	*96*	0	55	713	18	0	*786*	0	57	15	52	0	*124*	**1982**
6:00 PM	0	16	149	10	0	*175*	0	5	4	9	0	*18*	0	8	174	6	0	*188*	0	21	2	11	0	*34*	**415**
6:15 PM	0	9	162	10	0	*181*	0	2	1	5	0	*8*	0	9	151	3	0	*163*	0	13	5	11	0	*29*	**381**
6:30 PM	0	13	120	11	0	*144*	0	4	6	2	0	*12*	0	11	117	2	0	*130*	0	14	3	7	0	*24*	**310**
6:45 PM	0	5	133	15	0	*153*	0	2	2	6	0	*10*	0	12	125	1	0	*138*	0	9	3	6	0	*18*	**319**
Hourly Total	0	43	564	46	0	*653*	0	13	13	22	0	*48*	0	40	567	12	0	*619*	0	57	13	35	0	*105*	**1425**
7:00 PM	0	5	118	9	0	*132*	0	0	3	2	0	*5*	0	8	113	2	0	*123*	0	7	2	8	0	*17*	**277**
7:15 PM	0	4	113	7	0	*124*	0	2	2	3	0	*7*	0	9	113	3	0	*125*	0	8	0	4	0	*12*	**268**
7:30 PM	0	5	113	5	0	*123*	0	3	3	2	0	*8*	0	9	102	2	0	*113*	0	10	6	6	0	*22*	**266**
7:45 PM	0	4	116	7	0	*127*	0	1	1	6	0	*8*	0	8	102	2	0	*112*	0	15	1	3	0	*19*	**266**
Hourly Total	0	18	460	28	0	*506*	0	6	9	13	0	*28*	0	34	430	9	0	*473*	0	40	9	21	0	*70*	**1077**
8:00 PM	0	6	99	7	0	*112*	0	4	0	1	0	*5*	0	5	93	2	0	*100*	0	6	1	3	0	*10*	**227**
8:15 PM	0	4	104	7	0	*115*	0	2	1	3	0	*6*	0	5	91	4	0	*100*	0	6	1	6	0	*13*	**234**
8:30 PM	0	3	92	2	0	*97*	0	1	2	6	0	*9*	0	9	65	2	0	*76*	0	6	1	5	0	*12*	**194**
8:45 PM	0	4	76	9	0	*89*	0	1	1	1	0	*3*	0	9	77	2	0	*88*	0	6	2	0	0	*8*	**188**
Hourly Total	0	17	371	25	0	*413*	0	8	4	11	0	*23*	0	28	326	10	0	*364*	0	24	5	14	0	*43*	**843**
9:00 PM	0	3	74	2	0	*79*	0	3	1	1	0	*5*	0	2	60	2	0	*64*	0	5	0	4	0	*9*	**157**
9:15 PM	0	3	78	3	0	*84*	0	3	1	3	0	*7*	0	4	65	0	0	*69*	0	5	1	2	0	*8*	**168**
9:30 PM	0	1	64	9	0	*74*	0	0	1	0	0	*1*	0	3	52	1	0	*56*	0	5	1	3	0	*9*	**140**
9:45 PM	0	2	56	0	0	*58*	0	1	1	1	0	*3*	0	4	41	3	0	*48*	0	3	0	3	0	*6*	**115**
Hourly Total	0	9	272	14	0	*295*	0	7	4	5	0	*16*	0	13	218	6	0	*237*	0	18	2	12	0	*32*	**580**
10:00 PM	0	2	47	3	0	*52*	0	0	1	1	0	*2*	0	2	34	1	0	*37*	0	2	3	3	0	*8*	**99**
10:15 PM	0	2	37	3	0	*42*	0	2	3	2	0	*7*	0	3	30	1	0	*34*	0	3	0	2	0	*5*	**88**
10:30 PM	0	3	36	1	0	*40*	0	0	0	3	0	*3*	0	3	34	0	0	*37*	0	1	0	2	0	*3*	**83**
10:45 PM	0	7	37	0	0	*44*	0	0	0	0	0	*0*	0	0	23	3	0	*26*	0	2	0	1	0	*3*	**73**
Hourly Total	0	14	157	7	0	*178*	0	2	4	6	0	*12*	0	8	121	5	0	*134*	0	8	3	8	0	*19*	**343**
11:00 PM	0	1	36	3	0	*40*	0	1	1	0	0	*2*	0	2	21	1	0	*24*	0	3	0	0	0	*3*	**69**
11:15 PM	0	3	31	1	0	*35*	0	0	2	0	0	*2*	0	1	26	1	0	*28*	0	0	0	4	0	*4*	**69**
11:30 PM	0	3	17	2	0	*22*	0	0	0	1	0	*1*	0	5	16	0	0	*21*	0	1	1	1	0	*3*	**47**
11:45 PM	0	2	22	3	0	*27*	0	0	0	0	0	*0*	0	5	15	0	0	*20*	0	2	0	4	0	*6*	**53**
Hourly Total	0	9	106	9	0	*124*	0	1	3	1	0	*5*	0	13	78	2	0	*93*	0	6	1	9	0	*16*	**238**
DAILY TOTAL	**1**	**437**	**8615**	**763**	**21**	***9816***	**0**	**168**	**219**	**344**	**4**	***731***	**1**	**673**	**9397**	**158**	**14**	***10229***	**0**	**1079**	**222**	**547**	**15**	***1848***	**22624**
Cars	1	436	8361	727	19	*9525*	0	164	210	338	4	*712*	1	666	9088	153	13	*9908*	0	1046	216	539	10	*1801*	**21946**
Heavy Vehicles	0	1	254	36	2	*291*	0	4	9	6	0	*19*	0	7	309	5	1	*321*	0	33	6	8	5	*47*	**678**
Heavy Vehicle %	0.00%	0.23%	2.95%	4.72%	9.52%	*2.96%*	0.00%	2.38%	4.11%	1.74%	0.00%	*2.60%*	0.00%	1.04%	3.29%	3.16%	7.14%	*3.14%*	0.00%	3.06%	2.70%	1.46%	33.33%	*2.54%*	**3.00%**

Allison Rd & South Greeley Hwy
Cheyenne Wyoming
Thursday, April 11, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:15 AM	0	3	98	35	0	*136*	0	0	8	3	0	*11*	0	33	153	1	0	*187*	0	21	8	10	1	*39*	**373**
7:30 AM	0	7	105	43	0	*155*	0	0	14	7	0	*21*	0	42	197	0	0	*239*	0	46	12	25	0	*83*	**498**
7:45 AM	0	6	135	11	0	*152*	0	4	3	3	0	*10*	0	17	225	1	0	*243*	0	34	11	15	0	*60*	**465**
8:00 AM	0	8	99	10	0	*117*	0	0	4	0	1	*4*	0	3	164	2	0	*169*	0	15	2	5	0	*22*	**312**
Peak Hour Total	0	24	437	99	0	*560*	0	4	29	13	1	*46*	0	95	739	4	0	*838*	0	116	33	55	1	*204*	**1648**
PHF	0.000	0.750	0.809	0.576	0.000	*0.903*	0.000	0.250	0.518	0.464	0.250	*0.548*	0.000	0.565	0.821	0.500	0.000	*0.862*	0.000	0.630	0.688	0.550	0.250	*0.614*	**0.827**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:45 PM	0	17	216	21	0	*254*	0	5	4	6	0	*15*	0	12	197	7	0	*216*	0	21	9	15	1	*45*	**530**
5:00 PM	0	13	218	12	1	*243*	0	4	8	19	0	*31*	0	9	197	3	0	*209*	0	18	2	12	0	*32*	**515**
5:15 PM	0	12	252	21	0	*285*	0	9	6	10	0	*25*	0	15	193	2	0	*210*	0	12	8	16	0	*36*	**556**
5:30 PM	0	11	208	21	0	*240*	0	8	4	10	0	*22*	0	17	184	6	0	*207*	0	14	1	10	0	*25*	**494**
Peak Hour Total	0	53	894	75	1	*1022*	0	26	22	45	0	*93*	0	53	771	18	0	*842*	0	65	20	53	1	*138*	**2095**
PHF	0.000	0.779	0.887	0.893	0.250	*0.896*	0.000	0.722	0.688	0.592	0.000	*0.750*	0.000	0.779	0.978	0.643	0.000	*0.975*	0.000	0.774	0.556	0.828	0.250	*0.767*	**0.942**

Total Vehicles On Leg			20637		
Vehicles Entering Intersection	9816		Vehicles Exiting Intersection		10821
Southbound					
Cars	727	8361	436	1	19
Heavy	36	254	1	0	2
Total	**763**	**8615**	**437**	**1**	**21**

Total Vehicles on Leg 3503	Vehicles Entering Intersection 1848	**Eastbound**	Cars	Heavy	**Total**
			10	5	**15**
			0	0	**0**
	Vehicles Exiting Intersection 1655		1046	33	**1079**
			216	6	**222**
			539	8	**547**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 731	Total Vehicles on Leg 1548
338	6	**344**			
210	9	**219**			
164	4	**168**		Vehicles Exiting Intersection 817	
0	0	**0**			
4	0	**4**			

Cars	13	1	666	9088	153
Heavy	1	0	7	309	5
Total	**14**	**1**	**673**	**9397**	**158**
Northbound					
Vehicles Entering Intersection	10229		Vehicles Exiting Intersection		9331
Total Vehicles On Leg			19560		

Allison RD & Mitchell Ct-Mitchell Pl
Cheyenne Wyoming
Thursday, April 11, 2024

Time	Southbound Mitchell Ct						Westbound Allison Rd						Northbound Mitchell Pl						Eastbound Allison Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**4**
12:15 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
12:30 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**7**
1:00 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**4**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**2**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**2**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	**8**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	1	0	0	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
2:30 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	1	0	1	0	0	*2*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**4**
3:00 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
Hourly Total	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**3**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**1**
4:15 AM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**4**
4:30 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**1**
Hourly Total	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	**8**
5:00 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**1**
5:30 AM	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**6**
5:45 AM	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**4**
Hourly Total	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	**13**
6:00 AM	0	0	0	0	0	*0*	0	1	5	0	0	*6*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**6**
6:15 AM	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	1	0	0	1	*1*	0	0	3	0	0	*3*	**10**
6:30 AM	0	0	1	0	1	*1*	0	0	4	1	0	*5*	0	0	0	1	0	*1*	0	1	2	0	0	*3*	**10**
6:45 AM	0	1	0	2	0	*3*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**12**
Hourly Total	0	1	1	2	1	*4*	0	1	21	1	0	*23*	0	1	0	1	1	*2*	0	1	8	0	0	*9*	**38**
7:00 AM	0	0	0	1	0	*1*	0	0	9	1	0	*10*	0	0	0	1	0	*1*	0	0	2	0	0	*2*	**14**
7:15 AM	0	0	0	1	0	*1*	0	0	10	0	0	*10*	0	0	0	1	0	*1*	0	0	10	0	0	*10*	**22**
7:30 AM	0	1	0	1	0	*2*	0	0	23	0	0	*23*	0	0	0	0	0	*0*	0	0	15	0	0	*15*	**40**
7:45 AM	0	1	0	0	0	*1*	0	0	10	1	0	*11*	0	1	0	0	0	*1*	0	0	12	0	0	*12*	**25**
Hourly Total	0	2	0	3	0	*5*	0	0	52	2	0	*54*	0	1	0	2	0	*3*	0	0	39	0	0	*39*	**101**

Allison RD & Mitchell Ct-Mitchell Pl
Cheyenne Wyoming
Thursday, April 11, 2024

Time	Southbound Mitchell Ct						Westbound Allison Rd						Northbound Mitchell Pl						Eastbound Allison Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	**10**
8:15 AM	0	0	0	0	0	*0*	0	0	12	0	1	*12*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	**21**
8:30 AM	0	1	0	0	0	*1*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	**9**
8:45 AM	0	0	0	0	0	*0*	0	0	4	1	0	*5*	0	0	0	1	0	*1*	0	2	4	0	0	*6*	**12**
Hourly Total	0	1	0	0	0	*1*	0	0	22	1	1	*23*	0	0	0	1	0	*1*	0	2	25	0	0	*27*	**52**
9:00 AM	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	1	0	1	0	*2*	0	0	6	1	0	*7*	**12**
9:15 AM	0	0	0	0	0	*0*	0	1	2	0	0	*3*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**5**
9:30 AM	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	1	0	0	0	*1*	0	0	5	0	0	*5*	**11**
9:45 AM	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**10**
Hourly Total	0	0	0	0	0	*0*	0	1	17	0	0	*18*	0	2	0	1	0	*3*	0	0	16	1	0	*17*	**38**
10:00 AM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	1	0	6	0	0	*7*	**9**
10:15 AM	0	0	0	0	0	*0*	0	1	6	0	0	*7*	0	2	0	1	0	*3*	0	0	2	2	0	*4*	**14**
10:30 AM	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	1	0	0	0	*1*	0	0	10	0	0	*10*	**23**
10:45 AM	0	0	0	0	2	*0*	0	0	9	0	1	*9*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	**17**
Hourly Total	0	0	0	0	2	*0*	0	1	29	0	1	*30*	0	3	0	1	0	*4*	1	0	26	2	0	*29*	**63**
11:00 AM	0	0	0	0	0	*0*	0	0	9	1	0	*10*	0	2	0	1	0	*3*	0	0	4	1	0	*5*	**18**
11:15 AM	0	0	0	3	1	*3*	0	2	5	0	0	*7*	0	1	0	0	1	*1*	0	1	7	2	0	*10*	**21**
11:30 AM	0	2	0	0	1	*2*	0	0	16	0	0	*16*	0	1	0	1	0	*2*	0	0	6	3	0	*9*	**29**
11:45 AM	0	0	0	1	0	*1*	0	0	11	0	0	*11*	0	0	0	0	0	*0*	0	0	8	1	0	*9*	**21**
Hourly Total	0	2	0	4	2	*6*	0	2	41	1	0	*44*	0	4	0	2	1	*6*	0	1	25	7	0	*33*	**89**
12:00 PM	0	0	0	2	0	*2*	0	0	9	1	0	*10*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	**20**
12:15 PM	0	0	0	1	2	*1*	0	0	4	0	0	*4*	0	1	0	1	0	*2*	0	0	9	0	0	*9*	**16**
12:30 PM	0	0	0	0	1	*0*	0	0	13	0	0	*13*	0	0	0	1	0	*1*	0	0	7	1	0	*8*	**22**
12:45 PM	0	0	0	0	0	*0*	0	0	9	0	0	*9*	0	0	0	1	0	*1*	0	1	13	1	0	*15*	**25**
Hourly Total	0	0	0	3	3	*3*	0	0	35	1	0	*36*	0	1	0	3	0	*4*	0	1	37	2	0	*40*	**83**
1:00 PM	0	0	0	1	1	*1*	0	0	9	2	0	*11*	0	2	0	1	0	*3*	0	0	6	1	0	*7*	**22**
1:15 PM	0	0	1	1	0	*2*	0	0	13	0	0	*13*	0	1	0	0	0	*1*	0	2	4	0	0	*6*	**22**
1:30 PM	0	0	0	3	0	*3*	1	0	7	0	0	*8*	0	0	0	0	0	*0*	1	1	8	3	0	*13*	**24**
1:45 PM	0	0	0	0	0	*0*	0	0	10	0	0	*10*	0	0	0	0	0	*0*	1	0	7	1	0	*9*	**19**
Hourly Total	0	0	1	5	1	*6*	1	0	39	2	0	*42*	0	3	0	1	0	*4*	2	3	25	5	0	*35*	**87**
2:00 PM	0	0	0	1	0	*1*	0	0	8	0	1	*8*	0	1	0	1	0	*2*	0	0	7	1	0	*8*	**19**
2:15 PM	0	0	0	0	0	*0*	0	0	10	1	0	*11*	0	0	0	0	0	*0*	0	1	8	0	0	*9*	**20**
2:30 PM	0	0	0	2	0	*2*	0	0	16	0	0	*16*	0	0	0	0	1	*0*	0	1	9	0	0	*10*	**28**
2:45 PM	0	0	0	1	0	*1*	0	1	7	0	0	*8*	0	0	0	0	0	*0*	0	1	18	2	0	*21*	**30**
Hourly Total	0	0	0	4	0	*4*	0	1	41	1	1	*43*	0	1	0	1	1	*2*	0	3	42	3	0	*48*	**97**
3:00 PM	0	0	0	0	1	*0*	0	0	11	1	0	*12*	0	0	1	0	0	*1*	0	0	17	0	0	*17*	**30**
3:15 PM	0	0	0	1	0	*1*	0	1	7	1	1	*9*	0	0	0	0	3	*0*	0	0	11	0	0	*11*	**21**
3:30 PM	0	0	0	0	2	*0*	0	1	9	0	0	*10*	0	0	0	0	0	*0*	0	2	13	0	0	*15*	**25**
3:45 PM	0	1	0	0	0	*1*	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	0	20	0	0	*20*	**31**
Hourly Total	0	1	0	1	3	*2*	0	2	37	2	1	*41*	0	0	1	0	3	*1*	0	2	61	0	0	*63*	**107**

Allison RD & Mitchell Ct-Mitchell Pl
Cheyenne Wyoming
Thursday, April 11, 2024

Time	Southbound Mitchell Ct						Westbound Allison Rd						Northbound Mitchell Pl						Eastbound Allison Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	1	0	*1*	0	2	10	0	0	*12*	0	2	0	1	1	*3*	0	1	14	0	0	*15*	**31**
4:15 PM	0	1	0	0	0	*1*	0	0	17	0	0	*17*	0	1	0	0	1	*1*	0	0	7	2	0	*9*	**28**
4:30 PM	0	2	0	0	0	*2*	0	1	9	2	0	*12*	0	1	0	0	1	*1*	0	0	10	1	0	*11*	**26**
4:45 PM	0	0	0	1	0	*1*	0	0	18	1	0	*19*	0	0	0	0	1	*0*	0	0	27	1	0	*28*	**48**
Hourly Total	0	3	0	2	0	*5*	0	3	54	3	0	*60*	0	4	0	1	4	*5*	0	1	58	4	0	*63*	**133**
5:00 PM	0	1	0	2	0	*3*	0	0	11	0	0	*11*	0	0	0	0	2	*0*	0	0	19	3	0	*22*	**36**
5:15 PM	0	0	0	0	1	*0*	0	0	20	2	0	*22*	0	2	0	0	0	*2*	0	1	20	0	0	*21*	**45**
5:30 PM	0	1	0	1	0	*2*	0	0	16	0	0	*16*	0	1	0	0	1	*1*	0	1	14	0	0	*15*	**34**
5:45 PM	0	0	0	2	0	*2*	0	0	9	1	0	*10*	0	1	0	0	0	*1*	1	2	16	1	0	*20*	**33**
Hourly Total	0	2	0	5	1	*7*	0	0	56	3	0	*59*	0	4	0	0	3	*4*	1	4	69	4	0	*78*	**148**
6:00 PM	0	1	0	1	3	*2*	0	0	7	0	0	*7*	0	1	0	2	0	*3*	0	0	16	0	0	*16*	**28**
6:15 PM	0	1	0	0	2	*1*	0	0	11	1	2	*12*	0	1	0	0	0	*1*	0	0	15	0	0	*15*	**29**
6:30 PM	0	0	0	0	1	*0*	0	0	10	1	0	*11*	0	1	0	0	1	*1*	0	0	11	2	0	*13*	**25**
6:45 PM	0	0	0	1	0	*1*	0	0	8	1	0	*9*	0	0	0	0	0	*0*	1	1	7	0	0	*9*	**19**
Hourly Total	0	2	0	2	6	*4*	0	0	36	3	2	*39*	0	3	0	2	1	*5*	1	1	49	2	0	*53*	**101**
7:00 PM	0	1	0	1	0	*2*	0	0	5	1	0	*6*	0	0	0	0	0	*0*	0	1	7	0	0	*8*	**16**
7:15 PM	0	0	0	0	0	*0*	0	0	8	1	0	*9*	0	0	0	0	0	*0*	0	1	9	0	0	*10*	**19**
7:30 PM	0	0	0	3	0	*3*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	1	9	1	0	*11*	**21**
7:45 PM	0	0	0	0	2	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	**12**
Hourly Total	0	1	0	4	2	*5*	0	0	27	2	0	*29*	0	0	0	0	0	*0*	0	3	30	1	0	*34*	**68**
8:00 PM	0	0	0	0	0	*0*	0	0	3	1	0	*4*	0	0	0	0	0	*0*	0	1	2	0	0	*3*	**7**
8:15 PM	0	0	0	0	0	*0*	0	0	4	1	0	*5*	0	0	0	1	1	*1*	0	0	7	0	0	*7*	**13**
8:30 PM	0	0	0	1	0	*1*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	**14**
8:45 PM	0	0	0	0	0	*0*	0	0	1	1	0	*2*	0	0	0	0	0	*0*	0	0	6	1	0	*7*	**9**
Hourly Total	0	0	0	1	0	*1*	0	0	16	3	0	*19*	0	0	0	1	1	*1*	0	1	20	1	0	*22*	**43**
9:00 PM	0	0	0	0	0	*0*	0	1	2	1	0	*4*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**5**
9:15 PM	0	0	0	1	0	*1*	0	0	4	0	0	*4*	0	1	0	0	0	*1*	0	0	3	1	0	*4*	**10**
9:30 PM	0	0	0	0	0	*0*	0	2	4	1	0	*7*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	**11**
9:45 PM	0	1	0	0	0	*1*	0	0	3	0	0	*3*	0	1	0	1	0	*2*	0	0	3	1	0	*4*	**10**
Hourly Total	0	1	0	1	0	*2*	0	3	13	2	0	*18*	0	2	0	1	0	*3*	0	0	11	2	0	*13*	**36**
10:00 PM	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	**8**
10:15 PM	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	1	0	0	0	*1*	0	0	1	0	0	*1*	**8**
10:30 PM	0	0	0	0	0	*0*	0	0	2	1	0	*3*	0	0	0	1	0	*1*	0	0	1	0	0	*1*	**5**
10:45 PM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	**7**
Hourly Total	0	0	0	0	0	*0*	0	0	12	1	0	*13*	0	1	0	1	0	*2*	0	0	13	0	0	*13*	**28**
11:00 PM	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	1	1	0	0	*2*	**3**
11:15 PM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
11:30 PM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	**7**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**1**
Hourly Total	0	0	0	1	0	*1*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	1	9	0	0	*10*	**13**
DAILY TOTAL	**0**	**16**	**2**	**38**	**21**	***56***	**2**	**14**	**568**	**28**	**6**	***612***	**0**	**30**	**1**	**19**	**15**	***50***	**5**	**24**	**587**	**34**	**0**	***650***	**1368**
Cars	0	16	2	38	19	*56*	2	14	553	28	6	*597*	0	30	1	18	14	*49*	4	24	578	34	0	*640*	**1342**
Heavy Vehicles	0	0	0	0	2	*0*	0	0	15	0	0	*15*	0	0	0	1	1	*1*	1	0	9	0	0	*10*	**26**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	9.52%	*0.00%*	0.00%	0.00%	2.64%	0.00%	0.00%	*2.45%*	0.00%	0.00%	0.00%	5.26%	6.67%	*2.00%*	20.00%	0.00%	1.53%	0.00%	0.00%	*1.54%*	**1.90%**

Allison RD & Mitchell Ct-Mitchell Pl
Cheyenne Wyoming
Thursday, April 11, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	0	0	1	0	*1*	0	0	9	1	0	*10*	0	0	0	1	0	*1*	0	0	2	0	0	*2*	**14**
7:15 AM	0	0	0	1	0	*1*	0	0	10	0	0	*10*	0	0	0	1	0	*1*	0	0	10	0	0	*10*	**22**
7:30 AM	0	1	0	1	0	*2*	0	0	23	0	0	*23*	0	0	0	0	0	*0*	0	0	15	0	0	*15*	**40**
7:45 AM	0	1	0	0	0	*1*	0	0	10	1	0	*11*	0	1	0	0	0	*1*	0	0	12	0	0	*12*	**25**
Peak Hour Total	0	2	0	3	0	*5*	0	0	52	2	0	*54*	0	1	0	2	0	*3*	0	0	39	0	0	*39*	**101**
PHF	0.000	0.500	0.000	0.750	0.000	*0.625*	0.000	0.000	0.565	0.500	0.000	*0.587*	0.000	0.250	0.000	0.500	0.000	*0.750*	0.000	0.000	0.650	0.000	0.000	*0.650*	**0.631**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:45 PM	0	0	0	1	0	*1*	0	0	18	1	0	*19*	0	0	0	0	1	*0*	0	0	27	1	0	*28*	**48**
5:00 PM	0	1	0	2	0	*3*	0	0	11	0	0	*11*	0	0	0	0	2	*0*	0	0	19	3	0	*22*	**36**
5:15 PM	0	0	0	0	1	*0*	0	0	20	2	0	*22*	0	2	0	0	0	*2*	0	1	20	0	0	*21*	**45**
5:30 PM	0	1	0	1	0	*2*	0	0	16	0	0	*16*	0	1	0	0	1	*1*	0	1	14	0	0	*15*	**34**
Peak Hour Total	0	2	0	4	1	*6*	0	0	65	3	0	*68*	0	3	0	0	4	*3*	0	2	80	4	0	*86*	**163**
PHF	0.000	0.500	0.000	0.500	0.250	*0.500*	0.000	0.000	0.813	0.375	0.000	*0.773*	0.000	0.375	0.000	0.000	0.500	*0.375*	0.000	0.500	0.741	0.333	0.000	*0.768*	**0.849**

Total Vehicles On Leg			109		
Vehicles Entering Intersection	56		Vehicles Exiting Intersection		53
Southbound					
Cars	38	2	16	0	19
Heavy	0	0	0	0	2
Total	**38**	**2**	**16**	**0**	**21**

Total Vehicles on Leg 1291	Vehicles Entering Intersection 650	**Eastbound**	Cars	Heavy	**Total**
			0	0	**0**
			4	1	**5**
	Vehicles Exiting Intersection 641		24	0	**24**
			578	9	**587**
			34	0	**34**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 612	Total Vehicles on Leg 1236
28	0	**28**			
553	15	**568**			
14	0	**14**		Vehicles Exiting Intersection 624	
2	0	**2**			
6	0	**6**			

Cars	14	0	30	1	18
Heavy	1	0	0	0	1
Total	**15**	**0**	**30**	**1**	**19**
Northbound					
Vehicles Entering Intersection	50		Vehicles Exiting Intersection		50
Total Vehicles On Leg			100		

Allison Rd & Avenue B-6
Cheyenne Wyoming
Thursday, April 11, 2024

Time	Southbound Avenue B-6						Westbound Allison Rd						Northbound 0						Eastbound Allison Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	1	0	0	0	*1*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**5**
12:15 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
12:30 AM	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	1	0	1	0	*2*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**8**
1:00 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**4**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**2**
1:30 AM	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**3**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	1	0	0	0	*1*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	**9**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	1	1	0	0	*2*	**3**
2:30 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
2:45 AM	0	0	0	0	0	*0*	0	0	1	1	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
Hourly Total	0	0	0	0	0	*0*	0	0	3	1	0	*4*	0	0	0	0	0	*0*	0	1	1	0	0	*2*	**6**
3:00 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	**2**
Hourly Total	0	1	0	0	0	*1*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	**3**
4:00 AM	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	**2**
4:15 AM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**4**
4:30 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**1**
Hourly Total	0	0	0	0	0	*0*	0	0	3	1	0	*4*	0	0	0	0	0	*0*	0	1	4	0	0	*5*	**9**
5:00 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**1**
5:30 AM	0	0	0	1	0	*1*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	**7**
5:45 AM	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**5**
Hourly Total	0	0	0	1	0	*1*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	**15**
6:00 AM	0	0	0	1	0	*1*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**6**
6:15 AM	0	0	0	1	0	*1*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**8**
6:30 AM	0	0	0	0	1	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**6**
6:45 AM	0	0	0	1	0	*1*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	1	3	0	0	*4*	**9**
Hourly Total	0	0	0	3	1	*3*	0	0	17	0	0	*17*	0	0	0	0	0	*0*	0	1	8	0	0	*9*	**29**
7:00 AM	0	0	0	1	0	*1*	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**14**
7:15 AM	0	0	0	3	0	*3*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	2	9	0	0	*11*	**21**
7:30 AM	0	0	0	2	0	*2*	0	0	19	0	0	*19*	0	0	0	0	0	*0*	0	1	16	0	0	*17*	**38**
7:45 AM	0	1	0	3	0	*4*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	2	11	0	0	*13*	**25**
Hourly Total	0	1	0	9	0	*10*	0	0	44	0	0	*44*	0	0	0	0	0	*0*	0	5	39	0	0	*44*	**98**

Allison Rd & Avenue B-6
Cheyenne Wyoming
Thursday, April 11, 2024

Time	Southbound Avenue B-6						Westbound Allison Rd						Northbound 0						Eastbound Allison Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	1	0	*1*	0	0	2	1	0	*3*	0	0	0	0	0	*0*	0	2	5	0	2	*7*	**11**
8:15 AM	0	0	0	1	0	*1*	0	0	11	0	0	*11*	0	0	0	0	0	*0*	0	1	8	0	0	*9*	**21**
8:30 AM	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	1	4	0	0	*5*	**9**
8:45 AM	0	0	0	0	1	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	1	4	0	0	*5*	**9**
Hourly Total	0	0	0	2	1	*2*	0	0	21	1	0	*22*	0	0	0	0	0	*0*	0	5	21	0	2	*26*	**50**
9:00 AM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	2	4	0	0	*6*	**8**
9:15 AM	0	0	0	1	0	*1*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**5**
9:30 AM	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	1	4	0	0	*5*	**9**
9:45 AM	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**10**
Hourly Total	0	0	0	1	0	*1*	0	0	15	0	0	*15*	0	0	0	0	0	*0*	0	3	13	0	0	*16*	**32**
10:00 AM	0	0	0	0	0	*0*	0	0	2	2	0	*4*	0	0	0	0	0	*0*	0	1	5	0	0	*6*	**10**
10:15 AM	0	0	0	1	0	*1*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	1	2	0	0	*3*	**10**
10:30 AM	0	1	0	7	0	*8*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	2	8	0	0	*10*	**24**
10:45 AM	0	0	0	0	0	*0*	0	0	9	0	0	*9*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	**18**
Hourly Total	0	1	0	8	0	*9*	0	0	23	2	0	*25*	0	0	0	0	0	*0*	0	4	24	0	0	*28*	**62**
11:00 AM	0	0	0	4	0	*4*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	1	4	0	0	*5*	**15**
11:15 AM	0	0	0	2	0	*2*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	1	5	0	0	*6*	**13**
11:30 AM	1	0	0	0	1	*1*	0	0	15	1	0	*16*	0	0	0	0	0	*0*	0	2	8	0	0	*10*	**27**
11:45 AM	0	0	0	3	0	*3*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	1	7	0	0	*8*	**19**
Hourly Total	1	0	0	9	1	*10*	0	0	34	1	0	*35*	0	0	0	0	0	*0*	0	5	24	0	0	*29*	**74**
12:00 PM	0	0	0	3	1	*3*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	1	7	0	0	*8*	**19**
12:15 PM	0	0	0	1	1	*1*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	3	9	0	0	*12*	**16**
12:30 PM	0	1	0	3	1	*4*	0	0	10	1	0	*11*	0	0	0	0	0	*0*	0	1	7	0	0	*8*	**23**
12:45 PM	0	0	0	2	0	*2*	0	0	7	1	2	*8*	0	0	0	0	0	*0*	0	1	13	0	0	*14*	**24**
Hourly Total	0	1	0	9	3	*10*	0	0	28	2	2	*30*	0	0	0	0	0	*0*	0	6	36	0	0	*42*	**82**
1:00 PM	0	0	0	3	0	*3*	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	**20**
1:15 PM	0	0	0	1	0	*1*	0	0	11	0	0	*11*	0	0	0	0	0	*0*	0	1	3	0	0	*4*	**16**
1:30 PM	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	3	6	0	0	*9*	**17**
1:45 PM	0	0	0	2	0	*2*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	2	5	0	0	*7*	**17**
Hourly Total	0	0	0	6	0	*6*	0	0	37	0	0	*37*	0	0	0	0	0	*0*	0	6	21	0	0	*27*	**70**
2:00 PM	0	0	0	1	0	*1*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	1	6	0	0	*7*	**15**
2:15 PM	0	0	0	3	0	*3*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	3	6	0	0	*9*	**20**
2:30 PM	0	1	0	3	0	*4*	0	0	14	0	0	*14*	0	0	0	0	0	*0*	0	3	6	0	0	*9*	**27**
2:45 PM	0	1	0	1	0	*2*	0	0	7	1	1	*8*	0	0	0	0	0	*0*	0	3	15	0	0	*18*	**28**
Hourly Total	0	2	0	8	0	*10*	0	0	36	1	1	*37*	0	0	0	0	0	*0*	0	10	33	0	0	*43*	**90**
3:00 PM	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	0	2	15	0	0	*17*	**29**
3:15 PM	0	0	0	1	0	*1*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	2	9	0	0	*11*	**20**
3:30 PM	0	0	0	2	1	*2*	0	0	8	1	0	*9*	0	0	0	0	0	*0*	0	2	11	0	0	*13*	**24**
3:45 PM	0	0	0	4	0	*4*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	3	17	0	0	*20*	**30**
Hourly Total	0	0	0	7	1	*7*	0	0	34	1	0	*35*	0	0	0	0	0	*0*	0	9	52	0	0	*61*	**103**

Allison Rd & Avenue B-6
Cheyenne Wyoming
Thursday, April 11, 2024

Time	Southbound Avenue B-6						Westbound Allison Rd						Northbound 0						Eastbound Allison Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	4	0	*4*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	3	13	0	1	*16*	**28**
4:15 PM	0	1	0	2	0	*3*	0	0	14	0	0	*14*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	**25**
4:30 PM	0	1	0	5	1	*6*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	1	12	0	2	*13*	**27**
4:45 PM	0	0	0	2	1	*2*	0	0	17	0	0	*17*	0	0	0	0	0	*0*	0	3	20	0	0	*23*	**42**
Hourly Total	0	2	0	13	2	*15*	0	0	47	0	0	*47*	0	0	0	0	0	*0*	0	7	53	0	3	*60*	**122**
5:00 PM	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	0	1	19	0	0	*20*	**32**
5:15 PM	0	0	0	2	1	*2*	0	0	20	0	0	*20*	0	0	0	0	0	*0*	0	2	18	0	0	*20*	**42**
5:30 PM	0	0	0	3	0	*3*	0	0	11	1	0	*12*	0	0	0	0	0	*0*	0	1	14	0	0	*15*	**30**
5:45 PM	0	1	0	0	0	*1*	0	0	10	0	1	*10*	0	0	0	0	0	*0*	0	0	16	0	0	*16*	**27**
Hourly Total	0	1	0	5	1	*6*	0	0	53	1	1	*54*	0	0	0	0	0	*0*	0	4	67	0	0	*71*	**131**
6:00 PM	0	0	0	0	1	*0*	0	0	7	1	0	*8*	0	0	0	0	0	*0*	0	4	14	0	0	*18*	**26**
6:15 PM	0	1	0	1	0	*2*	0	0	11	0	0	*11*	0	0	0	0	0	*0*	0	2	13	0	0	*15*	**28**
6:30 PM	0	0	0	2	0	*2*	0	0	9	0	0	*9*	0	0	0	0	0	*0*	0	1	10	0	0	*11*	**22**
6:45 PM	0	3	0	1	0	*4*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	10	0	0	*10*	**19**
Hourly Total	0	4	0	4	1	*8*	0	0	32	1	0	*33*	0	0	0	0	0	*0*	0	7	47	0	0	*54*	**95**
7:00 PM	0	1	0	1	0	*2*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	1	6	0	0	*7*	**14**
7:15 PM	0	0	0	0	1	*0*	0	0	9	0	0	*9*	0	0	0	0	0	*0*	0	1	6	0	0	*7*	**16**
7:30 PM	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	2	8	0	0	*10*	**17**
7:45 PM	0	0	0	0	2	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	1	3	0	0	*4*	**11**
Hourly Total	0	1	0	1	3	*2*	0	0	28	0	0	*28*	0	0	0	0	0	*0*	0	5	23	0	0	*28*	**58**
8:00 PM	0	2	0	1	0	*3*	0	0	3	2	0	*5*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**11**
8:15 PM	0	3	0	1	0	*4*	0	0	4	1	0	*5*	0	0	0	0	0	*0*	0	2	6	0	0	*8*	**17**
8:30 PM	0	2	0	1	0	*3*	0	0	6	1	0	*7*	0	0	0	0	0	*0*	0	2	4	0	0	*6*	**16**
8:45 PM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	1	5	0	0	*6*	**8**
Hourly Total	0	7	0	3	0	*10*	0	0	15	4	0	*19*	0	0	0	0	0	*0*	0	5	18	0	0	*23*	**52**
9:00 PM	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**5**
9:15 PM	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**8**
9:30 PM	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**8**
9:45 PM	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	**8**
Hourly Total	0	0	0	0	0	*0*	0	0	17	0	0	*17*	0	0	0	0	0	*0*	0	0	12	0	0	*12*	**29**
10:00 PM	0	0	0	1	0	*1*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	1	5	0	0	*6*	**9**
10:15 PM	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**6**
10:30 PM	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**5**
10:45 PM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	**6**
Hourly Total	0	0	0	1	0	*1*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	0	1	12	0	0	*13*	**26**
11:00 PM	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
11:15 PM	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
11:30 PM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	**7**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**1**
Hourly Total	0	0	0	1	0	*1*	0	0	1	1	0	*2*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	**12**
DAILY TOTAL	**1**	**23**	**0**	**92**	**14**	***116***	**0**	**0**	**511**	**17**	**4**	***528***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**86**	**535**	**0**	**5**	***621***	**1265**
Cars	1	23	0	92	14	*116*	0	0	498	17	4	*515*	0	0	0	0	0	*0*	0	85	527	0	5	*612*	**1243**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	13	0	0	*13*	0	0	0	0	0	*0*	0	1	8	0	0	*9*	**22**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	2.54%	0.00%	0.00%	*2.46%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	1.16%	1.50%	0.00%	0.00%	*1.45%*	**1.74%**

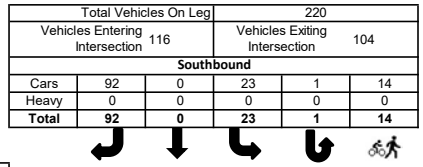
Allison Rd & Avenue B-6
Cheyenne Wyoming
Thursday, April 11, 2024

AM Peak Hour

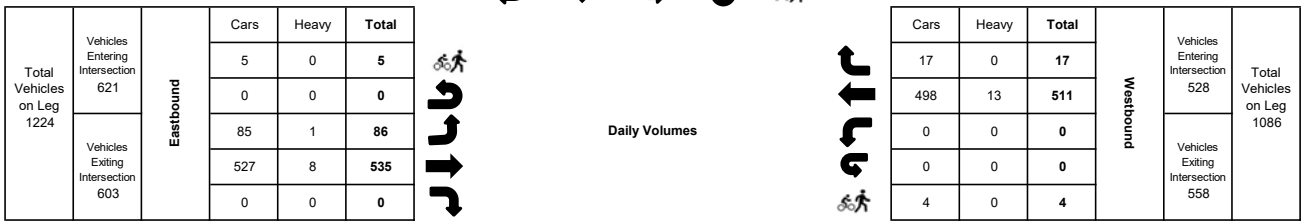
Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	0	0	1	0	*1*	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**14**
7:15 AM	0	0	0	3	0	*3*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	2	9	0	0	*11*	**21**
7:30 AM	0	0	0	2	0	*2*	0	0	19	0	0	*19*	0	0	0	0	0	*0*	0	1	16	0	0	*17*	**38**
7:45 AM	0	1	0	3	0	*4*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	2	11	0	0	*13*	**25**
Peak Hour Total	0	1	0	9	0	*10*	0	0	44	0	0	*44*	0	0	0	0	0	*0*	0	5	39	0	0	*44*	**98**
PHF	0.000	0.250	0.000	0.750	0.000	*0.625*	0.000	0.000	0.579	0.000	0.000	*0.579*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.625	0.609	0.000	0.000	*0.647*	**0.645**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:45 PM	0	0	0	2	1	*2*	0	0	17	0	0	*17*	0	0	0	0	0	*0*	0	3	20	0	0	*23*	**42**
5:00 PM	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	0	1	19	0	0	*20*	**32**
5:15 PM	0	0	0	2	1	*2*	0	0	20	0	0	*20*	0	0	0	0	0	*0*	0	2	18	0	0	*20*	**42**
5:30 PM	0	0	0	3	0	*3*	0	0	11	1	0	*12*	0	0	0	0	0	*0*	0	1	14	0	0	*15*	**30**
Peak Hour Total	0	0	0	7	2	*7*	0	0	60	1	0	*61*	0	0	0	0	0	*0*	0	7	71	0	0	*78*	**146**
PHF	0.000	0.000	0.000	0.583	0.500	*0.583*	0.000	0.000	0.750	0.250	0.000	*0.763*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.583	0.888	0.000	0.000	*0.848*	**0.869**



Total Vehicles On Leg			220		
Vehicles Entering Intersection	116		Vehicles Exiting Intersection	104	
Southbound					
Cars	92	0	23	1	14
Heavy	0	0	0	0	0
Total	**92**	**0**	**23**	**1**	**14**



Total Vehicles on Leg 1224	Vehicles Entering Intersection 621	Eastbound	Cars	Heavy	Total
			5	0	**5**
			0	0	**0**
	Vehicles Exiting Intersection 603		85	1	**86**
			527	8	**535**
			0	0	**0**

Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 528	Total Vehicles on Leg 1086
17	0	**17**			
498	13	**511**			
0	0	**0**		Vehicles Exiting Intersection 558	
0	0	**0**			
4	0	**4**			

Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**
Northbound					
Vehicles Entering Intersection	0		Vehicles Exiting Intersection	0	
Total Vehicles On Leg			0		

Allison Rd & Alice Ct
Cheyenne Wyoming
Thursday, April 11, 2024

Time	Southbound 0						Westbound Allison Rd						Northbound Alice Ct						Eastbound Allison Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	2	1	0	*3*	**5**
12:15 AM	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	1	0	0	0	*1*	0	0	1	0	0	*1*	**3**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	1	2	0	0	*3*	0	1	0	0	0	*1*	0	0	3	1	0	*4*	**8**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	0	1	2	0	*3*	**4**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	1	0	*2*	**2**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**3**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	0	5	3	0	*8*	**9**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**3**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	0	0	0	0	*0*	**1**
2:45 AM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
Hourly Total	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	1	0	0	0	*1*	0	0	2	0	0	*2*	**6**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	0	0	0	0	*0*	**1**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	1	0	0	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
Hourly Total	0	0	0	0	0	*0*	1	0	0	0	0	*1*	0	1	0	0	0	*1*	0	0	1	0	0	*1*	**3**
4:00 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
4:15 AM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	1	0	*1*	0	0	1	1	0	*2*	**5**
4:30 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**1**
Hourly Total	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	1	0	*1*	0	0	3	1	0	*4*	**9**
5:00 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**1**
5:30 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	1	0	0	0	*1*	0	0	2	1	0	*3*	**5**
5:45 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	2	0	0	0	*2*	0	0	1	0	0	*1*	**4**
Hourly Total	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	3	0	0	0	*3*	0	0	5	1	0	*6*	**12**
6:00 AM	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	1	0	0	1	*1*	0	0	0	0	0	*0*	**5**
6:15 AM	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	2	1	0	*3*	**7**
6:30 AM	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	1	0	*1*	0	0	2	0	0	*2*	**6**
6:45 AM	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	1	0	0	1	*1*	0	0	3	0	0	*3*	**7**
Hourly Total	0	0	0	0	0	*0*	0	0	14	0	0	*14*	0	2	0	1	2	*3*	0	0	7	1	0	*8*	**25**
7:00 AM	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	3	0	0	0	*3*	0	0	2	0	0	*2*	**11**
7:15 AM	0	0	0	0	0	*0*	0	1	6	0	0	*7*	0	1	0	2	0	*3*	0	0	8	2	0	*10*	**20**
7:30 AM	0	0	0	0	0	*0*	0	1	17	0	0	*18*	0	2	0	1	0	*3*	0	0	14	2	0	*16*	**37**
7:45 AM	0	0	0	0	0	*0*	0	1	7	0	0	*8*	0	1	0	0	0	*1*	0	0	12	0	0	*12*	**21**
Hourly Total	0	0	0	0	0	*0*	0	3	36	0	0	*39*	0	7	0	3	0	*10*	0	0	36	4	0	*40*	**89**

Allison Rd & Alice Ct
Cheyenne Wyoming
Thursday, April 11, 2024

Time	Southbound 0						Westbound Allison Rd						Northbound Alice Ct						Eastbound Allison Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	1	2	0	0	*3*	0	1	0	1	0	*2*	0	0	4	1	0	*5*	**10**
8:15 AM	0	0	0	0	0	*0*	0	0	11	0	0	*11*	0	0	0	0	1	*0*	0	0	5	2	0	*7*	**18**
8:30 AM	0	0	0	0	0	*0*	0	1	3	0	0	*4*	0	0	0	1	0	*1*	0	0	4	0	0	*4*	**9**
8:45 AM	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	**9**
Hourly Total	0	0	0	0	0	*0*	0	2	21	0	0	*23*	0	1	0	2	1	*3*	0	0	17	3	0	*20*	**46**
9:00 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	1	0	2	0	*3*	0	0	3	1	0	*4*	**8**
9:15 AM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	1	0	*1*	0	0	2	0	0	*2*	**5**
9:30 AM	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	3	1	0	*4*	**9**
9:45 AM	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	1	0	2	0	*3*	0	0	2	1	0	*3*	**12**
Hourly Total	0	0	0	0	0	*0*	0	0	14	0	0	*14*	0	2	0	5	0	*7*	0	0	10	3	0	*13*	**34**
10:00 AM	0	0	0	0	0	*0*	0	1	2	0	0	*3*	0	2	0	1	0	*3*	0	0	4	1	0	*5*	**11**
10:15 AM	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	1	0	*1*	0	0	2	0	0	*2*	**9**
10:30 AM	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	8	1	0	*9*	**14**
10:45 AM	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	1	0	0	2	*1*	0	0	8	0	0	*8*	**16**
Hourly Total	0	0	0	0	0	*0*	0	1	20	0	0	*21*	0	3	0	2	2	*5*	0	0	22	2	0	*24*	**50**
11:00 AM	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	**10**
11:15 AM	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	4	1	0	*5*	**10**
11:30 AM	0	0	0	0	0	*0*	0	1	15	0	0	*16*	0	2	0	0	0	*2*	0	0	8	0	0	*8*	**26**
11:45 AM	0	0	0	0	0	*0*	0	2	7	0	0	*9*	0	1	0	0	0	*1*	0	0	6	0	0	*6*	**16**
Hourly Total	0	0	0	0	0	*0*	0	3	33	0	0	*36*	0	3	0	0	0	*3*	0	0	22	1	0	*23*	**62**
12:00 PM	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	1	0	0	0	*1*	0	0	6	2	0	*8*	**16**
12:15 PM	0	0	0	0	0	*0*	1	2	3	0	0	*6*	0	0	0	1	0	*1*	0	0	8	1	0	*9*	**16**
12:30 PM	0	0	0	0	0	*0*	0	0	9	0	0	*9*	0	1	0	0	0	*1*	0	0	8	0	0	*8*	**18**
12:45 PM	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	1	0	0	0	*1*	0	0	12	1	2	*13*	**21**
Hourly Total	0	0	0	0	0	*0*	1	2	26	0	0	*29*	0	3	0	1	0	*4*	0	0	34	4	2	*38*	**71**
1:00 PM	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	2	0	1	0	*3*	0	0	6	1	0	*7*	**18**
1:15 PM	0	0	0	0	0	*0*	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**13**
1:30 PM	0	0	0	0	0	*0*	0	1	8	0	0	*9*	0	0	0	1	0	*1*	0	0	5	1	0	*6*	**16**
1:45 PM	0	0	0	0	0	*0*	0	1	6	0	0	*7*	0	2	0	0	1	*2*	0	0	5	1	0	*6*	**15**
Hourly Total	0	0	0	0	0	*0*	0	2	32	0	0	*34*	0	4	0	2	1	*6*	0	0	19	3	0	*22*	**62**
2:00 PM	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	1	0	*1*	0	0	6	0	0	*6*	**14**
2:15 PM	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	1	0	*1*	0	0	5	1	0	*6*	**14**
2:30 PM	0	0	0	0	0	*0*	0	0	14	0	0	*14*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	**20**
2:45 PM	0	0	0	0	0	*0*	0	1	7	0	0	*8*	0	0	0	1	0	*1*	0	0	14	1	0	*15*	**24**
Hourly Total	0	0	0	0	0	*0*	0	1	35	0	0	*36*	0	0	0	3	0	*3*	0	0	31	2	0	*33*	**72**
3:00 PM	0	0	0	0	0	*0*	0	0	10	0	0	*10*	0	2	0	0	0	*2*	0	0	16	0	0	*16*	**28**
3:15 PM	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	0	8	1	0	*9*	**17**
3:30 PM	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	1	0	0	0	*1*	0	0	11	0	0	*11*	**20**
3:45 PM	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	1	0	1	0	*2*	0	0	13	4	0	*17*	**24**
Hourly Total	0	0	0	0	0	*0*	0	0	31	0	0	*31*	0	4	0	1	0	*5*	0	0	48	5	0	*53*	**89**

Allison Rd & Alice Ct
Cheyenne Wyoming
Thursday, April 11, 2024

Time	Southbound 0						Westbound Allison Rd						Northbound Alice Ct						Eastbound Allison Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	4	6	0	0	*10*	0	2	0	1	0	*3*	0	0	11	1	0	*12*	**25**
4:15 PM	0	0	0	0	0	*0*	0	1	14	0	0	*15*	0	0	0	0	1	*0*	0	0	10	1	0	*11*	**26**
4:30 PM	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	0	0	2	*0*	0	0	13	0	0	*13*	**21**
4:45 PM	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	4	0	1	1	*5*	0	0	16	4	0	*20*	**37**
Hourly Total	0	0	0	0	0	*0*	0	5	40	0	0	*45*	0	6	0	2	4	*8*	0	0	50	6	0	*56*	**109**
5:00 PM	0	0	0	0	0	*0*	0	3	12	0	0	*15*	0	0	0	2	2	*2*	0	0	15	4	0	*19*	**36**
5:15 PM	0	0	0	0	0	*0*	0	0	18	0	0	*18*	0	2	0	0	1	*2*	0	0	16	1	1	*17*	**37**
5:30 PM	0	0	0	0	0	*0*	0	2	12	0	0	*14*	0	0	0	2	2	*2*	0	0	14	0	0	*14*	**30**
5:45 PM	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	4	0	0	1	*4*	0	0	16	1	1	*17*	**27**
Hourly Total	0	0	0	0	0	*0*	0	5	48	0	0	*53*	0	6	0	4	6	*10*	0	0	61	6	2	*67*	**130**
6:00 PM	0	0	0	0	0	*0*	0	1	6	0	0	*7*	0	2	0	1	1	*3*	0	0	12	2	0	*14*	**24**
6:15 PM	0	0	0	0	0	*0*	0	0	9	0	0	*9*	0	2	0	0	2	*2*	0	0	12	2	0	*14*	**25**
6:30 PM	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	2	0	1	0	*3*	0	0	9	1	0	*10*	**20**
6:45 PM	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	1	0	0	1	*1*	0	0	8	1	0	*9*	**17**
Hourly Total	0	0	0	0	0	*0*	0	1	29	0	0	*30*	0	7	0	2	4	*9*	0	0	41	6	0	*47*	**86**
7:00 PM	0	0	0	0	0	*0*	0	1	5	0	0	*6*	0	0	0	0	0	*0*	0	0	5	2	0	*7*	**13**
7:15 PM	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	1	0	0	0	*1*	0	0	6	1	0	*7*	**16**
7:30 PM	0	0	0	0	0	*0*	0	4	5	0	0	*9*	0	2	0	0	0	*2*	0	0	6	2	0	*8*	**19**
7:45 PM	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	1	0	0	0	*1*	0	0	3	0	0	*3*	**10**
Hourly Total	0	0	0	0	0	*0*	0	5	24	0	0	*29*	0	4	0	0	0	*4*	0	0	20	5	0	*25*	**58**
8:00 PM	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	2	0	1	0	*3*	0	0	4	1	0	*5*	**11**
8:15 PM	0	0	0	0	0	*0*	0	3	3	0	0	*6*	0	1	0	1	0	*2*	0	0	7	2	0	*9*	**17**
8:30 PM	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	2	0	1	0	*3*	0	0	4	0	0	*4*	**13**
8:45 PM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	4	2	0	*6*	**8**
Hourly Total	0	0	0	0	0	*0*	0	3	14	0	0	*17*	0	5	0	3	0	*8*	0	0	19	5	0	*24*	**49**
9:00 PM	0	0	0	0	0	*0*	0	1	3	0	0	*4*	0	1	0	1	0	*2*	0	0	1	0	0	*1*	**7**
9:15 PM	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	1	0	*1*	0	0	2	1	0	*3*	**9**
9:30 PM	0	0	0	0	0	*0*	0	1	5	0	0	*6*	0	0	0	2	0	*2*	0	0	3	0	0	*3*	**11**
9:45 PM	0	0	0	0	0	*0*	0	2	2	0	0	*4*	0	1	0	0	0	*1*	0	0	3	1	0	*4*	**9**
Hourly Total	0	0	0	0	0	*0*	0	4	15	0	0	*19*	0	2	0	4	0	*6*	0	0	9	2	0	*11*	**36**
10:00 PM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	**7**
10:15 PM	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	1	0	0	0	*1*	0	0	0	0	0	*0*	**6**
10:30 PM	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	1	0	*1*	0	0	2	0	0	*2*	**6**
10:45 PM	0	0	0	0	0	*0*	0	2	0	0	0	*2*	0	1	0	0	0	*1*	0	0	6	0	0	*6*	**9**
Hourly Total	0	0	0	0	0	*0*	0	2	10	0	0	*12*	0	2	0	1	0	*3*	0	0	13	0	0	*13*	**28**
11:00 PM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	2	0	*2*	0	0	1	0	0	*1*	**4**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	1	0	*1*	**1**
11:30 PM	0	0	0	0	0	*0*	0	2	1	0	0	*3*	0	0	0	0	0	*0*	0	0	6	1	0	*7*	**10**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**1**
Hourly Total	0	0	0	0	0	*0*	0	2	2	0	0	*4*	0	0	0	2	0	*2*	0	0	8	2	0	*10*	**16**
DAILY TOTAL	**0**	**0**	**0**	**0**	**0**	***0***	**2**	**42**	**456**	**0**	**0**	***500***	**0**	**68**	**0**	**39**	**20**	***107***	**0**	**0**	**486**	**66**	**4**	***552***	**1159**
Cars	0	0	0	0	0	*0*	2	42	441	0	0	*485*	0	68	0	39	18	*107*	0	0	478	66	4	*544*	**1136**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	15	0	0	*15*	0	0	0	0	2	*0*	0	0	8	0	0	*8*	**23**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	3.29%	0.00%	0.00%	*3.00%*	0.00%	0.00%	0.00%	0.00%	10.00%	*0.00%*	0.00%	0.00%	1.65%	0.00%	0.00%	*1.45%*	**1.98%**

Allison Rd & Alice Ct
Cheyenne Wyoming
Thursday, April 11, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	3	0	0	0	*3*	0	0	2	0	0	*2*	**11**
7:15 AM	0	0	0	0	0	*0*	0	1	6	0	0	*7*	0	1	0	2	0	*3*	0	0	8	2	0	*10*	**20**
7:30 AM	0	0	0	0	0	*0*	0	1	17	0	0	*18*	0	2	0	1	0	*3*	0	0	14	2	0	*16*	**37**
7:45 AM	0	0	0	0	0	*0*	0	1	7	0	0	*8*	0	1	0	0	0	*1*	0	0	12	0	0	*12*	**21**
Peak Hour Total	0	0	0	0	0	*0*	0	3	36	0	0	*39*	0	7	0	3	0	*10*	0	0	36	4	0	*40*	**89**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.750	0.529	0.000	0.000	*0.542*	0.000	0.583	0.000	0.375	0.000	*0.833*	0.000	0.000	0.643	0.500	0.000	*0.625*	**0.601**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:45 PM	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	4	0	1	1	*5*	0	0	16	4	0	*20*	**37**
5:00 PM	0	0	0	0	0	*0*	0	3	12	0	0	*15*	0	0	0	2	2	*2*	0	0	15	4	0	*19*	**36**
5:15 PM	0	0	0	0	0	*0*	0	0	18	0	0	*18*	0	2	0	0	1	*2*	0	0	16	1	1	*17*	**37**
5:30 PM	0	0	0	0	0	*0*	0	2	12	0	0	*14*	0	0	0	2	2	*2*	0	0	14	0	0	*14*	**30**
Peak Hour Total	0	0	0	0	0	*0*	0	5	54	0	0	*59*	0	6	0	5	6	*11*	0	0	61	9	1	*70*	**140**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.417	0.750	0.000	0.000	*0.819*	0.000	0.375	0.000	0.625	0.750	*0.550*	0.000	0.000	0.953	0.563	0.250	*0.875*	**0.946**

Total Vehicles On Leg			0		
Vehicles Entering Intersection	0		Vehicles Exiting Intersection		0
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**

Total Vehicles on Leg 1076	Vehicles Entering Intersection 552	**Eastbound**	Cars	Heavy	**Total**
			4	0	**4**
			0	0	**0**
	Vehicles Exiting Intersection 524		0	0	**0**
			478	8	**486**
			66	0	**66**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 500	Total Vehicles on Leg 1027
0	0	**0**			
441	15	**456**			
42	0	**42**		Vehicles Exiting Intersection 527	
2	0	**2**			
0	0	**0**			

Cars	18	0	68	0	39
Heavy	2	0	0	0	0
Total	**20**	**0**	**68**	**0**	**39**
Northbound					
Vehicles Entering Intersection	107		Vehicles Exiting Intersection		108
Total Vehicles On Leg			215		

Allison Rd & Avenue C
Cheyenne Wyoming
Thursday, April 11, 2024

Time	Southbound Avenue C						Westbound 0						Northbound Avenue C						Eastbound Allison Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	3	1	0	*4*	0	0	0	0	0	*0*	0	2	0	0	0	*2*	0	2	0	1	0	*3*	**9**
12:15 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	1	3	0	0	*4*	0	1	0	1	0	*2*	**9**
12:30 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**4**
12:45 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**3**
Hourly Total	0	0	11	1	0	*12*	0	0	0	0	0	*0*	0	3	5	0	0	*8*	0	3	0	2	0	*5*	**25**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	1	0	1	0	*2*	**3**
1:15 AM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	**6**
1:30 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	1	0	0	0	*1*	**4**
1:45 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
Hourly Total	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	3	0	1	0	*4*	**15**
2:00 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**3**
2:15 AM	0	0	1	2	0	*3*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	3	0	0	0	*3*	**8**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**1**
2:45 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
Hourly Total	0	0	5	2	0	*7*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	3	0	0	0	*3*	**14**
3:00 AM	0	0	1	1	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
3:15 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**3**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	1	1	0	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	1	0	0	0	*1*	**4**
Hourly Total	0	0	4	2	0	*6*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	1	0	0	0	*1*	**9**
4:00 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**2**
4:15 AM	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	2	0	0	0	*2*	**4**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	1	0	0	0	*1*	**3**
4:45 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**2**
Hourly Total	0	0	2	1	0	*3*	0	0	0	0	0	*0*	0	1	4	0	0	*5*	0	3	0	0	0	*3*	**11**
5:00 AM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	1	0	0	0	*1*	**6**
5:15 AM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	3	0	0	0	*3*	**9**
5:30 AM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	1	4	0	0	*5*	0	2	0	0	0	*2*	**12**
5:45 AM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	1	10	0	0	*11*	0	0	0	1	0	*1*	**16**
Hourly Total	0	0	17	0	0	*17*	0	0	0	0	0	*0*	0	2	17	0	0	*19*	0	6	0	1	0	*7*	**43**
6:00 AM	0	0	7	3	0	*10*	0	0	0	0	0	*0*	0	1	8	0	0	*9*	0	0	0	0	0	*0*	**19**
6:15 AM	0	0	5	1	0	*6*	0	0	0	0	0	*0*	0	1	8	0	0	*9*	0	1	0	0	0	*1*	**16**
6:30 AM	0	0	9	3	0	*12*	0	0	0	0	0	*0*	0	0	22	0	0	*22*	0	3	0	1	0	*4*	**38**
6:45 AM	0	0	14	3	0	*17*	0	0	0	0	0	*0*	0	0	20	0	0	*20*	0	2	0	0	1	*2*	**39**
Hourly Total	0	0	35	10	0	*45*	0	0	0	0	0	*0*	0	2	58	0	0	*60*	0	6	0	1	1	*7*	**112**
7:00 AM	0	0	8	3	0	*11*	0	0	0	0	0	*0*	0	2	24	0	0	*26*	0	4	0	0	1	*4*	**41**
7:15 AM	0	0	10	6	0	*16*	0	0	0	0	0	*0*	0	0	27	0	0	*27*	0	10	0	0	0	*10*	**53**
7:30 AM	0	0	21	10	0	*31*	0	0	0	0	0	*0*	0	4	29	0	0	*33*	0	8	0	6	1	*14*	**78**
7:45 AM	0	0	21	5	0	*26*	0	0	0	0	0	*0*	0	3	20	0	0	*23*	0	7	0	4	0	*11*	**60**
Hourly Total	0	0	60	24	0	*84*	0	0	0	0	0	*0*	0	9	100	0	0	*109*	0	29	0	10	2	*39*	**232**

Allison Rd & Avenue C
Cheyenne Wyoming
Thursday, April 11, 2024

Time	Southbound Avenue C						Westbound 0						Northbound Avenue C						Eastbound Allison Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	19	2	0	*21*	0	0	0	0	0	*0*	0	1	22	0	0	*23*	0	2	0	4	0	*6*	**50**
8:15 AM	0	0	12	8	0	*20*	0	0	0	0	0	*0*	0	2	25	0	0	*27*	0	7	0	0	0	*7*	**54**
8:30 AM	0	0	17	5	0	*22*	0	0	0	0	0	*0*	0	0	21	0	0	*21*	0	3	0	0	0	*3*	**46**
8:45 AM	0	0	20	6	0	*26*	0	0	0	0	0	*0*	0	0	12	0	1	*12*	0	6	0	1	0	*7*	**45**
Hourly Total	0	0	68	21	0	*89*	0	0	0	0	0	*0*	0	3	80	0	1	*83*	0	18	0	5	0	*23*	**195**
9:00 AM	0	0	20	2	0	*22*	0	0	0	0	0	*0*	0	0	17	0	0	*17*	0	3	0	1	0	*4*	**43**
9:15 AM	0	0	26	2	0	*28*	0	0	0	0	0	*0*	0	0	22	0	0	*22*	0	3	0	1	0	*4*	**54**
9:30 AM	0	0	20	5	0	*25*	0	0	0	0	0	*0*	0	1	18	0	0	*19*	0	2	0	0	1	*2*	**46**
9:45 AM	0	0	18	3	0	*21*	0	0	0	0	0	*0*	0	0	16	0	0	*16*	0	5	0	1	0	*6*	**43**
Hourly Total	0	0	84	12	0	*96*	0	0	0	0	0	*0*	0	1	73	0	0	*74*	0	13	0	3	1	*16*	**186**
10:00 AM	0	0	24	2	0	*26*	0	0	0	0	0	*0*	0	0	14	0	1	*14*	0	1	0	1	0	*2*	**42**
10:15 AM	0	0	16	4	0	*20*	0	0	0	0	0	*0*	0	1	12	0	0	*13*	0	3	0	0	1	*3*	**36**
10:30 AM	0	0	21	3	0	*24*	0	0	0	0	0	*0*	0	2	24	0	0	*26*	0	6	0	4	0	*10*	**60**
10:45 AM	0	0	22	4	0	*26*	0	0	0	0	0	*0*	0	4	17	0	0	*21*	0	5	0	3	0	*8*	**55**
Hourly Total	0	0	83	13	0	*96*	0	0	0	0	0	*0*	0	7	67	0	1	*74*	0	15	0	8	1	*23*	**193**
11:00 AM	0	0	25	3	0	*28*	0	0	0	0	0	*0*	0	3	18	0	0	*21*	0	2	0	1	0	*3*	**52**
11:15 AM	0	0	18	4	0	*22*	0	0	0	0	0	*0*	0	1	16	0	0	*17*	0	4	0	0	0	*4*	**43**
11:30 AM	0	0	22	8	0	*30*	0	0	0	0	0	*0*	0	5	13	0	0	*18*	0	4	0	3	0	*7*	**55**
11:45 AM	0	0	22	8	0	*30*	0	0	0	0	0	*0*	0	0	24	0	0	*24*	0	4	0	1	0	*5*	**59**
Hourly Total	0	0	87	23	0	*110*	0	0	0	0	0	*0*	0	9	71	0	0	*80*	0	14	0	5	0	*19*	**209**
12:00 PM	0	0	25	6	0	*31*	0	0	0	0	0	*0*	0	1	32	0	0	*33*	0	4	0	1	0	*5*	**69**
12:15 PM	0	0	21	7	0	*28*	0	0	0	0	0	*0*	0	1	17	0	2	*18*	0	5	0	2	0	*7*	**53**
12:30 PM	0	0	18	7	0	*25*	0	0	0	0	0	*0*	0	3	26	0	0	*29*	0	4	0	3	0	*7*	**61**
12:45 PM	0	0	25	5	0	*30*	0	0	0	0	0	*0*	0	1	24	0	0	*25*	0	7	0	3	0	*10*	**65**
Hourly Total	0	0	89	25	0	*114*	0	0	0	0	0	*0*	0	6	99	0	2	*105*	0	20	0	9	0	*29*	**248**
1:00 PM	0	0	22	6	0	*28*	0	0	0	0	0	*0*	0	0	24	0	0	*24*	0	7	0	1	1	*8*	**60**
1:15 PM	0	0	39	8	0	*47*	0	0	0	0	0	*0*	0	3	23	0	0	*26*	0	2	0	1	1	*3*	**76**
1:30 PM	0	0	23	8	0	*31*	0	0	0	0	0	*0*	0	0	13	0	0	*13*	0	3	0	1	1	*4*	**48**
1:45 PM	0	0	19	6	0	*25*	0	0	0	0	0	*0*	0	2	22	0	0	*24*	0	2	0	2	0	*4*	**53**
Hourly Total	0	0	103	28	0	*131*	0	0	0	0	0	*0*	0	5	82	0	0	*87*	0	14	0	5	3	*19*	**237**
2:00 PM	0	0	23	6	0	*29*	0	0	0	0	0	*0*	0	2	12	0	0	*14*	0	4	0	3	0	*7*	**50**
2:15 PM	0	0	18	6	0	*24*	0	0	0	0	0	*0*	0	1	15	0	0	*16*	0	6	0	1	1	*7*	**47**
2:30 PM	0	0	35	12	0	*47*	0	0	0	0	0	*0*	0	3	16	0	0	*19*	0	7	0	2	1	*9*	**75**
2:45 PM	0	0	29	7	0	*36*	0	0	0	0	0	*0*	0	2	25	0	0	*27*	0	11	0	2	2	*13*	**76**
Hourly Total	0	0	105	31	0	*136*	0	0	0	0	0	*0*	0	8	68	0	0	*76*	0	28	0	8	4	*36*	**248**
3:00 PM	0	0	37	7	0	*44*	0	0	0	0	0	*0*	0	1	40	0	0	*41*	0	12	0	3	0	*15*	**100**
3:15 PM	0	0	28	7	0	*35*	0	0	0	0	0	*0*	0	2	32	0	0	*34*	0	8	0	1	0	*9*	**78**
3:30 PM	0	0	26	4	0	*30*	0	0	0	0	0	*0*	0	2	25	0	0	*27*	0	3	0	4	1	*7*	**64**
3:45 PM	0	0	33	7	0	*40*	0	0	0	0	0	*0*	0	0	27	0	0	*27*	0	11	0	4	1	*15*	**82**
Hourly Total	0	0	124	25	0	*149*	0	0	0	0	0	*0*	0	5	124	0	0	*129*	0	34	0	12	2	*46*	**324**

Allison Rd & Avenue C
Cheyenne Wyoming
Thursday, April 11, 2024

Time	Southbound Avenue C						Westbound 0						Northbound Avenue C						Eastbound Allison Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	45	6	0	*51*	0	0	0	0	0	*0*	0	2	29	0	0	*31*	0	5	0	4	0	*9*	**91**
4:15 PM	0	0	36	11	0	*47*	0	0	0	0	0	*0*	0	4	35	0	0	*39*	0	9	0	3	0	*12*	**98**
4:30 PM	0	0	39	6	0	*45*	0	0	0	0	0	*0*	0	3	27	0	0	*30*	0	9	0	4	0	*13*	**88**
4:45 PM	0	0	31	11	0	*42*	0	0	0	0	0	*0*	0	0	23	0	1	*23*	0	8	0	6	0	*14*	**79**
Hourly Total	0	0	151	34	0	*185*	0	0	0	0	0	*0*	0	9	114	0	1	*123*	0	31	0	17	0	*48*	**356**
5:00 PM	0	0	42	6	0	*48*	0	0	0	0	0	*0*	0	5	25	0	0	*30*	0	14	0	4	0	*18*	**96**
5:15 PM	0	0	48	15	0	*63*	0	0	0	0	0	*0*	0	1	26	0	0	*27*	0	13	0	3	1	*16*	**106**
5:30 PM	0	0	27	12	0	*39*	0	0	0	0	0	*0*	0	5	23	0	0	*28*	0	7	0	3	2	*10*	**77**
5:45 PM	0	0	21	4	0	*25*	0	0	0	0	0	*0*	0	3	29	0	1	*32*	0	10	0	6	0	*16*	**73**
Hourly Total	0	0	138	37	0	*175*	0	0	0	0	0	*0*	0	14	103	0	1	*117*	0	44	0	16	3	*60*	**352**
6:00 PM	0	0	24	3	0	*27*	0	0	0	0	0	*0*	0	2	16	0	0	*18*	0	8	0	5	1	*13*	**58**
6:15 PM	0	0	18	4	0	*22*	0	0	0	0	0	*0*	0	4	15	0	0	*19*	0	6	0	3	0	*9*	**50**
6:30 PM	0	0	20	7	0	*27*	0	0	0	0	0	*0*	0	2	18	0	0	*20*	0	7	0	1	0	*8*	**55**
6:45 PM	0	0	15	4	0	*19*	0	0	0	0	0	*0*	0	1	20	0	0	*21*	0	1	0	5	0	*6*	**46**
Hourly Total	0	0	77	18	0	*95*	0	0	0	0	0	*0*	0	9	69	0	0	*78*	0	22	0	14	1	*36*	**209**
7:00 PM	0	0	20	5	0	*25*	0	0	0	0	0	*0*	0	1	15	0	0	*16*	0	4	0	3	0	*7*	**48**
7:15 PM	0	0	23	7	0	*30*	0	0	0	0	0	*0*	0	1	16	0	0	*17*	0	5	0	1	0	*6*	**53**
7:30 PM	0	0	20	7	0	*27*	0	0	0	0	0	*0*	0	1	7	0	0	*8*	0	5	0	1	0	*6*	**41**
7:45 PM	0	0	23	6	0	*29*	0	0	0	0	0	*0*	0	3	10	0	0	*13*	0	0	0	1	0	*1*	**43**
Hourly Total	0	0	86	25	0	*111*	0	0	0	0	0	*0*	0	6	48	0	0	*54*	0	14	0	6	0	*20*	**185**
8:00 PM	0	0	20	2	0	*22*	0	0	0	0	0	*0*	0	1	11	0	0	*12*	0	2	0	4	0	*6*	**40**
8:15 PM	0	0	21	4	0	*25*	0	0	0	0	0	*0*	0	2	10	0	0	*12*	0	2	0	5	0	*7*	**44**
8:30 PM	0	0	23	1	0	*24*	0	0	0	0	0	*0*	0	2	14	0	0	*16*	0	2	0	5	0	*7*	**47**
8:45 PM	0	0	19	2	0	*21*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	0	2	0	3	0	*5*	**35**
Hourly Total	0	0	83	9	0	*92*	0	0	0	0	0	*0*	0	5	44	0	0	*49*	0	8	0	17	0	*25*	**166**
9:00 PM	0	0	11	3	0	*14*	0	0	0	0	0	*0*	0	2	6	0	0	*8*	0	2	0	0	0	*2*	**24**
9:15 PM	0	0	9	4	0	*13*	0	0	0	0	0	*0*	0	2	4	0	0	*6*	0	2	0	0	0	*2*	**21**
9:30 PM	0	0	13	4	0	*17*	0	0	0	0	0	*0*	0	1	2	0	0	*3*	0	5	0	0	0	*5*	**25**
9:45 PM	0	0	5	3	0	*8*	0	0	0	0	0	*0*	0	2	7	0	0	*9*	0	2	0	3	0	*5*	**22**
Hourly Total	0	0	38	14	0	*52*	0	0	0	0	0	*0*	0	7	19	0	0	*26*	0	11	0	3	0	*14*	**92**
10:00 PM	0	0	7	2	0	*9*	0	0	0	0	0	*0*	0	1	3	0	0	*4*	0	2	0	1	0	*3*	**16**
10:15 PM	0	0	6	2	0	*8*	0	0	0	0	0	*0*	0	1	3	0	0	*4*	0	0	0	0	0	*0*	**12**
10:30 PM	0	0	9	2	0	*11*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	3	0	0	0	*3*	**17**
10:45 PM	0	0	5	1	0	*6*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	1	0	2	0	*3*	**11**
Hourly Total	0	0	27	7	0	*34*	0	0	0	0	0	*0*	0	2	11	0	0	*13*	0	6	0	3	0	*9*	**56**
11:00 PM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	1	4	0	0	*5*	0	4	0	0	0	*4*	**12**
11:15 PM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**6**
11:30 PM	0	0	3	2	0	*5*	0	0	0	0	0	*0*	0	1	2	0	0	*3*	0	3	0	2	0	*5*	**13**
11:45 PM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	1	0	*1*	**4**
Hourly Total	0	0	12	2	0	*14*	0	0	0	0	0	*0*	0	2	9	0	0	*11*	0	7	0	3	0	*10*	**35**
DAILY TOTAL	**0**	**0**	**1497**	**364**	**0**	***1861***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**115**	**1274**	**0**	**6**	***1389***	**0**	**353**	**0**	**149**	**18**	***502***	**3752**
Cars	0	0	1477	349	0	*1826*	0	0	0	0	0	*0*	0	112	1253	0	6	*1365*	0	347	0	146	8	*493*	**3684**
Heavy Vehicles	0	0	20	15	0	*35*	0	0	0	0	0	*0*	0	3	21	0	0	*24*	0	6	0	3	10	*9*	**68**
Heavy Vehicle %	0.00%	0.00%	1.34%	4.12%	0.00%	*1.88%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	2.61%	1.65%	0.00%	0.00%	*1.73%*	0.00%	1.70%	0.00%	2.01%	55.56%	*1.79%*	**1.81%**

Allison Rd & Avenue C
Cheyenne Wyoming
Thursday, April 11, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:30 AM	0	0	21	10	0	*31*	0	0	0	0	0	*0*	0	4	29	0	0	*33*	0	8	0	6	1	*14*	**78**
7:45 AM	0	0	21	5	0	*26*	0	0	0	0	0	*0*	0	3	20	0	0	*23*	0	7	0	4	0	*11*	**60**
8:00 AM	0	0	19	2	0	*21*	0	0	0	0	0	*0*	0	1	22	0	0	*23*	0	2	0	4	0	*6*	**50**
8:15 AM	0	0	12	8	0	*20*	0	0	0	0	0	*0*	0	2	25	0	0	*27*	0	7	0	0	0	*7*	**54**
Peak Hour Total	0	0	73	25	0	*98*	0	0	0	0	0	*0*	0	10	96	0	0	*106*	0	24	0	14	1	*38*	**242**
PHF	0.000	0.000	0.869	0.625	0.000	*0.790*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.625	0.828	0.000	0.000	*0.803*	0.000	0.750	0.000	0.583	0.250	*0.679*	**0.776**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:30 PM	0	0	39	6	0	*45*	0	0	0	0	0	*0*	0	3	27	0	0	*30*	0	9	0	4	0	*13*	**88**
4:45 PM	0	0	31	11	0	*42*	0	0	0	0	0	*0*	0	0	23	0	1	*23*	0	8	0	6	0	*14*	**79**
5:00 PM	0	0	42	6	0	*48*	0	0	0	0	0	*0*	0	5	25	0	0	*30*	0	14	0	4	0	*18*	**96**
5:15 PM	0	0	48	15	0	*63*	0	0	0	0	0	*0*	0	1	26	0	0	*27*	0	13	0	3	1	*16*	**106**
Peak Hour Total	0	0	160	38	0	*198*	0	0	0	0	0	*0*	0	9	101	0	1	*110*	0	44	0	17	1	*61*	**369**
PHF	0.000	0.000	0.833	0.633	0.000	*0.786*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.450	0.935	0.000	0.250	*0.917*	0.000	0.786	0.000	0.708	0.250	*0.847*	**0.870**

Total Vehicles On Leg			3488		
Vehicles Entering Intersection	1861		Vehicles Exiting Intersection		1627
Southbound					
Cars	349	1477	0	0	0
Heavy	15	20	0	0	0
Total	**364**	**1497**	**0**	**0**	**0**

Total Vehicles on Leg 981	Vehicles Entering Intersection 502	**Eastbound**	Cars	Heavy	**Total**
			8	10	**18**
			0	0	**0**
	Vehicles Exiting Intersection 479		347	6	**353**
			0	0	**0**
			146	3	**149**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 0	Total Vehicles on Leg 0
0	0	**0**			
0	0	**0**			
0	0	**0**		Vehicles Exiting Intersection 0	
0	0	**0**			
0	0	**0**			

Cars	6	0	112	1253	0
Heavy	0	0	3	21	0
Total	**6**	**0**	**115**	**1274**	**0**
Northbound					
Vehicles Entering Intersection	1389		Vehicles Exiting Intersection		1646
Total Vehicles On Leg			3035		

Allison Rd & Energy Dr
Cheyenne Wyoming
Thursday, April 11, 2024

	Southbound Energy Dr						Westbound Allison RD						Northbound 0						Eastbound Allison RD						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
12:00 AM	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
2:00 AM	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**1**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	1	0	0	0	*1*	0	0	1	1	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**3**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**1**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	1	0	0	0	*1*	0	0	1	1	0	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**4**
5:00 AM	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
5:15 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
5:30 AM	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
5:45 AM	0	0	0	1	0	*1*	0	0	7	1	0	*8*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**9**
Hourly Total	0	1	0	1	0	*2*	0	0	8	2	0	*10*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**12**
6:00 AM	0	3	0	1	0	*4*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**8**
6:15 AM	0	1	0	3	0	*4*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**10**
6:30 AM	0	4	0	5	0	*9*	0	0	15	2	0	*17*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**26**
6:45 AM	0	3	0	16	0	*19*	0	0	28	1	0	*29*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**49**
Hourly Total	0	11	0	25	0	*36*	0	0	48	3	0	*51*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	**93**
7:00 AM	0	5	0	5	0	*10*	0	0	12	1	0	*13*	0	0	0	0	0	*0*	0	7	6	0	0	*13*	**36**
7:15 AM	0	10	0	6	0	*16*	0	0	12	3	0	*15*	0	0	0	0	0	*0*	0	9	10	0	0	*19*	**50**
7:30 AM	0	3	0	5	0	*8*	0	0	2	3	0	*5*	0	0	0	0	0	*0*	0	7	7	0	0	*14*	**27**
7:45 AM	0	3	0	3	0	*6*	0	0	3	4	0	*7*	0	0	0	0	0	*0*	0	4	3	0	0	*7*	**20**
Hourly Total	0	21	0	19	0	*40*	0	0	29	11	0	*40*	0	0	0	0	0	*0*	0	27	26	0	0	*53*	**133**

Allison Rd & Energy Dr
Cheyenne Wyoming
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Time	Southbound Energy Dr						Westbound Allison RD						Northbound 0						Eastbound Allison RD						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	4	0	2	0	*6*	0	0	8	3	0	*11*	0	0	0	0	0	*0*	0	6	3	0	0	*9*	**26**
8:15 AM	0	11	0	3	0	*14*	0	0	4	2	0	*6*	0	0	0	0	0	*0*	0	1	3	0	0	*4*	**24**
8:30 AM	0	7	0	0	0	*7*	0	0	5	5	0	*10*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	**21**
8:45 AM	0	0	0	2	0	*2*	0	0	5	2	0	*7*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**12**
Hourly Total	0	22	0	7	0	*29*	0	0	22	12	0	*34*	0	0	0	0	0	*0*	0	7	13	0	0	*20*	**83**
9:00 AM	0	6	0	0	0	*6*	0	0	4	3	0	*7*	0	0	0	0	0	*0*	0	3	4	0	0	*7*	**20**
9:15 AM	0	4	0	2	0	*6*	0	0	5	2	0	*7*	0	0	0	0	0	*0*	0	1	4	0	0	*5*	**18**
9:30 AM	0	0	0	3	0	*3*	0	0	2	3	0	*5*	0	0	0	0	0	*0*	0	3	6	0	0	*9*	**17**
9:45 AM	0	2	0	2	0	*4*	0	0	1	4	0	*5*	0	0	0	0	0	*0*	0	2	6	0	0	*8*	**17**
Hourly Total	0	12	0	7	0	*19*	0	0	12	12	0	*24*	0	0	0	0	0	*0*	0	9	20	0	0	*29*	**72**
10:00 AM	0	3	0	2	0	*5*	0	0	2	1	0	*3*	0	0	0	0	0	*0*	0	2	3	0	0	*5*	**13**
10:15 AM	0	2	0	3	0	*5*	0	0	8	2	0	*10*	0	0	0	0	0	*0*	0	1	3	0	0	*4*	**19**
10:30 AM	0	1	0	3	0	*4*	0	0	3	3	0	*6*	0	0	0	0	0	*0*	0	4	4	0	0	*8*	**18**
10:45 AM	0	1	0	2	0	*3*	0	0	4	3	0	*7*	0	0	0	0	0	*0*	0	2	4	0	0	*6*	**16**
Hourly Total	0	7	0	10	0	*17*	0	0	17	9	0	*26*	0	0	0	0	0	*0*	0	9	14	0	0	*23*	**66**
11:00 AM	0	0	0	6	0	*6*	0	0	1	7	0	*8*	0	0	0	0	0	*0*	0	2	6	0	0	*8*	**22**
11:15 AM	0	1	0	1	0	*2*	0	0	4	4	0	*8*	0	0	0	0	0	*0*	0	2	3	0	0	*5*	**15**
11:30 AM	0	2	0	4	0	*6*	0	0	1	4	0	*5*	0	0	0	0	0	*0*	0	6	6	0	0	*12*	**23**
11:45 AM	0	4	0	2	0	*6*	0	0	2	1	0	*3*	0	0	0	0	0	*0*	0	5	2	0	0	*7*	**16**
Hourly Total	0	7	0	13	0	*20*	0	0	8	16	0	*24*	0	0	0	0	0	*0*	0	15	17	0	0	*32*	**76**
12:00 PM	0	1	0	2	0	*3*	0	0	3	11	0	*14*	0	0	0	0	0	*0*	0	4	5	0	0	*9*	**26**
12:15 PM	0	3	0	4	0	*7*	0	0	2	4	0	*6*	0	0	0	0	0	*0*	0	2	2	0	0	*4*	**17**
12:30 PM	0	2	0	3	0	*5*	0	0	2	4	0	*6*	0	0	0	0	0	*0*	0	2	3	0	0	*5*	**16**
12:45 PM	0	8	0	3	0	*11*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	1	3	0	0	*4*	**21**
Hourly Total	0	14	0	12	0	*26*	0	0	13	19	0	*32*	0	0	0	0	0	*0*	0	9	13	0	0	*22*	**80**
1:00 PM	0	7	0	1	0	*8*	0	0	0	3	0	*3*	0	0	0	0	0	*0*	0	2	6	0	0	*8*	**19**
1:15 PM	0	5	0	1	0	*6*	0	0	3	3	0	*6*	0	0	0	0	0	*0*	0	5	3	0	0	*8*	**20**
1:30 PM	0	4	0	2	0	*6*	0	0	8	1	0	*9*	0	0	0	0	0	*0*	0	1	2	0	0	*3*	**18**
1:45 PM	0	5	0	5	0	*10*	0	0	0	3	0	*3*	0	0	0	0	0	*0*	0	2	2	0	0	*4*	**17**
Hourly Total	0	21	0	9	0	*30*	0	0	11	10	0	*21*	0	0	0	0	0	*0*	0	10	13	0	0	*23*	**74**
2:00 PM	0	3	0	6	0	*9*	0	0	3	5	0	*8*	0	0	0	0	0	*0*	0	2	5	0	0	*7*	**24**
2:15 PM	0	6	0	8	0	*14*	0	0	5	4	0	*9*	0	0	0	0	0	*0*	0	2	7	0	0	*9*	**32**
2:30 PM	0	3	0	1	0	*4*	0	0	6	2	0	*8*	0	0	0	0	0	*0*	0	2	5	0	0	*7*	**19**
2:45 PM	0	1	0	2	0	*3*	0	0	6	2	0	*8*	0	0	0	0	0	*0*	0	6	5	0	0	*11*	**22**
Hourly Total	0	13	0	17	0	*30*	0	0	20	13	0	*33*	0	0	0	0	0	*0*	0	12	22	0	0	*34*	**97**
3:00 PM	0	6	0	0	0	*6*	0	0	5	4	0	*9*	0	0	0	0	0	*0*	0	1	6	0	0	*7*	**22**
3:15 PM	0	4	0	2	0	*6*	0	0	5	4	0	*9*	0	0	0	0	0	*0*	0	1	4	0	0	*5*	**20**
3:30 PM	0	0	0	2	0	*2*	0	0	4	13	0	*17*	0	0	0	0	0	*0*	0	7	7	0	0	*14*	**33**
3:45 PM	0	2	0	2	0	*4*	0	0	5	5	0	*10*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**17**
Hourly Total	0	12	0	6	0	*18*	0	0	19	26	0	*45*	0	0	0	0	0	*0*	0	9	20	0	0	*29*	**92**

Allison Rd & Energy Dr
Cheyenne Wyoming
Thursday, April 11, 2024

	Southbound Energy Dr						Westbound Allison RD						Northbound 0						Eastbound Allison RD						
Time	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**VEHICLE TOTAL**
4:00 PM	0	2	0	4	0	*6*	0	0	1	7	0	*8*	0	0	0	0	0	*0*	0	8	8	0	0	*16*	**30**
4:15 PM	0	3	0	0	0	*3*	0	0	4	2	0	*6*	0	0	0	0	0	*0*	0	5	6	0	0	*11*	**20**
4:30 PM	0	0	0	1	0	*1*	0	0	1	4	0	*5*	0	0	0	0	0	*0*	0	4	5	0	0	*9*	**15**
4:45 PM	0	0	0	2	0	*2*	0	0	3	6	0	*9*	0	0	0	0	0	*0*	0	1	2	0	0	*3*	**14**
Hourly Total	0	5	0	7	0	*12*	0	0	9	19	0	*28*	0	0	0	0	0	*0*	0	18	21	0	0	*39*	**79**
5:00 PM	0	4	0	3	0	*7*	0	0	4	10	0	*14*	0	0	0	0	0	*0*	0	4	6	0	0	*10*	**31**
5:15 PM	0	2	0	0	0	*2*	0	0	1	2	0	*3*	0	0	0	0	0	*0*	0	3	7	0	0	*10*	**15**
5:30 PM	0	0	0	1	0	*1*	0	0	0	7	0	*7*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**9**
5:45 PM	0	0	0	0	0	*0*	0	0	2	1	0	*3*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**5**
Hourly Total	0	6	0	4	0	*10*	0	0	7	20	0	*27*	0	0	0	0	0	*0*	0	7	16	0	0	*23*	**60**
6:00 PM	0	2	0	0	0	*2*	0	0	1	1	0	*2*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	**5**
6:15 PM	0	0	0	0	0	*0*	0	0	0	2	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	**1**
6:45 PM	1	0	0	0	1	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
Hourly Total	1	2	0	0	1	*3*	0	0	1	3	0	*4*	0	0	0	0	0	*0*	0	2	0	0	0	*2*	**9**
7:00 PM	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
7:15 PM	0	1	0	0	0	*1*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**5**
7:30 PM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**3**
7:45 PM	0	1	0	0	0	*1*	0	0	1	1	0	*2*	0	0	0	0	0	*0*	1	0	0	0	0	*1*	**4**
Hourly Total	0	2	0	0	0	*2*	0	0	4	2	0	*6*	0	0	0	0	0	*0*	1	0	4	0	0	*5*	**13**
8:00 PM	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**3**
8:15 PM	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	2	0	*2*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**4**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	1	0	1	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	1	0	1	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**1**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**1**
DAILY TOTAL	**1**	**159**	**0**	**139**	**1**	***299***	**0**	**0**	**229**	**181**	**0**	***410***	**0**	**0**	**0**	**0**	**0**	***0***	**1**	**134**	**211**	**0**	**0**	***346***	**1055**
Cars	1	143	0	135	1	*279*	0	0	219	168	0	*387*	0	0	0	0	0	*0*	1	132	205	0	0	*338*	**1004**
Heavy Vehicles	0	16	0	4	0	*20*	0	0	10	13	0	*23*	0	0	0	0	0	*0*	0	2	6	0	0	*8*	**51**
Heavy Vehicle %	0.00%	10.06%	0.00%	2.88%	0.00%	*6.69%*	0.00%	0.00%	4.37%	7.18%	0.00%	*5.61%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	1.49%	2.84%	0.00%	0.00%	*2.31%*	**4.83%**

Allison Rd & Energy Dr
Cheyenne Wyoming
Thursday, April 11, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
6:45 AM	0	3	0	16	0	*19*	0	0	28	1	0	*29*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**49**
7:00 AM	0	5	0	5	0	*10*	0	0	12	1	0	*13*	0	0	0	0	0	*0*	0	7	6	0	0	*13*	**36**
7:15 AM	0	10	0	6	0	*16*	0	0	12	3	0	*15*	0	0	0	0	0	*0*	0	9	10	0	0	*19*	**50**
7:30 AM	0	3	0	5	0	*8*	0	0	2	3	0	*5*	0	0	0	0	0	*0*	0	7	7	0	0	*14*	**27**
Peak Hour Total	0	21	0	32	0	*53*	0	0	54	8	0	*62*	0	0	0	0	0	*0*	0	23	24	0	0	*47*	**162**
PHF	0.000	0.525	0.000	0.500	0.000	*0.697*	0.000	0.000	0.482	0.667	0.000	*0.534*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.639	0.600	0.000	0.000	*0.618*	**0.810**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
3:15 PM	0	4	0	2	0	*6*	0	0	5	4	0	*9*	0	0	0	0	0	*0*	0	1	4	0	0	*5*	**20**
3:30 PM	0	0	0	2	0	*2*	0	0	4	13	0	*17*	0	0	0	0	0	*0*	0	7	7	0	0	*14*	**33**
3:45 PM	0	2	0	2	0	*4*	0	0	5	5	0	*10*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**17**
4:00 PM	0	2	0	4	0	*6*	0	0	1	7	0	*8*	0	0	0	0	0	*0*	0	8	8	0	0	*16*	**30**
Peak Hour Total	0	8	0	10	0	*18*	0	0	15	29	0	*44*	0	0	0	0	0	*0*	0	16	22	0	0	*38*	**100**
PHF	0.000	0.500	0.000	0.625	0.000	*0.750*	0.000	0.000	0.750	0.558	0.000	*0.647*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.500	0.688	0.000	0.000	*0.594*	**0.758**

Total Vehicles On Leg			615		
Vehicles Entering Intersection	299		Vehicles Exiting Intersection	316	
Southbound					
Cars	135	0	143	1	1
Heavy	4	0	16	0	0
Total	**139**	**0**	**159**	**1**	**1**

Total Vehicles on Leg 715	Vehicles Entering Intersection 346	**Eastbound**	Cars	Heavy	**Total**
			0	0	**0**
			1	0	**1**
	Vehicles Exiting Intersection 369		132	2	**134**
			205	6	**211**
			0	0	**0**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 410	Total Vehicles on Leg 780
168	13	**181**			
219	10	**229**			
0	0	**0**		Vehicles Exiting Intersection 370	
0	0	**0**			
0	0	**0**			

Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**
Northbound					
Vehicles Entering Intersection	0		Vehicles Exiting Intersection	0	
Total Vehicles On Leg			0		

Allison Rd & College Dr
Cheyenne Wyoming
Thursday, April 11, 2024

Time	Southbound College Dr						Westbound 0						Northbound College Dr						Eastbound Allison Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**12**
12:15 AM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**8**
12:30 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	1	0	0	0	*1*	**8**
12:45 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**4**
Hourly Total	0	0	15	0	0	*15*	0	0	0	0	0	*0*	0	0	16	0	0	*16*	0	1	0	0	0	*1*	**32**
1:00 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**7**
1:15 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**7**
1:30 AM	0	0	4	1	0	*5*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	0	1	0	*1*	**14**
1:45 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**5**
Hourly Total	0	0	12	1	0	*13*	0	0	0	0	0	*0*	0	0	19	0	0	*19*	0	0	0	1	0	*1*	**33**
2:00 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**4**
2:15 AM	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**10**
2:30 AM	0	0	13	2	0	*15*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	1	0	0	0	*1*	**17**
2:45 AM	0	0	6	1	0	*7*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**12**
Hourly Total	0	0	28	3	0	*31*	0	0	0	0	0	*0*	0	0	11	0	0	*11*	0	1	0	0	0	*1*	**43**
3:00 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**5**
3:15 AM	0	0	3	1	0	*4*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**6**
3:30 AM	0	0	9	0	0	*9*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	2	0	0	0	*2*	**17**
3:45 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	**11**
Hourly Total	0	0	16	1	0	*17*	0	0	0	0	0	*0*	0	0	20	0	0	*20*	0	2	0	0	0	*2*	**39**
4:00 AM	0	0	8	1	0	*9*	0	0	0	0	0	*0*	0	1	13	0	0	*14*	0	0	0	0	0	*0*	**23**
4:15 AM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	16	0	0	*16*	0	1	0	0	0	*1*	**21**
4:30 AM	0	0	7	1	0	*8*	0	0	0	0	0	*0*	0	0	18	0	0	*18*	0	0	0	0	0	*0*	**26**
4:45 AM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	23	0	0	*23*	0	0	0	0	0	*0*	**28**
Hourly Total	0	0	24	2	0	*26*	0	0	0	0	0	*0*	0	1	70	0	0	*71*	0	1	0	0	0	*1*	**98**
5:00 AM	0	0	23	0	0	*23*	0	0	0	0	0	*0*	0	2	20	0	0	*22*	0	1	0	0	0	*1*	**46**
5:15 AM	0	0	9	1	0	*10*	0	0	0	0	0	*0*	0	0	14	0	0	*14*	0	0	0	0	0	*0*	**24**
5:30 AM	0	0	30	3	0	*33*	0	0	0	0	0	*0*	0	0	37	0	0	*37*	0	0	0	0	0	*0*	**70**
5:45 AM	0	0	22	8	0	*30*	0	0	0	0	0	*0*	0	1	40	0	0	*41*	0	0	0	0	0	*0*	**71**
Hourly Total	0	0	84	12	0	*96*	0	0	0	0	0	*0*	0	3	111	0	0	*114*	0	1	0	0	0	*1*	**211**
6:00 AM	0	0	30	1	0	*31*	0	0	0	0	0	*0*	0	1	28	0	0	*29*	0	2	0	0	0	*2*	**62**
6:15 AM	0	0	53	2	0	*55*	0	0	0	0	0	*0*	0	1	40	0	0	*41*	0	4	0	0	0	*4*	**100**
6:30 AM	0	0	49	19	0	*68*	0	0	0	0	0	*0*	0	5	45	0	0	*50*	0	0	0	1	0	*1*	**119**
6:45 AM	0	0	95	20	0	*115*	0	0	0	0	0	*0*	0	10	87	0	0	*97*	0	2	0	0	0	*2*	**214**
Hourly Total	0	0	227	42	0	*269*	0	0	0	0	0	*0*	0	17	200	0	0	*217*	0	8	0	1	0	*9*	**495**
7:00 AM	0	0	95	15	0	*110*	0	0	0	0	0	*0*	0	5	67	0	0	*72*	0	6	0	0	0	*6*	**188**
7:15 AM	0	0	112	12	0	*124*	0	0	0	0	0	*0*	0	6	73	0	0	*79*	0	9	0	6	0	*15*	**218**
7:30 AM	0	0	110	7	0	*117*	0	0	0	0	0	*0*	0	3	74	0	0	*77*	0	7	0	6	0	*13*	**207**
7:45 AM	0	0	170	4	0	*174*	0	0	0	0	0	*0*	0	9	107	0	0	*116*	0	5	0	2	0	*7*	**297**
Hourly Total	0	0	487	38	0	*525*	0	0	0	0	0	*0*	0	23	321	0	0	*344*	0	27	0	14	0	*41*	**910**

Allison Rd & College Dr
Cheyenne Wyoming
Thursday, April 11, 2024

Time	Southbound College Dr						Westbound 0						Northbound College Dr						Eastbound Allison Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	117	7	0	*124*	0	0	0	0	0	*0*	0	6	86	0	0	*92*	0	0	0	4	0	*4*	**220**
8:15 AM	0	0	94	13	0	*107*	0	0	0	0	0	*0*	0	4	63	0	0	*67*	0	4	0	5	0	*9*	**183**
8:30 AM	0	0	88	10	0	*98*	0	0	0	0	0	*0*	0	4	70	0	0	*74*	0	8	0	2	0	*10*	**182**
8:45 AM	0	0	82	6	0	*88*	0	0	0	0	0	*0*	0	3	80	0	0	*83*	0	4	0	1	0	*5*	**176**
Hourly Total	0	0	381	36	0	*417*	0	0	0	0	0	*0*	0	17	299	0	0	*316*	0	16	0	12	0	*28*	**761**
9:00 AM	0	0	103	7	0	*110*	0	0	0	0	0	*0*	0	1	55	0	0	*56*	0	3	0	7	0	*10*	**176**
9:15 AM	0	0	145	6	0	*151*	0	0	0	0	0	*0*	0	4	67	0	0	*71*	0	3	0	4	0	*7*	**229**
9:30 AM	0	0	68	6	0	*74*	0	0	0	0	0	*0*	0	1	58	0	0	*59*	0	6	0	4	0	*10*	**143**
9:45 AM	0	0	80	4	0	*84*	0	0	0	0	0	*0*	0	0	48	0	0	*48*	0	5	0	3	0	*8*	**140**
Hourly Total	0	0	396	23	0	*419*	0	0	0	0	0	*0*	0	6	228	0	0	*234*	0	17	0	18	0	*35*	**688**
10:00 AM	0	0	74	4	0	*78*	0	0	0	0	0	*0*	0	3	62	0	0	*65*	0	4	0	5	0	*9*	**152**
10:15 AM	0	0	68	6	0	*74*	0	0	0	0	0	*0*	0	5	76	0	0	*81*	0	7	0	2	0	*9*	**164**
10:30 AM	0	0	88	3	0	*91*	0	0	0	0	0	*0*	0	3	78	0	0	*81*	0	3	0	4	0	*7*	**179**
10:45 AM	0	0	104	6	0	*110*	0	0	0	0	0	*0*	0	2	111	0	0	*113*	0	4	0	3	0	*7*	**230**
Hourly Total	0	0	334	19	0	*353*	0	0	0	0	0	*0*	0	13	327	0	0	*340*	0	18	0	14	0	*32*	**725**
11:00 AM	0	0	83	3	0	*86*	0	0	0	0	0	*0*	0	0	76	0	0	*76*	0	4	0	5	0	*9*	**171**
11:15 AM	0	0	77	4	0	*81*	0	0	0	0	0	*0*	0	3	85	0	0	*88*	0	14	0	4	0	*18*	**187**
11:30 AM	0	0	76	3	0	*79*	0	0	0	0	0	*0*	0	3	105	0	0	*108*	0	8	0	1	0	*9*	**196**
11:45 AM	0	0	68	3	0	*71*	0	0	0	0	0	*0*	0	0	118	0	0	*118*	0	5	0	0	0	*5*	**194**
Hourly Total	0	0	304	13	0	*317*	0	0	0	0	0	*0*	0	6	384	0	0	*390*	0	31	0	10	0	*41*	**748**
12:00 PM	1	0	79	6	0	*86*	0	0	0	0	0	*0*	0	1	107	0	0	*108*	0	3	0	5	0	*8*	**202**
12:15 PM	0	0	99	2	0	*101*	0	0	0	0	0	*0*	0	2	81	0	0	*83*	0	5	0	4	0	*9*	**193**
12:30 PM	0	0	79	6	0	*85*	0	0	0	0	0	*0*	0	0	82	0	0	*82*	0	3	0	0	0	*3*	**170**
12:45 PM	0	0	73	13	0	*86*	0	0	0	0	0	*0*	0	0	76	0	0	*76*	0	4	0	1	0	*5*	**167**
Hourly Total	1	0	330	27	0	*358*	0	0	0	0	0	*0*	0	3	346	0	0	*349*	0	15	0	10	0	*25*	**732**
1:00 PM	0	0	103	6	0	*109*	0	0	0	0	0	*0*	0	1	85	0	0	*86*	0	7	0	5	0	*12*	**207**
1:15 PM	0	0	121	5	0	*126*	0	0	0	0	0	*0*	0	4	98	0	0	*102*	0	4	0	2	0	*6*	**234**
1:30 PM	0	0	99	8	0	*107*	0	0	0	0	0	*0*	0	5	94	0	0	*99*	0	7	0	0	0	*7*	**213**
1:45 PM	0	0	79	7	0	*86*	0	0	0	0	0	*0*	0	2	83	0	0	*85*	0	4	0	2	0	*6*	**177**
Hourly Total	0	0	402	26	0	*428*	0	0	0	0	0	*0*	0	12	360	0	0	*372*	0	22	0	9	0	*31*	**831**
2:00 PM	0	0	77	4	0	*81*	0	0	0	0	0	*0*	0	1	89	0	0	*90*	0	7	0	3	0	*10*	**181**
2:15 PM	0	0	82	5	0	*87*	0	0	0	0	0	*0*	0	2	86	0	0	*88*	0	13	0	3	0	*16*	**191**
2:30 PM	0	0	100	3	0	*103*	0	0	0	0	0	*0*	0	4	92	0	0	*96*	0	5	0	2	0	*7*	**206**
2:45 PM	0	0	98	5	0	*103*	0	0	0	0	0	*0*	0	2	129	0	0	*131*	0	3	0	4	0	*7*	**241**
Hourly Total	0	0	357	17	0	*374*	0	0	0	0	0	*0*	0	9	396	0	0	*405*	0	28	0	12	0	*40*	**819**
3:00 PM	0	0	104	3	0	*107*	0	0	0	0	0	*0*	0	3	142	0	0	*145*	0	7	0	2	0	*9*	**261**
3:15 PM	0	0	102	5	0	*107*	0	0	0	0	0	*0*	0	4	142	0	0	*146*	0	6	0	2	0	*8*	**261**
3:30 PM	0	0	96	5	0	*101*	0	0	0	0	0	*0*	0	1	173	0	0	*174*	0	16	0	3	0	*19*	**294**
3:45 PM	0	0	131	4	0	*135*	0	0	0	0	0	*0*	0	2	145	0	0	*147*	0	2	0	2	0	*4*	**286**
Hourly Total	0	0	433	17	0	*450*	0	0	0	0	0	*0*	0	10	602	0	0	*612*	0	31	0	9	0	*40*	**1102**

Allison Rd & College Dr
Cheyenne Wyoming
Thursday, April 11, 2024

Time	Southbound College Dr						Westbound 0						Northbound College Dr						Eastbound Allison Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	94	4	0	*98*	0	0	0	0	0	*0*	0	0	130	0	0	*130*	0	10	0	6	0	*16*	**244**
4:15 PM	0	0	103	4	0	*107*	0	0	0	0	0	*0*	0	1	143	0	0	*144*	0	7	0	1	0	*8*	**259**
4:30 PM	0	0	123	1	0	*124*	0	0	0	0	0	*0*	0	1	132	0	0	*133*	0	7	0	2	0	*9*	**266**
4:45 PM	0	0	122	2	0	*124*	0	0	0	0	0	*0*	0	3	140	0	0	*143*	0	7	0	1	0	*8*	**275**
Hourly Total	0	0	442	11	0	*453*	0	0	0	0	0	*0*	0	5	545	0	0	*550*	0	31	0	10	0	*41*	**1044**
5:00 PM	0	0	116	2	0	*118*	0	0	0	0	0	*0*	0	2	125	0	0	*127*	0	12	0	6	0	*18*	**263**
5:15 PM	0	0	121	0	0	*121*	0	0	0	0	0	*0*	0	0	134	0	0	*134*	0	5	0	5	0	*10*	**265**
5:30 PM	0	0	91	1	0	*92*	0	0	0	0	0	*0*	0	2	107	0	0	*109*	0	5	0	0	0	*5*	**206**
5:45 PM	0	0	89	2	0	*91*	0	0	0	0	0	*0*	0	0	91	0	0	*91*	0	1	0	1	0	*2*	**184**
Hourly Total	0	0	417	5	0	*422*	0	0	0	0	0	*0*	0	4	457	0	0	*461*	0	23	0	12	0	*35*	**918**
6:00 PM	0	0	82	0	0	*82*	0	0	0	0	0	*0*	0	1	65	0	0	*66*	0	2	0	0	0	*2*	**150**
6:15 PM	0	0	95	0	0	*95*	0	0	0	0	0	*0*	0	1	64	0	0	*65*	0	0	0	0	0	*0*	**160**
6:30 PM	0	0	72	0	0	*72*	0	0	0	0	0	*0*	0	0	62	0	0	*62*	0	1	0	0	0	*1*	**135**
6:45 PM	0	0	87	1	0	*88*	0	0	0	0	0	*0*	0	1	66	0	0	*67*	0	0	0	1	0	*1*	**156**
Hourly Total	0	0	336	1	0	*337*	0	0	0	0	0	*0*	0	3	257	0	0	*260*	0	3	0	1	0	*4*	**601**
7:00 PM	0	0	50	0	0	*50*	0	0	0	0	0	*0*	0	0	54	0	0	*54*	0	0	0	0	0	*0*	**104**
7:15 PM	1	0	60	1	0	*62*	0	0	0	0	0	*0*	0	0	55	0	0	*55*	0	3	0	1	0	*4*	**121**
7:30 PM	0	0	43	1	0	*44*	0	0	0	0	0	*0*	0	1	50	0	0	*51*	0	1	0	0	0	*1*	**96**
7:45 PM	0	0	48	0	0	*48*	0	0	0	0	0	*0*	0	2	60	0	0	*62*	0	1	0	0	0	*1*	**111**
Hourly Total	1	0	201	2	0	*204*	0	0	0	0	0	*0*	0	3	219	0	0	*222*	0	5	0	1	0	*6*	**432**
8:00 PM	0	0	53	0	0	*53*	0	0	0	0	0	*0*	0	0	53	0	0	*53*	0	2	0	1	0	*3*	**109**
8:15 PM	0	0	47	0	0	*47*	0	0	0	0	0	*0*	0	0	57	0	0	*57*	0	1	0	0	0	*1*	**105**
8:30 PM	0	0	42	0	0	*42*	0	0	0	0	0	*0*	0	0	59	0	0	*59*	0	0	0	0	0	*0*	**101**
8:45 PM	0	0	53	0	0	*53*	0	0	0	0	0	*0*	0	0	47	0	0	*47*	0	0	0	0	0	*0*	**100**
Hourly Total	0	0	195	0	0	*195*	0	0	0	0	0	*0*	0	0	216	0	0	*216*	0	3	0	1	0	*4*	**415**
9:00 PM	0	0	33	0	0	*33*	0	0	0	0	0	*0*	0	0	17	0	0	*17*	0	0	0	0	0	*0*	**50**
9:15 PM	0	0	35	0	0	*35*	0	0	0	0	0	*0*	0	0	24	0	0	*24*	0	0	0	0	0	*0*	**59**
9:30 PM	0	0	27	0	0	*27*	0	0	0	0	0	*0*	0	0	24	0	0	*24*	0	0	0	0	0	*0*	**51**
9:45 PM	0	0	25	1	0	*26*	0	0	0	0	0	*0*	0	0	21	0	0	*21*	0	0	0	0	0	*0*	**47**
Hourly Total	0	0	120	1	0	*121*	0	0	0	0	0	*0*	0	0	86	0	0	*86*	0	0	0	0	0	*0*	**207**
10:00 PM	0	0	26	0	0	*26*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	0	0	0	0	0	*0*	**35**
10:15 PM	0	0	18	0	0	*18*	0	0	0	0	0	*0*	0	0	11	0	0	*11*	0	2	0	0	0	*2*	**31**
10:30 PM	0	0	17	0	0	*17*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	**25**
10:45 PM	0	0	13	0	0	*13*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	**20**
Hourly Total	0	0	74	0	0	*74*	0	0	0	0	0	*0*	0	0	35	0	0	*35*	0	2	0	0	0	*2*	**111**
11:00 PM	0	0	13	0	0	*13*	0	0	0	0	0	*0*	0	0	11	0	0	*11*	0	0	0	0	0	*0*	**24**
11:15 PM	0	0	19	0	0	*19*	0	0	0	0	0	*0*	0	0	11	0	0	*11*	0	0	0	1	0	*1*	**31**
11:30 PM	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**15**
11:45 PM	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	0	9	0	0	*9*	0	0	0	0	0	*0*	**19**
Hourly Total	0	0	52	0	0	*52*	0	0	0	0	0	*0*	0	0	36	0	0	*36*	0	0	0	1	0	*1*	**89**
DAILY TOTAL	**2**	**0**	**5667**	**297**	**0**	***5966***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**135**	**5561**	**0**	**0**	***5696***	**0**	**286**	**0**	**136**	**0**	***422***	**12084**
Cars	2	0	5269	275	0	*5546*	0	0	0	0	0	*0*	0	123	5184	0	0	*5307*	0	264	0	119	0	*383*	**11236**
Heavy Vehicles	0	0	398	22	0	*420*	0	0	0	0	0	*0*	0	12	377	0	0	*389*	0	22	0	17	0	*39*	**848**
Heavy Vehicle %	0.00%	0.00%	7.02%	7.41%	0.00%	*7.04%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	8.89%	6.78%	0.00%	0.00%	*6.83%*	0.00%	7.69%	0.00%	12.50%	0.00%	*9.24%*	**7.02%**

Allison Rd & College Dr
Cheyenne Wyoming
Thursday, April 11, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:15 AM	0	0	112	12	0	*124*	0	0	0	0	0	*0*	0	6	73	0	0	*79*	0	9	0	6	0	*15*	**218**
7:30 AM	0	0	110	7	0	*117*	0	0	0	0	0	*0*	0	3	74	0	0	*77*	0	7	0	6	0	*13*	**207**
7:45 AM	0	0	170	4	0	*174*	0	0	0	0	0	*0*	0	9	107	0	0	*116*	0	5	0	2	0	*7*	**297**
8:00 AM	0	0	117	7	0	*124*	0	0	0	0	0	*0*	0	6	86	0	0	*92*	0	0	0	4	0	*4*	**220**
Peak Hour Total	0	0	509	30	0	*539*	0	0	0	0	0	*0*	0	24	340	0	0	*364*	0	21	0	18	0	*39*	**942**
PHF	0.000	0.000	0.749	0.625	0.000	*0.774*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.667	0.794	0.000	0.000	*0.784*	0.000	0.583	0.000	0.750	0.000	*0.650*	**0.793**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
3:00 PM	0	0	104	3	0	*107*	0	0	0	0	0	*0*	0	3	142	0	0	*145*	0	7	0	2	0	*9*	**261**
3:15 PM	0	0	102	5	0	*107*	0	0	0	0	0	*0*	0	4	142	0	0	*146*	0	6	0	2	0	*8*	**261**
3:30 PM	0	0	96	5	0	*101*	0	0	0	0	0	*0*	0	1	173	0	0	*174*	0	16	0	3	0	*19*	**294**
3:45 PM	0	0	131	4	0	*135*	0	0	0	0	0	*0*	0	2	145	0	0	*147*	0	2	0	2	0	*4*	**286**
Peak Hour Total	0	0	433	17	0	*450*	0	0	0	0	0	*0*	0	10	602	0	0	*612*	0	31	0	9	0	*40*	**1102**
PHF	0.000	0.000	0.826	0.850	0.000	*0.833*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.625	0.870	0.000	0.000	*0.879*	0.000	0.484	0.000	0.750	0.000	*0.526*	**0.937**

Total Vehicles On Leg		11815			
Vehicles Entering Intersection	5966	Vehicles Exiting Intersection	5849		
Southbound					
Cars	275	5269	0	2	0
Heavy	22	398	0	0	0
Total	**297**	**5667**	**0**	**2**	**0**

Total Vehicles on Leg 854	Vehicles Entering Intersection 422	**Eastbound**	Cars	Heavy	**Total**
			0	0	**0**
			0	0	**0**
	Vehicles Exiting Intersection 432		264	22	**286**
			0	0	**0**
			119	17	**136**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 0	Total Vehicles on Leg 0
0	0	**0**			
0	0	**0**			
0	0	**0**		Vehicles Exiting Intersection 0	
0	0	**0**			
0	0	**0**			

Cars	0	0	123	5184	0
Heavy	0	0	12	377	0
Total	**0**	**0**	**135**	**5561**	**0**
Northbound					
Vehicles Entering Intersection	5696	Vehicles Exiting Intersection	5803		
Total Vehicles On Leg		11499			

Cheyenne MPO

Allison Rd & Avenue C
By: C.Yaney
Study Date: April 11, 2024

Multi-Way Stop Warrant Report

Major Streets Approaches

Northbound Avenue C
Total Approach Volume: 1389
Approach Speed: 30

Southbound Avenue C
Total Approach Volume: 1861
Approach Speed: 30

Minor Streets Approaches

Eastbound Allison Rd
Total Approach Volume: 502
Approach Speed: 30

Westbound 0
Total Approach Volume: 0
Approach Speed: 0

Warrant Summary

Criteria A - Interim Measure ---------- Not Evaluated
If traffic signals are justified, stop signs can be installed as an interim measure.

Criteria B - Crash Experience ---------- Not Satisfied
Number of crashes (0) is less than the minimum (5).

Criteria C - Minimum Volumes and Delays (seconds) ---------- Not Satisfied
Average Delay Per vehicle (2.5) is less than minimum required (30).

Criteria D - 80% of Volume, Delays, and Crashes ---------- Not Satisfied
Average Delay Per vehicle (2.0) is less than minimum required (30).
Required volumes reached for 0 hours, 8 are needed.

Analysis of 8-Hour Volume Warrants:

Time	Major Crit Total	Minor Total	Crit C			Crit D		
			Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00 - 01:00	20	5	300 - No	200 - No	No	240 - No	160 - No	No
01:00 - 02:00	11	4	300 - No	200 - No	No	240 - No	160 - No	No
02:00 - 03:00	11	3	300 - No	200 - No	No	240 - No	160 - No	No
03:00 - 04:00	8	1	300 - No	200 - No	No	240 - No	160 - No	No
04:00 - 05:00	8	3	300 - No	200 - No	No	240 - No	160 - No	No
05:00 - 06:00	36	7	300 - No	200 - No	No	240 - No	160 - No	No
06:00 - 07:00	105	7	300 - No	200 - No	No	240 - No	160 - No	No
07:00 - 08:00	193	39	300 - No	200 - No	No	240 - No	160 - No	No
08:00 - 09:00	172	23	300 - No	200 - No	No	240 - No	160 - No	No
09:00 - 10:00	170	16	300 - No	200 - No	No	240 - No	160 - No	No
10:00 - 11:00	170	23	300 - No	200 - No	No	240 - No	160 - No	No
11:00 - 12:00	190	19	300 - No	200 - No	No	240 - No	160 - No	No
12:00 - 13:00	219	29	300 - No	200 - No	No	240 - No	160 - No	No
13:00 - 14:00	218	19	300 - No	200 - No	No	240 - No	160 - No	No
14:00 - 15:00	212	36	300 - No	200 - No	No	240 - No	160 - No	No
15:00 - 16:00	278	46	300 - No	200 - No	No	240 - Yes	160 - No	Major
16:00 - 17:00	308	48	300 - Yes	200 - No	Major	240 - Yes	160 - No	Major
17:00 - 18:00	292	60	300 - No	200 - No	No	240 - Yes	160 - No	Major
18:00 - 19:00	173	36	300 - No	200 - No	No	240 - No	160 - No	No
19:00 - 20:00	165	20	300 - No	200 - No	No	240 - No	160 - No	No
20:00 - 21:00	141	25	300 - No	200 - No	No	240 - No	160 - No	No
21:00 - 22:00	78	14	300 - No	200 - No	No	240 - No	160 - No	No
22:00 - 23:00	47	9	300 - No	200 - No	No	240 - No	160 - No	No
23:00 - 00:00	25	10	300 - No	200 - No	No	240 - No	160 - No	No

Cheyenne MPO

Allison Rd & Avenue C
By: C.Yaney
Study Date: April 11, 2049

Multi-Way Stop Warrant Report

Major Streets Approaches

Northbound Avenue C
Total Approach Volume: 2484
Approach Speed: 30

Southbound Avenue C
Total Approach Volume: 3081
Approach Speed: 30

Minor Streets Approaches

Eastbound Allison Rd
Total Approach Volume: 779
Approach Speed: 30

Westbound Allison Rd
Total Approach Volume: 432
Approach Speed: 30

Warrant Summary

Criteria A - Interim Measure ---------- Not Evaluated
If traffic signals are justified, stop signs can be installed as an interim measure.

Criteria B - Crash Experience ---------- Not Satisfied
Number of crashes (0) is less than the minimum (5).

Criteria C - Minimum Volumes and Delays (seconds) ---------- Not Satisfied
Average Delay Per vehicle (2.5) is less than minimum required (30).

Criteria D - 80% of Volume, Delays, and Crashes ---------- Not Satisfied
Average Delay Per vehicle (2.0) is less than minimum required (30).
Required volumes reached for 0 hours, 8 are needed.

Analysis of 8-Hour Volume Warrants:

Time	Major Crit Total	Minor Total	Crit C			Crit D		
			Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00 - 01:00	33	24	300 - No	200 - No	No	240 - No	160 - No	No
01:00 - 02:00	19	16	300 - No	200 - No	No	240 - No	160 - No	No
02:00 - 03:00	19	8	300 - No	200 - No	No	240 - No	160 - No	No
03:00 - 04:00	14	4	300 - No	200 - No	No	240 - No	160 - No	No
04:00 - 05:00	14	6	300 - No	200 - No	No	240 - No	160 - No	No
05:00 - 06:00	59	27	300 - No	200 - No	No	240 - No	160 - No	No
06:00 - 07:00	172	42	300 - No	200 - No	No	240 - No	160 - No	No
07:00 - 08:00	315	153	300 - Yes	200 - No	Major	240 - Yes	160 - No	Major
08:00 - 09:00	291	46	300 - No	200 - No	No	240 - Yes	160 - No	Major
09:00 - 10:00	284	34	300 - No	200 - No	No	240 - Yes	160 - No	Major
10:00 - 11:00	295	52	300 - No	200 - No	No	240 - Yes	160 - No	Major
11:00 - 12:00	331	42	300 - Yes	200 - No	Major	240 - Yes	160 - No	Major
12:00 - 13:00	374	64	300 - Yes	200 - No	Major	240 - Yes	160 - No	Major
13:00 - 14:00	371	44	300 - Yes	200 - No	Major	240 - Yes	160 - No	Major
14:00 - 15:00	366	70	300 - Yes	200 - No	Major	240 - Yes	160 - No	Major
15:00 - 16:00	471	95	300 - Yes	200 - No	Major	240 - Yes	160 - No	Major
16:00 - 17:00	527	109	300 - Yes	200 - No	Major	240 - Yes	160 - No	Major
17:00 - 18:00	509	120	300 - Yes	200 - No	Major	240 - Yes	160 - No	Major
18:00 - 19:00	303	80	300 - Yes	200 - No	Major	240 - Yes	160 - No	Major
19:00 - 20:00	285	44	300 - No	200 - No	No	240 - Yes	160 - No	Major
20:00 - 21:00	243	72	300 - No	200 - No	No	240 - Yes	160 - No	Major
21:00 - 22:00	142	25	300 - No	200 - No	No	240 - No	160 - No	No
22:00 - 23:00	82	17	300 - No	200 - No	No	240 - No	160 - No	No
23:00 - 00:00	45	17	300 - No	200 - No	No	240 - No	160 - No	No

Cheyenne MPO
Allison Rd & Avenue C
By: C.Yaney
Study Date: April 11, 2024

Signal Warrants Report

Major Streets Approaches

Northbound College Dr
Number of Lanes: 1
Approach Speed: 50
Total Approach Volume: 5696

Southbound College Dr
Number of Lanes: 1
Approach Speed: 50
Total Approach Volume: 5966

Minor Streets Approaches

Eastbound Allison Rd
Number of Lanes: 1
Approach Speed: 30
Total Approach Volume: 422

Westbound 0
Number of Lanes: 0
Approach Speed: 0
Total Approach Volume: 0

Warrant Summary

Warrant 1 - Eight Hour Vehiclar Volumes ..... **Not Satisfied**

Warrant 1A - Minimum VehiclVolume ..... **Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic ..... **Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1A&B - Combination of Warrants ..... **Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Not Satisfied**
Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... **Not Satisfied**

Warrant 3A - Peak Hour Volume ..... **Not Satisfied**
Volumes do not exceed minimums for any hour.

Warrant 3B - Peak Hour Delay ..... **Not Satisfied**
Total approach volumes and delays on minor street do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes ..... **Not Satisfied**
Required 4 Hr pedestrian volume reached for 0 hour(s) and the single hour volume for 0 hour(s)

Warrant 5 - School Crossing ..... **Not Satisfied**
Number of gaps > 12.3 seconds (0) < the number of minutes in the crossing period (0).

Warrant 6 - Coordinated Signal System ..... **Not Satisfied**
No adjacent coordinated signal are present.

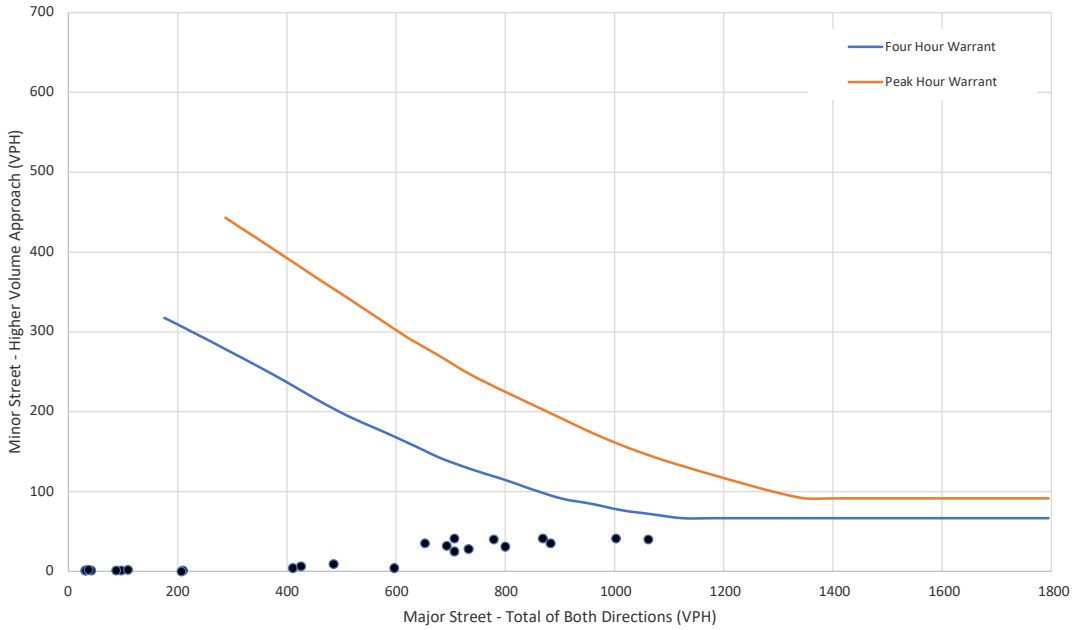
Warrant 7- Crash Experience ..... **Not Satisfied**
Number of accidents (0) is less than minimum (5). Volume minimum not met.

Warrant 8 - Roadway Network ..... **Satisfied**
Major Route conditions not met. No volume requirement met.

Cheyenne MPO

Location: Converse Ave & Point Bluff
Allison Rd & Avenue C
Study Date: April 11, 2024

Signal Warrants Report



Analysis of 8-Hour Volume Warrants:

Time	Major	Higher Minor		Warrant 1A			Warrant 1B			Warrant 1A&B		
Begin	Total	Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00 - 01:00	31	1	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
01:00 - 02:00	32	1	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
02:00 - 03:00	42	1	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
03:00 - 04:00	37	2	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
04:00 - 05:00	97	1	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
05:00 - 06:00	210	1	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
06:00 - 07:00	486	9	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
07:00 - 08:00	869	41	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
08:00 - 09:00	733	28	EB	500 - Yes	150 - No	Major	750 - No	75 - No	No	600 - Yes	120 - No	Major
09:00 - 10:00	653	35	EB	500 - Yes	150 - No	Major	750 - No	75 - No	No	600 - Yes	120 - No	Major
10:00 - 11:00	693	32	EB	500 - Yes	150 - No	Major	750 - No	75 - No	No	600 - Yes	120 - No	Major
11:00 - 12:00	707	41	EB	500 - Yes	150 - No	Major	750 - No	75 - No	No	600 - Yes	120 - No	Major
12:00 - 13:00	707	25	EB	500 - Yes	150 - No	Major	750 - No	75 - No	No	600 - Yes	120 - No	Major
13:00 - 14:00	800	31	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
14:00 - 15:00	779	40	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
15:00 - 16:00	1062	40	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
16:00 - 17:00	1003	41	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
17:00 - 18:00	883	35	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
18:00 - 19:00	597	4	EB	500 - Yes	150 - No	Major	750 - No	75 - No	No	600 - No	120 - No	No
19:00 - 20:00	426	6	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
20:00 - 21:00	411	4	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
21:00 - 22:00	207	0	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
22:00 - 23:00	109	2	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
23:00 - 00:00	88	1	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No

Cheyenne MPO

Allison Rd & Avenue C
By: C.Yaney
Study Date: April 11, 2049

Signal Warrants Report

Major Streets Approaches

Northbound College Dr
- Number of Lanes: 1
- Approach Speed: 50
- Total Approach Volume: 9891

Southbound College Dr
- Number of Lanes: 1
- Approach Speed: 50
- Total Approach Volume: 10345

Minor Streets Approaches

Eastbound Allison Rd
- Number of Lanes: 0
- Approach Speed: 30
- Total Approach Volume: 716

Westbound 0
- Number of Lanes: 0
- Approach Speed: 0
- Total Approach Volume: 0

Warrant Summary

Warrant 1 - Eight Hour Vehiclar Volumes ..... Not Satisfied

Warrant 1A - Minimum VehiclVolume ..... Not Satisfied
Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic ..... Not Satisfied
Required volumes reached for 0 hours, 8 are needed

Warrant 1A&B - Combination of Warrants ..... Not Satisfied
Required volumes reached for 0 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... Not Satisfied
Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... Not Satisfied

Warrant 3A - Peak Hour Volume ..... Not Satisfied
Volumes do not exceed minimums for any hour.

Warrant 3B - Peak Hour Delay ..... Not Satisfied
Total approach volumes and delays on minor street do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes ..... Not Satisfied
Required 4 Hr pedestrian volume reached for 0 hour(s) and the single hour volume for 0 hour(s)

Warrant 5 - School Crossing ..... Not Satisfied
Number of gaps > 12.3 seconds (0) < the number of minutes in the crossing period (0).

Warrant 6 - Coordinated Signal System ..... Not Satisfied
No adjacent coordinated signal are present.

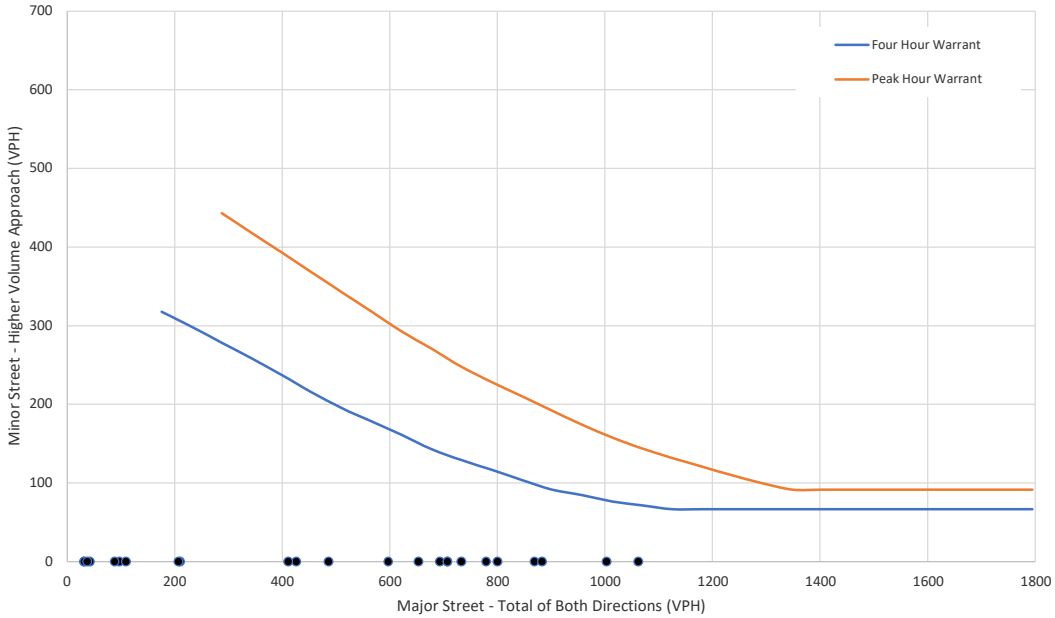
Warrant 7- Crash Experience ..... Not Satisfied
Number of accidents (0) is less than minimum (5). Volume minimum not met.

Warrant 8 - Roadway Network ..... Satisfied
Major Route conditions not met. No volume requirement met.

Cheyenne MPO

Location: Converse Ave & Point Bluff
Allison Rd & Avenue C
Study Date: April 11, 2049

Signal Warrants Report



Analysis of 8-Hour Volume Warrants:

Time Begin	Major Total	Higher Minor Vol	Dir	Warrant 1A Major Crit	Warrant 1A Minor Crit	Warrant 1A Meets?	Warrant 1B Major Crit	Warrant 1B Minor Crit	Warrant 1B Meets?	Warrant 1A&B Major Crit	Warrant 1A&B Minor Crit	Warrant 1A&B Meets?
00:00 - 01:00	55	2	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
01:00 - 02:00	56	2	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
02:00 - 03:00	74	2	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
03:00 - 04:00	65	3	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
04:00 - 05:00	169	2	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
05:00 - 06:00	364	2	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
06:00 - 07:00	840	15	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
07:00 - 08:00	1503	69	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
08:00 - 09:00	1268	48	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
09:00 - 10:00	1130	61	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
10:00 - 11:00	1199	57	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
11:00 - 12:00	1228	70	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
12:00 - 13:00	1227	42	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
13:00 - 14:00	1388	52	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
14:00 - 15:00	1353	68	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
15:00 - 16:00	1845	69	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
16:00 - 17:00	1744	70	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
17:00 - 18:00	1535	59	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
18:00 - 19:00	1038	5	EB	500 - Yes	150 - No	Major	750 - Yes	75 - No	Major	600 - Yes	120 - No	Major
19:00 - 20:00	739	9	EB	500 - Yes	150 - No	Major	750 - No	75 - No	No	600 - Yes	120 - No	Major
20:00 - 21:00	715	5	EB	500 - Yes	150 - No	Major	750 - No	75 - No	No	600 - Yes	120 - No	Major
21:00 - 22:00	360	0	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
22:00 - 23:00	190	2	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No
23:00 - 00:00	153	2	EB	500 - No	150 - No	No	750 - No	75 - No	No	600 - No	120 - No	No

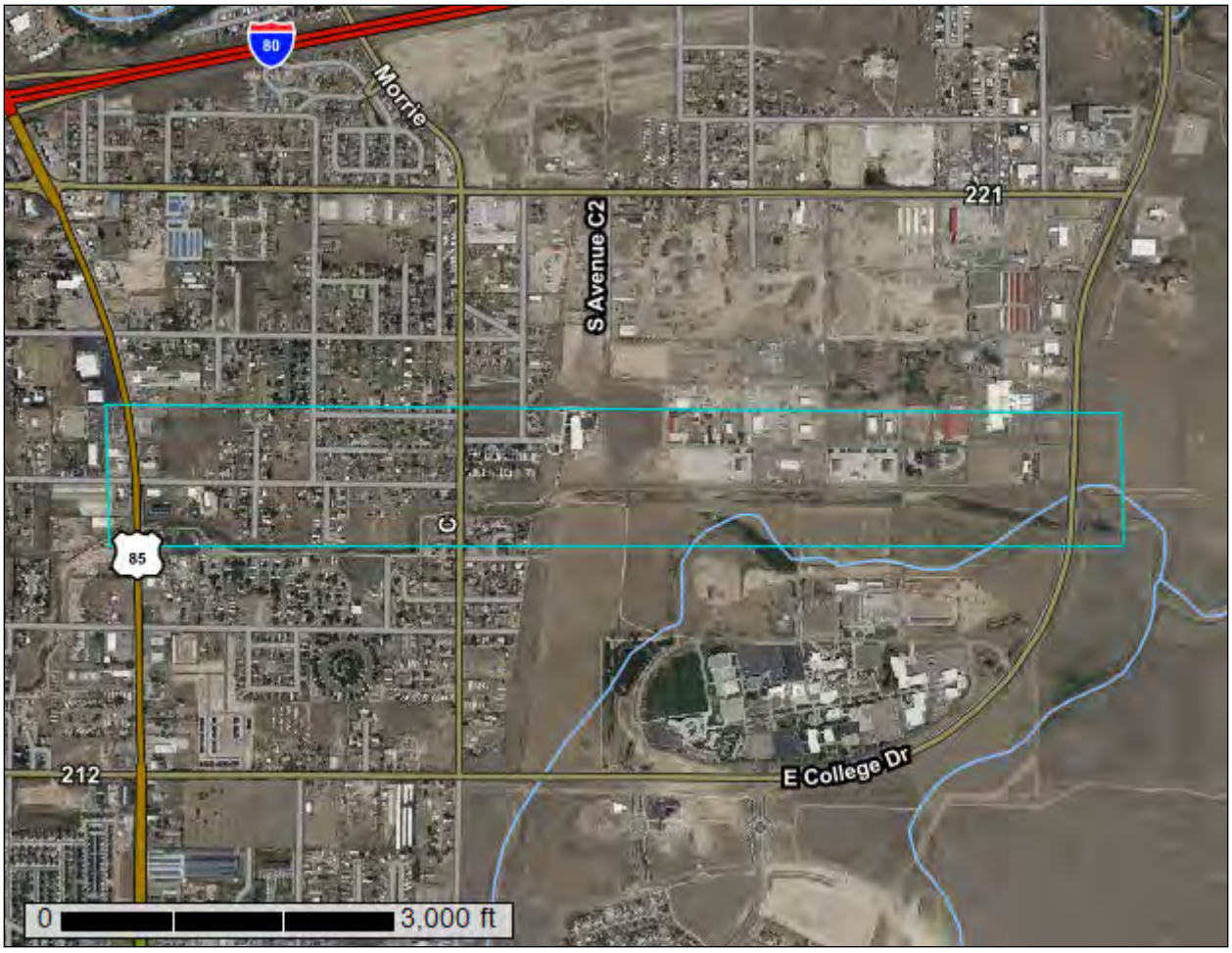
United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Laramie County, Wyoming, Western Part



March 18, 2024

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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Contents

How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report
Soil Map

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Laramie County, Wyoming, Western Part
Survey Area Data: Version 16, Sep 6, 2023

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 2, 2022—Aug 8, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
104	Ascalon loam, cool, 0 to 6 percent slopes	135.5	52.2%
184	Urban land-Ascalon complex, 0 to 6 percent slopes	95.6	36.8%
189	Urban land-Poposhia-Trimad complex, 3 to 15 percent slopes	28.5	11.0%
Totals for Area of Interest		**259.6**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or

landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Laramie County, Wyoming, Western Part

104—Ascalon loam, cool, 0 to 6 percent slopes

Map Unit Setting

National map unit symbol: 2tlp8
Elevation: 5,400 to 6,550 feet
Mean annual precipitation: 13 to 19 inches
Mean annual air temperature: 45 to 50 degrees F
Frost-free period: 115 to 135 days
Farmland classification: Farmland of statewide importance, if irrigated

Map Unit Composition

Ascalon, cool, and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Ascalon, Cool

Setting

Landform: Interfluves
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Interfluve
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Wind-reworked sandy alluvium

Typical profile

Ap - 0 to 6 inches: loam
Bt1 - 6 to 12 inches: sandy clay loam
Bt2 - 12 to 19 inches: sandy clay loam
Bk - 19 to 35 inches: sandy clay loam
C - 35 to 80 inches: loam

Properties and qualities

Slope: 0 to 6 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 6.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 10 percent
Maximum salinity: Nonsaline to very slightly saline (0.1 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 1.0
Available water supply, 0 to 60 inches: Moderate (about 8.2 inches)

Interpretive groups

Land capability classification (irrigated): 3e
Land capability classification (nonirrigated): 3e
Hydrologic Soil Group: B
Ecological site: R067AY122WY - Loamy (Ly)
Hydric soil rating: No

Minor Components

Altvan

Percent of map unit: 8 percent
Landform: Interfluves
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Interfluve
Down-slope shape: Linear
Across-slope shape: Linear
Ecological site: R067AY122WY - Loamy (Ly)
Hydric soil rating: No

Wages

Percent of map unit: 7 percent
Landform: Interfluves
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Interfluve
Down-slope shape: Linear
Across-slope shape: Linear
Ecological site: R067AY122WY - Loamy (Ly)
Hydric soil rating: No

184—Urban land-Ascalon complex, 0 to 6 percent slopes

Map Unit Setting

National map unit symbol: 3j7m
Elevation: 5,000 to 6,500 feet
Mean annual precipitation: 15 to 17 inches
Mean annual air temperature: 45 to 48 degrees F
Frost-free period: 115 to 125 days
Farmland classification: Not prime farmland

Map Unit Composition

Urban land: 65 percent
Ascalon and similar soils: 25 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Ascalon

Setting

Landform: Fan remnants, alluvial fans
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from sandstone

Typical profile

H1 - 0 to 8 inches: loam
H2 - 8 to 24 inches: sandy clay loam
H3 - 24 to 60 inches: loam

Properties and qualities

Slope: 0 to 6 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 2.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 10 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: High (about 10.3 inches)

Interpretive groups

Land capability classification (irrigated): 3e
Land capability classification (nonirrigated): 3e
Hydrologic Soil Group: B
Ecological site: R067AY122WY - Loamy (Ly)
Hydric soil rating: No

Minor Components

Altvan

Percent of map unit: 5 percent
Hydric soil rating: No

Wages

Percent of map unit: 5 percent
Hydric soil rating: No

189—Urban land-Poposhia-Trimad complex, 3 to 15 percent slopes

Map Unit Setting

National map unit symbol: 3j7s
Elevation: 6,500 to 7,500 feet
Mean annual precipitation: 15 to 17 inches
Mean annual air temperature: 41 to 45 degrees F
Frost-free period: 90 to 115 days
Farmland classification: Not prime farmland

Map Unit Composition

Urban land: 60 percent
Poposhia and similar soils: 15 percent
Trimad and similar soils: 15 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Poposhia

Setting

Landform: Hills
Landform position (three-dimensional): Side slope
Down-slope shape: Linear
Across-slope shape: Convex
Parent material: Alluvium derived from sandstone, siltstone and shale

Typical profile

H1 - 0 to 6 inches: silt loam
H2 - 6 to 60 inches: silt loam

Properties and qualities

Slope: 3 to 10 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 2.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 10 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: High (about 12.0 inches)

Interpretive groups

Land capability classification (irrigated): 4e
Land capability classification (nonirrigated): 4e
Hydrologic Soil Group: B
Ecological site: R067AY122WY - Loamy (Ly)
Hydric soil rating: No

Description of Trimad

Setting

Landform: Hills
Landform position (three-dimensional): Side slope
Down-slope shape: Linear
Across-slope shape: Convex
Parent material: Gravelly alluvium derived from igneous and sedimentary rock

Typical profile

H1 - 0 to 3 inches: loam
H2 - 3 to 10 inches: gravelly loam
H3 - 10 to 34 inches: very gravelly loam
H4 - 34 to 60 inches: very gravelly sandy loam

Properties and qualities

Slope: 6 to 15 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 2.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None

Calcium carbonate, maximum content: 35 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: Low (about 5.1 inches)

Interpretive groups

Land capability classification (irrigated): 6s
Land capability classification (nonirrigated): 6s
Hydrologic Soil Group: B
Ecological site: R067AY112WY - Gravelly (Gr)
Hydric soil rating: No

Minor Components

Rock outcrop

Percent of map unit: 5 percent
Hydric soil rating: No

Piezon

Percent of map unit: 5 percent
Hydric soil rating: No

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Appendix D

Recorded Plats

ALLISON TRACTS

A SUBDIVISION of SECTION 8, T.13N., R.66W.
LARAMIE COUNTY - WYOMING
Scale 1"=200' Dec. 1930

DEDICATION

Know all men by these presents, that Archie Allison, owner in fee simple of the lands embraced in this plat and description of Allison Tracts does hereby declare this subdivision of the within described tracts as appears on this plat to be his free and voluntary act and deed and does hereby dedicate to the use of the public forever all of the roads shown hereon.

Archie Allison

ENGINEERS CERTIFICATE

State of Wyoming } ss
County of Laramie }

I, T.H. Baldwin, of Cheyenne, Wyoming, hereby certify that this map of Allison Tracts was made from notes taken during an actual survey made under my direction in December 1930, that it correctly represents the lots and roads as staked on the ground and marked by iron pins set at all lot corners, and that said sub-division comprises all that portion of section 8, T.13N., R.66W. 6th P.M. and is more particularly described as follows:- NW¼ NE¼, SW¼ NE¼, NE¼ NW¼, E½ E½ NW¼ NW¼, SE¼ NW¼, NE¼ SW¼, SE¼ SW¼, W½ W½ NW¼ SE¼ and the W½ W½ SW¼ SE¼. All in Section 8, T.13N., R.66W. 6th P.M.

T.H. Baldwin
Engineer.

ACKNOWLEDGEMENT

State of Wyoming }
County of Laramie } ss

I hereby certify that on this 31 day of Dec. A.D. 1930 before me, the undersigned, a Notary Public, in and for the State of Wyoming, personally appeared Archie Allison to me known to be the individual described in and who executed the within and foregoing dedication and acknowledged the said instrument to be his free and voluntary act and deed for the purpose therein mentioned.

In witness whereof I have hereunto set my hand and affixed the seal of my office the day and year first above written.

Ralph L. Smith
Notary Public
Residing at Cheyenne, Wyo.

My commission expires May 28-1933.

RESOLUTION NO. 220719 – 42

A RESOLUTION TO APPROVE A VACATION OF ALL OF TRACT 4, ALLISON TRACTS, LESS THE EAST 330 FEET AND LESS THE PORTION GRANTED TO THE STATE HIGHWAY COMMISSION OF WYOMING, LARAMIE COUNTY, WY.

WHEREAS, Wyoming State Statutes §18-5-201 to 18-5-208; §18-5-301 to 18-5-315 authorize Laramie County, in promoting the public health, safety, morals and general welfare of the county, to regulate the use of land through zoning in unincorporated Laramie County; and

WHEREAS the Laramie County Board of Commissioners adopted the Laramie County Land Use Regulations; and the vacation is in accordance with the Laramie County Land Use Regulations, 2-1-101; and

WHEREAS the proposed Vacation is in accordance with section §34-12-108 of the Wyoming State Statutes; and

WHEREAS this resolution is the Vacation of all of Tract 4, Allison Tracts, less the east 330 feet and less that portion granted to the State Highway Commission of Wyoming, Laramie County, WY.

NOW THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF LARAMIE COUNTY, WYOMING, as follows:

The Laramie County Board of Commissioners finds that:

a. This application is in conformance with Wyoming Statutes §34-12-106 to §34-12-111.
b. The vacation has been submitted to perform an Administrative Plat with two tracts.

And the Board approves the vacation of all of Tract 4, Allison Tracts, less the east 330 feet and less the portion granted to the State Highway Commission of Wyoming Laramie County, WY, upon the approval of the administrative plat.

PRESENTED, READ AND ADOPTED THIS 19 **DAY OF** July **, 2022.**

LARAMIE COUNTY BOARD OF COMMISSIONERS

Troy Thompson, Chairman

ATTEST:

Debra K. Lee, Laramie County Clerk

Reviewed and approved as to form:

Laramie County Attorney's Office

RECP #: 849799
RECORDED 12/30/2022 AT 8:26 AM BK# 2818 PG# 222
Debra K. Lee, CLERK OF LARAMIE COUNTY, WY PAGE 1 OF 1

COPY OF RECORD

DEDICATION

Know all men by these presents that Archie Allison, owner in fee simple of the lands embraced in this plat and description of Allison Tracts Second Filing does hereby declare this subdivision of the within described Tracts, as appears on this plat to be his free and voluntary act and deed and does hereby dedicate to the use of the public forever all of the roads shown hereon.

Archie Allison

ACKNOWLEDGEMENT

State of Wyoming }
County of Laramie } ss

I hereby certify that on this 14th day of Sept., A.D. 1936 before me the undersigned a Notary Public in and for the State of Wyoming, personally appeared Archie Allison to me known to be the individual described in and who executed the within and foregoing dedication and acknowledged the said instrument to be his free and voluntary act and deed for the purpose therein mentioned.

In witness whereof I have hereunto set my hand and affixed the seal of my office on the day and year first above written.

Mildred Pearse
Notary Public
Residing at Cheyenne, Wyo.
My commission expires Feb. 10, 1937

ENGINEER'S CERTIFICATE

State of Wyoming }
County of Laramie } ss

I, T.H. Baldwin of Cheyenne, Wyoming hereby certify that this plat of Allison Tracts, Second Filing, was made from notes taken during an actual survey made under my direction during August and September 1936, that it correctly represents the tracts and roads as staked on the ground and marked by iron pins set at all tract corners and that said subdivision comprises all of the S½ SW¼ NW¼, the W½ SW¼, the E½ W½ SE¼, the E½ W½ NW¼ SE¼ and the E½ W½ SW¼ SE¼ all in Section 8, T. 13 N., R. 66 W., 6th P.M. and containing 160 acres, more or less.

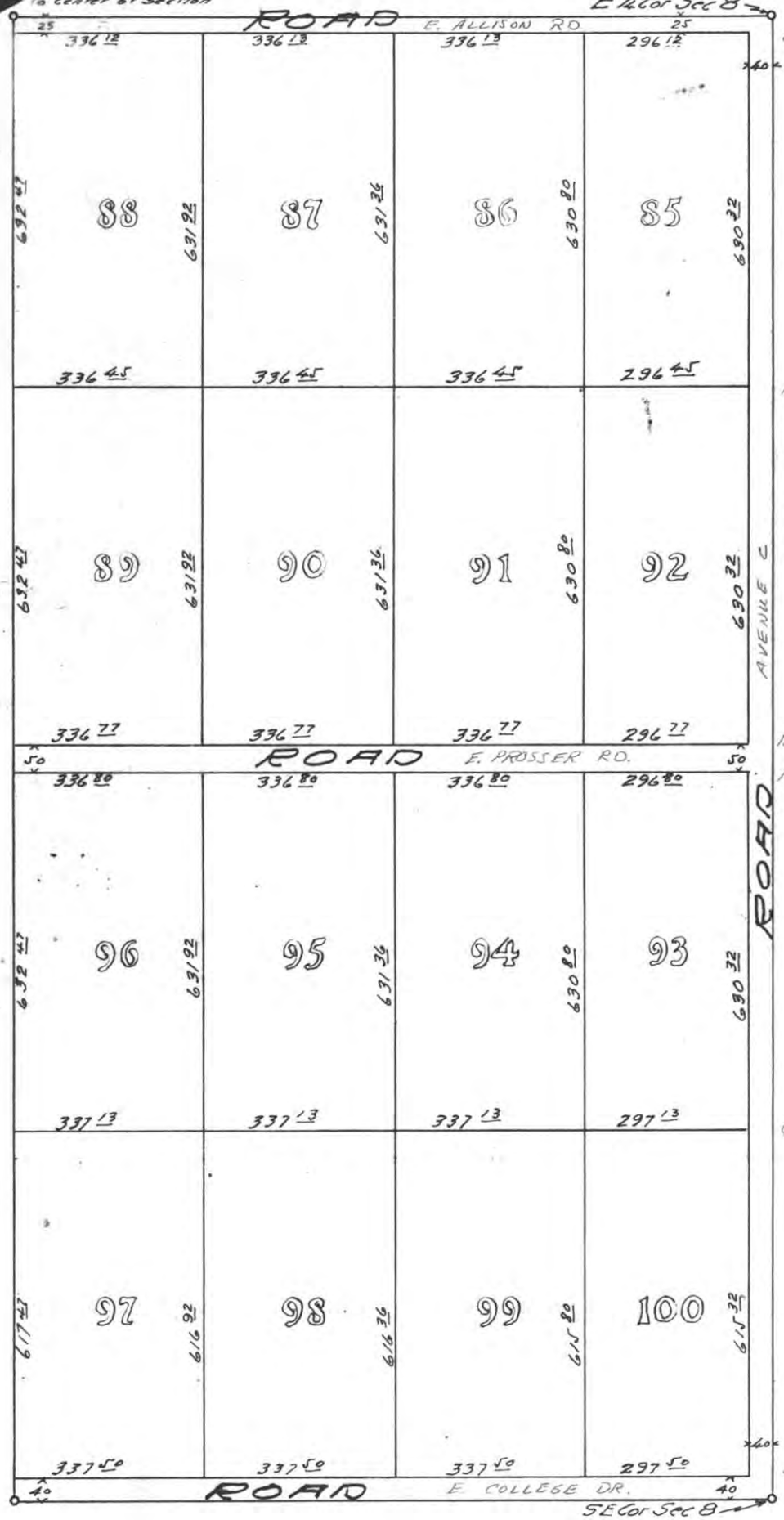
T.H. Baldwin
Engineer

ALLISON TRACTS

SECOND FILING

A SUBDIVISION OF SECTION 8, T. 13 N., R. 66 W.
LARAMIE COUNTY WYOMING
Scale 1" = 200' Sept. 1936

301430



ENGINEER'S CERTIFICATE

State of Wyoming }
County of Laramie } ss

I, T.H. Baldwin, of Cheyenne, Wyoming hereby certify that this plat of ALLISON TRACTS THIRD FILING, was made from notes taken during an actual survey made by me in August 1945, that it correctly represents the roads and tracts as marked on the ground by iron pipe set at all tract corners and that said subdivision comprises all of the E½SE¼ Section 8, T.13N, R66W, 6th P.M. containing 80 acres more or less.

Registration #19

T.H. Baldwin
Engineer

August 10th 1945

DEDICATION

Know all men by these presents, that Archie Allison owner in fee simple of the lands embraced in this plat and description of Allison Tracts, Third Filing, does hereby declare this subdivision of the within described land as appears on this plat to be his free act and deed and in accordance with the desire of said owner and proprietor and does hereby dedicate to the use of the public forever all of the roads shown hereon.

Dated this 10th day of August 1945.

Archie Allison
Owner

ACKNOWLEDGEMENT

State of Wyoming }
County of Laramie } ss

I hereby certify that on this 10th day of August A.D. 1945, before me the undersigned a Notary Public in and for the State of Wyoming, personally appeared Archie Allison, to me known to be the individual described in and who executed the within and foregoing dedication and acknowledged said instrument to be his free act and deed for the purpose therein mentioned.

In witness whereof I have hereunto set my hand and affixed the seal of my office the day and year first above written.

Leon E. Hebert
Notary Public
Residing at Cheyenne Wyo.

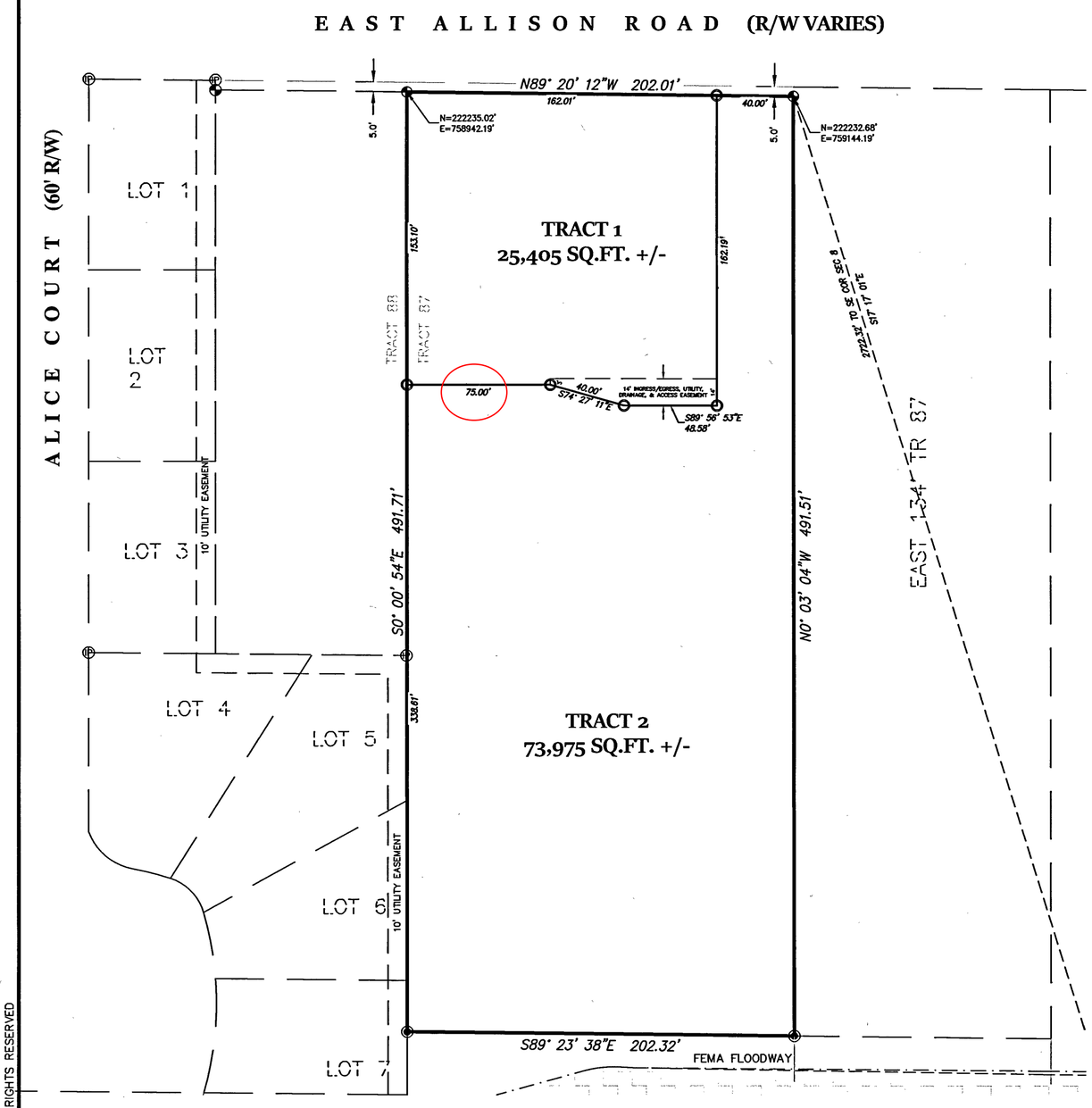
My commission expires July 6-1947

LEON E. HEBERT NOTARY PUBLIC LARAMIE COUNTY WYOMING

ALLISON TRACTS
THIRD FILING
A SUBDIVISION OF SECTION 8, T.13N, R.66W
LARAMIE COUNTY WYOMING
Scale 1" = 200' August 1945

Bearing is S 89-54-05E as sent in email after inquiry sent to Steil Surveying Services 10/03/2023

▫ WATER PROVIDED BY SOUTH CHEYENNE WATER AND SWEWER DISTRICT ▫ SEWER PROVIDED BY SOUTH CHEYENNE WATER AND SEWER DISTRICT ▫ FIRE PROTECTION TO BE PROVIDED BY FIRE DISTRICT #1 ▫
▫ THE SURFACE ESTATE OF THE LAND TO BE SUBDIVIDED IS SUBJECT TO FULL AND EFFECTIVE DEVELOPMENT OF THE MINERAL ESTATE ▫



DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS THAT: EVERYDAY HOMES, LLC, a Wyoming close limited liability company, owner in fee simple of All of Tract 87, EXCEPT the East 134 feet and the North five feet and the South 135 feet of the West 202.13 feet, Allison Tracts, Third Filing, according to the official Plat filed for Record in Laramie County, Wyoming.

Have caused the same to be surveyed, vacated and replatted and known as: ALLISON TRACTS 10TH FILING, and do hereby declare the subdivision of said land as it appears on this plat, to be their free act and deed and in accordance with their desires.

Dean Campbell, Member for Everyday Homes, LLC.

OWNER ACKNOWLEDGEMENT

STATE OF Wyoming)
) SS
COUNTY OF Laramie)

The foregoing instrument was acknowledged before me this 30th day of August 2023, by Dean Campbell, Member for Everyday Homes, LLC, a Wyoming close limited liability company.

Notary Public, Laramie County, Wyoming

My Commission Expires: April 20, 2028

TERRI D. APPLEGARTH
NOTARY PUBLIC
STATE OF WYOMING
COMMISSION ID: 146621
MY COMMISSION EXPIRES: APR 20, 2028

APPROVALS

Approved by Justin Arnold, Laramie County Planning Director this 31 day of August 2023.

Justin Arnold, Planning Director, Laramie County, Wyoming

Approved by Molly Bennett, Director of Laramie County Public Works this 31 day of August, 2023.

Molly Bennett, Director of Public Works, Laramie County, Wyoming

COUNTY ACKNOWLEDGEMENT

STATE OF WYOMING)
) SS
COUNTY OF LARAMIE)

The foregoing instrument was acknowledged before me this 31 day of August, 2023, by Justin Arnold, Laramie County Planning Director and Molly Bennett, Director of Laramie County Public Works.

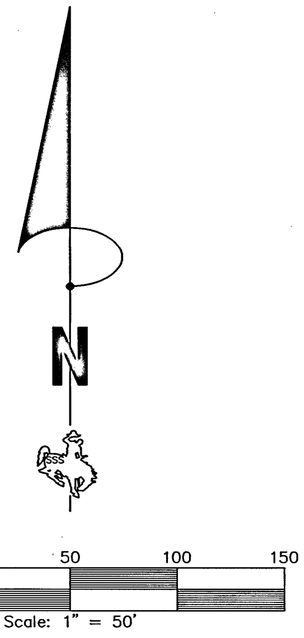
SONJA M. HOOPS
NOTARY PUBLIC
STATE OF WYOMING
COMMISSION ID: 167507
MY COMMISSION EXPIRES: SEP 15, 2025

Notary Public, Laramie County, Wyoming

My Commission Expires: 09/15/2025

LEGEND

- SET ⅝" X 24" LONG REBAR WITH 1½" ALUMINUM CAP STAMPED "SSS P.L.S. 5910"
- FOUND ½" IRON PIPE
- FOUND ALUMINUM CAP STAMPED LS 3047
- FOUND ⅝" X 24" LONG REBAR WITH 1½" ALUMINUM CAP STAMPED "SSS P.L.S. 5910"



VACATION STATEMENT

IT IS THE INTENT OF THIS REPLAT TO VACATE Tract 87, EXCEPT the East 134 feet and the North five feet and the South 135 feet of the West 202.13 feet, ALLISON TRACTS 3RD FILING,

Reception 863228
The State of Wyoming } SS
County of Laramie
This instrument was filed for record at 10:44 o'clock A M. on the 28th day of September A.D. 2023 and duly recorded in book ____ on page ____
P/C 13 slot 049

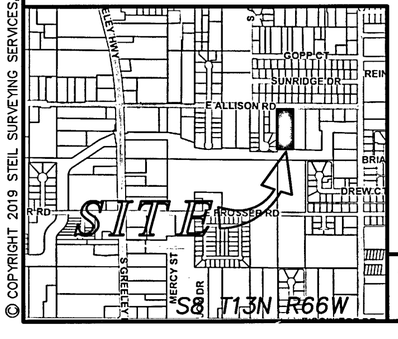
County Clerk & Ex-Officio Register of Deeds
By Debra K. Lee Deputy

ALLISON TRACTS 10TH FILING

AN ADMINISTRATIVE REPLAT OF
Tract 87, EXCEPT the East 134 feet and the North five feet and the South 135 feet of the West 202.13 feet,
ALLISON TRACTS 3RD FILING,
LARAMIE COUNTY, WYOMING

PREPARED JUNE, 2023

VICINITY MAP



NOTES

BASIS OF BEARINGS: WYOMING STATE PLANE COORDINATES, EAST ZONE, NAD83–2011, US SURVEY FEET. GRID DISTANCES. COMBINATION FACTOR = 0.9996654516.

1. ALL UNMONUMENTED TRACT CORNERS, ANGLE POINTS AND CURVE POINTS TO BE MONUMENTED WITH A 1½" ALUMINUM CAP STAMPED "SSS PLS 5910" SET ⅝" x 24" REBAR.
2. NO PORTION OF THIS PLAT FALLS WITHIN A FEMA 100–YEAR SFHA PER F.I.R.M PANEL #56021C1356F; DATED JANUARY 17, 2007.
3. CWPP – SUBJECT PARCEL DOES NOT FALL WITHIN THE CWPP.

CERTIFICATE OF SURVEYOR

Professional Land Surveyor JEFFREY B. JONES 5910 Date 8/8/2023 WYOMING

I, Jeffrey B. Jones, A Professional Land Surveyor in the State of Wyoming, for and on behalf of Steil Surveying Services, LLC, hereby state, to the best of my knowledge, information and belief, that this map was prepared from field notes taken during an actual survey made by me or under my direct supervision; and that this map correctly shows the results of said survey and that the monuments found or set are as shown.

REVISED: 8/8/2023
23230 – ADMIN PLAT.DWG

FILING RECORD

RECP #: 863228
RECORDED 9/28/2023 AT 10:44 AM BK# 13 PG# 49
Debra K. Lee, CLERK OF LARAMIE COUNTY, WY PAGE 1 OF 1

STEIL SURVEYING SERVICES, LLC
PROFESSIONAL LAND SURVEYORS
PLANNING & DEVELOPMENT SPECIALISTS
1102 WEST 19th ST. CHEYENNE, WY. 82001 ○ (307) 634-7273
756 GILCHRIST ST. WHEATLAND, WY. 82201 ○ (307) 322-9789
www.SteilSurvey.com ○ info@SteilSurvey.com

RESOLUTION NO. 130122-11

ENTITLED: A RESOLUTION TO APPROVE A SUBDIVISION PERMIT AND PLAT FOR ARP ELEMENTARY SCHOOL 1ST FILING, LOCATED IN A PORTION OF SECTION 9, T 13N, R 66W, OF THE 6TH P.M., AND LOTS 1 AND 12, BLOCK 3 OF THE NIOBRARA ENERGY PARK SUBDIVISION, IN LARAMIE COUNTY, WYOMING.

WHEREAS, Wyoming State Statutes §18-5-101 to 18-5-107; §18-5-201 to 18-5-208; §18-5-301 to 18-5-315 authorize Laramie County, in promoting the public health, safety, morals and general welfare of the county, to regulate the use of land through zoning in unincorporated Laramie County; and

WHEREAS, the Laramie County Board of Commissioners adopted the Laramie County Land Use Regulations; and

WHEREAS, the proposed subdivision is in accordance with section 2-1-101 (a-d) of the Laramie County Land Use Regulations; and

WHEREAS, the proposed plat is in accordance with section 2-1-101 (e) of the Laramie County Land Use Regulations; and

NOW THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF LARAMIE COUNTY, WYOMING, as follows:

The Laramie County Board of Commissioners finds that:

- **a.** This application is in conformance with section 2-1-101 (a-d) of the Laramie County Land Use Regulations.
- **b.** This application is in conformance with section 2-1-101 (e) of the Laramie County Land Use Regulations.

And that the Board approves the Subdivision Permit and Plat for the Arp Elementary School, 1st Filing Subdivision with the following condition:

1. The County Engineer's comments shall be addressed prior to recordation.

PRESENTED, READ AND ADOPTED THIS 22nd **DAY OF** January**, 2013.**

LARAMIE COUNTY BOARD OF COMMISSIONERS

Troy Thompson, Chairman

ATTEST:

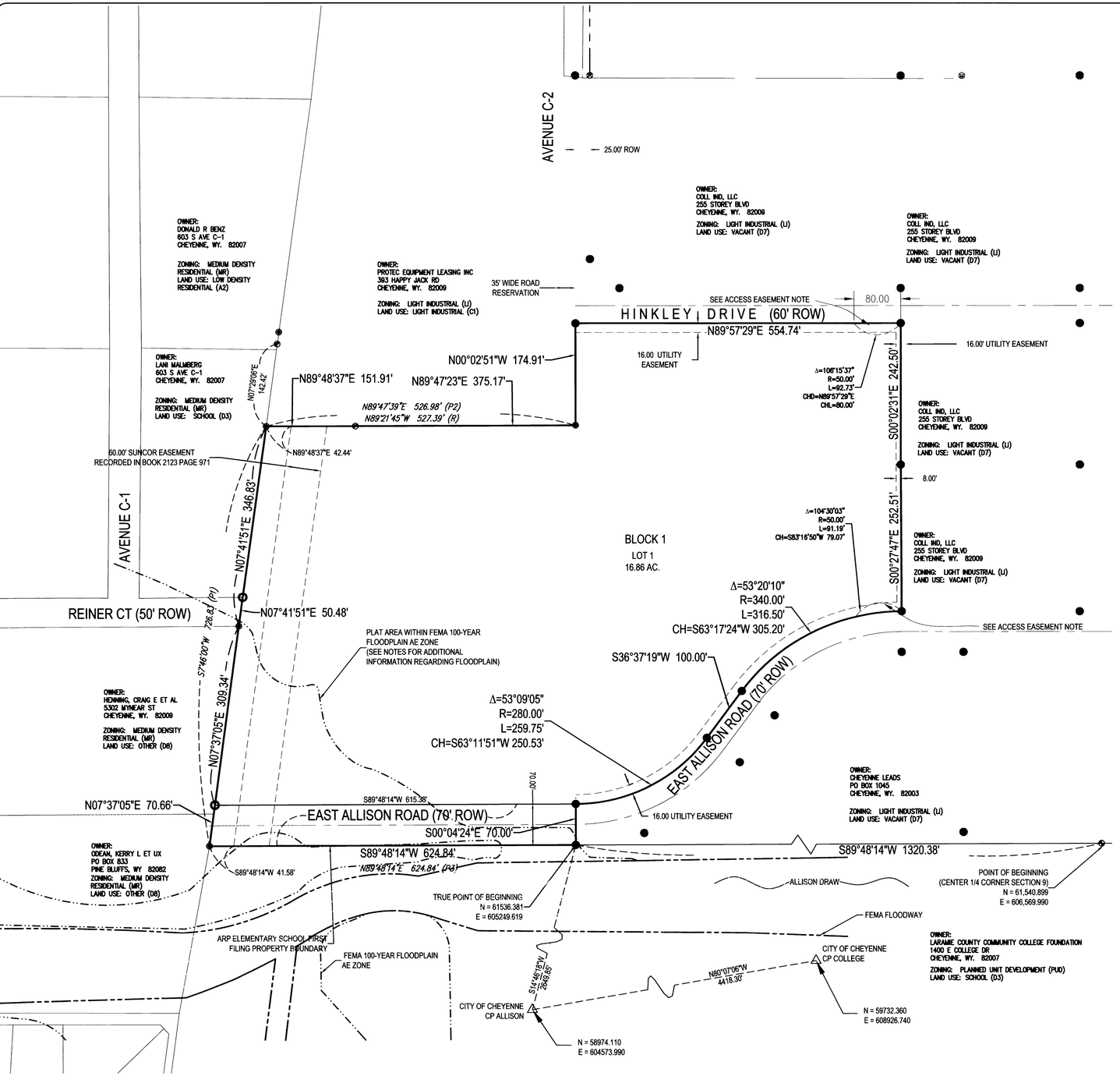
Debra K. Lathrop, Laramie County Clerk

Reviewed and approved as to form:

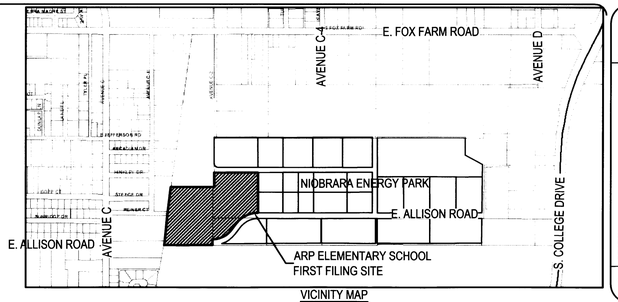
Mark T. Voss, Laramie County Attorney

LARAMIE COUNTY
JUN 17 2013
PLANNING & DEVELOPMENT OFFICE

RECORDED 6/05/2013 AT 11:23 AM REC# 617028 BK# 2341 PG# 18
DEBRA K. LATHROP, CLERK OF LARAMIE COUNTY, WY PAGE 1 OF 1



LEGEND
- FOUND BRASS CAP
- FOUND IRON ROD
- FOUND IRON PIPE
- FOUND ALUMINUM CAP
- SET 2" ALUMINUM CAP PLS 12045 (NIOBRARA ENERGY PARK PLAT)
- SET 2" ALUMINUM CAP PLS 5488 (THIS PLAT)
- CITY CONTROL MONUMENT
- (M) MEASURED DATA
- (R) RECORD DATA
- (P1) DATA PER PLAT OF THE PROSSER TRACTS
- (P2) DATA PER PLAT OF PROTEC SUBDIVISION
- (P3) DATA PER PLAT OF LCCC ADDITION
- FLOODWAY
- ZONE AE



VICINITY MAP
(NOT TO SCALE)

LEGAL DESCRIPTION

LEGAL DESCRIPTION OF A PARCEL OF LAND BEING SITUATED IN THE NORTHWEST ONE QUARTER OF SECTION 9, TOWNSHIP 13 NORTH, RANGE 66 WEST, OF THE 6TH PRINCIPAL MERIDIAN, LARAMIE COUNTY, WYOMING AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER ONE-QUARTER CORNER OF SAID SECTION 9, WHICH IS MONUMENTED BY A 3 1/4 INCH BRASS CAP ON A REBAR, THENCE S89°48'14"W ALONG THE EAST-WEST CENTERLINE OF SAID SECTION 9 A DISTANCE OF 1320.38 FEET TO A POINT, SAID POINT BEING THE TRUE POINT OF BEGINNING, WHICH IS MONUMENTED BY A 2" ALUMINUM CAP INSCRIBED PLS 12045; THENCE S89°48'14"W A DISTANCE OF 624.84 FEET TO A POINT MONUMENTED BY A FOUND ALUMINUM CAP; THENCE N07°37'05"E A DISTANCE OF 70.66 FEET TO A POINT; THENCE N07°37'05"E A DISTANCE OF 309.34 FEET TO A POINT; THENCE N07°41'51"E A DISTANCE OF 50.48 FEET TO A POINT; THENCE N07°41'51"E A DISTANCE OF 296.35' FEET TO A POINT; THENCE N89°48'37"E A DISTANCE OF 151.91 FEET TO A FOUND IRON PIPE; THENCE N89°47'23"E A DISTANCE OF 375.17 FEET TO A POINT; THENCE N00°02'51"W A DISTANCE OF 174.91 FEET ALONG THE PROJECTED STREET CENTERLINE OF AVENUE C-2 TO A POINT; THENCE N89°57'29"E A DISTANCE OF 554.74 FEET ALONG THE EAST WEST RIGHT OF WAY LINE OF HINKLEY DRIVE TO A POINT; THENCE S00°02'31"E A DISTANCE OF 242.50 FEET TO A POINT; THENCE S00°27'47"E A DISTANCE OF 252.51 FEET TO THE BEGINNING OF A CURVE TO THE LEFT, SAID CURVE HAVING A CENTRAL ANGLE OF 53°20'10", HAVING A RADIUS OF 340.00 FEET, AND WHOSE LONG CHORD BEARS S63°17'24"W A DISTANCE OF 305.20 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 316.50 FEET; THENCE S36°37'19"W A DISTANCE OF 100.00 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT, SAID CURVE HAVING A CENTRAL ANGLE OF 53°09'05", HAVING A RADIUS OF 280.00 FEET, AND WHOSE LONG CHORD BEARS S63°11'51"W A DISTANCE OF 250.53 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 259.75 FEET; THENCE S00°04'24"E A DISTANCE OF 70.00 FEET TO THE TRUE POINT OF BEGINNING.

SAID PARCEL OF LAND CONTAINS 17.85 ACRES MORE OR LESS, SUBJECT TO EASEMENTS, RESTRICTIONS, COVENANTS, AND ENCUMBRANCES OF RECORD.

DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT: THE UNDERSIGNED, MARK STOCK, SUPERINTENDENT OF LARAMIE COUNTY SCHOOL DISTRICT NO. 1, DOES HEREBY DECLARE THIS PLAT OF SAID LANDS TO BE HIS FREE ACT AND DEED IN ACCORDANCE WITH HIS DESIRES, AND DOES HEREBY DEDICATE THE PUBLIC ROAD RIGHT-OF-WAYS SHOWN HEREON TO THE PUBLIC AND GRANT THE EASEMENTS SHOWN HEREON FOR THE PURPOSES INDICATED.

Mark Stock

MARK STOCK, LARAMIE COUNTY SCHOOL DISTRICT NO. 1 SUPERINTENDENT

ACKNOWLEDGEMENTS

STATE OF Wyoming)
COUNTY OF Laramie)SS)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY MARK STOCK, SUPERINTENDENT OF LARAMIE COUNTY SCHOOL DISTRICT NO. 1, ON THIS 8th DAY OF May, 2013, WITNESS MY HAND AND OFFICIAL SEAL.

Brenda L Gompert

NOTARY PUBLIC, LARAMIE COUNTY, WY

Brenda L Gompert - Notary Public
County of Laramie State of Wyoming
My Commission Expires October 15, 2016

MY COMMISSION EXPIRES: 10-15-16

APPROVALS

APPROVED BY THE CHEYENNE ~~LARAMIE COUNTY~~ PLANNING COMMISSION THIS 3RD DAY OF DECEMBER, 2012.

DEVELOPMENT DIRECTOR

APPROVED BY THE CITY COUNCIL OF CHEYENNE THIS 20TH DAY OF DECEMBER, 2012.

MAYOR ATTEST: CITY CLERK

APPROVED BY THE LARAMIE COUNTY PLANNING COMMISSION THIS 10 DAY OF JANUARY, 2013.

CHAIR PERSON FOR THE PLANNING COMMISSION

APPROVED BY THE COUNTY COMMISSIONERS OF THE LARAMIE COUNTY, WYOMING, THIS 22 DAY OF JANUARY, 2013.

CHAIR PERSON, BOARD OF COUNTY COMMISSIONERS ATTEST: COUNTY CLERK

VACATION STATEMENT

THIS PLAT VACATES THE LOT LINES OF LOTS 1 AND 12, BLOCK 3, NIOBRARA ENERGY PARK

THIS PLAT ALSO VACATES THE EAST 30 FEET, THE SOUTH 60 FEET, THE WEST 60 FEET AND THE NORTH 60 FEET OF THE ROAD RESERVATION OF PARCEL A, AND A STRIP OF LAND 50 FEET IN WIDTH, NORTH AND SOUTH, BEING AN EXTENSION OF REINER PLACE, AS PLATTED IN SAID THE PROSSER TRACTS, SAID STRIP OF LAND BEING A ROAD RESERVATION.

0 100' 200'
SCALE 1" = 100'

BASIS OF BEARINGS:

THE BASIS OF BEARING FOR THIS PLAT: GPS OBSERVATIONS DURING THE MONTHS OF OCTOBER TO NOVEMBER 2012 OF CITY CHEYENNE CONTROL POINTS "ALLISON" AND COLLEGE" TRANSFORMED TO THE CITY OF CHEYENNE LOCAL GROUND COORDINATE SYSTEM.

ACCESS EASEMENT NOTE:
A TEMPORARY EASEMENT IS PROVIDED FOR THE CONSTRUCTION OF CUL-DE-SACS AT THESE LOCATION. THESE EASEMENTS WILL TERMINATE WHEN STREET IMPROVEMENTS HAVE BEEN CONSTRUCTED FROM SOUTH COLLEGE DRIVE TO EXISTING IMPROVED STREETS TO THE WEST OR NORTH.

NOTES:

EXISTING ZONING: UNPLATTED LAND - PUBLIC / NIOBRARA ENERGY PARK LOTS - LIGHT INDUSTRIAL
PROPOSED ZONING: PUBLIC (P)

PLATTED AREA: 17.85 ACRES ±

AREA DEDICATED AS RIGHT-OF-WAY: 43407.4 SF ± (1.0 ACRE)

LOT AREA: 16.86 ACRES ±

SANITARY SEWER SERVICE PROVIDED BY: SOUTH CHEYENNE WATER AND SEWER DISTRICT

DOMESTIC WATER PROVIDED BY : SOUTH CHEYENNE WATER AND SEWER DISTRICT

FIRE PROTECTION BY: FIRE DISTRICT NO. 1

FLOOD HAZARD ARES (i.e., FLOODPLAIN, FLOODWAY) AS DESIGNATED BY FEMA PANELS ARE SHOWN : 1356F OF 1650, MAP NO. 56021C1356F WITH AN EFFECTIVE DATE OF JANUARY 2007 AND REVISED TO REFLECT THE LOMR APRIL 2013

CERTIFICATE OF SURVEYOR

I, BRUCE H. PERRYMAN, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF WYOMING, HEREBY STATE THAT THIS PLAT WAS PREPARED FROM FIELD NOTES TAKEN DURING AN ACTUAL FIELD SURVEY PERFORMED BY MYSELF OR UNDER MY DIRECT SUPERVISION BY CRAIG COWLEY USING GPS SURVEYING EQUIPMENT DURING THE MONTHS OF APRIL TO JUNE, 2011, AND DURING THE MONTH OF OCTOBER, 2012, AND UTILIZING CITY OF CHEYENNE (WYOMING) LOCAL COORDINATES, AND FROM RECORD INFORMATION ON FILE IN THE LARAMIE COUNTY COURTHOUSE, AND THAT THIS PLAT CORRECTLY SHOWS THE RESULTS OF SAID SURVEY TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, AND THAT THE MONUMENTS FOUND OR SET ARE AS SHOWN.

Professional Engineer (Civil) & Land Surveyor
BRUCE H. PERRYMAN
5488
WYOMING

Mark Stock

FILING RECORD

RECORDED 6/04/2013 AT 12:51 PM REC# 616940 BK# 10 PG# 31
DEBRA K. LATHROP, CLERK OF LARAMIE COUNTY, WY PAGE 1 OF 1

FINAL PLAT
FOR
ARP ELEMENTARY SCHOOL 1ST FILING

A REPLAT OF LOTS 1 AND 12, BLOCK 3, OF NIOBRARA ENERGY PARK, AND A PORTION OF THE SOUTHWEST ONE QUARTER OF THE NORTHWEST ONE QUARTER OF SECTION 9, T. 13 N., R. 66 W. OF THE 6TH P.M., LARAMIE COUNTY, WYOMING.
PREPARED OCTOBER, 2012

NO.	REVISION	DATE

PREPARED FOR:
SCHOOL FACILITIES DEPARTMENT
1103 OLD TOWN LANE, SUITE 1
CHEYENNE, WY 82009

PROJECT:
ARP ELEMENTARY SCHOOL FIRST FILING

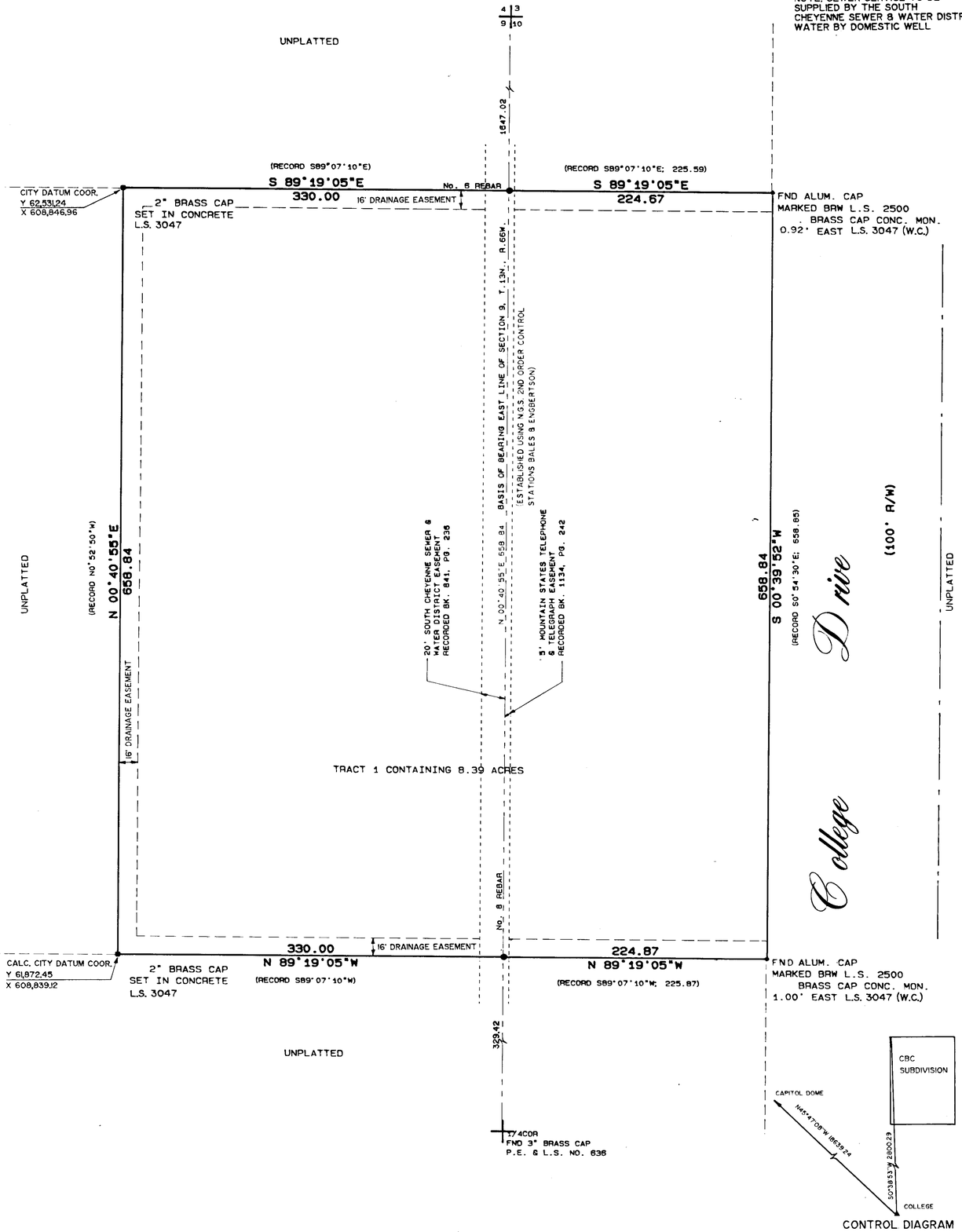
DRAWING TITLE:
FINAL PLAT

engineering planning surveying p.c.
PHONE (307) 637-6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009

DESIGNED BY:	DRAWN BY:
BE/JJG	JJG
CHECKED BY:	DATE:
BE/BP	OCT2012

JOB NO.: 3429

DRAWING NO. 1 OF 1



CONTROL DIAGRAM

NOTE: SEWER SERVICE TO BE SUPPLIED BY THE SOUTH CHEYENNE SEWER & WATER DISTRICT WATER BY DOMESTIC WELL

CERTIFICATE OF SURVEYOR

STATE OF WYOMING }
COUNTY OF LARAMIE } ss

I, LARRY T. PERRY, A LICENSED LAND SURVEYOR IN THE STATE OF WYOMING, DO HEREBY CERTIFY THIS PLAT WAS PREPARED FROM FIELD NOTES OF A SURVEY PERFORMED BY ME DURING THE MONTH OF MAY 1980 AND AUGUST 1986 A.D., AND THAT IT CORRECTLY AND ACCURATELY REPRESENTS SAID SURVEY AS SHOWN HEREON TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Larry T. Perry L.S.

LARRY T. PERRY
WYOMING L.S. NO. 3047

DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT THE CAPITOL BUILDING COMMISSION OF THE STATE OF WYOMING, GOVERNOR ED HERSCHLER, CHAIRMAN, AND NICK MIRICH, CLERK, OWNER IN FEE SIMPLE OF ALL LAND EMBRACED IN THIS ABBREVIATED PLAT AND DISCRIPTION OF CBC SUBDIVISION, DO HEREBY DECLARE THAT THE SUBDIVISION OF SAID LAND AS APPEARS ON THIS ABBREVIATED PLAT TO BE ITS FREE AND VOLUNTARY ACT AND DEED AND IN ACCORDANCE WITH ITS DESIRES.

Ed Herschler — GOVERNOR ED HERSCHLER, CHAIRMAN

Nick Mirich — NICK MIRICH, CLERK

ACKNOWLEDGEMENT

STATE OF WYOMING }
COUNTY OF LARAMIE } SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY THE CAPITOL BUILDING COMMISSION OF THE STATE OF WYOMING, GOVERNOR ED HERSCHLER, CHAIRMAN AND NICK MIRICH, CLERK ON THIS 31st DAY OF October, 1986.

WITNESS MY HAND AND OFFICIAL SEAL.

Toni L. Howell

NOTARY PUBLIC

TONI L. HOWELL — Notary Public — County of Laramie — State of Wyoming — My Commission expires May 30, 1990

MY COMMISSION EXPIRES 30 DAY OF May, 1990.

DESCRIPTION

A PARCEL OF LAND SITUATE IN THE SE 1/4 NE 1/4 SECTION 9 AND THE SW1/4 NW 1/4 SECTION 10, T.13N., R.66W., 6th P.M., LARAMIE COUNTY, WYOMING, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT A #" 6 REBAR SET ON THE EAST SECTION LINE OF SECTION 9, SAID POINT LYING N0°40'55"E ALONG SAID LINE A DISTANCE OF 329.42 FT. FROM THE EAST 1/4 CORNER OF SECTION 9; THENCE, N89°19'05"W A DISTANCE OF 330.00 FT. TO A BRASS CAP SET ON THE SW CORNER OF THIS TRACT; THENCE, N0°40'55"E A DISTANCE OF 658.84 FT. TO A BRASS CAP SET ON THE NW CORNER OF THIS TRACT, FROM WHICH THE NE CORNER OF SECTION 9 BEARS N14°22'20"E A DISTANCE OF 1679.75 FT.; THENCE, S89°19'05"E A DISTANCE OF 330.00 FT. TO A #"6 REBAR SET ON THE SECTION LINE: THENCE, S89°19'05"E A DISTANCE OF 224.67 FT. TO A ALUMINUM CAP ON THE WEST RIGHT-OF-WAY OF COLLEGE DRIVE: THENCE, ALONG SAID RIGHT-OF-WAY S0°39'52"W A DISTANCE OF 658.84 FT. TO A ALUMINUM CAP; THENCE, N89°19'05"W A DISTANCE OF 224.87 FT. TO THE POINT OF BEGINNING.
THE ABOVE DESCRIBED PARCEL OF LAND CONTAINS 8.39 ACRES MORE OR LESS AND IS SUBJECT TO ANY RIGHT-OF-WAY AND/OR EASEMENTS THAT HAVE BEEN LEGALLY ACQUIRED.

APPROVALS

APPROVED BY THE CHEYENNE-LARAMIE COUNTY REGIONAL PLANNING COMMISSION
THIS 6 DAY OF Oct. 1986.

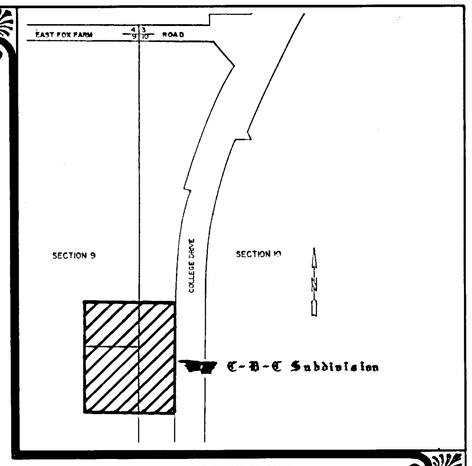
SECRETARY — CHAIRMAN

APPROVED BY THE BOARD OF COUNTY COMMISSIONERS OF LARAMIE COUNTY, WYOMING
THIS 20 DAY OF Oct. 1986.

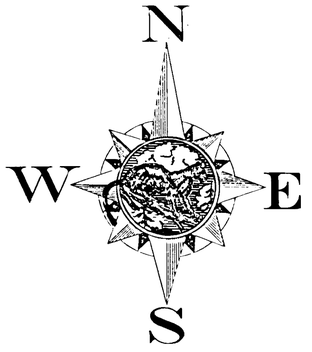
COUNTY CLERK — CHAIRMAN OF THE BOARD

APPROVED BY THE CITY COUNCIL OF THE CITY OF CHEYENNE, LARAMIE COUNTY, WYOMING
THIS 14th DAY OF October, 1986.

CITY CLERK — MAYOR



VICINITY MAP



SCALE: 1/600

50 25 0 50 100 150
SCALE IN FEET

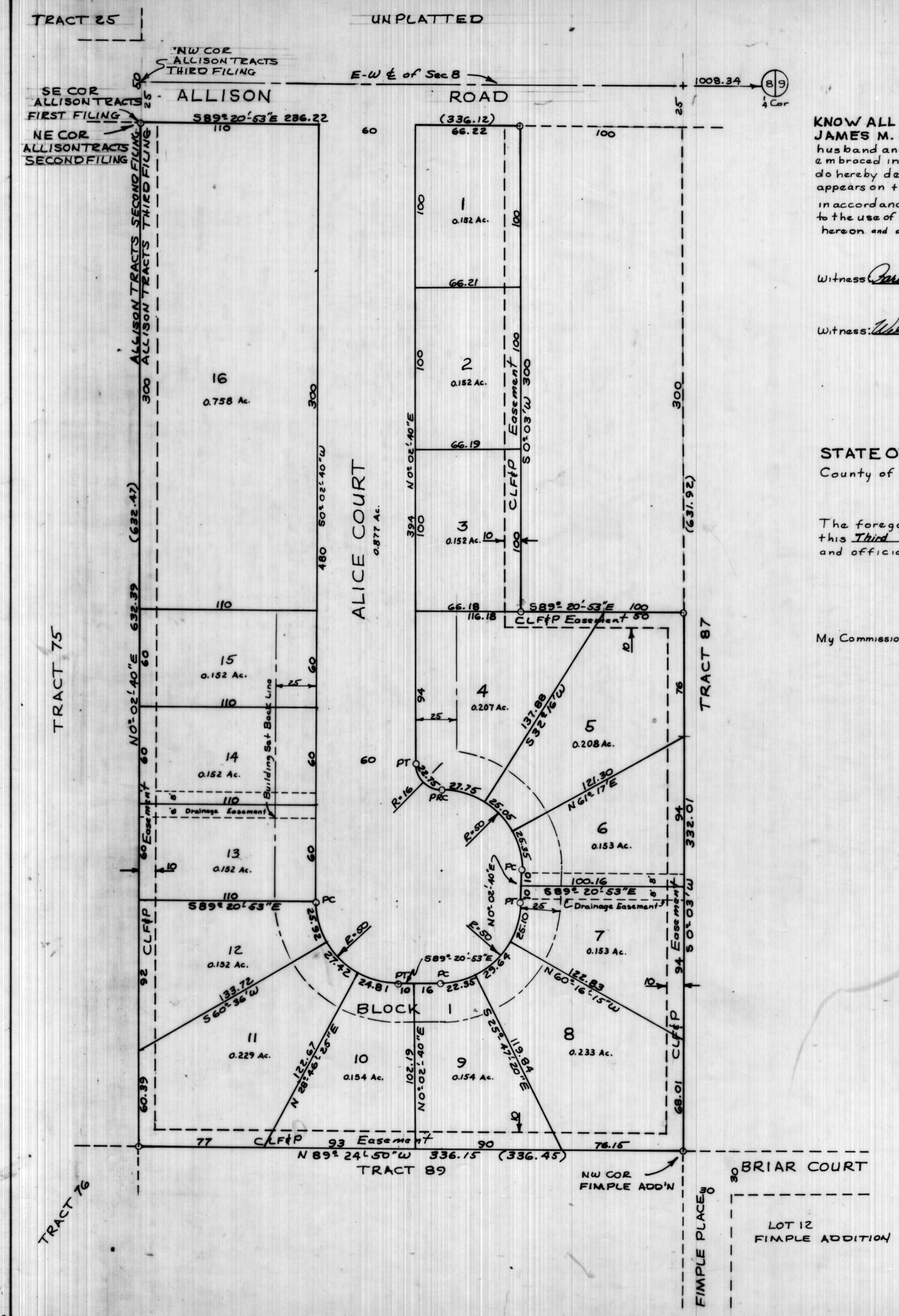
12 0 12 24
SCALE IN METRES

FILING RECORD

RECEPTION #018310
The State of Wyoming } ss
County of Laramie }
This instrument was filed for record at 2:12 o'clock P. M. on the 31st day of October A.D. 19 86 and duly recorded in Book 5 Misc. 113
Deputy

A Plat of
the
C.B.C.
Subdivision
SITUATE IN
SE 1/4 NE 1/4 SECTION 9
AND
SW 1/4 NW 1/4 SECTION 10
T.13N., R.66W., 6th P.M.
LARAMIE COUNTY, WYOMING
PREPARED BY
RDS Technical Services
AND
TERRESTRIAL SURVEYING AND MAPPING COMPANY
AUGUST, 1986

G-279



DEDICATION

KNOW ALL MEN BY THESE PRESENTS, that **JAMES M. McKELVEY** and **ALICE E. McKELVEY**, husband and wife, owners in fee simple of the land embraced in this plat of **COLLEGE VIEW ESTATES** do hereby declare the subdivision of said land as it appears on this plat to be their free act and deed and in accordance with their desires and do hereby dedicate to the use of the public forever **ALICE COURT** shown hereon and a 16' drainage easement as shown hereon.

Witness: Barbara A. Salzburg — James M. McKelvey
James M. McKelvey

Witness: William D. Spaulding — Alice E. McKelvey
Alice E. McKelvey

ACKNOWLEDGEMENT

STATE OF WYOMING
County of Laramie

The foregoing instrument was acknowledged before me this Third day of April, 1973. Witness my hand and official seal

Muriel J. Kelley
Notary Public

My Commission Expires: May 15, 1974

ENGINEER'S CERTIFICATE

STATE OF WYOMING } ss
County of Laramie

I E. Philip Kelley, a Professional Engineer & Land Surveyor registered in the State of Wyoming hereby certify that this plat of **COLLEGE VIEW ESTATES** was made from notes taken during an actual survey made by me in August 1972 of the land described herein and that this plat correctly and accurately shows the Lots, Block and Street as marked on the ground by ½" iron pipe set at all lot and block corners and beginning and end of curves and that I further certify that the land embraced in this subdivision is all of Tract 88, Allison Tracts, Third Filing, Laramie County, Wyoming except the east 100 feet of the north 300 feet thereof, bounding 4.19 Acres, more or less

E Philip Kelley
Wyoming Reg 638

APPROVALS

Approved by the Cheyenne - Laramie County Regional Planning Commission this 16 day of April, 1973

W. Perry Dray
Secretary

Chairman

Approved by the City Council of the City of Cheyenne, Wyoming this 23rd day of April, 1973

Jane Crawford
City Clerk

Bill Nation
Mayor

Approved by the Board of County Commissioners of Laramie County, Wyoming this 24th day of April, 1973

John B. Hutchinson
County Clerk

Dean Fogg
Chairman of the Board

Notes

1. All distances indicated for curves are chord lengths
2. Distance shown thus: (632.47) is record
3. Total area: 4.190 Acres.
4. C.L.f.&P. easement is recorded in Book — on page —.

298014

The State of Wyoming } ss
County of Laramie

This instrument was filed for record at 9:20 o'clock A.M. on the 16 day of August A.D. 19 73 and duly recorded in Folder 278

John B. Hutchinson
County Clerk & Ex-Officio Register of Deeds
By Betsy Williams Deputy

Scale 1" = 40'

TABLE OF CHORDS

Blocks	Lots	Bearings	Distances	Central Angle
1	4	N 44°39'-05"W	22.75	90°-36'-30"
1	4	N 73°-52'W	27.75	32°-13'-20"
1	5	N 43°-13'-30"W	25.05	29°-01'
1	6	N 14°-01'W	25.35	29°-22'-07"
1	7	N 15°-11'-27"E	25.10	29°-04'-38"
1	8	N 46°-58'-12"E	29.64	34°-28'-53"
1	9	N 77°-07'-40"E	22.35	25°-50'
1	10	S 75°-35'-30"E	24.81	28°-43'-45"
1	11	S 45°-18'-30"E	27.42	31°-49'-35"
1	12	S 14°-22'-30"E	25.92	30°-03'

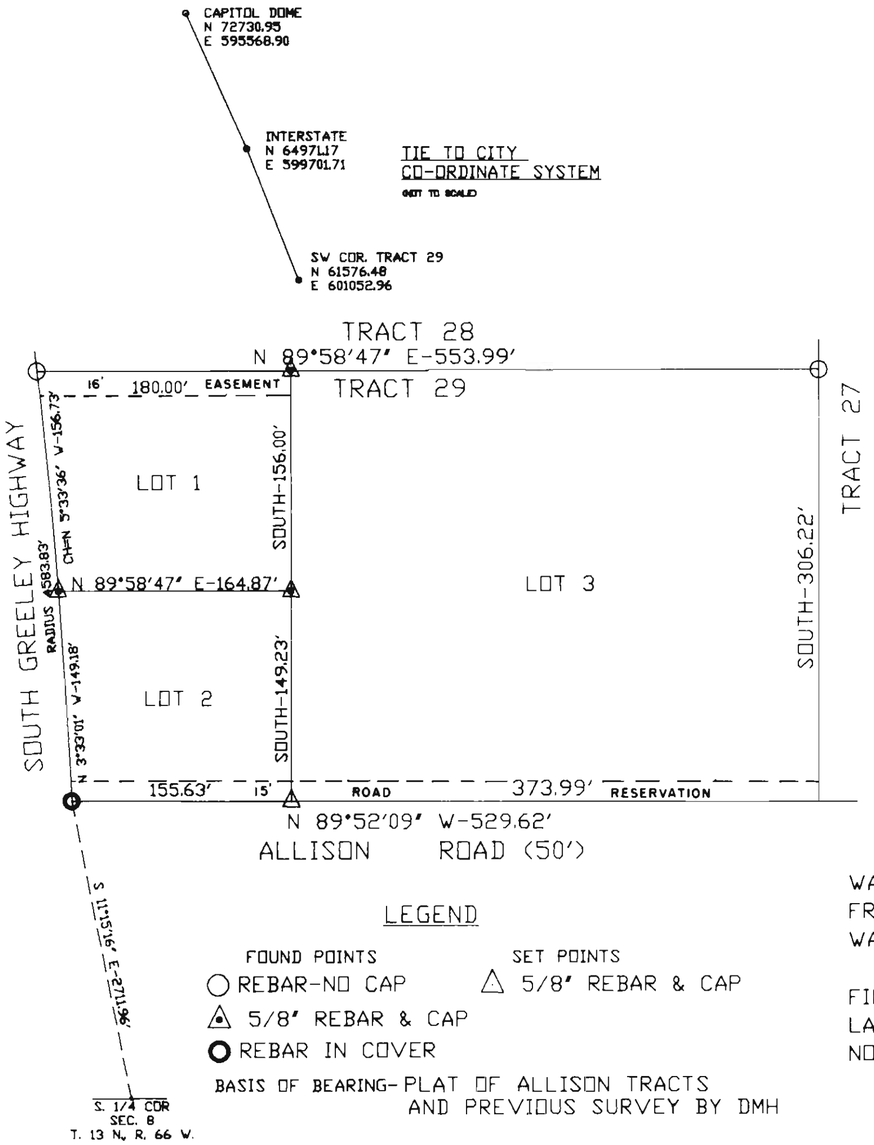
COLLEGE VIEW ESTATES

A Subdivision of Part of Tract 88
Allison Tracts Third Filing
Laramie County, Wyoming

March 1973

e.p. kelley & associates
CONSULTING ENGINEERS • LAND SURVEYORS
209 W. 19TH STREET PH. 307-635-1666 CHEYENNE, WYO. 82001
FOUNDED 1916

E-61



LEGEND

FOUND POINTS
- ○ REBAR-NO CAP
- ◬ 5/8" REBAR & CAP
- ● REBAR IN COVER

SET POINTS
- △ 5/8" REBAR & CAP

BASIS OF BEARING- PLAT OF ALLISON TRACTS AND PREVIOUS SURVEY BY DMH

CERTIFICATE OF SURVEYOR

STATE OF WYOMING
COUNTY OF LARAMIE

I, Donald M. Hopkins, a Professional Engineer and Land Surveyor, registered in the State of Wyoming, hereby certify that this plat was made from notes of a survey made under my direction and completed on the 6th day of April, 1993, and that said survey is accurately represented on this plat as staked in the field.

WYOMING REGISTRATION NO. 558

LAND DESCRIPTION

All of Tract 29, Allison Tracts, Laramie County, Wyoming, located in Section 8, T. 13 N., R. 66 W., 6th P.M.

NOTES

WATER AND SEWER WILL BE FROM SOUTH CHEYENNE SEWER AND WATER DISTRICT.

FIRE PROTECTION WILL BE BY LARAMIE COUNTY FIRE DISTRICT NO. 1207.

APPROVALS

APPROVED BY THE CHEYENNE-LARAMIE COUNTY PLANNING COMMISSION on this 2nd day of August, 1993.

DEVELOPMENT DIRECTOR

APPROVED BY THE BOARD OF COUNTY COMMISSIONERS on this 7th day of September, 1993.

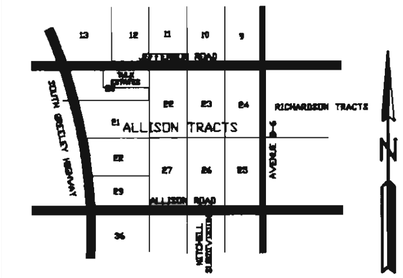
Byron R. Rockstool — CHAIRMAN
Janet E. Whitehead — COUNTY CLERK

APPROVED BY THE CITY COUNCIL OF CHEYENNE, WYOMING on this 23rd day of August, 1993.

Acting MAYOR
Carol A. Intlekofer — CITY CLERK

dm hopkins & associates
3313 birch place
cheyenne, wyoming
632-4763 82003

SURVEY DONE FOR:
RON AMEN-ERA
4020 HOUSE AVENUE
CHEYENNE, WYOMING 82001
(307) 632-6481
LSE 1749



AREA MAP
SCALE 1" = 1000'

Professional Engineer (Civil) & Land Surveyor — DONALD M. HOPKINS — WYOMING — SEAL

DEDICATION

Know all men by these presents that the undersigned owners in fee simple of the land embraced in this plat do hereby declare that the Subdivision of the described land is with their free consent and knowledge, and in accordance with their desires;

Corrine S. Fanning
CORRINE S. FANNING

Richard Marks
RICHARD MARKS

ACKNOWLEDGEMENT

STATE OF WYOMING
COUNTY OF WYOMING

The foregoing dedication was acknowledged before me by the above signed persons who affirm they are the owners of the above described land, and that the execution of said dedication was their own free act and deed and in accordance with their desires.

dated this 27th day of July, 1993.

Bonnie L. Berry — NOTARY PUBLIC
My Commission expires Feb. 9, 1997

BONNIE L. BERRY — NOTARY PUBLIC — COUNTY OF LARAMIE — STATE OF WYOMING — MY COMMISSION EXPIRES FEB. 9, 1997 — SEAL

FILING RECORD

The State of Wyoming } SS
County of Laramie }
This instrument was filed for record at 12:32 o'clock P M. on the 12th day of Oct A.D. 1993 and duly recorded in Bk 6 on Slot 105

County Clerk & Ex-Officio Register of Deeds — Deputy

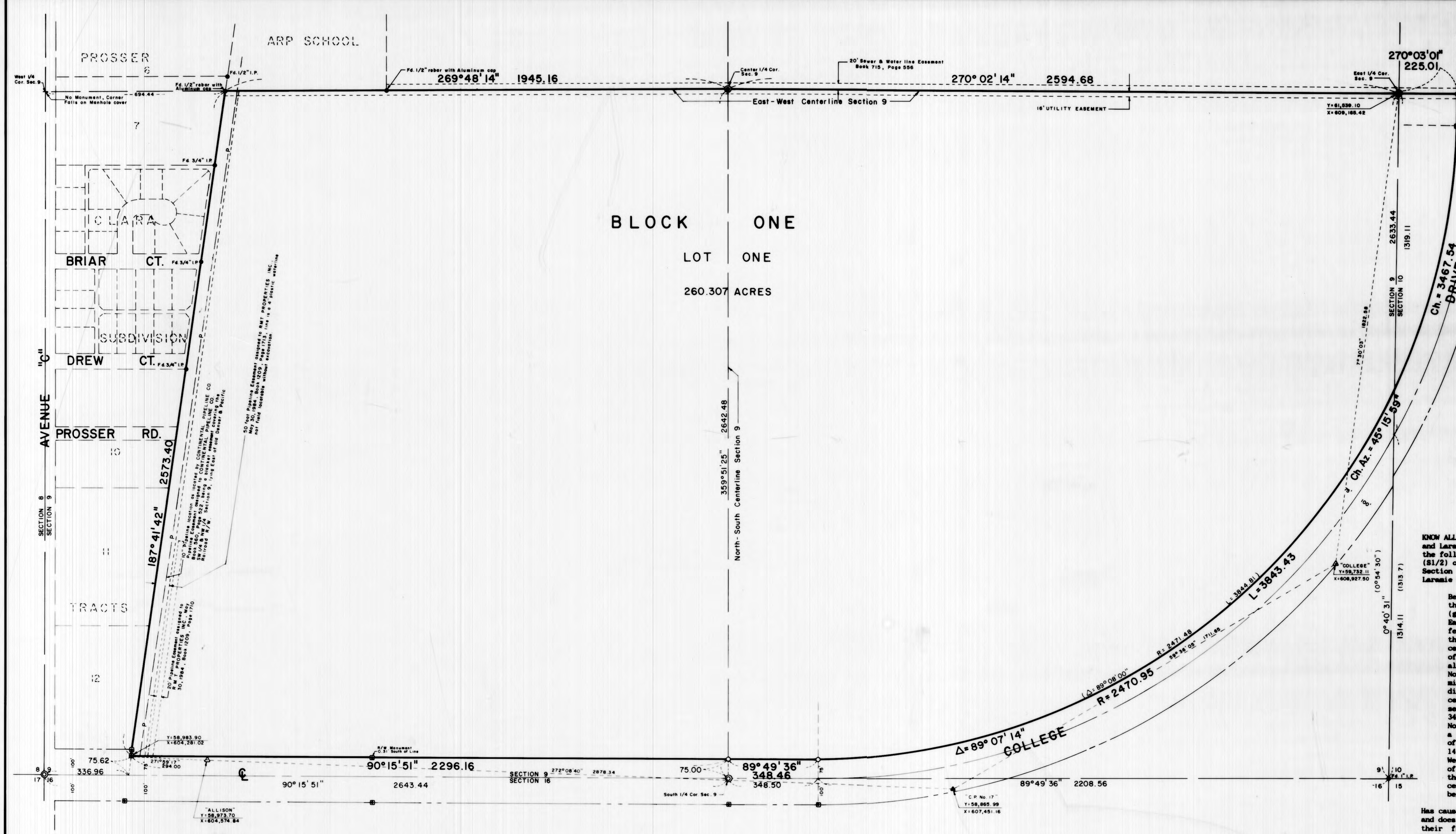
FINAL PLAT

FANNING SUBDIVISION

A REPLAT OF TRACT 29
ALLISON TRACTS
SECTION 8, T. 13 N., R. 66 W., 6TH P.M.
LARAMIE COUNTY, WYOMING

SCALE 1" = 80' — JULY 7, 1993

A-162



LEGEND

- ◎ Set 5/8" dia. x 24" long rebar with 2" aluminum cap
- ○ Set 1/2" dia. x 18" long rebar with aluminum cap stamped "SSS LS 2500".
- ● Found monument as shown.
- ⬤ Found 2 1/2" iron pipe with 3" Brass Cap
- ■ Found W.H.D. R.O.W. monument.
- △ City of Cheyenne Primary Control Station
- ▲ City of Cheyenne Secondary Control Station

NOTES

1. Basis of Azimuth: Reference from City of Cheyenne Control Datum, Stations "ALLISON", "COLLEGE" and "C.P. No.17".
2. ( ) Denotes Calls of Record.

DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS that Laramie County Community College and Laramie County Community College Foundation, owners in fee simple of the following described property situated in a portion of the South Half (S1/2) of Section 9 and in a portion of Southwest Quarter (SW1/4) of Section 10, all in Township 13 North, Range 66 West of the 6th P.M., Laramie County, Wyoming, more particularly described as follows:

> Beginning at the East one quarter corner of said Section 9; thence on an azimuth of 270 degrees 02 minutes 14 seconds, (grid azimuth from North, City of Cheyenne Datum) along the East-West centerline of said Section 9, a distance of 2,594.68 feet to the Center one quarter corner of said Section 9; thence 269 degrees 48 minutes 14 seconds, along said East-West centerline, a distance of 1,945.16 feet to the Easterly line of Prosser Tracts; thence 187 degrees 41 minutes 42 seconds, along said Easterly line, a distance of 2,573.40 feet to the North right-of-way line of College Drive; thence 90 degrees 15 minutes 51 seconds, along said North right-of-way line, a distance of 2,296.16 feet to a point on the North-South centerline of said Section 9; thence 89 degrees 49 minutes 36 seconds, along said North right-of-way line, a distance of 348.46 feet; thence along said right-of-way line, Easterly, Northeasterly and Northerly, a distance of 3,843.43 feet along a tangential curve, concave to the Northwest, having a radius of 2,470.95 feet and a central angle of 89 degrees 07 minutes 14 seconds; thence 0 degrees 42 minutes 22 seconds, along the Westerly right-of-way line of said College Drive, a distance of 124.05 feet to the East-West centerline of said Section 10; thence 270 degrees 03 minutes 01 seconds, along said East-West centerline, a distance of 225.01 feet to the point of beginning. Containing 260.307 acres more or less.

Has caused the same to be surveyed, platted, and known as LCCC ADDITION and does hereby declare said subdivision as it appears on this plat, to be their free act and deed and in accordance with their desires, and do hereby grant the easements for the purposes indicated hereon.

Laramie County Community College

John C. Cole, Chairman — Carol A. Strader, Treasurer

Laramie County Community College Foundation

Charles E. Chapman, President — Fred Garvalia, Secretary

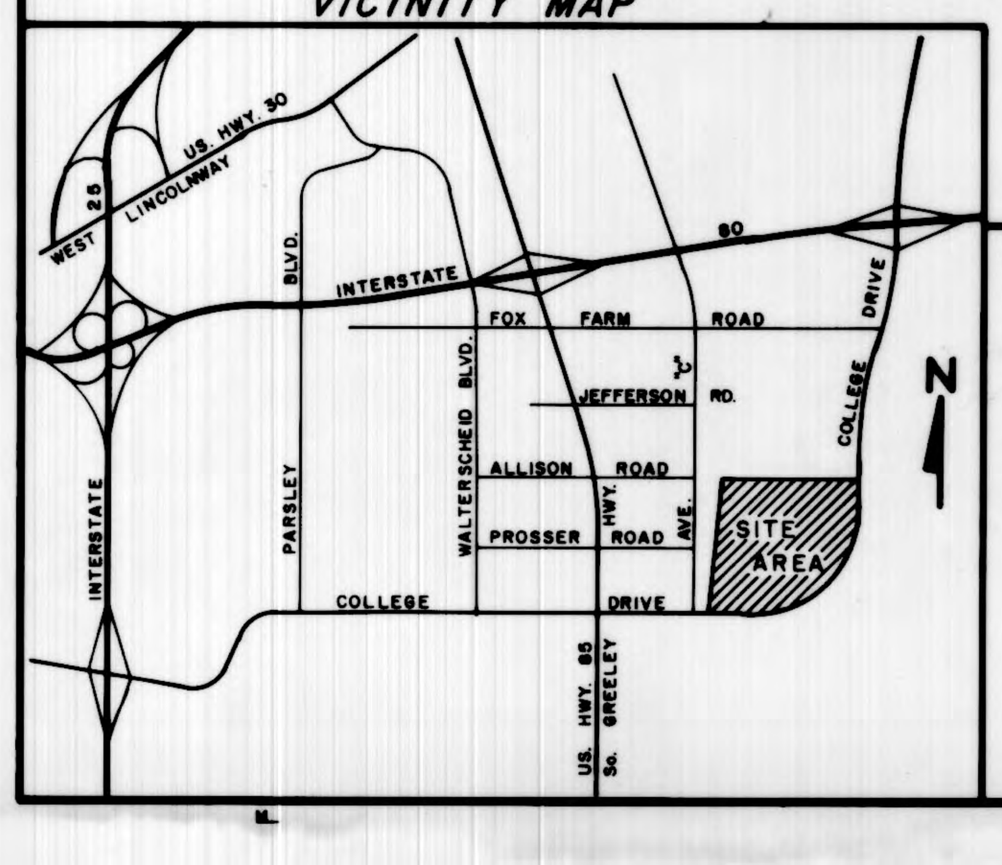
SURVEYORS CERTIFICATE

I, John A. Steil, Registered Land Surveyor in the State of Wyoming, hereby certify that this plat of LCCC ADDITION, was prepared from notes of a field survey conducted by me or under my direct supervision during November, 1987, that the monuments are set or found as shown and that this plat correctly represent said survey of the lands shown hereon to the best of my knowledge, information and belief.

Wyoming L.S. No. 2500

JOHN A. STEIL REGISTERED 2500 LAND SURVEYOR STATE OF WYOMING

VICINITY MAP



FILING RECORD

RECEPTION #043281
The State of Wyoming } ss
County of Laramie
This instrument was filed for record at 3:03 ___ M. on the 2nd day of May A.D. 19 88 and duly recorded in P/C book 6 Slot on page 9

County Clerk & Ex-Officio Register at Deeds
By ___________ Deputy

APPROVALS

Approved by the Cheyenne-Laramie County Regional Planning Commission this 1 day of February, 1988.

Planning Director

Approved by the City Council of the City of Cheyenne, Wyoming, this 28th day of March, 1988.

Mayor — Attest: City Clerk

Approved by the Board of County Commissioners of Laramie County, Wyoming, this 16th day of February, 1988.

Chairman — Attest: County Clerk, Chief Deputy

County Engineer — 2 March 88, Date

ACKNOWLEDGEMENTS

STATE OF WYOMING)
) SS
COUNTY OF LARAMIE)

The dedication instrument was acknowledged before me this 4th day of January, 1988, by John C. Cole and Carol A. Strader, officers of Laramie County Community College.

Notary Public, Laramie County, Wyoming
My Commission Expires July 5, 1991

STATE OF WYOMING)
) SS
COUNTY OF LARAMIE)

The dedication instrument was acknowledged before me this 4th day of January, 1988, by Charles E. Chapman and Fred Garvalia, officers of Laramie County Community College Foundation.

Notary Public, Laramie County, Wyoming
My Commission Expires July 5, 1991

LCCC ADDITION

SITUATED IN THE S1/2 OF SECTION 9 AND IN A PORTION OF THE SW1/4 OF SECTION 10, TOWNSHIP 13 NORTH, RANGE 66 WEST OF THE 6th P.M., LARAMIE COUNTY, WYOMING

PREPARED DECEMBER 1987

STEIL SURVEYING SERVICES
REGISTERED LAND SURVEYORS
200 EAST 8th AVENUE P.O. BOX 2073
CHEYENNE, WY. 82003 PH. (307)634-7273

G-300

Dedication

KNOW ALL MEN BY THESE PRESENTS; That Cheyenne's Lighthouse Baptist Church, a Wyoming Corporation, owners in Fee Simple of the lands embraced in this Plat of the Lighthouse Baptist Church, do hereby declare that the platting of these lands as it appears on this Plat , to be the free act and deed of Cheyenne's Lighthouse Baptist Church and is in accordance with there free and voluntary desires and does hereby grant the easements as shown for the purposes so indicated.

President: Dr. Gary W. Winters Jr.

Secretary: Bill Lender

Acknowledgement

State of Wyoming } ss
County of Laramie }

On this 8 day of July, 2000 in the Year of OUR LORD 2000, did personally appear , Dr. Gary W. Winters, who by me duly sworn, did state that he is the president of Cheyenne's Lighthouse Baptist Church, and on behalf of said corporation by authority of the congregation, executed the foregoing Dedication and Acknowledged said instrument to be the free and voluntary act and deed of said corporation for the purpos therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand affixed the seal of my office the day, month and year first above written

My commission expires: 02-04-02

Notary Public

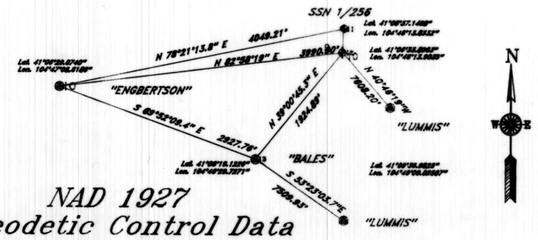
Certificate of Surveyor

State of Wyoming } ss
County of Laramie }

I, Larry T. Perry, a Licensed Land Surveyor in the State of Wyoming, do hereby certify that this plat of Lighthouse Baptist Church has been prepared from field notes of a Survey performed by Me during the month of March in the Year of Our LORD 1995 and from data acquired from surveys, plats and other data of record on file in the office's of Laramie County agencies and that this plat correctly and accurately portrays said lands as Surveyed and the monumentation as found and/or set during said Survey to the best of my knowledge and belief.

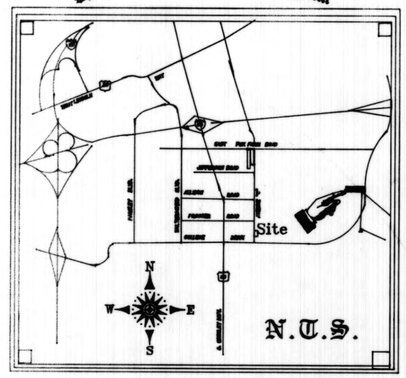
Larry T. Perry L.S.
Wyoming Reg. No. LS3047

12 July 2000



NAD 1927
Geodetic Control Data

Vicinity Map & Control Diagram



Basis of Bearing

Bearing established from City of Cheyenne Horizontal Control Data

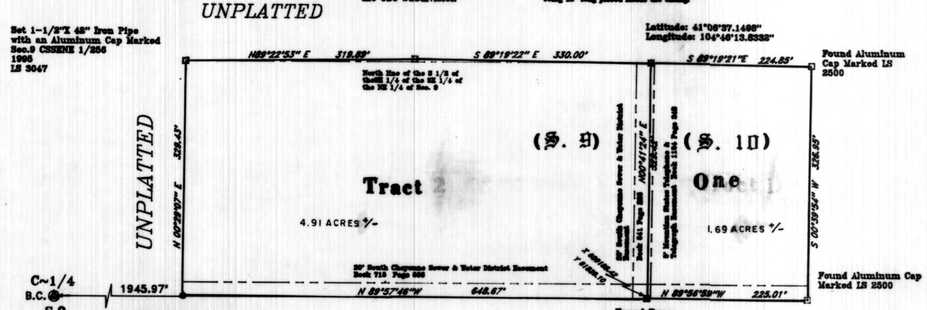
Conversions

From International System of Units (SI) to American Standard

One Foot = 0.30480 Meter

One Acre = 0.4047 Hectares

Note: With the approval of Public Law 94-165 as signed into Law in 1975, the Metric Conversion is equated as One Foot = 1200/3937 Meter



Fire Protection: Fire Dist. No. One
Water and Sewer Service:
SOUTH CHEYENNE WATER & SEWER DIST.

Land Description ~

A Parcel of Land situate in, known and being the Westerly 1.69 acres of the South 1/2 of the SW 1/4 of the SW 1/4 of the NW 1/4 of Section 10 and a Parcel of Land situate in SE 1/4 of the SE 1/4 of the NE 1/4 of Section 9 in T.13N. of R.66W. of the 6th P.M. in Laramie County, Wyoming, being more particularly known and described as follows, to wit:

Beginning at a 3" Brass Cap Monument marked 1/4 S.9 + S.10 1969 E.P.Kelley PE&LS 636, said Monument having a Latitude of 41°06'33.8956" and a Longitude of 104°46'13.9022" (NAD 1927); thence, N00°41'24"E a distance of 326.45 feet along the Section line to a 2" X 36" Piezometer well casing with a 2-1/2" Aluminum Cap marked SNN 1/256 S.9 + S.10 LS 3047 1995; thence, S89°19'21"E along the Southerly boundary of the CBC Subdivision a distance of 224.85 feet to a rebar with an Aluminum Cap found in the Westerly R/W of South College Drive marked LS 2500; thence, along the Westerly R/W of South College Drive S00°39'54"W a distance of 326.95 feet to an Aluminum Cap marked LS 2500; thence, N89°56'59"W a distance of 225.01 feet to a 3" Brass Cap being the aforementioned 1/4 corner; thence, N89°57'46"W a distance of 642.67 feet to a 2" X 40" galvanized iron pipe with a 2-1/2" Aluminum Cap marked CSE 1/64 Sec. 9 LS 3047 1995 from which the C~1/4 of Section 9 lies N89°57'46"W a distance of 1945.97 feet;thence, N00°26'07"E a distance of 326.43 feet to a 1-1/2" X 48" galvanized iron pipe with a 2" Aluminum Cap marked CSSENE 1/256 Sec. 9 LS 3047 1995; thence, N89°22'53"E a distance of 319.89 feet to a 2" Brass Cap set in concrete being the South West corner of CBC Subdivision marked LS 3047 1980; thence, N89°19'22"E along the Southerly boundary of said CBC Subdivision a distance of 330.00 feet to the SSN 1/256 corner of Section 9; thence, S00°41'24"W along said Section line common to Section 9 and Section 10 a distance of 329.42 feet to the Point of Beginning.

The above described parcel of land contains 5.6 acres more or less and is subject to any and all easements and/or Rights of way that may have been legally acquired.

Approvals ~

Approved by the Cheyenne ~ Laramie County Planning Commission on this 5th day of the month of September in the Year of Our LORD 2000.

Development Director Dorothy A. Wilson

Approved by the County Commissioners of Laramie County, Wyoming on this 3rd day of the month of October in the Year of Our LORD 2000.

Attest: Laramie County Clerk Deborah K. Lathrop — Chairman Diane Humphrey

Approved by the City Council of the City of Cheyenne, Wyoming on this 25th day of the month of September in the Year of Our LORD 2000.

Attest: City Clerk Carol A. Intlekofer — Mayor Jack R. Spiker

Filing Record

Reception 314208
The State of Wyoming ss
County of Laramie
This instrument was filed for record at 3:43 o'clock P M. on the 1st day of February A.D. to 2002 and duly recorded in book on page
P/C 8 slot 13

RECORDED 2/01/2002 AT 3:43 PM REC# 314208 K# 8 PG# 13
DEBRA K. LATHROP, CLERK OF LARAMIE COUNTY, WY PAGE 1 OF 1
County Clerk & Ex-Officio Registrar of Deeds
by Patricia Brewer Deputy

A Plat of the

Lighthouse Baptist Church

A Parcel of Land Situate in the S 1/2 of the SW 1/4 of the SW 1/4 of the NW 1/4 of Section 10 & a Parcel of Land Situate in the SE 1/4 of the SE 1/4 of NE1/4 of Section 9 of T.13 N., R.66 W. of the 6th P.M. in Laramie County, Wyoming

Job No.

Terrestrial Surveying & Mapping Co.
1127 Terry Ranch Road Cheyenne, Wyoming 82007
Phone: (307) 634-2360

Revised & spelling corrected 15 of 18

G639

CURVE DATA					
Symbol	Radius	Central Angle	Length	Chord Length and Bearing	Segment Area
C-1 & C-2	50.00'	106°15'42"	92.73'	80.00' N 0°29'15" E	1,118 sq. ft.

CERTIFICATE of SURVEYOR

State of Wyoming } ss.
County of Laramie }

I, R.L. Hudson, a Land Surveyor registered in the State of Wyoming, do hereby certify that this plat of Mitchell Subdivision has been prepared from the field notes of a survey made by me on the 4th day of April and the 23rd day of May, 1975, and that it correctly and accurately represents said survey of the blocks, lots, road rights-of-way and easements as shown hereon and that said Mitchell Subdivision is a subdivision embracing all of the following described lands; to wit:

The east 324.58 feet (record) of Tract 26, Allison Tracts, Laramie County, Wyoming, saving and excepting the north 134.56 feet thereof; monumented and delineated as shown hereon and containing 3.733 acres, more or less.

R.L. Hudson
Wyoming L.S. No. 519

R. L. HUDSON REGISTERED LAND SURVEYOR STATE OF WYOMING 519

DEDICATION

KNOW ALL MEN BY THESE PRESENTS; that Wayne E. Mitchell and Ramona J. Mitchell, vir et ux, owners in fee simple of the land embraced in this subdivision, do hereby declare the subdivision of aforedescribed lands, as appears on this plat, to be their free and voluntary act and deed and in accordance with their desires do hereby dedicate, to the use of the public forever, all of the road rights-of-way shown hereon and do hereby grant, for the specified purposes, the easements shown hereon.

Attest: R.L. Hudson — Wayne E Mitchell
Wayne E. Mitchell

Attest: R.L. Hudson — Ramona J Mitchell
Ramona J. Mitchell

ACKNOWLEDGEMENT

State of Wyoming } ss.
County of Laramie }

The foregoing Dedication was acknowledged, before me, by Wayne E. Mitchell and Ramona J. Mitchell on this 23 day of May, 1975.
Witness my hand and the seal of my office.
My commission expires Oct 5 1977

Mike Smith
Notary Public

NOTARY PUBLIC STATE OF WYOMING

APPROVALS

Approved by the Cheyenne-Laramie County Regional Planning Commission this 16 day of June, 1975.

Attest: Keith [illegible] Acting - Secretary

James Volk
Chairman

CITY OF CHEYENNE SEAL STATE OF WYOMING

Approved by the City Council of the City of Cheyenne this 23rd day of June, 1975.

Attest: Janet L. Crawford City Clerk

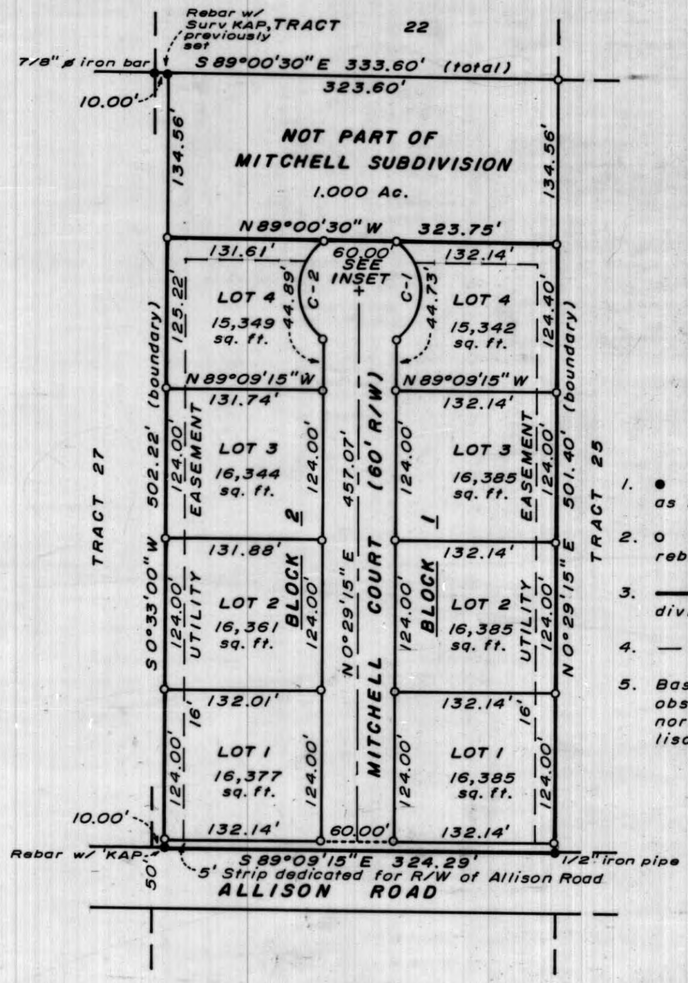
Norman D. Cable Acting Mayor

Approved by the Board of County Commissioners of Laramie County this 1 day of July, 1975.

Attest: Janet C Whitehead County Clerk

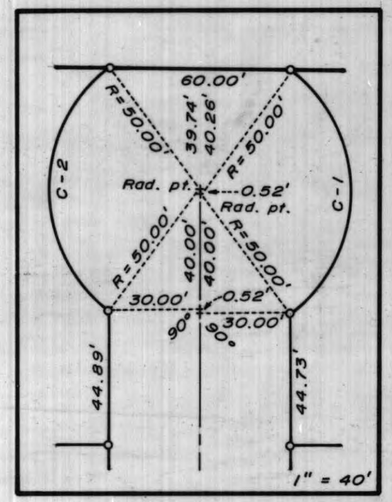
Elmo Foster
Chairman of the Board

THE STATE OF WYOMING SEAL COUNTY COMMISSIONERS LARAMIE COUNTY



NOTES

1. ● denotes monument found, as shown.
2. o denotes 5/8" dia. x 24" long rebar with Surv KAP set.
3. —— denotes limits of this subdivision. (Boundary)
4. — — denotes easement line.
5. Basis of Bearing - By solar observation along the former north right-of-way line of Allison Road shown hereon.



INSET

METRIC CONVERSIONS

One foot = 0.3048 meter
One acre = 0.40469- hectare
Note - By agreement of 1959 the metric conversion is equated as:
One yard = 0.9144 International meter

FILING RECORD

366589
The State of Wyoming } ss
County of Laramie }
This instrument was filed for record at 2:18 o'clock P M. on the 29th day of July A.D. 19 75 and duly recorded in Book Folder on page 310
Janet C Whitehead
County Clerk & Ex-Officio Register of Deeds
By Bertina Bayne Deputy

PLAT OF
Mitchell Subdivision

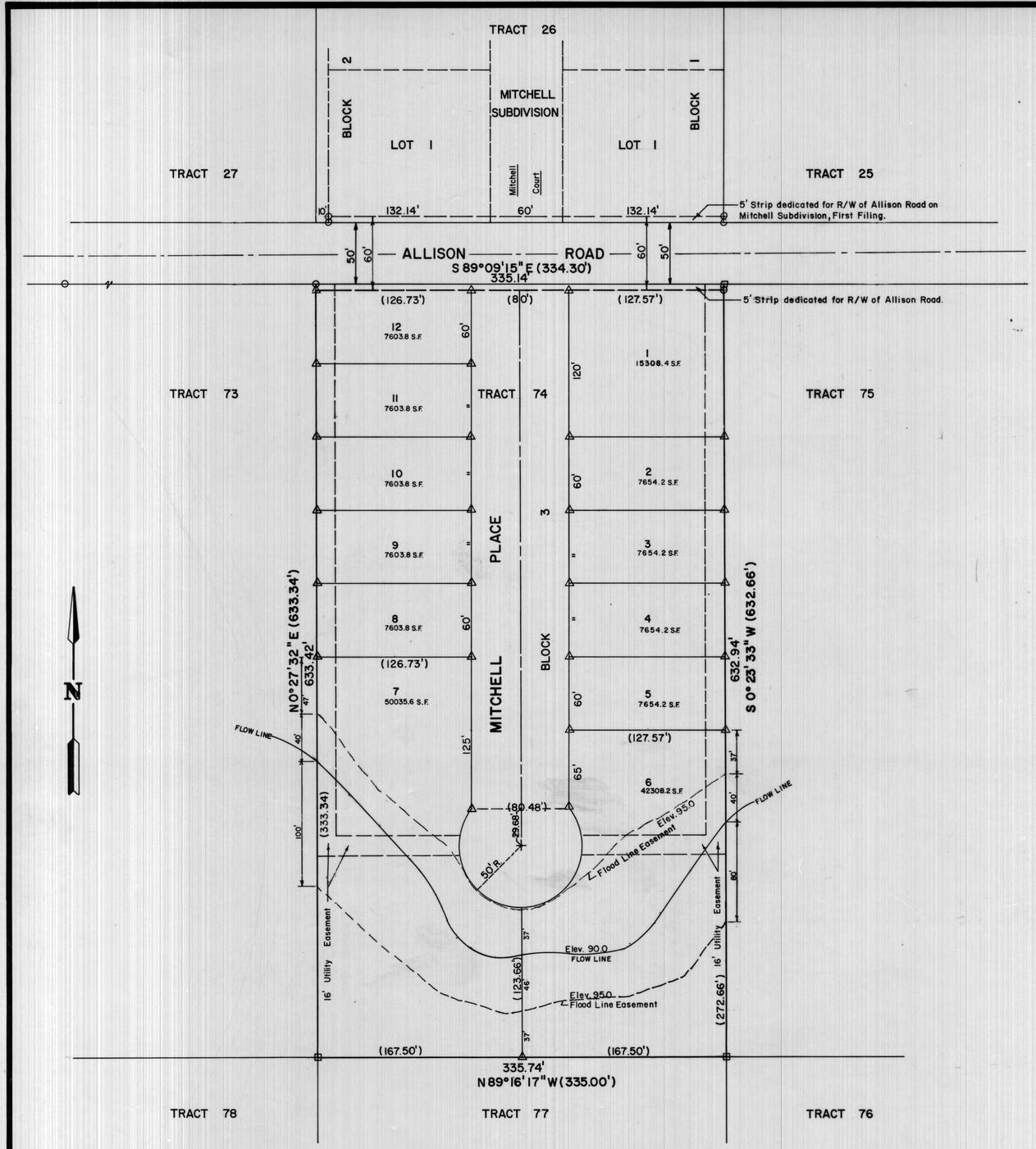
A SUBDIVISION OF A PORTION OF TRACT 26, ALLISON TRACTS
SITUATE IN THE NE1/4 OF SECTION 8, T.13N., R.66W., 6th P.M.
LARAMIE COUNTY, WYOMING

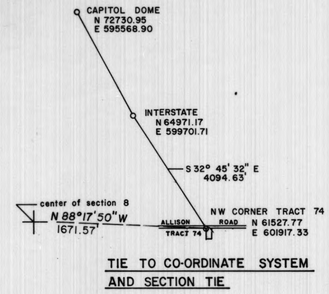
SCALE IN FEET
100 0 100 200 300 400
R.F.-1/1200 One Inch = 100 Feet

R. L. HUDSON - LAND SURVEYOR
Cheyenne, Wyoming
May 1975 Job No. 75-371

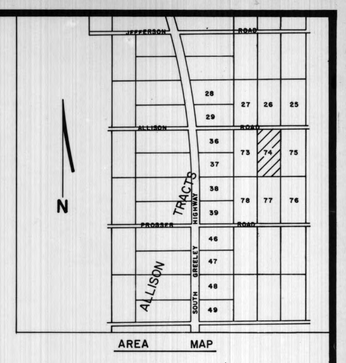
D-116

Size D





TIE TO CO-ORDINATE SYSTEM AND SECTION TIE



AREA MAP

LEGEND

SET

△ 5/8" x 14" Rebar with Survey Kap

FOUND

⊡ 5/8" Rebar Survey Point
⊙ 1/2" Pipe Survey Point
⊡ 1 1/2 Square Bar-Survey Point
Basis of Bearing – Mitchell Subdivision First Filing

Numbers in ( ) are actual field measurements.
Numbers without are measurements of record for Tract 74.

0 25' 50' 100' 150' 200'

NOTE: Construction of Residences will not be allowed below elevation 95.0. Area above elevation 950 may be subject to occasional flooding. Fire hydrant at northwest property corner is elevation 100.0. A flood affidavit will be required by the County Engineer for each building permit applied for in the subdivision.

CERTIFICATE OF SURVEYOR

STATE OF WYOMING)
COUNTY OF LARAMIE)

I, Donald M. Hopkins, a Professional Engineer and Land Surveyor registered in the State of Wyoming, hereby certify that this plat of Mitchell Subdivision, Second Filing, was drawn from notes of an actual field survey made by me and that said survey is accurately shown on this plat as staked in the field; and is described as follows: Beginning at the northwest corner of Tract 74, Allison Tracts, Second Filing, Section 8, T. 13 N., R. 66 W., 6th P.M., Laramie County, Wyoming, which point is located S 88°17'50" E a distance of 1671.57 feet from the center of Section 8; thence S 89°09'15" a distance of 335.14 feet (334.30'); thence S 0°23'33" W a distance of 632.94 feet (632.66'); thence N 89°16'17" W a distance of 335.74 feet (335.00'); thence N 0°27'32" E a distance of 633.42 feet (633.34) to the point of beginning; said Mitchell Subdivision, Second Filing, containing 4.862 acres, more or less.

DONALD M. HOPKINS 558 STATE OF WYOMING

Donald M. Hopkins
WYOMING REGISTRATION NUMBER 558

DEDICATION

Know all men by these presents that the undersigned owner of land embraced in this plat of Mitchell Subdivision, Second Filing, as described above, does hereby declare the subdivision of said land as it appears on this plat to be his free act and deed and in accordance with his desires does hereby dedicate, to the use of the public forever, all of the road rights-of-way shown hereon and hereby grants, for the specified purposes, the easements shown hereon.

Wayne E. Mitchell
WAYNE E. MITCHELL

ACKNOWLEDGEMENT

STATE OF WYOMING)
COUNTY OF LARAMIE)

On this 11th day of MARCH A.D. 1980, before me, a Notary Public in and for the State of Wyoming, personally appeared Wayne E. Mitchell, to me known to be the person described above, and who executed the within and foregoing dedication and acknowledged said instrument to be his free act and deed, and for the purpose mentioned. In witness whereof, I have hereunto set my hand and affixed the seal of my office on day and year first above written.

MY COMMISSION EXPIRES JUNE 12, 1981

D.M. Hopkins Notary Public
COUNTY OF LARAMIE STATE OF WYOMING
My Commission Expires June 12, 1981
NOTARY SEAL

D.M. Hopkins
NOTARY PUBLIC

Cheyenne, Wyoming
RESIDING AT

APPROVALS

CHEYENNE-LARAMIE COUNTY PLANNING COMMISSION

APPROVED THIS 22nd DAY OF APRIL, 1980.

CHAIRMAN Keith Hanson

SECRETARY Judy Kaller

BOARD OF COUNTY COMMISSIONERS OF LARAMIE COUNTY

APPROVED THIS 29 DAY OF April, 1980.

VICE CHAIRMAN Virgil Kirby

COUNTY CLERK Janet C. Whitehead

CITY COUNCIL OF CHEYENNE

APPROVED THIS 28 DAY OF April, 1980.

MAYOR John B. Rogers Acting Mayor

CITY CLERK Diana J. DeAguero Deputy acting city clerk

576636

FILING RECORD

The State of Wyoming } SS.
County of Laramie }

This Instrument was filed for record at 11:40 o'clock A. M. on the 30th day of April A.D. 1980 and duly recorded in Plat Cabt — 365

Janet C. Whitehead
County Clerk & Ex-Officio Register of Deeds

Deputy

FINAL PLAT FOR MITCHELL SUBDIVISION SECOND FILING

A SUBDIVISION OF

TRACT 74, ALLISON TRACTS, 2nd FILING, SECTION 8, T. 13 N., R. 66 W., 6th P.M.

LARAMIE COUNTY, WYOMING

SCALE 1"=50' MARCH 11, 1980

dm hopkins & associates
dmh
216 east 17th street
cheyenne, wyoming

LSE 788 dmh-jn

G-118

NBEP-01

Approved as to form only.
D. White
Date: 7/13/2011

RESOLUTION NO. 5295

ENTITLED: **"A RESOLUTION AUTHORIZING THE MAYOR AND THE CITY CLERK TO SIGN A COUNTY FINAL PLAT AND DEVELOPMENT AGREEMENT FOR NIOBRARA ENERGY PARK, A REPLAT OF A PORTION OF TRACTS 6, 17, & 18, CLEAR VIEW TRACTS AND A PORTION OF THE N1/2 OF SECTION 9, T.13N., R.66W., 6TH P.M., LARAMIE COUNTY, WYOMING (LOCATED WEST OF S. COLLEGE DRIVE (BEHIND LIGHTHOUSE BAPTIST CHURCH), NORTH OF LARAMIE COUNTY COMMUNITY COLLEGE)."**

WHEREAS, Read Company, Christine Read Sternfeld and Colleen Willits have subdivided said land in accordance with the statutes in such cases made and provided; and

WHEREAS, the owners, Read Company, Christine Read Sternfeld and Colleen Willits, of the above described land, have caused a subdivision plat of said land to be made, acknowledged, and certified, particularly describing the lots, blocks, easements and rights-of-way; and

WHEREAS, the above described subdivision plat has been presented to the City of Cheyenne Planning Commission for consideration and has been recommended for approval to the governing body and the plat has been duly executed by the Building and Development Office; and

WHEREAS, the above described subdivision plat is within one (1) mile of the boundaries of the City of Cheyenne, Wyoming, governing body acknowledgement is required in accordance with W.S. 34-12-103.

NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CHEYENNE, WYOMING, THAT the subdivision described as Niobrara Energy Park, a replat of a portion of Tracts 6, 17, & 18, Clear View Tracts and a portion of the N½ of Section 9, T.13N., R.66W., 6th P.M., Laramie County, Wyoming, be and the same hereby is approved and confirmed as presented, and that the Mayor and the City Clerk be and are hereby authorized, empowered, and directed to execute said plat.

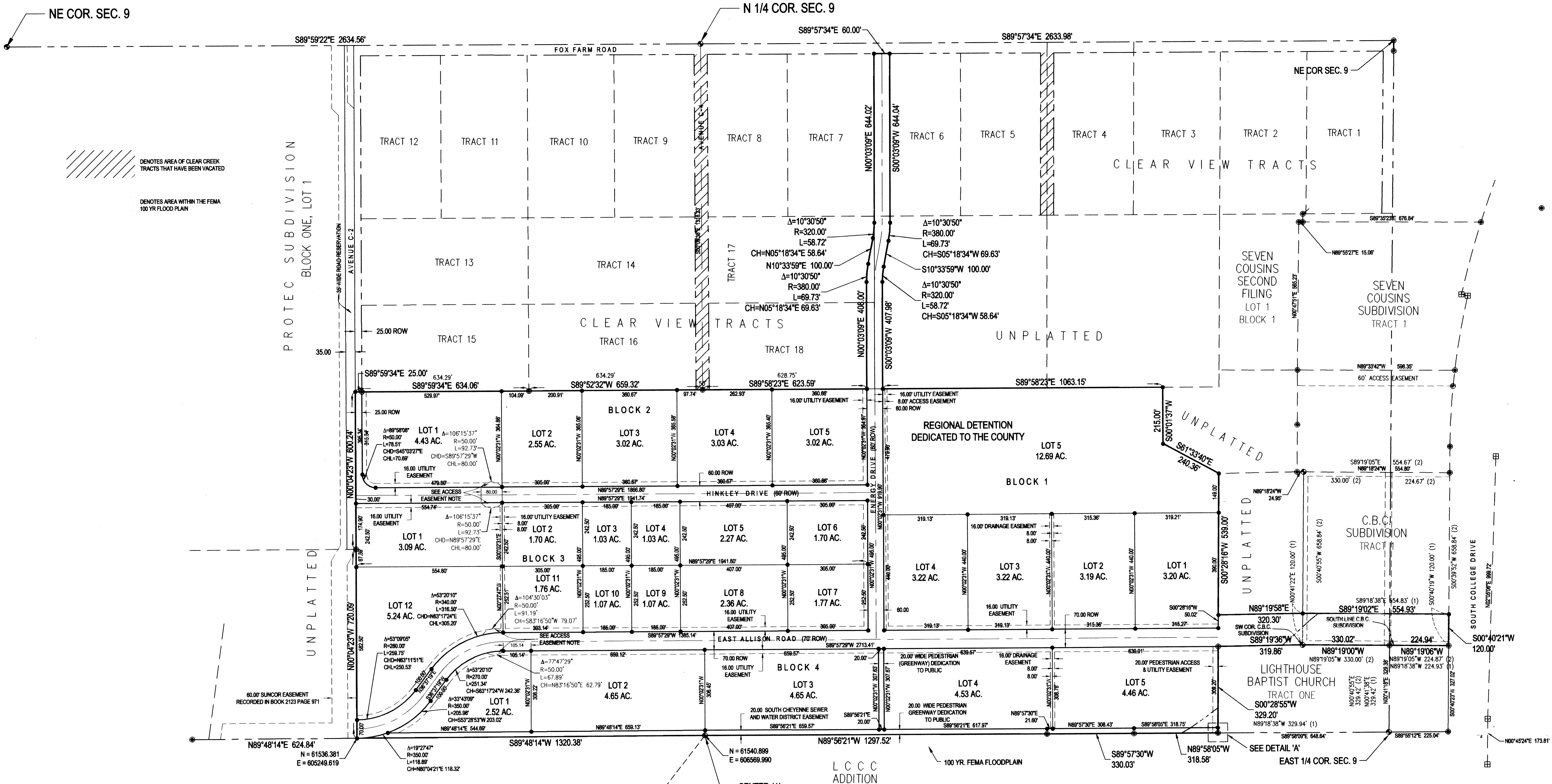
NOW, THEREFORE BE IT FURTHER RESOLVED BY THE GOVERNING BODY OF THE CITY OF CHEYENNE, WYOMING, THAT the Mayor and the City Clerk be and are hereby authorized to execute the Development Agreement.

PRESENTED, READ AND ADOPTED THIS 11th **DAY OF** July **, 2011.**

RICHARD L. KAYSEN, MAYOR

(SEAL)
ATTEST:

Kristy B. Anderson
CAROLYN DEEKEN, CITY CLERK
Kristy B. Anderson, Deputy City Clerk



ACCESS EASEMENT NOTE:
A TEMPORARY EASEMENT IS PROVIDED FOR THE CONSTRUCTION OF CUL-DE-SACS AT THESE LOCATION. THESE EASEMENTS WILL TERMINATE WHEN STREET IMPROVEMENTS HAVE BEEN CONSTRUCTED FROM SOUTH COLLEGE DRIVE TO EXISTING IMPROVED STREETS TO THE WEST OR NORTH.

(1) BOOK 2086 PAGE 1588 RECORDED 12/15/2008.
(2) PLAT OF THE C.B.C. SUBDIVISION, PLAT CABINET 5, SLOT 183 RECORDED OCT. 31, 1986.

VACATION NOTE:
THAT AREA OF TRACT 1, C.B.C. SUBDIVISION THAT LAYS WITHIN THIS SUBDIVISION BOUNDARY IS VACATED BY THIS PLAT.

LEGEND
- FOUND BRASS CAP
- FOUND WYDOT HIGHWAY MONUMENT
- FOUND ALUMINUM CAP
- FOUND IRON PIPE
- SET 2" ALUMINUM CAP

BASIS OF BEARINGS:
THE BASIS OF BEARING FOR THIS PLAT: GPS OBSERVATIONS DURING THE MONTHS OF FEBRUARY TO APRIL 2011 OF CITY CHEYENNE CONTROL POINTS "ALLISON" AND COLLEGE" TRANSFORMED TO THE CITY OF CHEYENNE LOCAL GROUND COORDINATE SYSTEM.

DETAIL 'A'
SCALE 1" = 50'

RECORDED 5/17/2012 AT 11:26 AM REC# 591460 BK# 9 PG# 187
DEBRA K. LATHROP, CLERK OF LARAMIE COUNTY, WY PAGE 1 OF 4

FINAL PLAT FOR NIOBRARA ENERGY PARK

A REPLAT OF A PORTION OF TRACTS 6, 17 AND 18 OF CLEAR VIEW TRACTS, A PORTION OF C.B.C. SUBDIVISION AND A PORTION OF THE NORTH ONE HALF OF SECTION 9, T. 13 N., R. 66 W. OF THE 6TH P.M., LARAMIE COUNTY, WYOMING.
PREPARED APRIL, 2011

NO.	REVISION	DATE

PREPARED FOR:
COLL-IND, LLC
255 STOREY BLVD.
CHEYENNE, WY. 82009

PROJECT: NIOBRARA ENERGY PARK

DRAWING TITLE: FINAL PLAT

avi p.c.
engineering planning surveying
PHONE (307) 637-6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

DATE: 3/3/11
DRAWN BY: SRL
DESIGNED BY:
CHECKED BY:
JOB NO.: 3200
DRAWING NO. 1 OF 2

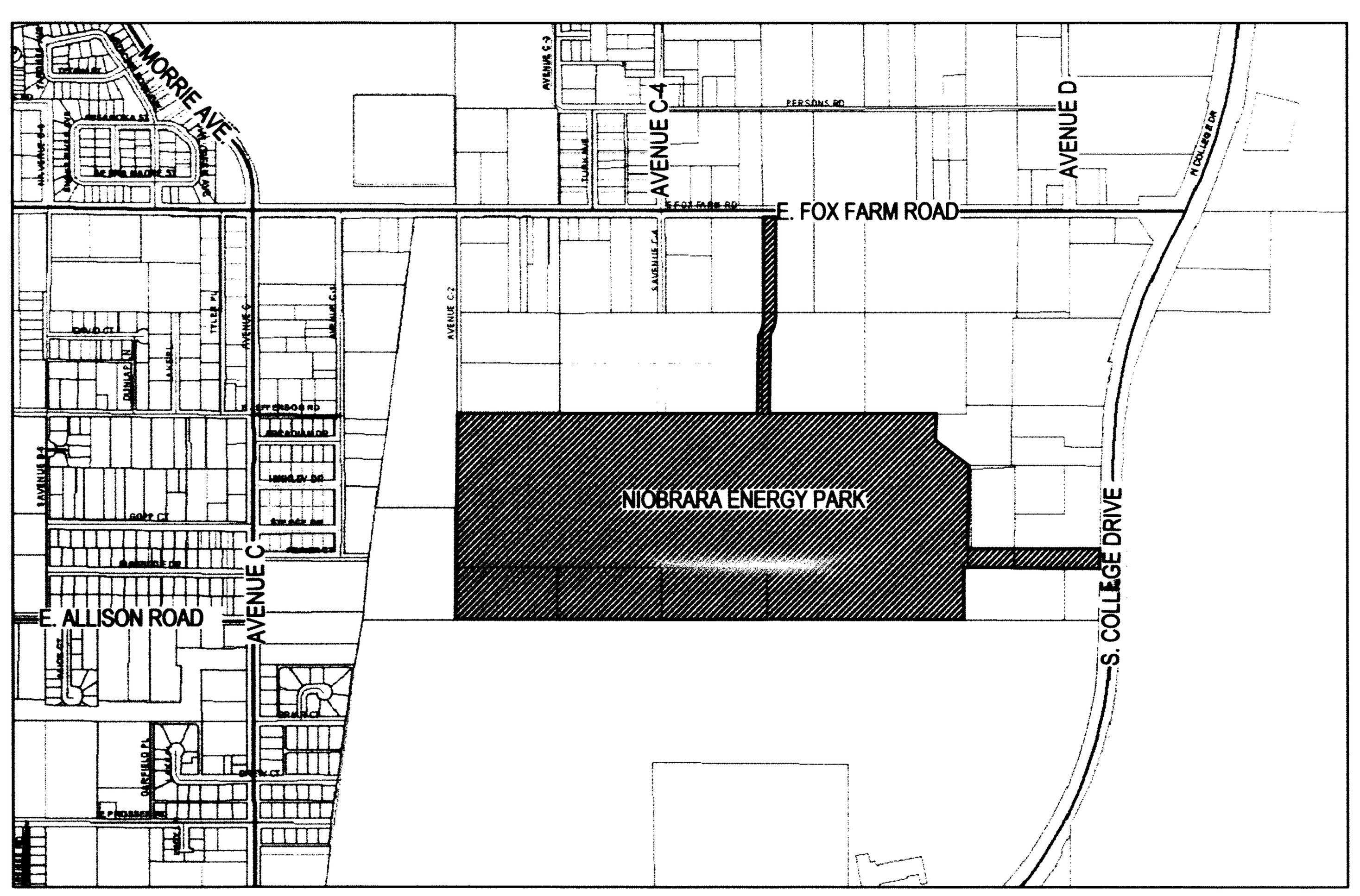
H:\3200\survey\Drawings\NIOBRARA FINAL PLAT.dwg May 08, 2012 - 9:24am Steve

LEGAL DESCRIPTION

LEGAL DESCRIPTION OF A PARCEL OF LAND BEING SITUATED IN THE NORTH ONE HALF OF SECTION 9, TOWNSHIP 13 NORTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, LARAMIE COUNTY, WYOMING AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOW:

COMMENCING AT THE CENTER ONE-QUARTER CORNER OF SAID SECTION 9 ; THENCE, S89°48'14"W ALONG THE EAST-WEST CENTERLINE OF SAID SECTION 9 A DISTANCE OF 1320.38 FEET TO A POINT ; THENCE, N00°04'23"W A DISTANCE OF 720.09 FEET TO A POINT ; THENCE, N00°04'23"W A DISTANCE OF 600.24 FEET TO A POINT ; THENCE, S89°59'34"E A DISTANCE OF 659.06 FEET TO A POINT ; THENCE, N89°52'32"E A DISTANCE OF 659.32 FEET TO A POINT ; THENCE, S89°58'23"E A DISTANCE OF 623.59 FEET TO A POINT ; THENCE, N00°03'09"E A DISTANCE OF 408.00 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT, SAID CURVE HAVING A CENTRAL ANGLE OF 10°30'50", HAVING A RADIUS OF 380.00 FEET, AND WHOSE LONG CHORD BEARS N05°18'349"E A DISTANCE OF 69.63 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 69.73 FEET; THENCE, N10°33'59"E A DISTANCE OF 100.00 FEET TO THE BEGINNING OF A CURVE OF A CURVE TO THE LEFT;SAID CURVE HAVING A CENTRAL ANGLE OF 10°30'50", HAVING A RADIUS OF 320.00 FEET, AND WHOSE LONG CHORD BEARS N05°18'34"E A DISTANCE OF 58.64 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 58.72 FEET; THENCE, N00°03'09"E A DISTANCE OF 644.02 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF FOX FARM ROAD ; THENCE, S89°57'34"E ALONG SAID SOUTHERLY RIGHT OF WAY LINE A DISTANCE OF 60.00 FEET TO A POINT ; THENCE, S00°03'09"W A DISTANCE OF 644.04 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT, SAID CURVE HAVING A CENTRAL ANGLE OF 10°30'50", HAVING A RADIUS OF 380.00 FEET, AND WHOSE LONG CHORD BEARS S05°18'34"W A DISTANCE OF 69.63 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 69.73 FEET; THENCE, S10°33'59"W A DISTANCE OF 100.00 FEET TO THE BEGINNING OF A CURVE TO THE LEFT , SAID CURVE HAVING A CENTRAL ANGLE OF 10°30'50", HAVING A RADIUS OF 320.00 FEET, AND WHOSE LONG CHORD BEARS S05°18'34"W A DISTANCE OF 58.64 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 58.72 FEET; THENCE, S00°03'09"W A DISTANCE OF 407.98 FEET TO A POINT ; THENCE, S89°58'23"E A DISTANCE OF 1063.15 FEET TO A POINT; THENCE S00°01'37"W A DISTANCE OF 215.00 FEET TO A POINT; THENCE S61°33'40"E A DISTANCE 240.36 FEET TO A POINT; THENCE, S00°28'16"W A DISTANCE OF 539.00 FEET TO A POINT ; THENCE, N89°19'58"E A DISTANCE OF 320.30 FEET TO A POINT ; THENCE, S89°19'02"E A DISTANCE OF 554.93 FEET TO A POINT ; THENCE, S00°40'21"W A DISTANCE OF 119.99 FEET TO A POINT ; THENCE, N89°19'06"W A DISTANCE OF 224.94 FEET TO A POINT ; THENCE, N89°19'00"W A DISTANCE OF 330.02 FEET TO A POINT ; THENCE, S89°19'36"W A DISTANCE OF 319.86 FEET TO A POINT ; THENCE, S00°28'55"W A DISTANCE OF 329.20 FEET TO A POINT ; THENCE, N89°58'05"W A DISTANCE OF 318.58 FEET TO A POINT ; THENCE S89°57'30"W A DISTANCE OF 330.03 FEET; THENCE, N89°56'21"W A DISTANCE OF 1297.52 FEET TO THE POINT OF BEGINNING.

SAID PARCEL OF LAND CONTAINS 101.86 ACRES MORE OR LESS.



VICINITY MAP
NOT TO SCALE

BASIS OF BEARINGS:

THE BASIS OF BEARING FOR THIS PLAT IS GPS OBSERVATION DURING THE MONTHS OF FEBRUARY TO APRIL, 2011 OF THE FOUND POINTS TRANSFORMED TO THE CITY OF CHEYENNE LOCAL COORDINATE SYSTEM.

DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT: THE UNDERSIGNED, CHRISTINE READ, MANAGING PARTNER OF 'READ CO. PARTNERSHIP AND READ MINING COMPANY', OWNERS IN FEE SIMPLE OF THE LANDS EMBRACED IN THIS PLAT OF "NIOBRARA ENERGY PARK", DO HEREBY DECLARE THIS PLAT OF SAID LANDS TO BE THEIR FREE ACT AND DEED IN ACCORDANCE WITH THEIR DESIRE, DO HEREBY DEDICATE THE ROADS SHOWN HEREON TO THE PUBLIC AND GRANT THE EASEMENTS SHOWN HEREON FOR THE PURPOSES INDICATED.

READ CO. PARTNERSHIP AND READ MINING COMPANY

Christine Read Managing Partner of Read Co and Read Mining Co.
CHRISTINE READ, MANAGING PARTNER

ACKNOWLEDGEMENTS

STATE OF California)
)SS
COUNTY OF Alameda)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY CHRISTINE READ, MANAGING PARTNER OF READ CO. PARTNERSHIP AND READ MINING COMPANY, THIS 1st DAY OF May, 2012, WITNESS MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC

MY COMMISSION EXPIRES 9/16/15
Commission #1948086

APPROVALS

APPROVED BY THE CHEYENNE PLANNING COMMISSION THIS 6TH DAY OF JUNE, 2011.

DEVELOPMENT DIRECTOR

APPROVED BY THE CITY COUNCIL OF THE CITY OF CHEYENNE, THIS 23RD DAY OF APRIL, 2012.

MAYOR ATTEST: Carol Intlekofer
CITY CLERK

APPROVED BY THE LARAMIE COUNTY PLANNING COMMISSION THIS 9 DAY OF JUNE, 2011.

Jody L. Clark
CHAIR PERSON FOR THE PLANNING COMMISSION

APPROVED BY THE COUNTY COMMISSIONERS OF LARAMIE COUNTY, WYOMING, THIS 17 DAY OF APRIL, 2012.

Gary Woodhouse ATTEST: Debra K. Lathrop
CHAIR PERSON, BOARD OF COUNTY COMMISSIONERS COUNTY CLERK

VACATION NOTE:

THAT AREA OF TRACT 1, C,B,C, SUBDIVISION THAT LAYS WITHIN THIS SUBDIVISION BOUNDARY IS VACATED BY THIS PLAT.

FILING RECORD

Reception ____________
The State of Wyoming } SS
County of Laramie
This instrument was filed for record at ________ o'clock ___M, on the ________ day of ________ A.D. 20______ and duly recorded in P/C ________ slot ________
By ________ Deputy

RECORDED 5/17/2012 AT 11:26 AM REC# 591460 BK# 9 PG# 187A
DEBRA K. LATHROP, CLERK OF LARAMIE COUNTY, WY PAGE 2 OF 4

DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT: THE UNDERSIGNED, COLLEEN M. WILLITS, TRUSTEE OF THE 'COLLEEN M. WILLITS LIVING TRUST DATED 11/27/02, AND CYNTHIA SIMON, CO-OWNER , OWNERS IN FEE SIMPLE OF THE LANDS EMBRACED IN THIS PLAT OF "NIOBRARA ENERGY PARK", DO HEREBY DECLARE THIS PLAT OF SAID LANDS TO BE THEIR FREE ACT AND DEED IN ACCORDANCE WITH THEIR DESIRE, DO HEREBY DEDICATE THE ROADS SHOWN HEREON TO THE PUBLIC AND GRANT THE EASEMENTS SHOWN HEREON FOR THE PURPOSES INDICATED.

Colleen M Willits. trustee of the Colleen M Willits trust dated. 11/27/02
COLLEEN M. WILLITS, TRUSTEE OF THE COLLEEN M. WILLITS TRUST DATED ______

Cynthia Simon
CYNTHIA SIMON, CO-OWNER

ACKNOWLEDGEMENTS

STATE OF WYOMING)
)SS
COUNTY OF LARAMIE)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY COLLEEN M. WILLITS, TRUSTEE OF THE 'COLLEEN M. WILLITS LIVING TRUST DATED 11/27/02' THIS 5 DAY OF May, 2012 WITNESS MY HAND AND OFFICIAL SEAL.

Victoria L. Soper
NOTARY PUBLIC, LARAMIE COUNTY, WYOMING

MY COMMISSION EXPIRES Aug 10, 2013

ACKNOWLEDGEMENTS

STATE OF Wyoming)
)SS
COUNTY OF Laramie)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY CYNTHIA SIMON, CO-OWNER , THIS 5 DAY OF May, 2012 WITNESS MY HAND AND OFFICIAL SEAL.

Victoria L. Soper
NOTARY PUBLIC, LARAMIE COUNTY, WYOMING

MY COMMISSION EXPIRES Aug 10, 2013

CERTIFICATE OF SURVEYOR

I, S. D. DAWSON, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF WYOMING, HEREBY STATE THAT THIS FINAL PLAT WAS PREPARED FROM OFFICIAL PLATS AND DEEDS OF RECORD AND FROM NOTES OF A FIELD SURVEY CONDUCTED BY ME OR UNDER MY DIRECT SUPERVISION, DURING THE MONTHS OF FEBRUARY TO APRIL, 2011 AND THAT THE MONUMENTS FOUND OR SET ARE AS SHOWN AND THAT THIS PLAT CORRECTLY REPRESENTS SAID SURVEY OF THE LAND DEPICTED HEREON TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF.

Professional Land Surveyor S. D. DAWSON 555 WYOMING

FINAL PLAT FOR NIOBRARA ENERGY PARK

A REPLAT OF A PORTION OF TRACTS 6, 17 AND 18 OF CLEAR VIEW TRACTS, A PORTION OF C.B.C. SUBDIVISION AND A PORTION OF THE NORTH ONE HALF OF SECTION 9, T. 13 N., R. 66 W. OF THE 6TH P.M., LARAMIE COUNTY, WYOMING.
PREPARED APRIL, 2011

NO.	REVISION	DATE

PREPARED FOR: COLL-IND, LLC
255 STOREY BLVD.
CHEYENNE, WY. 82009

PROJECT: NIOBRARA ENERGY PARK
DRAWING TITLE: FINAL PLAT

avi p.c. engineering planning surveying
PHONE (307) 637-6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

DATE: 3/3/11
DRAWN BY: SRL
DESIGNED BY:
CHECKED BY:
JOB NO.: 3200
DRAWING NO. 2 OF 2

\3200\survey\Drawings\NIOBRARA FINAL PLAT.dwg Apr 30, 2012 - 10:37am cjohnson

RESOLUTION NO. 5017-14

A RESOLUTION TO APPROVE A SUBDIVISION PERMIT AND PLAT FOR NIOBRARA ENERGY PARK, 2ND FILING, A REPLAT OF LOT 3, BLOCK 1, NIOBRARA ENERGY PARK, LARAMIE COUNTY, WY

WHEREAS, Wyoming State Statutes §18-5-201 to 18-5-208; §18-5-301 to 18-5-315 authorize Laramie County, in promoting the public health, safety, morals and general welfare of the county, to regulate the use of land through zoning in unincorporated Laramie County; and

WHEREAS, the Laramie County Board of Commissioners adopted the Laramie County Land Use Regulations; and

WHEREAS, the proposed subdivision is in accordance with section 2-1-101 (a-d) of the Laramie County Land Use Regulations; and

WHEREAS, the proposed plat is in accordance with section 2-1-101 (e) of the Laramie County Land Use Regulations; and

WHEREAS, this resolution is the subdivision permit for Niobrara Energy Park, 2nd Filing.

NOW THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF LARAMIE COUNTY, WYOMING, as follows:

The Laramie County Board of Commissioners finds that:

a. This application is in conformance with section 2-1-101 (a-d) of the Laramie County Land Use Regulations.
b. This application is in conformance with section 2-1-101 (e) of the Laramie County Land Use Regulations.

And that the Board approves the Subdivision Permit and Plat for Niobrara Energy Park, 2nd Filing, with no conditions:

PRESENTED, READ AND ADOPTED THIS 17th **DAY OF** Feb **, 2015.**

LARAMIE COUNTY BOARD OF COMMISSIONERS

Amber Ash, Chairman

ATTEST:

Debra K. Lathrop, Laramie County Clerk

Reviewed and approved as to form:

For Mark T. Voss, Laramie County Attorney

RECP #: 660696
RECORDED 5/7/2015 AT 11:02 AM BK# 2443 PG# 681
Debra K. Lathrop, CLERK OF LARAMIE COUNTY, WY PAGE 1 OF 1

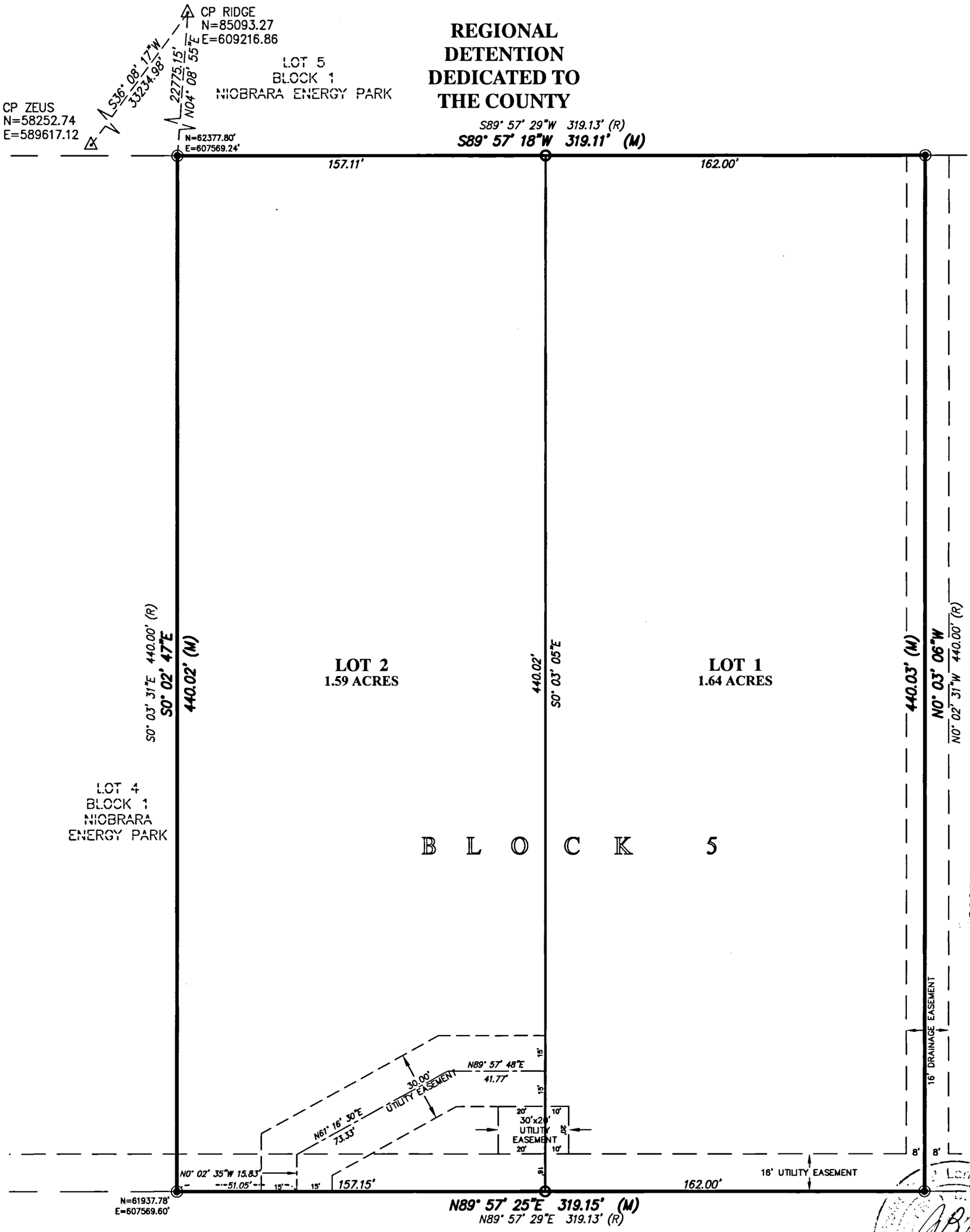
RECP #: 656027
RECORDED 3/5/2015 AT 8:21 AM BK# 2432 PG# 342
Debra K. Lathrop, CLERK OF LARAMIE COUNTY, WY PAGE 1 OF 1

LARAMIE COUNTY
MAY 21 2015
PLANNING & DEVELOPMENT OFFICE

COPY OF RECORD

EXISTING WATER SUPPLY SYSTEM AND SEWAGE SYSTEM PROVIDED BY SOUTH CHEYENNE WATER & SEWER TO REMAIN

FIRE PROTECTION TO BE PROVIDED BY FIRE DISTRICT #1



LEGEND

- ○ SET 1½" ALUMINUM CAP STAMPED "SSS P.L.S. 5910" ON ⅝" X 24" STEEL REBAR
- ◉ FOUND 1½" ALUMINUM CAP STAMPED "L.S. 555"
- ® FOUND ⅝" REBAR
- △ CITY OF CHEYENNE CONTROL MONUMENT
- (M) DENOTES MEASURED DATA THIS SURVEY
- (R) DENOTES RECORD DATA PER NIOBRARA ENERGY PARK, 1ST FILING

LOT 2
BLOCK 1
NIOBRARA
ENERGY PARK

40 0 40 80 120

Scale: 1" = 40'

DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS THAT:

Road Runner 5, LLC, a Wyoming Limited Liability Company, owner in fee simple of Lot 3, Block 1, Niobrara Energy Park

has caused the same to be surveyed, vacated, replatted and known as NIOBRARA ENERGY PARK, 2nd FILING, and does hereby declare the subdivision of said land as it appears on this plat, to be their free act and deed and in accordance with their desires and do hereby grant the easements for the purposes indicated hereon.

Road Runner 5, LLC

by: Benjamin Trautwein, Registered Agent

ACKNOWLEDGEMENT

STATE OF WYOMING }
COUNTY OF LARAMIE } SS

The foregoing instrument was acknowledged before me this 26th day of FEB, 2015, by Benjamin Trautwein, Registered Agent for Road Runner 5, LLC, a Wyoming Limited Liability Company.

JOHN A. BOWERS - NOTARY PUBLIC
COUNTY OF LARAMIE STATE OF WYOMING
MY COMMISSION EXPIRES APRIL 20, 2018

Notary Public, Laramie County, Wyoming

My Commission Expires: APR 20, 2018

CERTIFICATE OF SURVEYOR

I, Jeffrey B. Jones, Registered Professional Land Surveyor in the State of Wyoming, for and on behalf of Steil Surveying Services, LLC, hereby state, to the best of my knowledge, information and belief, that this map was prepared from field notes taken during an actual survey made by me or under my direct supervision; and that this map correctly shows the results of said survey and that the monuments found or set are as shown.

Land Surveyor 2/25/15

NOTES

1) BASIS OF BEARINGS – CITY OF CHEYENNE DATUM REFERENCED FROM CITY CONTROL MONUMENTS "RIDGE" & "ZEUS".

2) ALL UNMONUMENTED LOT CORNERS TO BE MONUMENTED WITH 1½" ALUMINUM CAP STAMPED "SSS P.L.S. 5910" ON ⅝"X24" REBAR.

3) NO PORTION OF THE SUBJECT PROPERTY FALLS WITHIN FEMA 100-YEAR SPECIAL FLOOD HAZARD AREA AS SHOWN ON F.I.R.M PANEL NO. 56021C1357F; DATED JANUARY 17, 2007

4) "30'x20' UTILITY EASEMENT" FOR LOCAL ELECTRICAL SERVICE AND TRANSFORMER ACCESS GRANTED TO ALL OWNERS OF LANDS CONTAINED WITHIN THIS REPLAT AND CHEYENNE LIGHT FUEL & POWER COMPANY, THEIR SUCCESSORS AND ASSIGNS.

5) "30.00' UTILITY EASEMENT", FOR SANITARY SEWER LATERAL(S), GRANTED TO THE OWNER(S) OF LOT 1, BLOCK 5, NIOBRARA ENERGY PARK, 2ND FILING; AND THE SOUTH CHEYENNE WATER AND SEWER DISTRICT; THEIR LEGAL SUCCESSORS AND/OR ASSIGNS.

6) ALL LANDS CONTAINED WITHIN THIS PLAT AND LOTS CREATED HEREON ARE SUBJECT TO CHEYENNE CITY/LARAMIE COUNTY DEVELOPMENT AGREEMENT RECORDED 5/07/2012 IN BOOK 2274, PAGE 373 OF THE LARAMIE COUNTY REAL ESTATE OFFICE.

VACATION STATEMENT

IT IS THE INTENT OF THIS REPLAT TO VACATE ALL OF LOT 3, BLOCK 1, NIOBRARA ENERGY PARK EXISTING EASEMENTS ARE TO REMAIN AS SHOWN HEREON

CITY APPROVAL

Approved by the City of Cheyenne Planning Commission this 12 day of FEBRUARY 2015.

Development Director, City of Cheyenne, Wyoming

Approved by the Council of the City of Cheyenne, Wyoming this 23rd day of Feb 2015.

Mayor

ATTEST: Carol Intlekofer
City Clerk

COUNTY APPROVAL

Approved by the Laramie County Planning Commission, this 22nd day of January 2015.

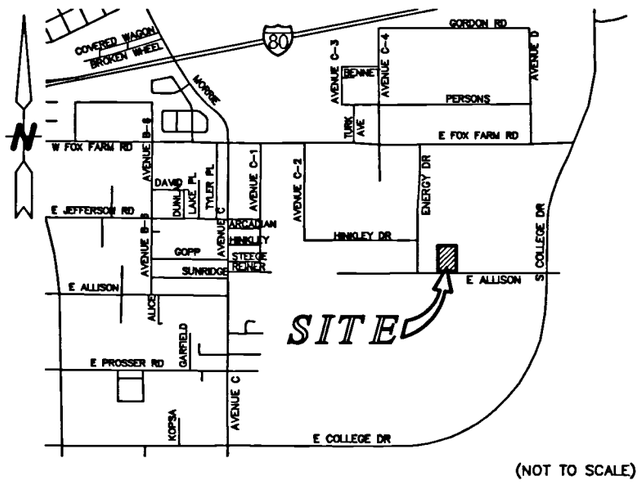
Chairman

Approved by the Board of Laramie County Commissioners of Laramie County, Wyoming, this 17th day of February 2015

Chairman

ATTEST: Debra K. Lathrop
County Clerk

VICINITY MAP



(NOT TO SCALE)

FILING RECORD

RECP #: 660565
RECORDED 5/5/2015 AT 4:05 PM BK# 10 PG# 122
Debra K. Lathrop. CLERK OF LARAMIE COUNTY. WY PAGE 1 OF 1

REVISED: 2/20/2015

County FINAL PLAT OF NIOBRARA ENERGY PARK 2nd FILING

A REPLAT OF LOT 3, BLOCK 1, NIOBRARA ENERGY PARK, CITY OF CHEYENNE LARAMIE COUNTY, WYOMING.

PREPARED DECEMBER 2014

STEIL SURVEYING SERVICES, LLC
PROFESSIONAL LAND SURVEYORS
1102 WEST 19th ST. CHEYENNE, WY. 82001 ○ (307) 634-7273
756 GILCHRIST ST. WHEATLAND, WY. 82201 ○ (307) 322-9789
www.SteilSurvey.com ○ info@SteilSurvey.com

\2013 DWG\13146 NIOBRARA EP L3B1\13146 SPLITL3B1_FINAL.DWG

RESOLUTION NO. 190402-19

A RESOLUTION TO APPROVE A SUBDIVISION PERMIT AND PLAT FOR NIOBRARA ENERGY PARK, 3RD FILING, A REPLAT OF LOT 4, BLOCK 4, NIOBRARA ENERGY PARK, 1ST FILING, LARAMIE COUNTY, WY.

WHEREAS, Wyoming State Statutes §18-5-201 to 18-5-208; §18-5-301 to 18-5-315 authorize Laramie County, in promoting the public health, safety, morals and general welfare of the county, to regulate the use of land through zoning in unincorporated Laramie County; and

WHEREAS, the Laramie County Board of Commissioners adopted the Laramie County Land Use Regulations; and

WHEREAS, the proposed subdivision and plat is in accordance with section 2-1-101 (a-e) of the Laramie County Land Use Regulations; and

WHEREAS, the application is in conformance with the LI – Light Industrial zone district; and

WHEREAS, this resolution is the subdivision permit for Niobrara Energy Park, 3rd Filing.

NOW THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF LARAMIE COUNTY, WYOMING, as follows:

The Laramie County Board of Commissioners finds that:

a. This application is in conformance with section 2-1-101 (a-e) of the Laramie County Land Use Regulations.
b. This application is in conformance with section 4-2-108 governing the LI – Light Industrial zone district.

And the Board approves the Subdivision Permit and Plat for Niobrara Energy Park, 3rd Filing.

PRESENTED, READ AND ADOPTED THIS 3rd **DAY OF** April**, 2019.**

LARAMIE COUNTY BOARD OF COMMISSIONERS

Linda M Heath

Linda Heath, Chairman

SEAL

ATTEST:

Debra K. Lee

Debra K. Lee, Laramie County Clerk

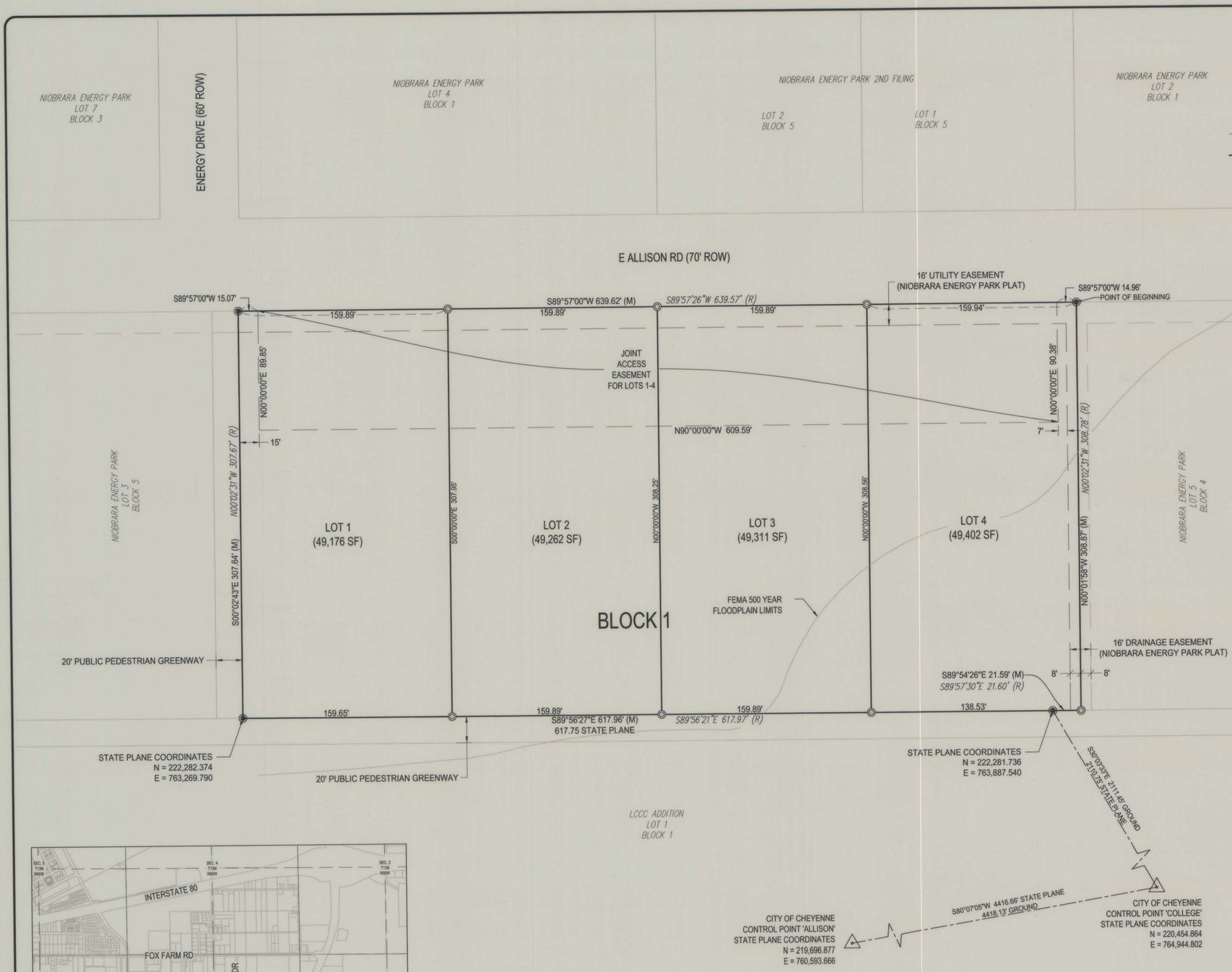
Reviewed and approved as to form:

FOR

Mark T. Voss, Laramie County Attorney

RECP #: 756646
RECORDED 7/5/2019 AT 12:16 PM BK# 2628 PG# 33
Debra K Lee, CLERK OF LARAMIE COUNTY, WY PAGE 1 OF 1

COPY OF RECORD



LEGEND

- FOUND ALUMINUM CAP AVI PC WY PLS 555
- SET ALUMINUM CAP AVI PC WY PLS 12045
- (M) MEASURED DATA THIS PLAT
- (R) RECORDED DATA FROM NIOBRARA ENERGY PARK PLAT
- EASEMENT LINES
- LOT LINES/PLAT BOUNDARY

0 40' 80'
1" = 40' (24" x 36")

LEGAL DESCRIPTION

A REPLAT OF LOT 4, BLOCK 4, NIOBRARA ENERGY PARK BEING SITUATED IN A PORTION OF THE SW 1/4 NE 1/4, SECTION 9, TOWNSHIP 13 NORTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN CHEYENNE, LARAMIE COUNTY, WYOMING, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST PROPERTY CORNER OF LOT 5, BLOCK 4, NIOBRARA ENERGY PARK, SAID POINT ALSO BEING SITUATED ON THE SOUTH RIGHT OF WAY LINE OF EAST ALLISON ROAD;

THENCE ALONG SAID SOUTH RIGHT OF WAY LINE S89°57'00"W A DISTANCE OF 639.62' TO A POINT;

THENCE LEAVING SAID SOUTH RIGHT OF WAY LINE S00°02'43"E A DISTANCE OF 307.64' TO A POINT;

THENCE S89°56'27"E A DISTANCE OF 617.96' TO A POINT;

THENCE S89°54'26"E A DISTANCE OF 21.59' TO A POINT AT THE SOUTHWEST CORNER OF SAID LOT 5, BLOCK 4;

THENCE ALONG THE WEST LINE OF SAID LOT 5, BLOCK 4 N00°01'58"W A DISTANCE OF 308.87' MORE OR LESS TO THE POINT OF BEGINNING.

SAID PARCEL OF LAND CONTAINS 4.53 ACRES MORE OR LESS.

DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED, RYAN GERTSCH, MEMBER OF 4G PROPERTIES, LLC OWNER IN FEE SIMPLE OF THE LANDS EMBRACED IN THIS PLAT OF "NIOBRARA ENERGY PARK 3RD FILING", DOES HEREBY DECLARE THIS PLAT OF SAID LANDS TO BE THEIR FREE ACT AND DEED IN ACCORDANCE WITH THEIR DESIRE, AND DOES HEREBY GRANT THE EASEMENTS SHOWN HEREON FOR THE PURPOSES INDICATED.

RYAN GERTSCH
MEMBER, 4G PROPERTIES, LLC

ACKNOWLEDGEMENTS

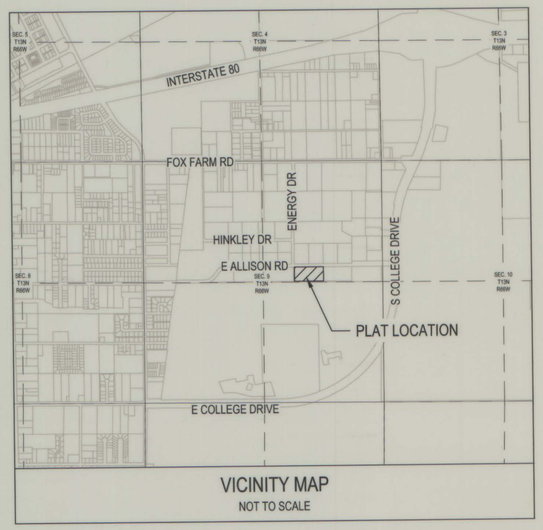
STATE OF Wyoming)
)SS
COUNTY OF Laramie)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY RYAN GERTSCH, MEMBER OF 4G PROPERTIES, LLC. THIS 18 DAY OF April, 2019, WITNESS MY HAND AND OFFICIAL SEAL.

SHERRY T PRESTON NOTARY PUBLIC COUNTY OF LARAMIE STATE OF WYOMING MY COMMISSION EXPIRES 1/22/22

NOTARY PUBLIC

MY COMMISSION EXPIRES 1/22/22



VICINITY MAP
NOT TO SCALE

NOTES

- NO SPECIAL FLOOD HAZARD AREAS ARE WITHIN THE PROPOSED SUBDIVISION. THE FEMA 500 YEAR FLOODPLAIN ENCOMPASSES PART OF THE SOUTHEAST PORTION OF THE SUBDIVISION AS SHOWN ON THE FLOOD INSURANCE RATE MAPS FOR LARAMIE COUNTY PANEL 1357 OF 1650. MAP NO. 56021C1357F WITH AN EFFECTIVE DATE OF JANUARY 17, 2007 AND A REVISION DATE OF APRIL 8, 2013.
- FIRE PROTECTION WILL BE PROVIDED BY LARAMIE COUNTY FIRE DISTRICT #1.
- WATER AND SEWER SERVICE TO BE PROVIDED BY SOUTH CHEYENNE WATER AND SEWER DISTRICT.
- DISTANCES ARE U.S. SURVEY FOOT

COUNTY APPROVALS

APPROVED BY THE LARAMIE COUNTY PLANNING COMMISSION

THIS 28 DAY OF March, 2019.

Jody L Clark
CHAIRPERSON

APPROVED BY THE COUNTY COMMISSIONERS OF LARAMIE COUNTY

THIS 2 DAY OF April, 2019.

Linda M Heath
CHAIRMAN OF THE BOARD

Debra K. Lee
COUNTY CLERK

BASIS OF BEARINGS

CITY OF CHEYENNE DATUM REFERENCED FROM CITY CONTROL MONUMENTS 'ALLISON' & 'COLLEGE'

FILING RECORD

RECP #: 753240
RECORDED 5/15/2019 AT 12:09 PM BK# 11 PG# 101
Debra K. Lee, CLERK OF LARAMIE COUNTY, WY PAGE 1 OF 1

CERTIFICATE OF SURVEYOR

I, ADAM E. DESCHLER, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF WYOMING, HEREBY STATE THAT THIS SURVEY WAS PREPARED FROM OFFICIAL PLATS AND DEEDS OF RECORD AND FROM NOTES OF A FIELD SURVEY CONDUCTED ON BEHALF OF AVI P.C. BY ME OR UNDER MY DIRECT SUPERVISION ON MAY 11, 2018, AND THAT THE MONUMENTS ARE SET OR FOUND AS SHOWN AND THAT THIS PLAT CORRECTLY REPRESENTS SAID SURVEY OF THE LAND DEPICTED HEREON TO THE BEST OF MY KNOWLEDGE.

Professional Land Surveyor ADAM E. DESCHLER 12845 WYOMING Date 4/19/2019

FINAL PLAT
FOR
NIOBRARA ENERGY PARK 3RD FILING

A REPLAT OF LOT 4, BLOCK 4 OF NIOBRARA ENERGY PARK ALSO BEING SITUATED IN A PORTION OF THE SW 1/4 NE 1/4 OF SECTION 9, T13N, R66W OF THE 6TH PRINCIPAL MERIDIAN, LARAMIE COUNTY, WYOMING
PREPARED APRIL 2019

DATE | REVISION | NO.

PREPARED FOR:
4G PROPERTIES, LLC
PO BOX 20432
CHEYENNE, WY 82003

PROJECT: NIOBRARA ENERGY PARK 3RD FILING

DRAWING TITLE: FINAL PLAT

40 Year
AVI ENGINEERING PLANNING SURVEYING
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

DATE:	Apr 13, 2019
DRAWN BY:	TR
DESIGNED BY:	TR
CHECKED BY:	AD
JOB NO.:	4211
DRAWING NO.	1 OF 1

RESOLUTION NO. 20117-25

A RESOLUTION TO APPROVE A SUBDIVISION PERMIT AND PLAT FOR NIOBRARA ENERGY PARK SUBDIVISION, 4TH FILING, LOCATED ON LOT 2, BLOCK 4, NIOBRARA ENERGY PARK, LARAMIE COUNTY, WY.

WHEREAS, Wyoming State Statutes §18-5-201 to 18-5-208; §18-5-301 to 18-5-315 authorize Laramie County, in promoting the public health, safety, morals and general welfare of the county, to regulate the use of land through zoning in unincorporated Laramie County; and

WHEREAS, the Laramie County Board of Commissioners previously adopted the 2019 Laramie County Land Use Regulations; and

WHEREAS, the proposed subdivision and plat is in accordance with section 2-1-101 (a-e) of the 2019 Laramie County Land Use Regulations; and

WHEREAS, this resolution is the subdivision permit for Niobrara Energy Park Subdivision, 4th Filing.

NOW THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF LARAMIE COUNTY, WYOMING, as follows:

The Laramie County Board of Commissioners finds that:

a. This application is in conformance with section 2-1-101 (a-e) of the Laramie County Land Use Regulations.

And the Board approves the Subdivision Permit and Plat for Niobrara Energy Park Subdivision, 4th Filing.

PRESENTED, READ AND ADOPTED THIS 17 **DAY OF** Nov **, 2020.**

LARAMIE COUNTY BOARD OF COMMISSIONERS

Gunnar Malm, Chairman

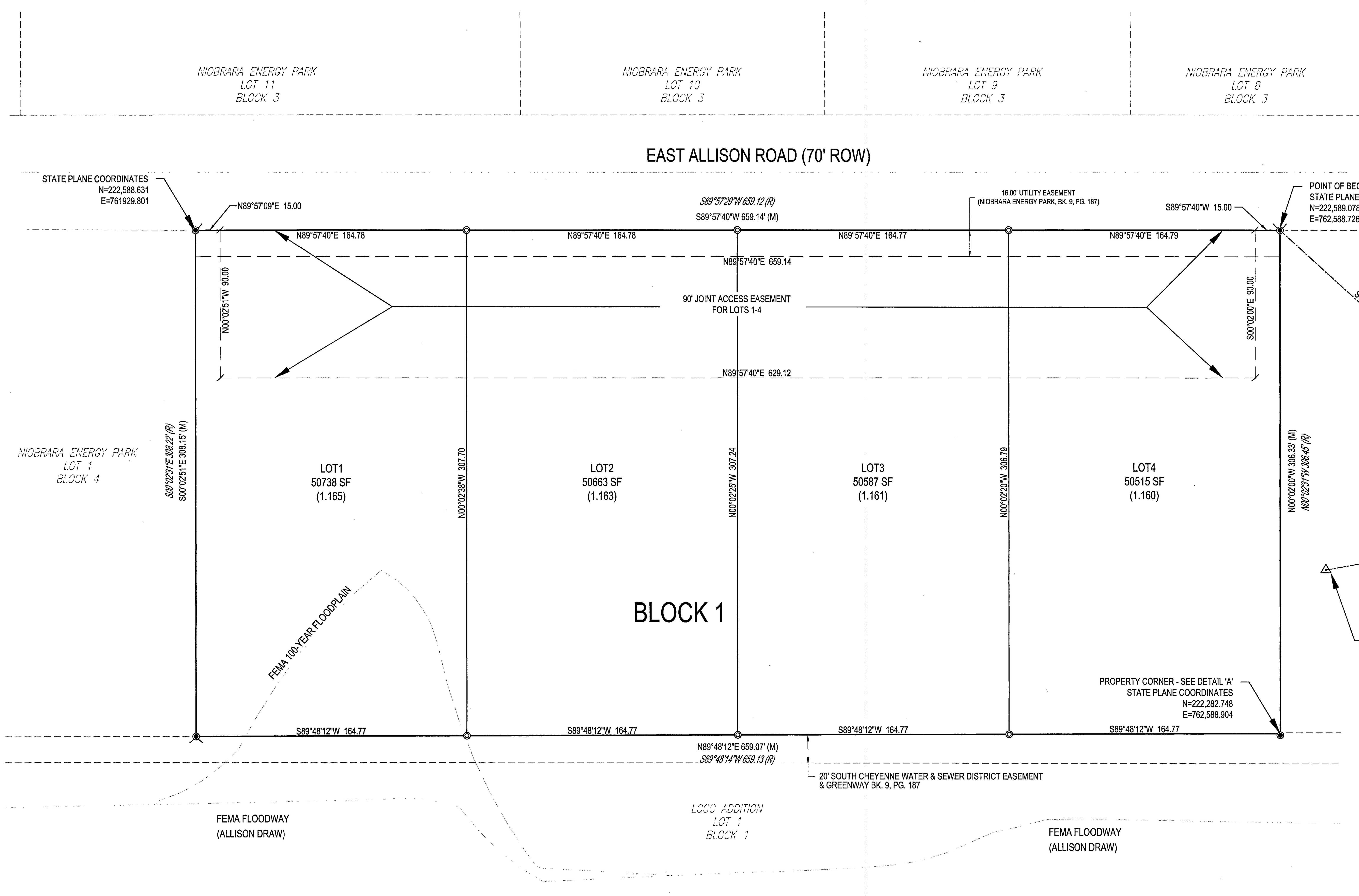
ATTEST:

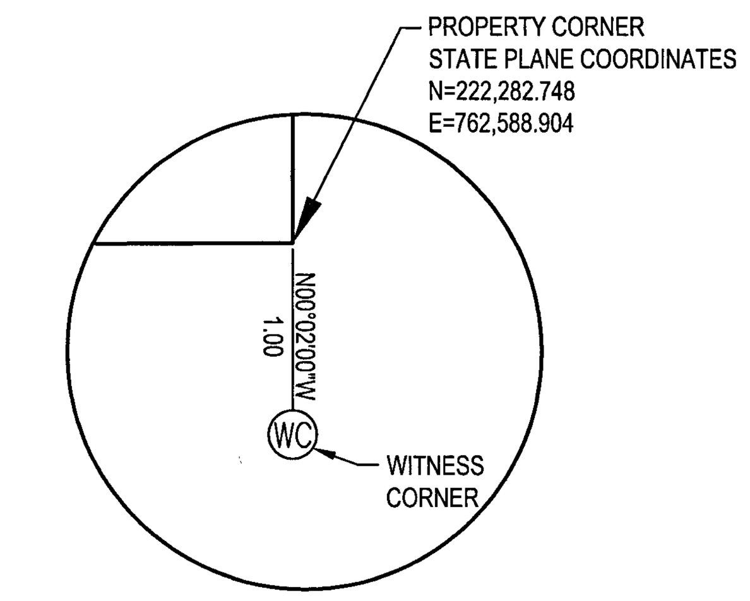
Debra K. Lee, Laramie County Clerk

Reviewed and approved as to form:

Laramie County Attorney

RECP #: 805930
RECORDED 3/31/2021 AT 9:57 AM BK# 2727 PG# 54
Debra K. Lee, CLERK OF LARAMIE COUNTY, WY PAGE 1 OF 1





DETAIL 'A'
N.T.S.

LEGEND

- FOUND ALUMINUM CAP AVI PC WY PLS 555
- SET ALUMINUM CAP AVI PC WY PLS 12045
- WITNESS CORNER
- (M) MEASURED DATA THIS PLAT
- (R) RECORDED DATA FROM NIOBRARA ENERGY PARK PLAT
- EASEMENT LINES
- PLAT BOUNDARY
- LOT LINES
- CITY MONUMENT TIE

NOTES

SPECIAL FLOOD HAZARD AREAS ARE WITHIN THE PROPOSED SUBDIVISION. THE FEMA 100-YEAR FLOODPLAIN ENCOMPASSES PART OF THE SOUTHWEST PORTION OF THE SUBDIVISION AS SHOWN ON THE FLOOD INSURANCE RATE MAPS FOR LARAMIE COUNTY PANEL 1357 OF 1650. MAP NO. 56021C1357F WITH AN EFFECTIVE DATE OF JANUARY 17, 2007 AND A REVISION DATE OF APRIL 8, 2013.

FIRE PROTECTION WILL BE PROVIDED BY LARAMIE COUNTY FIRE DISTRICT #1.

WATER AND SEWER SERVICE TO BE PROVIDED BY SOUTH CHEYENNE WATER AND SEWER DISTRICT.

DISTANCES ARE U.S. SURVEY FOOT

LEGAL DESCRIPTION

A REPLAT OF LOT 2, BLOCK 4, NIOBRARA ENERGY PARK BEING SITUATED IN A PORTION OF THE SE 1/4 NW 1/4, SECTION 9, TOWNSHIP 13 NORTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, LARAMIE COUNTY, WYOMING, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 2, BLOCK 4, NIOBRARA ENERGY PARK, SAID POINT ALSO BEING SITUATED ON THE SOUTH RIGHT OF WAY LINE OF EAST ALLISON ROAD; THENCE ALONG SAID SOUTH RIGHT OF WAY LINE S89°57'40"W A DISTANCE OF 659.14' TO A POINT;THENCE LEAVING SAID SOUTH RIGHT OF WAY LINE ALONG THE WEST PROPERTY LINE SHARED WITH LOT 1, BLOCK 4, NIOBRARA ENERGY PARK S00°02'51"E A DISTANCE OF 308.15' TO A POINT; THENCE ALONG THE SOUTH PROPERTY LINE S89°48'12"E A DISTANCE OF 659.07' TO A POINT; SAID POINT BEING N00°02'00"W A DISTANCE OF 1.00' FROM SET WITNESS CORNER; THENCE FROM SAID POINT N00°02'00"W A DISTANCE OF 306.33' ALONG THE EAST PROPERY LINE SHARED WITH LOT 3, BLOCK 4 OF NIOBRARA ENERGY PARK, MORE OR LESS TO THE POINT OF BEGINNING.

SAID PARCEL OF LAND CONTAINS 4.65 ACRES MORE OR LESS.

BASIS OF BEARINGS:

BASIS OF BEARINGS - GRID BEARINGS AS ESTABLISHED BY GPS (GLOBAL POSITIONING SYSTEM) OBSERVATIONS REFERENCED FROM CITY OF CHEYENNE CONTROL MONUMENTS "ALLISON" AND "COLLEGE" COORDINATES ARE GROUND COORDINATES BASED ON US STATE PLANE 1983, WYOMING STATE PLANE EAST FIPZONE 4901.
TO CONVERT TO STATE PLANE COORDINATES ADD 100,000 FT TO THE NORTHING AND 200,000 FT TO THE EASTING AND MULTIPLY BY A PROJECT SCALE FACTOR (SF) OF 0.999666524.
EXAMPLE POINT: POINT OF BEGINNING
GROUND NORTHING = 122663.330
GROUND EASTING = 562843.110
N = (122663.330 + 100000)*SF = 222589.078
E = (562843.110 + 200000)*SF = 762588.720
STATE PLANE NORTHING = 222589.078
STATE PLANE EASTING =762588.720

DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED, RYAN P. GERTSCH, MEMBER OF 4G PROPERTIES, LLC, AND LUCAS A. SARNE, MEMBER OF SARNE FAMILY, LLC, OWNERS IN FEE SIMPLE OF THE LANDS EMBRACED IN THIS PLAT OF "NIOBRARA ENERGY PARK, 4TH FILING", DOES HEREBY DECLARE THIS PLAT OF SAID LANDS TO BE THEIR FREE ACT AND DEED IN ACCORDANCE WITH THEIR DESIRE, AND DOES HEREBY GRANT THE EASEMENTS SHOWN HEREON FOR THE PURPOSES INDICATED.

RYAN P. GERTSCH
MEMBER, 4G PROPERTIES, LLC

LUCAS A. SARNE
MEMBER, SARNE FAMILY LLC

ACKNOWLEDGEMENTS

STATE OF Wyoming)
COUNTY OF Laramie) SS

SHERRY T. PRIESKORN-NOTARY PUBLIC, COUNTY OF LARAMIE, STATE OF WYOMING, MY COMMISSION EXPIRES 1/22/22

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY LUCAS A. SARNE, MEMBER OF SARNE FAMILY, LLC. THIS 26 DAY OF January, 2021, WITNESS MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC

MY COMMISSION EXPIRES 1/22/22

ACKNOWLEDGEMENTS

STATE OF Wyoming)
COUNTY OF Laramie) SS

SHERRY T. PRIESKORN-NOTARY PUBLIC, COUNTY OF LARAMIE, STATE OF WYOMING, MY COMMISSION EXPIRES 1/22/22

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY RYAN P. GERTSCH, MEMBER OF 4G PROPERTIES, LLC. THIS 26 DAY OF January, 2021, WITNESS MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC

MY COMMISSION EXPIRES 1/22/22

COUNTY APPROVALS

APPROVED BY THE LARAMIE COUNTY PLANNING COMMISSION

THIS 22nd DAY OF October, 2020.

Jody L. Clark
CHAIRPERSON

APPROVED BY THE COUNTY COMMISSIONERS OF LARAMIE COUNTY

THIS 17th DAY OF November, 2020.

CHAIRMAN OF THE BOARD

Debra K. Lee
COUNTY CLERK

Reception 804268
The State of Wyoming } ss
County of Laramie
This instrument was filed for record at 3:14 o'clock P.M. on the 11 day of March A.D. 2021 and duly recorded in book ___ on page ___ P/C 12 slot 24
Debra K. Lee
County Clerk & Ex-Officio Register of Deeds
By Ramona B. Sauer Deputy

Professional Land Surveyor, ADAM E. DESCHLER, 12045, Date 1/27/2021, WYOMING

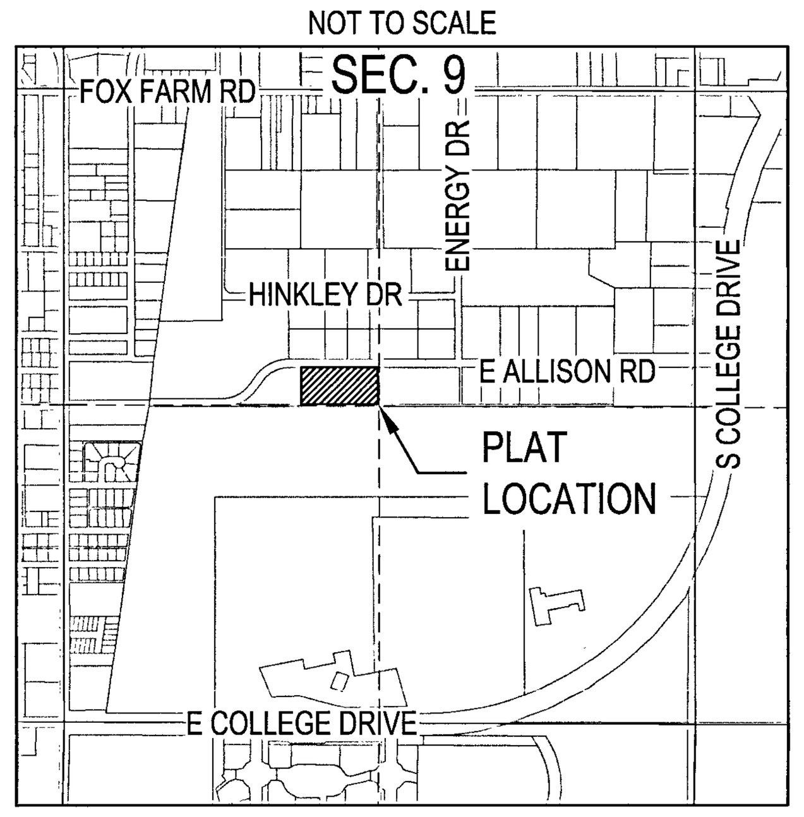
CERTIFICATE OF SURVEYOR

I, ADAM E. DESCHLER, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF WYOMING, HEREBY STATE THAT THIS SURVEY WAS PREPARED FROM OFFICIAL PLATS AND DEEDS OF RECORD AND FROM NOTES OF A FIELD SURVEY CONDUCTED ON BEHALF OF AVI P.C. BY ME OR UNDER MY DIRECT SUPERVISION ON JANUARY 14, 2020 AND THAT THE MONUMENTS ARE SET OR FOUND AS SHOWN AND THAT THIS PLAT CORRECTLY REPRESENTS SAID SURVEY OF THE LAND DEPICTED HEREON TO THE BEST OF MY KNOWLEDGE.

FILING RECORD

RECP #: 804268
RECORDED 3/11/2021 AT 3:14 PM BK# 12 PG# 24
Debra K. Lee, CLERK OF LARAMIE COUNTY, WY PAGE 1 OF 1

VICINITY MAP
NOT TO SCALE



T.13.N
R.66.W

1" = 40' (24" x 36")

FINAL PLAT
FOR
NIOBRARA ENERGY PARK 4TH FILING

A REPLAT OF LOT 2, BLOCK 4 OF NIOBRARA ENERGY PARK, ALSO BEING SITUATED IN A PORTION OF THE SE 1/4 NW 1/4 OF SECTION 9, T13N, R66W OF THE 6TH PRINCIPAL MERIDIAN, LARAMIE COUNTY, WYOMING
PREPARED JANUARY 2021

NO.	REVISION	DATE

PREPARED FOR: 4G PROPERTIES, LLC, PO BOX 20432, CHEYENNE, WY 82003

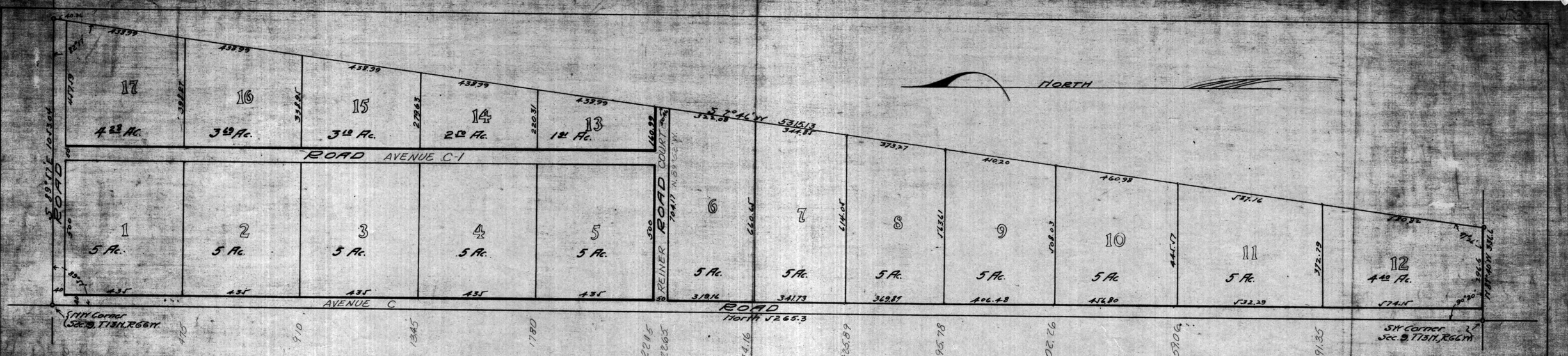
PROJECT: NIOBRARA ENERGY PARK, 4TH FILING

DRAWING TITLE: FINAL PLAT

ENGINEERING PLANNING SURVEYING
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

DATE: Jan 04, 2021
DRAWN BY: BMN
DESIGNED BY: BMN
CHECKED BY: AED
JOB NO.: 4423
DRAWING NO. 1 OF 1

Jan 04, 2021 – 3:40pm Rinne



DEDICATION

Know all men by these presents, that Dean T. Prosser, owner in fee simple of the land embraced in this plat of THE PROSSER TRACTS, does hereby declare this subdivision of the within described lands as appears on this plat to be his free and voluntary act and deed and does hereby dedicate to the use of the public forever all of the roads shown hereon.

Witnesse~~s~~ required

Dean T. Prosser

ACKNOWLEDGEMENT

State of Wyoming }
County of Laramie } ss

I hereby certify that on this 21st day of April, AD. 1930, before me, a Notary Public in and for the State of Wyoming, personally appeared Dean T. Prosser to me known to be the individual described in and who executed the within and foregoing dedication and acknowledged the said instrument to be his free and voluntary act and deed and for the purpose therein mentioned.

In witness whereof I have hereunto set my hand and affixed the seal of my office the day and year first above written.

Lola G Hall
Notary Public in and for the State of Wyoming
Residing at Cheyenne

My commission expires Oct. 24th, 1932

ENGINEER'S CERTIFICATE

State of Wyoming }
County of Laramie } ss.

I, T.H. Baldwin, of Cheyenne, Wyoming, hereby certify that this map was made from notes taken during an actual survey made by me April 1st to April 10th 1930, that all tract corners were marked upon the ground by 2"x2"x20" Stakes painted white and that the land embraced therein is all that portion of Section 9, T.13N., R.66W. lying west of the centre line of the old D.&.P.R.R. (U.P.) and is more particularly described as follows: beginning at the NW corner Section 9, T.13N., R.66W. 6th P.M.; thence S 89°51'E a distance of 1013.04 feet along the north line of said section 9; thence S 7°46'W a distance of 531.513 feet; thence N. 89°40'W. a distance of 396.60 feet to the S.W. corner of said Section 9; thence North a distance of 265.30 feet to the point of beginning.

T.H. Baldwin
Engineer.

THE PROSSER TRACTS

SECTION 9, T. 13N., R. 66W.
LARAMIE COUNTY - WYOMING
Scale 1" = 200'
April 1930

RESOLUTION NO. 220517-38

A RESOLUTION TO APPROVE A VACATE A REMAINDER OF TRACT 12, PROSSER Tracts, 1st FILING, AS SHOWN BY THE DEED FILED IN BOOK 2406, PAGE 352 AT THE LARAMIE COUNTY CLERK AND REAL ESTATE OFFICE LOCATED IN A PORTION OF SECTION 9, T.13N., R66W., OF THE 6TH P.M., LARAMIE COUNTY, WY.

WHEREAS, Wyoming State Statutes §18-5-201 to 18-5-208; §18-5-301 to 18-5-315 authorize Laramie County, in promoting the public health, safety, morals and general welfare of the county, to regulate the use of land through zoning in unincorporated Laramie County; and

WHEREAS, the Laramie County Board of Commissioners adopted the Laramie County Land Use Regulations; and

WHEREAS, the proposed Vacation is in accordance with section §34-12-106 to §34-12-111 of the Laramie County Land Use Regulations; and

WHEREAS, this resolution is the Vacation for a remainder of Tract 12, Prosser Tracts, 1st Filing, as shown by the deed filed in Book 2406, Page 352, at the Laramie County Clerk and Real Estate Office located in a portion of Section 9, T.13N., R66W, of the 6th P.M., Laramie County, WY.

NOW THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF LARAMIE COUNTY, WYOMING, as follows:

The Laramie County Board of Commissioners finds that:

- **a.** This application is in conformance with section §34-12-106 to §34-12-111.
- **b.** The vacation has been submitted to create an Administrative Plat on Tract 12, Prosser Tracts, Second Filing, to be split into two separate tracts.

And the Board approve the Vacation for a remainder of Tract 12, Prosser Tracts, 1st Filing, as shown by the deed filed in Book 2406, Page 352, at the Laramie County Clerk and Real Estate Office located in a portion of Section 9, T.13N., R66W, of the 6th P.M., Laramie County, WY. in order to create an Administrative Plat.

PRESENTED, READ AND ADOPTED THIS 17 **DAY OF** May**, 2022.**

LARAMIE COUNTY BOARD OF COMMISSIONERS

Troy Thompson, Chairman

ATTEST:

Debra K. Lee, Laramie County Clerk

Reviewed and approved as to form:

Laramie County Attorney's Office

RECP #: 839294
RECORDED 6/16/2022 AT 9:52 AM BK# 2792 PG# 1185
Debra K. Lee, CLERK OF LARAMIE COUNTY, WY PAGE 1 OF 1

Recorded by
First American Title

WARRANTY DEED

Betty D. Stief, a single person, grantor, of 1609 S. Avenue C-1, Cheyenne, WY 82007, for and in consideration of Ten Dollars And Other Good And Valuable Consideration in hand paid, receipt whereof is hereby acknowledged, CONVEY(S) AND WARRANT(S) TO **Christopher M. Stief and Patricia A. Stief, husband and wife as tenants by the entireties**, whose address is 1609 S. Avenue C-1, Cheyenne, WY 82007, the following described real estate, situated in Laramie County and State of Wyoming, hereby releasing and waiving all rights under and by virtue of the homestead exemption laws of the State, to-wit:

> The South 454.65 feet of Tract 12 in Prosser Tracts, being a subdivision of Part of Section 9, Township 13 North, Range 66 West of the 6th P.M., in Laramie County, Wyoming, EXCEPTING THEREFROM the South 100 feet of said Tract 12

SUBJECT to all easements, reservations and restrictions presently of record in the office of the County Clerk for Laramie County, Wyoming.

WITNESS my hand this 14 day of Oct, 2004.

Betty D. Stief, a single person

****

State of Wyoming)
) ss.
County of Laramie)

The foregoing instrument was acknowledged before me by Betty D. Stief, a single person, this 14 day of Oct, 2004.

Witness my hand and official seal.

Notary Public

My Commission Expires: 3-17-2005

MARY E. FITZKE - NOTARY PUBLIC
COUNTY OF LARAMIE STATE OF WYOMING
MY COMMISSION EXPIRES MAR. 17, 2005

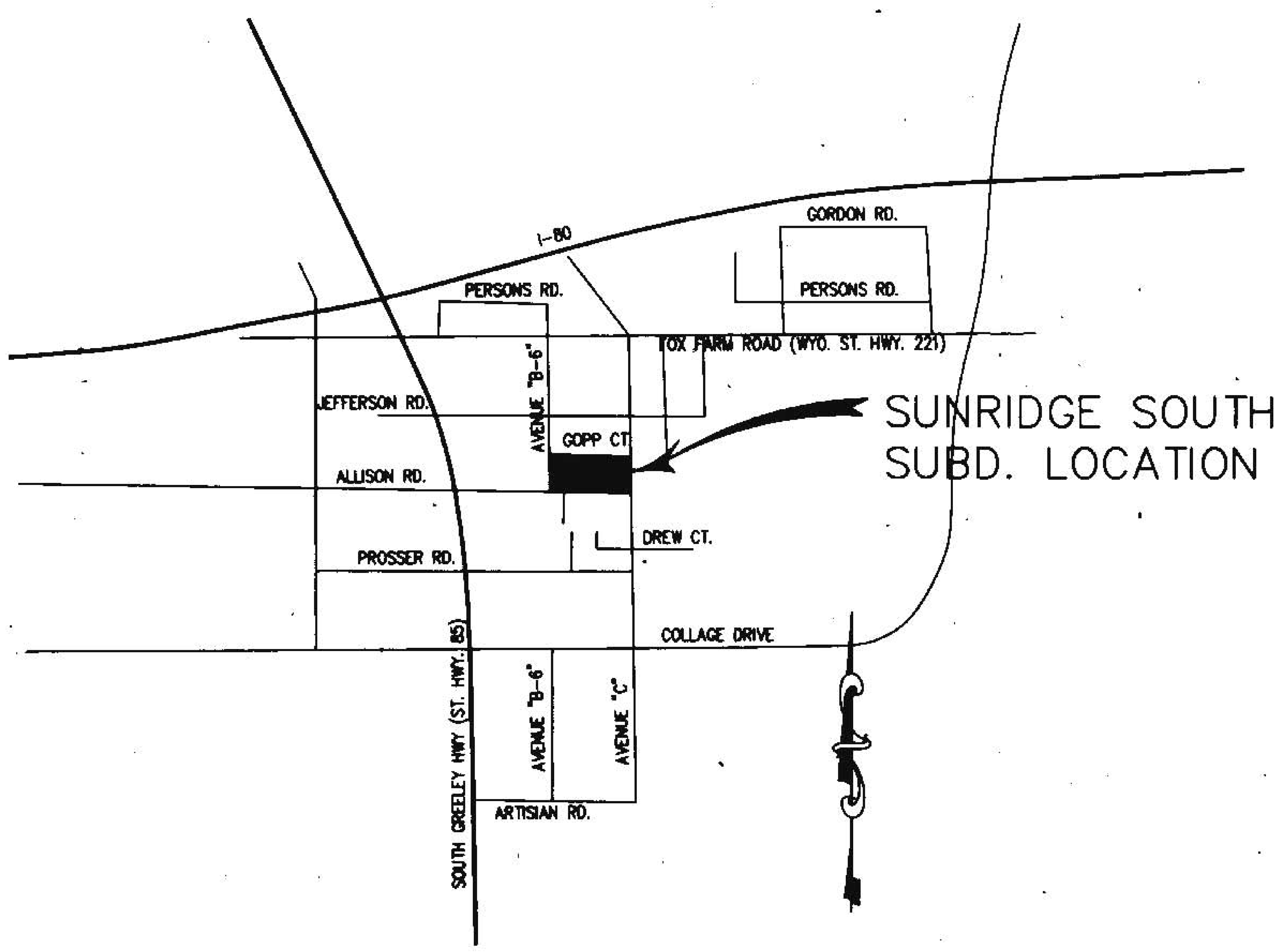
RECORDED 9/11/2014 AT 3:12 PM REC# 645339 BK# 2406 PG# 352
DEBRA K. LATHROP, CLERK OF LARAMIE COUNTY, WY PAGE 1 OF 1

LEGAL DESCRIPTION

A PARCEL OF LAND BEING SITUATED WITHIN THE SOUTH ONE-HALF OF THE SOUTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SECTION 8, TOWNSHIP 13 NORTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, LARAMIE COUNTY, WYOMING, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE WEST RIGHT OF WAY LINE OF SOUTH AVENUE "C" AND THE NORTH RIGHT OF WAY LINE OF EAST ALLISON ROAD; THENCE N0°03'01"W ALONG SAID WEST RIGHT OF WAY LINE OF AVENUE "C", A DISTANCE OF 541.44 FEET TO A POINT OF INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF GOPP COURT; THENCE N89°18'45"W ALONG SAID SOUTH RIGHT OF WAY LINE OF GOPP COURT A DISTANCE OF 1301.31 FEET TO A POINT ON THE EAST LINE OF TRACT 25 ALLISON TRACTS AS RECORDED IN THE LARAMIE COUNTY CLERKS OFFICE; THENCE S0°15'28"W ALONG SAID EAST LINE A DISTANCE OF 542.07 FEET TO A POINT OF INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF SAID EAST ALLISON ROAD; THENCE S89°20'28"E ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 1304.22 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 16.20 ACRES MORE OR LESS.



VICINITY MAP
NOT TO SCALE

CITY ENGINEER'S COPY

DEDICATION

SUNRISE HOUSING; JAMES B. LEELING, JOSEPH MORRISON, DEBORAH PARKER, PAMELA A. NASH, NANCY J. NAIL, VERA M. CLARK, GEORGE E. CLARK, SR., AND MICHAEL J. VASEY, OWNERS IN FEE SIMPLE OF THE LANDS EMBRACED BY THIS PLAT OF "SUNRIDGE SOUTH SUBDIVISION 2ND FILING" HAVE CAUSED THE SAME TO BE SURVEYED AND PLATTED, DO HEREBY DECLARE THIS PLAT OF SAID LANDS AS IT APPEARS ON THIS PLAT TO BE THEIR FREE ACT AND DEED AND IN ACCORDANCE WITH THEIR DESIRES, DO HEREBY DEDICATE TO THE PUBLIC THE ROAD RIGHTS-OF-WAYS, AND GRANT THE EASEMENTS FOR THE PURPOSES INDICATED HEREON.

SUNRISE HOUSING; JAMES B. LEELING

JOSEPH A. MORRISON

DEBORAH M. PARKER

PAMELA A. NASH

NANCY J. NAIL

VERA M. CLARKE

GEORGE E. CLARKE, SR.

MICHAEL J. VASEY

ACKNOWLEDGEMENTS

COUNTY OF LARAMIE)
)S.S.
STATE OF WYOMING)

THE DEDICATION INSTRUMENT WAS ACKNOWLEDGE BEFORE ME BY SUNRISE HOUSING, JAMES B. LEELING, OWNER, ON THIS 26th DAY OF June 1996.

NOTARY PUBLIC
MY COMMISSION EXPIRES 8-25-98

COUNTY OF LARAMIE)
)S.S.
STATE OF WYOMING)

THE DEDICATION INSTRUMENT WAS ACKNOWLEDGE BEFORE ME BY JOSEPH A. MORRISON, OWNER, ON THIS 26th DAY OF June, 1996.

NOTARY PUBLIC
MY COMMISSION EXPIRES 8-25-98

COUNTY OF LARAMIE)
) S.S.
STATE OF WYOMING)

THE DEDICATION INSTRUMENT WAS ACKNOWLEDGE BEFORE ME BY DEBORAH M. PARKER, OWNER, ON THIS 26th DAY OF June, 1996.

NOTARY PUBLIC
MY COMMISSION EXPIRES 8-25-98

COUNTY OF LARAMIE)
) S.S.
STATE OF WYOMING)

THE DEDICATION INSTRUMENT WAS ACKNOWLEDGE BEFORE ME BY PAMELA A. NASH, OWNER, ON THIS 26th DAY OF June, 1996.

NOTARY PUBLIC
MY COMMISSION EXPIRES 8-25-98

SURVEYOR'S CERTIFICATE

I, PAUL A. REID, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF WYOMING, STATE THAT THIS PLAT REPRESENTS A FIELD SURVEY PERFORMED BY ME, DURING JANUARY, 1996. BASED UPON MY INFORMATION, KNOWLEDGE AND BELIEF, THIS PLAT CORRECTLY EXHIBITS THE RESULTS OF SAID SURVEY AND THE MONUMENTS FOUND OR SET AS SHOWN HEREON.

ACKNOWLEDGEMENTS

COUNTY OF LARAMIE)
) S.S.
STATE OF WYOMING)

THE DEDICATION INSTRUMENT WAS ACKNOWLEDGE BEFORE ME BY NANCY J. NAIL, OWNER, ON THIS 26th DAY OF June, 1996.

NOTARY PUBLIC
MY COMMISSION EXPIRES 8-25-98

COUNTY OF LARAMIE)
) S.S.
STATE OF WYOMING)

THE DEDICATION INSTRUMENT WAS ACKNOWLEDGE BEFORE ME BY VERA M. CLARKE, OWNER, ON THIS 26th DAY OF June, 1996.

NOTARY PUBLIC
MY COMMISSION EXPIRES 8-25-98

COUNTY OF LARAMIE)
) S.S.
STATE OF WYOMING)

THE DEDICATION INSTRUMENT WAS ACKNOWLEDGE BEFORE ME BY GEORGE M. CLARKE, SR., OWNER, ON THIS 26th DAY OF June, 1996.

NOTARY PUBLIC
MY COMMISSION EXPIRES 8-25-98

COUNTY OF LARAMIE)
) S.S.
STATE OF WYOMING)

THE DEDICATION INSTRUMENT WAS ACKNOWLEDGE BEFORE ME BY MICHAEL J. VASEY, OWNER, ON THIS 26th DAY OF June, 1996.

NOTARY PUBLIC
MY COMMISSION EXPIRES 8-25-96

APPROVALS

APPROVED BY THE CHEYENNE-LARAMIE COUNTY REGIONAL PLANNING COMMISSION THIS DAY 4th OF March, 1996.

DEVELOPMENT DIRECTOR

APPROVED BY THE BOARD OF COUNTY COMMISSIONERS OF LARAMIE COUNTY, WYOMING THIS DAY 2nd OF April, 1996.

COUNTY CLERK
CHAIRMAN OF THE BOARD

APPROVED BY THE CITY COUNCIL OF THE CITY OF CHEYENNE, WYOMING THIS DAY 25th OF March, 1996.

Asst. CITY CLERK
MAYOR

FILING RECORD

Reception 186605

The State of Wyoming
County of Laramie } SS

This instrument was filed for record at 1:48 o'clock P M, on the 9 day of July A.D. 19 96 and duly recorded in book — on page —
P/C 7 slot 22

County Clerk & Ex-Officio Register of Deeds
By Deputy

FINAL PLAT
SUNRIDGE SOUTH 2ND FILING
A REPLAT OF SUNRIDGE SOUTH SUBDIVISION
BEING A PORTION OF THE SOUTH ONE-HALF OF THE SOUTHEAST ONE-QUARTER NORTHEAST ONE-QUARTER OF SECTION 8, TOWNSHIP 13 NORTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, LARAMIE COUNTY WYOMING

PREPARED FOR:
JAMES B. LEELING
SUNRISE HOUSING
28106 MEADOW GREEN PARKWAY
EVERGREEN, CO. 80439

Professional Land Surveyor
PAUL A. REID
2927
PAUL A. REID WYOMING P.L.S. 2927
DATE 6/24/96
WYOMING

APPROVALS:

NO.	REVISIONS	DATE

PROJECT: SUNRIDGE SOUTH 2ND FILING

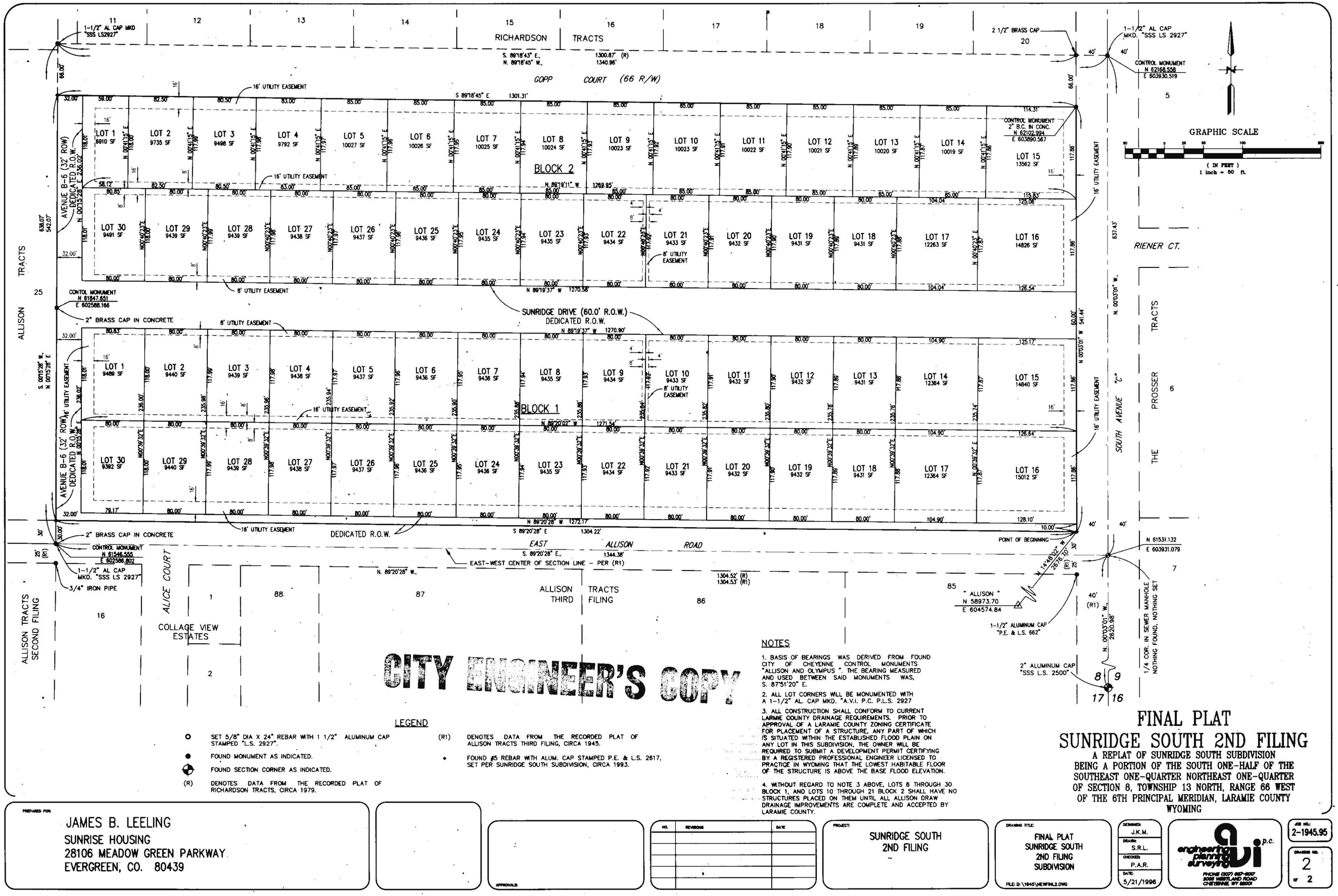
DRAWING TITLE: REPLAT SUNRIDGE SOUTH 2ND FILING SUBDIVISION

FILE: C:\1945\FINAL1.DWG

DESIGNED: J.K.M.
DRAWN: S.R.L.
CHECKED: J.K.M.
DATE: 6/13/1996

engineering planning surveying epi p.c.
PHONE (307) 637-3007
3025 WESTLAND ROAD
CHEYENNE, WY 82001

JOB NO.: 2-1945.95
DRAWING NO.: 1 of 2



LEGEND

- ○ SET 5/8" DIA X 24" REBAR WITH 1 1/2" ALUMINUM CAP STAMPED "L.S. 2927".
- ● FOUND MONUMENT AS INDICATED.
- ⊕ FOUND SECTION CORNER AS INDICATED.
- (R) DENOTES DATA FROM THE RECORDED PLAT OF RICHARDSON TRACTS, CIRCA 1979.
- (R1) DENOTES DATA FROM THE RECORDED PLAT OF ALLISON TRACTS THIRD FILING, CIRCA 1945.
- ◆ FOUND #5 REBAR WITH ALUM. CAP STAMPED P.E. & L.S. 2617, SET PER SUNRIDGE SOUTH SUBDIVISION, CIRCA 1993.

NOTES

1. BASIS OF BEARINGS WAS DERIVED FROM FOUND CITY OF CHEYENNE CONTROL MONUMENTS "ALLISON AND OLYMPUS ". THE BEARING MEASURED AND USED BETWEEN SAID MONUMENTS WAS, S. 87°51'20" E.
2. ALL LOT CORNERS WILL BE MONUMENTED WITH A 1-1/2" AL. CAP MKD. "A.V.I. P.C. P.L.S. 2927
3. ALL CONSTRUCTION SHALL CONFORM TO CURRENT LARAMIE COUNTY DRAINAGE REQUIREMENTS. PRIOR TO APPROVAL OF A LARAMIE COUNTY ZONING CERTIFICATE FOR PLACEMENT OF A STRUCTURE, ANY PART OF WHICH IS SITUATED WITHIN THE ESTABLISHED FLOOD PLAIN ON ANY LOT IN THIS SUBDIVISION, THE OWNER WILL BE REQUIRED TO SUBMIT A DEVELOPMENT PERMIT CERTIFYING BY A REGISTERED PROFESSIONAL ENGINEER LICENSED TO PRACTICE IN WYOMING THAT THE LOWEST HABITABLE FLOOR OF THE STRUCTURE IS ABOVE THE BASE FLOOD ELEVATION.
4. WITHOUT REGARD TO NOTE 3 ABOVE, LOTS 6 THROUGH 30 BLOCK 1, AND LOTS 10 THROUGH 21 BLOCK 2 SHALL HAVE NO STRUCTURES PLACED ON THEM UNTIL ALL ALLISON DRAW DRAINAGE IMPROVEMENTS ARE COMPLETE AND ACCEPTED BY LARAMIE COUNTY.

FINAL PLAT
SUNRIDGE SOUTH 2ND FILING

A REPLAT OF SUNRIDGE SOUTH SUBDIVISION
BEING A PORTION OF THE SOUTH ONE-HALF OF THE SOUTHEAST ONE-QUARTER NORTHEAST ONE-QUARTER OF SECTION 8, TOWNSHIP 13 NORTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, LARAMIE COUNTY WYOMING

PREPARED FOR:
JAMES B. LEELING
SUNRISE HOUSING
28106 MEADOW GREEN PARKWAY
EVERGREEN, CO. 80439

APPROVALS

NO.	REVISIONS	DATE

PROJECT: SUNRIDGE SOUTH 2ND FILING

DRAWING TITLE: FINAL PLAT SUNRIDGE SOUTH 2ND FILING SUBDIVISION

FILE: P:\1945\NEWFINL2.DWG

DESIGNED: J.K.M.
DRAWN: S.R.L.
CHECKED: P.A.R.
DATE: 5/21/1996

engineering planning surveying A.V.I. P.C.
PHONE (307) 637-6007
2035 WESTLAND ROAD
CHEYENNE, WY 82001

JOB NO.: 2-1945.95

DRAWING NO.: 2 OF 2